

**City of Alachua
Downtown Redevelopment District**

**A Survey of
Architectural and Historical Resources**

**Report Prepared by Murray D. Laurie
October, 1999**

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The survey of the City of Alachua Downtown Redevelopment District was made possible by funds provided by the City of Alachua Downtown Redevelopment Board of Trustees. The survey project consultant was Murray D. Laurie.

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Old Bank of Alachua, restored in 1998

ACKNOWLEDGMENTS

The assistance and cooperation of many people within the community contributed to the success of this survey of the historic properties in the City of Alachua Downtown Redevelopment District. I am most grateful for the cordial and gracious manner in which this assistance and cooperation was granted throughout the many months it took to complete the survey, which began in May, 1999.

The financial and administrative support provided by the City of Alachua and the Downtown Redevelopment Board of Trustees made available the materials and services essential to the field survey and research process. They provided technical assistance, maps, and information for the properties surveyed.


Community organizations interested in preserving the city's past, such as the Citizens for a Better Alachua, provided encouragement and helped me locate valuable sources of information. The many hours I spent talking to the residents of Alachua and its environs about the history of the city and its buildings were particularly enjoyable and rewarding. My warmest thanks are extended to Jack Bryan, David Bush, William Enneis, Kevin Finley, Mary Lois Forrester, Pauline Fugate, Nina May Harrison, Fletcher Stephens, and Arthur Spencer.

The downtown merchants of Alachua have kept up the city's tradition of community involvement and were unfailingly helpful to me in many ways, telling me what they knew about the history of their building, pointing out its significant features, suggesting others to talk to, and sharing their hopes and plans for the future. Photographs on display in the Conestoga Restaurant and in the First National Bank of Alachua were a valuable resource.

Finally, I thank the many residents and property owners who patiently answered my questions, permitted me to photograph their homes, and sometimes invited me in for a visit. I hope that this survey will encourage the continued preservation of the building fabric of the City of Alachua and help maintain the community's cultural heritage.



Main Street



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SURVEY CRITERIA

The criteria used to place historic properties on the National Register of Historic Places were used as a basis for the evaluation of the sites documented within the City of Alachua Downtown Redevelopment District. (See Appendix Two for boundaries and legal description of the District.) The survey results form an authoritatively documented foundation which can be used by those agencies required by law to comply with state and federal regulations in regard to the preservation of historic properties. The criteria for listing on the National Register as published by the United States Department of the Interior are listed below.

1. A property is associated with events which have made a significant contribution to the broad patterns of history; or
2. A property is associated with the lives of persons significant in the past; or
3. A property is significant if it embodies the distinctive characteristics of a type, period, or method of construction, for example, it represents the work of a master, or if it possesses high artistic values, or if it represents a significant and distinguishable entity whose components may lack individual distinction, such as a district; or
4. A property which yields, or may be likely to yield, information important in prehistory or history.

In a somewhat less restricted manner the same criteria are used to select properties to be listed in the Florida Master Site File. Many of the properties on this master site file are of purely state and local significance and would not be eligible for the National Register of Historic Places. The Florida Site File, a central repository of archival material and data on the physical remains of Florida history, is a statewide inventory of buildings, structures, objects, and sites that can be used as a valuable planning tool.

The survey project director, who holds a master's degree in history from the University of Florida and who has worked as a Historic Preservation Consultant for twenty years, examined all standing buildings in the City of Alachua that appeared to be at least fifty years old or older and recorded their location and physical description. The cut-off date of 1949 was chosen for the survey and, with the assistance of records in the Alachua County Tax Appraiser's office, the 1912 and 1924 Sanborn maps of Alachua, and interviews with long-time residents of the city, dates of construction were verified or estimated. Some buildings that satisfied the fifty-year criteria but had lost the integrity of their original design through alterations and decay were eliminated from the survey.

Many of the extant brick stores and commercial buildings on Main Street were built by 1912, when the first Sanborn map was drawn, and most of the larger homes also dated from the turn of the century or the first decade of the twentieth century. The subsequent growth of the City of Alachua, according to the dates of construction of the rest of the buildings in the survey, was slow and gradual, with no apparent spurts of growth due to the great Florida land boom in the 1920s. Most of the homes built in the 1920s and 1930s were smaller wood frame residences, and there was little growth in the 1940s.

As there was little recorded historical information available on individual buildings other than those sources mentioned, the information gathered from the citizens of the City of Alachua was of primary importance. Notes taken during long conversations and casual encounters alike helped document the intricate and fascinating historic legacy of the city's buildings. Any errors or omissions in reporting this information are solely the fault of the project coordinator.

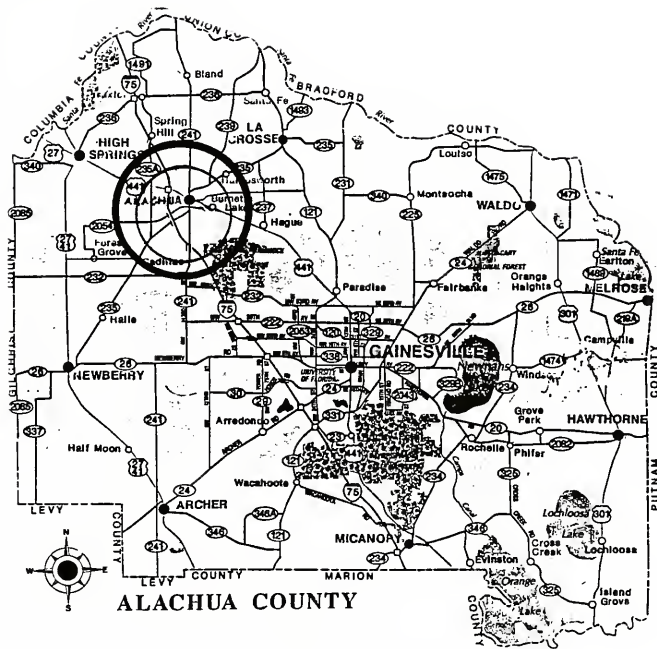


Figure 1. Location of Alachua and survey area

SURVEY METHODOLOGY

An historic sites survey, which may either be thematic or geographic in scope, is a systematic and detailed recording of historic resources. A thematic survey might, for example, record only resources of a predetermined type, such as farm buildings or Carpenter Gothic churches within a particular area. A geographic survey, on the other hand, is comprehensive and includes all of the historic resources within the specified area. A geographic survey of the City of Alachua Downtown Redevelopment District was conducted, using the boundaries indicated in Figure 1. The survey area extended roughly from US 441 on the north to NW 142 Avenue as the southern boundary, and three or four blocks to the east and west of Main Street. Archaeological resources were not surveyed within the area.

The survey consisted of three phases. First, the historic literature was reviewed to determine the period of development for the City of Alachua and the individuals and pioneer families contributing to this development. An examination of the Florida Site Files for Alachua County revealed that no buildings within the survey area had previously been recorded. In 1973, a preliminary survey of historic buildings in Alachua County was conducted under the supervision of Professor F. Blair Reeves of the College of Architecture at the University of Florida, and these records, on file at the Art and Architecture Library on the UF campus, were examined. No buildings within the survey area are listed on the National Register of Historic Places, although the nearby Newnansville Cemetery is listed. The Alachua County Historical Commission compiled a historical walking tour map, published in 1986, that identified twenty-five buildings in Alachua as historically significant. Materials related to the history and development of the city of Alachua in the P. K. Yonge Library of Florida History at the University of Florida and the Alachua County Archives at the Matheson Historical Center in Gainesville were also examined. A search of the Map Library at the University of Florida yielded copies of the 1912 and 1924 Sanborn maps of Alachua. The Alachua County Office of Records has plat maps related to Alachua, and these were examined and some copied for inclusion in this report. The State of Florida Photo Archive was also consulted.

Field work is the second step of the historic site survey. A pedestrian survey of the entire area was conducted by the consultant to determine which structures built before 1949 were still intact. Each likely site was photographed and site data was recorded on a field form. Dates were confirmed, as nearly as possible by interviewing property owners and long-time residents and by reviewing property tax rolls. The ownership of stores and the merchandise and services they offered changed over the years, and with few written records, the history of Alachua commerce is fragmented and somewhat kaleidoscopic.

A large map of the survey area with tax numbers recorded for each lot facilitated a computer search of these records at the Alachua County Tax Appraisers office. A map location of each site and a thumbnail sketch were also recorded on each field form. In all, 120 sites were determined to meet the survey criteria, and site file numbers were obtained from the Bureau of Historic Preservation to be assigned to each historic structure. All pertinent information was entered on computer for each site and disks including all 120 forms will be sent to the Florida Site File along with files containing hard copies, maps, and photographs. Copies will be made of the computerized data as well as the hard copy forms for the City of Alachua.

Finally, the analysis of the properties recorded during the survey was completed and recommendations were made for future action. This final survey report, which includes a chronological overview and an architectural description of the sites, will be made available to the public through the City of Alachua Downtown Redevelopment Board of Trustees.

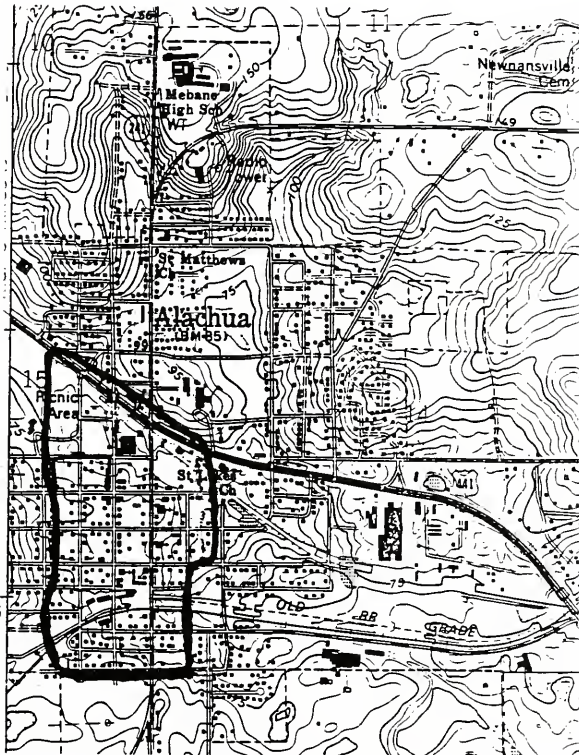


Figure 2. USGS Map, Alachua Quadrangle, 1966, Revised 1993
City of Alachua Downtown Redevelopment District

THE GROWTH AND DEVELOPMENT OF THE CITY OF ALACHUA: A CHRONOLOGICAL OVERVIEW TO 1949

Historical Overview

The area which encompasses the city of Alachua, located in the northwest quadrant of Alachua County, is characterized by a gently rolling landscape with a few lakes and sinkholes, bounded on its north border by the Santa Fe River. Once densely covered by forests of yellow pine, oak hammocks, and giant cypress trees, most of the land has been cleared for agriculture. The boundaries of the city have been expanded in recent years to more than forty square miles, but the highest concentration of buildings is within the fifty-block survey area, downtown Alachua, which is about fifteen miles northwest of Gainesville, the county seat and largest city in Alachua County.

Prior to the discovery of Florida by the first Europeans to reach the peninsula early in the sixteenth century, the area which now comprises Alachua County was occupied by a succession of native peoples. The Potano, a branch of the Timucuan nation, resided in the vicinity when the Spanish legions led by Hernando de Soto marched through the land in 1539. The Spaniards passed near the future site of the City of Alachua as they crossed the Santa Fe River at the natural land bridge, created as the river goes underground for three miles, a useful natural phenomenon now encompassed within the boundaries of the O'Leno State Park, about ten miles northwest of Alachua. Later, as the Spaniards built cities on the coasts at St. Augustine and Pensacola and sent missionaries to the interior of *La Florida* to convert and control the native peoples, several missions were established in what is now Alachua County, although none within the survey area. These mission sites have been extensively studied and archaeological findings published in a number of works. Dr. Jerald Milanich of the University of Florida, for example, has done extensive research on Potano village sites and Spanish missions in this part of the county.¹

With the destruction of the *La Florida* mission system by English raids early in the seventeenth century, the land remained relatively empty of human habitation and use until remnants of the Creek nations to the north, called Seminoles, moved into north Florida, but little is known of Seminole settlements within the survey area. When Florida became a United States territory, white settlers from states north of the border also began to claim land in the 1820s. The Bellamy Road, authorized by Congress in 1824 as the first federal highway project in Florida, passed near this area as it stretched from St. Augustine to Pensacola. The Bellamy Road, which closely followed the pathways created by the early native peoples and the Spanish who ruled Florida for more than three centuries, crossed the Santa Fe River over the natural land bridge and linked the remote inland heart of Florida to both the Gulf and Atlantic coasts.

Among the local pioneers of the territorial period were members of the Dell family. The first settlement, located about a mile northeast of the present site of the City of Alachua, was called Dell's Court House, established as a post office in 1831. The name was soon changed to Newnansville in 1837, in honor of Indian fighter Daniel Newnan, under whom three of the Dell brothers had served. The history of Newnansville, which became the first county seat of Alachua County, has been extensively researched, and the Newnansville cemetery is listed on the National Register of Historic Places. The frontier village, located at the junction of the east-west Bellamy Road and the north-south road between Lake City and Micanopy, became a military post and a refuge for scattered farm families when their lives were threatened by roaming

Indians during the Seminole Wars in the 1830s and early 1840s. When the Seminoles had been pushed south and peace once more came to the area, more settlers poured into Florida, and Newnansville, as the county seat, became a busy center of business and politics. Many of the early land grants were recorded in the wood frame courthouse. The Methodist congregation outgrew its log cabin and built a new church with a steeple and classical facade in the 1850s. The town cemetery was laid out beside this church. The rich soil, gentle climate and other natural advantages drew cotton planters as well as small farmers, and agricultural pursuits flourished.²

Newnansville would no doubt have continued to grow had it not been for the routing of the Florida Railroad many miles to the south as it linked the state's coasts, running from Fernandina on the Atlantic to Cedar Key on the Gulf of Mexico. Bypassed by the cross-state railroad, Newnansville lost out to the new town of Gainesville, created about fifteen miles to the south in the 1850s, which became the new seat of government for Alachua County in 1854.

Webber's 1883 book, "Eden of the South," characterizes Newnansville and its environs as "the most fertile portion of the county . . . [and] one of the greatest timber regions in the State," although somewhat isolated by lack of railroad connections. The old courthouse was then in use mainly as a Masonic Temple, and only a handful of stores were open along Main Street. But at least a thousand bags of Sea Island cotton were produced annually in the precinct by white and black farmers, who were prudently beginning to turn their attention to fruit and vegetable crops as well.³

With the loss of its status as the county seat, Newnansville was further diminished in the early 1880s when the Savannah, Florida and Western Railroad's tracks were laid a mile and a half to the south. The SF&W depot (located near the present site of the First National Bank of Alachua) became a magnet for commerce in the area, and farmers were drawn there to sell their crops or ship them to far-off markets. Gradually the businesses in Newnansville moved to the new town of Alachua, pronounced A-lá-chu-way. The Newnansville post office was discontinued and re-established at Alachua in 1887, an official signal that the new town had replaced the old one.⁴

Streets were laid out (but not paved for many years) and lots were platted in Alachua. The first eight-block plat was recorded in 1887, railroad engineer George Tompsett set out streets much as they are today in 1897, and Clarks Second Addition was recorded in 1915 (Figures 3 & 4). Other small platted sections of the town were recorded in the Alachua County courthouse in the following decades. The first school house was built on Main Street (on the site of the present AllTel building) and the Methodists and Baptists held their first church services in this building. In 1897 the Methodists built a new church on the site of the present building, and in the 1890s a new brick school building was constructed in Alachua on a four-acre plot of land north of the business district, the site of the present Alachua Elementary School.

Plat
of
ALACHUA
Sec 15 T 8 N 18
Alachua CO
Fla

Scale 1/4" = 100'



Filed March 28 1896
Recorded March 28 1896
32-1/2 Page Plat
by M. S. Choate DC

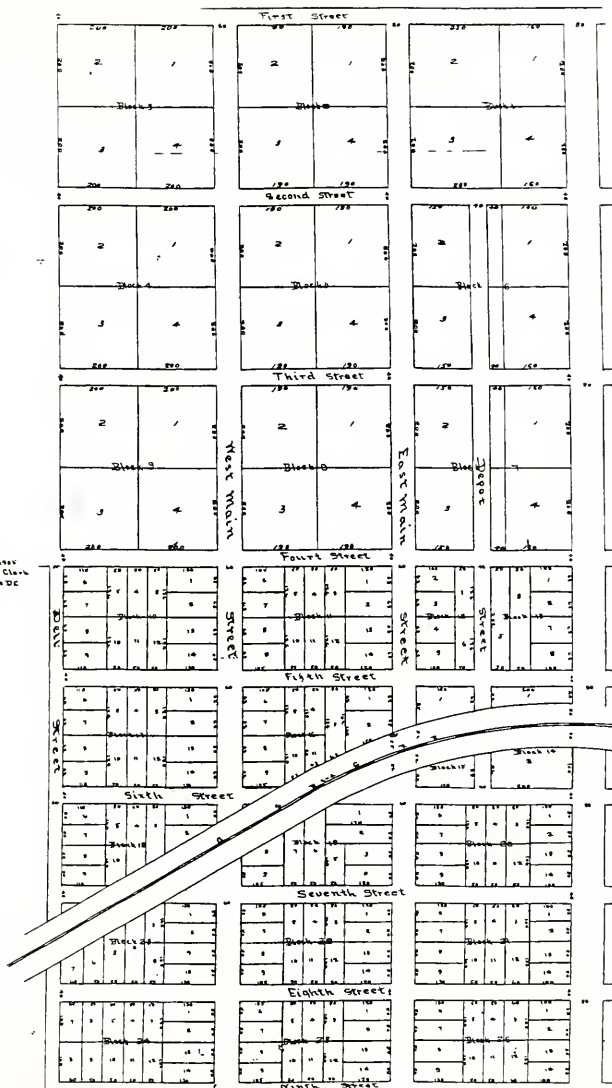
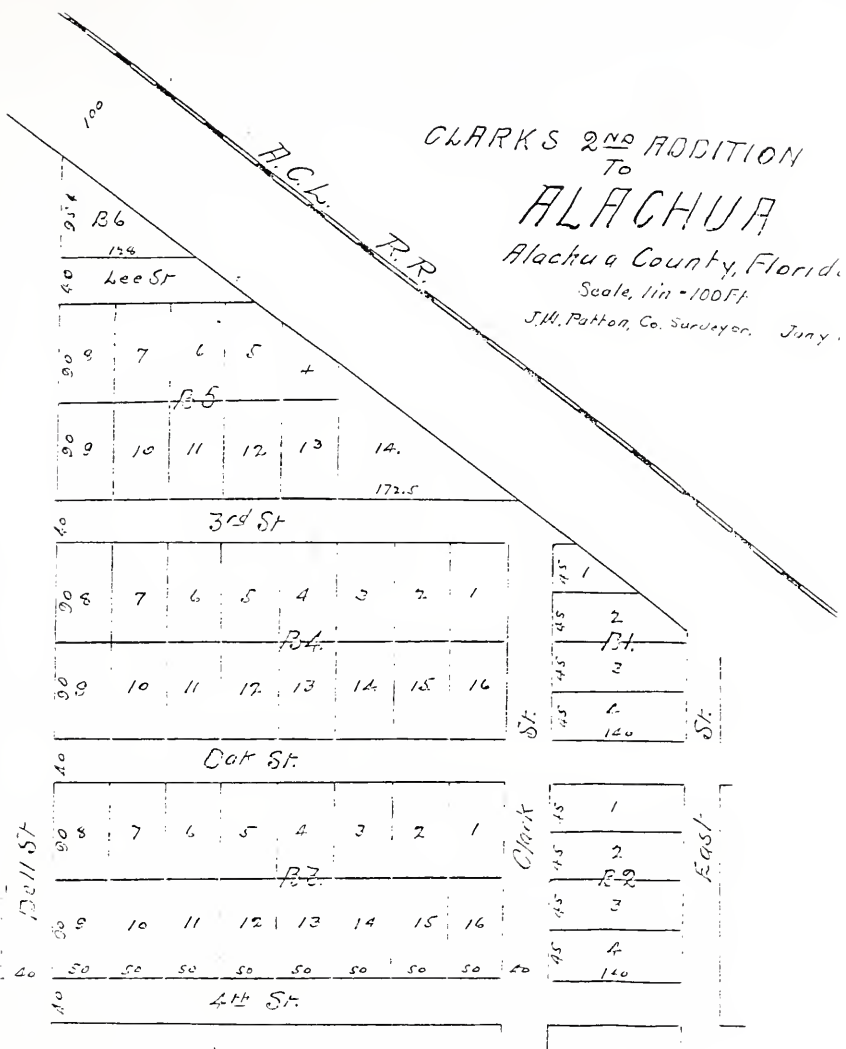


Figure 3. 1896 plat of Alachua by George Tompsett



Filed & Recorded January 22, 1915
S. H. Wiggins Clerk. By M. S. Cheves D.C.

Figure 4. Clarks 2nd Addition to Alachua, 1915

To accommodate a growing population and the expanding economy, many homes and stores were constructed in Alachua in the 1880s and 1890s, and the new century saw a brisk continuation of progress and development. This shift in population doomed Newnansville to its current status as one of the "Ghost Towns of Alachua County," with only the old cemetery to mark its past. Nevertheless, many of the pioneer families in Alachua can trace ancestors back to Newnansville and they cherish the heritage of the former county seat and its interesting past.

In 1890 the *Gainesville Daily Sun* reported that Mrs. Bart Stephens was opening a millinery store. T. H. Cato had moved his beef market from Newnansville to Alachua, and F. E. Williams was rebuilding his hotel, the Williams House. By 1903 other railroads, the Jacksonville and Southwestern and the Atlantic Coast Line (which had absorbed the SF&W), had established depots. Mizell and Williams had installed a new gasoline engine in their cotton gin by 1905, and the Alachua Telephone Company had a direct line to Gainesville.⁵ Growing cotton was the main occupation in the agrarian community, and the town now had a weekly newspaper, two physicians and three druggists, a Baptist and a Methodist church, a public school, and three hotels. At least a dozen merchants erected fine brick stores, most with decorative brickwork adorning their handsome parapets and elegantly arched doors and windows with more brickwork elaborations. Similar brickwork can be seen on extant buildings constructed at about the same time in the nearby towns of High Springs and Newberry. (One of the master masons may have been J. T. Mizell, who built the Methodist Church in 1912.)

The merchants of Alachua built fine homes for their families close to their stores, proudly advertising their success and prosperity, and establishing their role as community leaders. The mix of solid brick stores and attractive residences along Main Street that is the legacy of these pioneer merchants is one of the most delightful impressions of the historic heart of the city.

In April of 1905 Alachua was incorporated. That same year the *Gainesville Daily Sun* reported that the Diamond Ice Company planned to build a plant with a twenty-ton capacity in Alachua, and the Bank of Alachua had erected a handsome new fireproof building. C. A. Williams, a pioneer merchant, sold his dry goods business to Mrs. M. L. Maynard and her sons, John and William Jones, and Walter H. Sealey purchased the Cable and May Racket Store. Two years later the First National Bank opened on Main Street with \$25,000 in capital stock. Its founders, Dr. J. C. Bishop, T. W. Shands, C. A. Williams, S. J. Ellis, E. E. Bell, and J. W. Roberts, were placing their faith in the continued prosperity of the town, which was still heavily dependent on the local Sea Island cotton crop. Two miles of granolithic sidewalk eight feet in width were installed along Main Street in 1912 and a new Methodist Church, to replace the one that had burned in 1910, was completed. The town now had a population of more than a thousand. More progress in the form of a city-owned electric plant and water works came to Alachua in 1913, and Mr. E. S. Pierce lost little time wiring homes and businesses. Proceeds from these utilities would form the financial base of the City of Alachua government for many years.⁶

The buildings shown on the 1912 and 1924 Sanborn maps, old photographs, business directories, and interviews with local historians reveal the details of life in this vital small city serving the surrounding farming communities. There were several cotton gins processing the valuable cash crop (running night and day to keep up with the inflow of cotton), packing sheds where produce was boxed and crated for shipment, several sawmills and a grist mill, three railroad depots to serve the three railroad lines that passed through town, an unpaved but tree-

shaded Main Street, brick stores offering a variety of merchandise, four churches, a cluster of brick school buildings, an ice plant and cold storage facility, and several small hotels. There was a pool hall, but no saloons.

Alachua was not a tourist town, but on Saturday, when the farm families came to town to sell their crops and to shop, the tempo of life picked up and traffic swelled as wagons and trucks lined up at the packing houses and cotton gins, lines lengthened at the two banks and the barber shops, porches were crowded with visiting friends and relatives, and cash drawers filled up in all the general stores and shops along Main Street. The links between town and country went both ways: some well-to-do farmers maintained houses in town, the town doctor tended his patients throughout the countryside, and the two car dealers sent salesmen out to the farmlands to demonstrate the superiority of their Chevrolet sedans, Fordson tractors, Model-Ts, or Lincoln Zephyrs. While the younger set might have enjoyed movies in town or cherry cokes at the soda fountain in Joiner's Drug Store, they also flocked out to Pinkoson Springs or Burnett's Lake for picnics and swimming parties.⁷

The devastation caused by the infestation of the cotton crop by the boll weevil around 1919-1920 proved the wisdom of diversified farming, but many small farmers, black and white, lost their farms and either went to work for others or moved away. Those who planted vegetables or raised hogs, chickens, and cattle survived, and the value of farm land increased. Tobacco was first planted in the mid-1920s and became an important cash crop.⁸ The general population did not rise in the 1920s and few new homes were built, but stores in town continued to do a steady, if modest, business.

Alachua weathered the depression years better than many other parts of Florida, which were affected by the collapse of the real estate boom. In 1930, a large packing shed, 60 x 300 feet, was built to handle the cucumber, corn, lettuce, watermelons and other crops produced on local farms. As many as sixty to seventy people were employed at this facility, which acted also to assure quality control. (Located behind the police station, it has been enclosed and is used for storage.) The Bank of Alachua closed in January of 1931, never to reopen, but astute management kept the First National Bank in business.⁹ It moved in 1975 from its Main Street location to a larger bank building a block away, where it continues to serve the community. When W. F. Duke's lumber mill burned in 1931, the company relocated on a site just east of town. Ford dealer William Enneis catered to the motorists driving through Alachua on the Dixie Highway by installing two gasoline pumps and offering auto repairs and service (Figure 5). Several other service stations appeared, replacing community landmarks such as Mr. Barnett's livery stable behind the bank and Mr. Mott's blacksmith shop. The Lions Club, which still flourishes, was organized in July of 1931 to carry out civic betterment projects. Reverend J. H. Copeland, Church of Christ minister and one of the founders of Copeland Sausage Company, was the first president. The establishment of the Copeland brothers' sausage factory in Alachua in the mid-1920s was a big boon to the local economy. It employed hundreds of people in the plant, supported local farmers who raised the hogs, and quickly grew into a successful statewide operation.¹⁰

Federal relief funds brought some road improvements during the Depression years, and the Alachua Womans Club building was constructed in 1938 with the aid of the WPA, both projects providing jobs for unemployed men. FERA funds also contributed to the new eight-room brick school building that opened in 1935.

The 1940s, the World War II years, brought prosperity and higher prices for agricultural

products. In addition, good paying jobs became available at Camp Blanding located at Starke in Bradford County. There were few houses or stores built during the war years due to shortage of materials. Just as Alachua escaped the building boom of the 1930s, so did it escape the post-war building boom. Many men who had joined the service did not return to Alachua after the war; farming had lost its luster as new jobs opened up elsewhere. The end of the railroad era brought an increase in highway traffic, By the 1940s traffic on the Dixie Highway down Alachua's Main Street shifted to US 441, which bypassed the old downtown shopping center. When Interstate 75 was built in the 1960s west of downtown, it also had an impact on Alachua, making it easier for people to drive to Gainesville to shop. Modern industrial plants and shopping and service centers have been established in Alachua in recent decades but not within the survey area, which adds to the tax base and provides jobs without impacting the concentration of the city's historic buildings. Stores along old Main Street, which struggled for several decades and became a somewhat blighted area, now do a brisk business. A new generation of entrepreneurs have renovated and rehabilitated the older commercial buildings to serve the current needs of the community.

The fifty-block survey area has been buffered from the impact of subdivisions and national franchise stores and has retained its small-town scale and ambiance. Its historic buildings-- homes, stores, and churches--are enduring containers of memory, meaning, and experience that deserve preservation and protection.

Architectural Analysis

The historic architectural resources of Alachua make up a small percentage of the total buildings within the city limits. Based on survey criteria and the geographical boundaries of the Downtown Redevelopment District, a total of 120 buildings were identified as contributing to the historic fabric of the area. Those buildings are the product of the late-nineteenth and early-twentieth centuries and are closely associated with the development of north central Florida and Alachua County. The majority of the buildings exhibit vernacular designs, although a significant percentage were classified as representing various identifiable architectural styles. Most were built as single family residences, with commercial, religious, and clubhouse being the only other historic functions evident in the community.

To form a background for the built environment, a brief description of the present and original physical appearance of the survey area is in order. Alachua has historically been associated with agricultural pursuits and its location was determined not by natural features, but by the establishment of the Savannah, Florida and Western Railroad line which built the first of three depots in Alachua in the early 1880s. Like the surrounding land, the site of the new town, which had formerly been known as Williams Hammock, was relatively flat with some gentle hills. There are no lakes or other bodies of water within the survey area, but two small sinkholes were observed. Streets were laid out in a north-south grid with East Main Street and West Main Street running parallel to one another. Broad Street, which was later called Church Street, was the other main north-south avenue. The east-west streets were numbered. Although streets were not paved for many years, some improvements to sidewalks were made early in the century in the business district on East Main Street.

Some homes and shops were built in the last years of the nineteenth century, but the greatest boom in building took place in Alachua in the first two decades of the twentieth century. There were several sawmills in town, and other buildings supplies for the brick stores and frame

homes could be brought in by rail. Two more railroads passed through Alachua, several blocks south of the SF&W line, which had become part of the Plant System.

Other than the buildings, these railroads and the highways that connected Alachua to the surrounding communities and to the larger world are the most significant man-made features in Alachua. Only one of the rail lines is still in use at present, but trains no longer stop in downtown Alachua. The last depot was removed in the 1950s. Main Street, which used to be part of the Dixie Highway system which ran all the way down to Miami, is now used only for local traffic. Broad or Church Street, now NW 140 Street, is County Road 235, a rather busy highway that divides south of town leading to Gainesville and to Newberry. US 441, which parallels the old SF&W tracks, is a major divided highway connecting Alachua to High Springs and to Gainesville. Many new businesses were built on this corridor. In the 1960s, an interstate highway was built just west of Alachua, passing through what was open farmland. The Alachua exit on Interstate 75 sprouted a cluster of hotels, restaurants, service stations, and other businesses in the ensuing decades. Because of its favorable location, Alachua has attracted a number of large industrial plants and research complexes to its open spaces, many of which are within the larger city limits.

Until the 1980s, there was little effort to landscape the downtown district. Now a curving street with lush pear trees, brick crosswalks, and other urban amenities marks a section of Main Street, with plans to extend these improvements in the near future. There is no landscaping on NW 140 Street, but there are sidewalks on either side of this wide thoroughfare. The residential streets are paved, but do not have curbs or sidewalks. Skinner Park, with tennis, basketball, baseball and soccer facilities, is also the site of the Lions Club and a Scout Hut. The City of Alachua has received a \$100,000 grant to renovate Skinner Park. Another recreational facility is located west of the survey area in the Rolling Green area. A new county library has opened on NW 140 Street, adjacent to the City Hall.

There is little intrusion into the historic character of Main Street between NW 150 Avenue and NW 145 Avenue. The north end of the Main Street is marked by commercial development along US 441, a large parking lot, and little attention to aesthetics. The older and newer homes in the residential neighborhoods blend in a harmonious way, with no sharp contrasts. Most homes less than fifty years old were built as infill rather than as a result of intense development. Very few homes in truly dilapidated condition were observed, and there were encouraging signs of home improvement and rehabilitation of historic houses.

A building that is in either good or excellent condition is more apt to be given consideration for listing in the National Register of Historic Places than one that is in fair or deteriorated condition. Alachua's historic building stock was found to possess a significant degree of integrity. The majority of buildings included in the survey still serve their original function. While some of the buildings that originally served as residential structures have been converted to use as offices or other commercial uses, their adaptive use has retained the basic integrity of their original appearance.

The historic buildings in the survey area represent an important cluster of cultural resources that exhibit a wide range of forms and several architectural styles. Most were designed and constructed by builders who drew upon traditional buildings techniques and contemporary stylistic preferences for their inspirations and were primarily concerned with providing functional spaces for their clients.

Residential Buildings

The Frame Vernacular is the dominant style for houses in Alachua, a style based on tradition rather than architectural form. Builders and carpenters, many of them self-taught, often constructed Frame Vernacular buildings from memory, using available resources that were affordable and familiar to the community. Frame Vernacular buildings did not represent major stylistic trends, but sometimes components of “high style” were applied to facades or porches. In Alachua, like elsewhere in Florida, Frame Vernacular houses were one or two stories in height, constructed of the plentiful native yellow pine using the balloon frame structural system. This popular building technology adapts readily to additions and alterations as a family grows, needs a larger kitchen, builds an indoor bathroom, accommodates an aging parent, or adds central heat or air conditioning. The structures are mounted on masonry piers, mostly of brick, and have a single front or side gable or intersecting and cross gable roofs. Horizontal drop siding or weatherboard are the most widely used exterior wall surface, and roofing materials may be composition shingles or the more traditional standing seam metal roofing. Some resemble the farmhouses that dot the countryside (Figure 5), others are simple cottages for the working man (Figure 6). E. E. Bell, a local builder and contractor whose skill is shown in the quality of his own home (Figure 7), was a master of the Frame Vernacular style.



Figure 5. Dell-Dansby House, 14810 NW 144 Street



Figure 6. 14412 NW 144 Place



Figure 7. Bell House, 14707 NW 140 Street

The Queen Anne was one of the most popular residential styles in the United States between 1880 and 1910. This most elaborate house type is represented in Alachua by such examples as the Williams-LeRoy house, the Pierce-Bishop house, and the Mizell-Stephens house on Main Street. Here we see the steeply pitched, irregularly shaped roof lines and asymmetrical facades, as well as the free use of bay windows, patterned shingles, turned balusters, and decorative woodwork that mark this late Victorian era style made popular by English architects and inappropriately named for the early seventeenth-century British monarch.¹¹ The Williams-LeRoy house (Figure 8) is complete with an elaborate tower, and the Pierce-Bishop house is embellished with a gazebo with a conical roof on one corner of the front verandah (Figure 9). The Mizell-Stephens house (Figure 10) has a classical portico as a focal point for its broad, wraparound porch. The interior details of woodwork, fireplace surrounds and mantles, and the generous size of the rooms in these homes are in keeping with the elaborations on the exterior. Other houses in Alachua are more modestly defined by this exuberant style, with gingerbread trim, bay windows, brackets on porches, or cut shingles in the front gable.



Figure 8. Williams-LeRoy House, 14603 Main Street



Figure 9. Pierce-Bishop House, 14713 Main Street



Figure 10. Mizell-Stephens House, 14705 Main Street

The more symmetrical Colonial Revival style, which drew its inspiration from a rebirth of interest in the early English and Dutch houses built during the nation's colonial period, is represented by larger homes such as the Williams-Harrison house (Figure 11) and the Enneis house (Figure 12) with their classical, formal entrances and balanced windows. Several smaller homes with these characteristics indicate the enduring popularity of this style.

The Craftsman Bungalow, introduced in this country in the 1890s by California architects, found a ready market in Florida early in the twentieth century. Its low-pitched roof, wide unenclosed eaves, often accented with knee brackets, and thick sloping porch columns set on brick piers were in marked contrast to older styles and gave builders and homeowners a fresh new look at a modest price. Most were unpretentious and in harmony with any landscape or site size. The porch was an integral part of the Bungalow design, and with the increasingly important role of the automobile in domestic life, the carport became an element of the house design rather than an afterthought. Bungalow plans appeared in newspapers, magazines, and pattern books, and the popular house could even be ordered in pre-fabricated packages.¹² A Bungalow could be large, such as the David Waters house (Figure 13), or more modest in size such as the Carl Williams house (Figure 14). The Hague house (Figure 15) is good illustration of the use of natural materials, another Craftsman touch, in this case the local limestone is used to good advantage. Smaller wood frame Bungalows (Figure 16) reveal the versatility and flexibility of this informal and practical style.

On most of the houses in Alachua, the open front porch is still the norm. Some have been enclosed or screened, but this inviting feature has endured longer than in many older neighborhoods. Porches serve an important function in creating a feeling of welcome and, at the same time, separation from the world outside. The expansive wraparound verandahs of the larger homes (Figure 17), the smaller porch tucked in the ell of a roof (Figure 18), the tiny portico sheltering a front entrance--all these add distinction to the homes of Alachua.

In most of the yards, garages and storage sheds in a variety of materials were noted. A few homes have swimming pools, while some still have old barns which might once have sheltered a horse or a cow. Early in the century people kept domestic animals in their yards, which were sure to be fenced. Fencing, in a variety of materials, can still be seen, but it is more likely to enclose side and rear yards and be used for privacy, rather than to exclude roaming livestock.

There are very few vacant lots within the survey area, but a number of homes are on large parcels that take up as much as half a block. Landscaping is varied and informal, with many large shade trees--oak, pine, hickory, magnolia, pecan, and other native species. All streets within the survey area are paved with asphalt. The only paved sidewalks are along Main Street and NW 140 Street. Noncontributing houses, those built after 1950, are in scale with the older houses and have the same setbacks (Figures 19 & 20).



Figure 11. Williams-Harrison House, 14209 NW 148 Place



Figure 12. Enneis House, 14603 NW 144 Street



Figure 13. David Waters House, 14617 Main Street



Figure 14. Carl Williams House, 14801 NW 142 Terrace



Figure 15. E. D. Hague House, 14722 NW 142 Terrace



Figure 16. 14412 NW 145 Avenue



Figure 17. 14804 NW 140 Street



Figure 18. 14109 NW 146 Avenue



Figure 19. Noncontributing Residence, 14218 NW 145 Avenue

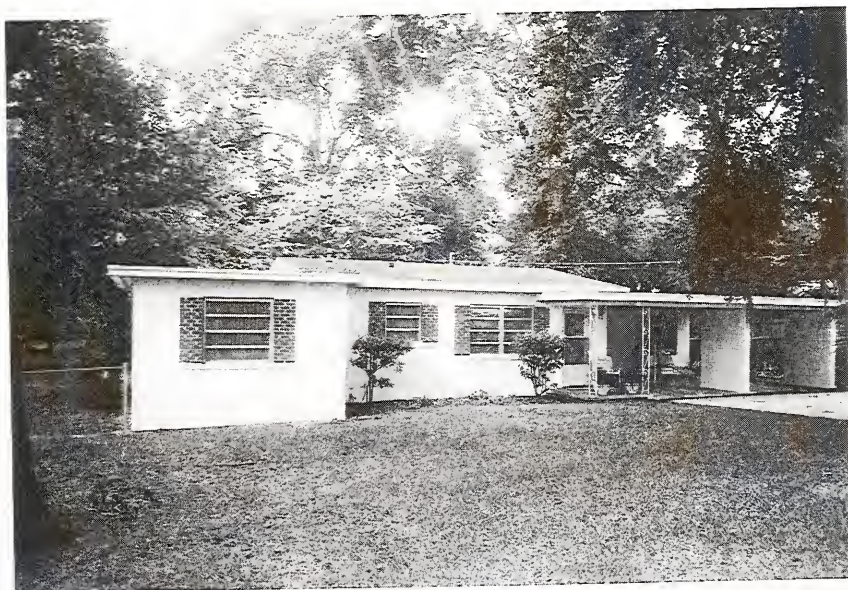


Figure 20. Noncontributing Residence, 14307 NW 147 Avenue

Commercial Buildings

Most of the extant older commercial buildings in Alachua are of brick, with two built of rusticated cast concrete block (the Bank of Alachua and the old garage on the corner of Main Street and NW 150 Avenue). These masonry vernacular structures are rectangular in shape and face Main Street with no setbacks (Figure 21). Old photographs indicate that most had awnings over the sidewalks, and this is still the case. There are several blocks of buildings where common walls are shared and where there is evidence of connecting doorways between stores. Two of the stores, Harvest Thyme Cafe (Figure 22) and Garden Gazebo have decorative cast iron pilasters incorporated into the design of the front facade. Roof lines and flat parapets of the historic stores in Alachua are distinguished by richly textured brickwork in a variety of patterns, many in excellent condition. Arched and rounded windows and doorways with basket-handle detailing, recessed panels, and denticulated cornices add interest and dimension.(Figure 23). In recent years, decorative canvas awnings have been installed by some store owners. On Main Street, there are three contributing two-story commercial buildings and about twenty-five one-story structures. The Enneis Motor Company, located south of the railroad tracks was built originally as a cotton warehouse, converted to a Ford agency and service center by William Enneis in 1925 (Figure 24). Two frame buildings covered with corrugated metal (a former machine shop and a dry cleaners) are all that remain of this type of structure. None of the original railroad depots, which existed mostly for the benefit of agricultural activities, are extant.

Most of the noncontributing stores and business buildings observed during the survey, those built after 1949, are concentrated along US 441, but those few newer commercial structures on Main Street generally respect the scale and texture of the historic district (Figure 25).

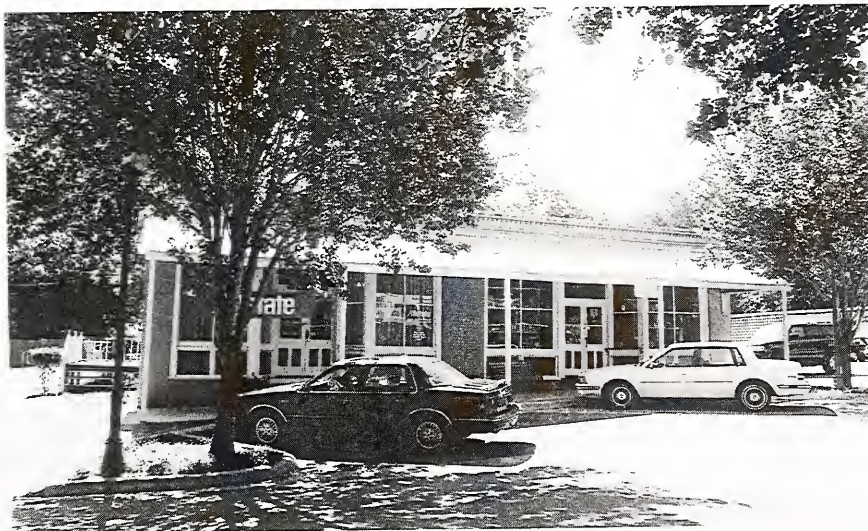


Figure 21. Oldest stores, 14925 & 14933 Main Street

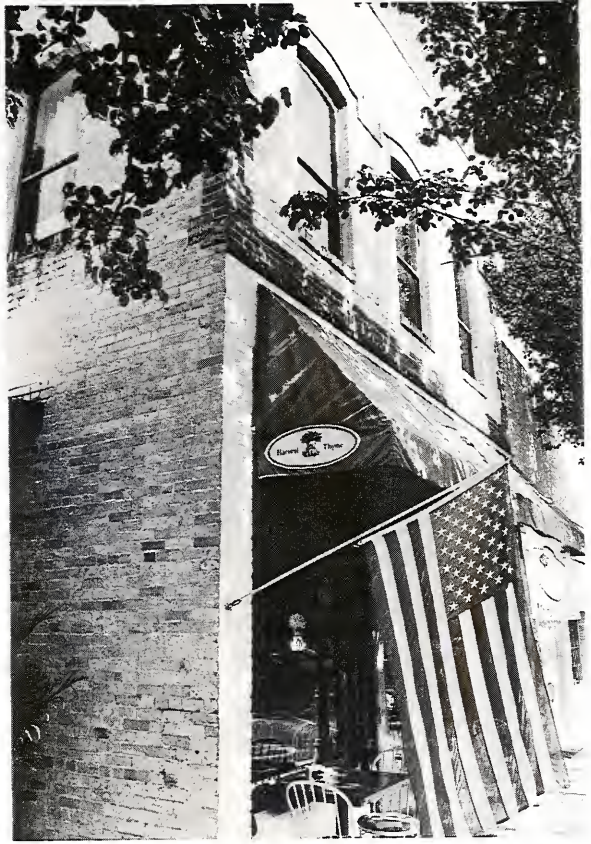


Figure 22. Stringfellow Building (Harvest Thyme Cafe), 14822 Main Street



Figure 23. Sealey, Eddy, and Williams Stores, South Main Street



Figure 24. Enneis Motor Company, 14320 Main Street



Figure 25. Noncontributing commercial building, Main Street

Alachua Churches and Clubhouses

There are two historic churches in the survey area, the Methodist Church, built in 1912, whose congregation dates its founding to the 1820s in Newnansville, and the Church of Christ, built in 1921. The Methodist Church, built by J. T. Mizell, has a Gothic tower with crenelated roof line and rounded Romanesque windows inset with very fine stained glass windows (Figure 26). The fellowship hall and educational buildings, built in recent years, are set back on the site and do not intrude on the impact or historical character of this impressive house of worship.

The Church of Christ, stuccoed on its older section, has a 1934 addition of rusticated block. This popular and durable building material was widely used throughout Florida as it could be made on the site, using concrete poured into molds (Figure 27).

Alachua has several buildings within the survey area devoted to meeting places for organizations. The most prominent is the Alachua Womans Club. The Womans Club was founded in 1912 to work for the benefit of the Alachua School. Members met in homes or church buildings until 1938 when, thanks to federal funds made available during the Depression, a beautiful clubhouse was built of native limestone on land owned by the club on Main Street (Figure 28). It is almost certain that Gainesville architect Sanford Goin was the architect, for he designed a very similar stone building in Newberry during this same time period. The triple arched facade, fine detailing inside and out, superior masonry work, and excellent proportions of this building are noteworthy. Many important community events have taken place in this building, including the annual cattlemen's banquet, sponsored by the Lions Club and catered by the members of the Womans Club.

Masonic Lodge #26 meets on the second floor of the historic Williams Building (Figure 23), and down Main Street, south of the railroad tracks, is the home of VFW Post 9229, which holds regular bingo games in their small clubhouse, once a tearoom.

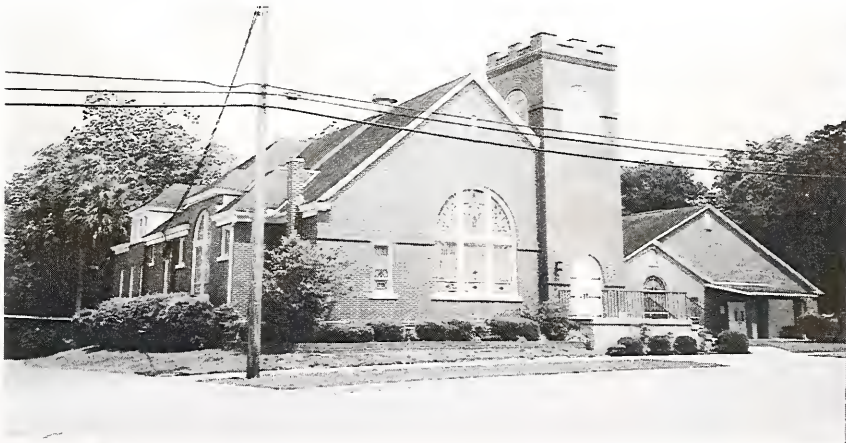


Figure 26. Alachua United Methodist Church, 14805 NW 140 Street



Figure 27. Church of Christ, 14421 NW 145 Avenue



Figure 28. Alachua Womens Club, 14565 Main Street

RECOMMENDATIONS

The indispensable preliminary step in the City of Alachua's preservation program has been taken with the completion of this historic properties survey. Once the survey of historic resources has been completed and the overview of the city's history has been recorded, the information that has been gathered can be used in the planning and decision making process. Because historic resources are irreplaceable, it is imperative that the City of Alachua consider its natural resources and historic properties in all land use considerations. In addition to government action, citizen and community support is vital. The interest and cooperation of all segments of the community encountered during the process of this survey indicate that there are many supporters for the protection and preservation of the historic buildings of Alachua.

There are three main reasons to support historic preservation, and they set forward a persuasive case which should be understood and appreciated by the citizens of Alachua:

- **Tradition**, or the maintenance of a community's sense of time and place, is important for citizens of all ages. Promoting the unique history and heritage of Alachua through the remaining built environment will help clarify and strengthen the traditions that are part of the community. Pioneer families are recognized, young people of the community have a better understanding of local history, and newcomers are made aware of the community's roots through its historic structures. Recognizing the past helps the Alachuans of the present understand what sets this city apart from other towns, cities, and neighborhoods. In this modern era of franchised architecture, many parts of Florida have become indistinguishable one from another. Preserving familiar surroundings contributes to the sense of continuity in community.
- **Aesthetics** are enhanced throughout the City of Alachua as historic structures and streetscapes are maintained, older buildings are restored, and neighborhoods continue to be desirable and attractive places to live. Design guidelines help reinforce the architectural gifts of the past, and beautification projects, such as the creation of a park within the shell of the old movie theater, encourage other property owners to value and restore landmark buildings by respecting older building styles and traditions. Improvements of streetscapes, distinctive signage in the commercial area, and an active appreciation for local styles and architectural features already fortify the efforts made to improve the aesthetic appeal and harmony of Alachua's Main Street.
- **Economics** is a driving force in our society, and the preservation of historic buildings in the City of Alachua pays off for property owners and the entire community in a number of ways. Federal tax benefits provide incentives to owners who restore older income-producing buildings according to the standards set by the Secretary of the Interior, and real estate values of well maintained and properly restored and renovated heritage homes and stores continue to rise. The State of Florida has passed enabling legislation permitting local governments to offer ad valorem tax relief for residential property if they so choose. Certain grant funds are available to government agencies and nonprofit organizations for a variety of historic preservation projects through the Bureau of Historic Preservation. Economic benefits also arise because of jobs created in the local construction industry and the jobs that result when rehabilitated buildings are put back in

use, adding to the local tax base. In addition, the special appeal that historic buildings create for tourists and out-of-town visitors, as well as individuals and businesses considering settling in or near the City of Alachua, is a valuable promotional asset.

Specific Recommendations for the City of Alachua

Recognition of Historic Properties

The next step in historic preservation is the formal recognition of historic properties at the Federal and local level. The National Register of Historic Places, maintained by the US Department of the Interior, in addition to listing individual buildings, sites, and structures, also lists historic districts. This listing is essentially honorary and provides no protection for properties, nor does it restrict a property owner's ability to alter the structure in any way. The only exception is in the case of federal funds or activities that might impact the property, whereupon a review process is required before federal funds can be used. Listing of a commercial property as a contributing structure within a historic district makes the owner eligible for the Tax Rehabilitation Credit offered by the Federal government. I strongly recommend that a historic district be nominated. The recommended boundaries of the historic district, where the greatest concentration of significant and contributing resources exists, are indicated in Figure 29. The City of Alachua historic district possesses a significant concentration of structures united historically and aesthetically by their physical development. The material gathered during this survey will support the documentation necessary to prepare a nomination proposal.

Expanded Survey of Historic and Archaeological Resources

This report, with its accompanying Florida Site File forms, completes the survey of the City of Alachua Downtown Redevelopment District. In total, 120 forms were completed for properties built before 1949. These forms and the survey report should be retained by the Downtown Redevelopment Council and the City of Alachua Planning and Zoning Department to be used as a basis for making decisions concerning historic preservation in this area. The survey area comprised an area of approximately fifty city blocks.

As the total area of the City of Alachua is more than forty square miles, I recommend that a second phase be undertaken to survey the historic resources in the rest of Alachua. A number of buildings that would have met the survey criteria were observed in adjacent streets and neighborhoods not included within the boundaries of the Downtown Redevelopment District, and many more can be found in rural parts of Alachua. As most of the sites included in the survey area were those of white property owners, the rich history of the African American community of Alachua and the buildings associated with its neighborhoods and institutions have yet to be documented. It is also highly likely that important archaeological sites may be found in the surrounding area as evidenced by past archaeological investigations. A search of the Florida Site Files revealed sites already recorded (Figure 30). Grant funds that could be matched by the City of Alachua are available from the Bureau of Historic Preservation, Florida Department of State, for historic resource and archaeological surveys. The application and instructions, including deadlines, may be downloaded as a Microsoft Word for Windows file. The address is <http://dhr.dos.state.fl.us/bhp/grants/grantapp.html>.

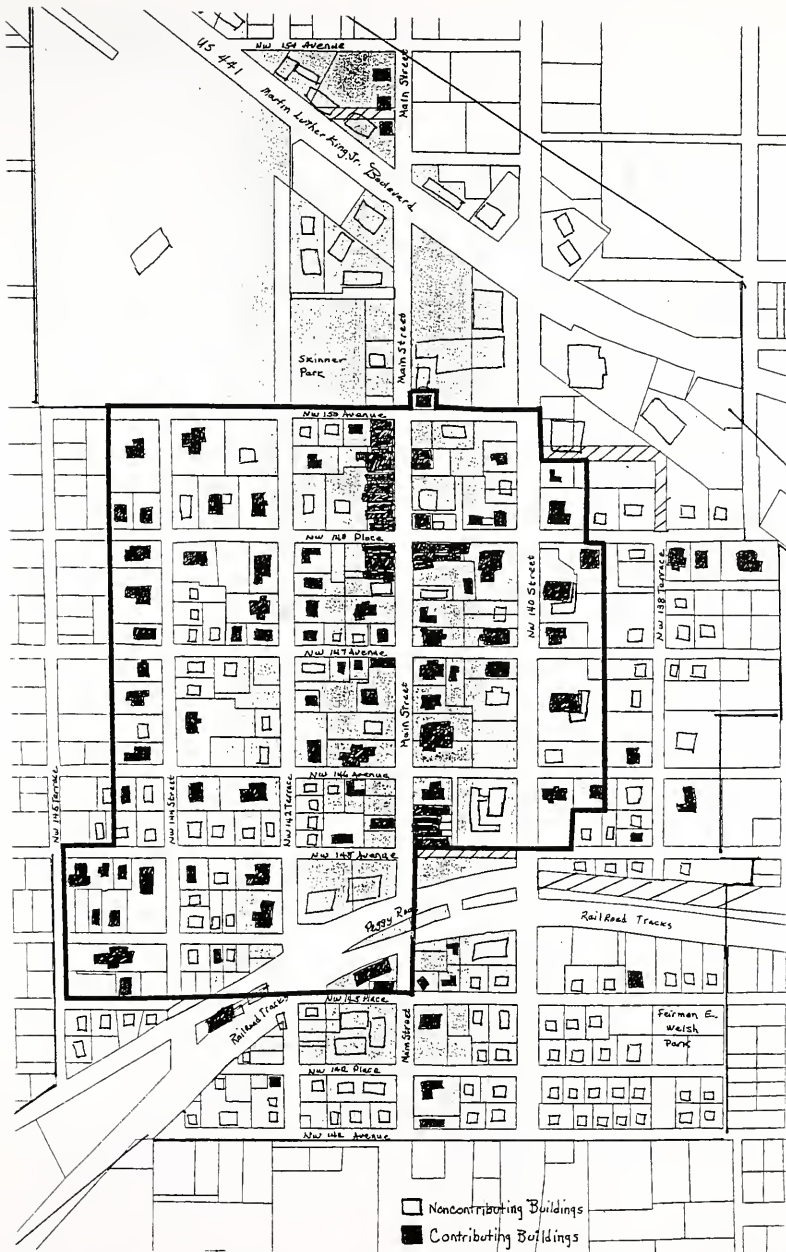
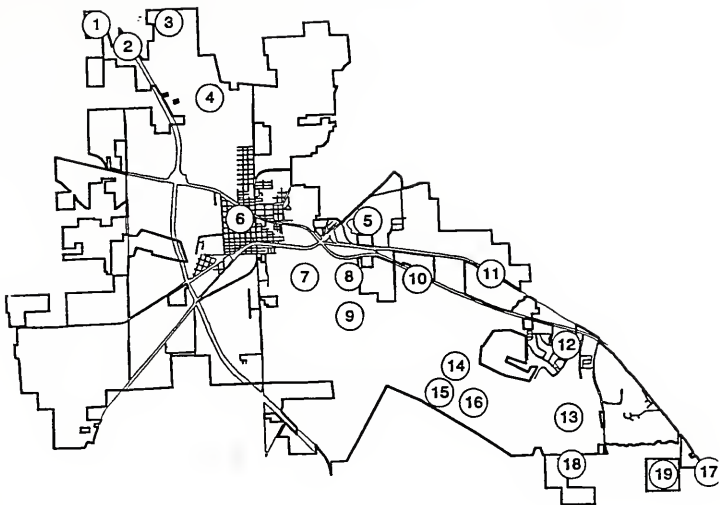


Figure 29. Survey area and suggested Historic District boundaries



#	SITE NAME	TYPE	STATUS
1	NN	PREHISTORIC	NEW
2	NN	PREHISTORIC	NEW
3	PECAN BRANCH FIELD	UNKNOWN	NEW
4	NN	HISTORIC	NEW
5	BURNETT'S LAKE	PREHISTORIC/HISTORIC	NEW
6	ALACHUA FIELD	PREHISTORIC	NEW
7	NN	PREHISTORIC	NEW
8	NN	PREHISTORIC	NEW
9	FLINT SINK	PREHISTORIC	NEW
10	BEVERLY HILLS	UNKNOWN	NEW
11	NN	PREHISTORIC	NEW
12	MINERAL SPRINGS	PREHISTORIC	NEW
	NN	PREHISTORIC	NEW
13	NN	PREHISTORIC	NEW
	NN	PREHISTORIC	NEW
14	NN	PREHISTORIC	NEW
	NN	PREHISTORIC	NEW
	NN	PREHISTORIC	NEW
	NN	PREHISTORIC	NEW
	HARGRAVES	ARCHAIC/PREHISTORIC	NEW
15	CELLON FENCE LINE	PREHISTORIC	NEW
	CELLON	ARCHAIC	NEW
	NN	ARCHAIC	NEW
	TWIN PONDS SITE	UNKNOWN	NEW
16	NN	ARCHAIC	NEW
17	NN	PREHISTORIC	NEW
18	SAN FELASCO MOUND	PREHISTORIC	NEW

Source: Florida Department of State, Division of Historical Resources, Florida Master Site File, 1991 and 1998

Figure 30. Sites in the City of Alachua previously included in the Florida Site File

When the full survey of Alachua is completed, it would also be appropriate for the City to apply for a grant to educate the public concerning historic preservation and the history of Alachua. In the past State funds have financed brochures of historic districts. A walking and driving tour brochure would be helpful for school children, tourists, and the general public, and would strengthen preservation activities in the City.

Historic Preservation Ordinance

The single most effective tool necessary to protect historic structures at the local level is the passage of an Historic Preservation ordinance to provide the regulatory framework necessary to pursue a comprehensive preservation program. Such an ordinance would create an Historic Preservation Board or Architectural Review body empowered to locally designate historic sites, using the criteria of the National Register. A local historic register is more effective in regulating alterations, modifications or demolitions than the National Register, which is more of an honorary designation.

Article Eleven of the City of Alachua Comprehensive Plan, "Historic Sites and Structures Preservation Regulations," lays out the framework for designating landmarks, landmark sites, and historic districts. Alachua currently designates the city's Planning and Zoning Board as its Historic Preservation Agency.

The Bureau of Historic Preservation in Tallahassee can provide technical advice and guidance and sample ordinances. In addition, the Florida Trust for Historic Preservation, a statewide partner of the National Trust for Historic Preservation, presents continuing education workshops on a number of timely topics including the art of writing and reading preservation ordinances, buying and selling property in historic neighborhoods, and documenting historic buildings. Visit the Florida Trust's website at www.floridatrust.org for dates, venues, and subjects of future workshops.

Educational Programs

Historic preservation creates countless educational opportunities for schools, community, and the visiting public. A photographic display of some of Alachua's historic buildings has been displayed in the Alachua Public Library, and Mrs. Courtney Mitchell, a teacher at Mebane Middle School, has worked with her students to create a local history component that can be accessed on the internet. A walking tour organized by the Alachua County Historical Society and led by local residents drew a large and enthusiastic crowd last year. There are many other ways that the knowledge and appreciation of the past can be shown. Contests of art or photography that focuses on historic buildings can be sponsored for students, and many young people enjoy interviewing pioneer members of the community to learn about the way things were "way back when." University and community college students could be offered an opportunity to participate in preservation programs through internships, research and fellowships.

Tours of historic homes sponsored by local organizations are popular in many communities as a fund-raising event and have become standbys at annual cultural and heritage festivals. Promotional posters and walking-tour brochures are valued by visitors as souvenirs. Plaques on homes and stores that record dates of construction and names of the early owners recognize pioneer families and merchants. Knowing that a restaurant was once a funeral parlor, a grocery, and a five-and-ten-cent store, as the Conestoga's history reveals, intrigues patrons, as does the display of historic photographs and a thumbnail sketch of the building's history.

Workshops and community meetings involving the restoration, maintenance, and interpretation of historic buildings; development of design guidelines for alterations and modifications of historic buildings; and financial incentives available to property owners would provide information to interested individuals. Banners that recognize historic buildings for outstanding renovation or restoration or for continuing care and maintenance foster pride and encourage others to follow suit.

Incentives for Historic Preservation

Federal Protections and Incentives

The National Historic Preservation Act of 1966 declares our national policy of historic preservation and provides for an expanded National Register program. Section 106 of this act requires that all projects which are federally funded or require a federal license or permit take into account the potential impact of the project upon archaeological sites, historic structures or other historic resources that are listed or eligible for listing on the National Register of Historic Places. The Advisory Council on Historic Preservation, established by this act, reviews the actions under Section 106 and encourages the various agencies to consider measures that will protect historic properties. The Department of Transportation Act of 1966 mandates a national policy that special efforts be made to preserve historic sites. The Tax Reform Act of 1986 provides for a twenty percent federal tax credit for the expenses incurred in the rehabilitation of a certified income producing historic structures. In order to qualify, the structures must be listed on the National Register or be a contributing structure to a National Register Historic District.

State of Florida Incentives

The Historic Preservation Act of 1966 was amended in 1980 to create the Certified Local Government (CLG) Program. This Act established a means by which local governments could create an Architectural Review Commission, empowered to enforce the municipality's preservation ordinance, conduct historic site surveys, and to review and approve all National Register nominations. The Commission must include as members professionals in architecture, architectural history, and history. The CLG is eligible for matching grants from the State Historic Preservation Office to carry out its duties.

The Historic Preservation Trust Fund was established in 1983 as a depository for legislated funds, and as a result of continued legislative support, the State of Florida is currently one of the largest investors in historic preservation in the nation. Grants are reviewed by the Florida Historic Preservation Advisory Council, awarded by the Secretary of State and administered by the Division of Historical Resources, Department of State. In three annual grant cycles, funding is provided for acquisition and development, survey and planning, educational programs, and the Main Street program. Some of the funds are distributed through a 50/50 match of in-kind services and cash. Once a year, Special Category funds are available for large scale restoration projects. Units of government and registered non-profit organizations are eligible to apply.

Ad Valorem Tax Relief may be made available to owners of historic houses. Florida has passed legislation permitting counties to offer property tax abatement to property owners in historic districts.

The Community Redevelopment Act of 1969, amended in 1977, was established to

improve the growing problem of blighted areas. Tax Increment Financing is used to finance redevelopment projects such as those that have already been implemented on Alachua's Main Street. Many other Florida cities and towns have used this vehicle to improve slums and blighted business districts. The Florida Main Street Program, which operates under the Division of Historical Resources, also offers incentives for the revitalization of historic commercial districts. Stability and an improved local tax base, as well as protection for those who have already invested in downtown, are the payoffs for these programs.

Local Historic Preservation Protection and Incentives

In the early 1980s, the City of Alachua took the first steps toward developing a Community Redevelopment Plan addressing the Main Street area, engaging both the public and private sector. This plan recognized that the downtown area is a showcase of the city's past and a source of pride. It also recognized the need for renovation of underutilized or empty stores and the need for an organized effort to improve the appearance of the street and provide adequate parking. A Tax Increment Financing District was proposed to fund some of these enhancements.

The Alachua City Commission established a Community Redevelopment Agency as authorized by Florida Statutes, Chapter 163, Part III and authorized the Alachua Community Redevelopment District in October of 1998. Ordinance O-99-03 also established a Downtown Redevelopment Trust Fund and named the six members of the Trust Board .

Article Eleven of the City of Alachua Land Development Regulations refers to Historic Sites and Structures Preservation Regulations. The Planning and Zoning Board serves as the Historic Preservation Agency in matters pertaining to the alteration, demolition, relocation and new construction of historic buildings, including the procedures for applying for a Certificate of Appropriateness. The Agency also can adopt guidelines for changes to designated properties and is empowered to recommend the designation of historic districts and individual landmarks and landmark sites.

With the completion of this survey of the Downtown Redevelopment District, the City of Alachua has taken another important stride in its plan to protect its historic resources.

NOTES

1. Milanich, Jerald T. "Hernando de Soto and the Expedition in Florida" Miscellaneous Project Report Number 32, Florida Museum of Natural History, August, 1988; "Spanish Missions of Florida" Miscellaneous Project Report Number 39, Florida Museum of Natural History, September 1988.
2. "Newnansville Cemetery," National Register Nomination, 1976; F. W. Buchholz, *Alachua County, Florida*, 1929, p. 59, 90, 108, 153,
3. Charles Henry "Carl" Weber, *Eden of the South*, p. 66-71
4. Jess Davis, *History of Alachua County*, p. 126.

5. *Gainesville Daily Sun*: 10-20-1890; 8-23-1905; *Georgia, Florida and Alabama Business Directory*, 1903.
6. *Gainesville Daily Sun*: 8-26-1903; 1-8-1905; 1-10-1905; 10-3-1905; 11-19-1911; 8-27-1912; 6-19-1913; *Florida State Gazetteer and Business Directory*, 1906-1907; 1911-1912
7. Sanborn Maps, Alachua, 1912, 1924; interviews with many pioneer residents of Alachua
8. *Great Bowl of Alachua*, Gainesville: Chamber of Commerce, 1926.
9. *Gainesville Daily Sun*: 5-12-1930; 1-23-1931; 12-27-1931; 8-29-1935
10. *Gainesville Daily Sun*: 7-4-1931; 7-31-1931; "At Copeland Sausage, They Use Everything but the Squeal," *Gainesville Sun*, 1-17-76.
11. Virginia and Lee McAlester, *A Field Guide to American Houses*, p.268.
12. McAlester, p 454.

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"Newnansville Cemetery," National Register nomination, 1976.

Webber, "Carl" Charles Henry. *The Eden of the South.* New York: Leve & Alden's, 1883.

APPENDIX ONE
Inventory of Survey Sites

Site number	Address	Name	Date
AL3527	14205 Main Street		ca1930
AL3528	14213 Main Street	Stringer House	ca1930
AL3529	14310 Main Street	VFW Post 9229	ca1900
AL3530	14311 Main Street	Standard Oil Station	ca1930
AL3531	14320 Main Street	Enneis Motor Company	ca1900
AL3532	14507 Main Street	Masonic Ldg/Williams Store	ca1900
AL3533	14515 Main Street	Eddy Store	ca1900
AL3534	14520 Main Street	Old Cigar Factory	ca1900
AL3535	14521 Main Street	Sealey Dry Goods	ca1900
AL3536	14525 Main Street	Sealey Dry Goods	ca1900
AL3537	14545 Main Street	Sealey Dry Goods	ca1900
AL3538	14565 Main Street	Alachua Womans Club	ca1938
AL3539	14603 Main Street	Williams-LeRoy House	1901
AL3540	14616 Main Street	Futch House	ca1900
AL3541	14617 Main Street	David Waters House	ca1900
AL3542	14705 Main Street	Stephens House	1910
AL3543	14706 Main Street	Bank of Alachua	1904
AL3544	14712 Main Street	Annie Turner House	ca1900
AL3545	14713 Main Street	Pierce-Bishop House	1898
AL3546	14720 Main Street	Thigpen House	1920
AL3547	14721 Main Street	Dr. Goode's Office	1948
AL3548	14815 Main Street	Old Produce Packing Shed	ca1930
AL3549	14822 Main Street	Stringfellow Building	ca1900
AL3550	14823 Main Street	Consignment Shop	ca1900
AL3551	14827 Main Street	Main Street Equipment	ca1900
AL3552	14830 Main Street	Deer Stand	ca1900
AL3553	14838 Main Street	Ace Hardware	ca1900
AL3554	14839 Main Street	Bejano Furniture	ca1900
AL3555	14841 Main Street	The Connection	ca1900
AL3556	14844 Main Street	Direct Mail Services	ca1900
AL3557	14850 Main Street	Old First National Bank	1909
AL3558	14856 Main Street	Elite Consignment	1909
AL3559	14862 Main Street	Burch Antiques	1909
AL3560	14874 Main Street	Garden Gazebo	ca1910
AL3561	14900 Main Street	Old Movie Theater	ca1910
AL3562	14906 Main Street	Alachua Design Printing	ca1900
AL3563	14920 Main Street	Karate	ca1900
AL3564	14925 Main Street	Book Store	1898
AL3565	14933 Main Street	Allstate Insurance	1898

AL3566	14940 Main Street	Conestoga Restaurant	ca1900
AL3567	14952 Main Street	Santa Fe Hair Design	ca1920
AL3568	14960 Main Street	Texas Pete	1920
AL3569	15005 Main Street	Old Enneis Motor Co.	ca1923
AL3570	15310 Main Street		ca1945
AL3571	15316 Main Street	Dr. Bagwell House	ca1935
AL3572	15320 Main Street		ca1930
AL3573	14009 Peggy Road		ca1930
AL3574	14405 Peggy Road	Florida Machinery Service	ca1935
AL3575	14502 NW 138 Terrace		1945
AL3576	14521 NW 138 Terrace	McCoy-Pettit House	1935
AL3577	14623 NW 140 Street	Presbyterian Church	1952
AL3578	14706 NW 140 Street	McCann House	ca1900
AL3579	14902 NW 140 Street	Hinkelman House	ca1929
AL3580	14707 NW 140 Street	Bell-Rist House	ca1900
AL3581	14805 NW 140 Street	Alachua Methodist Church	1912
AL3582	14804 NW 140 Street	Pearson-Braswell House	ca1900
AL3583	14818 NW 140 Street	Bob Wells House	1941
AL3584	14819 NW 140 Street	Traxler House	1929
AL3585	14825 NW 140 Street	Swick Realty	1929
AL3586	14816 NW 140 Street	H.M. Harris House	1935
AL3587	14212 NW 142 Terrace		ca1930
AL3588	14402 NW 142 Terrace	Langford House	ca1920
AL3589	14410 NW 142 Terrace	Eddy House	ca1930
AL3590	14520 NW 142 Terrace	D. S. Waters House	ca1920
AL3591	14609 NW 142 Terrace		1929
AL3592	14707 NW 142 Terrace	Turner House	1947
AL3693	14710 NW 142 Terrace	Wheeler House	1938
AL3694	14722 NW 142 Terrace	E.D. Hague House	1920
AL3695	14723 NW 142 Terrace	Dr. Goode House	1945
AL3596	14801 NW 142 Terrace	Carl Williams House	ca1939
AL3597	14806 NW 142 Terrace	Futch-Stephens House	ca1920
AL3598	14919 NW 142 Terrace	Alachua Child Care	ca1930
AL3599	13820 NW 143 Place		1940
AL3600	14106 NW 143 Place		1935
AL3601	14109 NW 143 Place	Cato House	1920
AL3602	14502 NW 143 Place		1927
AL3603	14321 NW 144 Place		ca1940
AL3604	14409 NW 144 Place	Duke House	1929
AL3605	14412 NW 144 Place		1942
AL3606	14508 NW 144 Place		1942
AL3607	14602 NW 144 Street		1929
AL3608	14611 NW 144 Street	Palmer House	1935
AL3609	14620 NW 144 Street	Loften-Duke House	1926

AL3610	14630 NW 144 Street	Enneis House	1930
AL3611	14708 NW 144 Street	Lyman House	1920
AL3612	14717 NW 144 Street	Fugate House	ca1900
AL3613	14810 NW 144 Street	Dell-Dansby House	ca1900
AL3614	14906 NW 144 Street	Leland Waters House	1915
AL3615	14915 NW 144 Street	Mott-Reaves House	1935
AL3616	14206 NW 145 Avenue		ca1930
AL3617	14323 NW 145 Avenue		1937
AL3618	14403 NW 145 Avenue	R. L. Wood House	1915
AL3619	14417 NW 145 Avenue	Dr. Dale House	1942
AL3620	14412 NW 145 Avenue	Minister's House	1928
AL3621	14421 NW 145 Avenue	Church of Christ	1921
AL3622	13626 NW 146 Avenue		1940s
AL3623	13917 NW 146 Avenue	J. Walker House	ca1920
AL3624	13921 NW 146 Avenue	Ernest Spencer House	ca1930
AL3625	14109 NW 146 Avenue	Waters-Powell House	ca1930
AL3626	14204 NW 146 Avenue	Sealey House	1910
AL3627	14216 NW 146 Avenue	McCullough House	1929
AL3628	14319 NW 146 Avenue	Dew House	1929
AL3629	14405 NW 146 Avenue	Joseph Fugate House	1930
AL3630	14013 NW 147 Avenue	Williams-Enneis House	1925
AL3631	14109 NW 147 Avenue		1935
AL3632	14205 NW 147 Avenue		1935
AL3633	14211-17 NW 147 Ave.		1944
AL3634	14304 NW 147 Avenue	C.B. Waters House	1920
AL3635	13707 NW 148 Place	Old Methodist Parsonage	1911
AL3636	13715 NW 148 Place	Jeffcoat-hague House	1939
AL3637	13805 NW 148 Place	Hague House	1929
AL3638	13903 NW 148 Place	Harrison-Johnson House	1920
AL3639	14203 NW 148 Place		ca1935
AL3640	14209 NW 148 Place	Williams-Harrison House	ca1900
AL3641	14305 NW 148 Place	Woodard House	1945
AL3648	14308 NW 148 Place	Emery Williams House	1928
AL3649	14404 NW 148 Place	Charlie Waters House	1915
AL3650	14416 NW 148 Place	Baldwin House	1915
AL3651	14712 NW 148 Place	A. J. Williams House	1929
AL3652	14115 NW 150 Avenue	Dixon House	1935

APPENDIX TWO

Legal Description of Downtown Redevelopment District

DOWNTOWN REDEVELOPMENT DISTRICT-CITY OF ALACHUA

LEGAL DESCRIPTION:

BEGINNING AT THE INTERSECTION OF N.W. 142nd TERRACE AND U.S. HIGHWAY NO. 441 AND PROCEED SOUTH ALONG N.W. 142nd TERRACE TO N.W. 150th AVENUE; THENCE WEST ON N.W. 150th AVENUE TO N.W. 145th TERRACE; THENCE SOUTH ON N.W. 145th TERRACE TO N.W. 142nd AVENUE; THENCE EAST ON N.W. 142nd AVENUE TO NW 138th STREET; THENCE NORTH ON NW 138th STREET TO THE SOUTH BOUNDARY LINE OF BLOCK 44 OF CLARKS FIRST ADDITION TO ALACHUA (PLAT BOOK A, PAGE 108), THENCE EAST ALONG SAID SOUTH BOUNDARY LINE OF BLOCK 44 TO NW 137th TERRACE; THENCE NORTH ON NW 137th TERRACE TO ITS END AT THE SOUTH LINE OF THE ABANDONED ATLANTIC COASTLINE RAILROAD; THENCE WEST ALONG SAID SOUTH LINE OF THE ABANDONED ATLANTIC COASTLINE RAILROAD TO THE BEGINNING OF NW 137th TERRACE RUNNING NORTH; THENCE NORTH ON NW 137th TERRACE TO U.S. HIGHWAY NO. 441; THENCE WEST ON U.S. HIGHWAY NO. 441 TO THE POINT OF BEGINNING.

EXCEPT FOR THE FOLLOWING PARCELS:

- A) THE WEST ½ OF BLOCK I OF C.A. WILLIAMS ADDITION TO THE CITY OF ALACHUA AS PER PLAT BOOK "C", PAGE 79B OF THE PUBLIC RECORDS OF ALACHUA COUNTY, ALSO KNOWN AS TAX PARCELS 3782-1, 3782-2, 3782-3, 3782, 3784-1, 3784, AND 3783.
- B) THE WEST ½ OF BLOCK 4 OF C.A. WILLIAMS ADDITION TO THE CITY OF ALACHUA AS PER PLAT BOOK -C', PAGE 79B OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA, ALSO KNOWN AS TAX PARCELS 3792-3, 3792, 3794-2, 3794-1, 3795, AND 3794.
- C) THE WEST ½ OF BLOCK 5 OF C.A. WILLIAMS ADDITION TO THE CITY OF ALACHUA AS PER PLAT BOOK "C", PAGE 79B OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA, ALSO KNOWN AS TAX PARCELS 3799, 3801-1, 3802, AND 3801.
- D) LOTS 6 AND 7 AND THE WEST ½ OF LOT 5, BLOCK 8 OF C.A. WILLIAMS ADDITION TO THE CITY OF ALACHUA AS PER PLAT BOOK "C", PAGE 79B OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA, ALSO KNOWN AS TAX PARCEL 3815.
- D) LOTS 19, 20, 2 1, AND 22, BLOCK I OF WOODS SUBDIVISION AS PER PLAT BOOK "B", PAGE 60 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA, KNOWN AS TAX PARCELS 3825 AND 3826.
- E) LOTS 17, 18, 19, 20, 21, 22, 23, AND 24, BLOCK 6 OF LYNWOOD PARK AS PER PLAT BOOK 'B', PAGE 73 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA, KNOWN AS TAX PARCELS 3846 AND 3884-1.
- F) LOT 3, BLOCK 18 OF TOMPSETTS ADDITION TO ALACHUA AS PER PLAT BOOK -A', PAGE 68 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA KNOWN AS TAX PARCEL 3721.

- G) THE WEST 70 FEET OF THE SOUTH 90 FEET OF LOT 4, BLOCK 4 OF OLMSTEAD'S SURVEY OF THE CITY OF ALACHUA AS PER PLAT BOOK 'C', PAGE 79B OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA, KNOWN AS TAX PARCEL 3643-4
- H) LOTS 10, II, AND 12 BLOCK I 1 OF TOMPSETTS ADDITION TO ALACHUA AS PER PLAT BOOK 'A', PAGE 68 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA KNOWN AS TAX PARCEL 3692
- I) LOTS 8 AND 9 BLOCK 21 OF TOMPSETTS ADDITION TO ALACHUA AS PER PLAT BOOK "A", PAGE 68 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA KNOWN AS TAX PARCEL 3742-1
- J) THE NORTH 25 FEET OF THE SOUTH 60 FEET OF THE WEST 150 FEET OF BLOCK 12 OF TOMPSETTS ADDITION TO ALACHUA AS PER PLAT BOOK "A", PAGE 68 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA KNOWN AS TAX PARCEL 3695
- K) BEGINNING AT THE S.W. CORNER OF LOT 2, BLOCK I OF OLMSTEAD'S SURVEY AS PER PLAT BOOK "C", PAGE 79B OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA AND RUN EAST 144 FEET, THENCE NORTH 100 FEET; THENCE WEST 62 FEET; THENCE SOUTH 73 FEET; THENCE WEST 82 FEET; THENCE SOUTH 27 FEET TO POINT OF BEGINNING, KNOWN AS TAX PARCEL 3610-1
- L) LOTS 8, 9 AND THE SOUTH 10 FEET OF LOT 7 BLOCK 37 OF CLARK'S FIRST ADDITION TO ALACHUA AS PER PLAT BOOK H A", PAGE 108 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA KNOWN AS TAX PARCEL 3434-3
- M) THAT PART OF THE ABANDONED ATLANTIC COASTLINE RAILROAD (200 FOOT RIGHT OF WAY) LOCATED NORTH OF BLOCK 37 OF CLARK'S FIRST ADDITION TO ALACHUA (PLAT BOOK 'A', PAGE 108), SOUTH OF U.S. HIGHWAY NO. 441, EAST OF NW 140th STREET AND WEST OF THE LANDS OWNED BY WENDELL LEWIS AND A NORTHERLY PROJECTION OF THE WEST LINE OF SAID LANDS OWNED BY WENDELL LEWIS, KNOWN AS TAX PARCEL 3376
- N) LOTS 12, 13, AND 14 BLOCK 32 OF CLARK'S FIRST ADDITION TO ALACHUA AS PER PLAT BOOK "A", PAGE 108 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA KNOWN AS TAX PARCEL 3392-1
- O) LOT 3 BLOCK 30 OF CLARK'S FIRST ADDITION TO ALACHUA AS PER PLAT BOOK 'A', PAGE 108 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA KNOWN AS TAX PARCEL 3385-2
- P) LOTS 1, 2, AND THE EAST 28.32 FEET OF LOT 3 BLOCK 28 OF TOMPSETTS SURVEY AS PER PLAT BOOK 'C', PAGES 79B AND 79C OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA KNOWN AS TAX PARCEL 3428
- Q) THE EAST 100 FEET OF BLOCK 44 OF CLARK'S FIRST ADDITION TO ALACHUA AS PER PLAT BOOK 'A', PAGE 108 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA KNOWN AS TAX PARCELS 3438-1 AND 3438-2.
- R) THE EAST ½ OF BLOCK 43 OF CLARK'S FIRST ADDITION TO ALACHUA AS PER PLAT BOOK 'A', PAGE 108 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA, KNOWN AS TAX PARCELS 3436 AND 3436-1
- S) LOTS 1, 2, 3, 4, 13, 14, 15, AND 16 BLOCK 42 AND THE SOUTH ½ OF THE CLOSED STREET LOCATED IMMEDIATELY NORTH OF LOTS 1, 2, 3, AND 4 OF CLARK'S FIRST ADDITION TO ALACHUA AS PER PLAT BOOK 'A', PAGE 108 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA, KNOWN AS TAX PARCEL 3420
- T) THAT CERTAIN PARCEL OF LAND LOCATED AT THE SOUTHWEST CORNER OF THE INTERSECTION OF NW 137th TERRACE AND U.S. HIGHWAY NO. 441 BEING LEASED BY LEWIS OIL COMPANY FROM BLANCHE LEROY LEASE RECORDED IN OFFICIAL RECORD BOOK 1600, PAGE 1413 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA KNOWN AS TAX

PARCEL 3367-1

U) Commence at the intersection of the Southerly right of way line of the abandoned Atlantic Coastline Railroad with the Westerly line of Block 19 of Downings Addition to the City of Alachua, as per plat recorded in Plat Book "C", pages 79, 79A, 79B, and 79C of the public records of Alachua County, Florida for the point of reference and run S.55'56'00"E., along said Southerly right of way line, a distance of 10.02 feet to a concrete monument on the Easterly right of way line of NW 1st Street and the True Point of Beginning; thence continue S.55'56'00"E., along said Southerly right of way line, a distance of 208.17 feet to a steel rod and cap; thence run N.33'38'30"E., a distance of 172.51 feet to a steel rod and cap on the Southerly right of way line of State Road No. 25 (A.K.A. U.S. Highway No. 441); thence run N.55'56'00"W., along said Southerly right of way line, a distance of 281.79 feet to a concrete monument at the beginning of a curve concave Southeasterly, said curve having a radius of 27.53 feet; thence run Southwesterly, with said curve, through an arc angle of 127'02'15" an arc distance of 61.04 feet (chord bearing and distance of S.60032'33"W., 49.29 feet respectively) to a concrete monument at the end of said curve, thence run S.02'58'15"E., along the aforementioned Easterly right of way line of NW 1st Street, a distance of 160.83 feet to the True Point of Beginning, containing 1.063 acres more or less, known as tax parcel 3595-200-1.

END OF EXCLUDED PARCELS

ALSO:

THAT PART OF THE ABANDONED ATLANTIC COAST LINE RAILROAD RIGHT OF WAY LOCATED NORTH OF AND ADJACENT TO CLARKS SECOND ADDITION TO ALACHUA BEING 125 FEET NORTH AND SOUTH MEASUREMENT AND 652.70 FEET EAST AND WEST MEASUREMENT BEING OWNED BY THE STATE OF FLORIDA AND USED AS A DEPARTMENT OF TRANSPORTATION STORMWATER DRAINAGE BASIN, KNOWN AS TAX PARCEL 3376-1

ALSO:

THAT CERTAIN PARCEL OF LAND BEING BOUNDED ON THE EAST BY NW 142nd TERRACE, BOUNDED ON THE SOUTH BY NW 150th AVENUE, BOUNDED ON THE NORTH BY U.S. HIGHWAY NO. 441, AND BOUNDED ON THE WEST BY THE NORTHERLY PROJECTION OF NW 145th TERRACE, LESS THAT PART CONTAINED WITHIN THE STATE OF FLORIDA DRAINAGE BASIN, KNOWN AS TAX PARCEL 3605-1

ALSO:

COMMENCE 295.4 FEET NORTH OF THE SOUTHWEST CORNER OF THE S.E. 1/4 OF THE S.E. 1/4 OF SECTION 15, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA BEING ON THE NORTH SIDE OF THE RAILROAD RIGHT OF WAY; THENCE SOUTHWESTERLY ALONG SAID RAILROAD RIGHT OF WAY, A DISTANCE OF 360 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTHWESTERLY, ALONG SAID RAILROAD RIGHT OF WAY, A DISTANCE OF 420 FEET; THENCE N.35"W., A DISTANCE OF 267.12 FEET TO THE SOUTH RIGHT OF WAY LINE OF SEABOARD AIRLINE RAILROAD; THENCE NORTHEASTERLY, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 410.18 FEET; THENCE S.35"E., A DISTANCE OF 140.1 FEET TO THE POINT OF BEGINNING. KNOWN AS TAX PARCEL 3535-3.

ALSO:

BEGINNING AT THE INTERSECTION NW 154th PLACE AND U.S. HIGHWAY NO. 441 AND PROCEED EAST ON NW 154th PLACE TO NW 142nd TERRACE; THENCE SOUTH ON NW 142nd TERRACE TO NW 154th AVENUE; THENCE

EAST ON NW 154th AVENUE TO NW 141st STREET; THENCE SOUTH ON NW 141st STREET TO NW 152nd PLACE; THENCE EAST ON NW 152nd PLACE TO NW 140th STREET; THENCE SOUTH ON NW 140th STREET TO U.S. HIGHWAY NO. 441; THENCE WEST ON U.S. HIGHWAY NO. 441 TO THE POINT OF BEGINNING.

EXCEPT FOR THE FOLLOWING PARCELS:

A)

LOTS 15 AND 16 BLOCK 9 OF GUINN, WILLIAMS, AND REEVES ADDITION TO ALACHUA AS PER PLAT BOOK 'C', PAGE 79A OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA KNOWN AS TAX PARCELS 3584 AND 3584-1 B) LOT 2 AND THE NORTH ½ OF LOT 3 BLOCK 14 OF GUINN, WILLIAMS, AND REEVES ADDITION AS PER PLAT BOOK "C", PAGE 79A OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA KNOWN AS TAX PARCEL 3591 C) THAT PART OF LOT I BLOCK 14 OF GUINN, WILLIAMS, AND REEVES ADDITION AS PER PLAT BOOK "C", PAGE 79A OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA NOT PREVIOUSLY DEEDED OUT TO JOIN WITH LAND IMMEDIATELY TO THE SOUTH, KNOWN AS TAX PARCEL 3591-1 END OF EXCLUDED PARCELS

ALSO:

COMMENCE AT THE NORTHWEST CORNER OF SECTION 14, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA FOR THE POINT OF REFERENCE AND RUN S.00054'00"E., ALONG THE WEST LINE OF SAID SECTION 14, A DISTANCE OF 2201.84 FEET TO THE INTERSECTION OF SAID WEST LINE WITH THE NORTHERLY RIGHT OF WAY LINE OF THE ATLANTIC COASTLINE HIGH SPRINGS TO ROCHELLE TRACK (A.K.A. ABANDONED SEABOARD COASTLINE RAILROAD); THENCE RUN S.54'00'00"E., A DISTANCE OF 129.00 FEET; THENCE RUN N.36'00'00"E., A DISTANCE OF 89.99 FEET TO A CONCRETE MONUMENT ON THE NORTHERLY RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 441 AND THE TRUE POINT OF BEGINNING; THENCE CONTINUE N.36'00'00"E., A DISTANCE OF 222.01 FEET TO A CONCRETE MONUMENT; THENCE RUN N.54'00'00"W., A DISTANCE OF 170.34 FEET TO A STEEL ROD AND CAP; THENCE RUN S.83024'00"W., A DISTANCE 114.62 FEET TO A DRILL HOLE IN CONCRETE ON THE EAST RIGHT OF WAY LINE OF STATE ROAD NO. 235; THENCE RUN S.00054'00"E., ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 197.61 FEET TO A DRILL HOLE IN CONCRETE ON THE AFOREMENTIONED NORTHERLY RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 441; THENCE RUN SOUTHEASTERLY, ALONG SAID RIGHT OF WAY LINE WITH A CURVE CONCAVE NORTHEASTERLY, SAID CURVE HAVING A RADIUS OF 3480.83 FEET THROUGH AN ARC ANGLE OF 02015'03", AN ARC DISTANCE OF 136.74 FEET (CHORD BEARING AND DISTANCE OF S.59-42'23"-E., 136.73 FEET RESPECTIVELY) TO THE TRUE POINT OF BEGINNING, CONTAINING 46,439 SQUARE FEET MORE OR LESS. KNOWN AS TAX PARCEL 3226-1

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