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APPENDIX: Correspondence and ITE Documentation

The HNTB Corporation
Engineers Architects Planners

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HNTB

Onelia Lazzari.
Community Development Dept.
P.O. Box 490, Station 11
Gainesville, FL 32602-0490

SENT ELECTRONICALLY on Oct. 4, 2006

October 3, 2006

Re: Traffic Impact Study SoHo Project: Methodology Memo (HNTB 44812)

Onelia:

HNTB Corporation will conduct a Traffic Impact Study for the proposed So Ho Project in Gainesville, Florida. The physical site is located north of SW 20th Avenue and east of Hogtown Creek. This project is a re-development of an existing mobile home park (Alamar Gardens) into an apartment complex with a commercial component fronting SW 20th Avenue. The plan is to develop the site with approximately 550 dwelling units and 40,000 square feet of commercial space. The final development program and phasing will be determined after formal survey, topography and environmental review is completed. However, we believe the estimated program will be close to the final program when complete survey data is analyzed. There is also a potential right-of-way requirement associated with the potential extension of Hull Road to the eastern limits of the project that may impact the useable area of the project site. After these impacts are determined a final site plan and development program will be determined. Based on previous discussions with you and Brian Kanely regarding the size and location of this project, HNTB is requesting your approval for the following methodology as we begin work on this project.

Traffic Impact Study Methodology:

HNTB Corporation engineers & planners will provide the following information in a letter report complete with the necessary tables and graphics to accurately depict the transportation impacts associated with the subject development. This report will follow the general requirements specified in the City of Gainesville Traffic Study Requirements and Format memo attached to this letter. Specific data collection and study requirements for this project will include the following elements:

1. Description of project land use classification and Daily, AM & PM peak hour trips from the *Institute of Transportation Engineers (ITE) Trip Generation 7th Edition.* This applies to both the proposed development components and the credits sought for the existing mobile home use for trip credit calculations.

2. A description and map of the local roadway network indicating proposed access to/from the project site. Current information indicates that two roadway connections to SW 20th Avenue will serve the entire development. A third connection to SW 42nd Street may be impacted by the potential extension of Hull Road.

3. Distribution of project traffic onto the roadway network will be derived from traffic data collected for this project, available from recent studies in the immediate area, traffic count data from the City and County, and proximity/directionality of interacting land uses. In accordance with City of Gainesville requests for large projects such as this, a transportation model run will also be used to provide a general overview of project distribution that will be modified with the site-specific data collection. Consistency with Alachua County transportation concurrency requirements is required as County roads are impacted and this area was recently annexed into the City of Gainesville. Daily Project trips will be distributed onto area roadway segments within one-half mile of the project's driveway entrances and to any segment where project trips exceed 5% of the maximum service volume. The latest available roadway inventory sheets will be obtained from the Alachua County Public Works Department (ACPWD) prior to providing a Level of Service Analysis for the impacted roadways.

4. Based on previous conversations with Brian Kanely & you, site-specific data collection will be required for this study: 72-hour volume counts on SW 62nd Street, SW 20th Avenue, and SW 43rd Street will be collected. Peak hour turn movement counts (TMC) on SW 20th Avenue at SW 62nd Street, SW 43rd Street and SW 34th Street, traffic signal controlled intersections will be collected for the AM, Midday and PM peak periods. Truck volumes will be also be collected within this TMC data as well as Bike and pedestrian counts. A complete roadway Level of Service (LOS) analysis for all impacted segments from the Alachua County database will be provided in the final report. Highway Capacity Software (HCS) analysis will be provided for the three intersections for existing and existing + project scenarios.

5. Re-development credits for the existing Alamar Gardens Mobile home park at the statutory allowance of 110% will be applied to the gross Project trip estimates as part of the trip reductions associated with determining the net project impacts. No Pass-by trip reduction for the commercial component will be allowed. Additional reductions will be applied as agreed with internal capture at 15% of the lesser of the commercial or residential trip volume; Transit credits equaling 30% of the residential trip impacts were requested. The City has requested a modal split trip study be conducted at the Melrose Place Apartments on SW 62nd Street to establish a trip distribution and mode split for comparable student apartment complexes on the SW 20th Avenue corridor.

6. Data collection requirements for the Legacy Project will overlap the requirements for the SoHo Project. There will be a sharing of data collection between the two projects to reduce direct costs for both projects. Discussion with Harry Burns, P.E. with Burns Traffic Services the consultant for the Cotton Fletcher Legacy project have resulted in an agreement to share data collection results for use in both project applications. The attached data collection map provides the details of what HNTB will collect and share with Mr. Burns. Alternately, Harry will collect the required Melrose Apartment data for the trip mode split and distribution analysis as well as intersection TMCs at SW 20th Avenue and Tower Road and SW 62nd Street and Newberry Road.

7. Three (3) copies of the final Traffic Impact Study will be supplied to the City of Gainesville Community Development Department signed/sealed by a transportation professional. Back-up documentation will be included as a report appendix along with electronic copies of the HCS and report files.

With your approval of the methodology detailed above, HNTB will conduct the study immediately to satisfy the desired schedule of the Client. Data collection will occur Tuesday through Thursday, October 10-12, 2006. If you would, please initial your approval of this methodology below and return a fax copy for our project files.

If further consultation or modification to any of the items is required, please call me at my office (850) 878-9777 or on my cell phone (850) 508-5582 anytime during normal business hours.

Sincerely,

HNTB Corporation
Mike Hemmen
Mike Hemmen, AICP
Project Manager

Attachments: HNTB Data collection map w/notation of Burns Traffic Services sites
City of Gainesville Traffic Study requirements document.

Copy: Jen Volz, Creative Environmental Solutions, SoHo Project Manager
Gerry Dedenbach, AICP, Causseaux & Ellington, Inc., Legacy Project Manager
Brian Kanely, P.E., City of Gainesville
John Sabatella, AICP, Alachua County Public Works Dept.
Harry Burns, P.E., Burns Traffic Services
Project File 44812-PL-001

From: Lazzari, Onelia R.
To: Mike Hemmen;
CC:
Subject: FW: SoHo Traffic study Methodology
Date: Wednesday, October 04, 2006 5:07:48 PM
Attachments:

Mike,

These are Debbie Leistner's preliminary comments. Brian will be in tomorrow and we will have more time to review. I agree with Debbie's comments.

Onelia

From: Leistner, Deborah L.
Sent: Wednesday, October 04, 2006 4:44 PM
To: Lazzari, Onelia R.
Subject: RE: SoHo Traffic study Methodology

Onelia,
Just a few comments on this:

- I thought they had agreed to follow the Alachua County traffic study methodology, not the City's.
- Under item #5 it states that *"additional reductions will be applied as agreed with internal capture at 15%... transit 30%"*. If I remember correctly from Monday's meeting, you stated that internal capture is usually lower than that, between 5 and 10%; in addition, the transit reduction will be determined by the modal split study to be conducted at Melrose Apartments.

Debbie

From: Lazzari, Onelia R.
Sent: Wednesday, October 04, 2006 3:36 PM
To: Leistner, Deborah L.
Subject: FW: SoHo Traffic study Methodology

Debbie,

Please discuss with Brian ASAP and give Mike Hemmen feedback. I will also take a look.

Onelia

From: Mike Hemmen [mailto:mhemmen@HNTB.com]
Sent: Wednesday, October 04, 2006 2:47 PM
To: Lazzari, Onelia R.
Cc: Kanely, Brian D.; Gerry Dedenbach; jvolz@creativeenvironmental.com; burnsts@alltel.net; John Sabatella
Subject: SoHo Traffic study Methodology

Onelia,
The attached PDF file details the study methodology for the SoHo Project as discussed in your offices and with Brian earlier this week. I've been in contact with Harry Burns and we've agreed to share data collection responsibility for the Legacy & SoHo projects as your requests overlap. The attached memo & graphic detail what we both will be collecting next week. The raw data will be provided to each other the following week for analysis requirements in each of our project studies. As SoHo has a delivery requirement the end of October while Legacy will most likely be sometime in November it is critical to both projects that the methodology be approved to enable us to meet project submittal schedules.

My hope is that the proposed data collection and study methodology meets your approval. I will be on vacation starting tonight but will review emails from hotels when possible. If there is a major problem in collecting the data next week as planned please call me on my cell so that issues may be resolved as manpower from HNTB and Burns Traffic Services has already been scheduled for next week. Thanks,

Mike Hemmen, AICP
HNTB Corporation
1315 E. Lafayette St.- Suite B
Tallahassee, FL 32301
850-878-9777 Office
850-508-5582 Cell

3-Day Traffic Count Summary

HNTB Project # : 44777

Road: SW 20th Ave.
Segment: 800' West of I-75
Dates: 10/10/06-10/12/06

Begin	Oct. 10, 2006			Oct. 11, 2006			Oct. 12, 2006			3-Day Average		
Hour	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
00	76	141	217	67	138	205	74	150	224	72	143	215
01	40	59	99	49	63	112	41	93	134	43	72	115
02	40	44	84	40	57	97	28	76	104	36	59	95
03	21	26	47	31	32	63	36	33	69	29	30	59
04	48	31	79	48	27	75	50	25	75	49	28	77
05	128	36	164	150	33	183	139	38	177	139	36	175
06	547	127	674	509	143	652	508	130	638	521	133	654
07	1299	353	1652	1341	347	1688	1322	330	1652	1321	343	1664
08	983	365	1348	1041	354	1395	1082	396	1478	1035	372	1407
09	647	283	930	604	309	913	614	330	944	622	307	929
10	556	319	875	502	357	859	557	359	916	538	345	883
11	528	447	975	531	442	973	580	466	1046	546	452	998
12	552	532	1084	568	554	1122	563	495	1058	561	527	1088
13	566	621	1187	538	590	1128	555	602	1157	553	604	1157
14	555	677	1232	559	671	1230	611	651	1262	575	666	1241
15	610	753	1363	616	737	1353	589	781	1370	605	757	1362
16	630	906	1536	588	941	1529	637	949	1586	618	932	1550
17	670	1136	1806	741	1126	1867	733	1117	1850	715	1126	1841
18	632	875	1507	682	932	1614	708	903	1611	674	903	1577
19	482	770	1252	540	730	1270	488	734	1222	503	745	1248
20	335	542	877	373	623	996	334	620	954	347	595	942
21	263	420	683	243	500	743	261	470	731	256	463	719
22	214	291	505	219	294	513	250	321	571	228	302	530
23	136	213	349	168	256	424	157	260	417	154	243	397
Total	10558	9967	20525	10748	10256	21004	10917	10329	21246	10740	10183	20923
										51%	49%	

Peak to daily calculations							
Day	Daily	AM	pk/dly	D	PM	pk/dly	D
1	20525	1652	0.080	0.786	1806	0.088	0.629
2	21004	1688	0.080	0.794	1867	0.089	0.603
3	21246	1652	0.078	0.800	1850	0.087	0.604
AVG	20925	1664	0.080	0.793	1841	0.088	0.612
AADT	20295	1614	0.080	0.793	1786	0.088	0.612

FDOT Seasonal Factor	0.97
FDOT Axle Factor	1
AADT Adjusted Volume	20295
AADT Adjusted NB Volume	10418
AADT Adjusted SB Volume	9878

3-Day Traffic Count Summary

HNTB Project # : 44777

Road: SW 62nd Blvd.
Segment: 200' North of SW 20th Ave
Dates: 10/10/06-10/12/06

Begin	Oct. 10, 2006			Oct. 11, 2006			Oct. 12, 2006			3-Day Average		
Hour	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
00	143	121	264	131	118	249	153	134	287	142	124	266
01	77	61	138	87	72	159	100	73	173	88	69	157
02	46	46	92	52	37	89	70	43	113	56	42	98
03	20	25	45	31	21	52	47	40	87	33	29	62
04	32	21	53	34	22	56	36	24	60	34	22	56
05	83	47	130	82	40	122	77	40	117	81	42	123
06	287	185	472	262	174	436	272	179	451	274	179	453
07	757	470	1227	737	459	1196	719	472	1191	738	467	1205
08	740	408	1148	793	456	1249	763	415	1178	765	426	1191
09	587	439	1026	506	414	920	568	417	985	554	423	977
10	587	465	1052	547	474	1021	571	436	1007	568	458	1026
11	589	670	1259	585	582	1167	612	629	1241	595	627	1222
12	623	826	1449	658	708	1366	667	723	1390	649	752	1401
13	710	764	1474	632	679	1311	712	732	1444	685	725	1410
14	649	822	1471	691	773	1464	707	802	1509	682	799	1481
15	724	906	1630	754	812	1566	717	890	1607	732	869	1601
16	737	914	1651	752	949	1701	744	949	1693	744	937	1681
17	792	1094	1886	794	1169	1963	792	1110	1902	793	1124	1917
18	683	960	1643	771	911	1682	770	871	1641	741	914	1655
19	586	768	1354	587	726	1313	607	774	1381	593	756	1349
20	457	594	1051	432	617	1049	461	658	1119	450	623	1073
21	374	473	847	424	555	979	383	549	932	394	526	920
22	330	297	627	285	319	604	351	353	704	322	323	645
23	255	200	455	273	239	512	268	258	526	265	232	497
Total	10868	11576	22444	10900	11326	22226	11167	11571	22738	10978	11488	22466
										49%	51%	

Peak to daily calculations							
Day	Daily	AM	pk/dly	D	PM	pk/dly	D
1	22444	1227	0.055	0.617	1886	0.084	0.580
2	22226	1249	0.056	0.635	1963	0.088	0.596
3	22738	1191	0.052	0.642	1902	0.084	0.584
AVG	22469	1222	0.054	0.631	1917	0.085	0.586
AADT	21792	1185	0.054	0.631	1860	0.085	0.586

FDOT Seasonal Factor	0.97
FDOT Axle Factor	1
AADT Adjusted Volume	21792
AADT Adjusted NB Volume	10649
AADT Adjusted SB Volume	11143

3-Day Traffic Count Summary

HNTB Project # : 44777

Road: SW 20th Ave.
Segment: 1000' East of SW 34th St
Dates: 10/10/06-10/12/06

Begin	Oct. 10, 2006			Oct. 11, 2006			Oct. 12, 2006			3-Day Average		
Hour	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
00	150	245	395	170	247	417	173	287	460	164	260	424
01	87	128	215	102	162	264	95	208	303	95	166	261
02	78	90	168	48	100	148	76	153	229	67	114	181
03	39	50	89	55	46	101	60	70	130	51	55	106
04	72	34	106	74	38	112	73	39	112	73	37	110
05	137	56	193	162	63	225	151	47	198	150	55	205
06	499	140	639	484	156	640	487	141	628	490	146	636
07	945	285	1230	1019	284	1303	938	252	1190	967	274	1241
08	757	305	1062	798	318	1116	812	284	1096	789	302	1091
09	635	319	954	582	261	843	571	328	899	596	303	899
10	515	363	878	522	328	850	561	365	926	533	352	885
11	502	386	888	518	411	929	540	424	964	520	407	927
12	591	517	1108	519	529	1048	588	513	1101	566	520	1086
13	575	533	1108	608	557	1165	585	510	1095	589	533	1122
14	615	555	1170	657	554	1211	583	527	1110	618	545	1163
15	711	712	1423	647	700	1347	630	720	1350	663	711	1374
16	634	816	1450	629	836	1465	658	894	1552	640	849	1489
17	706	948	1654	746	940	1686	745	1006	1751	732	965	1697
18	712	774	1486	713	804	1517	728	751	1479	718	776	1494
19	682	694	1376	684	757	1441	653	708	1361	673	720	1393
20	522	673	1195	532	663	1195	498	655	1153	517	664	1181
21	452	593	1045	460	630	1090	457	571	1028	456	598	1054
22	349	531	880	409	535	944	378	589	967	379	552	931
23	262	408	670	270	418	688	322	431	753	285	419	704
Total	11227	10155	21382	11408	10337	21745	11362	10473	21835	11331	10323	21654
										52%	48%	

Peak to daily calculations							
Day	Daily	AM	pk/dly	D	PM	pk/dly	D
1	21382	1230	0.058	0.768	1654	0.077	0.573
2	21745	1303	0.060	0.782	1686	0.078	0.558
3	21835	1190	0.054	0.813	1751	0.080	0.575
AVG	21654	1241	0.057	0.788	1697	0.078	0.568
AADT	21004	1204	0.057	0.788	1646	0.078	0.568

FDOT Seasonal Factor	0.97
FDOT Axle Factor	1
AADT Adjusted Volume	21004
AADT Adjusted NB Volume	10991
AADT Adjusted SB Volume	10013

3-Day Traffic Count Summary

HNTB Project # : 44777

Road: SW 20th Ave.
Segment: 400' East of SW 62nd Blvd.
Dates: 10/10/06-10/12/06

Begin	Oct. 10, 2006			Oct. 11, 2006			Oct. 12, 2006			3-Day Average		
Hour	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
00	166	251	417	140	233	373	167	260	427	158	248	406
01	81	117	198	98	143	241	89	173	262	89	144	233
02	70	72	142	59	97	156	59	132	191	63	100	163
03	39	42	81	45	49	94	64	68	132	49	53	102
04	54	39	93	57	49	106	60	50	110	57	46	103
05	121	62	183	132	58	190	121	61	182	125	60	185
06	503	215	718	472	224	696	475	213	688	483	217	700
07	1135	504	1639	1181	499	1680	1152	475	1627	1156	493	1649
08	831	485	1316	841	477	1318	827	503	1330	833	488	1321
09	663	468	1131	634	399	1033	610	470	1080	636	446	1082
10	633	521	1154	619	532	1151	656	565	1221	636	539	1175
11	722	618	1340	707	625	1332	753	656	1409	727	633	1360
12	794	749	1543	806	761	1567	834	712	1546	811	741	1552
13	794	871	1665	799	801	1600	793	844	1637	795	839	1634
14	869	818	1687	807	827	1634	854	887	1741	843	844	1687
15	909	963	1872	883	912	1795	979	942	1921	924	939	1863
16	932	1039	1971	886	1067	1953	928	1163	2091	915	1090	2005
17	965	1266	2231	1107	1271	2378	1062	1279	2341	1045	1272	2317
18	976	947	1923	1031	1136	2167	956	1082	2038	988	1055	2043
19	851	932	1783	860	941	1801	847	897	1744	853	923	1776
20	673	739	1412	685	769	1454	690	780	1470	683	763	1446
21	534	632	1166	582	701	1283	589	657	1246	568	663	1231
22	395	526	921	406	487	893	454	565	1019	418	526	944
23	262	389	651	342	448	790	322	435	757	309	424	733
Total	13972	13265	27237	14179	13506	27685	14341	13869	28210	14164	13546	27710
										51%	49%	

Peak to daily calculations							
Day	Daily	AM	pk/dly	D	PM	pk/dly	D
1	27237	1639	0.060	0.692	2231	0.082	0.567
2	27685	1680	0.061	0.703	2378	0.086	0.534
3	28210	1627	0.058	0.711	2341	0.083	0.546
AVG	27711	1649	0.059	0.702	2317	0.084	0.549
AADT	26879	1599	0.059	0.702	2247	0.084	0.549

FDOT Seasonal Factor	0.97
FDOT Axle Factor	1
AADT Adjusted Volume	26879
AADT Adjusted NB Volume	13739
AADT Adjusted SB Volume	13140

3-Day Traffic Count Summary

HNTB Project # : 44777

Road: SW 43rd Street
Segment: 600' South of SW 20th Ave.
Dates: 10/10/06-10/12/06

Begin	Oct. 10, 2006			Oct. 11, 2006			Oct. 12, 2006			3-Day Average		
Hour	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
00	122	97	219	110	73	183	131	78	209	121	83	204
01	60	33	93	64	49	113	70	59	129	65	47	112
02	36	26	62	52	29	81	37	23	60	42	26	68
03	22	20	42	39	19	58	28	22	50	30	20	50
04	28	26	54	23	18	41	21	19	40	24	21	45
05	38	55	93	29	51	80	37	43	80	35	50	85
06	108	169	277	111	161	272	102	158	260	107	163	270
07	264	522	786	277	488	765	259	517	776	267	509	776
08	290	362	652	298	378	676	314	374	688	301	371	672
09	286	290	576	250	273	523	274	265	539	270	276	546
10	327	351	678	334	330	664	351	314	665	337	332	669
11	399	436	835	415	424	839	403	441	844	406	434	840
12	493	496	989	494	503	997	491	492	983	493	497	990
13	563	464	1027	529	447	976	531	440	971	541	450	991
14	567	500	1067	527	470	997	523	507	1030	539	492	1031
15	599	529	1128	549	486	1035	553	529	1082	567	515	1082
16	616	619	1235	584	559	1143	578	577	1155	593	585	1178
17	677	722	1399	645	640	1285	690	884	1574	671	749	1420
18	564	544	1108	596	593	1189	627	575	1202	596	571	1167
19	576	481	1057	521	541	1062	510	517	1027	536	513	1049
20	412	368	780	468	386	854	430	369	799	437	374	811
21	346	296	642	380	324	704	364	307	671	363	309	672
22	279	206	485	249	184	433	266	234	500	265	208	473
23	194	135	329	206	168	374	216	160	376	205	154	359
Total	7866	7747	15613	7750	7594	15344	7806	7904	15710	7811	7749	15560
										50%	50%	

Peak to daily calculations							
Day	Daily	AM	pk/dly	D	PM	pk/dly	D
1	15613	786	0.050	0.664	1399	0.090	0.516
2	15344	765	0.050	0.638	1285	0.084	0.502
3	15710	776	0.049	0.656	1574	0.100	0.562
AVG	15556	776	0.050	0.653	1419	0.091	0.527
AADT	15093	753	0.050	0.653	1376	0.091	0.527

FDOT Seasonal Factor	0.97
FDOT Axle Factor	1
AADT Adjusted Volume	15093
AADT Adjusted NB Volume	7577
AADT Adjusted SB Volume	7517

Segment A-15
SW 20th Avenue from SW 75th Street (Tower Road) to SW 62nd Boulevard

Draft Date: January 2006
Analysis Level: ARTPlan

Adopted Roadway Level of Service: D
Operating Level of Service: B

	AADT	Peak Hour
Maximum Service Volume	29,800	2,682
85% of Adopted Capacity	25,330	2,280
Total Reserved Trips (See List Below)	4,081	388
Existing Traffic	16,403	1,476
Available Capacity	9,316	818

Under 85% MSV

Segment operating within accepted LOS standard.

Project	AADT	Peak Hour	Preliminary CLSC	Final CLSC	Construction Permit	Release Date	Mitigation Required
Cabana Grove	310	29	COG	COG	COG	COG	
Bellamy PUD Tower Road Plaza	100	10		4/4/2002			Yes
06677-000-000 Portofino Phase I - 6504 SW 24th Avenue	141	13	1/8/2004	3/18/2004			Yes
06677-000-000 Portofino Phase II - 6504 SW 24th Avenue	258	25	4/1/2004	7/8/2004			Yes
04427-000-000 Oakmont PD - 12000 Block of SW 24th Avenue	1,912	182	7/21/2005				
06667-102-000 Infinte Energy Phase IV - 9818 SW 24th Avenue	678	64	7/7/2005	8/18/2005			
06850-000, 06850-001-000, 06850-002-000 Tower 24 Village Center - 7723 SW 24th Avenue	445	42	10/13/2006	1/5/2006			
06678-010-038 Pine Glade PD (Parcel A) - 7200 Block of SW 19th Court	170	16	6/1/2006				
06678-010-039 Pine Glade PD - Tower Pointe MF Residential - 2113 NW 75th Street	67	6	6/15/2006				

DATE PRINTED 10/20/2006

Segment A-16
SW 20th Avenue from SW 62nd Boulevard to SW 34th Street (SR 121)

Draft Date: January 2006
Analysis Level: ARTPlan

Adopted Roadway Level of Service: D
Operating Level of Service: E

	AADT	Peak Hour	
Maximum Service Volume	25,600	2,150	
85% of Adopted Capacity	21,760	1,828	
Total Reserved Trips (See List Below)	1,663	158	
Existing Traffic	24,891	2,091	
Available Capacity	-954	-98	**Over 85% MSV**

SEGMENT IS OPERATING OVER 100% MSV

Project	AADT	Peak Hour	Preliminary CLSC	Final CLSC	Construction Permit	Release Date	Mitigation Required
Cabana Grove Apartments	1,500	143	COG	COG	COG	COG	COG
06750-000-000 Hailey Gardens - Corner of SW 43rd Street and SW 24th Ave	116	11	6/24/2004	8/5/2004			YES
06742-040-003 Mossy Oaks Replat of Lot 3 - Corner of SW 42nd Street and 15th Place	47	4	11/24/2004	12/22/2004			YES

NOTE: THE INFORMATION PRESENTED ON THIS SHEET IS DRAFT AND SUBJECT TO CHANGE WITHOUT NOTICE. ROADWAY CONCURRENCY RESERVATIONS ARE MADE AT PRELIMINARY DRC APPROVAL AND ARE SUBJECT TO THE TIME FRAMES ESTABLISHED IN THE ALACHUA COUNTY TRANSPORTATION CONCURRENCY METHODOLOGY AND IN CHAPTER 365 OF THE ALACHUA COUNTY UNIFORM LAND DEVELOPMENT CODE.

DATE PRINTED 10/20/2006

Segment A-30
SW 40th Blvd./SW 42nd/43rd St. from SR 24 to SW 20th Ave.

Draft Date: January 2006
Analysis Level: FDOT Generalized Tables

Adopted Roadway Level of Service: D
Operating Level of Service: C

	AADT	Peak Hour
Maximum Service Volume	15,330	1,460
85% of Adopted Capacity	13,031	1,241
Total Reserved Trips (See List Below)	1,215	115
Existing Traffic	11,731	1,114
Available Capacity	2,384	230

Under 85% MSV

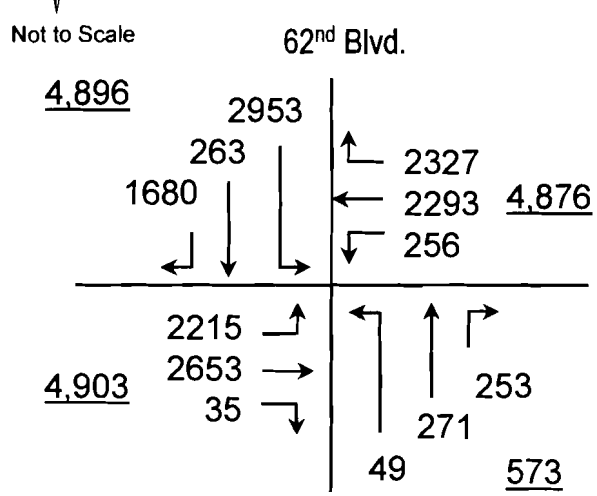
Segment operating within accepted LOS standard.

Project	AADT	Peak Hour	Preliminary CLSC	Final CLSC	Construction Permit	Release Date	Mitigation Required
06750-000-000 Hailey Gardens - Corner of SW 43rd SW 24th Ave	255	24	6/24/2004	8/5/2004			NO
06800-000-000 Homewood Suites - 4155 SW 33rd Place	482	46	6/10/2004	7/22/2004		8/4/2005	
06825-000-000 Gresham Drugs Warehouse Office Park Addition - 3115 SW 40th Blvd.	37	4		3/3/2005		10/5/2005	
Hilton Garden Inn	383	36	9/15/2006				
06801-005-000, 06798-005-000 Randy Brower Physical Therapy Office	58	6	8/3/2006				

DATE PRINTED 10/20/2006

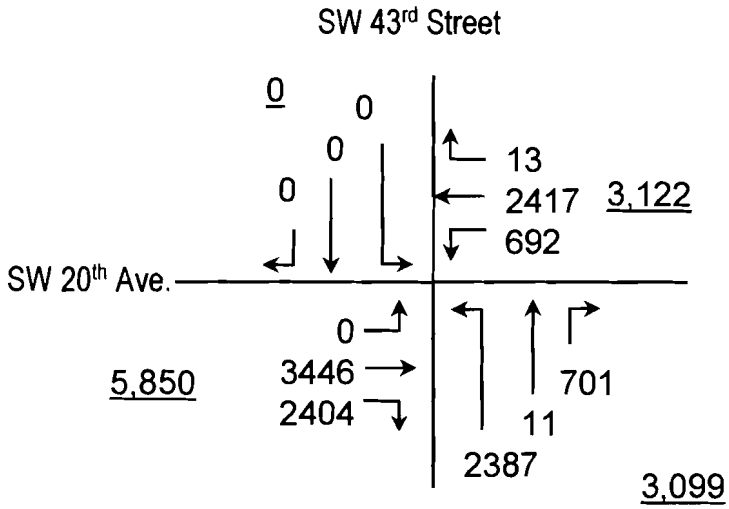
Existing Traffic

Not to Scale



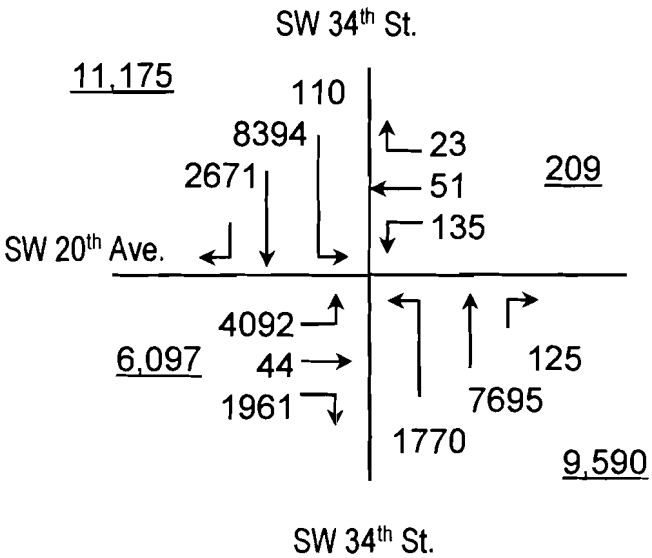
Data: 8-Hour Volumes

15,248 Total Vehicle Impacts



Data: 8-Hour Volumes

12,071 Total Vehicle Impacts



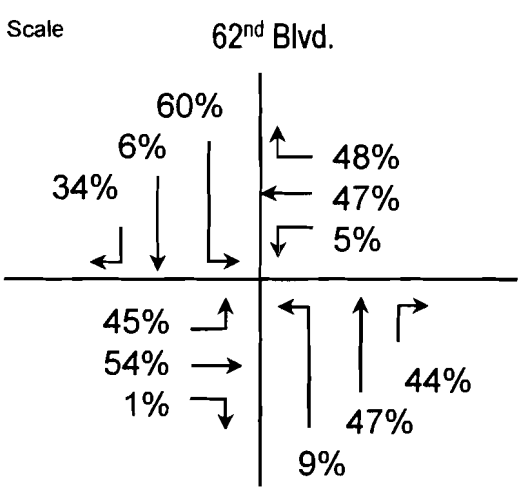
Scenario: 8-Hour Volumes

27,071 Total Vehicle Impacts

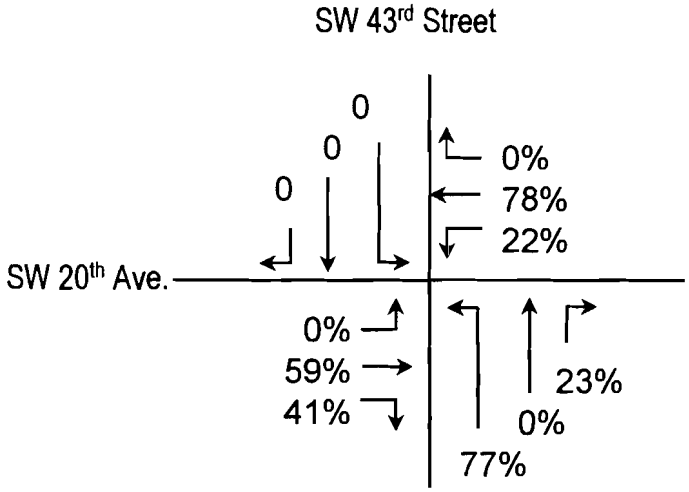
Intersection: SW 20th Ave.

Existing Traffic

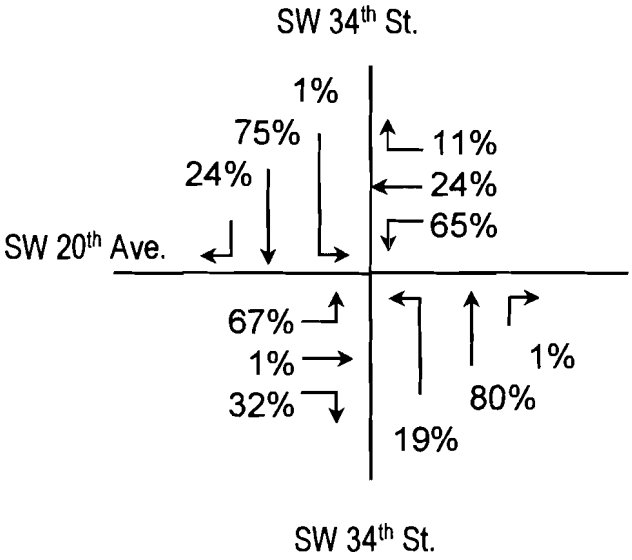
Not to Scale



Data: 8-Hour Volumes



Data: 8-Hour Volumes



Scenario: 8-Hour Volumes

Intersection: SW 20th Ave.

Figure 6 **SoHo** **Traffic Impact Analysis**	**TMC DATA** **Percentages**	**HNTB** Page 15

Travel Study on Mode Split at Apartments in the University Services Area.
Location: Melrose Apartments 1000 SW 62nd Blvd., Gainesville, Florida (north of SW 20th Ave.)

	Auto		Transit		Directional Total		Transit Split		Total	
begin time	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Trips	Transit
7:00	42	191	0	155	42	346	0.00%	44.80%	388	39.95%
8:00	26	150	0	118	26	268	0.00%	44.03%	294	40.14%
9:00	35	114	16	47	51	161	31.37%	29.19%	212	29.72%
10:00	60	79	27	60	87	139	31.03%	43.17%	226	38.50%
11:00	183	86	149	1	332	87	44.88%	1.15%	419	35.80%
12:00	227	128	29	102	256	230	11.33%	44.35%	486	26.95%
13:00	663	377	184	228	847	605	21.72%	37.69%	1452	28.37%
14:00	228	211	148	81	376	292	39.36%	27.74%	668	34.28%
15:00	254	210	133	18	387	228	34.37%	7.89%	615	24.55%
16:00	198	231	134	38	332	269	40.36%	14.13%	601	28.62%
17:00	339	285	121	2	460	287	26.30%	0.70%	747	16.47%
18:00	335	330	62	14	397	344	15.62%	4.07%	741	10.26%
19:00	266	245	34	17	300	262	11.33%	6.49%	562	9.07%
20:00	199	267	17	2	216	269	7.87%	0.74%	485	3.92%
21:00	157	354	12	4	169	358	7.10%	1.12%	527	3.04%
Totals	**3212**	**3258**	**1066**	**887**					**8423**	**23.19%**

Transit Ridership = 23.19%

Notes: Only two bikes were observed entering the site during the entire observation period.
Only 13 pedestrians were observed during the study period. 11 of those were joggers.
Neither amount is significant enough (less than 1% total) to be considered for impact

Source: Data collected by Burns Traffic Services (BTS) & analyzed by Larry Hagen, P.E.
Reviewed and reformatted by Mike Hemmen of HNTB Corporation.

C AST
ARCHAEOLOGICAL CONSULTANTS INC

Phase 1 Cultural Resource Survey for the Alamar Gardens Property, Alachua County, Florida

Prepared for:
Creative Environmental Solutions, Inc.
Gainesville, Florida

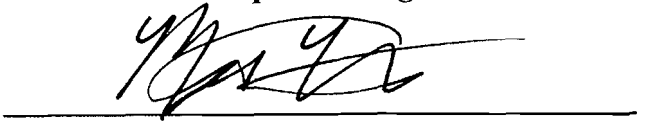
October 2006

Phase 1 Cultural Resource Survey for the Alamar Gardens Property, Alachua County, Florida

Prepared for:
Creative Environmental Solutions, Inc.
Gainesville, Florida

Prepared by:

Matthew P. White, M.A., RPA
Principal Investigator



Suncoast Archaeological Consultants, Inc.
2632 Eagle Court
Lake Wales, Florida 33898
(863) 227-2592

October 2006

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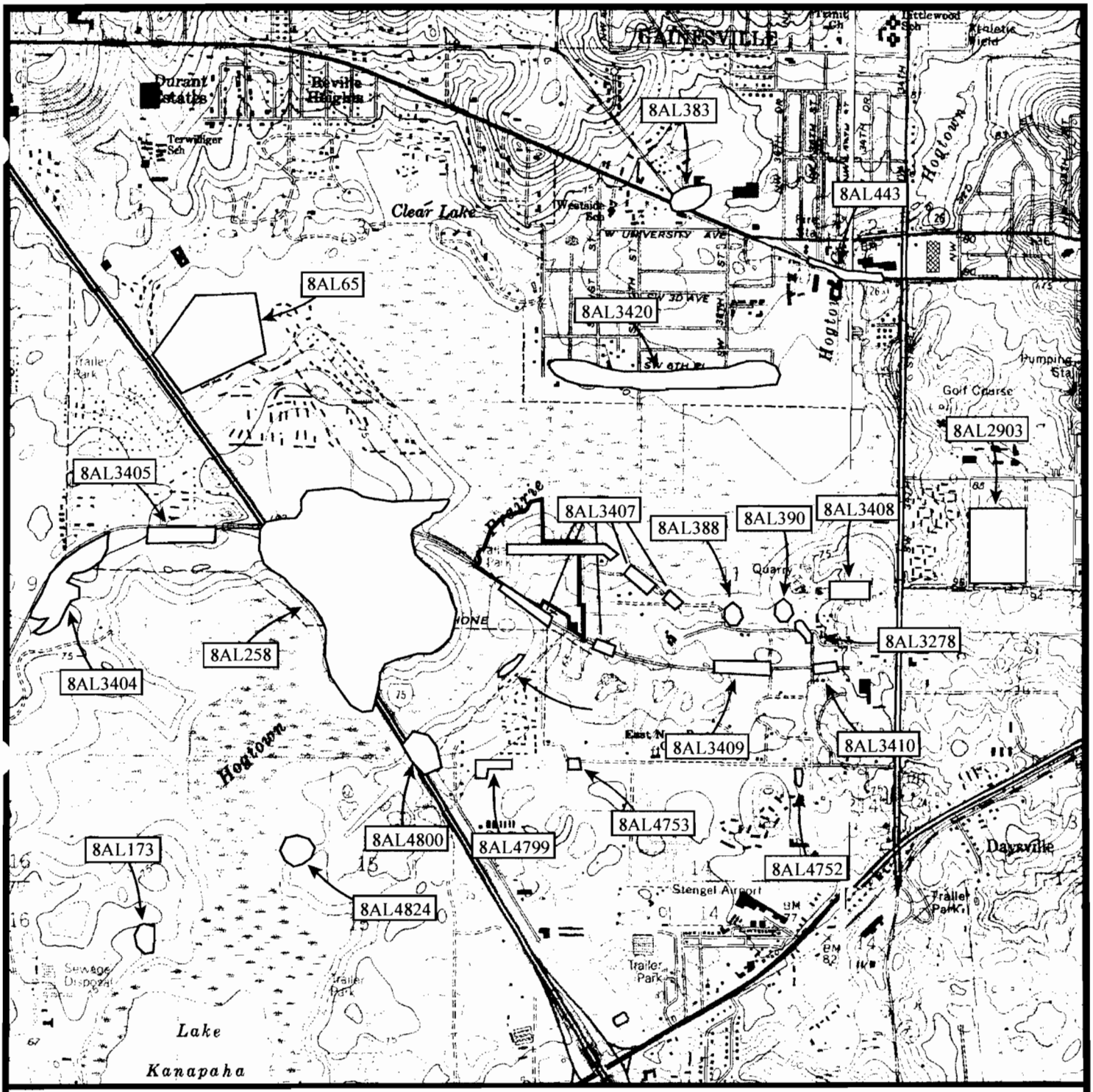

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Figure 1.
Project Location on 1966 Quadrangle Map,
Showing Previously Recorded Sites

0 1 Mile
0 1 Kilometer

Project Boundary

Previously Recorded Archaeological Site

USGS GAINESVILLE WEST, FLA Quadrangle 1966, Revised 1993
USGS GAINESVILLE EAST, FLA Quadrangle 1966, Revised 1993

The prairie is the result of the discharge of Hogtown Creek into the prairie's low basin like topography. The creek enters the prairie along its northeastern edge and floodwaters within it flow gradually to the southwest before emptying into Lake Kanapaha just west of Interstate 75.

The majority of the project area is located along a rise adjacent to Hogtown Prairie. Elevations within the prairie basin itself average around 55 to 60 feet above mean sea level (amsl), while elevations within most of the project area average between 70 to 75 feet amsl. Prior to development of the trailer community along the upland portions of the subject property, the terrain would have likely supported a mixed hardwood environment. Tree species would have included an assortment of oaks and isolated hickory and loblolly pine species.

Hardwood hammocks dominated the terrestrial portion of the Haile Limestone Plain physiographic region. The project area is located along the eastern edge of this region. The region is characterized by shallow limestone deposits and numerous limestone outcroppings. Silicified limestone, formed through the replacement of calcium carbonate in limestone with silica deposits left during centuries of ground water permeation, is found within outcroppings throughout the region. This lithic raw material was highly desired by native populations in Florida. It was used in the production of stone cutting tools and projectiles. Prehistoric archaeological sites are commonly found in close association with such lithic outcroppings.

Soils within the project area have drainage characteristics ranging from very poorly drained and well drained. Along the upland portions away from Hogtown Prairie are the well drained and moderately well drained Arredondo and Tavares sands. The lower sloping elevations, near the edge of Hogtown Prairie, contain the poorly drained Wauchula and Pompano sands. Within the portions of Hogtown Prairie contained within the project area, along its northern and western edges is the poorly drained Pomona sand and the very poorly drained Samsula sand.

REGIONAL PREHISTORY AND HISTORY

Prehistory

The prehistory of northern Florida is typically divided into four chronological periods, each of which is associated with prehistoric trends that were taking place across the wider region of the southeastern United States. From oldest to most recent of these temporal periods include Paleoindian, Archaic, Woodland, and Mississippian. However, numerous cultural manifestations existed within each of these periods. The following is a brief discussion of the prehistory of north-central Florida.

Paleoindian Period (12,000 to 8,000 B.C.)

Evidence of human occupation of the Florida peninsula began during the Paleoindian period around 10,000 to 12,000 B.C. Florida would hardly be recognizable at this early date, with large amounts of the world's water locked up in polar ice caps the sea levels were nearly 100 to 130 meters lower than today (Milliman and Emery 1968). Lower sea levels produced a much more arid environment than is observed across the state today, with many areas consisting of expansive dry savannahs and prairies and much fewer swamps and sloughs.

Sites from this period are generally represented by isolated finds of large, lanceolate shaped chert projectile points. The large lanceolate points were used to take down extinct megafauna that roamed the peninsula at this time. A study of Paleoindian sites in Florida indicate that they generally tend to concentrate around limestone outcrops such as are found along the northern and central Gulf Coast and inland (upriver) habitats (Milanich 1994).

Most Paleoindian sites in north-central Florida have been identified within and adjacent to the major rivers of the region, including the Santa Fe and Suwannee Rivers. Evidence of such occupation is typically identified by underwater divers through projectile point finds in and around the numerous springs that source these rivers.

Near the end of the Paleoindian period, warmer conditions were present and sea levels began to rise, inundating large portions of the coastal plain. Evidence indicates that more mesic environmental conditions began to take hold across the state. Around 8,000 B.C., changes are recorded in the lithic tools being produced, as the earlier lancelote forms are replaced by smaller stemmed varieties. This change is likely an adaptive response to environmental changes occurring. Such cultural changes herald in a shift to the Archaic period.

Archaic Period (8,000 to 1,000 B.C.)

The end of the Paleoindian period is marked by rather elevated environmental and climatic changes, with warmer seasons and less arid conditions a wider variety of environmental habitats began to emerge. The megafauna of the previous period began to move closer to extinction and human populations reacted to these changes by shifting their subsistence strategies (Milanich 1994). Early Archaic people began to exploit a more diverse resources including wild nuts, small game, marine and freshwater resources. People began to live in larger groups, to use a greater diversity of stone tools, and to inhabit more of peninsular Florida.

The Archaic tool-kit was dominated by chert biface projectile points of the stemmed variety as oppose to the large fluted types of the Paleoindian period. However, the range of lithic tools during this period included a diverse variety of objects including knives, perforators, drills, choppers, scrappers, gouges, and hammerstones. More recently excavated wet sites such as the Windover Site near Titusville indicates that the Archaic

period material culture included many more items than just stone tools. Artifacts recovered from this site include bone points, atlatl hooks, fish hooks, shell adzes, wooden stakes and canoes. Cloth fragments and woven bags were also recovered (Doran and Dickel 1988).

Archaic period sites are by far the most abundant sites within the archaeological record. This fact attests to the length of the time the period encompassed and the general mobility of a growing prehistoric population in the state. Numerous large Archaic period sites have been recorded in Alachua County and throughout much of north/central Florida as a result of the abundant lithic resource outcroppings in the region. Such sites tend to consist of dense deposits of lithic debitage strewn across large areas of upland near swamps and wetlands.

By the later portion of the Archaic period, generally between 3000 and 1000 B.C., a more densely populated peninsula encouraged more sedentary patterns. This greater reliance on specific geographic areas encouraged settlement and competition for more high-yield resource locations. Specifically, settlements along coastal zones and large river systems became prime spots, with large intensively occupied sites in these areas. It is during this timeframe that coastal and riverine shell middens began to accumulate (Cordell 2004; Russo and Heide 2004).

The latter portion of the Archaic period also represents the earliest point at which native ceramic wares were produced (Sassaman 2004). These earliest wares were fiber-tempered vessels. This early ceramic production is often defined as chronological sub-period termed the Orange period. Some have separated Orange period ceramic technology, which is generally limited to the eastern peninsula, from fiber-tempered wares along the Gulf Coast which has been classified as the Norwood period (Milanich 1994).

Transitional Period (1000 to 500 B.C.)

The advent of ceramic technology marks a close to the long nomadic Archaic period. An increasingly sedentary lifestyle encouraged the development of more localized cultural identities. Over time these identities began to be reflected in material culture and likely in regional customs and traditions. The Transition period represents a time within which these separate identities began to form (Bullen 1959).

Ceramic technology at this time shifted from the slab construction fiber-ware to a sturdier coil construction sand tempered ware. More local innovations in ceramic technology produced freshwater sponge spiculate tempered paste in northeastern Florida. Also, limited horticulture may have been engaged in at this time (Milanich and Fairbanks 1980). Evidence also indicates long-distance trade with lower Mississippi Valley and Southern Appalachian groups (Milanich 1994).

Late Prehistory (500 B.C. to A.D.1565)

As more distinctive culture areas began to form across peninsular Florida, it appears the greatest competition for space was along the east and west coasts. In the St. Johns River, St. Augustine, and Jacksonville areas a cultural phenomena known as the St. Johns culture began to form. This northeastern Florida group is believed to have developed from earlier populations in the region related to the late Archaic Orange period. St. Johns pottery is characterized by chalky ware, defined by its texture, the result of sponge spiculate tempering (Milanich 1994). Along the Big Bend portion of the Gulf Coast and continuing into the coastal panhandle is a distinctive group that has been termed the Deptford culture. Deptford populations produced sand and/or grit tempered plain, check-stamped, and simple stamped ceramic vessels (Milanich 1994). Archaeological characteristics associated with Deptford populations are also found along the Georgia Atlantic coastal region.

As these distinctive culture areas formed along the two coasts, the central spin of the Florida peninsula running from the present day Georgia-Florida border to the Lake Okeechobee region has traditionally been associated with a homogenized version of distant coastal cultures. Alachua County's prehistory is no exception. After 500 B.C. archaeological sites in north/central Florida appear to be small in size and evidence only temporary (short-term) occupation. This is a stark deviation from the large lithic extraction and production sites found in the area during the Archaic period. These small sites contained small amounts of lithic and ceramic material. Ceramics identified are of both St. Johns and Deptford varieties. It is postulated that these sites represent coastal excursions into the interior uplands for hunting and plant foraging purposes (Milanich and Fairbanks 1980). Such excursions likely took place during the fall and winter months when large game such as deer and bear were fattened for the winter and when numerous nuts and berries were at their harvestable stage.

By around A.D. 100 to 200 a few larger, more permanent, settlements began to take hold within the uplands of north/central Florida. These settlements are generally associated with Deptford groups. It is likely that as Deptford populations grew along the Gulf Coast pressure for habitable dry land and marine resources became intense. Therefore, it became economically feasible for segments of this growing population to identify alternative resource bases. This Deptford movement into north/central Florida generally centered around large wetland and lake features including Lake Santa Fe, Newnans Lake, Lake Orange, and Paynes Prairie as opposed to the more elevated hammocks of oak and pine where many of the earlier winter hunting sites were located (Milanich 1994). The Deptford coastal resource procurement techniques would have served the groups moving to the interior well in the new freshwater context.

Over the following generations the former coastal Deptford groups now residing in north/central Florida would have slowly formed their own identity due to separation both geographically and environmentally from the parent Deptford culture along the Gulf Coast. This separate identity is marked by archaeologists through ceramic remains

recovered from these interior sites and is given the distinguishing cultural name, Cades Pond.

Cades Pond domestic wares are typically undecorated quartz sand tempered, while ceremonial ceramics found in mound contexts included traditional Deptford stamped wares, St. Johns ceramics, and Weeden Island series wares (Milanich 1994). Weeden Island was a rapidly growing cultural manifestation during the first centuries of the new millennium. Its origins could be traced to the Swift Creek culture in the eastern Panhandle of Florida and southern portions of Alabama and Georgia. By nearly A.D. 700 the influence of Weeden Island can be seen across most of Peninsular Florida. Cades Pond is believed to be directly effected by the growing influence of Weeden Island and is often defined as a Weeden Island subculture (Milanich 1994).

While direct chronologies for Cades Pond have not been formulated with any certainty, it is believed that these freshwater sites persisted in the region into the later half of the first millennium. At approximately A.D. 700, when Weeden Island influence was at its height, a new population enters the region, commonly known as the Alachua culture. This group is believed to have entered north/central Florida from areas to the north, within central and possibly southern Georgia.

The Alachua are divided into four distinct cultural phases; Hickory Pond (A.D. 700 to 1250), Alachua (A.D. 1250 to 1585), Potano I (A.D. 1585 to 1630), and Potano II (A.D. 1630 to 1702). These divisions are defined by shifts in material culture including ceramics and the appearance of European artifacts within site assemblages of Potano I and Potano II (Milanich 1994).

Different from Cades Pond sites, Alachua settlement locations tendered to center around rivers, streams, and large sinkholes in the upland pine and oak hammocks as opposed to the lower regions surrounding Paynes Prairie and the larger lakes in eastern Alachua County. These upland locations would have been more conducive to agriculture due to the general fertility of the soils. While there is no evidence of agriculture activity within the earlier Hickory Pond phase, agricultural practices are very evident in the following Alachua phase (Milanich 1994). In fact the primary ceramic decorative style during this phase is the impression of corn cobs along the exterior surface of vessels.

History

During the time of the first Spanish exploration of Florida explorers identified native inhabitants of northeastern and north/central Florida as speaking a language known as Timucua. Panfilo de Narvaez lead an expedition into the interior of Florida in 1528, passing just west of the region occupied by the Alachua culture. Eleven years later in 1539 Hernando de Soto led an army directly through the heart of the Alachua region on their way to the present day Tallahassee area. The De Soto expedition passes through the town of Itaraholata, Potano, Utinamochana, and Mala-Paz, all Potano phase Alachua towns (Milanich and Hudson 1993).

In 1590s Franciscan missionaries began to visit the region which was now undergoing drastic political and social upheaval due to the onset of European disease. In 1609 the missionaries set up the first European settlement in the region, a mission facility called San Franciscans de Potano (Hann 1996). Other missions soon followed with a total of five in the north/central Florida region by 1633. Due to war, raiding parties, enslavement, and primarily disease, the Timucuan speaking native populations of north/central Florida were all but wiped out by the close of the 15th century with only a few hundred survivors located at mission sites scattered throughout Florida (Worth 1998).

While most Spanish activity within Florida was confined to the coastal regions there was great interest in the natural savannah of Paynes Prairie. This large prairie environment was the site of the largest cattle ranch up to this point in North America, it was called La Chua Hacienda. The La Chua ranch was established sometime in the 1630s by Francisco Menendez Marquez, a relative of Pedro Menendez de Aviles the Spanish founder of St. Augustine. The Spanish La Chua produced large amounts of beef that were shipped to Spanish populations in Cuba and also supplied St. Augustine.

The late 17th and early 18th centuries were a time of English colonial expansion. In 1670, the English founded Charlestown, and the same year, the Treaty of Madrid, signed by England and Spain, gave each the right to lands it controlled at that time. However, the treaty did not ease growing tensions between these two expanding powers in the New World (McEwan 1993). Constant Indian raids on Spanish missions, supported by the English reeked havoc on the peripheries of Spanish influence. By 1685, all missions were abandoned as a result of this pressure. The few Timucuan speaking natives who were left a the mission sites were either abandoned to their own fate of taken to Cuba and some eventually to Spain itself (Hann 1996).

A vacuum was created by the demise of the Timucuan and Apalachee affiliated natives. Tensions to the north in Georgia and Alabama at the early part of the 16th century between infighting with the Creek Indians and British pressure lead large numbers of what were known as Lower Creek Indians into the culturally open expanses of the Florida peninsula. The Spanish later named these new arrivals Seminole or *cimarrones* which means "wild ones" (Covington 1993).

One of the largest and most successful Seminole communities in Florida was in Alachua County. Much of this success was due to their rejuvenation of ranching operations on Paynes Prairie (Covington 1993). One of the more famous Seminole leaders of this time was Ahaya who was known by the Spanish and British as Cowkeeper. Cowkeeper and his people lived in the vicinity of modern day Micanopy. They were instrumental in aiding the British to push the Spanish out of St. Augustine through raids and the disruption of Spanish interests (Anderson 2001).

Florida became a British colony in 1763 with the signing of the Treaty of Paris at the close of the Seven Years War in exchange for full Spanish rights to Cuba. The newly established 14th British colony in North America was divided into two regions, East and

West Florida. During this time, approximately 11 plantations were developed in East Florida (Griffin 1999). The British had great expectations for Florida and expected settlements to prosper as they did to the north in Virginia and the Carolinas. To encourage settlement, the Proclamation of 1763 established a Royal land policy, which entitled the head of each family to 100 acres and 50 acres for each family member. Up to 1,000 acres could also be purchased for five shillings per fifty acres. Larger land grants of up to 20,000 acres were awarded to gentlemen of high status and of substantial means (Mowat 1964). However, these attempts to encourage settlement of Florida were largely unsuccessful due to poor overland transportation corridors, costly sea voyages, and stories of poor conditions in the newly formed colony.

Throughout the British occupation of Florida, production remained low and never lived up to expectations. Experimentation with crops such as cotton, rice, hemp, and sugar proved financially unsuccessful. Indigo was the most productive export of East Florida due to compatible soils and well-developed processing methods (Tebeau 1971).

Britain lost possession of Florida to Spain in 1783 at the end of the American Revolution. Spain, however, only had true control over St. Marks, St. Augustine, and Pensacola. They lacked the resources to develop the area, and the presence of hostile Seminole groups discouraged further settlements.

Spain believed that the British made considerable progress in the development of the plantation system in Florida and decided to continue and encourage the agricultural-based economy by inviting the British settlers to remain. However, most left and the large British plantations fell into ruin (Gannon 1996).

In general, relations between native groups and the Spanish were good. However, due to increased hostilities between land-hungry Americans to the north and the Spanish colony's inability to control its borders, tension was widespread.

By the beginning of the 19th century Spain's power and influence in the world had been on the decline due to years of turmoil in Western Europe and struggles for independence by Spain's American colonies. The Spanish government could not protect the northern borders from frontiersmen and runaway slaves entering from Georgia and the Carolinas, and could not prevent hostile powers from using Florida as a base to attack the United States (Gannon 1996). These and other factors resulted in an increasing desire by the United States to acquire West and East Florida.

Spain felt its control over the Florida providence slipping. Prior to any full secession of the territory the Spanish Governor granted large land plots to many Spanish patrons in hopes that after any impending transfer of the territory to the Americans the owners may prove title to the land, thus keeping a Spanish foot in Florida. One of these large land grants was given to Ferdinando de la Maza Arredondo. The grant has come to be known simply as the Arredondo Grant. It encompassed nearly 289,000 acres within much of what is now Alachua County including the entire Paynes Prairie region.

In 1811, President James Madison was secretly authorized by Congress to negotiate a takeover of Florida. Andrew Jackson, in command of American troops along the Florida border, took the first step in 1818 toward this goal when he raided Florida, taking command of the Spanish forts of St. Marks and Pensacola (Tebeau 1971). His success highlighted Spain's inability to defend its territory against American forces without help from other European powers. Spain, without recourse, ceded its territory east of the Mississippi to the United States in 1821 with the Adams-Onis Treaty of 1819, and with it, guardianship of 5000 Seminoles.

Andrew Jackson was named the first Governor of Florida in 1821 and in the following year established Duval County (Tebeau 1971). The population of east Florida in 1825 was 5077 people (Griffin 1999). While European settlements surrounding the mouth of the St. Johns River had existed from near the beginning of the Contact period, with the establishment of United States rule over Florida, the region experienced a huge influx of northern settlers (Tebeau 1971).

Some of the earliest settlers to Florida established a generally peaceful relation with the Indians in the state, whom were now universally named Seminole. They relied on the Seminole for venison, turkey, wild honey and arrowroot and the Seminoles traded for guns, lead, blankets, and beads. However, tensions mounted as more and more white settlers arrived in Florida to find the best lands already occupied by the Seminole.

Moses Levy, who had made his fortune on the island of St. Thomas, bought a large tract of land out of the Arredondo Grant which occupied the southern half of Paynes Prairie including the current Micanopy area which was the heart of the north Florida Seminole world. However, the Seminole and Levy shared good relations as Levy set up a trading post in the area. As the idea of the post and the land acquisition grew familiar to the Seminoles more white settlers moved to the region. Soon the first inland white town was formed in Florida's history, it was named Micanopy after the new Chief of the Alachua band of Seminole (Mahon 1990).

This communal relationship began to falter as more and more white settlers entered Micanopy and the entire north Florida Peninsula. In 1823, a negation between the Seminoles and the settlers on the banks of Moultrie Creek, five miles south of St. Augustine, set up a reservation area of approximately 4 million acres between Micanopy and the Peace River (Covington 1993). While this agreement was meant to ease tensions between the two groups, it only exasperated them. The reservation boundaries were seen as soft by both settlers and natives and fighting resulted throughout the peninsula.

Elsewhere in the United States Indian relations were being solved through removal to large western reservation lands. This action was soon agreed to be the best course of action for the Seminole. In 1832, an agreement as made on the banks of the Ocklawaha River to remove the Seminole to western reservations within three years. Conflicts immediately began between Seminole leaders who objected to the order and white settlers. Leaders like Chief Osceola and others organized raids and attacks on military and civil American targets throughout Florida. These conflicts lasted for seven years in

what is known as the Second Seminole War. By 1842, the U.S. government, in an effort to end such confrontations agreed to let what Seminole were left in Florida to stay (Covington 1993). It is estimated that only 600 Seminole were left in Florida at this time.

Immediately following the war, the federal government initiated a plan to attract settlers. The Armed Occupation Act was signed into law on August 4, 1842. For a period of nine months, 200,000 acres of land between Gainesville and the Peace River became available for settlement. The only stipulation was that the land settled had to be two miles or more from the nearest military post. Each family head or single man over 18 years of age would receive 160 acres of free land if he improved and defended five acres of land continuously for five years (Grismer 1950).

The population of north and central Florida gradually increased during this time as a result of the Occupation Act and the end of the Seminole conflict. Military action during the Second Seminole Indian War helped provide a much needed system of roads and trails from coast to coast that could be used by homesteaders and ranchers.

In 1845, Florida became the 27th state. The population of Florida began to increase at a relatively rapid pace as small towns and hamlets popped up across the landscape. The state was subdivided in the 1840s into large county blocks and roads were formed, connecting major population centers. Newnansville, located in the vicinity of the modern City of Alachua, was the first county seat of Alachua. However, this population center was short lived due to the railroads bypass of it in 1854. A small hamlet to the south of Newnansville, known simply as Hog Town became a stop on the first cross state railroad line running from Cedar Key to Fernendina. Slowly Newnansville's population began to migrate to the new town which was renamed Gainesville in honor of General Edmund P. Gaines, commander of US Army troops during the Second Semiole War.

In January 1861, following South Carolina and Mississippi, Florida seceded from the United States, resulting in the Civil War (1861 to 1865). Jacksonville and St. Augustine were captured by Union forces in early 1862 and northern gunboats patrolled the length of the St. Johns River. Gainesville was the scene of small-scale fighting in the Civil War (Nulty 1990). On February 15, 1864, a skirmish erupted when about 50 Union troops entered the city intending to capture two trains. The Second Florida Cavalry successfully repulsed the raid. Later that year, on August 17th, 342 Union troops of the 75th Ohio Mounted infantry reinforced by two companies of the 4th Massachusetts Cavalry and supported by a battery of 3 cannons invaded and occupied the town. The Second Florida Cavalry, under Jonathan Dickinson, attacked the town square where the Union position was from the north disbursing the Union forces and driving them east back toward Jacksonville (Nulty 1990).

Following the civil war, the city prospered as a major citrus growing center, with direct rail access to ports on the Atlantic and Gulf of Mexico. However, this prosperity ended when the great freezes of 1894 and 1899 destroyed the entire crops, and citrus growing moved permanently south to the Orlando area. Other attempts to replace this lost industry

included phosphate mining, turpentine production and tung oil had only moderate success.

Figure 2. *Second Alachua County Courthouse.* Courtesy of the Florida Photographic Collection, Tallahassee, FL

Development continued into the 1880s as the population grew to over 2000. The downtown, however, experienced numerous devastating fires that destroyed many buildings including the courthouse. A new brick courthouse was thus constructed in 1885 (Figure 2).

At the turn of the century, Gainesville's phosphate and lumber industries had become as paramount to the city's economy as agricultural production. In the late 19th century, banker and businessman, Henry F. Dutton incorporated the Dutton Phosphate Company that shipped the mineral to various countries across Europe as well as the United States (Hildreth and Cox 1981).The city's greatest boost came, however, with the entrance of the University of Florida in 1906. Located on property donated by Major William R. Thomas, the various buildings of the University of Florida were primarily constructed in the Collegiate Gothic style (Figure 3).

Gainesville's population had nearly doubled between 1900 and 1920. Much like the rest of Florida, Gainesville entertained an economic boom during the 1920s. Although the city experienced this resurgence later than the southern part of the state, the real estate market flourished around mid-decade. Property surrounding the university was most coveted, but various other communities across the city were formed including, Highland Heights, Hibiscus Park, Royal Pines Estates and East Highland. The period's residential increase also led to the development of various secondary schools such as the Kirby Smith Elementary School on East University Ave which now serves as

Figure 3. *Century Tower, University of Florida.* Courtesy of the University of Florida

administrative offices for the school district. Ironically, Gainesville's late entrance into the boom ended up saving the town from the devastating outcomes of the stock market crash that many other areas experienced (Hildreth and Cox, 1981).

In an attempt revive the nation from the economic turmoil of the Depression era the United States government instituted various large-scale projects in order to generate more jobs. In Gainesville, one of the Work Progress Administrations most auspicious undertakings was the Alachua Army Airfield. Constructed in 1941, the airfield was located in the eastern section of the city and was renamed the John R. Alison Airport in March of 1942. The city gained the deed to the airport in 1948 and has retained ownership (Gainesville Airport Authority, 2006).

During the post-war period, the University of Florida really began to play a decisive role in the local economy. More students were attending the institution bringing with them spouses, children and their spending dollar. This led to a need for more housing, hospitals, schools and various businesses. Electric and water facilities were expanded, civic buildings such as the public library and City Hall were constructed and transportation was revamped with the introduction of the City Transit System (Hildreth and Cox, 1981) Interstate transportation was also elevated when in the mid-1960s, Interstate 75 was completed in the west portion of the city.

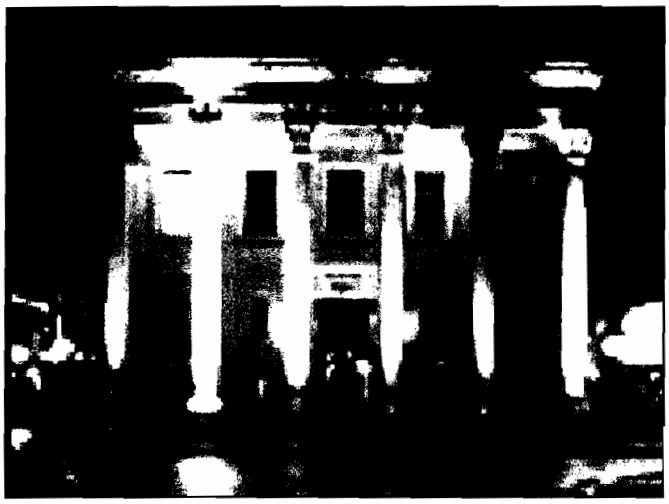

Figure 4. *The Hippodrome State Theater*, Gainesville, FL circa 2006. Photograph courtesy of www.thehip.net

The arts have been of great significance to the Gainesville community. The Curtis M. Philips Center for the Performing Arts is a 1700 seat theater which brings to Florida some of the world most renowned orchestras, operas and plays. In the same complex, the Samuel D. Harn Museum of Art is one of the largest university art museums in the nation (Bloomberg 1991:12-13). Gainesville civic leaders have done a commendable job in rehabilitating the city's historical landscape for recreation. The downtown area boasts the Thomas Center (formerly the Thomas Hotel) which serves as a community complex and the Hippodrome State Theater (formerly the Federal Building which shows relevant movies and plays (Figures 4). As of 2004, Gainesville's population was approximately 108,856 with the University of Florida system continuing to be the city's main source of employment (U.S. Census Bureau, 2004).

BACKGROUND RESEARCH

Previously Recorded Resources

Numerous archaeological surveys have been undertaken in the vicinity of the project area. One such survey (Survey #5080) for the expansion and realignment plans of SW 20th Avenue was conducted within a portion of the current project area in 1997. During this previous survey subsurface testing was conducted along the existing SW 20th Avenue road corridor and within a proposed alternative route which crossed from west to east through the central portion of the Alamar Gardens property. This survey encountered a sporadically dense artifact scatter located within nearly the entire alternative route corridor within the Almar property and along the majority of the existing SW 20th Avenue length as it borders the current project area (sees Figure 1). Areas to the east of the Alamar Gardens property within both the existing SW 20th Ave. and proposed realignment corridor were also found to contain material associated with the site. The site was named the Trailer Park site and assigned the Florida Master Site File (FMSF) number 8AL3407.

Artifacts recovered from the site during shovel testing consisted predominately of lithic debitage material along with isolated lithic tools and tool fragments. Very few prehistoric ceramic artifacts were encountered at the site (Mitchell 1997). In addition to shovel testing, five 1 x 2 meter excavation units were placed within some of the denser portions of the site. All five excavation units confirmed the findings during shovel testing, identifying large amounts of lithic debitage with a few isolated lithic tools and only sparse ceramic artifacts (Mitchell 1997).

Much of the lithic debitage recovered from the site was relatively small in size, ranging between 1 and 1.5 cm^2. Large amounts of this material also showed evidence of thermal alteration (Mitchell 1997). Commonly small fracture debitage and thermal alteration of the lithic resources are associated with late stage lithic tool production areas as opposed to sites containing larger fracture debitage indicating areas of early stage core reduction activity. It has been evidenced through previous research in Florida that early stage core reduction sites are typically located in close proximity to lithic source outcrops and late stage tool maintenance and production sites are generally found in association with habitation areas. Thus it is likely that 8AL3407unctioned as a habitation site. Due to the general scarcity of ceramic material recovered during the 1997 survey it is likely that the primary occupation at the site dates to the preceramic Archaic period.

While it is not stated in the 1997 report that 8AL3407s potentially eligible for listing on the NRHP, it was concluded that the site, due to its spatial extent and the range of artifacts recovered, "has the potential to contain information that is important to the prehistory of Florida" (Mitchell 1997).

A 2005 survey (Survey #11037) of the 0.6 acre Mossy Oak development tract located to the east of the current project area within an undisturbed wooded lot was conducted within an area identified during the 1997 survey of SW 20th Ave. as containing a portion of the Trailer Park site. A total of six positive shovel tests on the property recovered 99 lithic artifacts, including one bifacial scrapper (Dickinson and Wayne 2005). This portion of 8AL3407 was determined to not meet the eligibility criteria for listing on the NRHP due to the site being "...typical of the numerous lithic scatters located in this part of the county. It reflects the routine exploitation of the readily available chert outcroppings found in the area. The lack of culturally diagnostic material limits the interpretation of the site beyond that of tool manufacturing/maintenance area, possibly associated with hunting/gathering activities around Hogtown Prairie" (Dickinson and Wayne 2005).

A review of FMSF records indicates that the statement at the conclusion of the 2005 Mossy Oak survey regarding the commonality of lithic scatter sites in the region is an accurate one. In fact, during the 1997 survey of SW 20th Avenue eight prehistoric archaeological sites were encountered in addition to the Trailer Park site. All eight were identified through low to high density lithic scatters, with one (8AL3405) located directly west of Interstate 75 in the SW 20th right-of-way was determined, like the Trailer Park site, significant enough to "likely hold information that is important to the prehistory of Florida" (Mitchell 1997).

Directly west of the project area is the large Melroy/SW site (8AL258) assessed during an archaeological survey (Survey #7131) for SW 24th Avenue in 2002. The site was determined to be a moderate to high density lithic scatter site located along the upland region to the west of Hogtown Prairie and crossing to the west side of Interstate 75 (Dickinson and Wayne 2002). This site was determined to be not eligible for listing on the NRHP due to the commonality of the site type to the region (Dickinson and Wayne 2002).

Other than lithic scatter sites, the region surrounding Hogtown Prairie also contains numerous prehistoric mound features, most of which are believed to be associated with human burial rituals. To the northwest of the project area near the northern edge Hogtown Prairie is the Jackson Mound site (8AL65). This is site is actually believed to be composed of a series of mounds surrounding a low wetland area just west of SW 67th Street. To the east of the project area is an unnamed mound (8AL390) located west of SW 34th Street.

Generally, this portion of Alachua County and the entire Payne's Prairie region were heavily occupied by prehistoric inhabitants. Even areas not in the vicinity of Payne's Prairie, but to the west of the project area along the Haile Limestone Plain are dominated by expansive lithic sites. The high prehistoric populations in the region are no doubt associated with the richness of silicified limestone quarry sites in this portion of Florida.

A list of all previously recorded archaeological sites within a mile radius of the project area are listed in Table 1 below and their locations are mapped in Figure 1.

Table 1. Recorded Archaeological Sites in the Vicinity of the Project Area.

Site Number	Site Name	Site Type	NRHP Eligibility Status
8AL3420	Green Acres	Low Density Lithic Scatter	Not Evaluated
8AL383	NN	Low Density Lithic Scatter	Not Evaluated
8AL443	Hogtown Creek	Dense Artifact Scatter (Alachua and Archaic)	Not Eligible
8AL2903	SW Rec	Historic Building Remains and Low Density Lithic Scatter	Not Eligible
8AL3408	Straightedge	Lithic Scatter	Not Evaluated
8AL390	NN	Burial Mound	Not Evaluated
8AL388	NN	Midden	Not Evaluated
8AL3278	Museum Walk	Low Density Lithic Scatter	Not Evaluated
8AL3410	Scotty's Russian Summer	Low Density Lithic Scatter	Not Evaluated
8AL4752	Stengel Field	Low Density Lithic Scatter	Not Eligible
8AL3409	Green Bells	Low Density Lithic Scatter	Not Evaluated
8AL4753	Pond #2	Lithic Scatter	Not Evaluated
8AL4799	EMU	Lithic Scatter (Middle Archaic)	Not Eligible
8AL4824	Heather Oaks	Low Density Lithic Scatter	Not Evaluated
8AL173	Proctor Northfield	Low Density Artifact Scatter (Alachua)	Not Evaluated
8AL4800	Robin	Dense Artifact Scatter (Alachua, Archaic, Cades Pond, Hickory Pond, Orange, and Paleoindian)	Potentially Eligible
8AL258	Melroy/SW 20th	Historic Building Remains and Variable Density Lithic Scatter (19^{th}-20^{th} Century, Archaic, Cades Pond, Hickory Pond)	Not Eligible
8AL65	Jackson Mound	Burial Mound	Not Evaluated
8AL3405	Retention Pond	Lithic Quarry Site	Not Evaluated
8AL3404	Kerll's Postal	Dense Artifact Scatter (Alachua, Archaic, Weeden Island)	Not Eligible
8AL199	Simon Lundy	Low Density Lithic Scatter	Nott Eligible
8AL465	NN	Artifact Scatter (Archaic, Deptford)	Not Evaluated
8AL3407	Trailer Park	Dense Artifact Scatter (Alachua, Archaic, Deptford, Orange, Weeden Island)	Not Eligible