Tallahassee and Leon County Canopy Roads

Canopy Roads: Rivers of Green.

By
Eduardo Robles, Chair
Tallahassee and Leon County Canopy Roads Citizens Committee

Executive Summary:

The Canopy Roads Citizens Committee (CRCC) is entrusted with coordinating the protection, maintenance, and enhancement of the designated Canopy Roads in the City of Tallahassee and Leon County. The CRCC is a joint committee with four members appointed by the City and four members appointed by the County. The Canopy Roads are recognized locally and by many throughout the country as a wonderful cultural and natural resource and the signature of our community.

The CRCC's responsibility is to make recommendations to the City and County Commissions on matters related to Canopy Road preservation. The following items are the CRCC's key recommendations to further the preservation of the Canopy Road's experience for generations to come. The recommendations are explained on the following page. The Committee thanks the Commissions for the opportunity to provide these recommendations and looks forward to your response.

Key Recommendations:

1. **Update the Canopy Roads Management Plan.**
2. **Develop a Canopy Roads Design Manual.**
3. **Conduct an evaluation of the Committee development review process.**
4. **Designate a City Commissioner to act as a liaison to the Committee.**

Tallahassee and Leon County are known for our beautiful Canopy Roads and they are a big part of our unique and beautiful charm. Huge moss-draped live oaks, sweet gums, hickory trees and stately pines cast their protective shade over Tallahassee roads, with limbs that meet in a towering canopy to provide cooling shade for the roads and very scenic drives for travelers. Valued by citizens, the roads offer a peaceful alternative to the typical city view of asphalt, cement, signs and visual clutter. Officially designated roads include: Miccosukee Road, Old Bainbridge Road, Meridian Road, Centerville Road, Old Centerville Road, Moccasin Gap Road, Sunny Hill Road, Pisgah Church Road, and Old St. Augustine Road.

Tallahassee has a long history of protecting trees, going back to the 1843 fire that destroyed the downtown area. When the fire was put out, the citizens made two decisions: to rebuild the buildings using brick and to plant more trees. We hope these recommendations are accepted as part of our community's long standing commitment to trees and Canopy Roads.

Key Recommendations from the Canopy Road Citizen Committee:

1. **Update the Canopy Roads Management Plan.**
   The existing Canopy Roads Management Plan was developed and approved by the City and County Commissions in 1992; it has not been updated and it has not been fully implemented. The Committee recommends that staff support be provided to update the plan to reflect current conditions and opportunities. City and County Public Works are currently working on a joint project to update the inventory of trees along the canopy roads. City Growth Management has developed a detailed methodology and inventory of land cover types along canopy roads to help identify areas lacking in canopy coverage. These projects provide a strong data based foundation to move forward with development of a management plan that incorporates measurable goals and steps to achieve them. Implementation concepts could include a voluntary private partnership tree planting program to help direct City and County tree bank funds to key areas with identified weak canopy coverage.

2. **Develop a Canopy Roads Design Manual.**
   The 1992 by-laws of the Committee indicate the duty to help develop a Canopy Road Design Manual. The Committee recommends that staff support be provided to help complete a design manual for canopy roads that provides design guidelines and best practices for the most common types of projects along Canopy Roads. A design manual would help clearly communicate canopy roads specific design expectations for public and private projects and provide a greater certainty in the development of projects.

3. **Conduct an evaluation of the Committee development review process.**
   The Committee reviews all projects that propose an impact in the Canopy Road Protection Zone based on authority provided in the City and County land development regulations. However, the process for completing the review is not defined. The Committee recommends that staff support be provided to evaluate the review process and help document a clear pathway for review and consideration of Committee recommendations. The goal of the evaluation should be to provide process clarity for the Committee members, City and County staff, and the development community.

4. **Designate a City Commissioner to act as a liaison to the Committee.**
   The by-laws of the Committee indicate that the City and County Commissions shall each designate a Commissioner to act as a liaison to the committee and attend meetings. The County currently designates a liaison to the Committee on a reoccurring cycle (currently Commissioner Lindley) and this has been helpful in maintaining communication. In anticipation of moving forward with an update to the management plan and creation of a design manual, the Committee recommends the City Commission designate a City Commissioner to act as a liaison to the Committee.

Canopy Road Issues

Growth of a city brings development that tends to consume land creating a constant tension between conservation and accessibility. To address this growth and preserve our Canopy Roads there has to be a clear set of rules for what can be done on the land adjacent to these roads. Otherwise the Canopy Roads effect will be eroded and the value of the roads diminished, serving only as car corridors. Enabling expanded use of the car, which has been regular policy for over half a century, seriously compromises the historic, aesthetic and natural quality of the Canopy Roads. However, recognizing that addressing vehicular safety and movement may be necessary at times; context sensitive planning and design with a clear vision can allow the Canopy Roads experience to continue. Unfortunately, it is always easier and simpler to destroy the character of the city and to replace it with parking lots, drive-through services, gas stations, and other development not designed for the existing context.

For example, Thomasville Road no longer has the character of a canopy road. At one point in time it was lined with antebellum houses and landscape appropriate to the times and place. The road dates to the 1830's but early in the 20th century the road was realigned to become part of the Dixie Highway that connected Chicago to Miami. Though the 1950's, there were small wooden houses that belonged to the descendants of the tenant farmers that worked the farms. The historical and natural character of Thomasville Road has been lost to the desire for faster roads. Our goal is to protect the historical and natural character of the designated Canopy Roads while the community grows. Once this character is lost, we cannot get it back.

It is important to understand that although these roads are part of the larger transportation system of the area, Canopy Roads were not designed to function as high volume arteries. Because alternate traffic arteries were never planned and built, which would have reduced the traffic impact on the Canopy Roads, they have suffered modifications that erode their character. This has contributed to the decline of the quality of some roads, and to the total destruction of large segments of other roads. New roadway projects, like the planned Welaunee Boulevard extension in Northeast Tallahassee, that provide alternate routes or help increase grid-like connections to offer alternatives are a good start to relieving the traffic pressure.

Overhead utilities placed inside the right-of-way tend to demand heavy pruning and removal of trees in the affected area, contributing to the destruction of segments of the canopy. Fortunately, the City Utilities Department has developed a sensitive and respectful policy for the Canopy Roads, all within practical limits.

The sensitive and respectful attitude towards Canopy Roads is unfortunately not shared by everyone in our community. A good example of this is the recently installed Maclay School fence. The development review of the Maclay School Fence Replacement Project on August 7, 2013 was almost a repeat of the previous meeting on May 20, 2013. In both meetings the CRCC provided Maclay School with some recommendations about the fence and its location that unfortunately were not followed by the School or by the permitting agency. As a result the fence that was built goes against all CRCC recommendations.

The ordinance states that a replacement fence has to be of equal or lesser visual impact. The fence that Maclay School built is highly visible and of a suburban not rural nature. The CRCC first recommendation was for Maclay School to place the new fence at the 100' mark, at which point they do not have to deal with Canopy Roads, and can install a true security fence. Other options were to replace the existing fence by the same type of fence or an updated variation of the fence at the current location. Unfortunately it did not happen.

Additionally, there are several violations by individuals that do not believe in protecting a small and fragile asset that defines the character of the city. Violations are listed in the "Projects Reviewed by the Canopy Road Citizen Committee" section of this report.

One of the key recommendations in this report is to conduct an evaluation of the Committee development review process. While the Committee has had much success with a flexible, less formal approach to reviewing projects and providing recommendations. We feel that a review of the process is important to help ensure clarity on how the recommendations of the Committee are implemented. The goal of the evaluation should not be to create an overly rigid process, but to focus on clarity.

Canopy Road Successes

The Canopy Roads Citizen Committee (CRCC) has had some very successful projects where the property owner and the CRCC were able to accommodate all needs from both sides. In some instances, like in the case of the property located on Meridian Road across from Miller Landing Rd, all parties were able to improve both the quality of the Canopy Road and the private property.

Another great example is the new mother-in-law suite at 1730 Highland Place off Centerville Rd, where the owners met and sought advice from the CRCC before developing a final plan for their project.

A wonderful example of a positive contribution is the recently built sidewalk on Centerville Road. The Committee members worked very hard to make sure the sidewalk provided a safe path for pedestrians in an area known for no walkways or ADA accessibility whatsoever. The result was a functional surface with very little impact to the canopy.

Another very positive project by the City of Tallahassee is the underground installation of a new electric distribution line along Centerville Road to help provide reliable electric service to the northeast portion of town. Utilities staff worked closely with the CRCC on a detailed review of the project, including a weekend site visit to walk the 1.5 mile long project site. Recommendations from the CRCC and cooperation from Utilities staff resulted in the total number of trees planned for removal going down from 138 trees to just 40 trees.

The CRCC has met several times with property owners before they request a permit in order to understand the possible implications of their projects. These are citizens that understand the importance of the roads and are eager to maintain or improve them. The CRCC is responsible for the protection of Canopy Roads but it is also responsible and willing to help property owners by providing advice on how to protect and improve the canopy while meeting their needs.

Canopy Roads Citizens Committee

The Canopy Road system as we know it was established in 1991.

The responsibility of watching over the Canopy Roads falls on the City of Tallahassee – Leon County Canopy Roads Citizens Committee (CRCC), a citizens group appointed by the city and the county in order to oversee the developments around the Canopy Roads, to review all applications that affect the roads and to provide recommendations based on the growing experience of the community.

The CRCC is an eight-member public advisory group charged with providing recommendations to the City and County Commissions and local regulatory bodies about protecting and enhancing our designated Canopy Roads.

Review by the CRCC is required for all projects that propose impacts in the 100-foot canopy road protection zone. Review is required prior to applying for an environmental permit. However, applicants are encouraged to present information to the CRCC early in the development process to help avoid major design modifications. No application is necessary to informally present early design options to the CRCC and receive feedback. Anybody seeking a formal recommendation from the CRCC has only to complete a request for review, there is no fee.

The CCRC is working to ensure protection is in place to guide development adjacent to Canopy Roads. Even though many of them have become major thoroughfares for commuters living in suburban areas of the city, the local residents recognize the importance of maintaining the Canopy Roads. Maintenance of the Canopy Roads in Tallahassee and Leon County require ongoing pruning to ensure that minimum federal and state road standards are met to allow traffic to flow without obstruction. Despite these standards and given the heavy traffic on some roads during peak travel times, negotiating these thoroughfares requires careful driving. One must always be alert because the roads are somewhat unforgiving and a careless driver could either run into one of the trees, a ditch, or oncoming traffic.

Projects Reviewed by the Canopy Road Citizen Committee

(2006 through March 2014)

The Canopy Roads Citizen Committee (CRCC) has reviewed nearly 100 projects in the past eight years with a fairly even split between privately initiated projects and those proposed by local government. The vast majority of projects have been positively implemented with recommendations from the CRCC that help to protect the trees and the character of the Canopy Roads.

One of the key recommendations of this report is to develop a Canopy Roads Design Manual that provides design guidelines and best practices for the most common types of projects along Canopy Roads. We believe this would help provide clarity and greater certainty for those developing projects along Canopy Roads. Additionally, this process would help document the design recommendations of the many highly skilled and knowledgeable CRCC members who pass through the Committee over time due to term limitations.

As you review the following list of projects, it is clear that many of the same types of projects are reviewed by the CRCC over and over. While the individual project review is important to consider the specific context of a project, many of the common design recommendations could be documented and made available to project developers.

Common Private Project Reviews:

- New driveways
- New subdivisions
- New structures on restricted lots
- Vegetation Management Plans (exotic plant control)
- Fences
- Addressing violations (tree removal without a permit)

Common Public Project Reviews:

- Intersection improvements (turn lanes, roundabouts, signals)
- Sidewalks
- Signs
- Utilities (electric and stormwater improvements)

Private Projects Reviewed by the CRCC:

1. White Oak Farm, LLC driveway relocation on Miccosukee Road and new driveway on Moccasin Gap Road
2. Chabad House Planned Unit Development use of existing driveway on Meridian Road
3. Mariana Oaks new driveway cut onto Old St. Augustine Road
4. Evangel Assembly of God new electronic sign in the canopy road protection zone of Old Bainbridge Road
5. Maxwell Custom Homes construction of a single family home partially in canopy road protection zone and new driveway cut on Old Bainbridge Road
6. Bethelonia AME Church paving of an existing gravel parking lot and reconstruction of a stormwater management facility both in the canopy road protection zone of Meridian Road
7. Larsen Ridge Townhomes seven new townhomes with appurtenant parking, utilities, and stormwater facilities on the south side of Miccosukee Road and Capital Circle NE
8. Frank Willis House Addition variance to allow addition of bathroom, screen porch and walkways to an existing 100-year old house that sits within the canopy road protection zone of Centerville Road
9. Summer Lakes Subdivision two new subdivision entrance signs within the canopy road protection zone of Old Bainbridge Road
10. Shady Grove Primitive Baptist Church addition inside the canopy road protection zone of Centerville Road
11. Centerville Heights widening of an existing driveway to service a new 30 lot subdivision on Centerville Road
12. Bradley Limited Partition new driveway to access a single new lot
13. Rollins Property Subdivision new driveway to service three new lots
14. 9709 Centerville Road new driveway to access a single lot
15. Diane Roorda driveway request on Meridian Road
16. ALLTEL Communications tower new driveway on Moccasin Gap Road
17. Carlos Gaskin new driveway connection to Centerville Road
18. Killearn Homes Association new brick column subdivision signs at intersection of McLaughlin Drive and Centerville Road
19. Jim and Anneli Magee fence project on North Meridian Road
20. Killearn Animal Hospital expansion in canopy road protection zone of Centerville Road
21. Kingdom First Realty, Inc. new driveway in canopy road protection zone of Old Bainbridge Road
22. New driveway for a new subdivision on Moccasin Gap Road
23. Jeff Phipps goat fence kudzu control proposal
24. Quail Oaks Farm vegetation management activities along Miccosukee Road
25. Goodwill drop-off center on Meridian Road North of I-10
26. Preliminary plans for a retail pharmacy on the Southeast corner of Miccosukee Road and Capital Circle
27. Driveway widening to service a proposed church at 2802 Old St. Augustine Rd
28. New Accessory Dwelling Unit in the canopy road protection zone at 1730 Highland Place (Centerville Rd.)
29. Reconstruction of a wire fence on Horseshoe Plantation (Centerville Rd. and Old Centerville Rd.)

30. Addition to single family home in the canopy road protection zone of Centerville Road
31. Construction of a new screen porch in the canopy road protection zone at 1811 Marston Place (Centerville Road inside of Blair Stone Road)
32. New driveway access for construction of a single family home on Miccosukee Road, south of the Rural Community of Miccosukee
33. Additional parking at the Center Pointe Health and Rehab Center located at the intersection of Centerville Road and Center Point Boulevard
34. New driveway on Sunny Hill Road (10600 Sunny Hill Road)
35. Camellia Gardens Condominium Association installation of new entrance sign within the canopy road protection zone of Old Bainbridge Road
36. New business sign at Old St. Augustine and Winchester Lane
37. Fence Replacement at the Maclay School on Meridian Road
38. Entry improvements at Tallahassee Memorial Hospital on Centerville Road

City and County Government Projects Reviewed by the CRCC:

1. Eastern Transmission Line Phase I crossing of Miccosukee Road
2. Proposed changes at the intersection of Bradfordville Road and Centerville Road
3. Discontinuing the Canopy Roads Interlocal Agreement between the City and County
4. Proposed turn lane from Blair Stone Road on to Old St. Augustine Road
5. Clearing of vegetation under a transmission line along Old Bainbridge Road
6. Construction of a temporary driveway on Centerville Road to access electric substation 14
7. Intersection improvements at Meridian Road and Ox-Bottom Road
8. Intersection improvements at Meridian Road and Bannerman Road
9. New driveway on Centerville Road to Service Roberts Elementary
10. Review of proposed County ordinance for regulation of fences in the canopy road protection zone
11. Miccosukee Greenway park comfort station
12. Modifications to Medical Drive electrical substation (Centerville Road)
13. Review of proposed changes to the General Environmental Permit for Talquin Electric Cooperative, Inc.
14. Rerouting of sidewalk on Pimlico Drive from Centerville Road to Roberts Elementary School
15. Water main installation along Old St. Augustine Road east of Capital Circle SE
16. Gas line extension to 1609 Centerville Road
17. New sidewalk construction on Centerville Road to connect existing sidewalks on Woodgate and Bair Stone Roads
18. Gas line extension to 1730 Highland Place (Centerville Rd)
19. Expansion of previously approved temporary driveway on Centerville Road for construction of electric substation 14
20. Directional boring along Centerville Road to provide electrical connection to previously approved electric substation 14

21. Joint meeting with the Friends of the Miccosukee Canopy Road Greenway regarding the proposed extension of Thornton Road across the Miccosukee Road and the Miccosukee Greenway to access future development on Welaunee Plantation
22. Installation of a new air release/vacuum release valve on Centerville Road east of Hickory Ridge Road
23. Construction of a turn lane from Miller Land Road to access Meridian Road
24. Proposed amendment of Chapter 5 of the City of Tallahassee Land Development Code to create an exemption to allow the removal of trees within existing utility easements
25. Discussion of Nova 2010 sidewalk projects and tree protection process
26. Countywide Minimum Environmental Regulations Project
27. Bus stop at entrance to Miccosukee Hills
28. Installation of underground electric distribution facilities along Centerville Road from Shamrock to Pimlico
29. Drainage improvements for Edinburgh Estates along Old Bainbridge Road, Northwest of Perkins Road
30. Roundabout construction at the intersection of Miccosukee and Fleischmann Roads
31. Centerville Road sidewalk construction from Hodges Drive to Blair Stone Road
32. Intersection safety improvements at Meridian Road and Rhoden Cove Road (adding north bound turn lane)
33. Centerville Road aerial electric utility crossing within Interstate 10 Right-of-Way
34. Pump Station 47 rehabilitation- Centerville Road
35. Intersection Improvements for Old Bainbridge Road at Pullen Road
36. Turn lane project from Old St. Augustine Road onto Blair Stone Road
37. Canopy Roads study by City Growth Management Department
38. Meridian Road and Miller Landing Road intersection improvement project (new concept for a roundabout)

State Projects Reviewed by the CRCC:

1. Florida Department of Transportation installation of a new mast arm signal at the intersection of Meridian Road and Live Oak Plantation Road
2. Miccosukee Road safety improvements between Long and Winding Way and Moccasin Gap Road

Violations Reviewed by the CRCC:

1. Violation at the intersection of Meridian Road and Bermuda Road
2. Violation at 2029, 2035, and 2037 North Meridian Road
3. Violation at 1481 Spruce Ave, backing up to Centerville Road
4. Violation on Centerville Road near Tallahassee Memorial Hospital
5. Violation at Wildwood Presbyterian Church on Meridian Road
6. Violation at Carmel in the Woods on Centerville Road

CRCC Projects:

1. Supported Pisgah Church Road designation as a new Canopy Road
2. Hosted special training event for Committee members and the public on tree protection and development
3. Developed a new pamphlet with information on owning land in the canopy road protection zone that was sent to everyone in the City and County that owns land in the protection zone
4. Participation in the annual Arbor Day celebration
5. Aiding in City and County in achieving status as a Tree City USA from the National Arbor Day Foundation
6. Participation on the Welaunee Community Advisory Council
7. Hosted a special trolley tour of Canopy Roads to help raise awareness
8. Hosted the Canopy Roads Visioning Workshop
9. Reviewed the Canopy Roads System Expansion Procedure
10. Supported nomination of Meridian Road for the National Register of Historic Places-project leader Jennifer Koslow, Assistant Professor of History at FSU
11. Supported the Diane Roorda Tree Bank tree planning project on Meriden Road across from Miller Landing Road
12. Reviewed the Florida Right to Farm Act impact on implementation of Canopy Road regulations (analysis provided by County Attorney's Office)
13. Hosted a second Tree Protection Training event
14. Reviewed the by-laws of the Committee

Historic Background of Canopy Roads

The original settlers of this land, the Native Americans crossed back and forth through the wooded hills of what we know today as Leon County. Need and convenience created a vast network of trails connecting all important places in the region. Later on, first the arrival of the Spanish explorers followed by the American settlers, the trail became used as conquest, settlement, and trade routes, and later the trails where embellished by the planting done by plantation owners, and many vistas were created as the plantations developed. The history of the area was written following these trails and we can follow their history and the history of Tallahassee by looking at and understanding them.

Our Canopy Roads are a community treasure with a history that reaches to a time before the 1600's. These paths became the first roads in the area and today provide our community with 78 miles of protected Canopy Roads (20 miles in the city and 58 in the county). The shape of the city is intrinsically bound to the radial nature of these clay trails, as if spokes of a cart wheel. Because of the lack of major rivers, a better mode of transportation in the 19th Century, the moving of goods was restricted in Leon County. Planters with their slaves had to haul wagon loads of cotton, corn, sugar cane, sweet potatoes and other crops on the winding, rutted when dried, slippery, sticky and many times impassable when wet, system of rural roads.

Canopy Roads are typically narrow, now-a-days mostly paved tree-lined roads where the tops of the trees form a canopy over the roadway. Originally they were narrow, dirt roads that where cut through the forest and that evolved into an efficient network of transportation and communications. Some of them have been widened to the point that have lost their meaning as canopy roads although they still retain their historic significance buried under the asphalt.

This description applies to just about any canopy road across the state and the country. In the South East one finds canopy roads, streets, avenues, boulevards, and others in many cities such as Mobile, New Orleans, Pensacola, Charleston, Savannah and Gainesville, not to mention smaller towns such as Quincy and Monticello.

For us it is important that the local government in Tallahassee and Leon County, Florida have established guidelines and created a citizens group that works with the government agencies in order to protect these canopy roads, and for that purpose several roads have been designated as official Canopy Roads.

This is not a recent concern for the area residents who have been interested in preserving the routes and the history that flows through them. Some roads have a well-defined historic significance and connection to the development (history) of the area. It is not until quite recently that the increasing pressure from development has endangered the existence of these roads as a link to the past.

In 1974 the Leon County Commission and the Tallahassee Area Chamber of Commerce organized a group of individuals who were interested in the preservation of these special roads. The purpose was to study and draw a set of recommendations for the County Commission to use as a basis for policies

designed to preserve these roads. A preliminary survey of five roads was made to determine the extent of the canopy system. They were: Old St. Augustine, Miccosukee, Centerville, Old Bainbridge, and Meridian.

The result of this survey showed the significant features, historic and aesthetical importance of the canopy roads and called for their preservation through zoning, land use management, and a well designed transportation plan. The results were analyzed and recommendations were drawn by The Canopy Roads Study group under the direct request of the Historic Tallahassee Preservation Board. Many individuals from different organizations and agencies worked on the process and contributed to the creation of what we know now as Canopy Roads.

The "Goals and Policies for the Development of the Tallahassee Metropolitan Area" document included two goals that formed a solid basis for the Canopy Roads:

1. Maximize the basic role of the Tallahassee –Leon County area – to provide a pleasant, healthful, viable environment for the people to live and function.
2. Conserve the natural resources which give the area its character and attractiveness.

To this we have to add from the document's Open Space and Natural Resource Goals:

1. Assuring the proper balance between man's use of the land and the protection of the natural environment.
2. Conservation of valuable natural resources and the policy statements which accompany this goal, which are:
   a. Preserve or develop scenic views from roadways whenever possible
   b. To increase the aesthetic qualities of the Tallahassee-Leon County area and thereby increase its livability
   c. To provide a public visual access to the vistas which are unique, in Florida, to the Tallahassee area

The current Tallahassee-Leon County Comprehensive Plan seeks to balance the management of growth with environmental protection but gives precedence to environmental protection. Our canopy roads system falls under this umbrella of environmental protection and needs continuous management for its preservation. Currently, both the City and the County have canopy roads programs, which include review of tree removal requests; the pruning and removal of potentially hazardous trees; and the planting of trees and shrubs for canopy restoration and enhancement when possible in the right-of-way. In order to protect these roads and the trees that make them so special, the City and the County established a canopy road overlay district that includes all lands within 100 feet of the centerline of each canopy road.

The following map provides the locations for the nine officially designated Canopy Roads. Following the map is a short description of each Canopy Road.

Miccosukee Road

Miccosukee Road is located in northeast Leon County, stretching from Capital Circle to Moccasin Gap Road. This road began as an Indian footpath that led to the village of Mikosuki (Mikasuki). Native Americans farmed this area until they were forced out by the increasing number of white settlers. British surveyors made note of the path in 1767. By the 1850's the road was used by thirty Leon County plantation owners to haul cotton to the market. At this time planters were hauling every year about 5,000 bales of cotton to market in Tallahassee. Old live oaks and many other species create a nearly nine mile long stretch of continuous canopy.

This particular Canopy Road shares a long stretch with the Miccosukee Greenway, another wonderful treasure of the city and county.

Old Bainbridge Road

In the north west of the city, the road extends from Raa Avenue to Capital Circle and is almost parallel to US 27. By the road archeologists have found the remains of Native American villages, as well as a 1600's Spanish mission called *Escambe* and *rancheros* settlements. This road is a scenic alternative for a trip to Havana, Florida.

Meridian Road

The road extends from Seventh Avenue to the State Line, north of downtown. The road began back in 1824 when a federal surveyor named Benjamin Clemens laid lengths of chain through the forests of Leon County to establish the Prime Meridian for surveying all of State. As a result of this, the road was cut straight without curves to account for the terrain ending up with banks that reach eight feet at places. The Prime Meridian marker for the State of Florida is located downtown in Cascades Park. Meridian Road is now in the National Register of Historic Places, a great honor for a local historic road.

Off Meridian Road is Miller Landing, a very nice complement to the canopy road system. Miller Landing connects Meridian Road to Lake Jackson, named for the Florida territorial Governor and later US President.

Centerville Road and Old Centerville Road

Together the roads extend from Seventh Avenue to the state line. There are two major interruptions: at the encounter with Blair Stone Road, and at the crossing with Capital Circle and Welaunee Blvd. One of the best known historic landmarks on the north section of the road is the old Bradley's Country Store.

Directly south of Centerville Road one can fine one of the oldest roads in Leon County. Magnolia Road led to the antebellum port of Magnolia on the St. Marks River. From this port, cotton was shipped to New Orleans and New York. When the railroad that connected St. Marks with Tallahassee was built in the 1830's Magnolia swiftly fell into decline and eventually vanished.

Moccasin Gap Road

This road bridges Centerville Road and Miccosukee Road, and it acts as an extension to Centerville Road. The road provides beautiful vistas on the countryside.

Sunny Hill Road

Sunny Hill Road is still a dirt road with high embankments. The road bridges Thomasville Road and Old Centerville Road.

Pisgah Church Road

The history of the road begins in 1822 with the settlement of the Methodist circuit riders who first held services near Centerville, Florida. Centerville was just west of the current intersection of Pisgah Church Road and Bradfordville Road. By 1839 during the Seminole Wars, Centerville was an active patrol station entrusted with the protection of white settlers. By 1848 Centerville had a post office, dry goods store, and a livery stable. The road was probably built when the Pisgah Church was established (the current building dates from 1858) but there is no clear documentation until the publication of a map in 1883.

Old St. Augustine Road

The road extends from East Lafayette Street to W. W. Kelly Road next to the intersection of US 27 in Chaires, Florida in the south east sector of the city. This road has a rich history: when surveyor John Lee Williams explored this are in 1823 to select the site for the new capital of Florida, he noted he had seen “abundant evidences of an ancient and dense population with great roads”. This road dates back to the 1600’s when it linked the Spanish missions of Leon County with the city of St. Augustine and was known as the *Camino Real* or Royal Road. Later on it served as the foundation for Florida’s first American road, the Pensacola-St. Augustine Highway. In the 1820’s local plantation owner John Bellamy used slaves for the construction of segments of the road. Soon after the construction of the road, plantations developed throughout its length.