

DRAFT

**SECTION 106 CONSULTATION
CASE STUDY REPORT**

FOR

**US 301 (GALL BOULEVARD) FROM SR 39 TO SOUTH OF CR 54,
PASCO COUNTY, FLORIDA**

**EVALUATION OF EFFECTS TO THE
ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT (8PA1357)
AND CLYDE'S COTTAGES (8PA1164)**

**WPI Segment No.: 256422-2
Federal Aid No.: N/A**

Prepared for:

**Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612-6456**

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District Seven
11201 North McKinley Drive
Tampa, Florida 33612-6456**

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April 2011

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1.0 INTRODUCTION

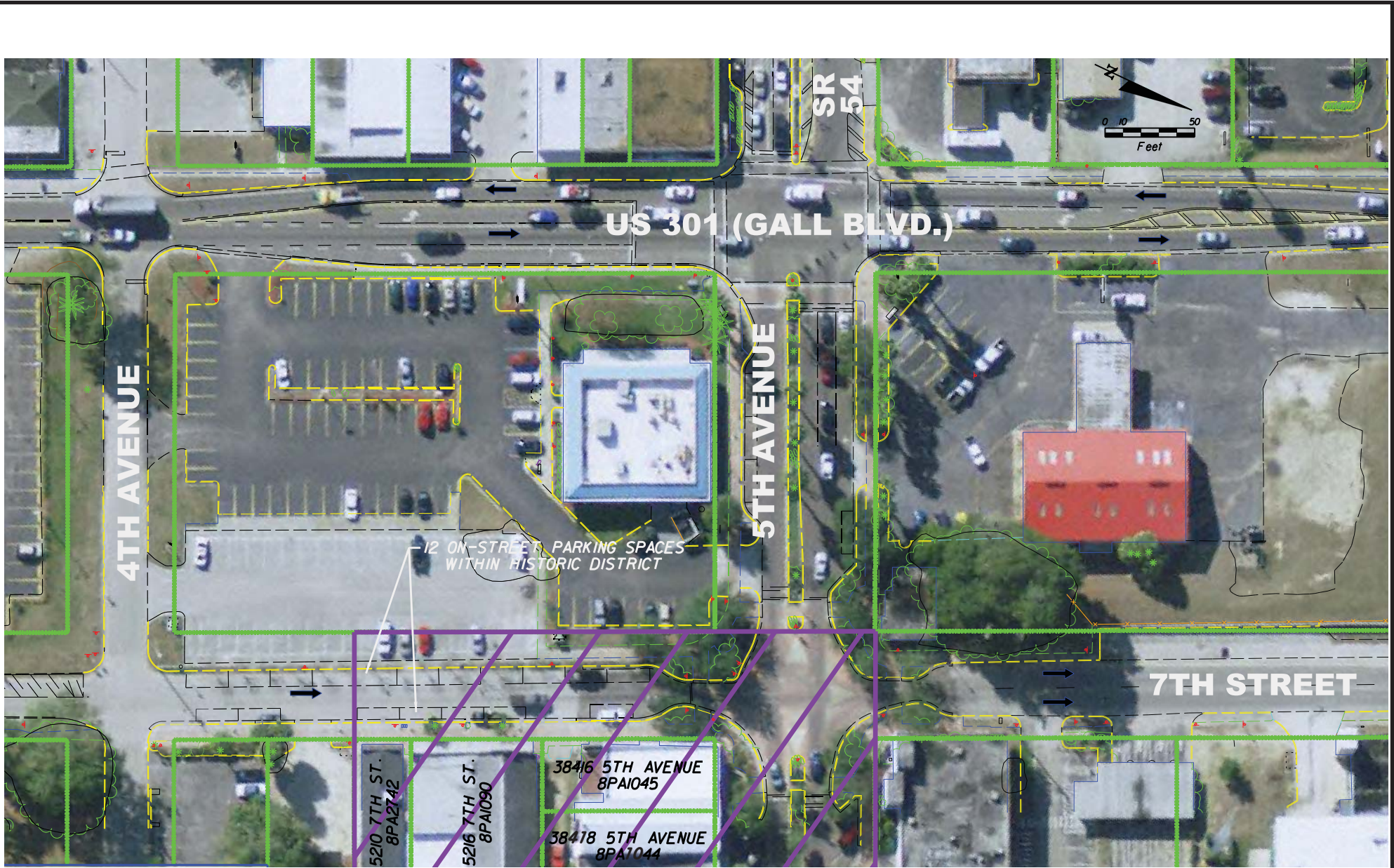
This Section 106 Consultation Case Study was prepared as part of the Project Development and Environment (PD&E) Study Update for US 301 (Gall Boulevard [Blvd.]) from SR 39 to south of County Road (CR) 54 in Pasco County, Florida. The project limits are depicted in **Figure 1-1**. As part of the PD&E Study Update, a Cultural Resource Assessment Survey (CRAS) Update Technical Memorandum was prepared, in July 2010, on behalf of the Florida Department of Transportation (FDOT), District Seven by Archaeological Consultants, Inc. (ACI) of Sarasota, Florida.

The CRAS Update Technical Memorandum was an update of the original CRAS that was prepared in 2000 as part of the US 301/Zephyrhills PD&E Study (ACI 2000a). Since this time, an alternative that utilizes 7th Street for the northbound lanes instead of US 301/Gall Blvd. (the previously identified Preferred PD&E Study Alternative) has been proposed. Therefore, the CRAS Update identified and evaluated historic resources associated with two alternatives: the 6th Street and US 301/Gall Blvd. One-Way Pair Alternative and the 6th Street and 7th Street One-Way Pair Alternative.

The objective of the CRAS Update was to locate and identify any archaeological sites and historic resources located within the project Area of Potential Effect (APE) and to assess, to the extent possible, their significance as per the criteria of eligibility for listing in the National Register of Historic Places (NRHP). The archaeological APE was defined as the land contained within the existing and proposed right-of-way for the new intersection configuration at the south end of the project, as well as pond site alternatives. The APE for the historical/architectural survey was defined as all properties located adjacent to the two alternative alignments, including properties facing both sides of 6th Street, US 301/Gall Blvd., and 7th Street. This APE is comparable to the original PD&E Study project APE (ACI 2000a). Prior to the initiation of field survey, the methodology for the CRAS Update was discussed and approved via conference call, conducted on March 23, 2010, among the consultant team and representatives of the Federal Highway Administration (FHWA), FDOT's Central Environmental Management Office (CEMO), FDOT District Seven, and the office of the State Historic Preservation Officer (SHPO). The archaeological and historical components of the survey were conducted in July 2010.

As a result of the CRAS Update, four contributing resources of the NRHP-listed Zephyrhills Downtown Historic District, 8PA1357, were identified within the project APE (**Figures 1-2 and 1-3**). 8PA1357 was originally identified in 1999 as part of the Zephyrhills Historic Preservation Survey (Quatrefoil 1999) and was considered locally significant under Criteria A and C in the areas of Community Planning and Development and Architecture. Subsequently, a NRHP Nomination for the Zephyrhills Downtown Historic District was prepared in 2001. The SHPO determined the historic district eligible for listing on July 31, 2001. The historic district was listed in the NRHP on September 27, 2001. As defined, the historic district is roughly bounded by South Avenue, 9th Avenue, 7th Street, and 11th Street. The total 209 buildings within the boundaries include 126 historic resources that contribute to the historic character of the district





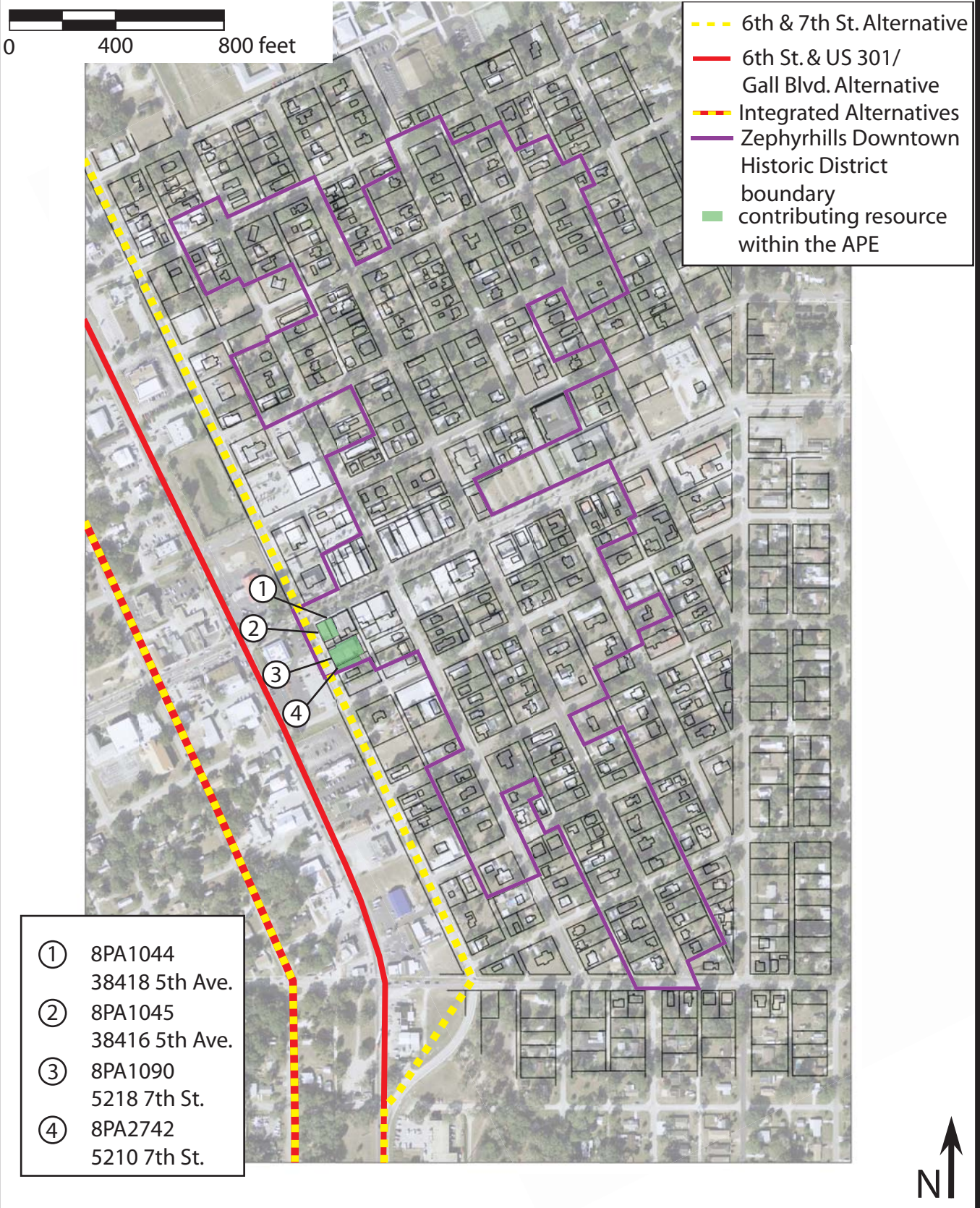
- LEGEND**
- TRAFFIC DIRECTION
 - HISTORIC DISTRICT
 - PROPERTY LINE



US 301 (GALL BLVD.) PD&E STUDY UPDATE
 SR 39 TO SOUTH OF CR 54
 WPI: 256422-2
 PASCO COUNTY

LOCATION OF THE ZEPHYRHILLS DOWNTOWN
 HISTORIC DISTRICT AND CONTRIBUTING
 RESOURCES WITHIN THE PROJECT APE

FIGURE NO.
 1-2



**US 301 (GALL BLVD.)
PD&E STUDY UPDATE**
SR 39 TO SOUTH OF CR 54
WPI: 256422-2
PASCO COUNTY

*Location of the Zephyrhills
Downtown Historic District and
Contributing Resources in relation to
the US 301 (Gall Blvd.) project APE
(op2009nc1ft_10_E.sid; PBS&J 2010)*

FIGURE NO.
1-3

and 83 are noncontributing resources. The contributing resources include 108 residences, 14 commercial buildings, one church, and three social halls. The period of significance is from 1910 to 1950.

On November 5, 2010, the CRAS Update (ACI 2010) was submitted to the FHWA for review and coordination with the SHPO (**Appendix A**). In a letter to the FHWA, the SHPO considered Clyde's Cottages (8PA1164; **Figure 1-4**) eligible for listing in the NRHP, and requested consultation to "avoid, minimize, or mitigate potential adverse effects" (Kammerer 2010; **Appendix A**). In addition, the SHPO concurred that the boundaries of the NRHP-listed Zephyrhills Downtown Historic District (8PA1357) did not need to be adjusted as a result of the CRAS Update (Kammerer and Jones 2011; **Appendix A**).

The objective of this Section 106 Consultation Case Study Report is to evaluate the potential effects (primary and secondary) of the proposed undertaking to the two historic properties located within the project APE: the Downtown Zephyrhills Historic District (8PA1357) and Clyde's Cottages (8PA1164). Potential effects to the two properties were evaluated in accordance with the provisions of Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR Part 800 ("Protection of Historic Properties," revised January 2001), and Chapter 267, *Florida Statutes*. The report includes a summary description of the project and of the significant historic resources, as well as application of the Criteria of Adverse Effect, as defined in 36 CFR Part 800.5. This information is provided so that the FHWA and SHPO can determine if the proposed undertaking will have an adverse effect on the Downtown Zephyrhills Historic District (8PA1357) and Clyde's Cottages (8PA1164).

Based on the evaluation of effects to the NRHP-listed Zephyrhills Downtown Historic District (8PA1357) a finding of No Adverse Effect is anticipated. Neither of the two Build Alternatives will involve direct use impacts to the historic district and the four contributing resources located within the project APE. The characteristics which qualify 8PA1357 for inclusion in the NRHP include its significant associations with the historical development of Zephyrhills (Criterion A), as well as the architectural style of the historic buildings within the district (Criterion C). These will not be altered or diminished. The proposed project is predicted to create a "barely perceptible" increase in traffic noise levels, and no air quality impacts.

Similarly, the proposed improvements are anticipated to have No Adverse Effect to the NRHP-eligible Clyde's Cottages (8PA1164). The proposed new intersection configuration for US 301/SR 39 will not involve direct use impacts to the historic resource group, and the characteristics which qualify 8PA1164 for inclusion in the NRHP, including its significance as an excellent example of a building type indicative of the mid-twentieth century post-WWII automotive and tourism culture. The proposed project is predicted to create a non-substantial increase in traffic noise levels; the increased level does not meet or exceed the Noise Abatement Criteria (NAC). No adverse air quality impacts are expected, nor will there be changes to access and use.

EXISTING CONDITIONS



LEGEND
CLYDE'S COTTAGES BOUNDARY
TRAFFIC DIRECTION
PROPERTY LINE



US 301 (GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI: 256422-2
PASCO COUNTY

**LOCATION OF CLYDE'S COTTAGES
WITHIN THE PROJECT APE**

FIGURE NO.
1-4

2.0 PROJECT DESCRIPTION

2.1 Project Purpose and Need

The Florida Department of Transportation (FDOT), Pasco County and the City of Zephyrhills are working together to determine alternative roadway improvements to be considered in a PD&E Study Update for US 301 (Gall Blvd.) in southeastern Pasco County. Motorists in this part of Pasco County are faced with increased traffic congestion and delays as demand from the County's and City's growth continues to place pressure on the existing transportation system. To assess the effects of continued growth along US 301, the FDOT initiated this update to evaluate the impacts of providing alternative roadway capacity improvements to the facility. The need for improvements along US 301 within the study limits was developed based on the evaluation of the following criteria:

- Existing and future quality of traffic operations along US 301 assuming the existing roadway conditions;
- Traffic safety conditions for the time period between the years 2005 and 2009;
- Consistency with local government plans; and
- Projected future socioeconomic growth of Pasco County.

To accommodate the expected continued growth in traffic, this segment of US 301 will require six travel lanes, three in each direction. The Pasco County Metropolitan Planning Organization (MPO) *2035 Long Range Transportation Plan (LRTP)* identifies the conversion of US 301 from an existing two-lane undivided roadway to a one-way pair system with three lanes in each direction as a cost affordable project by the year 2035.

2.2 PD&E Study

The FDOT, District Seven, previously conducted a PD&E Study to evaluate improvement options for the US 301/Zephyrhills corridor. The Study identified the Preferred PD&E Study Alternative as a one-way pair system using 6th Street and US 301. Improvements called for widening 6th Street to three southbound travel lanes and widening US 301/Gall Blvd. to three northbound travel lanes with sidewalks and bicycle lanes; an underground pipe system would be used to convey stormwater to retention ponds. After the PD&E Study was completed in 2001, an alternative that utilizes 7th Street for the northbound lanes instead of US 301/Gall Blvd has been proposed. The PD&E Study Update includes two alternatives: the 6th Street and US 301/Gall Blvd. One-Way Pair Alternative and the 6th Street and 7th Street One-Way Pair Alternative. In addition, a new intersection configuration was proposed for US 301/SR 39 as part of the SR 39 from I-4 to US 301 PD&E Study (WPI Segment Nos.: 255099-1 and 256289-1). The final PER was completed in October of 2000.

2.3 Existing Conditions

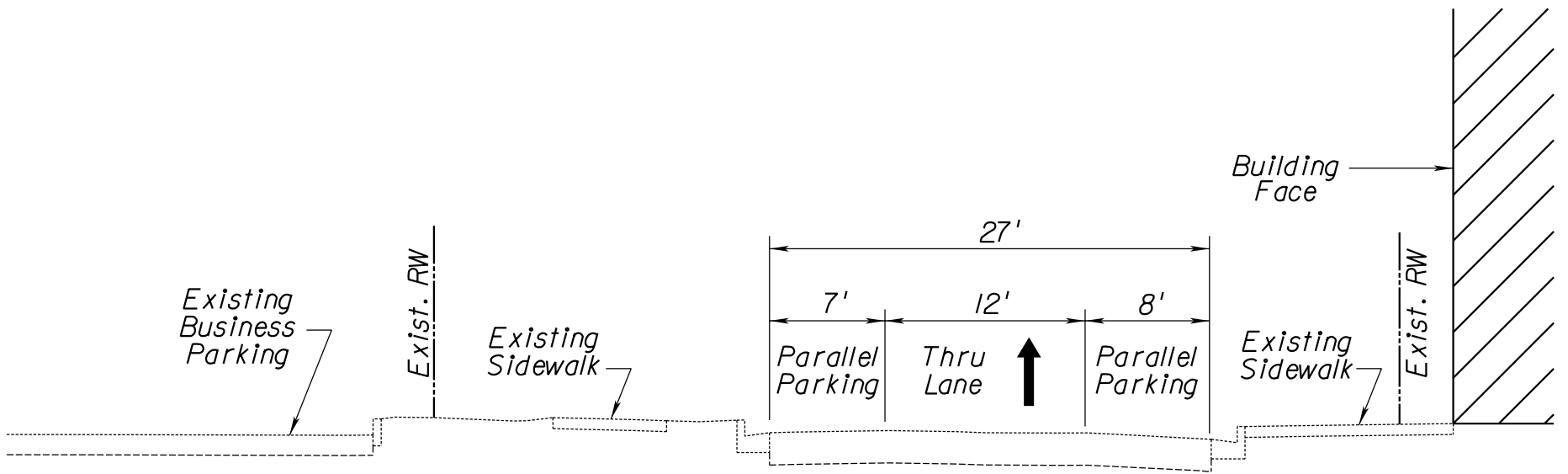
The US 301 project corridor, which extends a distance of approximately 2.6 miles, passes through the central business district of the City of Zephyrhills. The study area consists of US 301 and the 6th and 7th Streets one-way pair system located in the City of Zephyrhills. Existing right of way width for US 301, 6th Street and 7th Street is nominally 60 feet (ft).

The existing US 301 arterial between SR 39 and Geiger Road is a two-lane, undivided rural typical section with four-ft paved shoulders. Existing five-ft wide sidewalk is limited to the west side from South Avenue to 10th Avenue. Although the US 301 roadway typical section is considered rural because of the open drainage characteristic (i.e., no curb and gutter) it is functionally classified as a Principal Arterial Urban roadway since it traverses through the City of Zephyrhills which is part of the Pasco County Urban Service Boundary. The posted speed limits on US 301 are 45 miles per hour (mph) from SR 39 to mile post 4.062 (north of Vinson Avenue), 35 mph from mile post 4.062 to mile post 6.148 (north of Fort King Road), and 45 miles per hour (mph) from mile post 6.148 to the northern limit of the project corridor.

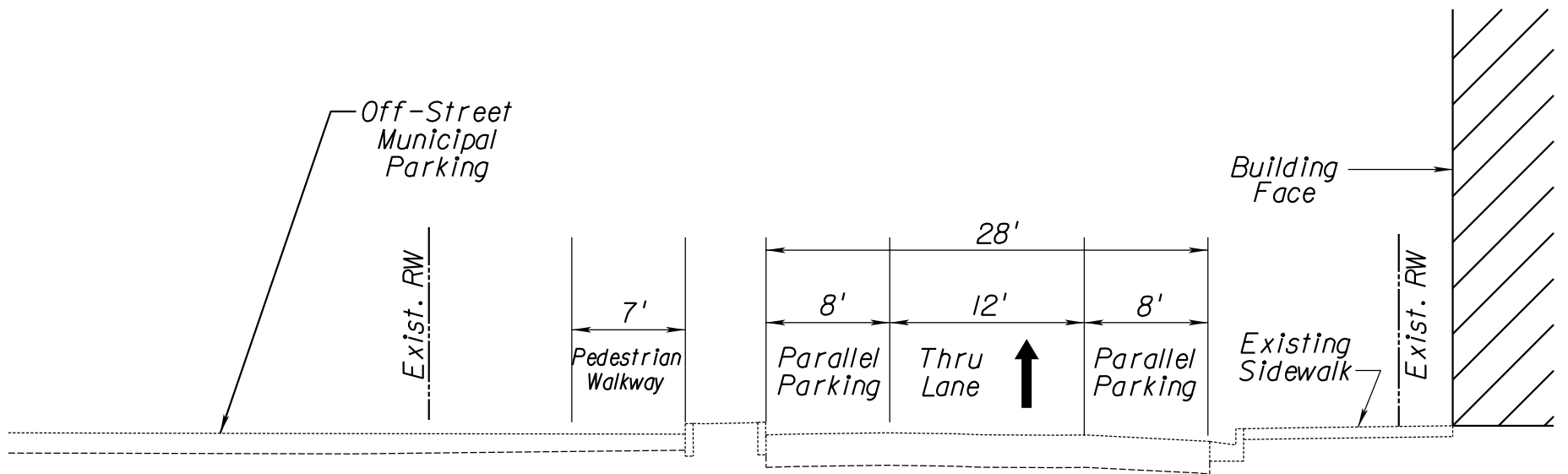
A one-way pair of roadways was created in 1996 by the City of Zephyrhills using 6th Street and 7th Street, which run parallel to US 301. 6th Street is a two-lane, one-way (southbound direction only) road that begins at Vinson Street on the south and ends at 15th Street on the north. 7th Street is a two-lane, one-way (northbound direction only) road that begins south of A Avenue where it intersects with US 301 and ends at North Avenue. North of North Avenue the road way continues as Fort King Road as a two-lane two-way roadway that intersects US 301 north of Geiger Road. The posted speed limit along the 6th Street and 7th Street one-way pair is 30 mph.

Between 4th Avenue and 5th Avenue, adjacent to the Zephyrhills Downtown Historic District, 7th Street is a one-lane, one-way road with on-street parallel parking on both sides. 7th Street has a continuous five-ft sidewalk on the east side and intermittent five-ft sidewalk on the west side, limited to approximately 100 ft south of 5th Avenue.

There are a total of 18 on-street parking spaces located on 7th Street (between 4th and 5th Avenues), 12 of which are within the historic district boundary. The historic district boundary extends westward to include 7th Street but does not include the entire block; therefore, six of the on-street parking spaces are outside of the historic district boundary. There is also an off-street parking lot that is accessed from 4th Avenue that is partially within the historic district boundary. This lot provides 19 spaces that are directly adjacent to 7th Street. Although some parking spaces are outside the actual historic district boundaries, the on and off street parking available between 4th and 5th Avenues serves the historic district. The on-street parking along this block was created by the City of Zephyrhills in 1999-2000 by eliminating one travel lane. The on street parking on the east side was already in place. There is no designated accommodation of bicycles. The adjacent intersection of 7th Street and 5th Avenue is a four-leg four-way stop controlled intersection. Both 7th Street and 5th Avenue are city streets. **Figure 2-1** illustrates the existing 7th Street typical section, as located south of 5th Avenue within the Zephyrhills Downtown Historic District.



FROM 210' NORTH OF 4TH AVENUE TO NORTH OF 5TH AVENUE

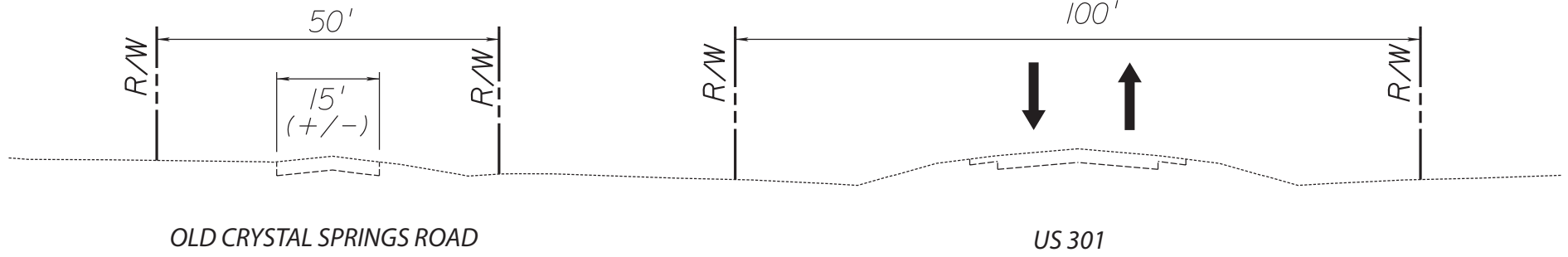


FROM 4TH AVENUE TO 210' NORTH OF 4TH AVENUE



At the southern limit of the project, the two-lane rural SR 39 currently intersects the two-lane rural US 301 at an acute angle just south of Palm Grove Avenue. Northbound traffic on SR 39 merges with northbound traffic on US 301. Southbound traffic on US 301, turning left to continue east on SR 39 must make the turn across northbound US 301 traffic.

Old Crystal Springs Road is a low volume paved roadway consisting of approximately 15 ft of pavement. It functions as a two-way facility by vehicles pulling to the right as they pass at very low speeds. Old Crystal Springs Road intersects US 301 at an acute angle approximately 100 ft south of Tucker Road. **Figure 2-2** illustrates the Old Crystal Springs Road and US 301 Existing Typical Section.



OLD CRYSTAL SPRINGS ROAD

US 301



US 301 (GALL BLVD.) PD&E STUDY UPDATE
 SR 39 TO SOUTH OF CR 54
 WPI: 256422-2
 PASCO COUNTY

OLD CRYSTAL SPRINGS ROAD AND
 US 301 EXISTING TYPICAL SECTION

FIGURE NO.
 2-2

3.0 CULTURAL SETTING

The Zephyrhills Downtown Historic District (8PA1357) is located within the commercial and residential core of the City of Zephyrhills. A historic context is provided in the Zephyrhills Downtown Historic District NRHP Nomination, a copy of which is included in **Appendix B**. The Clyde's Cottages (8PA1164) are located south of the City of Zephyrhills near the intersection of Old Crystal Springs Road and US 301 to the southwest. A brief historic context of the resource group is included in the Clyde's Cottages FMSF, a copy of which is provided in **Appendix C**. A brief summary of relevant historical trends in the Zephyrhills area follows.

The southern portion of Florida remained largely unsettled in the early 19th century when Florida was first established as a U.S. territory. Conflicts between the Native Americans and white settlers erupted throughout the 1820s and 1830s stunting any growth in the area. These conflicts led to the construction of military forts in north and central Florida. The construction of Fort King Road, between Fort Brooke in Tampa and Fort King in Ocala provided transportation for the troops. It was not until two decades after the Civil War that settlement in the Zephyrhills area would occur.

Two men, Andrew Jackson Green and Dr. J.M. Abbott, visited the area in the 1880s. They eventually built a sawmill and a general store to accommodate the increasing number of settlers attracted to Pasco County, where it was believed that the warm weather and the fresh water had curative powers. The area became known as Abbott. By 1888, the Florida Railway and Navigation Company built a station, section houses, and railroad through Abbott and more settlers arrived. The local economy was stimulated by the turpentine industry when the Consolidated Naval Stores Company of Jacksonville arrived in Abbott by the 1890s and built a mill at present-day 7th Avenue and Gall Boulevard. Ten years later, the Greer brothers came to the area from Georgia to expand their timber business. They had worked out an agreement in which they would receive the land from the Consolidated Naval Stores Company once the resin was harvested. Subsequently, by 1905, once all the resin and timber resources had been harvested, the Greers began to sell their land for agriculture and home sites.

Captain H.B. Jeffries, a journalist for the *National Tribune*, wanted to establish a town in Florida where Civil War veterans might live on their pensions and enjoy Florida's warm winter. In 1909, Jeffries purchased the Abbott site and organized the Zephyrhills Colony Company. The town of Zephyrhills included one-square mile of land. Development provided jobs and markets for the first time since the demise of the turpentine and timber industries. During the first few years, the new community grew rapidly. A school was built at the corner of 7th Avenue and 6th Street. Two-story, wood frame buildings constructed on 5th Avenue featured false front parapets, clapboard siding, and porches extending over the sidewalks. A bandstand and a park at 5th Avenue and 7th Street were among the recreational facilities developed.

Across the U.S., prior to the development of Henry Ford's Model T, vacationing was generally done by the wealthy who could afford hotel accommodation and railway or steamship tickets (Hatton 1987). By the 1920s, middle-class Americans were taking automobile vacations. Carl

Fisher helped fuel the automobile vacation by developing Lincoln Highway that connected America's East Coast to the West Coast. Fisher was also instrumental in the construction of the Dixie Highway, the East Coast's first north-south highway that connected Maine to Florida. Florida took an early lead in the development of tourist parks, with 178 "autocamps" established throughout the state in 1925. The autocamps evolved from a simple place to pitch a tent, to later cottage camps with beds and kitchens. Eventually, a bathroom replaced the kitchen as more tourists began eating out. The increasing popularity of motor courts was influenced by several factors, including lack of noise from traffic, inexpensiveness, increased privacy, and the ability to park one's car within a few steps of the cabin (Liebs 1985).

In his book, *Main Street to Miracle Mile: American Roadside Architecture*, Charles H. Liebs states that motor courts had six distinguishing elements that were important in the operation as accommodations for early motorists: court layouts, exterior imagery, innovative names, embellishment of the office and owners living quarters, landscaped grounds, and the furnishings of cabin interiors. Court layouts exhibited thoughtful planning to attract the most attention from passing motorists. Cabins were generally placed far enough back from the road to appear private and quiet, but close enough to be seen and accessible from the highway. In areas where land was expensive or limited, motor courts were arranged with cabins in rows perpendicular to the road in U- or L- shaped plans. Internal roads and parking were planned to provide connection from the highway to the office to the cabin-side spot. An obvious pathway provided a visual cue to the motor court. A small scale in landscaping, building design, and layout also was used to save costs and to convey an image of charm and quaintness. Motor courts were often decorated with low-cost elements such as shutters and window boxes. The focal point of the motor court was the combined office and owner's living quarters, which usually was located near the road in front of the cabins, serving as a gateway between the highway and cabins.

Zephyrhills continued to grow throughout the 1920s. Local building ordinances required masonry construction within the business blocks, brick paving, concrete curbing, a water system, and lighting along 5th Avenue. In the 1930s, water from the local springs was tested as 99.98% pure, and the city used this to attract manufacturing industries which depended on pure water. Works Progress Administration (WPA) projects during the 1930s included the City Hall Building (8PA1045; located within the APE) at 38416 5th Avenue, the Woman's Club, and the Zephyrhills Army Airfield, located just south of the downtown area. After World War II, a boom of commercial and residential construction was spurred by the influx of soldiers and their families who chose to remain in Florida. Social and recreational buildings constructed at this time included the ca. 1946 Tourist Club of Zephyrhills, Inc (8PA1090; located within the APE) at 5216 7th Street. During the 1940s, construction of US Highway 301 was an effort led by local business owner Walter R. Gall. In 1954, Zephyrhills passed its first comprehensive zoning map, creating separate residential, commercial, and industrial areas. The comprehensive zoning plan also included language that buildings be constructed in a way to "conform to other structures in the area, ...and shall be of a nature that in no way could be considered detrimental to that area or detrimental to the city in whole or part" (Goodwin and Anderson 2001).

4.0 EXISTING SIGNIFICANT HISTORIC PROPERTIES






4.1 Zephyrhills Downtown Historic District

The NRHP-listed Zephyrhills Downtown Historic District (8PA1357) is a residential and commercial area (**See Photos 4-1 through 4-10**) located in the central core of downtown Zephyrhills. The district is roughly bounded by 7th Street on the west, 9th Avenue on the north, 11th Street on the east, and South Avenue on the south (**Figure 4-1**). The center of the historic district is 5th Avenue, the main commercial street. Single- and multiple-family residential buildings dating from the 1910s through the 1940s border the commercial zone to the north and south. A variety of architectural styles, typical of those popular in the United States during the first half of the 20th century, are represented in the district. The total 209 buildings within the historic district include 126 contributing resources. These include 108 residences, 14 commercial buildings, one church, and three social halls. Four contributing resources are located within the US 301 (Gall Blvd.) project APE: a ca. 1936 Masonry Vernacular style commercial building (8PA1044) at 38418 5th Avenue; the ca. 1936 Art Deco style Old City Hall (8PA1045) at 38416 5th Avenue; the Tourist Club of Zephyrhills, a ca. 1946 Masonry Vernacular style building (8PA1090) at 5216 7th Street; and a ca. 1952 Commercial style building (8PA2742) at 5210 7th Street (see **Figure 1-2**).

The Zephyrhills Downtown Historic District is significant at the local level under Criterion A in the area of Community Planning and Development and under Criterion C for Architecture. Under Criterion A, the district reflects the early commercial and residential development patterns of the City of Zephyrhills. The earliest buildings from the 1910s represent the beginning of the city's development as a veterans' colony. During the Florida Land Boom of the 1920s, Zephyrhills prospered due to its popularity as a vacation destination and retirement locale. New construction tapered in the 1930s, though public works projects funded the construction of City Hall and the Women's Club during this time. Like the rest of Florida, Zephyrhills experienced a resurgence of development and investment in the 1940s following World War II. After 1950, the widespread use of the automobile was influential in Zephyrhills' architecture with the establishment of shopping centers and the erosion of the centralized business district. Thus, the period of significance for the district is from ca. 1910 to 1950 reflecting the periods when Zephyrhills first emerged as a "veterans' colony" to the post- World War II boom.

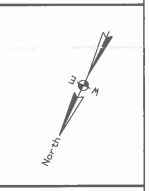
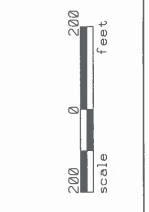
Under Criterion C, the district derives its architectural significance from its collection of building styles that characterized Florida's built environment of the 1910s through the 1940s. The design of the buildings and the materials used in their construction are consistent with contemporary national and statewide trends. The four contributing buildings within the project APE represent a number of architectural styles, including Commercial, Masonry Vernacular, and the only example of Art Deco within the district.

LEGEND

-  CONTRIBUTING BUILDING
-  NONCONTRIBUTING BUILDING
-  ADDRESS NUMBERS
-  DISTRICT BOUNDARY
-  PHOTO NUMBERS



MAP PREPARED BY THE PLANNING DEPARTMENT, CITY OF ZEPHYRHILLS, FLORIDA, JUNE 2000,
AND REVISED BY THE FLORIDA BUREAU OF HISTORIC PRESERVATION OCTOBER, 2000.



DOWNTOWN ZEPHYRHILLS HISTORIC DISTRICT
ZEPHYRHILLS (PASCO COUNTY), FLORIDA



US 301 (GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI: 256422-2
PASCO COUNTY

LOCATION AND BOUNDARY OF THE
ZEPHYRHILLS DOWNTOWN
HISTORIC DISTRICT

FIGURE NO.
4-1



Photo 4-1. Southwest elevation of 5210 7th Street, 8PA2742, looking northeast.



Photo 4-2. Southwest and northwest elevations of the Tourist Club of Zephyrhills at 5216 7th Street, 8PA1090, looking southeast.



Photo 4-3. Northwest elevations of the Old City Hall (foreground) at 38416 5th Avenue, 8PA1045, and 38418 5th Avenue (black awning), 8PA1044, looking east.



Photo 4-4. General view of the Zephyrhills Downtown Historic District, 8PA1357, looking northeast. Photo taken from 7th Street and 5th Avenue.

Section 106 Consultation
Zephyrhills Downtown Historic District (8PA1357)
Clyde's Cottages (8PA1164)



Note that the historic district boundary lies beyond the tree line visible from 7th Street.

Photo 4-5. General view of 7th Street near the Zephyrhills Downtown Historic District, 8PA1357, looking northwest. Photo taken from 7th Street and 2nd Avenue.



Photo 4-6. General view of 7th Street, looking north from just south of the district boundary.



Photo 4-7. View of 7th Street from the off-street municipal parking lot, looking north.



Photo 4-8. View of 7th Street from the northeast corner of 7th Street and 5th Avenue, looking south.



Photo 4-9. View of 7th Street from 5th Avenue, looking southeast.



Photo 4-10. View of 7th Street from the northwest corner of 7th Street and 5th Avenue, looking south.

4.2 Clyde's Cottages

Clyde's Cottages (8PA1164), the group of Masonry Vernacular style buildings (**See Photos 4-11 through 4-13**) at 3927 Old Crystal Springs Road (**Figure 4-2**), was constructed ca. 1950.¹ The former motor court now functions as part of an RV park, Clyde's Cottages and RVs. In 1961, the motor court appears to have been known as Rife's Housekeeping Cottages, and by 1975 had been changed to Cliff's Cottages. The main building (**Photo 4-11**; Building 1, **Figure 4-2**), used as an office, is a one-story concrete block structure with a clipped gable roof, a brick chimney, vertical paneling, three-light awning windows, and an east porch. Surrounding the main building in a semi-circle are five Masonry Vernacular style cottages, each with two rooms (Buildings 2-6, **Figure 4-2**). These five cottages, similar in design and materials, feature concrete block construction with a continuous masonry foundation, a hip roof clad with composition shingles, and shed roof awnings over the entrances. The two buildings on the north and northwest (Building 5 and 6, **Figure 4-2**) feature six- and eight-light metal casement windows, some paired as corner windows. The three buildings on the south and southwest (Buildings 2-4, **Figure 4-2**) have jalousie windows and are placed in a similar manner as the two buildings on the north, with the exception of the building at the far southwest, which is used as a laundry. This building has replacement vinyl siding (ca. 2000).



Photo 4-11. North and east elevations of Building 1, 3927 Old Crystal Springs Road (8PA1164).

1 . The cottages are located within parcel# 2326210020005000020. Parcel maps from the Pasco County Property Appraiser show that the two northernmost buildings are within this parcel and the parcel to the north, parcel# 2326210020005000030. While both parcels are owned by the same owner, field reconnaissance during the CRAS update and review of historic aerials (PALMM 1957) indicate that all six of the buildings of Clyde's Cottages are within this parcel.



LEGEND

- Clyde's Cottages boundary
- building outline



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LOCATION OF
CLYDE'S COTTAGES (8PA1164)

FIGURE NO.
4-2

Clyde's Cottages were originally recorded in 1999 by ACI during the US 301/Zephyrhills PD&E Study (ACI 1999). At this time, ACI described this building group as a typical example of a motor court with no historical significance. Thus, 8PA1164 was evaluated as ineligible for listing in the NRHP; the SHPO concurred in 2001. However, in reviewing the results of the 2010 CRAS Update, the SHPO recommended that the structure/resource group Clyde's Cottages (8PA1164) "retains the necessary integrity and context to be eligible for listing in the NRHP. The resource group...is an excellent example of a building type that is indicative of the mid-twentieth century post-WWII automotive and tourism culture that led to the development of modern Florida" (Kammerer 2010).



Photo 4-12. Looking southwest at Building 2, 3927 Old Crystal Springs Road (8PA1164).



Photo 4-13. Looking northwest at Buildings 1, 2 and 6, 3927 Old Crystal Springs Road (8PA1164).

5.0 ALTERNATIVES ANALYSIS

US 301 is a north-south arterial that spans the limits of eastern Pasco County and serves as a transportation “spine” through the downtown of the City of Zephyrhills. This roadway provides an important connection to the regional and statewide transportation network linking the Tampa Bay region to the remainder of the state and nation. US 301 is identified as a regional roadway by the West Central Florida MPOs’ Chairs Coordinating Committee (CCC) and is included in the Regional Roadway Network. It is designated as an emergency evacuation route and currently operates as an existing truck route. The 2035 Cost Affordable Roadway Plan of the *Pasco County MPO Long Range Transportation Plan (LRTP)* identifies the conversion of US 301 from an existing two-lane undivided roadway to a one-way pair system with three lanes in one direction. The PD&E Study Update evaluates the engineering and environmental impacts of providing alternative improvements to US 301.

5.1 Alternatives Considered

The evaluation of alternatives included a No-Build Alternative and two viable Build Alternatives: the 6th Street and US 301/Gall Boulevard One-Way Pair Alternative and the 6th Street and 7th Street One-Way Pair Alternative. The two Build Alternatives will be presented to the public at a public workshop on April 27, 2011. A description of each Build Alternative follows. An Evaluation Matrix, prepared for the public workshop, provides a comparison of the potential effects for each Build Alternative and the No-Build Alternative (existing conditions).

Table 5-1. Evaluation Matrix.

Evaluation Matrix						
Anticipated Potential Effects to the Section 106 Historic Properties						
Anticipated Potential Effects			Location	Alternatives		
Evaluation Factor	Criteria Ranking			No Build	6th & US 301	6th & 7th
Traffic (2035)	• 7th Street	Vehicles per Day	Historic District	10,500	3,700	16,500
		Trucks per Day		630	220	990
	• Gall Blvd.	Vehicles per Day	Clyde's Cottages	29,100	48,700	48,700
		Trucks per Day		1,750	2,920	2,920
Noise	Adverse Effects	Historic District	N/A	No	No	
		Clyde's Cottages	N/A	No	No	
Air Quality	Adverse Effects	Historic District	N/A	No	No	
		Clyde's Cottages	N/A	No	No	
Right of Way Acquisition	Parcels Affected	Historic District	0	0	0	
		Clyde's Cottages	0	0	0	

5.1.1 6th Street and US 301/Gall Boulevard One-Way Pair Alternative

US 301 is converted from a two-lane, two-way, undivided roadway facility to a one-way, three-lane (northbound) roadway from Cory Street to Geiger Road (North Avenue). 6th Street is extended south to Cory Street where it will join US 301 and is widened from a two-lane, one-way (southbound) to a three-lane, one-way (southbound) roadway facility along its entire length to 16th Avenue. 6th Street would be transferred from the City to FDOT ownership. 7th Street remains as a two-lane, one-way (northbound) roadway facility from A Avenue to Geiger Road. The one-lane, one-way segment of 7th Street between 4th and 5th Avenues remains unchanged. The segment of Fort King Road north of North Avenue to US 301 would also remain in its existing condition as a two-way, two-lane, undivided roadway facility.

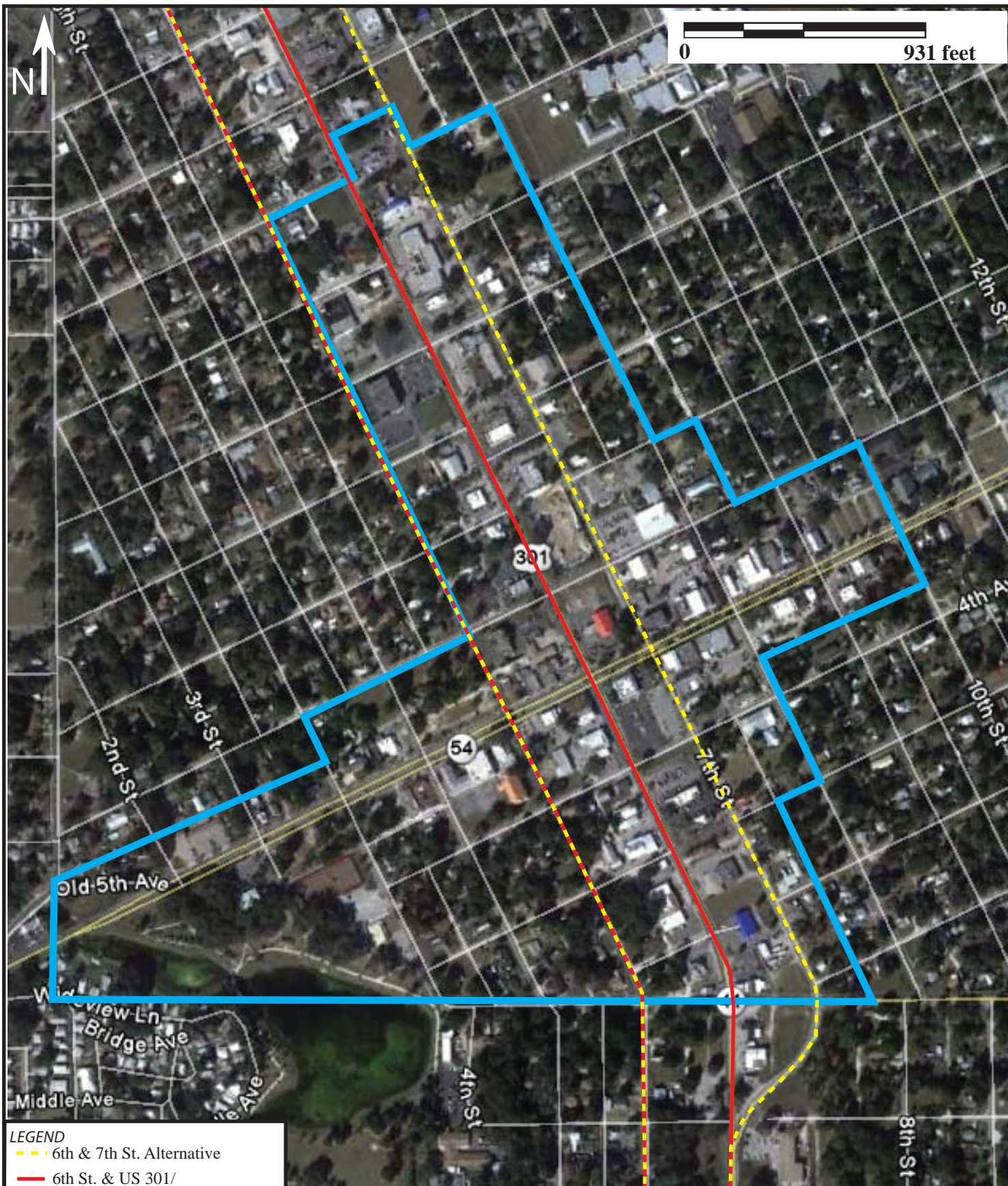
Under this alternative, the segment of 7th Street within the Zephyrhills Downtown Historic District will remain unchanged. Traffic projection for 2035 is 3700 vehicles per day (vpd) which is less than the 10,500 vpd projected for the No-Build Alternative. There will be no loss of either on-street parking or off-street parking. The intersection of 7th Street and 5th Avenue will remain unchanged.

The City of Zephyrhills adopted a Community Redevelopment Plan and established a designated Community Redevelopment Area (CRA) in 1998. The current boundary of the CRA is shown on **Figure 5-1**. Segments of US 301 (Gall Blvd.) and 7th Street from South Avenue to 11th Avenue are within the CRA boundary. The portion of the historic district on 7th Street between 4th Avenue and 5th Avenue also is within the CRA boundary. The City of Zephyrhills Community Redevelopment Agency is responsible for developing and implementing the Community Redevelopment Plan as a means of stimulating economic conditions and reinvestment to improve the conditions within the CRA.

In mid-2010, the City of Zephyrhills Community Redevelopment Agency initiated an update to the Community Redevelopment Plan. One of the goals of the plan is to enlarge the redevelopment area. The proposed boundary extensions will result in the entire length of 7th Street and US 301 (Gall Blvd.) from C Avenue to the northern study limit being within the CRA boundary. Since US 301 serves as the central corridor within the CRA, one key aspect of the proposed redevelopment plan is to maintain two-way traffic on US 301/Gall Boulevard. The vision is to maintain the community's sense of identity by creating a landscaped pedestrian-friendly environment with on-street parking similar to that currently in place along 5th Avenue east of 7th Street within the historic district. The 6th Street and US 301/Gall Boulevard One-Way Pair Alternative would convert US 301 into a three-lane one-way northbound roadway (**Figure 5-2**). This is not compatible with the City's proposed redevelopment plan.

5.1.2 6th Street and 7th Street One-Way Pair Alternative

US 301 is converted from a two-lane, two-way, undivided roadway facility to a one-way, three-lane (northbound) roadway from Cory Street to A Avenue. 7th Street is widened from a two-lane, one-way (northbound) to a three-lane, one-way (northbound) roadway from its intersection with US 301 at A Avenue to North Avenue. The segment of Fort King Road north of North



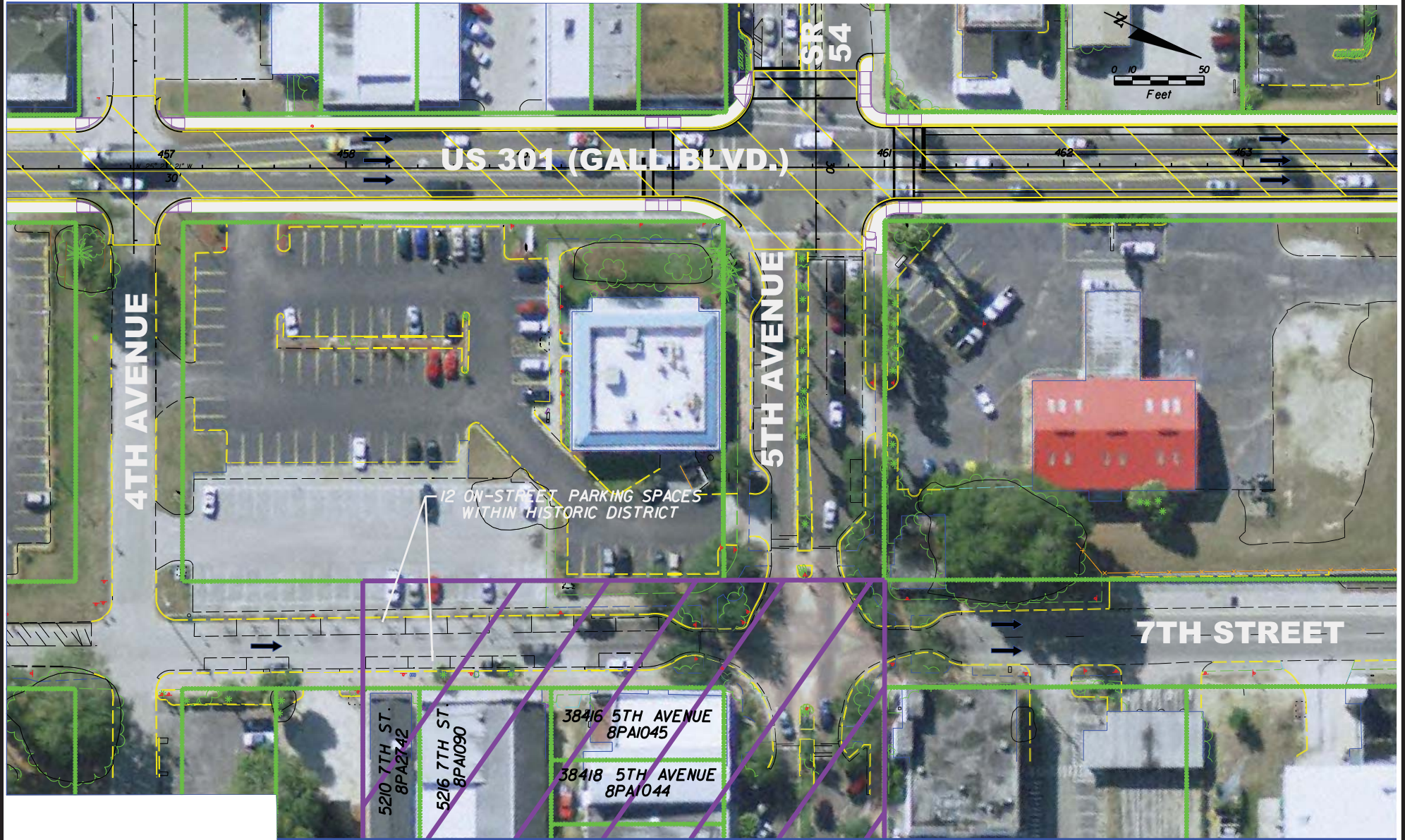
- LEGEND**
- - - 6th & 7th St. Alternative
 - 6th St. & US 301/
Gall Blvd. Alternative
 - - - Integrated Alternatives
 - Community Redevelopment Area



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**CITY OF ZEPHYRHILLS
 COMMUNITY REDEVELOPMENT
 AREA BOUNDARY**

FIGURE NO.
 5-1



LEGEND	
	TRAFFIC DIRECTION
	HISTORIC DISTRICT
	PROPERTY LINE
	PROPOSED TRAVEL LANES

US 301 (GALL BLVD.) PD&E STUDY UPDATE
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6TH STREET AND US 301/ GALL BOULEVARD ONE-WAY PAIR ALTERNATIVE

FIGURE NO. 5-2

Avenue to US 301 will be converted from a two-lane, two-way roadway to a three-lane, one-way (northbound) roadway. 6th Street is extended south to Cory Street where it will join US 301 and is widened from a two-lane, one-way (southbound) to a three-lane, one-way (southbound) roadway along its entire length to 16th Avenue. 6th and 7th Streets will be transferred from City to FDOT ownership and a portion of US 301 (between A Avenue and 6th Avenue) will be transferred from FDOT to City ownership.

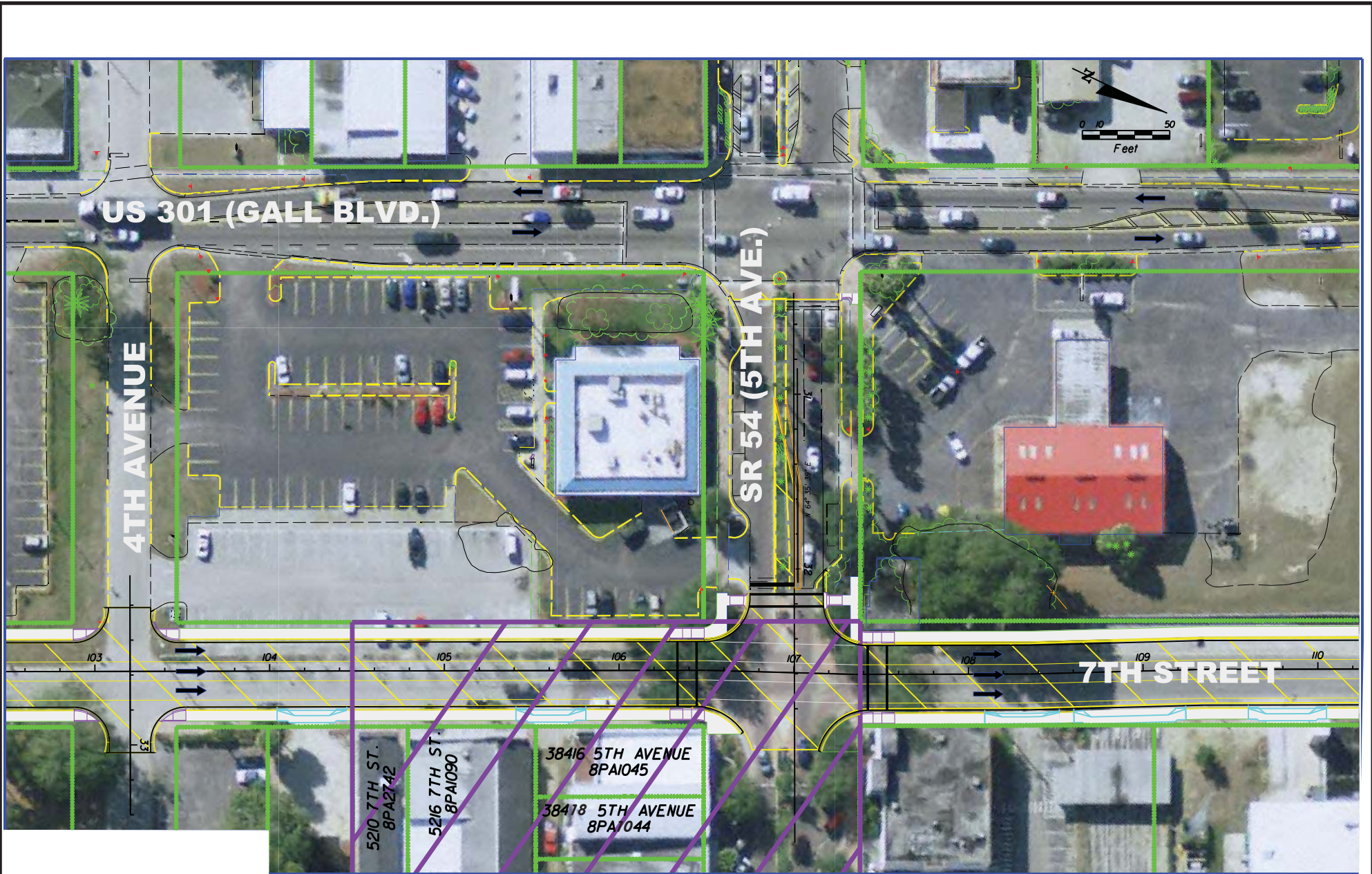
In the segment adjacent to the Zephyrhills Downtown Historic District, 7th Street would be converted to a three-lane, one-way northbound urban roadway. **Figures 5-3 and 5-4** illustrate the proposed improvements to 7th Street. The improvements would be completed within the existing 7th Street right of way. An approximate 300-ft long segment of the historic district lies within the 7th Street right of way. Therefore, a portion of the 7th Street improvements will fall within the boundary of the historic district. Sidewalks will be made continuous along both sides of the street and a bicycle lane will be provided. A total of 18 on-street parking spaces located on 7th Street (between 4th and 5th Avenues), 12 within the historic district, would be lost under this alternative. The historic district boundary includes a portion of 7th Street, but not the entire block; therefore, six on-street parking spaces are not within the district boundaries. Additionally, 19 off-street parking spaces within an adjacent parking lot that is partially within the 7th Street right of way may be potentially impacted.

This alternative will convert 7th Street into the northbound lanes of US 301. Therefore, to maintain connectivity of State Roads, the portion of 5th Avenue between Gall Boulevard and 7th Street will become SR 54. The intersection of 7th Street and 5th Avenue will be changed from a stop controlled intersection of two city streets to a signal controlled intersection of SR 54 and northbound US 301. Traffic projection for 2035 on 7th Street is 16,500 vpd, a more than four-fold increase over the 6th Street and US 301/Gall Boulevard alternative. The projected Daily Truck Volume (DTV) will be 990 for 7th Street with the 6th and 7th Street alternative. This will be 57% greater when compared to the projected No-Build Alternative (630 trucks per day). Likewise, when compared to the projected No-Build Alternative, the projected DTV with the 6th Street and US 301/Gall Boulevard Alternative will be 66% less (**Table 5-1**). Currently, no through truck traffic is allowed for 7th Street although local truck traffic is allowed. The exiting speed is 30 mph and future posted speed will be 35 mph.

US 301/Gall Boulevard would remain a two-way roadway under the 6th Street and 7th Street Alternative, consistent with the City of Zephyrhills' Community Redevelopment Plan.

5.2 Proposed Conditions Adjacent to Clyde's Cottages

The proposed PD&E improvements adjacent to Clyde's Cottages which involve a new intersection configuration for US 301/SR 39 whereby the intersection is relocated to south of Tucker Road were evaluated in 2000. To accomplish this, SR 39 is realigned to intersect US 301 at a right angle at a new signal controlled intersection. Both US 301 and SR 39 will be divided four-lane roadways at the new intersection. The west leg of the intersection is a new



LEGEND

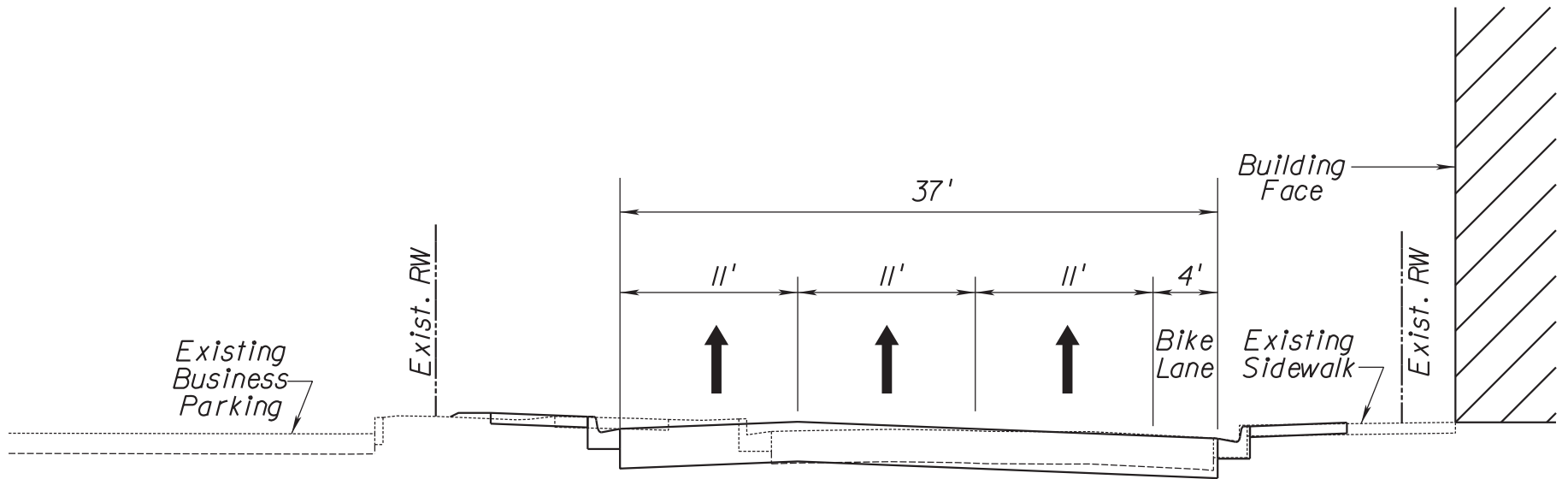
	TRAFFIC DIRECTION
	HISTORIC DISTRICT
	PROPERTY LINE
	PROPOSED TRAVEL LANES



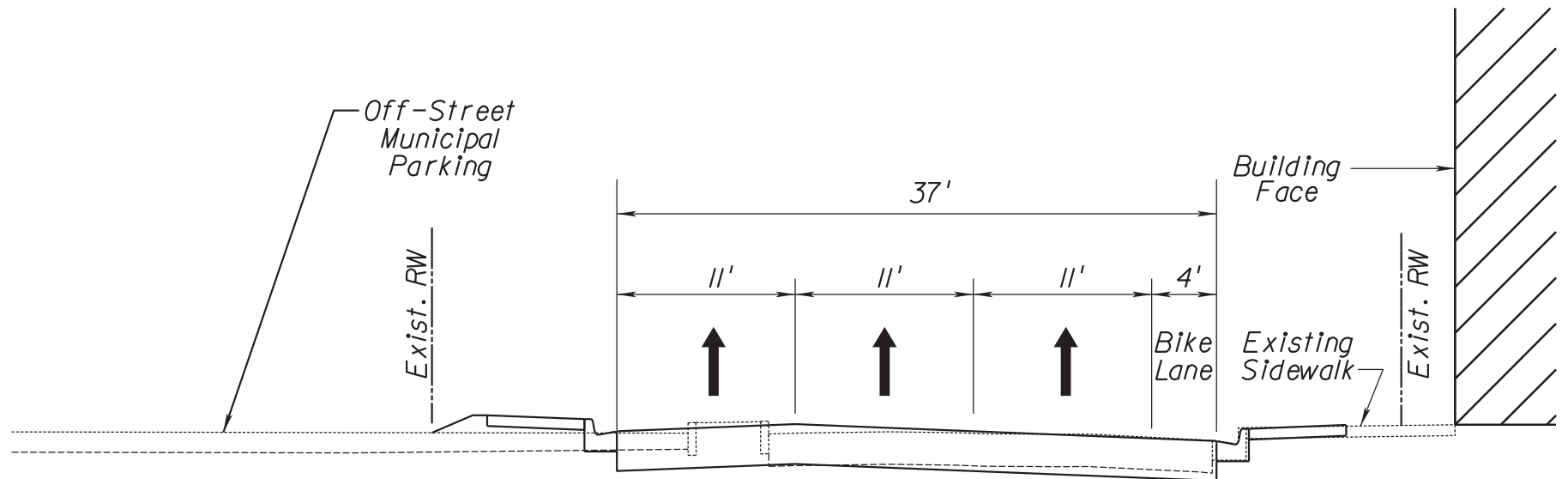
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PROPOSED 6TH STREET AND
 7TH STREET ONE-WAY PAIR
 ALTERNATIVE AT 5TH AVENUE

FIGURE NO.
 5-3



FROM 210' NORTH OF 4TH AVENUE TO NORTH OF 5TH AVENUE



FROM 4TH AVENUE TO 210' NORTH OF 4TH AVENUE



connection between US 301 and Old Crystal Springs Road consisting of divided east and west bound one-lane roadways. The connection between Old Crystal Springs Road and US 301 south of Tucker Road is severed. Old Crystal Springs Road will be terminated with a cul de sac adjacent to the northern most driveway for Clyde's Cottages. A small area of right of way (approximately 0.014 acres) would be needed from the Clyde's Cottages property to provide room for construction of the cul de sac. Access from Clyde's Cottages to US 301 would be via the new connection between US 301 and Old Crystal Springs Road at the new signalized US 301 at SR 39 intersection (**Figures 5-5 and 5-6**).

5.3 Alternatives Considered to Minimize Potential Impacts

5.3.1 Historic District Potential Impacts/Mitigation Concepts

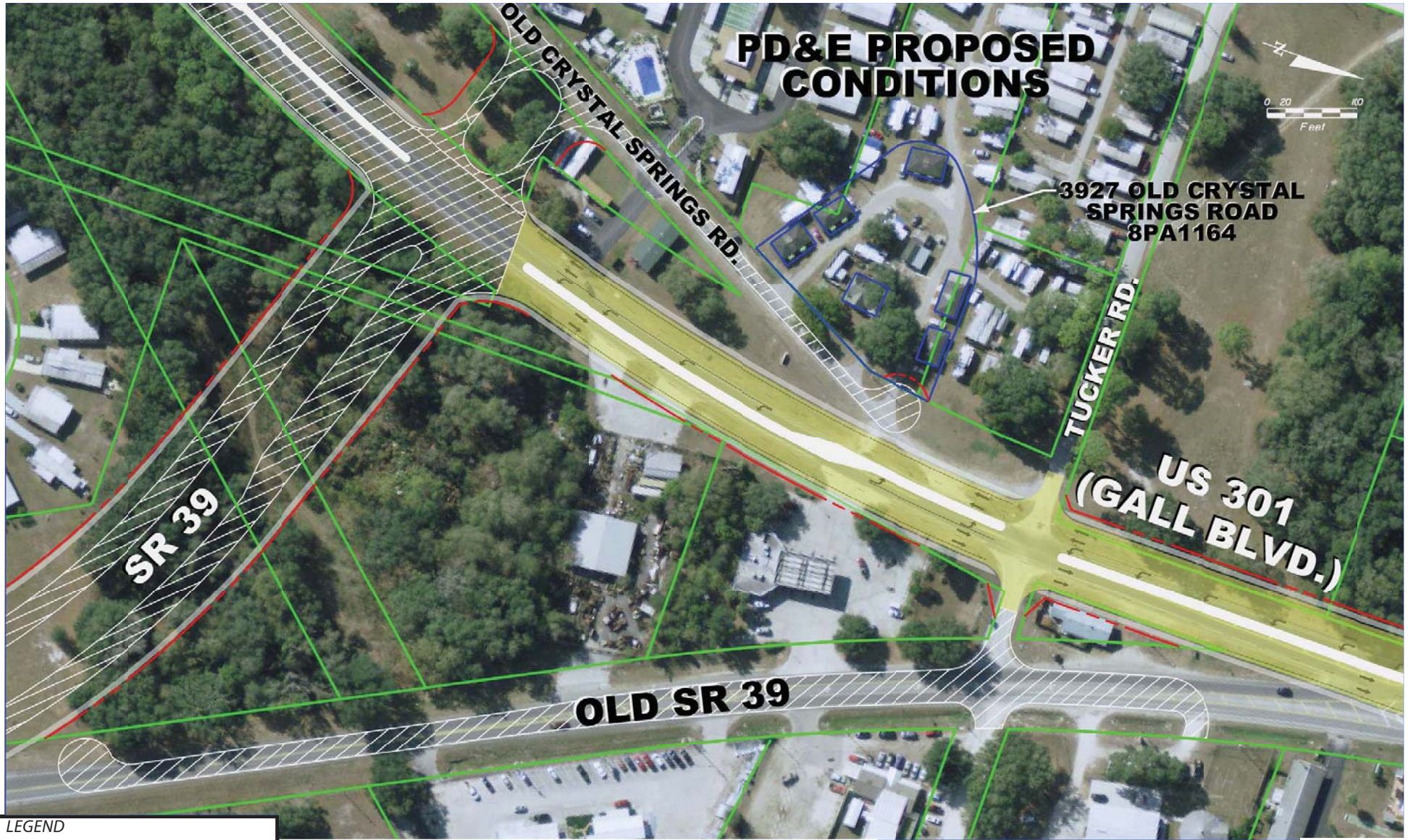
The 6th Street and US 301/Gall Boulevard One-Way Pair Alternative avoids potential impacts to the Zephyrhills Downtown Historic District by using existing US 301/Gall Boulevard for northbound traffic rather than 7th Street. This alternative is not consistent with the City of Zephyrhills Community Redevelopment Plan since it converts US 301 to one-way northbound traffic rather than maintaining it as a two-way roadway.

The 6th Street and 7th Street One-Way Pair Alternative uses the 7th Street right of way for the proposed improvements. The right of way for 7th Street would be transferred from the City to the State and the right of way for Gall Boulevard would be transferred from the State to the City.

The 7th Street right of way passes through the boundary of the historic district so some potential impacts are unavoidable. However, there are no direct impacts to any contributing resources within the historic district. Potential physical impacts are limited to loss of on-street parking both within and adjacent to the district. Pedestrian accommodation will be improved by the provision of continuous sidewalks on both sides of 7th Street. Potential impacts to the historic buildings that front 7th Street will be minimized by maintaining the location of the new curb at approximately the same location as the existing curb. Also, the design elevation of the proposed sidewalk will match the existing sidewalk along the building fronts. The proposed sidewalk will also utilize materials that match the existing sidewalk in lieu of normal concrete sidewalk construction for the segment of 7th Street from 4th Avenue to 5th Avenue. The existing sidewalk, curbs, and roadway paving are not historic materials.

5.3.2 Clyde's Cottages Potential Impacts/Mitigation Concepts

As proposed in the original PD&E Study, the north end of Old Crystal Springs Road would be terminated in a cul de sac and access to US 301 would be severed (**Figure 5-5**). The construction of the cul de sac would require the acquisition of right of way (approximately 0.014 acres) from the Clyde's Cottages property. Access to US 301 from Clyde's Cottages would be via one of the three existing driveways to Old Crystal Springs Road and then south to the new



PD&E PROPOSED CONDITIONS

3927 OLD CRYSTAL SPRINGS ROAD
8PA1164

SR 39

OLD SR 39

OLD CRYSTAL SPRINGS RD.

TUCKER RD.

US 301 (GALL BLVD.)

LEGEND

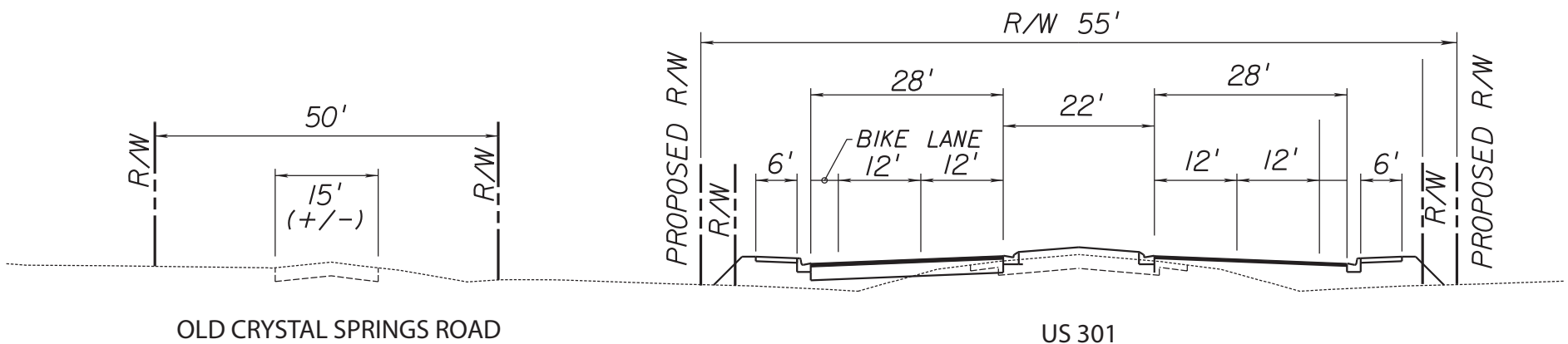
- CLYDE'S COTTAGES BOUNDARY
- ➔ TRAFFIC DIRECTION
- PROPOSED RIGHT OF WAY
- PROPERTY LINE



US 301 (GALL BLVD.) PD&E STUDY UPDAT
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PROPOSED OLD CRYSTAL SPRINGS ROAD AND US 301 PD&E STUDY ALTERNATIVE ADJACENT TO CLYDES COTTAGES

FIGURE NO.
5-5



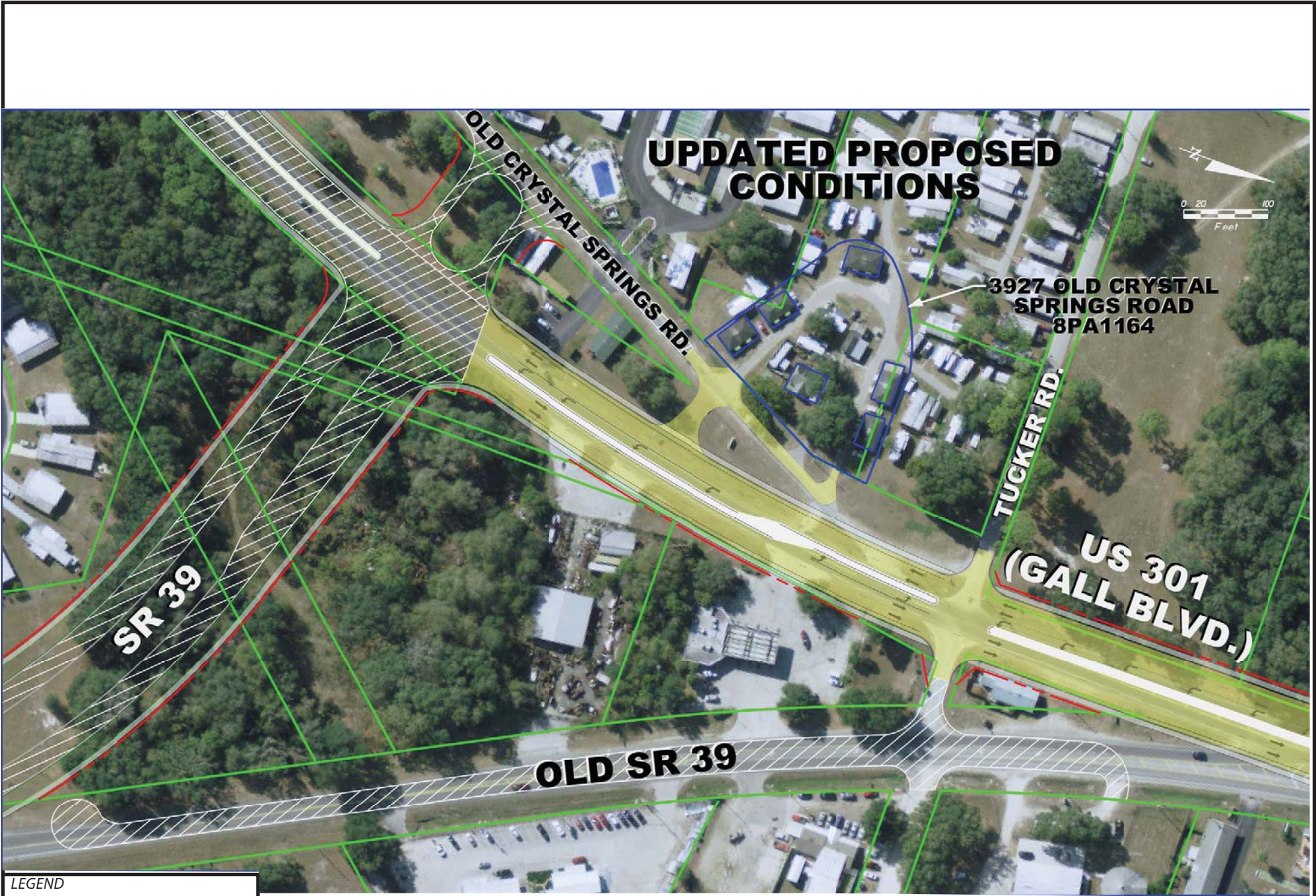
US 301 (GALL BLVD.) PD&E STUDY UPDATE
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PROPOSED TYPICAL SECTION OF
 OLD CRYSTAL SPRINGS ROAD AND US 301
 PD&E STUDY ALTERNATIVE

FIGURE NO.
 5-6

connector road and then east to the US 301 at SR 39 signalized intersection. Access for either northbound or southbound traffic on US 301 to Clyde's Cottages would be via the US 301 at SR 39 signalized intersection. Southbound traffic on US 301 would pass the cottages and then turn right on the connector road and again on Old Crystal Springs Road then travel north to access the property. Northbound traffic would need to turn left at the signalized US 301 at SR 39 intersection in advance of the cottages or pass the cottages and make a U-turn at the Tucker Road median opening to access the cottages as southbound traffic.

To avoid the right of way impact and mitigate the access changes an updated concept was developed. The cul de sac severing the connection to US 301 at the north end of Old Crystal Springs Road is eliminated (**Figure 5-7**). This completely eliminates the need for the acquisition of right of way from the Clyde's Cottages property. A new paved connection between Old Crystal Springs Road and US 301 is added that is aligned with the southern most of the three existing paved access driveways for Clyde's Cottages. The Old Crystal Springs Road pavement north of the connection to US 301 is left in place to the northernmost driveway for Clyde's Cottages. This approach provides for the same access to and from Clyde's Cottages as the original PD&E Study alternative via the new connector road at the US 301 at SR 39 signalized intersection, as previously described. It also provides direct access from Clyde's Cottages to US 301 similar to the existing access conditions. The difference between the new direct access to US 301 and the existing access to US 301 is the new access is southbound right in and right out only. This is an unavoidable change in access that is caused by the introduction of a median for the four lane divided roadway improvements for US 301.



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PROPOSED CONFIGURATION OF
 OLD CRYSTAL SPRINGS ROAD AND US 301
 AVOIDANCE ALTERNATIVE

FIGURE NO.
 5-7

6.0 EVALUATION OF EFFECTS

The Criteria of Adverse Effect (36 CFR Part 800.5(a)(1)) were applied to the proposed undertaking with regards to the Zephyrhills Downtown Historic District (8PA1357) and Clyde's Cottages (8PA1164). Adverse effects on historic properties include, but are not limited to: physical destruction of or damage to all or part of the property; alteration of a property; removal of the property from its historic location; change of the character of the property's use or of physical features within the property's setting that contribute to its historic character; introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features; and neglect of a property which causes its deterioration.

6.1 Zephyrhills Downtown Historic District

By applying the Criteria of Adverse Effect, it was determined that neither the 6th Street and US 301/Gall Boulevard One-Way Pair Alternative nor the 6th Street and 7th Street One-Way Pair Alternative for the US 301 (Gall Blvd.) project will alter, directly or indirectly, the characteristics that qualify the Zephyrhills Downtown Historic District (8PA1357) for inclusion in the NRHP, and will not diminish the integrity of location, design, materials, workmanship, feeling or association that contribute to the significance of the historic property. Although the proposed improvements considered for the 6th Street and 7th Street Alternative will be made immediately adjacent to the Zephyrhills Downtown Historic District NRHP-listed boundaries, the improvements will not require right of way from the historic district and the additional lanes will primarily be constructed within the existing US 301 or the 7th Street median. The justification for determining that the 6th Street and US 301/Gall Boulevard One-Way Pair Alternative is anticipated to have **No Effect** and the 6th Street and 7th Street One-Way Pair Alternative is anticipated to have **No Adverse Effect** on the Zephyrhills Downtown Historic District (8PA1357) is provided in the following subsections.

6.1.1 The 6th Street and US 301/Gall Boulevard One-Way Pair Alternative

Relationship to the 6th Street and US 301/Gall Boulevard One-Way Pair Alternative

The NRHP-listed Zephyrhills Downtown Historic District (8PA1357) is located approximately 220-ft to the east of Gall Boulevard. The westernmost district boundary lies within the APE and includes the existing 7th Street western right of way just south of 5th Avenue. Three of the four contributing resources (8PA1045, 8PA1090, and 8PA2742) within the project APE are located along the eastern right of way line of 7th Street (**Figure 1-3**).

Visual/Aesthetics

The 6th Street and US 301/Gall Boulevard Alternative has been designed to avoid potential impacts to the NRHP-listed Zephyrhills Downtown Historic District (8PA1357), and thus, will not alter the existing visual and aesthetic qualities of the historic property. The proposed

improvements are 220-ft to the east of the existing right of way line and the western boundary of the Zephyrhills Downtown Historic District (8PA1357) and will not alter the setting nor would it introduce any new visual or aesthetic intrusions that are more damaging to the urban setting than the existing roadway. In addition, the parking lot and the non-historic restaurant building between the historic district and Gall Boulevard adds a visual buffer.

Noise and Air Quality

Noise: A traffic noise analysis was prepared (**Appendix D**) to determine if the proposed improvements associated with the two build alternatives would result in adverse effects, with respect to traffic noise, on properties within the Zephyrhills Downtown Historic District. The FHWA's computer model for the prediction and analysis of highway traffic noise, the Traffic Noise Model (TNM- Version 2.5) was used. Twenty-six noise sensitive sites were evaluated, including one site each (Sites 9, 10 and 11) at or near the three contributing resources located along the western boundary of the district within the project APE. These three historic buildings include two office and commercial properties classified as Category E and one public meeting property (Tourist Club of Zephyrhills), classified as Category C. The No-Build traffic noise levels for the noise sensitive sites at the two Category E properties were 65.8 and 69.7 decibels (dB(A)); the level at the Category C property was 65.8 dB(A). For the 6th Street and US 301/Gall Boulevard One-Way Pair Build Alternative, there was a decrease in traffic noise levels for all three noise sensitive sites within the project APE to levels below the Noise Abatement Criteria (NAC) of 66 dB(A) for Category C properties and 71 dB(A) for the Category E property. The negative change is because there is less traffic when compared to the No-Build Alternative (**Appendix D**). Thus, as it relates to traffic noise, the historic district is predicted to experience a decrease in traffic noise, should this alternative be selected.

Air: The air quality analysis (**Appendix D**) considered a receptor at the US 301/Geiger Road intersection for both build alternatives. This intersection is where the maximum project-related carbon monoxide (CO) concentrations are predicted to occur. Each alternative was analyzed using the FDOT's air quality screening model, CO Florida 2004, which uses the U.S. Environmental Protection Agency's (EPA's) MOBILE 6 and CAL3QHC emission rate and dispersing models to produce estimates of one- and eight-hour concentrations of CO at default air quality receptor locations. These concentrations can be directly compared to the one- and eight-hour National Ambient Air Quality Standards (NAAQS) for CO of 35 and 9 parts per million (ppm), respectively. The US 301 project is in an area currently designated by the EPA as being in attainment for all of the NAAQS air pollutants. The two build and No-Build scenarios for both the opening year (2015) and the design year (2035) were evaluated. Based on the results from the screening model, the highest predicted CO one- and eight-hour concentrations would not exceed the NAAQS for this pollutant regardless of alternative or year of analysis. Therefore, there are no anticipated adverse effects in regard to air quality associated with the 6th Street and US 301/Gall Boulevard One-Way Pair Build Alternative.

Access and Use

The Zephyrhills Downtown Historic District is currently accessed via multiple streets adjacent to and traversing the district. The four contributing buildings located along 7th Street and 5th

Avenue are primarily accessed by pedestrian traffic on the sidewalks (**Photo 6-1**). Parking for these buildings is nearby and provided along the west side of 7th Street, and along the north and south sides of 5th Avenue. Additional nearby parking is provided on lots at the northwest corner of 7th Street and 4th Avenue, and at 8th Street between 4th and 5th Avenues.

The use of any of the existing parking spaces, sidewalks, or streets providing access to the four contributing buildings located along 7th Street or to the rest of the historic district will not be altered in this alternative.

The future use of each of the contributing resources within the district will ultimately be decided by the property owners and any local zoning designations. The planned improvements to US 301 will not have a potential impact on the use of the four contributing resources within the Zephyrhills Downtown Historic District, and no changes in land use are anticipated.

6.1.2 The 6th Street and 7th Street One-Way Pair Alternative

Relationship to the 6th Street and 7th Street One-Way Pair Alternative

The NRHP-listed Zephyrhills Downtown Historic District (8PA1357) is located to the east of 7th Street and to the north and south of 5th Avenue. The historic district boundary was drawn to incorporate as much of the major surviving historic resources associated with the downtown commercial and residential core of the City of Zephyrhills, and encompasses nearly 84 acres. The westernmost district boundary lies within the project APE and includes the existing 7th Street western right of way line just south of 5th Avenue. Four of the contributing resources are located along the eastern right of way line of 7th Street, three of which, 8PA1045, 8PA1090, and 8PA2742 are separated from the edge of pavement only by a non-historic brick sidewalk (**Photo 6-1; Figure 5-3**). In addition, the roadway and curbing are also of modern construction. Proposed improvements will not result in the physical destruction, damage, or alteration of all or part of the Zephyrhills Downtown Historic District (8PA1357), including all its contributing resources. While no new right of way will be acquired, portions of existing 7th Street and 5th Avenue right of way included in the historic district, and currently owned by the City of Zephyrhills, would be transferred to the State. The right of way for a portion of Gall Boulevard would be transferred from the State to the City. Currently, no through truck traffic is allowed for 7th Street; however, it would be permitted as a result of the right of way transfer on 7th Street from City to State. Thus, the projected vehicles per day and DTV for this alternative is approximately 57% greater compared to the projected DTV for the No-Build Alternative (**Table 5-1**).



Photo 6-1. General view of 8PA2742 (foreground) and 8PA1090 (with canopy), looking north. Photo taken from 7th Street and 4th Avenue.

Visual/Aesthetics

The 6th Street and 7th Street Alternative includes the proposed construction of three 11-ft lanes, a 4-ft bike lane, a curb and gutter, and 6-ft sidewalks on both sides of the existing right of way line and along the western boundary of the Zephyrhills Downtown Historic District (8PA1357). At the intersection of 7th Street and 5th Avenue, stop signs will be replaced by a traffic signal. Consequently, the setting may be altered and result in potential visual effects. The design of the traffic signal has not been determined. However, the proposed signalized intersection is located in a compromised setting at the extreme western edge of the historic district. Non-historic buildings mark two of the intersection corners, and the roadway and adjacent streetscape features (e.g., sidewalks, curbing, parking spaces, and landscaping) have been altered with non-historic materials. Therefore, it is not anticipated that the introduction of the traffic signal will further diminish the integrity of the significant features of the historic district and the four contributing resources located within the project APE. Although the appearance of the roadway will be altered by the proposed undertaking, the proposed improvements will not introduce an element (the roadway) that was not historically present when the resources within the district were constructed. In addition, such visual effects may be mitigated. The proposed curb and sidewalks could be set in the same approximate location with the existing curb and sidewalks with the use of material that matches the existing. From this historical perspective, proposed improvements along the existing right of way should not introduce any new visual or aesthetic intrusions that are more damaging to the urban setting than the existing roadway.

Noise and Air Quality

Noise: Using the same methodology described in sub-section 6.1.1, when compared to the existing conditions, the projected traffic noise levels associated with the 6th Street and 7th Street One-Way Pair Alternative increased, but to a level below the NAC, with one exception. The noise sensitive site (No. 10) at the Tourist Club indicated an increase by 2.4 dB(A) to a projected noise level of 68.2 dB(A), which exceeds the NAC for Category C properties. However, the TNM results also indicate that the increase in traffic noise at the Tourist Club with the proposed improvements when compared to the level without the improvements would be less than 3 dBA (2.4 dBA), which is barely perceptible (**Appendix D**). Thus, as it relates to traffic noise, adverse effects to the historic district under this alternative are not anticipated.

Air: The air quality analysis results for the 6th Street and 7th Street One-Way Pair Alternative were the same as for the other build alternative. Therefore, no adverse effects in regard to air quality associated with the 6th Street and 7th Street One-Way Pair Alternative are anticipated (**Appendix D**).

Access and Use

The Zephyrhills Downtown Historic District is currently accessed via multiple streets adjacent to and traversing the district. The four contributing buildings located along 7th Street and 5th Avenue are primarily accessed by pedestrian traffic on the sidewalks (**Photo 6-1**). Parking for these buildings is nearby and provided along the west side of 7th Street across 8PA1045, 8PA1090, and 8PA2742; and along the north and south sides of 5th Avenue adjacent to 8PA1044 and 8PA1045. Additional nearby parking is provided on lots at the northwest corner of 7th Street and 4th Avenue, and at 8th Street between 4th and 5th Avenues behind 8PA1090 and 8PA2742.

The historic district boundary includes 7th Street between 4th and 5th Avenues, but does not include the entire block. Thus, while there are 18 on-street parking spaces on this block, the 6th and 7th Street Alternative will result in the loss of 12 parking spaces on the existing 7th Street right of way within the historic district. While this alternative will not provide any additional on-street parking, existing parking on 5th Avenue, 4th Avenue, and 8th Street will not be affected. In addition, bicycle and pedestrian access will be enhanced via the construction of a bicycle lane and by the provision of continuous sidewalks on both sides of 7th Street. Thus, while parking along 7th Street may be limited, the proposed sidewalks and bicycle lanes will improve pedestrian and bicycle access to adjacent properties along 7th Street.

The future use of each of the contributing resources within the district will ultimately be decided by the property owners and any local zoning designations. The planned improvements to US 301 will not have a potential impact on the use of the four contributing resources, and no changes in land use are anticipated.

6.2 Clyde's Cottages

By applying the Criteria of Adverse Effect, it was determined that the new intersection configuration for US 301/SR 39 will not alter, directly or indirectly, the characteristics that qualify Clyde's Cottages (8PA1164) for eligibility to the NRHP, and will not diminish the integrity of location, design, materials, workmanship, feeling or association that contribute to the significance of the historic property. Although the proposed improvements will be made adjacent to the Clyde's Cottages NRHP-eligible boundaries, the improvements will not require right of way from the historic property. The proposed SR 39 intersection, connector and additional lanes will primarily be constructed within the existing US 301 right of way and the property between Old Crystal Springs Road and US 301/Gall Boulevard. The justification for determining that the proposed project will have **no adverse effect** on the Clyde's Cottages (8PA1164) follows.

Relationship to the New Intersection Configuration for US 301/SR 39

The NRHP-eligible Clyde's Cottages (8PA1164; **Figure 5-5; Photo 6-2**) at 3927 Old Crystal Springs Road is located adjacent to the western right of way line of Old Crystal Springs Road. The historic property boundary was drawn to incorporate the six historic buildings associated with the resource group with the east boundary abutting the Old Crystal Springs right of way. No acquisition of the historic property for right of way or easements is proposed in support of this project, and proposed improvements will not result in the physical destruction, damage, or alteration of all or part of the Clyde's Cottages (8PA1164), including all its contributing resources.

Visual/Aesthetics

The avoidance concept has been designed to avoid potential impacts to the NRHP-eligible Clyde's Cottages (8PA1164), and thus, will not alter the existing visual and aesthetic qualities of the historic property and its contributing resources. Proposed construction of a new paved connector between US 301 and Old Crystal Springs Road to the east of the eastern boundary of Clyde's Cottages (8PA1164) will roughly align with an existing driveway. This small connector will be compatible in scale and materials with other existing entryways (**Photo 6-3**), and will not alter the rural setting of the property nor introduce any visually intrusive elements. The proposed signalized intersection of US 301 and SR 39 will be located approximately 340 ft south-southeast of the southeast corner of the historic property. The Clyde's Cottages historic property is buffered and visually screened from this proposed intersection by trees and a triangular parcel of land developed with non-historic buildings.



Photo 6-2. Looking southwest towards Old Crystal Springs Road from the west edge of pavement of US 301. Note Clyde's Cottages to the west (right).



Photo 6-3. Looking north towards US 301 from the west edge of pavement.

Noise and Air Quality

Noise: Each of the six historic buildings within the Clyde's Cottages historic property was evaluated as a noise sensitive site. The No-Build traffic noise level for the six noise sensitive sites ranged between 51.4 and 58.6 dB(A), with a mean of 55.7 dB(A). The levels for the new intersection configuration build alternative ranged between 57.0 and 64.8 dB(A), with an average of 61.5 dB(A). The analysis indicates an average increase of 5.8 dB(A) when compared to the existing condition. While the results indicate an increase in predicted traffic noise levels, these levels do not meet or exceed the NAC of 66 dB(A) for residential properties (Category B). As a result, adverse effects are not anticipated in respect to traffic noise (**Appendix D**), and noise abatement measures do not need to be considered.

Air: The air quality analysis results for the proposed improvements were the same as for the 6th Street and US 301/Gall Boulevard One-Way Pair and the 6th Street and 7th Street One-Way Pair Alternatives. Therefore, no adverse effects are anticipated in regard to air quality associated with the new intersection configuration for US 301 and SR 39 (**Appendix D**).

Access and Use

Access to Clyde's Cottages is provided via three paved driveways that connect to Old Crystal Springs Road (**Figure 5-7**). In addition, the cottages can also be accessed on the north via a paved driveway that connects to Tucker Road.

Access from Tucker Road or Old Crystal Springs Road will remain with the proposed US 301/SR 39 intersection configuration, although those traveling southbound on US 301 will turn right onto Old Crystal Springs Road via the new connector or the signalized intersection at US 301 and SR 39. Although the existing connection between Old Crystal Springs Road and US 301 just south of Tucker Road will be severed, access to Clyde's Cottages will be enhanced via the construction of a new connector between US 301 and Old Crystal Springs Road, as well as the new signalized intersection to the south of the historic property. The construction of sidewalks, bike lanes, and a traffic signal at the proposed intersection at SR 39 and US 301/Gall Boulevard will provide a safer alternative to turning onto Old Crystal Springs Road from either US 301/Gall Boulevard or from SR 39.

The future use of Clyde's Cottages will ultimately be decided by the property owners and any local zoning designations. The planned improvements to US 301 (Gall Blvd.) will not have a potential impact on the use of Clyde's Cottages, and no changes in land use are anticipated.

7.0 COORDINATION

7.1 Public Workshop

7.2 Agency Coordination

(To be added following FHWA and SHPO review)

8.0 CONCLUSIONS

8.1 Zephyrhills Downtown Historic District

In developing the two Build Alternatives adjacent to and in the vicinity of the NRHP-listed Zephyrhills Downtown Historic District (8PA1357), the alignment and typical sections were modified in order to avoid potential impacts to the historic property. As a result, neither the 6th Street and US 301/Gall Boulevard One-Way Pair Alternative nor the 6th Street and 7th Street One-Way Pair Alternative will involve direct use impacts to the Zephyrhills Downtown Historic District (8PA1357), and the characteristics which qualify the historic resource for inclusion in the NRHP will not be altered. 8PA1357 is significant under Criterion A for its associations with the early settlement and commercial land use of Pasco County and the Zephyrhills community. Neither of the Build Alternatives will diminish these significant historical associations, and the historic district will continue to reflect its urban character. The Zephyrhills Downtown Historic District is also distinguished by the representation of several architectural styles (Criterion C), and no physical changes to the location, design, materials, workmanship, feeling, and association of the historic district including any of the four contributing resources within the project APE will be made. All the contributing resources within the boundaries of the historic district will remain in place. While the proposed improvements within the western boundary of the Zephyrhills Downtown Historic District in the 6th Street and 7th Street Build Alternative may alter the historic urban setting, they will not introduce any new visual or aesthetic intrusions that are more damaging than the existing roadway. The proposed project is not predicted to create a substantial increase in traffic noise level and it would not create any potential air quality impacts, or changes in access and use.

In conclusion, the 6th Street and US 301 (Gall Blvd.) One-Way Pair Alternative is anticipated to have **No Effect**, and the 6th and 7th Street One-Way Pair Alternative is anticipated to have **No Adverse Effect** upon the NRHP-listed Zephyrhills Downtown Historic District (8PA1357). The proposed improvements will not alter the historic associations or architectural integrity of the Zephyrhills Downtown Historic District which qualifies it for inclusion in the NRHP. There will be no physical destruction or damage to all or part of the historic district; no removal of property from any of the resources from its historic location; no change of the character of the district's use or of physical features within the district's setting that contribute to its historic significance; no introduction of visual or audible elements that diminish the integrity of the historic district's significant historic features; and no neglect of the historic property which causes its deterioration. The 6th Street and 7th Street Alternative includes elements such as new curbs, sidewalks, and a traffic signal, which may alter the historic setting of the Zephyrhills Downtown Historic District (8PA1357), resulting in potential visual effects. However, the new visual intrusions should not be more damaging to the urban setting than the existing conditions.

8.2 Clyde's Cottages

Similarly, the new intersection configuration for US 301/SR 39 in the vicinity of the NRHP-eligible Clyde's Cottages (8PA1164) was modified in order to avoid potential impacts to the historic property. As a result, the proposed improvements will not involve direct use impacts to the Clyde's Cottages (8PA1164), and the characteristics which qualify the historic property for inclusion in the NRHP will not be altered. 8PA1164 is significant under Criterion C as "an excellent example of a building type that is indicative of the mid-twentieth century post-WWII automotive and tourism culture that led [sic] to the development of modern Florida" (Kammerer 2010). The proposed new intersection configuration will not diminish its architectural significance and no physical changes to the location, design, materials, workmanship, feeling, and association of the historic resource group including any of its six contributing resources will be made. All the contributing resources within the boundaries of the historic resource group will remain in place. No new visual or aesthetic intrusions will be introduced that alter the rural setting of Clyde's Cottages. The proposed project is not predicted to create a substantial increase in traffic noise level and it would not create any air quality impacts, or changes to assess and use.

The proposed improvements will not alter the historic associations or architectural integrity of the Clyde's Cottages (8PA1164) which qualify it for inclusion in the NRHP. In addition, no physical destruction or damage to all or part of the historic resource will occur. There will be no removal of property from any of the resources from its historic location; no change of the character of the property's use or of physical features within the resource's setting that contribute to its historic significance; no introduction of visual or audible elements that diminish the integrity of the historic property's significant historic features; and no neglect of the historic property which causes its deterioration. Therefore, the proposed undertaking is anticipated to have **No Adverse Effect** upon the NRHP-eligible Clyde's Cottages (8PA1164).

9.0 REFERENCES USED

Archaeological Consultants, Inc. (ACI)

- 2000a Cultural Resource Assessment Survey of the U.S. 301/Zephyrhills PD&E Study from S.R. 39 to C.R. 54, Pasco County, Florida. ACI, Sarasota and FDOT, District Seven, Tampa.
- 2000b Cultural Resource Probability Analysis Technical Memorandum for Potential Pond Sites, U.S. 301/Zephyrhills Project Development and Environmental (PD&E) Study from S.R. 39 to C.R. 54, Pasco County. ACI, Sarasota and FDOT, District Seven, Tampa.
- 2010 Cultural Resource Assessment Survey Update Technical Memorandum, US 301 (SR 41) from SR 39 to South of CR 54, Pasco County, Florida. ACI, Sarasota and FDOT, District Seven, Tampa.

Arner, Wayne

- 2011a Memo to Robin Rhinesmith/Joseph Severson, FDOT District VII, Subject: Draft Traffic Noise Update, WPI No. 256422-2, US 301 (SR 41) from SR 39 to South of CR 54 (Eiland Boulevard), Pasco County. March 4, KB Environmental Sciences, St. Petersburg.
- 2011b Memo to Robin Rhinesmith/Joseph Severson, FDOT District VII, Subject: Air Quality Memorandum, WPI No. 256422-2, US 301 from SR 39 to South of CR 54 (Eiland Boulevard), Pasco County, March 4. KB Environmental Sciences, St. Petersburg.

Goodwin Gary and Sherry Anderson (Goodwin and Anderson)

- 2001 Zephyrhills Downtown Historic District National Register of Historic Places Nomination. On file, FDHR, Tallahassee.

Kammerer, Laura A.

- 2010 Letter to Linda Anderson, Federal Highway Department, RE: DHR Project File No.: 2009-7635 and 2009-7642, WPI Segment No.: 419235-2 and 419235-3, Project: I-75 from Moccasin Wallow Road to South of US 301 PD&E Study and I-75 South of US 301 to North Fletcher Avenue PD&E Study, Manatee and Hillsborough. On file, FDOT, District Seven, Tampa.

Liebs, Charles H.

- 1985 *Main Street to Miracle Mile: American Roadside Architecture*, Johns Hopkins University Press: Baltimore.

Publication of Archival Library and Museum Materials (PALMM)

- 1957 Aerial Photography. FIPS No. 12101, Flight No. 3T, Tile No. 185.

Quatrefoil Consulting

- 1999 City of Zephyrhills Historic Preservation Survey Grant No. F9802. FDHR.

Noise and Air Quality

Noise: Using the same methodology described in sub-section 6.1.1, when compared to the existing conditions, the projected traffic noise levels associated with the 6th Street and 7th Street One-Way Pair Alternative increased, but to a level below the NAC, with one exception. The noise sensitive site (No. 10) at the Tourist Club indicated an increase by 2.4 dB(A) to a projected noise level of 68.2 dB(A), which exceeds the NAC for Category C properties. However, the TNM results also indicate that the increase in traffic noise at the Tourist Club with the proposed improvements when compared to the level without the improvements would be less than 3 dBA (2.4 dBA), which is barely perceptible (**Appendix D**). Thus, as it relates to traffic noise, adverse effects to the historic district under this alternative are not anticipated.

Air: The air quality analysis results for the 6th Street and 7th Street One-Way Pair Alternative were the same as for the other build alternative. Therefore, no adverse effects in regard to air quality associated with the 6th Street and 7th Street One-Way Pair Alternative are anticipated (**Appendix D**).

Access and Use

The Zephyrhills Downtown Historic District is currently accessed via multiple streets adjacent to and traversing the district. The four contributing buildings located along 7th Street and 5th Avenue are primarily accessed by pedestrian traffic on the sidewalks (**Photo 6-1**). Parking for these buildings is nearby and provided along the west side of 7th Street across 8PA1045, 8PA1090, and 8PA2742; and along the north and south sides of 5th Avenue adjacent to 8PA1044 and 8PA1045. Additional nearby parking is provided on lots at the northwest corner of 7th Street and 4th Avenue, and at 8th Street between 4th and 5th Avenues behind 8PA1090 and 8PA2742.

The historic district boundary includes 7th Street between 4th and 5th Avenues, but does not include the entire block. Thus, while there are 18 on-street parking spaces on this block, the 6th and 7th Street Alternative will result in the loss of 12 parking spaces on the existing 7th Street right of way within the historic district. While this alternative will not provide any additional on-street parking, existing parking on 5th Avenue, 4th Avenue, and 8th Street will not be affected. In addition, bicycle and pedestrian access will be enhanced via the construction of a bicycle lane and by “the provision of continuous sidewalks on both sides of 7th Street” (PHA 2011). Thus, while parking along 7th Street may be limited, the proposed sidewalks and bicycle lanes will improve pedestrian and bicycle access to adjacent properties along 7th Street.

The future use of each of the contributing resources within the district will ultimately be decided by the property owners and any local zoning designations. The planned improvements to US 301 will not have a potential impact on the use of the four contributing resources, and no changes in land use are anticipated.



Photo 6-2. Looking southwest towards Old Crystal Springs Road from the west edge of pavement of US 301. Note Clyde's Cottages to the west (right).



Photo 6-3. Looking north towards US 301 from the west edge of pavement.

APPENDIX A: Relevant Correspondence

From: Spain-Schwarz, Rebecca [RSSchwarz@pbsj.com]
Sent: Wednesday, January 26, 2011 4:04 PM
To: Jones, Ginny L.; linda.anderson@dot.gov
Cc: Jackson, Roy; Kammerer, Laura; Rhinesmith, Robin; Gonzalez, Roberto; Oliver, Kristin S; Joan (ACI); Bogen, Kirk
Subject: RE: Final CRAS Update Tech Memo: US 301 (SR 41) from SR 39 to South of CR 54

Ginny and Laura,

Thank you. We appreciate the clarification regarding the Zephyrhills Downtown Historic District.

Rebecca Spain Schwarz, AIA
Manager of Special Projects

PBS&J
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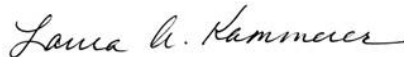
From: Jones, Ginny L. [<mailto:GJJones@dos.state.fl.us>]
Sent: Wednesday, January 26, 2011 3:38 PM
To: Spain-Schwarz, Rebecca; linda.anderson@dot.gov
Cc: Jackson, Roy; Kammerer, Laura
Subject: Final CRAS Update Tech Memo: US 301 (SR 41) from SR 39 to South of CR 54

Ms. Anderson and Ms. Spain-Schwarz,

This message is providing the SHPO's concurrence that the boundaries of the National Register-listed Historic District, the Zephyrhills Downtown Historic District (PA1357), do not need to be adjusted as a result of the cultural resources assessment survey completed by Archaeological Consultants, Inc. in October 2010 (DHR No. 2010-5755).

Please contact Ginny Jones at 850.245.6432 if you have any questions regarding this recommendation.

Sincerely,



Laura A. Kammerer
Deputy State Historic Preservation Officer
For Review and Compliance

Sent via:

Ginny Jones, MA
Architectural Historian
Transportation Compliance Review Program
Division of Historical Resources
Florida Department of State

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FLORIDA DEPARTMENT OF STATE
DIVISION OF HISTORICAL RESOURCES

Linda Anderson
Federal Highway Administration
Florida Division
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

January 10, 2011

RE: DHR No.: 2010-5755 (xref: 2000-8637)/Received by DHR: December 16, 2010
Project: *Final Cultural Resource Assessment Survey Update Technical Memorandum: US 301 (SR 41) from SR 39 to South of CR 54*
County: Pasco

Dear Ms. Anderson:

Our office received and reviewed the referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966, *as amended*, and implementing regulations 36 C.F.R. Part 800, for possible impact to historic properties listed, or eligible for listing, in the National Register of Historic Places. The State Historic Preservation Officer is to advise and assist state and federal agencies when identifying historic properties, assessing effects upon them, and considering alternatives to avoid or minimize adverse effects.

This survey is an update for a PD&E study completed in 2000. The original PD&E study identified no archaeological sites, 108 historic structures and one resource group (PA1357). The SHPO concurred in 2000 that none of the recorded resources were eligible and thus the proposed project would have no impact on historic resources. The 2010 update discussed two proposed alternatives for improvements along US 301 (SR 41) including adding travel lanes, and changing directions of some roads. The project also necessitates a newly-designed intersection at US 301 (SR 41) and SR 39 and a review of 23 proposed pond sites. The 2010 survey also involved the re-survey of the area of potential effect (APE) for the earlier survey. The methodology for the 2010 survey was determined through consultation between the Federal Highway Administration (FHWA), Florida Department of Transportation Central Environmental Management Office (CEMO), and the State Historic Preservation Officer (SHPO). The methodology required updated Florida Master Site File forms for previously recorded structures that had undergone significant changes since the 2000 survey. Using this methodology, the survey resulted in the recordation of 53 newly identified resources and the update of 23 previously recorded resources. The archaeological portion of the survey resulted in the identification of no new sites. The

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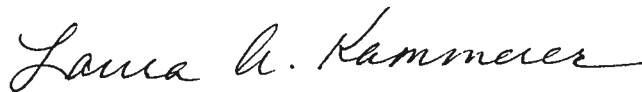
Ms. Linda Anderson
DHR No.: 2010-5755
January 10, 2011
Page 2

FHWA, in a letter dated December 14, 2010, found that none of the resources were eligible for the National Register of Historic Places (NRHP) and therefore recommended that the proposed project would have no effect on resources eligible for or listed on the NRHP.

However, upon further consideration and consultation with members of the National Register registration staff at the SHPO, it is the recommendation of this office that the structure/resource group Clydes Cottages (PA1164) retains the necessary integrity and context to be eligible for listing on the NRHP. The resource group (recorded in 2000 as a single structure) is an excellent example of a building type that is indicative of the mid-twentieth century post-WWII automotive and tourism culture that lead to the development of modern Florida. Because this resource is immediately adjacent to the proposed project, this office requests that consultation with this office be initiated to discuss ways in which to avoid, minimize, or mitigate potential adverse effects to this significant resource.

If there are any questions concerning our comments or recommendations, please contact Ginny Jones, Architectural Historian, by phone at 850.245.6333, or by electronic mail at gljones@dos.state.fl.us.

Sincerely,



Laura A. Kammerer
Deputy State Historic Preservation Officer
For Review and Compliance

PC: Nahir DeTizio, FHWA, Tallahassee
Roy Jackson, FDOT CEMO, Tallahassee, #5500
Rebecca Spain Schwarz, FDOT District 7, Tampa



Florida Department of Transportation

11201 N. McKinley Drive Tampa, FL 33612-6456 Phone (813) 975-6000 1-800-226-7220

CHARLIE CRIST
GOVERNOR

STEPHANIE C. KOPELOUSOS
SECRETARY

November 5, 2010

Ms. Linda Anderson
Federal Highway Administration
Florida Division
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

RE: WPI Segment No.: 256422-1; FAP No. N/A:
US 301 (SR 41) from SR 39 to South of CR 54
Pasco County

Dear Ms. Anderson:

Enclosed are two copies of the Cultural Resource Assessment Survey (CRAS) Update Technical Memorandum (October 2010), 23 updated Florida Master Site File (FMSF) forms (8PA916, -917, -922, -925, -926, -927, -931, -941, -949, -950, -954, -998, -1009, -1046, -1078, -1164, -1182, -1183, -1189, -1190, -1191, -1194, and -1285), 53 newly recorded FMSF forms (8PA2720-2772), a CD containing the digital photos for these FMSF forms, and a Survey Log Sheet, for the above referenced project. This CRAS Update was prepared to primarily update the historical/architectural survey from the original CRAS prepared in 2000 as part of the US 301/Zephyrhills Project Development and Environment (PD&E) Study. Archaeological field survey included only the new US 301/SR 39 intersection configuration at the south end of the project that was not previously surveyed. The CRAS Update methodology was discussed during a conference call with FHWA, FDOT Central Environmental Management Office (CEMO), and the State Historic Preservation Officer (SHPO) on March 23, 2010, as is summarized in the document.

The CRAS Update included two alternatives: the 6th Street and US 301/Gall Boulevard One Way Pair Alternative and the 6th and 7th Street One Way Pair Alternative. Either alternative can be constructed within existing right-of-way (ROW).

The Area of Potential Effect (APE) was defined for the historical/architectural survey as all properties located adjacent to all the alternative alignments, including properties facing both sides of 6th Street, US 301/Gall Boulevard, and 7th Street. This APE is comparable to the original PD&E Study APE. The APE for the archaeological field survey was defined as the land contained within the existing and proposed ROW for the new US 301/SR 39 intersection.

Background research revealed that no archaeological sites were previously recorded within the new US 301/SR 39 intersection project APE. As a result of the archaeological field survey, no sites were identified.

Background research identified 108 previously recorded historic structures and the National Register of Historic Places (NRHP)-listed Zephyrhills Downtown Historic District (8PA1357) within the project APE. As a result of the historic structures field survey, it was determined that nine of the previously recorded historic structures are no longer extant. Ninety-nine previously recorded and 53 newly recorded historic resources were evaluated for eligibility for listing in the NRHP. Twenty-three of the previously recorded historic resources have undergone substantial changes since they were last documented; therefore, FMSF Update forms were prepared for these. Seventy-six previously recorded historic structures have not been substantially altered, and thus, updated FMSF forms were not prepared. None of the historic structures identified in the survey is considered individually eligible for listing in the NRHP; however, three previously recorded historic structures (8PA1044, -1045, and -1090) and one newly recorded historic structure (8PA2742) are contributing resources to the NRHP-listed Zephyrhills Downtown Historic District (8PA1357). The update survey indicated that none of the contributing buildings within the historic district boundary have been demolished nor have they undergone any significant changes since they were last recorded. In addition, with the exception of 8PA2742, located at 5210 7th Avenue, no newly recorded historic structures located proximate to the historic district are considered contributing because either: the construction date does not fall within the period of significance; the building lacks sufficient architectural integrity; or the addition of these buildings would not contribute to the overall historic or architectural context of the existing historic district in a cohesive manner. Therefore, there are no recommended changes to the boundary of the Zephyrhills Downtown Historic District.

A historic structures survey of 23 proposed pond site alternatives was conducted as part of this CRAS. No NRHP-eligible historic structures are located within or adjacent to the proposed pond sites.

Ms. Linda Anderson
WPI Segment No.: 256422-1
US 301 (SR 41) from SR 39 to South of CR 54, Pasco County
November 5, 2010
Page 3 of 4

Provided your office concurs with the findings, please transmit one copy of the CRAS, the FMSF forms, the CD with digital photos, and the Survey Log Sheet to the SHPO for review and concurrence. If you have any questions, please do not hesitate to call me at 813-281-8308.

Sincerely,



Rebecca Spain Schwarz
District Seven Cultural Resource Coordinator

Enclosure

cc: Nahir DeTizio (FHWA); Roberto Gonzalez (FDOT); Robin Rhinesmith (FDOT);
Kirk Bogen (FDOT); Gordana Jovanovic (FDOT); Roy Jackson (FDOT CEMO);
Tom Montgomery (PHA)

The FHWA finds the attached Cultural Resources Assessment Survey Update Technical Memorandum complete and sufficient and ___ approves / ___ does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

<hr/> <hr/> <hr/> <hr/>

/s/ _____
Martin C. Knopp
Division Administrator
Florida Division
Federal Highway Administration

Date

Ms. Linda Anderson
WPI Segment No.: 256422-1
US 301 (SR 41) from SR 39 to South of CR 54, Pasco County
November 5, 2010
Page 4 of 4

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Survey Update Technical Memorandum complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number _____.

Scott M. Stroh, III
State Historic Preservation Officer
Florida Division of Historical Resources

Date

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
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Department of Veterans' Affairs

FLORIDA DEPARTMENT OF STATE
Katherine Harris
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. James E. St. John
Federal Highway Administration
227 N. Bronough Street, Room 2015
Tallahassee, Florida 32301

March 27, 2001

Re: DHR Project File No. 2000-08637
A Cultural Resource Assessment Survey of the U.S. 301 Zephyrhills Project Development and Environmental (PD&E) Study from S.R. 39 to C.R. 54, Pasco County, Florida.
Archaeological Consultants, Inc., February 2000, revised September 2000 (Volumes 1-4)
WPISN 1455-001-U/FAPN: 1455-001-U

Dear Mr. St. John:

This office completed our review of the results of the field survey for the referenced project after a site visit by staff, several telephone conversations with project consultants and the submission of additional maps and site list. Our review was undertaken in accordance with the procedures contained in 36 CFR, Part 800 ("Protection of Historic Properties"), as well as the provisions contained in Chapter 267.061, *Florida Statutes*, and the regulations for archaeological survey reports, 1A-46, *Florida Administrative Code*.

This office notes that 100 architectural resources were identified within the project area of potential effect (APE) as defined in this study. Sixty-three (63) of the resources have been previously recorded during a City of Zephyrhills survey conducted in 1999 by Quatrefoil Consulting (QC). Archaeological Consultants Inc. (ACI) identified and evaluated thirty-seven (37) previously unrecorded architectural properties.

In the report ACI noted that QC is currently preparing a National Register nomination proposal for a historic district east of U.S. 301. It is the opinion of ACI that seven (7) of the previously recorded architectural properties within the study corridor could be contributing properties (ACI, Table 5.2) within the historic district nomination being prepared by QC. This office concurs that the seven structures could be contributing properties in the proposed Zephyrhills Downtown Historic District.

Mr. James St. John

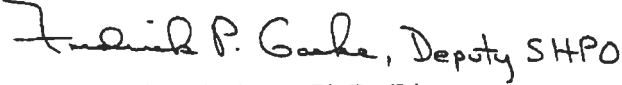
March 27, 2001

Page 2

For the proposed pond site alternatives, we note that one previously unknown archaeological site, a lithic scatter (8PA1206), and 24 previously recorded resources and four (4) new historic structures (8PA1283-1286) were encountered and evaluated by ACI. This office concurs with the conclusion of the project archaeologist that the archaeological site is not eligible for the National Register. In addition, we concur with ACI that none of the historic structures appear to meet the criteria for listing in the National Register.

If you have any questions regarding our comments, please contact Ms. Laura Kammerer, Deputy State Historic Preservation Officer for Review and Compliance, at (850) 487-2333. Thank you for your interest in protecting Florida's historic resources.

Sincerely,


Janet Snyder Matthews, Ph.D., Director
Division of Historical Resources and
State Historic Preservation Officer

JSM/lk

Xc: C. Leroy Irwin, FDOT
Rick Adair, FDOT, District Seven
Rebecca Spain Schwarz, PBSJ

**APPENDIX B:
Zephyrhills Downtown Historic District NRHP Nomination (selected pages)**

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Zephyrhills Downtown Historic District

other names/site number /PA1357

2. Location

street & number Roughly bounded by South Ave, 9th Ave, 7th St and 11th St N/A not for publication

city or town Zephyrhills N/A vicinity

state FLORIDA code FL county Pasco code 101 zip code 33540

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Janet Snyder Matthews 7/31/2001
Signature of certifying official/Title Date

Florida State Historic Preservation Officer, Division of Historical Resources
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register <input type="checkbox"/> See continuation sheet	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain) _____	_____	_____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- buildings
- district
- site
- structure
- object

Number of Resources within Property
(Do not include any previously listed resources in the count)

Contributing	Noncontributing	
126	83	buildings
0	0	sites
0	0	structures
0	0	objects
126	83	total

Name of related multiple property listings
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions
(Enter categories from instructions)

DOMESTIC/single dwelling

COMMERCE/business

COMMERCE/specialty store

SOCIAL/clubhouse

RELIGION/church

DOMESTIC/multiple dwelling

Current Functions
(Enter categories from instructions)

DOMESTIC/single dwelling

COMMERCE/business

COMMERCE/specialty store

SOCIAL/clubhouse

RELIGION/church

DOMESTIC/multiple dwelling

7. Description

Architectural Classification
(Enter categories from instructions)

NO STYLE: Frame Vernacular/Masonry Vernacular

LATE 19TH & 20TH CENTURY AMERICAN: Craftsman

MODERN: Art Deco

Materials
(Enter categories from instructions)

foundation Concrete

walls Weatherboard

Concrete

roof Asphalt; tin

other Wood

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 1

**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

SUMMARY

The Zephyrhills Downtown Historic District is a residential and commercial area located in the central core of downtown Zephyrhills. The area is dominated by a commercial main street, which is bordered to the north and south by single- and multiple-family dwellings dating from the 1910s through the 1940s. A variety of residential and commercial architectural styles, typical of those popular in the United States during the first half of the 20th century, are represented in the district. The residential styles include Frame Vernacular and Craftsman. The commercial styles include Masonry Vernacular and Art Deco. The district centers around the main commercial street, 5th Avenue, which runs on a northeast-southwest axis. The district is roughly bounded by 7th Street on the west, 9th Avenue on the north, 11th Street on the east and South Avenue on the south. The district contains 209 buildings, 126 of which contribute to the historic character of the district and 83 of which are noncontributing. Of the contributing buildings, 108 are residences and 14 are commercial buildings. Additionally, there is one church in the district and three social halls.

SETTING

The city of Zephyrhills is located in southeastern Pasco County and has a population of about 10,000 residents. The winter population swells to more than 90,000 which is due in large part to the mild climate and the tradition of retirement that defines Zephyrhills. The economy depends largely on the seasonal visitation to the area. Focal points of downtown tourist activity are the Zephyrhills Tourist Club, Shuffleboard Courts and Zephyr Lake, which offer a variety of recreational activities. The Zephyrhills Historical Association is housed in the Atlantic Coastline Railroad Depot, which has been restored and is situated near the railroad tracks but located outside of the historic district.

PHYSICAL DESCRIPTION

Zephyrhills Downtown Historic District is a collection of historic buildings including a commercial Main Street, 5th Avenue, and the bordering historic neighborhood developed primarily in the 1910s and 1920s. 5th Avenue also contains a number of historic residences, some of which have been converted to commercial use but maintain their historic appearance. This, along with the pedestrian friendly commercial area, small-scale buildings, and existence of recreational space creates continuity throughout the district. The downtown area incorporates a much larger area than the core proposed as a district but was bisected by the construction of U.S. 301 (Gall Boulevard) adjacent to the railroad tracks. The removal of the railroad tracks and the subsequent intensive development along the U.S. 301 corridor has impacted the historic character of the downtown. The area being proposed as a historic district includes most of the downtown core. Another concentration of historic buildings located to the west of U.S. 301 may also be potentially eligible as a historic district.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 2

**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

Streetscape and landscape features of the district include mature oak trees and a variety of tropical and semi-tropical trees and plants. The main commercial corridor, 5th Avenue, has recently undergone street improvements including the planting of mature palm trees in the median replacing historic trees that were removed in the 1950s. Other streetscape improvements incorporate the entire portion of the street included in the historic district. Included in the work are drainage improvements, placement of historical streetlighting, landscaping, brick sidewalks and crosswalks, and the closing of one alley to pedestrian traffic only. Care has been taken to match the streetlighting with those depicted in historic photographs. The addition of brick sidewalks and crosswalks is in the spirit of the original brick street pavers.

The majority of the commercial buildings are found along 5th Avenue with some existing along side streets. Public buildings, social organizations, and churches are located within the residential areas to the north and south of 5th Avenue. The majority of the historic commercial buildings mainly consist of Masonry Vernacular with minimal detailing. The majority of houses in the historic district are mainly wood frame vernacular residences and bungalows. The single-family dwellings that comprise most of the buildings in the district range from small one-story cottages to large two-story houses. Most of are wood frame construction with either weatherboard or drop siding, but some have masonry walls constructed of concrete block or brick. A large number of buildings are representative of the early settlement period of Zephyrhills dating from the 1910s. These so-called "Colony Buildings" dot the historic district and are reflective of the modest circumstances of Civil War pensioners. These buildings constitute a unique building group and are generally very small one-story cottages. All of these are of wood frame construction with either weatherboard or drop siding. The setback of the houses, with a few exceptions, is fairly regular. The lots are generally 30-foot lots with depths of 140 feet to the alleys. The commercial lots are 25-foot lots.

Noncontributing residential buildings are found scattered throughout the district. Most of these are single-family or multiple-family dwellings that have been constructed within the last fifty years; however, some are buildings constructed during the period of significance that have been severely altered. A large number of formerly single-family residences have been divided into apartments; however, many families took in boarders and roomers during the period of significance so this use is compatible with the original character of the neighborhood. Insensitive alterations include the covering or replacement of the original exterior siding with inappropriate materials, the enclosure of the porches, the replacement of windows with non-historical types, the removal of original architectural details, and the construction of additions that alter a building's historic appearance.

Commercial, institutional, and public buildings considered to be noncontributing have been constructed predominantly along 5th Avenue but also along side streets well within the residential core. Most of these are not out of scale with the historic district and are constructed either of concrete block or brick. Those fringe areas where public and institutional buildings have eroded the historic residential fabric of the district have been excluded from the boundaries.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 3

**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

ARCHITECTURAL STYLES

The historic district displays a variety of building types and styles dating from the 1910s through the 1940s. The major styles represented in the historic district include Frame Vernacular, Craftsman, and Masonry Vernacular. Several good examples of Neoclassical Revival, Colonial Revival, Mission, and Art Deco are also extant in the historic district.

Frame Vernacular

The majority of buildings exhibit the Frame Vernacular style and generally feature a balloon wood frame structural system sheathed in weatherboard or drop siding. Other elements and materials of construction include gabled or hipped roofs, front porches, wood detailing, and rectangular shape. The earliest surviving buildings in Zephyrhills date from the original Civil War veterans' colony. Classified as "Colony Buildings," these buildings are frame, weatherboard clad forms consisting of gable ell cottage, gable ell house, hall-parlor, central hallway, and I-House building types. The majority of these are small 1 or 1-½-story frame residential buildings built between 1910 and 1925. Common characteristics include single or paired double-hung sash windows in the façade gable, gable and shed roof dormers, and in particular, gable and shed wall dormers. The sizes of the buildings are sometimes very small and generally reflect the limited means of the pensioners. An interesting local variation found in some of these buildings is the presence of a distinct ½ story rather than the standard finished attic or loft found in other Frame Vernacular buildings. A good example of this type of colony building is the house located at 5517 8th Street (Photograph 15). This house features a wood frame structural system, side-gabled roof, asbestos shingle cladding, one-over-one wood windows, and shed-screened porches on the rear and front.

Although the majority of these buildings are small, several of the "Colony Buildings" have a distinct early military housing flavor reminiscent of officer's quarters. These buildings are characterized as plain, front-gable dwellings having 1 or 1 ½ stories and featuring a one-story wrap-around porch along three sides. Although many of these buildings have massed plans, some of the buildings, particularly the early examples, are two bays wide and two rooms deep. The house at 5446 11th Street is a good example of this type (Photograph 2). It features a wood frame structural system, front-gabled roof, drop siding, one-over-one original wood windows (some have been replaced), a wrap-around porch with an enclosed shed extension off one side, and an historic outbuilding.

Craftsman

The Craftsman style is a ubiquitous feature of Florida neighborhoods developed during the first decades of the 20th century. In the historic district, this house style constitutes one of the most numerous. They are generally characterized by wood frame structures with a low-pitched roof, generous front porch, unenclosed

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 4

**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

eaves overhang, exposed rafter tails, and knee braces. The house at 38632 5th Avenue, commonly known as the Mayor's House, is a highly detailed example of a Craftsman (Photograph 23). It is a 1 ½ story frame house featuring a low-pitched front gabled roof with widely overhanging, flared eaves. Other elements include exposed rafter ends, knee braces, casement windows, long shed roof dormer, and Oriental-inspired vertical wood columns resting on brick porch piers.

Masonry Vernacular

The majority of buildings that exhibit the Masonry Vernacular style feature brick or concrete block structural systems. The typical historic commercial building in the area is a one-to-two part block building with a flat roof and limited detailing on the front façade. Two-part commercial buildings feature a horizontal division with retail shops usually reserved for the lower floors and office or apartments in the upper stories. Storefronts are either flush with the façade or feature recessed entries. Some of the buildings in the area feature the distinctive rough-faced concrete block popular during the early 1920s similar to the one located at 38443 5th Avenue (Photograph 17).

Neoclassical Revival

Neoclassical Revival buildings, which are primarily based on an eclectic mixture of Early Classical Revival and Greek Revival styles, are typically characterized by symmetrical facades, classical detailing, and a full-height façade portico supported by classical columns. Examples of this style in the historic district are one-story residential buildings belonging to the Neoclassical cottage subtype. Neoclassical cottages are generally one-story, hipped roof houses featuring a prominent central dormer and a full-width front porch with classical columns, either recessed under a main roof or with a separate flat, hipped, or shed roof. A good example of a Neoclassical cottage can be found at 5420 9th Street. It is a frame, one-story, Georgian cottage type house featuring a hipped roof with pattern metal shingles, shed dormers, and a recessed front porch. The original classical columns have been replaced with a wood half-railing and the porch has been screened.

Colonial Revival

Colonial Revival was the dominant style for domestic building throughout the nation during the first half of the 20th century. This style exhibits elements of several colonial traditions including English and Dutch sources. The example at 5435 10th Street exemplifies the Dutch-inspired Colonial Revival style (Photograph 7). It is a 1-½-story frame house featuring a gambrel roof exhibiting boxed eaves with distinct cornice and gable end returns. Other features include shed roof dormers on side elevations and paired double-hung sash windows. Classical columns on the enclosed one-story full-width front porch have been replaced with brick columns and piers.

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**NATIONAL REGISTER OF HISTORIC PLACES
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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

Mission

The Mission style became popular in Florida during the 1920s and is characterized by shaped parapets with coping, barrel tile roofs, corner battlements, scuppers, and arched openings. Only one building in the historic district exhibits the Mission style. The house at 5049 9th Street exhibits features of the style including stuccoed surfaces, center parapet and corner battlements, arched openings to the recessed porch, and arched lintels above the windows. (Photograph 28).

Art Deco

Details of the Art Deco style include a stepped façade, a strong vertical emphasis, and low-relief ornamentation with stylized motifs. The only example of Art Deco styling in the historic district is the former City Hall building located at 38416 5th Avenue. (Photograph 19). It utilizes classical detailing but in a stylized design. This one-story building features a center stepped parapet with corner battlements, molded lozenge panel, staggered and recessed panels at cornice with a geometrical emphasis, and quoins around the arched doorway with a prominent keystone.

Noncontributing Buildings

Noncontributing buildings compose 33 percent of the buildings in the historic district. The majority of these are generally in character with the surrounding historic buildings in regard to uniform setbacks, relative height and width, and building materials. These buildings are less than fifty years of age or have been severely altered.

United States Department of the Interior
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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 6

**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

LISTING OF CONTRIBUTING BUILDINGS

<u>Address</u>	<u>Function</u>	<u>Style</u>	<u>Date</u>
<u>2nd Avenue</u>			
38605 - PA 1010	Residential	Frame Vernacular	c1915
38614 - PA 1011	Residential	Frame Vernacular	c1945
38638 - PA 1012	Residential	Frame Vernacular	c1945
<u>3rd Avenue</u>			
38544 - PA 1017	Residential	Colonial Revival	c1910
<u>4th Avenue</u>			
38540 - PA 1022	Residential	Frame Vernacular	c1920
38529	Residential	Frame Vernacular	c1940
<u>5th Avenue</u>			
38416 - PA 1045	Commercial	Art Deco	c1940
38418-38420 - PA 1044	Commercial	Masonry Vernacular	c1940
38424-38430 - PA 1043	Commercial	Masonry Vernacular	c1930
38434-38440 - PA 1042	Commercial	Masonry Vernacular	c1925
? 38435 - PA 1041	Commercial	Masonry Vernacular	c1920
· 38439	Commercial	Masonry Vernacular	c1920
? 38443 - PA 1040	Commercial	Masonry Vernacular	c1920
38521 - PA 1038	Commercial	Masonry Vernacular	c1949
38529 - PA 1037	Commercial	Masonry Vernacular	c1949
38537 -	Commercial	Frame Vernacular	c1910
38545 -	Social Club	Masonry Vernacular	c1935
38600 -	Residential	Masonry Vernacular	c1949
38632 -	Residential	Craftsman	c1925

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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

<u>Address</u>	<u>Function</u>	<u>Style</u>	<u>Date</u>
<u>6th Avenue</u>			
38443	Residential	Frame Vernacular	c1940
38548	Residential	Craftsman	c1920
38617	Residential	Colonial Revival	c1910
<u>7th Avenue</u>			
38409	Residential	Frame Vernacular	c1925
<u>7th Street</u>			
5212	Commercial	Masonry Vernacular	1946
5216	Social Club	Masonry Vernacular	1946
<u>8th Avenue</u>			
38533	Residential	Frame Vernacular	c1940
38620	Residential	Frame Vernacular	c1935
<u>8th Street</u>			
5047	Residential	Frame Vernacular	c1915
5113	Residential	Craftsman	c1925
5121	Residential	Prairie	c1925
5129	Residential	Frame Vernacular	c1925
5150	Residential	Queen Anne	c1920
5200	Residential	Craftsman	c1930
5204	Residential	Craftsman	c1925
5208	Church	Craftsman	c1920
5222	Residential	Craftsman	c1925
5225	Residential	Craftsman	c1925
5230	Residential	Frame Vernacular	c1945
5232	Residential/Commercial	Frame Vernacular	c1920

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National Park Service

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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

Address	Function	Style	Date
<u>8th Street continued</u>			
5304-5310	Commercial	Masonry Vernacular	c1915
5313	Commercial	Masonry Vernacular	c1925
5316	Commercial	Frame Vernacular	c1910
5320	Commercial	Frame Vernacular	c1915
5340	Social	Frame Vernacular	1912
5416	Residential	Frame Vernacular	c1915
5422	Residential	Frame Vernacular	c1945
5423	Residential	Frame Vernacular	c1922
5426	Residential	Frame Vernacular	c1940
5429	Residential	Craftsman	c1935
5430	Residential	Frame Vernacular	c1940
5502	Residential	Frame Vernacular	c1939
5505	Residential	Frame Vernacular	c1920
5517	Residential	Frame Vernacular	c1915
5529	Commercial	Frame Vernacular	c1915
<u>9th Street</u>			
5010	Residential	Ranch	c1947
5011	Residential	Craftsman	c1930
5023	Residential	Frame Vernacular	c1948
5024	Residential	Craftsman	c1940
5029	Residential	Craftsman	c1925
5030	Residential	Frame Vernacular	c1945
5033	Residential	Craftsman	c1920
5049	Residential	Mission	c1925
5050	Residential	Frame Vernacular	c1930
5133	Residential	Ranch	c1949
5134	Residential	Frame Vernacular	c1930
5141	Residential	Craftsman	c1920
5201	Residential	Frame Vernacular	c1930
5204	Residential	Frame Vernacular	c1940
5213	Residential	Frame Vernacular	c1940
5213A	Outbuilding	Frame Vernacular	c1940

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 9

**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

Address	Function	Style	Date
<u>9th Street continued</u>			
5216	Residential	Craftsman	c1935
5226	Residential	Craftsman	c1935
5239	Residential	Frame Vernacular	c1940
5244	Residential	Frame Vernacular	c1910
5243	Residential	Frame Vernacular	c1935
5246	Residential	Frame Vernacular	c1915
5325	Residential	Frame Vernacular	c1940
5331	Residential	Frame Vernacular	c1920
5346-5352	Residential	Craftsman	c1920
5401	Residential	Frame Vernacular	c1940
5406	Residential	Craftsman	c1935
5411	Residential	Frame Vernacular	c1915
5412	Residential	Frame Vernacular	c1935
5419	Residential	Frame Vernacular	c1920
5420	Residential	Neoclassical Cottage	c1920
5431	Residential	Frame Vernacular	c1925
5437	Residential	Craftsman	c1930
5443	Residential	Neoclassical Cottage	c1925
5451	Residential	Minimal Traditional	c1949
5452	Residential	Frame Vernacular	c1940
5455	Residential	Frame Vernacular	c1925
5509	Residential	Frame Vernacular	c1930
5527	Residential	Frame Vernacular	c1925
5528	Residential	Frame Vernacular	c1925
5533	Residential	Frame Vernacular	c1935

10th Street

5225	Residential	Masonry Vernacular	c1945
5228	Residential	Minimal Traditional	c1940
5239	Residential	Craftsman	c1925
5303	Residential	Frame Vernacular	c1925
5304	Residential	Frame Vernacular	c1925
5339-5347	Residential	Frame Vernacular	c1940

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**NATIONAL REGISTER OF HISTORIC PLACES
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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

5353 Address	Residential Function	Frame Vernacular Style	c1935 Date
-----------------	-------------------------	---------------------------	---------------

10th Street continued

5411	Residential	Frame Vernacular	c1935
5424	Residential	Frame Vernacular	c1925
5429	Residential	Frame Vernacular	c1922
5430	Residential	Frame Vernacular	c1945
5435	Residential	Dutch Colonial Revival	c1920
5436	Residential	Frame Vernacular	c1912
5450	Residential	Frame Vernacular	c1935
5525	Residential	Frame Vernacular	c1939
5530	Residential	Frame Vernacular	c1920
5536	Residential	Frame Vernacular	c1920
5541	Residential	Frame Vernacular	c1935
5546	Residential	Craftsman	c1925

11th Street

5446	Residential	Frame Vernacular	c1918
5446A	Outbuilding	Frame Vernacular	c1918
5511	Residential	Frame Vernacular	c1920
5518	Residential	Frame Vernacular	c1925
5519	Residential	Frame Vernacular	1926
5524	Residential	Frame Vernacular	c1940
5526	Residential	Craftsman	c1925
5527	Residential	Frame Vernacular	1928
5543	Residential	Dutch Colonial Revival	c1925
5548	Residential	Frame Vernacular	c1930
5553	Residential	Frame Vernacular	c1930
5603	Residential	Craftsman	c1925

LISTING OF NONCONTRIBUTING BUILDINGS

2nd Avenue

38633

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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

3rd Avenue

38606

4th Avenue

38543
38546
38607
38623

5th Avenue

38444
38445
38453
38507
38511
38530
38544
38544A
38550
38604
38620
38624
38632A

6th Avenue

38451
38452
38505
38511
38601

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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

7th Avenue

38434
38511

8th Avenue

38506
38603

8th Street

5047A
5117
5142
5227
5326
5413
5508
5513
5518

9th Street

5018
5034
5043
5044
5055
5104
5103
5109
5123
5124
5127
5137
5204A
5207-5209

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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

9th Street continued

5236
5337
5337A
5344
5402
5436
5442
5446
5451A
5455A
5509A
5515
5519
5527A

10th Street

5311
5312
5449
5449A
5453
5353A
5500
5503
5503A
5504
5511
5511A
5511B
5512
5525A
5531

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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

11th Street

5512-5514
5529

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 36) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey
recorded by Historic American Engineering Record

Areas of Significance

(Enter categories from instructions)

Architecture

Community Planning and Development

Period of Significance

c1910-1950

Significant Dates

c1910

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Primary location of additional data:

- State Historic Preservation Office
Other State Agency
Federal agency
Local government
University
Other

Name of Repository

Zephyrhills Historical Association

#

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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

SUMMARY

The Zephyrhills Downtown Historic District is locally significant under Criteria A, and C in the areas of Community Planning and Development and Architecture. The district comprises the main historic commercial core and the bordering residential area. The district contains a variety of residential and commercial architectural styles and types including Frame Vernacular, Craftsman, Masonry Vernacular, and several revival styles. The district also contains a unique building type associated with the early veterans' housing called the "Colony Buildings."

HISTORICAL CONTEXT

The southern portion of Florida remained largely unsettled in the early 19th century when Florida was first established as a U.S. Territory. Conflicts between the Native Americans and white settlers erupted throughout the 1820s and 1830s stunting any growth in the area. The Second Seminole War officially began in 1835, which resulted in the division of northern and central Florida into military blocks, each with its own fort. Several forts were located in Pasco County, including Camp Wright, which would later be called Fort Dade. The construction of Fort King Road, between Fort Brooke in Tampa and Fort King in Ocala provided transportation for the troops during the conflict. A few years after Florida was officially admitted into the Union, the Seminole wars officially ended; however, white settlement continued to remain slow until more than two decades after the Civil War.

Two visitors to the area in the 1880s that would have an impact on development were Andrew Jackson Green and Dr. J. M. Abbott who had been a physician in the Confederacy. The two gentlemen set up a sawmill near the present-day U.S. 301 overpass. Promotion and progress continued to attract settlers to Pasco County due in part to the popular belief that the warm weather and fresh water possessed curative powers. Dr. Abbot had originally moved to the area to improve his health but stayed and later built a general store in addition to the sawmill. The area became known as Abbott.

The Disston Purchase, a controversial state lands sale undertaken in the 1880s, caused an increase in development and spurred the railroads into building tracks in the central part of the state. Included in this purchase was 40 acres in the general vicinity of what would later be known as Zephyrhills. The Central Peninsula and West India Railroad followed the Wire Road, which had been built to cut the International Telegraph Line in the 1870s. A depot was built at Abbott and the first train arrived in 1885.

During this period, Abbott and the surrounding area were located in Hernando County, but the Florida Legislature created Pasco County in 1887. Simon J. Temple purchased most of the area within the present-day limits of Zephyrhills from the Florida Railway and Navigation Company (FR&N). The plat for the Town of

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ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida

Abbot was recorded in 1888 and station and section houses for the railroad were built and a post office opened. The entire area, including the Abbott Station, changed hands again and other settlers began to come to the area.

The Tampa Bay area was further opened up when the Orange Belt Railroad from Sanford to St. Petersburg was built. The completion of the FR&N also provided the necessary means for a boom to occur and sawmills and turpentine stills were opened, prompting the opening of flagstops along the railroad. By the 1890s the Consolidated Naval Stores Company of Jacksonville came into town providing another boost for employment. The mill was established at present-day 7th Avenue and Gall Boulevard. In 1900 the Greer Brothers from Georgia began buying land in Pasco County to expand their timber business. The Greers worked out an agreement with the Consolidated Naval Stores whereby the brothers would receive the lands once the resin was harvested. The Greers moved near Abbott and built a town and railroad line that crossed the FR&N on the Fort King Road. The flagstop became known as Greer Crossing. Greer's Road would later be the route followed by U.S. 301. In 1905, the Greers sold thousands of "cut-over" timberlands for grove and home sites.

HISTORIC CONTEXT

The exhausted timberlands forced Consolidated Naval Stores Company to move. The Greers advertised their lands in the *National Tribune*, a Washington, D.C. newspaper devoted to the interests of approximately 25,000 veterans of the Grand Army of the Republic (GAR) that were still living.

Captain H.B. Jeffries

Captain Harold B. Jeffries, a journalist for the National Tribune, had been promoting the idea of establishing a town in Florida where Civil War veterans might live on their small pensions and enjoy Florida's warm winter. The newspaper printed articles about the idea and donations of \$200,000 were received from Union veterans who supported the project. Jeffries accompanied by his son-in-law visited several sites in Florida, including lands in Alachua, Lee, De Soto, and Sumter Counties. They chose the site at Abbott by February of 1909. At this time there were 21 registered voters in Abbott. Jeffries organized the Zephyrhills Colony Company, which was established "to buy, advertise, and sell Zephyrhills land to all veterans of GAR throughout the north."

The plat of Zephyrhills followed that of the Abbott plat of 1888. The town encompassed one square mile of Colony land, which included the small town of Abbott. Lots along 5th Avenue and several streets to the east and west were 25-foot lots. All others were 30-foot lots. All lots were 140 feet in depth to the alleys. The colony land extended far beyond the immediate town core. The initial offer included five-acre tracts outside of town for \$50, with an additional Colony Town site lot given to the buyer without cost along with \$50 of the Capital Stock of the Zephyrhills Colony Company. The second offer involved the sale of a five-acre tract for

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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
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\$55 to be paid in 11 installments with the same bonus of a town lot and stock. Other plats were filed shortly after the original.

An advertising sheet called the *Zephyrhills Colonist* was devoted to promoting the colony. This eventually grew into a newspaper of the same name started by George Gibson, a native Nebraskan, who came to the area in 1911. The newspaper reported on news in the small colony and promoted the community through photographs, maps, and first-hand accounts. Tents were erected throughout the city during this period and photographs from the time are reminiscent of a military encampment. This type of temporary housing provided shelter for the occupants while the permanent home was being built. Old settlers began welcoming the newcomers and promoting the city with slogans such as "The Friendly City" and the "Pure Water City." The development provided jobs and markets for the first time since the lumber and turpentine industries had vanished. Due to the overwhelming number of veterans settling in the community, patriotic occasions were held at Zephyr Lake. Known as "the picnic grounds," Zephyr Lake was used in the advertising sheets and was a big draw for prospective residents. St. Cloud, the first veterans' colony, supplied many residents to Zephyrhills who had disliked the sulfur water and were attracted to Zephyrhills, due in part to the advertisement of the pure water.

In 1911, the *Zephyrhills Colonist* reported that "70 houses have been built in 70 days." A school building was opened in 1910 at the corner of 7th Avenue and 6th Street. Businesses opened, beautification efforts were underway, and recreation thrived in the new colony. Buildings were erected on 5th Avenue, including the first drug store. The buildings were all wood frame and were characterized by false front parapets, two-stories, clapboard siding, and second story porches extending out over the sidewalks. The local women's civic organization, which would later become the Woman's Club, planted shade trees along the middle of 5th Avenue.

The GAR Hall, built in 1910, housed the Garfield Post, the social organization for the veterans of the Union army. This hall continued to serve the veterans, their families, and the community at large, throughout the entire period of significance (and continues today). Dances, city commission meetings, silent movies, voting, and other events took place inside the building throughout the twentieth century. Military activity continued to dominate the social life of the community. Many of the leaders of the Grand Army Department of Florida, including Captain Jeffries, lived in Zephyrhills. As a result, state encampments were held in Zephyrhills yearly, providing a boost for businesses in the area and serving as an advertisement for settlement to other veterans across the state.

Soon after the GAR Hall was built, the Zephyrhills Library Association was formed. Recreation thrived in the new colony with the organization of a baseball team and the erection of a bandstand at 5th Avenue and 7th Street (Gall Boulevard). A basketball clay court and a park called Depot Park were constructed adjacent to the

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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
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railroad station at the intersection of 5th Avenue and 7th Street. Shuffleboard courts later replaced this park in 1932.

The name Zephyrhills had been used since 1910 and the depot's name was changed the same year the city incorporated in 1911. The success of the new colony was not lost on other northern developers. Co-operative Homestead Company in Toledo, Ohio, bought 10,000 acres of Zephyrhills Colony Land and added it to other land that later became Crystal Springs Colony. By 1913, the original offer of sale was withdrawn and the tracts went for \$165-275 dependent upon the payment schedule and down payment.

By 1918, the town had two hotels, a school, four churches, and an electric light and power plant. Partially due to the automobile and the increased independent mobility of people, the influx of visitors and seasonal residents began to increase in Florida as the new decade approached. Due to the high number of visitors and prospective settlers, many homes had roomers and boarders. Secondary dwellings were constructed on the alleys and additions were built on many buildings.

By 1921, Zephyrhills was no longer referred to as a colony. The Florida boom was underway and by 1925, 1,500 people resided in Zephyrhills. During the early 1920s, campers at Zephyr Lake and the "tin can tourists" began to arrive and the Atlantic Coast Line Railroad came to town in the mid-1920s. This increased train traffic and Zephyrhills was now connected to Tampa and Jacksonville. A brick paved road extended from the Pasco County line to Tampa and a paved road existed from Dade City to Zephyrhills. The first building ordinances in town were passed in 1922 and stated that "no wooden buildings shall be permitted in the business blocks." In 1923 an extensive paving program was undertaken in the City that lasted throughout the mid-1920s. The paving was in brick and all people owning property adjacent to the new roads were required to lay concrete curbing. In 1925, bond issues were passed for the improvement of streets, water system, and lighting along 5th Avenue. Zephyrhills was included in the Automobile Blue Book under "tourable roads" in an itinerary from Brooksville to Lake Wales.

The 1910s and 1920s agriculture crops consisted largely of watermelons, strawberries, and citrus. Colonists tried their hand at many different types of crops including cotton and sugar cane. In the 1910s, J.F. Stebbins Manufacturing Company, which ginned cotton and processed sugar cane into syrup opened in Zephyrhills. In 1922, the Zephyrhills Vegetable Growers' Association experimented in cooperative farming.

The "City of Pure Water," as it was dubbed during the early settlement phase, Zephyrhills continued to use the phrase throughout the historic period. In the 1930s, the water was tested as 99.98% pure, the highest ranking of any in the state and Zephyrhills used this to attract manufacturing that needed pure water in their processes. A small latticed building housing a free drinking fountain located at Depot Park gave visitors a taste of the pure water.

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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
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By the Depression period of the 1930s, Lake Zephyr was well established as a tourist park for automobile tourists. Works Progress Administration (WPA) projects undertaken during the Depression years provided employment and civic improvements to the City of Zephyrhills. In 1933, a new diving tower and springboard were added to the lake and a canal dug to help alleviate flooding problems. Other WPA projects included a skating rink at Zephyr Park next to a municipal pool, both of which were constructed between 1938-1939. The City Hall building and the Woman's Club were also constructed as WPA projects.

On May 3, 1940, the last Civil War veteran in Zephyrhills, George Dunbar Cox, died. He settled in Zephyrhills in 1912 and was the last survivor of the original Garfield Post of the G.A.R., whose members had once numbered in the hundreds. The 1940s and the onslaught of World War II again changed the face of Zephyrhills. The Zephyrhills Army Airfield was established at the site of the old airport. Constructed as part of a group of state WPA projects in 1939, the airfield became home to the United States Army Air Corps training facilities in 1943. It was an auxiliary base of MacDill Air Field and the 10th Air Squadron was located there in 1942-1943. Fully operational by 1943, the airfield provided advanced fighter pilot training to aircrews. Barracks were erected at nearby Krusen Field. The City received full occupation and use of the Air Base in 1946 and initially converted the buildings into veterans' housing facilities and leased offices.

The 1940s, particularly after the War, brought in a new era for Zephyrhills. The influx of soldiers into the small community had resulted in a business boom. Many soldiers and their families remained in Florida after the war, which was part of a larger migration boom in the state. In Zephyrhills, visitors and potential residents created the necessity for social and recreational buildings to be erected. The Tourist Club of Zephyrhills, Inc. was established and a building erected in 1946-1947 and a movie theatre opened in 1948. New phone service was also added in 1947-48 that provided a reliable and uniform system.

Walter R. Gall, who was the principal owner of the local newspaper *Zephyrhills News* during the 1940s, spearheaded the building of Highway 301. To carry on the tradition of the colony, Gall wanted to promote Zephyrhills as a place for Spanish-American war veterans to settle. A number of veterans from various armed conflicts continued to settle in Zephyrhills and plots were carefully laid out in the Oakside Cemetery for veterans of the major wars between the War Between the States and World War II.

In 1954, Zephyrhills passed its first comprehensive zoning map, separating several residential, commercial, and industrial areas with language that required structures (except in industrial zoned areas) to "at least conform to other structures in the area, in which they are to be constructed and shall be of a nature that in no way could be considered detrimental to that area or detrimental to the city in whole or part." This law also prohibited secondary dwellings in certain zones. Other changes came to 5th Avenue when the shade trees were removed in 1958 when the street was widened and new lighting installed.

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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
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ARCHITECTURE

Zephyrhills offers an important collection of building styles that give insight into the movements that characterized Florida's built environment of the 1910s through the 1940s. The resources date from this period and are associated with the overall development of Zephyrhills. The design of the buildings and the materials used in their construction are consistent with contemporary national and statewide architectural trends. Most buildings show the influence of national styles, but due to time and money constraints, are the product of the local craftsman that migrated to the area to retire.

The pattern of architectural development in Zephyrhills followed the general trends of construction that occurred throughout the east coast of Florida. The earliest buildings represent the beginning of development of the city as veterans' colony. With the advent of the Florida land boom of the 1920s, Zephyrhills prospered due in part to Florida's popularity as a vacation destination and retirement locale. With the end of the Florida land boom, development and construction tapered off during the 1930s. The 1940s witnessed a rebirth of development and investment in Florida with new residences and new businesses constructed in the project area catering to the new World War II-era military population. After 1950, the widespread use of the automobile was reflected in Zephyrhills' architecture with the establishment of shopping centers and the erosion of the centralized business district.

ARCHITECTURAL STYLES

The Frame Vernacular style is somewhat a misnomer as "vernacular" implies a lack of style. Vernacular (or Folk) houses are designed without imitating a specific style. Most often the occupants build them by nonprofessionals and, in many cases, themselves. These structures tend to be simple, largely unornamented, and constructed out of readily available materials. In the project area, many of these houses incorporate Craftsman-influenced detailing and bungalow massing but generally are devoid of the more elaborate ornamentation and overall sense of design associated with this style. The majority of buildings in the historic district employ Frame Vernacular techniques and building materials. Of special noted, are the "Colony Buildings" which were also built in the Frame Vernacular style but are distinguished by a form associated with the Civil War veterans that settled the area in the 1910s. These buildings are usually constructed in typical folk forms but are sometimes very small to reflect the limited means of the pensioners. These buildings are clearly identifiable by their use of roof and wall dormers, a distinct ½ story, and use of porches along three sides of the building.

The Masonry Vernacular style is also represented in the historic district and distinguishes most of the remaining commercial buildings left along the main commercial corridor, 5th Avenue. This style features brick or concrete block structural systems with limited façade detailing. A few of the buildings in the historic district feature the distinct rough-faced concrete block popular during the 1920s.

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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
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The Craftsman style is an early twentieth century American architectural styles that was philosophically related to the European Arts and Crafts movements. Gustave Stickley, a self-taught designer and writer who was heavily influenced by the theories of William Morris, published the *Craftsman Magazine* between 1901 and 1916. This magazine became the vehicle for popularizing the new architectural style. Stickley believed that an honest home made honest people, an honest home let its materials and structure be frankly and freely expressed, and the most honest home of all was one built by its occupant. He therefore provided plans and specifications not only for houses, but also for furniture and applied arts. Since the aim of the *Craftsman* was to influence the home environment of "the masses," the houses published in the magazine were of a scale, type, and materials that were affordable to the majority of people capable of financing the cost of a single family home. The technical simplicity of the construction and its cost effectiveness were the major reasons for the rapid spread of houses of this style in the early 20th century.

A large number of buildings in the historic district exemplify the Craftsman style. Many of the Frame Vernacular buildings utilized the bungalow form without the decorative detailing associated with the Craftsman style.

The Art Deco style had its beginning at the Exposition Internationale des Arts Decoratifs et Industriels Modernes of 1925 and reflected such avant-garde art movements as Cubism, Fauvism, Expressionism, and Futurism. Art Deco is characterized by a linear, hard edge or angular composition often with a vertical emphasis and highlighted with stylized decoration. The style reflected the hope of the machine age, after a devastating World War and the Depression. There is only one example of the Art Deco style in the historic district.

The Neoclassical style is an eclectic renewal of Colonial Revival and Classical Revival architecture. In most cases, it is based the Greek instead of the Roman architectural orders. Windows and doorways are commonly spanned by lintels rather than by arches. Interest in classical models was inspired by the World's Colombian Exposition, which was held in Chicago in 1893. Nearly all the buildings in the Chicago exhibition were designed based on classical precedents and were widely copied in the United States. The Neoclassical Revival style is found in public buildings and monuments as well as in residential construction. Its occurrence in residential construction dates from about 1895 to 1950.

One of the hallmarks of the Neoclassical Revival style in residential use is a full-height entry porch on the principal facade. This porch roof can be gabled, hipped, or flat and is supported by classical columns. Some examples have slender square columns with simple moldings for capitals or no capitals at all. Windows are usually double-hung sashes. The arrangement of windows is commonly symmetrical about a central door. This doorway is usually elaborated with Greek Revival, Adam, or Georgian-inspired surrounds.

Examples of this style in the historic district are one-story residential buildings belonging to the Neoclassical cottage subtype. Neoclassical cottages are generally one-story, hipped roof houses featuring a

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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
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prominent central dormer and a full-width front porch with classical columns, either recessed under a main roof or with a separate flat, hipped, or shed roof. There are two examples of this style in the district.

The Colonial Revival style had its origin in the renewed interest in American Colonial history, stemming from the Philadelphia Centennial celebration of 1876. The style made references to Georgian, Adam, and Dutch Colonial architecture and was popular from about 1880 to 1955. Academically trained architects such as McKim, Mead, White and Bigelow designed early examples of this style. Their designs tended to exaggerate colonial detailing rather than attempting to be historically correct. Colonial Revival houses from about 1915 to 1935 strove to be more true to colonial prototypes, while later examples were simpler in design.

Some of the identifying features of the style are symmetrical (or balanced asymmetrical) massing and facades, and the use of traditional building materials such as brick and weatherboard. Although the buildings are often rectangular in form, the central portion of a facade may project slightly and may be marked by a pediment. Roofs are commonly hipped, double-pitched, or gambrel and have classical cornice detailing at the eaves. Front doors are usually accented, sometimes with pedimented entry porches supported by columns and/or by door surrounds containing fanlights and sidelights. Windows are commonly double-hung sashes of multi-paned glass and are found singly and in pairs. A few buildings in the historic district exhibit the Colonial Revival style and are usually characterized by symmetrical massing, weatherboard siding, side-gabled roofs, and decorative shutters.

The Mission style originated in California and is based on the designs of their early Spanish missions. Popular during the 1890-1920 period, the most distinctive features of the style are tiled roofs, shaped parapets, and arches. Other Mission traits include simple forms, tiled copings, roof towers, and balconies. Many of these characteristics became a part of the Mediterranean Revival style. The line between the two styles is somewhat blurred; the main distinctions are the absence of ornament in Mission and its predating Mediterranean Revival.

NOTABLE PROPERTIES

Zephyrhills has several buildings of particular historical and architectural significance. One such building is the National Register-listed Captain H.B. Jeffries House (NR 1995) located at 38537 5th Avenue. This building was constructed in 1910 along one of the main streets in town. Jeffries and his wife, Helen, lived there until their deaths in the 1930s. Jeffries, the founder and promoter of Zephyrhills, continued to play a vital role in the development of the city. In 1910, Jeffries was pivotal in the building of the GAR Post and served as Judge Advocate General of the Post. He was deputy commander of the GAR encampment and a member of the Board of Administration of the Grand Army Department of Florida. Jeffries was also a member and chaplain of Zephyr Lodge #198, a member of the Oddfellows, and an active member of the county and state Republican Committee. In 1920, he made an unsuccessful bid for Congress. Mrs. Jeffries hosted many local organizations in the house on 5th Avenue such as meetings of the Women's Club and the Library Association. The house remains today as a symbol of the development of the community and has been restored to reflect its Frame

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Vernacular style with some Queen Anne detailing. The two-story house features a wraparound porch supported by plain columns, decorative vergeboard in the gable ends, and shingled areas that adds variety to the exterior wall treatment.

Zephyrhills features several Masonry Vernacular buildings with rough-faced concrete block facing. This decorative type of concrete block was popular during the 1920s. The Berean Bible Church (Photograph 20) is the only historic church remaining in the historic district. It features a front-gabled roof, rectangular shape, and one-over-one wood windows. The building has the decorative rough-faced wall treatment and shingle siding in the gable ends. A tripartite vented window is located in the front gable end. A small entry porch feature battered wood columns set on masonry piers. The building originally had an outbuilding of similar design that is now located on the adjacent parcel.

The GAR Hall, built in 1910, housed the Garfield Post, the social organization for the veterans of the Union army. This hall served the veterans, their families, and the community at large, throughout the entire period of significance, and continues today. The building remains one of the most important in the Zephyrhills and exemplifies the connection that the community continues to have to veterans of all backgrounds. The building features a hipped roof, wood frame structural system, and asbestos shingle siding. The original windows have been replaced with metal awning ones. A full-width front porch with gabled roof features wood chamfered posts and a plain wood railing.

The Stebbins-Miller House (Photograph 21) which is currently listed on the Pasco County Register of Historic Resources, is also considered potentially individually eligible for listing on the National Register. It is one of the finest residences in Zephyrhills and is representative of the Colonial Revival style. Jesse Stebbins, who at one time was minister of what is now known as the Berean Bible Church, built it about 1910. In 1910 Stebbins also began the J.F. Stebbins Manufacturing Company ginning cotton and processing sugar cane into syrup. The house later became the Miller Tourist Home and in 1936 the Trautwien Home. The building is a large two-story house with a wraparound porch with plain wood columns, symmetrical façade, and hipped dormers on all slopes of the roof. The house sits on a large lot and is one of the most prominent buildings still extant in the historic district.

The Mayor's House (Photograph 23) is a highly detailed example of a Craftsman style bungalow. This house is known as the Mayor's House because four former mayors lived in the house, including W.C. Boggs, J.C. Whitehall, Frank Tomlinson, and Mrs. Willa Rice. The latter was the City's only female mayor who presided in the office from 1957-1960. The house is a 1 ½ story frame house featuring a low pitched front gable roof with widely overhanging, flared eaves, exposed rafter ends, knee braces, casement windows, long shed roof dormer, and Oriental vertical wood columns resting on brick porch piers.

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**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

The Zephyrhills Woman's Club (Photograph 12) houses the local women's civic organization, which was founded in the early colony days. The building was constructed as part of several WPA projects in the 1930s and exhibits the Masonry Vernacular style utilizing indigenous building materials. The building features a rectangle shape, front-gabled roof, and limestone rock rubble-laid exterior facing and exposed rafter tails. An entry porch also features a front-gabled roof, which is supported by wood columns set on masonry piers. A chimney is featured on one side of the building.

The City Hall (Photograph 19) was also built as a WPA project in 1940 and exhibits the Art Deco style. It is the only extant building exhibiting this style in Zephyrhills and is important due to its affiliation with local government and as an example of the WPA program. The building features classical detailing such as quoining around the arched doorway. These features, however, are stylized in elongated geometric form that is associated with the Art Deco style. A Mission-inspired parapet and corner battlements further decorate the façade of this building.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 9 Page 1

**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

MAJOR BIBLIOGRAPHICAL REFERENCES

Charter and Ordinances Book

Various dates on file at the City of Zephyrhills. In several volumes.

City Commission Minutes

On file at the City of Zephyrhills. In several volumes.

Federal Writers' Project

The WPA Guide to Florida – The Federal Writers' Project Guide to 1930s Florida. Pantheon Books
New York, [1984], c1939.

Gannon, Michael, ed.

The New History of Florida. University Press of Florida, Gainesville, 1996.

Geiger, Nathan

Notes on file at the Zephyrhills Depot Museum, n.d.

Horgan, James J., Alice Hall, and Edward J. Herrman

The Historic Places of Pasco County. Pasco County Historical Preservation Committee, Pasco County,
Florida, 1992.

Quatrefoil Consulting and Anderson, Sherry

"City of Zephyrhills Historic Preservation Survey" City of Zephyrhills and the Florida Department of
State, Division of Historical Resources 1999.

Tebeau, Charlton W.

A History of Florida. University of Miami Press, Coral Gables, 1971.

Trottman, Rosemary W.

The History of Zephyrhills 1821-1921. Zephyrhills Historical Association. Zephyrhills, Florida, 1978.

United States Department of the Interior

National Register Nomination for the Captain Harold B. Jeffries House. On file at the Florida
Department of State, Bureau of Historic Preservation, Division of Historical Resources. Tallahassee,
Florida.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 9 Page 2

**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

Special Archives

Zephyrhills Colony Company

Advertising sheet retyped and on file at the Zephyrhills Depot Museum 1913-1914.

Zephyrhills Depot Museum

Various Photographs, Maps, and Vertical files. Zephyrhills Historical Association.

Newspaper Articles

n.a.

“Only 11 Vets able to come to encampment.” *Zephyrhills News*. April 23, 1937.

n.a.

“Lake Zephyr Recreational Park to Benefit Community.” *Zephyrhills News*. February 9, 1940.

n.a.

“Last Vet Dies.” *Zephyrhills News*. Dated May 3, 1940.

n.a.

“Early History of Zephyrhills Reveals Interesting Origin.” *Zephyrhills News*. May 1949.

Garrison, X.L.

“Looking Back Shows How Far We Have Come; Old Soldiers Colony Founded 76 Years Ago.”
Zephyrhills News. March 6, 1986.

n.a.

Zephyrhills Colonist. n.d. Copy on file at the Zephyrhills Depot Museum.

10. Geographical Data

Acreeage of Property Approximately 84 acres

UTM References

(Place additional references on a continuation sheet.)

1	17	383940	3123860	3	17	384600	3123180
	Zone	Easting	Northing		Zone	Easting	Northing
2	17	384330	3124040	4	17	384320	3123040
	Zone	Easting	Northing		Zone	Easting	Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Sherry Anderson, Consultant; Gary V. Goodwin, Historic Preservation Planner

organization Bureau of Historic Preservation date July, 2001

street & number R.A. Gray Building, 500 S. Bronough Street telephone (850) 487-2333

city or town Tallahassee state Florida zip code 32399-0250

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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

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

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

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section number 10 Page 1

**ZEPHYRHILLS DOWNTOWN HISTORIC DISTRICT
Pasco County, Florida**

VERBAL BOUNDARY DESCRIPTION

The boundaries of the Zephyrhills Downtown Historic District are those shown on the accompanying historic district map.

BOUNDARY JUSTIFICATION

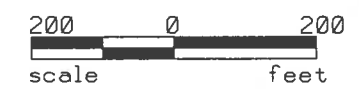
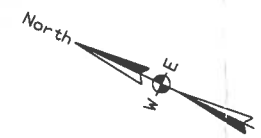
The boundaries shown on the historic district map encompass nearly all of the major surviving historic resources associated with the downtown commercial and residential core of the City of Zephyrhills.



LEGEND

- CONTRIBUTING BUILDING
- NONCONTRIBUTING BUILDING
- ADDRESS NUMBERS
- DISTRICT BOUNDARY
- PHOTO NUMBERS

DOWNTOWN ZEPHYRHILLS HISTORIC DISTRICT
 ZEPHYRHILLS (PASCO COUNTY), FLORIDA



MAP PREPARED BY THE PLANNING DEPARTMENT, CITY OF ZEPHYRHILLS, FLORIDA, JUNE 2000,
 AND REVISED BY THE FLORIDA BUREAU OF HISTORIC PRESERVATION OCTOBER, 2000.

APPENDIX C: Clyde's Cottages FMSF Form

HISTORICAL STRUCTURE FORM FLORIDA MASTER SITE FILE

Site #8 PA1164

Original
 Update
(give site #)

Version 3.0 11/96

Recorder # 3/1

Field Date 9/1/99

Form Date 11/9/99

Consult Guide To Historical Structure Forms for detailed instructions.

Site Name(s) (address if none) 3927 Old Crystal Springs Road Multiple Listing [DHR only] _____
Survey CRAS of US 301, Zephyrhills Survey # _____
National Register Category (Please check one: consult with Site File before using last four): building structure district site object

LOCATION & IDENTIFICATION

Address (Include N,S,E,W,#;St.,Ave.,etc.) 3927 Old Crystal Springs Road
Cross Streets (nearest/between) SW corner of Old Crystal Springs Road and Gall Blvd. (US 301)
City/Town (within 3 miles) Zephyrhills In Current City Limits: y n unknown
County Pasco Tax Parcel #(s) 2326210020005000020
Subdivision name Zephyrhills Colony Company Lands Block 5 Lot 2-3
Ownership (Please check one): private-profit private-individual city county Native American
 private-nonprofit private-unspecified state federal foreign unknown
Name of Public Tract (e.g., park) _____
Route to (especially if no street address) _____

MAPPING

USGS 7.5' Map Name & Date Zephyrhills, Fla. 1975 PR 1987
Township 26S Range 21E Section 23 1/4 section: NW SW SE NE Irregular-name:
Landgrant _____ UTM: Zone 16 17 Easting 384140 Northing 3121340
Plat or other map (map's name, location) PB 1, Pg 55

DESCRIPTION

Style* Masonry Vernacular Exterior Plan* rectangular Number of Stories 1
Structural System(s)* masonry
Foundation: Type(s)* continuous Material(s)* concrete
Exterior Fabric(s)* concrete block, vertical paneling
Roof: Type(s)* clipped gable, gable, shed Material(s)* composition shingle
Roof secondary strucs. (dormers etc.)* _____
Chimney: No 1 Material(s)* brick Location(s)* ext E wall
Windows (types, materials, etc.)* 4 & 16 light casement, metal; 3 light awning, metal, paired & independent
Main Entrance (stylistic details) _____
Porches: #open 2 #closed _____ #incised _____ Location(s) E, E
Porch roof type(s) gable, shed
Exterior Ornament gable vent, rounded corners, window awnings
Interior Plan* unknown
Condition (Please check one): excellent good fair deteriorated ruinous
Surroundings (N=None, S=Some, M=Most, A=All/nearly all): M commercial S residential _____ institutional _____ undeveloped
Ancillary Features (No., type of outbuildings; major landscape features. Use continuation sheet for descriptions of interior, landscaping, etc) _____
See continuation sheet.

Archaeological Remains None observed. Check if Archaeological Form completed
*Consult Guide to Historical Structure Forms for preferred descriptions (coded fields at the Site File).

DHR USE ONLY*****OFFICIAL EVALUATIONS*****DHR USE ONLY

NR DATE	KEEPER-NR ELIGIBILITY <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____
DELIST DATE	SHPO-NR ELIGIBILITY: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> potentially elig. <input type="checkbox"/> insufficient info	Date _____
	LOCAL DESIGNATION: _____	Date _____
	Local office _____	
National Register Criteria for Evaluation <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (See National Register Bulletin 15, p.2)		

HISTORICAL STRUCTURE FORM

Site # 8 PA1164

Consult Guide to Historical Structure Forms for detailed instructions

HISTORY

Construction date: Exactly _____ (year) Approximately 1950 (year) Earlier than _____ (year) Later than _____ (year)

Architect (last name first): unknown Builder (last name first) unknown

Moves: yes no unknown Date _____ Original address _____

Alterations: yes no unknown Date _____ Nature* _____

Additions: yes no unknown Date c.1975 Nature* room add on N

Original Use* (give date ranges) other: motor court

Intermediate Uses* (give date ranges) other: motor court

Present Use* (give date ranges) other: rv & cottage office, residence

Ownership History (especially original owner, dates, profession, etc.) Frank & Cheryl Lynn Monzon (1995); Cliff's Cottages (1975);

Rife's Housekeeping Cottages (1961)

*Consult Guide to Historical Structure Forms for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (Check all choices that apply; if needed write others at bottom)

- formal archaeological survey
- informal archaeological inspection
- Public Lands Survey (DEP)
- tax records/property deeds
- tax records only
- interior inspection
- other methods (specify) _____
- past surveys search at FMSF
- past sites search at FMSF
- FL Archives (Gray Building)
- FL Photo Archives (Gray Building)
- occupant/owner interview
- neighbor interview
- local library research
- non-local library research
- building permits
- demolition permits
- commercial permits
- occupation permits
- Sanborn maps
- subdivision maps
- plat maps
- local newspaper files

SURVEYOR'S EVALUATION OF SITE (Check one choice on each line)

- Potentially eligible for local register? yes: name register at right no insufficient info Name of local register if eligible: _____
- Individually eligible for National Register? yes no insufficient info _____
- Potential contributor to Nat. Reg. district? yes no insufficient info _____
- Area(s) of Historical Significance (See National Register Bulletin 15, p. 8 for categories: e.g. "architecture," "ethnic heritage," "community planning & development," etc.) _____
- Community Planning and Development _____

Explanation of Evaluation (required, whether positive or not; limit to three lines; attach longer statement, if needed, on separate sheet) See Continuation Sheet.

DOCUMENTATION (Photos, Plans, etc.)

Bibliographic References (Use Continuation Sheet, give FMSF Manuscript # if relevant) Pasco County Property Appraiser's Office; City of Zephyrhills Historic Preservation Survey, Quatrefoil Consulting, June 1999; Zephyrhills Public Library; Zephyrhills Depot Museum; Zephyrhills City Directories 1945, 1961, 1963, 1975.

Photographs (required) B&W print(s) at least 3x5, at least one main facade.

Location of negatives & negative numbers Archaeological Consultants, Inc. Roll 3/1-4

RECORDER

Name (last name first)/Address/Phone/Fax/Email/Affiliation Hinder, Kimberly
 Archaeological Consultants, Inc./ P.O. Box 5103, Sarasota, FL 34277-5103/(941)925-9906/(941)925-9767/ACIMAIN@COMPUSERVE.COM

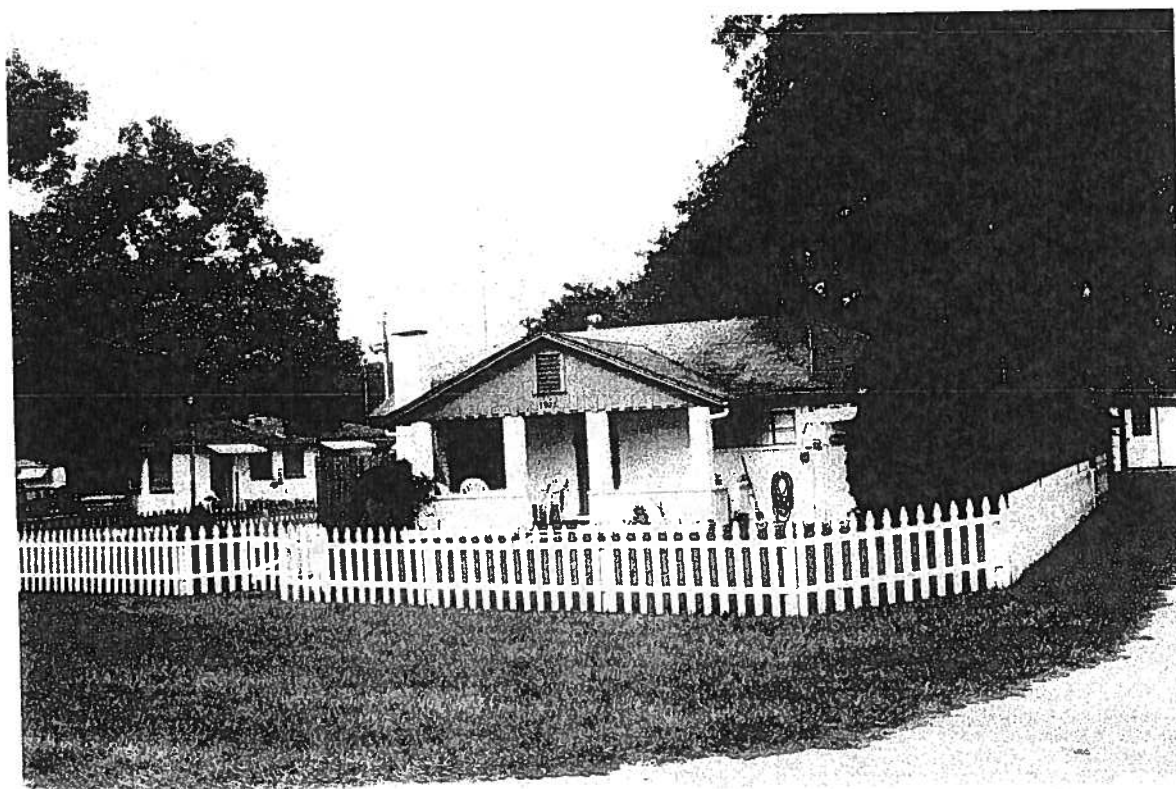
Remember: Use a Supplement for Site Forms or other continuation sheet for descriptions that do not fit in the spaces above.

- REQUIRED:**
- (1) USGS 7.5' MAP WITH STRUCTURE PINPOINTED IN RED
 - (2) LARGE SCALE STREET OR PLAT MAP
 - (3) PHOTO OF MAIN FACADE, PREFER B&W, AT LEAST 3x5

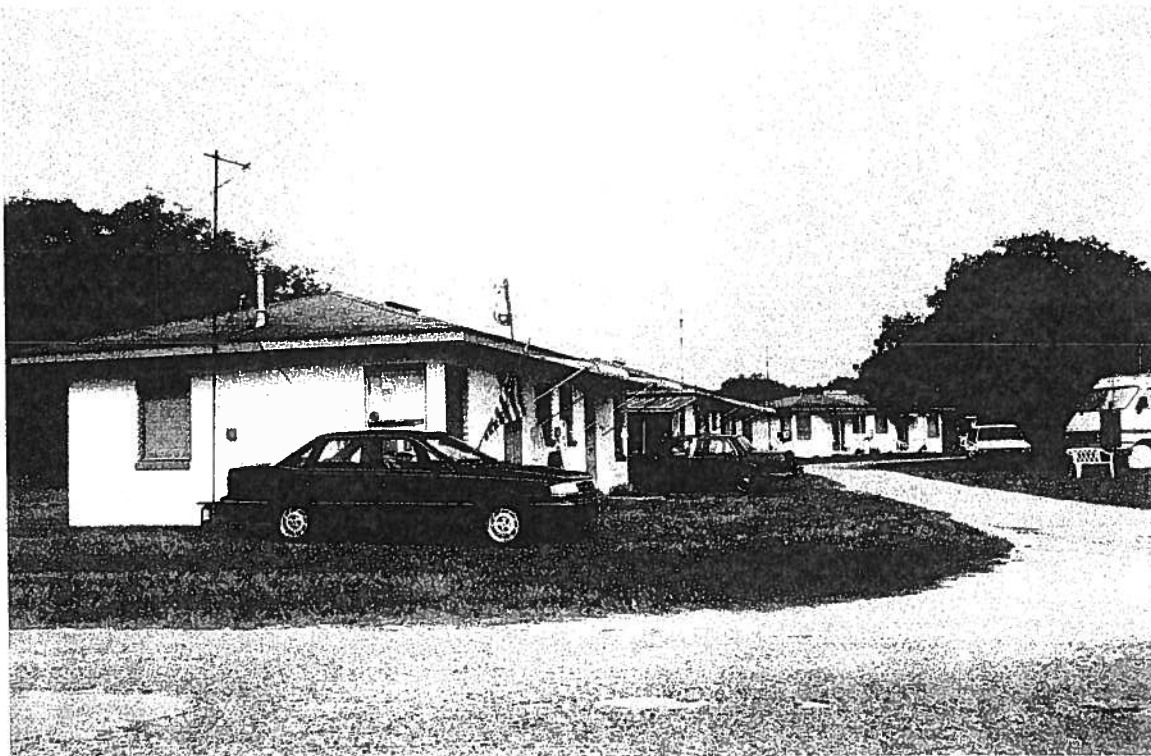
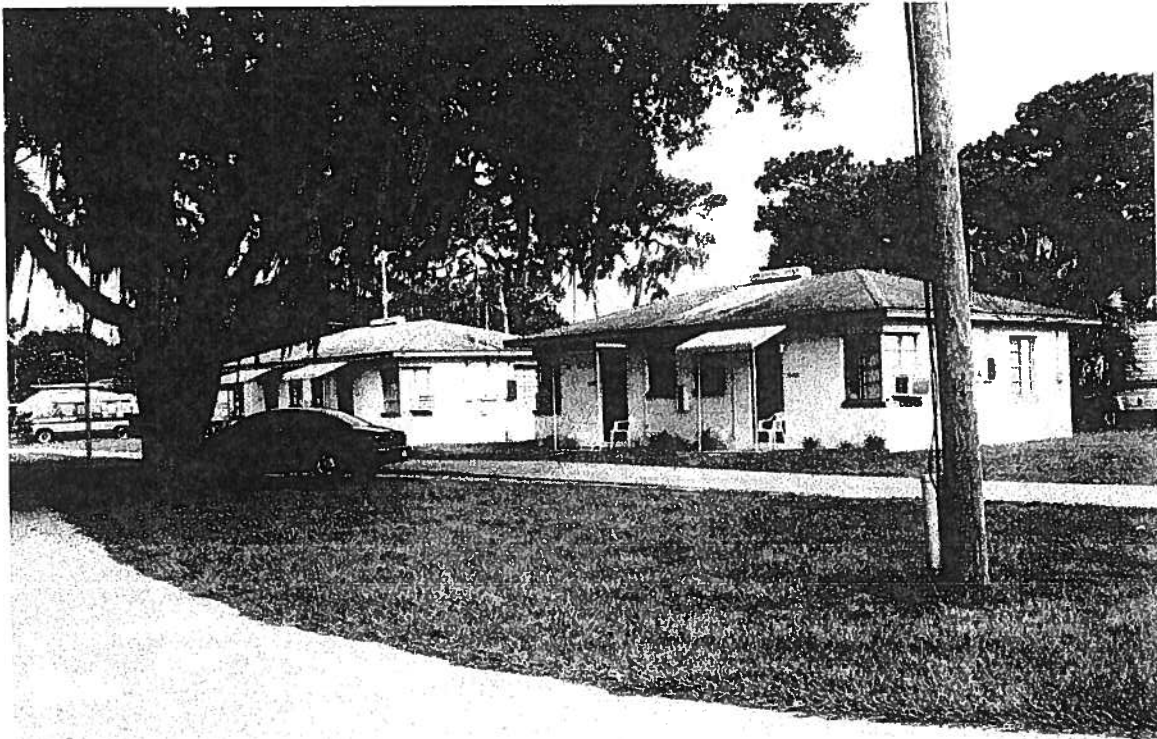
CONTINUATION SHEET

This former motor court now functions as part of an rv park, Clyde's Cottages and RVs, with the main building, as described on the first two pages of the site file form, serving as both an office and a private residence. In 1961, the motor court appears to have been known as Rife's Housekeeping Cottages, but by 1975 had changed to Cliff's Cottages. At present, five Masonry Vernacular cottages, each with two rooms, form a semi-circle around the west side of the main building. The rv park has developed west of these buildings. The five cottages are all very similar in design and materials. All of them are constructed of concrete block with a continuous masonry foundation, and have hip roofs clad with composition shingles, and metal, shed roof awnings over the entrances. The two buildings on the north and northwest feature six and eight light metal casement windows, both independently placed and paired as corner windows. The three buildings on the south and southwest have metal jalousie windows which are independently placed in the same general fenestration pattern as the two other buildings. In addition, a storage shed is located northwest of the main building. This former motor court is typical of Masonry Vernacular motor courts and residences constructed throughout Florida and Pasco County during the late 1940s and 1950s. Architecturally, the buildings lack distinction, and, historically, limited research did not indicate any significance. Thus, it does not appear that this motor court merits NRHP listing.

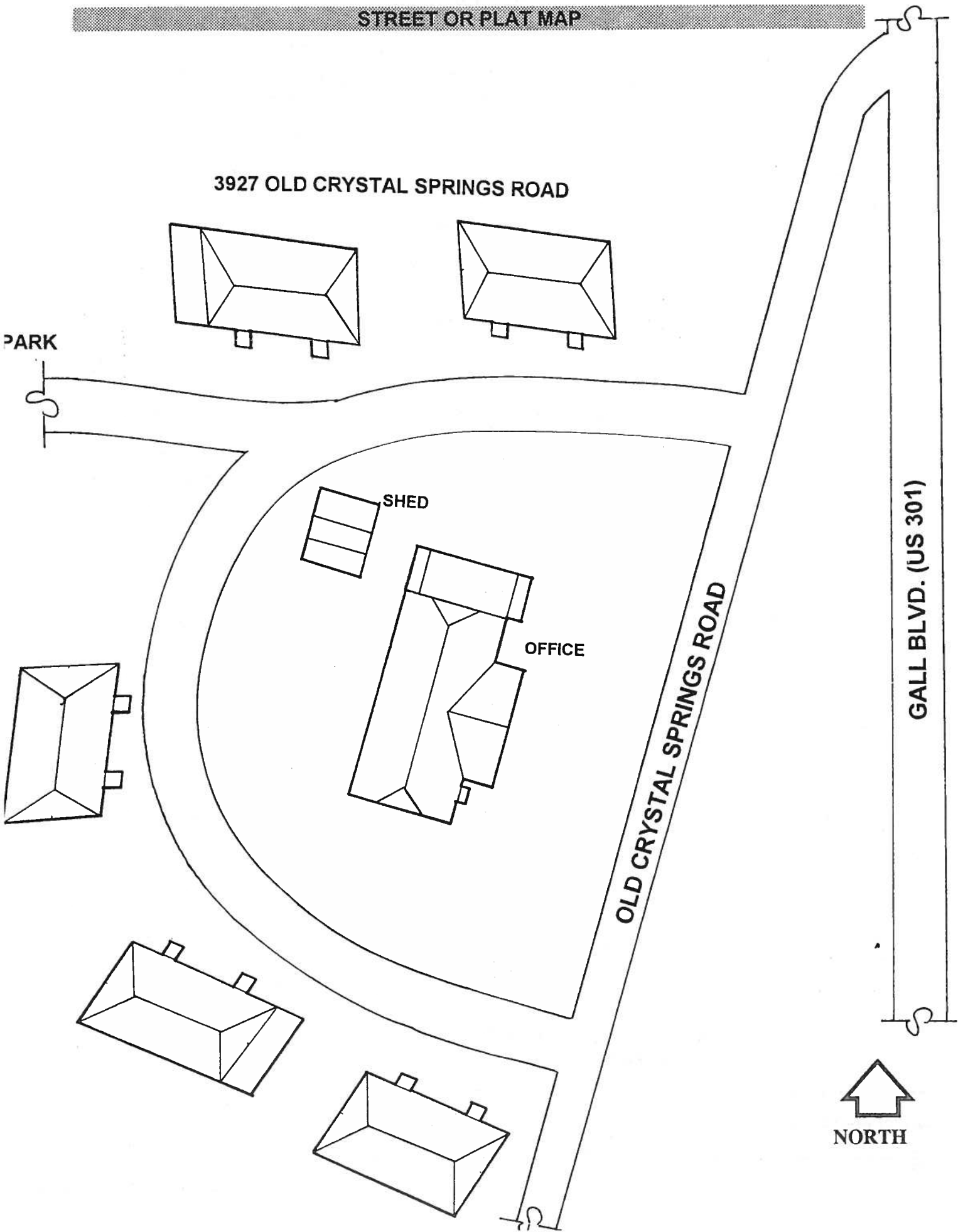
PHOTOGRAPH



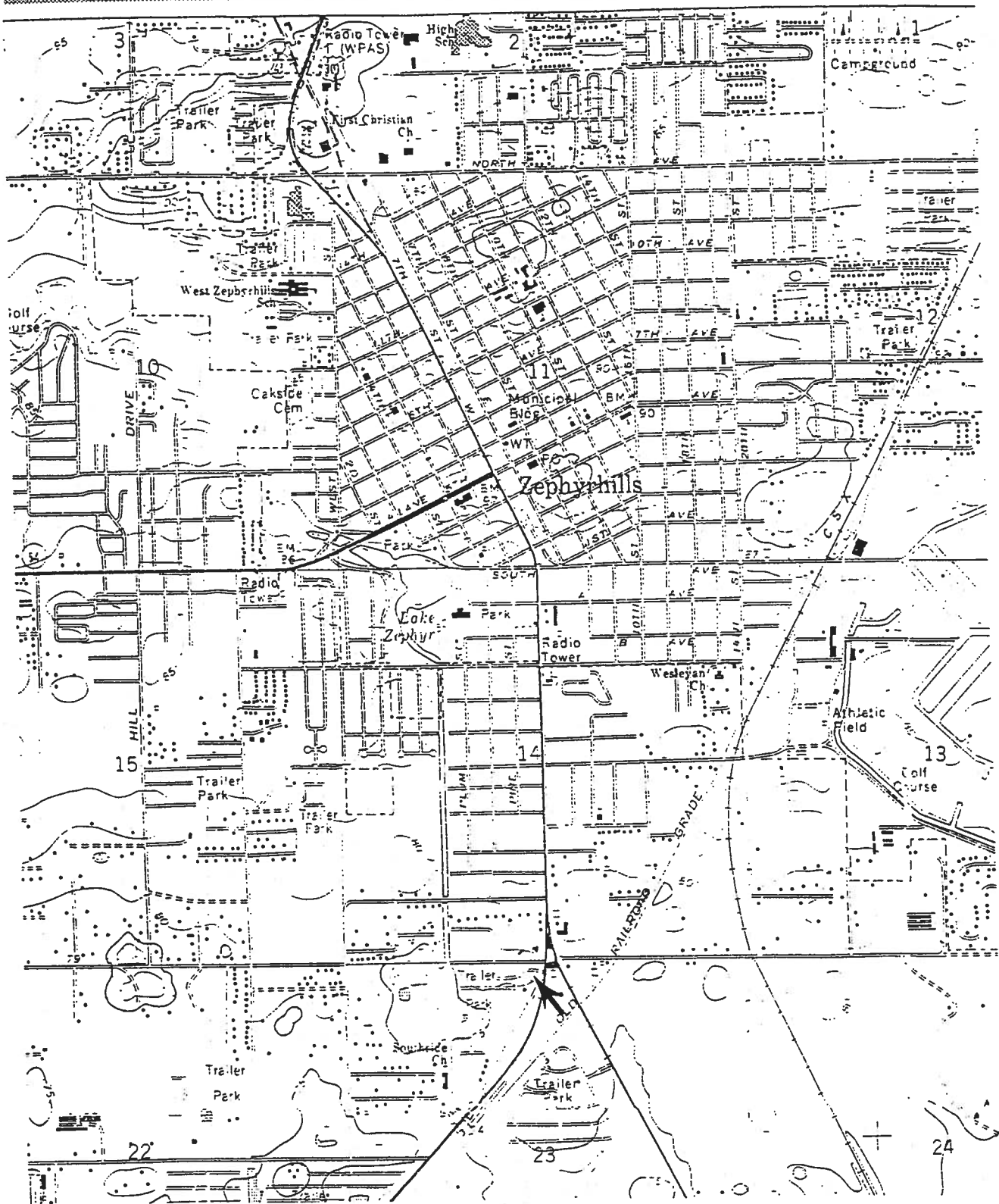
PHOTOGRAPHS



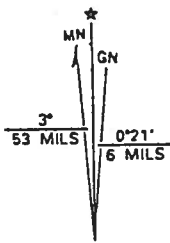
STREET OR PLAT MAP



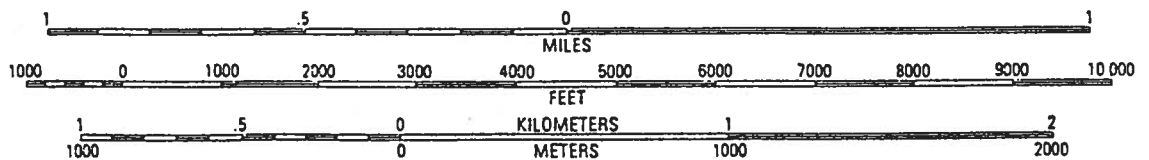
USGS MAP



ZEPHYRHILLS, FLA. 1975 PR 1987
SCALE 1:24 000



UTM GRID AND 1988 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 PA1164
Field Date 06 / 23 / 10
Form Date 06 / 30 / 10
Recorder # 5

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 3927 Old Crystal Springs Road Multiple Listing (DHR only) _____
Survey Project Name State Road 41 (U.S. 301) from S.R. 39 to south of C.R. 54, Pasco County Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Address (include N,S,E,W; #; St., Ave., etc.) 3927 Old Crystal Springs Road
Cross Streets (nearest / between) _____
USGS 7.5' Map Name & Date Zephyrhills 1975, PR 1987 Plat or Other Map _____
City / Town (within 3 miles) Zephyrhills In City Limits? yes no unknown County Pasco
Township 26S Range 21E Section 23 ¼ section: NW SW SE NE Irregular-name: _____
Tax Parcel # 23-26-21-0020-00500-0020 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM: Zone 16 17 Easting 384173 ___ 0 Northing 3121548 ___ 0
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1950 approximately year listed or earlier year listed or later
Original Use* office From (year): original To (year): -
Current Use* office From (year): - To (year): current
Other Use* _____ From (year): _____ To (year): _____
Moves: yes no unknown Dates _____ Original address (if moved) _____
Alterations: yes no unknown Dates c. 1990 Nature* replacement roof
Additions: yes no unknown Dates c. 1980 Nature* north addition
Architect (last name first): unknown Builder (last name first): unknown
Ownership History (especially original owner, dates, profession, etc.) Monzon, Frank and Cheryl Lynn (1995-current)

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style* Masonry Vernacular Exterior Plan* irregular Number of Stories 1
Exterior Fabric(s) * concrete block
Roof Type(s) * clipped gable Roof Material(s) * asphalt shingle
Roof secondary strucs. (dormers etc.) * _____
Windows (types, materials, etc.) * 2-light awning, metal, paired
Distinguishing Architectural Features (exterior or interior ornaments) vertical board in gables; gable vents

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____
5 Masonry Vernacular buildings; 1 has jalousie windows; laundry in back with north addition and vinyl siding.

* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date ____/____/____	Keeper – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date ____/____/____	Init. _____
<input type="checkbox"/> Owner Objection	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d	(see <i>National Register Bulletin</i> 15, p. 2)			

DESCRIPTION (continued)

Chimney: No. 1 Material(s) * brick, on east slope
Structural System(s) * concrete block
Foundation: Type(s) * slab Material(s) * poured concrete
Main Entrance (stylistic details) wood swing on east within porch
Porch Descriptions (types, locations, roof types, etc.) east, open, gable

Condition (overall resource condition): [] excellent [X] good [] fair [] deteriorated [] ruinous
Narrative Description of Resource This resource was originally recorded as a building complex and contains 1 main building used as an office, 4 buildings used as duplexes, and 1 laundry building.

Archaeological Remains [] Check if Archaeological Form Completed

* Consult Guide to Historical Structure Forms for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (check all that apply)

- [X] FMSF record search (sites/surveys) [X] library research [] building permits [] Sanborn maps
[] FL State Archives/photo collection [] city directory [X] occupant/owner interview [] plat maps
[X] property appraiser / tax records [] newspaper files [] neighbor interview [X] Public Lands Survey (DEP)
[X] cultural resource survey [] historic photos [] interior inspection [] HABS/HAER record search
[] other methods (describe)

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? [] yes [X] no [] insufficient information
Appears to meet the criteria for National Register listing as part of a district? [] yes [X] no [] insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This is a typical example of a Masonry Vernacular style building used as a mid-century motor court. Research did not reveal any significant historical associations. Therefore, 8PA1164 does not appear to be eligible for listing in the NRHP.

Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
Community Planning & Development

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible:
For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information.
All notes, maps and photos on file at ACI; P10033

RECORDER INFORMATION

Recorder Name Lumang, Marielle and Elaine Lund
Recorder Contact Information (address / phone / fax / e-mail) 8110 Blaikie Ct, Suite A, Sarasota, Florida 34243; 941-379-6206; 941-379-6216; ACIFlorida@comcast.net
Recorder Affiliation Archaeological Consultants, Inc. (ACI)

Use a Supplement for Site Forms or other continuation sheet for descriptions that do not fit in the spaces provided.

Required Attachments
1 USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH



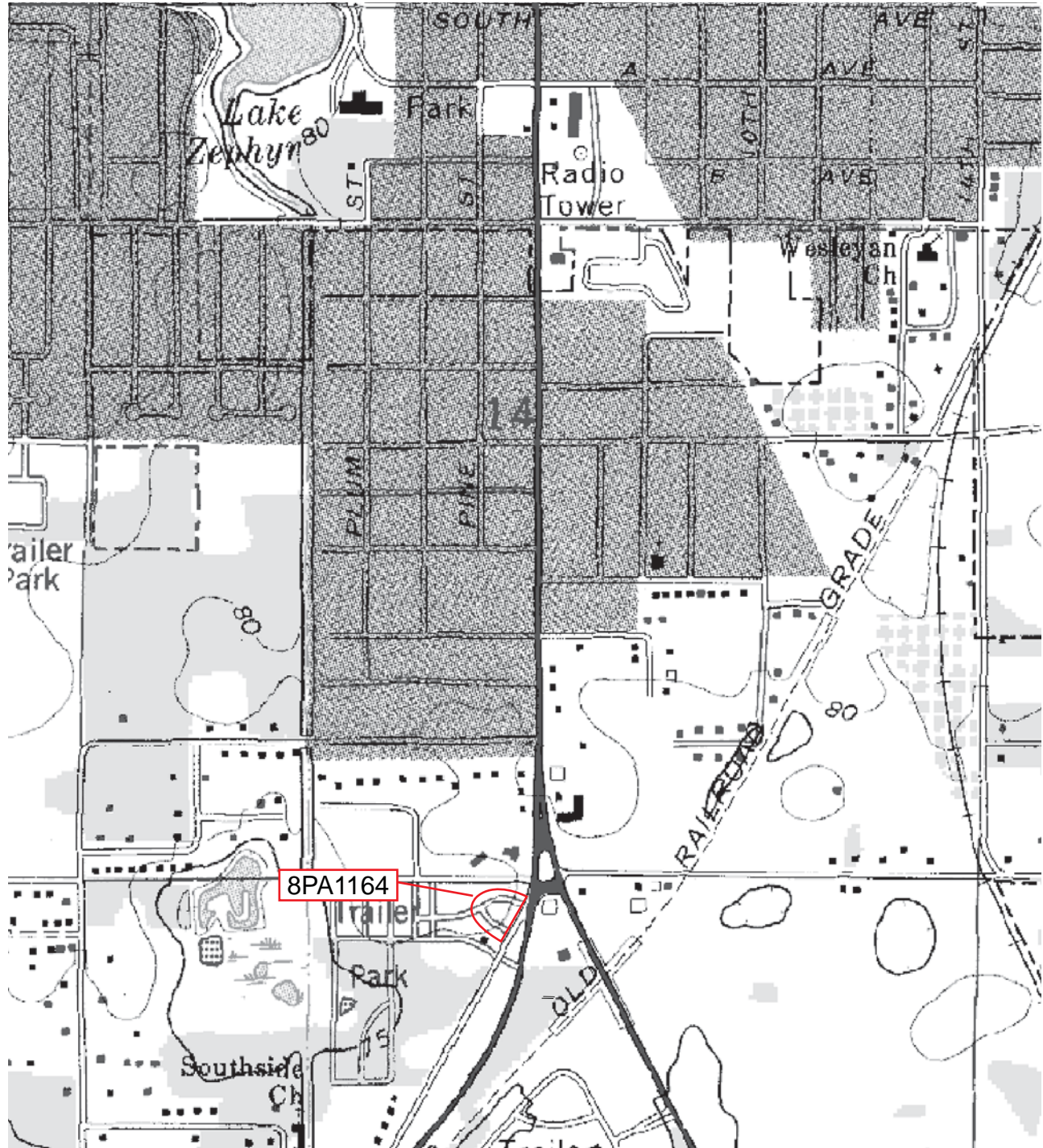
GOOGLE EARTH MAP

Zephyrhills, Florida



GIS USGS MAP

Township 26 South, Range 21 East, Section 23
Zephyrhills 1977



APPENDIX D: Draft Traffic Noise Update Memo and Air Quality Memorandum



Date: March 4, 2011

To: Robin Rhinesmith/Joseph Severson, FDOT District VII

From: Wayne Arner, KB Environmental Sciences, Inc.

**Subject: Air Quality Memorandum
WPI No. 256422-2
US 301 from SR 39 to South of CR 54 (Eiland Boulevard)
Pasco County**

The US 301 project corridor is located in Pasco County, an area that is currently designated as being in attainment for all of the National Ambient Air Quality Standards (NAAQS). The project was evaluated to determine if the proposed improvements to the roadway would result in adverse effects, with respect to air quality, on properties within the Zephyrhills Historic District and on structures located on Clyde Drive in Zephyrhills that are known as “Clyde’s Cottages”. These properties are subject to Title 36 of the Code of Federal Regulations (CFR) Part 800 (36 CFR 800)--Protection of Historic Properties, Subpart B--The Section 106 Process.

As part of the PD&E Study for US 301, the proposed improvements were subjected to a carbon monoxide (CO) screening test for the future No-Build and Build alternatives (opening and design year). The proposed improvements include two alternatives: 1.) The 6th Street and US 301 One-Way Pair Alternative (Alternative 1), and 2.) The 6th and 7th Street One Way Pair Alternative (Alternative 2).

Each alternative was analyzed using the Florida Department of Transportation’s (FDOT’s) air quality screening model, CO Florida 2004 (released September 7, 2004). CO Florida 2004 uses the EPA’s MOBILE6 and CAL3QHC emission rate and dispersion models to produce estimates of one- and eight-hour concentrations of CO at default air quality receptor locations. These concentrations can be directly compared to the one- and eight-hour NAAQS for CO (35 and 9 parts per million [ppm], respectively).

Within the project limits, the intersection forecast to have a combination of the maximum approach traffic volume and lowest motor vehicle speed for both Alternatives 1 and 2 is the US 301/Geiger Road intersection. Although this intersection is not located within the Zephyrhills Historic District or adjacent to/near Clyde Drive, the analysis of this intersection is applicable to these areas because the maximum project-related CO concentrations are predicted to occur there. In other words, predicted CO concentrations would be less for all other intersections within the project limits.

As previously stated, both alternatives, for the Build and No-Build scenarios, were subjected to the screening model. Additionally, both the opening year (2015) and the design year (2035) were evaluated, Estimates of CO were predicted at default receptor locations that are located 10 feet from the edge of the near travel lane and extending 50 and 150 feet from the intersection cross street, and also at 50 feet from the edge of the near travel lane and extending 50 feet from the intersection cross street.

Based on the results from the screening model, as shown in **Table 1**, the highest predicted CO one- and eight-hour concentrations would not exceed the NAAQS for this pollutant regardless of alternative or year of analysis. Therefore, the project “passes” the screening test. Since the historic properties of the Zephyrhills Historic District and Clyde’s Cottages are located within the project limits, no adverse effects to these properties are expected with respect to air quality.

**Table 1
US 301/Geiger Road Intersection CO Screening Results**

Year	Alternative	Maximum CO Levels (ppm)		Passes Screening Test?
		NAAQS one-hr/ Project one-hr	NAAQS eight-hr/ Project eight-hr	
2015	No-Build	35 / 7.8	9 / 4.7	Yes
	Build Alt. 1	35 / 7.4	9 / 4.5	Yes
	Build Alt. 2	35 / 7.7	9 / 4.6	Yes
2035	No-Build	35 / 9.2	9 / 5.5	Yes
	Build Alt. 1	35 / 8.7	9 / 5.2	Yes
	Build Alt. 2	35 / 8.8	9 / 5.3	Yes



- MEMO-

Date: March 4, 2011

To: Robin Rhinesmith/Joseph Severson, FDOT District VII

From: Wayne Arner, KBE

Subject: Draft Traffic Noise Update
WPI No. 256422-2
US 301 (SR 41) from SR 39 to South of CR 54 (Eiland Blvd)
Pasco County

The US 301 project corridor was evaluated to determine if the proposed improvements to the roadway would result in adverse effects, with respect to traffic noise, on properties within the Zephyrhills Historic District and on structures located on Clyde Drive in Zephyrhills that are known as “Clyde’s Cottages”. These properties are subject to Title 36 of the Code of Federal Regulations (CFR) Part 800 (36 CFR 800)--Protection of Historic Properties, Subpart B--The Section 106 Process. The assessments procedures described in Title 23, Part 774 of the CFR (23 CFR 774)--Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites (Section 4(f)) were used. There are no other applicable Federal methodologies available to evaluate historic properties.

The study alternatives that were evaluated for the historic properties were:

- Alternative 1 - 6th and US 301 One-Way Pair Alternative, and
- Alternative 2 - 6th and 7th Street One-Way Pair Alternative.

The evaluated noise sensitive sites adjacent to the US 301 corridor that are protected under 36 CFR 800 are illustrated on Exhibits 1 through 3.

Methodology

Determining adverse effects with respect to traffic noise was accomplished through the following steps used to evaluate whether or not a constructive use of a property covered by 23 CFR 774 (commonly referred to as a Section 4(f) property) occurs with a proposed roadway improvement:

- Step 1: Determine if the projected exterior traffic noise level with the proposed improvement exceeds the Noise Abatement Criteria (NAC). If the projected noise level does not exceed the NAC, then a constructive use of the property does not occur. If the projected noise level does exceed the NAC, continue to Step 2.

- Step 2: Within the area that is projected to have a traffic noise level that exceeds the NAC, determine if the increase in traffic noise, when compared to the noise level without the proposed improvement, is greater than 3 decibels on the “A” weighted scale (dB(A)). If the projected increase is less than or equal to 3 dB(A), then a constructive use of the property does not occur. If the projected increase is greater than 3 dB(A), continue to Step 3.
- Step 3: Determine if the increase in traffic noise would substantially impair the activities, features, or attributes that qualify a property for protection under 23 CFR 774 and 36 CFR 800.

The FDOT’s NAC¹ are specific to the activities which occur on a property. Based on the activities that occur, the properties adjacent to US 301 within the historic district and the property where Clyde’s Cottages are located are designated as Activity Category “B”, “C”, or “E”, which are all exterior criteria. Activity Category “B” includes residential use, Activity Category “C” includes places of worship and public meeting rooms, and Activity Category “E” includes offices and other commercial use. The FDOT NAC for Activity Category “B” and “C” is 66 dB(A) (an Leq² measured over a one-hour time period [Leq(h)³]). The FDOT NAC for Activity Category “E” is 71 dB(A). A constructive use was determined to potentially occur if a projected traffic noise level was either 66 dB(A) or greater, or 71 dB(A) or greater, depending on activity category.

The FHWA’s computer model for the prediction and analysis of highway traffic noise--the Traffic Noise Model (TNM - Version 2.5) was used to project the future no-build and build traffic noise levels. Roadways included in the computer model for the future no-build and the two build alternatives in vicinity of the historic district were 6th Street, US 301, 7th Street, and 5th Avenue/SR 54 (a major cross-street within the historic district); and in vicinity of Clyde’s Cottages were US 301 and SR 39. The number of lanes and/or the traffic volumes for each roadway were adjusted based on the alternative modeled.

Projected Traffic Noise Levels

The projected traffic noise levels are shown in Table 1. The results from the TNM indicate that the projected traffic noise levels would exceed the NAC only at the Tourist Club (map ID #10) under Alternative 2. The NAC for this property is based on Activity Category “C”, which is 66 dB(A). The projected noise level is 68.2 dB(A).

However, the TNM results also indicate that the increase in traffic noise at the Tourist Club with the proposed improvements when compared to the level without the improvements would be less than 3 dB(A) (2.4 dB(A)), which is barely perceptible.

¹ The NAC is based on the expected revisions to the FDOT PD&E Manual, Part 2, Chapter 17 - Noise, to be released in July 2011.

² A steady state sound level that contains the same acoustic energy as a time-varying sound level.

³ A steady state sound level that contains the same acoustic energy as a time-varying sound level over a period of one-hour.

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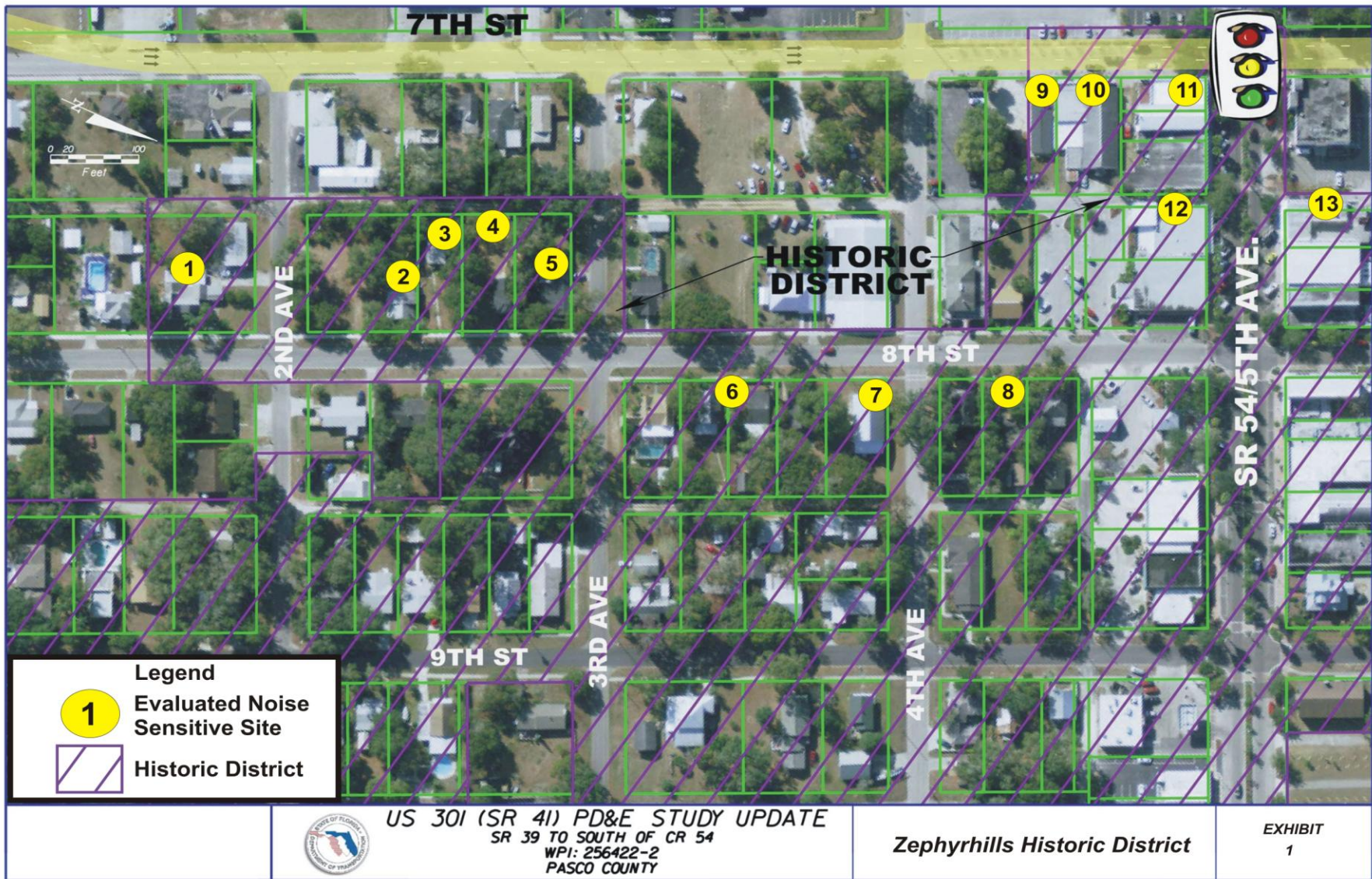
Determination of Constructive Use

Following the requirements of 23 CFR 774.15(f)(3), constructive use does not occur when the projected noise levels exceed the NAC, but the increase in projected noise levels with the proposed project, when compared to the projected noise levels without the project, is barely perceptible (3 dB(A)).

As such, with respect to traffic noise, the proposed improvements would not result in a constructive use of any of the evaluated properties. Because there should not be a constructive use of the properties, the Section 106 requirements should be satisfied because there are no adverse effects with respect to traffic noise.

Table 1 Projected Traffic Noise Levels (Leq(h), dB(A))						
Map ID #	Land Use	No-Build Alternative	Build Alternatives		Change in Noise Levels from No-Build	
			Alt. 1	Alt. 2	Alt. 1	Alt. 2
Zephyrhills Historic District						
1	residential	51.6	52.3	56.4	0.7	4.8
2	residential	51.0	52.2	54.5	1.2	3.5
3	residential	52.5	53.3	56.9	0.8	4.4
4	residential	51.6	52.8	55.7	1.2	4.1
5	residential	52.1	53.3	55.6	1.2	3.5
6	residential	49.8	51.1	52.6	1.3	2.8
7	place of worship	50.4	51.5	52.2	1.1	1.8
8	residential	52.9	53.5	54.2	0.6	1.3
9	store	65.8	63.2	68.3	-2.6	2.5
10	club/lodge/hall	65.8	63.3	68.2	-2.5	2.4
11	office	69.7	66.9	70.6	-2.8	0.9
12	store	62.0	61.8	62.6	-0.2	0.6
13	store	60.9	60.5	62.4	-0.4	1.5
14	residential	54.3	54.6	55.1	0.3	0.8
15	residential	53.3	53.7	54.2	0.4	0.9
16	office	51.8	52.2	53.0	0.4	1.2
17	residential	50.4	51.2	52.2	0.8	1.8
18	club/lodge/hall	50.1	50.8	51.8	0.7	1.7
19	residential	53.5	53.6	57.6	0.1	4.1
20	residential	51.5	52.4	54.8	0.9	3.3
21	residential	51.5	52.2	54.6	0.7	3.1
22	residential	51.4	52.0	54.4	0.6	3.0
23	residential	51.1	51.7	54.3	0.6	3.2
24	residential	51.2	51.9	54.4	0.7	3.2
25	residential	50.9	51.7	54.1	0.8	3.2
26	residential	50.8	51.2	53.6	0.4	2.8
Clyde's Cottages						
1	residential	56.7	63.0	63.0	6.3	6.3
2	residential	57.3	63.4	63.4	6.1	6.1
3	residential	58.6	64.8	64.8	6.2	6.2
4	residential	54.4	60.1	60.1	5.7	5.7
5	residential	55.7	60.9	60.9	5.2	5.2
6	residential	51.4	57.0	57.0	5.6	5.6

Note: In the Zephyrhills Historic District, the change in noise level is negative for Map ID # 9-13 in Alternative 1 because there is less traffic when compared to the No-Build Alternative.



Note: The Zephyrhills Downtown Historic District was listed in the National Register of Historic Places (NRHP) in 2001. The Cultural Resource Assessment Survey (CRAS) Update, dated October 2010, did not result in any changes to the NRHP-listed historic district boundaries or contributing structures.



Note: See note under Exhibit 1.

