

DRAFT

**HISTORIC RESOURCES
BASELINE REPORT**

HIGHWAY 62 (CRATER LAKE HIGHWAY) CORRIDOR SOLUTIONS PROJECT:

INTERSTATE 5 TO HIGHWAY 140
MEDFORD VICINITY, JACKSON COUNTY, OR

August 2004

Prepared By:

Michael S. Kelly, Cultural Resource Specialist, URS Corporation, June 21, 2004

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SIGNATURE PAGE

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Executive Summary

The Highway 62 Corridor Solutions Project is located in Jackson County, Oregon, between the communities of White City and Medford (Figures 1 and 2). The project spans the Highway 62/Crater Lake Highway approximately between its intersections with the Interstate 5 (I-5) interchange in Medford, and Highway 140 near the unincorporated community of White City.

A total of eight historic resources were noted during the historic resource survey; of these, two may be potentially eligible for listing on the National Register of Historic Places (NRHP). The Vernacular Victorian residence located at 2547 Corona Ave. (Field No. 7) and the Vernacular Foursquare residence located at 4502 Crater Lake Ave. (Field No. 4) may be eligible for listing based on historic association and/or architectural distinction. If the properties are determined to be potentially eligible through further research and documentation, project designs should be developed that avoid the resources.

Project Description

The Federal Highway Administration (FHWA), in cooperation with the Oregon Department of Transportation (ODOT), will prepare an environmental impact statement (EIS) on a proposal to solve the long-term (year 2025) transportation demands in the Highway 62/Crater Lake Highway Corridor. Congestion on Highway 62/Crater Lake Highway is impacting existing corridor intersections business and industry and has the potential to curtail future economic development in the area. Improvements are considered necessary to provide for existing and projected traffic demand and a safe and efficient transportation system meeting modern design standards. The process will review alternatives for the entire project along Highway 62, approximately from its junction with I-5 north to its intersection with Highway 140. The project will involve the consideration of several alternatives to solve the capacity, safety, and alignment problems. These alternatives could include improving the Highway 62/Crater Lake Highway corridor with a series of access roads or construction of a new roadway to reduce congestion in the corridor.

Area of Potential Effect

The Area of Potential Effect (APE) for historic resources includes the existing ODOT right-of-way along Highway 62 between its intersections with Interstate 5 and Highway 140, as well as the tax lots adjacent to the highway right-of-way. The APE also includes tax parcels located adjacent to the various proposed alternatives. The APE for the project is a rectangular-shaped area that incorporates the proposed linear corridors for the project alternatives, bounded roughly by the Medford Jackson County Airport to the west, Highway 62 to the east, I-5 to the south, and Highway 140 to the north. The APE is shown in Figure 3.

Historic Context

The establishment of the community of Medford was related to railroad development that occurred during the 1880s throughout Oregon and the Pacific Northwest. Because of its location along the rails and its access to timber and other resources, Medford quickly became a central hub of local economy. Improvements in irrigation systems and the use of refrigerated railroad cars at the turn-of-the-century led to the rapid growth of local fruit orchards (LaLande 1979:4). The growth of local communities required increased lumber production, and consequently a number of sawmills were opened in surrounding areas. Logging and railroad operations became intertwined, so that the local economy was dependent upon both until the First World War exhausted accessible timber supplies and rail service was forced to temporarily close. Timber harvesting and rail operations resumed and then thrived throughout the 1920s until the Great Depression (LaLande 1979:36). By the end of the 1930s and throughout the WWII period, lumber operations in Medford expanded, and the area experienced a logging boom. By the mid-1950s, railroad operations were no longer cost effective, and the local lumber industry abandoned portions of the railroad in favor of other transportation methods.

Medford continues to be dependent upon an agricultural and lumber-based economy. The area surrounding the proposed project area reflects a variety of land use patterns related to the historical development of Medford during the last century. Features related to the lumber industry, orchard and agricultural development, and railroad transportation are found in the project vicinity. Current land uses reflect current agricultural production, modern and historic industrial development, and residential communities of modern houses interspersed with early-twentieth century residences and historic farmsteads.

Methods

A review of the Historic Resources Inventory at the Oregon State Historic Preservation Office (SHPO) and of properties listed on the National Register of Historic Places (NRHP) was conducted to identify previously documented historic resources in the APE. This search showed that no historic properties have been previously recorded in the current project's APE on the statewide Historic Resources Inventory or the NRHP. Additional sources consulted include U.S. General Land Office plat maps, as well as information compiled during previous ODOT projects in the vicinity. Earlier phases of the Highway 62 project have included cultural resource studies of limited scope for the reconnaissance of historic properties (Bevill and Kelly 2001; Kelly 1998). These studies resulted in the identification of few historic resources within the project's APE which were noted but not recorded.

For the current project component, a reconnaissance-level survey of the APE was conducted by Michael S. Kelly, URS Cultural Resources Specialist, on August 4, 2004. The field reconnaissance was undertaken to verify the presence of historic resources within the baseline APE that appear to be 45 years old or older. Resources that appear to meet these criteria were photographed and a cursory level of information was compiled, including address, approximate construction date, stylistic influence, and preliminary analysis of potential National Register status. Results of the reconnaissance are presented in Table 1, and are keyed to the accompanying map (Figure 3).

Results

A total of eight historic resources were identified within the APE during field survey. These resources include four single-family residences (4580 Crater Lake Avenue; 1783 E. Vilas Road; 2547 Corona Avenue; and 2511 Corona Avenue), one stand-alone barn located in the middle of an agricultural field (1259 E. Vilas Road), two farmsteads (983 E. Vilas Road; 4502 Crater Lake Avenue), and a stand-alone garage building (5023 Highway 62).

The buildings primarily represent vernacular versions of architectural styles popular from the early 1900s through the 1950s and are related to the themes of agriculture and residential development. Although of sufficient historical age, three of these resources (4580 Crater Lake Avenue [Field No. 5]; 1783 E. Vilas Road [Field No. 6]; 2511 Corona Road [Field No. 8]) do not appear to maintain sufficient integrity or architectural distinction to warrant NRHP-eligibility. The Vernacular Victorian residence located at 2547 Corona Road (Field No. 7) and the Vernacular Foursquare farmstead residence located at 4502 Crater Lake Avenue (Field No. 4) may be eligible for listing in the National Register with further research. Each of these appears to maintain sufficient integrity and architectural distinction to warrant additional research in order to make a determination of eligibility.

Access to the farmstead at 983 E. Vilas Road (Field No. 1), including the Vernacular residence and associated barn, and to the stand-alone barn located at 1259 E. Vilas Road (Field No. 2), was prohibited so that these properties could not be closely inspected. Consequently, the site address/tax lot numbers provided here are approximations, deducted from adjacent property addresses and County tax records, and need to be field verified. The farmstead does not appear to possess sufficient architectural distinction to warrant NRHP-eligibility. Likewise, the barn feature located in the middle of an agricultural field north of the Rifle and Pistol Club has no associated features and does not appear to have sufficient architectural distinction to be considered NRHP-eligible as a stand-alone resource. The garage building located at 5023 Highway 62 (Field No. 3), at the northwest corner of Highway 62 and E. Vilas Road, is not likely to be considered eligible because it too is a stand-alone resource that lacks sufficient architectural distinction and integrity of setting.

Recommendation

Because the project involves both Federal and State funding, Section 106 applies. Project impacts to the historic buildings within the project area cannot be determined at this time. Preliminary inventory indicates that the residences located at 2547 Corona Ave. (Field No. 7) and at 4502 Crater Lake Ave. (Field No. 4) (highlighted on Figure 1) may be eligible for listing on the National Register of Historic Places. If the properties are determined to be potentially eligible through further research and documentation, project designs should be developed that avoid the resources.

References

Bevill, Russell, and Michael S. Kelly

2001 Highway 62 Corridor Solutions Project, Technical Report 2: Archaeology, Cultural and Historic Resources. Prepared by URS Corporation for the Oregon Department of Transportation, White City, Oregon.

Kelly, Michael S.

1998 Highway 62 Corridor Solutions Project, Technical Report 1: Archaeology, Cultural and Historic Resources. Prepared by Dames & Moore for the Oregon Department of Transportation, White City, Oregon.

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1979 Medford Corporation: A History of an Oregon Logging and Lumber Company. Klocker Printing Company, Medford, Oregon.

Highway 62/
Crater Lake Highway
Corridor Solutions Project
Medford, Oregon

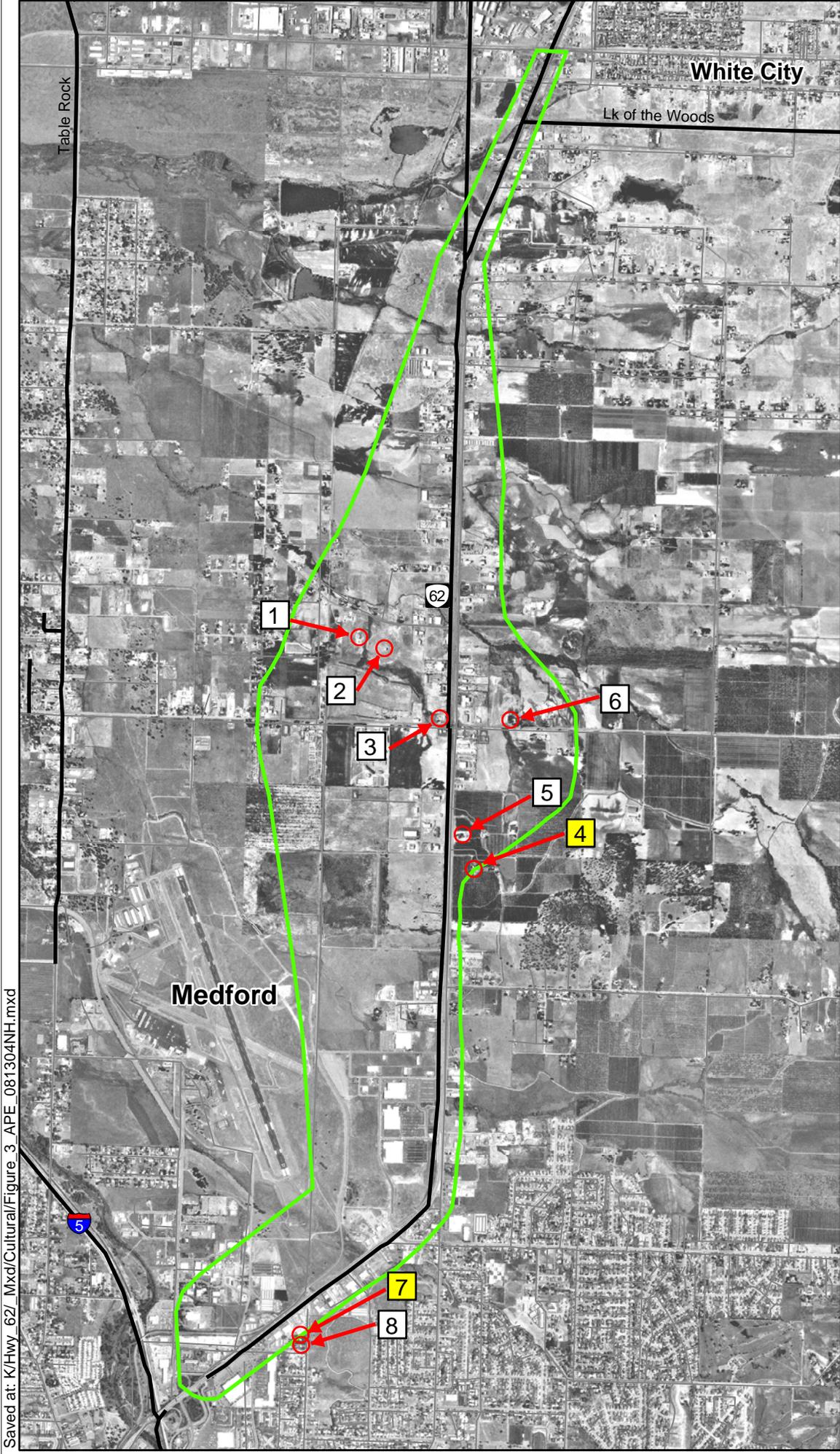


Map Features

- Historic Properties
- Cultural Resources APE
- ▬ Highways
- ▬ Roads

Feet
0 1,000 2,000 3,000 4,000

Meters
0 250 500 750 1,000



Saved at: K:\Hwy 62\ Mxd\Cultural\Figure 3_APE_081304NH.mxd

Figure 1
Cultural Resources
Area of Potential
Effect

Table 1. Historic Resources in the Project Area. Map identification numbers are plotted on Figure 3.

Map ID	Property Address	Style/ Date of Construction	National Register Status	Photograph of Resource
1	983 E. Vilas Rd; Tax Lot 361W31C-2400*	Vernacular Farmhouse, Barn, with minor to moderate alterations; c. 1921	Not Likely to be Considered Eligible due to a Lack of Architectural Distinction	
2	1259 E. Vilas Rd.; Tax Lot 361W31D-3600*	Vernacular Barn with minor to moderate alterations; c. 1928	Not Likely to be Considered Eligible due to a Lack of Architectural Distinction	
3	5023 Highway 62; Tax Lot 361W31D-3400	Vernacular Garage with minor alterations; c. 1920s	Not Likely to be Considered Eligible due to a Lack of Integrity and Architectural Distinction	
4	4502 Crater Lake Ave.; Tax Lot 371W05-900	Vernacular Four-square with minor alterations; c. 1900	Potentially Eligible based on Architectural Distinction; Further Research Required	

5	4580 Crater Lake Avenue; Tax Lot 371W05601	Minimal Traditional with minor alterations; c. 1937	Not Likely to be Considered Eligible due to a Lack of Architectural Distinction	
6	1783 E. Vilas Road; Tax Lot 361W32C-2000	Simple Craftsman Bungalow with moderate to major alterations; c. 1912.	Not Likely to be Considered Eligible due to a Lack of Architectural Distinction and Loss of Integrity	
7	2547 Corona Ave.;; Tax Lot 371W18BD-1800	Vernacular Victorian with minor alterations; c. 1900	Potentially Eligible for Association and Architectural Distinction (Further Research Required)	
8	2511 Corona Road; Tax Lot 371W18BD-1900	Ranch with minor alterations; 1952	Not Likely to be Considered Eligible due to a Lack of Architectural Distinction	

* Tax lot and/or street address information for these properties is approximate, based on County tax records, due to trespass issues encountered during the field survey.