
Appendix L

Cultural Resource Reports

CONFIDENTIAL

Cultural Resources Inventory Report

Placer County Retirement Residence

Placer County, California

Prepared For:

Hawthorne Retirement Group
9310 NE Vancouver Mall Drive, Suite 200
Vancouver, Washington 98662-8210

Prepared By:

Kim Tanksley
ECORP Consulting, Inc.
2525 Warren Drive
Rocklin, California 95677

Under the direction of Principal Investigator:

Roger Mason, RPA

August 2016

This Confidential Appendix is provided under separate cover. This report can be reviewed with permission at the Placer County Community Development Resource Agency offices in Auburn, CA at 3901 County Center Drive, Suite 190, Auburn, CA 95603.

CONFIDENTIAL

**TEST PROGRAM RESULTS AND EVALUATION FOR
CULTURAL RESOURCES**

**Placer Retirement Property,
Placer County, California**

Project No. 2016-138.01

Prepared For:

**Hawthorne Retirement Group
9310 NE Vancouver Mall Drive, Suite 200
Vancouver, Washington 98662-8210**

Prepared By:

Kim Tanksley
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2525 Warren Drive
Rocklin, California 95677

Under the direction of Principal Investigator:

Roger Mason, RPA

9 May 2017



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Hawthorne Retirement Group
9310 Northeast Vancouver Mall Drive, Suite 200
Vancouver, Washington 98662-8210

RE: *Cultural Resources Evaluation Addendum for the frontage grading area of the Placer County Retirement Property Project, Placer County, California, ECORP Project No. 2016-238*

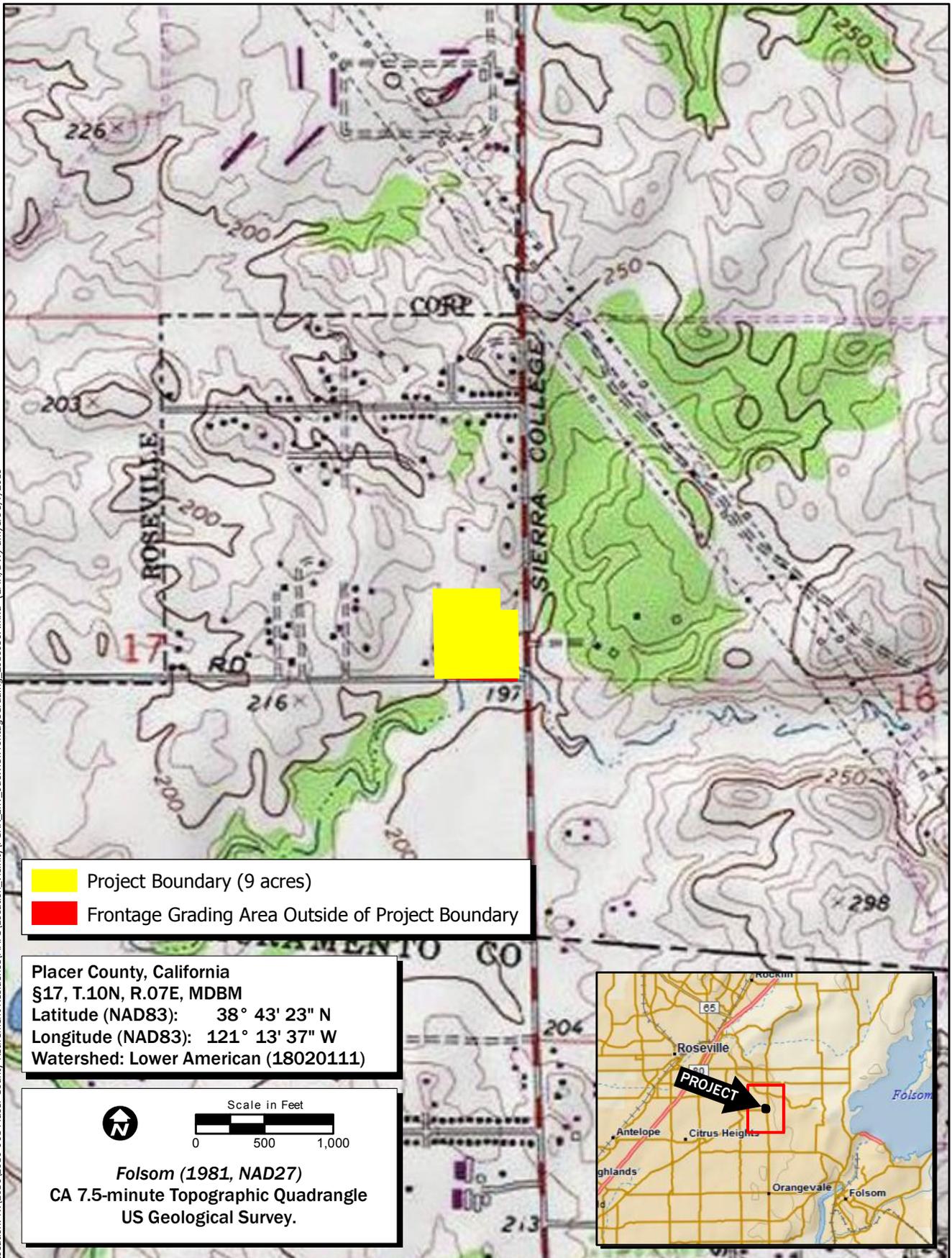
Dear Hawthorne Retirement Group:

In 2016, Hawthorne Retirement Group retained ECORP Consulting, Inc. to conduct a cultural resources inventory and evaluation for the proposed nine-acre Placer County Retirement Property Project (Project). Hawthorne Retirement Group proposes to construct a retirement residential subdivision in unincorporated Placer County, California. ECORP completed the cultural resources inventory and evaluation (Mason 2016; Tanksley 2017) for the Project in 2016 and 2017. The inventory included a records search, literature review, and field survey of the nine-acre parcel. As a result of the inventory efforts, one cultural resource (historic-period structural remains) was identified within the area of potential effects (APE) during the field survey. ECORP then conducted archaeological testing, archival research, and an evaluation of the resource for eligibility to the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR). As a result of the evaluation, the historic-period structural remains were found not eligible for the NRHP or CRHR (Tanksley 2017).

In 2018, Hawthorne Retirement Group again retained ECORP to conduct a cultural resources inventory and evaluation for the frontage grading area as part of the proposed Project. The frontage grading area is included in the proposed Project APE due to potential impacts to the environment from installation of utilities, road improvements for the development, or road grading and equipment staging. The following inventory and evaluation addendum for the frontage grading area incorporates by reference the project description and APE, general cultural and regulatory context and records search results, and methods from the previous reports (Mason 2016; Tanksley 2017) which are also relevant for the inventory and evaluation of the cultural resources for the additional frontage grading area.

The Project Area consists of nine acres of property located within the southeast quarter of the northeast quarter of Section 17 of Township 10 North, Range 7 East, Mount Diablo Base and Meridian as depicted on the 1980 Folsom, California U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle map (Figure 1). It is also known as Assessor's Parcel Number 468-060-038-000. The Project Area is located northwest of the intersection of Sierra College Boulevard and Old Auburn Road in unincorporated Placer County. The frontage grading area includes the southern portion of 9-acre parcel and a small portion of Old Auburn Road.

Location: N:\2016\2016-061 Placer County Retirement Residence\MAPS\Location_Vicinity\PCRR_LNV_9actWithFrontageGrading_20180307.mxd (LMH/DW)-amyers 3/7/2018



- Project Boundary (9 acres)
- Frontage Grading Area Outside of Project Boundary

Placer County, California
 §17, T.10N, R.07E, MDBM
 Latitude (NAD83): 38° 43' 23" N
 Longitude (NAD83): 121° 13' 37" W
 Watershed: Lower American (18020111)

Scale in Feet
 0 500 1,000

Folsom (1981, NAD27)
 CA 7.5-minute Topographic Quadrangle
 US Geological Survey.



Map Date: 3/7/2018
 Service Layer Credits: Copyright:© 2015 DeLorme
 Copyright:© 2013 National Geographic Society, i-cubed

Figure 1. Project Location and Vicinity
 2016-138 Placer Retirement Residence

One newly identified cultural resource, PCRR-002 (Historic-Age Road Alignment, Old Auburn Road), was identified during the survey within the APE of the frontage grading area. The methods and results of the current field survey, archival research, and evaluation are included below.

1.0 METHODS

1.1 Personnel Qualifications

The evaluation of eligibility for the historic-age Old Auburn Road was conducted by architectural historian Jeremy Adams, who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards for architectural history and history. The evaluation addendum was conducted with oversight by Roger Mason, RPA, the Principal Investigator for cultural resources studies for this Project, and who provided QA/QC review. Fieldwork for the addendum was conducted by Associate Archaeologist Megan Webb. Ms. Webb also carried out all archival research and assisted with the evaluation of Old Auburn Road. Resumes are available upon request.

1.2 Research Methods

ECORP conducted focused archival and historical research for the frontage grading area. The historical context of the overall Project Area was included in the previous report (Mason 2016; Tanksley 2017) and is incorporated here by reference. ECORP conducted additional focused archival research for the newly recorded resource, PCRR-002 (Old Auburn Road), for this addendum. Research efforts included review of historical maps, newspaper articles, and other available documents relating to the history of the road alignment. Historical newspapers were reviewed in an attempt to search for relevant names or dates of establishment of the road, as well as associations the route may have.

Historic maps reviewed include:

- 1893 USGS California, Sacramento Sheet (1:125,000)
- 1914 USGS Folsom, California (7.5-minute scale)
- 1944 USGS Folsom, California (7.5-minute scale)
- 1954 USGS Folsom, California (7.5-minute scale)
- 1967 USGS Folsom, California (7.5-minute scale)
- 1967 (photorevised 1980) USGS Folsom, California (7.5-minute scale)

Historic aerial photos taken in 1952, 1957, 1964, and 1966 were also reviewed for information relevant to the roads historical development.

In addition, Paul Daniel Marriott, on behalf of the Preservation Office of New York, published a guide to developing historic contexts for historic-age roads and highways (Marriott 2010). The guide also includes evaluation techniques. This guide was used to place the resource PCRR-002 within its appropriate social and economic historical context.

1.2.1 Field Methods

On February 9, 2018, the frontage grading area was subjected to an intensive pedestrian survey under the guidance of the SOI's Standards for the Identification of Historic Properties. Because the road is currently paved, two transects were walked along the northern and southern rights-of-way of the road located along the south side of the Project Area.

One quarter person-day was expended during the pedestrian survey effort of a portion of Old Auburn Road. Details of the survey and site recording methods are described in the previous report (Mason 2016; Tanksley 2017). The documentation and recording of resource PCRR-002 was prepared during the pedestrian survey and provided the details for this addendum evaluation report. Department of Parks and Recreation (DPR 523) forms were prepared for the resources and are included as Attachment A to this addendum. The DPR 523 records for the newly recorded resources were not included in the previous report (Mason 2016; Tanksley 2017) because they were not within the APE for the previous survey.

2.0 HISTORIC CONTEXT

General local historical context is included in the previous reports (Mason 2016; Tanksley 2017). The following historic context provides supplemental information available through historical research specific to the road and general theme of road and highway development.

2.1 Historic Context of California Highway Development

Following is a brief context of the theme of road development specifically during the period the resource (PCRR-002 – Historic-Age Road Alignment, Old Auburn Road) was constructed. The context is included to better understand the social and economic factors associated with road and highway development and how the road alignment fits within that context.

Early transportation played a major role in the development of Sacramento and Placer counties. The earliest transportation routes were dirt roads that traveled primarily from the gold fields and outposts around the foothills to the center of the city of Sacramento and the major railroads and river ports. The dirt roads were traveled by stagecoaches, wagons, and other horse-drawn methods. By 1890, the first commercial automobiles began to arrive in Sacramento and by 1911 hundreds more were operated throughout the County.

Road development in the United States primarily consisted of expanding local urban streets, utilitarian in design and function, in the eastern United States and moving westward across the nation. California roadways, in particular, largely consisted of dirt utilitarian roads from the period of the Gold Rush through the turn of the twentieth century. From 1890 to 1926, the groundwork was laid for the modern road network, largely due to a number of factors, including the advent of the pneumatic tire and the expansion of production of the affordable personal automobile (the Ford Model T being the industry leader). These new convenient modes of transportation began the slow decline in railroad use, consisting of several hundred thousand miles of track in the United States and previously considered the most efficient and reliable mode of transportation and shipping. This decline led automobile and automobile accessory manufacturers to usher in the "Good Roads Movement" (Marriott 2010).

The Good Roads Movement was first advocated by bicycle organizations seeking hard-surfaced roads. Automobile industry advocates, however, quickly found the development of a better planned road network a greater concern. Despite national efforts to develop hard-surface roads, the prohibitive cost

caused a priority shift in the Good Roads Movement from hard-surface roads to a well-planned road network. In California, many of these road networks began to be constructed during the late part of the nineteenth and into the early part of the twentieth century, particularly in rural areas. Rural road development was crucial for the expansion of agricultural lands since farmers and ranchers needed a better network of roads to transport their crops or goods from the farms and fields to train stations for transport. Prior to the Good Roads Movement, rural farmers depended on extremely underdeveloped roads, consisting mostly of known paths or routes to get to those stations while access to urban or other rural areas was limited because existing road networks often did not connect easily with each other. The agricultural industry began to flourish with use of the new road networks as a result of the Good Roads Movement. Light-duty developed roads were constructed and used by rural farmers and ranchers to transport their goods not only to local train stations but, through the new network of improved roads, to other urban areas or even other rural towns (Marriott 2010).

By the end of the Good Roads Movement, from 1910 to 1926, large intrastate and interstate highways, even transcontinental highways such as the Lincoln Highway, were constructed. These large networks of roads were primarily in response to the advent of World War I and the nation's realization that if the war was ever fought on United States soil, the existing road networks could not support the necessary military mobilization for the war effort. Therefore, better connectivity in large roads and urban centers became a top priority toward the end of the Good Roads Movement. In addition, pavement became the new medium for these larger roads and was also used extensively in these larger highways and roads (Hokanson 1999).

The network of roads in the United States and California, was beginning to come together toward the end of the Good Roads Movement. One of the last stages of the Movement was the development of scenic roads. Scenic road development was largely advocated by the National Park Service to allow automobile access within their parks. Prior to road development, access to National Parks was reliant on railroads and simple carriage rides within parks. At the end of the Good Roads Movement, however, automobile safe routes were constructed within National Parks and other scenic roads were built to attract travelers away from the urban areas (Marriott 2010).

The segment of Auburn Boulevard outside of the frontage grading APE that runs through Sacramento and Citrus Heights was formerly part of the Lincoln Highway and later Interstate 40 (Lincoln Highway Association 2018). The Lincoln Highway was conceived in 1912 by Carl Fisher, an American automotive and real estate entrepreneur, in an attempt to fill a gap in the nation's transportation system, which at the time consisted of the railroad and a loose network of connecting local roads and trails, many of which were unimproved wagon trails from the nineteenth century (Weingroff 2011b). The first completed segment of this new route was from Sacramento to Auburn. Auburn Road was one of the only developed routes in the Citrus Heights area until the mid-1860s (Van Maren 2011). The Lincoln Highway took a portion of the existing Auburn Road and redirected travel directly through downtown Roseville rather than following the old miners trail, thus creating Auburn Boulevard, west of Sylvan Road and Old Auburn Road, east of today's Sylvan Road in Citrus Heights.

Fisher saw the need for a dedicated intercontinental road, much like the first intercontinental railroad, but for commerce as well as motor tourists. His idea was met with great support and was privately funded by the great motor enthusiasts of the time, including President Woodrow Wilson, and in 1913 the Lincoln Highway Association was founded and a route was proposed and scouted between July and September 1913 in a grand tour that stretched from Indianapolis to San Francisco. The final route, from New York City to San Francisco, was dedicated in October 1913, and became the first intercontinental route for

automobiles and touring Americans, changing the view of roads as being more than simple freight routes (Weingroff 2011b).

Due to a lack of funding, most of the original 1913 route followed existing roads and trails already in use. In 1914, the Lincoln Highway Association could only afford to crush rock and pave isolated segments of the highway, known as "Seedling Highways" (Weingroff 2011b). These improvements promoted public interest in the highway and helped expand the idea of motoring as a pastime rather than just for shipping. With increased funding and federal aid, the highway route was modified several times from the original 1913 plan. In 1926, under the proposed Numbered Interstate plan of the Joint Board on Interstate Highways, a portion of the western half of the Lincoln Highway became designated as U.S. Highway 50 (Weingroff 2011a). This new highway followed much of the original Lincoln Highway route; however, it consolidated and bypassed many of the older auto trails that the Lincoln Highway had been based on.

3.0 FIELD SURVEY RESULTS

The pedestrian survey carried out on February 9, 2018 revealed that the land within the frontage grading APE had been modified throughout the years. There are metal guard rails and a section of Linda Creek along the north side of the road (Figure 2). There are paved sidewalks along the roadway (Figure 3). The road within the frontage grading area has been greatly modified by the construction of the drainages and the existing roadway.

Archival research showed that the road (now known as Old Auburn Road) is historic in age. Therefore, it was recorded as a cultural resource and was given a temporary designation of PCRR-002. Indications of the original dirt roadbed, as shown on the historic maps and aerials, were not observed in the APE; however, it appears that the current road has been cut, graded, paved, and built up to sit above the original ground surface where the original dirt road would have been the located. The current road alignment appears to have been paved over and improved in recent years.



Figure 2. Overview of Old Auburn Road (view east) February 9, 2018.



Figure 3. Overview of Old Auburn Road from southern right-of-way (view west) February 9, 2018.

4.0 RESOURCE DESCRIPTION AND LOCATION

4.1 PCRR-002 Old Auburn Road



Figure 4. PCRR-002 – Old Auburn Road overview (view east) February 9, 2018.

Following is a summary of information about the segment of the road in the APE from historical maps and documents.

The 1865 General Land Office (GLO) Plat map for Township 10 North, Range 6 East (west of the Project Area) reveals the "Road to Auburn" traveling in a northeast-southwest direction through today's Citrus Heights area. The 1856 and 1865 GLO Plat map for Township 10 North, Range 7 East, which includes the Project Area, shows the Halfway House on the road to Auburn (not labeled as such) located within the southwestern quarter of Section 17 and approximately one mile southwest of the Project Area. The road to Auburn, splits northeast of the Halfway House and both roads travel in a northeast-southwest direction through Section 17, where the APE is located. The route of the road through Section 17 depicted on the 1856 Plat map does not match the current route of today's Old Auburn Road (Figure 5). Thus, neither of the original routes of the road to Auburn are in the current Project APE.

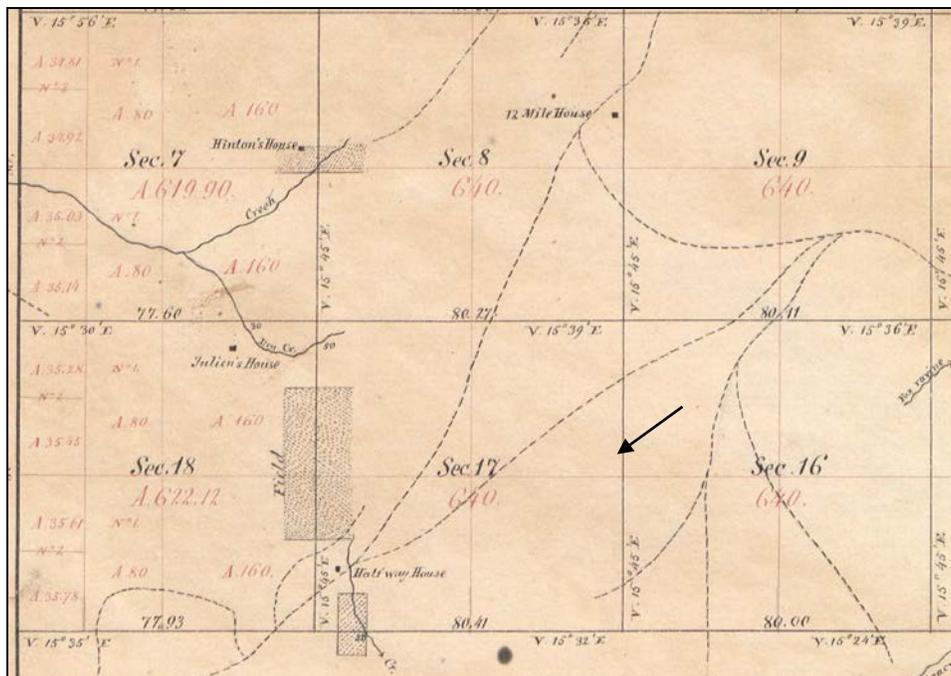


Figure 5. 1856 BLM GLO Plat map for Township 10 North, Range 7 East. The Project Area is located in the SE quarter of the NE quarter of Section 17 as indicated by the arrow.

The road then appears on the 1892 USGS California, Sacramento Sheet (1:125,000) map. The Sacramento Sheet shows unnamed roads that appear to correspond with the current Sierra College Boulevard, Old Auburn Road, and Auburn Boulevard. The Twelve Mile House is located along what road corresponds to the current Auburn Road in the Citrus Heights area. The 1892 map shows the route as traveling from Sacramento toward the current Old Auburn Road and Sierra College Boulevard intersection and then, after a few turns, the route eventually makes its way to Auburn. The route on the 1892 map varies from the 1856 plat map route.

Auburn Road historically was a route to the gold fields used by settlers and miners who were traveling from Sacramento to the town of Auburn. There were six roadhouses or inns located on the road to Auburn. Other stops along the historic route were built in 1850, but were later abandoned once the Sacramento Valley Railroad to Folsom was completed in 1856 (Thompson, et al. 1880). Newspaper articles

from June 1916 state that Auburn Boulevard, west of Project Area, was constructed with oil and gravels prior to improvements done by the Good Road Movement in 1916 (*The Sacramento Union* 1912). The road, PCRR-002, is shown following its current route in the APE on the 1914 USGS Folsom, CA (1:31,680) topographic map. The 1914 map shows unnamed roads that appear to correspond with the current Sierra College Boulevard and Old Auburn Road intersection. From the intersection, PCRR-002 (Old Auburn Road) travels west from Sierra College Boulevard for less than a mile, then turns southwest to a Y of three unnamed roads near the county line at the southwestern quarter of Section 17. The roads at the Y correspond to today's Cirby Way and Old Auburn Road (Figure 6).

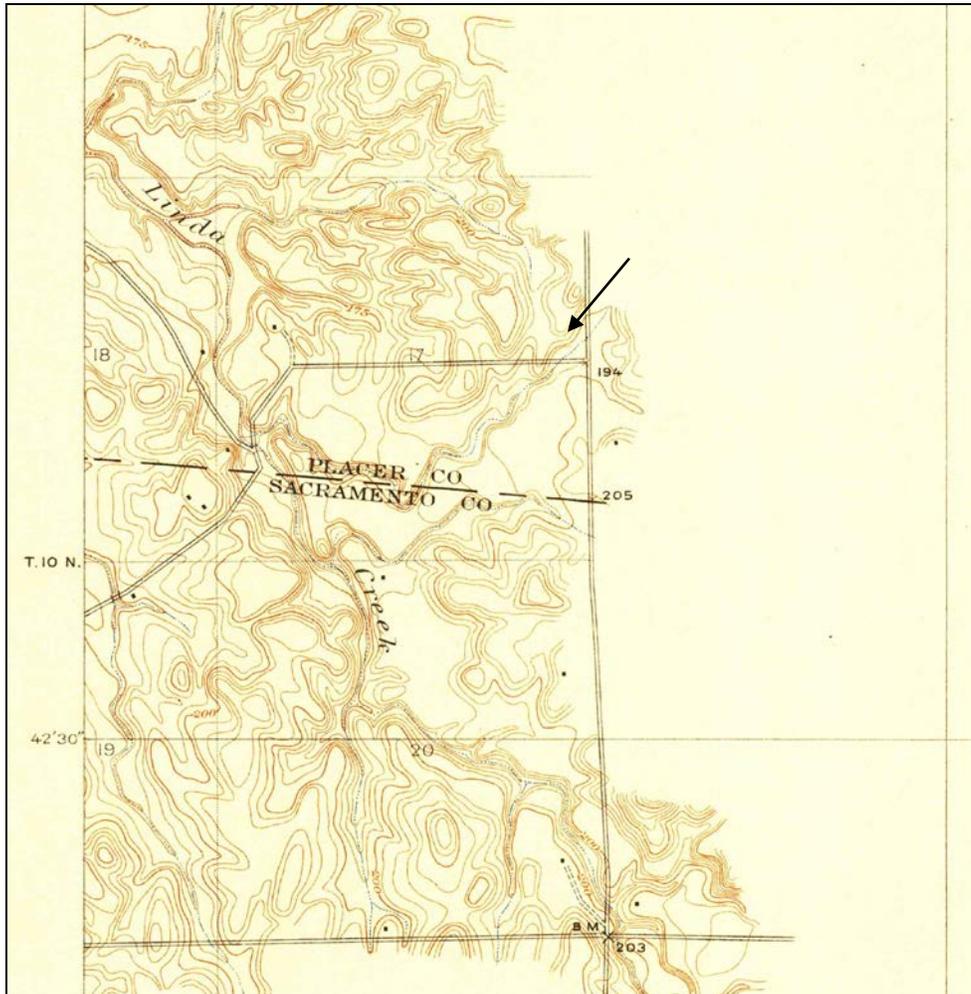


Figure 6. 1914 USGS Folsom, CA (1:31,680) topographic map. The Project Area is located in the SE quarter of the NE quarter of Section 17 as indicated by the arrow.

The 1941 USGS Folsom, CA (1:62,500) topographic map shows the road within the frontage grading APE as a light-duty road, according to the road classification key on the map. The current road follows the same route as shown on the 1914 map. However, no name is given for the road on the 1941 map. Aerial photographs from 1952 show the east-west-trending road (PCRR-002, Old Auburn Road) within the frontage grading APE. The areas surrounding the road appear to be undeveloped grasslands since no agricultural production, as indicated by rows or plowed fields, is visible on the aerials. The two other roads at the Y are now labeled as Cirby Way and Old Auburn Road on 1954 maps. Aerial photographs taken in

1957 show long narrow rural ranch parcels located north of the roadway. The 1967 USGS Folsom, CA (7.5-minute) map clearly identifies the road as Old Auburn Road.

The road currently exists as an asphalt-paved road approximately 50 feet wide. The segment within the APE is approximately 650 feet long. The road exists in an urban setting with residential subdivisions along most of the south side of the road. North of the road, a few rural residential parcels remain. There are paved sidewalks along the southern side of the road and guard rails and paved driveways along the northern side.

In summary, there was originally a dirt road constructed before 1856 that ran from Sacramento to Auburn. However, this road did not follow the current route of Old Auburn Road along the south side of the Project Area until 1892. The road is noted as a "County dirt road (good)" on the 1950s Haley Soil maps for Placer County. The road was improved after 1957 as indicated by historical aerials. According to the 1967 photorevised 1980 USGS Folsom, CA (7.5-minute) map, the intersection of Cirby Way and Old Auburn Road, located west of the Project Area, has been rerouted to the north and now lays in Section 18. The 1993 aerial photographs show that the Sierra College Boulevard and Old Auburn Road intersection as noticeably improved. The intersection and roads were noticeably improved again prior to 1998, as evident in aerial photographs from that year.

Newspapers and other public records provide relevant information and insight into the name Old Auburn Road. Old Auburn Road historically was used as a route (historically called Road to Auburn or Auburn Road) to the gold fields around Auburn from Sacramento. It was a 45-mile trip from Sacramento to Auburn, resulting in the need to establish roadhouses along the route to provide supplies and accommodations. Throughout the 1850s, the road remained a dirt trail and became impassable due to weather at times (Van Maren 2011). The lands surrounding the road in modern times appear to have been regularly used for agriculture and suburban residential development; thus, the road has primarily been used to support transportation. By 1912, a portion of the route from Sacramento to Auburn via today's Auburn Boulevard was replaced by the Lincoln Highway. The Lincoln Highway, also known as US Route 40, was created as a direct route through downtown Roseville instead of following the miner's route, thus creating "Old Auburn Road" east of Sylvan Road in Citrus Heights. The Lincoln Highway was used as the main transportation route to and from Sacramento until the 1950s, when Highway 80 was constructed.

5.0 EVALUATION

Regulatory context, including state and federal evaluation criteria, is provided in the previous report (Mason 2016; Tanksley 2017).

5.1 PCRR-002 – Old Auburn Road

Resource PCRR-002 consists of a segment of Old Auburn Road, an historic-age road alignment. Review of historical topographic maps and aerials indicate that the road was likely constructed before 1892 with improvements in several decades through the 1900s. The current paved Old Auburn Road located south of the Project Area was likely constructed in the 1950s.

5.1.1 *NRHP Criterion A and CRHR Criterion 1*

As a result of archival research, this road was not identified in available historical documentation as having any significant historical associations. Though the road was improved during the period of the Good Roads Movement in the United States, it is certainly not a prime example of that Movement and contains

no strong association with that period of development. A portion of the Road to Auburn route located southwest of the Project Area was used for the Lincoln Highway created by the Good Roads Movement in 1912. However, the Lincoln Highway route is not in the Project Area. The Lincoln Highway created a direct route through downtown Roseville resulting in Old Auburn Road becoming a less used route than in prior years. By 1892 the road followed the current route of Old Auburn Road and was used for access to rural agricultural lands with no other significant purpose. Ranching and farming activities were extensive throughout Placer County and the historical use of roads was very common in correlation with those activities. As such, the resource is not associated with any specific historic event or activity and is, therefore, not eligible under NRHP Criterion A or CRHR Criterion 1.

5.1.2 NRHP Criterion B and CRHR Criterion 2:

The historical documentation for this resource makes it clear that no specific individuals or groups of people significant in history are linked with this road. The resource does not demonstrate any association with the lives of persons significant in history and is, therefore, not eligible under NRHP Criterion B or CRHR Criterion 2.

5.1.3 NRHP Criterion C and CRHR Criterion 3

This resource is currently a paved road that follows the same historical alignment of the original dirt road constructed prior to 1892. The original road was a light-duty dirt road that, through decades of maintenance and repairs, was converted to the paved road that it is today. The road as it was originally, including its years of maintenance and changes, and as it is now, does not have any significant historical associations and its historical use, construction, improvement, and maintenance, is typical among roads. It is not uniquely artistic or designed with any distinctive engineering characteristics. Therefore, this resource does not embody any distinctive characteristics of a type, period, or method of road construction, nor does it possess any artistic value. In addition, no archival evidence, or physical aspect of the road, indicates that the resource represents the work of a master road grader or specific construction crew or company. Therefore, this resource is not eligible under NRHP Criterion C or CRHR Criterion 3.

5.1.4 NRHP Criterion D and CRHR Criterion 4

The information potential for historic roads lies in their alignment and route. Historically, this road has been described as a trail during its beginning and impassable at times due to severe weather. This road, however, was recorded relatively accurately in historical topographic maps after 1892 and the information regarding its historical route is provided in the archival record. Furthermore, this resource does not possess the potential for subsurface archaeological deposits, and, accordingly, was not tested. The resource does not possess the potential to yield any additional information regarding the relationship or functionality of roads or provide any information that isn't already represented in the archival record and, therefore, is not eligible under NRHP Criterion D or CRHR Criterion 4.

6.0 CONCLUSIONS

ECORP conducted a cultural resources records search, literature review, survey, and evaluation of cultural resources within the APE for the Placer County Retirement Property Project in 2016 and 2017 (Mason 2016; Tanksley 2017). ECORP conducted an additional survey of the frontage grading area for the Project in 2018. One new cultural resource was identified within the frontage grading APE: PCRR-002, Old Auburn Road, an historic-age road alignment.

Resource PCRR-002 was evaluated against the NRHP and CRHR criteria and found not eligible for inclusion on the NRHP or CRHR under any criteria. Therefore, resource PCRR-002 is not an Historical Resource under the California Environmental Quality Act or an Historic Property under Section 106 of the National Historic Preservation Act. No ground disturbance should occur until the lead agencies concur with this finding.

If you have any questions, you may reach me by telephone at (916) 782-9100 or by email at RMason@ecorpconsulting.com.

Sincerely,

CLIENT REVIEW DRAFT

Roger Mason
Director Emeritus of Cultural Resources

Enclosure:

Attachment A: PCRR-002 DPR 523 form

7.0 REFERENCES

Hokanson, Drake

- 1999 *The Lincoln Highway: Main Street Across America*. University of Iowa Press, Iowa City, Iowa.

Lincoln Highway Association

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Tanksley, A. Kim

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Van Maren, James

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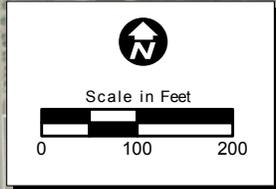
- 2011b The Lincoln Highway. In *Highway History*. Federal Highway Administration, Washington DC.

Location: N:\2016\2016-061 Placer County Retirement Residence\Maps\Cultural_Resources\Overview_Maps\PCRR_CRMOverview_20160802.mxd (LMH, DIV)-amylers 3/8/2018



Map Features

-  Project Boundary (9 acres)
-  Frontage Grading Area Outside of Project Boundary
-  Cultural Site Location



Scale in Feet

0 100 200

Map Date: 3/8/2018
Photo Source: NAIP 2013



State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
 HRI #
 Trinomial #
 NRHP Status Code

Other Listings
 Review Code Reviewer Date

Page 1 of 8 *Resource Name or #: PCRR-002

P1. Other Identifier: Old Auburn Road

***P2. Location:** Not for Publication Unrestricted *a. County: Placer

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Folsom, CA Date: 1981 T10N; R7E; Section: 17 Mount Diablo B.M.

c. Address: 3905 Old Auburn Road City: Roseville Zip:

d. UTM: Zone: 10; (NAD XX): mE/ mN

e. Other Locational Data: Elevation: 190 feet

The recorded segment of the road alignment is located west of the Sierra College Boulevard and Old Auburn Road intersection, located just north of Sacramento and Placer County line. The recorded segment is located directly south of 3905 Old Auburn Road

***P3a. Description:** The road itself (now known as Old Auburn Road) has been determined through archival research to be historic in age, was recorded as a cultural resource and given a temporary designation of PCRR-002. PCRR-002 is a two lane road within Placer County. PCRR-002 is a portion of the route that historically travelled from Sacramento to Auburn to access the gold fields. Indications of the original dirt roadbed shown on the historic maps and aerials were not observed in the APE; however, it appears that the current road has been cut, graded, paved, and built up to sit above the original ground surface that would have been the location of the original dirt road. The current road alignment has been paved over and improved in recent years.

***P3b. Resource Attributes:** AH7. Road

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



***P5b. Description of Photo:**
 Overview of Old Auburn Road, view toward the east, 2/9/2018.

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both

***P7. Owner and Address:**
 California Department of Transportation

***P8. Recorded by:**
 Megan Webb
 ECORP Consulting, Inc.
 2525 Warren Drive
 Rocklin, California 95677

***P9. Date Recorded:** 2/9/2018

***P10. Survey Type:** 15-meter intensive pedestrian

***P11. Report Citation:**

Webb, Megan. 2018. *Cultural Resources Evaluation Addendum for the frontage grading area of the Placer County Retirement Property Project, Placer County, California, ECORP Project No. 2016-238*

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Old Auburn Road; PCRR-002

- B1. Historic Name: Auburn Road, Road to Auburn
- B2. Common Name: Old Auburn Road
- B3. Original Use: transportation
- B4. Present Use: same

*B5. Architectural Style: None

*B6. Construction History: (Construction date, alterations, and date of alterations)

Following is a summary of the segment of the road inside the APE on maps and historical documentation. The 1865 General Land Office (GLO) Plat map for Township 10 North, Range 6 East (west of the Project Area) reveals the "Road to Auburn" traveling in a northeast-southwest direction through today's Citrus Heights area. The 1856 and 1865 GLO Plat map for Township 10 North, Range 7 East, which includes the Project Area, shows the Halfway House on the road to Auburn (not labeled as such) located within the southwestern quarter of Section 17 and approximately one mile southwest of the Project Area. The road to Auburn, splits northeast of the Halfway House and both roads travel in a northeast-southwest direction through Section 17, where the APE is located. The route of the road through Section 17 depicted on the 1856 Plat map does not match the current route of today's Old Auburn Road. Thus, neither of the original routes of the road to Auburn are in the current Project APE.

The road then appears on the 1892 USGS California, Sacramento Sheet (1:125,000) map. The Sacramento Sheet shows unnamed roads that appear to correspond with the current Sierra College Boulevard, Old Auburn Road, and Auburn Boulevard. The Twelve Mile House is located along what road corresponds to the current Auburn Road in the Citrus Heights area. The 1892 map shows the route as traveling from Sacramento toward the current Old Auburn Road and Sierra College Boulevard intersection and then, after a few turns, the route eventually makes its way to Auburn. The route on the 1892 map varies from the 1856 plat map route.

See Continuation Sheet.

*B7. Moved? No Yes Unknown Date: Original Location:

*B8. Related Features: None

B9a. Architect: None.

b. Builder: Unknown

*B10. Significance: None. Theme: None.

Area: Placer County

Period of Significance: 1860s to present

Property Type: Road

Applicable Criteria: N/A

The road consists of a segment of Old Auburn Road, an historic-age road alignment. Review of historical topographic maps and aerials indicate that the road was likely constructed before 1865 with improvements in several decades through the 1900s. Following is the historic context and evaluation of the recorded segment of the road. See Continuation Sheet.

B11. Additional Resource Attributes: (List attributes and codes)

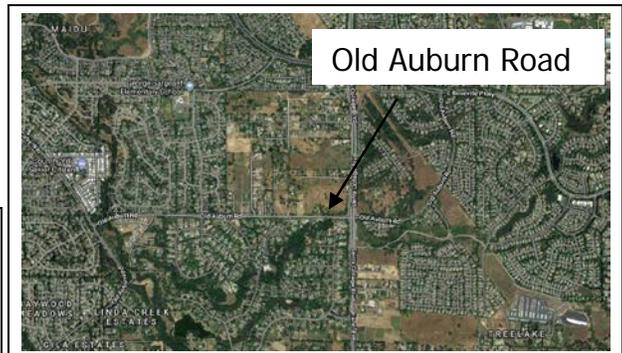
*B12. References: See Continuation Sheet.

B13. Remarks:
None.

*B14. Evaluator: Megan Webb, ECORP Consulting, Inc., 2525 Warren Drive, Rocklin, CA 95677

*Date of Evaluation: 2/12/2018

(This space reserved for official comments.)



Page 3 of 8

Resource Name or #: Old Auburn Road; PCRR-002

L1. **Historic and/or Common Name:** Auburn Road, Road to Auburn

L2a. **Portion Described:** Entire Resource Segment Point Observation

Designation: Directly south of 3905 Old Auburn Road, Roseville, CA

b. **Location of point or segment:** From the intersection of Sierra College Blvd and Old Auburn Road, the length of the recorded segment is the road for 600 feet to the west.

L3. **Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

The road currently exists as an asphalt paved road approximately 20 feet wide. The road has paved sidewalks on the southern right-of-way and guard rails and Linda Creek at the northern right-of-way. The road exists in an urban setting. The travel on this route to Auburn was redirected through downtown Roseville through the Lincoln Highway in 1912. The first completed segment of this new route was from Sacramento to Auburn. Auburn Road was one of the only developed routes in the Citrus Heights area until the mid-1860s (VanMaren 2011). The Lincoln Highway took a portion of the existing Auburn Road and redirected travel directly through downtown Roseville rather than following the miners trail, thus creating "Auburn Boulevard" west of Sylvan Road and "Old Auburn Road" east of today's Sylvan Road in Citrus Heights.

L4. **Dimensions:** (In feet for historic features and meters for prehistoric features)

- a. **Top Width** _20 ft
- b. **Bottom Width** n/a
- c. **Height or Depth** _n/a
- d. **Length of Segment** _600 feet

L5. **Associated Resources:** n/a

L6. **Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate.): The road is within an urban landscape, primarily surrounded by residential subdivisions.

L4e. **Sketch of Cross-Section** (include scale)

Facing:

Sketch included in BSO form.

L7. **Integrity Considerations:**

The road was originally a dirt road but has been cut, graded, and paved and maintained over the decades of its use, thus materials and workmanship have been compromised. Also, the setting of the road has changed from rural agricultural landscape to an urban landscape. However, the alignment of this segment of the road has not changed thus; design, setting, feeling, and overall association with the region remain in good condition.

L8b. **Description of Photo, Map, or Drawing** (View of Old Auburn Road from northern right-of-way. View toward the east. 2/9/2018)



L9. **Remarks:**
None.

L10. **Form Prepared by:**
Megan Webb
ECORP Consulting, Inc.
2525 Warren Drive
Rocklin, CA 95677

L11. **Date:**
2/9/2018

***B6. Construction History (continued from BSO):**

Auburn Road historically was a route to the gold fields used by settlers and miners who were traveling from Sacramento to the town of Auburn. There were six roadhouses or inns located on the road to Auburn. Other stops along the historic route were built in 1850, but were later abandoned once the Sacramento Valley Railroad to Folsom was completed in 1856 (Thompson, et al. 1880). Newspaper articles from June 1916 state that Auburn Boulevard, west of Project Area, was constructed with oil and gravels prior to improvements done by the Good Road Movement in 1916 (The Sacramento Union 1912). The road, PCRR-002, is shown following its current route in the APE on the 1914 USGS Folsom, CA (1:31,680) topographic map. The 1914 map shows unnamed roads that appear to correspond with the current Sierra College Boulevard and Old Auburn Road intersection. From the intersection, PCRR-002 (Old Auburn Road) travels west from Sierra College Boulevard for less than a mile, then turns southwest to a Y of three unnamed roads near the county line at the southwestern quarter of Section 17. The roads at the Y correspond to today's Cirby Way and Old Auburn Road.

The 1941 USGS Folsom, CA (1:62,500) topographic map shows the road within the offsite APE as a light-duty road, according to the road classification key on the map. The current road follows the same route as shown on the 1914 map. However, no name is given for the road on the 1941 map. Aerial photographs from 1952 show the east-west-trending road (PCRR-002, Old Auburn Road) within the offsite APE. The areas surrounding the road appear to be undeveloped grasslands since no agricultural production, as indicated by rows or plowed fields, is visible on the aerials. The two other roads at the Y are now labeled as Cirby Way and Old Auburn Road on 1954 maps. Aerial photographs taken in 1957 show long narrow rural ranch parcels located north of the roadway. The 1967 USGS Folsom, CA (7.5-minute) map clearly identifies the road as Old Auburn Road.

The road currently exists as an asphalt-paved road approximately 50 feet wide. The segment within the APE is approximately 650 feet long. The road exists in an urban setting with residential subdivisions along most of the south side of the road. North of the road, a few rural residential parcels remain. There are paved sidewalks along the southern side of the road and guard rails and paved driveways along the northern side.

In summary, there was originally a dirt road constructed before 1856 that ran from Sacramento to Auburn. However, this road did not follow the current route of Old Auburn Road along the south side of the Project Area until 1892. The road is noted as a "County dirt road (good)" on the 1950s Haley Soil maps for Placer County. The road was improved after 1957 as indicated by historical aerials. According to the 1967 photorevised 1980 USGS Folsom, CA (7.5-minute) map, the intersection of Cirby Way and Old Auburn Road, located west of the Project Area, has been rerouted to the north and now lays in Section 18. The 1993 aerial photographs show that the Sierra College Boulevard and Old Auburn Road intersection as noticeably improved. The intersection and roads were noticeably improved again prior to 1998, as evident in aerial photographs from that year.

Newspapers and other public records provide relevant information and insight into the name Old Auburn Road. Old Auburn Road historically was used as a route (historically called Road to Auburn or Auburn Road) to the gold fields around Auburn from Sacramento. It was a 45-mile trip from Sacramento to Auburn, resulting in the need to establish roadhouses along the route to provide supplies and accommodations. Throughout the 1850s, the road remained a dirt trail and became impassable due to weather at times (Van Maren 2011). The lands surrounding the road in modern times appear to have been regularly used for agriculture and suburban residential development; thus the road has primarily been used to support transportation. By 1912, a portion of the route from Sacramento to Auburn via today's Auburn Boulevard was replaced by the Lincoln Highway. The Lincoln Highway, also known as US Route 40, was created as a direct route through downtown Roseville instead of following the miner's route, thus creating "Old Auburn Road" east of Sylvan Road in Citrus Heights. The Lincoln Highway was used as the main transportation route to and from Sacramento until the 1950s, when Highway 80 was constructed.

***B10. Significance (continued from BSO):**

Following is a brief context of the theme of road development specifically during the period the resource (PCRR-002 – Historic-Age Road Alignment, Old Auburn Road) was constructed. The context is included to better understand the social and economic factors associated with road and highway development and how the road alignment fits within that context.

Early transportation played a major role in the development of Sacramento and Placer counties. The earliest transportation routes were dirt roads that traveled primarily from the gold fields and outposts around the foothills to the center of the city of Sacramento and the major railroads and river ports. The dirt roads were traveled by stagecoaches, wagons, and other horse-drawn methods. By 1890, the first commercial automobiles began to arrive in Sacramento and by 1911 hundreds more were operated throughout the County.

Road development in the United States primarily consisted of expanding local urban streets, utilitarian in design and function, in the eastern United States and moving westward across the nation. California roadways, in particular, largely consisted of dirt utilitarian roads from the period of the Gold Rush through the turn of the twentieth century. From 1890 to 1926, the groundwork was laid for the modern road network, largely due to a number of factors, including the advent of the pneumatic tire and the expansion of production of the affordable personal automobile (the Ford Model T being the industry leader). These new

convenient modes of transportation began the slow decline in railroad use, consisting of several hundred thousand miles of track in the United States and previously considered the most efficient and reliable mode of transportation and shipping. This decline led automobile and automobile accessory manufacturers to usher in the “Good Roads Movement” (Marriott 2010).

The Good Roads Movement was first advocated by bicycle organizations seeking hard-surfaced roads. Automobile industry advocates, however, quickly found the development of a better planned road network a greater concern. Despite national efforts to develop hard-surface roads, the prohibitive cost caused a priority shift in the Good Roads Movement from hard-surface roads to a well-planned road network. In California, many of these road networks began to be constructed during the late part of the nineteenth and into the early part of the twentieth century, particularly in rural areas. Rural road development was crucial for the expansion of agricultural lands since farmers and ranchers needed a better network of roads to transport their crops or goods from the farms and fields to train stations for transport. Prior to the Good Roads Movement, rural farmers depended on extremely underdeveloped roads, consisting mostly of known paths or routes to get to those stations while access to urban or other rural areas was limited because existing road networks often did not connect easily with each other. The agricultural industry began to flourish with use of the new road networks as a result of the Good Roads Movement. Light-duty developed roads were constructed and used by rural farmers and ranchers to transport their goods not only to local train stations but, through the new network of improved roads, to other urban areas or even other rural towns (Marriott 2010).

By the end of the Good Roads Movement, from 1910 to 1926, large intrastate and interstate highways, even transcontinental highways such as the Lincoln Highway, were constructed. These large networks of roads were primarily in response to the advent of World War I and the nation’s realization that if the war was ever fought on United States soil, the existing road networks could not support the necessary military mobilization for the war effort. Therefore, better connectivity in large roads and urban centers became a top priority toward the end of the Good Roads Movement. In addition, pavement became the new medium for these larger roads and was also used extensively in these larger highways and roads (Hokanson 1999).

The network of roads in the United States and California, was beginning to come together toward the end of the Good Roads Movement. One of the last stages of the Movement was the development of scenic roads. Scenic road development was largely advocated by the National Park Service to allow automobile access within their parks. Prior to road development, access to National Parks was reliant on railroads and simple carriage rides within parks. At the end of the Good Roads Movement, however, automobile safe routes were constructed within National Parks and other scenic roads were built to attract travelers away from the urban areas (Marriott 2010).

The segment of Auburn Boulevard outside of the offsite APE that runs through Sacramento and Citrus Heights was formerly part of the Lincoln Highway and later Interstate 40 (Lincoln Highway Association 2018). The Lincoln Highway was conceived in 1912 by Carl Fisher, an American automotive and real estate entrepreneur, in an attempt to fill a gap in the nation’s transportation system, which at the time consisted of the railroad and a loose network of connecting local roads and trails, many of which were unimproved wagon trails from the nineteenth century (Weingroff 2011b). The first completed segment of this new route was from Sacramento to Auburn. Auburn Road was one of the only developed routes in the Citrus Heights area until the mid-1860s (Van Maren 2011). The Lincoln Highway took a portion of the existing Auburn Road and redirected travel directly through downtown Roseville rather than following the old miners trail, thus creating Auburn Boulevard, west of Sylvan Road and Old Auburn Road, east of today’s Sylvan Road in Citrus Heights.

Fisher saw the need for a dedicated intercontinental road, much like the first intercontinental railroad, but for commerce as well as motor tourists. His idea was met with great support and was privately funded by the great motor enthusiasts of the time, including President Woodrow Wilson, and in 1913 the Lincoln Highway Association was founded and a route was proposed and scouted between July and September 1913 in a grand tour that stretched from Indianapolis to San Francisco. The final route, from New York City to San Francisco, was dedicated in October 1913, and became the first intercontinental route for automobiles and touring Americans, changing the view of roads as being more than simple freight routes (Weingroff 2011b).

Due to a lack of funding, most of the original 1913 route followed existing roads and trails already in use. In 1914, the Lincoln Highway Association could only afford to crush rock and pave isolated segments of the highway, known as “Seedling Highways” (Weingroff 2011b). These improvements promoted public interest in the highway and helped expand the idea of motoring as a pastime rather than just for shipping. With increased funding and federal aid, the highway route was modified several times from the original 1913 plan. In 1926, under the proposed Numbered Interstate plan of the Joint Board on Interstate Highways, a portion of the western half of the Lincoln Highway became designated as U.S. Highway 50 (Weingroff 2011a). This new highway followed much of the original Lincoln Highway route; however, it consolidated and bypassed many of the older auto trails that the Lincoln Highway had been based on.

Evaluation

Resource PCRR-002 consists of a segment of Old Auburn Road, an historic-age road alignment. Review of historical topographic maps and aerials indicate that the road was likely constructed before 1865 with improvements in several decades through the 1900s.

NRHP Criterion A and CRHR Criterion 1: As a result of archival research, this road was not identified in available historical documentation as having any significant historical associations. Though the road was improved during the period of the Good Roads Movement in the United States, it is certainly not a prime example of that Movement and contains no strong association with that period of development. A portion of the Road to Auburn route located southwest of the Project Area was used for the Lincoln Highway created by the Good Roads Movement in 1912. However, the Lincoln Highway route is not in the Project Area. The Lincoln Highway created a direct route through downtown Roseville resulting in Old Auburn Road becoming a less used route than in prior years. By 1892 the road followed the current route of Old Auburn Road and was used for access to rural agricultural lands with no other significant purpose. Ranching and farming activities were extensive throughout Placer County and the historical use of roads was very common in correlation with those activities. As such, the resource is not associated with any specific historic event or activity and is, therefore, not eligible under NRHP Criterion A or CRHR Criterion 1.

NRHP Criterion B and CRHR Criterion 2: The historical documentation for this resource makes it clear that no specific individuals or groups of people significant in history are linked with this road. The resource does not demonstrate any association with the lives of persons significant in history and is, therefore, not eligible under NRHP Criterion B or CRHR Criterion 2.

NRHP Criterion C and CRHR Criterion 3: This resource is currently a paved road that follows the same historical alignment of the original dirt road constructed prior to 1892. The original road was a light-duty dirt road that, through decades of maintenance and repairs, was converted to the paved road that it is today. The road as it was originally, including its years of maintenance and changes, and as it is now, does not have any significant historical associations and its historical use, construction, improvement, and maintenance, is typical among roads. It is not uniquely artistic or designed with any distinctive engineering characteristics. Therefore, this resource does not embody any distinctive characteristics of a type, period, or method of road construction, nor does it possess any artistic value. In addition, no archival evidence, or physical aspect of the road, indicates that the resource represents the work of a master road grader or specific construction crew or company. Therefore, this resource is not eligible under NRHP Criterion C or CRHR Criterion 3.

NRHP Criterion D and CRHR Criterion 4: The information potential for historic roads lies in their alignment and route. Historically, this road has been described as a trail during its beginning and impassable at times due to severe weather. This road, however, was recorded relatively accurately in historical topographic maps after 1892 and the information regarding its historical route is provided in the archival record. Furthermore, this resource does not possess the potential for subsurface archaeological deposits, and, accordingly, was not tested. The resource does not possess the potential to yield any additional information regarding the relationship or functionality of roads or provide any information that isn't already represented in the archival record and, therefore, is not eligible under NRHP Criterion D or CRHR Criterion 4.

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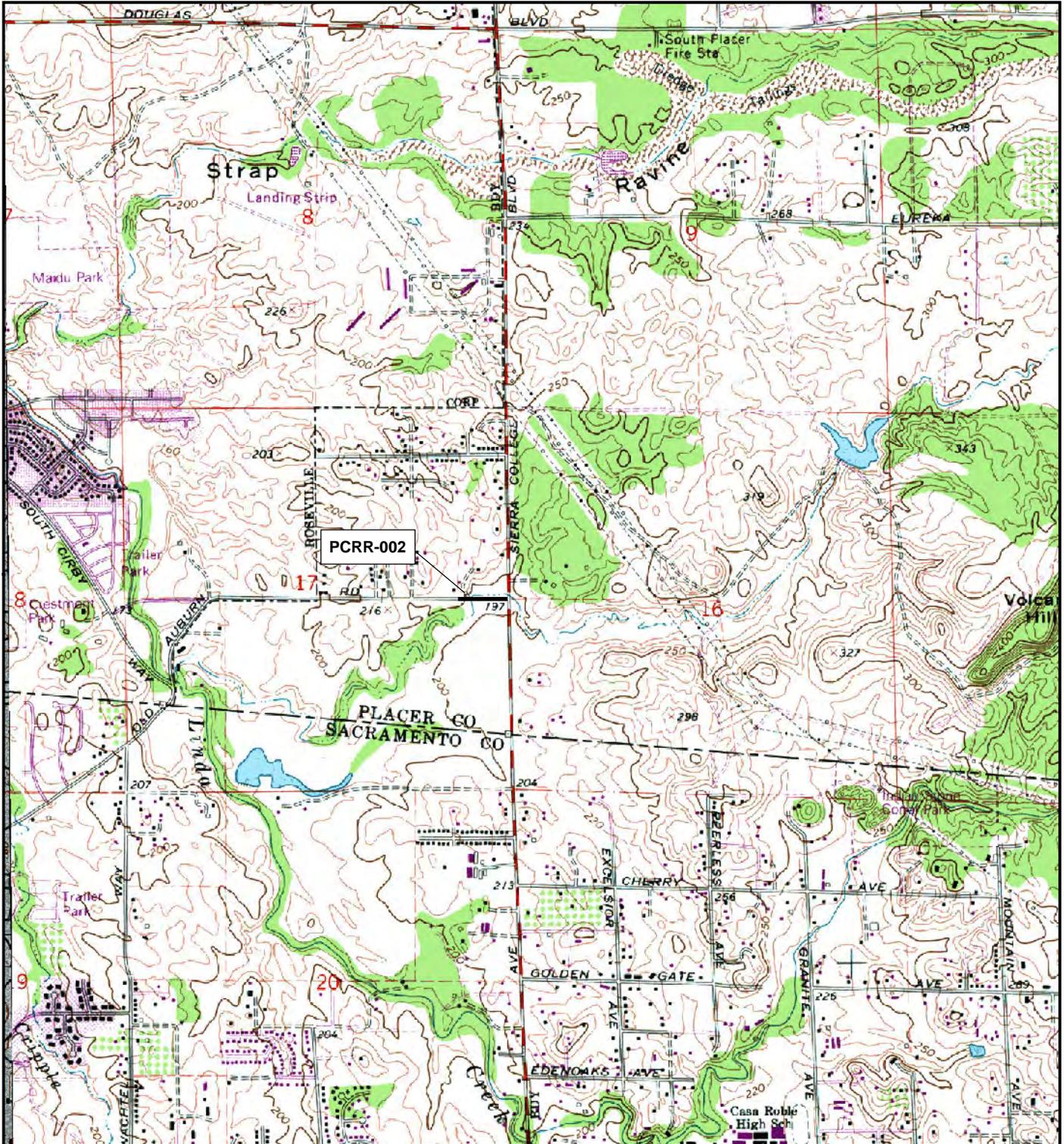
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Photograph from southern right-of-way of Old Auburn Road, view west, 2/9/2018

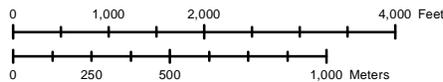


Photograph from northern right-of-way of Old Auburn Road, view east, 2/9/2018



*Required Information

DPR 523J (1/95)



DRAFT
RCORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Location: N:\2016\2016-081 Placer County Retirement Residence\Map\PCRR-001.mxd (J:\KOR\regis 7/2/2016)