VAN BUREN BRIDGE PROJECT

HISTORIC RESOURCE BASELINE REPORT

ODOT KEY #20688

FEDERAL AID #S210(022)

Prepared For
OBEC Consulting Engineers
Portland, Oregon

May 9, 2019

REPORT NO. 4197

Archaeological Investigations Northwest, Inc.
PROJECT SUMMARY INFORMATION

PROJECT: Construction of new bridge to carry eastbound traffic from Corvallis across the Willamette River via Van Buren Street at the border between Benton and Linn Counties.

LOCATION: City of Corvallis, Benton and Linn Counties, Oregon

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<th>Township</th>
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<tr>
<td>11 South</td>
<td>5 West</td>
<td>35, 36</td>
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USGS QUAD: 
- *Corvallis, OR, 7.5-minute, 2019*
- *Riverside, OR, 7.5-minute, 2019*

SURVEY RESULTS: Twenty-three historic resources were identified on parcels in the project Area of Potential Effect (APE).

Six historic resources were previously recommended to be eligible for listing in the National Register of Historic Places (NRHP):
- Van Buren Bridge
- Portland-Corvallis Auto Freight Building
- Brands Chevrolet
- Abby’s Furniture Warehouse
- John Beach Barn
- 217-221 NW 2nd Street – Burlap & Lace

As a result of this survey, three historic resources are recommended to be eligible for listing in the NRHP:
- 207 NW 2nd Street – Peak Sports Outdoor Shop
- 257 NW Van Buren Avenue – Truck Pros
- 225-235 NW 2nd Street – Corvallis Floor Covering

A potential Corvallis Downtown Historic District was previously recommended to be eligible for listing in the NRHP. The potential Historic District includes all of the above recommended historic resources and the resources within an expanded boundary on the north side of Van Buren Street. The John Beach Barn is in Linn County and is not a part of the potential Historic District.

The 14 remaining historic resources are recommended to be not eligible for listing in the NRHP.

RECOMMENDATIONS:
- The Van Buren Bridge will be affected by the project. The effect will be determined when project plans are fully developed.
- The eight other potentially NRHP-eligible resources may be affected by the project, depending on the location and design of the approach to the new bridge.
- Preparation of Determination of Eligibility (DOE) and Finding of Effect (FOE) forms for the nine historic resources is recommended.


Sec. 4909.10001 (Rev. 5-20-19)
PROJECT DESCRIPTION

The Oregon Department of Transportation (ODOT) proposes to construct a new two-lane bridge over the Willamette River on Oregon State Route 34 (OR 34) between the City of Corvallis and Linn County, Oregon (Figure 1). The new bridge will replace the existing Van Buren Bridge as the eastbound traffic carrier into Corvallis. The historic Van Buren Bridge was built in 1913, and it will be decommissioned for motor vehicle traffic use (Photo 1). The new bridge will reduce annual maintenance costs for the existing bridge; increase reliability of crossing the Willamette River during seismic or flooding events; and improve overall safety for pedestrian, bike, and automobile users.

The project includes Federal Highway Administration (FHWA) funding coordinated through ODOT. Therefore, the project is subject to review for compliance with Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800, as well as Section 4(f) of the U.S. Department of Transportation (USDOT) Act, as amended of 1966. The project’s area of potential effect (APE) is approximately 0.47 mile (mi) long and extends from the intersection of NW Van Buren Avenue and NW 3rd Street in Corvallis to a point 328 feet (ft) east of the intersection of NW Van Buren Avenue and the OR 34 bypass in Linn County (Figure 2). The APE extends north from NW Van Buren Avenue to the north side of NW Harrison Boulevard for the entire length of the APE. The APE also includes roads and alleyways south of NW Van Buren Avenue between NW 1st Street and NW 2nd Street.

Archaeological Investigations Northwest, Inc. (AINW), under contract with OBEC Consulting Engineers has completed a historic resource baseline survey to identify historic properties that have potential to be adversely affected by project construction under Section 106 of the National Historic Preservation Act and Section 4(f) of The USDOT Act of 1966. This work was completed and reviewed by AINW architectural historians who meet the Secretary of the Interior’s Professional Qualifications Standards in Architectural History and History, and are ODOT-qualified as historic resource consultants in Architectural History.

Photo 1. The historic 1913 Van Buren Bridge spans the Willamette River at Corvallis. The bridge will be decommissioned and a new structure will carry eastbound traffic out of Corvallis (AINW 2019).
Figure 1. Overview of the Van Buren Bridge Replacement project.
Figure 2. Aerial overview of project APE (ESRI circa 2009). A total of 23 historic resources were identified in the project APE. Nine are recommended to be eligible for listing in the National Register of Historic Places (NRHP).
EXISTING CONDITIONS

AINW has completed a review of records on file with the Oregon State Historic Preservation Office (SHPO), the City of Corvallis Planning Division’s Local Register of Historic Places, Benton County inventories, and Linn County inventories to identify previously recorded historic resources within the project APE. This data was used to identify and document historic resources during the field survey of the APE and to assess historical patterns of development in the project area.

A review of historical records, including maps, land patents, newspaper articles, and U.S. Census data, has also been completed to further identify historical themes of development within the APE and its vicinity. Synthesis of this information provides a general historical context by highlighting important events, people, and elements of the built environmental that shaped existing conditions.

OREGON HISTORIC SITES DATABASE AND LOCAL INVENTORIES

Eleven historic resources within the APE are documented in the Oregon Historic Sites Database:

- 101 NW Jackson Street (previously recommended eligible)
- 220 SW 1st Street
- 230 SW 1st Street
- 250 SW 1st Street – Abby’s Furniture Warehouse (previously recommended eligible)
- 200-214 NW 2nd Street – Main Auto Body Shop
- 221 NW 2nd Street
- 235-245 NW 2nd Street – Bell Transmission
- 236-244 NW 2nd Street – Brands Chevrolet (previously recommended eligible)
- 305 NW 2nd Street – Portland-Corvallis Auto Freight Building (previously recommended eligible)
- 326 SW 2nd Street – Corvallis Fitness Center
- 28255 Highway 34 – John Beach Barn (previously recommended eligible)

Of these eleven, no resources have been listed in the NRHP, five resources have been recommended to be eligible for listing in the NRHP, and four resources have been recommended to be not eligible.

The Van Buren Bridge is documented in the City of Corvallis local historic register, which has been in interim status since 1990, and the Oregon Historic Sites Database. Although not listed in the NRHP, it had most recently been recognized as potentially eligible by ODOT in 2013 as the only remaining pin-connected truss in state ownership and one of only two remaining swing spans (now inoperable) in the state (Burrow et. al 2013:6). The 1913 bridge, which features three distinct truss configurations and unique approaches, was recommended to be eligible under Criterion C, despite in-kind concrete material replacement, the removal of the west pony truss in 1962, and repair from previous rehabilitation projects in 1940 and 1960. No other buildings within the project area are noted as local individually-designated resources as of the city’s most recent Historic Preservation Plan (City of Corvallis 2018). The northernmost boundaries of the NRHP-listed Avery-Helm Historic District, a group of residential historic properties, are south and west of the project APE (NRHP 2000).
HISTORICAL RECORDS REVIEW

The project APE encompasses portions of section 35 of Township 11 South, Range 5 West, Willamette Meridian. When the area was surveyed in 1852, Marysville had already been platted, including the area that would become the downtown core of Corvallis (GLO 1852). There were initially three Donation Land Claims crossing or adjacent to the project area (General Land Office [GLO] 1860, 1866a, 1866b). The Dixon family land claim, adjacent to the Willamette River, encompasses the majority of the project area on the west side of the river. The area at the southwest of the APE was part of the Joseph C. Avery land claim, later the plat of Marysville (GLO 1852).

These Euroamerican settlers first arrived at the confluence of the Willamette River and Mary’s River in the early 1840s. The first Donation Land Claim was staked by Joseph C. Avery in 1845 (GLO 1845). The city, originally named Marysville, was first platted by Avery in 1851 (Reynolds 1976:3). Benton County was established in 1847, and the town was officially incorporated as the City of Corvallis in 1857 (Reynolds 1976:3-4, 29-35). The majority of public buildings, including nine churches, a post office, a school, a hotel, a courthouse, and an opera house were concentrated within this original plat or within Dixon’s Addition. Before any bridges spanned the Willamette River between Benton County and Linn County, the crossing was made first via individual crossings by canoe, then by ferry, then by steamboat. Land transportation consisted of pedestrians and horse-drawn vehicles through the early twentieth century, when automobiles slowly became more common (Reynolds 1976:3, 18).

As Corvallis developed, people also began settling across the Willamette River on the east bank in Linn County, and the town of Orleans was formed in the late 1840s (Corning 1973). Few records of Orleans exist since the small town was destroyed in a flood in 1861 and was never rebuilt. Residents of Orleans either moved into Corvallis or moved east to higher ground (Rankin 1980). A map uncovered in 2013 reveals that the main street of Orleans led to the Willamette River ferry crossing, and that there were at least 15 lots in the small town (Baxter and Connolly 2013). An 1878 map of Marion and Linn Counties shows a road to the ferry crossing and a few structures south of the road, but there is no mention of the town of Orleans (Edgar Williams & Co. 1878).

Corvallis, built on higher ground than Orleans, survived the 1861 flood and became one of the major river ports on the Willamette River. Sanborn maps of the town produced in the 1880s and 1890s show the growth of the town’s waterfront (Sanborn Map & Publishing Company 1884, 1888, 1890, 1895). Between the river shoreline and 1st Street near the project APE, these maps show a flour mill, a warehouse, an electric plant, dwellings, small sheds, and a wire rope ferry with a short angled road up the riverbank (Figures 3 and 4).

Early industries in Corvallis included a sawmill, gristmills, a tannery, a brickyard, breweries, and a planing mill (Benton County Museum n.d.; City of Corvallis 2017; Reynolds 1976:18). The city’s commerce was focused on agriculture, primarily hops and wheat. Produce was stored in warehouses along the river for shipping to Portland. Construction of the Oregon and Pacific Railroad in the late nineteenth century brought an influx of Chinese immigrant workers to the area, and a Chinatown was established in Corvallis just north of the project APE (City of Corvallis 2018).
Corvallis College was opened in 1868 as a liberal arts college (Landis 2018; Oregon State University [OSU] n.d.). Under university president William Kerr, who served from 1907 to 1932, specific vocational education options were established, including the schools of Agriculture, Commerce, Domestic Science, Engineering, Forestry, Mechanic Arts, Mining, Pharmacy, and Vocational Education and Division of Service Departments (Landis 2018). The school was renamed Oregon State Agricultural College in the 1920s and Oregon State College in 1937. By 1961, the school had been given university status, leading to it being renamed Oregon State University; by this time, the university was the largest employer in Benton County (OSU n.d.; Robbins 2018).

The population of Corvallis rapidly increased in the first decades of the twentieth century, correlating with the rise in popularity of the automobile. The streets of downtown Corvallis were paved and numbered, and auto garages, car dealerships, service bays, and gas stations were constructed in new masonry buildings that replaced the city’s earlier wood structures. Many of these new automobile services were constructed along 2nd Street near the Van Buren Bridge starting in 1908 (City of Corvallis 2018).

Starting after World War II, lumber mills west of Corvallis were a boon to the regional economy. A housing boom ensued, and the city’s population more than doubled by the 1970s. OSU became the county’s largest employer (Robbins 2018). Hewlett-Packard opened a large plant near Corvallis in 1976, which has been a consistent employer and economic driver in the area since that time (Robbins 2018). This industry brought a large population of workers to Corvallis. The growth of OSU and the establishment of Hewlett Packard transformed the community, and by the 1990s, substantial growth was evident downtown and in outlying suburbs.
Existing buildings on the stretch of NW Van Buren Avenue between NW 2nd Street and the OR 34 bypass are within Dixon’s Addition, platted in the late nineteenth century and located one block north of the original Marysville plat (Benton County Tax Assessor 2013). The resources were constructed between 1913 and 1971, with the majority dating to the postwar period and second largest group of buildings dating to the early twentieth century and the automobile and population boom seen by Corvallis in the Motor Age.

In 1964, the Harrison Bridge was built north of the Van Buren Bridge to increase westbound traffic capacity. Currently the Benton County side of the project APE, west of the Willamette River, contains a city park, which was constructed in the 1980s, and multiple developed city blocks. In Linn County, east of the Willamette River, land north of the OR 34 is owned by OSU and contains a rowing facility and golf course, while land south of the road contains a regional park and natural area.
SURVEY METHODOLOGY

The historic resource baseline survey was conducted on February 28, 2019, by AINW architectural historian Samantha Gordon, M.S., and reviewed by project manager and Senior Architectural Historian Judith A. Chapman, M.A., R.P.A. Both Ms. Gordon and Ms. Chapman are qualified through ODOT’s Cultural Resource Consultant Qualification Training Program in Architectural History.

For the purpose of this survey, historic resources are defined as buildings, structures, sites, objects (e.g., public sculptures and trash receptacles), and districts that were constructed at least 45 years before the date of survey (i.e., in or before 1974) and are located on parcels within or crossed by the project APE. Although a resource must generally reach 50 years in age before it is eligible for consideration for listing in the NRHP, this survey held to a 45-year minimum age to ensure that resulting data would remain relevant throughout the project planning and construction phase. Each historic resource was photographed to capture its current context and character-defining features, and notes were taken to document physical characteristics, integrity, and details difficult to represent in photographs taken from the right-of-way. Modern buildings and infrastructure within and adjacent to the APE are noted on Figure 2 and are marked with an “M” for modern. These resources post-date 1974 and are not considered to be historic resources.

SURVEY RESULTS

Twenty-three historic resources were identified as a result of the survey (Table 1; Figure 2). A brief description and recommendation of NRHP eligibility is provided for each historic resource or grouping of historic resources within the boundaries of a potential Downtown Corvallis Historic District. Table 1 (attached to this report) provides a summary of this information along with representative photographs of historic resources. This table is sequentially organized by the AINW field number (HR#) assigned to each resource at the time of survey. These same AINW field numbers are used to identify resource locations on Figure 2.

Potential Corvallis Downtown Historic District

The urban core of Corvallis is recognized as a potential Corvallis Downtown Historic District, bounded by 1st and 6th Streets and NW Van Buren and Western Avenues (Osborne 2001). These district boundaries were based primarily on transportation routes and the downtown business district of the city (Osborne and Schwab 2004). The nine identified eligible historic resources south of NW Van Buren Avenue within the APE are in this previously identified potential historic district (Figure 2; Photo 2).

The six identified eligible historic resources north of NW Van Buren Avenue within the APE are recommended as contributing to an extension of these original potential historic district boundary recommendations based on the continued development and expansion of the Corvallis downtown area.
These resources fall within the period of significance for the potential historic district and illustrate typical commercial types and styles that reflect past economic development in Corvallis. Cladding and window materials, fenestration placement, and character-defining features of the style of each building are mostly intact or have been replaced and repaired in-kind. The properties do not have any major additions or exterior alterations visible from the right-of-way.

The potential Corvallis Downtown Historic District is recommended to be eligible for listing in the NRHP under Criteria A and C. The high level of physical integrity of the recommended eligible buildings and other buildings from the historic period in the downtown area is representative of the growth of small towns in the Willamette Valley and illustrates the different styles and methods of construction seen throughout the area. This survey analysis recommends expansion of the potential historic district boundaries to include the project area. This new district boundary would encompass the expansion of downtown Corvallis, thus demonstrating the gradual development of the city’s core over time. This recommendation is further supported by Oregon SHPO review of other Section 106 projects within the project APE. One historic resource (HR8) is outside of the originally recommended boundary of the ODOT 2001 Historic District DOE but it is encompassed by the recommended expansion boundary, and it was found in 2001 to be eligible in the potential Corvallis Downtown Historic District (Oregon Parks and Recreation Department [OPRD] n.d.). The expansion of the historic district boundary to include this building would necessitate changes in the district’s period of significance (currently circa 1856 to 1950) from the rapid growth of the automobile era to also encompass the post-World War II period.

Corvallis’s downtown streetscape has several defining features, such as public art installations, stylized trash cans, murals, miscellaneous street furniture, and waterfront parks (Photo 3). However, these streetscape features all post-date the historic period. The oldest public art in Corvallis was installed in 1983, and the riverfront area was heavily modified when parks were constructed in the early 2000s (Osborne and Shaw 2004; Pariente 2011). These features may be contributing objects and landscapes to the potential historic district in the future, but they are not at this time recommended to be eligible as part of the potential historic district under Criteria Consideration G.
Van Buren Bridge

The Van Buren Bridge, designed by Andrew J. Porter, was constructed across the Willamette River in 1913 by the Coast Bridge Company (Burrow et al. 2013:6). The bridge was paid for using bonds, which is notable in that the November 1912 bond election for the bridge was the first time women in Corvallis were permitted to vote (Corvallis Gazette-Times 2008).

The Coast Bridge Company, based in Portland, Oregon, was contracted to build bridges throughout the western United States, including the Van Buren Bridge in Corvallis. Investigative journalism of the period indicates that the company purportedly overcharged local municipalities for the bridges. In the case of at least one bridge, the company was paid months before bidding was opened and a contract drawn up. In all these cases, the counties allegedly far overpaid for steel in comparison to market price, and the company reaped a large profit (The Oregon Daily Journal 1915).

The Coast Bridge Company has constructed other bridges throughout the western United States deemed to be exemplary construction. The company was contracted to build Troy Bridge (now the Theodore Roosevelt Memorial Bridge), a Parker through-truss bridge, in Troy, Montana, in 1912; this bridge is now listed in the NRHP under Criteria A and C as an excellent example of the bridge type and the development of transportation in the state of Montana (NRHP 2006). This bridge is similar in design to segments of the Van Buren Bridge.

The Van Buren steel bridge is a combination Pratt through-truss, pin-connected Parker through-truss, and riveted pony truss with timber trestle approaches (Photos 4 and 5). The movable span has been fixed and inoperable since 1960 (Burrow et al. 2013). This bridge is the oldest swing-span bridge...
Photo 4. Van Buren Bridge deck, riveted steel truss, and sidewalk. The view is towards the west (AINW 2019).

Photo 5. Van Buren Bridge east pony truss (AINW 2019). The view is towards the southwest.
and only pin-connected swing-span truss bridge in state ownership (Smith et. al 1986:288). The decking and east approach of the bridge were replaced in 1940, and the west pony truss was removed due to irreparable damage in the 1962 Columbus Day storm. A minor rehabilitation project that included repainting and in-kind replacement a number of bridge members was completed in 2007 (Burrow et al. 2013:6; Smith et. al 1986:288).

The Van Buren Bridge is recommended to be eligible for listing in the NRHP under Criteria A and C. The bridge is an excellent and singular example of the three bridge truss types in one structure. The bridge remains important to transportation and development in the Corvallis vicinity. Noted alterations have not significantly altered character-defining features of the bridge or diminished its physical integrity.

Harrison Street Bridge

The Harrison Street Bridge was constructed in 1964 to augment the Van Buren Bridge by facilitating westbound traffic. It is a girder bridge constructed of reinforced concrete, with an ODOT standard modern concrete and steel bridge rail (Photos 6 and 7). This rail type was typical in the 1950s and 1960s and is commonly seen on post-1950 bridges throughout the state (Kramer 2004).

The bridge meets the conditions outlined in the Advisory Council on Historic Preservation’s (ACHP) Program Comment for Common Post-1945 Concrete and Steel Bridges. The criteria defined in this program comment are applicable specifically to federally-funded projects; the criteria provide both context and a generally applicable standard for bridges of this type and period as exempt from Section 106 review. The bridge is not listed in the exceptions to the program comment in the state of Oregon (Federal Highway Administration n.d.). Therefore, due to the Harrison Street Bridge’s standard design, construction date, and lack of exceptional historical significance, the bridge is not recommended to be eligible for listing in the NRHP.

John Beach Barn

The John Beach Barn, a gambrel-roof, balloon-frame, livestock bank barn (built into the low hill slope), was constructed circa 1932 on the east slope of the bank leading down to the Willamette River (Photo 8). The associated Beach family farmhouse was moved off-site and later burned (OPRD n.d.). The agricultural fields were dedicated to growing hops by the Beach family in the early twentieth century (Delano 1930).

The utilitarian bank barn has since been converted into a training facility for the Oregon State University crew team. Despite interior alterations for the purpose of adaptive reuse, the barn retains most aspects of physical integrity. The overall design of the building has not been significantly altered, and the materials and workmanship of the barn structure, siding, and windows are intact. The building is an excellent example of a bank barn in Linn County (OPRD n.d.), and is recommended to be eligible for listing in the NRHP under Criterion C.
Photo 6. Harrison Street Bridge span over the Willamette River (Stevens 2008). The view is towards the east.

Photo 7. Harrison Street Bridge span over the Willamette River (AINW 2019). The view is towards the east.
Allen B. Berg Regional Park

The Allen B. Berg Regional Park was established in 1991, and is owned by the City of Corvallis (City of Corvallis n.d.). It was named for the late Allen Ben Berg, an OSU professor of forestry who also served as City of Corvallis council member and mayor (Priebe 1989). Sections of Allen B. Berg Regional Park are used by local farmers as farmland and a space vegetation management under an agreement with the City of Corvallis (City of Corvallis n.d.).

Flomatcher is a Corvallis-based manufacturing company that produces variable speed motor control systems, primarily liquid rheostats (Flomatcher/Marathon n.d.). Flomatcher was established in 1957 as a division of the General Services Company of Corvallis (Corvallis Gazette-Times 1965; Flomatcher/Marathon n.d.).

In 1964, the Flomatcher building was constructed on the public land parcel (now the park) and the building was expanded in 1966 with an addition built by Quentin Greenough, a contractor in Corvallis (Corvallis Gazette-Times 1966). Both the City of Corvallis and Flomatcher are listed in county records as the owners of the parcel, but the 1964 commercial improvement is only listed in queries on the city’s account, while the same query lists Flomatcher’s account status as inactive. The City of Corvallis appears to be the fee-simple owner of the property in queries, and while Flomatcher is listed, no ownership type is noted (Linn County Tax Assessor n.d.).

The building still stands today near the northeast corner of Allen B. Berg Park. The building initially had an L-shaped footprint; additions constructed on the northwest elevation since the historic period created an irregular-shaped footprint (Linn County Tax Assessor n.d.; USGS 1967, 1980). The steel-frame building is clad in plywood sheet and corrugated sheet metal siding and has corrugated metal roofing. From satellite photos, the building appears to have aluminum sliding windows, which are most likely original and from the historic period. Interior spaces are dedicated to offices, a shop, a warehouse, and sheds, as seen in Figure 5 (Linn County Tax Assessor n.d.).
Figure 5. Floorplan of 1964 Flomatcher building in Allen B. Berg Park, not to scale (Linn County Tax Assessor n.d.).

SUMMARY AND RECOMMENDATIONS

The construction of a new bridge carrying eastbound traffic from Van Buren Street across the Willamette River at the border of Benton County and Linn County is a federally-and state-funded project, with funding administered by ODOT. As such, the project is required to comply with Section 106 of the NHPA and Section 4(f) of the USDOT Act of 1966.

Twenty-five historic resources were identified in the APE by an SOI-qualified and ODOT-certified architectural historian. Of these, ten resources are recommended to be eligible for listing in the NRHP (Table 1; Figure 2). Several of the NRHP-eligible resources may be directly or indirectly affected by the project. Determination of Eligibility (DOE) and Finding of Effect (FOE) forms for affected NRHP-eligible resources is recommended. Findings of Effect and Section 4(f) documents will be prepared when proposed project plans are determined. Mitigation for the historic Van Buren Bridge is recommended if the bridge will be adversely affected.

A crowd of football fans crossing the Van Buren Bridge into Corvallis, 1915 (OSU 1915).
REFERENCES

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Benton County Museum

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Burrow, Rebecca, Chris Bell, and Chris Leedham
2013  *Oregon’s Historic Bridge Field Guide.* Oregon Department of Transportation, Salem.

City of Corvallis

Corning, Howard McKinley

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1965  Flomatcher, Hyrise Companies Purchased By New Organization. 29 November:8.
1966  Flomatcher Expands Assembly Plant, Office Building. 12 September:5.

Delano, Sr., Leonard
Edgar Williams & Co.  

Federal Highway Administration  
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1852  *Survey of Township No. 11 South, Range No. 5 West, Willamette Meridian.* Electronic document,  
1860  *Survey of Township No. 11 South, Range No. 5 West, Willamette Meridian.* Electronic document,  
1866b Land Patent No. 908, Isaac Moore. Electronic document,  

Kramer, George  

Landis, Larry  
2018  *Oregon State University. The Oregon Encyclopedia.* Electronic document,  

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n.d.  Map TIFFs: Township 12 South, Range 05 West. Electronic document,  
http://www.co.linn.or.us/maptiffs/12s-05w/, accessed 9 April 2019.

National Register of Historic Places (NRHP)  

Norman, James  
Oregon Parks and Recreation Department (OPRD)

Oregon State University (OSU)

Osborne, Julie

Osborne, Julie and Leslie Schwab

Pariente, Joy

Priewe, Rob

Rankin, Virginia

Reynolds, Minerva Kiger

Robbins, William G.

Sanborn Map & Publishing Company

Smith, Dwight A., James B. Norman, and Pieter T. Dykman
1986 Historic Highway Bridges Of Oregon. Oregon Department of Transportation, Salem, Oregon.
Stevens, M.O.

*The Oregon Daily Journal* (Portland, Oregon)
1915 Engineer Purcell Is Retained to Manage Bridge Construction. 22 April:18.

United States Geological Survey (USGS)
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<td>Harrison Street Bridge</td>
<td>• 1964 Structure &lt;br&gt; • Standard Design &lt;br&gt; • Reinforced Concrete, Steel</td>
<td>Meets criteria for ACHP program comment on post-1945 bridges—not listed in FHWA exceptions, exempt from Section 106 review</td>
<td>Retains integrity of location, design, setting, materials, workmanship</td>
<td>Not Eligible / Non-contributing &lt;br&gt; Not listed in 2013 ODOT Historic Bridge Field Guide</td>
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<td>HR2</td>
<td>Van Buren Street Bridge</td>
<td>• 1913 Structure &lt;br&gt; • Steel Trusses, Wood Plank Decking &lt;br&gt; • Timber Trestle Approaches</td>
<td>Only remaining pin-connected truss bridge in State ownership and one of only two swing spans remaining (no longer operable) in Oregon</td>
<td>Retains integrity of location, design, materials, workmanship, feeling, association</td>
<td>Eligible / Significant Criteria A and C &lt;br&gt; Recommended eligible in 2001 ODOT Historic District DOE &lt;br&gt; Listed in 2013 ODOT Historic Bridge Field Guide</td>
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|         |              |              |         | • Modern Commercial |                     | Extensive interior and exterior modifications | Lacks integrity of materials, design, and workmanship | Not Eligible / Non-contributing | ![Image 1]  
|         |              |              |         | • Standard Brick, Stucco |                   |                  |                      |               | ![Image 2]  
|         |              |              |         | • Aluminum Windows |                      |                  |                      |               | ![Image 3]  
| HR4     | North Riverfront Park | 11535DC00100 | • Established 1969 |
|         |              |              |         | • Post-2005 improvements |                     | City park | Lacks integrity due to post-2005 infrastructure additions | Not Eligible / Non-contributing | ![Image 4]  
|         |              |              |         | • Recreational |                      |                  |                      |               | ![Image 5]  
|         |              |              |         |                  |                      |                  |                      |               | ![Image 6]  
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<th>Photograph(s)</th>
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</table>
| HR5     | Portland-Covallis Auto Freight Building | D & B Bear Service Automotive Repair | 305 NW 2ND ST | 11535DC00400 | • Circa 1927  
• Commercial / Auto Garage  
• Poured Concrete, Concrete Block  
• Original Steel Windows on side and rear elevations | Stepped parapet façade, stucco covered brick construction, continuing use as an auto service building, window and garage door changes on façade | Retains integrity of location, design, setting, materials, workmanship, feeling, association. Facade changes do not detract from overall integrity. | Eligible / Contributing Criterion C  
Previously Recommended NRHP Eligible, 2001 ODOT Historic District DOE | ![Photograph](image1) ![Photograph](image2) ![Photograph](image3) |
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</table>
| HR6    | G & J Auto          |              | 300-326 NW 2ND ST  | 11535DC01000      |                      | • 1945 Building  
• Modern Commercial  
• Barrel Roof obscured by parapet  
• Original Steel Multi-Pane Windows at rear  
• Vinyl Siding  
• Aluminum Windows  
Heavily modified – modern vinyl siding, window replacements, removal of character-defining features; small associated building (bottom photo) appears to be historic period (not shown on older maps and aerials, however), possibly moved and modified with vinyl siding and modern windows | Diminished integrity of design, workmanship, and materials | Not Eligible / Non-contributing | ![Image](image1.png) ![Image](image2.png) ![Image](image3.png) |
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<td>HR7</td>
<td>G &amp; J Auto</td>
<td>336 NW 2ND ST</td>
<td>11535DC01100</td>
<td></td>
<td>• 1954 Building</td>
<td>Attached to north elevation of 300-326 NW 2ND ST (HR 6), modern siding and windows</td>
<td>Diminished integrity of design, workmanship, and materials</td>
<td>Not Eligible / Non-contributing</td>
<td><img src="image-url" alt="Photograph" /></td>
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| HR8     | Truck Pros    |              | 257 NW VAN BUREN AVE 11535DC01200 | • 1949 Building  
• Modern Commercial  
• Concrete Block, Roman Brick  
• Vinyl, Aluminum Windows  
• Original Glass Block Windows on west elevation | • Originally the Held Motor Co./Pontiac Dealership  
• Architect-designed (James J. Gathercoal)  
• Vinyl window replacements  
• Continued use as an auto service building | Retains integrity of location, design, setting, workmanship, feeling, association | Eligible / Contributing Criterion C | ![Image1]![Image2]![Image3]!
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<td>HR9</td>
<td>G &amp; J Auto</td>
<td>355 NW 3RD ST</td>
<td>11535DC01400</td>
<td></td>
<td>1967 Building</td>
<td>Extensive modifications; south garage bay addition (non-compatible); two bays on north elevation modified with expansion</td>
<td>Lacks all aspects of integrity except location</td>
<td>Not Eligible / Non-Contributing</td>
<td><img src="image1.png" alt="Image" /> <img src="image2.png" alt="Image" /></td>
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| HR10    | Main Auto Body Shop | Mother Goose Resale Corvallis | 200 NW 2ND ST | 11535DC02500 | • Circa 1925 Building  
• Commercial  
• Standard Brick  
• Vinyl, Aluminum Windows | Extensively modified cladding and fenestration, storefront window replacements; garage bays filled in | Lacks all aspects of integrity except location | Not Eligible / Non-contributing  
Previously Recommended  
Eligible, 2001 ODOT Historic District DOE | ![Image 1](image1.jpg)  
![Image 2](image2.jpg)  
![Image 3](image3.jpg) |
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</table>
| HR11    | Brands Chevrolet | Pastega Coffee Roasters | 244 NW 2ND ST | 11535DC02600 | • Circa 1920 Building  
• Commercial  
• Standard Brick, T1-11  
• Aluminum Window Replacements | Brick detailing at parapet with diamond patterns intact; several storefront windows covered with plywood (reversible) | Retains integrity of location, design, setting, materials, workmanship, feeling, association | Eligible / Contributing Criterion C  
Previously Recommended  
Eligible, 2001 ODOT Historic District DOE | ![Photograph 1](image1.jpg)  
![Photograph 2](image2.jpg) |
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</table>
| HR12    | Traux Service Station | | 245 NW 3RD ST | 11535DC03000 | • 1939 Building with small circa 1960 addition  
• Utilitarian Office / Garage  
• Concrete Block, Stucco  
• Vinyl Window Replacements | • Building is associated with modern gas pumps  
• Changes to cladding and fenestration (brick facing and storefront window changes) | Lacks integrity of design, materials, workmanship | Not Eligible / Non-contributing |
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<td>HR13a</td>
<td>Greyhound Bus Depot Big River Restaurant and Bar 101 Eat &amp; Drink Alpine Sourdough Bakery Parcel 220 TO 230 NW 1ST ST 11535DC03200 101 NW JACKSON AVE</td>
<td>• 1930 Building  • Commercial  • Poured Concrete Stucco  • Steel, Aluminum windows</td>
<td>Attached to HR13b, which is located on the same parcel. The historic address was 101 NW Jackson Avenue. The building fenestration has been extensively modified and stucco has been added to the façade</td>
<td>Retains integrity of location and design, but lacks integrity of materials and workmanship</td>
<td>Not Eligible / Non-contributing 100 NW Jackson Ave Previously Recommended Eligible, 2001 ODOT Historic District DOE</td>
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| HR13b   | Riverview     | Mongolian Grill | Parcel 220 TO 230 NW 1ST ST | 11530DC03200 230 NW 1ST ST | • Circa 1930 Building (on right in bottom photo)  
• Commercial  
• Poured Concrete, Stucco  
• Original Steel Windows at rear (top photo on left)  
• Aluminum Window Replacements on façade  
• Modern Glass Enclosure added to façade | Located on the same parcel as HR13a. The fenestration has been modified, wood lap siding added; glass-covered seating and outdoor seating area have been added at the front façade. | Retains integrity of location | Not Eligible / Non-contributing  
Previously Recommended Not Eligible, 2001 ODOT Historic District DOE |
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<td>HR14</td>
<td>Abby's Furniture Warehouse</td>
<td></td>
<td>250 NW 1ST ST</td>
<td>11535DC03400</td>
<td>• 1908 Building</td>
<td>Aluminum windows on south elevation; adjoined to building to the west circa 1924, and later separated again.</td>
<td>Retains integrity of location, design, setting, materials, workmanship, feeling, association</td>
<td>Eligible / Contributing Criterion C</td>
<td>Previously Recommended NRHP Eligible, 2001 ODOT Historic District DOE</td>
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<tr>
<td>HR15</td>
<td>Peak Sports Outdoor Shop</td>
<td></td>
<td>207 NW 2ND ST</td>
<td>11535DC03500</td>
<td>• Circa 1925 Building</td>
<td>The lower storefront façade has been altered with replaced windows, but still retains a retail appearance; upper façade / parapet intact, buff brick and detailed recessed panels original</td>
<td>Retains integrity of location, design, setting, materials, workmanship, feeling, association</td>
<td>Eligible / Contributing Criterion C</td>
<td>Previously Recommended NRHP Eligible, 2001 ODOT Historic District DOE</td>
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| HR16    | Burlap & Lace | 217 TO 221 NW 2ND ST | 11535DC03600 | • Circa 1925 Building (top photo on right)  
  • Circa 1960 Addition (middle of top photo)  
  • Commercial  
  • Standard Brick  
  • T1-11 on circa 1925 parapet  
  • Aluminum, Vinyl Window Replacements  
  • Original Windows at lower façade and rear of circa 1925 building | Circa 1960 addition is on primary façade of circa 1925 apartment building. The circa 1925 building retains a 5-bay 1st floor pattern with round arched openings and keystones. Windows and transom at rear are intact | Retains integrity of design, materials, workmanship, setting | Eligible / Contributing  
Previously noted in 2001 ODOT Historic District DOE as potentially significant |
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<td>HR17</td>
<td>Downtown Dance</td>
<td>223 NW 2ND ST STE 100 11535DC03700</td>
<td>• Circa 1940 Building  • Modern Commercial  • Standard Brick, Stucco  • Aluminum Window Replacements</td>
<td>Circa 1950 entryway alteration to older building</td>
<td>Diminished integrity of design and materials</td>
<td>Not Eligible / Non-contributing</td>
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<td>HR18</td>
<td>Bell Transmission, Blackledge Furniture Corvallis Floor Covering</td>
<td>225 TO 235 NW 2ND ST 11535DC03800</td>
<td>• 1908 Building  • Commercial  • Standard Brick  • Steel, Aluminum Window Replacements  • Garage Attachment is later period</td>
<td>Former auto garage, originally part of HR14 garage building; first sales &amp; repair auto garage in Corvallis (Rickard Garage)</td>
<td>Storefront façade extensively altered, potentially within the historic period; although retains integrity at rear and side elevations; overall retains sufficient integrity for eligibility</td>
<td>Eligible / Contributing</td>
<td>Previously Recommended Not Eligible, 2001 ODOT Historic District DOE</td>
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<td>HR19</td>
<td>Riverfront Commemorative Park 11535DC03900</td>
<td>• Established 1969</td>
<td>City Park</td>
<td>Lacks integrity due to post-2005 infrastructure additions</td>
<td>Not Eligible / Non-contributing</td>
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| HR20    | John Beach Barn Corvallis-Newport Hwy 11S05W36 00604 | • Circa 1932 Building Bank Barn Horizontal Wood Wood Windows | Excellent example of gambrel bank barn in Linn County | Retains integrity of location, design, setting, materials, workmanship, feeling, association | Eligible / Significant Criterion C Listed in Linn County Inventory of Historic Properties—Historic Barn Survey | ![Image](image3.jpg) ![Image](image4.jpg)
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| HR21    | Alan B. Berg    | Regional Park / Natural Area | Flomatcher Building | 33900 ROCHE LN 12S05W01 01200 | • 1964 Building  
• 1991 Park | The Flomatcher building is within the park parcel but is not associated with the park | The Flomatcher building was inaccessible but appears to have sufficient integrity of location, design, setting, materials, and association | • Park Not Eligible/Out-of-Period  
• Flomatcher building may have historical associations of significance. The building is recommended NRHP-eligible | ![Photograph 1](image1.png)  
![Photograph 2](image2.png)  
![Photograph 3](image3.png)  
![Photograph 4](image4.png) |
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| HR22    | Verizon Wireless Authorized Retailer | 303 NW HARRISON BLVD | 11535DB11100 | • 1968 Building  
• Modern Commercial  
• T1-11 Siding  
• Original Aluminum Windows | Modern metal screen on south and west aides | Diminished integrity of design, workmanship, and feeling | Not Eligible/Non-contributing | ![Photograph](image1.jpg)  
![Photograph](image2.jpg) |