

CORVALLIS DOWNTOWN HISTORIC DISTRICT
Bounded by First & Sixth Streets, Van Buren & Western Avenues
Corvallis
Benton County
Oregon

HABS OR-183
OR-183

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
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U.S. Department of the Interior
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HISTORIC AMERICAN BUILDINGS SURVEY

CORVALLIS DOWNTOWN HISTORIC DISTRICT

HABS No. OR-183

Location: Bounded by First Street, Sixth Street, Van Buren Avenue & Western Avenue, Corvallis, Benton County, Oregon.

USGS Corvallis Quadrangle, Oregon

Date of Construction: 1856-1950

Architect: Various

Builder: Various

Present Owner: Various

Present Use: Commercial Center

Significance: The Corvallis Downtown Historic District is locally significant as a commercial and social center in the Willamette Valley in Oregon. The district reflects the commercial growth of the city, as well as regional economic and transportation development during the 19th and 20th centuries. The Corvallis downtown Historic District encompasses significant historic resources dating from c.1856 to 1950 that illustrate the growth of the city as a shipping center, college community and county seat of Benton County. The predominantly two and three-story buildings within the district are primarily of brick masonry construction illustrating typical Commercial detailing, consisting mostly of overhanging cornices, segmental and flat arched window openings, and large storefront windows and entrances typical of the period. The commercial and industrial buildings were, and continue to be, used for retail, banking, general office, warehousing, and government uses.

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I. DESCRIPTION

Corvallis is a small city in the Willamette Valley of Western Oregon located approximately 35 miles southwest of Salem (the State Capital). The district comprises the historic commercial core of Corvallis and includes primarily retail stores and offices located along First through Sixth Streets, between Van Buren Boulevard and Western Boulevard.

Corvallis is located in western central Oregon at the junction of U.S. Highways 99 and 20. Highway 99 (originally a two-way highway along Third Street) consists of a couplet that runs north along Third Street and south along Fourth Street through the district. The district is on a flat parcel of land, with the Willamette River to the east, newer commercial development to the north, and residential neighborhoods to the south and west. The district encompasses portions of twenty city blocks, within the original plat of Corvallis, and is roughly bounded by Van Buren Avenue on the north, the Willamette River along the east, Washington Avenue on the south, and Sixth Street on the west. The boundaries are irregular, with the core of the district located along the axis of Second Street and Madison Avenue. The district boundaries were chosen based upon the integrity of the historic buildings within the district, the loss of integrity of the buildings outside the district, and the newer development that borders the proposed district. The boundaries were also chosen based upon the commercial and transportation development of the city and reflect the significant structures and sites that describe these themes.

First Street has a park along the east side which borders the Willamette River. Primarily side and rear elevations are visible along the west side of First Street, with only a few buildings facing the street. Much of the development along First Street was related to the development of modes of transportation in Corvallis, which included the steamboat and the railroad. Industry associated with the river and the railroad line required the building of warehouse and industrial buildings to be used for storing and shipping timber and mining related goods and materials, the buildings that were on the east side of First Street during the early part of the 20th century were removed. The park area was developed and subsequently used by campers and vacationers beginning in the 1920s and is currently an open green space mixed with parking. Currently there is two-way traffic along First Street between Van Buren Avenue and Madison Avenue, and one-way traffic heading north along First Street between Western Avenue and Madison Avenue. Roadway changes have narrowed First Street at some intersections, and the street does not go through south of Western Avenue.

The most extensive concentration of historic buildings lies along Second Avenue, the area which developed first as the town's commercial core. The street has one-way traffic between Van Buren Avenue and Washington Avenue, angled parking, and stop signs at most of the intersections. Trees are located along the majority of the street and in the parking areas, several of which are located between buildings. The trees were planted in the 1970s with the street improvements completed for the "revitalization of the area" (National Register nomination, Benton County State Bank).

Historic Contributing Resources:

Complex ID) Address (* indicates approximate address)
Historic Name, construction date
(Current Name, if applicable)

- A) Milepoint .13, Corvallis to Lebanon Highway
Van Buren Street Bridge, 1913

The Van Buren Street Bridge, constructed in 1913, is the oldest swing span bridge in Oregon, and the only remaining pin-connected moveable-span truss bridge in the State. The 708-foot long bridge spanning the Willamette River at the foot of Van Buren Street is a three-span steel through truss structures which rest upon concrete piers and drawrest. The piers were repaired in 1940. The mechanism to operate the swing span was removed in the 1950s, and the span remains fixed in place. The Coast Bridge Company designed the bridge and delivered the fabricated steel structural material to the construction site, ready for erection. Funds for building the Van Buren Street bridge came from Benton County, although Linn County contributed a small portion. This bridge is also significant for its association with the development of Corvallis and its growth downtown. When the transportation systems that first utilized the river, and then relied upon railroad and streetcar, were replaced by the automobile in the 1920s, the bridge was a major link to continue Corvallis' viability as a community and regional trading center.

- B) 250 SW First Street
Unknown, 1908
(Abby's Furniture Warehouse)

This one-story brick building incorporates steel sash multi-light hopper style windows, garage door openings, a flat roof, and simple brick cornice. The 1912 Sanborn map shows that this was once part of a larger garage that occupied the entire north end of this block. The building, however, has since been divided into two structures, with the alleyway extending the full length of the block and bisecting the original building (the west half of the building is now Bell Transmission).

- C) 100 NW Jackson Avenue
Greyhound Bus Garage, 1930

In 1930, the Greyhound stage garage was built at this location. This one-story concrete block building incorporates steel sash windows and concrete sills. Although the entrance to the building has been changed, the overall integrity of the building remains and it contributes to the character of the district.

- D) 126-134 SW First Street
Warehouse, 1930
(Great Harvest and Iovings Restaurant)

This one-story concrete building appears to have been constructed in the 1930s as a warehouse. The 1927 Sanborn indicates that dwellings were located on this site at that time. This building has the streamlined character of the 1930s, with its thin cornice band at the top of the parapet wall. Although the windows have been replaced, the original fenestration pattern appears to remain and the building continues to convey the history of the industrial context of the Corvallis Downtown Historic District.

- E) 114 Madison Avenue
Warehouse/Offices, c.1930s
(Fox & Ferkin Restaurant)

This one-story building appears to have been constructed in the 1930s. The 1927 Sanborn map shows that two storage buildings were located on the northeast end of this block, and a Pacific Fruit & Produce So. Warehouse on the southeast end. The existing building appears to consist of a c.1930s building with several additions. It is a structural terra cotta tile structure and concrete block building. The façade along Madison Avenue incorporates two storefront sections with large windows and curvilinear front parapet walls with concrete coping.

- F) 501 2nd Street
Auto Repair, c.1925
(Storage)

This building appears on the 1927 Sanborn Map as an Auto Repair business. The warehouse type space is a utilitarian brick structure that fits within the industrial and automobile contexts of the district.

- G) 411-414 2nd Street
Warehouse, c.1930
(Vacant)

The 1927 Sanborn map shows a building at this location, however, the footprint is different from the existing building. The appearance of the existing building suggests a c.1930 construction date. It contributes to the historic character of the district.

- H) 401 2nd Street
Warehouse, c.1930
Vacant

The 1927 Sanborn map shows a building at this location, however, the footprint is different from the existing building. The appearance of the existing building suggests a c.1930 construction date. It contributes to the historic character of the district.

- I) 311 SW 2nd
Corvallis Post Office, 1931
Post Office

The U.S. Post Office, erected in 1931, is a one-story buff-colored brick building that exhibits a style common to government buildings in the 1930s and incorporates Classical detailing. The rectangular structure has a central entry in the long side of the building, rounded arch window openings, a stone foundation, and hipped roof. James A. Wetmore was the supervising architect.

- J) 225-231 SW 2nd Street
E.W. Fisher Building, c.1890, c.1930
Sedlaks, Grass Roots

The E.W. Fisher Building is a two-story building that was originally constructed in 1890 with Victorian Italianate detailing, and was remodeled in c.1930 to its current configuration. The modern style that utilizes a horizontal emphasis replaced the vertical accentuation of the Victorian period. Occupants of the building included the First Christian Church, the Post Office, a photo gallery, printing shop, barber shop, confectionary, drugstore, and a bakery.

- K) 215-223 SW 2nd
Kline's Department Store, 1907
(New Morning Bakery, Paperworks)

The Kline's Department Store, built in 1907, is an excellent example of early 20th century commercial architecture. This style is characterized by large display windows obliquely set to lead into a recessed entrance and a projecting decorative cornice. The storefront display window and entry fenestration is historic, but there is now aluminum sash. Double hung wood sash windows and doorways with segmental brick arched openings are on the rear elevation, and most of the windows retain their original iron shutters. This building is an extensive remodel of a timber frame building constructed in 1890. Apparently, all that remained of the old Kline building as the new one went up were the south and north walls and iron support posts (visible today) which ran down the center of the old building. The Kline family members were prominent figures in Corvallis and contributed to the growth and beautification of the city.

- L) 201-211 SW 2nd
Hotel Corvallis, 1927
(Corvallis Hotel)
Listed in National Register

The Hotel Corvallis, built in 1927, is a good example of Italian Renaissance architecture executed in brick with cast "stone" ornamentation. It has been a hotel since it opened. The four-story building is a reinforced concrete structure with interior rooms utilizing wood framing. It has a dentiled cornice and a wide frieze board with relief ornamentation. Basket-weave brick panels decorate the area beneath the double hung multi-light wood sash windows. The hotel was designed by F. Manson White and built by local contractors, Heckart and Son. There were 60 rooms, 20 per floor, with 40 containing baths. The hotel was furnished by Meier and Frank of Portland. It was considered a luxury hotel. The commercial spaces on the first floor included a

jewelry store, barber shop, Western Union telegraph, and a restaurant. Currently two floors of rooms are maintained for guests.

- M) 143 SW 2nd
Benton County State Bank, 1907
(Night Deposit)
Listed in the National Register

This two-story brick building is located on the northeast corner of SW 2nd and Madison streets, with a corner entrance. It exhibits elements of the Richardsonian style in its use of dress stone, brick and window arches. It was built in 1907 for the Benton County National Bank by Archie Johnson. It later housed the Citizen's Bank until 1976.

- N) 137 SW 2nd
Sporting Goods, c.1905, 1950
(Kells Restaurant)

This one-story brick building appears on the 1912 Sanborn as a Sporting Goods Store. The thin Roman-like brick pattern and concrete block rear wall suggests later construction date or c.1950 modifications. Assuming the major modifications, other than the application of wood ornamental features, were made by c.1950, the building would be considered historic.

- O) 115-121 SW 2nd, #10300
Johnson Porter/Majestic Theater, 1913
(Varsity Theater)

The Majestic Theater was the leading theater house in Corvallis until the Whiteside Theater was erected in 1922; then it became the second largest theater and main stage for major theatrical productions. It closed in 1982. There have been alterations to the building, however the façade retains its historic features. This is the oldest intact theater in Corvallis and one of three remaining downtown. This building was constructed in 1913 and housed the Majestic Theater and small shops with an apartment on the second level. It housed an 800-seat combination theater and moving picture house.

- P) 103-107 SW 2nd, #10200
Hotel Corvallis/Hotel Julian, 1893
(Frontier Building)
Listed in National Register

This four-story brick rectangular building was constructed in 1911. It has a flat roof with a projecting cornice. The windows are double hung wood sash inside flat arched openings with brick keystones. The large corner quoins are a distinctive feature of the building. When the Hotel Julian was built, there were 100 guest rooms and a banquet room that would accommodate 300 people. It was erected by Senator Julian N. McFadden of Corvallis. This building was listed in the National Register of Historic Places, 1983.

- Q) 111 NW 2nd Street
City Meat Market, 1921
(Yoga Center and More Madness)

The City Meat Market, constructed in 1921, reflects the northward expansion of Corvallis' business district during the 1920s during a period of increased economic prosperity which marked the post World War I, pre-depression era in Corvallis and the nation. The City Meat Market represented the last generation of full-service mom-and-pop specialty food stores. The economic impact of wartime meat rationing forced the closure of the market in 1944. The upper story contained boarding room. The building was sold and used to house an Benton Electric, a contractors office, and a union hall. The building is a long narrow structure typical of late-19th and early 20th century commercial block building. The architectural detailing consists primarily of colored brick patterning. The storefront and double hung wood sash windows remain in good condition. It contributes to the historic character of the downtown business district.

- R) 115-121 NW 2nd Street
Furniture Store, Prints and Prints Wall Paper, c.1920
(Ki-Aikido and Canoe Shop)

The 1927 Sanborn Map indicates that a Furniture Store and the Prints and Prints Wall Paper Store were located in this building. It is a one-story buff-colored brick with red brick trim building, incorporating three storefront entrances. The storefronts have undergone some changes including the covering of transoms and canopies on two-thirds of the building and replacement windows. These changes, although using modern materials, retain the large open storefront qualities and the building contributes to the historic qualities of the district.

- S) 129 NW 2nd Street
Sheet Metal Shop, c.1920
(Peak Sports)

Originally a shared business with 127 NW 2nd, the Sheet Metal Shop was located in this space as indicated on the 1927 Sanborn Map. This portion of the building, now separately owned, has retained sufficient historic integrity to contribute to the character of the Corvallis Downtown Historic District. This is a tall, one story rusticated concrete block building. This building now shares business space with the structure to the north, 133-135 NW 2nd Street.

- T) 131-135 NW 2nd Street
Maggie Weigand Building, 1910
(Peak Sports)

The Maggie Weigand Building, constructed in 1910, is one of the few remaining concrete block commercial buildings erected in the early 1900s in Corvallis, and one of the earliest examples. It is a one-story flat roofed commercial structure building of "Miracle hollow block" which is cast concrete blocks with exterior faces simulating rock-faced ashlar with interior air chambers or

insulation. There are wood sash storefront windows and transom windows. Maggie Weigand was a photographer and her husband, Ernest, was a carpenter. Maggie Weigand's photo gallery was originally in the north bay of the building, and the Elite Bowling Alley in the south bay. It contributes to the historic character of the downtown business district.

- U) 160 NW Jackson Avenue
Unknown, c.1940s
(Avalon Cinema)

This one-story concrete block building appears to have been built at the same time as the retail adjacent and to the west, c.1940s (does not appear on 1927 Sanborn map). The large storefront windows with thin steel muntins suggests the late construction date. It does contribute to the character of the district.

- V) *100 NW Jackson
Unknown, c.1940s
(Sibling Revelry)

This one-story concrete block building appears to have been built at the same time as the retail adjacent and to the east, c.1940s (does not appear on 1927 Sanborn map). The large storefront windows with thin steel muntins suggests the late construction date. It does contribute to the character of the district.

- W) 205-209 NW 2nd Street
Auto Sales/Garage, c.1925
(BT Office Products)

The 1927 Sanborn Map indicates that a Garage and Auto Sales business were located here. This one-story buff-colored brick structure incorporates simply detailed recessed panels and a flat roof with parapet walls. The first floor windows, although changed, retain the storefront qualities of retail business. This building retains sufficient historic character to contribute to the qualities of the downtown district.

- X) 221 NW 2nd Street
Apartments, c.1925
(Offices)

The 1927 Sanborn Map indicates that three apartments were located in this building. This two-story brick building is recessed from the street by approximately 50 feet, and a one-story 1960s addition to the front of the building contains a video store, with a small parking area making up the remained of the space in front of the building. The gabled parapet wall on the second floor, and the ribbon-like fenestration pattern has been altered with replacement materials, but the design remains. The first floor contained a five-bay pattern with round arched (with keystone) openings.

- Y) 305 NW 2nd Street
Portland-Corvallis Auto Freight, 1927
(D & B Bear Service Automotive Repair)

This one-story stucco-covered brick building was constructed in 1927, continues to be used as an automobile service facility. The building retains much of its original integrity of appearance, interior layout, and function use.

- Z) 236-244 2nd Street
Brands Chevrolet, c.1920

Brands Chevrolet built this structure c.1920. It is a one-story buff-colored brick building with large window bays, now boarded over, that were apparently the show-room windows for the Chevrolet dealership. There is a storefront entrance on the corner of 2nd Street and Van Buren, and wood, multi-paneled garage doors between the show-room window regions. The brick detailing incorporated diamond shaped panels one either side of rectangular panels in the upper portion of the building. This building retains its historic integrity and contributes to the character of the downtown district.

- AA) 200-214 NW 2nd Street
Unknown, c.1925
(Main Auto Body Shop)

The 1927 Sanborn map indicates that a garage and auto sales business were located in this building. The one-story structure retains its bay system and auto use. Although there have been changes with the infilling of the garage doors, the door pattern remains and the auto-related use continues to be visible and the building contributes to the automobile context of the district.

- BB) 116-122 NW 2nd Street
Retail Stores, c.1910
(The Fingerboard Extension)

A building in this configuration appears as early as the 1912 Sanborn Map, in which an electrical supplies store and a repair shop were located. On the 1927 Sanborn Map a restaurant, barber shop, and washing machine business were operated at this location. If the original building remains, it appears to have been extensively altered and appears with a streamlined, Modern stylistic character. Although there have been changes, the building provides the storefront quality of the historic structures and therefore contributes to the district's overall historic character.

- CC) 108-112 NW 2nd Street
Auto Supplies, c.1920
(Ballet Academy, Gift Shop)

The building appears on the 1927 Sanborn Map as an auto supply store. This one-story building has a stucco finish with two large recessed panels over the two recessed storefront entrances. Transoms which appear to be modified from the original form, are located above the storefront windows. The modifications to the building have not seriously compromised its integrity and it contributes to the historic character of the district.

- DD) 106 NW 2nd Street
Blue Mouse Theater, 1921
(Benton Printers and Lithographers)

The Blue Mouse Theater, constructed in 1921, reflects the northward expansion of Corvallis' business district during the 1920s during a period of increased economic prosperity which marked the post World War I, pre-depression era in Corvallis and the nation. The Corvallis Blue Mouse was one of a chain of Blue Mouse Theaters operating in the Pacific Northwest during the early 1920s, with other locations in Seattle and Portland. The Blue Mouse Theater was in operation for only two years. It could seat 482 people, was cooled by a ventilating system, housed up-to-date movie equipment operated by motors in a projection room outfitted with stage curtain controls and automatic fire doors. The building was constructed by the Odd Fellows Building Association specifically for lease to the Blue Mouse chain. The building was purchased in 1923 by the owners of the Whiteside and Majestic theaters, competing theaters in Corvallis. The building was then used for retail use by Corvallis Auto Supply. The Benton Printers and Lithographers moved in between 1948-51. The exterior exhibits a restrained Mission Style commercial front. The marquee was removed by 1949. Several historic features remain on the interior, such as the slanted house floor and pressed metal ceiling. It contributes to the historic character of the downtown business district.

- EE) 104 SW 2nd Street
Fisher Block, 1868
(Barker Insurance)

The Fisher Block was constructed in 1868 and is the second oldest commercial building in downtown Corvallis and one of three predating 1990. This is the north portion of the original E.W. Fisher block, the south portion having been demolished for a parking lot. The storefront has been altered to include aluminum frame fixed sash windows. The second story retains its distinctive flat-arched window openings with one-over-one double hung sash. The first occupants of the building included the L.G. Kline store in the south portion of the building (demolished) and the Allen and Woodward Drugstore in the north portion. By 1895 the building was occupied by a grocery.

- FF) 136 SW 2nd Street
The Taylor Building, 1906
(Coffee Shop)

The Taylor Building, constructed in 1906, is a two-story rectangular brick building. It was originally occupied by the Centennial Meat Market. In 1955 the building was conveyed to the Knights of Pythias, the current owners.

- GG) 142 SW 2nd Street
Moving Pictures/Lodge Rooms, c.1910
(Phagan's Beauty College)

This building appears on the 1912 Sanborn Map as a being occupied by Moving Picture/Lodge Rooms. The 1927 Sanborn shows that a Notions shop and Lodge Rooms were located here. The two-story brick building has retained its historic character.

- HH) 219 SW Madison
L.G. Kline Building, 1889
(Five Star Sports)

This two-story brick rectangular building retains an ornate cast iron façade on the second story. It was built for L.G. Kline in 1889. A drug store was located here on the 1912 and 1927 Sanborn Maps.

- II) 208-214 SW 2nd Street
Confectionary, Barber, Bakery, c.1910, c.1950
(Lewis Paint and Decorating)

This one-story brick building is of the typical block construction with large storefront windows. The 1912 and 1927 Sanborn maps show that a barber, confectionary, and bakery was located here. Although changes have been made to the building, they appear to date from the late 1940s or early 1950s and therefore are considered to fall within the historic period.

- JJ) 300-310 SW 2nd
Burnett Block, 1882
(Design, Advertising, Photography)

This two-story brick rectangular building stucco finish. Early businesses in this building include a doctor's office, the Benton County Bank, a drug store, book store, stationery shop, grocery store and jewelry store. One of the most well-known business establishments and longest occupants was the J.H. Harris Dry Goods Store.

- KK) 318 SW 2nd Street
Furniture and Paint Shop, c.1920
(Corvallis Fitness Center)

This two-story brick building appears on the 1927 Sanborn map as a Furniture and Paint Shop. It retains its historic fabric and contributes to the character of the downtown district.

- LL) 320 SW 2nd Street
Plumbing and Sheet Metal Shop, c.1920
(Corvallis Fitness Center)

This one-story brick building appears on the 1927 Sanborn map as a plumbing supply shop with plumbing and sheet metal shop in the rear. It retains its historic fabric and contributes to the character of the downtown commercial district.

- MM) 334-336 SW 2nd Street
Furniture and Paint Shop, c.1925
(Gibbs Furniture)

This two-story building appears on the 1927 Sanborn Map as a furniture and paint shop. It retains its historic integrity and contributes to the character of the downtown district.

- NN) 340-344 SW 2nd
Crawford and Farra Building, 1882
Henderson Business Machine Building

This two-story brick rectangular building with stucco finish. Early businesses in this building include a doctor's office, the Benton County Bank, a drug store, book store, stationery shop, grocery store and jewelry store. One of the most well-known business establishments and longest occupants was the J.H. Harris Dry Goods Store.

- OO) 400 SW 2nd
J.C. Avery Building, c.1856
(Robnett's Hardware)

This store was originally constructed in the 1850s. It has seen substantial changes. It is associated with J.C. Avery, the founder of Corvallis. The building once served as a supply headquarters for miners heading south to the gold fields. Since 1891, when the R.M. Wade agricultural implement company leased the space, the function of the building as a hardware and implement store has not changed. Originally, this building was a one-story rectangular brick commercial structure. Several warehouses have been added to the south elevation at various times. An extension to the rear was built some time before 1912. Several skylights have been added. Large fixed sash metal display windows extend the length of the east elevation with brick veneer below in the bulkhead area.

- PP) 442 SW 2nd
A.L. Stevenson Garage, 1917
(Jack Scoville Ltd.)

The A.L. Stevenson Garage is a relatively intact example of an early Corvallis automobile garage and showroom. The period during which it was built coincides with the period in which the automobile gained widespread acceptance and popularity. It is a one-story brick building with a

concrete floor and wood structural frame and roofing system. It was originally divided into several sections. There are large plate glass display windows on the east elevation and south elevation in the area of the showroom.

- QQ) 502 SW 2nd Street
McKellip's-Groves Garage, 1917
(The Beanery)

The McKellips-Groves Garage was built in 1917 and is one of a number of early automobile garages in Corvallis. Adam Wilhelm had his Ford Agency in this building. The one-story brick building retains its historic fabric and contributes to the character of the downtown commercial core of Corvallis.

- RR) 250-252 SW Jefferson
Plumbing and Sheet Metal Shop, c.1920
(Benchmark and Corvallis Blueprint)

This one-story brick building appears on the 1927 Sanborn map as a plumbing and sheet metal shop. It retains its original fabric and storefront configuration and contributes to the character of the downtown district.

- SS) 219 3rd Street
State Theater, c.1940
(State Theater, Vacant)

The State Theater was built after 1927 and from its architectural character appears to have been built c.1940. While there appear to have been modifications to the façade, the building retains sufficient integrity to contribute to the character of the district.

- TT) 252 Madison Avenue
Hardware/Furniture Store, c.1925
(Retail Shops/Offices)

The two-story brick block building on the corner of Madison Avenue and Third Street appears on the 1927 Sanborn Map as a Hardware/Furniture Store. The simply-detailed structure incorporates a horizontal emphasis through its minimal decorative brickwork and its fenestration pattern which consists of square window openings regularly spaced along the second level of the building. The storefront windows, although altered, have been retained on the first level. The building retains its historic integrity and contributes to the character of the downtown district.

- UU) 251-259 SW Madison Avenue
Rennie-Smith Building, 1922
(Rexall Drugs)

The Rennie-Smith building, constructed in 1922, is a good example of 1920s commercial architecture and retains its integrity. It has held some of Corvallis' best known department stores and small shops. Alexander Rennie, who owned the main block, was a prominent citizen in Corvallis. The building is constructed of cream-colored pressed brick, has a stepped parapet wall above a plain frieze band that originally carried a projecting cornice. There are wood window throughout with six-over-one windows in the second level, and transoms. Some portions of the lower level remain in original condition while some portions have been changed. The original wood sash storefront windows and oblique front entrance remain. The corner storefront has been altered with the introduction of red brick piers. The Rennie-Smith building has four separate shop spaces. Businesses that have been located in these shop spaces include the Cole-Clark Electric Company, a barber shop, a hardware and plumbing supply store, a drug store, a dry goods store, and clothing store, and a shoe store. The Harris department store was in the main corner shop until 1929, when J.C. Penney moved into this location, where it remained until 1957 when its new store at 4th and Madison Streets was complete.

- VV) 131 SW 3rd Street
Hardware Store/Dance Hall, c.1925
(Anderson Sporting Goods)

This two-story brick structure appears on the 1927 Sanborn Map as a Hardware Store and a Dance Hall. The front elevation consists of a three bay system with tripartite window openings and lower level storefront windows with recessed entrance. Although some changes have been made to the building, the historic fabric and design remain and the building contributes to the character of the district.

- WW) 100-110 SW 3rd Street
Johnson Porter Building, 1922, 1926, 1938
(Corvallis Sewing & Vacuum Center/Barber Shop)

The Johnson-Porter Building, constructed in 1922, 1926 and 1938, as part of the period of intense development in Corvallis' business district during the 1920s. Various businesses, such as the Pacific Telephone and Telegraph Co., a cafeteria, a notions store, a confectionary, grocer, barber, and department store, were located here. It is one of the buildings that represents a period of increased economic prosperity that was part of the post World War I, pre-depression era in Corvallis and the nation. A major portion of the building was constructed in 1922 as a narrow, rectangular one-story building. In 1926 a buff-colored brick, L-shaped building, was constructed on the north and west sides, wrapping around the one-story wood frame building located on the southwest corner of 3rd and Monroe. In 1938, the second story of the building was constructed. The building contributes to the historic district.

- XX) 116 SW 3rd Street
Printing Office/Cobbler, c.1920
(The Crane)

This one-story brick building appears on the 1927 Sanborn maps as a Printing Office and a Cobbler's Shop. The decorative brickwork in the supper portion of the building, as well as the storefront configuration, provide historic character to the district and the building is considered a contributing resource.

- YY) 120 SW 3rd Street
Pulley/Darling/Hyde-Thatcher Building, 1922
(Kid Stuff, The Regional School of Ballet, Northern Star)

Built in 1922, the Pulley/Darling/Hyde-Thatcher Building, is part of the period of intense development in Corvallis' business district during the 1920s. Various businesses, such as shoe repair shop, furrier and dressmaker shop, printing company, and cigar shop. It is one of the buildings that represents a period of increased economic prosperity which marked the past World War I, pre-depression era in Corvallis and the nation. This building is an example of the commercial style architecture which evolved from a tall, narrow, two-story 19th century building to a low one-story 20th century structure which as deep as it was wide. It has large display windows with thin mullions, transom lights, multiple openings, and simply detailed. It contributes to the historic character of the downtown business district.

- ZZ) 128-136 SW 3rd Street
Lafferty Building, 1924
(Corvallis Vision Center, Evergreen Restaurant)

The Lafferty Building, constructed in 1924, is part of the period of intense development in Corvallis' business district during the 1920s. Various businesses, such as a restaurant, pharmacy, gift stores, and shoe store, and grocery store, occupied this building during the 1920s-1950s. It is one of the buildings that represents a period of increased economic prosperity which marked the past World War I, pre-depression era in Corvallis and the nation. This building is an example of the commercial style architecture which evolved from a tall, narrow, two-story 19th century building to a low one-story 20th century structure which as deep as it was wide. It has large display windows with thin mullions, transom lights, multiple openings, and simply detailed. It contributes to the historic character of the downtown business district.

- A1) 301-311 SW Madison Avenue
The Harding Building/Nolans Department Store, 1910
(Nolans Department Store)

The Harding Building is the original cornerstone of the Third Street business district and is one of four large commercial buildings located on the corner of Third and Madison streets. It was built for Gus Harding, with E.E. McClaren of Portland, as the architect. The first occupant of the buildings was Nolans Department Store who operated in Corvallis during 1910-1959 and was one of the town's largest and most popular stores. This is a two-story rectangular brick and concrete commercial building which includes a full basement and is approximately 20,000 square feet. Originally red brick with light-colored brick for contrasting detail work, the building has been painted. Concrete is used for the exterior walls on the first story of the north and west

elevations. There are brick pilasters with recessed panels and corbelled capitals. The wood windows in the upper story are new, however, they are similar in design to the original windows.

- B1) 200-212 SW 3rd Street
Masonic Hall, 1912

The Masonic Hall was built in 1912 and was the second anchor of what was to become the Third Street commercial district. The 1927 Sanborn map shows that a drug store, grocery store, restaurant and confectionary were located in this building as well as the Masonic Hall. The two-story buff-colored brick building incorporates Classical detailing on the second level in the pilasters with capitals between the recessed window openings. The first floor storefronts remain, with some modifications. Overall, the building retains its historic integrity and contributes to the character of the district.

- C1) 220-230 SW 3rd
Crees Building, 1926
(The Book Bin)

The Crees Building is one of the earliest examples of reinforced concrete construction in Corvallis. It is a three-story rectangular building with basement and mezzanine levels and incorporate simple, streamlined, Modern style features. It was named after Mrs. Louisa Crees, the mother of the building's owner, Mrs. Gussie Glen. Harold P. Bergar of Portland was the architect and H.E. Wilder of Eugene was the contractor. A special feature of the building was the display windows which were designed after the modern standards of window engineering and illumination. The first floor was designed for a department store with the second and third stories for offices, as well as a lodge room on the third floor. The first occupant was the Miller Mercantile Company.

- D1) 234-236 SW 3rd Street
MacMarr Grocery Store/Post Office, 1926
(The Inkwell)

This building is shown as a Grocery Store and Post Office on the 1927 Sanborn Map. The one-story brick building is simply detailed with the typical storefront windows and recessed entrances. Although changes have occurred to the storefront windows, the building retains sufficient historic fabric and design to contribute to the character of the downtown district.

- E1) *331 Jefferson Avenue
Mail Sorting, c.1925
(The Computer Exchange)

The 1927 Sanborn Map indicates that a mail sorting business was located here at that time. This one-story brick structure, while it has had some storefront changes, retains sufficient historic fabric and character to contribute to the qualities of the downtown historic district.

- F1) 302 SW 3rd Street
Gazette-Times, 1926
(The Headline Caf6)

The Gazette-Times constructed this building for its operations in 1926. This one-story red brick building retains its original fabric and design and contributes to the historic qualities of the downtown district.

- G1) 351-353 SW Madison Avenue
Unknown, 1929

According to the historical overview of Corvallis, this two-story brick building was constructed in 1929. It is assumed that this building replaced a structure that was used as a confectionary and a cobbler's shop. This two-story brick structure incorporates dark brick and decorative brickwork in the upper portion of the building. It has a flat roof with a gabled parapet front. The building retains its historic fabric, design, and storefront display and recessed entrance, and contributes to the qualities of the district.

- H1) 361 SW Madison Avenue
Whiteside Theater, 1922
(Whiteside Theater)

The Whiteside Theater, constructed in 1922, is a good example of Italian Renaissance architecture and retains its original ornamentation executed in brick, glass, cast "stone" and plaster. The cornice incorporates an egg-and-dart design, The neon marquee is a 1950s addition. The ground floor facade has been somewhat altered. The original display window contains movie posters. The original layout of the theater remains with numerous interior decorative features from the 1920s, including the projection room and restrooms, as well as some of the stenciled frieze and ceiling trip in the business offices. Decorative plaster adorns the auditorium. The theater was built for cinema, but also had live productions on stage. In 1927 the main part of the theater was gutted by fire. It was redone in 1928. The Whiteside Theater showed the first "talking movie" in town in November 1928. Another fire occurred in 1936, with less damage. The Whiteside brothers were the pioneers of the movie industry in Corvallis having started the Palace Theater in 1908, and operating six more theaters within the city. The family remains the oldest continuous theater operations in Oregon. The brothers were also instrumental in the Corvallis automobile business in the 1920s.

- I1) 101-113 SW4th Street
Multi-Use Stores/Offices, c.1920, c.1940
(Corvallis Floor Connections)

This building appears on the 1927 Sanborn Map and shows that several businesses were located here, including a Grocery Store, Beauty Shop, Confectionary, and a Gymnasium. The major part of the structure is red brick laid in a common bond pattern, suggesting the earlier construction date. The facade, however, has been altered and incorporates the more streamlined, modern, style

of the 1940s. The building retains sufficient historic integrity to contribute the character of the district.

- J1) Fourth Street between Monroe and Jackson
Benton County Courthouse, 1888
Listed in the National Register

The Benton County Courthouse was dedicated on July 4, 1888 and is the oldest standing active courthouse in Oregon. It was designed by Delos D. Neer in the High Victorian Italianate Style. It is constructed of native stone and brick that was made on site. This building is listed in the National Register of Historic Places.

- K1) 408 Monroe
Hotel Benton, 1925
Listed in National Register

The Hotel Benton was built in 1925, it is seven stories in height and the tallest structure in downtown Corvallis, and its construction was related to the completion of the Pacific Highway through Corvallis several years earlier.

- L1) 411 Madison Avenue
Department Store, c.1950
(Starbucks, etc.)

The building appears to have been constructed c.1950. The 1927 Sanborn map shows another building at this location at that time, the I.O.O.F. Hall. This building has the original fabric and design of its era and contributes to the historic character of the downtown district.

- M1) 460 Madison Avenue
Welscher Building, 1938
(Christian Science)

The Welscher Building was built in 1938 on the southeast corner of Fifth and Madison Streets for the Leading Floral Company. The two-story building retains the horizontal and streamline appearance of the Modern period. The first floor storefront windows have been changed, however, the overall appearance of the building has historic qualities and it contributes to the character of the district.

- N1) 451 SW Madison
Unknown, 1937
(Lehnert's Office Supply)

This two-story building, constructed in 1937 according to the Corvallis historic context, retains its historic detailing. It appears that the stucco finish may have been added later. The design and relief detailing provide a strong character-defining feature of the building and it contributes to the

historic qualities of the district.

- O1) 453-459 Madison Avenue
Various Retail Shops, c. 1920
(Anderson Jewelers)

The 1927 Sanborn Map indicates that there were four businesses located in this building at that time, Books & Stationary/Photo Supplies/Typewriters and a Confectionary Shop. This one-story brick building retains the majority of its historic fabric which is partially obscured by the paint and awnings. It retains the storefront windows and recessed entrances, as well as the coping along the parapet wall. This building contributes to the historic character of the district.

- P1) 501 SW Madison
South Methodist Church, 1924
City Hall

This building was constructed as the South Methodist Church. It is a two-story, L-shaped building with Classical detailing seen primarily in the pedimented portico that contains six fluted Doric columns. It has a rusticated concrete foundation and the walls are constructed of hollow concrete block and faced with red brick laid in a Flemish bond pattern. The exterior of the building retains its original materials and configuration. The interior has been altered when it was adapted for use as the Corvallis City Hall. This building was constructed by the Methodist Church in 1924 for a cost of approximately \$50,000. It was designed by architects DeYoung and Roald, and a local contracting firm, Heckart and Son, constructed the church. It was renovated to be used as City Hall in 1956.

- Q1) 561 Madison Avenue
American Roadway Express
(Unknown)

This one-story rusticated concrete block building was originally located at 9th and Washington streets. It was built in 1910 by the Corvallis and Eastern Railroad, was moved in 1917 to Sixth Street (current location), between Madison and Monroe, to serve the Red Electric passengers. This building retains its historic fabric and contributes to the character of the district.

Historic Non-Contributing Resources

First Street between Van Buren and Jefferson
Park Site

This site has been an important section of downtown commercial and industrial core of Corvallis. In addition to be a shipping point when steamboats and other river transportation methods were employed to distribute goods to and from Corvallis, this site has been the location of many buildings and events. Some of the earliest buildings included the Corvallis Canning Co., the Fisher's Hay Warehouse, and Oregon City Transportation Company's Warehouse, Central Planing Mills, Corvallis Creamery Company, in addition to a number of dwellings (Sanborn Map, 1912).

230 SW First Street
Unknown, c.1930
(Riverview Mongolian Grill)

This one-story building has lost its historical integrity through additions and alterations to the openings. It no longer contributes to the character of the district.

220 SW First Street
Unknown, c.1930
(Alpine Bakery)

This one-story building is attached to the Greyhound Bus Garage that was built in 1930. It may have been an addition to the garage, however, it now operates as a separate business. There have been substantial changes to the façade and it no longer contributes to the character of the district.

151 Monroe Avenue
CMA, c.1960

This one-story concrete block warehouse is a non-historic, non-contributing building in the district.

101 Washington Avenue
Shed/Parking, c.1980

A non-historic metal outbuilding or shed and large parking area occupy this site.

100-108 Washington Avenue
Concrete Block Manufacturing, c.1920
(Artists' Studios/Shops)

The 1927 Sanborn Map shows that a concrete block manufacturing business was at this location. The footprint appears to be the same as the existing building. There have been a number of changes to the building and it does not, in its current condition, display historic qualities that contribute to the character of the district.

451 2nd Street

Unknown, c.1940

(Mirror and Glass Business)

The 1927 Sanborn Map indicates that a Planing Mill was located at this site. The existing building is in a different configuration and was probably constructed sometime during the 1940s, although the significant changes make it difficult to determine a construction date. Nevertheless, the existing building has been significantly altered and does not, in its current condition, contribute to the historic qualities of the district.

441 2nd Street

Unknown, c.1940

(Herbs in Thyme)

The 1927 Sanborn Map indicates that a Planing Mill was located at this site. The existing building is in a different configuration and was probably constructed sometime during the 1940s, although the significant changes make it difficult to determine a construction date. Nevertheless, the existing building has been significantly altered and does not, in its current condition, contribute to the historic qualities of the district.

419-431 2nd Street

Garage/Feed & Produce/Office, c.1925

(Slam City)

The 1927 Sanborn Map indicates that several businesses were located on this site, including a feed and produce business, a private garage, an office, lumber storage, and a painting shop. The building has been significantly altered and does not, in its current condition, contribute to the character of the district.

361 2nd Street

Paint Shop, c.1920

(The Toy Factory)

This one-story building has the scale and massing of a historic structure, however, in its current condition, which incorporates faux half-timbering along the entire exterior, it has lost its original look and character. The windows have been filled in with concrete block. It does not contribute to the historic character of the district in its current condition.

337 2nd Street

Auto Sales/Office, c.1920
(Old World Deli)

This one-story building has the scale and massing of a historic structure, however, in its current condition, which incorporates faux half-timbering along the entire exterior, it has lost its original look and character. It does not contribute to the historic character of the district in its current condition.

*241 2nd Street

Offices/Grocery/Sporting Goods, c.1920
(Blackledge Furniture)

The two-story building has been covered with aluminum siding and fake stone and has lost its historic character. It does not contribute to the district in its current condition.

131-133 SW 2nd Street

Cigar/Billiards, c.1905
(Happy Trails Tapes, Records, CDs)

This one-story building appears on the 1912 Sanborn map as having Cigar/Billiards/Jeweler business located here. The non-historic modifications have significantly altered its appearance and it does not contribute in its current condition.

125 SW 2nd Street

Furniture Store, c.1905
(Tavern)

This two-story brick building appears on the 1912 Sanborn map as a Furniture Store. It is currently used as a tavern. The façade has undergone significant changes including bricking-in of storefront windows, covering of transom lights, windows altered on second floor, and cornice has been covered. It no longer contributes to the character of the district.

127 NW 2nd Street

Sheet Metal Shop, c.1920
(Hise Studio)

Originally a shared business with 129 NW 2nd, the Sheet Metal Shop was located in this space as indicated on the 1927 Sanborn Map. This portion of the building, now separately owned, has alterations to the entire façade. Aluminum siding covers the second floor, and probably once removed would reveal original historic fabric and design. The first floor windows have been replaced but retain their original storefront appearance. This building does not contribute in its current condition, however, it is likely that it could be restored.

227-231 NW 2nd Street
Unknown, c.1970

This is a one-story, concrete and brick building. Substantial alterations to the front have rendered it ineligible. The rear elevation reveals historic materials and windows. It does not, however, contribute to the character of the district in its current configuration.

235-245 NW 2nd Street
Bell Transmission, 1908

The Bell Transmission store was originally part of the first auto garage built in Corvallis in 1908. The original structure has been divided into two buildings with the continuation of the alleyway through the north end of the block. The building has integrity on the rear and side façade, however the front façade has been so substantially changed that the building does not contribute to the historic qualities of downtown Corvallis.

*198 2nd Street
OSU Thrift Shop, c.1970

This c.1970s structure replaced the Getz and Grout Ford and Lincoln (1920) building.

128 NW 2nd Street
Auto Repair, c.1920
Gary's Automotive and Radiator

This one-story brick building appears on the 1927 Sanborn Map as housing automotive repair and vulcanizing shops. The alterations to the front of the building are substantial and the building has lost its historic integrity and does not contribute to the character of the downtown district in its current condition.

*100 NW 2nd Street
R.M. Thompson Building, c.1880
(Hair Salon)

The R.M. Thompson building was constructed in the early 1880s at this site. The 1912 Sanborn shows that a Meat shop, Store Room, and Sausage Factory were located in this building. In 1927 there was a Bicycle Repair shop located here. The entire building has been covered with secondary materials, obscuring historic fabric. This building does not contribute to the historic qualities of the district in its current condition.

100 SW 2nd Street
Grocery Store, c.1905
Squirrels

The building appears on the 1912 Sanborn map as a grocery store. This two story brick building retains its second-floor configuration and historic fabric on the upper portion of the façade, which includes a simply detailed brick structure with regularly spaced rectangular window openings, a corbelled brick upper cornice and simple pilasters at each corner of the facade. The side elevation that faces Monroe Street has been significantly altered with the filling in of window openings and window replacement. The lower level has been altered and covered with tile. The building does not retain sufficient integrity and does not contribute to the historic character of the proposed Corvallis Downtown Historic District in its current condition.

202-204 SW 2nd Street
Bank, c.1910
(Department Store)

The original building has been completely covered in non-historic materials that have obscured all historic features and fabric and rendered the building non-contributing in its current condition.

326 SW 2nd Street
Auto Tops and Furniture Storage, c.1920
(Corvallis Fitness Center)

This one-story building has been covered with aluminum siding on the upper level and does not retain sufficient historic integrity to contribute to the district in its current condition.

330 SW 2nd Street
Bicycle Repair Shop, c.1920
(Bike & Hike)

This one-story building has been covered with aluminum siding on the upper level and does not retain sufficient historic integrity to contribute to the district in its current condition. It is interesting to note that it was originally, and is currently, a bicycle shop.

*301 3rd Street
Dairy Queen, c.1980

This is a Dairy Queen restaurant that built outside the historic period and it does not contribute to the historic qualities of the Corvallis Downtown Historic District.

*241 3rd Street
The Corvallis Bank, c.1980

This is a non-historic building that does not contribute to the district.

113-121 SW 3rd Street
Various Shops, c.1925
(Burton's Restaurant)

A barber shop, a battery charging business, and a meat market appear in these shops located at these addresses on the 1927 Sanborn map. The façade of the existing structure has been covered with non-historic materials in a non-historic pattern and the building does not contribute to the historic qualities of the district.

112-114 SW 3rd Street
Johnson Porter Building, 1922, 1926, 1938
(The Baby Station/The Cat's Meow)

The Johnson-Porter Building, constructed in 1922, 1926 and 1938, as part of the period of intense development in Corvallis' business district during the 1920s. Various businesses, such as the Pacific Telephone and Telegraph Co., a cafeteria, a notions store, a confectionary, grocer, barber, and department store, were located here. It is one of the buildings that represents a period of increased economic prosperity that was part of the post World War I, pre-depression era in Corvallis and the nation. A major portion of the building was constructed in 1922 as a narrow, rectangular one-story building.

244-246 SW 3rd Street
Doctor's Office/Photo Shop, c.1970
(Mickallan's)

A building at this location appears on the 1927 Sanborn Map as a Doctor's Office and Photo Shop. It is unclear if the existing building is a newer structure, or simply an extensive alteration to the historic structure, but it appears to be newer construction and is therefore considered *non-historic, non-contributing* to the district.

356 SW Madison Avenue
Gottschalk's Department Store, c.1960

This is the former site of the Corvallis City Hall. The City Hall moved to its current location (in the former South Methodist Church) in 1956. The appearance of the building and the date of the moving of the city hall suggest that this building was constructed in the late 1950s or early 1960s. It is currently not considered a historic structure and it does not contribute to the character of the district.

119-127 SW 4th Street
Unknown, c. 1960
(For Lease)

The scale of the building and its configuration suggests it was built outside the historic period. The 1927 Sanborn map shows that two dwellings were located on this site at that time. The existing building is considered to be *non-historic, non-contributing*.

126 SW Fourth Street
Garage, 1925
(Remodeling in Progress)

The 1927 Sanborn Map indicates that a garage with auto sales and florist were located in this building. The current remodeling appears to be changing the historic appearance and in its current condition, the building does not contribute to the character of the district.

202 4th Street
First Security Bank, c. 1975

This two-story building is not from the historic period and does not contribute to the character of the district.

456 Monroe
Key Title, c.1975

This one-story brick building was not constructed during the historic period and it does not contribute to the character of the district.

II. HISTORY

Commercial Development

In 1851, Marysville became a principal shipping point and that year, gold was discovered in southern Oregon. The town, which was already on the land route to the mines, now found itself as the northern terminus of a profitable pack train business with goods and miners arriving by steamboat, and it became the "jumping off" point for those headed to the mines. In 1851, Marysville consisted of what was known as Upper Town and Lower Town divided by Madison Avenue (Government Field Notes for the south boundary of Section 35, T11S, R4W, Vol. I:386,427). The buildings in Upper Town were generally located on Second Street between Washington and Jefferson Avenues. Lower Town was located on portions of Avery's claim and Dixon's claim. In general, the business buildings in Lower Town were located on Front (First) Street near the steamboat landing.

In 1853, Marysville changed its name to Corvallis, which means "heart of the valley," and was described as "one of the most thriving business places in the upper country." A fire in the commercial district on July 21, 1869 destroyed a number of businesses located on Second Street between Madison and Monroe. The fire, which was thought to be the work of an incendiary, began in the rear of McConnell's Saloon which was on the west side of Second Street. The entire block on the east side of Second Street was destroyed.

Most buildings constructed prior to the 1880s were one-story in height. Two story brick buildings were rare with only one pre-1880 example remaining: The E.W. Fisher Building (1868, #52) on the southwest corner of Second Street and Monroe Avenue. Building booms generated by the railroads in the 1880's and early 1890's, resulted in the construction of a number of two-story brick commercial buildings in downtown Corvallis: the Hamilton and Job Co. Bank/Jacob

and Neugass Store Building (1880) on the southwest corner of Second and Madison; the Burnett Block (1882) on the southwest corner of Second and Jefferson; and the Crawford and Farra Brick (1882) on the northwest corner of Second and Adams. These brick structures were all built in the High Victorian Italianate style. The two story buildings, which were often located on corner lots, gave the downtown business district a more permanent character. Other brick buildings erected in the early 1880's included the one-story the R.M. Thompson Building (c.1880) on the northwest corner of Second and Monroe. In the latter part of the decade and until the panic of 1893, more multi-story buildings were erected on both the west and east sides of Second Street including the second E.W. Fisher Brick (c.1890), the S.L. Kline Building (1890), and the Corvallis Hotel (1893), the first brick hotel in Corvallis, and the L.G. Kline Building (1889).

Construction of business buildings slowed considerably during the latter part of the 1890's. Fires continued to plague the wood-frame buildings in downtown Corvallis. In 1883, fire destroyed all of the buildings on the east side of Second Street between Monroe and Madison Avenues. The buildings destroyed were primarily saloons, including the Cyrus Powers Saloon and the Hudson Saloon. Also destroyed were Gearhart's unoccupied blacksmith shop and a Chinese wash house.

Growth and the emergence of Corvallis as a genuine "college town" characterized the period between 1900-1929. Oregon State University began as the Corvallis College in 1858, holding classes in the Baptist Church before constructing its first building in 1859 (razed in 1899) on Fifth Street between Madison and Monroe in downtown Corvallis. College level curricula was established in 1865, the Department of Agriculture, the first in the Pacific Northwest, was established in 1883, and the college moved to its new campus in 1889. A significant period of growth occurred in the 1920s when nine new buildings were constructed on campus. In contrast to the last ten years of the 19th century, which saw the population increase 19%, the first ten years of the 20th century saw the population of Corvallis increase by 150% to 4,552 people (*Population by Counties and Minor Divisions*, 1900, 1910).

As the first decade of the twentieth century unfolded, Corvallis witnessed the introduction of the automobile and the "bungalow", two innovations which would profoundly affect the future development and appearance of the community. The river, which had played such a prominent role in the life of the community in the nineteenth century, no longer played a vital part in the direction of the city's growth (Corning 1973:114). But getting across the river was important and the Van Buren Bridge, the first bridge across the Willamette in Corvallis, was built in 1913, replacing the ferry which had operated since the first settlers arrived in this area. This bridge was designed with a swing span which allowed for the passage of steamboat traffic. The Van Buren Bridge is the oldest swing span bridge in Oregon, and the only remaining pin-connected moveable-span truss in the State. This bridge is also significant for its association with the development of Corvallis and its growth downtown. When the transportation systems that first utilized the river, and then relied upon railroad and streetcar, were replaced by the automobile in the 1920s, the bridge became the major link to continue Corvallis' viability as a community and regional trading center.

In response to the nationwide "City Beautiful" Movement of the early 20th century, the Village Improvement Society was organized. The goal of the society was to beautify Corvallis through street clean-ups, landscape improvements at the depot, sewer improvements, etc. (Minutes of the Village Improvement Society, 1904-1911). In the 1920's, the Chamber of Commerce civic improvement committee sponsored an annual Home and Town Beautification Campaign (*Corvallis Gazette-Times*, Apr. 5, 1924) and the Civic Improvement Committee, among other projects, planted many trees on city streets in 1924.

A promotional brochure distributed by the Corvallis Commercial Club in 1910 noted that, in 1909, more than 200 buildings were constructed, several roads laid throughout the residential district, and an "artistic system of modern parking adopted and carried out". In the business district, there were contracts for \$100,000 worth of pavement and miles of concrete sidewalks were laid out in the city (*Corvallis and Benton County, Oregon* 1910:22). The brochure further asserted that, "Corvallis has great advantage for the home builder; business opportunities and social and educational advantages" (*Corvallis and Benton County, Oregon*, 1910:26).

In 1925, Corvallis had a city planner and, for the first time, building permits were required to build new structures. A.D. Taylor, the planner, recommended in 1925 that the riverfront be acquired by the city and developed as a park. He urged development of the school property, west of Sixth Street between Madison and Monroe, as a park, and he advocated the development of Avery woods as a park with access from 15th Street and Western Avenue (*Corvallis Gazette-Times*, March 19, 1926, p.A5). He also recommended that the city adopt a zoning ordinance to protect home owners from garages, laundries etc. (*Corvallis Gazette-Times*, March 19, 1926:A-5).

"The buildings erected both in the business and residence sections represent a better and more attractive style of architecture and an apparent desire to go in for more than merely the substantial. As a consequence, the appearance of the city has been vastly enhanced, and in the business section, the replacement of shacks with large and handsome structures and the covering of waste spaces with good buildings of lesser pretension has created such a change in certain regions that a trip through the business streets now arouses much pleasant speculation and with many a great deal of enthusiasm" (*Corvallis Gazette-Times*, Jan. 1, 1923).

This period of history saw the addition of a number of types of commercial buildings not found in the nineteenth century landscape. Included were movie theaters, department stores and chain stores, and auto-related businesses, such as gas stations, sales showrooms, and repair garages. As new buildings materialized to meet the demands of a changing society, the fixtures of the nineteenth century, the livery stables, the blacksmith shops, the general stores and the Opera House, disappeared.

The early twentieth century saw two major changes to the traditional business district. First, this district, which had previously centered on Second Street, expanded west to Third Street in the second decade of the twentieth century. Second, most of the wood-frame commercial buildings remaining on Second Street were demolished or removed at this time and replaced with masonry buildings.

Building activity leading to these changes began in the first years of the century. The Corvallis Hotel, which was built on the southeast corner of Second and Monroe streets in 1893, had been a victim of the economic downturn of that earlier period. Because of financial problems and the fact that the hotel had never been properly completed, the building was vacant for nearly ten years. In 1902, the building was renovated and reopened, and in 1910, the exterior brick walls of the principal facades were removed, a fourth story added, and the walls of the hotel rebuilt, transforming the building from a nineteenth century Arcaded Block with a corner turret, to a four-story, Georgian Revival Hotel. When the building was reopened in January of 1911, it was renamed the Julian Hotel (Nesbit 1983). In 1907, three new brick structures were built on Second Street, including the Benton County State Bank Building (#25) on the northeast corner of Second and Madison streets and the S.L. Kline Building (#23) on the east side of Second, between Madison and Monroe Avenues (actually a major remodeling of the 1890 Kline Building in this location).

In 1910, Mr. Gus Harding decided to build a large commercial building on the northwest corner of Third Street and Madison Avenue, one block to the west of the established business district. The first occupant of the two-story Harding Building was Nolan's Department Store, which advertised that "it paid to walk a little farther" (Chapman and Weber 1983-1984). The Harding Building was the cornerstone of what became the Third Street business district.

The Masons also helped expand the commercial district to Third Street. When selecting a site for their new building, they "went into the sticks" and broke away from Second Street to Third Street. The two-story brick Masonic Building was erected on the southwest corner of Third and Madison streets in 1912, becoming the second anchor of what was to become the Third Street commercial district. In addition to the Masonic Building, at least seven other business buildings were constructed in 1912.

The appearance of the business district was altered considerably in the 1920's. As one commentator noted in 1914, along Second and Third streets, from Van Buren to Washington, were ramshackle old barns, sheds, and lop-sided lean-to's interspersed among business houses. "By 1924, they were all gone, replaced by modern business structures" (*Corvallis Gazette-Times*, Jan 1, 1924). In the early 1920's:

"Corvallis went on the boom in a big way...Beginning about 1920 the business section of Corvallis began to build up. Third Street soon became as important for business as Second Street, then spread farther west to Fourth Street, the Benton Hotel and the Elks Temple having been built in 1925 and 1926..."(Blakely 1937: Sec.3,p.5).

In 1922, nineteen buildings were built in the business section (*Corvallis Gazette-Times*, Jan 1, 1923). In general, the early 1920's were good business years for Corvallis, with the newspaper noting in 1923 that there were no vacant buildings in the downtown section.

The late 1920's saw the construction of the last large commercial structures built in the downtown prior to the depression years. In 1926, the three-story Crees Building was built on the west side of Third Street between Madison and Jefferson Avenues. That same year, the *Gazette-Times* constructed a new building for its operations at the southwest corner of Third Street and Jefferson Avenue. In 1927-28, the wood-frame Occidental Hotel building at the southeast corner

of Second and Madison streets was replaced by the Corvallis Hotel, a four-story brick hotel built in the Italian Renaissance style. On the northeast corner of Second and Jefferson streets, a chain-store, the Montgomery Ward Building (currently a parking lot), was built in 1928, and in 1929, a two-story brick building was erected at 351 Madison Street, just east of the Whiteside Theater.

Also in 1928, the newspaper reported that the City Council had adopted a new code for building. The code changed the boundaries of the "downtown business area", the area in which no wooden building of any type could be constructed (*Corvallis Gazette-Times*, June 22, 1938; Apparently, a previous code prohibited wooden buildings from being constructed in the core commercial area, but the date of that earlier prohibition has not been determined.) During this period, commercial buildings were also being erected outside the traditional business district along Monroe Avenue just north of the college campus.

The hub of entertainment in the nineteenth century, the Opera House, lost favor in the early twentieth century as vaudeville and moving pictures gained in popularity. By 1910, three movie theaters were advertised. The Palace Theater was advertised early in 1910 (*Weekly Gazette-Times*, Jan. 7, 1910), as was the Star Theater (*Weekly Gazette-Times*, Feb. 4, 1910). The Idlewild Theater opened in September of 1910 and showed films (*Benton County Republican*, Nov. 17, 1910). In 1911, Small and Whiteside leased the Idlewild Theater and closed the Star Theater. The Idlewild was used for vaudeville while the Palace Theater showed pictures three nights a week. The Palace Theater burned and until the Majestic Theater was built in 1913, the Crystal Theater was used. The Crystal Theater was located upstairs in the older Masonic Building on Second Street.

In 1913, the Majestic Theater opened. Located next to the Julian Hotel on Second Street, the 800-seat theater was a combination theater and moving picture house. In addition to opera and vaudeville, the theater also hosted local events. In 1916, there was also the Airdome, an outside theater which showed motion pictures on the site of the current Whiteside Theater (Chapman and Weber 1983-84). In 1921, the Blue Mouse Theater was opened in a building built by the Odd Fellows. The theater was short-lived, however, probably because of the competition posed by the Whiteside Theater which was built the following year.

In 1922, the Whiteside Theater was built by Charles and Samuel Whiteside on the northeast corner of Fourth and Madison streets. It was built in the grand tradition of the movie palace at a cost of \$100,000, and when finished, it was described as the city's most attractive business structure (*Corvallis Gazette-Times*, Jan 1, 1923). When constructed, the theater was hailed as the grandest in the State of Oregon except for the Liberty Theater in Portland (Chapman and Weber 1983-84).

One of the first department stores in Corvallis was Kline's Department Store, located in the Kline Building on the east side of Second Street between Madison and Jefferson avenues. The store sold a wide variety of dry goods and general merchandise and also had a "Pure Food Department" which sold groceries. Another early department store was Nolan's Department Store, an enlargement of the business of J.M. Nolan and Son. This store was opened in 1910 in the Harding Building on the northwest corner of Third Street and Madison Avenue. Nolan's

Department Store had the first "bargain basement" in Corvallis, established after Mr. Nolan visited the Marshall Field's Store in Chicago in 1911. In 1922, the Miller Mercantile Company, a chain store, purchased the Kline business, operating in this location until 1926, when it moved to the newly completed Crees Building on Third Street. Prior to 1922, there were three chain stores in Corvallis. By January of 1923, there were ten (*Corvallis Gazette-Times*, Jan. 1, 1923). Department stores in Corvallis in the late 1920's included J.C. Penney, Montgomery Ward, J.M. Nolan and Sons, and the Miller Mercantile Company. Of these four stores, only Nolan's was locally owned.

Construction in the business district almost came to a standstill during the first five years of the 1930's. One exception was the Greyhound Bus Station built on the northwest corner of First and Jackson streets in 1930. Commercial building picked up in the late 1930's. This period marks the expansion of the business district to Fourth and Fifth streets along the Madison and Monroe Avenue corridors. In 1937, the building at 451 SW Madison which currently houses Lehnert's Office Supply, was among the four business buildings constructed that year. In 1938, the Welscher Building was built on the southeast corner of Fifth Street and Madison Avenue for the Leading Floral Company. Things had improved considerably by 1940 with 11 new commercial buildings were constructed, one of which the 1940 Art Moderne Style building located at 551 Monroe (no longer existing). Few buildings were constructed in downtown Corvallis during the period, 1941-1945, because of the war.

Transportation Modes and Transportation-Related Buildings

Corvallis began as a regional trading center. Steamboat services established at the navigable headwaters of the Willamette River made the town a principal shipping point. While steamboat services were the impetus for the establishment of Corvallis, it was only the first mode of transportation that shaped the town's growth. The location of economic trade was set early on with the establishment of the commercial core adjacent to the river due to the use of the steamboat as a primary means for importing and exporting goods. It wasn't until the early 1920s that steamboat service to Corvallis was discontinued, with the final blow delivered by the automobile.

As early as the 1860's, plans were being made to construct a railroad through the Willamette Valley. The tracks of the Western Oregon Railway Company were completed to Corvallis late in 1879. This line was granted a right-of-way along First Street and the right to establish a depot (Minutes of the Common Council, June 20, 1879). First Street was important because of the warehouses in that location and the link to the steamboat. In 1908, a rail line was extended south of Corvallis and when the line was taken over by Southern Pacific in the mid 1910's, Corvallis and Eugene were united by rail for the first time. In April of 1911, the railroad spur on Washington Avenue which led to the riverfront industries was removed. The prominent role of the riverfront and its industries in the development of Corvallis in the nineteenth century faded considerably as the new century progressed. While steamboat transportation was eclipsed by the railroad, so too was the railroad eclipsed by the automobile in the early twentieth century when passenger service between Corvallis and Yaquina Bay was discontinued in 1928 (*Daily Gazette-Times*, August 29, 1928).

Railway service was also part of the transportation system in Corvallis around the turn of the century. The first rail service was a horse-drawn streetcar system which began in 1889. The building of electric railways began in Oregon in the first decade of the twentieth century. The first electric rail line to serve Corvallis was the Oregon Electric, beginning in 1912, when the company built a new line paralleling the main line of the Southern Pacific on the east side of the Willamette River from Portland to Eugene. With the success of the Oregon Electric, Southern Pacific decided to electrify its west side line. In 1917, steel cars, painted a bright red, gave the service its name - "Red Electrics". The concrete block depot built in 1910 by the Corvallis and Eastern Railroad and located at 9th and Washington Streets was moved to Sixth Street (remains at this location), between Madison and Monroe, to serve the Red Electric passengers. At one time, there were four daily trains each way to Portland (*Corvallis Gazette-Times*, Sept. 21, 1929). Passenger service on the Oregon Electric reached its peak during 1915-20. Electric trains were doomed, however, by the increasing popularity and affordability of the automobile.

One of the first residents of Corvallis to own a car was August Fischer who purchased a Rambler in 1903 (*Corvallis Gazette*, July 4, 1903). Statewide, the automobile gained acceptance by 1910 and widespread popularity by 1920, as illustrated by the number of cars registered in the State of Oregon in 1910, 2,493 cars, and in 1920, 103,790 cars. The 1920-figure number more than doubled by 1930 when Ford's Model-T gave way to the Model-A (Dicken and Dicken 1979:134). Among the consequences of the automobile locally were the decline of railroad passenger service, a clamor for improved roads, and the construction of numerous automobile-related business buildings in Corvallis.

With the popularity of the automobile came the era of construction projects to create an all-weather road network. The National Good Roads movement was launched in 1902. In 1913, Arthur Clarke, president of the Commercial Club, stated in a speech that "Good roads annihilate distance and cancel space. They bring the farmer nearer the market and the city man in closer touch with nature" (*Corvallis Gazette-Times*, Jan. 28, 1914: p.4). The majority of roads in the city of Corvallis were paved in the years between 1910 and 1920 (*Gazette-Times*, July 24, 1937).

Until 1917, road building in Oregon was almost always the responsibility of the counties (Dicken and Dicken 1979:134). In 1917, the state legislature enacted a law which provided for the creation of a state highway commission and authorized it to construct and maintain a system of modern highways throughout the state (Clark et al. 1925:337).

Among the most important road projects was the construction of the Pacific Highway, which extended from Vancouver, British Columbia to San Diego, California. The Pacific Highway followed the routes of the east side and west side railroads through the Willamette Valley, meeting at Junction City. Paving on the east-side highway was completed in 1922 while the west-side Pacific Highway was paved in 1923. One effect of this road was increased tourism in the Willamette Valley. Camping facilities for tourists were established in the City Park on the Mary's River (Pioneer Park today). In 1920, tourist cabins were erected in the City Park and it became commonly known as "auto park".

Downtown, automobile-spawned businesses took their place on the landscape, replacing the livery stables and blacksmith shops of the nineteenth century. Among the automobile-related business in Corvallis in 1924 were "auto accessories, tractor dealers, auto agencies, auto electrical shops, supply houses, garages, auto painting shops, tire dealers, auto parts, auto wrecking plants, gasoline and oil stations, and specialty stores for the horseless age" (*Corvallis Gazette-Times*, Jan.1, 1924), with the highest wages in the city being earned in this industry.

Mark Rickard began selling automobiles in Corvallis in 1904 or 1905 in the rear of Long's Sporting Goods Store on Second Street. In 1908, he built an auto garage on the southeast corner of Second and Van Buren streets (Bell Transmission) the first to be built in Corvallis. With a number of auto garages and auto-related businesses centered around north Second Street near the location of Rickard's Garage, this area was known as "Automobile Row" in the 1920's. Other early automobile garages in Corvallis were: the McKellip's-Groves Garage (1917), in which Adam Wilhelm had his Ford Agency at the southwest corner of Second and Washington streets; the A.L. Stevenson Garage (1917), home of the Moore Overland Agency, at the northwest corner of Second and Washington streets; and the Whiteside and Locke Garage (1917) (no longer existing), which sold Hudson's, Essexes, Oldsmobiles, and Maxwells, and was located on Third and Monroe. Other garages in this area in the 1920's included: the Getz and Grout Ford and Lincoln (1920) located at the northwest corner of Second and Jackson streets; Brands Chevrolet (1920) at the southwest corner of Second and Van Buren streets; and the Silver Wheels Freight Terminal at the northeast corner of Second and Van Buren; M.A. Rickard's Buick Garage (no longer existing) at Third and Adams; and Larry Russell's Auto Garage south of the Hotel Benton, where they sold Plymouth and De Soto cars. With the automobile, came the need for its disposal. In 1922, the Corvallis Auto Wrecking Yard was established.

In 1925, the Hotel Benton was built on the southwest corner of Fourth Street and Monroe Avenue. Seven stories in height, this was, and is, the tallest building in downtown Corvallis. The construction of the hotel was related to the completion of the Pacific Highway through Corvallis several years earlier. With the establishment of the Pacific Highway, Third Street became the location for early service stations, which have since been replaced. The number of automobile service stations in Corvallis during the 1930's was rather remarkable given the population of Corvallis at that time. The 1934 Corvallis City Directory lists fourteen service stations (*Maxson's Corvallis Directory*, 1934). In 1938 the Shell Service Station, located at the corner of Third and Jefferson, underwent a major expansion. In 1939 the Truax Service Station was constructed on Third Street near Van Buren Avenue.

Improved roads, more automobiles, and depressed economic conditions all combined to discourage rail travel. Bus lines, which had more flexibility in terms of area of travel, supplanted the passenger train business. In 1930, the Greyhound stage garage was built on the northwest corner of First Street and Jackson Avenue. That same year the Oregon Electric Railroad tore out its spur line on the main line from Corvallis to Gray junction (Lowry, Munford, and Moore 1979:5). The automobile continues to be the primary mode of transportation in Corvallis.

The Corvallis Downtown Historic District is the historic commercial core area in the city and it provides the best concentration of buildings that represent commerce and economic growth in

Corvallis. Corvallis is the largest city in Benton County and is significant as the commercial center for the area. The district is locally significant as the commercial core of Corvallis, and embodies the distinctive characteristics of a historic downtown.

III. SOURCES

Benton County Tax Assessors Maps.

City of Corvallis, Oregon – History; Sites and Structures: www.ci.corvallis.or.us/historic

Corning, Howard McKinley. Dictionary of Oregon History. Portland: Binfords & Mort, Publishers, 1956.

Sanborn Fire Insurance Maps, 1912, 1927.

State Historic Preservation Office Files – National Register and Inventory Records

IV. PROJECT INFORMATION

The Madison Avenue Preservation and Streetscape Project, a federally-funded undertaking, was designed to enhance and revitalize the historic downtown commercial area in the City of Corvallis, Oregon. The project included street repaving, landscaping, sidewalk replacement, and introduction of pedestrian/bicycle facilities. Julie Osborne, Cultural Resources Specialist, Oregon Department of Transportation, recorded the district in December 2000, and worked with the ODOT project development team to develop a design concept that would visually unify the commercial core, and provide context sensitive features to minimize impacts to the historic architectural resources located within the project area. The documentation of the historic resources in downtown Corvallis, and the subject of this HABS narrative, was undertaken as mitigation to offset the potential adverse effects caused by the alteration of the sidewalks and streetscape features within the boundaries of the Corvallis Downtown Historic District.