

RECONSTRUCTING A CITY: AN HISTORICAL AND SPATIAL EVALUATION  
OF DEVELOPMENT PATTERN FOR THE CITY OF CORVALLIS, OREGON

by

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Lastly, I would like to thank my mother, Deborah Hille, for her constant support, strength and beauty. I could not have made it this far without her.

## **DEDICATION**

I dedicate this research to the memory of my grandmother, Mabel Lee O'Neill Hurst. Among many things, she taught me that understanding the past can help illuminate the future.

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# **RECONSTRUCTING A CITY: AN HISTORICAL AND SPATIAL EVALUATION OF DEVELOPMENT PATTERN FOR THE CITY OF CORVALLIS, OREGON**

## **ABSTRACT**

This study traces the development history of the city of Corvallis, Oregon. Historic reconstruction methods and GIS analysis are used to define and describe spatial aspects of the city's expansion through time.

Pre-settlement and early settlement landscape conditions are considered. The city's history is divided into three time periods, 1845-1900, 1900-1950 and 1950-present. Variables contributing to timing and location of development such as environmental constraints, economy, major mode of transportation, and land use policy implementation are identified for each interval. With the overall growth pattern established, the development form of the city is compared against three models of urban growth.

Aside from physical site characteristics, historic reconstruction for Corvallis suggests three predominant factors contributing to the city's growth pattern, 1) changes in laws relating to land acquisition or management, 2) shifts in main modes of transportation, and 3) change in public perception of natural resources. Results from GIS analysis of annexation trends suggests suitability to two of the three urban growth models used.

## **INTRODUCTION**

A city locates and evolves based on features of its surrounding landscape. The physical site and the historic situation are major factors that contribute to a city's pattern of development. Historic land use is instrumental in understanding and interpreting urban growth pattern. Although settlements have their own unique history and character, they share common traits based on needs and convenience of their inhabitants. Exploration of factors related to why settlements occur and develop where they do provides insight into this pattern-process relationship.

This study examines the development history of the city of Corvallis (location shown in Figure 1). The city's growth through time is analyzed using both historic landscape reconstruction and a Geographic Information System (GIS). The purpose of this paper is to define and describe the spatial aspects of the city's expansion. Characteristics of spatial extent through time alone, however, will not impart a complete picture. It is necessary to consider cultural aspects of the community. For this reason, the city's history is examined. Motivating factors responsible for timing and location of development, such as environmental constraints, economy, mode of transportation and land use policy implementation are discussed.

Beyond the influence of physical landscape characteristics, focus is given to three major controlling factors behind the historic growth pattern of Corvallis: 1) Changes in laws relating to land acquisition, tenure or management, 2) Shifts in main modes of transportation, 3) Perception of the value of natural resources and how this has changed through time. These variables are emphasized in each section.

Pre-settlement and early settlement landscape and cultural conditions contributed to early city development. The city's growth history is divided into three time periods, 1845-1900, 1900-1950, and 1950-present. Once the city's overall growth trend is established, suitability to urban growth models is determined.

Spatial analysis combined with local historic reconstruction may illuminate key motivators behind past and present development trends. A reconstruction of the historic growth pattern and land use trends for the Corvallis community over the past 150 years provides a foundation upon which a greater understanding of local area land use and development trends may surface.

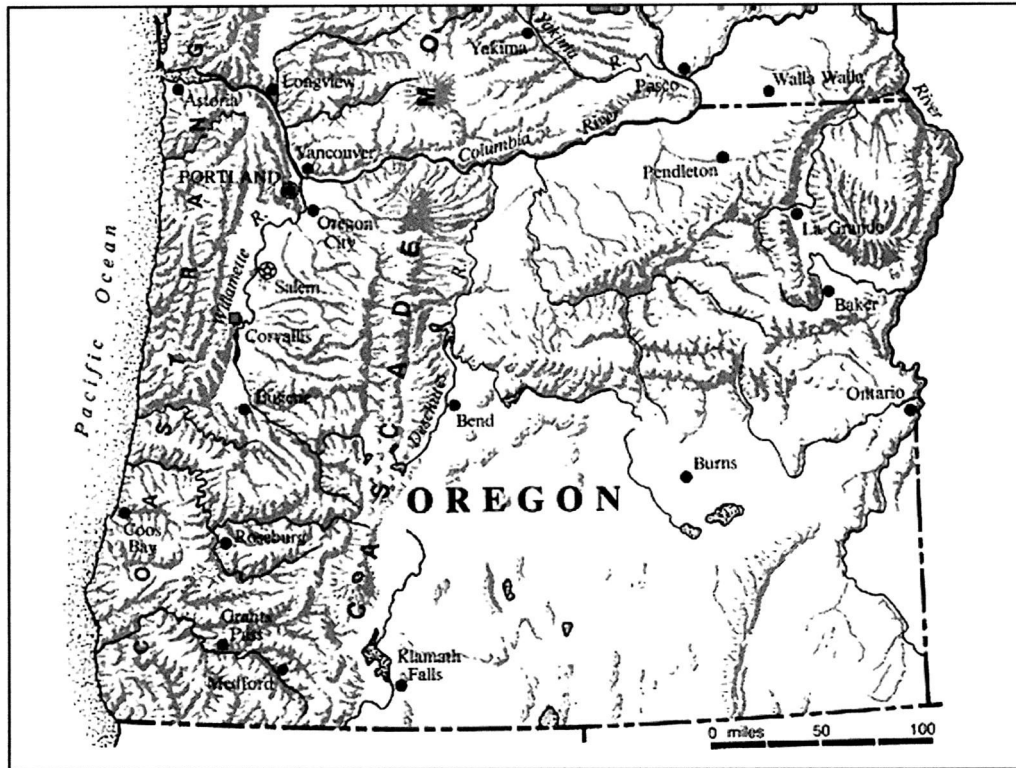


Figure 1. A map of the state of Oregon showing the location of Corvallis (from Dodds, 1986)

## **BACKGROUND**

### **Urban Geography Concepts and Growth Models**

Studies involving evaluation of urban pattern can become complicated by the number of variables that contribute to city location and form. Often, the spatial variables of site and situation are considered as a foundation for explaining settlement pattern. “Site” is the definition of the actual physical landscape on which a settlement occurs. “Situation” refers to a city’s positional characteristics in a broader sense (Hudson 1970). For example, the fact that a city is located on a riverbank describes one aspect of its site. Where the city is located in relation to other cities describes one aspect of its situation. Site and situation characteristics specific to the Corvallis area are discussed later.

When a city is in its initial formation, its site is the most influential to its growth. As a settlement grows, however, its situation gains importance and takes over. The use a city’s inhabitants make of its situation can result in development into areas with no site advantage. It is clear that site values change with time (Hudson 1970). The criteria necessary for the survival of a city at one point in time may not be the same later in history. This is evident particularly when considering changing modes of transportation through time. The way in which a settlement makes use of its location over a long period of time ultimately determines its growth (Rugg 1972).

Several models for urban growth have been developed. The concentric-zone model was originated by Burgess in 1927. The concept suggests that a city center develops and then expansion of different land uses occurs radially. The resulting form is a series of concentric

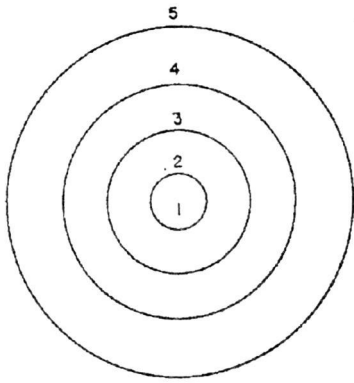
rings. It is clear that this generalized growth pattern would be altered by topography, transportation routes and a number of other factors. The basic idea suggests that each inner zone is expanded by development of the successive outer zone and this process shapes a city area (Haggett 1965).

In 1939, Hoyt developed the sector model for city growth. In studying the amount of rent charged in American cities, he demonstrated that alternative residential areas develop along radii of districts. New growth would occur on the edge of the sector that was the most similar to the early growth character of the previous sector (Haggett 1965).

Based on a modified version of the previous models, Harris and Ullman created the multiple-nuclei concept of urban growth. In this model the focus of development is on a series of centers, rather than one. The number of centers within a city is primarily dependent on historical development and locational forces which attract or scatter certain functions (Haggett 1965).

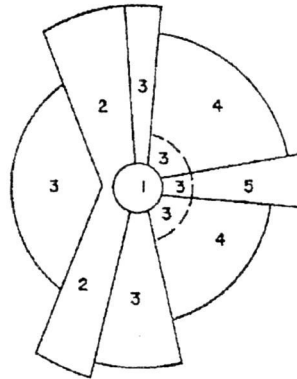
Presence of a pattern represented in one model does not constitute absence of another. Though a settlement may tend to fit to one model better than others, it can possibly exhibit characteristics of all three. Diagrams of the models are shown in Figure 2.





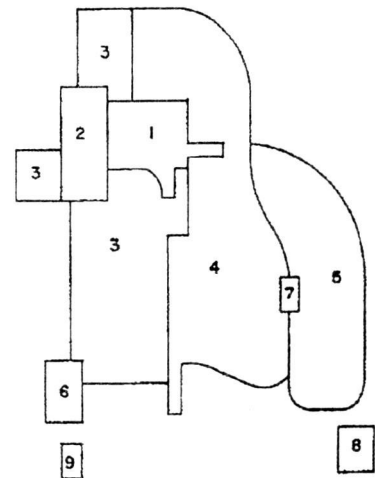
Concentric Zone

1. Central Business District
2. Transition Zone
3. Worker's Residences
4. Zone of Better Residences
5. Commuters' Zone



Sector

1. Central Business District
2. Light Manufacturing
3. Low-Class Residential
4. Medium-Class Residential
5. High-Class Residential



Multiple-Nuclei

6. Heavy Manufacturing
7. Outlying Business District
8. Residential Suburb
9. Industrial Suburb

Figure 2. Models of urban growth (Haggett, 1965)

## **METHODS**

### **Historic Landscape Reconstruction**

Reconstructing an historic landscape is a task involving many facets of research. Information is assimilated from diverse sources in a variety of forms. For this study, the majority of historical landscape information came from three primary sources, local government records, local archives and local oral history interviews.

When the Donation Land Claim Act was passed in 1850, legal surveys of each township were required. Maps of these surveys that began in 1851 showed types of terrain, vegetation, roads and trails, cultivated fields and houses and included surveyors notes. The first General Land Office surveys for the Corvallis area were conducted in 1852. Examination of these maps provides a good sense of what the local area landscape looked like during the early settlement period.

The City of Corvallis Mapping and GIS Services located several sets of historic maps that were useful in this project. The Donation Land Claim overlay maps from surveys of T11S, R5W and T12S, R5W conducted in 1852 and 1853-54 display D.L.C. borders over a 7.5' U.S.G.S. quadrangle map of the Corvallis area. Some natural features as well as roads and bridges are included. The early land claim pattern is described from these maps. Metsker maps from a 1929 survey were also overlain on U.S.G.S. quads for Corvallis. These were used for describing additions to the city at that time.

An historic context document examining the period from 1811 to 1945 was put together for the City of Corvallis by Mary Gallagher in 1993. There are five goals associated with the compilation of this document: 1) Identification of historical themes, events and associated

individuals which have played an important role in the development of the area, 2) Description of the types and characteristics of cultural resources associated with identified themes, 3) Discussion of the potential distribution of these resources on the landscape, 4) Establishment of evaluation standards to use in determining resource significance, and 5) Identification of preservation goals and treatment strategy. This document provided significant information about early land use and timing of early additions to the city.

The Corvallis city recorders' office holds records dating back to the first handwritten ordinances in the 1850s. Included in these records are legal descriptions of all annexations to the city. Information from the recorder's office was used to supplement data obtained from annexation maps. In addition to annexation information, ordinances relating to early land use regulation and zoning were located.

Oral history methods were also used in this study. Meetings were held with two members of the City of Corvallis staff. In the Community Development department, an interview regarding annexation trends over the past 25 years was conducted. A long time resident and employee of the city at the Mapping and GIS Services office provided historical landscape information.

### **Development of the GIS Theme**

For this project, the annexation theme was developed to facilitate identification of annexation trends from 1950 to present. Additionally, the city wished to have an up-to-date annexation map in digital form.

Most pieces of land annexed into the City of Corvallis had an individual survey conducted, legal description recorded and parcel map drawn. Using these surveys, the legal descriptions and the pre-existing parcel boundary theme, each individual annexation polygon was drawn using AutoCAD version 14. Annexations begin with the boundaries for the original town of Marysville in 1851, end with ordinance number 99-22, the Fairway View annexation of December 1999, and include all annexations to the city between those dates. A record was kept for each polygon detailing method of drawing and perceived quality (see Appendix A). After all annexation polygons were drawn, the drawing was converted into a dxf file and opened into Arc Info as a coverage. Arc Info 8.0 was used to build topology and clean up the drawing. The drawing was converted from a coverage into a shapefile to be used in Arc View. Once in Arc View the annexation shapefile was developed into its own theme. The table associated with the theme was then edited to include information necessary to perform queries of interest. The attributes recorded for each annexation polygon include ordinance number, date annexation was effective, name of annexation and total acreage of land annexed.

## RESULTS

### Pre-settlement Landscape

When the first Euro-American explorers reached the crest of the Cascade Mountains and gazed across the expanse of the Willamette Valley, the natural scene was quite different from what it is today. The vision was that of prairie and rolling oak savanna. Foothills were spotted with mixed stands of Douglas Fir and broadleaf species like cottonwood, ash, alder and big leaf maple at higher elevations (Robbins 1997). The United States launched an exploration expedition of the Oregon Territory in 1841. George Emmons was an official with that expedition. He commented on the landscape, possibly from the vantage point of the Eola Hills near present day Salem:

- in an extent of Prairie from 60 to [1]00 miles either way...from the top of these at an alt. Of about 1000 feet – had a panoramic view...prairie to the south as far as the view extends – the streams being easily traced by a border of trees that grew up on either bank...white oak scattered about in all directions.

The Indians of the area modified the environment. The vast prairies and forest types of historic Oregon were the consequence of regular burning. Indians burned the valley floor seasonally for the purpose of enriching the soil and encouraging new growth, which would attract animals to hunt. Burning practices of the native inhabitants were significant in shaping the prairie and oak savanna ecology of the Willamette Valley (Robbins 1997). It is estimated through pollen studies that this regime dominated the valley for more than 6000 years, a figure

largely consistent with both occupation of the area and long term ecological stability of the Pacific Northwest region (Robbins 1997).

The Kalapuya tribe occupied the area south of Willamette Falls near present day Oregon City and north of the Umpqua River Valley (Gallagher 1993). They were divided into small bands, each occupying territory around a tributary of the Willamette River. The Chepenefa band lived along the Mary's River, whose junction with the Willamette is the original townsite of Corvallis. The Chepenefa band were semi-nomadic during the summer months and stayed in a permanent camp during the winter season. It is known that the Kalapuya had one permanent camp near the confluence of the Willamette and Mary's Rivers and one further to the north in between present day Corvallis and Albany (Littlefield 1998).

By the late eighteenth century, European presence was known, although not in any great numbers and not permanently. An 1841 census estimated the total population of the Willamette Valley to be 400. Explorers had moved through the area. English and French-Canadian fur trapping companies had established local stations. It was around this time that native tribes throughout the Pacific Northwest were struck with a smallpox epidemic, imported by the foreign occupants. Soon, malaria moved through. Some estimates suggest a native population decrease as high as ninety percent (Gallagher 1993). By the time settlers arrived in the Willamette Valley, very few native Indians remained in the area.

Several members of the Pacific Fur Company stationed at Astoria moved through the Corvallis area in the early 1800s (Munford 1980). The Willamette River was the primary means of transportation for local fur trading operations. As trapping activities increased, overland trails were used more. One heavily used north-south trail ran along the foothills of the coast range in the western valley. In early pioneer records, it is referred to as "the Old California Trail".

John Work led fur brigades for the Hudson's Bay Company. A trading and trapping expedition led him through the Corvallis area in 1834. His journal entries provide a glimpse into the local landscape at the time. Traveling south from his camp along the banks of the Luckiamute River in present day Polk County, he writes:

"All the way there is fine soil, and the low grounds about the creeks superior pasture land and very extensive to the E. Some woods along the banks of the rivers. And on the high ground oaks here and there...The road now lay along an extensive plain, some parts of it swampy, to Laurie [Mary's] River where we are camped not far from its discharge into a channel of the Willamet. Here is an extensive plain on both sides of the river, and the mountains to the W. are nearly without wood..."

It was descriptions of the land like this one that prompted a westward migration of settlers eager to cultivate land.

### **Early Mid-Valley Settlement**

The U.S. government was actively encouraging settlement of the Oregon Territory. The more U.S. citizens occupying the territory, the stronger the U.S. claim was on the land. With promises of free land and Eden-like surroundings, the Oregon Trail brought settlers by the thousands into the Willamette Valley beginning in the 1840s. Their arrival was the onset of serious land use alteration. As land was claimed, prairie and oak savanna was rapidly converted to agricultural use (Fagan 1885). Although the Oregon Territory was not yet officially part of the United States settlers assumed in many cases that their right to claim land would be protected under the Preemption Land Law of 1841, which entitled male and widow U.S. citizens to settle

on land that had been surveyed and then purchase it later at a minimum price (Dicken 1979). By 1843, concern over laws and land claims led to the development of a provisional government for the territory. The newly formed government authorized land claims of 640 acres. Settlers arriving in the early 1840s remained in the northern valley for the most part. The largest emigration occurred in 1845, with over 3,000 arriving in the Willamette Valley. Many of these settlers sought land further south in the vicinity of the study area.

Several significant events affecting local settlement and land use occurred in 1846. Land south of the 49<sup>th</sup> parallel was brought into exclusive American sovereignty. This act encouraged more settlers to migrate to the Pacific Northwest. The provisional government of the Oregon Territory previously authorized construction of a new toll road around Mt. Hood. This would spare travelers from the Columbia River Gorge passage, which had proven to be treacherous and sometimes deadly (Gallagher 1993). Passage along this road began in 1846.

In another attempt to find an easier and more direct route into the Willamette Valley from the east as opposed to crossing the Cascade mountains, a group of early settlers led by Jesse and Lindsay Applegate set out southward along the old California trail. The group proceeded nearly to the Oregon-California border before finding a suitable smooth pass through the Cascades. They returned along the trail several months later with 90-100 wagons carrying nearly 450 new settlers. The old route has since been known as the Applegate Trail, parts of which follow present day Highway 99W through the valley (Munford 1980).

New settlers rapidly altered the landscape to suit their needs. Claims were made, fields cultivated, livestock raised, homes built and soon town centers emerged. Early pioneer activity was directed by strong cultural perceptions originating from geographically distant places. All



assets the early settlers had to work with came from the land. There was both a need and an obligation to properly order the new surroundings.

### **Corvallis 1845 - 1900**

Joseph C. Avery followed the Oregon Trail and emerged in the northern Willamette Valley in 1845. Moving south along the old pack trail, Avery stopped when he reached the confluence of the Mary's and Willamette Rivers. He claimed 640 acres at this location. The land he claimed spread one half mile north and south of the Mary's River and one mile west from the Willamette River. The western boundary followed present day 26<sup>th</sup> Street in the vicinity of Gill Coliseum. The northern boundary extended from the intersection of present day 26<sup>th</sup> Street and Jefferson east to the Willamette River.

In 1847, Avery petitioned the provisional legislature of the Oregon Territory for the creation of a new county. Avery's proposal was based on the fact that settlers in the mid valley were far removed from the county seat that their interests were not reflected in those of the officials. The request was submitted with the support of over 100 nearby settlers. On December 23, 1847 the petition was approved and Benton County was formed. Its boundaries were cut out of what was Polk County. The new Benton County touched the Pacific on the west, the Willamette River on the east and stretched from the adjusted Polk County border on the north to the California border in the south. It was the seventh organized county in the Oregon Territory.

Avery built his cabin between what is today 4<sup>th</sup> and 5<sup>th</sup> Streets and C and B Streets. During the winter of 1847-48, he set aside twelve acres around his cabin with the intention of

making them into town lots. The land became known as “Little Fields” and encompassed the area around the crest of the high ground emerging from Mary’s River at the extreme southern end of present day Second Street (Gallagher 1993). The Little Fields were the beginning of the plan for what would become Corvallis.

Gold had been discovered in California and in 1848 many mid valley settlers, including Avery, headed south. Digging enough gold to purchase merchandise and have it shipped back up north, Avery returned to his cabin. He established a small store in his granary. This was the first commercial development in the vicinity. Previously, local settlers purchased provisions by way of Oregon City nearly eighty miles to the north. Avery began selling the lots he had set aside.

William Dixon’s Donation Land Claim bordered Avery’s on the north. Together, they planned the layout for the town. Numbered roads ran parallel to the river rather than squarely north-south (Munford 1980). It was not long before familiar governmental, educational and religious buildings were built (Gallagher 1993). The emerging local market economy inspired further commercial and industrial activities.

The United States annexed the Oregon Territory in 1848. One year later, a Territorial government had been organized, replacing the provisional government. In 1850, the Donation Land Claim Act was passed by the United States Congress. With the Oregon Territory officially under its jurisdiction, the U.S. government continued to strongly advocate westward migration. The Donation Land Claim Act contributed to this purpose. The act bestowed official U.S. recognition on land claims made prior to 1850 totaling 320 acres for single males and 640 if married. It also promised single male settlers 160 acres and married males 320 acres of free land if immigration occurred between December of 1850 and December of 1853. The act was later

extended until December of 1855. To receive legal title, settlers had to live on the land for a minimum of four years and cultivate it. The act served well to accelerate immigration in the early 1850s.

The Donation Land Claim Act also required that a rectilinear cadastral survey be conducted on previous claims and stipulated that all new claims adhere to cardinal compass directions (Gallagher 1993) (Figure 3). Previously, claims were described using the “metes and bounds” method based on natural features of the landscape. The new imposition altered the way land claims were made, thus changing the pattern of community growth. Settlement density was sparse due to the size of land claims. Houses were an average of one mile apart (Gallagher 1993). The first cultivated fields were small, ranging from one to one hundred acres in the early 1850s. Settlers were growing only enough to support their own needs at this time. Although Marysville was not mentioned in an 1850 census of the territory, Benton County lists a population of 814.

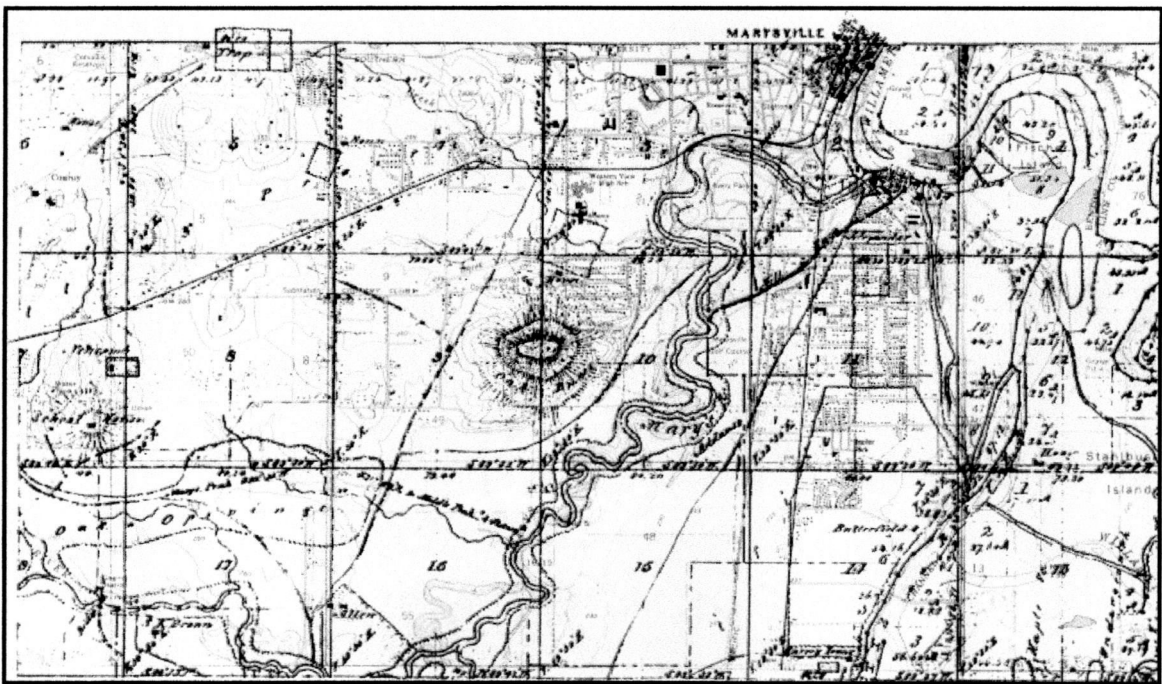
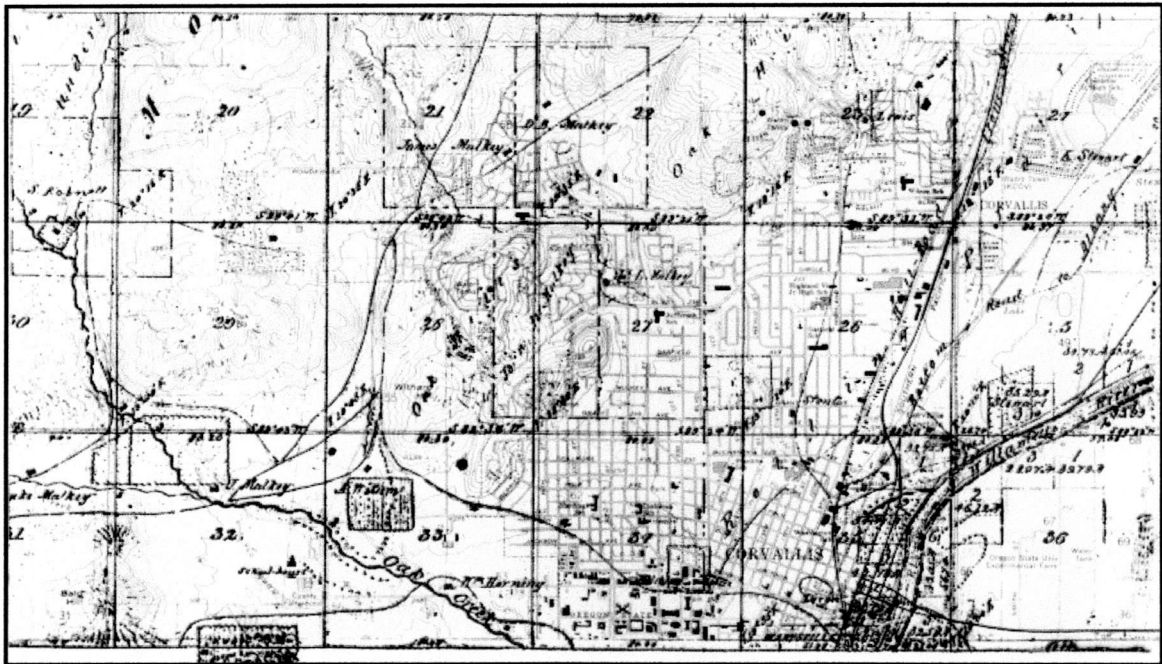


Figure 3. USGS Corvallis and Riverside 7.5' quadrangles base map (revised 1985 and 1975 respectively) with an overlay of 1852 General Land Office Surveys of T11S, R5W (top) and T12S, R5W, Willamette Meridian (bottom). Maps courtesy of the City of Corvallis.

The plat of Avery's town was filed in February of 1851. He called the town Marysville after Mary's River and nearby Mary's Peak. The original town, shown in Figure 4, was composed of 24 blocks and 6 fractional blocks running parallel to the Willamette River. The timing of the plat was coincidental with two important occurrences. The first steamboat navigated the Willamette River as far south as Marysville in 1851. This made the location the natural head of navigation for the river. Also in this year, a gold rush began in southern Oregon. Because of its location at head of navigation and its vicinity to the old pack trail, Marysville became the center for supplies for those going to and from the mines. Commenting on how the town "sprung up" quickly that year, Bushrod Wilson, a local resident wrote:

"[there is] a sawmill, a gristmill, 14 houses, 5 stores, one tavern, 2 blacksmith shops, 1 cooper, 1 carpenter, 1 fanning mill and 20 buildings going up where the previous fall there were only two houses."

Marysville was designated the county seat for Benton County soon after it was platted. In 1853, the town name was changed to Corvallis in order to avoid confusion with the town of Marysville, California, which was on the same stagecoach route. During the same year, both Avery and Dixon donated land from their claims to be used for county seat purposes (Gallagher 1993). Their combined forty acres would be donated, sold in lots and the proceeds would go toward the construction of public buildings. The County Addition was platted in 1854. Dixon's Second Addition was platted by Dixon also in 1854, adding 13 blocks to the city (Figure 6).

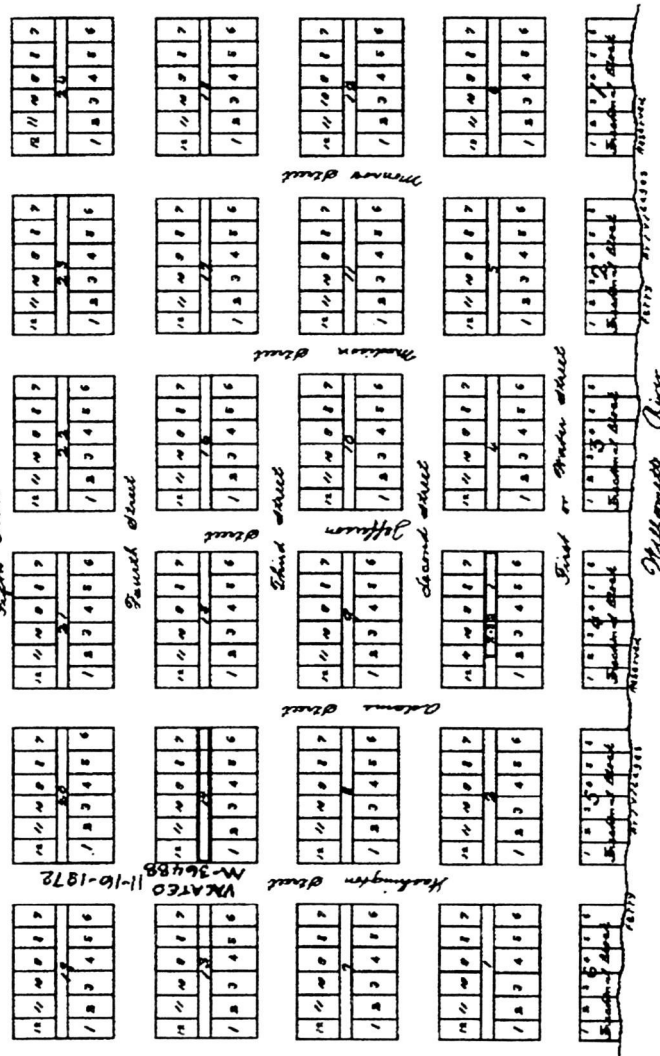
# Town of Marysville

All the streets are 50 feet wide and alleys 14 feet wide and all lots are 50 by 100 feet

The above Fractional Blocks numbered 1, 2, 3, 4, 5 and 6 (the lots being 50 feet wide and extending from first or water street to the Millamette River) were duly recorded by me this 26th day of December A.D. 1859 and J. C. Berry proprietor of said Town of Marysville acknowledged and declared to me that the same is a correct plat of said fractional blocks

Attest.

Thomas B. Odeneal  
Recorder of Benton Co. Mo

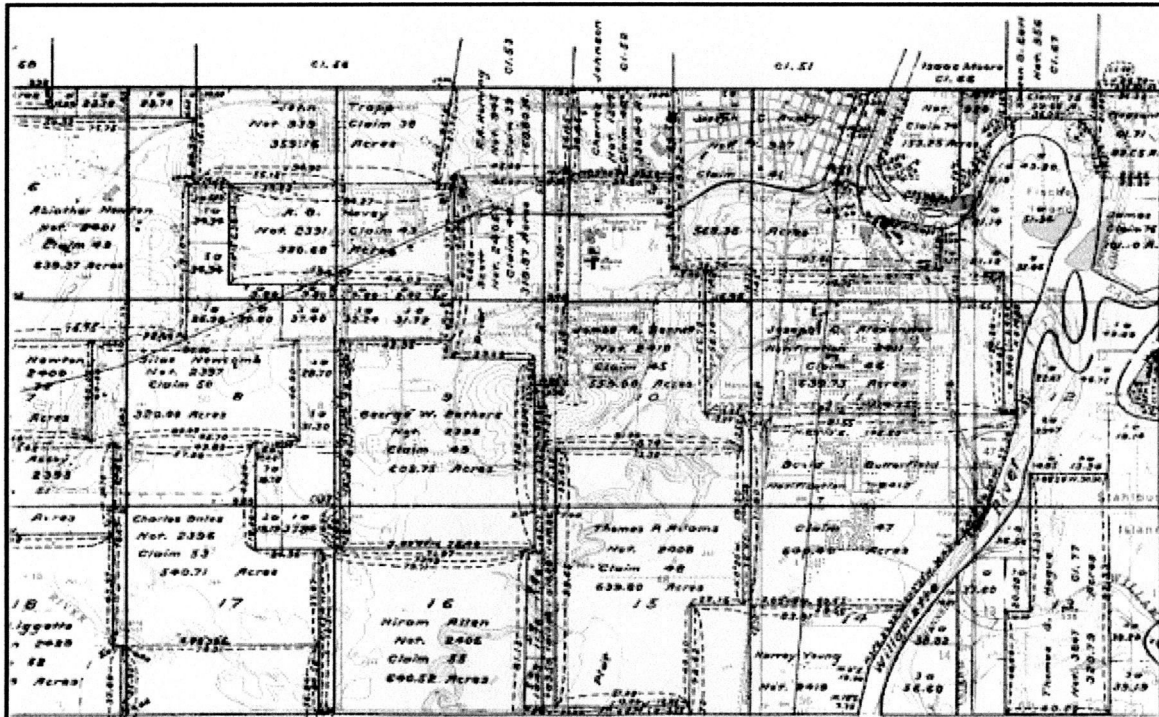


Personally appeared before me J. M. Knolls Recorder in and for Benton County J. C. Berry proprietor of the town of Marysville in said Benton County who is to me well known, and acknowledged the within plat to be a correct plat of the said town of Marysville February 23rd 1861

J. M. Knolls, Recorder

Figure 4. Plat of the original town of Marysville, 1851.





20

Corvallis became the fourth incorporated city in the Oregon Territory in January of 1857. Avery platted Avery's addition also in that year, just to the south of the original town site (Figure 6). The population of Corvallis totaled nearly 500 people by the time Oregon was admitted into the United States in 1859. It is interesting to note that during the decade of 1860 to 1870, the population more than doubled but the land area of the city did not change. This may be attributed to the fact that the number of lots platted in the 1850s met the demand for land (Gallagher 1993).

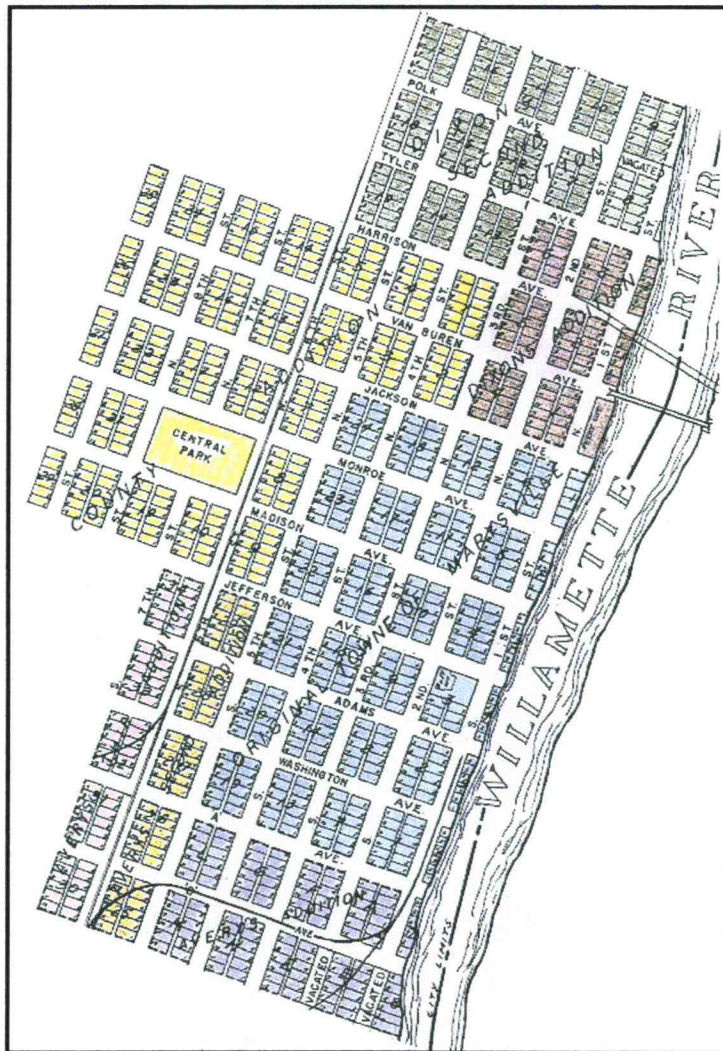


Figure 6. Plat of Marysville and additions up to 1879. Map courtesy of the City of Corvallis.



Perhaps nothing is more controlling over how a city develops than how people and things get from one place to another. Historic shifts in mode of transportation brought along with them the need for certain structures to be in certain places. Ground transportation via foot or wagon and river transport were the only methods of getting from place to place during early settlement. As more settlers moved into the area, roads became based more on land surveys and property ownership than on topography. Though roads in the valley were practically impassible during winter months, they were a major means of transport and began to develop into one large network. Many roads connected farms to the nearest Willamette River landing. Poles were cut 6 to 8 inches in diameter and laid across the roads transversely to keep wagon wheels from sinking into endless mud (Gallagher 1993). As shallow filler dirt eroded off the roads they became increasingly difficult to ride on.

By 1852, several roads led to and from Corvallis, including a bridge across the Mary's River indicated on G.L.O. maps. Stagecoach lines ran between Corvallis and Salem. Benton County established County Road #1, which followed parts of the Applegate Trail. East-west trending roads developed off of this main county road including the road that evolved into present day Highway 20/34. A road roughly following the current Highway 99W through Benton County was also shown on 1852 G.L.O. maps. Transportation by land in the 1850s was described as a "long and costly process" by Martin. It was for this reason that river navigation was instrumental in the early development of the city.

Avery had been operating a ferry across the Mary's River near the site of his cabin at the point where the Territorial Road met the river since 1846 (Munford 1980). John Stewart ran a ferry across the Willamette. At first, these ferries were nothing more than canoes used primarily by travelers. In 1848, Dixon obtained a license to operate a true ferry across the Willamette from

the foot of Jackson Street near his cabin (Gallagher 1993). This ferry transported everything from people to wagons with oxen to cattle and bushels of wheat (Martin 1938). It was operated continuously until the bridge was built in 1912.

Its location on the Willamette River is what enabled Corvallis to grow and flourish (Figure 7). The town was quickly established as a principal shipping point when steamboat services began in 1851. Direct trade between Portland and China also began that year. The steamboat operations opened up both regional and international markets to mid-valley settlers for sending and receiving goods. Until 1856, Corvallis was the southern-most navigable point on the Willamette, making it the natural head of navigation (Littlefield 1998). Farmers in the south valley had to travel to Corvallis to ship their products. There were two local steamboat landings in the 1850s: Upper and Lower Marysville (Figure 8). Willamette steamboat transportation reached its highest point in the 1860s. At this time, Fagan (1885) wrote

“...as a shipping point, Corvallis is not to be equaled on the Upper Willamette, while it is surrounded by one of the finest agricultural and stock producing regions in Oregon.”

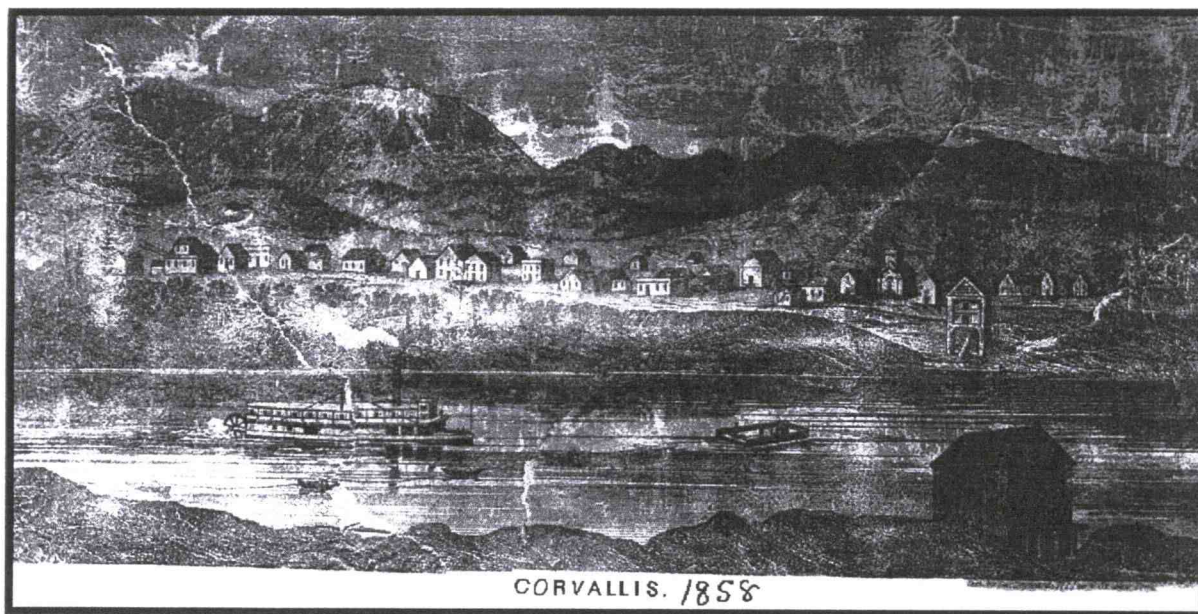


Figure 7. Drawing of Corvallis with a view from the east bank of the Willamette River looking west, 1858. Negative 4300, Oregon Historical Society.

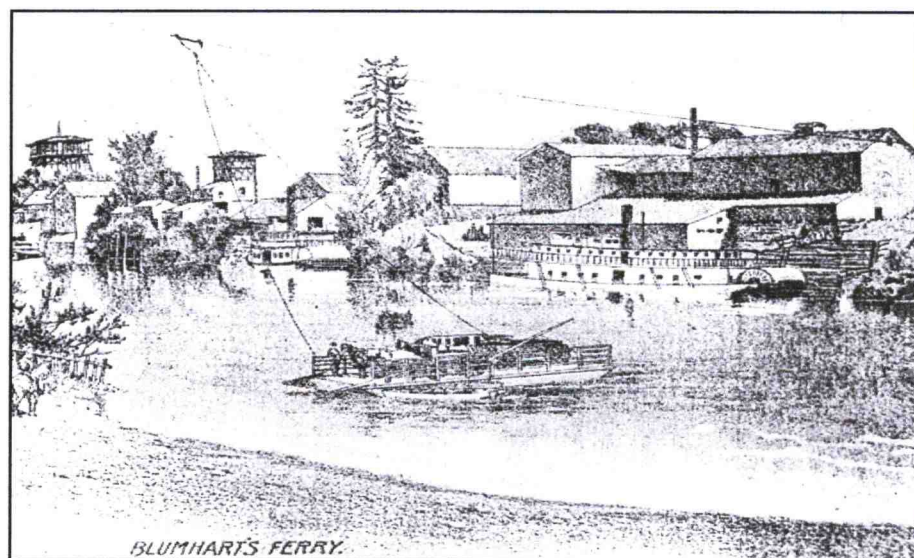


Figure 8. Lithograph of late 19<sup>th</sup> century Corvallis Willamette River waterfront. A steamboat is docking at the Benton County Flouring Mills. The towers visible on the left skyline are the Corvallis Waterworks and Pittman's Planing Mill. Print courtesy of the City of Corvallis.

Because of its importance to the success of the community, the Corvallis riverfront has a long history of human disturbance. Native riparian vegetation, consisting mostly of Oregon Ash, Cottonwood, Bigleaf Maple and Red Alder was removed to accommodate new construction along the riverfront. More landings were built in the 1860s due to increased steamboat activity. Warehouses were constructed to hold grain, most of which was wheat. Production of wheat yielded the highest annual income in the area at this time.

A very large flood occurred on the Willamette River in December of 1861. The town of Orleans was located directly across the river from Corvallis on the east bank. This settlement that had hoped to rival Corvallis was destroyed in the flood. The damage on the west bank was minimal.

The decade between 1860 and 1870 saw many changes in Corvallis. Transportation had improved. Mail came into Corvallis twice a week and a stage line operated from Corvallis to Eugene every other day. The “People’s Transportation Company” was formed in 1862 with a capital of two million dollars to operate riverboats on the Willamette. Several riverboats came into Corvallis from Oregon City, Albany and Eugene. The population more than doubled. Business establishments also increased by more than twice their number.

Steamboats declined rather rapidly once railroads were operating through the Willamette Valley. In the 1860s two rail companies began competition of federal land grants. Beginning in the city of Portland and moving south, one company began construction on the east side of the Willamette River while the other began on the west side. The East Side Company, Oregon and California Railroad, made it to Albany by 1870 (Gallagher 1993). The new rail line had great impacts on growth patterns in the valley. River based trading centers lost prominence. New towns began to emerge along the railroad as farmers began shipping their products by rail.

In 1867, an effort to raise one million dollars to construct a railroad from Corvallis to Yaquina Bay was instigated by several individuals from Benton County. This group had aspirations of capitalizing on the potential geographic advantage held by Corvallis. During this time, water routes carried most goods from the port of San Francisco to Portland (Gallagher 1993). If Yaquina Bay was made a port, ships would be spared the trip to Astoria and further up the Columbia River. Goods could be transferred from Yaquina Bay to Corvallis by rail. Investors saw the potential for Corvallis to become more important regionally, perhaps even rivaling Portland. The Willamette Valley and Coast Railroad changed hands and was reorganized several times before it was finally completed in 1884. The plan to raise Corvallis to a new level of regional prominence ultimately failed due to a combination of factors. Ships found it difficult to navigate across the bar at Yaquina Bay. Passengers found it more convenient to take the railroad for the entire journey to San Francisco rather than travel to the coast by rail and then take the steamer.

Marysville had been chosen as a site for a university by the Territorial Legislature of 1850-51. "Corvallis College" was built in 1860 on the land near present day Central Park. In 1862, the Morrill Act was passed, providing government land for states, where the proceeds from the sale of the land would be used to fund an "agricultural college". Corvallis College was designated Oregon's agricultural college in 1868. As stipulated in the Morrill Act, the college was required to purchase an experimental farm. In 1871, the citizens of Benton County assisted Corvallis College in purchasing thirty-five acres of land west of town (Gallagher 1993). Building construction on the new campus began in the 1880s. Placement of the university in Corvallis strongly guided development of the community thereafter.



Although the decade 1870 through 1880 saw little population growth in Corvallis, two new areas, Avery's Second and Third Additions, were annexed into the city (Figure 6). Slow development may have been attributed to several factors including the completion of the railroad line to Albany, the end of the mining boom and the stock market Panic of 1873 (Gallagher 1993). In 1874, the Benton County Almanac indicated a wide range of businesses, industries and services in Corvallis, typical to pioneer era settlements. Fire was a problem to contend with during this time because of wood-frame construction. In 1869, a large fire destroyed a block of businesses on Second Street between Madison and Monroe. Several other fires during the 1870s destroyed buildings in the downtown area, including City Hall in 1875.



Figure 9. The earliest known photograph of Corvallis dates back to 1873. The scene is looking north along Main Street (Second Street). Photo courtesy of the City of Corvallis.

The west side railroad company changed hands several times before finally reaching Corvallis in 1879. A right-of-way was granted to the Western Oregon Railway Company along Sixth Street to the dismay of property owners along the way (Gallagher 1993). There are mixed accounts in regard to public reception of the Oregon Central Railroad through Corvallis. Martin notes that there was not a great deal of enthusiasm for the railroad when it first entered town due to the fact that citizens felt the companies had ignored them, allowing construction to remain mysterious. Gallagher argues the coming of the railroad into Corvallis as the beginning of a new era much anticipated by its citizens, citing a statement from the magazine *The West Shore* in 1879:

“Since it has become a fixed fact that the Oregon Central Railroad will be extended to Corvallis next summer, real estate has perceptibly enhanced in value and is changing hands. Several new buildings will go up early in the spring, and various improvements will be made. With railroad connections, Corvallis is destined to be one of the liveliest and most desirable business places, as it is the handsomest, in Oregon.”

Indeed, the railroad extension to Corvallis had far reaching impacts on the development pattern of the city. The railroad brought with it a local area increase in capital investment, which allowed for business and industry expansion as well as population growth (Gallagher 1993). In 1883, the transcontinental railroad was completed to Portland, further stimulating regional optimism. A link to the eastern markets had been established. The railroad allowed a great influx of emigrants to the Pacific Northwest region. Oregon’s population growth rate from 1880 to 1890 was 84 percent (Dicken 1979).

In the late 1870s a group of settlers arrived that would significantly effect the historical development of Corvallis. A native of England, Wallis Nash journeyed to the Willamette Valley to inspect the area. Upon his return home he wrote and distributed a pamphlet describing the advantages of the Willamette Valley and recruiting settlers. Nash initiated the incorporation of

the Oregon Agricultural Company in 1878, whose purpose was to finance the group of English settlers emigration to Oregon. This group of around 75 brought new capital to Corvallis (Martin 1938). The Oregon Agricultural Company purchased the land grant of the Corvallis and Yaquina Bay Military Wagon Road consisting of a swath of odd, unsold land sections fourteen miles wide from Corvallis to the tidewater (Martin 1938). They would sell the land in order to finance other projects, notably the Oregon and Pacific Railroad and Oregon Agricultural College.

Steamboat transport on the Willamette progressively declined in the latter 19<sup>th</sup> century. With the advent of the railroad through the valley, steamboats were less important for transporting freight. Changes in agricultural practices also contributed to the decline of the steamboats. As the result of soil exhaustion from monoculture, much less wheat was being produced in the mid and upper Willamette Valley by 1890, although Corvallis remained a major flourmill city until the turn of the century (Gallagher 1993). Mid-valley farmers began to diversify focusing primarily on forage and specialty crops like fruit, vegetables, flax and hops.

As steamboats slowly phased out, the Willamette and Mary's River became paths for a different type of transportation need. At the end of the 19<sup>th</sup> century the timber industry had gained increasing significance to the communities of the mid-Willamette Valley. The rivers were used to drive logs. The Corvallis Times reported a million feet of pulp logs from river bottoms above town were passing the city for the Willamette Paper Company's mills in 1899.

Although growth in Corvallis had slowed since the end of the mining boom, the city was prosperous in the last decades of the 19<sup>th</sup> century. Business flourished in the downtown sector as did industry along the waterfront. This success in business and industry was reflected in an increase in residential development along the city's periphery. Many houses were being built, rebuilt or moved. A number of government buildings were constructed this decade including the



Benton County Courthouse in 1888. The first building, Benton Hall, was constructed on the current Oregon State University campus. Several additions to the city were platted in the 1880s in a generally westward areal expansion. A June 1881 edition of the Benton Democrat it was reported:

“...Never before in the history of Corvallis have there been so many buildings in the course of construction in one summer...the time is not far distant when Corvallis will rank with the largest towns in the state”

At the end of the nineteenth century the population of the state of Oregon had reached 413,000. Natural resources were being exploited at an ever-increasing rate. The landscape of the Willamette Valley had been transformed from open oak savanna and rolling prairie to a patchwork quilt of square and oblong fields speckled with a few urban centers, and a network of roads and rail.

### **Corvallis 1900 – 1950**

This period of the city's history is characterized by major changes in mode of transportation, progress oriented civic improvements, transition to a true “college town” and accelerated population growth. The automobile was introduced to the area in the early twentieth century, which impacted community growth in both timing and direction. Population growth in Corvallis during the first decade of the century totaled 150% with 4,552 people living in the city by 1910. During this time many additions were platted and came into the city officially in two very large annexations, one in 1909 and the other in 1949, which more than doubled the total

land area (Figures 10 and 11). Many buildings were constructed on the college campus during the early years of the century.

During the early 20<sup>th</sup> century the City Beautiful Movement that was dominating urban planning throughout the country left its mark locally. Several city improvement and promotion organizations were established. Groups such as the Village Improvement Society and the Civic Improvement Committee were responsible for paving and landscaping projects, improvements to sewer facilities and completion of a gravity flow water system. These groups also published brochures encouraging people to move to the area.

After 1910, population continued to increase at a slower rate than the first decade of the century. The average increase from 1910 to 1930 was 30 percent. Extensive building of residences was taking place, particularly in the early 1920s. Most of the development was occurring in the new additions, west of the central city area. In the older section of the city, homeowners no longer needed as much of their original land used for barns and outbuildings. Many parcels were reduced to single lots and adjoining lots were sold (Gallagher 1993). Development also took place outside the central city area or on new additions in west Corvallis. Northwest of town on land not yet annexed into the city, the previous Mulkey Donation Land Claim was divided into 64 lots and the Willamettedale Farm into 16 parcels. The first subdivisions in south Corvallis also occurred during this time. These trends are displayed in Figure 12. Corvallis had one city planner by 1925. It was recommended at this time in the development of the city that zoning ordinances be established for the protection of homeowners. Permits were now required for any type of building in the city.

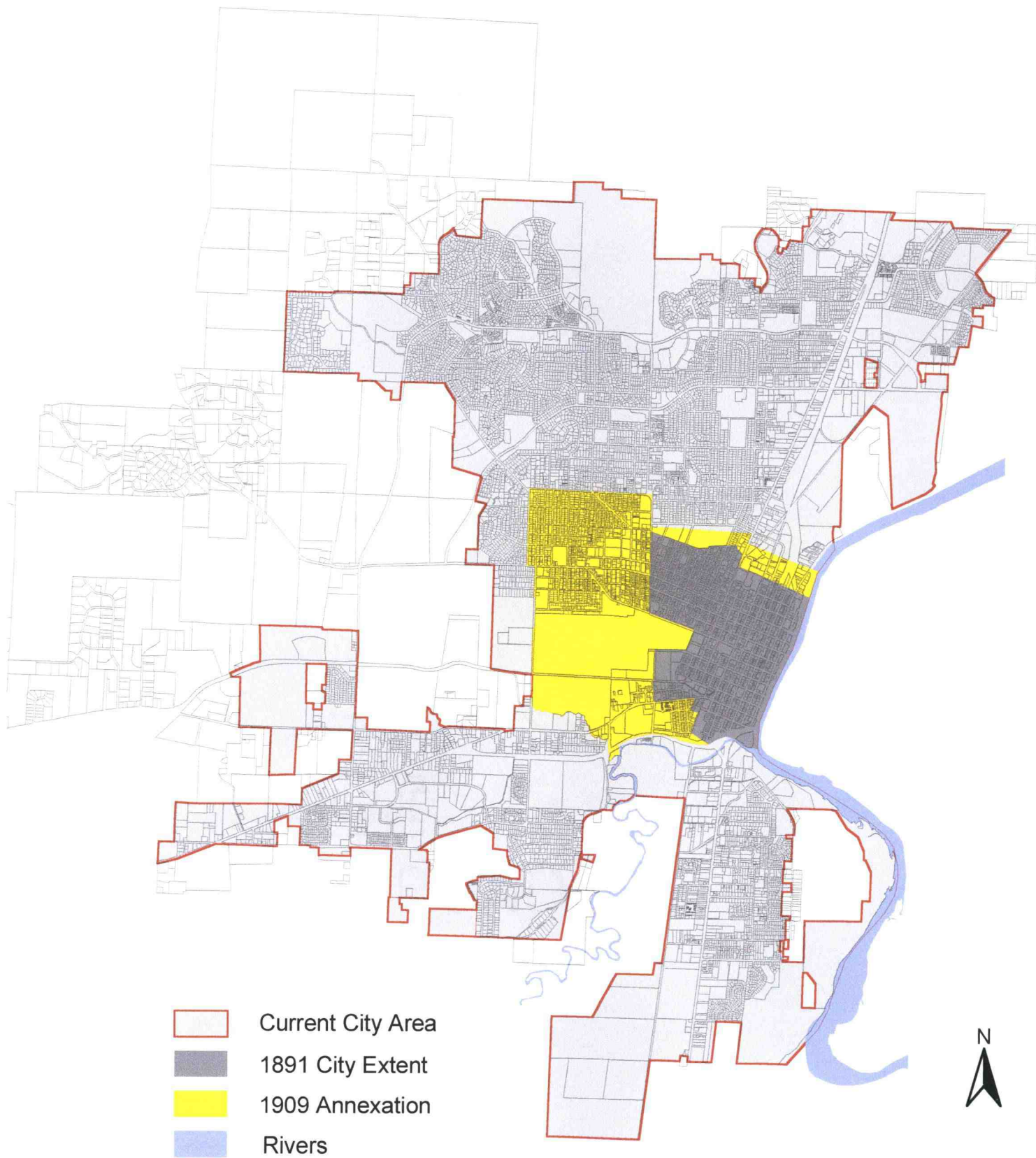


Figure 10. Map of current Corvallis city limits and current parcel boundaries with an overlay of city extent in 1891 and the 1909 annexation.

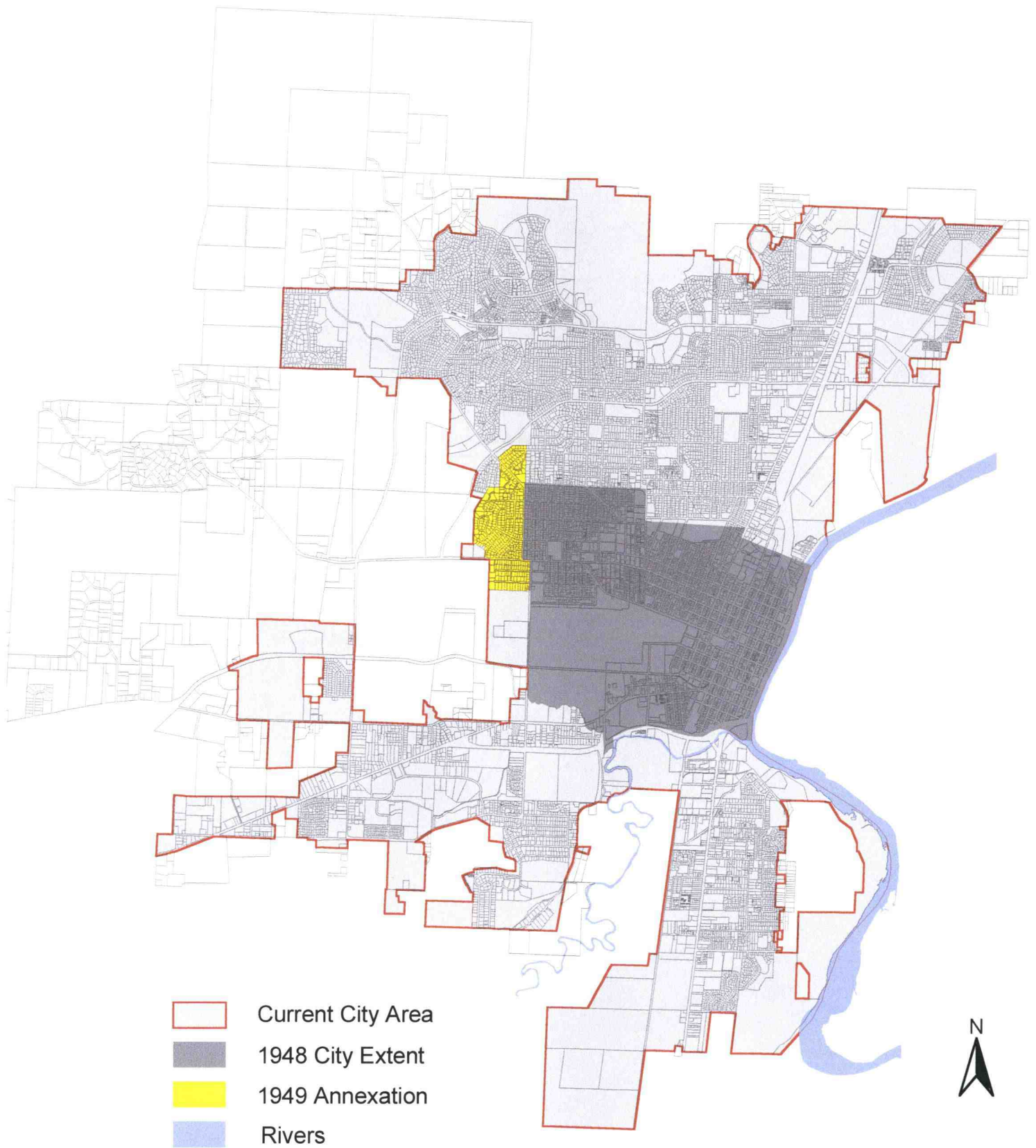


Figure 11. Map of current Corvallis city limits and current parcel boundaries with an overlay of city extent in 1948 and the 1949 annexation.



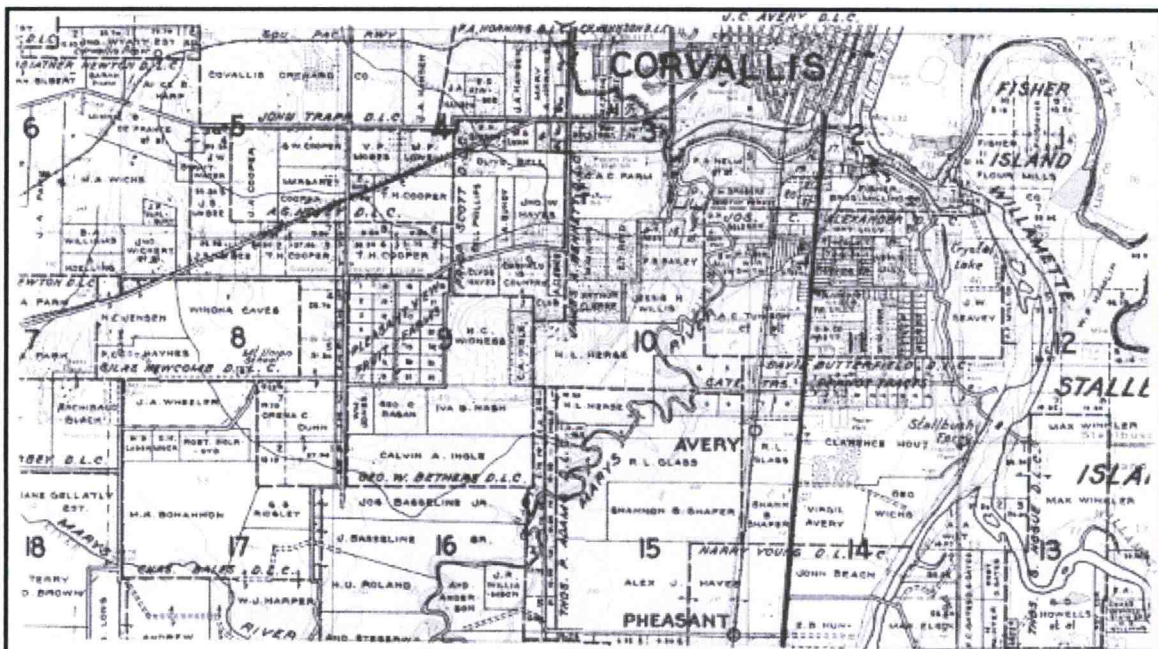
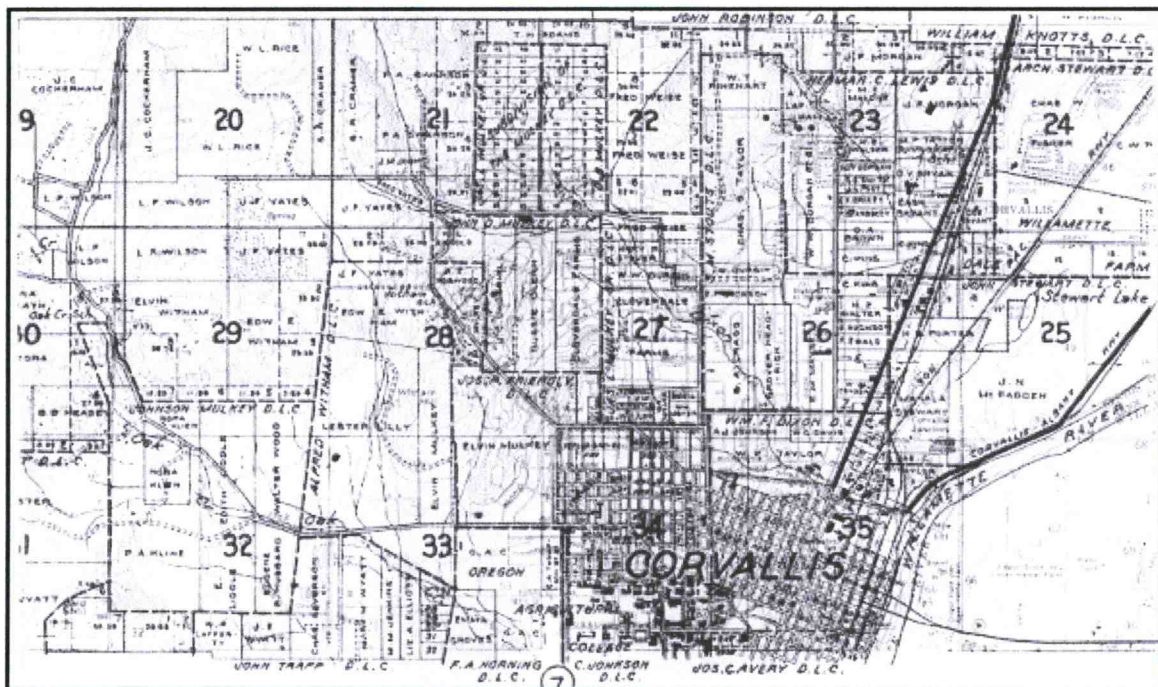


Figure 12. Overlay of 1929 Metsker map of property in Corvallis and surrounding area. Map courtesy of the City of Corvallis historic context statement and Mapping and GIS Services.

Massive changes in transportation occurred during the first three decades of the century. Transportation networks were affected, which in turn impacted city development. The last steamboat trip above Corvallis occurred in 1903. Corvallis remained head of navigation on the Willamette for the next two decades with steamboat service running to Portland seven or eight months out of the year (Gallagher 1993). The Van Buren Street Bridge, completed in 1913, was built with a swing span in order to allow steamboat traffic to pass through. Service to Corvallis ceased in the early 1920s. This was attributed to the rise of the automobile.

Rail transport remained important in the early 20<sup>th</sup> century. The railroad was extended south of Corvallis in 1908 linking Corvallis and Eugene for the first time. Rail was also extended to the west for the purpose of obtaining timber resources for processing in Corvallis. Electric railways were introduced at this time. A line was constructed on the east side of the Willamette, paralleling the Southern Pacific main line. A spur line was connected to Corvallis from the Albany station in 1913. The entire line ran from Portland to Eugene. The west side had an electric line by 1917. A depot was located between Madison and Monroe Streets downtown. At its peak there were four trains per day with service to and from Portland.

Electric streetcar passenger service was phased out by the increasing popularity and affordability of the automobile in the 1920s. As more people transitioned into the automobile, there was a call for improved roads. Building and maintaining roads was the responsibility of the counties until 1917 when the state highway commission was created. Paving of the Pacific Highway (now Highway 99 and Interstate 5), which followed the east and west side railroads through the Willamette Valley and extended from Vancouver, British Columbia to San Diego, California, was complete in 1923. This increased tourism in the valley significantly. Most roads in the Corvallis area were paved between 1910 and 1920 (Gallagher 1993).

The rapid growth of the early 20<sup>th</sup> century ended with the onset of the Great Depression. The population of Corvallis, which had reached 7,585 in 1930, saw only a 10 percent increase between 1930 and 1940. Construction slowed significantly in the early 1930s. Assistance from the Public Works Administration allowed some public building projects to take place. Economic conditions improved by 1936 when building development increased again. This trend continued through the decade. The years 1939 and 1940 saw the most activity with 76 and 70 new homes built, respectively. The majority of this building was concentrated in south Corvallis. Several additions were platted during this time period, though no official annexations occurred.

Local economic conditions improved even more with the approach of World War II. Corvallis was uniquely impacted during this time in history due to its location in relation to a chosen World War II training facility. Camp Adair, five miles north of Corvallis, held between 30,000 and 35,000 troops making it the second largest city in Oregon at the peak of its operation (Gallagher 1993). Families of those stationed at Camp Adair sought housing in Corvallis. This, combined with an increase in enrollment at Oregon State College, caused housing to be in limited supply. Population between 1940 and 1950 increased by 93 percent.

This time period saw sweeping changes to the land around Corvallis. The automobile allowed people to live a greater distance away from the central city area, prompting additions to be platted in outlying locations. Urban planning was implemented making it necessary to obtain approval for building in areas of the city. The idea that natural resources were inexhaustible remained. This was reflected in the growth of the timber industry and massive dam building projects in the region as a whole. Alteration of the landscape was desirable.

## **Corvallis Annexation Trends 1950 - present**

From 1950 until 1999, at least one annexation to the city occurred nearly every year with few exceptions. Although the first half of the century saw only two annexations, considerable development took place in the city's fringe area. In 1950, the population of students at Oregon State College was included in the census count of the city's population for the first time.

The 1950s saw a northerly expansion of the city. A total of 895.75 acres were annexed into the city (Figure 13). Land annexed in the northeast sector of the town was used for industrial purposes. Land to the northwest of the city center was residential. Avery Park in south Corvallis was annexed in the early 1950s.

Additions to the city were explosive during the decade 1960-1970 (Figure 14). More land was annexed in this period than any before or since. A total of 2586.28 acres of new land joined the city, more than doubling its area. Expansion was nearly equal to the north and south of the previous city limits. This type of growth was typical of Willamette Valley cities during this time. Rapid expansion on to traditionally rural agricultural land was a major impetus for development of a state land use planning code.

Impact of this rapid expansion is evident in looking at population density trends. Table 1 lists population, land area and density for the history of Corvallis. The corresponding graph (Figure 15) shows a peak population density within city limits in the 1950s and a rapid drop off resulting from the city's additions throughout the next decades.



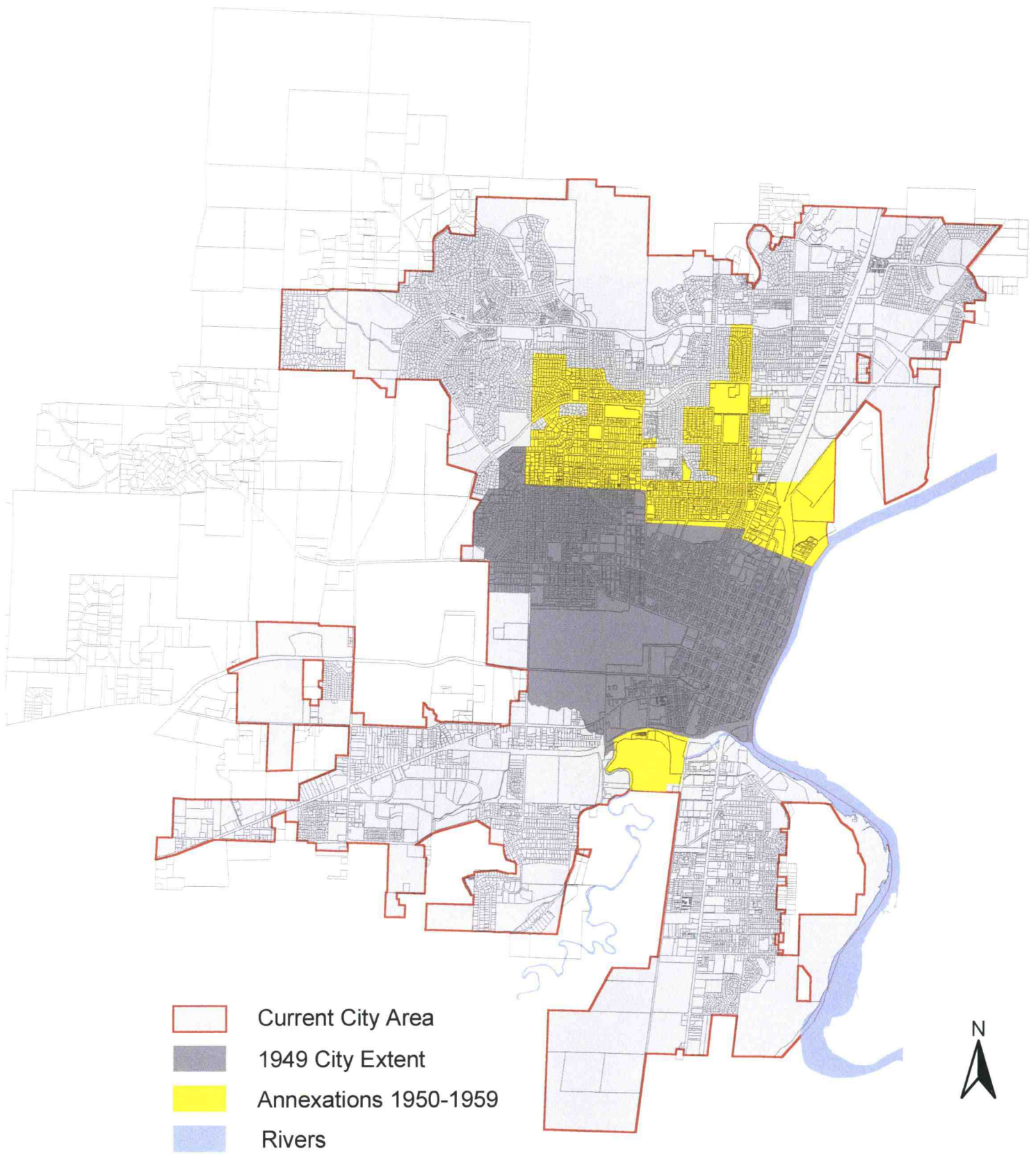


Figure 13. Map of current Corvallis city limits and current parcel boundaries with an overlay of city extent in 1949 with annexations between 1950 and 1959.

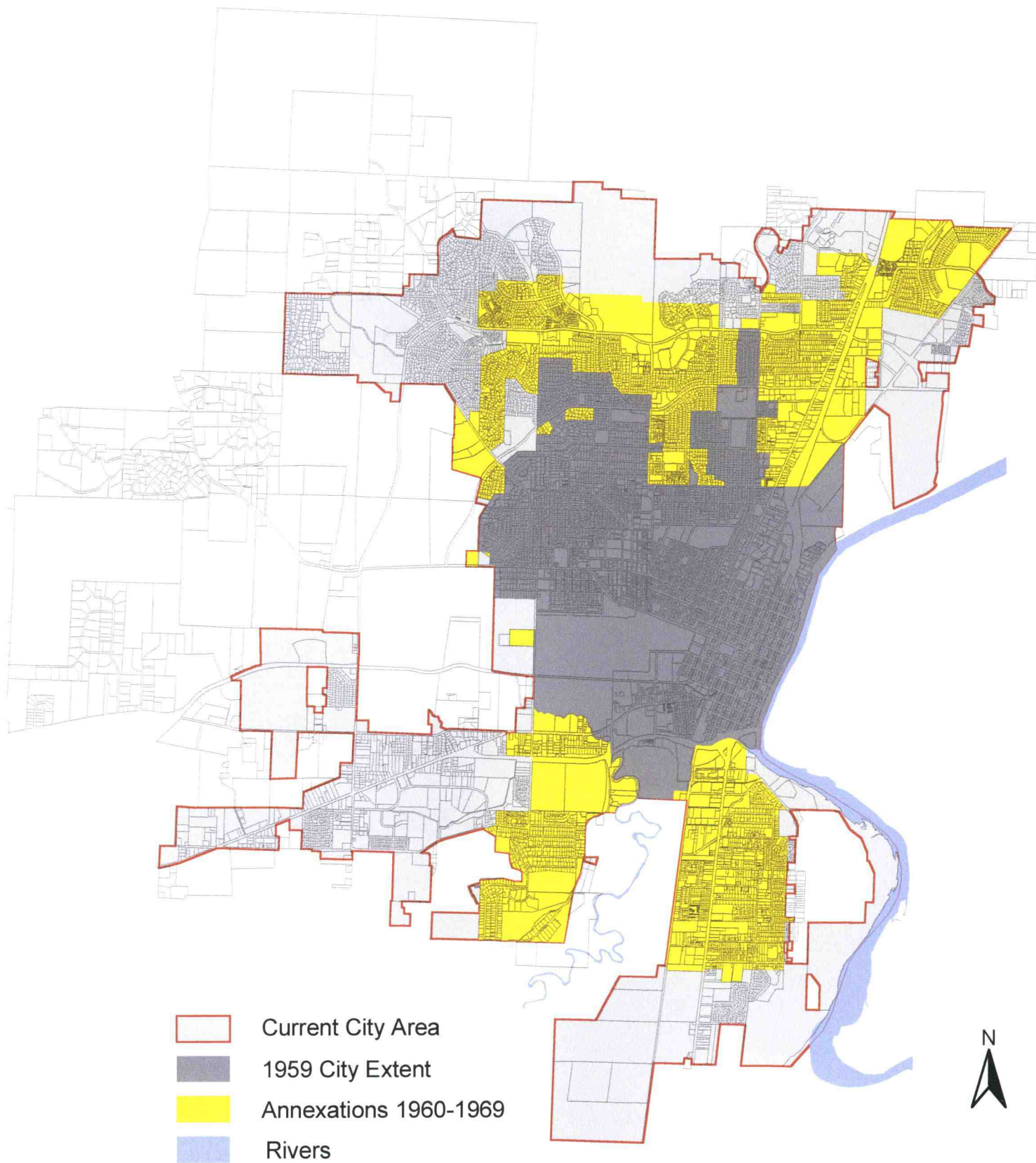


Figure 14. Map of current Corvallis city limits and current parcel boundaries with an overlay of city extent in 1959 with annexations between 1960 and 1969.

Table 1. Corvallis population, land area within city limits and resulting population density per acre, 1860-1999. \* Oregon Agricultural College enrollment is added to Corvallis population for the years 1870 to 1940. Students were included in the city census beginning in 1950.

	Population	City land area in acres	Population density per acre
1860	531	251.125	2.1
1870	*1240	251.125	4.9
1880	*1587	276.061	5.7
1890	*1946	276.061	7.0
1900	*2224	548.369	4.1
1910	*6330	837.369	7.6
1920	*8812	837.369	10.5
1930	*10932	837.369	13.1
1940	*13152	837.369	15.7
1950	16102	978.080	16.5
1960	20669	1873.732	11.0
1970	35153	4460.013	7.9
1980	40960	5612.806	7.3
1990	44757	7744.667	5.8
1999	50880	8196.460	6.2

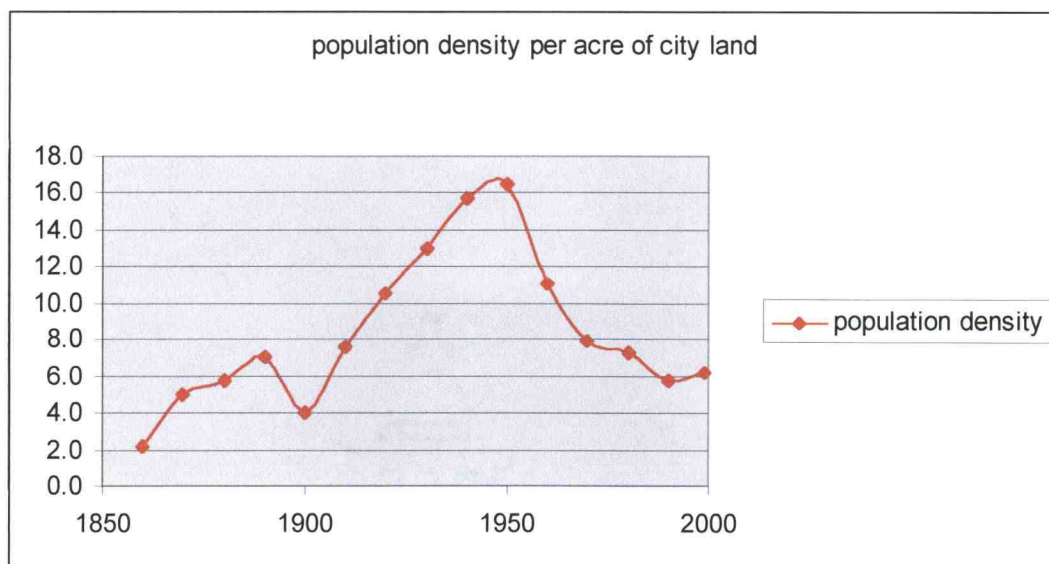


Figure 15. Graph of number of persons per acre on land within city of Corvallis limits.



The 1970s saw 1152.8 acres annexed to the city of Corvallis. The additions are displayed in Figure 16. This decade was particularly unique in city land use history for several reasons. Oregon's statewide land use planning program was implemented in 1973. This required that the city adopt a comprehensive plan detailing goals and guidelines for future development. An urban growth boundary was established. Also, in a precedent setting move, the City of Corvallis executed voter-approved annexations in 1976. All annexations to the city, with the exception of health hazards, required an election for approval. Prior to this, City Council approved or rejected annexation applications. Since Corvallis adopted the voter annexation charter amendment, 28 Oregon cities have followed. The majority of them made the change within the last five years.

Several large annexations came into the city during the 1980s (Figure 17). The total added land area equaled 2131.86 acres. Several of these, particularly in the southwest area along Philomath Boulevard, were required health hazard annexations. Voters approved 451.8 acres of annexations during the 1990s (Figure 18). This marked decrease from previous decades may be the result of several factors discussed in the next section.

With a total current land area around 13 square miles, a new development trend was initiated in the 1990s. The concept of neighborhood centers created nodes of mixed use zones in different areas of the city, particularly where new residential growth was occurring in southwest and southeast Corvallis.

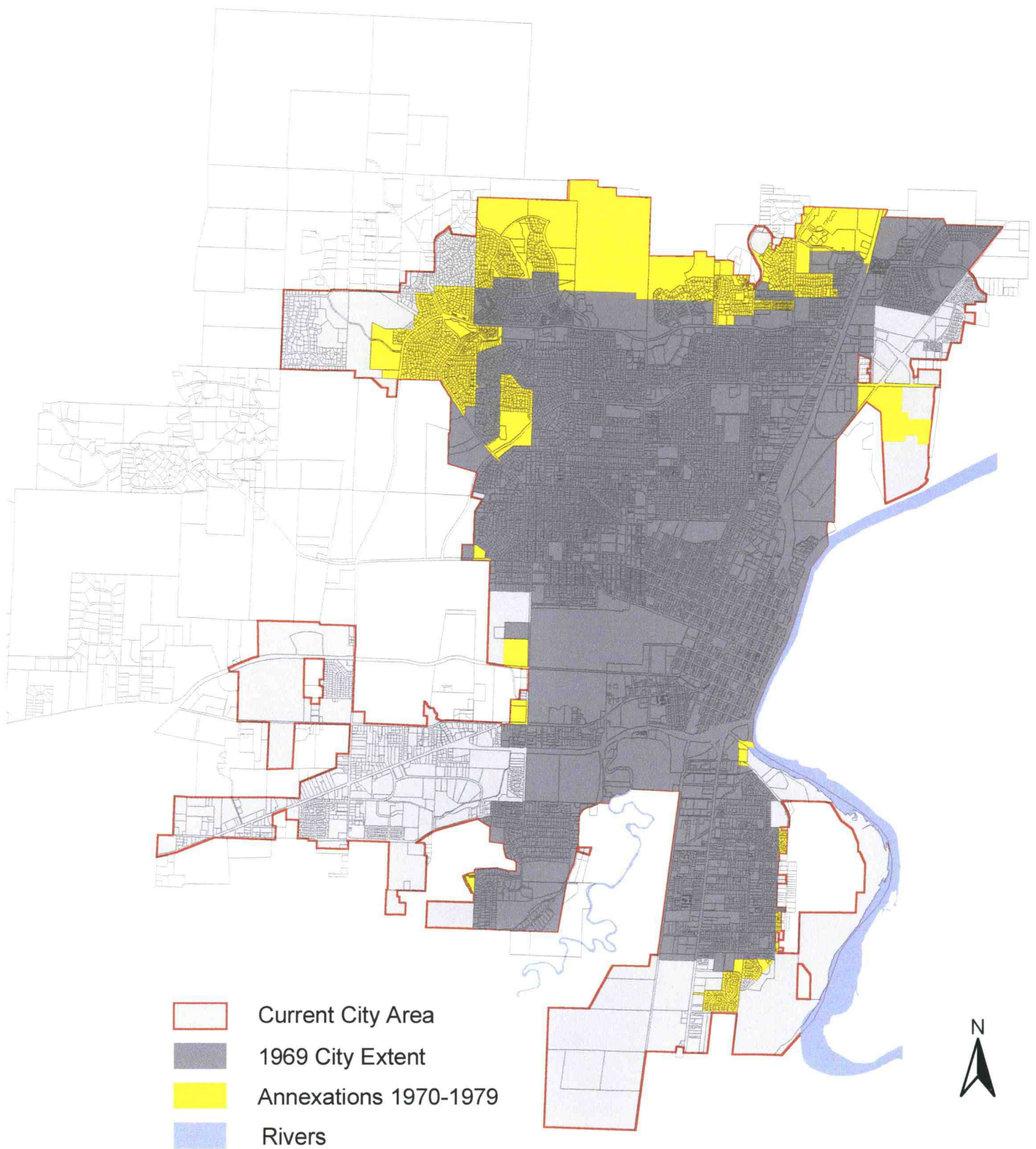


Figure 16. Map of current Corvallis city limits and current parcel boundaries with an overlay of city extent in 1969 with annexations between 1970 and 1979.

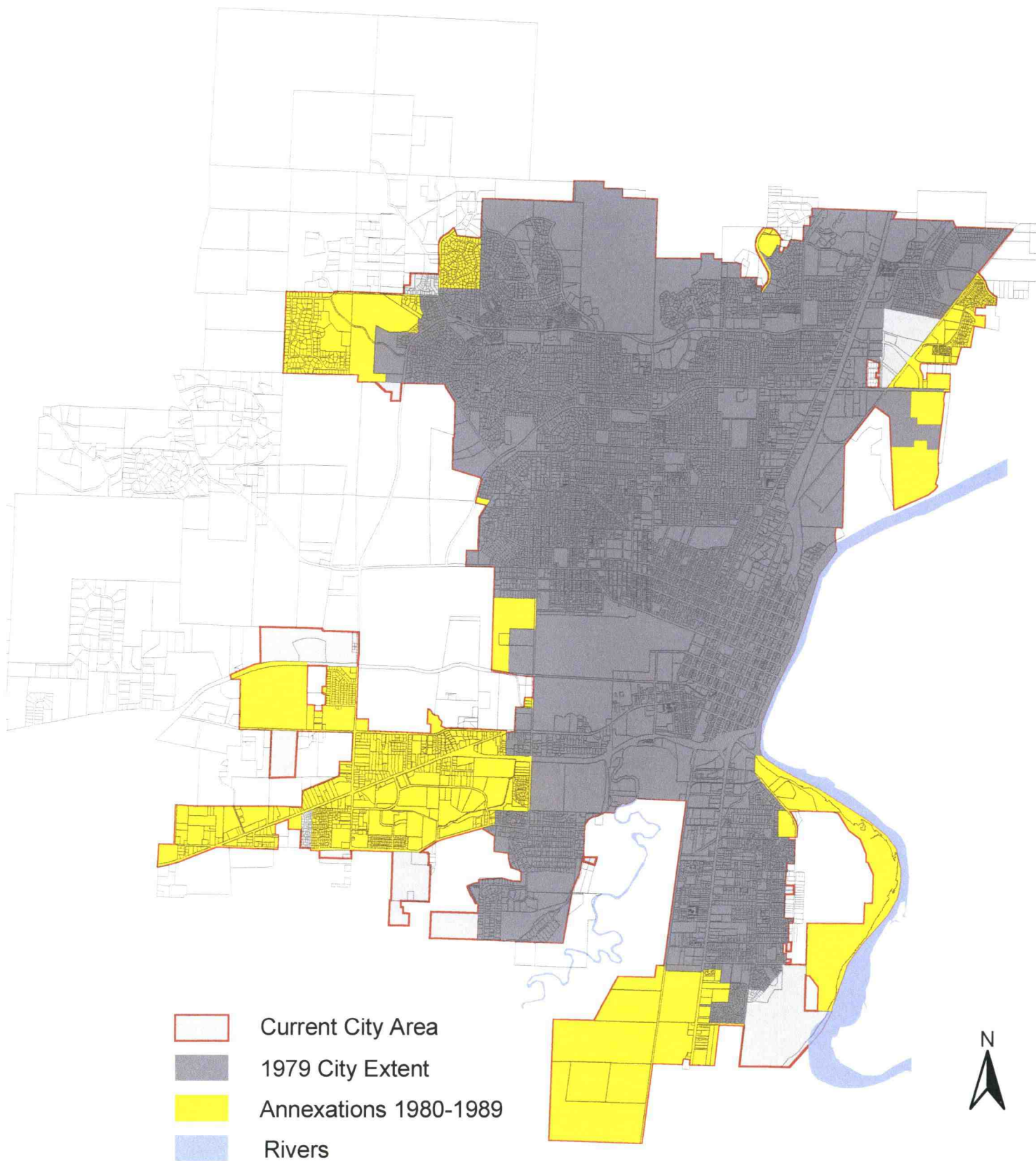


Figure 17. Map of current Corvallis city limits and current parcel boundaries with an overlay of city extent in 1979 with annexations between 1980 and 1989.



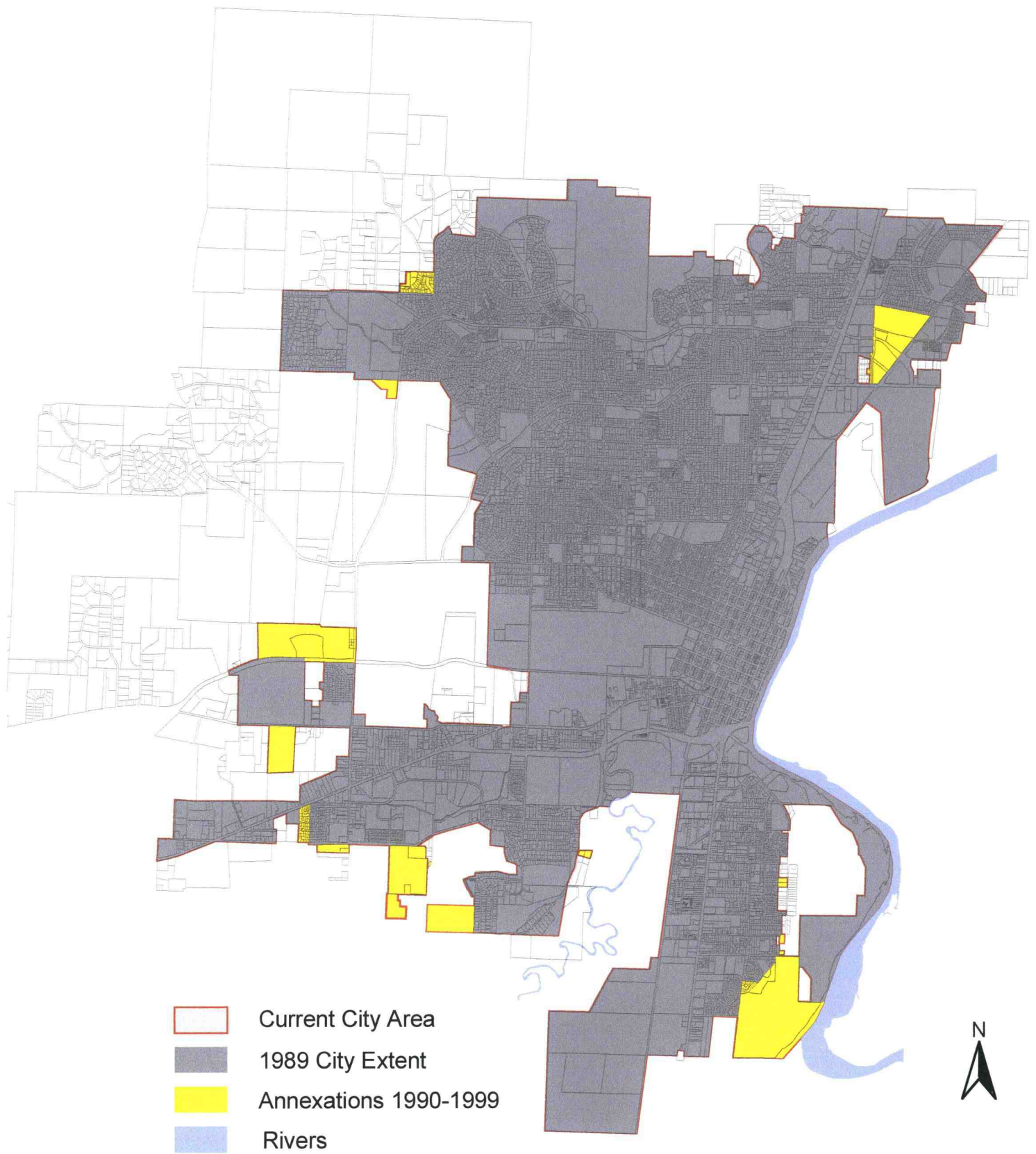


Figure 18. Map of current Corvallis city limits and current parcel boundaries with an overlay of city extent in 1989 with annexations between 1990 and 1999.

## DISCUSSION

It is clear that the original site was chosen based on its combination of natural requirements for developing a settlement. In particular, the rivers resolved the problem of transport, vital for early pioneer town sites. The land to the south, east and northeast of the town lies on the valley floor, characterized as a nearly level plain with occasional Willamette flood plain terrace interruptions. To the southwest, west and northwest of the city the foothills of the coast range extend, characterized by relatively steep slopes. These site characteristics resulted in location of the original town site on the flat land near the convergence of the two rivers.

Development occurred rather rapidly over the course of the first two decades after initial settlement. Growth was more gradual over the latter two decades of the 19<sup>th</sup> century. Although site attributes were heavily emphasized in this early stage of development, the role of situation in development decisions was gaining importance. This is evident in events such as the extension of the rail line to the coast.

The pattern that developed from the original plat of the town to the end of the 19<sup>th</sup> century was condensed around the central business area. Additions occurred in a concentric fashion around the original town. Major factors guiding development pattern through this time seem to relate to the role of Corvallis in regional river transport, rail transport and the placement of the University.

The next fifty years saw a clear westward expansion of the city's land area. The addition of the campus and surrounding residential areas gave Corvallis a college town atmosphere. The focus on improving overall city infrastructure at this time set the stage for large additions of land in the 1950s and 1960s.



Corvallis is confined by the Willamette River's flood potential on the east bank, restricted to the northwest by potentially unstable hillsides and the southwest by wetland and Mary's River floodplain. After its initial westward expansion, Corvallis spread out to the north in an arc pattern and to the south in two linear tracts on each side of the Mary's River.

City population density reached a peak in the 1950s. Accelerated development and population increase both regionally and locally in the 1960s caused a public change in attitude toward land conservation and community growth. This distinct shift in values is reflected in the enactment of statewide land use planning regulations in the early 1970s.

The public ideals concerning their community are also reflected in annexation trends since the mid 1970s. Although 94 percent of annexations have been voter approved since 1976, certain parcels are continuously rejected. Rejected parcels are characterized by large land areas in agricultural use on the periphery of the city limits. Open space in this fringe area has come to be highly valued. The public perception of the amount of growth occurring in Corvallis impacts the annexation vote. Developers often undergo scrutiny when their development is in conjunction with an annexation vote. Amenity packages with developments such as parks, wetland area creation and trails have become much more common in recent years for this reason.

## CONCLUSIONS

Spatially, the historical pattern of growth seems to agree most with the concentric zone urban growth model. The core business district is in the oldest part of town. Expansion occurred more or less in an arc, building upon this area. The resulting pattern is the location of the central business district along the riverfront and later outlying commercial and residential districts developing concentrically, though restricted by topography. The more recent neighborhood center development trend, however, gives the city similarities to the multiple-nuclei model.

The current community pattern is based on and built off of the historic outline. Changes in laws relating to acquiring, disposing of or building on land affected the landscape pattern the most during early settlement and again in recent decades with a more complex set of land use regulations. Development of alternate modes of transportation produced the most visual pattern on the land with the transition from river to rail and later road transport. Community development occurred linearly along these major transportation corridors. Today, the city extends north, south and west along major arterials.

Finally, the shift in public attitude from advocating rapid growth and development of land to supporting land and resource conservation is most evident in the current city pattern. Open space on the city's periphery is highly valued. Evidence for this may be seen in the comparatively limited land area for development added to the city in the most recent decade. Historical patterns of land use and development are recognizable on the local landscape. These spatial patterns are a manifestation of the era in terms of land law, methods of transportation and community natural resource values.

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## Appendix A

## City of Corvallis Annexation Theme\*

<u>ordinance</u>	<u>name of parcel</u>	<u>date annexed</u>	<u>quality</u>	<u>rotated?</u>	<u>comments</u>
	Original Townsite of Marysville	1851	2	N	Drawn based on parcels
	Avery's Addition	1851	2	N	Drawn based on parcels
	Dixon's Addition	1851	2	N	Drawn based on parcels
	County Addition	1854	2	N	Drawn based on parcels
	Dixon's Second Addition	1854	2	N	Drawn based on parcels
	West of County Annex	1857	2	N	Drawn based on parcels/adjacent annexations(added based on annex map label 1857)
	Avery's Second Addition	1871	2	N	Drawn based on parcels
	Avery's Third Addition	1872	2	N	Drawn based on parcels
	Kings/Fillmore to Willamette	1891	2	N	Drawn based on parcels/adjacent annexations(added based on annex map label 1891)
	7th to 15th Street	1891	2	N	Drawn based on parcels/adjacent annexations(added based on annex map label 1891)
	"C"Ave to Mary's River	1891	2	N	Drawn based on parcels/adjacent annexations(added based on annex map label 1891)
289	OSU Campus, NW Corvallis	1909	2	N	Drawn based on parcels/adjacent annexations
1762	West Corvallis	09/14/49	2	N	Drawn based on parcels/adjacent annexations
1853	NW and NE Corvallis/Sewage Treatment	09/25/50	2	N	Drawn based on parcels (old annex map shows three separate parcels coming in on 1/24/50, 6/15/50, 9/25/50-drawn here as one annex)
	Avery Park	06/15/50	2	N	Drawn based on parcels/adjacent annexations
	S. of Garfield School	09/04/51	2	N	Drawn based on parcels/adjacent annexations
	N. of Sewage Treatment Plant	12/29/52	3	N	Drawn based on parcels/adjacent annexations
54-11	N. of Sewage Treatment Plant	03/15/54	2	N	Drawn based on parcels/adjacent annexations
54-50	#1 E. of Avery Park	12/20/54	2	N	Drawn based on parcels/adjacent annexations
54-50	#2 E. of Avery Park	12/20/54	2	N	Drawn based on parcels/adjacent annexations
55-14	Garfield School	04/18/56	2	N	Drawn based on parcels/adjacent annexations
56-24	Highland View	03/05/56	2	N	Drawn based on parcels/adjacent annexations
56-25	East of Avery Park	03/05/56	2	N	Drawn based on parcels/adjacent annexations
57-22	Jefferson Grade School Area	08/14/57	2	N	Drawn based on parcels/adjacent annexations
58-18		05/27/58	2	N	Drawn based on parcels/adjacent annexations
58-40	Elmwood/Circle Block	07/28/58	1	N	Drawn based on parcels/adjacent annexations
58-41	East of Woodland Park	07/28/58	2	N	Drawn based on parcels/adjacent annexations
58-43	Firwood Place	07/29/58	2	N	Drawn based on parcels/adjacent annexations
58-50	Walnut/Highland	08/22/58	1	N	Drawn based on parcels/adjacent annexations
58-53		09/05/58	2	N	Drawn based on parcels/adjacent annexations
58-54	Dixon Creek/Grant	09/05/58	2	N	Drawn based on parcels/adjacent annexations
59-67	Circle/Kings	09/16/59	2	N	Drawn based on parcels/adjacent annexations
59-68		09/16/59	2	N	Drawn based on parcels/adjacent annexations
59-69		09/16/59	2	N	Drawn based on parcels/adjacent annexations
59-70		09/16/59	2	N	Drawn based on parcels/adjacent annexations
59-90	Ashwood Dr to Dixon Creek	11/03/59	1	N	Drawn based on parcels/adjacent annexations
59-92		11/03/59	1	N	Drawn based on parcels/adjacent annexations
59-94		11/03/59	2	N	Drawn based on parcels/adjacent annexations
59-95	Kings/Garfield S.	11/03/59	2	N	Drawn based on parcels/adjacent annexations
59-96	Kings/Garfield N.	11/03/59	2	N	Drawn based on parcels/adjacent annexations
60-32	484-A	05/11/60	3	N	Drawn based on parcels
60-51		07/26/60	2	N	Drawn based on parcels/adjacent annexations

60-52	13th St., Walnut to Circle	07/26/60	2	N	Drawn based on parcels/adjacent annexations
60-82	Juniper Place	11/02/60	2	N	Drawn based on parcels/adjacent annexations
60-98					
61-34	Kings/Grant to Kings/Circle	04/13/61	2	N	Drawn based on parcels/adjacent annexations
61-114	South Corvallis	02/09/62	2	N	Drawn based on parcels
62-2	Oak Creek to Mary's River	02/21/62	2	N	Drawn based on parcels/adjacent annexations/streams
62-41	Maple Ave	06/22/41	2	N	Drawn based on parcels/adjacent annexations
63-57	Roosevelt	11/20/63	2	N	Drawn based on parcels/adjacent annexations
64-2	NE Corvallis	02/20/64	2	N	Drawn based on parcels/adjacent annexations
64-26	Witham Hill/Circle SW	04/15/64	2	N	Drawn based on parcels/adjacent annexations
64-39	Maple Ave South	06/15/64	2	N	Drawn based on parcels/adjacent annexations
64-39	Maple Ave North	06/15/64	2	N	Drawn based on parcels/adjacent annexations
64-86	35th/Philomath Blvd	01/25/65	2	N	Drawn based on parcels
64-103	Village Green No. 2	01/22/65	2	N	Drawn based on parcels
65-3	Avery Park/Hwy 99	02/25/65	2	N	Drawn based on parcels/adjacent annexations
65-4	Walnut/29th	01/25/65	2	N	Drawn based on parcels/adjacent annexations
65-36	Pollution Lab	06/01/65	2	N	Drawn based on parcels
65-50	Highland/Satinwood	06/21/65	2	N	Drawn based on parcels
65-51	Avery Park/Hwy 99	06/21/65	1	N	Drawn based on parcels
65-52	Mormon Church Property	06/21/65	2	N	Drawn based on parcels
65-70	Harman 6th Addition	08/20/65	2	N	Drawn based on parcels/adjacent annexations
65-76	University Park	10/20/65	2	N	Drawn based on parcels/adjacent annexations (check)
65-86	Doxsee Property	12/01/65	2	N	Drawn based on parcels
66-16	Village Green, 1st, 2nd and 3rd	05/27/66	2	N	Drawn based on parcels/adjacent annexations
67-10	Lutheran Church	04/12/67	1	N	Drawn based on parcels
67-40	Easton Property	07/25/67	2	N	Drawn based on parcels
67-51	Harman Property	04/25/67	2	N	Drawn based on parcels
67-63	Witham Hill Caldwell	08/11/67	1	Y	part qc from survey, part drawn to parcels
67-69	Sears Property	08/25/67	2	N	Drawn based on parcels/adjacent annexations
67-90	Circle/Woodland Park	10/19/67	1	N	Drawn based on parcels/adjacent annexations
67-94	Woodland Park	05/29/68	2	N	Drawn based on parcels
67-121	B.P.O. Elks - Lodge No. 1413	01/18/68	2	N	Drawn based on parcels
67-123	Highland Ditch	01/18/68	1	N	Drawn based on parcels
68-40	Harman Seventh Addition	06/24/68	2	N	part qc from survey, part drawn to parcels
68-58	Rodgers Property	08/06/68	1	N	Drawn based on parcels/adjacent annexations
68-82	Kings View and Brandis	11/06/68	2	N	Drawn based on parcels/adjacent annexations
68-84	Church of the Nazarine	08/23/68	2	N	part qc from survey, part drawn to parcels
68-90	Brandis-Benton County Property	11/06/68	2	Y	part qc from survey, part drawn to parcels
68-96	Rawie & Carter Islands of Property	11/06/68	1	N	Drawn based on parcels
68-97	Pederson Island of Property	11/06/68	1	N	Drawn based on parcels/adjacent annexations
68-112	Bates-Butler Property	11/06/68	2	N	Drawn based on parcels/adjacent annexations
69-24	Smith et al. Islands of Property	04/09/69	2	N	Drawn based on parcels/adjacent annexations
69-25	Olson & Benton County Island of Property	04/09/69	1	N	Drawn based on parcels/adjacent annexations
69-26	Kerne & Benton Co. Islands of Property	04/09/69	2	N	Drawn based on parcels/adjacent annexations
69-27	Stone et al. Islands of Property	04/09/69	2	N	Drawn based on parcels/adjacent annexations
69-28	Moore Island of Property	04/09/69			
69-32	Church of the Nazarine #2	04/09/69	2	N	Drawn based on parcels/adjacent annexations
69-59	E.B. Lewis Property	07/14/69	2	N	Drawn based on parcels
69-65	Area N. of Village Green	07/14/69	2	N	part qc from survey, part drawn to parcels

69-69	Timberhill Development Additional	07/30/69	2	Y	qc from survey
69-124	SW Corvallis Area #3	12/22/69	2	N	Drawn based on parcels
70-35	Queens View	05/27/70	2	N	Drawn based on parcels
70-82	Consumers Power & Law	11/04/70	2	N	part qc from survey, part drawn to parcels
70-88	Mabel Johnson Property	11/04/70	2	N	Drawn based on parcels
71-30	Jay Harman Property	04/27/71	2	N	Drawn based on parcels
71-68	Rivergreen	09/23/71	2	N	part qc from survey, part drawn to parcels
71-29	Good Samaritan Hospital Area	04/27/71	2	N	Drawn based on parcels
72-69	Harman Annex (Steinel)	11/01/72	2	N	Drawn based on parcels/adjacent annexations
72-71	United States International University	11/01/72	2	N	Drawn based on parcels
72-73	Forest Heights Subdivision	11/01/72	1	N	Drawn based on parcels
72-75	Greenough-Sinnard-Rowie Property	11/01/72	2	N	Drawn based on parcels
72-82	Fire Station/OSU Wave Tank	12/07/72	1	N	Drawn based on parcels
73-10	Oregon State University Human Resources	02/21/73	1	N	Drawn based on parcels
73-12	Evans Products Company	02/21/73	3	N	part qc from survey, part drawn to parcels
73-21	Murray Dorsey	04/10/73	2	N	Drawn based on parcels
73-60	Roy C. Hathaway	08/16/73	1	N	Drawn based on parcels
74-20	Island No. 2 (N. Corvallis)	05/29/74	2	N	Drawn based on parcels
74-22	Island No. 3 (N. Corvallis)	05/29/74	2	N	Drawn based on parcels
74-24	Island No. 1 (N. Corvallis)	05/29/74	2	N	Drawn based on parcels
74-55	Corl Property	08/06/74	1	N	Drawn based on parcels/adjacent annexations
74-57	Arnold Park	08/06/74	2	N	Drawn based on parcels
74-59	North Hill Reservoir	08/06/74	1	N	Drawn based on parcels
74-61	Edgewood Park	08/06/74	2	N	Drawn based on parcels
76-03	Sunset View	02/11/76	2	N	Drawn based on parcels/adjacent annexations
76-10	Martensen Property	02/11/76	2	N	Drawn based on parcels
76-14	Timberhill 3rd Addition	05/26/76	2	N	Drawn based on parcels/adjacent annexations
76-25	Thompson & Mid-Valley	05/26/76	2	N	Drawn based on parcels
76-27	Moser Property	05/26/76	1	N	Drawn based on parcels
76-77	Corvallis Country Club	11/26/76	1	N	Drawn based on parcels
76-97	NW Glenridge Drive	01/10/77	2	N	Drawn based on parcels/adjacent annexations; survey overlapped previous annexations
76-105	South Corvallis - Hathaway	11/26/76	1	N	Drawn based on parcels
77-24	Kinderman Farm, Nored and Walnut Park	05/26/77	2	N	Drawn based on parcels
77-29	Timberhill	05/26/77	2	N	Drawn based on parcels
77-106	Hewlett-Packard & Goldblatt	02/07/78	2	Y	part qc from survey, part drawn to parcels
78-24	Island	11/28/78	3	Y	part qc from survey, part drawn to parcels
79-57	Banks Property	05/30/80	1	N	Drawn based on parcels
80-14	35th/Oak Creek	05/30/80	2	N	Drawn based on parcels
80-17	Foursquare-Conifer Village	05/30/80	2	N	Drawn based on parcels
80-17	Sunset Park	05/30/80	2	N	Drawn based on parcels
80-90	Glen Ridge	06/03/81	2	N	Drawn based on parcels
80-90	Southwest Corvallis (health hazard)	06/03/81	2	N	Drawn based on parcels
80-90	Summy Property	06/03/81	2	N	Drawn based on parcels
81-31	South Corvallis (health hazard)	06/03/81	2	N	Drawn based on parcels
81-31	Southeast Crystal Lake	06/03/81	3	N	Drawn based on parcels



82-30	(Philomath Blvd/53rd)	06/10/82	2	N	Drawn based on parcels
82-30	Hewlett-Packard (parcel 1& parcel 2)	06/10/82	2	N	part qc from survey, part drawn to parcels
82-30	OSU	06/10/82	1	N	Drawn based on parcels
82-30	Davis Property	06/10/82	2	N	Drawn based on parcels
82-30	Seavy Meadows	06/10/82	2	N	Drawn based on parcels
82-30	Boertje Property	06/10/82	1	N	Drawn based on parcels
82-30	Dyer-Smith Property	06/10/82	1	N	Drawn based on parcels
82-145	(Philomath Blvd/53rd)	11/23/82	1	N	Drawn based on parcels
82-145	Neer Avenue	11/23/82	2	N	Drawn based on parcels
82-145	State Highway Division	11/23/82	1	N	part qc from survey, part drawn to parcels
82-145	35th Street	11/23/82	2	N	part qc from survey, part drawn to parcels
83-66	West Hills/McKee	11/06/84	2	N	part qc from survey, part drawn to parcels
84-17	Withycombe Hall, Armed Svcs Res. Ctr	05/01/84	2	N	Drawn based on parcels
84-132	South Property	11/06/84	1	N	Drawn based on parcels
86-1	Riverpark South	11/05/85	1	N	Drawn based on parcels
87-25	Evanite-Open Door-Willamette Park	01/14/88	2	N	part qc from survey, part drawn to parcels
88-04	ABI	05/17/88	1	N	Drawn based on parcels
88-04	Chorak Property	06/07/88	1	N	Drawn based on parcels
88-30	SW Philomath Blvd (health hazard)	06/20/88	2	Y	part qc from survey, part drawn to parcels
89-12	Skyline West Subdivision	05/01/89	1	N	Drawn based on parcels
89-13	West Hills Terrace Subdivision (health hazard)	05/01/89	2	Y	part qc from survey, part drawn to parcels
89-29	SW Philomath Blvd - Phase II (health hazard)	06/30/89	2	N	drawn based on parcels
90-42	McFadden Property	12/07/90	1	N	Drawn based on parcels
91-07	Alberti Property	06/12/91	1	N	Drawn based on parcels
92-25	Barley Hill	07/15/92	1	N	Drawn based on parcels
92-32	1155 SE Goodnight Avenue (health hazard)	09/21/92	1	N	Drawn based on parcels
94-07	Brookside Meadow	06/16/94	2	N	Drawn based on parcels
96-01	Rivergreen Estates	01/02/96	2	N	Drawn based on parcels
96-37	Meredith Property	12/02/96	1	N	Drawn based on parcels
96-37	Pleasant View Retirement Community	12/02/96	1	N	Drawn based on parcels and city limit line
97-11	1200 SE Park Avenue (health hazard)	07/07/97	2	N	Drawn based on parcels and city limit line
97-37	Carson Property	11/04/97	1	N	Drawn based on parcels
98-14	Lawndale Place (health hazard)	05/18/98	1	N	Drawn based on parcels
98-22	Stanton Park	07/02/98	1	N	Drawn based on parcels
98-23	Walnut Blvd Fire Station	07/02/98	1	N	Drawn based on parcels and city limit line
98-50	Meadowlark	12/17/98	1	N	Drawn based on parcels
98-50	Summit Corporate Park	12/17/98	1	N	Drawn based on parcels
99-01	SW 53rd Street (health hazard)	09/20/98	1	N	Drawn based on parcels
99-22	Fairway View	12/16/99	2	N	qc from survey

\* Ordinance numbers that are missing could not be located in city records. If no official name was given to the annexation, a general description of the area is provided instead. Quality of the annexation polygon is judged on a scale from 1 to 4 with 1 being the highest (closed perfectly with survey) and 4 being lowest (up to five feet off). The rotated column refers to polygons that were quick cogoed in and then matched to the current parcel theme boundaries. All information was obtained from City of Corvallis Annexation Map, original 1968, updated to 1992, individual survey maps for some annexations, and legal descriptions from the City Recorder's Office.