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MASTER PLAN

CORVALLIS, OREGON

DEC. 1945

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PLANNING FOR CORVALLIS

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When citizens of the town of Corvallis first requested that I assume the responsibility of preparing plans for the future development of Corvallis, I was hesitant to accept -- for two reasons:

First: I feared that three weeks' time in which to do a worthwhile job was insufficient. Second: I did not want your city to end up with just another "plan" -- a plan to be put on the shelf for awhile, and then forgotten!

Considerable discussion with your public officials and civic leaders, however, convinced me that this was a community with genuine community spirit, a community in which a great deal of sound city planning was already underway. Not all of it was on paper, nor was the planning crystallized, but the ideas were there -- they are there -- in the minds of the citizens of Corvallis.

My main function then, as I saw it and as I see it now, was to crystallize and consolidate local thinking, local ideas, and coordinate with them whatever contributions I could make independently.

With these things in mind, I accepted the responsibility you offered me -- because I felt that this was and is a community in which plans will be kept alive and finally consummated.

I have found my reactions to your community to be more than justified. Even though there are many differences of opinion, and there are bound to be, there is among your people a sense of community responsibility which gives me great hope for your future. Certainly your future is largely dependent upon how strongly you work toward the objectives outlined in the plans described in this report.

People often ask why a community should have a master plan. The answer is not simple, but here are some of the important reasons.

1. A master plan is based, as nearly as possible, on facts rather than prejudices. Local differences can more easily be dispelled by a plan which by its comprehensiveness will coordinate the traffic and land use patterns in the community on a factual basis.
2. It is a schedule - a priority schedule - for by it you can determine far more intelligently than otherwise the relative importance of one project as compared to another. It gives the community an opportunity to take an inventory of its needs and plan its financial program for the accomplishment of needed projects rationally, and to plan further into the future than is otherwise possible.
3. It is a safeguard for the taxpayer against the inefficient expenditure of public funds for projects which are ill-conceived, or too hurriedly worked out. In a master plan the major elements of the community take their proper places, and these proper solutions of problems assure the community permanent, well-conceived improvements.

A master plan is not binding nor confining, it is a general and flexible guide, whose principles of order, efficiency and attainment of community good living are as changeless as the pyramids, but whose details may be changed where they might conflict with technical progress.

The plan here outlined is a long range plan. It is not a fifty-year plan. It does not even need to be a twenty-five year plan. It can be accomplished in a few years if the community leadership and progressiveness will it. There is a serious danger in thinking of a long range plan as something vague and dreamy which our grandchildren may get around to fulfilling. Rather, this plan is tomorrow's plan more than it is next year's plan. It is next year's plan more than it is a twenty or thirty year plan.

There are many practical phrases of it which must be accomplished very soon or the community will suffer serious handicaps.

If this plan is worthy of consideration at all it is worthy of becoming your "guide book" for the future. Most of its contents are your idea, your ambitions, your potential future.

THE PLAN

Although the component parts of a city plan have to be interrelated, there are two basic problems in planning a city that are the provision of the logical and economical uses of the land and the planning of an efficient and well coordinate transportation system. Since transportation is the life giving circulation system of the city it is a basic network which is often very difficult to change, but which must be determined in order to insure orderly development of the land.

The part of the transportation system which is in need of the most drastic changes is the highway system. In no phase of city growth have our communities lagged farther behind than in providing for the needs of the automobiles. We are constantly doing peacemeal patchwork on an old garment, when what we often need is a new one.

THROUGH-TRAFFIC ARTERIES

The First Street Artery

Your community has shown an amazing amount of foresight in demanding the First Street artery. Master plan map, last page, shows the projected location of this artery. It is an ideal solution of a tough problem. As indicated by the plan, this artery should be a "thru-artery". It should not be connected directly with each block of downtown Corvallis, on the contrary, a "service street" should be provided between the artery and the west property line of First Street. The service street should in turn connect with the "thru-artery" at both ends of downtown Corvallis. This would enable traffic to flow freely along the artery. Traffic wanting to enter downtown Corvallis could stop at will along the "service street". The artery would connect with the present routes to Eugene, Portland and Albany as indicated on the map.

The temporary solution to the highway problem for the city as proposed by the State Highway Commission provided for one-way traffic on Third Street and Fourth Street. This is satisfactory only as an immediate relief until such time as the First Street artery mentioned above can be constructed.

There are, of course, several serious obstacles to the immediate construction of the First Street Artery. The location of the lumber mill where the new highway would logically cross Marys River; the railroad spur down the center of First Street; the location of buildings between the present First Street and the river; these problems appear to make it more feasible to construct the First Street Artery sometime in the future.

Since the temporary solution calls for a new Marys River bridge connecting Fourth Street with the Eugene highway we can see a real advantage in the temporary solution as a real contribution to the ultimate Master Plan of Corvallis.

Fourth Street is the logical street as the west boundary street of the central commercial area.

The modern solution of the traffic problem is to surround the central commercial area with "feeder" or "service" streets connecting with the main highway system and feeding traffic into the business district. The purpose of this arrangement is to free the "shopping" streets from as much traffic as possible, leaving them more free for the pedestrians. The ideal solution for the pedestrian shopper would be to have no automobiles to contend with. You will observe on the Master Plan, last page of this report, that the central commercial area is surrounded by "service streets." They are Fourth Street on the west and a "service street" paralleling the proposed First Street artery, between it and the commercial center. On the north and south, Harrison and A Streets are used as boundary streets.

Adjacent to the service streets and between them and the built up commercial area of downtown Corvallis, we have recommended parking lots. This will enable people to come into town on Fourth Street or First Street and Drive directly into a parking lot from the service street, complete their business on Second or Third Streets, which are the "shopping streets" and drive away without congesting these two important shopping streets while looking for a parking place which is not there.

You can see from the Master Plan, and from the above description how important it is to connect Fourth Street with the main traffic arteries both to the south and to the north.

The Fourth Street bridge is an essential part of the future well functioning traffic system for the city.

No fear should be felt that this Fourth Street bridge will destroy the lovely city park at the south end of the city. Almost all the trees to the east of this area across Fourth Street will be retained. The beautiful area where the walnut trees are located will remain intact.

As an entrance into a city, this approach can become one of the most beautiful ones in the west. It should be worth something to those in Corvallis who are lovers of beauty that thousands of people entering or leaving the city will do so with the memory of a beautiful little park in a beautiful town.

The Loop

For two very good reasons, Corvallis needs a loop or by-passing artery around the city connecting the coast highway with the highway to Portland.

The reasons are:

1. There should be a way for traffic to get around the built up area of the town without going all the way downtown. This is needed for local circulation as well as for thru-traffic.

2. There is a serious problem of handling the very heavy traffic destined to the football stadium. A crowd of 30,000 people may mean 8 to 12,000 automobiles. The projected location of a new stadium would be in good relationship to the proposed artery.

The right-of-way of this "loop" should be 100 feet. A minimum for it should be 80 feet. It should have a center separator park strip of 10 to 15 feet. Such a center strip could be planted with some flowering shrubs demanding little cost of upkeep. This street should have intersecting streets only at long intervals as indicated on the plan. The use of 35th Street rather than 30th Street for the west leg of the loop is suggested because of the narrowness of a large segment of 30th Street where it passes through a very fine residential area, and because 30th Street divides the campus. By developing 35th Street there is also the very real advantage of handling heavy traffic moving to and from the football stadium, using both 35th and 30th Streets, thus reducing congestion to a minimum. The location of the loop is such as to make it go around most of the anticipated future expansion of the residential area.

The Highway To The Coast

Certainly the Western Avenue approach to the city from the coast is unsatisfactory! Noisy lumber trucks disturb classes at Roosevelt School! The highway is interrupted by cross streets at short intervals!

Here again your own local thinking has been of the best. Public officials as well as the State Highway Commission engineers are in agreement that the coast highway should eventually extend straight eastward into town from a point about a thousand feet west of 35th Street on the present route of the coast highway. This should be made into a real parkway with a right-of-way 200 feet wide.

The highway should certainly be protected against any private construction being permitted on it. The city should bend every effort to purchase the area to the south of it, between the highway and Marys River as a protection for Avery Park and the river, and as an extension of the park system. This highway is a great opportunity and if properly developed, it will become one of the most efficient and beautiful entrances into any city on the west coast.

Local Arteries

The system of local traffic arteries is fairly well established at the time being. There are, however, some revisions and additions which need to be made.

That Monroe Street is highly congested is obvious to everyone. One of the most serious problems regarding Monroe Street as a traffic artery, a problem which no amount of widening will remove, is the condition produced by large numbers of college students and personnel crossing the street from the campus to their homes, or to some off campus activity in the area north of Monroe Street. Certainly Monroe Street should be widened eventually. But not until other measures have been taken to relieve the traffic situation.

Many of your local people have been talking for some time of making Harrison Street a traffic artery. They maintain that the most important thing which can be done to relieve traffic on Monroe Street is to provide another artery at Harrison Street. Generally speaking, it is not good policy to place traffic arteries too close together. However, in this case it is highly advisable to provide a traffic relief for Monroe Street.

Harrison Street is the only street far enough to the north of the campus to eliminate much of the pedestrian - automobile conflict on Monroe Street, at the same time being close enough in so that it will be used. It is also the only street in this vicinity which goes through to the west.

Furthermore, Harrison Street can be connected by a bridge across the Willanette River with the East Side Albany road. It is a convenient terminus to expansion of the commercial section to the north. We therefore recommend that Harrison Street be paved and widened as an early post-war project, and we suggest that this work be done before any more work is done to widen Monroe Street.

Parking around the existing shopping centers along Monroe Street presents a serious problem. We are sympathetic with the need to provide more space for parking.

Our studies have shown, however, that widening Monroe Street will have very little effect in solving this problem.

Widening a street is a very inefficient means of providing parking because just so many cars can be parked at the curb in front of any given shop. If the shop has a frontage of forty feet, two cars can be parked in front of it by parallel parking. If cars are permitted to be parked diagonally to the curb, space is provided for only three cars. And such parking merely aggravates a bad situation by creating additional hazards for the shoppers crossing the street.

We urge that the merchants interested in the solution of their parking problems investigate the possibility of providing off street parking areas adjacent to their shops to the north, as suggested on the Master Plan. Business men in many other cities have found this to be the only permanent and satisfactory solution of the parking problem.

Coolidge Drive should be extended, as indicated on the Master Plan, to connect with the beautiful but sparsely developed Cemetery Hill residential area. This area will undoubtedly be developed and will need a convenient access into downtown Corvallis. This likely extension of the residential area towards the northwest is another strong argument for the paving of Harrison Street, since Harrison Street will form a very convenient outlet for traffic originating in the northwest area.

Eleventh Street should be extended to connect with the county road leading due north as indicated on the Master Plan. We recommend this in order to provide a convenient access into town and to the college from the north.

You will observe that we have coordinated the street pattern of the fringe area with the loop highway system. The local streets cross the "loop" only at long intervals. Where new streets are suggested the blocks have been made long in order to avoid dangerous street intersections, save cost of extra street paving, and utilize the land more efficiently.

DOWNTOWN CORVALLIS

The City of Corvallis is dependent largely upon retail trade for its livelihood. The importance of retail trade to the city is clearly indicated by the unusually large area of the central commercial center for a city of this size. Whether the prospective shopper is coming from the residential area of Corvallis or from some outlying farming community, the convenience of downtown Corvallis to him is important to the prosperity of a large community.

When we consider that an area of one-sixth of a block will accommodate 50 cars in a parking lot, off street parking looms as the one basic, ultimate solution to the problem. A typical block in downtown Corvallis now accommodates only 40 or 50 cars, parked at the curb.

Certainly it is to the best interests of the people of the entire region that everyone driving to downtown Corvallis find it a convenient place to trade.

There is a definite lack of parking facilities convenient to the downtown destinations of most drivers. It is obviously impossible to expect ordinary curb parking to solve this problem, although the provision of parking meters will have some influence in improving the parking situation.

The number of merchants and employees who take up parking spaces in the downtown area is relatively small as compared to the number of parking spaces needed by those wanting to shop. Requiring merchants and their employees to park away from the congested area, (which is in itself, an inconvenience), will not solve the parking problem.

You will observe on the "Downtown" map, page 11, our recommendations regarding parking lots which we suggest be acquired. Since we recommend that the central commercial area be surrounded by service streets, which will be connected at the ends of the commercial section with the main through arteries, it is important that parking lots be located adjacent to those service streets. Fourth and First Streets are the service arteries. It will be noted that the proposed parking lots are adjacent to these streets and between the streets and the built up shopping center. By this arrangement the shopping center will be left free of heavy traffic and will thus be far more accessible to people engaged in shopping.

At the present time there are approximately 1150 parking spaces in downtown Corvallis. The parking lots shown would give the city an additional 1400 parking spaces. As also indicated by the map this arrangement would provide parking facilities for an area one-half again as extensive as the present business area.

Corvallis should start a long range program of acquiring parking lots, leasing or renting them to private operators, thus the city could amortize its investment over a period of time and be doing the citizens of Corvallis a real service. We highly recommend that this program be started immediately.

Parking Restrictions

Parking restriction regulations should be provided as follows:

1. For churches, high school, college and university auditoriums and other similar places of assembly, at least one (1) parking space for every ten (10) seats provided in said buildings.

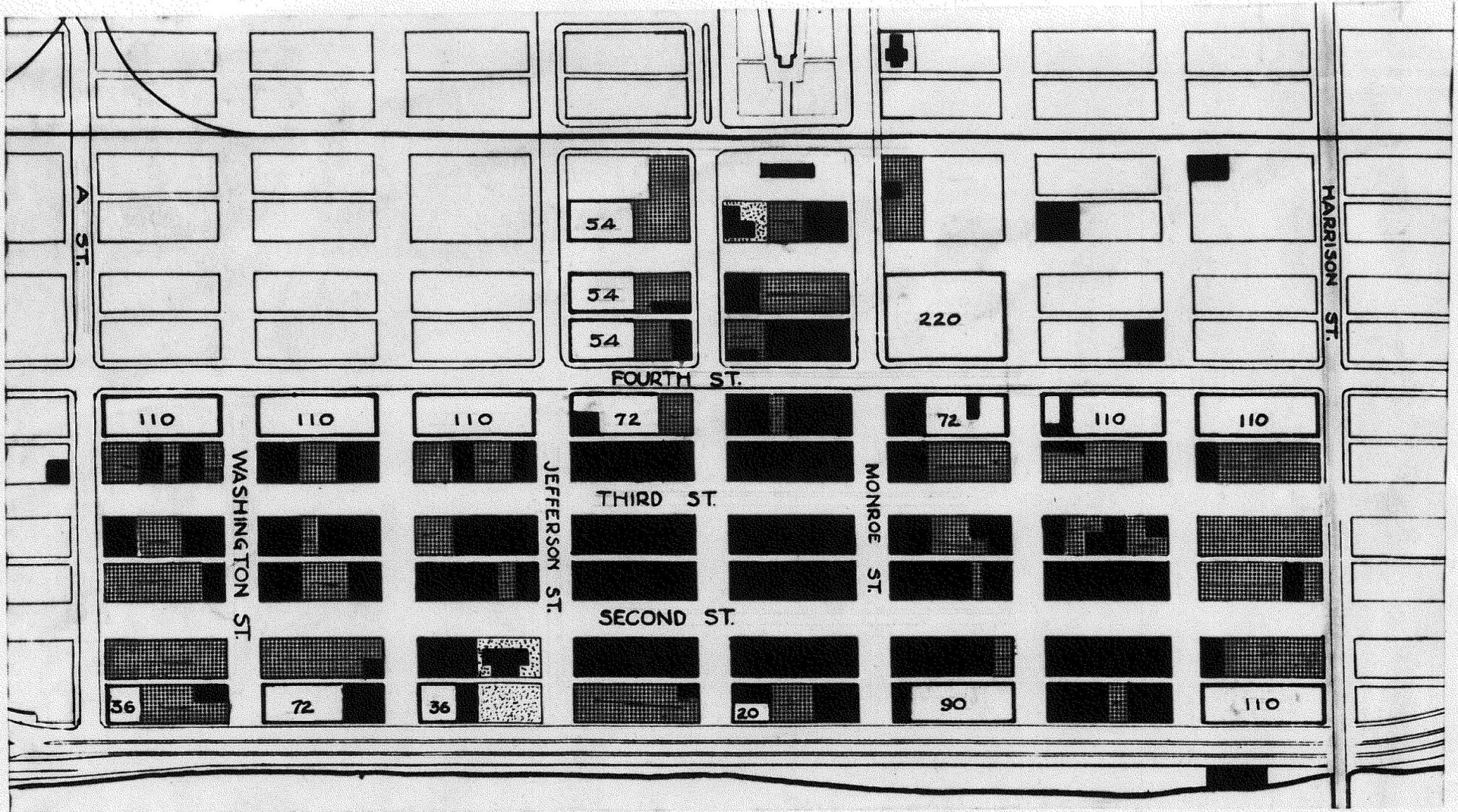
2. For hospitals and welfare institutions, at least one (1) parking space for every three hundred (300) square feet of floor area in said buildings.
3. For hotels and clubs, at least one (1) parking space for every five (5) guest rooms provided in said buildings.
4. For theatres, general auditoriums, stadiums and other similar places of assembly, at least one (1) parking space for every ten (10) seats provided in said buildings.

Whether these exact regulations are followed or not, the city should make every effort to see to it that the parking problem has been solved before new buildings have been completed. The above regulations are similar to those in cities large and small. These regulations do no more than request that people provide accommodations which are in their own interest. There is, of course, justification in these regulations on a legal and moral level, since parking congestion caused by any one of the above mentioned structures can be a disturbance to the peace and safety of the neighborhood.

INDUSTRIAL AREAS

Corvallis has two natural areas, both outside its city limits, which are very logical for the location of new industries. This is indeed fortunate, since there are no areas inside the city suitable for any but small, non-nuisance, types of industry.

As shown on the Master Plan, one of these areas is to the north of the city extending northward from the intersection of the railroads leading to Albany and to Portland. This area could be extended for a great distance northward, but is sufficient for a long time to come. Industry should not be permitted to have access to the main Portland Highway, but should use the service road recommended paralleling the railroad to Monmouth.



DOWNTOWN CORVALLIS

- EXISTING COMMERCIAL
 - EXPANDED COMMERCIAL
 - PROPOSED PARKING LOTS 110
- WITH CAPACITIES

The other industrial expansion area is in South Corvallis. This area already contains several industries. It seems to be ideal for new industries. They are and will be away from any extensive residential areas, and have access to rail and water facilities. We have suggested as indicated in the Master Plan, that the railroad spur connecting this area with the Southern Pacific Railroad be relocated and carried under the automobile bridges. This possibility may not be feasible at present because of water conditions and elevations. However, if possible it would be logical to avoid a grade crossing along the main highway. Construction of Willamette River dams may permit at a later date.

PARKS AND RECREATION

The problem of providing adequate recreation must take into consideration three important things:

1. Beautifying the community.
2. Developing intelligently existing assets and providing new ones for tourist attraction.
3. Providing the necessary facilities for the local people for a wholesome and effective recreation program.

The results of good park and recreation facilities cannot be measured in dollars and cents, though such tourist attractions do pay financial dividends. The most basic result of providing such facilities is intangible, but essential. Unquestionably a city with an excellent park and recreation program produces healthier, happier, and better citizens.

Avery Park

The City of Corvallis is to be highly commended for having developed Avery Park. It is indeed a real asset and its development should be continued. Certainly the Zoo should be expanded. Such facilities are invariably far more popular if there are more attractions. It would be very desirable

if the Park Board were to get an authority on zoos to review the facilities and attractions and recommend ways in which the zoo might be expanded.

The suggestion that a lake and a bird sanctuary be provided in Avery Park is especially excellent. Undoubtedly, if it is properly developed, it can be an outstanding attraction. Since the park will be conveniently close to the major highway system, the new approach to the city from the coast (see Master Plan). Such features as the sanctuary and the zoo should be developed so they are worthy of tourist attraction.

Avery Park should be extended to protect the north side of Marys River against development detrimental to the park, and also to aid in providing an efficient and attractive entrance into the city from the coast. If the area shown on the map (page 14) as an extension of Avery Park and the park system be acquired, the proposed parkway from 35th Street to a connection with the new highway at First Street would be the most beautiful approach to any City in the State of Oregon.

This extension of the park system would connect Avery Park with the City Park across Marys River to the northeast and protect the river on both sides for park use all the way from the east side of Avery Park to the Marys' confluence with the Willamette River. All of this land is low and subject to floods. It is usable during fair, warm weather, however, for park purposes. We urge speedy action in getting this land into public ownership.

The East Bank of the Willamette River

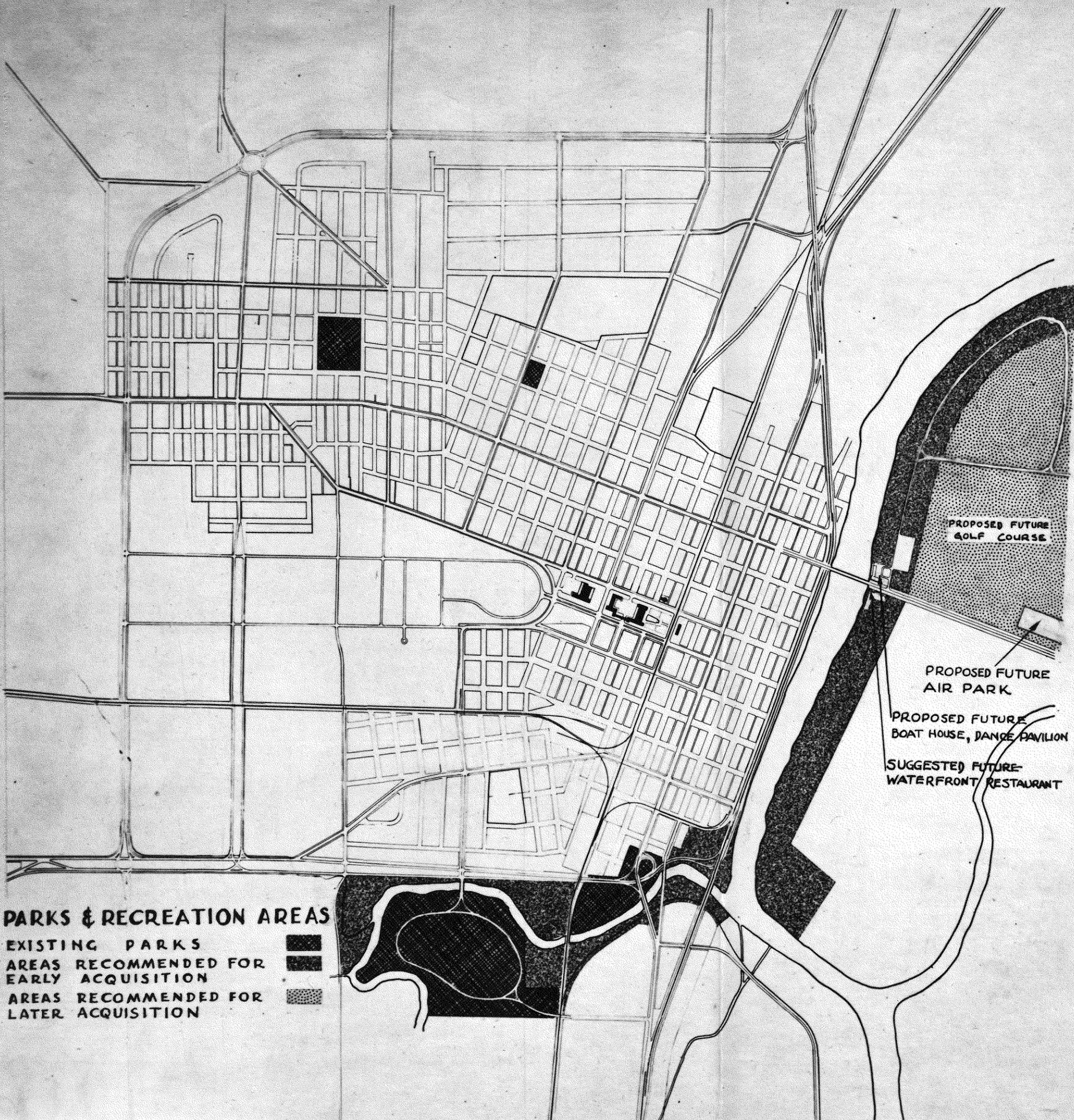
The outstanding opportunity for the City of Corvallis in park development lies in the area just across the Willamette River from the city. The land is low and subject to frequent flooding. However, the flood condition will be very much decreased with the completion of the system of dams to be constructed along the Willamette River and its tributaries.

It is doubtful that this area will ever be of any great commercial value. However, there is a definite danger of future changes in ownership or other conditions which would encourage the development of these areas as "shack towns", "hobo jungles" or at least result in the destruction of the trees which are such beautiful assets to the community.

With the construction of the highway along First Street, this street will be Corvallis's "front yard". Surely the protection of the area across the river from this necessary development will be of great value to the city from the standpoint of natural beauty and its effect upon visitors coming to the city.

And consider the recreational advantages of the area. As a place for the holding of boat races, with ample parking areas for automobiles, and as a place for river swimming when the Willamette River is cleaned up, the area is ideal. Sewage disposal plants are planned for construction immediately which will go a long way in cleaning up the stream. The area is excellent as a place for pleasant park drives and picnic grounds; as a fine setting for boat landings and boat rentals. For all of these reasons Corvallis should own the entire river front area as shown on the plan, page 14.

Although of not as great urgency as the riverport area, the area just east of the strip of land along the river extending southward to the proposed new approach to the Harrison Street bridge would be desirable if developed for park purposes. It should possibly extend far enough eastward to provide for a golf course and an air park. The air park is not a facility in need of immediate consideration. We are convinced, however, that it will eventually be a valuable asset to the city since it would be in close proximity to downtown Corvallis. It will some day be needed for private planes, both for pleasure and for business use.



PARKS & RECREATION AREAS

- EXISTING PARKS [Solid black square]
- AREAS RECOMMENDED FOR EARLY ACQUISITION [Dark dense shaded square]
- AREAS RECOMMENDED FOR LATER ACQUISITION [Stippled square]

PROPOSED FUTURE GOLF COURSE

PROPOSED FUTURE AIR PARK

PROPOSED FUTURE BOAT HOUSE, DANCE PAVILION

SUGGESTED FUTURE WATERFRONT RESTAURANT

Polk Street Park

The name Polk Street Park is used to identify the park. We are referring to the area of four blocks owned by the city, intersected by Polk Street and 26th Street.

This area is in an excellent location to serve both the existing and the probably expanding population in northwest Corvallis. It is an area of 7.5 acres, including the street areas which would have to be vacated.

The area is needed now, and will be increasingly needed, for neighborhood recreation. It should be developed with adequate play facilities. It would be a major tragedy to the well being of the community to have this area lost for park purposes. There is no other park in close proximity to it. The city should retain and develop this area as soon as is reasonably possible.

Franklin Square

This small park should be retained as a park for smaller children and older people. It is in an area where it is needed and it is used extensively today.

SWIMMING POOL

No one in Corvallis will deny that a swimming pool is needed. The principle problems are: (1) location; (2) type of pool (open or covered pool); (3) how will it be financed?

After reviewing the potential locations for a municipal swimming pool we have concluded that by far the most feasible location is the area in the lower campus between Madison (projected) and Monroe Streets and between 9th and 11th Streets. This area is approximately 4.0 acres in extent. It is the most central location which the city has to offer. There is ample space in the area for both the pool and for the parking of 130 to 150 cars.

The proposed civic center development to the east of this location between Madison and Monroe Streets would provide an additional 30 to 100 usable parking spaces because the City and County offices would be closed Saturday

and Sunday afternoons when the pool would be used the most. The building could be given a very attractive setting, screened somewhat from the proposed entrance to the college. (See proposed Civic Center Map). If it were located here its architecture should be in conformity with the architecture of the college. Certainly its design should be subject to the approval of the college planning commission. It could be a very dignified and attractive building.

We recommend that careful investigation be made into the possibility of a pool which could be enclosed in the winter and open in the summer. Certainly such a combination would be ideal. Perhaps the roof, or part of it, could be transparent or at least translucent.

The lower campus location for the pool is of course subject to negotiation with the officials of the Oregon State College and the Oregon State Board of Regents. Such negotiations should take place in the very near future if the community wishes to develop a pool by next summer.

In the event that this location is not available, the other location which we recommend for consideration is on the 9 acre plot of land owned by the school board, just west of the high school grounds. This site is decidedly inferior to the lower campus location. It is considerably to the north of the present center of population and we doubt if the population will extend northward enough to centralize it. A swimming pool on this site should be planned so as not to interfere with the play ground for the Franklin School. It also should be related to the parking lot which is recommended for the high school stadium so that the parking facilities could be used intermittently for both the pool and the stadium. This location does have the advantages of making the pool conveniently usable in the athletic program of the schools. A pool here, however, would be cramped and inconvenient to much of the population.

In the event that neither the lower campus location nor this one is available, consideration should be given to the area east of the high school between it and North Ninth Street.

SCHOOLS

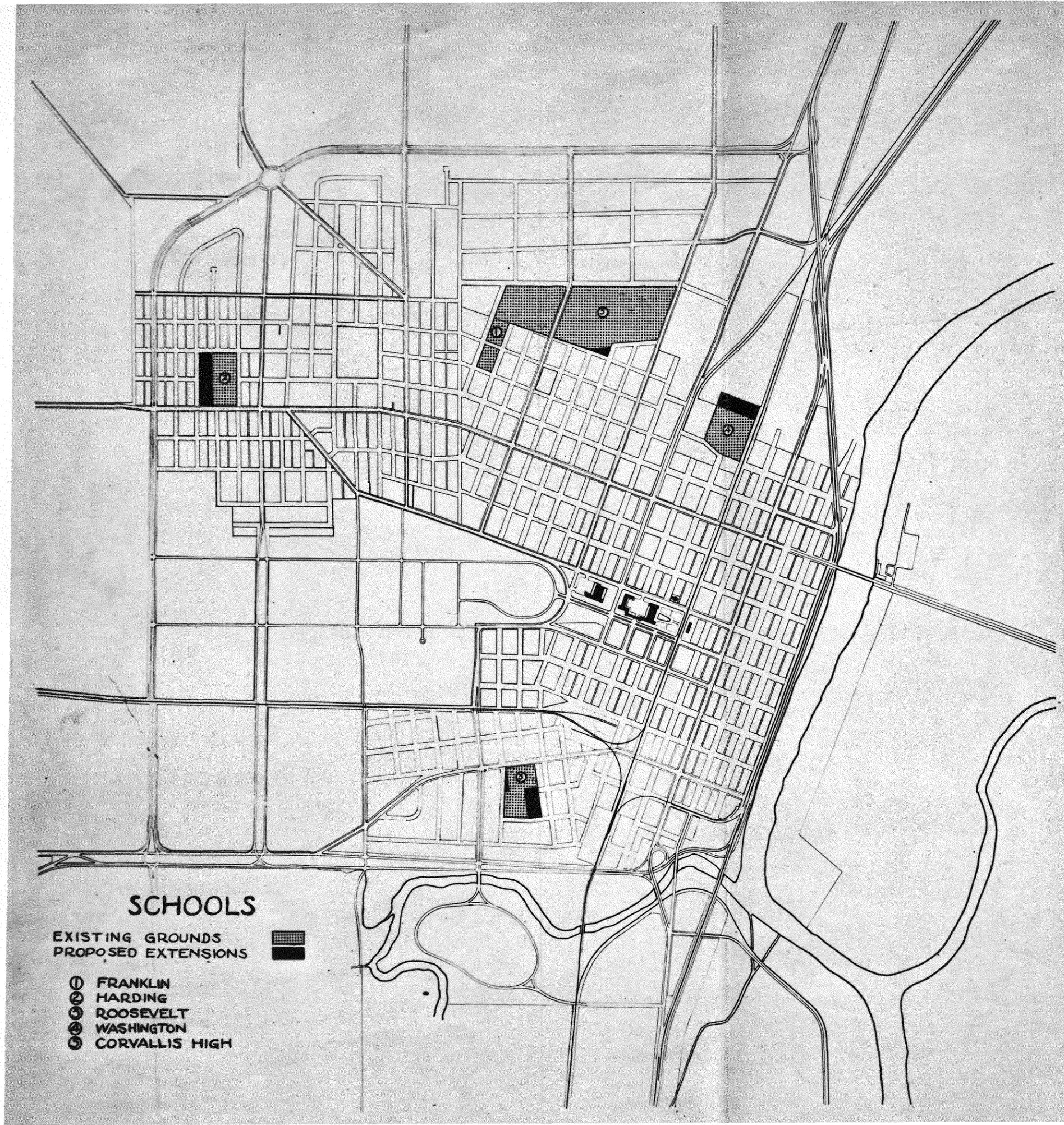
Corvallis is indeed fortunate that its schools are very well located. The serious problem as regards the physical plants involved lies in providing more adequate grounds and in replacing some of the old buildings.

The map page 18 shows the areas we suggest the School District acquire.

The table below outlines the recommendations:

Recommendations For Schools

School	Present Area In Acres	Needed Area In Acres	
Roosevelt	4.6	5 to 6	Recommendation is to add west half of block between C and D Streets and between So. 11th, and So. 13th Streets. Total ground would then be approximately 6 acres.
Washington	6.2	5 to 6	If area to north becomes industrial, recommendation is to add area extending 150 ft. to north of grounds as a "buffer" against industry.
Franklin	2.85	5 to 6	Taylor Street separates school from grounds. Recommendation is that school be eventually replaced by new building in area north of Taylor Street. Ample grounds are available.
Harding	4.48	5 to 6	Recommendation is to acquire land west of school ground, extending to No. 33rd Street. This would bring total acreage to 6.8.
Junior High	3.4	10	Recommendation is to eliminate this school location because of inadequacy of grounds. There is no way of expanding them.
Senior High			Location is good, but does not serve the south end of town too well. Grounds are adequate, need parking lot for athletic events.



SCHOOLS

EXISTING GROUNDS
PROPOSED EXTENSIONS



- ① FRANKLIN
- ② HARDING
- ③ ROOSEVELT
- ④ WASHINGTON
- ⑤ CORVALLIS HIGH

Area west of Senior High 9

Three or four acres of this area are needed as a playground for the Franklin school. Another three or four acres are needed as a parking lot for High School athletic events. This is a possible alternate location for a community swimming pool. It would be considerably crowded in this location, however.

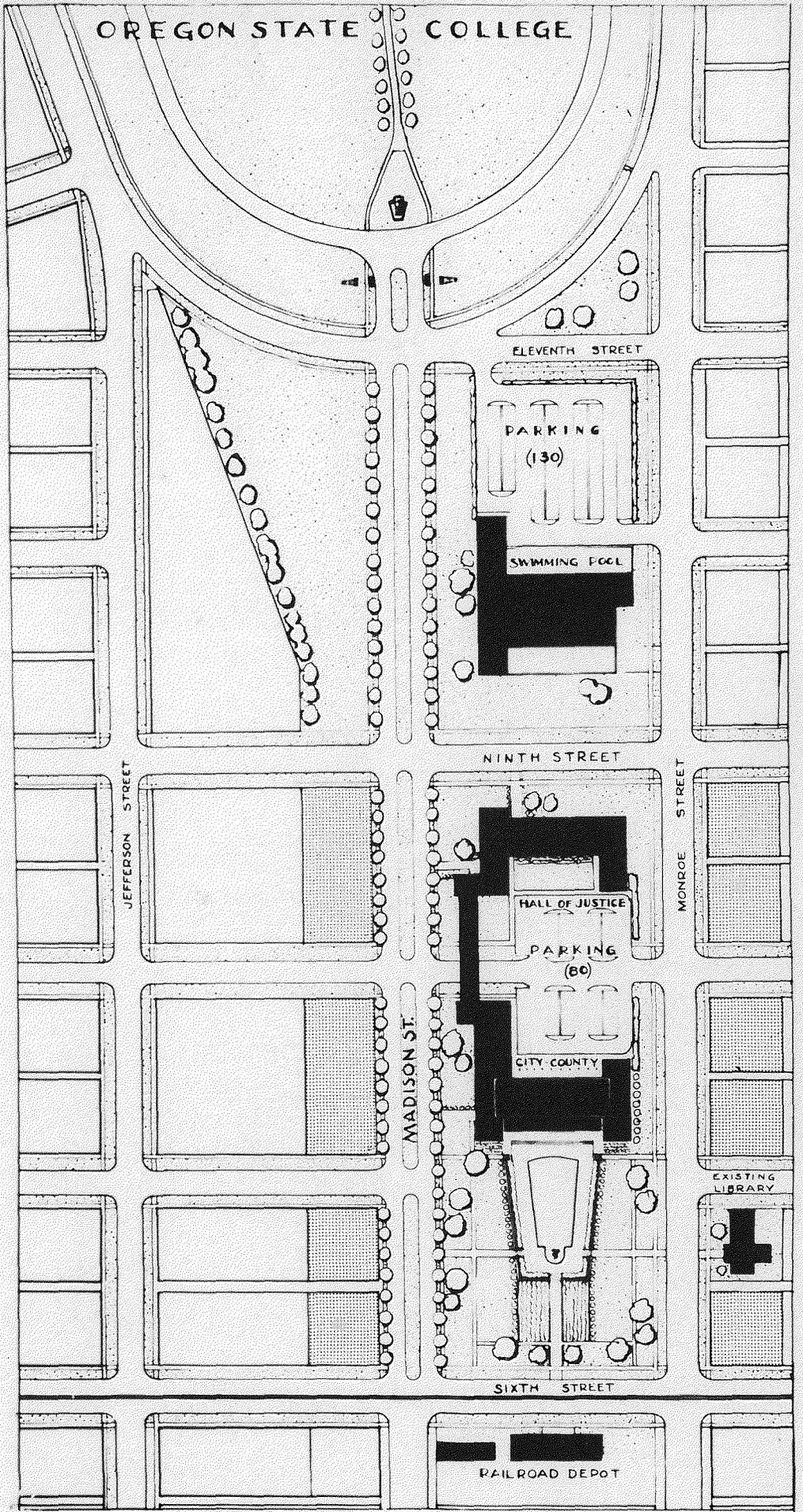
THE CIVIC CENTER

Very few cities ever have the opportunity Corvallis now has of developing a civic center which can be an outstanding example of efficiency and beauty. Fortunately your entire community seems to be convinced, and we are in complete agreement -- that the center should be located in the area occupied by the present Junior High School.

The Railroad Depot and the beautiful Library form a very happy nucleus for a civic center. The library deserves an attractive setting facing it on Monroe Street, and it would be very effective to have an open mall in front of the railroad depot across Sixth. We therefore recommend that the entire area between 6th and 7th Streets and between Monroe and Madison Streets be kept free of buildings, that as many of the beautiful trees as possible be retained, and that the area be developed into a beautiful formal garden with possibly a pool in the center. The central portion of the development could very effectively be sunken slightly. See Civic Center, page 19. With such a setting as this a City County building could be beautifully accommodated in the area between Madison and Monroe Streets.

Since there is considerable logic in separating the police and sheriff's offices, the court rooms and the health departments of both the City and the County from other administrative units, we recommend a Hall of Justice housing the above mentioned agencies. This building should be located adjacent to the City County building.

OREGON STATE COLLEGE



PROPOSED CIVIC CENTER AND MADISON STREET ENTRANCE TO THE COLLEGE

CONTROLLED BUILDING AREA

SCALE IN FEET

0 50 100 200

We, therefore, recommend that it be located in the block between 8th and 9th Streets, and between Monroe and Madison Streets. This area is now occupied by a few homes and a church.

As part of a long range plan the city and (or) the county should certainly own this land. In the first place it is definitely needed for the Civic Center. In the second place it would be a pity if a little island of houses were permitted to remain between the civic center and the lower college campus. All the land from Sixth Street to the college should be in public ownership.

Both of these buildings mentioned above will need parking facilities. We therefore recommend that a parking area of ample size be located between them. See plan page 20.

The present City Hall should be torn down when a new one has been built. The fire station is in a strategic location to serve downtown Corvallis, and should remain in its present location.

A new fire station should be located close to the campus in the western part of the city. We recommend that the city and college officials investigate the property at the southwest corner of Twenty-sixth and Monroe Streets as a possible site for a fire station to serve the college and the northwest residential section. The corner of 30th and Harrison Streets should be considered as an alternate location.

The property upon which the present County Court House stands should definitely become a publicly owned parking lot when a new county building has been built. There is no better location for a parking lot in downtown Corvallis. The trees should remain, and possibly portions of the property should be landscaped.

There are several ways of developing the civic center. Three of the most essential requirements are that all the land between Sixth Street and the college be purchased, that the area between Sixth and Seventh Streets,

and between Monroe and Madison Streets, be left free of buildings, and that ample off-street parking be provided.

MADISON STREET ENTRANCE TO THE COLLEGE

The city and the college have a magnificent opportunity to develop, in coordination with the civic center development, an entrance to the college along Madison Street. No other college entrance in the country could match this in beauty.

The college and the town are very dependent upon each other. Here is an opportunity to strengthen that sense of belonging in the same community by cooperating on a physical pattern which effectively ties the two together. At the present time it is possible to enter the college only through the "back door." By widening Madison Street, and putting a park strip about twenty-two feet wide in the center, and extending this widened Madison Street from Sixth Street to Eleventh Street, Madison Street can be made into a beautiful boulevard. This would create a splendid border for the civic center as well as an impressive entrance to the college. The college gates could be moved from their present location to a place just west of Eleventh Street. Madison Street would connect with the campus street system as laid out in the Taylor Plan for the college.

We recommend that this plan be worked out jointly by the city and the college officials. It is a splendid opportunity which should not be lost.

CONTROLLED BUILDING AREA

The proposed Civic Center will be such an outstanding asset to the City of Corvallis that the city will be justified in controlling the areas adjacent to it. Doing so is a customary procedure in cities with civic centers.

The city should set up a special civic center district and establish regulations controlling the use of property, and the height and area of buildings. Because such a district is of a special nature, it would be best to keep it separate from the zoning ordinance.

The regulations should be studied in detail before being passed by the council. For the council's consideration, we recommend the following:

1. That no building more than 40 feet in height be permitted in the designated area.
2. That no new building be permitted within 20 feet of the front property line of the property.
3. That no new building be permitted within 10 feet of the side property line.
4. That buildings to be erected in this area should be reviewed by either the City Planning Commission or by a special architectural committee of the commission.

This committee, if created, should have the power to review all plans for structures to be erected in the civic center district.

Such a committee should develop a friendly relationship with persons wishing to build in this area in order to avoid serious friction.

Certainly the citizens of Corvallis will feel a real responsibility toward protecting this area from all construction which would be detrimental to the civic center.

ZONING NEEDS

The Corvallis zoning ordinance, although superior to many in the State of Oregon, is, like many other ordinances, out of date. It is impossible to anticipate for a long period of time what the real land use needs of a community will be, and since there is a constant improvement in principles of good zoning to meet new conditions, a revision of the zoning ordinance of a community is necessary every few years.

One very important aspect of zoning is that it is worth far more to a community if used as a legal means of accomplishing the master plan. Since Corvallis' original zoning ordinance was not based on a master plan, and because the purpose of this report is to develop just such a plan, the revisions in the zoning ordinance should follow the principles set down in the master plan. The zoning ordinance should become a legal means of accomplishing many important phases of the master plan. Therefore the recommendations which are set down here are all made to conform with the master plan itself.

Residential Zones

Although the area now set aside for Zone I residential use is, in general, correct, there is one serious weakness in the present zoning ordinance. The present zoning ordinance permits duplexes and other 2-family houses to be constructed in Zone I. The map which was prepared for this study of existing land use and which is on view in the city engineer's office, shows clearly the influence of this weakness.

There are scarcely any areas in the city which do not contain several two-family houses. There is only one small district in the northwest area which is completely free of multiple family housing. Even this district is likely to take on the aspect of a multiple family housing district unless changes are made which will prevent the growth of two-family housing in it.

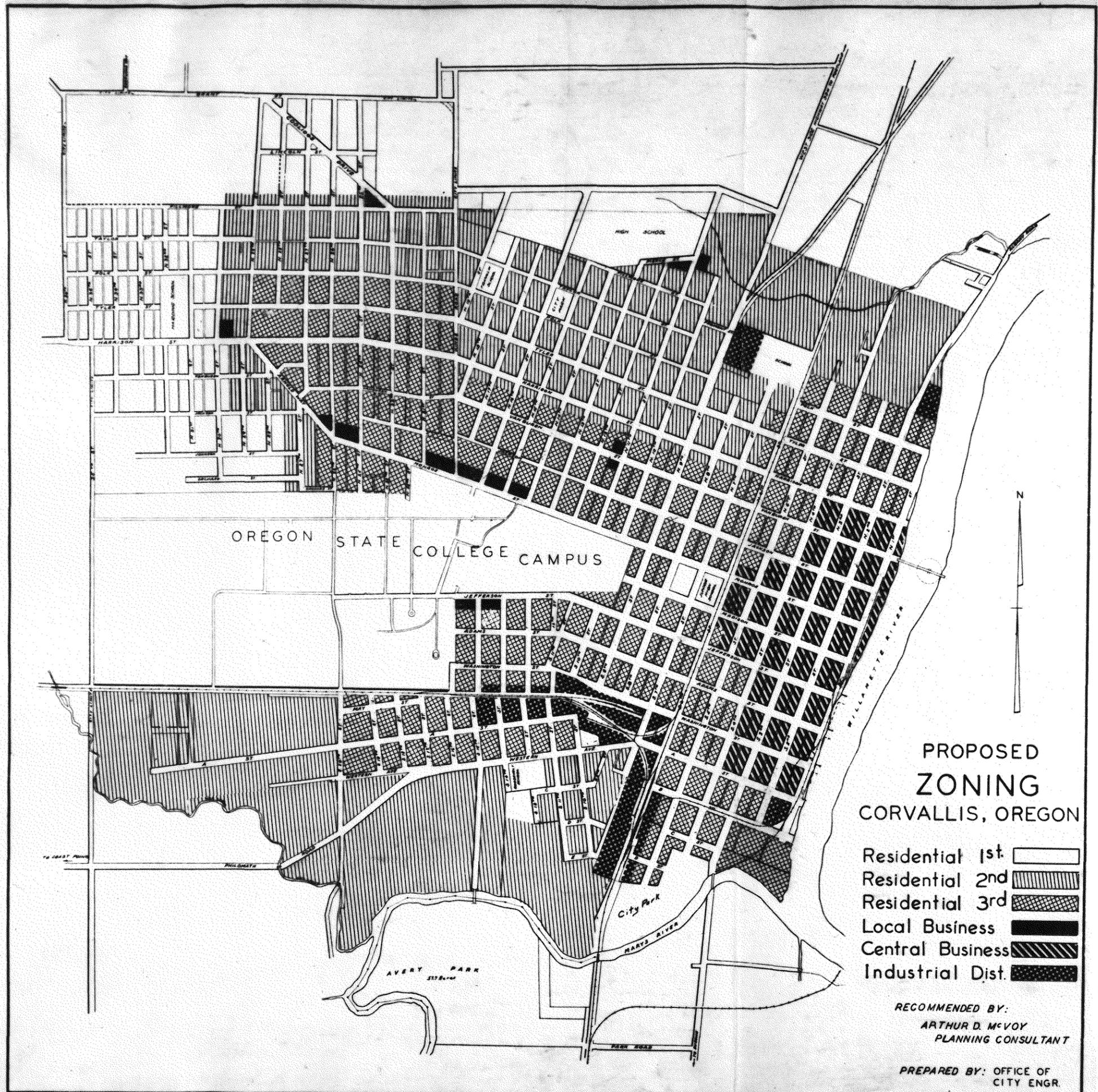
There are still some areas within the city limits not yet built on. These should be protected against two family housing. There are several areas outside the city limits which should be restricted to single family use. The city should begin to think in terms of absorbing such areas outside the city limits in order to give them single family zoning protection. A strong argument for doing so is that this action will protect those areas against the encroachment of undesirable housing detrimental to such areas.

The city of Corvallis is different from other cities in that the location of the Oregon State College here demands many apartment houses, rooming houses, and other multiple family housing. Provision should be made to take care of these needs but multiple housing should not be permitted to expand beyond certain areas. Because of this condition, which is peculiar to only a few smaller cities in the country with large institutions, such as colleges, we recommend the following change: Instead of having, as is the case now, two residential zones, one restricted to single family residences and duplexes and the other permitting multiple family housing or fraternity and sorority houses, three residential zones should be provided. Zone I would be for single family residences only; Zone II for two family residences and possibly multiple dwellings of the garden apartment type, with certain restrictions regarding them; Zone III to be a residential zone in which apartment houses and fraternity and sorority houses shall be permitted. (For the recommended area of these zones, see map 24.

Commercial Zones

Zone IV - Commercial Zoning

We recommend that the commercial zoning setup for the restriction of construction in the downtown commercial area remain very much as it is as regards restrictions. We have recommended certain changes in the area to be zoned for commercial uses as shown by map 24. The area which has been recommended as a central commercial area is the one which most logically will develop from the standpoint of the master plan, considering the principle of service streets, flanked by parking lots around the central commercial area as stated in the report. It would be desirable that those areas which are shown in the master plan for parking purposes be zoned, if possible, for parking use only.



PROPOSED
ZONING
CORVALLIS, OREGON

- Residential 1st
- Residential 2nd
- Residential 3rd
- Local Business
- Central Business
- Industrial Dist.

RECOMMENDED BY:
ARTHUR D. McVOY
PLANNING CONSULTANT

PREPARED BY: OFFICE OF
CITY ENGR.

Zone V - Neighborhood Shopping Centers

In general the restrictions regarding neighborhood shopping centers which are set up in the present zoning ordinance are satisfactory. We have suggested some additional neighborhood shopping centers. The areas shown on the master plan, devoted to parking, shall be permitted in the neighborhood shopping centers area, but only if used for off-street parking. A very sensible addition to the neighborhood shopping center zone requirements would be that no shop be permitted to extend within 15 feet of the street line in residential areas. This would help in retaining the residential character of the neighborhood and safeguard against serious automobile accidents as a result of blocking the vision of drivers at street intersections.

Industrial Zone

The only areas available for industrial expansion in Corvallis which are appropriate for industry are areas definitely not appropriate for heavy types of industry in which an excessive amount of noise, smoke, odor, or congestion would seriously interfere with healthy commercial and residential uses adjacent. There are, however, two excellent areas for industrial expansion, both outside the city limits. Both of these areas are appropriate for heavy industry without interfering with present or probable future residential development. We therefore recommend that within the present city limits only one industrial zone classification be provided and furthermore, that within that zone only industries which are not detrimental to the above-mentioned adjacent uses be permitted.

CONCLUSIONS

It is our intent, in the interest of the citizens of Corvallis, to help make this city one of the most progressive on the West Coast. We are concerned that if those plans which have been recommended are accepted, public officials be made fully aware of the seriousness of following them as closely as possible in principle, and deviate from them only where the specific circumstances clearly indicate that a deviation is justified.

A zoning ordinance is as strong as the leadership of the city permits it to be, and it is the responsibility of that leadership to see that administration of such an ordinance is based upon sound, logical principles of good zoning which protect the city as a whole and are fair and democratic to all citizens. It is possible to be fair and democratic only by basing all zoning administration upon the principle that zoning is a municipal measure adopted for the best interests of the majority of people and in the best interest of the community as a whole.

Corvallis today has in only a few places been seriously hurt by unsound principles of zoning. There are poorly located land uses which existed before the zoning ordinance was passed. In general the city has not been too seriously hurt for sound zoning to be of material aid, not only in protecting new areas, but also in regaining for the existing areas a more healthy relationship to their land uses.

CITY LIMITS

The city limits of Corvallis should be extended for several very valid reasons:

1. Much of the urban growth of the area is taking place outside the city limits where there is no control over land use.
2. Better health conditions can be assured.
3. An orderly development of public utilities can take place.

4. Most of the growth beyond the city limits is residential expansion on the part of people who make their living in Corvallis and enjoy many of its advantages.
5. Administration of fire and police protection can be made more efficient.

The areas which we recommend for consideration in extending the city limits are within the boundaries described below:

The area north of the city extending at least to 200 feet north of the location of the proposed new "loop" artery. This would not necessarily have to include the industrial area to the northeast. It should definitely include the land on both sides of highway 99W. To the east of the highway, it could extend only 200 feet. It should extend along a line 200 feet beyond the north leg of the loop until this line meets with a line about 275 feet west of 35th Street. The line west of 35th Street should extend to 350 feet south of the center line of the present Coast Highway. From there it should extend southward until it meets Marys River.

The city should also take in an area to the south enclosed by the center line of the Mill Race and the Southern Pacific Railroad.

By this revision of city boundaries the highway approaches could be zoned against the kind of construction which has so badly mutilated the approaches to a great many cities. It would protect the "loop" highway system from unfortunate developments which would retard healthy growth of the community. It would enable the city to protect the northwest district which is destined to grow. Proper zoning could be an additional safeguard in this area.

The proposed future highways and parkways and projected residential areas deserve the kind of protection which will save rather than lose money for the taxpayers of Corvallis. This can be accomplished only by proper control of the areas into which they are to go. Through taking these areas into the city, proper zoning control can be set up. You and your community need this protection and should take immediate steps to obtain it.

Certainly in the long run, it will be a real advantage to the people now living in these areas because it will insure the proper development of these areas and improve property values.

CONCLUSION

God has given you a beautiful setting for a city. You have already done much to take advantage of it. You have it within your power to become one of the most pleasant, one of the most livable communities on the west coast.

This has been a cooperative venture. Most of it is your own local good sense coordinated into an overall plan with various thoughts and ideas fitting neatly together and avoiding cross purposes.

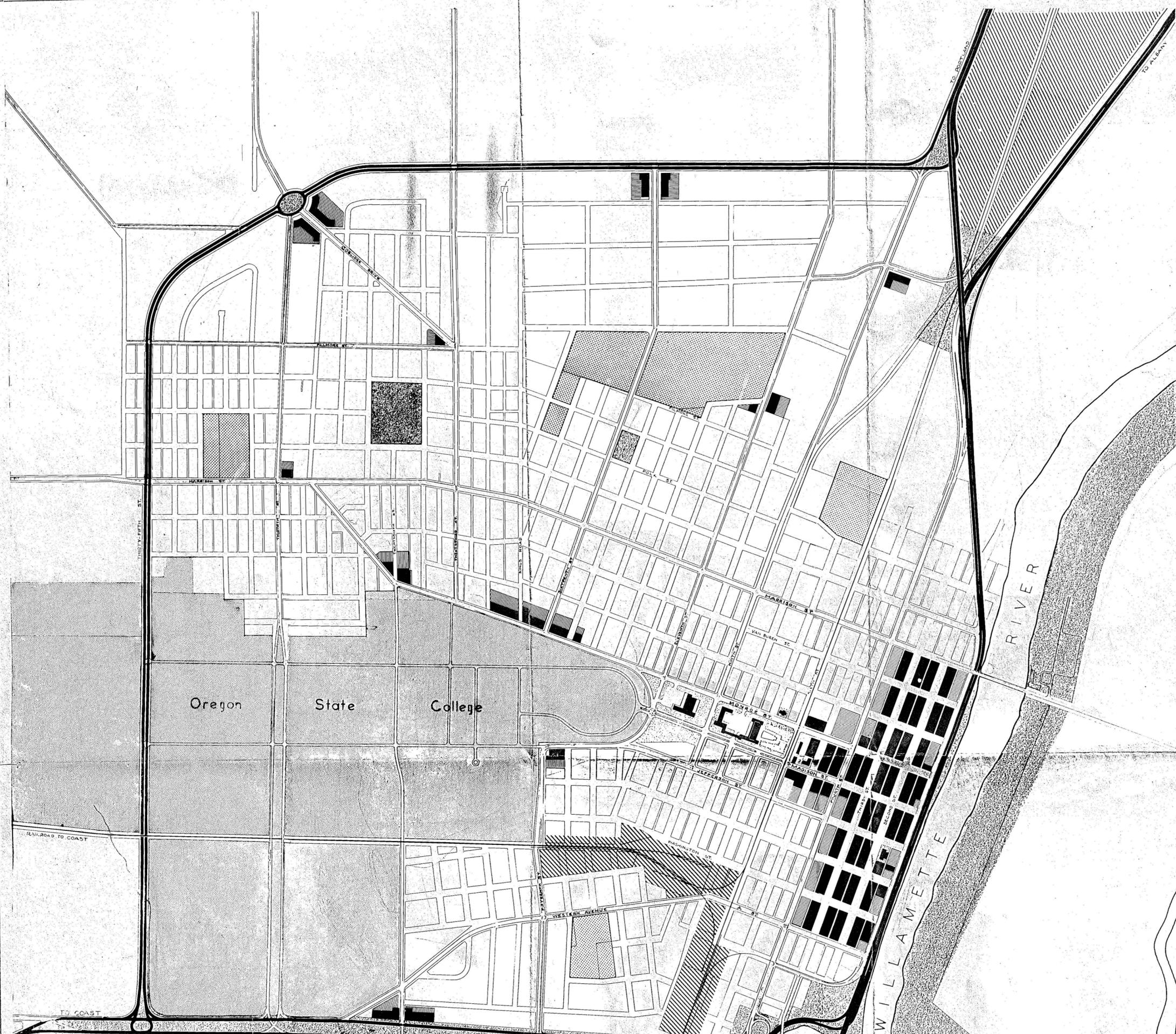
The most unfortunate thing that could happen to this plan now would be to put it aside and say, "Now that's done. We have a plan. We can forget about planning."

You can never forget about planning if you hope to make it worthwhile. You must decide that this is not just a plan, a lot of maps and a report. You must constantly realize that this is a program, a program demanding action. This is a guide for orderly growth, it is an insurance against chaos and bankruptcy. You should, as time goes by, constantly review the plan and decide what has been accomplished, then what should be accomplished next.

This plan is an assurance that you, your children, and your grandchildren will live in a better and a happier city. What greater satisfaction can one have than to build constructively for the enjoyment of his own and future generations?

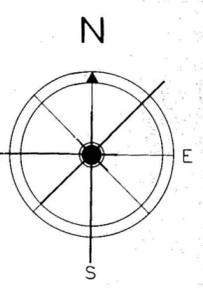
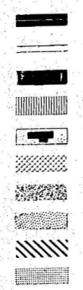
Compiled by:
V.L. Goodnight
City Engineer

Arthur D. McVoy
Planning Consultant



LEGEND

- MAJOR TRAFFIC ARTERIES
- MINOR & LOCAL ARTERIES
- SHOPPING CENTERS
- OFF STREET PARKING
- PUBLIC BUILDINGS
- SCHOOLS
- PARKS & RECREATION
- OREGON STATE COLLEGE
- INDUSTRIAL AREAS
- CONTROLLED BLD'G AREA



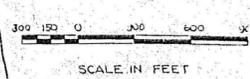
COMPASS & WIND ROSE

**LONG RANGE MASTER PLAN
FOR THE CITY OF CORVALLIS OREGON**

ARTHUR D MCVOY
WITH THE ABLE COOPERATION OF LOCAL AND COLLEGE OFFICIALS

PLANNING CONSULTANT

DECEMBER, 1945



SCALE IN FEET