

Mill Race Chronology – DRAFT – 5/8/2015

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Abbreviations

CLD – Crystal Lake Dr.

CofE – Corps of Engineers

CPN – City Capital Project Notebook

CSG – Corvallis Sand & Gravel

ECSI -- DEQ Environmental Cleanup Information Database (includes chronology of all DEQ actions – only selected included here)

LOMR – letter of map revision

MRa – Mill Race

MRv – Mary's R.

WR – Willamette R.

Ev – Evans Products, Evanite

HV – Hollingsworth & Vose

MGC – Marysville Golf Course

Soto Cr. – the trib formerly entering the Mill Race at present location of CRD bridge – extended S to behind Lincoln School - blocked by Bridgeway Rd. development

1850 - JC Avery and Solomon K Brown dammed the Marys River (known now as Avery Dam) and dug the Mill Race to operate a saw mill on the banks of the Willamette River just south of the Marys River. Solomon Brown's grandson in a 1897 interview said the dam was built in 1851 (from Mary Gallagher's Notebook, p. 34)

1851 – Winter - Avery dam washed out by big flood.

1852 – GLO map shows Mill Race inlet immediately downstream from major curve (by 1913 topo this had been straightened)

1855 - Dam was rebuilt and Avery built a grist mill on the Mill Race (Oregon Union, July 23, 1897).

1856 – dam washed out again

1857 – Third dam was a success (Marys River rerouted at this time?)

1864 – Mill sold to Altree

1870 - Altree sold Avery Mill to Hurst and May (p. 36 Mary Gallagher notes)

1873 - The Mill was destroyed by fire (Fagan – page 430 – Dave Eckert has this 1885 book)

1875 - Mill was purchased by Hurst, Korthauer and Grey and named the Corvallis Flouring Mill.

1877 - Fischer bought out the Hurst portion

1880 – Fischer bought out the others in 1880 (Fagan – p. 442).

1908 – Corvallis & Alsea RR built from Corvallis to Monroe, Alpine, and Glenbrook (mill?) – did not cross waterway except at MRv, MRa, and Goodnight –trestle built S of MRa to accommodate original stream channel (and/or dominant MRi overflow channel)

1912 – deed 056-239 – parcel at inlet sold by Thompson to Tunison

1915 - County Survey #484 - Lilly Estate– area adjacent to Mill Race and Soto Cr. marked as wetland – earliest survey by Walter Galloway, City Surveyor, until death (in office) in 1949.

1917-18 – first bridge built across Mill Race at Hiway 99 (Oregon State Hiway Commission Biennial report)

1920 – Fischer’s Flouring Mill closes due to Depression

1921 – County Survey #285 Fischer Estate (filed as Galloway)

1921 – County Survey 212 (12500005) for Levi Henkle showing trailer court N of rr spur and west of 99W. Lists property along 99W and immediately south of rer spur as Union Oil of California, and property east of 99W and immediately south of rr spur as Standard Oil Co. Next parcel (Shell Oil Co., now Corvallis Rental) includes strip providing access to railroad spur – possible pipeline?

1922 – CSG began operations S of Fischer Mill. Though it began ops elsewhere in 1911 – JH Gallagher was owner/manager entire time – County Rd originally aligned much nearer river than old CLD was called Gallagher Road. Operated until at least 1964 (Corvallis Magazine 1964 pp. 14-15)

1923 – Pacific Highway (US 99W) paved

1924 – Fischer Mill reopened producing feed and seed rather than flour

1934 – Fischer Mill was called Corvallis Feed and Seed, operated by WA Bates and JE Reardon

1936 – aerial - no structures along race. Soto Cr. enters from SW just downstream from early version of Bridgeway (no fork). Another drainage way visible intersecting MRa just west of 99 bridge. Went across rr tracks (now blocked by them), across what's now NW end of Leonard St. (call this Leonard Creek) Crystal Lake (county road) hugs Willamette shore. Some fence-line or property boundary or possibly road extends from rr tracks (S of S trestle) toward Avery Dam.

1938 – County Survey 12-5-00012 (CS165) – covers from Avery Park to near Wake Robin and east to rr tracks – shows what's now MGC and Ethan Allen property as a single tax lot. N boundary of this crosses Mill Race about half way between inlet and Allen St.

1938 – Mill operating as Valley Milling Co. with EE Eastwood as manager.

1940 – aerial - still no structures. Soto Cr very visible. Leonard Cr. becoming still visible. Structure (farm road?) now starts at 99, goes across tracks directly to Avery Dam. Road to lower dam from CLD not yet built. Church land at MRa inlet out of ag prod but doesn't look like structures present. Industrial site N of MRa and E of SP mainline not yet built.

1941 – Fern Ridge dam completed – first flood-control dam on Willamette upstream of Corvallis (all dam info from undated (~1999? CoE brochure) – no flood control on Marys River

1942 – “Fischer Mill” destroyed by fire

1942 – Cottage Grove dam completed on Willamette upstream of Corvallis

1945 – County survey 286 has annotation “Mill Race Concrete Wall” downstream from sluice gate.

1947 – Dog Face Lumber Co. operating well upstream from mill site (log pond?)- also Chapman Manufacturing was in operation at former mill site

1948 – major flood

1949 – Walter Galloway dies, City Surveyor for 30 years.

1949 – Dorena Dam completed upstream of Corvallis

1949 – deed 125-454 – parcel at Mill Race inlet deeded by Tunison to OSC Foundation for \$1, paid jointly by OSC Foundation and Phi Kappa Phi.

1954 – Lookout Pt. and Dexter dams completed upstream of Corvallis

1955 – Marys crested at 20.8' gauge ht on 12/21, Willamette at 218.3 on 12/23 – flooding likely but not confirmed

1956 - Evans Products (now Evanite) purchased property from Ralph Chapman (site of former Fischer mill) (BCHS)

1956 – CS2751 for Shell Oil Co. – refers to what is now Corvallis Rental with its weird strip extending N to rr spur and then east along same.

1956 – aerial - Corvallis Sand and Gravel in full swing. County road along Willamette gone. CLD in place. 2nd Mary's R. bridge in place. Log pond and mill appear. Other than that, still no structures, Soto and Leonard Cr. still clearly present. Road from CLD to lower dam. Chapman plant in place.

1958 – aerial - Still no structures along MRa. Bridgeway in current config. Previous rd to dam gone, another rd built to N of previous. Soto Cr. still evident. Chapman plant in place. Logpond to W of MRa. Land to E cleared but not in use.

1958 – Evans planning on turning over Mill Race to City (Eugene R-G article) – no longer using MRa as water source

1959 – aerial - Plant built W of MRa S of SP RR spur. What is it? Mill pond in use and land to E used to store logs. Soto Cr. still in evidence. Church built at inlet. Something (sand, gravel) just to N of MRa at SP mainline.

1960 – Avery Dam in good condition – photo dated 3/24/60 in Salmon Report

1961 – Hills Cr. dam completed upstream Corvallis

1962 - major annexation – almost all land between SP rr (W), Goodnight & Wake Robin (S), possibly CLD E) and Ev and MRv (N)

1963 – Cougar dam construction started, completed 1964 upstream Corvallis presumably before the flood

1964 – Willamette crested at 219.5 ft elevation on 12/24, Marys crested at only 20.72' gauge height on 12/22, possibly not high enough to overflow Marys? -- all except two Willamette flood control structures were in place

1964 – deed 189-368 – quitclaim – Evans Products deeded parcel at Mill Race inlet to Corvallis Country Club

1965 – aerial shows no sign of surface ditch into MRv

1966 – Fall Cr. dam completed

1966 – deed M-342 – Corvallis Country Club deed inlet parcel to Evanite

1967 – survey CS4394 for Stanley Wilt showing boundaries of what's now H&V intake pond – shows Mill Race as not yet diverted to Marys

1969 – surface ditch clearly in evidence – dam still in evidence

Blue R. dam completed

1970 aerial – Avery Dam breached, golf course pond now visible

1971 – deed M-25278 – Evanite transferred inlet parcel to OSU Foundation except for 60 ft right-of-way for Mill Race

1973 – first annexation of Ev - W end of property

1974 – Marys crested at 20.91 ft on 1/15 – remnants of diversion dam were washed out – Willamette crested at 217.5 ft elevation on 1/17 – SoTo flooding likely but not confirmed

1975 – Ev opened first battery separator plant (DEQ news release 1/18/01)

1978 – Ev records show TCE spill of ~1400 gal – later work shows leakage was much greater

- Ev pulled County permit for excavation and grading, fill, and construction for glass fiber plant (maps attached)

1979 – Federal Insurance Admin, Flood Hazard Boundary Map, Benton Co.

1980 – Marys crested at 20.86 ft on 12/25 – flooding SoTo likely but not confirmed

1981 – Willamette Park boat launch built (CPN 80-208)

- letter from Chip Ulstad (City Engineer) to CoE revising MRa profiles

- CLD annexation approved by city council

- Ev site added to EPA CERCLIS (DEQ ECSI)

- Corvallis Drainage Master Plan (CH2M Hill)

- Marys crested 20.9 (12/6/1981), Willamette crested next day 34.9 ft (218.4' elevation NGVD88) -

1982 – Marys crested at 20.89 on 12/16, SoTo flooding likely but not confirmed

1984 – CLD relocated and old MRa channel filled from old CLD ? to perhaps “concrete box culvert”

1985 – current AI culvert installed from just past SP rr spur to N edge of Ev property – TCE encountered at S end (?) of separator bldgs - ditch N of Ev “improved” - “concrete box culvert” filled - project # 85-697 (aka 81-697)

- FEMA Flood Insurance Study for Corvallis and vicinity

1986 — revised KCM engineering plans for CLD relocation refer to what’s now Chapman as Pioneer Place (originally dated 1984)

1987 – EPA signed off on TCE remedial action (according to DEQ ECSI) but not until 1990 according to 2000 Consent Letter from DEQ to H&V

1988 – EPA considers adding Ev to State’s superfund list (G-T article and DEQ records)

- CLD annexation – including all of remaining Ev property but not CLD itself

1992 – Ev battery separator plant shut down (e-mail from Anita Ragan, H&V)

- Annual cleanup of MRa from 99 to MRv still happening (City memo Fehrenbacher/Jordan)

1995 – Marys peaked at 20.8 ft (12/14) – SoTo flooding not confirmed

1996 – Major flood – Marys peaked 2/7/96, Willamette 2/9/96 – aerial taken 2/9/96

- Marys peaked at 20.8 (gauge ht) and definitely overflowed at Golf Course
- Willamette peak ht was 33.5’ or 218.9 ft elevation (NGVD88), just below height of concrete-Al culvert under abandoned SP rr spur
- H&V bought Evanite out of Chapter 11 bankruptcy (late December) in order to assure their supply of glass fiber

1997 – CPN 658093 current culvert installed under SP rr spur (contract to Western Oregon Excavation, Paul Hightower did design)

1998 – Marys crested at 20.85 on 12/28 – SoTo flooding likely but not verified

2000 – DEQ issues Letter of Consent to H&V for continued remediation of TCE release

2001 – DEQ holds hearings on renewal of Ev hazardous waste disposal permit

2002 – Stormwater Master Plan, City of Corvallis – Chapter 13 deals with S. Corvallis

2003 – Ev hardboard facility shut down – from DEQ Site Summary from ECSI Database and e-mail from Anita Ragan (H&V)

2005 – Marys River crested at 21.1 on 12/30/2005 - flooding likely but not verified

2005 - Benton Co. and CoFE – LOMR 04-10-0422P revising Mill Race profiles to reflect work done since ~1981 major errors in printed version for MRv where page edges don’t match – discussed with Toby Lewis but neither she nor Phil have followed up with CoE because errors presumed to not be reflected in model input data, just in the printed version

2007 – TCE Focused Feasibility Study produced by Kennec (includes plume map)

2008 – Revised Focused Feasibility Study Pilot Work plan submitted by PNG Environmental to DEQ

2009 – Aug 10 – new USGS gauge installed at Harris St. Bridge, datum 10 ft lower- new datum

2011 – FEMA Flood Insurance Study for Benton Co.

2012 -- H&V employs about 250 people. 57 to be laid off [not clear if those are included in the 250] - Albany Democrat Herald 1/1/2012

2012 – all time record peak on MRi (21.53 ft at Bellfountain gauge), extensive flooding in S Corvallis. Willamette peaked at 219.1 ft elevation (NGVD88), high enough to have backed water up past the rr spur.

-Evanite name changed to Hollingsworth & Vose, the parent company

2013 – Performance Monitoring Plan for H&V submitted to DEQ by PNG Environmental

2013 – deed 2013-514336 – settlement between Ethan Allen and Sandra Riverman wrt to land at Mill Race inlet, excepting 60' Mill Race right-of-way.

2014 – H&V hardboard plant demolition began

-- PNG installed additional TCE monitoring wells at H&V including one drilled through slab at hardboard plant

2015 - DEQ opens remediation plan for public comment