

PREPARING NATIONAL REGISTER NOMINATIONS IN OREGON

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Questions, comments, and suggestions concerning these guidelines are welcome through October 31, 2014. Please send all correspondence to Ian Johnson. Contact information is provided on page 1. A final formatted and illustrated document will be available in early 2015.

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Introduction

The National Register of Historic Places

Thank you for your interest in nominating one of Oregon's special properties to the National Register of Historic Places. The National Register is the nation's official list of buildings, structures, sites, objects, and districts significant in American history, architecture, and archaeology. Over 1,900 Oregon properties are listed in the National Register, with all of the state's 36 counties represented. The National Register is maintained by the National Park Service in Washington, D.C., and is administered across the nation by state historic preservation offices.

How to Use This Guide

Preparing National Register Nominations in Oregon is a supplement to existing guidance from the National Park Service (NPS), but does not replace those important resources. Key NPS documents include National Register Bulletin 15 "How to Apply the National Register Criteria for Evaluation" and 16a "How to Complete the National Register Form."

These guidelines are organized into four sections. "Before Beginning" presents information to help owners decide if listing their property in the National Register is right for them and how NPS determines if a property qualifies for listing. "Writing a National Register Nomination" includes the necessary information to successfully complete the form, and "The National Register Review Process" describes how properties are listed in the National Register. This document specifically addresses nominating individual properties to the National Register. Please contact the office if considering nominating a historic district.

Information included in this publication is based on instructions provided by the National Park Service for the submission of digital nomination documents to the agency. The requirements for digital submission are listed beginning on page 5. "Paper" nominations are still accepted, but preparers must provide an original, unmarked, paper 7.5 minute United States Geological Survey map and two sets of printed photographs. Preparers must meet all requirements for paper submissions if submitting any portion of the nomination in paper format. Please contact the office for further information. All National Register nominations must be on the form provided by the Oregon SHPO.

A full description of the National Register program and process, and copies of all the necessary publications and forms noted in this document are available at the Oregon State Historic Preservation Office (SHPO) website at www.oregonheritage.org. Click on "National Register" on the left-hand side of the screen. Hard copies are available by mail on request.

Staff Contact Information

The staff of the Oregon SHPO look forward to working with you. Please contact the SHPO office to discuss your project, research strategy, and important deadlines before beginning.

General questions and requests for completed National Register nominations for listed properties:

Tracy Zeller
National Register & Grants Assistant
(503) 986-0690 or tracy.zeller@oregon.gov

Questions regarding National Register eligibility and the preparation of nominations:

Ian Johnson
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Before Beginning

Before beginning, Oregon State Historic Preservation Office (SHPO) staff strongly recommends that property owners understand the potential benefits and limitations of listing their property in the National Register of Historic Places. Listing a property in the National Register does not place any restrictions on a property at the state or federal level, unless the property owner chooses to participate in tax benefit or grant programs. However, state law in Oregon requires local governments to offer some level of protection for listed properties. Owners interested in listing their property should contact their local planning office to determine what laws and regulations apply. More information about the benefits and responsibilities of owning a property listed in the National Register, the nomination process, and how to support or object to a listing are available at the SHPO website. Upon deciding that listing is the right choice, staff encourages property owners to contact the SHPO before preparing a nomination.

The Historic Resource Record (HRR) Form

An important step in listing a property in the National Register is to complete a Historic Resource Record (HRR) form so that a SHPO staff member may assist the preparer in determining whether the property is eligible for listing. To complete the form, owners are asked to describe their property and its history, and to include photos of the buildings, structures, sites, and/or objects they would like to list. After reviewing the HRR form, staff will provide a letter stating whether the SHPO believes that the property is or is not eligible for listing in the National Register, or whether further information is needed. Application materials, including a sample National Register nomination for a similar property, among other useful materials, are included in the response.

The HRR form is not a nomination, and completing the form does not obligate a property owner to continue with a nomination nor subject the property owner to any local, state, or federal government regulations. Submitted HRRs and staff responses are public records, and are kept on file at the SHPO.

The HRR form is available on the Oregon SHPO website, or may be requested by email, phone, or in writing. See page 2 for contact information.

Listing Properties in the National Register

Not all old buildings are eligible for listing in the National Register. Eligible properties are generally 50 years old or older; retain their historic appearance (called "integrity"); and are historically important (referred to as "significant") at the local, state, or national level under one of four Criteria identified by the National Park Service. The Criteria are:

Criterion A: Association with events that have made a significant contribution to the broad patterns of our history.

Criterion B: Association with the lives of persons significant in our past.

Criterion C: Embodiment of the distinctive characteristic of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: Properties that have yielded or may be likely to yield, information important in prehistory or history.

Generally, religious buildings and sites; moved resources; birthplaces or graves; cemeteries; reconstructed; and commemorative properties; and properties less than 50 years old may not be listed in the National Register. However, under certain circumstances, called Criteria Considerations, these properties may be recognized.

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The National Park Service describes the Criteria and what is and is not eligible for listing in more detail in National Register Bulletin 15 “How to Apply the National Register Criteria for Evaluation.”

Essential Instructions and Guides

In order to properly prepare a National Register nomination preparers will need the following publications, which are available from the National Park Service or other agencies noted below and on the SHPO website.

National Register Bulletin 15, “How to Apply the National Register Criteria”

Defines terms commonly used in the National Register program and describes what properties are eligible for listing.

<http://www.nps.gov/history/nr/publications/bulletins/nrb15/>

National Register Bulletin 16a, “How to Prepare the National Register Form”

Instructions for completing the National Register form. See the passage titled “Writing a National Register Nomination” in this document for further instructions and the sample nomination in Appendix F.

<http://www.nps.gov/history/nr/publications/bulletins/nrb16a/>

National Register Bulletin 39, “Researching a Historic Property”

A good how-to guide that describes how to research the history of a building and document its past.

<http://www.nps.gov/history/nr/publications/bulletins/nrb39/>

“Researching Your Historic Property: A User’s Guide”

Created by the City of Portland, this publication addresses City of Portland-specific sources of information and the best way to use them.

<http://www.portlandonline.com/shared/cfm/image.cfm?id=146266>

Appropriate Property-Specific National Register Bulletins

The National Park Service offers a number of guides or bulletins that describe how to document special properties, such as lighthouses, or buildings and sites associated with historic persons. Please review the list of Bulletins on the National Park Service website at: <http://www.nps.gov/nr/publications/> to see if there is a bulletin specific to the nominated property.

Sample National Register Nomination from the Oregon SHPO

Writing a nomination is easier using a successful nomination for a similar property as a guide. Contact the SHPO directly for relevant sample documents.

Individual properties may also be listed in the National Register using a Multiple Property Document or within a listed historic district. A brief description of each process is below. Please contact the office to ensure that the property or district is eligible for listing in the National Register and meets minimum documentation requirements before beginning the nomination process.

Historic Districts

A historic district is a concentration of buildings, structures, objects, and/or sites, and associated landscape and streetscape features that are 50 years old or older, retain their historic character, and are associated with an important aspect of the past or together represent a notable collection of architectural styles or building types. Historic districts are documented using the same National Register form as individual properties, but additional documentation is required, including a property list and district map, among other materials. the following items are required for historic district nominations:

- Completed Oregon Historic Sites Database for the nominated area.
- Printed Property List and Statistical Report from the Oregon Historic Sites Database.
- Historic district map with boundaries clearly identified.

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- Photo location map showing the location, photo number, and direction of view for each photo included in the nomination.

Multiple Property Documents

The Multiple Property Document Form (MPD) is a document used to nominate individual properties and historic districts that share a similar time period, geographic distribution, historic theme, and importance. For example, property types and topics that could be described in a MPD include one-room school houses in Oregon, influential architects of Oregon, or properties related to the boom-time development of Baker City. A MPD also identifies the qualities properties must possess to be eligible for listing in the National Register..

While a MPD is not a National Register nomination itself, preparers may use a MPD to more easily list properties that meet the requirements specified in the document. Generally, only historic preservation professionals should attempt to complete a MPD; however, anyone may use one of the many existing Oregon MPDs to write a nomination if it is relevant to the subject.

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Writing a National Register Nomination

Writing a National Register nomination is a collaborative process between the preparer and the Oregon State Historic Preservation Office (SHPO). Staff encourages preparers to contact the office before beginning a nomination and to work with the office throughout the process. Preparing a National Register nomination for a single property requires between 100 and 150 hours of research, writing, and revision, and the review process can take up to a year. There is no application fee to submit a nomination; however, preparers supply completed nomination materials at their own cost. Property owners may also choose to hire a consultant to complete the work. Please contact the office for a list of contractors.

National Register nominations are public documents not subject to copyright and are posted online by the National Park Service and the Oregon SHPO. Please do not include descriptions of personal possessions in the narrative, and consider removing objects of value from the property when taking photos for the nomination document.

Deadlines and Submission Requirements

National Register nominations are typically accepted in March, July, and November for hearings held approximately three months later in June, October, and February. Please call the office or visit the SHPO website for deadlines and meeting locations and dates.

A complete nomination for digital submission includes a nomination cover sheet; the National Register form with the required figures (location maps, tax lot map, site plan, and floor plans); one set of printed color photographs; an electronic copy of the nomination document in Word 2010 or compatible format; and digital images on a CD in .tif format. Optional items include historic photographs of the property and its occupants, historic maps, and any key research materials. See Appendix A "Oregon National Register Format Standards;" Appendix B "Grammar and Punctuation Standards;" Appendix C "Digital Photo Standards;" and Appendix F "Oregon Sample National Register Nomination" for detailed instructions for each required item noted below.

These guidelines are based on instructions provided by the National Park Service for the submission of digital nomination documents to the agency and National Register Bulletin 16a, "How to Complete the National Register Registration Form." Paper United States Geological Survey maps and printed 35mm photography are still accepted, but preparers will need to meet all requirements for paper submissions if submitting any portion of the nomination in paper format. Please contact the office for further information. All National Register nominations must be on the form provided by the Oregon SHPO and include a National Register nomination cover sheet.

1. The National Register Form

- Digital copy of the National Register form on a CD (including required figures, photo log, and photo continuation sheets) formatted in a single word-processing document, in or compatible with, Word 2010 or higher version and not exceeding 10mb in total file size. Please name the document in the following format. State_County_PropertyName. Ex: OR_MarionCounty_JohnSmithHouse.
- One hard copy of the nomination form.

2. Figures

General requirements for figures:

- Figures, images, and tables may be inserted into the text of the Section 7 and 8 narratives when the item meets the applicable general requirements for figures noted below, are centered widthwise on the page, and do not exceed one-half of the page length including the caption, excluding the document header. In-text items do not require a figure number and need not be noted in the list of figures at the end of the document.

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- Location maps, tax lot map, site plan(s) and floor plan(s) and oversize items may not be inserted into the text of the section 7 and 8 narratives. Instead, these items must be noted in a list of figures and placed on Additional Documentation Continuation sheets at the end of the National Register form in the following order: general vicinity map, specific location map, tax lot map, site plan, floor plan, historic maps, historic site and floor plans, and historic photos, followed by other materials as appropriate.
- Provide each exhibit as an appendix its own number (including each floor plan). Larger, 11"x17" paper, exhibits are acceptable when needed to show better detail. Oversize pages must include the Additional Documentation Continuation Sheet header.
- All inserted images must be in .jpg format and not exceed 300kb in file size. Images may be resized and converted to a compatible format using a photo enhancement program.
- Orient maps, aerial photographs, and site and floor plans so that north is at the top of the page and include a north arrow and scale. If the figure is not to scale, note this in the caption. If necessary, images may be oriented so the top is at the left margin to allow for more space.
- For each figure included as an appendix, place the caption with the figure number above the item and include it in the list of figures. For in-text illustrations, place the caption below the item. Note source information in the caption or in a footnote as needed.
- Please submit only those images and maps that will copy and print well in black-and-white.

Place each of the following required figures on an Additional Documentation Continuation sheet as an appendix at the end of the National Register nomination form. See Appendix F for a sample National Register document.

Location Maps (2 separate maps required)

- Clear digital "regional location map" showing adjacent towns, major highways, etc. surrounding the nominated property. Locate the nominated property by marking the geographic center with a "pin," "callout," or by shading the entirety of the nominated area. Include a graphic scale and north arrow, and a caption that states the latitude and longitude coordinates in decimal degrees to at least the sixth decimal point.
- A "close up "local location map" centered on the property as a separate map with the nominated area marked. Include a scale and north arrow, and a caption that includes the same information provided in the regional location map as described above.

NOTE: Complete instructions for creating digital location maps are provided by the National Park Service at <http://www.nps.gov/nr/publications/forms.htm> .

Tax lot map

- Tax lot map from the County Assessor. Please indicate the boundary of the nominated parcel or portion of the lot by shading or outlining the subject area. Include key street or road names if they are not already on the map. In cases where a building extends to the lot lines, the tax lot map and site plan may be the same map.

Site sketch

- Drawing showing all buildings, structures, and major landscape features within the subject property, including a label for each feature. Clearly mark the boundary of the nominated area and include adjacent streets. Hand drawn plans are acceptable if the illustration is reasonably to scale. The tax lot map may also be used as the site map if the subject building is built to the lot lines, as is the case for many commercial buildings.

Floor plans (if appropriate)

- Floor plans for each floor (basement to attic) for the principal building(s) (residence, commercial building, etc.) Include exterior walls and interior partitions, window and door locations, and major features including fireplaces, built-in cabinetry, etc. Label each room (kitchen, dining room, etc.). Hand-

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drawn plans are acceptable if the illustration is reasonably to scale. Historical plans and architectural drawings may be included as optional exhibits.

3. Photos

- CD of digital images (Images may be on same CD as National Register form) meeting all aspects of the National Register Digital Photo Standards. See Appendix C.
- One set of properly labeled 4"x6" color prints.
- Photo Log and Photograph Continuation Sheets meeting the following standards:
 - All inserted images must be in .jpg format and not exceed 300kb in file size. Images may be resized and converted to a compatible format using a photo enhancement program, like Adobe Photoshop or Microsoft Office Picture Manager (included with most Microsoft Office Suites).
 - Insert photos on the standard 8-1/2"x11" photo continuation sheet.
 - Orient photos so that the top of the image is aligned with the top of the page.
 - For each photo, place the caption, including the photo number, at the bottom of the each image.
 - Please submit only those photos that will copy well in black-and-white print.

Tips for Writing Better Nominations

Writing a good National Register nomination is not necessarily difficult, but the task does require attention to detail. The following tips may not be applicable in every situation, but do apply to most properties.

General Tips:

- Use correct architectural terminology (many architectural dictionaries are available).
- Provide citations for all quotes and sources in an appropriate and consistently applied format.
- Use topic headings to organize the narrative.
- Avoid repetition and be as direct as possible.
- Be sure that the number and type of resources noted in the form are consistent in name, type, and number throughout the document and appendices.
- Cite the source(s) consulted to determine the construction date.
- Avoid long quotes unless they are very important to help explain the history and importance of the property.
- When using quotes, state who is quoted and why what they say is important (Example: *In Space, Style, and Structure: Building in Northwest America*, architect Philip Dole explains...).

While any consistently-applied academic citation method is acceptable, the National Park Service prefers footnotes, the academic standard for history. Footnotes provide the essential publication information without cluttering the text, and are an easy way to clarify a point, cite a fact, or tell a brief side-story without distracting the reader. The SHPO recommends using the 16th edition of *The Chicago Manual of Style* (2010) or the 5th edition of *Turabian's Manual for Writers* (2007) as guidance for footnotes and the bibliography.

Section 7:

Section 7 is the narrative architectural description and includes three parts. The first part is the National Register form that asks to preparer to complete blanks using only the architectural styles, materials, etc. provided in National Register Bulletin 16, "How to Complete the National Register Registration Form." The second part is the written "Summary Paragraph," and the third is the "Narrative Description." The tips below describe how to successfully write an accurate architectural description.

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Summary Paragraph

- In a single brief paragraph, summarize the appearance of the nominated property. Begin by describing the location, setting, site and orientation of nominated property(ies), and continue to describe, as applicable, the form, height, footprint, roof style, construction method, windows and doors, and materials (siding, roofing, foundation, etc.). Note the style or type and construction date; and cite the archival source for the building date. Also, briefly describe notable exterior features. After describing the exterior, begin the discussion of interior by noting the square footage and the number, type, and arrangement of rooms and finishes. Follow with brief descriptions of secondary buildings on the site, such as barns, garages, etc., and end with a summary of alterations to the resource(s).

Section 7 Narrative

Location and Setting

- As appropriate, include a paragraph that describes in further detail the general location and immediate setting of the resource. Be sure to discuss the grounds in detail if they are historically significant.

Exterior

- Describe each side of the building in an orderly manner. For example, a building can be described from the foundation and up, and then counter-clockwise around the building starting with the main facade. If one facade is similar to another there is no need to repeat the description. Instead, state that the facade is similar to another and note any unique characteristics.
- Provide measurements only if a feature is dramatic or unusual, or if the feature will be elaborated on in Section 8 and the dimensions are important to understanding the property's significance.

Interior

- Organize the interior description so that it moves from the entryway through the building in a commonsense manner (e.g. first describe the entryway, then the hallway, then the living room, etc.). If helpful, note where windows, doors, fireplaces, closets, and built-in cabinetry are located within each room. Describe trim and finishes (flooring, wall finishes, etc.) briefly.
- Describe notable historic lighting and plumbing fixtures and hardware fittings generally when first addressing the interior, but avoid a detailed discussion unless these features are known to be original, unusual, or if a particular piece serves as a focal point for a room.

Outbuildings, structures, and other secondary resources (Garages, sheds, barns, wells, etc.)

- Include a brief exterior and interior description of the building, structure, object, or site as applicable, and describe how each building relates to the others. Include more information for buildings or spaces that are particularly notable or historically significant. Be sure to note if these resources are "contributing," meaning they retain their historic appearance, or are "non-contributing," if the resource was recently constructed or is altered.

Alterations and Additions

- Describe any alterations and additions made to the property and the approximate dates the alterations occurred in one or more paragraphs either after each resource discussed or at the end of the Section 7, whichever is more appropriate

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Section 8

Section 8 is divided into two parts, each intended to accomplish a specific purpose. The form includes general information, and should be completed using only the categories provided in National Register Bulletin 16a, "How to Complete the National Register Form." The written Summary Statement of Significance quickly identifies the selected Criteria and level(s), area(s), and period(s) of significance the subject property is nominated under, and includes a brief paragraph justifying these statements. The Narrative Statement of Significance explains and justifies all of the information provided in the Summary paragraph.

Summary Statement of Significance

- In a single paragraph state the Criterion and level(s), area(s), and period(s) of significance for the property(ies) being nominated and justify each. See National Register Bulletins 15 and 16A for more information about selecting Criteria, and levels, areas, and periods of significance.
- Note any Criteria Considerations and provide a one or two sentence justification for each. See National Register Bulletin 15, "How to Apply the National Register Criteria for Evaluation" for an explanation of the National Register Criteria Considerations.

Narrative Statement of Significance

- Do not repeat the Summary Statement of Significance.
- The Narrative Statement of Significance provides the historic context, and should begin with a discussion of general topics before moving to more specific information about the property. For example, for a historic school, a good nomination will talk generally about the development of the area, the town, and education system, then will provide the architectural context and the construction history of the building. The nomination then draws on information already presented to make an argument for how the school represents the important trends in local development and education, and then finally tells the reader why the building should be listed in the National Register.
- In general, include only the facts that support the argument for listing and limit the discussion of events that took place before and after the selected period of significance. While it may be necessary to explore a variety of topics to appropriately set a property within its historic context, a nomination is not a complete history of a building. Opportunities for additional research can be cited in footnotes as appropriate.

Comparative Analysis

- All National Register nominations need to explain how the nominated property is more architecturally notable or closely associated with an important historic event or person than other similar resources. This argument should be based on the selected Criterion; the level(s), area(s), and period(s) of significance. Address similar properties with one or two sentences describing the resource, noting if it is listed, and discussing how it is related to the historic context the subject property is associated with. Usually two or three comparisons are sufficient. A more in-depth discussion may be required for properties being nominated for their architectural importance; however, unique properties may not need a complete comparative analysis.

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The National Register Review Process

As part of the nomination process every document is reviewed by the local city or county government, the Oregon State Historic Preservation Office (SHPO) staff, the State Advisory Committee on Historic Preservation (SACHP) (a governor-appointed citizen commission of preservation experts), and the National Park Service. Interested private citizens and public officials will also have the opportunity to comment. The decision to list or not list a property is based on only the merits of property, adequacy of the documentation, and, in the case of an individual private property, owner consent. Public agencies may object to the listing of their property, but their objection will not prevent listing. Historic districts are not listed in the Register if the majority of the property owners object to the designation. Please see the Oregon SHPO website for more information on how to support or object to listing a property in the National Register.

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The nomination process begins when the preparer submits the document to the SHPO for review during one of the three annual submission periods. Staff will review the nomination according to the requirements established in National Register Bulletin 16a, "How to Complete the National Register Form," these supplemental instructions, and any property-specific guidance available from the National Park Service. If revisions are needed, a staff member will provide a memo that outlines required changes to address before the nomination advances to the next step, and suggested changes to improve the document. Preparers have approximately 30 days to fully address the required revisions and resubmit the nomination for final editing.

Local Government

Sixty days before the next SACHP meeting, the SHPO will mail notification of the upcoming hearing to the chief elected official (mayor or county commissioner); preparer(s); and owner(s) for each property. If the local community participates in the Certified Local Government Program (a state-local government preservation partnership), a copy of the nomination will be mailed to the local historic preservation commission for review. Many communities hold public hearings to review National Register nominations, and preparers should plan on participating in the local review process.

State Advisory Committee on Historic Preservation (SACHP)

The SACHP receives the nominations 30 days before the meeting. It is the responsibility of the Committee to review nomination documents for completeness and accuracy and to make recommendations to the State Historic Preservation Officer. The SACHP can recommend to forward or not to forward a nomination to the National Park Service, or delay a decision to the next meeting to allow the preparer to make further revisions. After the SACHP meets, SHPO staff will compile comments from the local government, SACHP, and staff into a revision memo. The preparer will have 30-60 days to make changes. SHPO staff will review the revised nomination for completeness before presenting the document to the Oregon State Historic Preservation Officer who will make a recommendation concerning the property's eligibility for listing before forwarding the nomination to the National Park Service for final consideration.

National Park Service

Comments by the local government, SACHP, and SHPO are advisory. Only the National Park Service has the authority to list a property in the National Register. Once received from the SHPO, the National Park Service has 45 days to review the documentation. The agency will notify the SHPO by email when the property is listed in the National Register of Historic Places. Staff will then inform the owners by letter or by phone. As part of the SHPO's efforts to promote the program, the office will issue a press release announcing the listing and will post the nomination document on the SHPO website.

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Draft Document without formatting, images

Appendix A: Oregon SHPO National Register Format Standards

The following is a summary of the format standards used by Oregon State Historic Preservation Office staff to prepare all nominations to the National Register of Historic Places. Applicants are encouraged to prepare their documents to the following standards to ensure efficient processing; however, nominations will not be rejected if they do not. Staff will format documents not meeting the standards before they are forwarded to the State Advisory Committee on Historic Preservation, which may result in delays.

Text: Form blanks: Ariel font, 10 pt size, with text set off one space from the left-hand margin.

Narrative: Ariel font, 11 pt size.

Page numbers and footnotes: Ariel font, 9 pt size.

Section 3, first page of form:

Use a capital bold "X" to check the "nomination" blank and the correct level(s) of significance. Leave the determination of eligibility, the second blank, empty.

Header (second page of form and continuation sheets):

Property name typed as it appears on the first page.

Appropriate county spelled out and state abbreviated.

Example: Marion County, OR

Section 5, Classification:

Ownership of Property and Category of Property: Use a capital bold "X" to check all boxes that apply.

Number of Resources: Indicate the number of buildings, sites, structures and objects with counting numbers, 1, 2, 3, etc. On the "Total Line" add up each column. Enter "0," if appropriate. Do not count properties already listed in the National Register.

Name of related multiple property listing and number of contributing resources previously listed in the National Register: Enter "N/A" for all blanks that do not apply.

Section 8, form blanks:

List the names of significant person, builders, architects, etc. by last name, then first. Ex: Jacobberger, Joseph, Architect

Section 9, Bibliography

Provide an alphabetical listing of all resources following a recognized documentation standard, such as the Chicago Manual of Style or Modern Language Association (MLA) . Include only those resources used in the preparation of the document, not all materials that were viewed as part of the research. Check all blanks in the "previous documentation" section with an "x."

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Appendix A: Oregon SHPO National Register Format Standards

Section 10, Geographical Information:

Enter the latitude and longitude location coordinates (rounded to the sixth decimal point) and estimated acreage using counting numbers. If the acreage is 0 .99 acre or less, enter "Less Than One" in the blank. Do not include properties already listed in the National Register in the acreage calculation.

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Appendix B: Grammar and Punctuation Guidelines

The following is a summary of the grammar and punctuation standards adopted from the Historic American Building Record (HABS); Historic American Engineering Record (HAER); and Historic American Landscape Survey (HALS) standards published by the National Park Service and used by Oregon State Historic Preservation Office staff to prepare nominations to the National Register of Historic Places. Applicants are encouraged to prepare their documents to the following standards; however, nominations will not be rejected if they do not. Staff will format documents not meeting the standards before they are forwarded to the State Advisory Committee on Historic Preservation, which may result in delays.

- Years:** 1930s, '30s
not Thirties or 1930's
- 1850-60, 1999-2000
Do *not* repeat century unless it changes
Always include the decade, i.e., not 1850-7
- First quarter of the nineteenth century
Not first quarter of the 1800s
- spring 1888, January 2012
do *not* capitalize season, or state as "summer of 1969."
do *not* use a comma, as in "December, 1990."
- Dates:** December 14, 2009, was a great day
note comma after the year
- ca. 1850: *not* c. or circa (written out)
- Towns:** Tempe, Arizona, is a lovely town.
note comma after the state
- Numbers/
Numerals:** All numbers from one to ninety-nine are written out, while 100 and above are cited as numerals, except in the case of ages, street numbers, dimensions, and millions.
- Percent:** 0.7 percent, 50 percent; always use a numeral, and only in a chart or graph use the "%" symbol.
- Money:** \$5.87, \$24.00, \$234.98, 1 cent, 10 cents 99 cents
do not write out dollars.
- Dimensions:** Measurements and dimensions are *never* written out; they always appear as numerals, and feet or inches are always indicated using technical symbols.
- Ex: 10'-6" x 18'-0"
6'-3-1/2"
2" x 4"
9'3/4"

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Appendix B: Grammar and Punctuation Guidelines

Use a lowercase *x*, *not* “by”

Use apostrophes and quotation marks for feet and inches, respectively

Hyphenate all feet and inches numerals and any fractions. Indicate an even measurement with “-0.”

When punctuating dimensions, commas fall outside the inches/feet marks. Ex: The planks measures 10’-6”, 5’-2-1/3”, and 2’-0”.

Approximate measurements do not require the “-0”: ie., The commercial building is about 20’ wide and 40’ deep.

Exception to measurements rule: 10 cubic feet and 10 square feet.

Streets/ 1495 Evergreen Ave.

Addresses: capitalize and abbreviate street, avenue, boulevard, etc., but not short items such as road and lane, when the number prefaces the street name.

Eric Page lived on Chinook Street

Write out and capitalize street, avenue, etc. when no number is given.

It is at the intersection of Rucker and 41st streets.

When two proper names (also true of companies, rivers, etc.) are listed, do *not* capitalize street.

The houses surveyed are No. 15 and No. 27 Almon St.

“number(s)” is always capitalized and abbreviated as No. or Nos.

Capitalization: U.S. government, U.S. Department of the Interior, U.S. exports

Write out “United States” when it is the noun, but *not* when it is an adjective, *do not* place a space between U. and S.

Hyphenations: Many phrases are clarified when augmented by a hyphen; the following architectural terminology is clarified using the general rules of hyphenation:

1. In general, hyphenate an adjectival construction, one that which precedes the subject.
2. In general, *do not* hyphenate an “ly” word, including “federally.”
3. Do *not* hyphenate “late” or “early” before a century.

Ex: one-over-one-light, double-hung sash (write out numbers)
bird’s eye view, bulls-eye window
load-bearing brick wall; but the brick wall is load bearing
stained-glass windows, but the windows contain stained glass
five- and seven-course bond (note division form in a series)
single-family and multi-family dwellings
nineteenth-century light house
Palladian-style, ... a Mission-style roofline.

Append “-style” to an established architectural term if the subject is reminiscent of the original but not an example of the actual model, except in cases of proper names, like International Style.

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Appendix C: National Register Digital Photo Standards

Photographs for National Register of Historic Places nominations must meet specific requirements for image and printing quality. Digital images and prints not meeting the requirements will be returned to the preparer for correction. Unfortunately, staff cannot offer guidance on camera or software operation. If using 35mm photography, please contact the Oregon State Historic Preservation Office for instructions.

1. Adjust camera settings

Set the camera to take .tif or .raw images

The National Park Service prefers that images be taken as original-capture .tif or as .raw files and then converted to .tif. If taking images as .raw files, a photo enhancement program, such as Adobe Photoshop, is needed to read the file and convert it to .tif format. Refer to the camera's user's manual to determine whether it can take .tif or .raw images and how to set this function.

Most consumer-grade, point-and-shoot digital cameras take images as .jpeg or .jpg, or proprietary image files and do not have the ability to take .tif or .raw images. Jpeg or .jpg images can be used if they are converted to .tif images using a photo enhancement program. See step 3 below.

Adjust image size to at least 6 megapixels and 3000 x 2000 pixels in size and 300 dpi.

Generally, to adjust the size (pixels) of an image the file size of the picture (number of megapixels) will need to be increased. See user manual to set this function.

Take images in 8-bit RGB color

Take images in 8-Bit, or higher, RGB color. This is the default setting for most cameras.

2. Take complete photo coverage of the resource

Exterior: Provide one image of the building(s) within the setting, and at least two images, taken from opposite corners, showing all four sides of the building. More photos may be necessary to show each facade in sufficient detail. Additionally, include at least one photo of each outbuilding and images of any notable architectural features. As appropriate, include images that show the relationships between the building(s) and features.

Interior: Include one image of each principal room (living room, kitchen, dining room, etc.). Large spaces may require two photos taken from opposite ends of the room. It is not necessary to provide a photo for similar rooms, such as bedrooms. Instead, choose a representative room. Take detail photos of notable features, such as a fireplace.

Please provide no more than 15 photos for a single building. Contact the office for guidance on photographing historic districts or properties with multiple buildings, such as agricultural properties.

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3. Convert and name digital images

Convert .raw, .jpg, or proprietary image files to .tif files.

A photo enhancement program, such as Adobe Photoshop, will be needed to convert image files to alternative formats. This step is not necessary if the image is already in .tif format. Do not crop, color enhance, lighten, darken, or otherwise change images as part of this process. Retake poor-quality images that do not meet the image size specified in step 1.

Rename files according to the following conventions:

OR_CountyName_FullPropertyName_ImageNumber (with three leading zeros)

Ex: Individual properties: OR_OregonCounty_AnneSmithHouse_0001

Ex: Historic Districts: OR_OregonCounty_SmithCommercialHistoricDistrict_0001

Ex: Multiple Property Document: OR_OregonCounty_AnneSmithHouse_SmithMPD_0001

4. Create a photograph log

Complete Section 12, Photographs, including providing the property name, address information, photographer, date the images were taken and a description of each photo. See Appendix XX "Oregon Sample National Register Nomination" for an example.

5. Key all photos to the site plan (Nominated Historic Districts Only)

Using a computer program or by hand, place the image numbers on a clean copy of the site plan to indicate where each image was taken, and draw an arrow from the image number pointing the direction the photographer was facing. Insert a digital copy of this map in the nomination form after the photograph log on its own page.

6. Insert resized images into the National Register form

As part of the review process, photos are provided to local governments and the State Advisory Committee on Historic Preservation on photo continuation sheets at the end of the National Register nomination form. This appendix is not provided to the National Park Service, but is posted with the nomination on the Oregon SHPO website if the property is listed in the National Register.

Format the photo continuation sheets according to the instructions provided in this document under "Writing a National Register Nomination," "Photos," page XX. Before inserting images, resize the files to 100kb or less using a photo enhancement program. Insert up to two images per page. See Appendix XX "Oregon Sample National Register Nomination" for an example.

7. Print the images

Print on set of color 4"x6" images using archival-quality material such as Fuji Crystal Archive paper and processing or similar-quality photo paper and process, widely available at most photo processing retailers. If printing photos on a home printer, consider the following ink and paper suggestions provided by the National Park Service:

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Recommended Papers: Epson Premium Glossy Paper
HP Professional Satin Photo Paper
Matte Epson Ultra Premium Glossy Photo Paper
HP Premium Plus Photo Paper

Recommended Inks: Epson UltraChrome K3
HP Vivera Pigment Inks
Epson Claria "Hi-Definition Inks"
Epson DuraBrite Ultra Pigmented Inks

Agfa paper is not accepted by the National Park Service.

The list of products provided here is not intended to be restrictive or comprehensive, and does not constitute, and shall not be taken as, an endorsement.

8. Label the printed images

Using a soft-lead pencil or archival pen, label the back of the printed photos using the following convention:

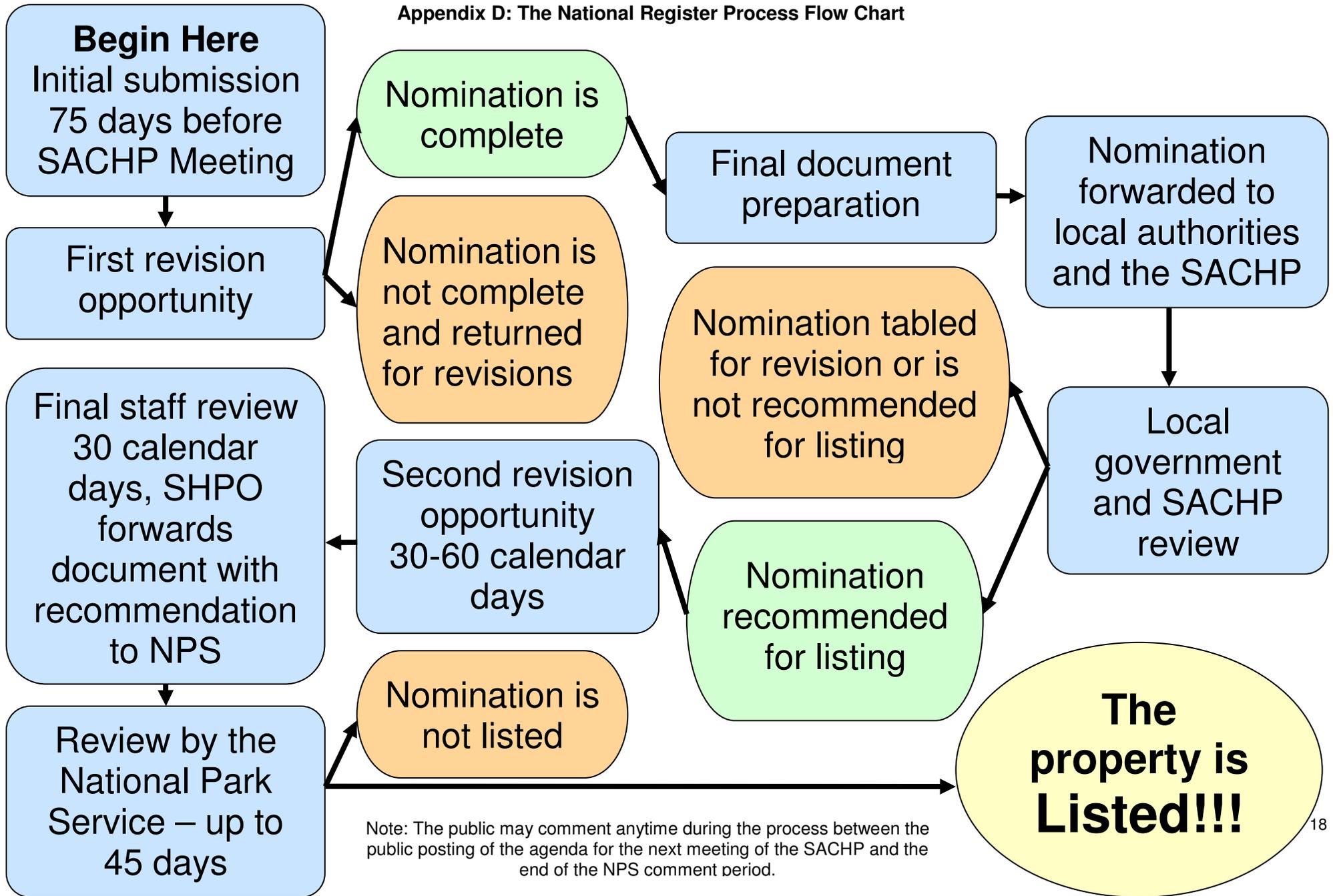
Ex: Photo 1 of 15: Anne Smith House, Multnomah Co., OR

Do not press so hard that the lettering can be seen from the image side of the photograph.

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Appendix D: The National Register Process Flow Chart



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Appendix E: Testifying Before the State Advisory Committee on Historic Preservation

Giving public testimony before the State Advisory Committee on Historic Preservation (SACHP) will be a positive experience if you are prepared. The hearing will begin with a brief presentation by Oregon State Historic Preservation Office (SHPO) staff. The public is then invited to give testimony about the property to the SACHP. Preparers and owners will have an opportunity to speak, but it is not required, and may choose to only be available to answer questions. Suggestions to help make your testimony successful are noted below.

Before the Meeting and the SACHP Process

The members of the SACHP are unpaid volunteers and care that you have taken time out of your day to come and testify before them. Remember:

- Know the location of the building, meeting room, and meeting time. Arrive early to give yourself time to collect your thoughts.
- If you want to give testimony or comments, fill out a testimony card and hand it to the committee chair or staff when you arrive at the meeting. Testifiers are not necessarily called in chronological order.
- If possible, arrive early to observe another hearing for a nomination prior to your own hearing to become familiar with the process.

Presenting Your Testimony and Comments

- Please sit at the testimony table when speaking.
- Keep in mind there are many agenda items for the committee to get through and that you will have 3-5 minutes to testify.
- Begin your testimony by addressing the committee. **“For the record, my name is ...”** and state your address and the organization or group you represent.
- State whether you support or oppose the nomination being heard and briefly explain why you believe the property is or is not eligible for the National Register. Provide facts that support your opinion. If possible, provide information that is pertinent to the nomination that the committee might not already know.
- Be respectful and resist the temptation to scold, put down, or insult the committee or others.
- Thank the committee members and offer to answer any questions. **“Thank you for the opportunity to testify before you today. I would be happy to answer any questions.”**
- Relax! The committee members understand that this can be an intimidating experience and they do not expect a perfect presentation.
- For group testimony, select specific people in your group to cover different topics so that the testimony is not repetitive.

NOTE: All proceedings of the SACHP are digitally recorded and available to the public upon request.

Appendix F: Sample National Register Form

The following property is listed in the National Register of Historic Places; however, this form is altered to meet the current standards for digital submissions issued by the National Park Service and described in these guidelines.

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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Depoe Bay Ocean Wayside

other names/site number Depoe Bay State Park; Depoe Bay Whale Watching Center

Name of Multiple Property Listing N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

street & number 119 SW Highway 101 not for publication

city or town Depoe Bay vicinity

state Oregon code OR county Lincoln code 041 zip code 97341

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: national statewide local

Applicable National Register Criteria: A B C D

Signature of certifying official/Title: Deputy State Historic Preservation Officer Date _____

Oregon State Historic Preservation Office
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official Date _____

Title _____ State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register determined eligible for the National Register

determined not eligible for the National Register removed from the National Register

other (explain:) _____

Signature of the Keeper Date of Action _____

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1		buildings
		site
		structure
		object
1	0	Total

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions

(Enter categories from instructions.)

RECREATION AND CULTURE: Outdoor
Recreation
TRANSPORTATION: Road-Related
(vehicular)

Current Functions

(Enter categories from instructions.)

EDUCATION: Education-Related
TRANSPORTATION: Road-Related
(vehicular)

7. Description

Architectural Classification

(Enter categories from instructions.)

MODERN MOVEMENT

Materials

(Enter categories from instructions.)

foundation: CONCRETE
walls: CONCRETE
roof: CONCRETE
other: N/A

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Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity).

Summary Paragraph

The Depoe Bay Ocean Wayside is located at 119 U.S. Highway 101 (Oregon Coast Highway) in downtown Depoe Bay. The Wayside is perched on a terrace of a narrow strip of rocky land between Highway 101 and the Pacific Ocean. The building stands adjacent to and slightly below the highway, marking the north end of the iconic Depoe Bay Bridge and overlooking the picturesque entrance to the Depoe Bay harbor far below, just to the south.¹

Erected in 1956 as a “comfort station” for motorists, the Wayside is a one-and-a-half-story reinforced-concrete building with a daylight basement. The rectangular building is tucked into the rocky strip of land, elevated far above the surf, and surrounded by concrete retaining walls on three sides. A stone guardwall tops the retaining walls, creating the paved observation plaza that comprises the building’s immediate setting. The Wayside has a flat roof that serves as an observation deck, from which rises an octagonal penthouse that holds the upper story, an enclosed observation area. Designed in a modest interpretation of the International Style, the building exhibits the minimal decoration and horizontal emphasis that characterizes postwar architecture, including a slightly convex east-facing (front) facade. Purposefully, the majority of the building’s windows are oriented toward the ocean to take advantage of the scenic view. Inside, the one-room main floor features a central stairwell. The public restrooms are in the basement. The Wayside maintains its original function and appearance as a public rest stop and observation point for travelers on U.S 101 along the Oregon coast. Since its construction, the building has been modified only slightly, including the replacement of some windows and doors. However, most changes are superficial and easily reversible, and none of the alterations detract significantly from the original appearance of the building.

Narrative Description

Location and Setting

Set in downtown Depoe Bay, the Wayside is perched on a 3.35-acre strip of land above the ocean on the west side of U.S. 101.² The nominated parcel forms the southern terminus of a promenade that runs the length of U.S. 101 at Depoe Bay. A concrete seawall topped with a historic stone guardwall contains the promenade and separates the busy U.S. 101 and its parking and pedestrian activity from the strip of rocky land and ocean below.

The historic stone guardwall forms the eastern boundary of the nominated parcel as it follows the promenade to the Depoe Bay Bridge and its adjacent pedestrian underpass that abuts the Wayside property on the harbor side. Before the descent under the bridge, the stone wall terminates at a set of concrete steps leading down to the Wayside building and concrete-paved observation plaza, approximately six feet below street level.³ See Photo 1.

The Wayside building anchors the observation plaza’s west edge. A concrete retaining wall extends south from the building’s southwest corner and another extends east to form the south edge of the plaza. A more dramatic retaining wall extends north from the building’s northwest corner and sweeps east in a convex curve back toward the highway. The retaining walls are topped with a guardwall constructed of basalt stone to mimic the historic stone wall along the Depoe Bay promenade. The stone wall visually defines the observation plaza,

¹ The Depoe Bay Bridge was individually listed in the National Register in 2005.

² See the site map in Figure 3.

³ The historic stone wall is outside the proposed boundaries of the site for ownership reasons.

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completing the parcel's boundary demarcation in a concave curve at the southeast corner and forming a long planting box along the east edge of the plaza.

In the planter, a square steel signpost reads "Depoe Bay Whale Watch Center." At the northeast corner of the plaza, a wood ramp leading up to street level and a portable restroom provide universal accessibility to the Wayside. A large ship's anchor is mounted with steel posts in the center of the plaza's north end.

At the southeast corner of the observation plaza, visitors may follow a concrete ramp down to an asphalt-paved picnic area on a terrace below the building. This area, surrounded by wood-pole and chain-link fencing, provides additional observation opportunities, bringing visitors to the south tip of the property for viewing the entrance to Depoe Bay harbor far below a rocky cliff. This area is not included in the nomination.

Exterior Description

The Depoe Bay Ocean Wayside is a reinforced-concrete building with one-and-a-half-stories and a daylight basement over a poured-concrete foundation. Designed in a modest version of the International Style, the building's rectangular footprint measures 47 feet by 30 feet on a north-south axis. The building has a flat roof that also serves as an observation deck. The building's conspicuous upper story, an octagonal penthouse, rises from the roof, flush with the west side of the observation deck. Because the rocky terraces into which the building is tucked slope steeply toward the ocean (west), the Wayside appears from the front (east) as a one-and-a-half-story building, while the view from the ocean side reveals the elevated facade of the ground, or basement, level. The Wayside has a strong horizontal design emphasis, expressed with raised bands and grooves in the concrete dividing the building into an odd number of nearly equally-sized horizontal panels. This horizontal focus mimics and blends with the natural setting of the coastline and the horizon beyond.

The front of the building is slightly convex and has a regular fenestration pattern, with centered double doors facing east, flanked by two equally spaced sets of large fixed picture windows. The metal-and-glass doors are located beneath a flat concrete-and-metal canopy. Above the door is non-historic sign that reads, "Whale Watching Spoken Here," and above that, in raised letters is written, "Depoe Bay Park." Scoring in the concrete divides the face of the building into horizontal panels. See photos 2 and 3.

The side elevations (north and south) each have two large fixed picture windows. On the rear (west) elevation, there is a band of five large windows. All of the windows on the main level are set within a horizontal banding that runs completely around the building. This horizontal band, historically painted turquoise, creates the illusion of a continuous band of windows encircling the building.⁴ See photos 1 and 3.

The basement has three windows that have been reduced in size with the installation of plywood. The center window is transparent while the two bathroom windows have opaque glass. There is a door in between each of the windows; the northernmost being a metal slab door and the southern door is a four-paneled metal-clad wooden door. Both doors are covered with flat canopies. See photo 4.

Up on the roof, a low, set-back parapet surrounds the observation deck. Slightly set back from the edge of the parapet, a four-rail, horizontal pipe railing surrounds the roof deck. The railing is non-historic, but was designed to reference the original railing, which has been documented in historic photographs. The railing accentuates the horizontal emphasis of the building with minimal vertical breaks. Chimney vents in the center of the parapet on the north and south sides of the building interrupt the railing. See photo 5.

The observation penthouse contains five windows facing north, west, and south, which are large fixed picture windows with aluminum frames in heavily-caulked original openings. The exterior walls of the penthouse have scoring that divides each side into four square panels. A raised horizontal band encircles the penthouse above

⁴ See Figure 11: Historic Photo from 1950s

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the windows. The roof is shingled, with a metal cap around the edge that is flush with the wall. A fiberglass flag pole is mounted with steel bolts to the eastern wall. The door to the interior of the penthouse is a four-paneled metal-clad wood-framed door on the northeast side.

First Floor Interior

The first floor holds one room and a stairwell, with the front entrance opening into what has traditionally been the main concession area. The interior walls consist of plaster over concrete, and are currently covered with non-historic slatwall panels. Upon entering, the visitor immediately encounters an enclosed central stairwell. Historically the stairwell contained three stairs – in the center was a straight-run flight leading up to the observation deck. Straight-run flights with landings flanked the center, each leading down to the basement where the rest rooms are located, one to the women's and one to the men's. The center flight and the flight leading to the basement on the south side remain, but the north flight was removed in 1989 and walls were added in its place for display purposes. The flooring in the entry is rubber with a raised circular pattern, and the rest of the floor is covered with low-pile gray carpet. A stepped ledge beneath the west-facing windows and on the wall to the south side of the entry contains heating vents. Staff desks are located in both the northwest and southwest corners, with educational material about marine life on the walls. In the northwest corner a movie-viewing area is enclosed by a curved wall with a doorway on the west side and recessed niches used for posters and displays. All of the windows on the west side of the building remain unobstructed for ocean viewing. Although little original material is visible, the layout and intention of the room remain the same. See photos 6, 7, and 8.

Basement Interior

The basement holds bathrooms in its west half and utility rooms in its east half. The descending stairs terminate in a tight hallway between the gender-specific bathrooms. A central window (now filled in) flanked by a set of pedestrian doors (not in use) punctuate the west wall in the hallway. Gender-specific bathrooms to the north and south each have three sinks and accommodations for five people. Each bathroom contains a window glazed with patterned, opaque glass. The tilework appears to be original, including the flooring that consists of an irregularly-sized orange rectangular mosaic pattern. A hallway lined with wood shelves runs east through the center of the building under the ascending stairs, while under each descending stair there is utility space. In the east half of the building, there is a furnace room in the southeast corner, and a utility room in the northeast corner. The wall that these rooms share with the bathrooms is made of concrete block and the floors are concrete slab. See photo 9.

Observation Penthouse Interior

The center stairway from the first floor leads up to the middle of the octagonal-shaped penthouse. Five windows fill the westernmost walls of the room overlooking the ocean, and there is a door to the observation deck outside on the northeastern side. A framed triangular projection between each window provides space to present information about Oregon ecology, whales, and Depoe Bay. There is a display case on the east side of the stairwell and informational posters on the east-facing walls where there are no windows. Other than the stairwell and benches attached to the outer edge of the stair railings, the penthouse is an open space. Concrete ceiling beams are exposed. Limited finishes include track lighting and suspended acoustical tile. See photo 10.

Alterations

The Oregon State Highway Department, later the Oregon Department of Transportation (ODOT), continually maintained the Depoe Bay Ocean Wayside until 1988 when ownership was transferred to the City of Depoe Bay. The Oregon Parks and Recreation Department acquired the property in 2008. None of the alterations

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made in the last fifty years significantly impact the building's ability to convey its historic use and association, and most can be easily reversed.

Since construction, ODOT and OPRD modified the building only slightly. The building's surroundings have seen little modification, except for the creation of the asphalt pad and picnic area to the south that OPRD most recently updated in 2002. A section of the stone wall on the north side of the building has been replaced and two telescopes removed from the plaza at an unknown date. The most significant remodel of the building was in 1989 when the concessions lease changed hands. Inside, the northernmost descending stairs were removed to make more room for retail space on the main floor. As part of the work, a concrete bearing wall in the center of the building was removed up to the top of the stairwell, and two steel posts were added after the bearing wall was cut to help support the upper floor. The carpet, front doors, light fixtures, and likely the heating vents on the main floors have all been replaced. In 1999 various fixtures in the bathroom were replaced.

After the Whale Watching program moved into the building in 2007, OPRD updated the observation plaza with a wood ramp leading to street level. At this same time, the agency replaced most of the windows with insulated glass units with aluminum or vinyl frames, and the front entry with new compatible doors. The original observation deck railing did not meet modern safety standards, and in 2008 OPRD replaced it with a compatible alternative. According to photographs, the door to the observation deck was replaced, but at an unknown time. The original had a half window, but now the door is a four-paneled metal-clad wood door. Also in 2008, a flag pole was added to the roof deck.⁵

⁵ Figures 8 through, historic plans and period photo demonstrate how little the building has changed since construction.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions.)

ENTERTAINMENT/RECREATION

ARCHITECTURE

Period of Significance

1956-1960

Significant Dates

1956, Date of construction

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation (if applicable)

N/A

Architect/Builder

Schneider, Carl, Oregon State Highway

Department, Architect

Helstrom, John, Builder

Period of Significance (justification)

The Period of Significance begins with the construction of the building in 1956 and ends with the termination of Chester Armstrong's tenure as State Parks Superintendent in December 1960.

Criteria Considerations (explanation, if necessary) N/A

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations).

Constructed in 1956, the Depoe Bay Ocean Wayside on U.S. Highway 101 in downtown Depoe Bay is significant statewide under National Register Criterion A, Entertainment and Recreation, as a physical embodiment of the Oregon State Highway Department's dual objectives to both construct public facilities to provide services to motorists traveling along the state's roads and to develop scenic sites and encourage public use of Oregon's natural resources. This was a significant shift in the approach to state parks development in Oregon, attributed to its second superintendent, Chester Armstrong. It is also significant under Criterion C, Architecture as a pivotal example of an Oregon State Wayside that was purpose-built as a combination concession, comfort station, and observation point whose design consciously respected and responded to the natural environment. The period of significance is 1956-1960, encompassing the year of its construction and reflecting Chester Armstrong's leadership years.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

The Depoe Bay Ocean Wayside is the only state wayside constructed during the postwar period designed to serve the rapidly increasing ranks of the motoring public, while specifically taking advantage of a unique scenic vista – in this case, the world's smallest navigable harbor at Depoe Bay.⁶ It is significant under Criterion A in the areas of Entertainment and Recreation as a reflection of the Oregon State Highway Department's dual mission of providing services for motorists and actively encouraging visitation to scenic locations in the state. The active promotion by local and state agencies of auto-based tourism, a new emphasis on highway and park development, and continued pleas by the residents of Depoe Bay, culminated in 1955 when the Oregon State Highway Commission finally agreed to construct a rest stop there. However, the resulting building is more than a bathroom with a view. It reflects a new integrated approach to highways and state parks. Responsible for both the development and maintenance of the state highway system and state parks, the Oregon State Highway Department sought not only to provide an efficient road system, but also to encourage travel to Oregon's scenic places. The Depoe Bay Ocean Wayside is an example of the blending of these two missions. The building accommodates the highway by providing an easily accessible rest stop on a popular tourist route, while it offered access to Oregon's natural beauty through its scenic location. Its construction in the mid-1950s reflects the economic revival that followed World War II and increasing recreational use of automobiles. The popularity of the car added significant traffic to Oregon's roads and required the increased development of state highways. Improved roadways granted drivers new access to remote natural areas, which encouraged the emergence of developed scenic vista points and state parks as local attractions, not simply rest stops. Recognized as Oregon State Parks' first development-minded superintendent, Chester Armstrong set policy in the 1950s that made possible the integration of state parks and highways, and subsequently, the Depoe Bay Ocean Wayside.

The building is also significant under Criterion C in the area of Architecture as an excellent example of a full-service, purpose-built wayside designed to be modern in its appearance, yet to respond to its environment. One of two buildings of its type in the Oregon state parks system, and the only example from the postwar period, the building's low profile, large picture windows, and minimal decoration is highly evocative of the aesthetic of the 1950s. This design was not imposed on the site, however; rather careful attention was paid to both taking advantage of and preserving the panoramic ocean view. Set on a rocky outcrop, the Depoe Bay Ocean Wayside perches above the Pacific Ocean atop a concrete seawall, offering ocean views to the north, east, and south. However, the Oregon State Highway Department ensured that the building's ideal location did not detract from the scenic view from U.S. 101 by locating the building six feet below the road and the bathrooms below grade in order to minimize the building's height. The design itself also compliments the scenery. The low and horizontally-oriented silhouette mimics the ocean itself, and this effect is emphasized by the ribbon of windows wrapping around the building, accented by the original painted turquoise band, the pipe railing along the rooftop observation deck, and decorative scoring on the exterior concrete walls. Responding

⁶ According to the Depoe Bay Chamber of Commerce.

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to the harsh environment, the building was constructed of reinforced, poured concrete, sturdy double-pane windows, and corrosion-resistant materials to withstand the beating surf and punishing winds.

The Automobile in Post-War America

Despite the terrible costs of World War II, the conflict revived the American economy as manufacturing and arming-up pulled the nation out of the decade-long Great Depression. With the conclusion of the war in 1945, America saw a continuation of the revitalized economy and renewed prosperity as a result of this industry. Jobs, disposable incomes, and renewed enthusiasm for recreation induced Americans to spend eagerly to make up for the sacrifices of the last two decades.⁷ One of the ways in which this surge of wealth manifested itself was in the increasing popularity of the automobile.

After its introduction at the beginning of the twentieth century, the automobile steadily became an essential part of the American lifestyle. While in 1930 there were twenty-three million registered vehicles in the U.S, in 1950 there were fifty million, and seventy-five million by 1960.⁸ Americans eagerly purchased new cars to take advantage of the freedom they offered, and society adapted to the changes they produced in communities and on the landscape.⁹ Shopping and spending became more accessible through the growth of shopping centers and drive-in restaurants emerged and flourished while the suburbs grew in popularity with the ease of commuting.¹⁰ Cars made long distances irrelevant and adventure possible.¹¹ The demands of the modern automobile changed the way Americans thought about and interacted with the landscape around them. Many scenic outdoor areas that were not accessible by earlier methods of transportation could now be reached by automobile, and so facilitated the American craving for adventure across a new frontier.¹² One area, however, that was slower to develop alongside the car, was America's roads. Cars offered freedom and mobility, but the landscape was still poorly suited to that achievement.¹³ Few Oregon roads were capable of supporting heavy automobile usage at the turn of the century as they were mainly made of dirt or gravel and were quickly rendered impassable when exposed to heavy rainfall.¹⁴ Thus, the first half of the twentieth century saw the development of a system to support the American desire for a lifestyle devoted to the automobile. This obsession could only be fulfilled with the massive improvement of America's roads in the transformation to motor power.

Highway and Parks Development

The turn of the twentieth century saw an expanding population and the emergence of the automobile, which soon made all too obvious the need for massive road improvements across the United States. In 1916 Congress passed the Federal-Aid Road Act mandating that the federal government provide states with funds for road building and improvement, but the program was interrupted by the more pressing needs of World War I.¹⁵ In 1921, the concept was resurrected with the Federal Highway Act that assisted states in building paved, two-lane interstate highways. The idea was furthered in 1944 by President Franklin D. Roosevelt's National System of Interstate Highways, but the program did not receive necessary attention or funding until President Dwight D. Eisenhower gave highway construction a boost in 1956 by signing the Federal-Aid Highway Act.¹⁶ Upon its completion, the national highway system provided an easy way for people to travel long distances across the country and contributed to an increase in recreational driving. With roads able to support modern

⁷ Tom Fuller and Art Ayre. *Oregon at Work 1859-2009*. Portland: Ooligan Press, 2009, 113.

⁸ Frances Basha, Paul Rambali and Bob Ughetti. *Car Culture*. New York: Delilah Communications, 1984, 54.

⁹ Stephen J. Whitfield. *Companion to Twentieth-Century America*. Massachusetts: Blackwell Publishing, 2004, 352.

¹⁰ William G. Robbins. *Landscapes of Conflict: The Oregon Story, 1940-2000*. Seattle: University of Washington Press, 200, 282.

¹¹ Catherine Lutz and Anne Lutz Fernandez. *Carjacked: The Culture of the Automobile and its Effect on Our Lives*. New York: Palgrave MacMillan, 2010, 15.

¹² Felix Rohatyn. *Bold Endeavors*. New York: Simon & Schuster, 2009, 218.

¹³ David E. Shi. 'Well, America: Is the Car Culture Working?' *Philadelphia Inquirer*, 9 July 2000.

¹⁴ Fuller, *Oregon at Work 1859-2009*, 93.

¹⁵ Rohatyn, *Bold Endeavors*, 205.

¹⁶ *Ibid*, 218.

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traffic levels, local governments were eager to draw motoring tourists to state attractions that were now easily accessible.

The state of Oregon was fortunate enough to be intersected by magnificent rivers and mountains, but travel had long been hindered by the difficulty of establishing roads to pass through these natural landscapes. With hundreds of miles of newly paved highway in the 1940s and 1950s running throughout the state, these natural sites became travel destinations. The state encouraged this use of the highways through the creation of state parks, which were parcels of land preserved and managed by the government that promoted Oregon's natural beauty. State Parks was established as a division of the Oregon State Highway Department, subject to the oversight of the Oregon State Highway Commission, specifically to provide scenery and rest stops to long-distance highway drivers. Long distances and slow moving vehicles necessitated the construction of resting points for motorists, and were intended to make the drive more pleasant. With the completion of U.S. 101 and other major routes across Oregon in 1936, the state promoted its modern roads as offering new access to Oregon's natural beauty and resources that had previously been unavailable to explorers and recreationalists.¹⁷ People flocked via automobile to view Crater Lake, the Oregon Caves, the Coast, the Columbia River Gorge, Bonneville Dam, and to trace the Old Oregon Trail.¹⁸

United States Highway 101, first known as the Roosevelt Coast Military Highway, offered access to the isolated communities along the Oregon coastline. The project first received funding as a result of the efforts of State Representative Ben Jones in 1919, and construction ran from 1921 to 1936 at a total cost of twenty-five million dollars, providing hundreds of jobs during the Depression.¹⁹ This road was intended to be scenic as well as practical, by shaping it around and through the mountains of the coast to blend in with the topography.²⁰ The continuity of the road was enabled through the efforts of Conde B. McCullough, a brilliant engineer who designed the six major bridges that eliminated the many ferry crossings and other bridges along the coast. The completion of the highway linked the disjointed communities along the coast whose only north-south means of travel had often been limited to the beach itself or travel by boat. McCullough was noted for the effort he took to make his bridges attractive and to accommodate and enhance the beauty of the surrounding landscape. The same effort was made with the rest of U.S. 101 to enable pleasure-drivers to experience greater intimacy with the dramatic setting around them. During the Depression years, the building of U.S. 101 offered employment through the Civilian Conservation Corps (CCC) and the Works Progress Administration (WPA) whose craftsmanship also added to the highway's charm.²¹

Empowered by the growing dependence upon the car, the Oregon State Highway Commission began to promote Oregon's highways as a vacation destination. In the late 1930s the Commission campaigned for Oregon's roads in magazines such as *Time*, *National Geographic*, *Colliers*, and *the Saturday Evening Post* as well as sportsman and motorist publications, such as *Oregon Motorist* and *AAA Oregon*.²² These ads praised Oregon's moderate climate, calling it the "air-conditioned state," and the beautiful highways that made many of the state's attractions easily accessible.²³ The ads reached out to a wide variety of people interested in natural exploration, inviting them to come "fish in sparkling streams, ski snowy slopes, climb towering peaks over living glaciers, picnic in mountain meadows, take hikes or horseback trips down forest trails, relax in camps or

¹⁷ *Drive Oregon Highways*. Salem: Travel Information Department of the Oregon State Highway Commission.

<<http://www.oregon.gov/ODOT/CS/BSS/docs/Travel1936.pdf>> 1936, 3.

¹⁸ *Drive Oregon Highways- 1938 Advertising Campaign*. Oregon State Highway Commission, Travel Department Collection; Salem, 1938.

¹⁹ Onno Husing. 'A History of U.S. Highway 101.' *Oregon Coastal Notes*. <www.oczma.org/pdfs/U.S.Highway101Final.pdf> (March 2008), 15.

²⁰ Richard Engeman. *Highway 101, Neahkahnie Mountain*. Oregon Historical Society.

<http://ohs.org/education/oregonhistory/historical_records/dspDocument.cfm?doc_ID=80863F87-0475-A317-0248409399C25DDD> 2005.

²¹ Husing, 'A History of U.S. Highway 101,' 8.

²² See the ad from *Time Magazine* in Figure 12.

²³ *Drive Oregon's Highways- 1938 Advertising Campaign*.

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fine resorts."²⁴ The Commission emphasized enjoyment of the outdoors in its campaign to bring tourists to Oregon, which is precisely what the highways achieved.

Established in 1913, the Oregon State Highway Commission and their related agency, the Oregon State Highway Department, oversaw both Oregon's roadways and its state parks and waysides. A donation of land in the Columbia Gorge led to a 1925 decision by the State Legislature to organize an official system of state parks. By 1928 the system of parks had grown to 97 different sites all over the state for Oregonians to explore and enjoy via the roadway, and the Highway Commission divided its duties into two separate departments. The Highway Department continued to maintain the state's roads, and the newly created Oregon State Parks Division maintained and developed the state's growing park system.²⁵ To encourage visitors, the state selected land easily accessible to the highway for parks and began to add amenities such as restrooms and viewpoints.²⁶ Through these efforts both the roads and rest stops became attractions for Oregon's visitors, which allowed them to experience the natural beauty and adventures that Oregon offered.²⁷ U.S. 101, having been thoughtfully constructed to engage with the surrounding topography, was one of the most popular routes for experiencing the Oregon Coast. The Columbia River Highway was another example of a road that interacted with the landscape and was promoted as a tourist attraction itself, and also has the only other comparable comfort station to the Wayside, known as the Vista House and completed in 1918.

In 1929, the Oregon Highway Commission appointed as the first superintendent of Oregon State Parks Samuel Boardman, who assertively promoted the preservation of the natural landscape. Boardman worked to increase the size and number of state parks rather than developing them further as roadside stops, particularly along the coast and the Columbia River Gorge. Throughout the Depression years he used the CCC and the WPA to help clean and maintain parks while keeping development to a bare minimum.²⁸ He vehemently believed that the land should be preserved for its own sake and not simply for the enjoyment and exploitation by the public, and fought diligently with the CCC and WPA to keep them from over-developing the parks.²⁹ During his career he added fifty-five thousand acres to Oregon's state parks in his diligent focus on preservation.³⁰

Chester Armstrong followed Boardman as State Parks superintendent in 1950, and took the opposite approach toward state parks. Armstrong turned his attention to the development of facilities for the public that included campsites, restrooms, picnic areas, viewpoints, and trails.³¹ Armstrong's time as superintendent from 1950-610 became known as the "construction period" because of the active role he adopted in making Oregon's parks accessible.³² Armstrong helped state parks grow into travel destinations as well as areas pleasant to drive through by adding facilities that encouraged people to get out of their cars and appreciate the scenery around them. The number of visitors to Oregon's state parks rose to the sixth highest in the nation under his leadership.³³ One state park developed during this "construction period" was the Depoe Bay Ocean Wayside.

²⁴ Ibid.

²⁵ Ralph Watson. *Casual and Factual Glimpses at the Beginning and Development of Oregon's Roads and Highways*. Oregon: State Highway Commission, 1948, 52.

²⁶ Lawrence Merriam, Jr. *Oregon's Highway Park System 1921-1989: An Administrative History*. Salem: Oregon State Parks, 1992, 20.

²⁷ *Drive Oregon Highways*, 3.

²⁸ Thomas R Cox. 'From Hot Springs to Gateway: The Evolving Concept of Public Parks, 1832-1976.' *Environmental Review* 5, no. 1 (1981), 16.

²⁹ Merriam, *Highway Park System*, 26.

³⁰ Gail Wells. 'Unions and Hard Times Between the Wars: Tourists Discover the Oregon Coast.' *The Oregon History Project*, <http://www.ohs.org/education/oregonhistory/narratives/subtopic.cfm?subtopic_ID=570>.

³⁰ Merriam, *Highway Park System*, 39.

³⁰ Ibid, 45.

³¹ Ibid, 39.

³² Ibid, 45.

³³ Stephen R. Mark. 'Chester H. Armstrong.' *The Oregon Encyclopedia*.

<http://www.oregonencyclopedia.org/entry/view/armstrong_chester_h_1892_1973_/>. 2008.

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History of Rest Areas

The Depoe Bay Wayside is a precursor to the development of the National Safety Rest Area (SRA) Program, a program included in the Federal Aid Highway Act of 1956, the legislation that initially funded, and in effect created, the Interstate Highway System. However, the origins of the SRA system reach to the late 1920s and are connected to the initial era of road building in this country.

Road building progressed at a rapid pace during the early-twentieth century. Motorists were able to travel longer distances with the construction of better roads. As a result, stopping while in route would become an essential aspect of the road travel experience. Based on the same motivations that cause us to stop while traveling today, early motorists would pull off and park along the roadside. From this activity emerged an entirely new field of service facility. Much of the conceptual basis for rest area sites originated here as well; the practice of locating sites in scenic areas, as highway officials observed that motorists often stopped in scenic regions to take in the landscape.

The construction of sites known as roadside parks, rest stops, and waysides became part of a greater movement of roadside development and beautification. Briefly interrupted by World War II, progressive development continued after the war and by the mid 1950s American highways were lined by a well developed system of non-commercial roadside amenities constructed and maintained by state highway departments. By the time the Interstate Highway System was legislated in 1956, almost every state in the nation had a system of roadside parks, indeed hundreds of parks marked the roadside of state highways.³⁴

As a result of the 1956 legislation, safety rest areas were not only mandated as a feature of the interstate system, but they were to be standardized in name and services. In 1958, the American Association of State Highway Officials issued the first guidelines for standardization of state rest areas. Rest areas, while initially thought to be only basic service facilities, were eventually designed in a manner that reflected both the spirit of progress and prominent architectural aesthetics of the period.³⁵

Depoe Bay and the Depoe Bay Ocean Wayside

The area that today is known as Depoe Bay on U.S. 101 along the Oregon Coast was originally the home of the Siletz Native American tribe. Providing a rich abundance of seafood, the area also reputedly has the world's smallest navigable harbor that provides access and shelter for small fishing boats.³⁶ According to legend, the bay and town get their name from a Siletz Indian named Depot Charley who owned the land in the 1860s, and the spelling of whose name evolved into Depoe through French influences.³⁷ In 1908, a group of businessmen, who formed the Sunset Investment Company, purchased two-hundred acres from Depoe's family in the hopes that it would be a profitable investment when easy inland access became possible. In 1936 the completion of U.S. 101 provided the right opportunity. The state first acquired the small section of land alongside the bay through a donation of 2.90 acres from the Sunset Investment Co. in 1929.³⁸ Its unobstructed view of the sea and rocky coastline made it an appropriate location for sea gazing, and not suitable for commercial development. For this reason, Superintendent Boardman and other Highway Commission members were reluctant to develop the site into anything more than a wayside viewpoint. The location was first developed into a scenic wayside sometime in the 1930s.

The Roosevelt Coast Military Highway, later known as the Oregon Coast Highway (U.S. 101), opened the Oregon Coast to explorers as never before and became a popular tourist attraction in itself. The Oregon State Highway Commission promoted U.S. 101 as the height of modern road construction and the gateway to exploring the western frontier. Motorists on this road pursued Oregon's scenic areas and, in passing through

³⁴ Joanna Dowling, "Learning the Culture of Interstate Safety Rest Areas" <<http://www.restareahistory.org/Culture.html>> 2011.

³⁵ *ibid.*

³⁶ Depoe Bay Chamber of Commerce, <<http://www.depoebaychamber.org/>> 2010

³⁷ *Oregon Historical Quarterly*, Vol. 37, no. 4 (December 1963), cited in *De Poe Bay*, by W. A. Langille, OPRD Archives.

³⁸ C. H. Armstrong. *Oregon State Parks History 1917-1963*, Salem: Oregon State Parks, 115.

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downtown Depoe Bay, found their chance to experience it. When U.S. 101 was completed in 1936, the town saw such an increase in tourism that the State Highway Commission promptly built additional parking along the highway near the wayside, but no other facilities for visitors.³⁹ As early as 1936, residents of Depoe Bay requested that the Oregon State Highway Commission build public restrooms for the increasing number of tourists passing through town. The plea was made and denied repeatedly over the next fifteen years. Depoe Bay residents complained that the Commission's "Drive Oregon's Highways" advertising campaign was responsible for the overwhelming number of tourists, and thus the Commission was responsible for providing the necessary facilities. The Ocean Wayside seemed to be the logical location for a public restroom since the state already owned this piece of undeveloped property.

Although the Commission resisted building any restroom facilities for Depoe Bay, this does not mean that there was not a huge influx of motorists coming into town as the community developed a tourist industry. The visitor attractions that emerged in Depoe Bay focused on the natural characteristics of the coast and the outdoors. In 1927, the first aquarium in Oregon opened in Depoe Bay, offering people views of marine life that they had never seen before through its popular collection of seals, octopi, and other fish. Made possible by the natural harbor, charter fishing boat services took tourists fishing and whale-watching. Depoe Bay is also the only Oregon town to have a "spouting horn" in its downtown - a tunnel formation in the rocks on the coastline that sends sea water shooting nearly forty feet high in the right wave conditions. The natural wonder is a popular tourist attraction.⁴⁰ In 1937, a wildlife museum opened that featured dozens of types of birds, both common and extinct, to further allow visitors to experience the natural history of the coast without venturing far from the highway. Events became popular attractions as well. The annual "Fleet of Flowers" celebration, started in 1945, originally commemorated the lives of two lost sailors on a rescue attempt. Today it memorializes all who have been lost at sea with a parade and the decoration of boats. In 1955 the first annual Indian Salmon Bake was held, a summer celebration and fundraiser that includes cooking salmon over open fires in the Native American tradition. Further development of the harbor also brought more visitors. The U.S. Army Corps of Engineers in 1950 deepened Depoe Bay Harbor and widened the channel, allowing boats of greater size to enter the harbor and increasing the ease of entry for fishing and boating tourists.

Despite an obvious need of facilities for the increasing number of visitors, parks superintendent Boardman strongly objected to building anything on the site. Wary of any parks development, it was his feeling that construction would eliminate the unobstructed view of the ocean. He also believed that it was not the Commission's responsibility to build a bathroom for Depoe Bay because the Commission would then be obligated to provide for all the small towns along the highway that might need public facilities. When Armstrong took over the superintendent position in 1950, the Commission became more willing to provide this kind of building as long as communities maintained the facilities themselves, something that Depoe Bay did not offer. Armstrong was still hesitant, however, because the owner of the piece of property to the south of the wayside had long been considering building a shop that would offer bathrooms to tourists. Also, access to this piece of property was severely limited due to its location at the edge of the channel entrance, and could only be reached by crossing over the wayside property or the bridge, which eventually dissuaded construction. Still, the possibility that the landowner would offer restrooms was enough of a deterrent to building a wayside. Eventually, the undeveloped triangle of land was incorporated into the Wayside property.⁴¹

The earliest evidence that the Oregon State Highway Commission was considering building restrooms in this location was in 1950, when drawings were done for a concrete restroom facility whose roof was flush with the roadway so as to not obstruct the view. The Highway Commission considered the design before rejecting it stating that there was no suitable location for a building and that it was not their responsibility to provide restroom facilities; although, they did recognize that their advertising of the highway was bringing in a large number of tourists. The Highway Commission received continuing requests for public restrooms between 1950 and 1955 as locals recounted stories that tourists were "using the gutters of [U.S.] 101 for sewers, dumping pots in vacant lots and relieving themselves behind buildings" and business owners were regularly cleaning up

³⁹ OPRD Archives.

⁴⁰ Depoe Bay Chamber of Commerce. <<http://www.depoebaychamber.org>> 2010.

⁴¹ Oregon State Highway Commission Minutes 1955-56, State Archives.

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“conclusive evidence that someone has been forced to wait too long” for a bathroom.⁴² Still, no public restroom was constructed despite the obvious and increasing need. As late as January 1955, the State Highway Commission denied a request by the Depoe Bay Chamber of Commerce for a restroom, and in March of the same year the Commission denied the Chamber’s request to install an information booth on the west side of the highway, citing concerns that the building would obstruct the ocean view.⁴³

Despite the Commission’s continued reluctance to develop the Depoe Bay site, the group recognized the need, and the public benefit, of acquiring and developing waysides. In January 1955, two separate resolutions were introduced to the Highway Commission in an effort to sort out what use each of its holdings was intended for, including undeveloped parcels: one identifying properties designated as state parks, and the other identifying those planned or in use as highway waysides. Included on the list of waysides was the “Depoe Bay Ocean Wayside,” which had already been minimally developed as a scenic area by this time. In the resolution, the Commission noted both the practical and aesthetic reasons for creating new waysides along the state’s highways, citing the Commission’s “authority to acquire and develop scenic places or other objects of attraction of scenic value to, along or in close proximity to State Highways, or which may be conveniently reached from or by a public highway, and which will contribute to the general welfare and pleasure of the motoring public or road used.” At that same meeting, the group briefly discussed a letter from Glenn Stanton and Alfred A. Loeb of the Oregon Roadside Council “commend[ing] the commission for the establishment and development of wayside or picnic areas along the state highways and urged the establishment of more of them.” These actions were part of an ongoing program to create waysides across the state. Forrest Cooper (State Highway Engineer, 1961-1970) was greatly involved in the development of rest areas. In the mid-1950s, the first rest area with a pit toilet was constructed on Pacific Highway (US 99) approximately nine miles north of Eugene. While the majority of his work was focused on the Interstate Highway System rest areas, he nonetheless, along with other Oregon highway engineers, incorporated ideas of the period into the development of waysides within state parks.

By April 1955 the Commission was actively considering constructing a “concession building and restroom facilities at Depoe Bay.”⁴⁴ Several conceptual designs were considered for the property, each drawn by Harold Spooner, a landscape architect for the Highway Department since 1941. Spooner developed conceptual designs for many state projects, including bridges, tunnels, and highway interchanges, and was known as a perfectionist.⁴⁵ One of Spooner’s 1955 drawings was similar to the 1950 proposal, including a below-grade bathroom facility with an at-grade rusticated stone railing at the boardwalk. The set also included a modern, single-story, flat-roofed building, an anachronistic light house, and an early drawing of the Depoe Bay Ocean Wayside, interestingly with the words “Cliff House,” the name of a former restaurant at that location, on the building facade. All four buildings were shown at grade with the highway and with stairways on either side of each building going down to the restrooms and the rocky outcrop beyond, and all but the light-house design attempted to minimize the building’s height. Initial plans were completed for all four designs by July 1955.⁴⁶ After several months of consideration, in August 1955, the State Highway Commission announced that it had decided to build a public bathroom for the city, as the need for one had become overwhelmingly obvious. The long-awaited announcement was greeted enthusiastically by the Depoe Bay Chamber of Commerce and local residents.⁴⁷

While the brief minutes of the State Highway Commission offers few specific details, a close examination of their discussion over time and the correspondence on the proposed wayside demonstrates that the final design the Commission adopted reflected political, practical, and aesthetic considerations. Finally acquiescing to local demands, the design included fully appointed men’s and women’s restrooms. However, reflecting the

⁴² ODOT Archives.

⁴³ Oregon State Highway Commission Minutes 1955-56, State Archives; See Figure 13 for a letter pleading for restrooms from the Depoe Bay Chamber of Commerce in 1952.

⁴⁴ Oregon State Highway Commission Minutes 1955-56, State Archives.

⁴⁵ Oregon State Archives, “Envisioning Oregon’s Future: Graphic Art Drawings Bring Ideas to Life” <<http://arcweb.sos.state.or.us/50th/hutchinson/HutchinsonIntro.html>> 2011.

⁴⁶ Oregon State Archives.

⁴⁷ Oregon State Highway Commission Minutes 1955-56, State Archives; ODOT Archives.

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Commission's long-standing concern about the financial burdens of locating a wayside at this location, the group decided to incorporate space for a private concessionaire, whose proceeds would keep the building financially self-sustaining.⁴⁸ As part of the process, the Commission also made some notable changes, including eliminating the outside stairways in favor of a single stairwell in the center of the building with an associated hallway and two outside access doors on the west side of the building. Perhaps most notably, unlike the conceptual drawings, the building was constructed below grade with a large plaza, and was set on the site so that it projected out over the rocky beach. When considering the difficult building site, there is no doubt that the careful placement of this building was intended to further minimize the building's profile as seen from U.S. 101, while still offering visitors the best possible view from the building. Other design considerations included the use of reinforced concrete, double-pane windows, and corrosion-resistant materials to withstand the marine environment.

Architecturally, the building's unique design was intended to impress and encourage tourism through its use of modern materials and construction techniques, and its incorporation of various stylistic influences. The incorporation of a rusticated stone railing around the building tied it visually and physically to the historic stone wall bordering U.S. 101. The building's low-profile and horizontally-oriented windows and detail complimented the distant ocean horizon, an effect that was emphasized by the regular placement of the picture windows on each facade surrounded by a projecting beltcourse. The need to provide visitors with restrooms while highlighting scenic beauty exemplified Oregon State Parks after 1950 when the emphasis became the development of parks with the "thought of making them more useful to the public." An excerpt from a Highway Commission report in 1950 for a proposed design for the site illustrates the approach taken for the 1956 Wayside in a summary statement, "The placement of the rest rooms on the seaward side of the stone wall, the top of the rest rooms to be flush with the ground so as not to impair the view from the highway to the sea, and with a stone masonry front which should give it a pleasing appearance when viewed from the fishing boats which pass in and out of Depoe Bay."⁴⁹

The modest International-style design of the Wayside reflects the consideration of programming needs as well as then popular design aesthetics. The need for an unobtrusive, ground-hugging building fit perfectly with the postwar modernist architectural trend, which favored horizontal lines and minimal ornamentation. The octagonal shape of the observation penthouse responded to the need for an expansive viewing platform, while the geometric-style treatment was in keeping with the modern aesthetic's preference for clean lines, sharp corners, and striking perspectives. The preferred materials of the modern style, such as concrete, metal, and glass, were fully exploited throughout the Wayside design in an effort to bring the outside in and to cause the building to sympathize rather than compete with the stark setting it was built to celebrate. Refined technologies of the postwar era, including reinforced concrete and double-paned windows, made the construction of the Wayside feasible despite the harsh weather conditions to which it would be subjected.

The Oregon Highway Commission engineers known to have been involved in the construction of this building include R.H. Baldock, Chester Armstrong, P.M. Stephenson, and Carl Schneider. R.H. Baldock, State Highway Engineer, 1932-1956, was involved in the development of the "New Pacific Highway," initiated model building when he was the chief engineer in the early 1940s, served as Transportation Research Board chair in 1952-1953, and was awarded the George S. Bartlett award (given to those who made an outstanding contribution to highway progress) in 1950. P.H. Stephenson signed the Depoe Bay Wayside as a bridge engineer.

Of all those involved with the project, no single person was more influential than Oregon Highway Department Architect Carl Schneider who completed the design work.⁵⁰ Carl Schneider (1899-1969) grew up in Portland. In 1919, Conde B. McCullough hired him as a draftsman in his "bridge department" in the Oregon State Highway Department. After three years, Schneider left state service for private employment, but returned in

⁴⁸ Oregon State Highway Commission Minutes 1955-56, State Archives.

⁴⁹ The Highway Commission Engineer's report of July 6, 1950.

⁵⁰ Statement based on an examination of the plans for the Depoe Bay Ocean Wayside and comments from W. C. Williams at the Dedication Ceremony for the wayside on June, 21 1956.

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1924 and worked in the bridge department continuously until 1966, when he retired as a senior structural designer. The bridge department designed all types of structures, in addition to bridges, for the highway department. Schneider played a large role in this arena. He designed many of the architectural elements found on the bridges, and he also designed many of the buildings associated with the highway department, including those in state parks.⁵¹

One can find Schneider's mark on buildings and structures at highway maintenance stations and highway rest areas, and state patrolman's quarters and office facilities throughout Oregon. Many of his buildings from the 1930s included some National Park Service-Rustic Style elements (e.g. wavy cedar siding, masonry exterior walls, wrought-iron brackets, chamfered window frames, or carved shutters). The best example is the Oregon State Highway Department Division Office in Milwaukie. There, he collaborated with colleague Frank G. Hutchinson to create a wonderful example of this style, which Works Project Administration masons helped complete in 1938.

Schneider's Depoe Bay Ocean Wayside exhibits the shift in his preference for Rustic Style architectural elements in the pre-World War II years to International Style architectural elements in the postwar years. In many ways, it is his interpretation of the Columbia River Gorge's Vista House, nearly forty years after that Jugendstil or German Art Nouveau building opened along the Columbia River Highway as a memorial to Oregon pioneers and a public comfort station. Schneider made his Depoe Bay Ocean Wayside a part of the seascape as much as Edgar Lazarus made his Vista House part of the landscape.

In June 1956, less than a year after a plan was finally approved, the one-and-a-half-story building consisting of restrooms in the basement, a concessions store on the main floor, and an observation deck above, opened alongside U.S. 101. Summarizing the need and design intent of the Depoe Bay Ocean Wayside, state official W. C. Williams remarked at the dedication ceremony on June 21, 1956, "since the inception of the Oregon State Park System over 30 years ago under the State Highway Commission, the major responsibility in the establishment of parks and waysides has been the provision of accommodations for the convenience of the traveling public." He continued, "people who visit and use this building will come not only from all parts of the state of Oregon but from out of the state, and possibly even foreign lands as well. It is because of this type of use that the Highway Commission felt justified in undertaking the project."⁵² Williams then described in detail the quality construction of the building, saying "foundations for the building and plaza walls are all solid rock, and all walls are of extra-strength reinforced concrete. Windows are of double-thick plate glass designed to withstand high wind pressure and to not 'fog up.'"⁵³ All railings, hardware, and plumbing are either bronze, copper or galvanized iron, as a protection against the salt corrosion. Also, all wooden materials used in the windows and doors have been chemically treated to withstand the damp and salty atmosphere. Exterior walls and deck are constructed of dense concrete and waterproofed in order to keep out wind and rain, which we have on occasion here on the Oregon Coast." The new facility was initially named the Depoe Bay Ocean Wayside; although, to the Highway Commission it was for a time known as the "Depoe Bay Look-Out" and occasionally called the "Observatory" before the name was finalized as the "Depoe Bay State Park" in 1957.⁵⁴ Since its construction, the Depoe Bay Ocean Wayside continues to serve as a "comfort station," providing all the facilities necessary for a rest stop for motorists and tourists.

More than just a restroom with a view, the designers and builders of the structure recognized that the spectacular setting of the facility along the seawall in Depoe Bay afforded the opportunity to design a unique building that would allow the visitor to appreciate the view of the ocean and ocean life while providing needed

⁵¹ A photo of Schneider in 1966 is included in Figure 14.

⁵² W. C. Williams, Dedication Ceremony, 21 June 1956, ODOT Archives.

⁵³ The windows on the second floor were double pane "Thermopane" or "Twindow" 80-1/2" x 58". This type of installation was relatively new and an important aspect for protecting this building on the coast. The double glazing of windows goes back to the 1930s when homeowners were looking for a better way to keep cold air out and warm air in their homes. These types of windows were first created in Scotland, but by the 1950s, they had made their way to the construction of American homes. For many years now, these windows have been the most popular style to be used in both newly built homes and as replacement windows in older homes as well.

⁵⁴ The owner of a neighboring restaurant called the 'Look-Out' objected to this name and after some debate the Wayside's name was officially changed to the Depoe Bay State Park in 1957.

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public services. The building was designed for functionality with little ornamentation, but with a deliberate attempt to match the surrounding landscape. It originally offered telescopes for watching the ocean from the plaza, which have since been removed. Set immediately alongside U.S. 101, it was easily visible to passing motorists and had accessible parking along the roadway. It also drew tourists because of the view it offered of boaters attempting to make the dangerous passage through the narrow harbor entrance, or “shooting the hole,” as many local residents called it.

Among state park properties, the Depoe Bay Ocean Wayside is one of the most notable. The one building that presents a mission similar to the Depoe Bay Ocean Wayside is the Vista House at Crown Point on the Columbia River Highway. This octagonal building constructed in 1918 as a comfort station for the highway, also offered magnificent views of the Gorge scenery while driving the highway. Built on the top of a magnificent basalt point, the building mimics its surroundings through its stone construction and rounded silhouette. The building is oriented around the view of the Gorge while offering a rest stop and concessions for motorists. It mimics its surroundings in the same manner as the Depoe Bay Ocean Wayside, while enhancing the highway and the scenic beauty. Already listed individually in the National Register of Historic Places and as a contributing feature along the National Historic Landmark-listed Columbia River Highway, the building is part of a designed scenic highway, and is a product of the distinct highway design techniques and philosophies of its time. While the building has some apparent similarities to the Depoe Bay Building, it is stylistically distinct.

There are no other buildings within the Oregon state parks system from the postwar period that illustrate the dual mission of the Oregon State Highway Department to develop an effective road system and to promote visitation to Oregon’s scenic vistas at state parks at a single notable site. Other state parks have concession buildings, including Cove Palisades in Culver (1971, 1995) and Willowa Lake (1967), but these buildings tend to cater to the needs of motorists or recreationalists, without actively engaging both audiences.

The Depoe Bay Ocean Wayside Since 1956

Since the construction of the Depoe Bay Ocean Wayside, the surrounding community has developed into a community of just over one-thousand residents as of the 2000 census, and fishing and tourism remain the main industries.⁵⁵ The Oregon State Highway Department, later the Oregon Department of Transportation (ODOT), continually maintained the Depoe Bay Ocean Wayside until 1988 when ownership was transferred to the City of Depoe Bay, with the agreement that the building would only be used as a public park or for recreational purposes.⁵⁶ Throughout this time, the Parks and Recreation Division, which later became an independent state agency in 1989, maintained the property under an agreement with the City. In 2008 the Oregon Parks and Recreation Department (OPRD) acquired the property. Before 2008, the concessions lease transferred hands many times throughout the building’s history as various companies have managed it, but the building’s general use has remained the same.⁵⁷ The “Whale Watching Spoken Here” program has been based in Depoe Bay since 1978 and in this building since 2005. This program provides educational information on whales and offers whale-watching opportunities.⁵⁸ The Depoe Bay Ocean Wayside is ideal home for this program because of its unobstructed view of the ocean. The program has successfully raised awareness of the pod of gray whales that make their home offshore of the town for nine months out of the year, and continues to lure motoring tourists to town by advertising Depoe Bay as the “whale watching capital of Oregon.”

⁵⁵ NOAA. *Depoe Bay*. <www.nwfsc.noaa.gov/research/divisions/sd/communityprofiles/Oregon/Depoe_Bay_OR.pdf> November, 2007.

⁵⁶ At this point the building was also given the name ‘Painter Memorial Building’ for a prominent Depoe Bay fisherman who died that same year, according to the Lincoln County Historical Society archives.

⁵⁷ The concessions lease first went to Jack Flaucher who owned Oregon Gifts, Inc. and managed the store from 1957 until 1962, at which point the business was transferred to Mr. and Mrs. Richard Thompson until at least 1970. The ownership of the business is unknown from 1970 until 1989 when the shop became a ‘Made in Oregon Company.’ At that time the only known remodel of the building occurred when one of the stairways to the basement was eliminated for retail space.

⁵⁸ *Whale Watching Center*, Depoe Bay Brochure, Oregon State Parks.

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Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Wells, Gail. "Unions and Hard Times Between the Wars: Tourists Discover the Oregon Coast." The Oregon History Project,
<http://www.ohs.org/education/oregonhistory/narratives/subtopic.cfm?subtopic_ID=570>, 2006.

Collections

Lincoln County Historical Society, Newport, OR.
ODOT Archives, Salem, OR.
OPRD Archives, Salem, OR.
State Archives, Salem, OR.
State Library, Salem, OR.

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been requested)
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other

Name of repository: Lincoln Co. Historical Society

Historic Resources Survey Number (if assigned): N/A

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10. Geographical Data

Acreage of Property Less than 1 acre

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

Latitude/Longitude Coordinates

Datum if other than WGS84: NAD27
(enter coordinates to 6 decimal places)

1 44.8100758 -124.0623654
Latitude Longitude

3 _____
Latitude Longitude

2 _____
Latitude Longitude

4 _____
Latitude Longitude

Verbal Boundary Description (Describe the boundaries of the property.)

The nominated property includes the Depoe Bay Ocean Wayside and associated courtyard and stone retaining walls to the north, south, and west of the property constructed in 1956. The eastern boundary is the outside edge of the non-contributing stone retaining wall and associated stone columns east of the subject property and bordering the U.S. Highway 101 right-of-way. The cement utility vault located west of the property is not included in the boundary. See Figure 4, Site Sketch.

Boundary Justification (Explain why the boundaries were selected.)

The nominated area includes the entirety of the Depoe Bay Ocean Wayside building and its adjoining courtyard and retaining walls, which were constructed in 1956. The boundary excludes the previously existing retaining wall and associated stone columns along U.S. Highway 101 to the immediate north of the boundary that are not historically associated with the development of the wayside. While constructed during the same time as the nominated property, the cement utility vault is historically and architecturally insignificant.

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11. Form Prepared By

name/title Anina Estrem, edited by Oregon SHPO Staff
organization Oregon Parks and Recreation Department date March 1, 2011
street & number 725 Summer St NE, Suite C telephone (503) 986-0678
city or town Salem state OR zip code 97301
e-mail www.oregonheritage.org

Additional Documentation

Submit the following items with the completed form:

- **General Location Map**
- **Specific Location Map**
- **Tax Lot Map**
- **Site Plan**
- **Floor Plans (As Applicable)**
- **Photo Location Map** (Include for historic districts and properties having large acreage or numerous resources. Key all photographs to this map and insert immediately after the photo log and before the list of figures).

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Photographs:

Submit clear and descriptive photographs. The size of each image must be 3000x2000 pixels, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Name of Property: Depoe Bay Ocean Wayside

City or Vicinity: Depoe Bay

County: Lincoln **State:** OR

Photographer: Anina Estrem and Ian Johnson, Oregon Parks and Recreation Department

Date Photographed: December 1, 2010

Description of Photograph(s) and number:

Photo 1 of 10: OR_LincolnCounty_DepoeBayOceanWayside_0001
Southern side of building and coastline, looking north

Photo 2 of 10: OR_LincolnCounty_DepoeBayOceanWayside_0002
Eastern face of building, looking west

Photo 3 of 10: OR_LincolnCounty_DepoeBayOceanWayside_0003
Northern side of building and courtyard, looking south

Photo 4 of 10: OR_LincolnCounty_DepoeBayOceanWayside_0004
Western face of building overlooking ocean, looking east

Photo 5 of 10: OR_LincolnCounty_DepoeBayOceanWayside_0005
South-facing side of observation deck overlooking Depoe Bay Bridge and Bay entrance, looking south

Photo 6 of 10: OR_LincolnCounty_DepoeBayOceanWayside_0006
Interior of front entry, looking north

Photo 7 of 10: OR_LincolnCounty_DepoeBayOceanWayside_0007
Northern half of the interior of the main floor, looking south

Photo 8 of 10: OR_LincolnCounty_DepoeBayOceanWayside_0008
Interior of western face of the main floor overlooking the ocean, looking south

Photo 9 of 10: OR_LincolnCounty_DepoeBayOceanWayside_0009
Ladies restroom, on the south side of the building, with original tiling, looking east

Photo 10 of 10: OR_LincolnCounty_DepoeBayOceanWayside_0010
Interior of observation deck, looking west to the ocean

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

EXAMPLE

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List of Figures

(Resize, compact, and paste images of maps and historic documents in this section. Place captions, with figure numbers above each image. Orient maps so that north is at the top of the page, all document should be inserted with the top toward the top of the page.)

- Figure 1:** General Location Map
- Figure 2:** Local Location Map
- Figure 3:** Tax Lot Map
- Figure 4:** Site Sketch
- Figure 5:** First Floor Plan
- Figure 6:** Basement Floor Plan
- Figure 7:** Observation Deck Floor Plan
- Figure 8:** Conceptual Drawings for Depoe Bay Ocean Wayside, two sheets
- Figure 9:** Original Site Plan for the Depoe Bay Ocean Wayside
- Figure 10:** Original Elevation Drawings for the Depoe Bay Ocean Wayside
- Figure 11:** Original Floor Plans for the Depoe Bay Ocean Wayside
- Figure 12:** Historic Photo from 1950s
- Figure 13:** Advertisement in *Time Magazine* May 9, 1938
- Figure 14:** Letter to the Highway Commission from the Vice President of Depoe Bay Chamber of Commerce requesting public restrooms March 14, 1952
- Figure 15:** Photo of Carl Conrad Schneider, 1966

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Figure 1: General Location Map, Latitude/Longitude Coordinates: 44.8100758 / 124.0623654



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Figure 2: Local Location Map, Latitude/Longitude Coordinates: 44.8100758 / 124.0623654



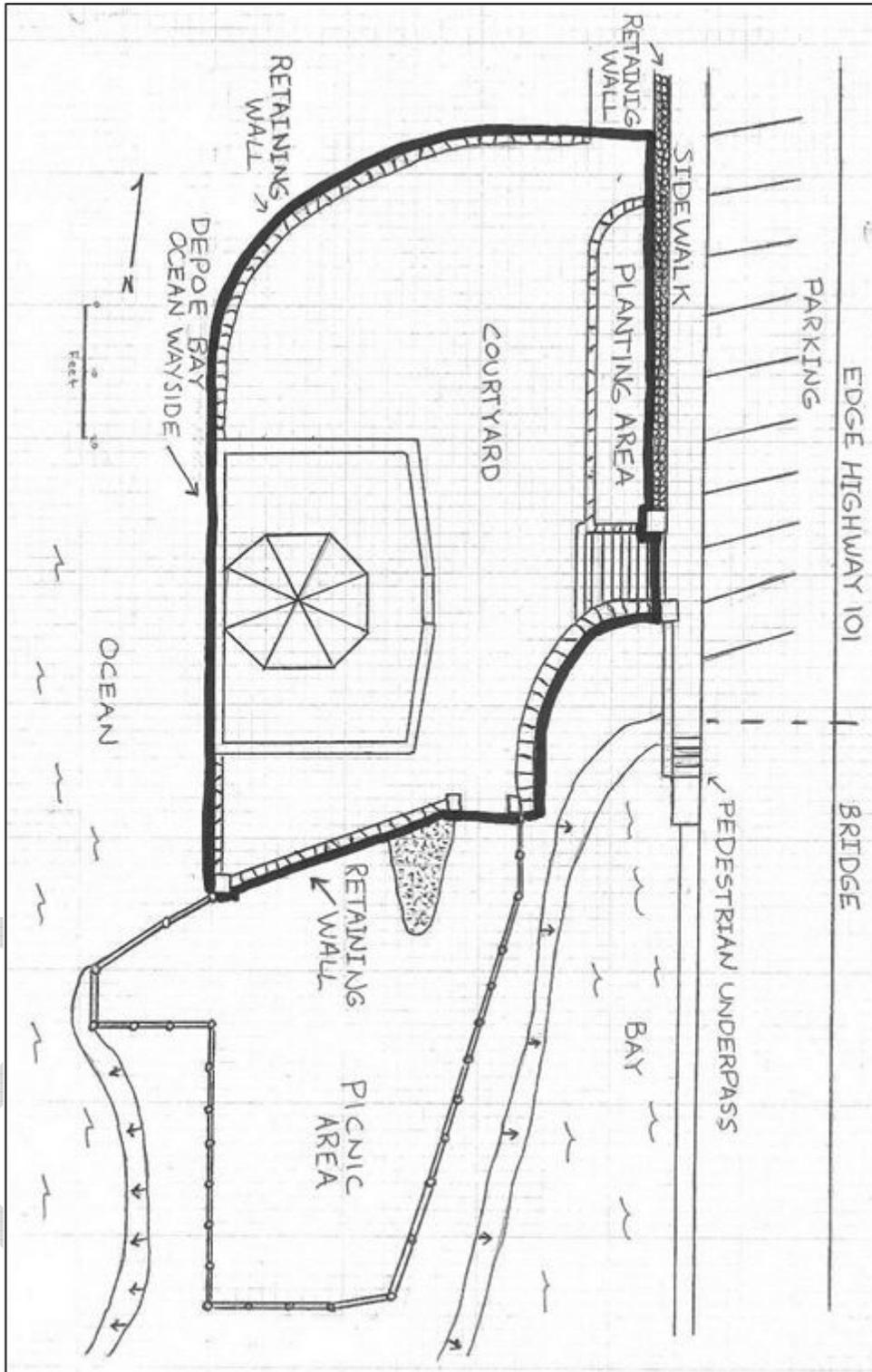
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Figure 4: Site Sketch: Boundary of nominated area marked with thick black line



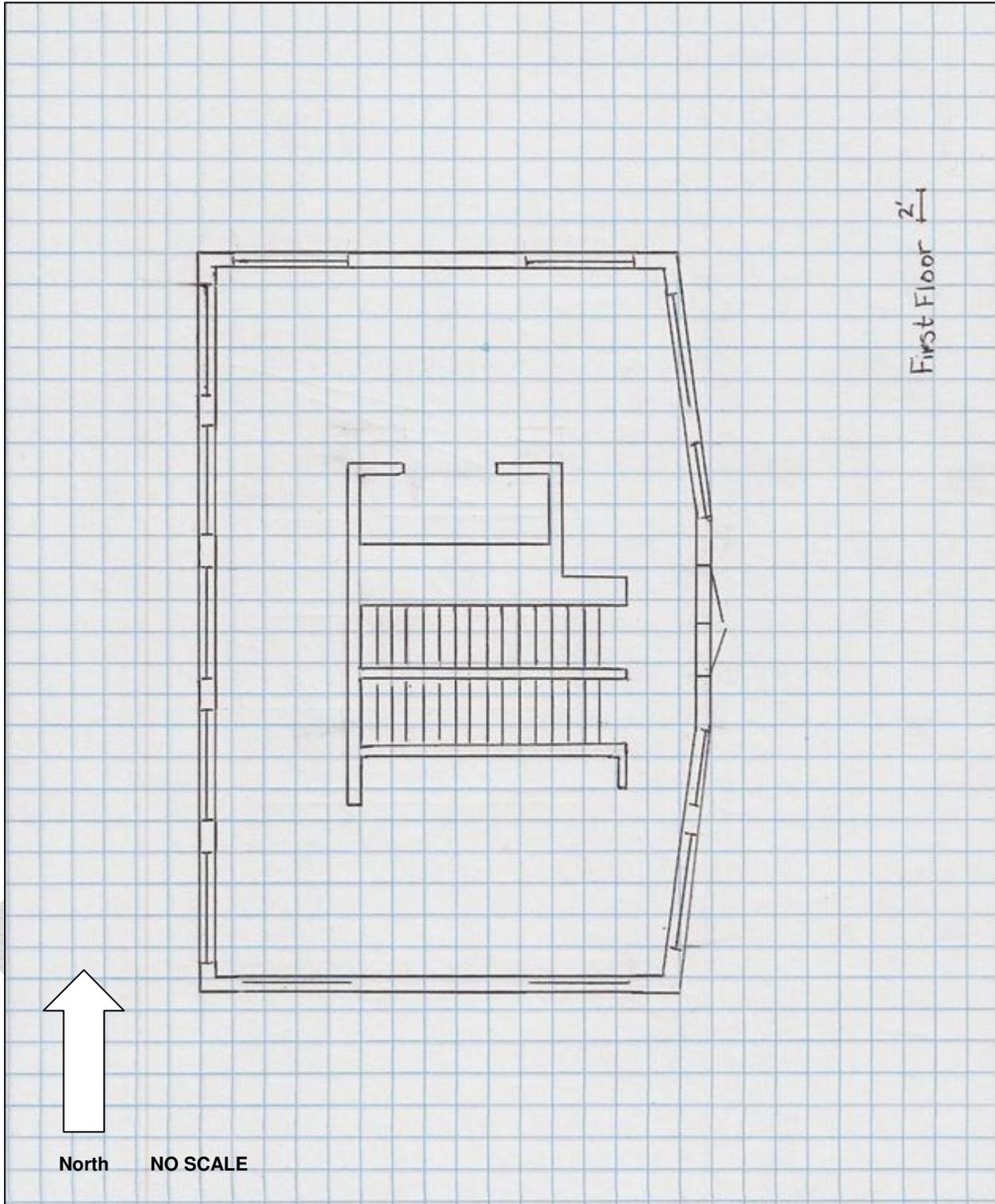
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Figure 5: First Floor Plan



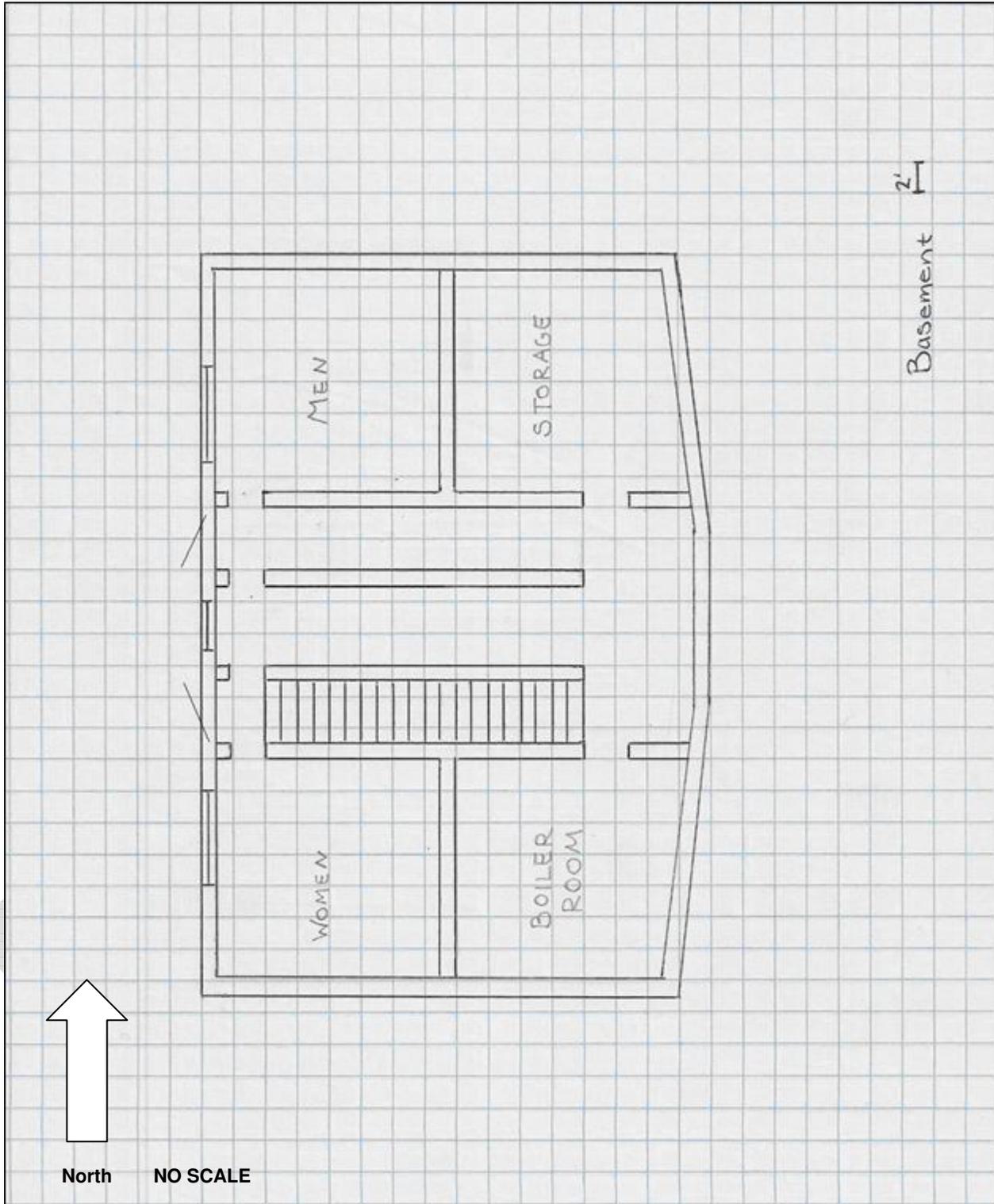
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Figure 6: Basement Floor Plan



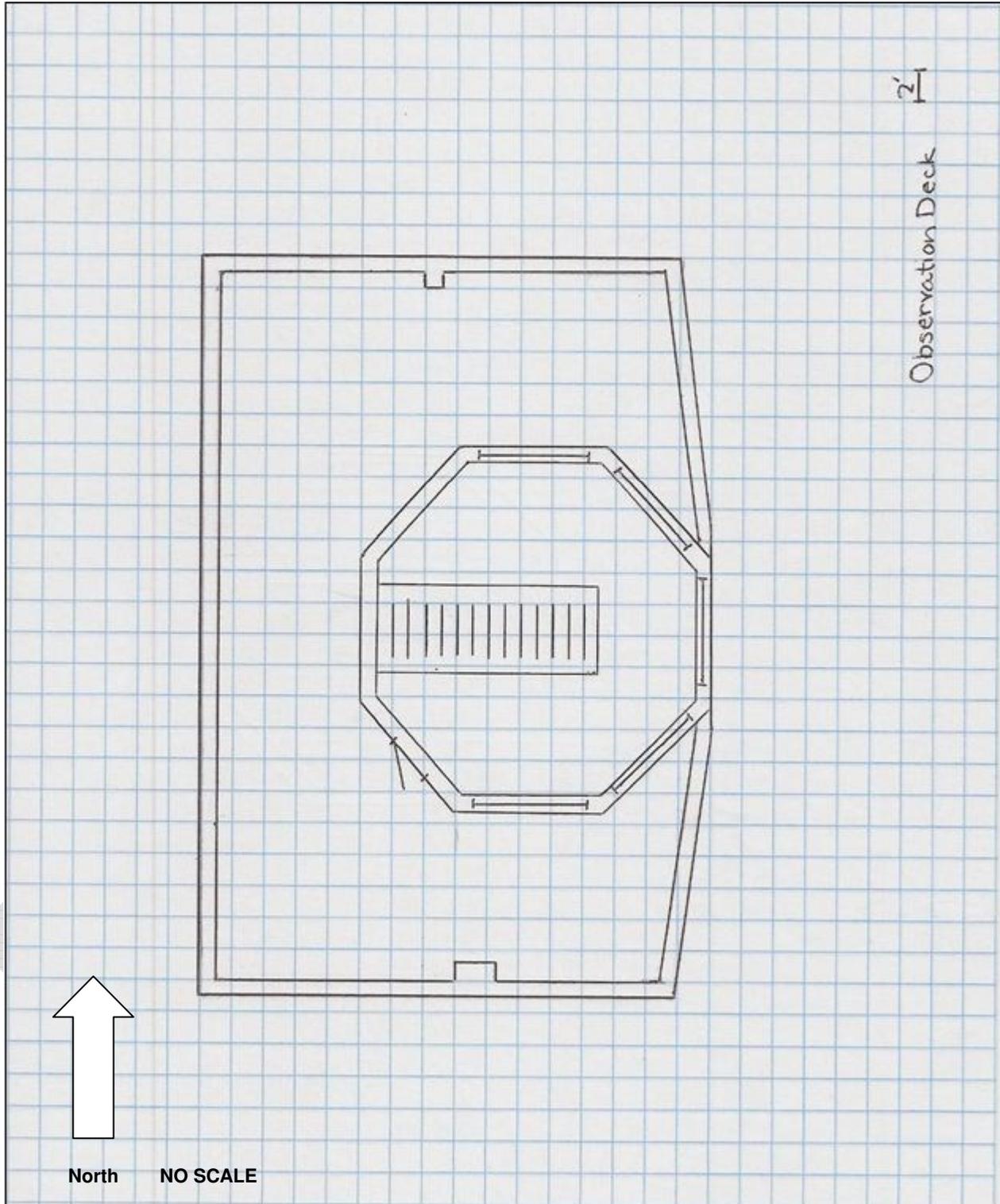
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Figure 7: Observation Deck Floor Plan



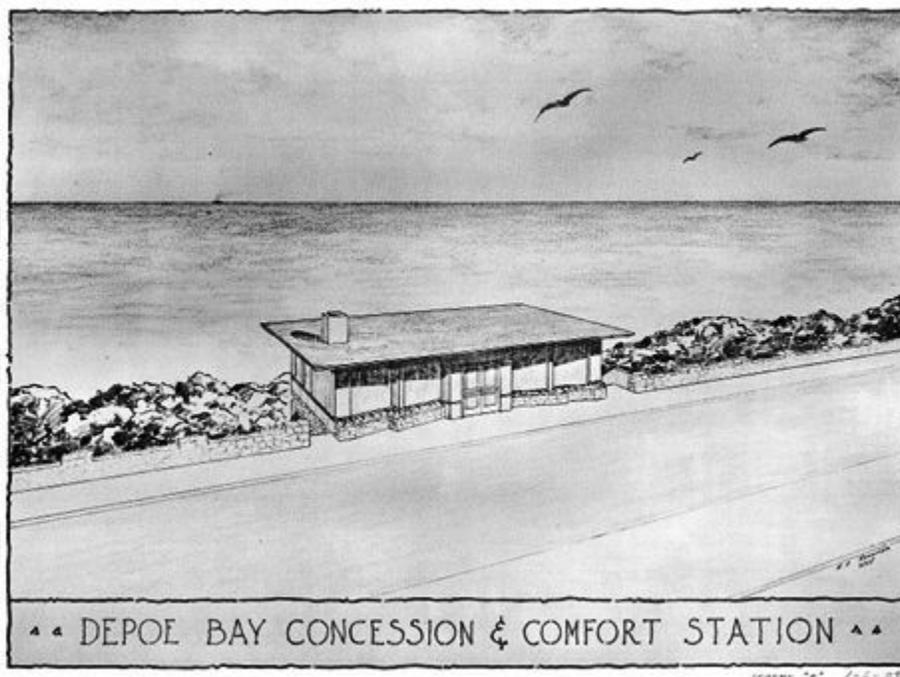
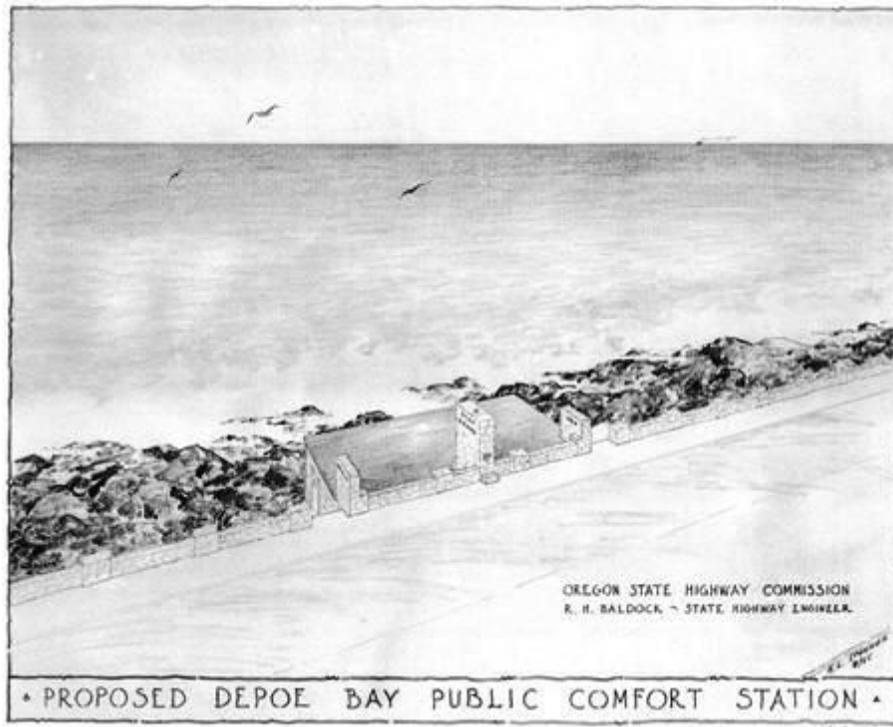
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Figure 8: Conceptual Drawings for Depoe Bay Ocean Wayside, two sheets
Numbers in lower right corner are file numbers, not dates. No Scheme C has been located at this time



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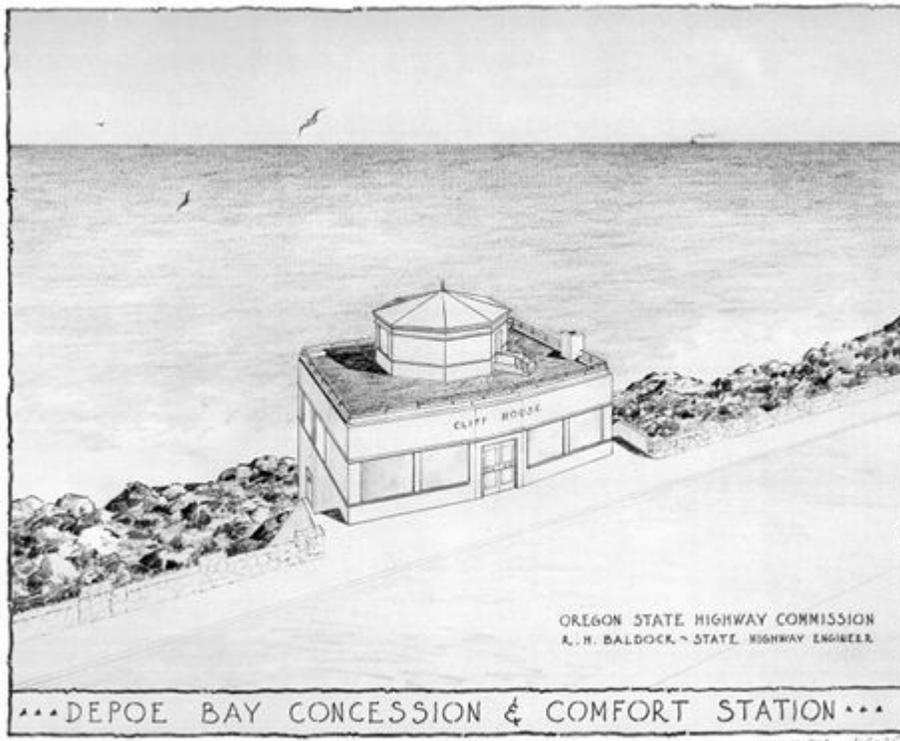
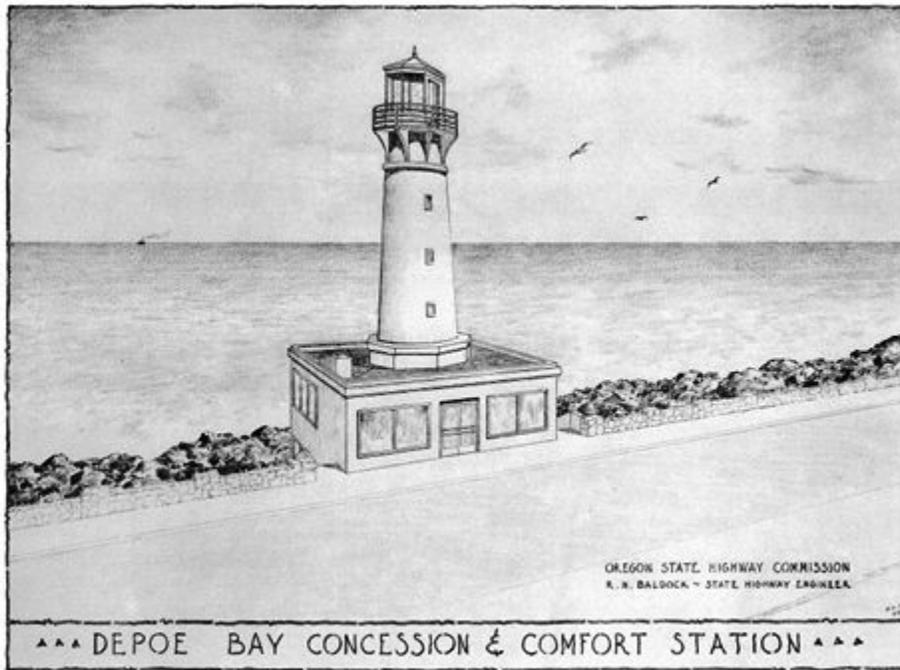
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Figure 8: Conceptual Drawings for Depoe Bay Ocean Wayside, continued

Numbers in lower right corner are file numbers, not dates. No Scheme C has been located at this time



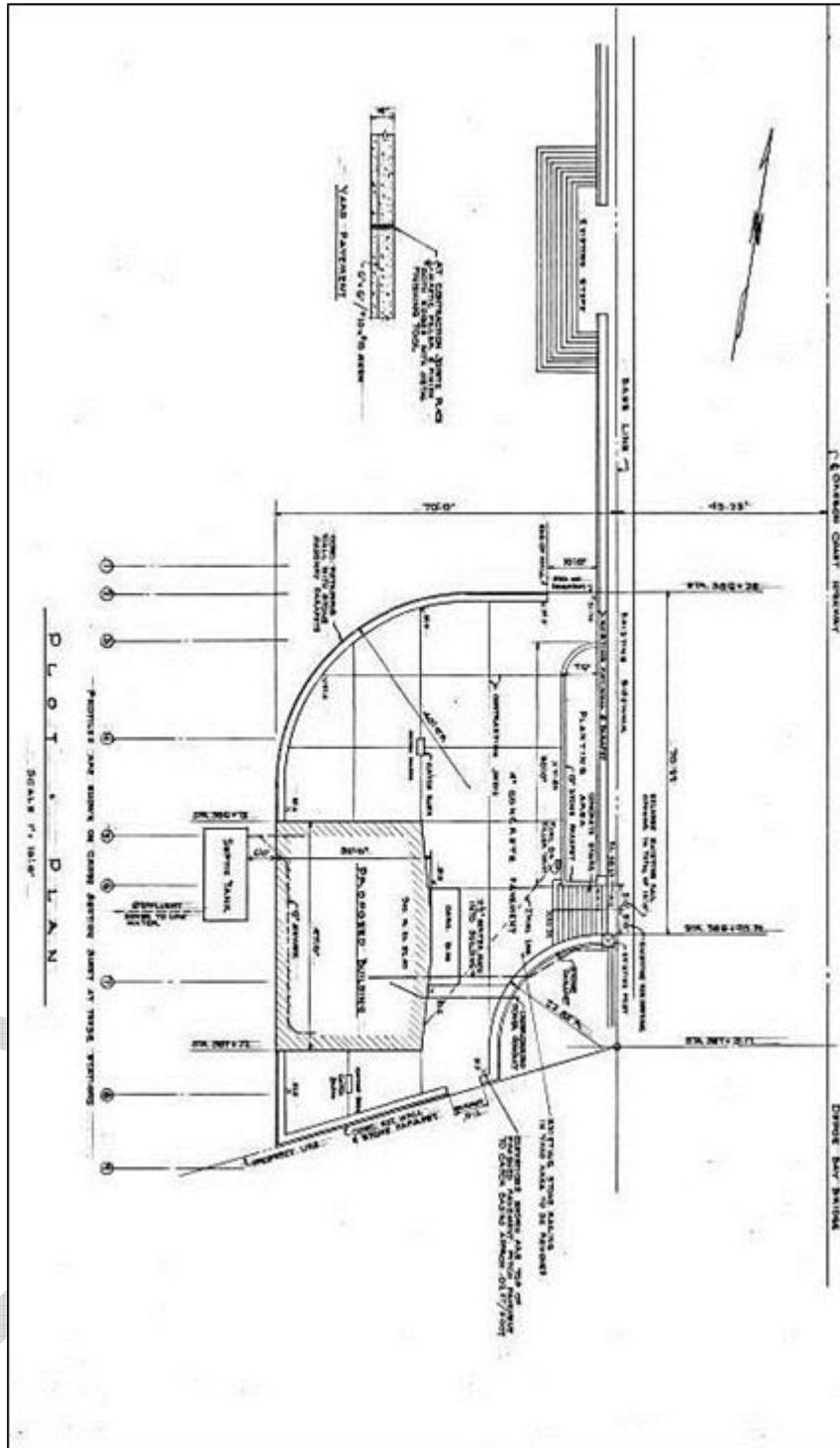
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Figure 9: Original Site Plan for the Depoe Bay Ocean Wayside



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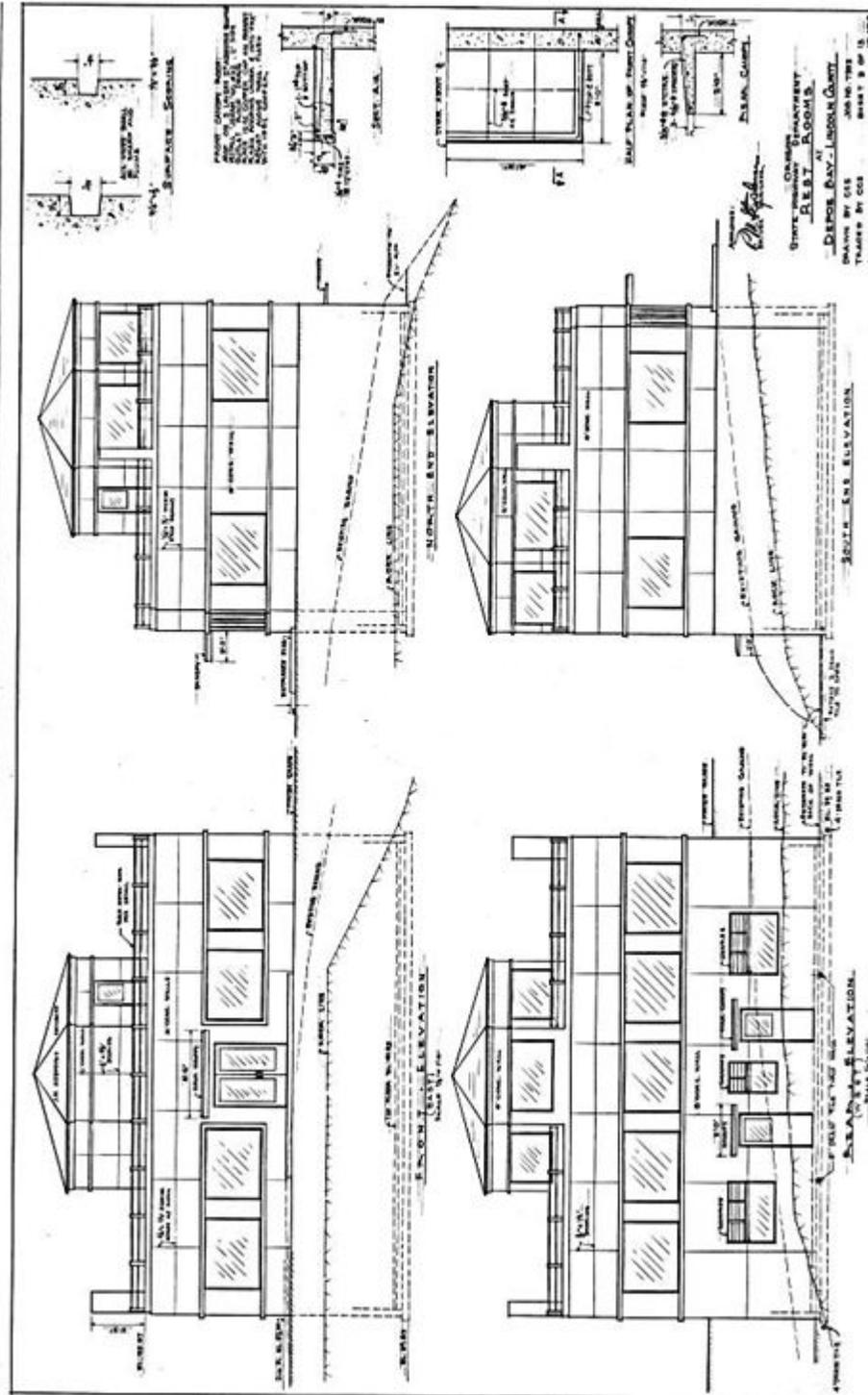
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Figure 10: Original Elevation Drawings for the Depoe Bay Ocean Wayside



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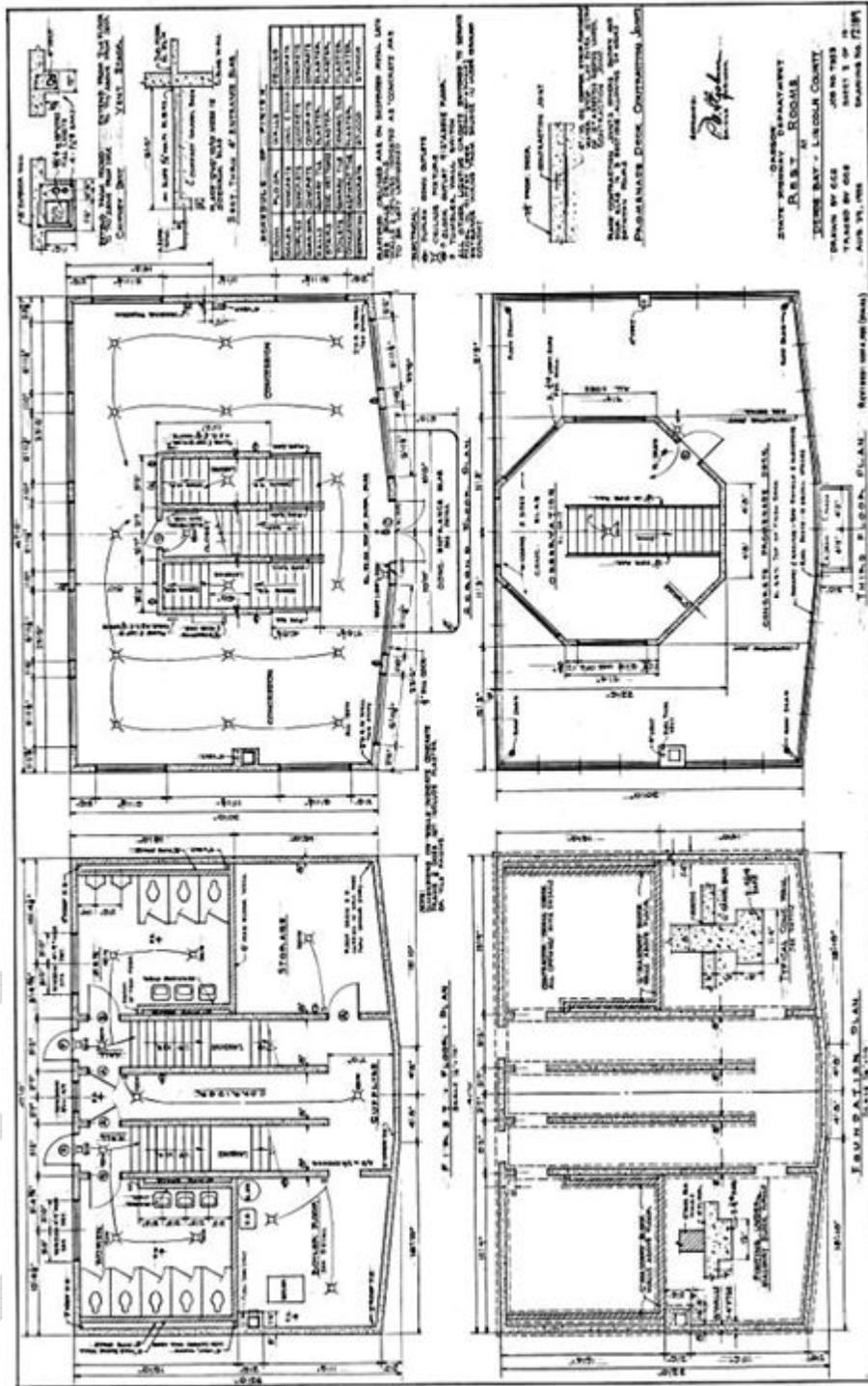
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Figure 11: Original Floor Plans for the Depoe Bay Ocean Wayside



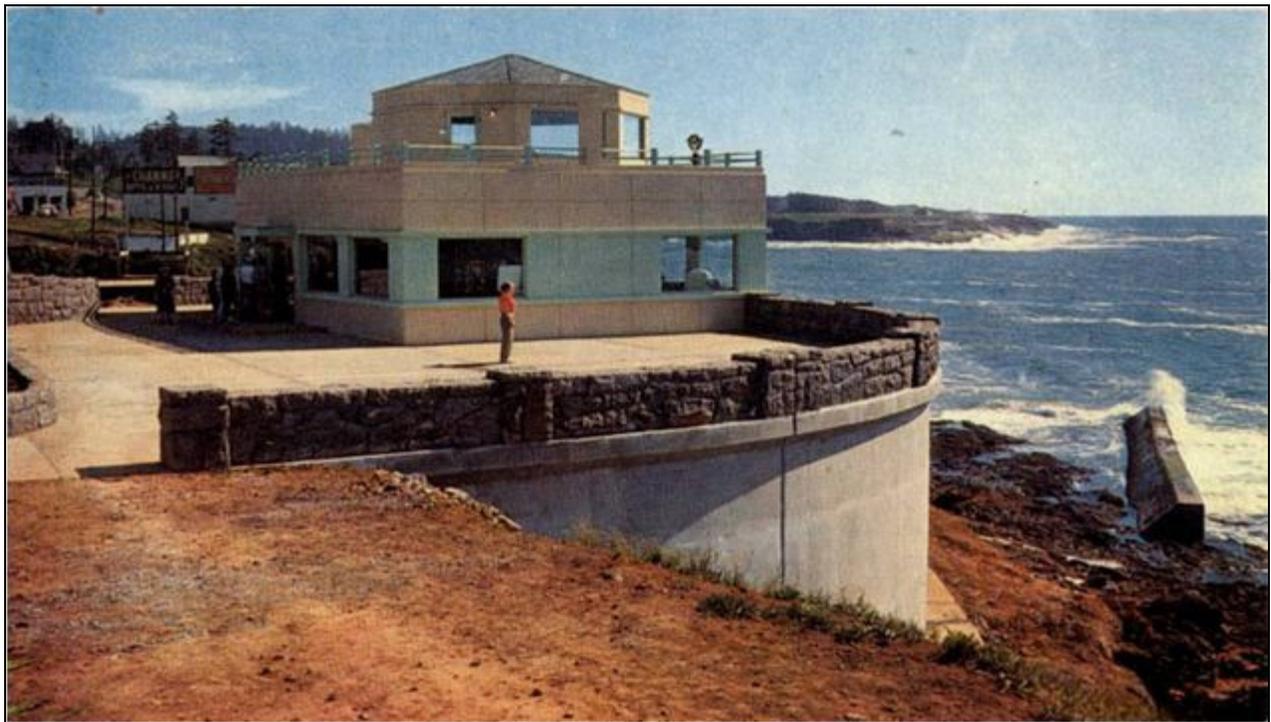
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Figure 12: Historic Photo from 1950s



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Figure 13: Advertisement in *Time Magazine* May 9, 1938



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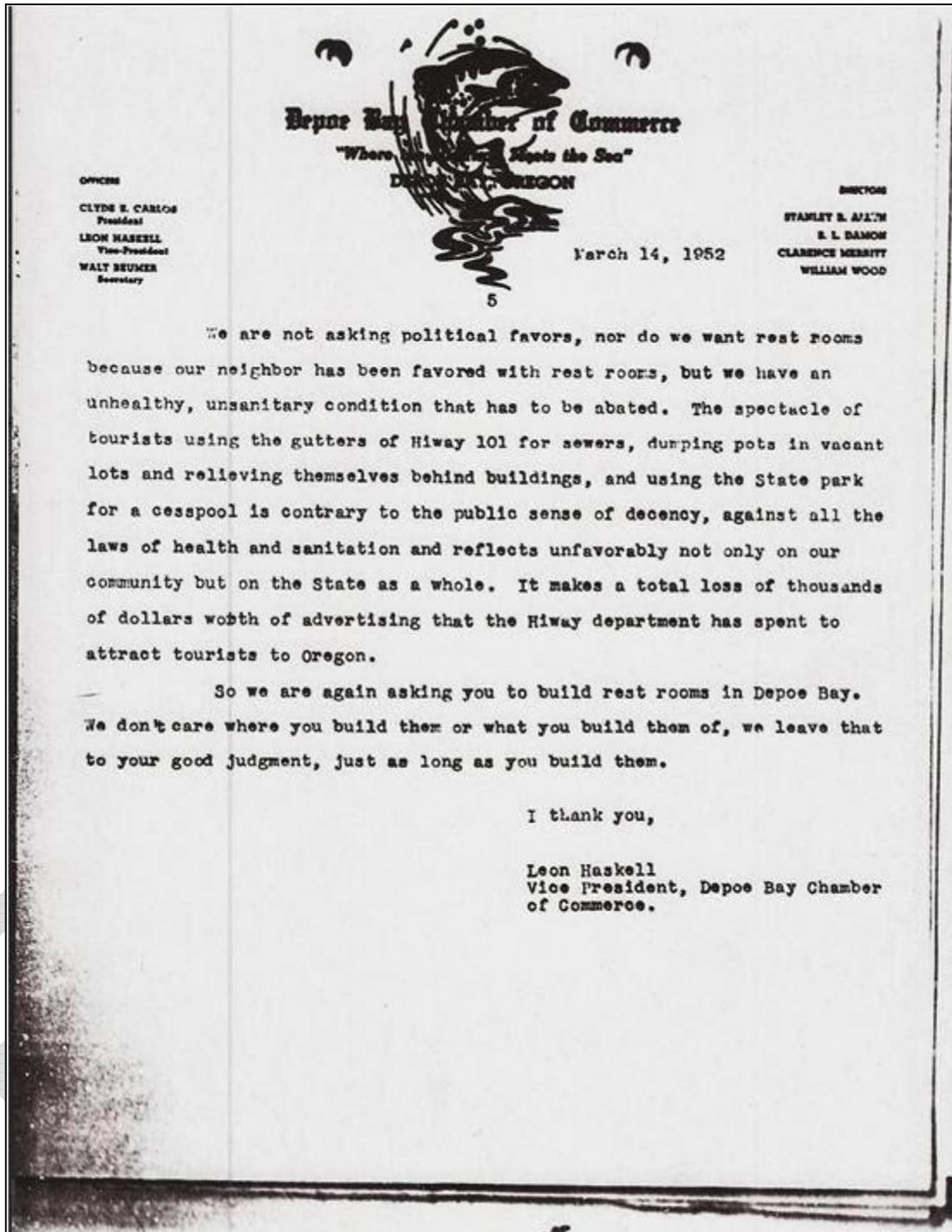
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Figure 14: Letter to the Highway Commission from the Vice President of Depoe Bay Chamber of Commerce requesting public restrooms March 14, 1952



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Figure 15: Photo of Carl Conrad Schneider, 1966



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Depoe Bay, Lincoln Co.



Photo 1 of 10: Southern side of building and coastline, looking north



Photo 2 of 10: Eastern face of building, looking west

Depoe Bay Ocean Wayside
Depoe Bay, Lincoln Co.



Photo 3 of 10: Northern side of building and courtyard, looking south



Photo 4 of 10: Western face of building overlooking ocean, looking east

Depoe Bay Ocean Wayside
Depoe Bay, Lincoln Co.



Photo 5 of 10: South-facing side of observation deck overlooking Depoe Bay Bridge and Bay entrance, looking south



Photo 6 of 10: Interior of front entry, looking north

Depoe Bay Ocean Wayside
Depoe Bay, Lincoln Co.



Photo 7 of 10: Northern half of the interior of the main floor, looking south



Photo 8 of 10: Interior of western face of the main floor overlooking the ocean, looking south

Depoe Bay Ocean Wayside
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Photo 9 of 10: Ladies restroom, on the south side of the building, with original tiling, looking east



Photo 10 of 10: Interior of observation deck, looking west to the ocean