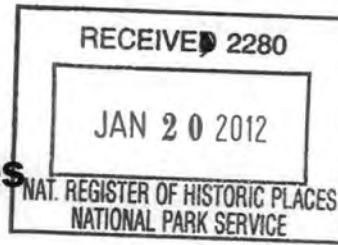


United States Department of the Interior
National Park Service



82

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

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street & number 119 SW Highway 101 not for publication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


Signature of certifying official Title: Deputy State Historic Preservation Officer

1.12.12
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:

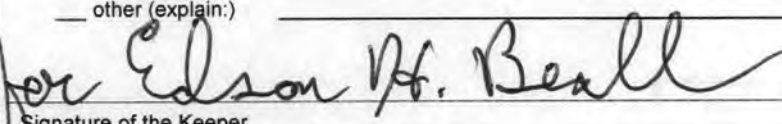
entered in the National Register

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other (explain:)


Signature of the Keeper

3.7.12
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
		district
		site
		structure
		object
1	0	Total

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

Number of contributing resources previously listed in the National Register

N/A

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

RECREATION AND CULTURE: Outdoor

EDUCATION: Education-Related

Recreation

TRANSPORTATION: Road-Related

TRANSPORTATION: Road-Related

(vehicular)

(vehicular)

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

MODERN MOVEMENT

foundation: CONCRETE

walls: CONCRETE

roof: CONCRETE

other: N/A

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

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

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

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 2.

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.

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

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.

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.

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 7: 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.

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.

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.

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 See the photo of the building from the 1950s in G to see how little of the building's appearance has changed.

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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.

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.

Areas of Significance

(Enter categories from instructions.)

ENTERTAINMENT/RECREATION

ARCHITECTURE

Period of Significance

1956-1961

Significant Dates

1956, Date of construction

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Carl Schneider, Oregon State Highway

Department, Architect

John Helstrom, 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 and applicable criteria.)

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

⁶ According to the Depoe Bay Chamber of Commerce.

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railing along the rooftop observation deck, and decorative scoring on the exterior concrete walls. Responding 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.

Developmental history/additional historic context information (if appropriate)

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

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.

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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 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

¹⁶ Ibid, 218.

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 8.

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

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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 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 promoted as a tourist attraction itself, and also has the only other comparable comfort station to the Wayside, known as the Vista House 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>.

³¹ Merriam, *Highway Park System*, 39.

³² Ibid, 45.

³³ Ibid, 39.

³⁴ Ibid, 45.

³⁵ Stephen R. Mark. ‘Chester H. Armstrong.’ *The Oregon Encyclopedia*.

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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

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

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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exploring the western frontier. Motorists on this road pursued Oregon's scenic areas and, in passing through 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 eventually 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

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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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 "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 commissions "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

⁴² ODOT Archives.

⁴³ Oregon State Highway Commission Minutes 1955-56, State Archives; See Figure 9 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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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 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 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.

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

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

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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 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

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.

⁵¹ A photo of Schneider in 1966 is included in Figure 10.

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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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 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 Wallowa 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

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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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."

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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):

10. Geographical Data

Acreage of Property Less than 1 acre
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>10</u>	<u>415999</u>	<u>4962395</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

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 3, Site Map.

Depoe Bay Ocean Wayside
Name of Property

Lincoln Co., OR
County and State

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.

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:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Depoe Bay Ocean Wayside

Name of Property

Lincoln Co., OR

County and State

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

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

Depoe Bay Ocean Wayside
Name of Property

Lincoln Co., OR
County and State

Property Owner: (Complete this item at the request of the SHPO or FPO.)

name Oregon State Parks Department
street & number 725 Summer St. NE, Suite C telephone (503) 986-0707
city or town Salem state OR zip code 97301

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Depoe Bay Ocean Wayside

Name of Property

Lincoln Co., OR

County and State

N/A

Name of multiple listing (if applicable)

Section number Documents

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Documents

- Figure 1: General Vicinity Map
- Figure 2: Tax Lot Map
- Figure 3: Site Map
- Figure 4: Floor Plans, three sheets
- Figure 5: Conceptual Drawings for Depoe Bay Ocean Wayside, two sheets
- Figure 6: Sample Original Drawings for the Depoe Bay Ocean Wayside, two sheets
- Figure 7: Historic Photo from 1950s
- Figure 8: Advertisement in *Time* Magazine May 9, 1938
- Figure 9: Letter to the Highway Commission from the Vice President of Depoe Bay Chamber of Commerce requesting public restrooms March 14, 1952
- Figure 10: Photo of Carl Conrad Schneider, 1966

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Depoe Bay Ocean Wayside

Name of Property

Lincoln Co., OR

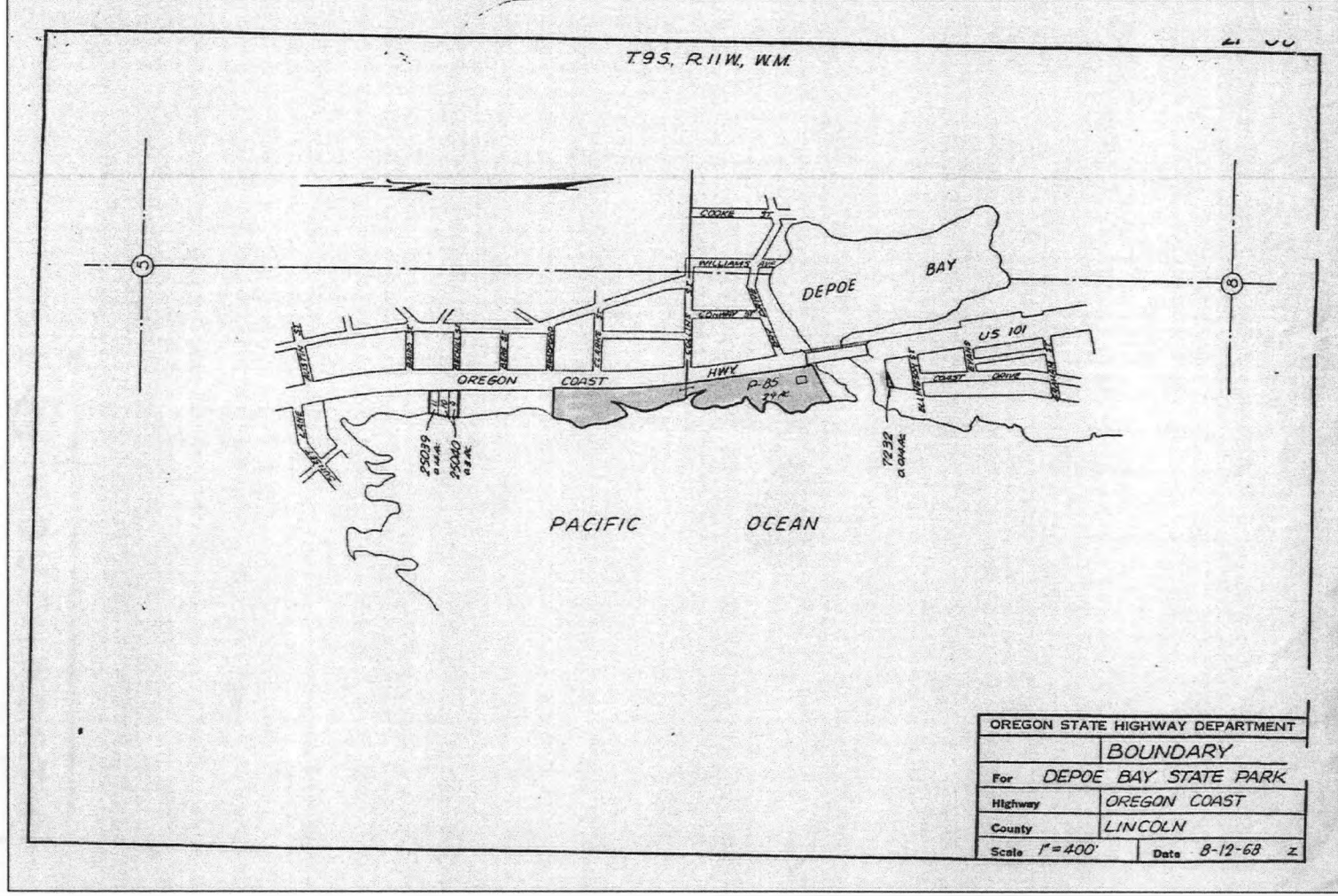
County and State

N/A

Name of multiple listing (if applicable)

Section number Documents Page 25

Figure 1: General Vicinity Map



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National Park Service

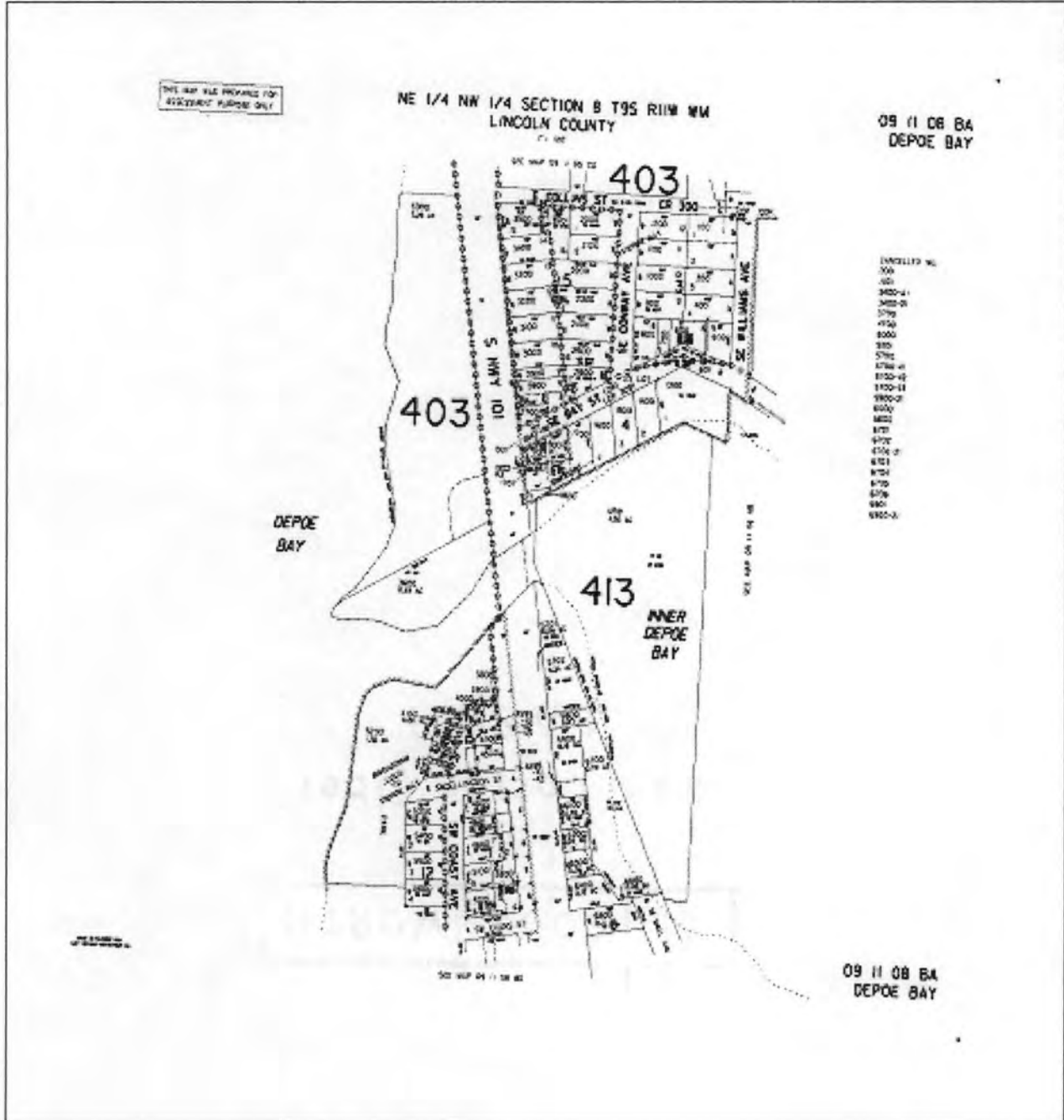
National Register of Historic Places
Continuation Sheet

Depoe Bay Ocean Wayside
Name of Property
Lincoln Co., OR
County and State
N/A
Name of multiple listing (if applicable)

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Figure 2: Tax Lot Map



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National Park Service

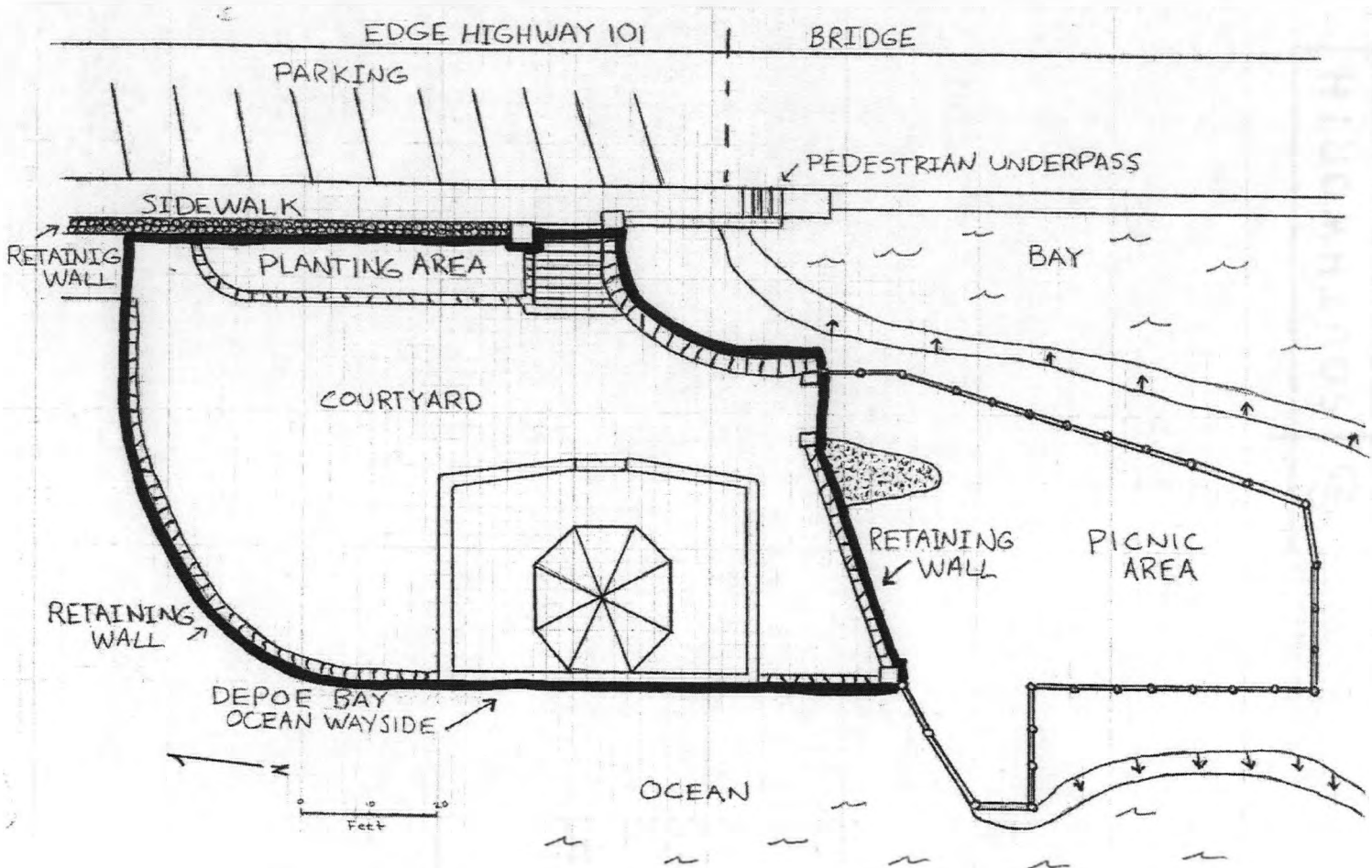
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Depoe Bay Ocean Wayside
Name of Property
Lincoln Co., OR
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N/A
Name of multiple listing (if applicable)

Figure 3: Site Map: Boundary of nominated area marked with thick black line



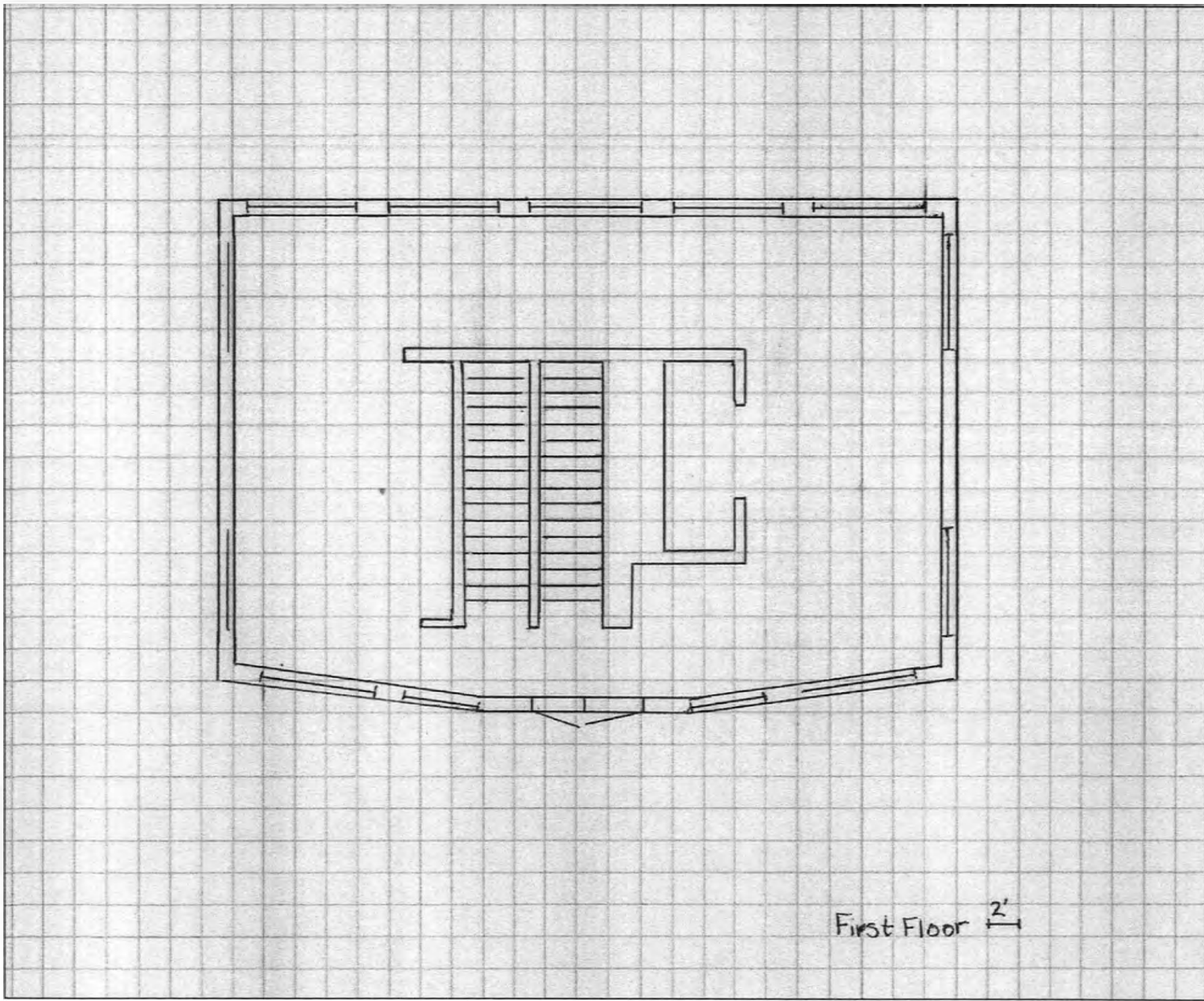
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Depoe Bay Ocean Wayside
Name of Property
Lincoln Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Documents Page 28

Figure 4: Floor Plans, First Floor



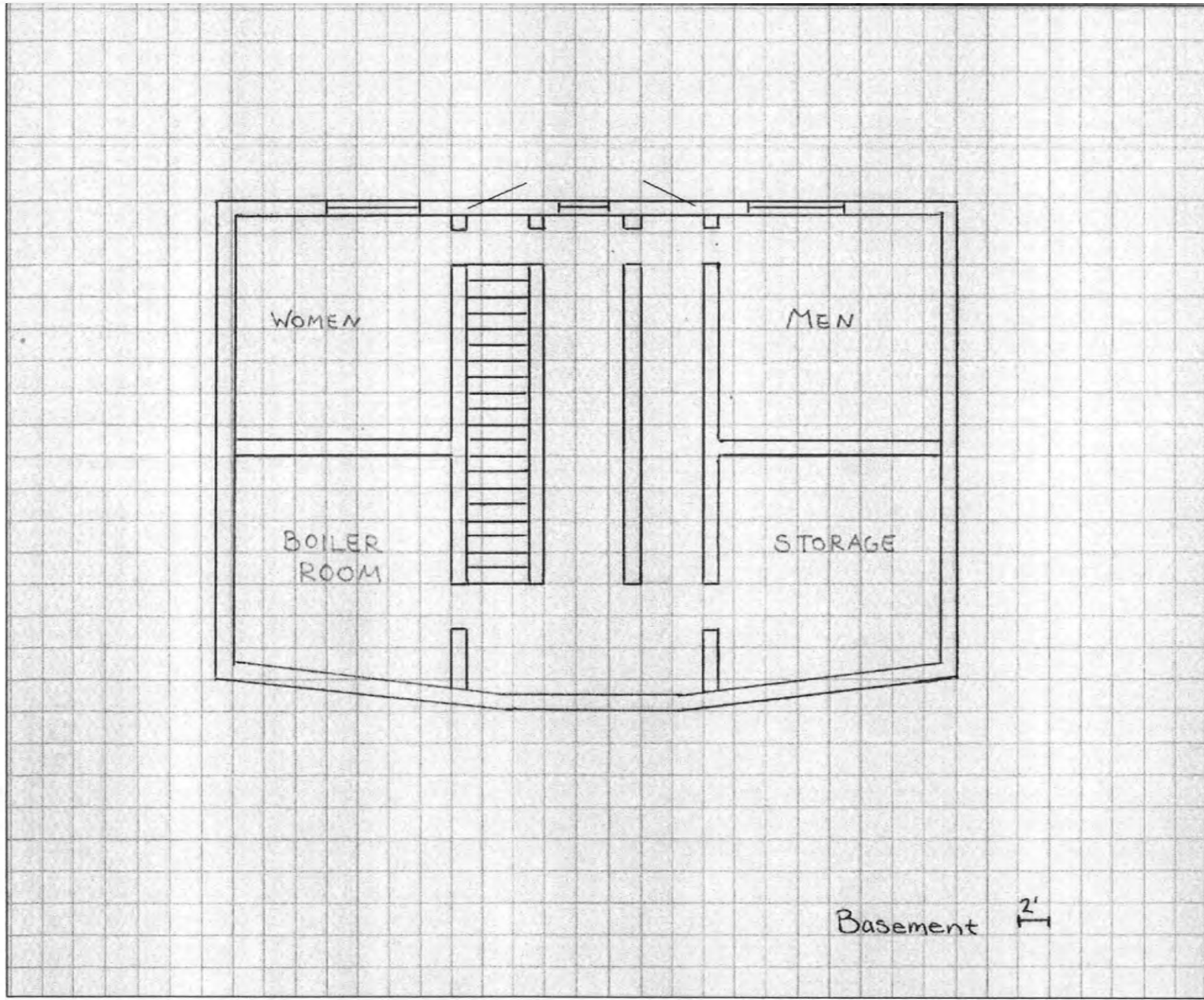
United States Department of the Interior
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National Register of Historic Places
Continuation Sheet

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Depoe Bay Ocean Wayside
Name of Property
Lincoln Co., OR
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N/A
Name of multiple listing (if applicable)

Figure 4: Floor Plans, Basement



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Depoe Bay Ocean Wayside

Name of Property

Lincoln Co., OR

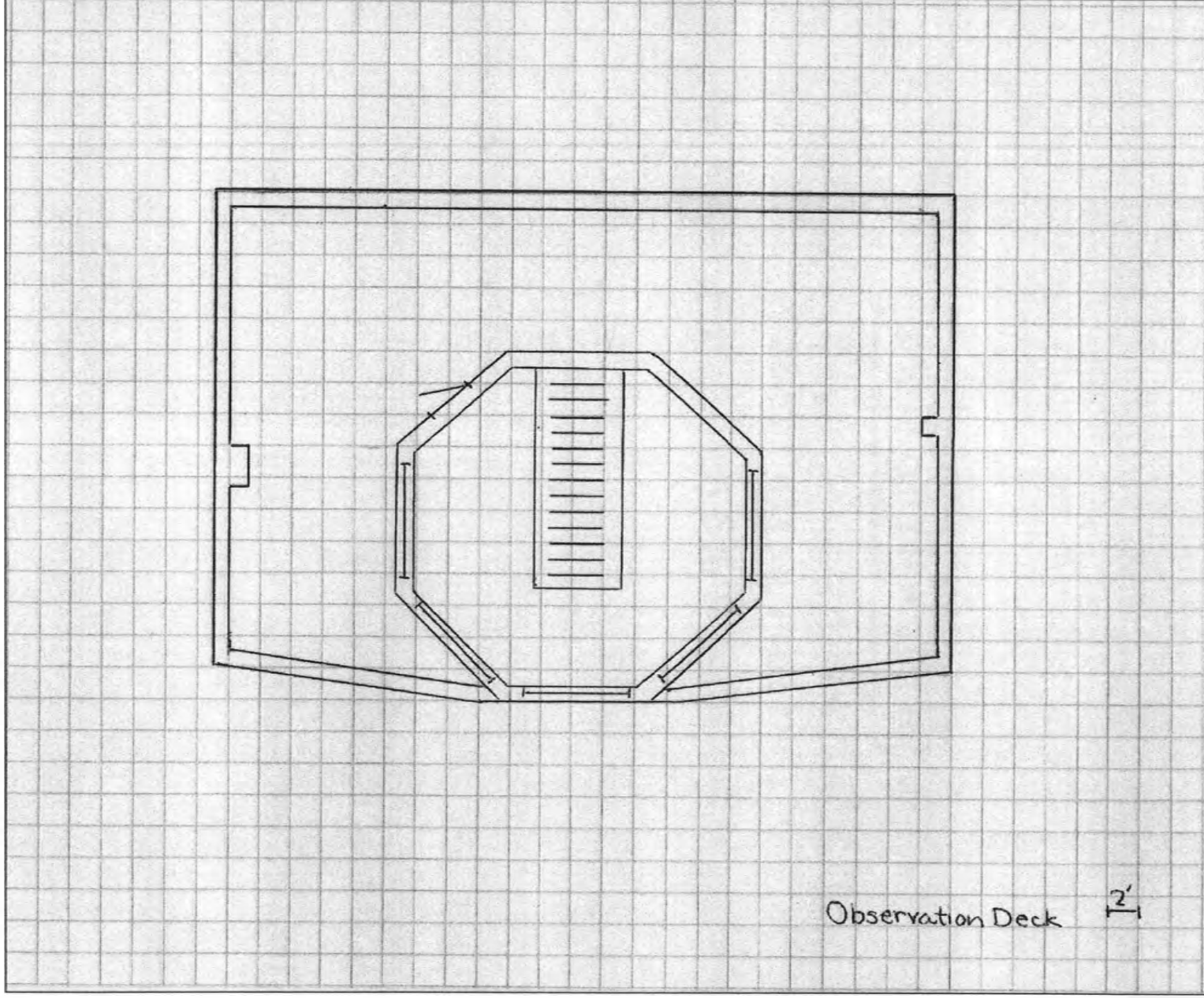
County and State

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Name of multiple listing (if applicable)

Section number Documents Page 30

Figure 4: Floor Plans, Observation Deck



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

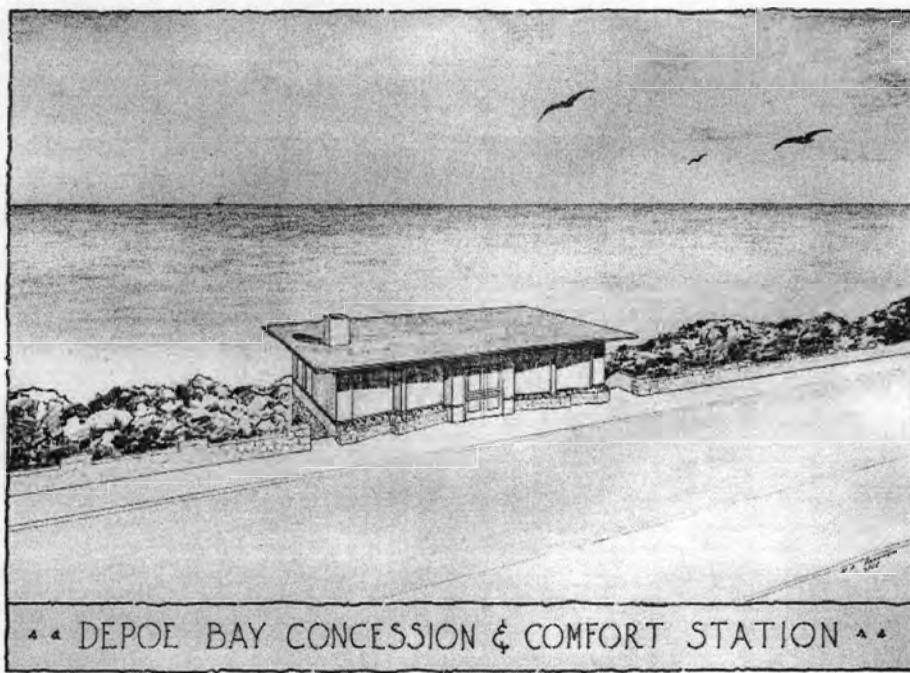
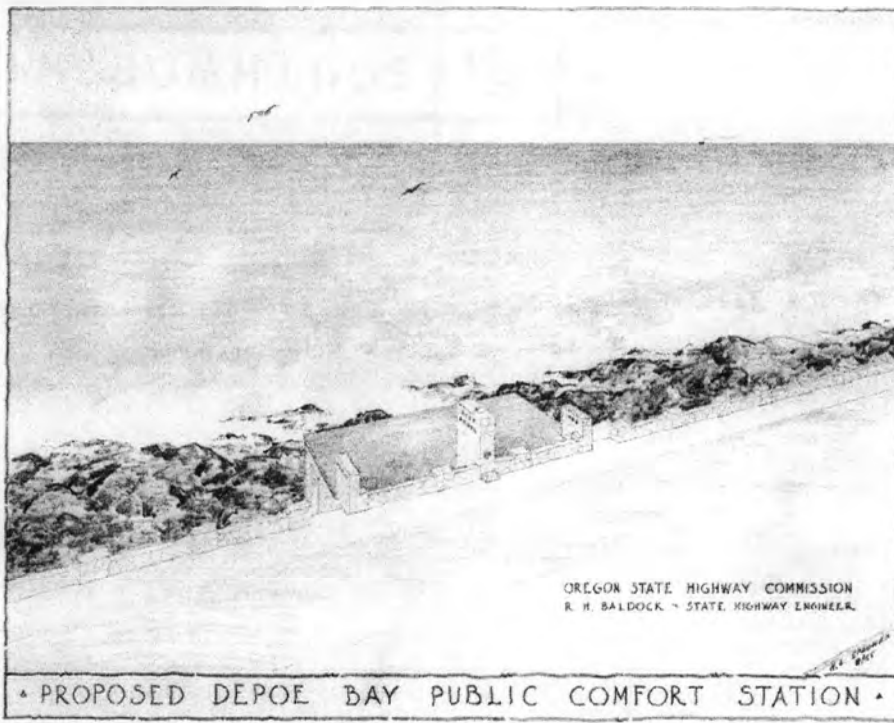
Depoe Bay Ocean Wayside
Name of Property
Lincoln Co., OR
County and State
N/A
Name of multiple listing (if applicable)

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Figure 5: 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



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

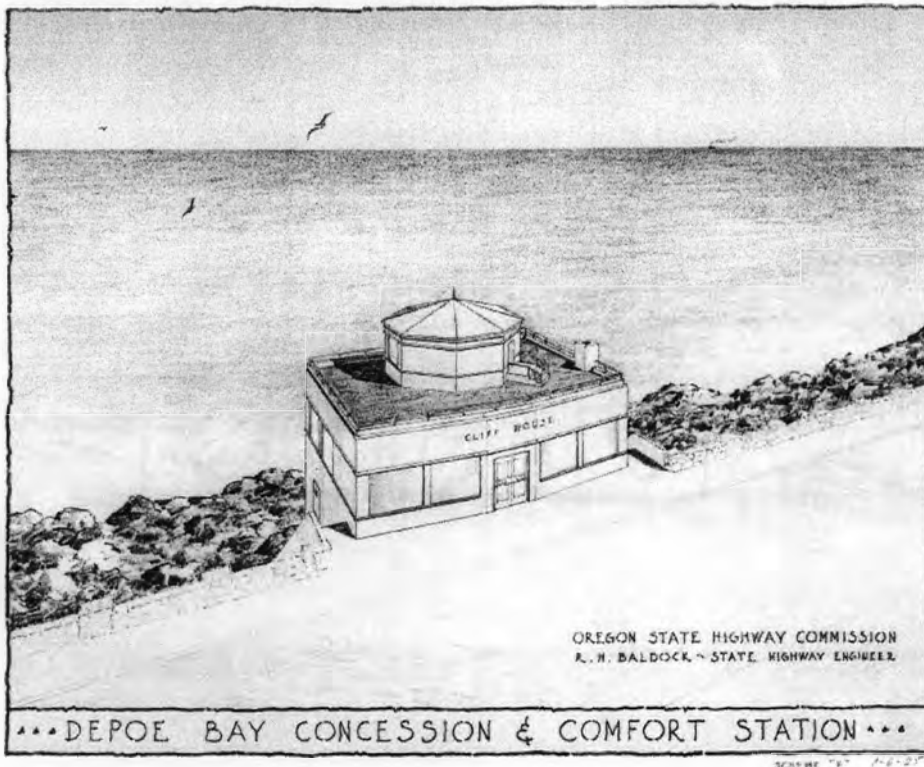
Depoe Bay Ocean Wayside
Name of Property
Lincoln Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Documents

Page 32

Figure 5: 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



United States Department of the Interior
National Park Service

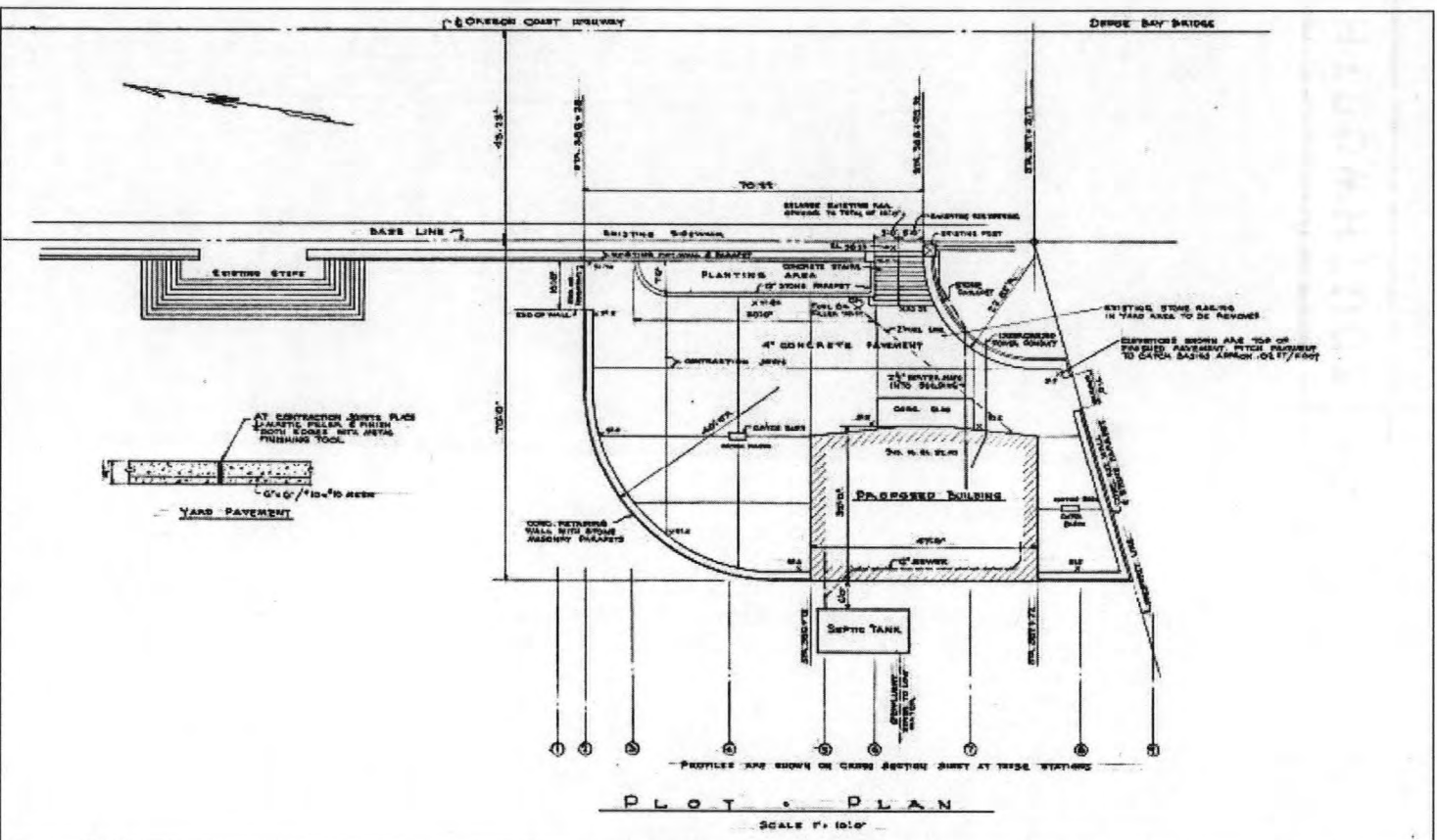
National Register of Historic Places Continuation Sheet

Section number Documents

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Depoe Bay Ocean Wayside
Name of Property
Lincoln Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Figure 6: Sample Original Drawings for the Depoe Bay Ocean Wayside, three sheets
Site Plan



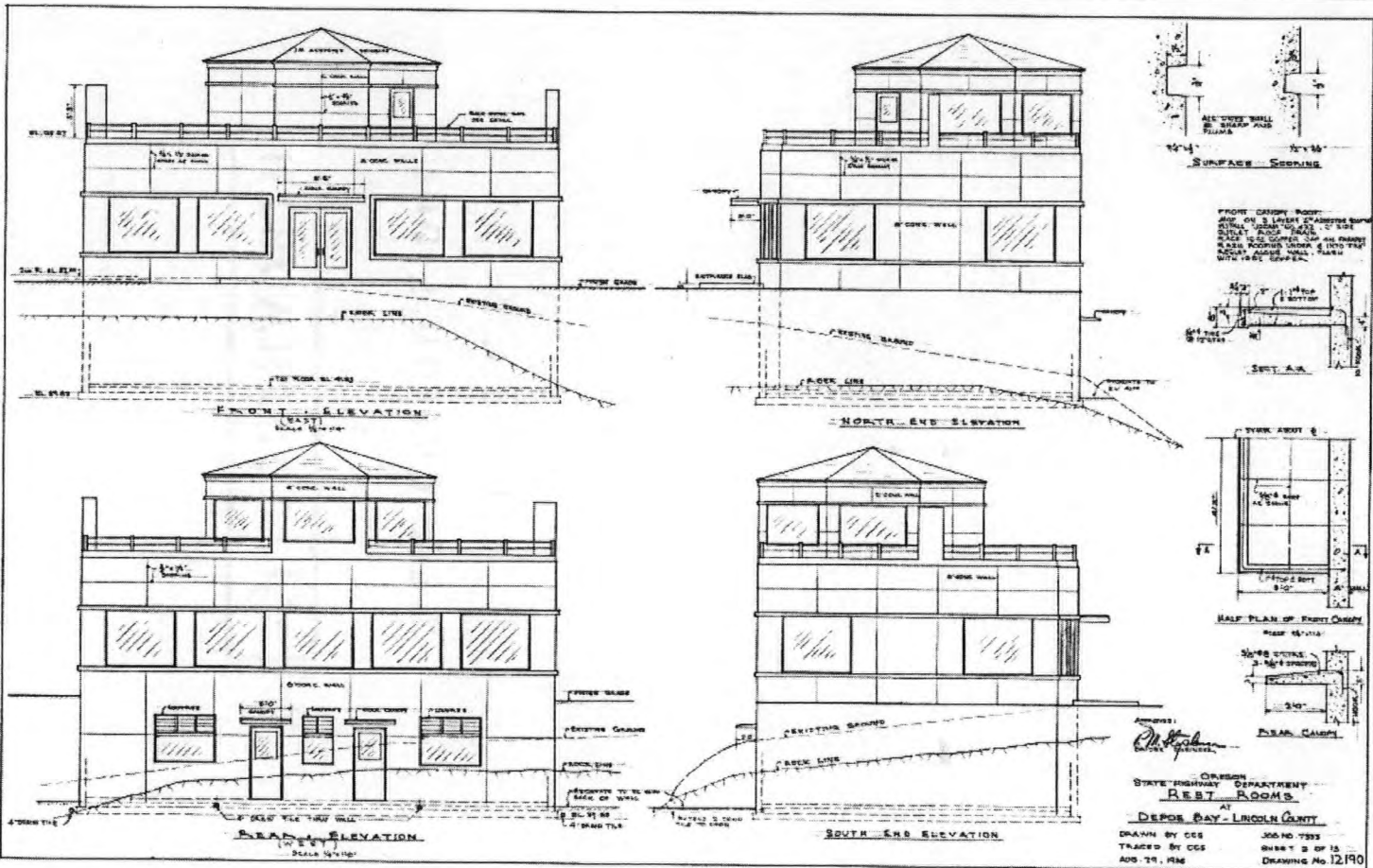
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National Park Service

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Figure 6: Sample Original Drawings for the Depoe Bay Ocean Wayside, three sheets
Elevation Drawings



Depoe Bay Ocean Wayside
 Name of Property
 Lincoln Co., OR
 County and State
 N/A
 Name of multiple listing (if applicable)

United States Department of the Interior
National Park Service

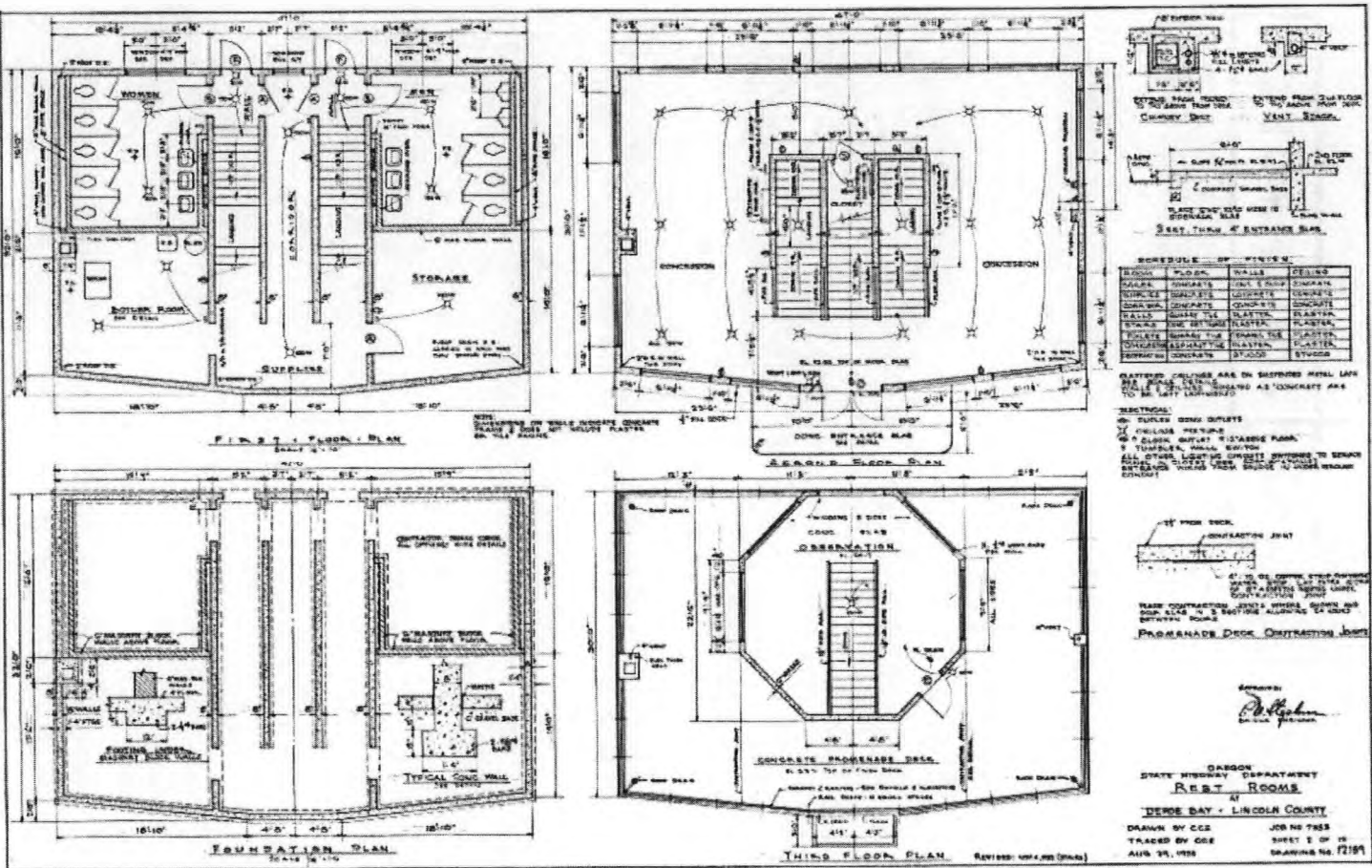
National Register of Historic Places Continuation Sheet

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Depoe Bay Ocean Wayside
Name of Property
Lincoln Co., OR
County and State
N/A
Name of multi-media listing (if applicable)

Figure 6: Sample Original Drawings for the Depoe Bay Ocean Wayside, three sheets



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Depoe Bay Ocean Wayside
Name of Property
Lincoln Co., OR
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N/A
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Figure 7: Historic Photo from 1950s



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National Park Service

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Depoe Bay Ocean Wayside
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Lincoln Co., OR
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Name of multiple listing (if applicable)

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Figure 8: Advertisement in *Time Magazine* May 9, 1938

*A Highway
sweeping
400 miles along
the Blue Pacific*

On the extreme western rim of this continent lies 400 miles of magnificent Oregon coast-line. It is unique in beauty, charm and in variety of recreation. Paralleling its entire length is the magnificent Oregon Coast Highway (U.S. 101), famous as one of the great scenic drives of the world.

Oregon beaches are free. You'll find driftwood for beach fires every-where. You'll find splendid resort or camp life, sports-bathing, clam-digging, tide swimming, surf, deep-sea and stream fishing.

See all of Oregon, the air-conditioned state in the Evergreen Playground. Ski in mid-summer, play golf on verdant fairways. Days and nights are cool and pleasant. Sultry heat is unknown. Send for the State's free illustrated booklet.

PORTLAND ROSE FESTIVAL, JUNE 8 to 11
PENDLETON ROUND-UP, SEPT. 13 to 17

Drive
OREGON
Highways

Oregon State Highway Commission
1100 West Oregon Street, Salem, Oregon
Please send for your free illustrated booklet on Oregon

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Depoe Bay Ocean Wayside

Name of Property

Lincoln Co., OR

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N/A

Name of multiple listing (if applicable)

Section number Documents

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Figure 9: Letter to the Highway Commission from the Vice President of Depoe Bay Chamber of Commerce requesting public restrooms March 14, 1952



Depoe Bay Chamber of Commerce
"Where the Fish Meet the Sea"
DEPOE BAY, OREGON

OFFICERS

CLYDE E. CARLOS
President

LEON HASKELL
Vice-President

WALY BEUMER
Secretary

March 14, 1952

5

MEMBERS

STANLEY E. AUSTIN

E. L. DAMON

CLARENCE MERRITT

WILLIAM WOOD

We are not asking political favors, nor do we want rest rooms because our neighbor has been favored with rest rooms, but we have an unhealthy, unsanitary condition that has to be abated. The spectacle of tourists using the gutters of Hiway 101 for sewers, dumping pots in vacant lots and relieving themselves behind buildings, and using the State park for a cesspool is contrary to the public sense of decency, against all the laws of health and sanitation and reflects unfavorably not only on our community but on the State as a whole. It makes a total loss of thousands of dollars worth of advertising that the Hiway department has spent to attract tourists to Oregon.

So we are again asking you to build rest rooms in Depoe Bay. We don't care where you build them or what you build them of, we leave that to your good judgment, just as long as you build them.

I thank you,

Leon Haskell
Vice President, Depoe Bay Chamber
of Commerce.

United States Department of the Interior
National Park Service

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Continuation Sheet**

Depoe Bay Ocean Wayside
Name of Property
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Figure 10: Photo of Carl Conrad Schneider, 1966



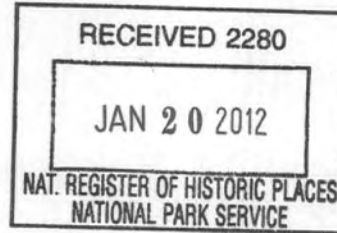


Oregon

John A. Kitzhaber, MD, Governor

Parks and Recreation Department

State Historic Preservation Office
725 Summer St NE, Ste C
Salem, OR 97301-1266
(503) 986-0671
Fax (503) 986-0793
www.oregonheritage.org



January 12, 2012



Ms. Carol Shull
National Register of Historic Places
USDOI National Park Service - Cultural Resources
1201 "Eye" Street NW, 8th Floor
Washington, D.C. 20005

Re: National Register Nomination

Dear Ms. Shull:

At the recommendation of the Oregon State Advisory Committee on Historic Preservation, I hereby nominate the following historic property to the National Register of Historic Places:

DEPOE BAY OCEAN WAYSIDE
119 SW HWY 101
DEPOE BAY, LINCOLN COUNTY

We appreciate your consideration of this nomination. If questions arise, please contact Ian Johnson, National Register & Survey Coordinator, at (503) 986-0678.

Sincerely,

Roger Roper
Deputy State Historic Preservation Officer

Encl.



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Depoe Bay Ocean Wayside
NAME:

MULTIPLE
NAME:

STATE & COUNTY: OREGON, Lincoln

DATE RECEIVED: 1/20/12 DATE OF PENDING LIST: 2/21/12
DATE OF 16TH DAY: 3/07/12 DATE OF 45TH DAY: 3/07/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000082

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 3.7.12 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

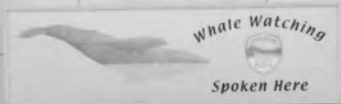
DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Depoe Bay Ocean Wayside
Depoe Bay, Lincoln Co., OR
Photo 1 of 10

DEPOE BAY PARK



Depoe Bay Ocean Wayside
Depoe Bay, Lincoln Co., OR
Photo 2 of 10



1975
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Depoe Bay Ocean Wayside
Depoe Bay, Lincoln Co., OR
Photo 3 of 10

Trace Zeller 10/21/11



Depoe Bay Ocean Wayside
Depoe Bay, Lincoln Co., OR
Photo 4 of 10



Depoe Bay Ocean Wayside
Depoe Bay, Lincoln Co., OR
Photo 5 of 10

Trace Zeller (40) 12.21.11



Depoe Bay Ocean Wayside
Depoe Bay, Lincoln Co., OR
Photo 6 of 10



Some of the most interesting things you can find in the Quagmire are...

Quagmire

What are the...

Volunteer

earth science

The Living Quagmire
Where the Land...
What Lives...



Informational panel with text and images.

Depoe Bay Ocean Wayside
Depoe Bay, Lincoln Co., OR
Photo 7 of 10

12/21/03



Depoe Bay Ocean Wayside
Depoe Bay, Lincoln Co., OR
Photo 8 of 10



Depoe Bay Ocean Wayside
Depoe Bay, Lincoln Co., OR
Photo 9 of 10



Depoe Bay Ocean Wayside
Depoe Bay, Lincoln Co., OR
Photo 1φ of 1φ

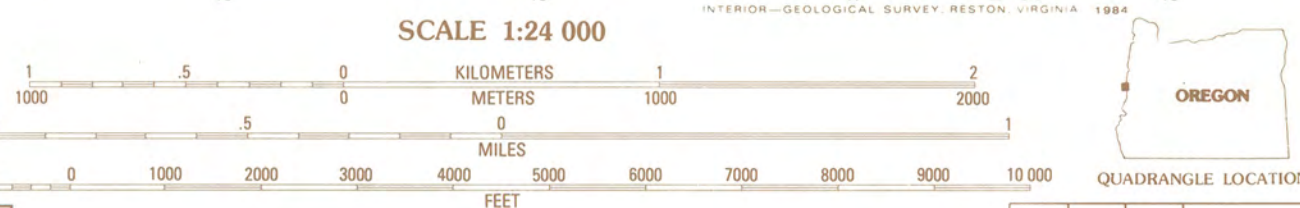
Tracy Zeller (9) (2/21/11)



Depoe Bay Ocean
Wayside
Depoe Bay, Lincoln Co, OR
UTM Reference (NAD83)
10/415999/4962395
LAT/LONG Reference
44.818011 - 124.06228

PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY
CONTROL BY USGS, NOS/NOAA, STATE OF OREGON
COMPILED FROM AERIAL PHOTOGRAPHS TAKEN 1975-76
FIELD CHECKED 1980. MAP EDITED 1984
PROJECTION LAMBERT CONFORMAL CONIC
GRID: 1000-METER UNIVERSAL TRANSVERSE MERIDIAN ZONE 10
10,000-FOOT STATE GRID TICKS OREGON NORTH ZONE
UTM GRID DECLINATION 0°45' WEST
1980 MAGNETIC NORTH DECLINATION 19°30' EAST
VERTICAL DATUM NATIONAL GEODETIC VERTICAL DATUM OF 1929
HORIZONTAL DATUM 1927 NORTH AMERICAN DATUM
To place on the predicted North American Datum of 1983,
move the projection lines as shown by dashed corner ticks
(24 meters north, 98 meters east)
There may be private inholdings within the boundaries of any
Federal and State Reservations shown on this map

PROVISIONAL MAP
Produced from original
manuscript drawings. Informa-
tion shown as of date of
field check.



SCALE 1:24 000
CONTOUR INTERVAL 40 FEET
SUPPLEMENTARY CONTOUR INTERVAL 20 FEET
To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by 0.3048
SHORELINE SHOWN REPRESENTS APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 5 FEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY
P.O. BOX 25286, DENVER, COLORADO 80225

1	2	3	4	5	6	7	8
Lincoln City	Devils Lake	Mowrey Landing	Newport North	Toledo North			

ROAD LEGEND
Improved Road.....
Unimproved Road.....
Trail.....
Interstate Route U.S. Route State Route

DEPOE BAY, OREG.
PROVISIONAL EDITION 1984

44124-G1-TF-024

