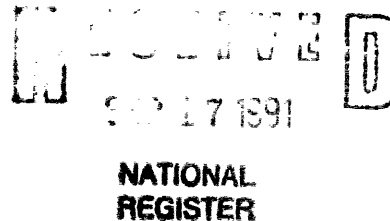


United States Department of the Interior
National Park Service

**National Register of Historic Places
Multiple Property Documentation Form**



This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

Historic Recreational Residences of Seaside, Oregon

B. Associated Historic Contexts

Growth and Development of Seaside, Oregon 1866-1940

C. Geographical Data

City of Seaside, Clatsop County, Oregon

☐ See continuation sheet

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

James M. Hamrick
Signature of certifying official
Deputy State Historic Preservation Officer

September 12, 1991
Date

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Antonieta Lee
Signature of the Keeper of the National Register

10/25/91
Date

E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

SUMMARY

The premise of the Historic Recreational Residences of Seaside multiple property submission is that Seaside's development as a summer resort burgeoned after completion of the branch line railroad that connected the community with Astoria and eventually linked it to Portland in 1898 via the Astoria and Columbia River Railroad.

The platting of Seaside's historic residential neighborhoods north and south of Broadway Avenue was complete by the early years of the 20th Century. The upbuilding that followed platting spanned the forty years between 1890 and the onset of the Depression in 1930. For the most part, the houses are vernacular versions of common architectural styles of that period, with Craftsman "Foursquares" and Craftsman bungalows predominating.

Well-preserved historic houses and cottages in this, one of the oldest destination resorts on the Oregon coast, are Register eligible under Criterion A in the context of recreation and under Criterion C in the context of architecture. Essentially, the residences proposed for nomination under this multiple property submission must meet the following criteria, as set forth in the registration requirements.

- House was built in the historic period 1890-1930.
- House has maintained its structural integrity.
- House embodies the distinctive characteristics of an architectural type or style, even if a commonplace type.
- House remains in a residential context conveying the historic resort atmosphere.

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Introduction

The following historic context is a chronology of the major events, activities, and associations which shaped the growth of Seaside, Oregon between the years 1866 and 1940, with particular emphasis on those elements which contributed to the community's identity as a destination resort. The context statement is organized by chronological periods which have been established by the State Historic Preservation Office for use in organizing data for purposes of analysis. The historic periods include *Railroads and Industrial Growth* (1866-1883); *The Progressive Era* (1884-1913); and, *The Motor Age* (1914-1940). These periods were chosen because they correspond with the community's most significant period of development.

The City of Seaside is located on the northern Oregon Coast approximately 90 miles west of the city of Portland. Seaside is sited on a coastal plain bounded on the east by the foothills of the Coast Range and on the west by the Pacific Ocean. The Nehalem River and Neawanna Creek bisect the community on a north-south axis.

The study area lies entirely within the City of Seaside's urban growth boundary. This area is roughly bounded on the north by the City of Gearhart; on the east by Neawanna Creek and Highway 101; on the west by the Pacific Ocean; and, on the south by the Seaside Golf Course. One of the community's most distinctive physical features is the 8,010-foot concrete walkway adjacent to the beach called "the Prom." Running north-south, the Prom provides scenic views of the ocean and coast and acts as an important visual link between the built environment of the city and the broad expanse of beach at its doorstep.

The commercial core of the city is Broadway Avenue. It is a heavily trafficked right-of-way which runs in an east-west direction. Broadway is approximately six blocks in length and extends from the automobile turnaround on the Prom at its western terminus, to Roosevelt Drive (Highway 101) at its eastern terminus. The overall scale and siting of the buildings which line the avenue provide a visually cohesive downtown area. Broadway Avenue is flanked by two parallel streets of mixed use which form the transition to residential and other non-commercial uses.

There are two distinct residential areas in the city: one north of Broadway and the other south of Broadway. The northern area is characterized by long blocks of varying size which run parallel to Broadway. The streets and front yard set backs are quite narrow and building is dense. The southern neighborhood is characterized by blocks which run perpendicular to Broadway. Here, large set backs create a more expansive appearance. Both of these areas are platted in grid patterns; however, due to rapid and uncoordinated development, many of the adjacent grids are not aligned thereby creating a discontinuous pattern of streets. The area east of Highway 101 consists of mixed uses including residential and light industry. Remnants of the historic railroad right-of-way, which generally parallels the highway, are visible.

Most of Seaside's historic building stock is located along the Prom and in the residential neighborhoods adjacent to the north and south of Broadway Avenue. A number of historic commercial buildings are still extant on Broadway Avenue but most have been altered to such a degree that they no longer convey their historic character.

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Historic Context

1866-1883 RAILROADS AND INDUSTRIAL GROWTH

In contrast to the more accessible and temperate interior of Oregon, the Clatsop Plains area south of the Columbia River was settled more slowly, due in large measure to the impediments posed by poor transportation. In particular, the political and financial difficulties that delayed completion of rail service to the area served to slow down its development (Koler/Morrison). It was not until after the end of the "Railroad Era," in fact, that rail service linked Astoria and Portland in the 1890s. Transportation thus was

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limited to canoes, boats, foot trails and a small number of rough, often impassable dirt roadways.

Clatsop Beach nonetheless became one of the first tourist destinations to be developed along the Oregon Coast, and hearty travelers made the journey in increasing numbers during the latter half of the 19th century. By the turn of the century, up to 10,000 people were arriving each summer season to enjoy the amenities of Seaside (Polk 1902:187). Travelling from Portland to Astoria by steamboat, vacationers could sail across Young's Bay and up the Skipanon to Clatsop Plains (Walton 1974:156). From there, they travelled by horse-drawn wagon or foot to the broad beach that would become the resort town of Seaside (Ibid.).

Clatsop Beach first developed as a destination for the wealthy. Seaside grew to become its center and the area was touted as "the premier ocean resort of the Northwest."

Among the many attractions were the clean, sandy beaches and the bounty of seafood available from both fresh water sources and the sea. Clams, mussels, crabs, and fish were plentiful and early promotional literature urged visitors to gather their own harvest or take part in communal feasts such as "clam chowder parties," which were organized as early as 1873 (Miller 1958:251). Hunting, hiking, surf bathing, beachcombing and just plain strolling along the shore were all promoted as rejuvenating activities at Seaside.

In the autumn of 1870, railroad financier Ben Holladay made his first visit to Clatsop Beach, staying at Summer House, an early resort developed by the Lattie family in the late 1850s. A prominent Portland land developer and business man, Holladay already had vast financial interests in the Columbia River area. He soon purchased the Lattie property and within about a year, had his famous "Seaside House" under construction at the site of the old Summer House.

An imposing Italian Villa, Holladay's Seaside House and grounds extended over the acreage today encompassed by the Seaside Golf Course. Beautifully landscaped, the hotel was of wood construction with two wings of two and one-half stories each, connected by a central wing running east and west at right angles between them. A separate dwelling for the staff was connected to the main building by a long one-story veranda that encompassed the entire west and south sides of the hotel. The resort had a race track and stable of race horses, as well as groves of trees, vast lawns, and a stream with a handsome wooden bridge. As an added convenience, Holladay also installed a fish trap.

Holladay catered to wealthy and influential guests and Seaside House was advertised in Northwest and California newspapers as "the coastal capital of Oregon" and "the oldest fashionable summer resort" on the Oregon coast. In 1875, summer hotel guests numbered some 400, with 125 being the record present in a single day.

G.M. Grimes also established the Grimes Hotel in the early 1870s, building near the center of town on the west bank of the Necanicum River. He constructed a second bridge over the river (the first led to the former Summer House) and cut a wide trail from his hotel to the beach (Koler/Morrison). This trail became known as the Shell Road, and was later renamed Broadway. The Grimes Hotel was a two and one half story wooden structure with six dormers and a pedimented gable. It had a full porch and the upper story and gable were shingles.

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1884-1913 PROGRESSIVE ERA

The Progressive Era was marked by an interest in social reform, humanitarian activities and the beginning of a state highway system. The developing Clatsop Plains area remained somewhat remote from the direct affects of this movement and transportation remained an issue of overriding concern to those who lived and sought to develop there. Clatsop County settlers had tried unsuccessfully since 1853 to arrange capitalization for railroad projects, and it was not until the 1890s that the first public railroad was built through the area by the Astoria and South Coast Railroad Company. This small railroad ran from Young's Bay south of Astoria to Seaside via Warrenton. In 1896 it was extended through to Astoria, making it a branch of the Astoria and Columbia River Railroad, which finally connected Astoria to Portland in 1898. (Koler/Morrison 1978:13).

A great surge in tourism followed quickly on the heels of the completed railroad and by the turn of the century, 5,000 to 10,000 visitors were flooding into Seaside each summer (Polk 1902:187). Seaside's residential development continued to spread out from the center, although it was many years before a comfortable balance was struck between the seasonal demand for housing and the core group of year-round residences and businesses. Vacation homes were added to the inventory as well as hotels, rooming houses and individual rooms.

Between 1883 and 1892, ten plats were registered in Seaside. Eight were located inland from the ocean on the strip of land bounded by the Necanicum River on the west and Wahanna Creek on the east. Two were located on the ocean side, west of the Necanicum River. Although the ocean unquestionably provided the greatest draw to the area, the completion of the railroad into Seaside contributed to the early concentration of development in the vicinity of the depot. By 1902, six more plats had been registered, spanning both sides of the river and extending from between avenues K and L to the south to between 14th and 15th to the north. The earliest development centered near what is now Broadway and radiated out in all directions.

Over the years, Seaside had slowly evolved into two separate towns -- "Seaside," incorporated in 1899 and "West Seaside," incorporated in 1905. Divided by the Necanicum River, the combined year-round population of the two towns in 1908 was 1,200, with the summer population swelling three to six fold (Polk's 1908:248). In 1913, Seaside and West Seaside merged to become Seaside.

By this time, Seaside had a standing population of 1,500, several hotels, numerous stores, the Western Union Telegraph, and long distance telephone. Seven trains arrived a day, three local from Astoria and four that continued on through to Portland. It had a cannery, a sawmill and box factory, three churches, and a school. A weekly newspaper, the *Seaside Signal*, began publication in 1905.

In 1912, Seaside was devastated by a large fire that destroyed the bulk of downtown, including 54 businesses (*Seaside Signal* 1912). Residents of both Seaside and Astoria rallied to the community's defense and rebuilding got quickly underway. The end of the "Progressive Era" was thus somewhat coincidentally marked by intensive redevelopment and the onset of Seaside's most substantial growth period to date.

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1914-1940 THE MOTOR AGE

The Oregon State Highway Commission was formed in 1913 and bolstered financially by the passage of new highway legislation and funding measures between 1917 and 1920. As with the railroad, however, Seaside benefitted somewhat later from these improvements than other areas of the state.

Good roads, making the oceanside resort country accessible to tourists, were not available until well into the 20th century, even after decades of planning and attempts at negotiation (Koler/Morrison 1987:18). Like the building of the railroad, road construction was subject to incessant political and financial reverses. And although visitors had begun bringing cars to Seaside by 1907, they often brought them on flatbed cars on the train, since the long distance roads continued to be so bad (the trip from Portland to Seaside on what is now Highway 30 took all day). The road linking Seaside with Tillamook County was not finished until 1914, and the Columbia Highway from Astoria to Seaside--a distance of only 18 miles--was not surfaced until 1915.

By 1914, Seaside had six hotels, 16 boarding houses (or buildings housing "furnished rooms"), seven cabins, 22 "rooms", two tents and 496 dwellings according to the Sanborn insurance maps of that year. Although the maps make no distinction between year-round and summer-only residences, it may be assumed that all of the individual rooms, cabins and tents, as well as a certain portion of the dwellings were used only seasonally.

The six hotels were equally split in their proximity to the railroad depot (the Commercial, Depot and Mears hotels) and the ocean (the Moore, Colonial and Torrey hotels). They were concentrated on both sides of Broadway, and the Colonial and Torrey were located several avenues to the north. The furnished rooms and boarding houses were also concentrated in these areas.

As suggested by the wide disparity between year-round and summer-only population figures, there were extreme housing pressures during the early years of the tourist boom. As recalled by Mr. Chet Springgay, who lived in Seaside in the early 1900s, many of the visitors lived in tents "because there was nowhere else to stay" (Burger n.d.). He also noted that most of the property was owned by people who lived in Portland and that each spring, property owners erected tents on their land in anticipation of tourists. Set on wooden frames about three feet off the ground, these small canvas tents were described as being "very rudimentary" and furnished only with cots and small wood-burning stoves. Yet, even with tents erected in back yards and vacant lots, there often were not enough places for people to sleep. Some stayed in "emptied out woodsheds" while others camped on the beach. Still others "drove around in their cars all night."

Motels were slower in coming to the area and according to Springgay, the first was built by Sam Lee at Miles Crossing. Lee had apparently imported the idea from California, where he had travelled on his honeymoon.. Thereafter, motels ("just bedrooms and a small kitchen") "began to spring up everywhere" (Ibid.).

Promotional literature for the Astoria and Columbia River Railroad published around 1919 referred to Hotel Moore and Locksley Hall as the two premier hotels of Seaside. Hotel Moore was described as "the only hotel immediately on the beach" and Locksley Hall as sitting in "a delightful pine grove overlooking the ocean." Carriages to both met all trains. These hotels were also described as being open year-round, marking the transition

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of Seaside from being marketed as a summer to a year-round resort. The purity of the water in Seaside was added to the growing list of tourist amenities, with the result that Seaside began to be promoted as a "health resort."

Seaside's economy boomed during the first World War, although efforts were directed to war support rather than tourism. Ben Holladay's Seaside House, which had gradually deteriorated to a dim shadow of its earlier splendor following his financial collapse in 1875, was converted to a medical facility (by 1924, it had been dismantled and its grounds taken over by the Seaside Golf Course). At war's end, however, Seaside again focused its energies on renewed building, road improvements and promoting tourism (Koler/Morrison 1987:17).

The Hotel Moore, which was located at the oceanside terminus of Broadway, was sold in 1919 to a group of prominent local citizens who changed the name to Hotel Seaside. Not long thereafter, the renovated hotel opened up with accommodations for 250 guests. Plans were also noted in 1919 to construct a "large recreation pier" to extend from the foot of Broadway "out into the ocean until it reaches smooth water" (Astoria Chamber of Commerce 1919:33).

Seaside's permanent population had increased from 1,500 in 1915 to 2,000 in 1920. In 1920, "the Promenade" was constructed along the beach front, replacing an earlier boardwalk. An 8,010-foot concrete walkway with retaining wall adjacent to the beach, "the Prom" includes a turnaround at the terminus of Broadway and has become a unique landmark along the Oregon coast. Running north-south, the Prom provides magnificent views of the sea and coast and links the buildings along the oceanfront. Unlike more recent development in the near vicinity of the turnaround, the houses which line the Prom--most of which were constructed prior to 1935--reflect the presence of the ocean, and contribute to the historic "sense of place" of the area. At its dedication in 1921, more than 25,000 came to celebrate its completion. Tourist businesses of many kinds followed the Promenade to Seaside, including gift and souvenir shops, amusement rides, concession stands and other entertainments.

The 1921 Sanborn maps indicate significant growth in Seaside after 1914 and include notations of the location of tent platforms, which were generally missing from the earlier maps (although narrative accounts attest to the presence of tents around the turn of the century). There were by now 12 hotels, including three that were extant in 1914 but had been purchased and renamed in the intervening years.¹

Sixty-five individual rooms were listed, 26 boarding houses (or dwellings with "furnished rooms"), 170 tents and 1,033 dwellings. Seventy-five percent of the tents were located on the ocean side of town and were heavily concentrated within a several block radius of Broadway. Many were clustered in vacant lots near the commercial corridor. The remainder were dispersed throughout Seaside, many set in residential yards. An increasing number of duplexes also show up on the maps, as do dense clusters of small dwellings or rooms that appear to be motor courts or cottages. Typically, six to eight of these small buildings

¹ The Commercial Hotel became the Broadway Hotel, the Torrey Hotel became Locksley Hall, and the Hotel Moore became the Hotel Seaside. The 12 hotels were: the Necanicum Inn, Locksley Hall, Colonial Hotel, Hotel Seaside, Natatorium Hotel, Andora Hotel and Boarding House, McGuire Hotel, Hotel Beacon, Broadway Hotel, Hotel Royal, The Rollins and Depot Hotel.

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occupy a single lot. The distribution of dwellings between east and west is nearly equal, with 62% lying to the north of Broadway.

By 1927, Seaside had become an established golf resort, as well as a haven for fishing and beach enthusiasts. According to Emma Miller, it was a destination for "all classes" of vacationers, having become, in her words, "the Atlantic City of Oregon" (Miller 1958:259).

Promotional brochures for the Spokane, Portland and Seattle Railroad continued to stress the range and variety of accommodations available, the natural beauty of the region and the fact that Seaside was a year-round resort with "no mosquitoes and healthful salt air." By 1938, the list of amenities had grown to include the golf course, paved streets, electric lights, the Promenade, aquarium, churches, stores, markets, theaters, a dance pavilion and nursery for children.

The Stock Market Crash of 1929 did not have an immediate effect on the economy of Seaside, and the summer tourist trade in both 1930 and 1931 remained steady. By the time President Roosevelt closed the banks in 1933, however, Seaside's economy was on the verge of collapsing and many businesses had closed. Soon thereafter, the Civilian Conservation Corps provided employment, including work on coastal parks and fighting erosion. In addition, the Work Projects Administration was directed in 1936 to build a road to shorten the miles between Seaside and Seattle (Koler/Morrison 1978:18-19). Known as the Wolf Creek Highway, it opened in 1938 and reduced the distance to fewer than 100 miles. With other roads and development projects in the works, the threat of city bankruptcy soon began to fade.

Seaside's tourist economy was strengthened and many improvement plans were under way by 1940. Included were a new jail, additional roads, bridges, buildings and parking meters. The onset of World War II, however, caused an abrupt end to these plans and many tourist businesses suspended operations for the duration of the war, only to be revived at its end in 1945.

The end of "The Motor Age" thus saw Seaside at a new peak of growth and development, heavily dependent but flourishing on the tourist trade. Before the opening of the Wolf Creek Highway (later renamed "Sunset Highway"), thousands of visitors had arrived annually by train, welcomed at the depot at the end of Broadway's eight paved blocks at the ocean. The increasing arrival of automobile traffic would soon reduce, and then end those depot arrivals as gasoline power gave private citizens much greater flexibility in their travel plans.

F. Associated Property Types

I. Name of Property Type Recreational residences in Seaside, Oregon of the period 1890-1930

II. Description

Please see continuation sheet.

III. Significance

The buildings included in this property type are architecturally significant under Criterion C for embodying the styles, forms, and methods of construction common to residential building in the community of Seaside, Oregon in the late 19th and early 20th Centuries. They also meet Criterion A for association with the broad theme of recreation and, as a collection of vacation homes, they reflect Seaside's growth and development as a destination resort.

IV. Registration Requirements

Properties are individually noteworthy for stylistic reasons. As a group, however, they stand as a fine exhibition of late 19th and early 20th Century recreational residential architecture. In general, to meet registration requirements, the properties should have been built during the historic period; they should retain sufficient physical features to evoke the period of their construction; they should be good examples of the style or styles they represent; and they should retain an association with the properties around them. Residing and porch enclosures, if done in a manner sensitive to the overall character of the building, should not diminish a property's eligibility for registration. Alterations of this nature were commonly done throughout the historic period and afterward in response to coastal weather conditions and, therefore, reflect in themselves an important interaction with the environment.

☒ See continuation sheet

☐ See continuation sheet for additional property types

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

☒ See continuation sheet

H. Major Bibliographical References

☒ See continuation sheet

Primary location of additional documentation:

- ☐ State historic preservation office
☐ Other State agency
☐ Federal agency

- ☒ Local government
☐ University
☐ Other

Specify repository: City of Seaside Department of Planning, 851 Broadway, Seaside, OR 97138

I. Form Prepared By

name/title	<u>Julie Koler, Jane Morrison and Erin Younger</u>		
organization	<u>Koler/Morrison Consultants</u>	date	<u>March 1, 1991</u>
street & number	<u>P.O. Box 445</u>	telephone	<u>503/654-2786</u>
city or town	<u>Oregon City</u>	state	<u>Oregon</u> zip code <u>97045</u>

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II. Description

The multiple property submission presented under the title "Historic Recreational Residences of Seaside, Oregon" represents three of the potentially eligible dwellings associated with the themes of recreation and architecture in the coastal community of Seaside, Oregon. Each house presented is individually eligible as a good example of a particular stylistic type as well as for association with the broad theme of recreation.

The nomination discusses three nominated houses built between 1904 and 1925 in the context of the historical development of Seaside (1866-1941). The characteristics of residences constructed are covered with particular focus on the Craftsman/Bungalow style which represents the majority of historic dwellings in the city. The hallmarks of design and integrity which the properties must have to be eligible for listing in the National Register are also described.

The majority of historic residences in Seaside were constructed during the period 1890 to 1930. They include vacation homes which were used seasonally--owned and used predominantly by Portland-area residents--and the year-round dwellings of the local residents. Most of the houses were constructed by local carpenters. Very few of the buildings could be considered to be "high-style" architectural types, but instead are vernacular adaptations of popular styles of the day. These range from the Romantic Gothic Revival Vernacular and the Victorian Queen Anne to 20th century styles including: Craftsman/Bungalow, Colonial Revival and historic period revivals. Definitions used here --such as Romantic and Eclectic--are taken from Virginia and Lee McAlester's *A Field Guide to American Housing*, 1985. More specific divisions between stylistic types are taken from Rosalind Clark's *Architecture Oregon Style*, 1983.

The predominant style in the study area is the Craftsman/Bungalow, a style widely adapted to mass vernacular housing and popular during Seaside's major periods of development. It first appeared in Seaside in approximately 1904 and variations on the type continued to be built well through the 1930s. Although all of the nominated properties are designed in the Craftsman/Bungalow style, brief discussion of Romantic and Period Revival styles is included in the following narrative to provide context for evaluating the Craftsman/Bungalow type.

Romantic Styles

The Rural Gothic Vernacular is the only representative of a Romantic style in the study area. A simplified expression of the Gothic Revival style, the Rural Gothic Vernacular appeared in Seaside beginning in the 1870s; however, the oldest extant example dates to the 1890s, while many more survive from the turn of the century and early years of the 20th century. These wood-frame buildings are narrow in width and one to two stories in height with gable roofs, long double-hung sash windows and horizontal wood siding. In contrast to examples of the Vernacular style in other parts of the state, the Seaside Vernacular is generally composed of one rectangular volume rather than the typical T- or L-plan configuration. Decorative features are exceedingly rare, but when present, are usually confined to porch details: chamfered or turned posts and occasionally jigsawn brackets.

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The Queen Anne style is a singular example of a Victorian Period style in Seaside, although only a few examples are extant. All are classified as the Queen Anne Vernacular subtype. Characteristic features include asymmetry in plan and massing with overall vertical emphasis, and turned or jigsawed fancywork. A few have polygonal window bays, either as projections on the primary elevation or as a cut-away bay.

Eclectic Styles

Beginning in the early years of the 20th century, buildings began to appear in Seaside, and throughout western Oregon, which reflected a significant change in stylistic preferences. This change grew out of common philosophical roots established by Frank Lloyd Wright's work in the Midwest; the Greene brothers in California; and, the English Arts and Crafts movement. The foundation of the philosophy was a rejection of classically inspired design, and the machine-made ethic which underpinned the Victorian styles and a new commitment to handcrafted building techniques and appreciation for natural beauty of indigenous materials. On the west coast of the United States this philosophy took a unique form in the immensely popular Craftsman/Bungalow style as well as the distinctive Arts and Crafts style.

The most prevalent style in the study area is the Craftsman/Bungalow. Characteristic elements include a one-and-one-half to two-story volume, rectangular in plan, capped by a hip or gable roof with wide overhanging eaves. Rooflines are often broken by dormers and eaves are accentuated by exposed rafters, purlins and decorative brackets. Expansive porches are the rule and verandas, sunrooms and sleeping porches are not uncommon as is the use of rustic materials such as stone and brick.

There are three general subtypes of the Craftsman/Bungalow in the study area: Builder Bungalow, Craftsman (Foursquare) and the smaller Colonial Bungalow.

Hallmarks of the *Builder Bungalow* include a low, horizontal mass and one to one-and-one-half story volume, with full-width front porches, and shed or gabled dormers and deep eaves with exposed rafters, purlins and braces. Shed roof dormers outnumber other dormer forms. Forms vary between the end-wall facing version and the side-wall type. Virtually all are sided with shingles.

Similar to the Builder Bungalow in many respects, the *Craftsman* subtype differs primarily in form and massing tending toward a much boxier shape, hence the common name "Foursquare." Hip roofs are the norm, sometimes with hipped dormer, further accentuating the box-like form. The Craftsman shares the decorative elements of the related Builder Bungalow, such as the treatment of the roof-wall junction. Exposed rafters are typical, purlins and braces are sometimes present. Exterior surfacing materials vary from horizontal siding to shingles. Expansive front porches were the rule.

The *Colonial Bungalow* bridges the gap between the popular Bungalow style and the later Colonial Revival style. Notable for a symmetrical facade, the Colonial subtype differs from the other types by the porch treatment: central single-bay porches are the rule.

In addition to single-family dwellings, the Craftsman/Bungalow style found expression in a wide variety of multi-housing units. The two most typical property types are detached

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ensembles of identical or similar buildings, and attached units arranged around a common courtyard. Generally one story in height, the plans varied somewhat. Each unit has a separate entrance. Window and door openings were repeated in a regular pattern, creating a balanced design.

Due to the demand for seasonal housing, it was common for property owners to construct rental units behind the main dwelling or to convert storage buildings or garages into additional units. Many of these secondary dwellings display some minimal reference to the Craftsman/Bungalow style, usually in the form of purlins and brackets.

Interior finishes in the Craftsman/Bungalow are distinctly different from those of the Victorian styles. The decorative moldings of the latter gave way to a much simpler, somewhat heavier effect as seen in plain, unmolded baseboards and chair rails. Built-in furniture such as buffets, window seats, and china cupboards to name but a few, is found in even the simplest dwellings. Also commonly found in Seaside's Craftsman/Bungalows is the use of narrow tongue-and-groove paneling--usually stained dark--on the interior walls. All the Craftsman/Bungalow subtypes tended to have a much more free-flowing floor plan than their Victorian predecessors.

There are relatively few examples of the Colonial Revival style in Seaside. Most were constructed during the 1920s and later. Earlier examples generally fit into the Dutch Colonial Revival subtype and are identifiable by their gambrel roof. Those constructed after World War I are simpler and reflect the spartan influence of the true colonial dwelling. Shingle siding was often used in conjunction with shutters and a modicum of classically inspired ornament. Shingle siding, combined with a gambrel roof, is reminiscent of the Shingle-style cottages of the East Coast.

Discussion of residential property types must include note of the types of alterations which have effected to varying degrees the physical integrity of the vast majority of historic dwellings. These alterations were in response to the inclement coastal weather conditions. The more extreme alterations are generally found on those buildings closest to the ocean and thereby more exposed to the elements. Two changes that occurred with nearly equal frequency were the replacement or covering over of original exterior siding, and the enclosure of porches with either glazed enclosures or the construction of solid walls.

The earliest dwellings were clad with horizontal siding. After the turn of the century, narrow shingles were in fashion. Evenly spaced shingles were the most common, but layers alternating in length of reveal were also used. Beginning in the 1930s through the 1950s, wide wood shingles or shakes were popular. In the post World War II period shingles made of a mixture of natural and synthetic materials became popular. Since the historic period sheet-goods, such as T 1-11 siding, have become common place.

Front porches have been an important component of seaside living. The necessity to enclose them with rendering them purposeless undoubtedly posed a difficult dilemma. In many cases, property owners selected the more minor adaptation and merely enclosed the porch with glazed members. Enclosure with permanent finishes--if done without destroying and/or expanding the interior living space--would not preclude the residents from using the porch as it had been intended. Conversely, merely extending the interior space and thereby consuming the all-important porch denies the dwelling of one of the most important architectural features.

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This multiple property submission is based on the findings of the *Seaside Historic Resource Inventory* (Koler/Morrison 1987) which was refined through a subsequent survey, conducted in January 1991, of all buildings within the historic city limits. Resources were mapped by original use, stylistic type, and level of integrity. By analyzing each building which appeared to pre-date 1941 property type characteristics were identified and minimal levels of exterior and interior physical integrity were developed. Resources known to be associated with significant persons or organizations, and intact examples of residential property types, were plotted in order to identify potential historic districts. No large contiguous areas of intact historic properties were identified.

Owners of properties which were considered likely candidates for listing in the National Register were contacted and asked if they wished to participate in nominating their building to the National Register as part of a multiple property submission. Additional field work was conducted to further refine significant interior features as well as landscape features.

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