

United States Department of the Interior
National Park Service

National Register of Historic Places

Date Listed 3-1-21

NRIS No. NP100006188

Oregon SHPO

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 Terwilliger Parkway

other names/site number Southwest Hillside Parkway

Name of Multiple Property Listing The City Beautiful Movement and Civic Planning in Portland, Oregon 1897-1921
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

street & number 3000 S.W. Terwilliger Boulevard not for publication

city or town Portland vicinity

state Oregon code OR county Multnomah code 051 zip code 97239

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this X 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 X local

Applicable National Register Criteria: X A ___ B ___ C ___ D



01/19/21

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

Date

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

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

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

Signature of the Keeper

Date of Action

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5. Classification

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

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

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

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
1		buildings
1	1	site
1		structure
		object
3	1	Total

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

Current Functions
 (Enter categories from instructions.)

LANDSCAPE/ park

LANDSCAPE/ street furniture/object

RECREATION AND CULTURE/ outdoor recreation

TRANSPORTATION/ road-related

TRANSPORTATION/ pedestrian-related

LANDSCAPE/ park

LANDSCAPE/ street furniture/object

RECREATION AND CULTURE/ outdoor recreation

TRANSPORTATION/ road-related

TRANSPORTATION/ pedestrian-related

7. Description

Architectural Classification
 (Enter categories from instructions.)

Materials
 (Enter categories from instructions.)

No style

foundation: N/A

walls: N/A

roof: N/A

other: CONCRETE; ASPHALT; BASALT

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Narrative Description

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

Summary Paragraph

Terwilliger Parkway is a 2.5-mile lineal road corridor in southwest Portland, Oregon. It runs along the east bank of a hillside less than a mile west of the Willamette River. Noted landscape architect John C. Olmsted planned the boulevard. It was completed under the leadership of Portland Park Superintendent Emanuel Tillman Mische. The parkway opened officially on August 4, 1914.¹ It begins at a point directly south of the city's center at Duniway Park, and winds to its southern terminus at the intersection of S.W. Terwilliger Blvd. and S.W. Capitol Highway. The parkway today is composed of a lightly graded (<6%) 36-foot-wide asphalt road with striped bicycle lanes, regular concrete curbing, 9-foot-wide asphalt pedestrian pathway, concrete light poles with globe fixtures, and parking turnouts. As designed and as currently existing, the parkway offers an undulating route with an elevation climb of roughly 300 feet offering a varied natural experience that includes panoramic views, more select view points to the city to the east and mountains beyond, immersion in mature second growth forest, adjacency to development passive park areas, small open turf areas, children's playground, and intersecting forest trails. The parkway is asymmetrical in that the roadway aligns with the western side of the hills while the parking and pedestrian pathways are on the east side.

Character defining features of the parkway include the 36-foot-wide 2-lane road, the pedestrian sidewalk and curbing along the roadway, the lighting system, turnouts, the forested buffer on the east and west, and the presence of scenic views along the Parkway. There are three contributing resources and one noncontributing resource within the parkway. The three contributing resources include one building, one site, and one structure. Those resources are: c. 1921 comfort station (building); Elk Point Viewpoint (site); and Terwilliger Parkway itself along with the pedestrian pathway and the lighting system (structure). The noncontributing resource is Eagle Point Viewpoint (site). Alterations to the parkway include the overgrowth of vegetation along the wooded portions, repaving, the replacement of the capitals and glass globes on the light poles, and removal of a wood trestle bridge. Despite these alterations, the parkway retains integrity of location, design, setting, feeling, and association, demonstrating sufficient integrity to convey its historic values, and is a popular destination within its original context both as an automobile parkway and pedestrian resource.

Narrative Description

Setting

Terwilliger Parkway is located approximately one mile south of downtown Portland and one mile west of the Willamette River. Set on the west side of Marquam Hill, the 2.5 mile curvilinear parkway runs from S.W. Capitol Highway at the south to Duniway Park and S.W. Sheridan Street on north. Immediately adjacent land on the east and west includes public parkland with a half-dozen forest trails connecting to the parkway. Adjacent private lands are generally upscale single family housing; these are mostly located at the south end of the parkway. Located towards the north, on the west side of the parkway, is the 100 plus acre Oregon Health Sciences University Marquam Hill campus that also includes the Doernbecker Children's Hospital and the Veteran Affairs Hospital.

Site

The parkway site itself is 115 acres, approximately 200 feet wide the length of the 2.5 mile curved and undulating roadway which has an elevation gain and loss of approximately 300 feet from each end. The

¹ Ernest R. Munch, John Warner Associates, and Nancy Fox; City of Portland Bureau of Planning, "Terwilliger Parkway Inventory," June 30, 1982, <https://www.portlandoregon.gov/bps/article/95851>, p. 11.

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Parkway's intent was to create a pleasure drive/experience of natural forested scenery complemented by distant views. Within the context of the City Beautiful Movement, such parkways were intended to connect the public with nature for spiritual uplifting. Proximity to the city was important.

The parkway was built in two stages. The first stage, completed in 1912, runs north, generally up from S.W. Capitol Highway for approximately 1.2 miles, to S.W. Hamilton Street. The second stage, also roughly 1.2 miles and completed two years later, continued northward from Hamilton Street to Sheridan Street. The first stage included Elks Point, approximately at the halfway mark.

The site undulates in a serpentine manner with the roadway generally located at the center. Located on the east bank of Marquam Hill, its development is asymmetrical with the roadway hugging the hillside while pedestrian pathways and viewpoints are to the east.

The grade and parkway width today are largely as built. It is 36 feet wide with an average grade of less than 6%. Concrete light standards are located along the east side of the parkway; most are original, though the globes, wiring and lighting systems have been modernized. The parkway on the east has a slight curb, roughly 6 inches, to separate the roadway from the pedestrian path. The pedestrian path follows the contours of the roadway on the east side. The surface of both the parkway and pedestrian path have been modernized. Additionally, guardrails have been installed for safety.

The forest lands flanking the parkway are generally mature second growth, again the west side of the parkway being upland/uphill and the east side downland/downhill. More specifically, vegetation consists of Douglas-fir, Western Red Cedar, and Hemlock often mixed with deciduous Oregon White Oak, Red Alder, Big Leaf Maple, and Vine Maple, and occasional introduced species. Ground cover varies from native shrubs and perennials to non-native English ivy and in select locations, mowed lawns.

Traveling from south to north, Elks Point, described below, is a half mile from S.W. Capitol Highway, offering roughly 120 degree panoramic views of the valley below and mountains beyond. To this point, the roadway experience is generally curving uninterrupted. At Elks Point, the road grade flattens. Roughly, 750 feet north of Elks Point is a landscaped pull-out on the west side with parking connecting to an upland trail head. Roughly another 750 feet north is a small east side pull out with roughly 12 parallel parking places, a park bench and lesser views eastward through the forest. Continuing north, roughly 750 feet, is the Buhler Cut-off, a downhill forest trail connecting to Barbur Boulevard to the east. This connection has a parallel parking area for six cars with a small lawn/picnicking area. A quarter of a mile further north is another small parking area for three cars. A quarter mile further, at the intersection of Terwilliger and S.W. Hamilton, is the comfort station (described below) and a small (<1 acre) lawn with grounds for picnicking and a children's play set and panoramic views to the southeast of the Willamette River and Cascade foothills beyond. With the exception of Elks Point, the drive/walk along the route is through the second growth forest.

In practical terms, the lawn marks the beginning of the second stage of Terwilliger Parkway, though the continuation is seamless. Here, the roadway begins a slight upward grade. A half-mile north, on the west/upland side of the parkway, are stairs that connect the parkway with the Veterans Hospital. To this point, the drive/walk – as with the south – is through second growth forest with intermittent views to the east through the forest. To the north, between the stairs and Campus Drive, which provides access north to the hospital campus, are two parking areas, each with panoramic views. Continuing north, the grade continues its descent down the hillside to Duniway Park.

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Contributing and Noncontributing Resources

Terwilliger Parkway (Contributing Structure)

As described above, the parkway itself is the primary and dominant structure. It consists of varied elements which individually have been modernized over time, both to enhance public access supporting the historic vision, and for public safety. None of these modifications are substantial enough to undermine the integrity of the overarching resource.

Roadway: The Parkway includes the roadway portion of Terwilliger Boulevard along with the adjacent pedestrian pathway and the lighting system. Starting from the southern terminus of the Parkway, (at the intersection of S.W. Capitol Highway and S.W. Terwilliger Boulevard, Photo 20), the Parkway begins at an elevation of roughly 450 feet, ascends to slightly over 500 feet as the Parkway's highest elevation, and then descends to just over 200 feet, where the Parkway ends at its northern terminus (at the intersection of S.W. Terwilliger Boulevard and S.W. Sheridan Street, Photo 1). The parkway is laid out as a graded boulevard 45 feet in width, with 36 feet of roadway, which includes a striped bicycle lane adjacent to the two-lane road on each side, and 9 feet of pedestrian walkway along the east side (Photo 6, Photo 14). The steepest grade is 6%; the sharpest curve has an outside radius of 200 feet. The center of the boulevard is generally 40 feet from the hillside boundary of the corridor (generally to the west) and 160 feet from the boundary on the downhill side (generally to the east). (Photos 7, 10).

This 200-foot width also serves to keep out buildings which might otherwise obstruct the views from the roadway. These boundaries have remained largely stable over time, and while homes do abut the roadway in several locations, these parcels were never part of the parkway. These residential areas and streets that connect the Parkway to residential tracts do not detract from the feeling of the Parkway as created by the City Beautiful design, due to the Parkway's vegetation that obscures views of these homes.

The Terwilliger Parkway was originally surfaced with macadam. In 1918, the macadam surface was replaced by a concrete surface. A third resurfacing occurred in 1994 with the concrete being replaced by asphalt. Bounding the roadway, modern curbs and storm drains have been constructed. These are comparatively small and unobtrusive. For pedestrian safety, pipe railings approximately three feet high, which include horizontal cross-poles halfway up the railing, exist along the sharper outside curves of the roadway on the outer side of the pedestrian pathway. (Photo 18).

Pedestrian Pathway: Running just east of the roadway along its entire length is a 9-foot-wide pedestrian pathway (Photos 14, 15, 18). Historic photos indicate this walking path was part of the parkway from its very beginning and has always been located next to the roadway on the outside of the light fixtures. Originally, the pathway was a dirt path. In 1971, it was paved with asphalt.

Lighting System: An electrical lighting system, installed in the 1910s, runs the entire length of the boulevard along its east side, primarily between the road and pedestrian pathway. Beyond their specific function, the light standards identified this City Beautiful parkway as distinct. In particular for this time, it is important to note that the system wiring was entirely underground; there is no above ground wiring within the parkway so as not to distract the driver or pedestrian

Originally comprised of 90 lamp standards (Figures 15 and 16), the poles were marked from "1" to "90" and spaced approximately 150 feet apart moving southward to just north of the S.W. Capitol Hwy. intersection. Poles 1 through 7 are located in what is now considered Duniway Park (Photo 2). Pole 8 was removed to install a traffic signal at the intersection of S.W. Sam Jackson Park Rd. Pole 88 to 90 near the S.W. Capitol Hwy. intersection were also removed when the intersection was reconfigured, leaving 87 lamp standards remaining.

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The original reinforced concrete poles consist of a simple and elegant octagon shape rising 11'-6" from their flared bases to decorative metal strapwork capitals surmounted by glass globe fixtures at the top. The majority of these poles are original though a number have been replaced over the years with similar flared octagonal poles, some re-located to the far side of the pedestrian pathway and some with taller poles. The original metal capitals and glass globe fixtures were replaced by modern saucer shaped fixtures at some time in the mid-twentieth century. The Terwilliger Parkway Corridor Plan, adopted by the city council in 1983, calls for restoring the light fixtures to their "original design". Thus, the City of Portland replaced all the light fixtures with globe fixtures similar to the originals when they converted them to LED lighting in early 2020 (Photo 21), but did not restore the metal strap work capital. (Figure 16)

Gully Infill: When first built, to maintain the grade, a wooden trestle was constructed to span a gully just north of Elk Point (figure 14). Eventually, the trestle deteriorated and began to fail. To maintain the alignment, grade, and overall design integrity of the Parkway, the narrow gulch was infilled

Off-Street Parking Areas: Mostly since 1950, eleven small mostly parallel parking areas have been added, most of which were constructed along the east side of the Parkway. In some instances, these parking areas are complemented by lawn area with benches. Larger parking areas also include a parallel concrete-curbed landscaped divider separating the parking areas from the parkway. (Photos 7, 10, 11, 17).

Vegetation: As noted, the parkway undulates through more or less the center of a 115 acre parcel, approximately 200 feet wide the length of the 2.5 mile. The site is carved into the east bank of the hillside, the west side being upland and the east downland. For the most part, vegetation is mature second growth. More specifically, vegetation consists of Douglas-fir, Western Red Cedar, and Hemlock often mixed with deciduous Oregon White Oak, Red Alder, Big Leaf Maple, and Vine Maple, and occasional introduced species. Ground cover varies from native shrubs and perennials to non-native English ivy and in select locations, mowed lawns. The overall goal of the vegetation was to create a natural forested driving/walking experience with targeted areas for panoramic views, such as at Elk Point, or targeted views mostly at the hillside peak, to the river and mountains beyond. (Photos 10, 13, 14).

Duniway Park: The Parkway concludes at the northern most section (the intersection of S.W. Terwilliger Boulevard and S.W. Sheridan Street) as it descends to its lowest elevation and runs alongside Duniway Park (Photo 1). In 1918, this section of the Parkway was incorporated into the new Duniway Park, however, the boulevard, pedestrian path, and light poles of the original Parkway remain and clearly marked it as the parkway entry from the City core beginning at S.W. Sixth Avenue to S.W. Sheridan Street.² Despite being an alteration to the original Parkway, Duniway Park does retain character features in line with Terwilliger Parkway as Duniway Park's naturalistic park setting is in line with the City Beautiful principles governing the Parkway, and thus it is the park setting itself that contributes to the character defining features of Terwilliger Parkway. Duniway Park's open spaces and wooded edges provide a transition between the city and more remote Parkway. This portion of Duniway Park that is within the nomination boundary, the section between S.W. Sam Jackson Park Road and S.W. Sheridan Street, consists of a large lawn area with minor recreational amenities, a lilac garden, hillside plantings, a horseshoe pit and other minor improvements (Photos 2, 4). Within Duniway Park, as part of 2012 Centennial festivities, a Terwilliger Parkway gateway sign was installed near Duniway Park's starting point (Photo 3).

Comfort Station – c. 1921 (Contributing Building)

Built circa 1921 in the Rustic style a few years after the opening of the Parkway, the stuccoed Comfort Station has an asphalt shingle hipped roof with dual small restroom vent pipes and features wide overhanging eaves and prominent rafter tails (Photo 15). The Comfort Station serves as the Parkway's only public restroom

² The land that makes up Duniway Park was previously Marquam Gulch, used largely as a trash dump before being acquired by the city 1918, its development and infill taking place over the next decade. For more information see, <https://www.portlandoregon.gov/parks/finder/index.cfm?action=ViewPark&PropertyID=44>.

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facilities. The approx. 400-square-foot single story building sits on a newer concrete foundation built into the hillside. The foundation platform steps down via one step on the southwest and five steps on the southeast to a one-car parking pull off on S.W. Hamilton St. A modern pipe railing fronts the short drop off at the south end of the platform and down the southeastern steps, and a modern metal mesh fence approx. 6 feet tall provides for privacy at the platform's east and west ends, making a right angle and connecting to the building at its northeast and northwest corners. The west elevation of the building has two central original paneled wood doors, the southern door leading to an all-user restroom (formerly men's) with a sink, urinal, and toilet and the northern door leading to a locked maintenance equipment closet (Figures 20, 21). The south elevation features two original small central square two-over-two wood casement windows just below the roof line and an original paneled wood maintenance closet door just to the east. The panes on the western window have been replaced and metal mesh covers both windows from the outside. At the northern end of the east elevation is the entrance to another all-user restroom (formerly women's) with a sink and toilet, entered through an original paneled wood door. Finally, the north elevation features three small central square two-over-two wood casement windows just below the roof line similar to those on the south side, though all have been boarded closed. The easternmost window has additional wood board covering its lower half, while the others have had wire mesh added from the outside. Modern lights hang from the eaves in front of each restroom door. The building retains integrity since its setting remains intact and all of its elements appear original, save for the roof material, foundation, fences, railing, and overhead lights, which are likely later changes or additions. Character-defining features include the building's massing, stucco cladding, wood rafter tails, fenestration, and wood windows and doors.

Elk Point (Contributing Site)

Important features of Mische's 1912 preliminary plan were the view areas at Elk Point and Eagle Point, which were intended to be placed at the two highest elevation points along the Parkway with the Elk Point viewpoint located at the highest elevation (Figure 10). Elk Point was built as part of the original leg of the Parkway; Eagle Point was never built.

Elk Point is directly east of the entrance to S.W. Westwood Drive. It consists of a large parking lot with an overlook viewpoint offering views to the east that includes a large wooden totem pole carved by Chief Lelooska in 1959 that is located to the north of the restaurant's building (Photo 19). Elk Point was dedicated in 1912 with two now gone white plaster elks that originally marked the viewpoint which was otherwise an undeveloped parking area offering an opportunity to park vehicles and climb out of the car for a view.³ (Figure 11). Other alterations to this site include the 1921 construction of a restaurant (currently the Chart House restaurant), which blocks a portion of the view and is outside of the nomination boundary. Despite the construction of the Chart House restaurant, the character of this viewpoint still remains as the viewpoint still offers an opportunity to park one's car, walk to a viewpoint, and take in the view of the surrounding landscape.

Eagle Point (Noncontributing Site)

As noted, Mische's concept of the Terwilliger Parkway included plans for a second viewpoint, Eagle Point, located north of Elk Point, which was never built. In 2013, a one-acre parcel on top of a knoll on the east side of the Parkway between S.W. Hamilton and S.W. Lowell was acquired by Portland Parks & Recreation and added to the Parkway parcel. The site is gradually being restored with the elimination of invasive non-native vegetation. Long term plans call for the land to be developed as a viewpoint for the parkway.

Alterations

As detailed above, in general terms, there have been few substantial alterations to the Parkway. Those changes that have occurred include repaving, gully infill, curb installation, storm water drains, parking construction, concrete stairs, modifications to the light standards, guard rails, and hand rails and generally

³ https://www.oregonlive.com/portland/2011/04/friends_of_terwilliger_bouleva.html; <https://www.portlandoregon.gov/bps/article/95851>.

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support the original vision for public use, though with enhanced safety. Other alterations include the addition of adjacent lands and the landscaping of select areas. All of these modifications are discussed above. Within the context of the overall resource, none are substantial, and they do not significantly impact the integrity of the resource.

Non-historic Features:

Throughout the parkway are several features built after the period of significance. These include a concrete stairway directly across from S.W. Condor Lane, built about 1930 and leading uphill to the Veterans Hospital.⁴ In 1974 the 2-mile, 20 station, Portland Exercise Course was installed and consisted of simple exercise equipment, such as chin bars and jumping pits. The course begins at lamp post #72, runs to lamp post #37, and then returns to finish back at lamp post #72. Underground sewer and water facilities were constructed by the intersection with S.W. Capitol Hwy. in 2013 in a landscaped area that is part of the right-of-way. It includes some above ground elements in an area that effectively functions as an entrance to Terwilliger Parkway off S.W. Capitol Hwy (Photo 20). Lastly, there is a mural installed in 2012 with funding from a graffiti abatement art grant provided by the Regional Art and Culture Council (RACC). Generally, these elements are not of significant magnitude to appreciably impact the integrity of the overall resource and in the case of the 1930 stairs, may be considered quite compatible.

Integrity

Terwilliger Parkway is nominated to the National Register as it meets the registration requirements for Boulevards/Parkways in the *City Beautiful Movement and Civic Planning in Portland, Oregon 1897-1921* Multiple Property Document (MPD). Per the MPD:

“Extant examples should qualify due to their rarity. More generally, though, eligible resources should have integrity of location, design, setting, materials, and location to qualify for listing... Again, normal maintenance or replacement of certain kinds of park facilities or original plantings should not detract from the property's integrity. Variables such as road construction or plant disease may have necessitated alterations to the original design, but the overall integrity of design and setting should remain intact”

Terwilliger Parkway is the only parkway constructed in Portland according to the designs of J.C. Olmsted and E.T. Mische out of more than 10 which were proposed in the 1903 Olmsted plan for the city (Figures 8, 9, and 10). It retains a high degree of integrity. Specific to the seven aspects of integrity:

- Location: The parkway remains in its original location and has not changed alignment, starting point, or ending point.
- Setting: The parkway retains integrity of setting as a wooded respite from its urban surrounding. It is lined, as intended, by a natural setting of vegetation. Though modern construction has occurred in the vicinity of the parkway, the vegetation largely obscures these developments and the parkway retains its integrity of having a natural setting. Outside the immediate vicinity, also as intended, is the outskirts of the downtown urban center from which the parkway was intended to and has always provided reprieve.
- Association: Terwilliger Parkway retains a high degree of association. It largely retains its original design and as such retains direct association with the historic events for which it is nominated as a parkway developed during City Beautiful planning movements in Portland. The parkway's winding, slow, evenly graded road and accompanying pedestrian pathway all support the resource's direct association with its original design. In addition, the parkway retains association with the City Beautiful movement and its original design via its functionality as a natural outdoor space in close proximity to

⁴ A total of nine pedestrian access points exist along the Parkway that allow access to streets above and below the Parkway.

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the city center with expansive views of the mountains to the east, turnouts, and pedestrian paths all surrounded by the natural beauty of the wooded hillside.

- **Feeling:** Terwilliger Parkway retains integrity of feeling. A pedestrian or driver on the parkway experiences the curves of the parkway or the views from the pedestrian path much the same as was intended by the Olmsted brothers and Emanuel Mische. The uniform and continuous character of the roadway and the regular cadence of the light poles create a kinetic experience as one moves along it and they tie together the various experiences of expansion and contraction, of views, enclosing forest, open lawns, and screened development from one end to the other with little interruption from cross streets or stops. The surrounding setting, the design of the parkway, the location, the continuity, and the association with its original design all contribute to the parkway's integrity of feeling as an early twentieth-century parkway designed according to City Beautiful ideals as a respite from urban life and enhancement of the city's beauty.
- **Design:** The design of the parkway is intact. The alignment, buffer, and general development has not changed. As noted, there have been modifications, generally in support of the intended goals of the resource. None of these alterations, when taken within the context of the 115 acre resource, is of a scale to impact overall integrity.
- **Materials and Workmanship:** Again, while specific elements as the surface of the road and pedestrian pathway have been altered, materials and workmanship relating to the resource are intact. Minimal elements has been replaced. And as noted in the MPD, "normal maintenance or replacement of certain kinds of park facilities or original plantings should not detract from the property's integrity." Upgrades to the parkway have been necessary to preserve its design and integrity despite significantly increased vehicle and pedestrian traffic. Damaged light fixtures have been replaced.

Terwilliger Parkway has a high degree of integrity and an unfettered ability to convey its historic significance as an early parkway in the development of MPD. A standard measure of integrity is if a contemporary would recognize the resource. Unquestionably in the case of Terwilliger Parkway, the answer is yes.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Areas of Significance

(Enter categories from instructions.)

Community Planning and Development

Period of Significance

1912 - 1921

Significant Dates

1912: Southern portion of route opened

1914: Completion of the Parkway

1921: Comfort Station installation

Criteria Considerations

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

Property is:

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

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation (if applicable)

N/A

Architect/Builder

Olmsted, John C., Landscape Architect

Mische, Emanuel Tillman, Parks Superintendent

Period of Significance (justification)

The beginning of the Period of Significance starts in 1912 with the completion of the southern portion of the parkway on the Terwilliger land grant when it was opened by the Elks Club at their national convention. While the road has continued to evolve since, the last substantive addition to the parkway occurred with the 1921 construction of the comfort station. At this point the Parkway's roadway and major amenities were complete.

Criteria Considerations (explanation, if necessary)

N/A

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

Terwilliger Parkway is eligible at the local level for listing in the National Register of Historic Places under the *City Beautiful Movement and Civic Planning in Portland, Oregon 1897-1921* Multiple Property Document (MPD) under Criterion A in the area of Community Planning and Development. Terwilliger Parkway meets all of the registration requirements established by the MPD for Boulevards/Parkways developed according to City Beautiful ideals by the Olmsted Brothers in the first decade of the twentieth century. The Period of Significance is from 1912, when the southern portion of the Parkway opened as part of the Elk's dedication ceremony, to 1921, when the comfort station was completed. Originally conceived by John C. Olmsted in 1903, the final design for the parkway was completed by Portland Park Superintendent and former employee of the Olmsted firm, Emanuel T. Mische, in 1912. The parkway was built in two roughly equal stages, completed in 1914. It embodies Olmsted's original design as well as additions by Mische. It is one of three parkways proposed according to the general plan laid out by Olmsted in 1903 of a much larger vision of at least ten connected boulevards and parkways throughout the city. It was the only one constructed. The scenic boulevard retains the original alignment, profile, and grade and character-defining features within its original naturally-landscaped setting and overlooking key views. Therefore, Terwilliger Parkway retains a high degree of integrity to convey its historical significance and is a vital tangible resource reflecting the aspirational City Beautiful planning goals of the early twentieth century.

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

Terwilliger Parkway is eligible for listing in the National Register as a locally significant resource. It meets the registration requirements of the *City Beautiful Movement and Civic Planning in Portland, 1897-1921* MPD under Criterion A as the only extant example of a parkway developed with the context of the City Beautiful Movement in Portland.⁵

In broad brushes, the City Beautiful Movement was a reform philosophy of North American architecture and urban planning that flourished during the 1890s and 1900s with the intent of introducing beautification and monumental grandeur in cities. It was a part of the progressive social reform movement under the leadership of the upper-middle class concerned with poor living conditions in all major cities. The movement promoted beauty not only for its own sake, but also to create moral and civic virtue among urban populations. Advocates of the philosophy believed that such beautification could promote a harmonious social order that would increase the quality of life. As phrased by the MPD,

*The City Beautiful movement was significant for its promotion of the planned city. A national movement, it recognizes cities as physical entities that could be shaped to reflect beauty, harmony, system, and order. Infrastructure improvements such as the installation of lighting systems and boulevards or park maintenance were seen as possible areas of influence. That said, the MPD notes "many of their aspirations went unfilled, however, highlighting the value of the few resource that remain from that time."*⁶

The MPD identified three associated property types: Parks, which included urban and suburban typologies, City Squares, and Boulevards and Parkways. Each category was described, its significance detailed, and registration requirements established for each type.⁷

Terwilliger Parkway relates to the last category, that of Boulevards and Parkways. As detailed in the MPD, in the context of the City Beautiful Movement, boulevards are formal, while parkways informal. A boulevard

⁵ This section is drawn from the City of Portland Bureau of Planning, *The City Beautiful Movement and Civic Planning in Oregon, 1897-1921* National Register Multiple Property Submission, 1999.

⁶ Ibid, Section E-1.

⁷ Ibid. Section F23-28.

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would be conceived as a wide street with trees along side or in the center, as with Georges-Eugene Haussman's redesign of Paris. With parkways, "adjoining or included local scenery or distance view are more important than the decorative turf strips and shade trees." Scenic views take precedent over formal design.⁸

In detailing the registration requirements for boulevards and parkways, the authors state

*Few of the boulevards and parkways included in the Olmsted Plan of 1903 and the Bennett Plan of 1912 were constructed. Extant examples should qualify due to their rarity. More generally, though, eligible resources should have integrity of location, design, setting, materials, and location to qualify for listing. Nominated properties may also exhibit Olmstedian design principles, though to a lesser degree than may be displayed by the park subtypes. Again, normal maintenance or replacement of certain kinds of park facilities or original plantings should not detract from the property's integrity. Variables such as road construction or plant disease may have necessitated alterations to the original design, but the overall integrity of design and setting should remain intact. Finally, eligible resources should have been acquired or functioning as boulevards or parkways between 1897 and 1921.*⁹

The Parkway was completed in two sections – the first southern section was completed in 1912, and the northern extension to the south end of downtown was completed in 1914. It is one of several parkways that were proposed in the Olmsted's 1903 plan for Portland parks but the only one actually constructed. As an extant example, according to the MPD, the parkway should qualify for listing simply due to the rarity of resources.

Regardless, the broadly stated registration requirements may be distilled to three core components:

1. *Integrity of location, design, setting, materials.*
2. *Olmstedian Design Principals.*
3. *Built between 1897 and 1921.*

Terwilliger Parkway meets all three registration requirements:

1. *Integrity of location, design, setting, materials:* Terwilliger Parkways retains a high degree of integrity. A full integrity analysis is found on pages 8-9 of this document. The 115 acre resource is essentially intact save for contextually minor alterations which generally advance the conceived goals of the resource, but address improved public safety and enhanced public access.
2. *Olmstedian Design Principals:* The parkway design today largely remains an expression of the design prepared and written by John C. Olmsted in 1903. Specifically, Olmsted envisioned a park-like setting on a level hillside drive above the city's developed core, offering citizen access to open space and passive recreation with local and distant views.
3. *Built between 1897 and 1921:* Terwilliger Parkway was constructed between 1897 and 1921. The southern portion of the route was opened in 1912 and the entire parkway completed in 1914. The associated comfort station was completed in 1921.

⁸ Ibid. F27-28.

⁹ Ibid. E28.

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The City Beautiful Movement and the Development of Parks and Parkways in Portland¹⁰

Prior to the City Beautiful Movement, Portland had a healthy collection of parks. According to Charles Keyser, former City Park Superintendent, prior, the City had 263 acres of parkland in 12 properties. This included the Plaza Blocks, and the Park Blocks, 24 narrow blocks west of town intended to be both a promenade and fire block. The 12 properties also included Macleay Park, 130 acres of woodland northwest of the city. It also included a 40 acre City Park (now Washington Park) and the five acre Terwilliger Park. But the accumulation was largely happenstance due to the benevolence of city founders and leaders.

Within the concept of the City Beautiful Movement, the City of Portland contemplated a broader vision. In 1900, the city passed a legislative amendment to the City Charter to create the Board of Park Commissioners. Led by Rev. Thomas Lamb Elliot, former minister of the First Unitarian Church and later civic leader; Elliot had been described by one historian as the conscience of the community. In the eyes of the Board, “The beautifying of the city, as a whole, the increased healthfulness of the people, the higher values to all property, the opening of beautiful suburbs and the true expansion of the commonwealth are involved (in the growth and development of a new parks). A park system embracing riverside, mountains and plains, and connected by wide boulevards, would go far to make this the most beautiful city in the world.”¹¹

Even prior to the formation of the Park Board, the notion of a system of parks to be developed with Olmsted’s expertise had taken hold. Three Park Board members had knowledge of Olmsted Brothers reputation. Eliot had a relative in the firm in the prior decade. Leading Portland architect Ion Lewis had worked with the firm when employed on the East Coast. L.L. Hawkins knew of the firm’s work in establishing Yosemite National Park.

Upon formation of the board in 1898, its Secretary sent a letter to Olmsted Brothers to inquire about services for a Portland plan. As a follow up, Eliot took a trip east to visit eastern parks, particularly Boston, and to visit the Olmsted firm. To strengthen the Portland request, Dr. Eliot suggested to Olmsted Bros. that they come, not only to design a Portland Park Plan, but also ones for Seattle and Spokane, as well as design plans for the proposed 1905 Lewis & Clark Centennial Exposition in Portland, thus saving on travel expenses. This arrangement proved promising to the firm and their acceptance letter, addressed to Eliot and Hawkins, was delivered in January of 1903. By April, 1903, John Charles Olmsted, Senior Partner, arrived in Portland.

Olmsted began his Portland projects immediately. He began to survey the City’s general layout, from the foothills to the west, St. Johns, the Columbia River and its sloughs to the north, Mt. Tabor and Rocky Butte to the East, and to the City’s southern boundary at Sellwood. In this endeavor, he was assisted by Park Commissioners Lewis and particularly Hawkins, the latter who mapped out a tour route prior to Olmsted’s arrival, and who toured him in his Tallyho “Jupiter” wagon. For three weeks, the two toured the City, hiking the existing City Parks, up canyons and trails to the peaks of the eastern hilltops, the summit of Council Crest, the hills of future Forest Park, and along the Willamette River banks and its islands, to plan for future parks and parkways. With all this survey work, Olmsted, with his photographs and notes, returned to Brookline to complete the Report, which would come to be known as the Olmsted Plan.

The Olmsted firm was the premier landscape design firm in the country and its founder, Frederick Law Olmsted, considered the founder of American landscape architecture. Frederick Olmsted found huge success in his plans for New York’s Central Park and Prospect Park. As most American cities were essentially unplanned and happenstance at the time, the creation of the profession of Landscape Architect and planning was all but invented by them. They eventually covered every area of landscape design, from private homes, including “Biltmore,” to the National Capital grounds in Washington D.C., to universities, such as Stanford, and to establishing National Parks, such as Yosemite. Their scope was national, even international, and among their six thousand projects were those in the west including California, Washington and Oregon. The western

¹⁰ Ibid.

¹¹ City of Portland, Park Commissioner’s Report, 1901 (March 1, 1902), pp. ii-iii.

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work was largely the responsibility of John C. Olmsted, who joined the firm in 1878 and became Senior Partner in 1895. The firm worked on at least 3,500 projects under his leadership.

Olmsted's plan for the city was delivered to the Park Board in 1903 and published in the *Oregonian* on Sunday, June 5th, 1904. In brief, a city-wide park system was composed of "units" such as squares, playgrounds, small neighborhood parks, large suburban parks, and scenic reservoirs of native forest lands, all connected by parkways and boulevards was proposed. The system would wind from Terwilliger Boulevard north through Forest Park and would continue on the east side of the river near present-day University of Portland, north to the Columbia Slough at the site of the Portland Airport, southeast to Mt. Tabor, then connecting west to the river with parks along the east bank of the Willamette. The plan included eighteen specific recommendations, specifying both parkways and parks. Olmsted's plan to the Parks Board was entirely unique and the firm's first statement as to its basic design philosophy for city parks and boulevards. The proposed parks included expansion of those which were established, such as Mt. Tabor, and the addition of new parks. The plan also addressed the necessity of park management to ensure the parks would retain their value and have a positive effect on citizens. Olmsted concluded that "a liberal provision of parks in a city is one of the surest manifestations of intelligences, degree of civilization and progressiveness of its citizens. A week later, on June 12th, the Park Board members as well as the Mayor published their response to the Olmsted Report in the *Oregonian*, generally endorsing the plan, though the Mayor pondered whether its scale was too big for the city.¹²

With Olmsted's report as its foundation, in 1906, a group of park advocates and business supporters formed Initiative One Hundred to advocate for the passage of a \$1 million bond issue for park development. In June 1907, voters narrowly passed the bond measures, though legal challenges delayed bond expenditures until 1909. In practical terms, the delay notably reduced the buying power of the \$1 million bond. The bulk of the funds were spent on constructing the first stage of Terwilliger Parkway. The rest of the funding went to buy land for parks. This included land for what would become Peninsula Park at \$60,000, Laurelhurst Park at \$93,000, and Mt. Tabor at \$345,000. Collectively, the purchase's tripled the City's park acreage and much of the acquired land was sited on the east side of the Willamette River, providing a more equitable distribution of park acres in the city.¹³

The Planning, Development and Construction of Terwilliger Parkway¹⁴

As noted, the bulk of the City's Park's Bond Fund went toward the first leg of the Terwilliger Parkway and it was the only one of Olmsted's envisioned three parkways to be built.

The first discussion of a parkway along the base of the west hills is found in the notes Olmsted sent to his wife Sophia. In his April 25, 1903 entry, Olmsted noted that Hawkins and Eliot had "a scheme for a pleasure drive." Olmsted soon referred to this as the "South Hillside Parkway." In subsequent notes Olmsted detailed,

"a level hillside drive above the rectangular subdivisions would be desirable," and "an informal picturesque parkway would pass east of Riverview Cemetery (Taylor's Ferry Rd.) leaving the west bank of the river at Fulton. It would keep along the hillside to a connection with the City Squares (Park Blocks), would continue on the Hillside to City Park (Washington Park), would keep on the hillsides to Macleay Park and would proceed thence along the hillsides to another large forest reservation (Forest Park) on the hills northwest of the Mount

¹² City of Portland, Park Commissioner's Report, 1901 (March 1, 1902), pp. 17-18; *Oregonian*, June 12, 1903, pp. 35-37, 46.

¹³ City of Portland Bureau of Planning, *The City Beautiful Movement and Civic Planning in Oregon, 1897-1921*, E-16..

¹⁴ This section is drawn primarily from four sources: City of Portland, Southwest Hillside Parkway, draft National Register nomination, 1985; Chet Orloff, Olmsted Portland Park Plan, www.oregonencyclopedia.org; and Hawkins, William J., III. *The Legacy of Olmsted Brothers in Portland*, Oregon, 2014; Kenneth J. Guzowski, *Portland's Olmsted Vision (1897-1915): A Study of the Public Landscapes Designed by Emanuel T. Mische in Portland, Oregon*. Master's Thesis, University of Oregon, 1990.

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View Park Addition... The hillside parkway and the two forest reservations would preserve some of the characteristic hill landscape west of the city, and afford fine views of the snowy peaks."¹⁵

Following the Olmsted report, the Park Commissioners successfully negotiated with the estate of James Terwilliger about the donation of land for a hillside parkway across the upper part of their land. Terwilliger was one of Portland's original 1850 land claims with 640 acres at the south end of the city. He had died in 1892. The estate donated the hillside part of Terwilliger's land, a strip 200 feet wide and a mile long "to be used as a park and boulevard by the city for the use of the public."¹⁶ This roadway would connect Slaven Road (now Capitol Highway) to the south entrance of the Park Blocks following the contours of the hills. The Park Commission engaged Olmsted to prepare a "taking map" and began surveying of the Terwilliger property. The resulting 1909 drawings, included a plan entitled "Terwilliger Boulevard" and an elevation and profile section of the southern portion of the parkway. (Figures 8 & 9)

With the passage of the Park Bond, the City realized it would need a City Park Superintendent who would help realize both the 1903 plan and complete local work on the parkway. For this responsibility Olmsted highly recommended his former employee, Emanuel T. Mische, who accepted the job in 1908. In addition to being a former Olmsted employee, Mische was professionally trained at the Missouri Botanic School and the Bussy Institute in 1894. He had also been mentored by some of the famous men of the period, including Professor Charles Sprague Sargent at the Harvard's Arnold Arboretum in Jamaica Plains, James Frederick Dawson, superintendent of the Arboretum, and Ernest Henry Wilson, expert in propagation at the Arboretum. Mische also received a two-year scholarship to the Royal Botanic Gardens in Kew England. While working for Olmsted, Mische worked on the extensive plan for George Vanderbilt's Biltmore near Asheville, North Carolina. At the firm, he absorbed the Olmsted park and parkway philosophies, and even drew his drawings in the same style as learned at the firm. After his work with Olmsted, he was hired, though briefly, as the superintendent of the Madison, Wisconsin park system. Olmsted's persuasive recommendation and the broad scope of aiding Portland's Olmsted vision, and the passage of the \$1,000,000 bond measure for Portland Parks convinced Mische to move from the Madison position to the Portland one as Parks Superintendent.

Even with the hiring of Mische, Olmsted expected that the City would hire his firm to complete the working drawings and supervision of all the work of the parkway. But with the new Park Superintendent, the City opted not to not to employ Olmsted for completion of the parkway, instead relying on Mische, intimately familiar with the Olmsted philosophy and methods, yet would be paid with the less-expensive city salary.

Mische proceeded with the work and by 1910 submitted to the Parks Board a billing for \$1,295.50 for "plans and surveys." By 1911, Mische, would submit another billing for "plans, surveys, and construction." Among the plans was a revised "Preliminary Plan, of the Hillside Parkway, signed by Mische in 1912 and presented to the Parks Board. Mische incorporated most of the 1909 Olmsted design for Terwilliger Boulevard in his own work on the project. Some changes were necessitated. As further land was acquired, the plan was extended to the south end of the Park blocks, as originally proposed by Olmsted. In this half, there were design hurdles with the steep hillside as it projected east at the entrance to Broadway Drive. This necessitated that the entrance to the Parkway be moved south to S.W. Sheridan Street, at Sixth Avenue, to allow an adequate connection to Broadway Drive.

Parkway construction began in 1910. It was graded with a 45 foot width starting on the Terwilliger Donation land, between. S.W. Hamilton St. and S.W. Slavin Road (later Capitol Highway). This mile plus section was surfaced with a light macadam, and had drainage and lighting systems installed. The steepest grade was only 6 percent and the sharpest curve had an outside radius of 200 feet. The center of the boulevard was generally 40 foot from the hillside boundary of the corridor and 160 feet from the boundary on the downhill side.

¹⁵ Olmsted, John Charles to Sophia Olmsted. Letters April 1903, April 1906. Olmsted Archives, Frederick Law Olmsted National Historic Site.

¹⁶ City of Portland Bureau of Planning/Ernest R. Munch, John Warner Associates, and Nancy Fox, *Terwilliger Parkway Inventory*, Portland, Oregon, 1982, pg. 8.

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Mische also incorporated two viewpoints in his design. The first was Elk Point, which is near the south end of the parkway by the present-day Chart House Restaurant. The site and the first section of the parkway were dedicated in 1912 during a B.P.O. Elks convention in Portland. Though there have been alterations to this site, most notably the construction of a restaurant, the site has remained an important viewpoint of the parkway. In fact, a 1989 Scenic View Inventory completed by the City of Portland ranked Elk Point as the top panoramic view in the city, highlighting how Mische's design remained over the years.

In 1921, an enterprising restaurateur, Raleigh Simmons, acquired the land adjacent to the east and south of Elk Point and opened a single-story stucco restaurant building and curio shop called Hillvilla. The restaurant initially included an outdoor platform for the restaurant's patrons to enjoy the surrounding views. Circa 1940, the building was slightly expanded on its north elevation. Simmons sold the restaurant in 1951 to Edward Palaske and Frank Battaglia, who remodeled the building extensively in a glass-heavy modern style that almost completely replaced the original building and added a full-length porch off the main level. This redesigned Hillvilla was a long, narrow modern structure with expanses of glass.¹⁷

As part of the new restaurant development by Palaske and Battaglia, a large wooden totem pole carved by Chief Lelooska was installed in 1959.¹⁸ The totem pole is of Mt. Adams red cedar and is one of the most massive in existence measuring fifty feet high and four feet wide. The carved figures depict a beaver surmounted by a grizzly bear next to a raven topped by four watchmen. The totem was carved during Oregon's Centennial in 1959, to celebrate the state's role in Operation Deep Freeze, which established a scientific station at the geographic South Pole. Chief Lelooska had been born Cherokee, but was adopted into the Kwakwaka'wakw. He was known for his mastery of storytelling and carving. As a scholar and educator, Lelooska was an authority on the Indians of North America with a particular emphasis on the tribes of the Northwest coastal region. The totem pole is an excellent example of Lelooska's work and considered a prized part of Portland's public art collection.

In 1984, the restaurant sold yet again, another remodel occurred, which slightly altered the 1950s major alteration, and the building reopened as the Chart House Restaurant, which it remains today. Around the same time the totem pole and the surrounding plaza were given to the City of Portland in exchange for a piece of land at the Chart House entrance, making the totem pole and viewpoint plaza part of the parkway.

Mische's second viewpoint, Eagle Point, was to be part of the second section of the Parkway that was completed in 1914, connecting from S.W. Hamilton Street to S.W. Sheridan Street. This viewpoint was to be at a knoll by present-day S.W. Lowell Lane. This second viewpoint, however, was never developed. The total cost for the added 1914 section of Terwilliger Parkway, including the purchase of additional land and improvements, was about \$300,000.

By January 8, 1916 the parkway was officially named Terwilliger Parkway. The following year, the temporary macadam surface was replaced with concrete paving. In 1918, Duniway Park had been completed immediately adjacent to the parkway's north entrance. In the same year, 90 concrete light fixtures with round globes and decorative finials were installed as well as an adjacent curb. There were no other architectural features, until 1921, when a comfort station was constructed at the intersection of the Parkway and S.W. Hamilton Street.

In the century since construction, there have been some modernization to the parkway as well as some minor intrusions. The most notable development occurred on adjacent land just to the north with the development of the University of Oregon Medical School. In 1914, the Oregon Railroad and Navigation Company donated a 20 acre parcel and the medical center was first completed in 1919. A county hospital was constructed there in

¹⁷ For more information on the Hillvilla, see <http://multnomahhistorical.com/hillvilla/>; <http://www.pdxhistory.com/html/hillvilla.html>

¹⁸ Chief Lelooska was a Cherokee-born Native American known for his masterful carvings and scholarship on Northwest coastal native life. <http://terwilligerfriends.org/News/article/totem-pole-restoration-needed-in-the-terwilliger-parkway#>.

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1924, followed by the Dornbecker Children's Hospital in 1926, and then the Veterans' Hospital shortly after. In 1930, a concrete stair was built to connect the parkway with the hospital.

Other adjacent construction outside the boundary included modification to private land adjacent to the Elks Viewpoint. As noted, Raleigh Simmons built the Spanish Colonial "Hillvilla" restaurant in 1921, a private amenity that complemented the automotive adventure of the parkway similar to the Multnomah Falls Lodge in the Columbia Gorge. Hillvilla closed in 1953. The site was acquired by Portland restaurateur Ed Palaske in 1954 who replaced the building and reopened in 1955. In 1959, Palaske, a collector of Native American art, added the massive wooden totem pole carved by Chief Lelooska in 1959.¹⁹ Hillvilla was sold in 1981, to be modernized and reopened. The restaurant was again remodeled in 1985 and opened as the Chart House in 1985.

Within the parkway boundaries, the most impactful alteration was the removal of a short wood trestle bridge that spanned a gully just north of Elk Point in 1929. The gully was infilled and the roadway rebuilt. Other changes within the context of the resource are comparatively minor and mostly for public safety. The roadway has been repaved on at least three occasions, once with concrete in 1917, once in the 1970s with concrete, and in 1994 with asphalt. The City installed wooden guard rails in 1929 along the outer curves of the pedestrian pathways at the sharpest points of the parkway. These were replaced with metal pipe railings in the 1970s. In the 1970s, a concrete curb was added to the east side of the parkway and in the 1990s, the City installed curbed the full length of the parkway and added storm drains. Limited concrete retaining walls were installed on the downhill side of the pedestrian pathway at steep drop-offs. The light globes atop the street lamps were replaced with glass and metal saucer shaped fixtures and in 2020, the fixtures were restored to LED globes. Additionally, select poles have been replaced in kind over the years and some re-located to the far side of the pedestrian pathway. More recently, at the south entry, new underground sewer and water facilities were constructed at S.W. Capitol Highway and a naturalistic mural facing Capitol Hwy. was installed in 2012 as a graffiti abatement art grant provided by the Regional Art and Culture Council.

Character-Defining Features: The resources consists of a primary, overarching resource, a 2.5 mile parkway that runs from S.W. Capitol Highway to S.W. Sheridan Street. It is a serpentine, built into the east hillside of Marquam Hill with pedestrian path on the east downhill side. The alignment along with core roadway elements such as the light standards and adjacent eastside pedestrian path complemented by a natural second-growth forest buffer on each side is defining. Of note too is the undulating nature of the view shed, with area proximate forest coverage complemented by stopping points of both panoramic and targeted views to the distance. As noted by the MPD, that these elements have been modernized for safety and improved public access is immaterial. Other character-defining features include the contributing resource, Elk Point, a stopping point on the parkway with panoramic views to Mt. St. Helens, Mt. Hood, as well as the City core and Willamette River. Less impressive, but integral to the era, is the circa 1921 Comfort Station, also a contributing resource.

Summary and Conclusion

As detailed in the MPD, "The City Beautiful Movement and Civic Planning in Portland, 1897-1921," parks were one keystone to the execution of the City Beautiful Movement in Portland. To achieve its goal, it relied on a comprehensive park plan conceived by nationally noted landscape architect John Olmsted and executed through the Park Superintendent and former Olmsted employee Emanuel Mische. That plan called for a park system loosely connected via parkways and boulevards. Portland voters provided funding for construction by approving a million dollar bond issue in 1907. The majority of bond funding went to the construction of what was originally called the Southwest Hills Parkway, later renamed Terwilliger Parkway. Built between 1910 and 1921, Terwilliger Parkway was the only parkway in Olmsted's plan to be constructed.

¹⁹ Chief Lelooska was a Cherokee-born Native American known for his masterful carvings and scholarship on Northwest coastal native life. <http://terwilligerfriends.org/News/article/totem-pole-restoration-needed-in-the-terwilliger-parkway#>.

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The MPD provides a historic context and established registration requirements for listing on the National Register within this context. The MPD asserts that due to rarity, any extant resource associated with this context should be listed. The registration requirements nonetheless establish three core criteria for its identified building type: integrity, Olmstedian design principals and dates of construction. Terwilliger Parkway meets all three criteria. For these reasons, within this context, it should be listed on the National Register of Historic Places as a locally significant resource.

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Previous documentation on file (NPS):

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

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: Oregon Historical Society

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10. Geographical Data

Acreage of Property 115 acres

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

Latitude/Longitude Coordinates

Datum if other than WGS84: N/A
(enter coordinates to 6 decimal places)

1	<u>45.505186°</u> Latitude	<u>-122.688587°</u> Longitude	3	<u>45.479813°</u> Latitude	<u>-122.678469°</u> Longitude
2	<u>45.505254°</u> Latitude	<u>-122.678779°</u> Longitude	4	<u>45.479813°</u> Latitude	<u>-122.68863°</u> Longitude

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

The Terwilliger Parkway boundary is comprised of City of Portland and Metro owned tax lots as shown on the map in Figure 3 below. The parkway begins at the intersection with S.W. Sheridan Street, adjacent to the west side of Duniway Park, and winds to its southern terminus at the intersection of S.W. Terwilliger Blvd. and S.W. Capitol Highway. The center of the boulevard is generally 40 feet from the hillside boundary of the corridor (generally to the west) and 160 feet from the boundary on the downhill side (generally to the east), allowing for the envelopment of the road in controlled plantings, recreational opportunities, and framed views of the city.

Boundary Justification (Explain why the boundaries were selected.)

The boundary consists of the original parkway as-built by 1914 from S.W. Sheridan St. to S.W. Capitol Hwy. (formerly Slavin Rd.), and includes both road right-of-way and property parcels owned by the City of Portland for park use and a small portion owned by the Metro regional government at the east end of the slope from Terwilliger to S.W. Barbur Boulevard, south of S.W. Hamilton Street and north of S.W. Ralston Drive. It also includes properties that were originally recommended for inclusion as part of the 1909-10 designs, such as Eagle Point, but were not purchased until decades later. And it includes adjacent parcels of undeveloped natural area that were purchased for preservation and are now considered part of Terwilliger Parkway by Portland Parks and Recreation. These properties purchased since 1921 are included because they are contiguous with the original parkway and help to protect its scenic qualities. Eagle Point was shown on the original Mische plan as a major viewpoint on the parkway but was never purchased or developed. It was purchased in 2013 to fulfill the original plan and to prevent development from intruding on the parkway experience. The "wildlands" adjoining the original parkway also preserve views from downtown and eastside Portland of the forested hills that form the characteristic backdrop to the city. The surrounding vegetation and natural area buffer are essential elements of the boundary in order to convey the intended design of the parkway as a roadway surrounded by the natural landscape.

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11. Form Prepared By

name/title Anton Vetterlein/FOT President and Wesley Risher/FOT Vice Pres. date 08-10-2020
organization Friends of Terwilliger (FOT) telephone 503-866-1667
street & number 16 S.W. Canby Street email antonvett@comcast.net
city or town Portland state OR zip code 97219

Additional Documentation

Submit the following items with the completed form:

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

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Photographs:

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

Photo Log

Name of Property: Terwilliger Parkway
City or Vicinity: Portland
County: Multnomah **State:** Oregon
Photographer: Peter J. DeCrescenzo and Wesley C. Risher
Date Photographed: October 28, 2017, February 25, 2018 and March 10, 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

- Photo 1 of 21:** Northern beginning of Terwilliger Parkway at S.W. Sheridan Street and S.W. Terwilliger Boulevard; view looking to the south.
- Photo 2 of 21:** Iconic concrete 11'-6", Terwilliger Parkway street lamps with the replacement saucer fixtures along upper Duniway Park (Terwilliger Parkway gateway sign in the distance); view looking to the southwest.
- Photo 3 of 21:** Terwilliger Parkway gateway sign located in upper Duniway Park is a noncontributing structure along the Terwilliger Parkway; view looking to the south.
- Photo 4 of 21:** Upper Duniway Park Sequoia conifers planted to screen the roadway cut in the bluff where the Terwilliger Parkway rises up the southwest hills; view looking to the east.
- Photo 5 of 21:** Terwilliger Parkway at the intersection of S.W. Terwilliger Boulevard and S.W. Sam Jackson Road; view looking to the southeast.
- Photo 6 of 21:** Section of the Terwilliger Parkway that rises from the lower city center to the bluff along the southwest hills; view looking to the northwest.
- Photo 7 of 21:** Off-street parking areas out along the Terwilliger Parkway; looking northeasterly across the pedestrian pathway toward one of the picnic tables and part of the surrounding woods; wonderful external view of downtown Portland.
- Photo 8 of 21:** Terwilliger Parkway's pedestrian path along straight section; view looking to the northeast.
- Photo 9 of 21:** Terwilliger Parkway at unsignalized S.W. Campus Drive intersection; view looking to the northwest.
- Photo 10 of 21:** Terwilliger Parkway external view looking to the north from off-street parking area viewpoint near intersection of S.W. Campus Drive, downtown Portland and Mount St. Helens visible in the distance.
- Photo 11 of 21:** Off-street parking areas out along the Terwilliger Parkway, view looking to the south.

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- Photo 12 of 21:** Terwilliger Parkway pedestrian path near off-street parking area approaching S.W. Condor Lane; view looking to the north.
- Photo 13 of 21:** Commanding views of Mt. Hood and the city of Portland to the east along the Terwilliger Parkway near S.W. Hamilton Street; External view looking to the east.
- Photo 14 of 21:** Terwilliger Parkway near S.W. Hamilton Street; view looking to the northeast.
- Photo 15 of 21:** Comfort Station at S.W Hamilton Street and S.W. Terwilliger Boulevard was added to the Terwilliger Parkway in 1921 as an amenity to the parkway user. The Comfort Station is a historical contributing structure to the Terwilliger Parkway; view looking to the west.
- Photo 16 of 21:** Iconic concrete Terwilliger Parkway street lamps with the replacement saucer fixtures along the Terwilliger Parkway just south of S.W. Hamilton Street. Placement of the street lamps adjacent to the curb at the bicycle lane and roadway with the pedestrian path to the left is a distinctive and deliberate design element of the Terwilliger Parkway. Ornamental lawns areas along the Terwilliger Parkway as shown in this photo are historic design elements of the Parkway as well; view looking to the southwest.
- Photo 17 of 21:** Off-street parking area with ornamental lawn and picnic table along the Terwilliger Parkway approaching the intersection with S.W. Westwood Drive; view looking to the southwest.
- Photo 18 of 21:** Terwilliger Parkway iconic concrete lamps with the replacement saucer fixtures along the Terwilliger Parkway with the pipe railing adjacent to the pedestrian path in the distance; view looking northeasterly.
- Photo 19 of 21:** Elk Point viewpoint is covered by the parking lot and adjacent Chart House restaurant. North of the Chart House restaurant is a circular viewpoint, which stands at the base of the totem pole carved by Chief Lelooska in 1959, a noncontributing object along the Terwilliger Parkway; view looking easterly.
- Photo 20 of 21:** Southern entrance of the Terwilliger Parkway, S.W. Terwilliger Boulevard at S.W. Capitol Hwy., view looking to the north.
- Photo 21 of 21:** Recently installed LED light fixtures similar to original globe style now top all Terwilliger Parkway light standards; view looking to the north.

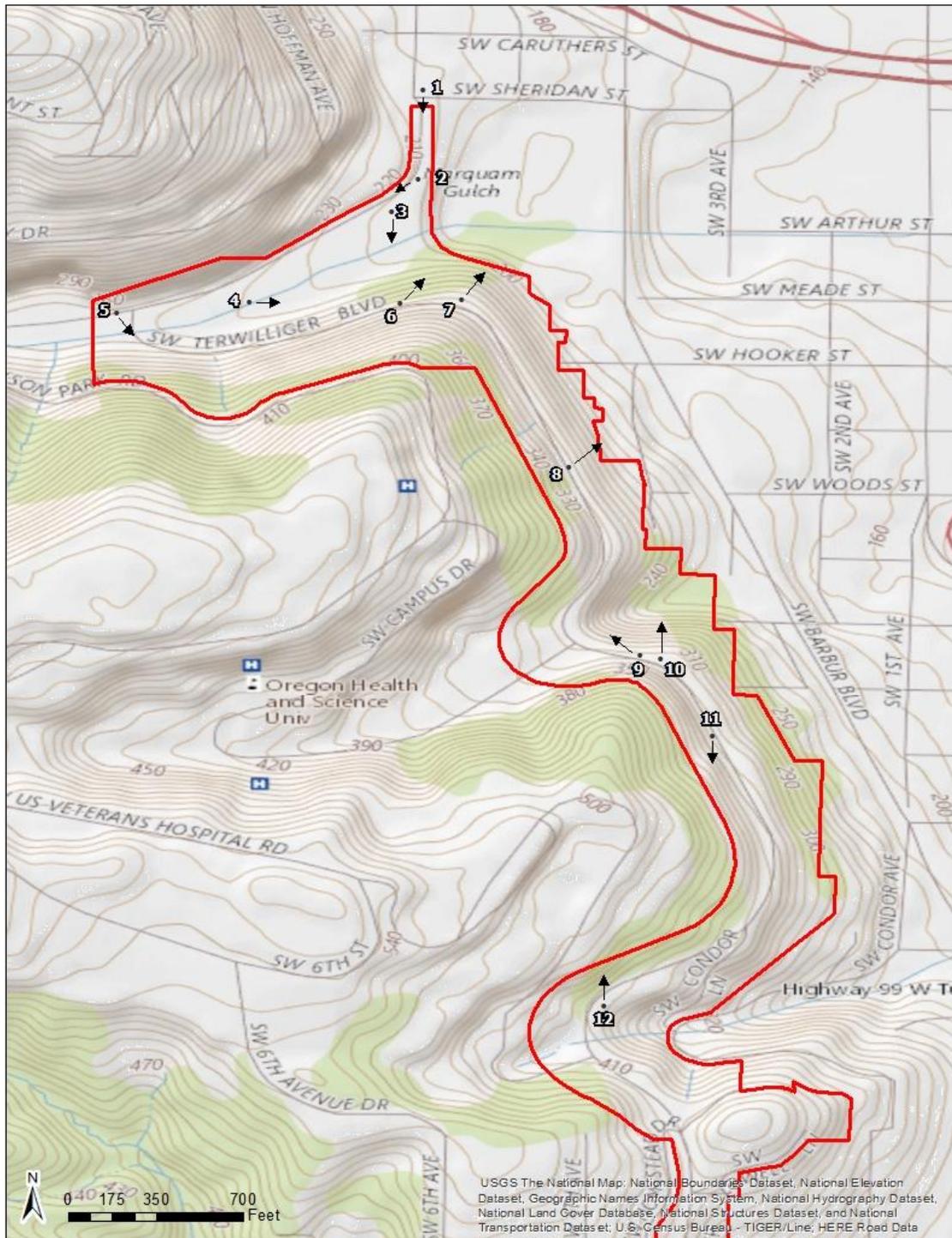
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain 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 100 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.

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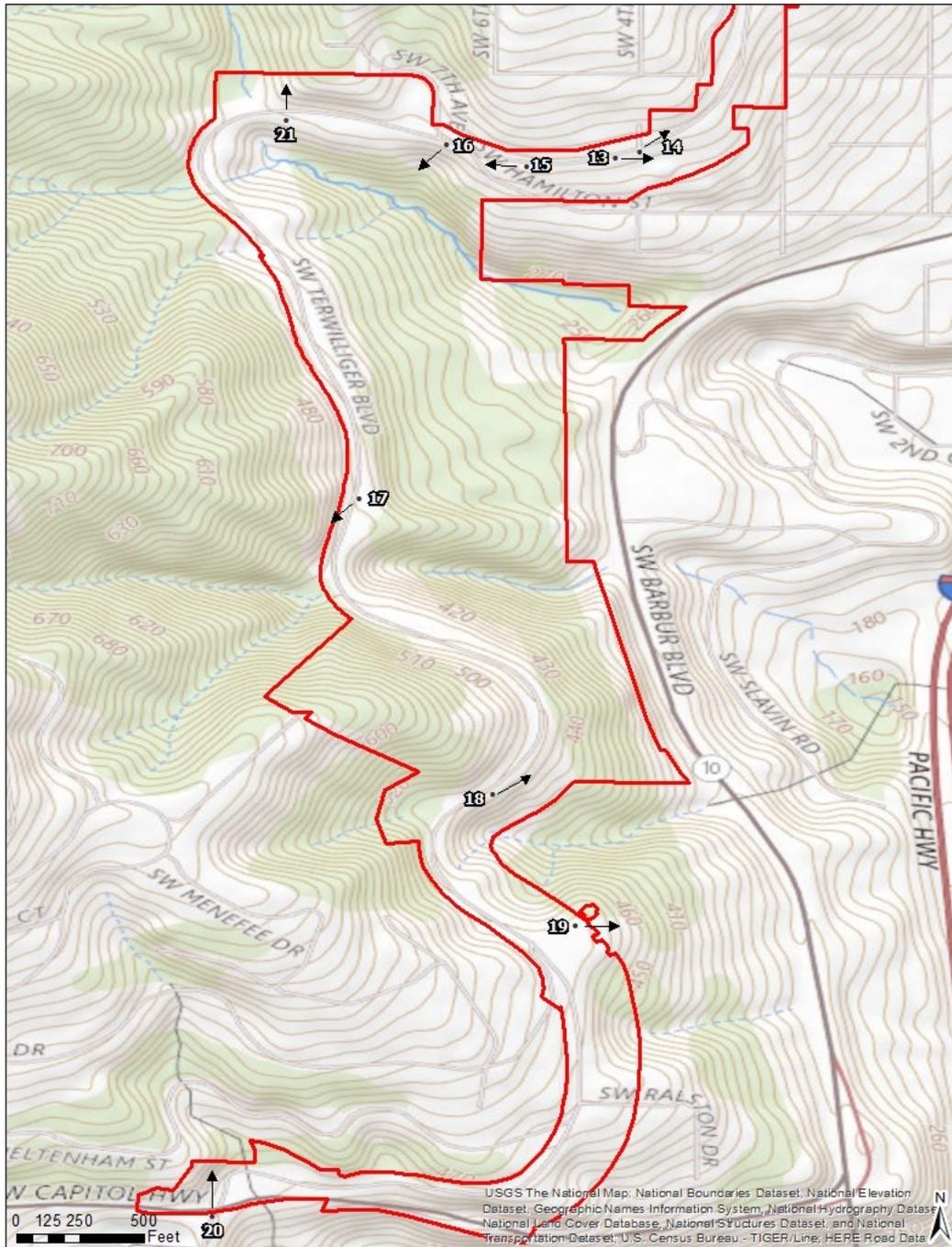
Photo Location Map, Northern Segment



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Photo Location Map, Southern Segment



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List of Figures

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

- Figure 1:** Regional Location Map, Terwilliger Parkway
- Figure 2:** Local Location Map
- Figure 3:** Boundary Map, Terwilliger Parkway boundary, S.W. Sheridan St. to S.W. Capitol Hwy.
- Figure 4:** Site Map with Photo Locations, Northern Segment
- Figure 5:** Site Map with Photo Locations, Southern Segment
- Figure 6:** Terwilliger Light Poles Map North Segment
- Figure 7:** Terwilliger Light Poles Map South Segment
- Figure 8:** 1909 Olmsted Brothers Terwilliger Boulevard Plan File No. 2642-No. 1 (Terwilliger Parkway) Topographical Map
- Figure 9:** 1909 Olmsted Brothers Terwilliger Boulevard Plan File No. 2642-No. 1 (Terwilliger Parkway) Profile
- Figure 10:** 1912 E. T. Mische Hillside Parkway (Terwilliger Parkway) Plan
- Figure 11:** Opening of Terwilliger Boulevard during the B.P.O.E. convention in Portland, July 1912
- Figure 12:** Oregon *Journal* photo, ca. 1912
- Figure 13:** Terwilliger Boulevard before it was paved ca. 1912. Oregon *Journal* photo.
- Figure 14:** Former Terwilliger Boulevard road bridge, 1912 construction photo.
- Figure 15:** Bus tour of the Terwilliger Boulevard, ca. 1915.
- Figure 16:** View of car driving down Terwilliger Boulevard. ca. 1925
- Figure 17:** Terwilliger Parkway ca. 1914
- Figure 18:** Historical view ca. 1925
- Figure 19:** Upper Duniway Park, 1925
- Figure 20:** 1921 photo of S.W. Hamilton and S.W. Terwilliger Blvd.
- Figure 21:** Plans for Comfort Station and Transformer House on (Hillside Parkway) Terwilliger Parkway, July 6, 1914

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Figure 1: Regional Location Map, Terwilliger Parkway



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Figure 2: Local Location Map



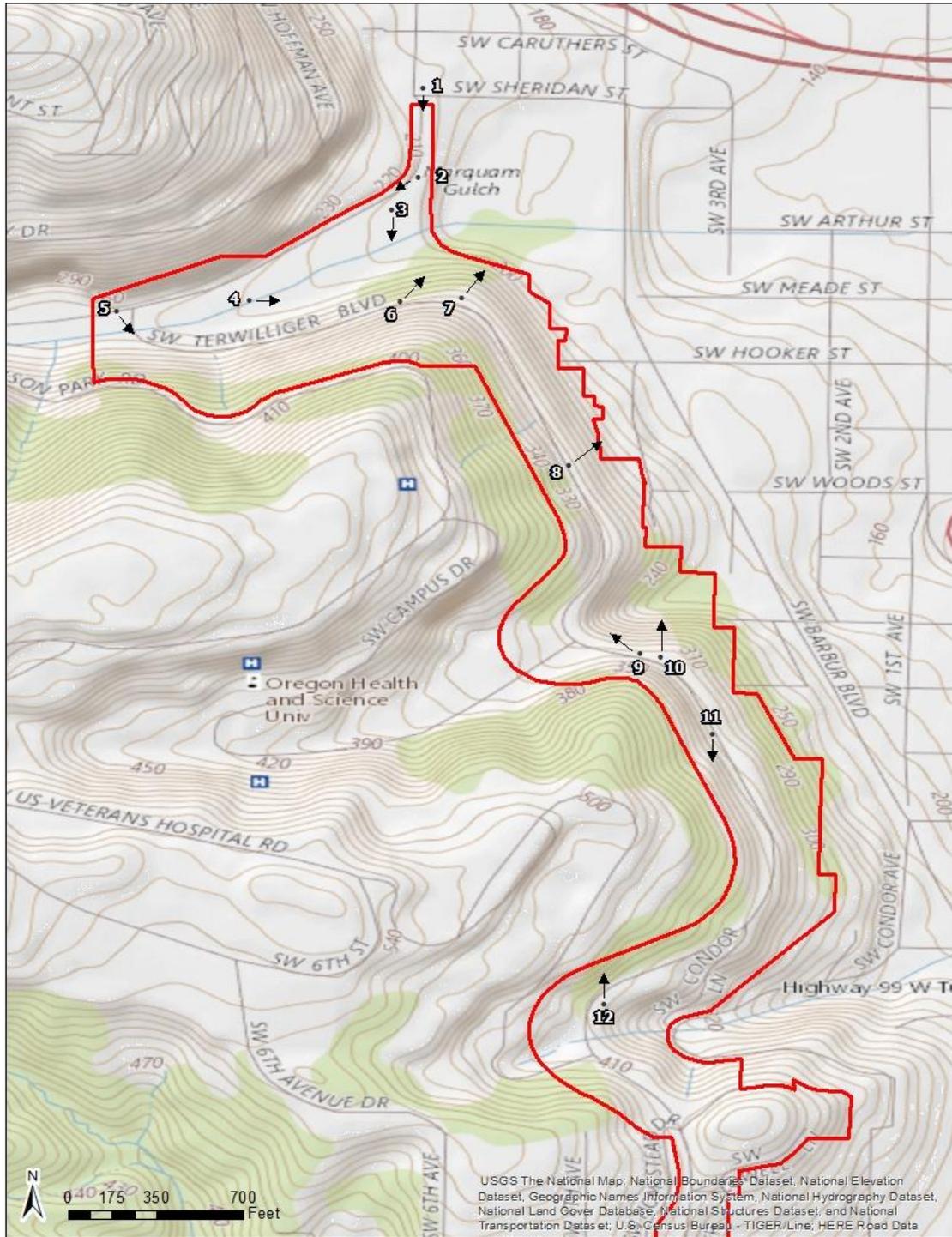
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Figure 4: Site Map with Photo Locations, Northern Segment



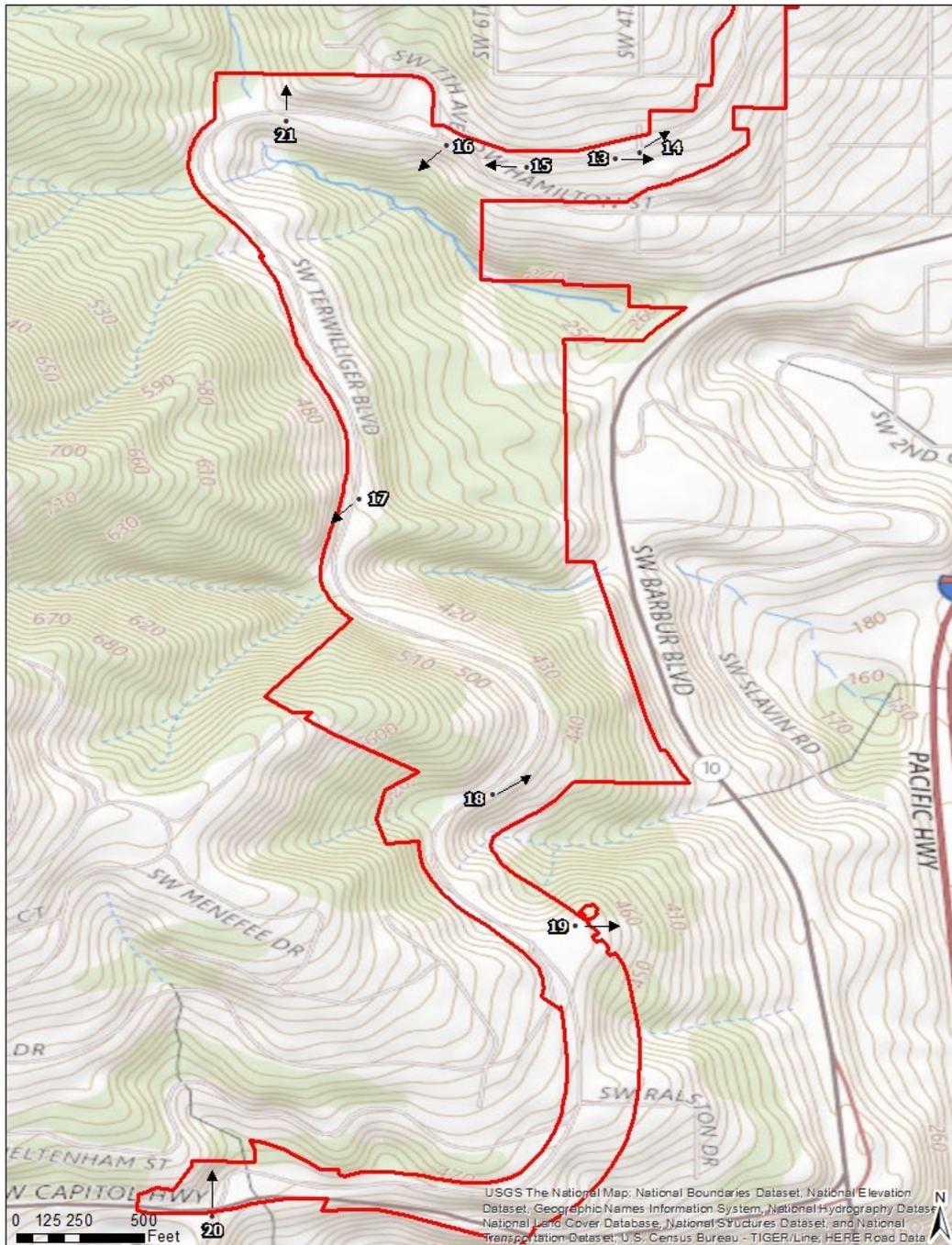
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Figure 5: Site Map with Photo Locations, Southern Segment



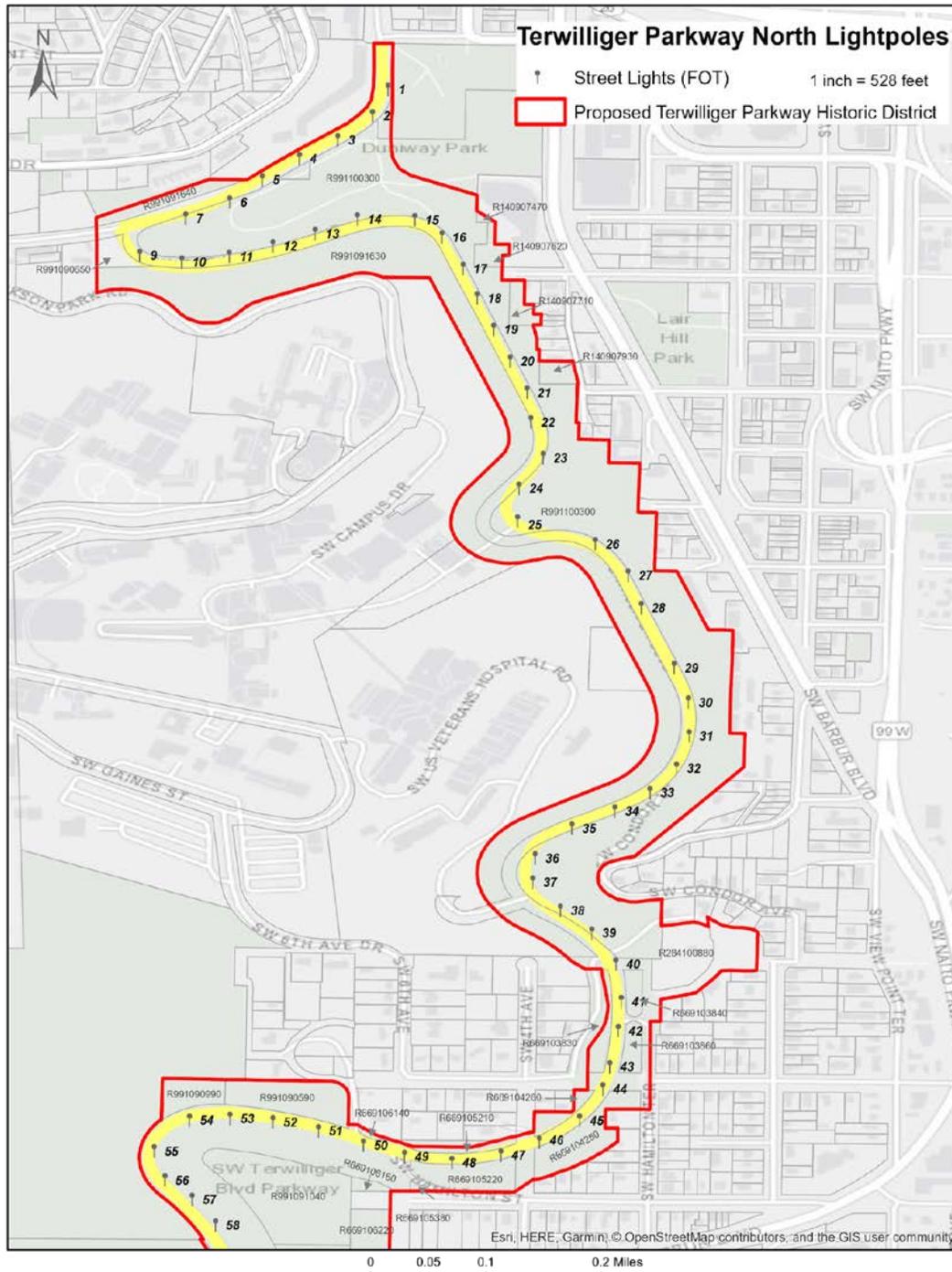
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Figure 6: Terwilliger Light Poles Map North Segment



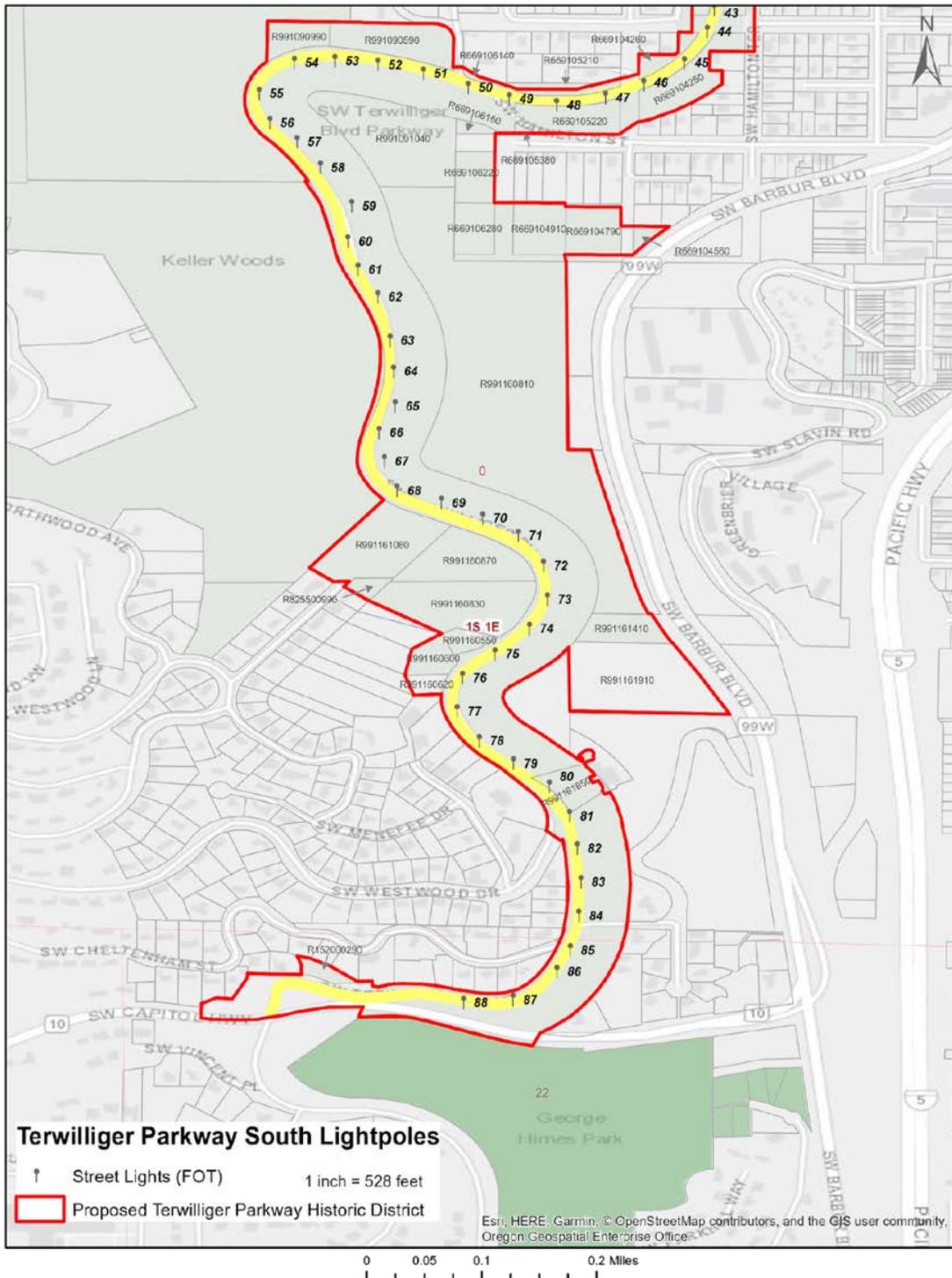
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Figure 7: Terwilliger Light Poles Map South Segment



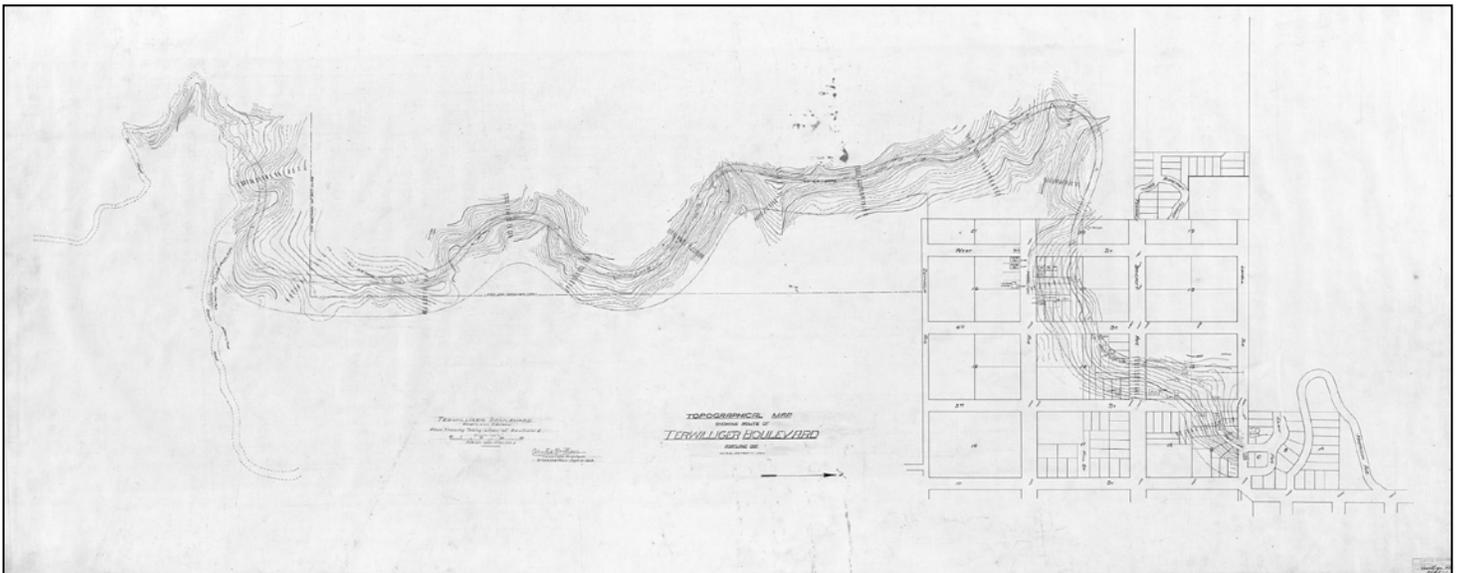
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Figure 8: 1909 Olmsted Brothers Terwilliger Boulevard Plan File No. 2642-No.1 (Terwilliger Parkway)
Topographical Map



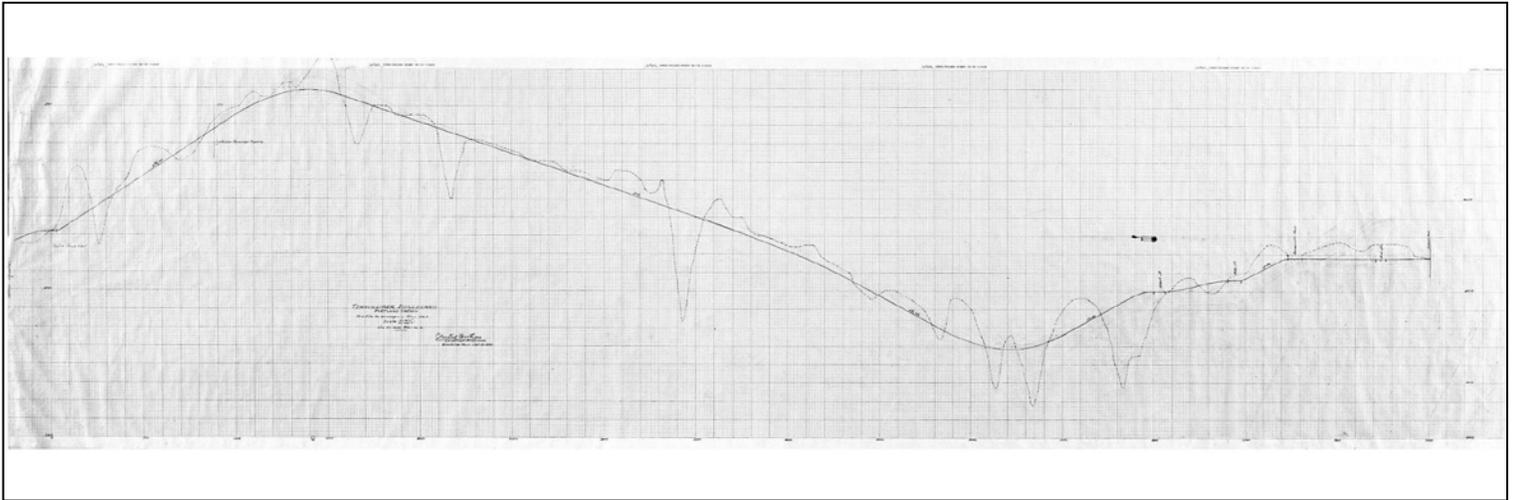
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Figure 9: 1909 Olmsted Brothers Terwilliger Boulevard Plan File No. 2642-No. 2 (Terwilliger Parkway) Profile



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Figure 10 1912 E.T. Mische Hillside Parkway (Terwilliger Parkway) Plan

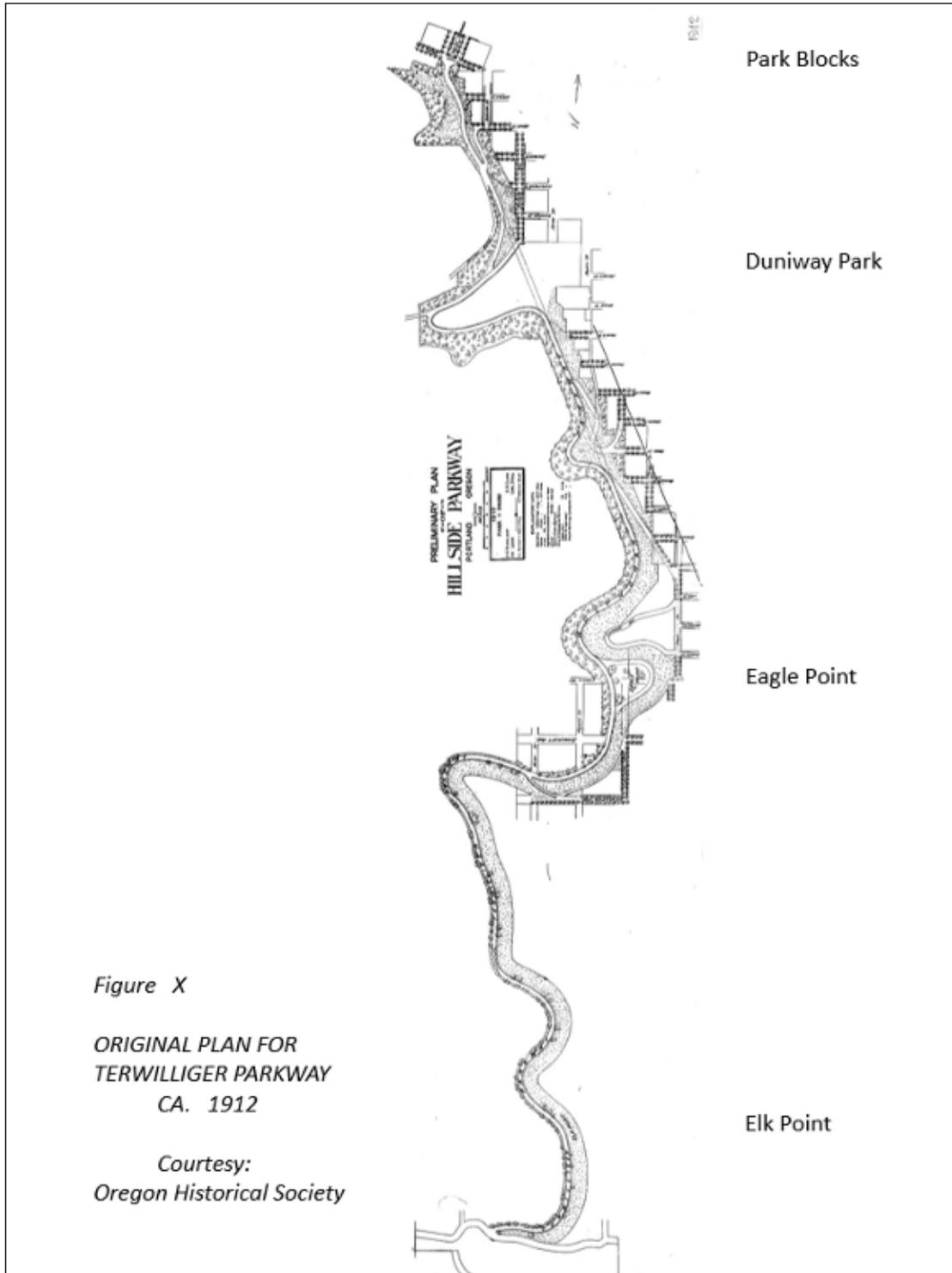


Figure X

**ORIGINAL PLAN FOR
TERWILLIGER PARKWAY
CA. 1912**

*Courtesy:
Oregon Historical Society*

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Figure 11 Opening of Terwilliger Boulevard during the B.P.O.E. (Elks) convention in Portland, July 1912. Cirkut Print by Edward R. Marcell; Used with permission from Oregon Historical Society, Call Number: ORHI102819. View looking north at Elk Point.



Figure 12: Oregon *Journal* photo, ca. 1912; used with permission from the *Oregonian*, OHS neg. no. 63559



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Figure 13: Terwilliger Boulevard before it was paved ca. 1912. Oregon *Journal* photo, used with permission from the *Oregonian*, item ID. 086705. View of east side in distance.



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Figure 14: Former Terwilliger Boulevard road bridge, 1912 construction photo. Bridge removed, ravine filled in and replaced with a macadam road. View looking north.



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Figure 15: Bus tour of the Terwilliger Boulevard, ca. 1915. Photo used with permission--Oregon Historical Society, Portland, OR 97205 neg. #17498. View looking northeast.



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Figure 16: View of car driving down Terwilliger Boulevard shows curves as it winds around Marquam Hill. Note Street Lamps, ca. 1925. Oregon *Journal* photo, used with permission from the *Oregonian*. View looking north.



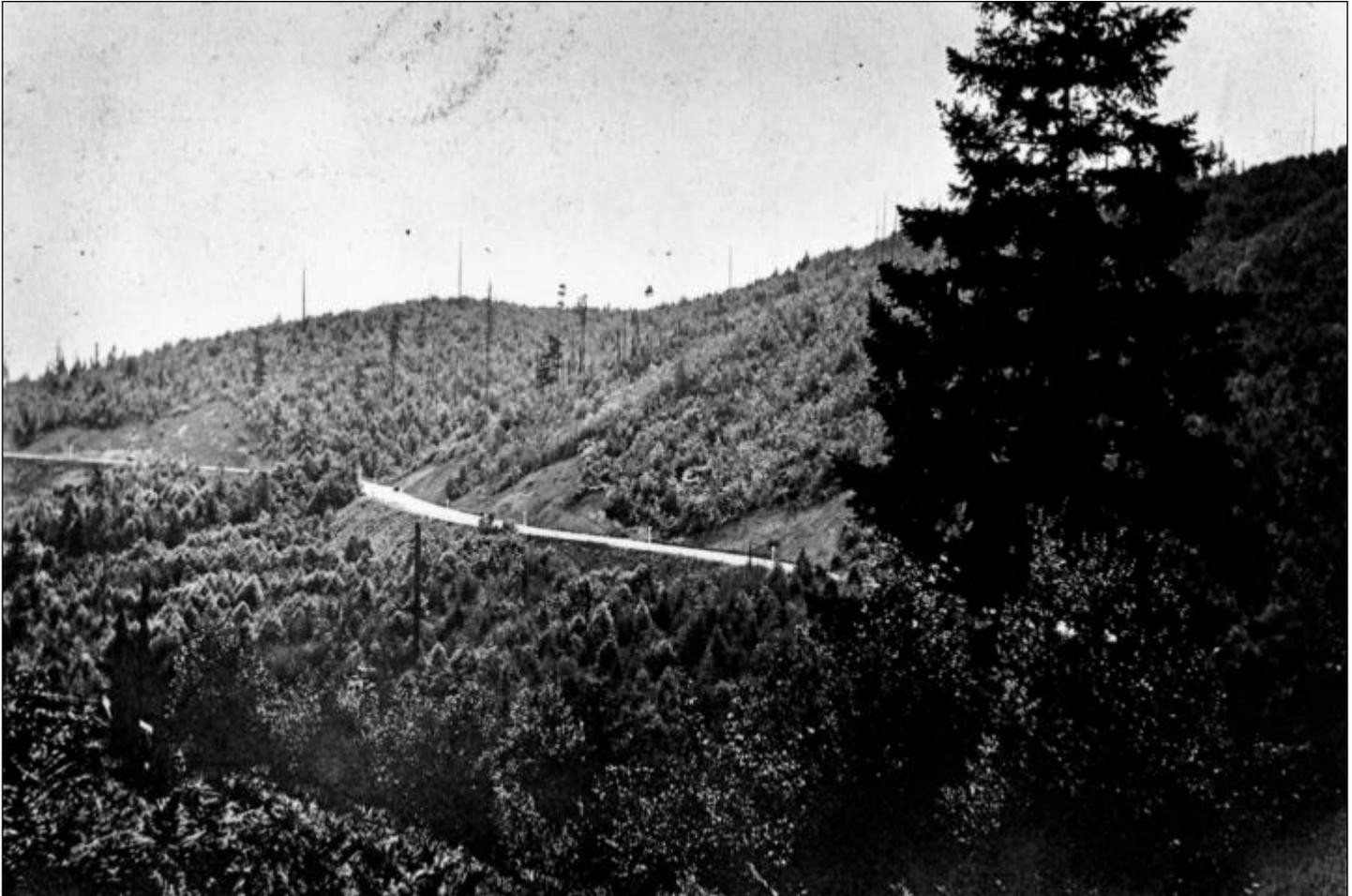
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Figure 17: Terwilliger Parkway ca. 1914, photo used with permission--Oregon Historical Society, Portland, OR 97205 neg. #ORHI 78754. View looking southeast.



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Figure 18: Historical view (ca. 1925) of the parkway; note paved road, globe lamp fixtures, overgrown but graded walking path to the right of the car. Photo used with permission--Oregon Historical Society, Portland, OR 97205 neg. #39689. View looking north.



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Figure 19: Upper Duniway Park, Lilac Garden at the intersection of S.W. Sam Jackson Road and S.W. Terwilliger Blvd., 1925, photo used with permission--Oregon Historical Society, Portland, OR 97205 neg. #COP01644. View looking west.



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Figure 20: 1921 photo at S.W. Hamilton and S.W. Terwilliger Blvd., showing Comfort Station at intersection. Photo used with permission--Oregon Historical Society, Portland, OR 97205 neg. #ORHI78761. View looking north.



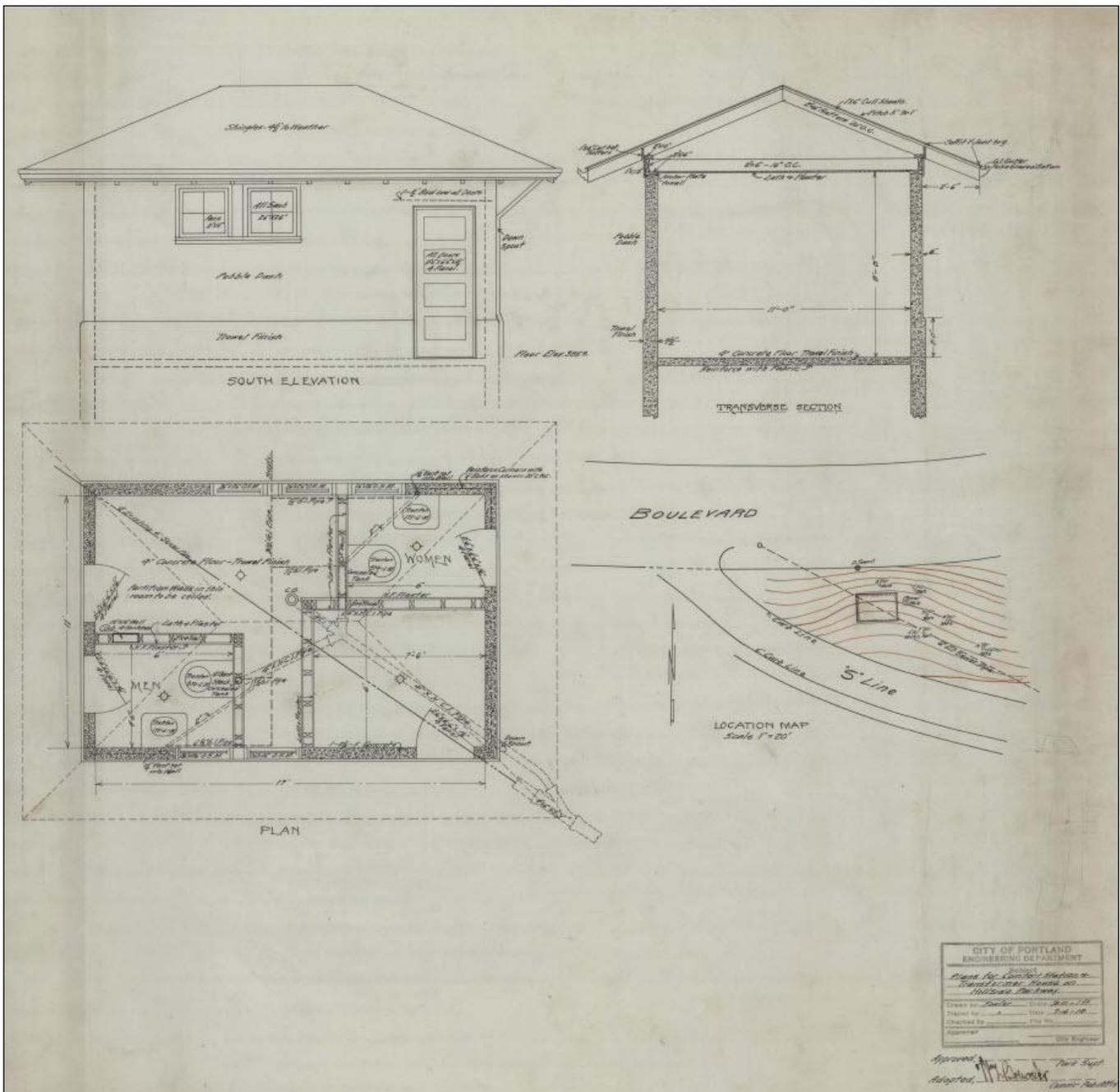
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Figure 21: Plans for Comfort Station and Transformer House on (Hillside Parkway) Terwilliger Parkway, July 6, 1914 at S.W. Hamilton and S.W. Terwilliger Blvd. Photo used with permission — City of Portland Archives & Records Center (PARC), Portland, OR 97201. PARC Accession: A2013-007, Record Number: M/10136



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Photo 1 of 21: Northern beginning of Terwilliger Parkway at S.W. Sheridan Street and S.W. Terwilliger Boulevard; view looking to the south.



Photo 2 of 21: Iconic concrete 11'-6", Terwilliger Parkway street lamps with the replacement saucer fixtures along upper Duniway Park (Terwilliger Parkway gateway sign in the distance). Placement of the street lamp adjacent to the curb at the bicycle lane and roadway with the pedestrian path to the left is a distinctive and deliberate design element of the Terwilliger Parkway. The historic height of the street lamps and their placement creates an iconic cadence along the Terwilliger Parkway reminding the user where they are; view looking to the southwest.

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Photo 3 of 21: Terwilliger Parkway gateway sign installed to commemorate the centennial of the Terwilliger Parkway in 2012. The northern Terwilliger Parkway gateway sign located in upper Duniway Park is a noncontributing structure along the Terwilliger Parkway; view looking to the south.



Photo 4 of 21: View of the majestic stand of Sequoia conifers planted along the cut in the bluff where the Terwilliger Parkway rises up the southwest hills. Knowing the Sequoias would screen the roadway cut from the upper Duniway Park, these trees have matured in their placement to fulfill that role. View looking to the east.

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Photo 5 of 21: Intersection of S.W. Terwilliger Boulevard and S.W. Sam Jackson Road. This is the section of the Terwilliger Parkway that rises from the lower city center up to the bluff of the southwest hills; view looking to the southeast.



Photo 6 of 21: Looking northwest at one of the parkway street lamps with the replacement saucer fixtures. Note curb tight location of the lamp post and curbing. This is the section of the Terwilliger Parkway that rises from the lower city center to the bluff along the southwest hills. View looking to the northwest.

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Photo 7 of 21: Off-street parking areas out along the Terwilliger Parkway; looking northeasterly across the pedestrian pathway toward one of the picnic tables and part of the surrounding woods; wonderful external view of downtown Portland.



Photo 8 of 21: Terwilliger Parkway's pedestrian path along straight section; view looking to the northeast. Note concrete curbing and curb tight location of the lamp post with the replacement saucer fixtures along the Terwilliger Parkway; it's the location and cadence of the lamp posts that evokes the parkway design.

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Photo 9 of 21: Terwilliger Parkway at unsignalized S.W. Campus Drive intersection; view looking to the northwest.



Photo 10 of 21: Terwilliger Parkway external view looking to the north from off-street parking area viewpoint near intersection of S.W. Campus Drive, downtown Portland and Mount St. Helens visible in the distance.

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Photo 11 of 21: Off-street parking areas out along the Terwilliger Parkway, view looking to the south.



Photo 12 of 21: Terwilliger Parkway pedestrian path near off-street parking area approaching S.W. Condor Lane; view looking to the north. Note concrete curbing and curb tight location of the lamp post the replacement saucer fixtures along the Terwilliger Parkway.

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Photo 13 of 21: Commanding views of Mt. Hood and the city of Portland to the east along the Terwilliger Parkway near S.W. Hamilton Street; External view looking to the east.

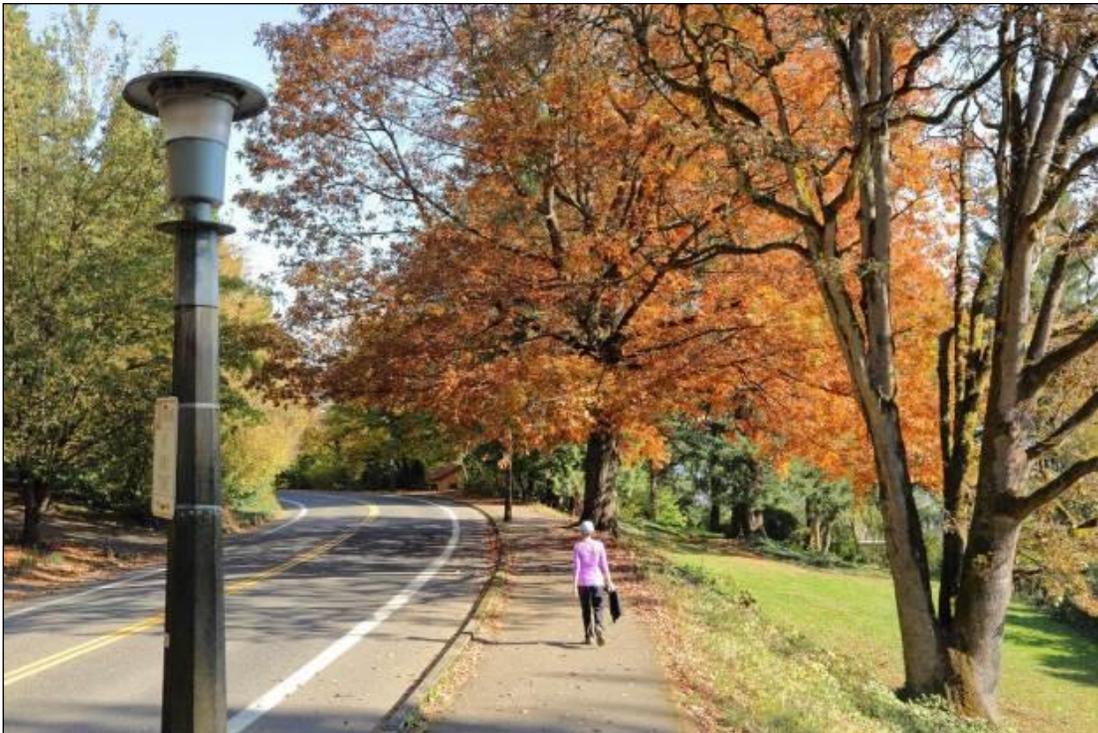


Photo 14 of 21: Terwilliger Parkway near S.W. Hamilton Street; view looking to the northeast.

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Photo 15 of 21: Comfort Station at S.W Hamilton Street and S.W. Terwilliger Boulevard was added to the Terwilliger Parkway in 1921 as an amenity to the parkway user. The Comfort Station is a historical contributing structure to the Terwilliger Parkway; view looking to the west.



Photo 16 of 21: Iconic concrete Terwilliger Parkway street lamps with the replacement saucer fixtures along the Terwilliger Parkway just south of S.W. Hamilton Street. Placement of the street lamps adjacent to the curb at the bicycle lane and roadway with the pedestrian path to the left is a distinctive and deliberate design element of the Terwilliger Parkway. Ornamental lawns areas along the Terwilliger Parkway as shown in this photo are historic design elements of the Parkway as well; view looking to the southwest.

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Photo 17 of 21: Off-street parking area with ornamental lawn and picnic table along the Terwilliger Parkway approaching the intersection with S.W. Westwood Drive; view looking to the southwest. Note concrete curbing and curbed planting area defining the Terwilliger Parkway.



Photo 18 of 21: Terwilliger Parkway iconic concrete lamps with the replacement saucer fixtures along the Terwilliger Parkway with the pipe railing adjacent to the pedestrian path in the distance. Placement of the street lamps adjacent to the curb at the bicycle lane and roadway with the pedestrian path to the right is a distinctive and deliberate design element of the Terwilliger Parkway, which creates an iconic cadence along the Terwilliger Parkway reminding the user where they are; view looking northeasterly.

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Photo 19 of 21: Elk Point viewpoint is covered by the parking lot and adjacent Chart House restaurant. North of the Chart House restaurant is a circular viewpoint, which stands at the base of the totem pole carved by Chief Lelooska in 1959, a noncontributing object along the Terwilliger Parkway; view looking easterly.



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Photo 21 of 21: Recently installed LED light fixtures similar to original globe style now top all Terwilliger Parkway light standards.