

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

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

## 1. Name of Property

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street & number 3000 S.W. Terwilliger Boulevard  not for publication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

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

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

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

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

\_\_\_ entered in the National Register \_\_\_ determined eligible for the National Register

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

\_\_\_ other (explain:) \_\_\_\_\_

Signature of the Keeper Date of Action

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**5. Classification**

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

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

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

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

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

Contributing	Noncontributing	
1		buildings
1	1	site
1		structure
		object
3	1	<b>Total</b>

**Number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

- LANDSCAPE/ park
- LANDSCAPE/ street furniture/object
- LANDSCAPE/ natural feature
- LANDSCAPE/ forest
- RECREATION AND CULTURE/ outdoor recreation
- TRANSPORTATION/ road-related
- TRANSPORTATION/ pedestrian-related

**Current Functions**

(Enter categories from instructions.)

- LANDSCAPE/ park
- LANDSCAPE/ street furniture/object
- LANDSCAPE/ natural feature
- LANDSCAPE/ forest
- RECREATION AND CULTURE/ outdoor recreation
- TRANSPORTATION/ road-related
- TRANSPORTATION/ pedestrian-related

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

NO STYLE

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Materials**

(Enter categories from instructions.)

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 forest corridor in southwest Portland, Oregon. It runs along a hillside following the contours of the hills less than a mile west of the Willamette River. The parkway was planned by John C. Olmsted and completed by Portland Park Superintendent Emanuel Tillman Mische. It opened officially on August 4, 1914.<sup>1</sup> The parkway 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 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 iron caps, regular parking turnouts, a border of secondary growth forest, and scenic viewpoints. Along the route are expansive views of the city, Mt. Hood, Mt. St. Helens, the Willamette River, and the forest through which the parkway runs. Character defining features of the parkway include the 36-foot-wide 2-lane road, the pedestrian sidewalk along the roadway, the lighting system, the presence of native forest enclosing much of the park, and the presence of scenic views along the Parkway facilitated by trimming of the vegetation. 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 a replaced wood trestle bridge. Despite these alterations, the parkway retains integrity of location, design, setting, feeling, and association.

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### Narrative Description

#### Setting

The curvilinear Terwilliger Parkway winds through a 2.5-mile lineal forest corridor of southwest Portland providing expansive external vistas of the city, Willamette River, Cascade Mountain Range, and lush internal views of the dense surrounding forest. Originally, the land surrounding the parkway was clear-cut and so the tall trees which exist today are mostly secondary growth and not yet at their peak stages of development. As designed, Emanuel Tillman Mische, Portland Park superintendent, designed the parkway's planting scheme in such a way that major views would be preserved and accentuated by a vegetational framework and he advised seasonal trimming of trees and shrubs to preserve these views. Perhaps the greatest deviation from Mische and Olmsted's original plans is the way in which the natural maturation of the surrounding vegetation has obstructed the panoramas from the parkway.

The native vegetation along the parkway consists of Douglas-fir, Western Red Cedar, Sequoia and Hemlock often mixed with deciduous Oregon White Oak, Red Alder, Big Leaf Maple, and Vine Maple. Non-native English ivy and other invasive species are present in areas of the forest. Historically, Emanuel Tillman Mische devised an informal -- that is, irregular and "natural" in the Olmstedian manner -- planting scheme which mixed the more densely forested areas of native landscape in contrast with maintained areas of mowed lawns and ornamental shrubberies. Today, these maintained areas, remain planted in simple arrangements and provide a pastoral park setting for recreational activities (Photo 16).

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<sup>1</sup> 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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Construction within the forested corridor surrounding the parkway has remained limited to residential development, with the exception of the construction of the Oregon Health & Science University (OHSU) in 1919 and the Veterans Affairs Medical Center in 1929 on Marquam Hill<sup>2</sup> (Photo 9). The city's Arterial Streets Classification Policy and subsequent Transportation System Plan has deemed Terwilliger as a "Neighborhood Traffic Collector and Minor Transit Street." Traffic has naturally increased since the boulevard first opened 106 years ago. At its opening celebration 200 automobiles were present. Today the traffic volumes read an average of 9,500 vehicles per day along the busier sections of the corridor.

S.W. Terwilliger Blvd. remains a two-lane road all along the parkway, with a speed limit of 25 mph. The parkway has several streets which connect with or intersect S.W. Terwilliger Blvd. Those connections along the parkway from north to south are as follows: S.W. Sheridan Street; S.W. Sam Jackson Park Road; S.W. Campus Drive; S.W. Condor Lane; S.W. U.S. Veterans Hospital Road; S.W. Homestead Dr.; S.W. Lowell Lane; S.W. Hamilton Terrace; S.W. Hamilton Street; S.W. Bancroft Street; S.W. Fourth Ave.; S.W. Bancroft Terrace; S.W. Westwood Dr.; S.W. Ralston Dr.; S.W. Cheltenham Street; and the S.W. Capitol Hwy. (formerly S.W. Slavin Road.). Stop signs control traffic at these intersections and there are three traffic lights that occur at the northern terminus at S.W. Sheridan Street, the intersection of S.W. Sam Jackson Park Road and S.W. Terwilliger, and at the southern terminus at S.W. Capitol Hwy.

## Contributing and Noncontributing Resources

### *Terwilliger Parkway (Contributing Structure)*

The larger parkway is best understood as a collection of elements all supporting the single concept. These elements are described below.

**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). Winding along the hillside, the roadway alignment is laid out with a focus on grace and ease. To provide for contemplative but safe motoring given the conditions, the steepest grade is only 6%, and 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), allowing for the envelopment of the road in controlled plantings, recreational opportunities, and framed views of the city (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.

<sup>2</sup> Portland maps. And. "History," <https://www.ohsu.edu/about/history>, accessed November 3, 2019; "VA Portland history," <https://www.portland.va.gov/about/>, accessed November 3, 2019.

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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, noncontributing curbs and storm drains provide protection and water removal across the entire east side and portions of the west side of the road. Beginning in the 1970s, about forty percent of the boulevard was curbed with concrete, located primarily along the east side between the boulevard and pedestrian walkway. The remainder of the roadway was curbed with concrete in 1994. Storm drains were also installed in 1994. Non-original 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, which replaced earlier wooden guard rails first installed in 1929 (Photo 18).

Trestle: An original wooden trestle spanned a curving gully just north of Elk Point but overtime became deteriorated and in need of replacement. Thirty thousand cubic feet of fill replaced the old wooden trestle in 1929 (Figure 14). Noncontributing concrete retaining walls are visible to the pedestrian on the downhill side of the pedestrian pathway at steep drop-offs as well.

Off-Street Parking Areas: Expanding on the original design and keeping with the City Beautiful idea of providing scenic outdoor recreational opportunities along the route, 11 small off-street parking areas, constructed mostly after 1950, are found along the route at various points, primarily on the east, or "view" side of the boulevard. Vehicle parking is limited to only these designated areas. These parking areas provide space for cars to pause, take in the views, and enjoy recreation along the parkway. Some of these parking areas have ornamental lawns and modern picnic tables and benches (Photos 7,10,11,17). One area, just east of the comfort station, includes noncontributing playground equipment.

Lighting System: A lighting system, installed in the 1910s, runs the entire length of the boulevard along its east side, primarily between the road and pedestrian pathway. Originally comprised of 90 lamp standards beginning at the intersection of S.W. Sheridan St. and S.W. 6th Ave., 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. The original reinforced concrete poles consist of a simple and elegant octagon shape rising 11'-6" from their flared bases to 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 capitals and glass globe fixtures were replaced by 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).

Despite the loss of the original fixtures and some original poles, the lights remain a distinctive and deliberate visual design element of the parkway in that they are regularly spaced along the east side of the road for its entire length and are used nowhere else in the city. Generally, the poles create a cadence for the kinetic experience of moving through the mostly forested corridor and contribute to the significance of the Parkway by identifying this City Beautiful parkway as distinct from other city streets and parks. In keeping with these planning ideals, the system has always been wired underground; no above ground wiring exists within the parkway so as not to distract the driver or pedestrian from their natural enjoyment of the landscape and views. The lampposts' concrete construction, octagonal shape, height, regular cadence stretching the length of the parkway, and placement along the inner side of the pedestrian pathway separating the road and pathway are character-defining features (Figures 15, 16).

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**Pedestrian Pathway:** Running just east of the roadway along its entire length, and separated from it by the parkway's distinctive pole lights, is a 9-foot-wide pedestrian pathway. Designed to allow walkers to enjoy the same views, wooded beauty, and outdoor recreation opportunities as vehicle travelers, the pathway is a natural and critical component of the City Beautiful Parkway design (Photos 14,18). 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 (Figures 15, 18). Originally, the pathway was a dirt path until in 1971, the pathway was paved with asphalt. It is the pathway's location beside the road and placement generally on the outside of the lampposts that defines its character.

**Vegetation:** With its curvilinear design following the natural topography of the landscape, Terwilliger Parkway's design reflects City Beautiful principals, particularly with the various viewpoints and framed vistas. While the overgrowth of vegetation has obscured the open views and feeling as illustrated in the historic photographs, there are still gaps within the vegetation overgrowth along the Parkway that provide glimpses of the surrounding landscape<sup>3</sup> (Photos 10, 13). There is only one designed viewpoint, which is the contributing Elk Point site discussed below, along the Parkway that retains integrity. That viewpoint is located at the Parkway's highest elevation, slightly over 500 feet (Photo 19). For most of the Parkway, vegetation obscures views once visible during the original construction (Figure 13). Vegetation is sparsest along the northern portion of the Parkway, (more or less beginning once one is parallel to the VA Hospital). Despite this vegetational growth and subsequent impacts to integrity, the Parkway's designed landscape does maintain several aspects of integrity, particularly in its feeling and association, as it is still characterized by multiple scenic views, which continue to intersperse themselves along with open lawn areas throughout the dense forest cover over much of the road (Photo 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 mark it as a part of the original parkway beginning at S.W. Sixth Avenue to S.W. Sheridan Street.<sup>4</sup> 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 bustling city and more remote Parkway. This portion of Duniway Park, 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).

**Non-historic Features:** Throughout the parkway are several features built after the period of significance. These include a cement stairway directly across from S.W. Condor Lane, built about 1930 and leading uphill to the Veterans Hospital.<sup>5</sup> 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. The course is not maintained and appears un-used with many of its features decayed or missing. New 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

<sup>3</sup> During the 2012 Parkway Centennial celebration, there was an effort to trim branches and remove trees to bring back some of the original views.

<sup>4</sup> 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>.

<sup>5</sup> 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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functions as an entrance to Terwilliger Parkway off S.W. Capitol Hwy (Photo 20). Lastly, there is a mural installed in 2012 as a graffiti abatement art grant provided by the Regional Art and Culture Council (RACC); this is a noncontributing site.

#### *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 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 Eagle and Elk Points, 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). However, only Elk Point was ever built and therefore is the only contributing site within the Parkway.

Elk Point, directly east of the entrance to S.W. Westwood Drive was dedicated in 1912 during an Elks convention held that year in Portland. Two white plaster elks originally marked the spot where majestic views to the east could be had, though those no longer remain<sup>6</sup> (Figure 11). The peak elevation along the parkway at just over 500 feet, it now shares the land with a restaurant and its associated parking lot.<sup>7</sup>

<sup>6</sup> [https://www.oregonlive.com/portland/2011/04/friends\\_of\\_terwilliger\\_bouleva.html](https://www.oregonlive.com/portland/2011/04/friends_of_terwilliger_bouleva.html);  
<https://www.portlandoregon.gov/bps/article/95851>.

<sup>7</sup> While not within the nomination boundary and therefore noncontributing to the Parkway, it is important to understand the development of the restaurant and its effect on the viewpoint's integrity. In 1921, Raleigh Simmons opened the Mediterranean Revival restaurant Hillvilla along with a curio shop along the eastern edge of the Elk Point viewpoint. A single-story stucco building, the restaurant did block views from the viewpoint; however, the restaurant initially included an outdoor platform for the restaurant's patrons to enjoy the surrounding views and the clearcutting of the area still allowed adequate views from this viewpoint. The building was slightly expanded on its north elevation c. 1940 and by this point vegetation growth continued and had not been maintained. 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. In 1984, the

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When the Parkway opened, this site was largely undeveloped and offered an opportunity to park vehicles and climb out of the car for a view. These character defining features of the site, being the ability to park and view the surrounding landscape, still exist despite subsequent development since the sites original construction. To the north of the restaurant's building is a small stone-paved circular public viewpoint with a narrow view to the east (Photo 19). Heavy tree cover surrounds most of the area but is trimmed in one spot, providing a narrow view to the southeast. This site allows the only public vantage from Elk Point. In the center of the viewing area is a large wooden totem pole carved by Chief Lelooska in 1959.<sup>8</sup> The Chart House parking lot at Elk Point remains public park property, though views are obstructed by the restaurant building, which is on private property outside of this nomination's boundary.

### *Eagle Point (Noncontributing Site)*

The Eagle Point viewpoint, located between S.W. Hamilton Terrace and S.W. Lowell Lane, is a noncontributing site, as while it currently exists within the Parkway boundary, Eagle Point was not part of the original Parkway construction. When the Parkway was designed, the area of Eagle Point was to have been widened to 400 feet with a graded loop around the knoll at the point's center (Figure 10). During the construction of the Parkway, the current area of Eagle Point property was privately owned and included a house, and so the land for the viewpoint was never obtained to become part of the Parkway. After completion of the Parkway, efforts to obtain the land to incorporate the intended viewpoint slowly progressed beginning in 1922 when the owners dedicated a right-of-way around the point in the alignment that Olmsted and Mische originally proposed and that was subsequently graded for use. The full length of the street was not surfaced or maintained and eventually the right-of-way became overgrown and unusable. In 1963, part of the right-of-way was vacated to the adjacent property owners. The 1983 *Terwilliger Parkway Corridor Plan* called for re-opening the right-of-way and developing it for public use as a viewpoint, though that opportunity did not occur until 2013 when the one-acre property on top of the knoll came up for sale and was purchased by Portland Parks and Recreation and added to Terwilliger Parkway. The site is slowly being restored for native plants and views but there is currently no funding for developing viewpoint features. Therefore, because the viewpoint is within the boundary of the Parkway but was never built, the viewpoint is a noncontributing site.

### **Alterations**

Alterations to the parkway include repaving of the parkway which occurred at three times: once with concrete in 1917 within the period of significance, once in the 1970s with concrete, and again in 1994 with asphalt, the latter two repavings being outside the period of significance. Also, in the 1970s, a concrete curb was added to the east side of the parkway. In the 1990s, the full length of the parkway was curbed and storm drains were added. Wooded guard rails were added 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. A wooden trestle bridge spanned a gully just north of Elk Point (Figure 14); in 1929 the bridge was removed, gully infilled, and repaved with concrete roadway. There are noncontributing concrete retaining walls on the downhill side of the pedestrian pathway at steep drop-offs as well. The globe lights atop the 87 light standards were replaced with glass and metal saucer shaped fixtures at the cap. In 2020, all fixtures were replaced with LED globe fixtures in accordance with the *Terwilliger Parkway Corridor Plan* (Photo 21). The majority of these poles are original, though a number have been replaced in kind over the years and some re-located to the far side of the pedestrian pathway.

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

<sup>8</sup> 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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Other non-historical features along the parkway include a cement stairway directly across from S.W. Condor Lane, built c. 1930 and leading uphill to the Veterans Hospital.<sup>9</sup> 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. The course is not maintained and not used frequently. Many of its features are decayed or missing. New 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 naturalistic mural facing Capitol Hwy. installed in 2012 as a graffiti abatement art grant provided by the Regional Art and Culture Council (RACC); this is a noncontributing site.

Expanding on the original design and keeping with the City Beautiful idea of providing scenic outdoor recreational opportunities along the route, 11 small off-street parking areas, constructed mostly after 1950, are found along the route at various points, primarily on the east, or "view" side of the boulevard. Vehicle parking is limited to only these designated areas. These parking areas provide space for cars to pause, take in the views, and enjoy recreation along the parkway. Some of these parking areas have ornamental lawns and modern picnic tables and benches (Photos 7 and 17). One area, just east of the comfort station, includes noncontributing playground equipment. Other alterations to the parkway include the overgrowth of the second growth forest and vegetation, and the construction of a restaurant by the Elk Point Viewpoint.

## 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). The parkway retains integrity of location, design, setting, feeling, and association. While some original materials and workmanship have been replaced and updated, the changes were part of the course of regular maintenance and were generally necessary to preserve the overall design of the parkway. 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.
- Design: The design of the parkway is largely intact as it was developed by John C. Olmsted and Emanuel T. Mische as an example of City Beautiful planning principles. It is complete, as originally intended, with pedestrian pathways, decorative lighting, recreational amenities, and expansive views. Though the vegetation growth has detracted some from the views, the second-

<sup>9</sup> 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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growth forest has matured and provides a sense of serenity and nature in the immediate vicinity of downtown Portland. Landscape historian Wallace K. Huntington wrote in 1974:

“Mische was able to keep a screen of foliage between the roadway and nearby houses and at the same time alternately constrict and expand the space formed by the vegetation. Periodically highlighted by expansive city and mountain views, the winding boulevard narrows dramatically into the enclosing folds of constrictive forest.”<sup>10</sup>

Its function as a respite from urban life and as a resource which beautifies the city, true to Olmstedian ideals, is completely intact and well appreciated by modern-day citizens.

- **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 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. This is especially evident when seen in contrast to the newer and much different Barbur Blvd. and I-5 nearby.
- **Feeling:** Terwilliger Parkway retains a high degree of integrity of feeling. A pedestrian or driver experiencing 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.
- **Materials and Workmanship:** While the surface of the road and pedestrian pathway have been altered and a bridge infilled, these specific materials and their workmanship are not part of the significance of the parkway and not needed to convey the experience of a recreational scenic drive. Original globe lights were replaced with glass and metal saucers. In 2020 the light fixtures were updated to globe LED lights. A few of the original light poles have been replaced. 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

<sup>10</sup> Vaughn, Thomas, & Ferriday, Virginia Guest, editors. “Space, Style, and Structure. Building in Northwest America”, (Portland, Oregon: Oregon Historical Society, 1974), Vol. 2, pg. 414.

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necessary to preserve its design and integrity despite significantly increased vehicle and pedestrian traffic. Damaged light fixtures have been replaced.

Terwilliger Parkway retains more than sufficient integrity 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.

**Criteria Considerations**

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

Property is:

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

**Areas of Significance**

(Enter categories from instructions.)

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

**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 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). 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. 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 1910. The parkway was completed in 1914 and embodied Olmsted's original design as well as additions by Mische. It is one of three parkways designed 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. Of the three parkways, it is by far the most prominent and well-traveled with distinctly more urban character and the most spectacular views. It retains integrity more than sufficient to convey its historical significance and character as a tangible resource from the aspirational City Beautiful planning goals of the early 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 final comfort station and other amenities were completed.

**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 it meets the registration requirements of the MPD "City Beautiful" under Criterion A as a rare example of a parkway developed from the Olmsted Plan for Portland's early park planning.**

The *City Beautiful Movement and Civic Planning in Portland, Oregon 1897-1921* Multiple Property Document (MPD) outlines the history of the City Beautiful movement and the historic context for the movement in Portland. The purpose of the MPD is to establish a context within which historic resources can be identified as eligible for listing in the National Register based on registration requirements. Boulevards and parkways were one such resource. Variations of scenic roadways, they were both components of the 1903 Olmsted's plan for Portland parks as well as the later 1912 Bennett Plan, which outlined a broader City Beautiful design for the city. Below Terwilliger Parkway is evaluated against the registration requirements in the MPD.

#### Registration Requirements for Boulevards/Parkways in Portland and Terwilliger Parkway

Registration requirements for Boulevards and Parkways in Portland from the 2001 Multiple Property Document are quoted verbatim below, followed by an assessment of Terwilliger Parkway's significance measured against those requirements.<sup>11</sup>

*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<sup>12</sup> 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*

<sup>11</sup> Cielo Lutino, Blaine Merker, and Robin Green, *The City Beautiful Movement and Civic Planning in Portland, Oregon 1897-1921*. National Register Multiple Property Document, 2001, p. 28.

<sup>12</sup> This section is quoted verbatim from the National Register document. That document contains the grammatical error of repeating the integrity aspect of location.

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*setting should remain intact. Finally, eligible resources should have been acquired or functioning as boulevards or parkways between 1897 and 1921.*

Generally, Terwilliger 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 Brother's 1903 plan for Portland parks but the only one whose specific route was laid out by the Olmsted Brothers. The parkway also embodies Olmstedian design principles: as a component of a larger proposed park system; as a passive recreation space, with its meandering roadway and pedestrian path (as opposed to amusement parks or sports fields); and as situated in proximity to the urban center of the city so that citizens could escape the conditions of urban life. As described in the Integrity analysis at the end of Section 7, the parkway has a high degree of integrity. Alterations to Terwilliger Parkway have been moderate, but align with the provisions for maintenance as found in the registration requirements above.<sup>13</sup>

Thus, specifically, there are three core registration requirements to be met to qualify under this Multiple Property Documentation:

1. *Integrity of location, design, setting, materials:* Terwilliger Parkways retains integrity specific to the aspects of location, design, setting and materials. A full integrity analysis is found on page 9. The parkway is in its original location. The design remains largely intact with few alterations. The setting also remains today as when constructed with few intrusions. Materials are generally intact though the road surface and pedestrian pathway have been sensitively brought up to modern standards.
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. His office prepared the initial roadway grading and property takings map for the south half in 1909 (before the design was taken over by his former employee and recently hired Portland Parks Superintendent Emanuel Mische.)
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.

*City Beautiful Movement and Civic Planning In Portland, Oregon, 1897 – 1921 Multiple Property Document Summary and Context for Historic Parkways in Portland*

Terwilliger Parkway is an important cultural resource within the context of the City Beautiful movement and specifically within the context of the Multiple Property Document. For reference, portions of the MPD are summarized below.

*City Beautiful Movement History and National Context*

The City Beautiful Movement began in the late nineteenth century and promoted new ideals of city planning throughout the country. Proponents of the movement believed that a well-planned city which featured parks for passive recreation would promote civic pride, increase productivity, and bolster the economy. One early proponent of the ideals found in the City Beautiful Movement was Frederick Law Olmsted, who believed that city parks were a necessary reprieve for city dwellers to cultivate a healthier society. His views gained popularity amidst the height of industrialization and overpopulation in cities, bolstered in part by his and his partner, Calvert Vaux's, 1857 design for Central Park in New York City. In 1893, Olmsted designed the

<sup>13</sup> City of Portland, *Southwest Hillside Parkway*, draft National Register nomination, 1985.

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grounds for the Columbian Exposition in Chicago, which was master planned by the architecture firm of Daniel H. Burnham and John W. Root. The design of the exposition was focused on civic pride and popularized many concepts which conformed to City Beautiful ideology: that a city could be organized, planned, and designed to benefit the public's physical and mental health. The Columbian Exposition of 1893 encouraged the establishment of organizations such as the National Municipal League and the American Society for Municipal Improvements, both in 1894, and the American Park and Outdoor Art Association in 1897 (APOAA). The APOAA promoted Olmstedian ideals of landscape design: that public parks should be developed according to a master plan, and that they would provide urban residents with a necessary repose from industrialized life. Together, Olmstedian ideals, Central Park, and the 1893 Columbian Exposition embodied the beginnings of City Beautiful design philosophies which focused on the correlation between urban planning and civic pride.

In 1902, Olmsted was contracted along with a like-minded set of architects and professionals to design a development plan for Washington D.C. Inspired by the 1893 Columbian Exposition, the professionals created a plan that extolled national monuments and public buildings. In addition, the plan featured parks which were designed not just as a reprieve from the tolls of urban life, but as an uplifting and encouraging setting through which citizens would become more morally-upright and economically productive. This represented an ideological shift from Olmsted's view that parks were a retreat from urban life. Rather, the City Beautiful movement espoused that parks would actively beautify cities and transform its citizens. In 1903, the APOAA merged with the American League for Civic Improvement (ACLI) to form the American Civic Association (ACA). The ACLI was established in 1894 with a focus on municipal improvements and cleaning cities that had been blighted by the industrial revolution. The ACA marked the formal joining of two organizations which were founded in City Beautiful ideals – one focused on architecture, and one on landscapes. The ACA was a formal organization of professionals and non-professionals alike who were inspired by the tenants of the City Beautiful movement and the effect the movement could have on cities throughout the country. The City Beautiful movement had grown through the 1890s and early 1900s to form a complete ideology which was focused on an optimistic outlook of city improvements inspired by European cities. The City Beautiful movement became focused on municipal improvements that were both beautiful, functional, and inspirational to its citizens.

#### *City Beautiful and the Development of Parks and Parkways in Portland<sup>14</sup>*

The concept of a unified parks plan (including possible boulevards to connect parks) for Portland began in the late 1890s with the newly formed Portland Board of Park Commissioners, who sought assistance in a comprehensive plan from a nationally recognized planning and landscape firm. Three Parks Board members had knowledge of Olmsted Brothers, Landscape Architects in Brookline, Massachusetts: Dr. Thomas Lamb Eliot, who had a relative in the firm (Olmsted, Olmsted & Eliot, 1893- 97); Ion Lewis, architect, who had worked with the firm when employed on the East Coast; and L.L. Hawkins, who knew of the firm's work in establishing Yosemite National Park. In 1898 the Secretary to the newly formed Park's Board sent a letter to Olmsted Brothers to inquire about services for a Portland plan. To follow up, Board member Dr. Thomas Lamb Eliot took a trip east to visit eastern parks, particularly Boston, and to visit the Olmsted firm (his relative, of the firm Olmsted, Olmsted and Eliot, died in 1897, after which the firm changed its name to Olmsted Brothers, Landscape Architects). 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 (who demonstrated considerable support for this proposal), 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 in haste. After only nine days from his arrival he was able to draw a preliminary site plan for the Lewis & Clarke Centennial Exposition, at a site adjacent to Guild Lake, atop a bluff. This was an amazing feat, doubly so, as he, at the same time, began to survey the City's general layout,

<sup>14</sup> Ibid.

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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 the City's southern boundary at Sellwood. In all this he was assisted by Park Commissioners Ion Lewis (mostly for the Exposition planning) and L.L. Hawkins, who mapped out a tour route prior to his arrival, and who toured him in his Tallyho "Jupiter." For three weeks the two toured in Jupiter the far reaches of 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.

John C. Olmsted brought to Portland in 1903 the expertise and broad experience of the Olmsted firm. The firm was founded in 1857 by his father, Frederick Law Olmsted (1822-1903) and Calvin Vaux, who found huge success in their plan for New York's Central 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 the famous "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 at times (Canada, Cuba, etc.), and among their six thousand projects were local ones in California, Washington and Oregon. In Washington, Seattle's famous Park Plan featured similar concepts to the Portland plan of unifying boulevards and scenic parkways, which in Seattle were alongside its many lakes. Multiple Seattle City parks were designed by them, as well as the plan for the State Capital in Olympia. The western 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.

The 1903 Olmsted plan proposed a city-wide park system which was composed of "units" such as squares, playgrounds, municipal parks, or reservations which would be connected by parkways and boulevards. 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. Two of the other portions of the system aside from Terwilliger Parkway were also constructed in general accordance with the Olmsted Plan and exist today – Skyline Boulevard and Leif Erickson Drive. The plan included eighteen basic recommendations. Among the basic goals pertinent to Terwilliger Parkway were: No. 8, "Parks should be connected and approached by boulevards and parkways; and No. 9, 'Parks and parkways should be located and improved to take advantage of beautiful and natural scenery and to secure sanitary conditions.'<sup>15</sup> The written plan submitted to the Park's Board was entirely unique, being the first written statement by the firm as to its basic design philosophy for city parks and boulevards, the first such in the history of park planning.<sup>16</sup>

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. The proposed parkways were a mechanism for Portland to attract new residents and visitors. It was not until 1907 that a bond was issued for park development, and not until 1909 that the Park Board was able to spend the \$1 million from the bond measure. The great majority of the bond money was allocated to the development of Terwilliger Boulevard, one of the Parkways that Olmsted had identified as part of his plan. Money was also spent on acquiring all or parts of Sellwood Park, Peninsula Park, Laurelhurst Park, and Mt. Tabor. The written 62-page report included no actual Site Plan drawing by the Olmsted firm, as it could not be afforded in the Park Board's budget. However, in the Report, the firm's park

<sup>15</sup> Portland Park Board and Olmsted Brothers, Landscape Architects. *Report of the Park Board, Portland, Oregon, 1903, with the Report of Messrs. Olmsted Bros., Landscape Architects, Outlining a System of Parkways, Boulevards and Parks for the City of Portland.* Portland: Portland Park Board, 1903; pg. 19.

<sup>16</sup> Hawkins, William J. III. *The Legacy of Olmsted Brothers in Portland, Oregon* (Portland, OR: William, J. Hawkins, 2014), pg. 38, 39.

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philosophy was presented, as was a thorough description of the park plan for Portland including a "hillside parkway extending southeasterly from the south end of the row of city squares" (the South Park Blocks)<sup>17</sup>.

The basic concept for a hillside parkway with boulevards is not original to the Olmsted firm. Both Frederick Law Olmsted, as well as his stepson John Charles, and his son Frederick Law Olmsted, Jr. were sent to Europe with explicit instructions to study the famous parks, boulevards and parkways. Beside the incredible English public parks, with their bucolic lakes and winding paths, they studied tree-lined boulevards, such as those in London, Paris, and Vienna. For more meandering scenic parkways, one in particular had precedents for Portland's Terwilliger Parkway-- the famous Viale dei Colle in the hills of San Miniato, across the Arno, and above the domed center of Florence, leading to the "most splendid of views" at the Piazzale Michelangelo. The firm adapted this concept, with its own innovations, in some of its most celebrated projects such as the "Emerald Necklace," connecting the Boston Commons through a 1,100-acre scenic chain of nine parks to Franklin Park, following lakes and water ways. The Olmsted philosophy was to "extend the amenity of park like greenspace throughout the city."<sup>18</sup>

Following the execution of some of Olmsted's designs for park development in Portland in 1909, the City created a City Beautiful fund to hire a consultant to outline municipal improvements. Edward Bennett of Daniel H. Burnham's Chicago office was selected for the job. In 1911, the Bennett Plan was completed, with a focus on the correlation between urban planning, civic pride, and the need for a comprehensive park system. In 1912, the plan was approved by voters, however, it was not accompanied by a bond measure to fund its plans. The local economy underwent a brief slump in 1913 and 1914, and nothing of its content ever came to fruition. Through the end of the 1910s, municipal developments in the city focused on playground development and active recreation, such as sports facilities. This culminated in the 1920s with the development of a plethora of local neighborhood parks, which effectively ended any aspirations of grand comprehensive park plans along the lines of Olmsted's or Bennett's.

**Character-Defining Features:** The parkway is distinguished as a designed but informal roadway that links downtown Portland to the forested hills, parks, and neighborhoods to the south. The alignment undulates, with a 6% grade, and with vistas of the city, river, and the Cascade Mountain range. It is two-lanes with an intended leisurely speed limit of 25 mph. Parallel to the roadway is a pedestrian pathway. Plantings are informal (e.g., irregular and natural), mixed within enclosing natural forest areas and interspersed with viewpoint openings. The parkway lighting system includes 87 lamp standards. Visual intrusions, such as above ground wiring, are largely excluded. All these elements contribute to a unified and continuous character from one end to the other. Specific contributing structures include the 1921 comfort station and the Elk Point Viewpoint.

*History of the Resource: Terwilliger Parkway Planning and Construction*<sup>19</sup>

As discussed, Terwilliger Parkway is the only parkway manifestation of the Olmsted/Mische vision for a comprehensive park system, one that evokes the values of the City Beautiful movement.

The first plan in Portland based on City Beautiful ideals was the Olmsted Plan. The plan, created in 1903, outlined a system of parks and squares which were connected via parkways and boulevards. Several parks were purchased and expanded based on the plan, however, the city never fully realized the system of

<sup>17</sup> Portland Park Board and Olmsted Brothers, Landscape Architects. *Report of the Park Board, Portland, Oregon, 1903, with the Report of Messrs. Olmsted Bros., Landscape Architects, Outlining a System of Parkways, Boulevards and Parks for the City of Portland.* Portland: Portland Park Board, 1903; pg. 41.

<sup>18</sup> Beveridge, Charles E., & Larkin, David. *Frederick Law Olmsted, Designing the American Landscape* (New York City: Universe Publishing, 1998), pg. 41.

<sup>19</sup> 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](http://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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parkways and boulevards to complete the design. Terwilliger Parkway is one of three parkways in the City outlined in Olmsted's plan, far fewer than were envisioned. Terwilliger Parkway embodies a local expression of Olmstedian landscape design ideals, first envisioned by Frederick Law Olmsted Senior. Parkways such as Terwilliger exhibited Olmstedian principles by extending park-like settings through a city, providing increased access to open space to citizens for passive recreation and as an escape from the industrialized city.

The first discussion of a parkway along the base of the hills defining the western side of the City, were found in the notes the J.C. Olmsted sent to his wife Sophia. In his April 25, 1903 entry, Olmsted noted that Lester Leander Hawkins and Dr. Thomas Lamb Eliot had "a scheme for a pleasure drive," which was later in his report referred to as "South Hillside Parkway." In subsequent letters, it stated, "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 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."<sup>20</sup> While Terwilliger Parkway would not follow the exact description found in this letter, it would follow much closer to later designs by Olmsted in 1909.

The Olmsted firm's expectation was that they would be officially hired to complete the working drawings and supervise of all the work of Terwilliger Parkway. However, the City realized it would need a City Park's 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 was trained in his office. Mische accepted the job in 1908. He was professionally trained at the Missouri Botanic School and the Bussy Institute in 1894. He had 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. He further received a two-year scholarship to the Royal Botanic Gardens in Kew England. Later, while working for Olmsted Bros., he worked on the extensive plan for Biltmore, the extraordinary estate of George W. Vanderbilt, near Asheville, North Carolina, and work for the Essex County Park Commission in New Jersey. 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 Bros. 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 quickly convinced him to move from the Madison position to the Portland one as Park's Superintendent.

Since 1903 some progress was made on parts of the Olmsted Portland Park's plan, mainly acquiring and establishing new parks throughout the city. Little had happened with the concept of the hillside parkway. However, negotiations were being made between the Parks Commissioners and the estate of James Terwilliger about the donation of land for a hillside parkway across the upper part of their land. By 1907, however, several events advanced the boulevard: a \$1,000,000 bond measure was passed, part of which would be set aside for "great hillside parkway," and James Terwilliger's estate donated the hillside part of his original 1850 land claim (a strip 200 ft. wide and a mile long, mostly clear cut by 1900) "to be used as a park and boulevard by the city for the use of the public."<sup>21</sup> In effect a new boulevard, or parkway, would connect Slaven Road (Capitol Highway) to the south entrance of the Park Blocks, following the contours of the hills, all providing spectacular views of the city and the distant mountains. Portland again engaged the Olmsted Brothers, who, under John C. Olmsted, prepared a "taking map" and began surveying of the Terwilliger

<sup>20</sup> Olmsted, John Charles to Sophia Olmsted. Letters April 1903, April 1906. Olmsted Archives, Frederick Law Olmsted National Historic Site.

<sup>21</sup> 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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property. Their 1909 drawings, included a plan entitled "Terwilliger Boulevard" and an elevation and profile section of the southern portion of the parkway.

The City decided not to employ Olmsted Bros. for completion of Terwilliger Parkway, but instead utilize only Mische who was intimate with the Olmsted philosophy and methods of planning, yet would be paid with the less-expensive city salary. Mische proceeded with the work and by 1910 submitted to the Park's 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 Park's Board. Olmsted, in the meantime, had continued other projects in Portland, mainly the 1908 Vista Avenue improvements, with its view-oriented park. Mische, in a respectful, but new, arrangement with Olmsted, 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 planning 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, to allow an adequate connection to Broadway Drive.

Parkway construction began in 1910. It was graded with a 45 ft. width starting on the Terwilliger Donation land, between S.W. Hamilton St. and S. W. Slavin Road (later Capital Highway). This 6000 ft. section was surfaced with a light macadam, and had drainage and lighting systems installed. The steepest grade was only 6% and the sharpest curve had an outside radius of 200 ft. The center of the boulevard was generally 40 ft. from the hillside boundary of the corridor and 160 feet from the boundary on the downhill side. Mische also incorporated two viewpoints – Eagle and Elk. Elk Point is near the south end of the parkway, near present-day Chart House Restaurant which has been built on the site. The site and the first section of the parkway were dedicated in 1912 during a B.P.O. Elks convention in Portland. In 1914, the second section of the parkway connected S.W. Hamilton Street to S.W. Sheridan Street to the north was completed. Eagle Point was to be towards the north end of the parkway at the knoll surrounded by present-day S.W. Lowell Lane, however, it was never developed. The City purchased the land in 2013. The total cost for the Terwilliger Parkway project in 1914, 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 Terwilliger Parkway's north entrance at Sixth and Sheridan Streets. In the same year, 90 concrete light fixtures with round globes and decorative finials had been mostly installed along the entire new Parkway, 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. The views of the city and mountains remained spectacular and continuous, until the new plantings and the indigenous trees matured, when some of the views began to be obscured. The period of significance ends with the construction of the comfort station in 1921.

### *Comparative Analysis*

As described by the MPD, the City Beautiful Movement in Portland, building upon Olmsted's 1903 report envisioned a comprehensive collection of parks, city square and parkways. Within the context of the last category, Olmsted contemplated two pleasure drives. The first was the "South Hillside Parkway," otherwise known today as Terwilliger Parkway.<sup>22</sup>

The second was the "Northwest Hillside Parkway," which according to William Hawkins, author of Legacy of the Olmsted Brothers in Portland,<sup>22</sup> was never built. Chet Orloff, former director of the Oregon Historical Society, however, suggests that Terwilliger Parkway, along with Leif Erickson Drive in Forest Park and Skyline

<sup>22</sup> Cielo Lutino, Blaine Merker, Robin Green, *The City Beautiful Movement and Civic Planning in Portland, Oregon 1897-1921*. National Register Multiple Property Documentation Form, p. 28.

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Drive, combined to create a city-length parkway.<sup>23</sup> This west side loop begins at the northwest end of Thurman Street connecting to what was then known as Hillside Drive (now Leif Erickson Drive) in Forest Park. Erickson Drive, today pedestrian only, weaves north and west, traversing the northeast slope of the Tualatin Mountain range and eventually connecting to NW Germantown Road on the east slope. Germantown then connects with Skyline to the south, Skyline eventually connecting to Cornelius Pass Road, a total trip of 20 miles or so. This east side route traveled through mostly second growth forest, but also offered views of the Columbia River, Mt. Saint Helens, and Mt. Hood as well as Mt. Adams on clear day. Newspaper accounts from 1914 considers the route panoramic and unsurpassed in scenic beauty.<sup>24</sup> Recognized for its beauty by Olmsted in 1903, Forest Park was established as a city park in 1948.<sup>25</sup>

The distinctions between the South Hillside Parkway (aka Terwilliger Parkway) and the “Northwest Hillside Parkway” are enormous. First and foremost, the South Hillside Parkway was an intended capital improvement project constructed in a relatively compact ten-year period. By contrast, the northwest parkway is an interpretation of connecting roadways that have evolved organically over the decades. The South Hillside Parkway was approximate to the city’s core, located at the south end of downtown. It was man-made on public lands intended to capitalize on the natural setting by complementing it with constructed view points, pedestrian paths, and landscaped pocket parks and resting areas. The parkway was accessible and in comparison, compact. By contrast, the northwest parkway was remote and lengthy, an automobile day trip on a simple paved road cut through the forest mostly without amenities.

### Summary and Conclusion

Terwilliger Parkway was originally incepted and designed by John C. Olmsted and Frederick Law Olmsted Jr. in 1903. The nationally-acclaimed Olmsted Brothers developed a citywide parks plan for Portland which consisted of a system of city squares, parks, and reservoirs that were connected by a series of boulevards and parkways encircling the city. Though the vision was not completely realized, Terwilliger Parkway is one such parkway which was constructed according to the plan. It is an intact example of a parkway concept originally incepted by the Olmsted Brothers and designed by Portland Parks Superintendent and former Olmsted Brothers employee, Emanuel T. Mische. Terwilliger Parkway is one of few projects which were completed from the city’s aspirational City Beautiful-inspired plans, bonds, and movements. The parkway has had little alterations to its original concept and design as a parkway resource, though maintenance upgrades have been necessary to keep the parkway preserved and in use. Terwilliger Parkway retains more than sufficient integrity to convey its historic significance. As a rare example of a municipal project completed from the original Olmsted Plan that retains integrity, the parkway meets the specific registration requirements for Boulevards and Parkways in the *City Beautiful Movement and Civic Planning in Portland, Oregon 1897-1921* Multiple Property Document (MPD) and is thus eligible for individual listing in the National Register of Historic Places.

<sup>23</sup> Chet Orloff, Olmsted Portland Park Plan ([www.oregonencyclopedia.org](http://www.oregonencyclopedia.org))

<sup>24</sup> Oregon Journal, December 27, 1914, p. 56.

<sup>25</sup> Libby Provost, Forest Park ([www.oregonencyclopedia.org](http://www.oregonencyclopedia.org))

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## 9. Major Bibliographical References

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\_\_\_\_\_, Aug. 2, 1914, Sec. 1, p. 10.  
\_\_\_\_\_, Sept. 24, 1914, p. 2.  
\_\_\_\_\_, Sept. 18, 1915, p. 1.  
\_\_\_\_\_, Jan. 8, 1916, p. 7.  
\_\_\_\_\_, Sept. 6, 1917, p. 19.

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\_\_\_\_\_, Dec. 12, 1918, p. 11.  
\_\_\_\_\_, Apr. 23, 1934, p. 17.

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Portland Park Commission, *Annual Report to the Park Board*, Portland, Oregon, 1901-1913.

**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

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

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**10. Geographical Data**

**Acreage of Property** 228

(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.

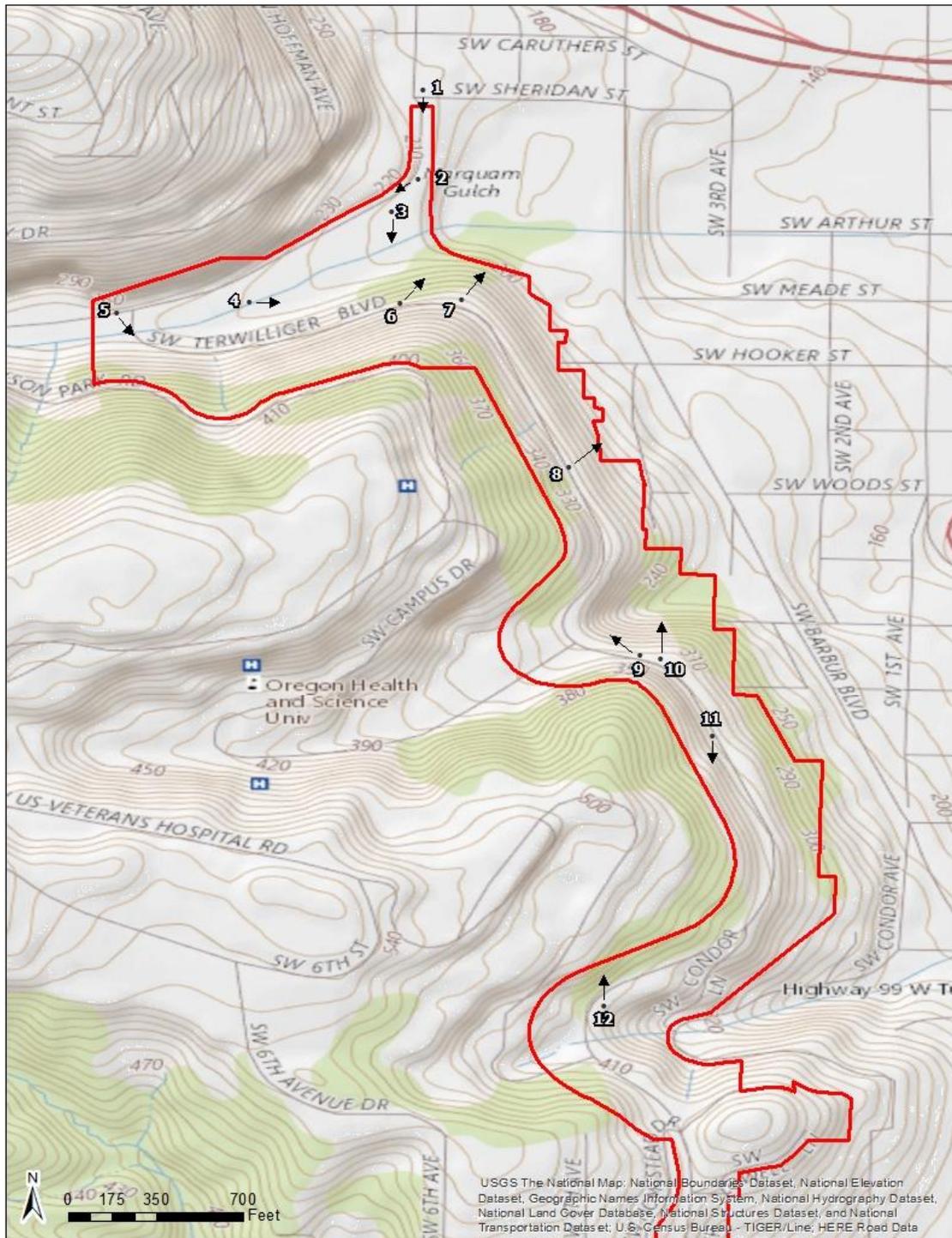
**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to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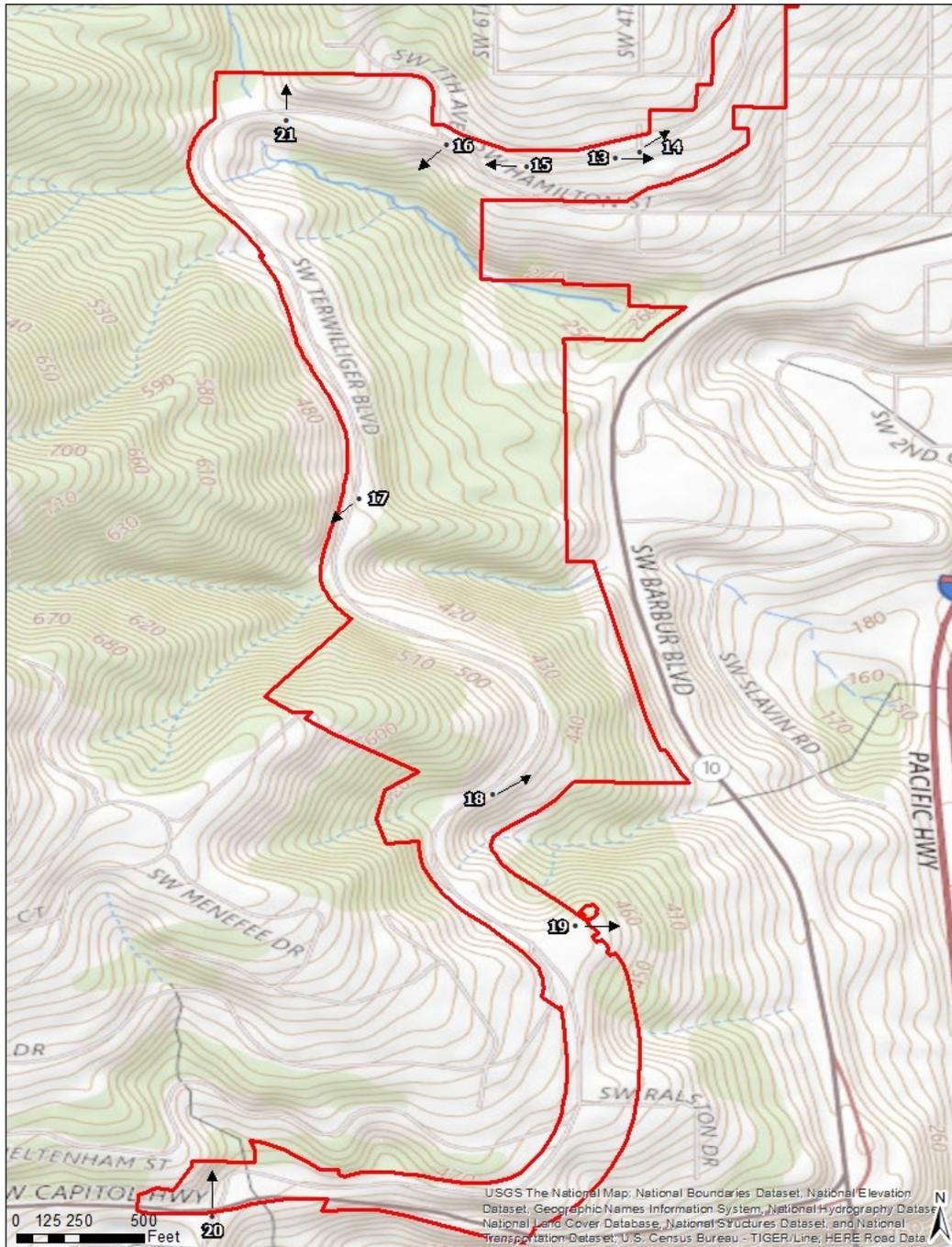
**Photo Location Map, Northern Segment**



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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





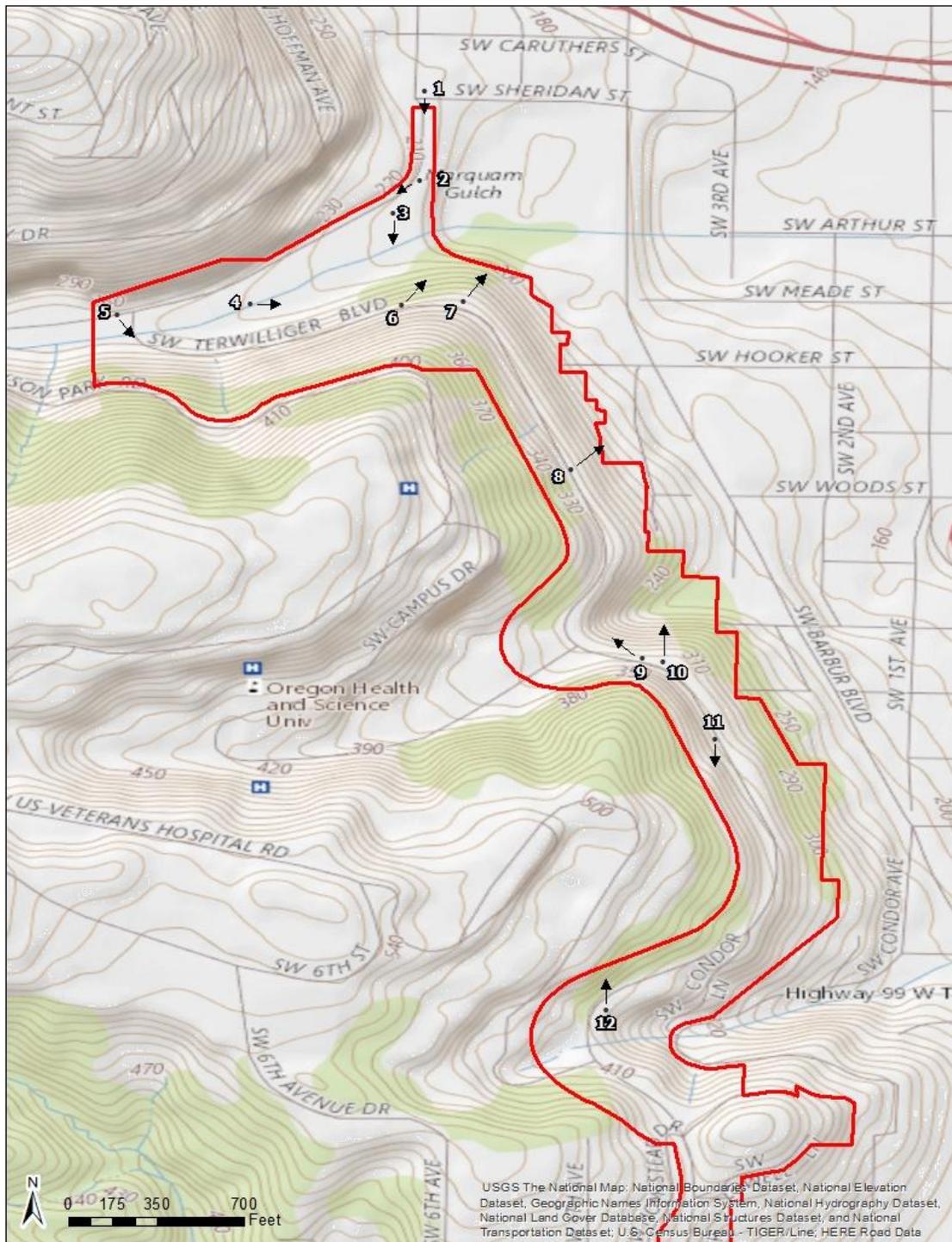
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Figure 4: Site Map with Photo Locations, Northern Segment



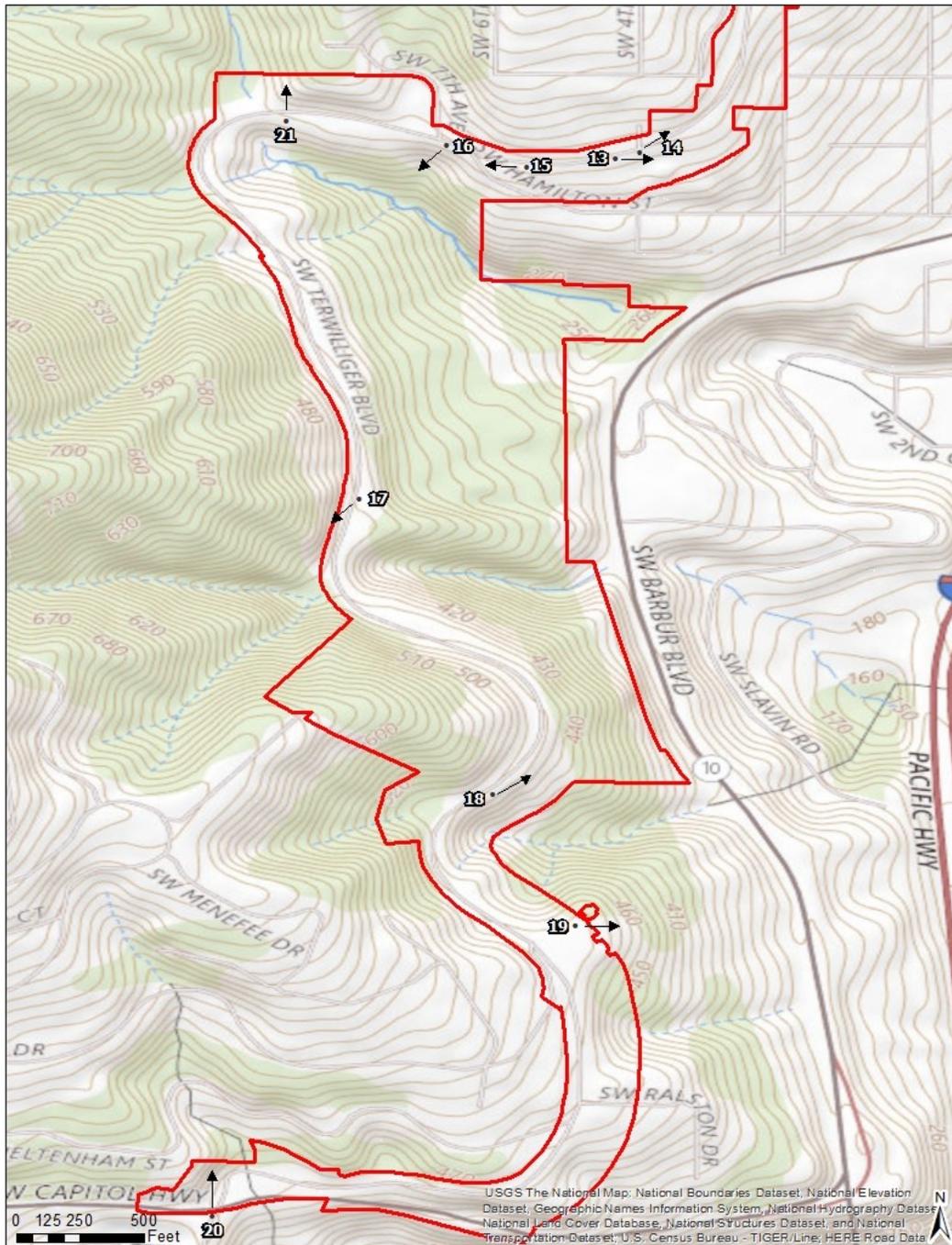
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Figure 5: Site Map with Photo Locations, Southern Segment



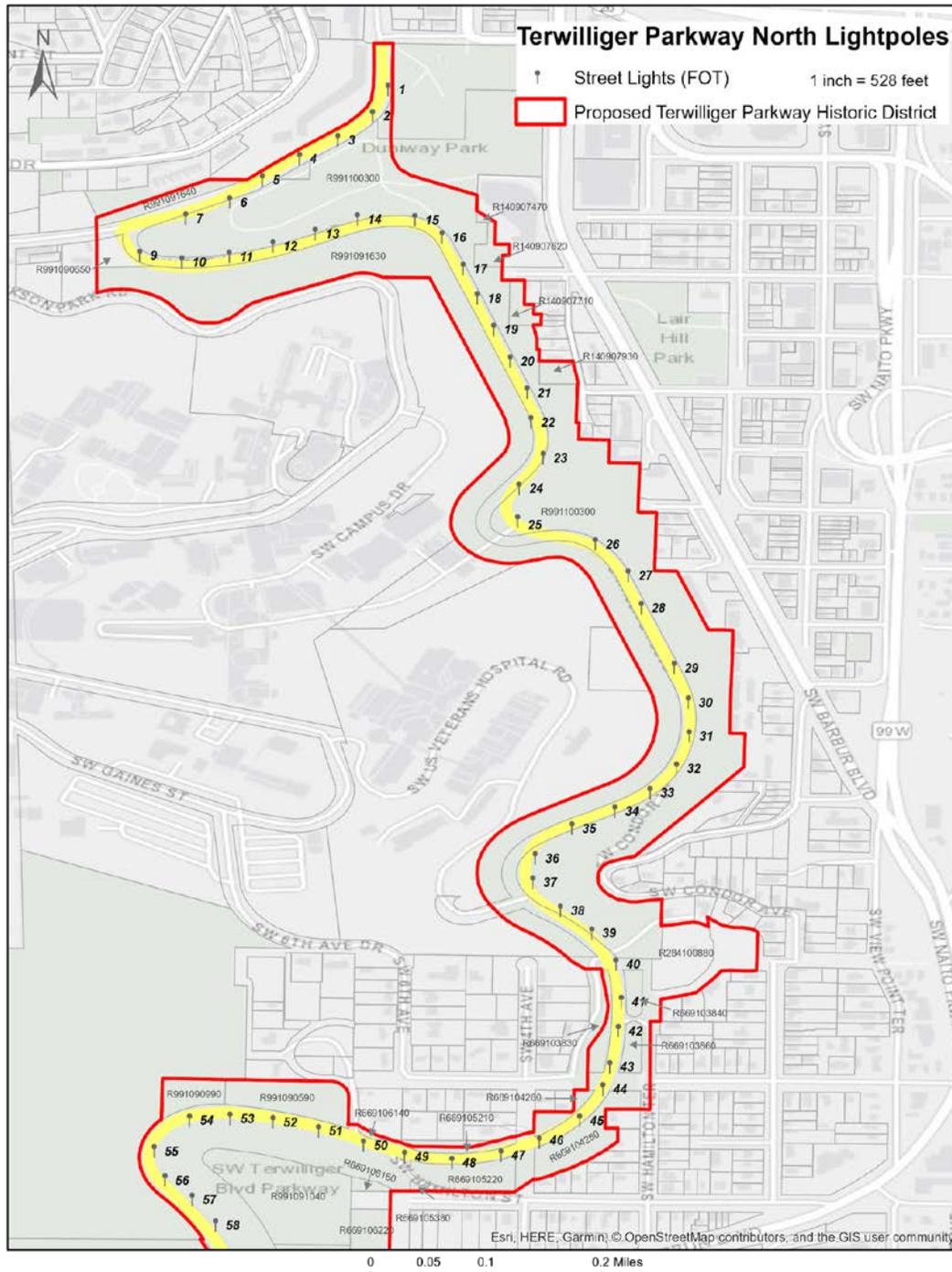
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Figure 6: Terwilliger Light Poles Map North Segment



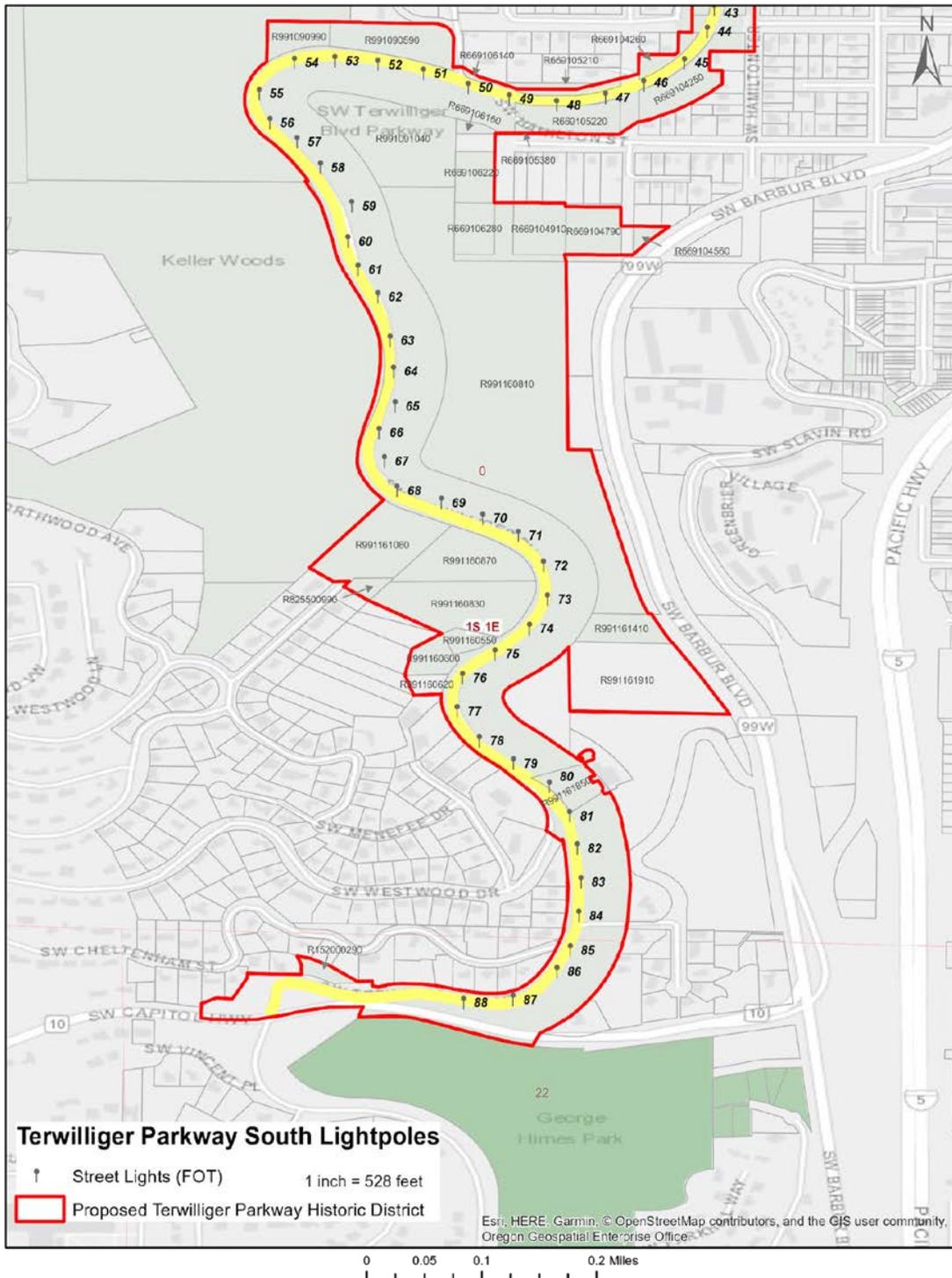
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Figure 7: Terwilliger Light Poles Map South Segment



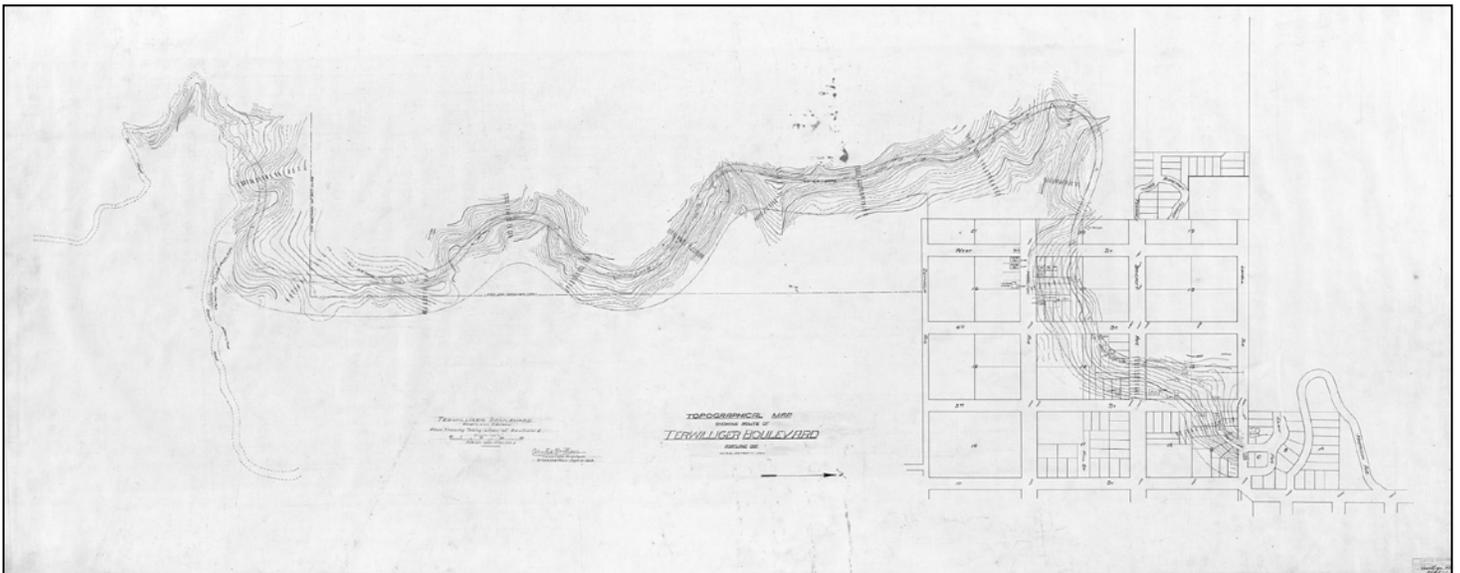
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**Figure 8:** 1909 Olmsted Brothers Terwilliger Boulevard Plan File No. 2642-No.1 (Terwilliger Parkway)  
Topographical Map



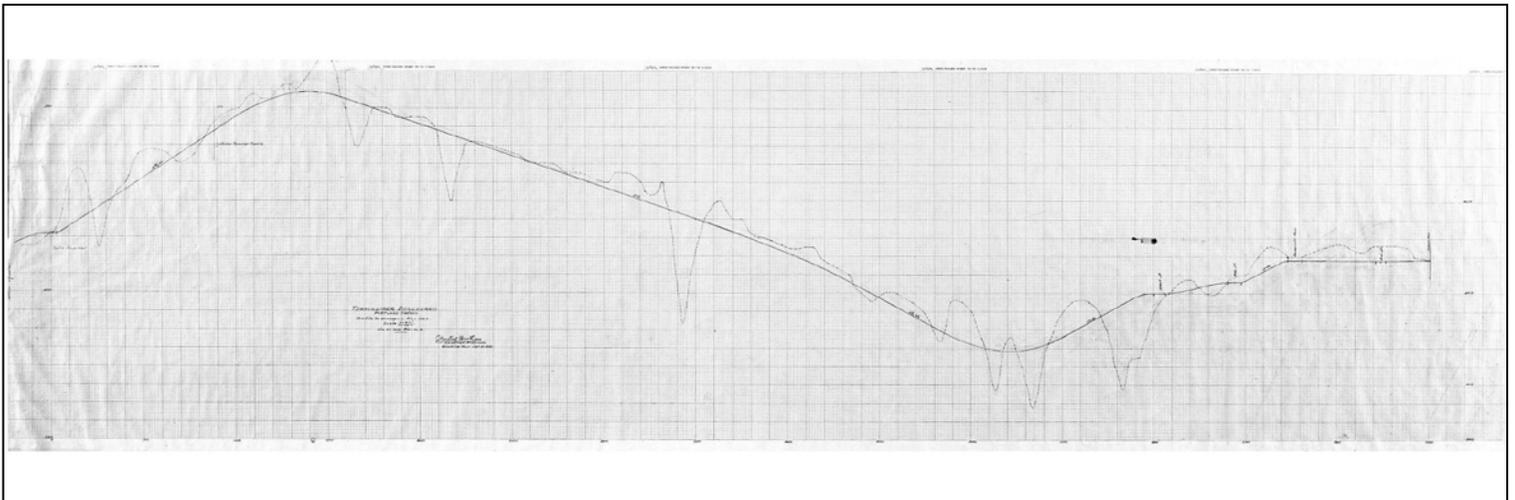
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**Figure 9:** 1909 Olmsted Brothers Terwilliger Boulevard Plan File No. 2642-No. 2 (Terwilliger Parkway) Profile



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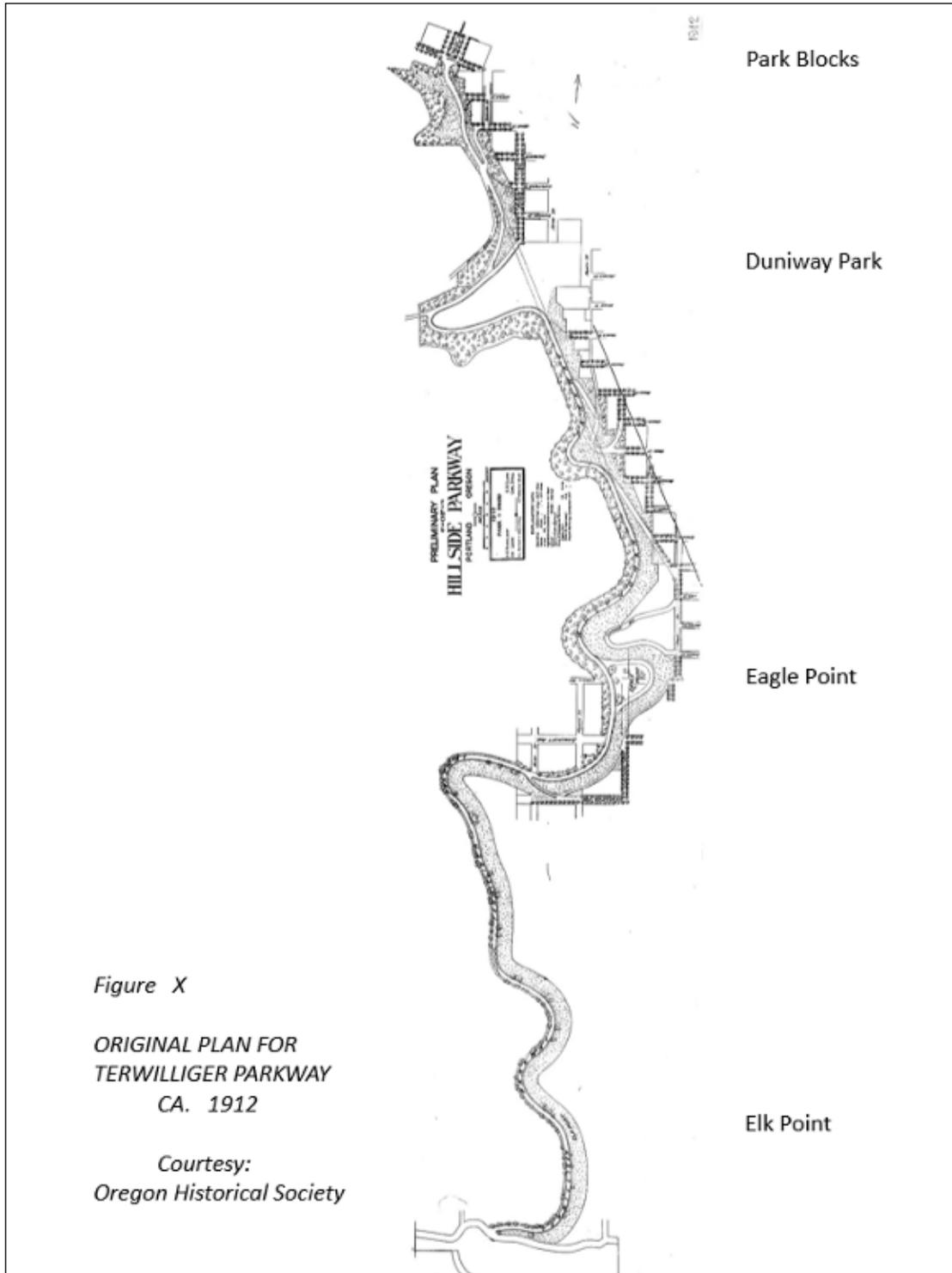
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**Figure 10** 1912 E.T. Mische Hillside Parkway (Terwilliger Parkway) Plan



*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.



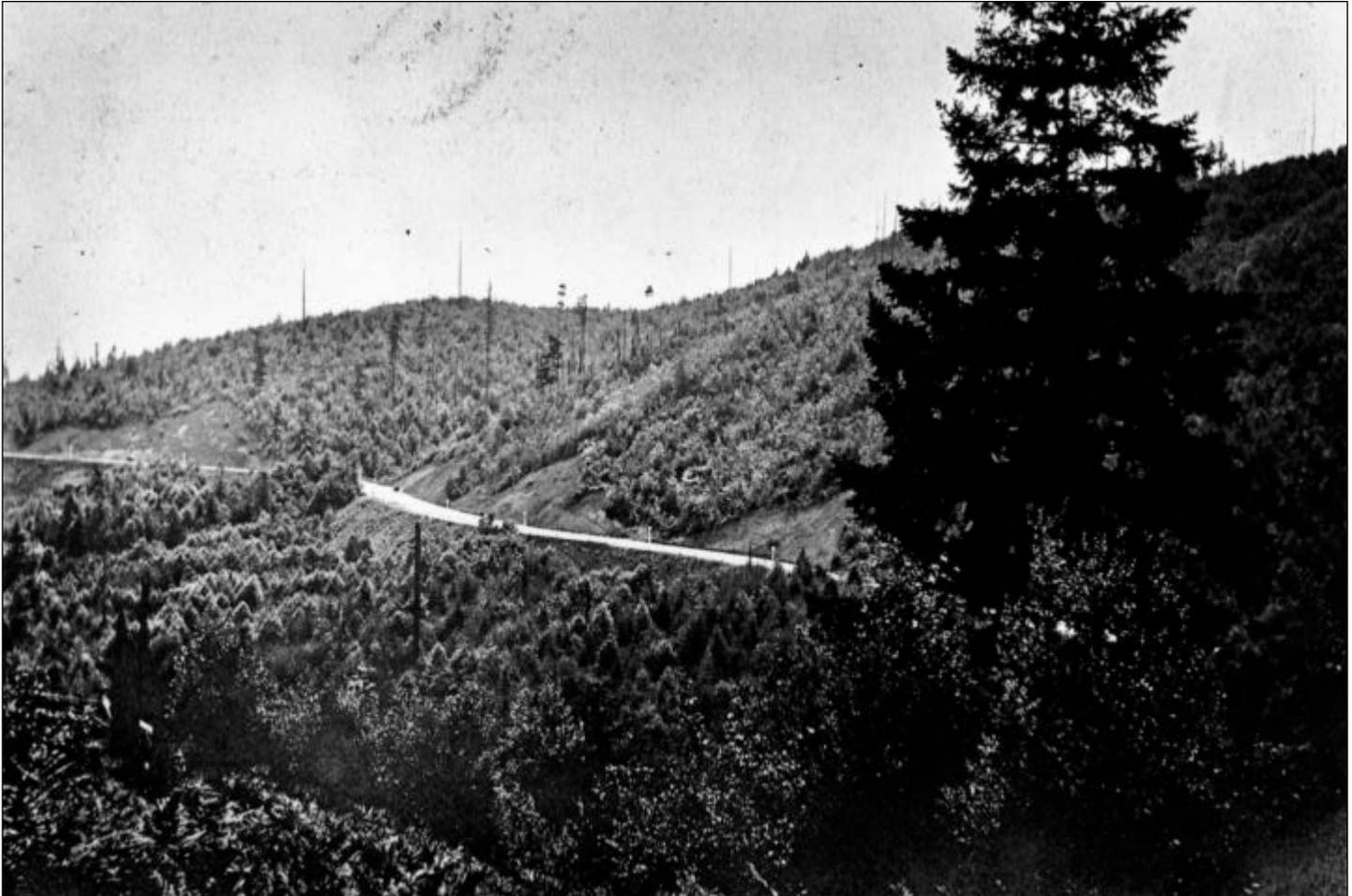
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**Figure 17:** Terwilliger Parkway ca. 1914, photo used with permission--Oregon Historical Society, Portland, OR 97205 neg. #ORHI 78754. View looking southeast.



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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.





**Terwilliger Parkway**  
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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.

**Terwilliger Parkway**  
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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.

**Terwilliger Parkway**  
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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.

**Terwilliger Parkway**  
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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.

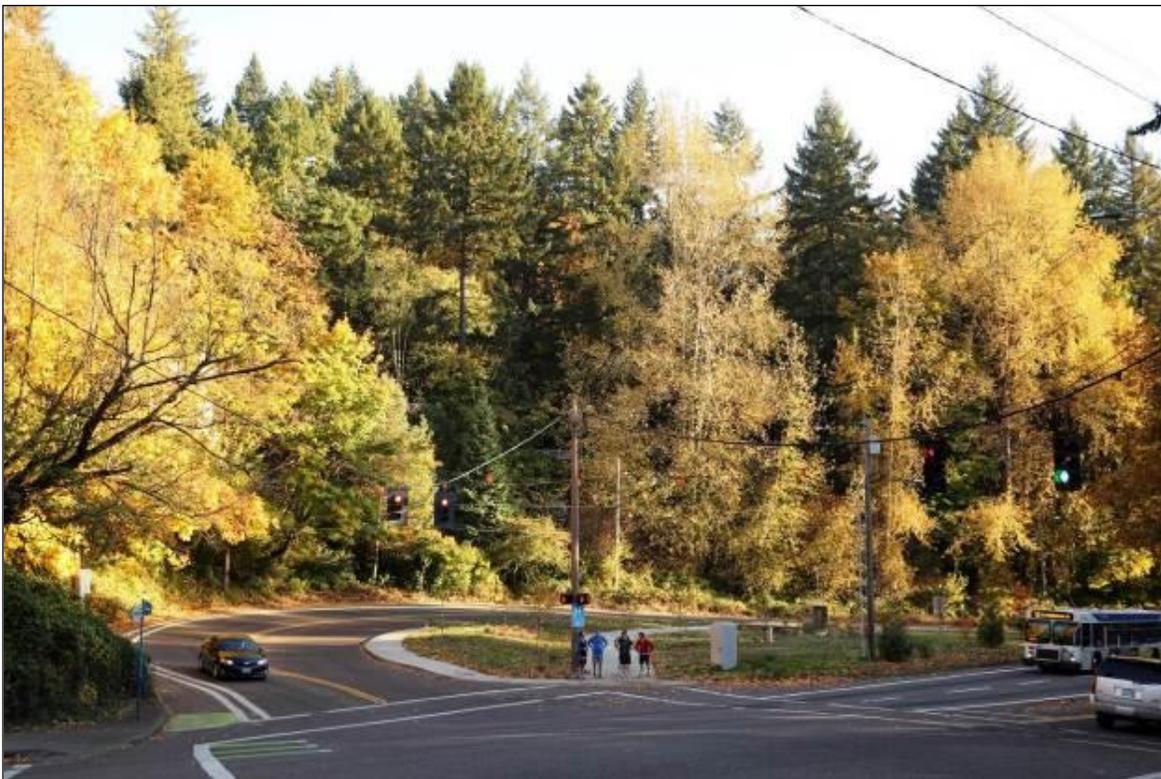


**Photo 18 of 21:** Terwilliger Parkway iconic concrete lamps with the replacement saucer fixtures along the Terwilliger Parkway with the pipe railing adjacent to the pedestrian path in the distance. Placement of the street lamps adjacent to the curb at the bicycle lane and roadway with the pedestrian 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.



**Photo 20 of 21:** S.W. Terwilliger Boulevard at S.W. Capitol Hwy. the southern entrance to the Terwilliger Parkway; view looking to the north.

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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.