National Park Service
Cultural Landscapes Inventory
2004

Narada Falls

Mount Rainier National Park

CULTURAL LANDSCAPES INVENTORY (CLI) PROGRAM
2010 Condition Assessment Update for:

Narada Falls
Mount Rainier National Park

Mount Rainier National Park concurs with the condition assessment update for Narada Falls as identified below:

CONDITION ASSESSMENT: **GOOD**

Good: indicates the landscape shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The landscape's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the landscape shows clear evidence of minor disturbance and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without appropriate corrective action, the cumulative effect of the deterioration of many of the landscape characteristics will cause the landscape to degrade to a poor condition.

Poor: indicates the landscape shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining cultural and natural values.

Superintendent, Mount Rainier National Park — Date 9/21/10

Please return to:
Vida Germano
CLI Coordinator
National Park Service
Pacific West Regional Office
1111 Jackson Street, Suite 700
Oakland, CA 94607-4807
(510) 817-1407
(510) 817-1484 (fax)

National Park Service
Cultural Landscape Inventory
1998

Narada Falls
Mount Rainier National Park

Mount Rainier National Park concurs with the management category and condition assessment identified by this CLI Level II report, as given below:

MANAGEMENT CATEGORY: **Must be preserved and maintained**

CONDITION ASSESSMENT: **Good**

David V. Uberuaga 3/2/04

Superintendent, Mount Rainier National Park Date

Please return to:

Erica Owens
Historical Landscape Architect
National Park Service
Pacific West Regional Office
909 First Avenue
Seattle, WA 98104-1060

STATE OF WASHINGTON

Office of Archaeology and Historic Preservation

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
(Mailing Address) PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 Fax Number (360) 586-3067

June 18, 2004

Dr. Stephanie Toothman, Chief
National Park Service, Pacific West Region
909 First Avenue, Fifth Floor
Seattle, Washington 98104-1060

In future correspondence please refer to:
Log: 061804-52-NPS
Property: Mt. Rainier, Olympic, and North Cascades National Parks
Re: Formal Concurrence on 12 Cultural Landscape Inventory and List of Classified Structures

Dear Dr. Toothman:

Thank you for contacting the Washington State Office of Archaeology and Historic Preservation (OAHP). The above referenced properties have been reviewed on behalf of the State Historic Preservation Officer (SHPO) under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800.

Based upon your documentation, I understand that the National Park Service (NPS) requests formal concurrence from the SHPO in order to certify that the Cultural Landscape Inventory (CLI) and List of Classified Structures (LCS) is complete. My review is based upon documentation contained in your documentation.

In response, you will find our concurrence on the 12 CLIs and associated LCS located in Mount Rainier, Olympic and North Cascades National Parks. The documentation prepared for this review will be retained in the Washington State Inventory of Cultural Resources for future reference and research.

Again, thank you for the opportunity to review and comment on these reviews as well as for the assistance and work of Erica Owens. Should you have any questions please feel free to contact me at 360-586-3073 or gregg@cted.wa.gov.

Sincerely,

Gregory Griffith
Deputy State Historic Preservation Officer

Enclosures

NARADA FALLS
MOUNT RAINIER NATIONAL PARK

Washington SHPO Eligibility Determination

Section 110 Actions Requested:

1) SHPO concurrence with the Setting description, and
2) SHPO concurrence with the addition of structures to the List of Classified Structures (LCS). (See chart below)

__✓__ **I concur,** _____ **I do not concur** that the **Setting** as described in the Cultural Landscape Inventory (CLI) contributes to Narada Falls (The 1997 National Historic Landmark Nomination describes spatial organization, circulation, topography, and vegetation for Narada Falls. This CLI expands the description of those four landscape characteristics and adds descriptions of natural systems and features, land use, circulation, and views and vistas. See the Analysis and Evaluation).

The following structures, located within the historic district, are already listed on the National Register as contributing elements of Narada Falls:

LCS number	Structure Name	Park Structure Number
030077	Narada Falls Bridge	9450006P
(No number)	Roadside Overlook and Retaining Wall	
(No number)	Paved Trail and Lower Overlook	
030069	Narada Falls Comfort Station	P-010

The following structures, located within the historic district, are already listed on the National Register as non-contributing elements of Narada Falls:

LCS number	Structure Name	Park Structure Number
N/A	Narada Falls Equipment Building	P-013

Based on the information provided in the CLI, the following previously unevaluated structures have been identified as **contributing** to Narada Falls:

LCS number	Structure Name	**Concur**	**Do Not Concur**
(No number)	Cobble-lined culvert within island planting bed in parking area	✓	
(No number)	Stone-faced drinking fountain in parking area	✓	
(No number)	Wooden handrail along trail to scenic overlook	✓	

Reasons/comments why any 'Do Not Concur' blocks were checked:

Gregory Griffith DSHPO 6/18/04

FOR Washington State Historic Preservation Officer Date

Please return forms to the attention of:

Erica Owens
CLI Co-coordinator
National Park Service
Pacific West Regional Office-Seattle
909 1st Ave, Floor 5
Seattle, WA 98104
(206) 220-4128
erica_owens@nps.gov

Table of Contents

Executive Summary

General Introduction to the CLI

The Cultural Landscapes Inventory (CLI) is a comprehensive inventory of all historically significant landscapes within the National Park System. This evaluated inventory identifies and documents each landscape's location, physical development, significance, National Register of Historic Places eligibility, condition, as well as other valuable information for park management. Inventoried landscapes are listed on, or eligible for, the National Register of Historic Places, or otherwise treated as cultural resources. To automate the inventory, the Cultural Landscapes Automated Inventory Management System (CLAIMS) database was created in 1996. CLAIMS provides an analytical tool for querying information associated with the CLI.

The CLI, like the List of Classified Structures (LCS), assists the National Park Service (NPS) in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, NPS Management Policies (2001), and Director's Order #28: Cultural Resource Management (1998). Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report on an annual performance plan that is tied to 6-year strategic plan. The NPS strategic plan has two goals related to cultural landscapes: condition (1a7) and progress on the CLI (1b2b). Because the CLI is the baseline of cultural landscapes in the National Park System, it serves as the vehicle for tracking these goals.

For these reasons, the Park Cultural Landscapes Program considers the completion of the CLI to be a servicewide priority. The information in the CLI is useful at all levels of the park service. At the national and regional levels it is used to inform planning efforts and budget decisions. At the park level, the CLI assists managers to plan, program, and prioritize funds. It is a record of cultural landscape treatment and management decisions and the physical narrative may be used to enhance interpretation programs.

Implementation of the CLI is coordinated on the Region/Support Office level. Each Region/Support Office creates a priority list for CLI work based on park planning needs, proposed development projects, lack of landscape documentation (which adversely affects the preservation or management of the resource), baseline information needs and Region/Support office priorities. This list is updated annually to respond to changing needs and priorities. Completed CLI records are uploaded at the end of the fiscal year to the National Center for Cultural Resources, Park Cultural Landscapes Program in Washington, DC. Only data officially entered into the National Center's CLI database is considered "certified data" for GPRA reporting.

The CLI is completed in a multi-level process with each level corresponding to a specific degree of effort and detail. From Level 0: Park Reconnaissance Survey through Level II: Landscape Analysis and Evaluation, additional information is collected, prior information is refined, and decisions are made regarding if and how to proceed. The relationship between Level 0, I, and II is direct and the CLI for a landscape or component landscape inventory unit is not considered finished until Level II is complete.

A number of steps are involved in completing a Level II inventory record. The process begins when the CLI team meets with park management and staff to clarify the purpose of the CLI and is followed by historical research, documentation, and fieldwork. Information is derived from two efforts: secondary sources that are usually available in the park's or regions' files, libraries, and archives and on-site landscape investigation(s). This information is entered into CLI database as text or graphics. A park report is generated from the database and becomes the vehicle for consultation with the park and the

SHPO/TPO.

Level III: Feature Inventory and Assessment is a distinct inventory level in the CLI and is optional. This level provides an opportunity to inventory and evaluate important landscape features identified at Level II as contributing to the significance of a landscape or component landscape, not listed on the LCS. This level allows for an individual landscape feature to be assessed and the costs associated with treatment recorded.

The ultimate goal of the Park Cultural Landscapes Program is a complete inventory of landscapes, component landscapes, and where appropriate, associated landscape features in the National Park System. The end result, when combined with the LCS, will be an inventory of all physical aspects of any given property.

Relationship between the CLI and a CLR

While there are some similarities, the CLI Level II is not the same as a Cultural Landscape Report (CLR). Using secondary sources, the CLI Level II provides information to establish historic significance by determining whether there are sufficient extant features to convey the property's historic appearance and function. The CLI includes the preliminary identification and analysis to define contributing features, but does not provide the more definitive detail contained within a CLR, which involves more in-depth research, using primary rather than secondary source material.

The CLR is a treatment document and presents recommendations on how to preserve, restore, or rehabilitate the significant landscape and its contributing features based on historical documentation, analysis of existing conditions, and the Secretary of the Interior's standards and guidelines as they apply to the treatment of historic landscapes. The CLI, on the other hand, records impacts to the landscape and condition (good, fair, poor) in consultation with park management. Stabilization costs associated with mitigating impacts may be recorded in the CLI and therefore the CLI may advise on simple and appropriate stabilization measures associated with these costs if that information is not provided elsewhere.

When the park decides to manage and treat an identified cultural landscape, a CLR may be necessary to work through the treatment options and set priorities. A historical landscape architect can assist the park in deciding the appropriate scope of work and an approach for accomplishing the CLR. When minor actions are necessary, a CLI Level II park report may provide sufficient documentation to support the Section 106 compliance process.

Park Information

Park Name: Mount Rainier National Park
Administrative Unit: Mount Rainier National Park
Park Organization Code: 9450
Park Alpha Code: MORA

Property Level And CLI Number

Property Level: Component Landscape
Name: Narada Falls
CLI Identification Number: 400021
Parent Landscape CLI ID Number: 400002

Inventory Summary

Inventory Level: Level II

Completion Status:

Level 0

Date Data Collected - Level 0: 1/1/1992
Level 0 Recorder: C. Gilbert
Date Level 0 Entered: 1/1/1992
Level 0 Data Entry Recorder: C. Gilbert
Level 0 Site Visit: Yes

Level I

Date Level I Data Collected: 7/26/1994
Level I Data Collection C. Gilbert, Norwaad and Thorson Dodroe
Date Level I Entered: 7/26/1994
Level I Data Entry Recorder: C. Gilbert, Norwaad and Thorson Dodroe
Level I Site Visit: Yes

Level II

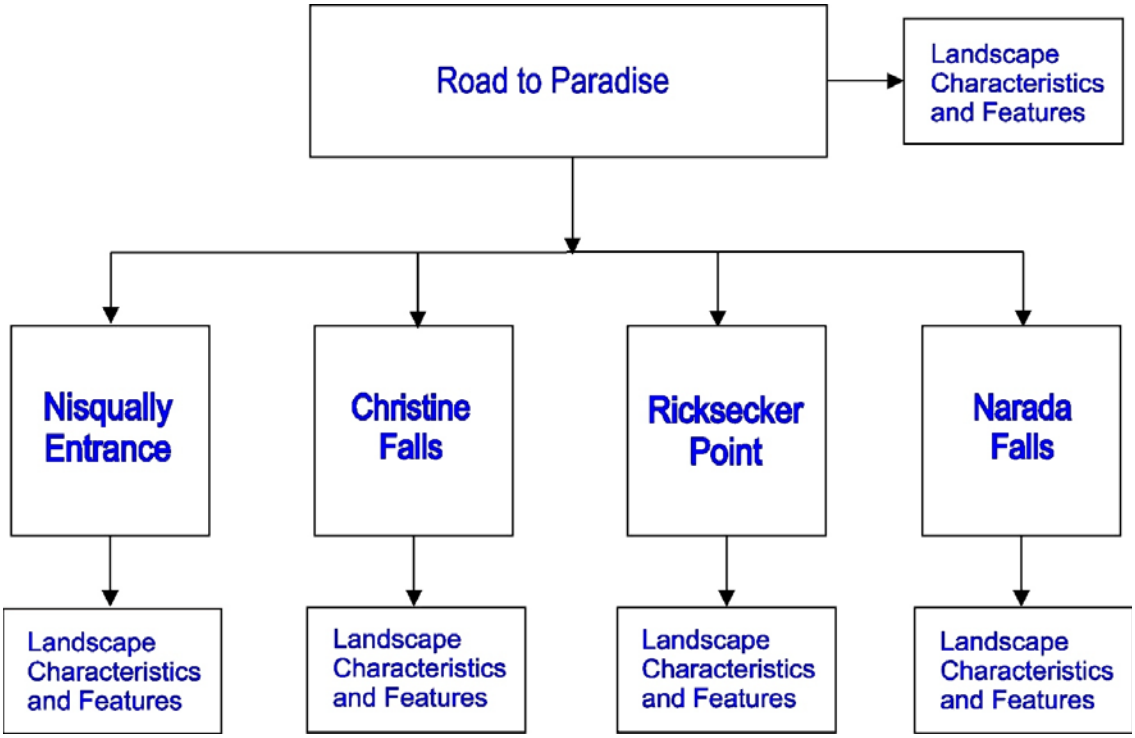
Date Level II Data Collected: 9/1/1998
Level II Data Collection S. Dolan
Date Level II Entered: 9/1/1998
Level II Data Entry Recorder: S. Dolan
Level II Site Visit: Yes
Date of Concurrence 3/2/2004

Component Landscape Description

Narada Falls is one component of the 18.4-mile long Road to Paradise landscape. It is located approximately 17 miles along the road from Nisqually Entrance, and just 1-mile southwest of Paradise. The designed landscape is composed of a parking area with a viewpoint, a stone-faced bridge across a high waterfall, a terrace with two historic buildings (though one is non-contributing), and a trail to a scenic overlook. The site embraces both sides of the mouth of the Paradise River valley. A bridge and parking area have existed in this location since 1915, though the existing bridge, parking area and other built features date from the 1926 to 1941 period of development. These features were designed and constructed according to naturalistic principles of landscape design, and the rustic style of architecture perpetuated by the National Park Service during the inter-war period.

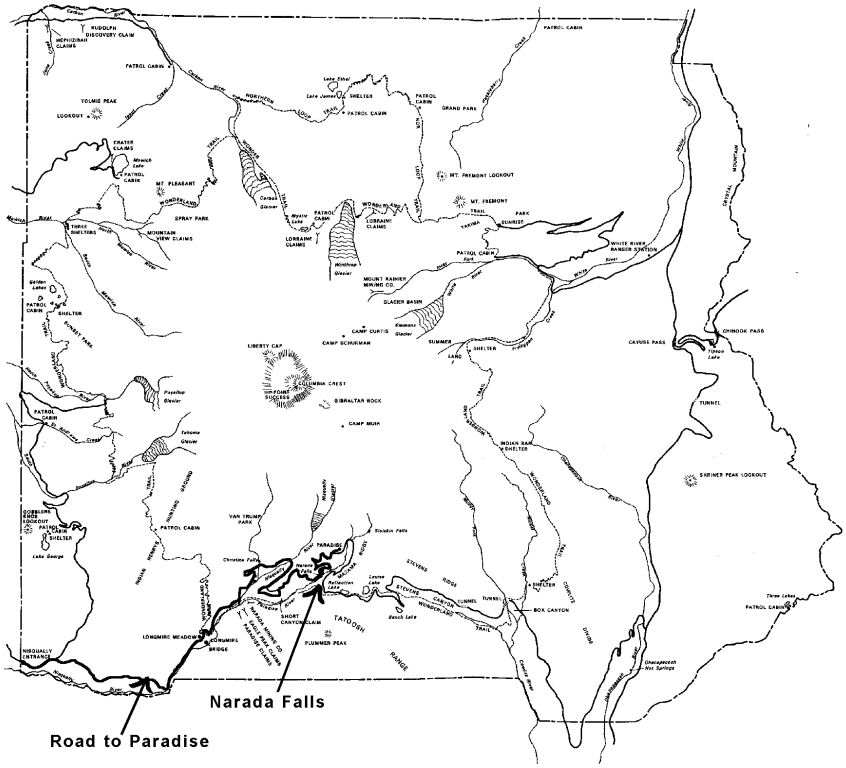
Cultural Landscapes Inventory Hierarchy Description

Narada Falls is one of four component landscapes of the Road to Paradise.



CLI hierarchy diagram showing the historic designed landscape Narada Falls as one component landscape of the Road to Paradise. (CCSO, 1998.)

Location Map



Map indicating the location of Narada Falls within Mount Rainier National Park. (Historic Resource Study Map, 1981.)

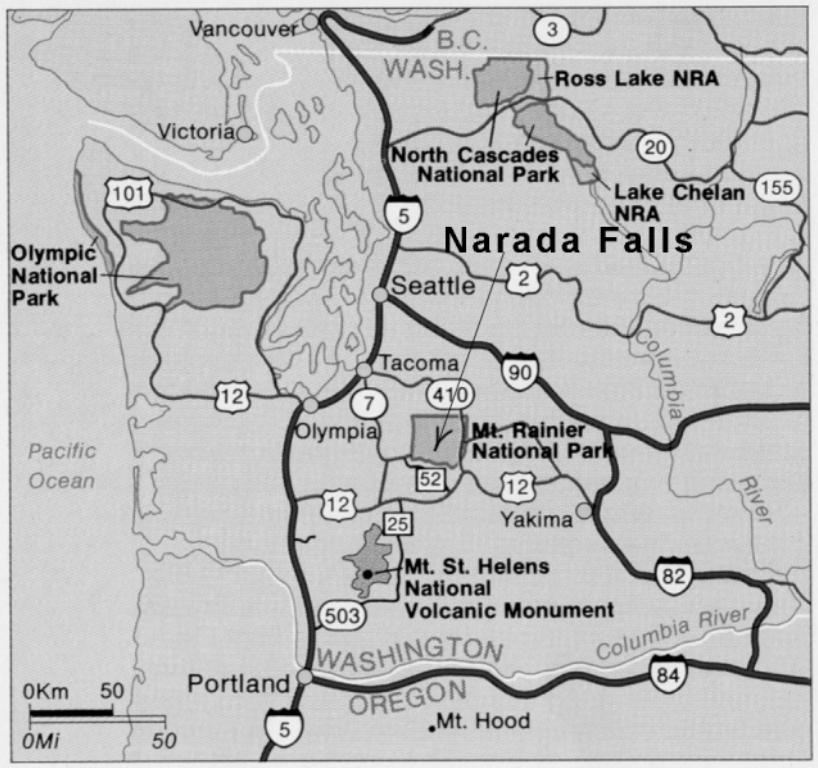
Boundary Description

The boundary takes in a segment of the Road to Paradise, the parking area, part of the Paradise River above and below the falls, Narada Falls, the bridge, the trail and the scenic overlook, along with the valley slopes which are part of the picturesque views of the falls, and the area which formerly served as the ECW camp and has the comfort station, the warehouse, several building foundations, an oil tank, and a piece of the Wonderland Trail. Beginning at a point at the side of the Road to Paradise, where the southernmost end of the guardrail at Narada Falls terminates, the boundary crosses the road perpendicularly in a northwesterly direction to a point 30 feet from the centerline of the road. The boundary then follows the Road to Paradise, 30 feet from the centerline for 200 feet to a point where the boundary turns 90 degrees and crosses back over the road perpendicularly in a southeasterly direction. The boundary runs for 40 feet in a straight line to the westerly edge of the Paradise River to a point where the boundary turns north and follows the edge of the river for 90 feet. At this point the boundary turns due east and follows at straight line for 70 feet to a point where the boundary turns southeast, and follows a straight line for 65 feet to a point 30 feet beyond centerline of the paved road. (This line is parallel to the northwesterly façade of the warehouse building and aligns with the terminal end of the paved road.) Here the boundary turns 90 degrees to the southwest, and follows a straight line parallel to the paved road, 30 feet from the center for a distance of 70 feet to a point where the boundary turns almost due south. The boundary then follows the easterly edge of the trail, 5 feet from the centerline to a point 5 feet beyond the edge of the scenic overlook. At this point, the boundary crosses back over the river in a straight line to meet the point of beginning at the guardrail along the Road to Paradise.

Regional Context

Political Context

Narada Falls is located within the boundaries of Mount Rainier National Park.



Map showing the political context of Narada Falls within Mount Rainier National Park.

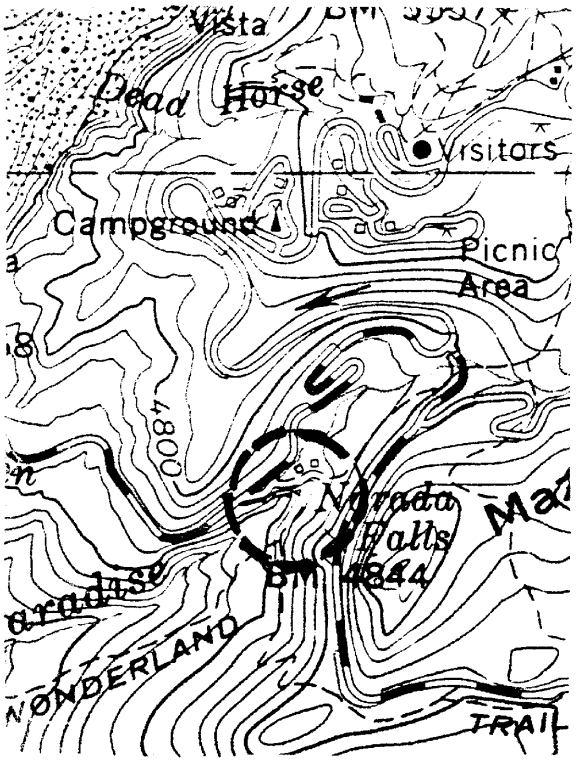
Cultural Context

Narada Falls is located approximately 17 miles along the Road to Paradise from Nisqually Entrance. The Road to Paradise runs to the northwest side of Narada Falls. In one more mile to the northeast, the road reaches Paradise, where the Jackson Visitor Center is located. Narada Falls is one of the most popular destinations in the National Park. At only 150 feet from the Road to Paradise, Narada Falls is the largest waterfall accessible by car in the park, and one of the most impressive. From the 1930s until the late 1950s, Narada Falls was the most popular winter-activity area in the National Park.

Map illustrating the cultural context of Narada Falls within Mount Rainier National Park.

Physiographic Context

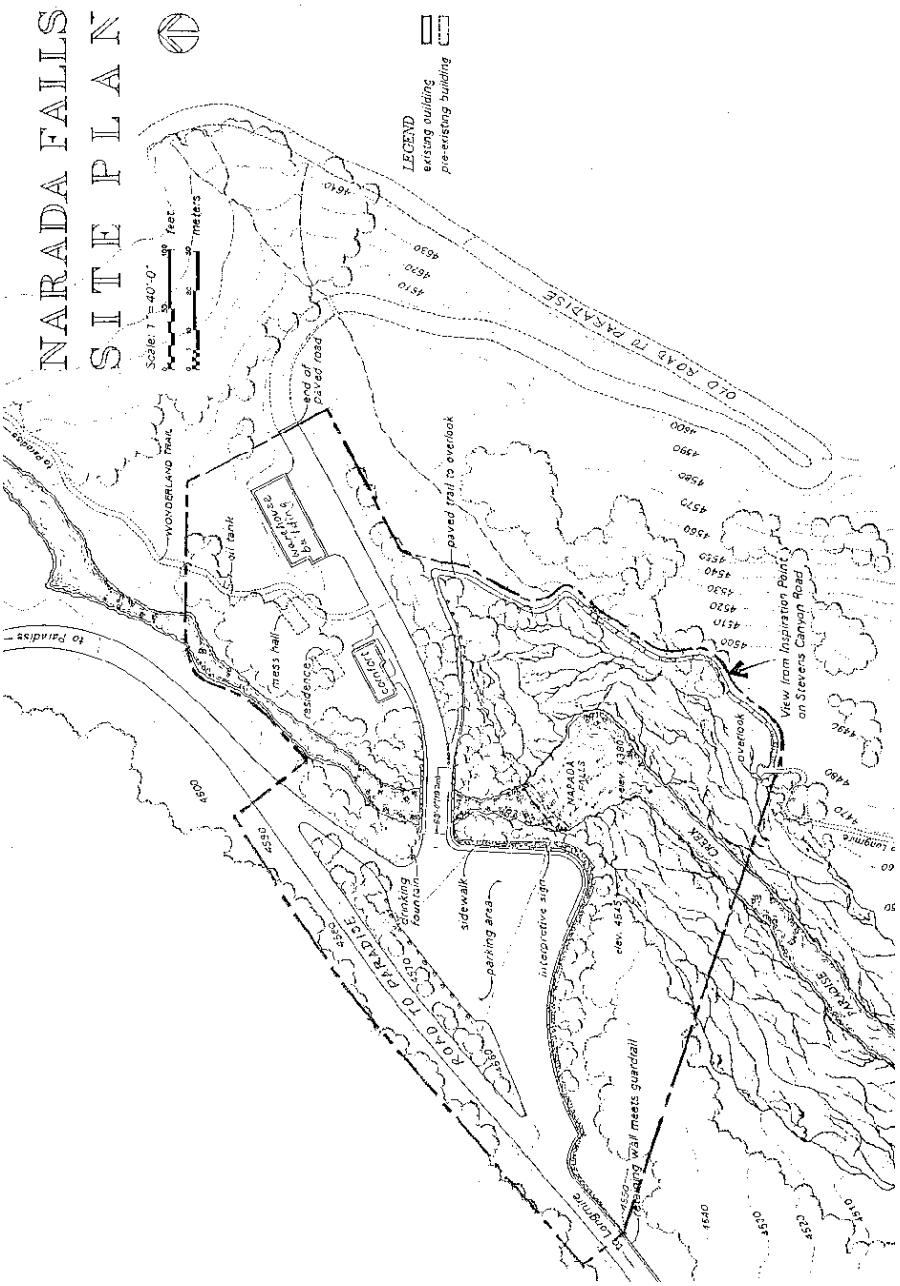
Narada Falls spans the Paradise River, and is located in the Lower Paradise Valley within Mount Rainier National Park. The elevation of Narada Falls is approximately 4,500 feet, and the waterfalls drop 168 feet over a granitic cliff, into the river below. The southwesterly trending Paradise Valley is bounded to the north by the upper slopes of Mount Rainier, and to the south and east by the Mazama Ridge.



Map illustrating the physiographic context of Narada Falls spanning the Paradise River. (USGS, 1987.)

Site Plan

Site plan of Narada Falls, showing existing conditions. Note the parking area to the west side of the falls, the bridge over the falls, an area containing a comfort station and warehouse building, and a trail to a scenic overlook. (HAER, 1992.)



Chronology

Year	Event	Description
1893 AD	Established	The name for Narada Falls was established by the Narada Branch of the Theosophical Society of Western Washington during an excursion at Mount Rainier.
1908 AD	Built	The First Crossing Bridge was built at Narada Falls. The bridge conveyed the Road to Paradise over the Paradise River. Engineer: Army Corps of Engineers
1910 AD	Expanded	The Road to Paradise was extended beyond the First Crossing Bridge at Narada Falls, on towards the Paradise River valley.
1915 AD	Built	A 10' x 12' wood frame cabin was built at Narada Falls to house a traffic control ranger. This cabin is no longer extant.
1915 AD	Built	The Road to Paradise was completed from Narada Falls to Paradise. The First Crossing Bridge at Narada Falls and the last section of the Road to Paradise were opened to automobiles.
1915 AD	Graded	A parking area was graded at Narada Falls to accommodate waiting automobiles.
1915 - 1922 AD	Established	The Nisqually Glacier Bridge to Narada Falls section of the Road to Paradise was open to automobiles as a one-way road, operated under a traffic control system.
1917 AD	Expanded	The parking area at Narada Falls was expanded by 50% of the original size, to accommodate an increasing number of visitors' automobiles.
1921 AD	Built	Construction of the Narada Falls cut-off began. This by-pass on the Road to Paradise avoided climbing a steep talus slope to Inspiration Point. The cut-off road did not cross over the First Crossing Bridge at Narada Falls.

1926 AD	Designed	A new Narada Falls bridge was designed to replace the 1908 wooden truss bridge. The design was a collaborative effort between the Bureau of Public Roads and the NPS Landscape Engineering Division in San Francisco. Engineer: Bureau of Public Roads Landscape Architect: NPS Landscape Engineering Division
1926 AD	Developed	The Narada Falls Cut-Off was completed, and it became the adopted alignment for the Road to Paradise. The original road terminated just after the First Crossing Bridge, and became a service road and access to a trail to the Narada Falls scenic overlook.
1927 - 1928 AD	Built	The First Crossing Bridge at Narada Falls was demolished, and a new bridge was built. The new bridge was a stone-faced reinforced concrete barrel arch structure, with a 36 feet-wide clear span. The bridge was located just seven feet above Narada Falls. Contract Builder: John D. Tobin
1928 AD	Built	Construction of the new Narada Falls bridge and the Christine Falls bridge was completed. Landscape Architect: Ernest A. Davidson
1928 AD	Designed	Access to a new parking area beside the Narada Falls bridge was designed by E.A. Davidson. Davidson also proposed a river trail from the parking area, which was not implemented, and a new warehouse building, which would be constructed. Landscape Architect: Ernest A. Davidson
1933 AD	Designed	A development plan for the Narada Falls site was completed. The design included a sunken pathway and seating area along the east side of the parking area, which was never built. Landscape Architect: Ernest A. Davidson

1933 AD	Expanded	The parking area at Narada Falls was expanded to accommodate winter recreationers. This involved building a large masonry retaining wall to the west of the Narada Falls bridge, to support a level terrace for 5,500sq ft of more parking space. Builder: Civilian Conservation Corps
1934 AD	Built	A crenulated masonry guard rail was added on top of the new retaining wall at Narada Falls parking area. Builder: Civilian Conservation Corps
1934 AD	Developed	The CCC added more improvements. Boulders and a rustic split rail fence were added along the trail to the scenic overlook. A drainage system was installed in the parking area, which included a swale along the island bed beside the Road to Paradise. Builder: Civilian Conservation Corps
1934 AD	Naturalized	Native shrubs and trees were planted at Narada Falls by the Civilian Conservation Corps (CCC). An island bed between the parking area and the Road to Paradise was planted, and either side of the trail to the Narada Falls scenic overlook was planted. Planter: Civilian Conservation Corps
1938 AD	Built	An equipment building was built on the east side of the Narada Falls bridge, where the two-lane road across the bridge terminated. The building was intended to house equipment for winter operations.
1941 AD	Built	The NPS and CCC constructed a rustic comfort station and warming room on the east side of Narada Falls bridge, near the equipment building. Architect: NPS Branch of Plans and Design Builder: Civilian Conservation Corps

1958 AD	Built	A modern two-way road segment was completed between Narada Falls and Paradise. Until this point, visitors had used the one-way Narada Falls Cut-Off. The new road meant Paradise supeseded Narada Falls as the primary winter-use area for visitors.
1975 AD	Established	A Federal Highway Administration bridge inspection determined that Narada Falls bridge was in good condition, though the deck geometry, bridge railing and approach abutment did not meet current safety standards. No action was recommended.
1984 AD	Reconstructed	Failure of 50 linear feet of a masonry guard wall near the falls led to reconstruction work. The new masonry work matched the old, and the repairs were indiscernible.

Statement Of Significance

Narada Falls was included in the 2/18/97 National Historic Landmark nomination for Mount Rainier National Park as a developed area which contributes to the significance of the National Historic Landmark District. The National Historic Landmark District is signficant for National Park Service (NPS) landscape architecture, and NPS master planning.

Narada Falls is individually significant for its design and construction (criterion C), embodying the complimentary styles of rustic architecture and naturalistic landscape architecture. Narada Falls is also significant for its association with the American Parks Movement and early NPS master planning (criterion A). The period of significance for both criteria is 1926 to 1941, the period of development during which the landscape characteristics and features of Narada Falls were created.

The period of development of Narada Falls coincided with a period in early NPS history when particular styles of architecture and landscape architecture were adopted and perpetuated in all park developments. These styles, the rustic style of architecture and the naturalistic style of landscape architecture, embodied design principles that sought to harmonize built works with nature by using native materials, irregular forms, and inconspicuous developments. Narada Falls is an archetypal example of rustic architecture and naturalistic landscape architecture.

In association with the events of the American Parks Movement and the early master planning of Mount Rainier National Park, Narada Falls is a significant as an integral part of the master plan developed for the park in the late 1920s. The intiation of the NPS master planning process at Mount Rainer in the late 1920s was a major step in the design and management of scenic reservations in the United States. Additionally, the early park master plan and its associated developments, such as Narada Falls, are renowned as the most complete and significant example of early master planning within the National Parks.

Physical History

1908-1921

Arthur F. Knight of Tacoma named Narada Falls during a week-long visit to Mount Rainier by the Narada Branch of the Theosophical Society of Western Washington in 1893. The Theosophists, while en route to the Paradise Valley, became enthusiastic about the unnamed waterfall, and gave the name of the branch chapter to the cascade. "Narada" is the name of a Hindu guru, or philosopher/priest (Grater 1949, 35).

By 1908, construction of the Road to Paradise had reached the location of Narada Falls. Army Corps of Engineers' Eugene Ricksecker supervised the building of a wooden Howe Truss bridge across the Paradise River at the falls. The bridge had a 33-feet span, and became known as the First Crossing Bridge of the Paradise River. By 1910, the Army Corps had extended the Road to Paradise beyond Narada Falls into the upper Paradise Valley as a one-way road, though the First Crossing Bridge and the road were not open to automobiles until 1915.

Between 1915 and 1922, the upper sections of the Road to Paradise, between Nisqually Glacier Bridge and Narada Falls, and between Narada Falls and Paradise, had one-way traffic, and were operated by a traffic control system. In 1915, a 10 x 12 feet wood frame cabin was built at Narada Falls to house a traffic control ranger. (This building is not longer extant.) In the same year, a parking area was graded for waiting vehicles at Narada Falls. In 1917, the parking area was expanded by 50%, in order to accommodate an increasing number of visitors and their waiting vehicles. By 1921, major alterations were planned for the Road to Paradise at Narada Falls and the slightly lower Ricksecker Point. Work began to create cut-off routes in both of these locations, which would by-pass treacherous stretches of the road that were prone to rock slides, with a safer and less contorted alignment. At Narada Falls, the Narada Cut-Off bypassed the First Crossing Bridge, and continued on along the same side of the Paradise River as the original approach alignment of the road. The new cut-off crossed over the Paradise River about a quarter of a mile higher up the drainage, and took a less steep route to Paradise than the original road, which climbed a very steep talus slope above Narada Falls to Inspiration Point.

1926-1941

The Narada Cut-Off route was completed in 1926, leaving the First Crossing Bridge a vestige of the first alignment of the Road to Paradise. In this same year, a large rockslide finally eliminated the earlier route to Inspiration Point, when a section of the road was completely swept away. The First Crossing Bridge became relegated to a service road, serving a level graded area on the east side of Narada Falls, where service vehicles could park. Visitors on foot continued to use the First Crossing Bridge for access to a pedestrian trail, which led to a scenic overlook of the falls.

In 1926, the Bureau of Public Roads (BPR) took over the administration of road construction in the national parks, and consequently assumed control over a project to widen the entire Road to Paradise, which was begun in 1925. The BPR worked in concert with the NPS Landscape Engineering Division to design a new bridge to replace Ricksecker's wooden truss bridge at Narada Falls. The collaborative design for the bridge was a reinforced concrete, barrel-arched structure, with a weathered, native stone veneer for a rustic appearance. Narada Falls and Christine Falls bridges were combined in a single contract, and the contract was awarded to a Portland, Oregon contractor, John D. Tobin. The contract's specifications stipulated that care was to be exercised in using weathered stones "to present a weathered appearance." All stones were to be laid with their longest face horizontal, and no more than 10% of the stones in each course were to be of the same size. Additionally, there was to be no considerable contrast in the size of adjacent stones. The construction of both the Narada Falls bridge and Christine Falls bridge was begun in 1927, and completed in 1928.

The designs for both bridges were intended to harmonize with their natural landscape settings, through the color, form and scale of materials, and in their apparent integration with their rocky abutments. The barrel arch of the new Narada Falls bridge had a clear span of 36 feet, and cleared the top of the falls by just seven feet. The bridge's arch framed a picturesque view of the falls, when seen from a scenic overlook on the opposite side of the Paradise River from the Road to Paradise. A two-foot, 11-inch wide sidewalk with a granite curb and gutter was aligned on the north side of the bridge, to be used for pedestrian access to the trail to the scenic overlook. The sidewalk and two-lane road across the bridge were paved in asphalt. Granite rubble masonry guardwalls lined either side of the bridge and continued along the bridge abutments. As bridge construction was drawing to completion, Landscape Architect Ernest Davidson made a site investigation for an access road alignment to the parking area. One of Davidson's subsequent designs had an access road from the north, separated from the Road to Paradise by an island plant bed. This design was later built, along with a proposal for a warehouse building made by Davidson. However an idea of Davidson's for a depressed river trail from the parking area, was never implemented. At the completion of the Narada Falls and Christine Falls bridges in 1928, Mount Rainer National Park Superintendent Tomlinson remarked that the bridges were "Very attractive and appropriate for their surroundings" (Tomlinson 1928).

In 1933, a development plan for the Narada Falls site laid out the NPS's intentions to further articulate the rustic character of the area. The NPS made use of Civilian Conservation Corps (CCC) labor for the site enhancements, and this work was performed as a number of projects over a period of years, until the CCC left the park in 1941. The CCC began their work at Narada Falls with the expansion of the parking area, to accommodate 5,500 more square feet of parking. This project was a large undertaking, requiring the building of a tall masonry retaining wall to support the grading of a large terrace area above. Fill for the expanded parking area was taken from a high cut along a cliff face at Ricksecker Point. The CCC crew was housed at ECW Camp No. 1 on the east side of Narada Falls. In 1934, the CCC added a crenellated stone masonry guardwall to the top of the retaining wall, providing a safe viewpoint for visitors to see the falls at close range. The CCC also made some improvements to the trail down to the

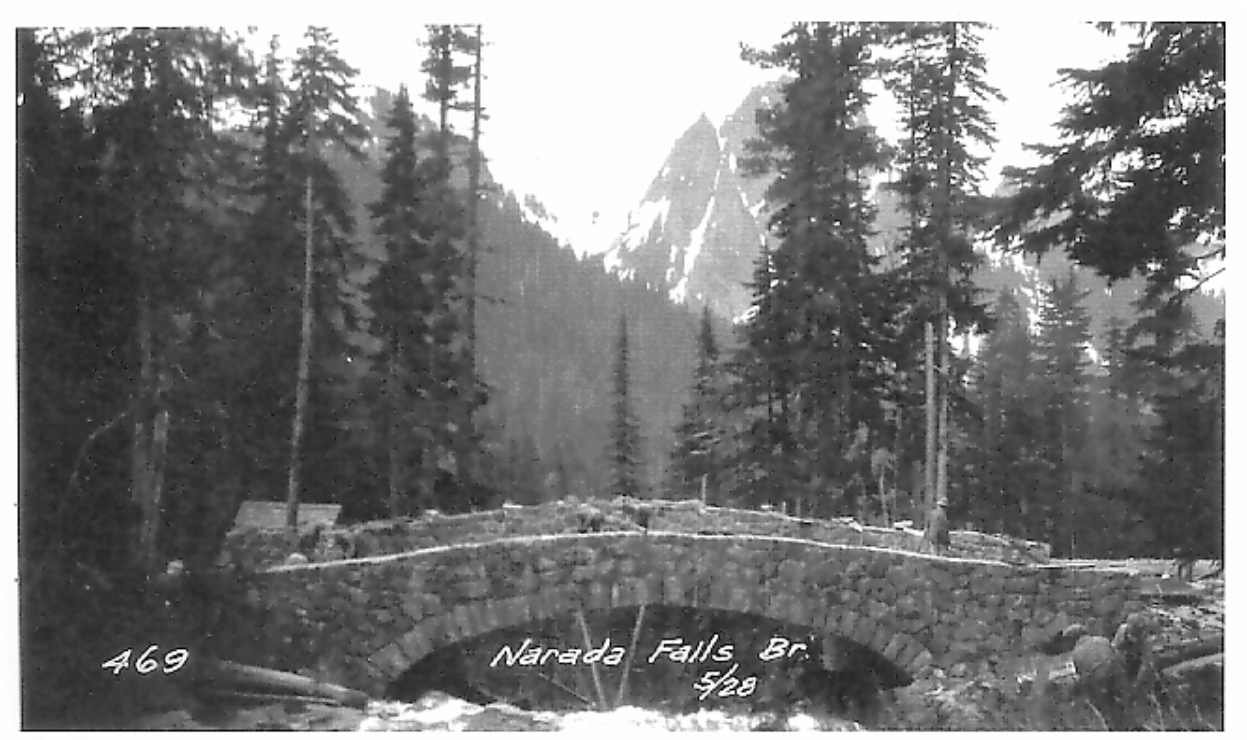
scenic overlook on the opposite side of the Paradise River. Large boulders were installed to delineate the edge of the trail, and a rustic split handrail was added along the trail and at the scenic overlook. The CCC planted native trees and shrubs along the trail, and at the edge of paved areas, to better integrate the new development with its surroundings. At the edge of the development, where the island plant bed separated the parking area from the Road to Paradise, the CCC dug a drainage swale through the entire length of the plant bed, and linked the swale to a subterranean drainage system under the parking area. The swale collected stormwater run-off from the Road to Paradise, and directed the water into a pipe beneath the parking area. The pipe emptied out at an aperture in the parking area retaining wall. The CCC planted trees and shrubs in the island plant bed, lined the swale with cobbles, and added boulders along the edge of the bed, where they served as bumper stops for automobiles. The island plantings were intended to buffer the Narada Falls site from the Road to Paradise. Other additions by the CCC in 1934 included stone steps along the trail to the scenic overlook at abrupt grade changes, and a rustic stone drinking fountain at one side of the parking area.

In 1938, in accordance with Davidson's design, a warehouse building for winter operations equipment storage was constructed on the east side of Narada Falls bridge. The building was located at the terminal end of what had become a service road (and what was originally part of the Road to Paradise). Three years later, the National Park Service and the CCC jointly constructed a comfort station and warming room between the warehouse and the bridge. Both buildings were rustic in design, constructed of wood and native stone, with cedar-single roofs. The plans for both buildings were prepared by the NPS Branch of Plans and Design, and were approved by Chief of Planning, Thomas Vint. The comfort station was quite unusual, in that it contained a 19 by 30-feet warming room with a stone fireplace, in addition to restrooms. The warming room was outfitted with bleachers, where winter visitors could sit and warm themselves. The completion of the comfort station marked the end of the CCC's work at Narada Falls. Beyond the 1926 to 1941 period of development, Narada Falls became the most popular winter activity area in the National Park, a status it retained until the late 1950s.

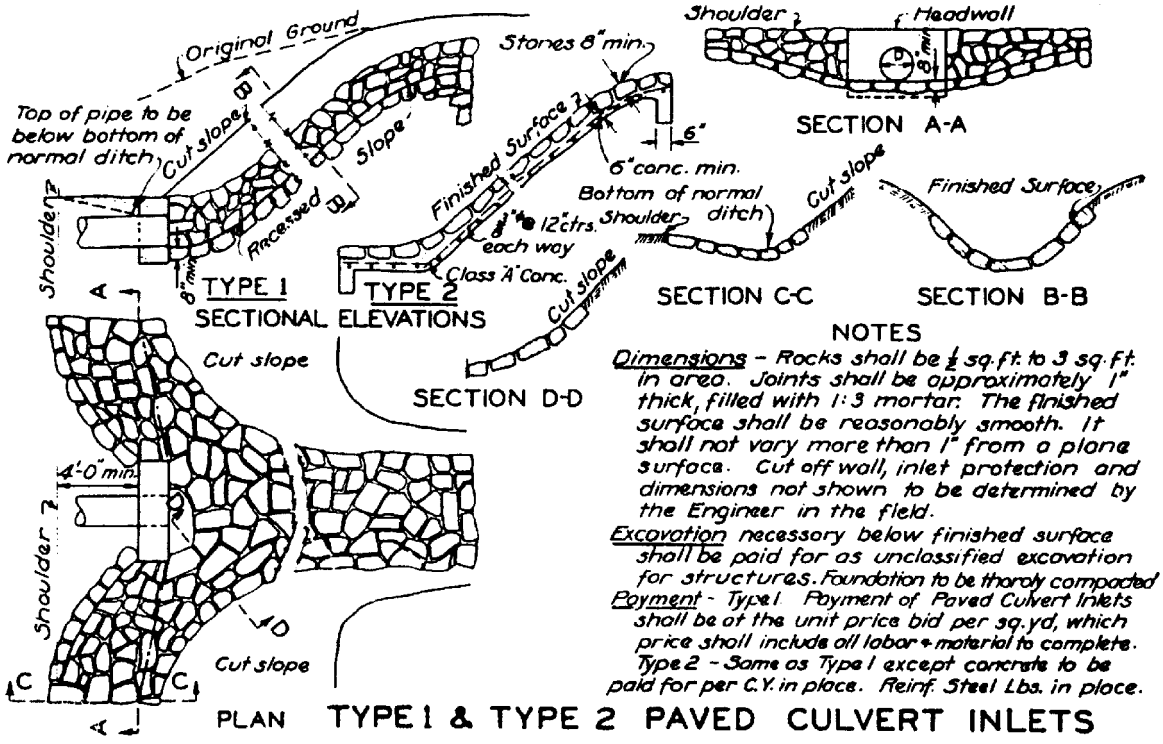
In 1958, a modern, two-way road to Paradise from Narada Falls was completed. The new road bypassed the upper reaches of the 1926 Road to Paradise, and rejoined the old road at Paradise, to complete a loop above Narada Falls. The new road gave easier access to the Paradise Meadows, which from then on superseded Narada Falls as the most popular winter activity area. At this time the Narada Falls bridge road surface was regraded on the east side, to provide a level approach to the adjacent service road and warehouse building. This work buried the east wing of the guardwalls and parapets, and eliminated the humped crown that was a unique characteristic of the structure. This is the only major modification to the Narada Falls bridge since the 1926 to 1941 period.

In 1975, a Federal Highway Administration (FHWA) found Narada Falls bridge to be in good condition, with some minor repointing needed on the abutments. The FHWA report noted that the deck geometry, bridge guardwalls and approach abutment did not meet the current safety standards, but recommended that no action be taken. In 1984, failure of 50 linear feet of the masonry retaining wall at the parking area was reconstructed. The work was undertaken so that the repairs were indistinguishable from the original fabric of the wall.

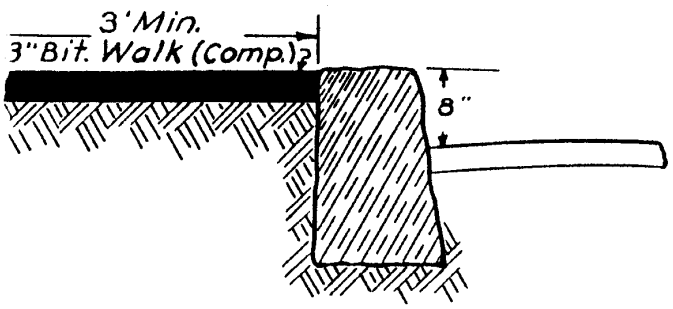
Currently, the masonry retaining wall supporting the large terrace of the parking area is in poor condition, and need of immediate work to stabilize its condition.



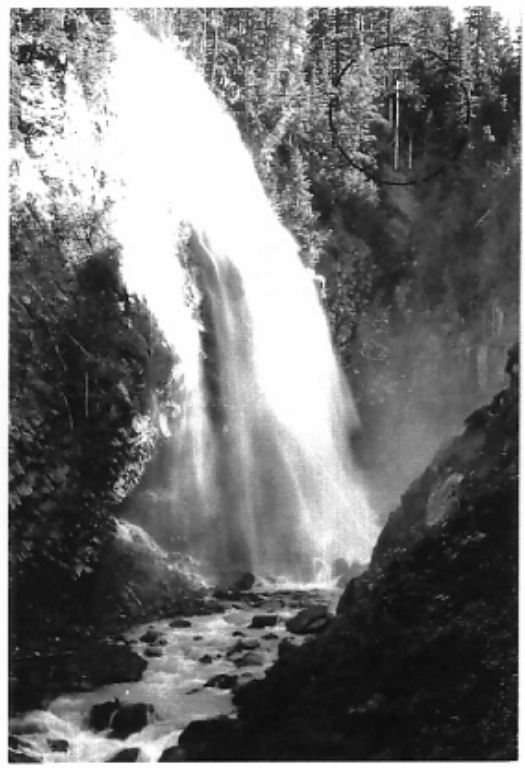
Historic photograph of the Narada Falls bridge, with the Tatoosh Range in the distance. 1928, MORA photo file, neg. 1309.



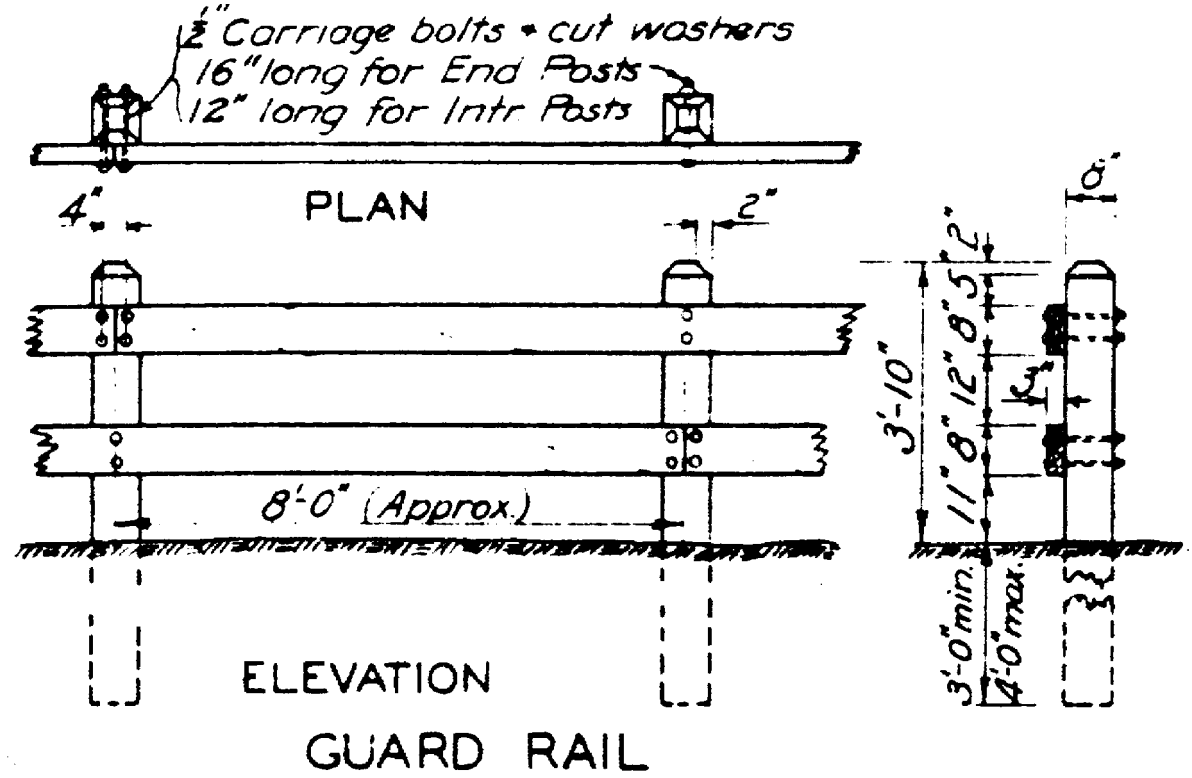
Historic construction details of stone-lined culverts used at Narada Falls. NPS, 1935.



Historic construction detail of stone curbing and bituminous sidewalk used on the Narada Falls bridge. BPR, 1936.



Historic photograph of Narada Falls viewed from the lower scenic overlook. 1934, MORA photo file, neg. 867.



Historic construction detail of the standard wooden handrail used along the trail at Narada Falls. NPS, 1935.

Historic photograph of the Narada Falls parking area, under expansion by the CCC in 1934. Note the stock-piled rubble, for the construction of a guardwall; and the temporary ECW camp across the bridge in the distance. MORA, photo file, neg. 4019.

Contemporary photograph of the stone curbing and bituminous sidewalk on the Narada Falls bridge. CCSO, 1994.

Historic photograph of the warehouse/equipment building at Narada Falls two years after its construction. 1940, MORA photo file, neg. 2123.

Contemporary photograph of the rustic stone drinking fountain built by the CCC at Narada Falls. The fountain is located at one side of the parking area. CCSO, 1994.

Analysis And Evaluation

Summary

Narada Falls is found to retain integrity of the following landscape characteristics: natural systems and features, spatial organization, land use, topography, vegetation, circulation, buildings and structures, views and vistas, and small scale features. These landscape characteristics and their associated features still convey the physical character of the site as designed and constructed between 1926 and 1941.

Landscape Characteristics And Features

Archeological Sites

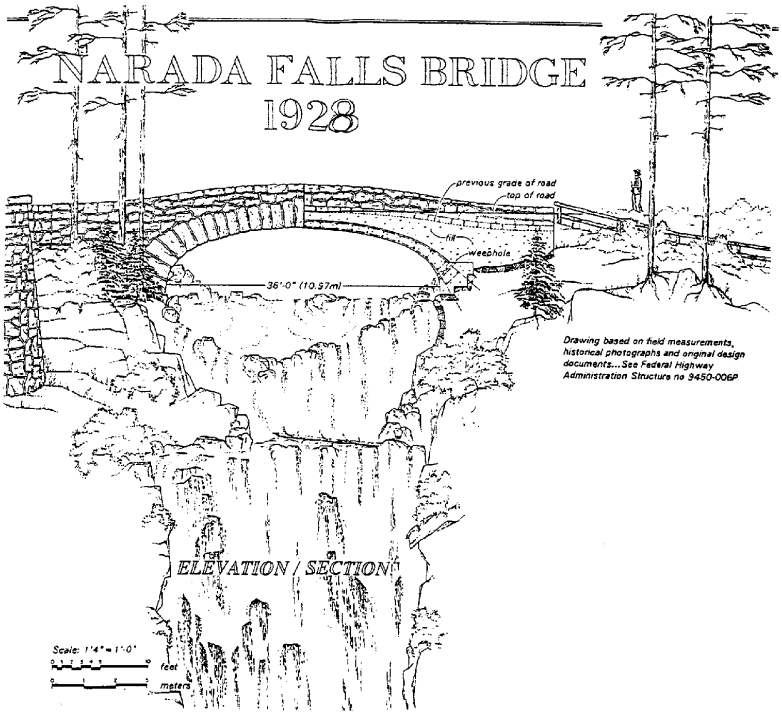
The ruins of several buildings are located near the comfort station and warehouse building at Narada Falls. The foundations of a former residence and a mess hall, both possibly related to the ECW camp No.1 in the 1930s, are still clearly visible to the northwest of the existing buildings. These foundations are delineated on the site plan of existing conditions. The landscape boundary is drawn to encompass these features within the landscape.

Buildings And Structures

The dominant structure of the designed landscape is Narada Falls bridge, completed in 1928. The barrel-arch bridge is constructed of cast concrete, with a stone face and stone walls on either side. The bridge was designed to have the appearance of a seamless integration of the bridge arch, guardwalls, buttresses and spandrels into one continuous form. The relatively unornamented design of the bridge was intended to frame the falls without detracting from their picturesque quality. The voussoirs and keystones of the arch were carefully selected and fitted into place, with the width of each stone equaling one-half of the height. Stones above the voussoirs were placed with their largest dimension running horizontally, and with the largest stones of the successive courses placed at the bottom. Small stones were avoided, as were sharp contrasts in the sizes of adjacent stones. These design and construction principles were also applied to the rock walls constructed at the site. Cap stones were placed along the entire width of the guardwalls, and all stones were placed with the weathered face exposed. Mortar joints were raked to a depth of one-half inch. The bridge remains an outstanding example of architectural design in the rustic style.

The retaining wall at the parking area is another structure contributing to the significance of the designed landscape. Approximately 35 feet long and 12 feet high, the wall was built by the CCC in 1933. The crenellated guardwall on top of the retaining wall was completed one year later in 1934. While the retaining wall is currently unstable and in poor condition, the retaining wall and guardwall retain integrity.

The comfort station dates from 1941, and is a unique example of a rustic comfort station that combines restroom functions with that of a warming room. The stone and timber single story building still retains the original stone fireplace and chimney, and varnished wooden bleachers in the warming room. Except for the addition of a stove pipe flue to the stone chimney, the building is largely unaltered since the historic period of development.



Contemporary drawing by the Historic American Engineering Record of the Narada Falls bridge, as it appeared in 1928. Drawing was based on field measurements, historic photographs, and original design documents. (HAER drawing, 1992.)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Narada Falls bridge	Contributing	Narada Falls Bridge	30077	9450006P
Narada Falls comfort station	Contributing	Narada Falls Comfort Station	30069	P-010
Narada Falls parking area retaining wall	Contributing			

Circulation

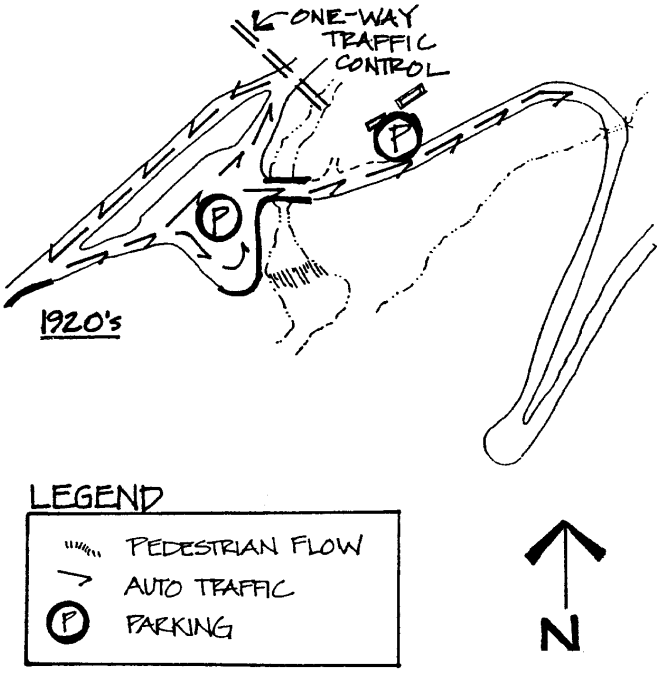
The idea to replace the original wooden bridge at Narada Falls with a more permanent bridge was conceived before the Narada Cut-Off was completed in 1926, and the old upper route of the Road to Paradise was abandoned. Had these events occurred before the planning of a replacement bridge, the design of Narada Falls bridge may have been scaled back, or even eliminated altogether. In contrast to Christine Falls bridge, by the time Narada Falls bridge was completed, the bridge did not carry the Road to Paradise, and the Narada Cut-Off had been adopted as the official circulation route to Paradise. The picturesque barrel-arch bridge would only carry NPS vehicles to an equipment storage area, and pedestrians along a sidewalk over the bridge to a trail. The road that terminates at the warehouse building and the sidewalk over the bridge were initially paved during the historic development period. Both the road and sidewalk still remain, and apart from the regrading of the road bed on the east side of the bridge, these features are largely unaltered.

A parking area had existed at the Narada Falls site since 1915, when a one-way traffic control system was first implemented. Though later expanded and more highly articulated, still the parking area remains part of the circulation system of the designed landscape. Access roads at each end of the parking area have existed since 1933. The access roads still control entry to the parking area, and traffic egress back to the Road to Paradise.

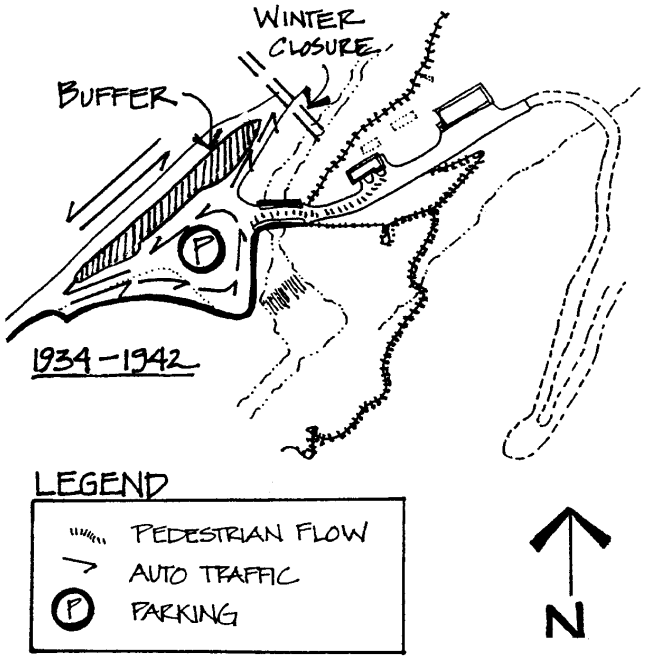
The original alignment of the Road to Paradise is still visible in switchbacks up the talus slope to the east of Narada Falls. Though unnavigable and highly eroded, still the engineered outer edges of the road bed are clearly discernible and it is now an archeological feature. The trail to the scenic overlook was improved in the 1930s. The CCC added stone steps along the trail, delineated the edge with boulders, and built a wooden handrail along the trail and around the scenic overlook. These features of the trail remain today, and a wooden handrail, though not the original rail, still exists along the trail.

Vehicular and pedestrian circulation at Narada Falls is largely unaltered since 1941, and therefore Narada Falls retains integrity of circulation.

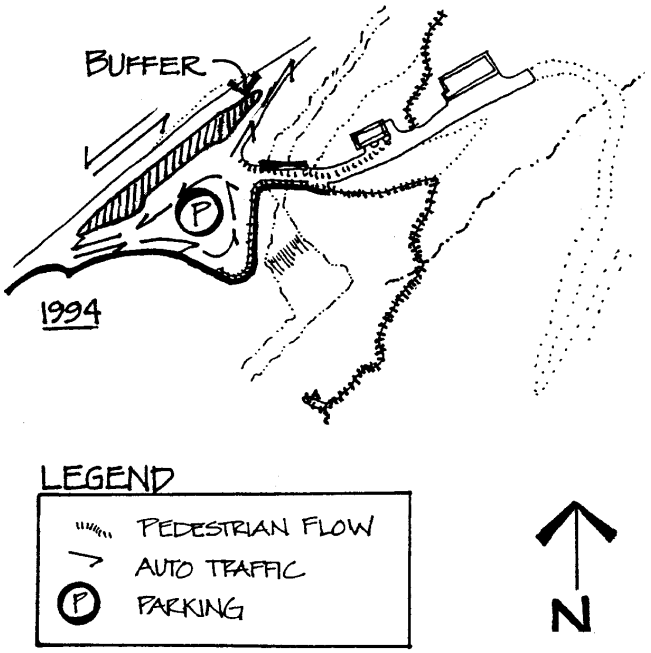
Contemporary photograph of the stone steps at the scenic overlook, created by the CCC in the 1930s. (CCSO, 1994.)



Schematic plan showing circulation in the 1920s, before Narada Cut-Off was adopted as the official route to Paradise. Note auto traffic circulation over the bridge and up the slope to the east -- the original route of the Road to Paradise. (CCSO 1994.)



Schematic plan showing circulation after the construction of the new bridge and expanded parking area. Note the old route up the slope to the east is no longer open to traffic. (CCSO, 1994.)



Schematic plan showing contemporary circulation patterns. Note the patterns of circulation are largely unchanged since 1941, the year the NPS and CCC completed construction of the site. (CCSO, 1994.)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Access roads to parking area from Road to Paradise	Contributing			
Parking area at Narada Falls	Contributing			
Road over the Narada Falls bridge to equipment storage/termination area	Contributing			
Sidewalk over Narada Falls bridge	Contributing			
Trail to scenic overlook of Narada Falls, with stone steps	Contributing			

Land Use

The use of the Narada Falls as a site from which to view a picturesque waterfall is unchanged since its period of development, between 1926 and 1941. The site still retains the same functional areas of vehicular circulation, vehicle parking, pedestrian circulation and scenic overlook, which support the historic use, as they did in 1941. Additionally, the Narada Falls warehouse continues to be used for equipment storage, and the comfort stations are still functional. The contemporary addition of picnic tables at the river side of the parking area has added another use to the site. This use has a conceptual, historic precedent, in that Ernest Davidson proposed the addition of a picnic area when the parking area was under expansion in 1933. The idea was not adopted during the historic period, however.

Natural Systems And Features

The designed landscape at Narada Falls is an outstanding example of naturalistic design principles, stressing the integration of natural and built features. In this regard, the design of the landscape is a response to the natural systems and features of the Paradise River valley. The development was designed to span either side of the steep valley, to maximize visitors' experience of the falls. The apparent design of the site is minimal, as the materials, scale and form of added features and their placement with respect to topography, were selected to harmonize with naturally occurring features. The Narada Falls bridge not only allows views of the falls, but also frames the view from a scenic overlook. The use of native rock in the design of the bridge, guardwalls, steps and trail edging was intended to blend these features in color, scale, and texture with the surrounding rocky canyon. The revegetation of disturbed areas with native plants after construction served to naturalize the built works and have them appear as though they naturally belonged in their respective locations. The scenic overlook was located on the opposite side of the river valley to the parking area, at prime vantagepoint for viewing the entire length of the falls. The scenic overlook continues to provide the most outstanding view of the falls, framed within the arch of the Narada Falls bridge. The natural features that originally inspired the creation of the Narada Falls site: the steep river valley, the falls, and the forest vegetation, still remain and continue to characterize the landscape.

Contemporary photograph showing the integration of the Narada Falls bridge with the forested Paradise River valley, when viewed from the parking area. (CCSO, 1994.)

Small Scale Features

Several small scale features remain since 1941. These features were added during the historic period for utilitarian or aesthetic reasons, and they provide detail to the historic character of the landscape. These include the cobble-lined culvert located in the swale of the island plant bed, and a rustic drinking fountain with a stone veneer, located at one side of the parking area. Other small scale features are the large boulders that define the edge of the island plant bed in the parking area and serve as bumper stops for vehicles. Boulders demarcating the bridge entry to the trail to the scenic overlook are also small scale features. Additionally, the wooden handrail along trail, while not the original, is compatible with the original wooden rail installed by the CCC in the 1930s. The handrail is a small scale feature which reinforces the rustic character of the landscape.

Contemporary photograph of culvert within island plant bed in parking area. (CCSO, 1994.)

Contemporary photograph of wooden handrail at scenic overlook area. (CCSO, 1994.)

Contemporary photograph of the stone-faced drinking fountain in the parking area at Narada Falls.

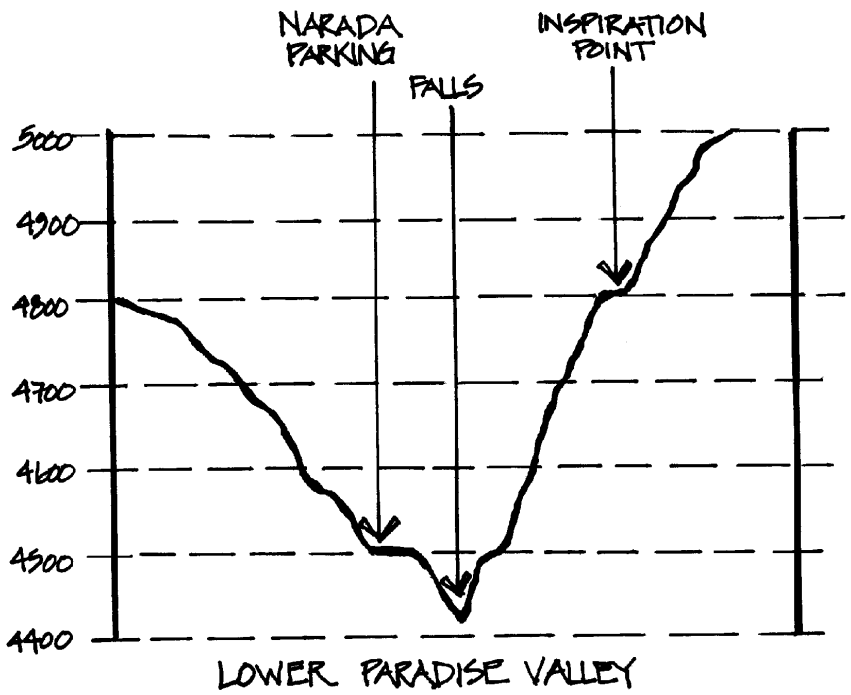
Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Boulder bumper stops at edge of island plant bed	Contributing			
Boulders demarcating beginning of trail	Contributing			
Cobble-lined culvert within island plant bed in parking area	Contributing			
Stone-faced drinking fountain in parking area	Contributing			
Wooden handrail along trail to scenic overlook	Contributing			

Spatial Organization

The spatial organization of the Narada Falls site is approximately divided into west and east halves by the Paradise River and the falls. On the westerly side of the river, a parking area is located proximate to the Road to Paradise. The parking area has a close-range and therefore limited, view of the falls. On the east side of the river, a trail follows the valley wall along to a scenic overlook, which is oriented in a prime location to view the complete drop of Narada Falls. In the middle of the two halves, Narada Falls bridge spans the river just seven feet above the top of the falls. This link between the two sides of the valley is the focal point of the landscape, as the barrel-arch design of the Narada Falls bridge frames the falls in a picturesque composition. The NPS equipment storage area can be regarded as an extension of the middle link in this spatial organization. The road over the bridge extends beyond the comfort station and terminates at the warehouse building. These buildings were sited in this location as a sufficiently large terrace already existed, due to former grading that had occurred for the creation of the temporary ECW work camp. Siting the buildings in this location also rendered them relatively inconspicuous from both the parking area viewpoint and the scenic overlook. These patterns of spatial organization remain unchanged since the historic period of development. Narada Falls retains integrity of spatial organization.

Topography

The topography of the Narada Falls site consists of the steep slopes at the narrow mouth of the Paradise River valley, and three relatively level terrace areas. The level terrace areas are the following: the largest is the parking area and viewpoint situated between the river and the Road to Paradise. The parking area is approximately 200 feet wide. Another level area is found where the comfort station and warehouse are located, and the smallest level area is the scenic overlook, located on the east side of the river. Narada Falls is located at approximately 4,500 feet in elevation, and the waterfalls drop 168 feet over a granitic cliff, into the river below. Above the falls, the valley is bounded to the north by the upper slopes of Mount Rainier, and to the south and east by the Mazama Ridge. Vertical rock faces flank the falls and forested slopes rise beyond them. At the scenic overlook the downhill slope drops away sharply to the creek bed below. These patterns of topography remain unaltered since the historic period of development of the landscape. Narada Falls retains integrity of topography.



Cross section through Narada Falls showing the relationship of the level terrace of the parking area to the falls and Inspiration Point -- a scenic overlook on Mazama Ridge. Note the original Road to Paradise took the route up this ridge. (CCSO, 1994.)

Vegetation

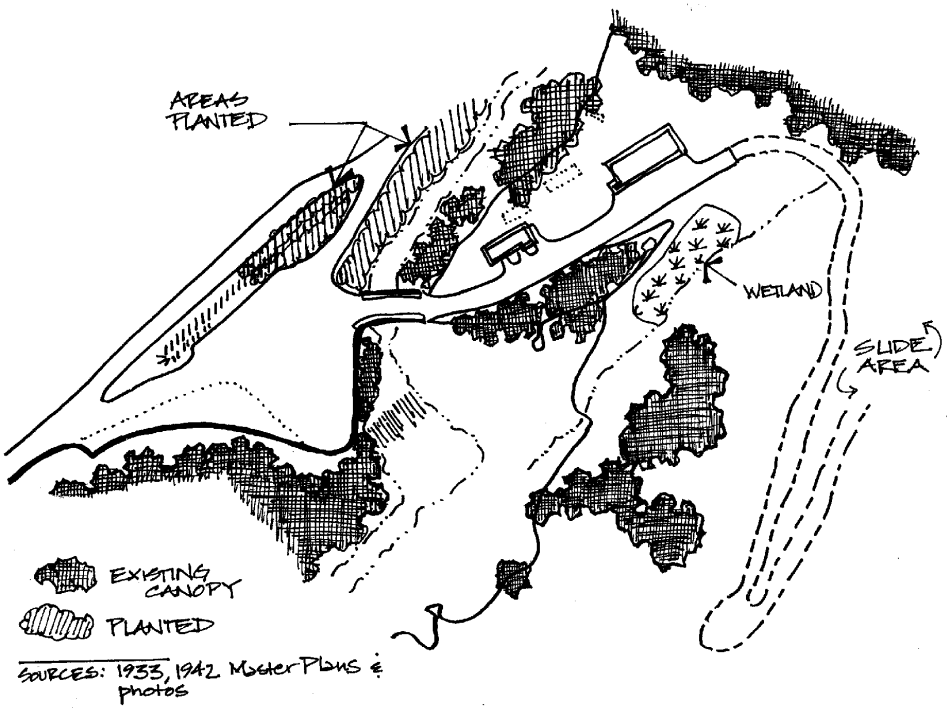
At 4,500 feet in elevation, Narada Falls is located in the montane forest zone, where Silver fir, Douglas fir and Noble fir are the dominant trees. Huckleberry, Salmonberry, Spirea and Thimbleberry, are shrubs commonly found near the falls. The naturalistic principles applied in the landscape design of the site required the use of native trees and shrubs to revegetate areas disturbed by construction. Today, many of the native trees and shrubs planted by the CCC in the 1930s have matured to large specimens, and are indistinguishable from the naturally occurring plants. This has the effect of rendering the apparent design of the landscape less obvious.

Currently, the island plant bed in the parking area contains Alder, Willow and Mountain ash. Silver fir and Douglas fir border the access roads to the parking area. On the east side of the river valley, the trail to the scenic overlook passes by several species of Huckleberry, with a thin canopy of fir overhead. A stand of Alder occupies the area where the trail makes a 90 degree turn, and this area was denoted as a wetland on 1940s maps of the site. The trail then leads into a dense canopy of mixed firs and Western red cedar. Here the understory is more diverse, and includes Rhododendron, Trillium, Twinflower, and Trailing raspberry. The trail crossed through a small boggy area, where a stand of Jeffrey shootingstar is visible in the summer. As the trail drops down the valley slope to the scenic overlook, it winds around the roots of very large cedar and hemlock trees. The stumps of some trees have been turned into benches. Just before the trail arrives at the scenic overlook, the canopy opens up, and the trail becomes exposed to the mist of the falls. Here the trees give way to moisture loving Angelica, and a variety of grasses. While the vegetation at Narada Falls has matured since the historic period of development, still the montane forest character of the vegetation has remained unchanged. Narada Falls retains integrity of vegetation.

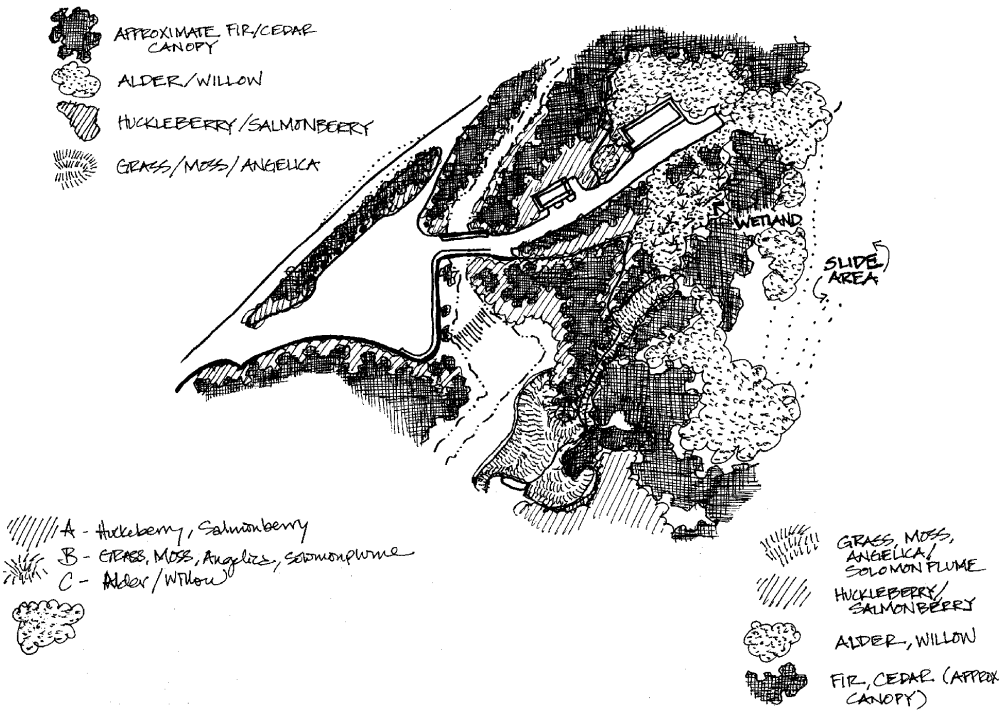
Here is a partial list of vegetation found at Narada Falls:

Trees:
Douglas fir (Pseudotsuga menziesii)
Silver fir (Abies amabilis)
Western hemlock (Tsuga heterophylla)
Western red cedar (Thuja plicata)

Shrubs and Herbaceous Ground Covers:
Undergreen willow (Salix commutata)
Sitka alder (Alnus sinuata)
Twinflower (Linnea borealis)
Starry solomonplume (Smilacina stellata)
Pacific trillium (Trillium ovatum)
Claspleaf twistedstalk (Streptopus amplexifolius)
Trailing raspberry (Rubus lassiococcus)
Western thimbleberry (Rubus parviflorus)
Alaska huckleberry (Vaccinium ovalifolium)
Fool's huckelberry (Menziesia ferruginea)
Oval-leaf huckleberry (Vaccinium ovalifolium)
Black huckleberry (Vaccinium membranaceum)
Cascade Azalea (Rhododendron albiflorum)
Menzies spirea (Spiraea menziesii)
Angelica (Angelica sp.)



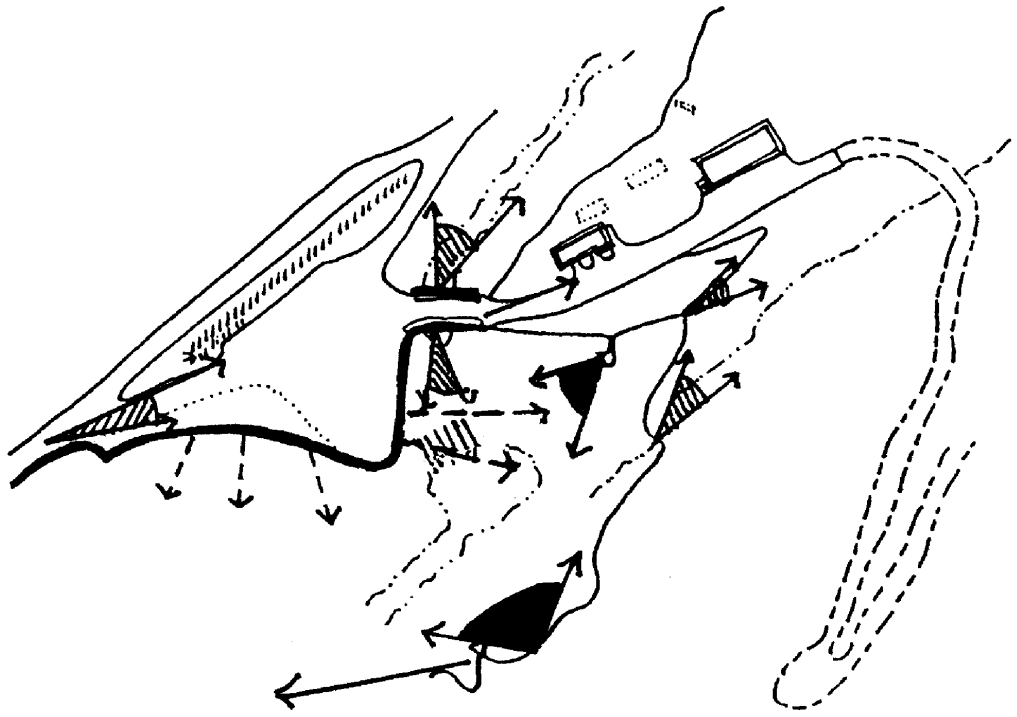
Schematic plan showing vegetation patterns during the historic period at Narada Falls. Note the limited tree canopy along the trail to the scenic overlook, and the areas vegetated by the CCC in the parking area and along the river. (CCSO, 1994.)



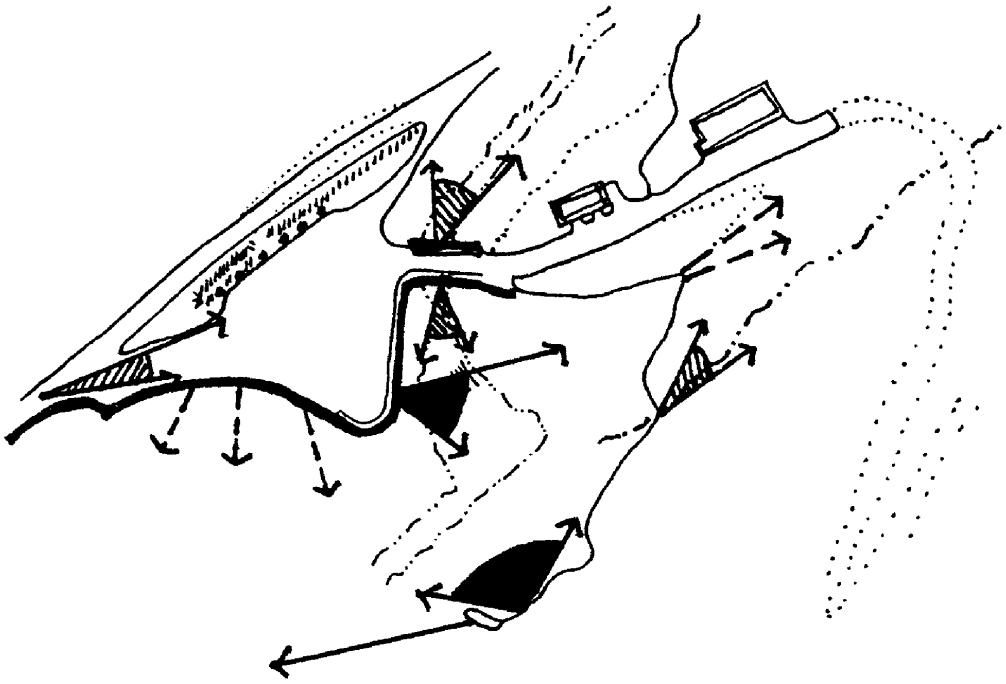
Schematic plan showing current vegetation patterns at Narada Falls. Note the proliferation of Alder, the greater tree cover, and the infill of a native shrub layer. (CCSO, 1994.)

Views And Vistas

The landscape design of the Narada Falls site, incorporated viewpoints of the spectacular waterfalls and the steep and narrow Paradise River valley. Most of the original views remain intact. The most important of these, the close-up view of the falls from the parking area, and the full view of the falls from the scenic overlook, remain unaltered. A viewpoint that once existed along the first stretch of the trail to the scenic overlook before the 90-degree turn, is now obscured by vegetation. However, other historic views still remaining include: the limited view up the Paradise River from the bridge, and the view from the bridge up the slope of Mazama Ridge where the old switchbacks of the original route of the Road to Paradise are still visible.



Schematic plan showing views of Narada Falls during the historic period of development. Note the major view of the falls from the scenic overlook at the end of the trail, and another prominent view near the beginning of the trail. (CCSO, 1994.)



Schematic plan showing contemporary views of Narada Falls. Note, the original views of the falls still exist today, with the exception of the original viewpoint near the beginning of the trail, which no longer exists. (CCSO, 1994.)

Management Information

Descriptive And Geographic Information

Historic Name(s): Paradise River First Crossing Bridge

Management Unit: NA

Tract Numbers: NA

State and County: Lewis County, WA

Size (acres): 1.00

Boundary UTM

Boundary UTM(s):	Source	Type	Datum	Zone	Easting	Northing
	USGS Map 1:24,000	Area	NAD 27	10	593250	5181330

GIS File Name:

GIS File Description:

National Register Information

National Register Documentation: Entered -- Documented

Explanatory Narrative:

Formerly, Narada Falls Bridge and Narada Falls Comfort Station were listed on the National Register as part of a multiple property nomination of 1991. In 1997, Narada Falls Developed Area was included in the National Historic Landmark District nomination. The bridge and surrounding landscape are described in the National Historic Landmark District nomination. Landscape characteristics that are described include Spatial Organization, Circulation, Topography, Vegetation, and Structures. This CLI provides additional analysis and more detail of these landscape characteristics.

NRIS Information:

NRIS Number:	91000208
Primary Certification:	Listed In The National Register
Primary Certification Date:	3/13/1991
Other Certifications:	Date Received/Pending Nomination
Other Certification Date:	1/29/1991
Name In National Register:	Narada Falls Comfort Station
Other Names In National Register:	P-010

NRIS Number:	91000197
Primary Certification:	Listed In The National Register
Primary Certification Date:	3/13/1991
Other Certifications:	Date Received/Pending Nomination
Other Certification Date:	1/29/1991
Name In National Register:	Narada Falls Bridge

National Register Classification: District

Significance Level: National

Contributing/Individual: Contributing

Significance Criteria:

A -- Inventory Unit is associated with events that have made a significant contribution to the broad patterns of our history

C -- Inventory Unit embodies distinctive characteristics of type/period/method of construction; or represents work of master; or possesses high artistic values; or represents significant/distinguishable entity whose components lack individual distinction

Period Of Significance

Time Period: 1926 - 1941 AD

Historic Context Theme:	Expressing Cultural Values
Historic Context Subtheme:	Architecture
Historic Context Facet:	Rustic Architecture
Historic Context Theme:	Expressing Cultural Values
Historic Context Subtheme:	Landscape Architecture
Historic Context Facet:	The 1930's: Era Of Public Works
Historic Context Theme:	Expressing Cultural Values
Historic Context Subtheme:	Landscape Architecture
Historic Context Facet:	The Automobile Age And Suburban Development

Area Of Significance:

Category:	Landscape Architecture
Priority:	1
Category:	Architecture
Priority:	2
Category:	Engineering
Priority:	3

National Historic Landmark Information

National Historic Landmark Status: Yes

Date Determined Landmark: 2/18/1997

Landmark Theme: National Park Service landscape architecture, and National Park Service master planning

World Heritage Site Information

World Heritage Site Status: No

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Designed Landscape

Current and Historic Use/Function:

Use/Function Category:	Landscape
Use/Function:	Scenic Landscape
Detailed Use/Function:	Overlook
Type Of Use/Function:	Both Current And Historic

Use/Function Category:	Transportation
Use/Function:	Road-Related
Detailed Use/Function:	Parking Area
Type Of Use/Function:	Both Current And Historic

Use/Function Category:	Transportation
Use/Function:	Road-Related
Detailed Use/Function:	Road Bridge
Type Of Use/Function:	Both Current And Historic

Ethnographic Information

Ethnographic Survey Conducted: Yes-Restricted Information

Associated Groups

Name of Peoples:	American Indian, Klickitat and Nisqually
Type of Association:	Historic

Significance Description:

Existing documentation suggests that the southwest portion of Mount Rainier, where Narada Falls is located, was used by American Indian groups for seasonal hunting and gathering. In 1857, a Native American (Klickitat and Nisqually) named Indian Henry, guided James Longmire and his party to the mountain and mineral springs which would become Longmire Springs. Local history suggests that Indian Henry befriended, guided, and traded with a number of white settlers including Longmire, Kautz, and Van Trump. Documentation also suggests that the "first road to Tacoma" followed an old hunting trail that led west from the Cowlitz River, along the base of the mountain, to Elbe. It is also possible that one of the early hunting trails used by these groups was used by James Longmrie for the road he built in 1861. This road ran between Yelm Prairie and the mineral springs now known as Longmire. This wagon road was the predecessor to the Road to Paradise.

Adjacent Lands Information

Do Adjacent Lands Contribute? No

Adjacent Lands Description:

General Management Information

Management Category: Must Be Preserved And Maintained

Management Category Date: 2/18/1997

Explanatory Narrative:
Narada Falls is a historic designed landscape that contributes to the significance of a National Historic Landmark District. It therefore meets the criteria for this management category.

Maintenance Location Code: R913

Condition Assessment And Impacts

The criteria for determining the condition of landscapes is consistent with the Resource Management Plan Guideline definitions (1994) and is decided with the concurrence of park management. Cultural landscape conditions are defined as follows:

Good: indicates the landscape shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The landscape's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the landscape shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character-defining elements will cause the landscape to degrade to a poor condition.

Poor: indicates the landscape shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

Undetermined: Not enough information available to make an evaluation.

Condition Assessment: Good

Assessment Date: 09/30/1998

Date Recorded: 09/30/1998

Park Management Concurrence: Yes **Concurrence Date:** 3/2/2004

Level Of Impact Severity: Moderate

Stabilization Measures:

Impact:

Type of Impact:	Structural Deterioration
Internal/External:	Internal

Description:

Deterioration of the masonry retaining wall supporting the parking area, has led to its instability. The deterioration of the retaining wall maybe due to stormwater drainage under the parking area, which empties out through an aperture in the retaining wall.

Agreements, Legal Interest, and Access

Management Agreement: None

Explanatory Narrative:

NPS Legal Interest: Fee Simple

Explanatory Narrative:

Public Access: Unrestricted

Treatment

Approved Treatment: Undetermined

Approved Treatment Document:

Document Date:

Explanatory Narrative:

Approved Treatment Completed:

Approved Treatment Cost

LCS Structure Approved Treatment Cost: $22,500

Landscape Approved Treatment Cost: $0

Cost Date: January 1, 1993

Level of Estimate: C - Similar Facilities

Cost Estimator: Support Office

Explanatory Description:

Stabilization Costs

LCS Structure Stabilization Cost: $0

Landscape Stabilization Costs: $400,000

Cost Date: September 1, 1998

Level Of Estimate: C - Similar Facilities

Cost Estimator: Support Office

Explanatory Description: This is a breakdown of the Other Stabilization Cost for stabilizing Narada Falls. The cost includes major stone retaining wall stabilization work, involving reconstruction of a section of wall. The cost for this estimate was derived from Williamsport HPTC experts.

Narada Falls, retaining wall reconstruction at parking area = 400,000
Total = 400,000

Documentation Assessment and Checklist

Documentation Assessment: Fair

Documentation:

Document:	Other
Year Of Document:	1927
Amplifying Details:	"First Paradise Arch over Paradise River, Nisqually Road--Paradise Section, Mount Rainier National Park, Pierce County, Washington." Construction Drawing P-12-4 (San Francisco, CA: Bureau of Public Roads, June 16, 1927.
Adequate Documentation:	Yes

Explanatory Narrative:

Construction drawing of the stone-faced, reinforced concrete, barrel-arched Narada Falls bridge.

Document:	Other
Year Of Document:	1928
Amplifying Details:	Tomlinson, Superintendent, Mount Rainier National Park, Superintendent's Annual Report, June 1928, 6. MORA Archives, Box H2615, Superintendent's Monthly Reports 1927-1931file.
Adequate Documentation:	Yes

Explanatory Narrative:

Superintendent's report on the progress of bridge construction and parking area expansion at Narada Falls.

Document:	Other
Year Of Document:	1933
Amplifying Details:	C.E. Drysdale, Resident Engineer, Mount Rainier National Park. "Report on Construction Activities, 1933," 40. Typed MSS, MORA Archives, File D30, Narada Falls Parking Area.
Adequate Documentation:	Yes

Explanatory Narrative:

Engineer's report on the parking area expansion at Narada Falls.

Document:	Other
Year Of Document:	1975
Amplifying Details:	Bridge Safety Inspection Report, Narada Falls Bridge, Mount Rainier National Park Structure No. 9450-006P. Denver, CO: Federal Highway Administration, Region 8 Office of Western Bridge Design, September, 1975.
Adequate Documentation:	No

Explanatory Narrative:
Narrative report focused on the safety of Narada Falls bridge. The bridge was generally found to be a safe structure.

Document:	Other
Year Of Document:	1976
Amplifying Details:	List of Classified Structures Inventory. Denver, NPS, 1976. Robert L. Carper.
Adequate Documentation:	No

Explanatory Narrative:
Architectural inventory of the Narada Falls bridge.

Document:	Other
Year Of Document:	1994
Amplifying Details:	Mount Rainier National Park Roads and Bridges. Washington, DC: Historic American Engineering Record. HAER WA-35
Adequate Documentation:	Yes

Explanatory Narrative:
Narada Falls bridge is documented by narrative and drawings in this HAER study. This report also takes into account other aspects of the developed area.

Appendix

Bibliography

Citations:

Citation Author:	Comp, T. Allan
Citation Title:	Historic Building Inventory, Mount Rainer National Park
Year of Publication:	1983
Source Name:	CRBIB
Citation Number:	004284
Citation Type:	Both Graphic And Narrative
Citation Location:	WASO, MORA, CCSO

Citation Author:	Unrau, Harlan D.
Citation Title:	Historical Overview and Preliminary Assessment of Rock Work, Bridges, and Roadway-Related Appurtenances Along State Highways 410 and 123 in Mount Rainier National Park
Year of Publication:	1988
Source Name:	CRBIB
Citation Number:	014609
Citation Type:	Narrative
Citation Location:	WASO, MORA, CCSO

Citation Author:	Thompson, Erwin N
Citation Title:	Mount Rainier National Park, Washington, Historic Resource Study
Year of Publication:	1981
Source Name:	CRBIB
Citation Number:	011441
Citation Type:	Both Graphic And Narrative
Citation Location:	WASO, MORA, CCSO

Citation Author:	Staff
Citation Title:	Resource Management Plan, Mount Rainier National Park
Year of Publication:	1990
Source Name:	CRBIB
Citation Number:	015743
Citation Type:	Both Graphic And Narrative
Citation Location:	CCSO, MORA

Citation Author:	Catton, Theodore
Citation Title:	Wonderland, An Administrative History of Mount Rainier National Park
Year of Publication:	1996
Source Name:	CRBIB
Citation Number:	017248
Citation Type:	Both Graphic And Narrative
Citation Location:	WASO, CCSO, MORA

Citation Author:	National Park Service
Citation Title:	Mount Rainier National Park Roads and Bridges. Washington, DC: Historic American Engineering Record
Year of Publication:	1994
Source Name:	HAER
Citation Number:	HAER WA-35
Citation Type:	Both Graphic And Narrative
Citation Location:	LOC, WASO, CCSO, MORA

Citation Author:	Linda Flint McClelland
Citation Title:	Building the National Parks: Historic Landscape Design and Construction. Baltimore and London: The John's Hopkins University Press
Year of Publication:	1998
Source Name:	Library Of Congress/Dewey Decimal
Citation Number:	SB482.A4M3 1998
Citation Type:	Both Graphic And Narrative
Citation Location:	LOC, WASO, CCSO

Citation Author:	Russell K. Grater
Citation Title:	Grater's Guide to Mount Rainier National Park. Portland, OR: Binfords and Mort, Publishers.
Year of Publication:	1949
Source Name:	Library Of Congress/Dewey Decimal
Citation Type:	Narrative
Citation Location:	LOC, CCSO

Citation Author:	Ethan Carr
Citation Title:	Wilderness By Design: Landscape Architecture and the National Park Service. Lincoln and London: University of Nebraska Press
Year of Publication:	1998
Source Name:	Library Of Congress/Dewey Decimal
Citation Number:	SB482.A4C37 1998
Citation Type:	Both Graphic And Narrative
Citation Location:	LOC, WASO, CCSO

Supplemental Information