



WISCONSIN
HISTORICAL
SOCIETY

June 15, 2011

The Honorable Tom Barrett
200 E. Wells St.
City Hall Room 201
Milwaukee, WI 53202

Dear Mayor Barrett:

This letter is to notify you that adequately documented nomination for the following property located in the City of Milwaukee has been received by our office for nomination to the National Register of Historic Places:

Milwaukee River Parkway

In accordance with "Procedures for the Certification of Local Government in Wisconsin" a copy of this nomination has been transmitted to the Milwaukee Historic Preservation Commission for review and comment regarding the eligibility of this property for listing in the National Register of Historic Places.

The report of the Commission will be forwarded to you for your recommendation regarding the eligibility of this property to the National Register. The Commission's report and your recommendations should be transmitted to our office within 60 days of the Commission's receipt of the nomination, in accordance with the Certification of Agreement between the City of Milwaukee and the Wisconsin State Historic Preservation Review Board.

If you have any questions regarding this matter, please contact me at (608) 264-6501 or at daina.penkiunas@wisconsinhistory.org.

Sincerely,

Daina Penkiunas
National Register Coordinator

cc: Milwaukee Historic Preservation Commission

**United States Department of 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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Milwaukee River Parkway

other names/site number

2. Location

street & number	Located between Good Hope Road and West Capitol Drive	N/A	not for publication						
city or town	Cities of Milwaukee and Glendale, Villages of Shorewood and Whitefish Bay	N/A	vicinity						
state	Wisconsin	code	WI	county	Milwaukee	code	079	zip code	N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
(See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau

Name of Property

County and State

4. National Park Service Certification

I hereby certify that the property is:

 entered in the National Register. See continuation sheet. determined eligible for the National Register. See continuation sheet. determined not eligible for the National Register. See continuation sheet. removed from the National Register. other, (explain:)

Signature of the Keeper

Date of Action

5. Classification**Ownership of Property**
(check as many boxes as apply) private
 public-local
 public-State
 public-Federal**Category of Property**
(Check only one box) building(s)
 district
 structure
 site
 object
 Total**Number of Resources within Property**
(Do not include previously listed resources in the count)

contributing	noncontributing
13	14 buildings
6	1 sites
19	16 structures
0	1 objects
38	32

Name of related multiple property listing:
(Enter "N/A" if property not part of a multiple property listing.)Milwaukee County Parkway System**Number of contributing resources previously listed in the National Register**1*

*One archaeological site listed in the National Register of Historic Places is located within the Milwaukee River Parkway boundary; however, it is a noncontributing resource associated with a timeframe outside the period of significance.

6. Function or Use**Historic Functions**

(Enter categories from instructions)

TRANSPORTATION/Road related (vehicular)

LANDSCAPE/Park

RECREATION AND CULTURE/Outdoor Recreation

Current Functions

(Enter categories from instructions)

TRANSPORTATION/Road related (vehicular)

LANDSCAPE/Park

RECREATION AND CULTURE/Outdoor Recreation

7. Description**Architectural Classification**

(Enter categories from instructions)

OTHER: RUSTIC**Materials**

(Enter categories from instructions)

Foundation STONE, CONCRETE

walls STONE, WOOD, SYNTHETICS, CONCRETE

roof ASPHALT

other STUCCO, BRICK

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for the 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 of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

COMMUNITY PLANNING AND DEVELOPMENT
LANDSCAPE ARCHITECTURE

Period of Significance

1927 - 1960

Significant Dates

1927

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Boerner, Alfred

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Milwaukee River Parkway
Name of Property

Milwaukee
County and State

Wisconsin

9. Major Bibliographic References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous Documentation on File (National Park Service):

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

Primary location of additional data:

- X State Historic Preservation Office
- Other State Agency
- Federal Agency
- X

- University
- Other

Name of repository:
County Parks Department

10. Geographical Data

Acreage of Property 634.2 acres

UTM References (Place additional UTM references on a continuation sheet.)

1 _____
Zone Easting Northing

2 _____
Zone Easting Northing

3 _____
Zone Easting Northing

4 _____
Zone Easting Northing

See Continuation Sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title	Christine Long, Emily Pettis, and Shannon Dolan	date	May 2011
organization	Mead & Hunt, Inc.	telephone	608-273-6380
street & number	6501 Watts Road	zip code	53719
city or town	Madison	state	WI

Milwaukee River Parkway
Name of Property

Milwaukee
County and State

Wisconsin

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

Property Owner

Complete this item at the request of SHPO or FPO.)

name/title	Milwaukee County				
organization	Department of Parks, Recreation, and Culture			date	
street & number	9480 North Watertown Plank Road			telephone	414-257-4575
city or town	Wauwatosa	state	WI	zip code	53226

name/title					
organization	City of Milwaukee			date	
street & number	200 East Wells Street			telephone	414-286-3850
city or town	Milwaukee	state	WI	zip code	53204

name/title					
organization	Milwaukee Metropolitan Sewerage District			date	
street & number	260 West Seeboth Street			telephone	414-272-5100
city or town	Milwaukee	state	WI	zip code	53204

name/title					
organization	City of Glendale			date	
street & number	5909 North Milwaukee River Parkway			telephone	414-228-1724
city or town	Glendale	state	WI	zip code	53209

name/title					
organization	Chicago & North Western/Union Pacific			date	
street & number	1400 Douglas, Stop 1640			telephone	
city or town	Omaha	state	NE	zip code	68179-1640

name/title					
organization	Chicago & North Western Railway Company			date	
street & number	4823 North 119 th Street			telephone	
city or town	Milwaukee	state	WI	zip code	53225

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

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Milwaukee River Parkway
Milwaukee County, Wisconsin

Introduction and General Setting

The Milwaukee River Parkway (Parkway) is a historic district located along the north portion of the outer loop of two concentric and connected oval-shaped chains of parkways that were first conceived in 1923. Known as the "Emerald Necklace," the loop twice encircles the county, comprising a significant portion of the Milwaukee County Park and Parkway System. The portion of the Parkway covered by this nomination is located in the north-central portion of Milwaukee County, in the cities of Glendale and Milwaukee and the villages of Whitefish Bay and Shorewood. The Parkway is comprised of land along the Milwaukee River roughly between Good Hope Road and West Capitol Drive. The attached *Milwaukee Parks and Parkways* map shows the overall location of the Parkway.

The Milwaukee River originates in the southeast corner of Fond du Lac County, which is located in the southeast portion of Wisconsin. The river winds its way south and east through Washington and Ozaukee Counties for approximately 75 miles before entering Milwaukee County and emptying into Lake Michigan. The segment covered in this nomination roughly follows the Milwaukee River and the associated Milwaukee River Parkway Drive (Drive) between Good Hope Road and West Capitol Drive from the north to south, respectively. The Parkway is comprised of Kletzsch Park; Lincoln Park, including Henry Aaron Field, David F. Schulz Aquatic Center, and Lincoln Park Golf Course; and Estabrook Park. Lincoln Creek enters the Parkway in Lincoln Park, where it flows into the Milwaukee River. The creek separates Lincoln Park from Meaux Park to the west, which is part of the Lincoln Creek Parkway. The Parkway includes 70 resources: 38 contributing and 32 noncontributing. Twenty-seven buildings are located within the Parkway. The Drive, swimming pool, four vehicular bridges, seven pedestrian bridges, three culverts, four railroad bridges, six baseball diamonds with bleachers, two tennis courts, two dams, two TV towers, one series of concrete pylons, a pedestrian underpass, a concrete fishing pier, and a spillway are counted as structures. One sculpture is counted as an object. The Parkway and its landscape features (Kletzsch Park, Lincoln Park, Estabrook Park, Henry Aaron Field, and Lincoln Park Golf Course) are counted as contributing sites. The modern David F. Schulz Aquatic Center, located in Lincoln Park, is counted as a noncontributing site. Features of the Parkway landscape include the Milwaukee River, landscaping, retaining walls, pedestrian paths, modern playgrounds, picnic areas, signage, flagpoles, lighting, storm-water overflow structures, and athletic areas such as soccer fields.

Landscape features of Kletzsch Park include a retaining wall, flagpole, pedestrian paths, picnic areas, non-permanent athletic fields, archery targets, modern playgrounds, fences, scenic overlooks, signage, lighting, and storm-water overflow structures. Landscape features of Lincoln Park include a retaining wall, non-permanent athletic fields, modern playgrounds, pedestrian paths, a scenic overlook, signage, lighting, and storm-water

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Milwaukee River Parkway
Milwaukee County, Wisconsin

overflow structures. Landscape features of Henry Aaron Field include a scoreboard, fences, pedestrian paths, signage, and lighting. Landscape features of the Lincoln Park Golf Course include the golf greens, landscaping, pedestrian paths, small pedestrian bridges, a flagpole, small shelters, and signage. Landscape features of Estabrook Park include a lagoon, athletic fields, an abandoned railroad track, a dog park, pedestrian paths, fences, modern playgrounds, a scenic overlook, lighting, signage, and storm-water overflow structures. Noncontributing resources within the Parkway are categorized based on recent construction dates outside of the period of significance, which is 1927 to 1960.

One archaeology site and one historic residence located within the Parkway boundary have been listed in the National Register of Historic Places (National Register). The Spring Grove Mound and Garden Bed Site (47MI45/BMI0140) is located within Kletzsch Park and was listed in the National Register in 1979 (see the Archaeology Potential discussion for more detail). The Kilbourntown House located within Estabrook Park just north of the intersection with West Capitol Drive was listed in the National Register in 1972. No other previously listed resources are located in within the Parkway boundaries.

The Parkway begins on the south side of Good Hope Road and roughly follows the Milwaukee River and the Drive south to West Capitol Drive. The major roads that intersect the Parkway include West Green Tree Road, West Bender Road, West Silver Spring Drive, West Hampton Avenue, and North Port Washington Road. Kletzsch Park, Lincoln Park, Henry Aaron Field, David F. Schulz Aquatic Center, Lincoln Park Golf Course, and Estabrook Park are located along the Parkway. Although the Drive ends at West Capitol Drive on the southern edge of Estabrook Park, additional discontinuous county-owned parcels of land follow the western side of the Milwaukee River between Kern Park (1915) and Gordon Park (1915). Because the County Park Commission did not issue development plans for a southern portion of the parkway in their early reports, Kern Park and Gordon Park were not mentioned in association with the Milwaukee County Parkway; therefore, they are not included within the Milwaukee River Parkway boundary.¹

The Parkway extends through nearly level terrain and hills gently covered by a mixture of deciduous and coniferous trees and shrubs interspersed with pockets of grassy open spaces. Areas along the Milwaukee River tend to have shrubby undergrowth interspersed with mixed-age woods that obscure the view of the river. Wider open spaces and mowed grassy areas between the Drive and river are designated as picnic areas, fields for

¹ The Parkway boundaries were determined during a site visit with the State Historic Preservation Office (SHPO) staff in April 2010.

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Milwaukee River Parkway
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athletic activities, and modern playgrounds. A majority of the Drive is a two-lane asphalt roadway flanked by curb and gutter. A portion of the Drive between West Bender Road and West Silver Spring Drive features a mowed grass median with mature deciduous trees. Pendant lights hang from simple wood utility poles throughout the Drive. The roadway within the Parkway was graded to maintain the natural appearance of the surrounding topography. Travelers throughout the Parkway and associated parks are guided by Milwaukee County Parkway signage. A list of contributing and noncontributing resources located within the Parkway is included below.

Segment	Resource*	Date of Construction**	Contributing/Noncontributing
	Milwaukee River Parkway		Contributing Site
	Milwaukee River Parkway Drive		Contributing Structure
Kletzch Park			Contributing Site
	Baseball Diamond	1951	Contributing Structure
	Stone Culvert	c.1935	Contributing Structure
	Bathhouse	1932	Contributing Building
	Pavilion	1936	Contributing Building
	Transformer Building	1936	Contributing Building
	Storage Shed	c.1965	Noncontributing Building
	Pedestrian Bridge	c.1990	Noncontributing Structure
	Baseball Diamond	c.1936	Contributing Structure
	Baseball Diamond	c.1936	Contributing Structure
	Baseball Diamond	c.1936	Contributing Structure
	Dam	1935	Contributing Structure
	Stone Culvert	c.1935	Contributing Structure
C&NW/UP Bridge to West Silver Spring Drive	Chicago & North Western/Union Pacific Railroad Bridge	1928	Contributing Structure

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Section 7 Page 4 Milwaukee River Parkway
 Milwaukee County, Wisconsin

Segment	Resource*	Date of Construction**	Contributing/Noncontributing
West Silver Spring Drive to Lincoln Park	Chicago & North Western Railroad Bridge plate girder (P-40-0541)	1951	Contributing Structure
	Chicago & North Western Railroad Bridge concrete box girder	c.1930	Contributing Structure
Lincoln Park			Contributing Site
	Service Building	c.1955	Contributing Building
	TV Tower	c.2000	Noncontributing Structure
	Utility Building	c.2000	Noncontributing Building
	TV Tower	c.2000	Noncontributing Structure
	Bridge (Metal)	c.2000	Noncontributing Structure
	Bridge (B-40-748) carrying the Drive over the Milwaukee River	2010	Noncontributing Structure
	Bridge (B-40-710) carrying the Drive over the Milwaukee River	2008	Noncontributing Structure
	Fishing Pier	c.1940	Contributing Structure
	Bridge (P-40-750) carrying Drive over the Milwaukee River	c.2005	Noncontributing Structure
	Picnic Shelter	c.1979	Noncontributing Building
	Tennis Court	c.1970	Noncontributing Structure
Henry Aaron Field			Contributing Site
	Baseball Diamond (Henry Aaron Field)	1951	Contributing Structure
	Concession Building (Henry Aaron Field)	1951	Contributing Building
	Announcer's Booth (Henry Aaron Field)	1987	Noncontributing Building
	Dugout (Henry Aaron Field)	c.2005	Noncontributing Building
	Dugout (Henry Aaron Field)	c.2005	Noncontributing Building
	Maintenance/Service Building	c.1996	Noncontributing Building
	Emil Blatz Building	1954	Contributing Building

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Milwaukee River Parkway
 Milwaukee County, Wisconsin

Segment	Resource*	Date of Construction**	Contributing/Noncontributing
David F. Schulz Aquatic Center		2008	Noncontributing Site
	Admission Building	2008	Noncontributing Building
	Bathhouse	2008	Noncontributing Building
	Swimming Pool and Water Slide	2008	Noncontributing Structure
	Sculpture	c.2005	Noncontributing Object
Lincoln Park Golf Course			Contributing Site
	Clubhouse	1967	Noncontributing Building
	Comfort Station	c.1952	Contributing Building
	Culvert (C-40-26-58)	c.1965	Noncontributing Structure
	Storage Shed	c.1965	Noncontributing Building
	Maintenance/Storage Building	c.1963	Noncontributing Building
	Storage Shed	c.1970	Noncontributing Building
	Storage Shed	c.1980	Noncontributing Building
Estabrook Park			Contributing Site
	Pedestrian Bridge	c.2000	Noncontributing Structure
	Comfort Station	1952	Contributing Building
	Pedestrian Bridge	c.2000	Noncontributing Structure
	Dam	1933-1936	Contributing Structure
	Spillway	1933-1936	Contributing Structure
	Concrete Pylons "Dragon Teeth"	c.1955	Contributing Structure
	Utility Building	c.1936	Contributing Building
	Pedestrian Bridge	c.2000	Noncontributing Structure
	Comfort Station	c.1937	Contributing Building
	Baseball Diamond	c.1935	Contributing Structure
	Tennis Court	c.1960	Contributing Structure
	Pedestrian Bridge	c.1965	Noncontributing Structure

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Segment	Resource*	Date of Construction**	Contributing/Noncontributing
	Pedestrian Bridge	c.1980	Noncontributing Structure
	Combination Comfort Station/Service Building	c.1937	Contributing Building
	Pedestrian Underpass (C-858-38)	c.1940	Contributing Structure
	Comfort Station	c.1938	Contributing Building
	Pedestrian Bridge	c.1970	Noncontributing Structure
	Benjamin Church House/Kilbourntown House	c.1844	Contributing Building

* Wisconsin Department of Transportation (WisDOT) bridge ID numbers are included when known.

** Dates were determined using data from the Milwaukee County Parks Department, historic aerial maps, and WisDOT's Bridge Inventory.

The following text describes the Parkway in greater detail in segments beginning at the northern terminus.

Good Hope Road to West Green Tree Road

The north end of the Parkway begins at the south side of Good Hope Road in the city of Glendale. Land between the river and the Drive is predominantly covered with mixed-age deciduous trees and shrubby undergrowth. A paved path follows along the east side of the Drive. Residential properties consisting of c.1950 and c.1960 Ranch-style houses front the west side of the Drive (they are located outside the nominated boundary). An open grassy area that serves as a soccer field is located on the east side of the Drive near the intersection with West Green Tree Road.

Green Tree Road to Chicago & North Western/Union Pacific (C&NW/UP) Railroad Bridge (Kletzsch Park)

This segment of the Parkway is relatively level with some rolling hills and is dominated by Kletzsch Park (contributing), which was acquired by Milwaukee County between 1918 and 1934. All of Kletzsch Park is encompassed within the Parkway boundary. The park is roughly bound by North Green Bay Avenue/State Trunk Highway (STH) 57 on the west, the C&NW Railroad corridor on the south, the Milwaukee River on the east, and Green Tree Road on the north. Vegetation throughout the park includes a mixture of coniferous and deciduous trees arranged in asymmetrical groupings to create clearings and shaded areas. Within Kletzsch Park, the Milwaukee River lies to the east of the Drive and is obscured from view by mature trees and scrubby

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underbrush. The Drive gently curves through the center of the park and pendant lights line the west side of the Drive, while a paved path mirrors the Drive to the east.

Shortly after the Drive enters the park, it intersects with a side road that provides access to athletic fields and parking areas to the east. A 1951 baseball diamond (contributing) with bleachers and an associated parking area are located on the north side of the road, and an open grassy area on the south side is designated as a picnic area. As the side road continues east, it crosses a c.1935 stone culvert (contributing) before arriving at large paved parking area, with open areas used as soccer fields, and a service building. The c.1932 bathhouse with restroom facilities (contributing) is of frame construction, rectangular in plan, clad in clapboard, and rests on a concrete pad. It has a low-pitched hip roof with overhanging eaves and a simple cornice, fixed light windows, and separate men's and women's rooms at the corners of the northwest facade.

As the Drive continues south through the park, land on the west side becomes hilly and is covered with scrub brush. An asymmetrical clearing featuring scattered mature tree plantings and a mowed open grassy area with moveable archery targets is located south of the hill. Land on the east side of the Drive remains relatively flat and features an irregular mowed open grassy space that is designated as picnic area and includes a non-permanent volleyball net. A small line of deciduous trees separates the picnic area from another mowed grassy area that features a 1936 pavilion (contributing) with restroom facilities, office space, and a sheltered picnic area; a 1936 ashlar stone transformer building (contributing) with Swiss Chalet-inspired details; and a c.1965 frame storage shed clad in board and batten siding (noncontributing). The pavilion building is set back from the east side of the Drive and is accessed by a semi-circular drive and parking area that connects to a west/east road leading to North Green Bay Road/STH 57. The one-story, front gable building with slate shingles is constructed of ashlar stone. The building is oriented west/east with the front (west) facade facing the Drive, while the rear (east) elevation overlooks the Milwaukee River. The building has an irregular plan with one-story gable wings on the side (north and south) elevations. A one-story, gable portion on the north elevation is a replica of a historic hand hewn log structure. The building displays decorative elements associated with the Swiss Chalet architectural style, such as overhanging eaves supported by decorative knee braces, exposed rafters, and decorative stickwork in the gable ends. Windows are a combination of multi-light double-hung sash and multi-light casements flanked by decorative wood shutters; however, some windows on the rear (east) elevation have been covered with wood. The side (south) elevation features a prominent interior stone chimney. The rear elevation features a sheltered picnic area that overlooks the Milwaukee River. Paired, squared wood posts support the gable roof, which displays similar Swiss architectural details as the front facade. The interior of the building consists of office spaces, restrooms, and a community room with a

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Milwaukee River Parkway
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fireplace. As a whole, the interior appears to remain fairly intact and retains decorative woodwork reminiscent of the Swiss style.

A paved pedestrian path extends northeast from the pavilion into a wooded area, where a series of limestone steps lead to a c.1990 wood pedestrian bridge (noncontributing) that spans a ravine near the Milwaukee River. An earthen pedestrian path continues north along the bank of the Milwaukee River and ends at the picnic area on the south side of the access road near the park entrance.

A modern playground, non-permanent volleyball court, and picnic area are located in a clearing south of the pavilion. A large, mowed, grassy area on the west side of the Drive features three c.1936 baseball diamonds with bleachers (contributing) and a soccer field. A paved parking area is located off the west side of the Drive, east of the athletic fields.

A reinforced concrete dam (contributing) faced with fieldstone was constructed by the Civilian Conservation Corps (CCC) in 1935 across the Milwaukee River north of a small island near the south end of Kletzsch Park. A stone retaining wall and c.1935 limestone culvert (contributing) are located along the west bank of the river near the dam. Further south, a 1928 deck truss railroad bridge with plate girder approach spans (contributing) constructed by the American Bridge Company carries the C&NW/UP Railroad over the Milwaukee River and the Drive.

C&NW/UP Railroad Bridge to West Silver Spring Drive

Land located south of Kletzsch Park between the C&NW Railroad corridor and West Silver Spring Drive was developed by the Park Commission in the mid-twentieth century. Land at the northern terminus of this segment features a large asymmetrical open grassy area that functions as a soccer field west of the Drive. Land east of the Drive features an asymmetrical clearing with a paved pedestrian path that terminates at West Bender Road and a dense group of mature trees obscure the Milwaukee River. As the Parkway continues south of West Bender Road, it moves away from the Milwaukee River, which features a wide bend with an area of residential development that separates the Drive from the river and follows the Drive south across the landscape. The Drive in this segment gently winds across level terrain in an area dominated by c.1950s and c.1960s Ranch-style residential properties and municipal development. The landscape south of West Bender Road east of the Drive is dominated by mature trees and scrubby undergrowth and a small clearing located south of the wooded area functions as a soccer field.

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Milwaukee County, Wisconsin

Unlike other portions of the Drive, in the segment between West Bender Road and West Silver Spring Drive, the Drive divides and is separated by mowed grass medians with mature trees. As the Drive continues south through the densely populated residential neighborhoods of the city of Glendale, cross streets intersect to provide residential traffic access to north- and south-bound traffic along the Drive. In 2010 the Drive in this segment was repaved and pendant lights remain in place. Both sides of the Drive come together at the Silver Spring Drive to become one road.

West Silver Spring Drive to Lincoln Park

This segment of the Parkway continues south along the Drive, which follows the west side of the Milwaukee River. Pendant lights and a paved pedestrian path mirror the Drive on the east. The historic boundary in this segment corresponds with the west edge of pavement along the Drive and the west bank of the Milwaukee River on the east to encompass county-owned land. Residential properties consisting of c.1950 and c.1960 Ranch and Split-level houses fronting the Drive are excluded from the historic boundary. The terrain is nearly level and vegetation is restricted to the land located between the east side of the Drive and the west bank of the river, which is comprised of dense plantings of mature deciduous trees and shrubby undergrowth that obscures the view of the Milwaukee River.

The C&NW Railroad corridor intersects the Parkway at the north edge of Lincoln Park. A 1951, four-span, plate girder bridge (P-40-541, contributing) carries the corridor over the Milwaukee River, while a c.1930, two-span, concrete box girder bridge (contributing) carries the corridor over the Drive. From here, the west side of the historic boundary continues south along the back edge of pavement before it turns and continues east to the west bank of the Milwaukee River. Once at the river, the boundary turns and follows the west bank south to intersect with the northern boundary of Lincoln Park. The east edge of the historic boundary south of the railroad bridge over the Milwaukee River intersects with Lincoln Park on the east side of the river.

Lincoln Park to West Glendale Road (I-43) (Lincoln Park and Lincoln Park Golf Course)

This segment of the Parkway features gently rolling hills and is dominated by Lincoln Park (contributing), which was acquired by the City of Milwaukee in 1907 and was later transferred to Milwaukee County. Vegetation throughout the park includes a mixture of deciduous and coniferous trees arranged in asymmetrical groupings to create clearings and open areas. Lincoln Park spans both sides of the Milwaukee River and generally follows the original plans outlined by the County Park Commission. The Drive loosely follows the Milwaukee River as it meanders south then east through the park. A mix of modern and pendant light standards

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hang from wood utility poles along this stretch of the Drive. A series of paved pedestrian paths wind through the park and connect picnic areas, athletic fields, and modern playgrounds.

In 1933 and 1934, Civil Works Administration (CWA) labor relocated the Milwaukee River in Lincoln Park by excavating a new channel for flood control and constructed four islands to divert the water. As a whole the islands are dominated by natural vegetation, including mixed-age trees and shrubby undergrowth, and lack buildings and recreation areas. In 1937 a city-administered Works Progress Administration (WPA) project continued the rerouting of the Milwaukee River at Lincoln Park to eliminate horseshoe bends that frequently caused ice jams during the spring thaw. From 1933 to 1940 CWA, CCC, and WPA labor removed a six-foot rock bed from the Milwaukee River to better enable the flow of water. As a result, the Milwaukee River enters the park from the north and flows south around the islands where it joins with Lincoln Creek then turns east to exit the park. The route of the Milwaukee River essentially divides Lincoln Park into west and east halves. The west half of the park is comprised of picnic areas, modern playgrounds, athletic fields, and other recreation-related amenities, such as Henry Aaron Field, Blatz Pavilion, David F. Schulz Aquatic Center. The east half of the park is dominated by the Lincoln Park Golf Course.

All of Lincoln Park is encompassed within the Parkway boundary, which is roughly bound by North Green Bay Avenue/STH 57 on the west, West Glendale Avenue and the Milwaukee River on the south, Lincoln Park Golf Course and Interstate 43 (I-43) on the east, the C&NW Railroad corridor on the northeast, and West Lawn Avenue on the north. The northern, western, eastern, and a portion of the southern boundary of the Park coincide with the parcel lines delineating county-owned land, while the remainder of the southern boundary roughly follows the north bank of the Milwaukee River.

As the Drive enters Lincoln Park from the north it passes through a cluster of mixed-age deciduous trees. A paved drive leading to two buildings and two TV towers intersects with the Drive on the west. The c.1955 brick service building (contributing) and c.2000 TV tower (noncontributing) are set back from the Drive and are shielded by a dense grouping of deciduous trees. The one-story brick service building has an irregular plan, a flat roof with an interior brick chimney, and multi-light windows. A metal chain link fence at the rear of the building encloses a small mowed yard that includes satellite dishes, solar panels, and the TV tower. A c.2000 one-story concrete block utility building (noncontributing) with a flat roof and a c.2000 TV tower (noncontributing) are located on the east bank of Lincoln Creek west of the service building. A c.2000 metal single lane vehicular bridge (noncontributing) spans Lincoln Creek to provide access to the building and the associated tower from the west. The complex is secured by a tall metal chain link fence.

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Two bridges carry the Drive over the largest island: a 2010, single-span, concrete girder with form-lined stone treatment (B-40-748, noncontributing), and a 2008, three-span, concrete girder with form-lined stone treatment (B-40-710, noncontributing). The island features open grassy areas interspersed with mature tree plantings, picnic areas, a soccer field, and a c.1940 concrete fishing pier (contributing) constructed by the WPA that extends into the river channel on the west side of the island. After crossing the river, the Drive intersects with West Hampton Avenue, which travels west/east. As the Drive continues concurrent with West Hampton Avenue it cross the Milwaukee River via a c.2000, four-span, concrete girder bridge with a decorative metal railing (P-40-750, noncontributing).

Land west of the Milwaukee River is bound by North Green Bay Avenue on the west and West Hampton Avenue on the south. This narrow area of park land features soccer fields, a non-permanent volleyball court, c.1979 picnic shelter with restroom facilities (noncontributing), c.1970 tennis court (noncontributing), and paved parking lots and pedestrian paths. The picnic shelter has a T-shaped plan with shelter for picnic tables and restroom facilities sheathed in board and batten siding. It has a gable roof with overhanging eaves supported by simple wood brackets.

The portion of Lincoln Park located on the south side of West Hampton Avenue includes parking areas, athletic fields, a modern playground, Henry Aaron Field, a former swimming pool complex, the David F. Schulz Aquatic Center, and the Emil Blatz Pavilion. The terrain in this area is flat and open with small groupings of mature trees. A large open area originally featured three informal baseball diamonds. One of the diamonds was demolished during the construction of the aquatic center; however, the other two diamonds located in the northwest and southwest corners are extant. A non-permanent football field with goal posts is also located in the same area.

Henry Aaron Field is located south of the ball fields and includes a 1951 baseball diamond (contributing) with bleachers, 1951 concession building (contributing), 1987 announcer's booth (noncontributing), and two c.2005 dugouts (noncontributing), as well as a scoreboard and lighting. The brick concession building is a simple rectangular structure with flat roof and overhanging eaves. The front (south) facade features ashlar veneer and two service bays with replacement overhead garage doors. The announcer's booth is a small elevated building located on the north side of the ball diamond and is accessed by a series of wood steps. It is clad in board and batten siding with a flat roof. Concrete block dugouts with flat roofs are located along the north and east sides of the ball field.

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A 1963 swimming pool and associated 1963 bathhouse located east of Henry Aaron Field are nonextant. The swimming pool was filled in re-sodded and the bathhouse was demolished in 2008.² The service yard, located immediately adjacent to the east side of the swimming complex, was constructed c.2000. It is enclosed with a chain-link fence and features a single c.1996 maintenance/service pole building (noncontributing) with a rectangular plan, low-pitched gable roof, and three overhead garage doors on the north elevation. A large paved parking lot is located to the south of the former swimming complex.

The Emil Blatz Pavilion (contributing) was constructed north of Henry Aaron Field on the west bank of the Milwaukee River in 1954. The building was designed by Fitzhugh Scott Jr., a Milwaukee architect. The ashlar stone and brick building was built into a slight hill on the west bank of the Milwaukee River. The front (west) elevation faces the newly constructed David F. Schulz Aquatic Center and the rear (east) elevation overlooks the Milwaukee River. The side gable building has a rectangular plan with paired gable projections on the front (west) and rear (east) elevations. A recessed entryway with double glass entrance doors is located in the projecting gable at the northwest corner of the building on the front facade. The building has board and batten siding in the gable ends, two prominent ashlar stone exterior chimneys, and a second story balcony on the rear elevation. The rear elevation features an exposed basement level that is integrated into the landscape design along the river. A level mowed grass terrace extends from the east elevation that features paved pedestrian paths and stone stairs that lead down the bank of the Milwaukee River, which has been reinforced with a stone retaining wall and bulkheads. An overlook located north of the pavilion provides visitors a scenic view of the river and surrounding landscape.

The David F. Schulz Aquatic Center, located west of the Emil Blatz Pavilion, was constructed in 2008. It consists of an admissions building, bathhouse, and swimming pool with a waterslide. The admissions building (noncontributing) is a cross gable building clad in board and batten siding and brick veneer. A canvas awning shelters the service window on the front (north) facade. The bathhouse (noncontributing) is located west of the admissions building. The central side gable building features gable projections on the north and south elevations and flat roof wing with changing rooms on the side (west and east) elevations. The building is clad in a combination of board and batten siding and ashlar stone veneer that complements the adjacent Emil Blatz Pavilion. Windows are a combination of fixed and fixed clerestory. The swimming pool (noncontributing) is located south of the bathhouse and features a waterslide.

² According to Milwaukee County records, the swimming pool and bathhouse were demolished in 2008.

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A c.2005 abstract sculpture (noncontributing) is situated in an open mowed grassy area on the north side of the Drive west of the Milwaukee River.

Lincoln Park Golf Course

The Lincoln Park Golf Course (contributing) is located on the east side of the Milwaukee River within Lincoln Park. The six-hole golf course opened to the public in 1916. Three additional holes were added to the course the following year. As a designed landscape, the golf course features rolling topography, water hazards, sand traps, small hip roof shelters, and planned groupings of deciduous trees and shrubs.

The 1967 Terrance L. Pitts Golf Clubhouse (noncontributing) and associated parking area with service yard are located north of the Drive. Paved paths lead from the parking lot to clubhouse, which is situated on a small hill overlooking the golf course. The one-story building has a rectangular plan and rests on a concrete foundation. The building is sheathed in brick and features a gable roof with wide overhanging eaves supported by decorative brackets and board and batten is located in the gable ends. Windows are a combination of original casements, fixed with awnings below, and replacement one-over-one, double-hung sash. A flagpole is located east of the clubhouse.

A c.1952 comfort station (contributing) is situated west of the clubhouse near the east bank of the river and hidden from the golf course by a grouping of mature trees. The one-story, side gable building is rectangular in plan, clad in ashlar stone, and rests on a concrete foundation. It features a simple wood cornice, multi-light windows, and simple wood entrance doors. A c.1965 concrete culvert (C-40-26-58, noncontributing) with a wood railing is located north of the storage building on the east bank of the river. A brick c.1965 storage building (noncontributing) located adjacent to the east bank of the river, is obscured from the golf course by trees and scrubby undergrowth. Situated near the north end of the golf course, the building is rectangular in plan and has a front gable roof with overhanging eaves and is accessed by hinged double doors. A service yard composed of three maintenance/storage buildings is located on the east end of the parking lot and is enclosed by a metal fence. The c.1963 brick maintenance building (noncontributing) features architectural details that complement the clubhouse, such as wide overhanging eaves supported by decorative brackets and board and batten siding in the gable ends. Two other frame storage sheds (noncontributing) constructed c.1970 and c.1980 are located east of the maintenance building.

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As the Drive exits Lincoln Park, the north side roughly follows the north bank of the Milwaukee River. At the east side of the park boundary, the Drive becomes four lanes and is divided by a mowed grassy island. From here, the Parkway boundary shifts to encompass the land between the back edge of pavement on the south side of the roadway and the Milwaukee River as the Parkway continues east under a modern bridge that carries I-43 bridge over the Parkway.³ Land under the bridges retains the overall sense and feel of the Parkway as it links Lincoln Park to the west with Estabrook Park to the east. The terrain is relatively level with mixed-age deciduous trees and shrubby undergrowth that follows the river into Estabrook Park.

West Hampton Avenue to West Capitol Drive (Estabrook Park)

This segment of the Parkway is dominated by Estabrook Park (contributing), which was acquired between 1916 and 1931. For the most part the Parkway boundary in this segment coincides with railroad right-of-way on the north/east and the north/west bank of the Milwaukee River. The topography is relatively level with some gently rolling hills. Vegetation throughout the park is comprised of mixed-age deciduous and coniferous trees arranged in asymmetrical groupings to create clearings and shaded areas. The park spans the north and south sides of the Drive, which was constructed between 1929 and 1930 and called Estabrook Drive. Pendant lights hang from utility poles along the north side of the Drive. Paved pedestrian paths wind through the park connecting athletic fields, picnic areas, modern playgrounds, scenic overlooks, and a dog exercise area.

The west end of Estabrook Park features an asymmetrical mowed grassy area that functions as a soccer field and a c.2000, single-span, pedestrian bridge with wood railing (noncontributing) that spans a ravine. A comfort station (contributing) built in 1952 is located east of the pedestrian bridge. It is rectangular in plan and constructed of limestone. The side gable roof is covered with asphalt shingles and has a simple wood cornice, hinged wood entrance doors, and fixed windows.

Within Estabrook Park, the Milwaukee River lies to the south of the Drive. Shortly after entering the park, a side road leading to a parking lot near the bank of the Milwaukee River intersects with the Drive from the south. A c.2000, single-span, pedestrian bridge (noncontributing) with wood deck and railing carries pedestrian traffic over the side road that leads to a parking lot near the river.

A concrete dam (contributing) was constructed in the river by the CCC between 1933 and 1936. The dam connects the east bank of the Milwaukee River and an island in the center of the river. A limestone spillway

³ Because the modern bridge spans the Parkway, it was not included in the resource count.

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(contributing) was built between 1933 and 1936 and is located immediately west of the dam and connects the island with the west bank of the Milwaukee River. A series of pylons known as "dragon teeth" (contributing) were added north of the dam and spillway c.1955 to help protect the structure from debris and ice chunks.⁴ A c.1936 concrete utility building (contributing) with metal railing at the top, likely associated with the dam, was built into a small hill immediately adjacent to the dam on the east bank of the river. It is accessed by a wood door on the south elevation.

The Drive roughly follows the Milwaukee River as it travels through Estabrook Park, and is separated from the river to the south by mature tree plantings and a soccer field and Frisbee golf stations before reaching a large paved parking lot. The parking lot is located near a modern playground, comfort station, scenic overlook, pedestrian bridge, soccer field, baseball diamond, and tennis court.

The playground is located in a clearing near the east bank of the Milwaukee River. The c.2000, single-span, pedestrian bridge (noncontributing) with wood deck and railing carries pedestrian traffic over a ravine west of the playground. The comfort station (contributing) is situated south of the playground overlooking the river. The comfort station, constructed c.1937, features a sheltered picnic area, restrooms, and an interior gathering space. The building has an irregular footprint and is clad in a combination of ashlar stone, stucco, and decorative half-timbering. The gable roof features an interior stone chimney and extends over a concrete pad sheltering picnic tables on the north and west elevations. A service window is located on north elevation. A gable portico shelters an entrance to the building on the west elevation and a one-story side gable wing with restroom facilities is located on the east elevation. The building displays decorative details reminiscent of the Tudor Revival style, such as decorative half-timbering, paired multi-light casement windows, prominent chimney, and patterned stickwork.

A scenic overlook is located west of the picnic shelter on the east bank of the Milwaukee River. The overlook is comprised of a limestone platform with a wood railing and steps that lead down to the river and a natural waterfall. A large mowed open grassy area featuring a c.1935 baseball diamond (contributing) with bleachers and c.1960 tennis court (contributing), which has been converted into an in-line hockey rink, are located east of the picnic shelter. An abandoned railroad corridor and dog exercise area is separated from the athletic fields to the north by a line of mature trees that corresponds to the north side of the remaining railroad tracks. The railroad bridge spanning the Milwaukee River was removed c.1995. Land designated as a dog exercise area is

⁴ Milwaukee County First, "Estabrook Dam," <http://milwaukeecountyfirst.com/?p=234> (accessed 16 April 2011)

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comprised of an asymmetrical clearing with a mowed grassy area that features wooden benches and scattered tree plantings that is enclosed by a chain-link fence. A paved pedestrian path extends south from the parking lot near the athletic fields past the dog exercise area it crosses a c.1965 concrete pedestrian bridge (noncontributing) with metal railing that spans a marshy area east of the dog exercise area.

A lagoon located on the opposite side of the Drive, east of the baseball diamond, was completed with relief labor between 1931 and 1932. A paved pedestrian path encircles the lagoon and a c.1980 single span pedestrian bridge (noncontributing) with wood deck carries the path over a stream at the north end of the lagoon.

A c.1937 combination comfort station/service building is located in a clearing south of the lagoon. The one-story stone building has an L-shaped plan and decorative details reminiscent of the Tudor Revival style, including stucco and half-timbering in the gable portico and projecting gable on the front (west) facade, multi-light windows, and prominent interior stone chimney. Remaining windows are glass block. Five service bays with overhead garage doors are located on the rear (east) elevation. A 1954, one-story, flat roof addition is attached to the east (rear). It is clad in ashlar stone with multi-light windows and two service bays on the south elevation. A large paved parking lot is located southeast of the combination comfort station/service building.

A modern playground is located in an asymmetrical clearing on the west side of the Drive across from the combination comfort station/service building and parking lot. A c.1940 pedestrian underpass (C-858-38, contributing) is located south of the playground. It is clad in ashlar stone veneer and provides passage under the Drive and aligns with another underpass further east under the former railroad corridor located outside the Parkway boundary.

As the Drive nears the southern terminus of the Parkway, it passes through an area of dense vegetation before opening into a large clearing with a soccer field to the west and small pockets of asymmetrical clearings to the east. A non-permanent volleyball court is located south of the soccer field on the west side of the Drive. A c.1938 comfort station with restroom facilities (contributing) is located south of the volleyball court. The building has a T-shaped plan is clad in ashlar stone with an intersecting gable roof and large interior ashlar stone chimney. Windows are four-over-four, double-hung sash; however, some openings have been covered with plywood. The building is accessed by wood panel doors with decorative metal details. A c.1970 pedestrian bridge (noncontributing) carries the paved pedestrian path over a small ravine south of the comfort station. The three-span concrete bridge features decorative details on the side (west and east) elevations and simple railing.

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The Benjamin Church House (contributing), also known as the Kilbourntown House, is located on the east side of the Drive across from the soccer field near the southern terminus of the Parkway. The house was moved to Estabrook Park by the WPA in 1938 and was restored as a museum.⁵ This one-story Greek Revival house was built in 1844. It is of frame construction, clad in clapboard, and has a low-pitched hip roof with two interior chimneys. Two one-story hip roof wings are located on the side (north and south) elevations. The house features classical columns on the front (west) facade, a simple architrave, and clerestory and multi-light windows. The Benjamin Church House was individually listed in the National Register in 1972. A paved parking lot is located south of the Benjamin Church/Kilbourntown House.

⁵ Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive* (Milwaukee, Wis.: Court House, 1951), 69; "Milwaukee County, Registry Number 406981," in *Works Progress Administration Project Card File Record* (N.p.: 1938), n.p.

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Milwaukee River Parkway Statement of Significance

The Milwaukee River Parkway, including the associated Kletzsch Park, Lincoln Park, Lincoln Park Golf Course, and Estabrook Park, meets National Register *Criterion A: Community Planning and Development* and *Criterion C: Landscape Architecture*. The Parkway, parks, and golf course are significant as components of the Milwaukee County Parkway System, which was largely constructed under Depression-era federal work relief efforts. The Parkway was designed as a component of a large chain of parkways that encircled Milwaukee County, and it is largely comprised of component parks, including Kletzsch Park, Lincoln Park, and Estabrook Park. It is largely intact and the original design intention of the parkway plan is clearly visible. As such, it is a good representative example of the park and parkway property type and the period of design and construction. The period of significance extends from 1927, when implementation in Estabrook Park began, to 1960, which coincides with the National Register's 50-year cutoff. Several resources within the historic district predate the period of significance. This reflects the original parkway system plan's intent to connect existing parks into the larger parkway system.

The Parkway is one of nine parkways established between 1923 and 1960 addressed in the Multiple Property Document (MPD) *Milwaukee County Parkway System*. As such, the Parkway is linked to the historic contexts of "Community Planning and Development in Milwaukee County, 1933-1942;" "Federal Work Relief Programs in Milwaukee County, 1933-1942;" and "Landscape Architecture in the Milwaukee County Parkway System, 1923-1960," as outlined in the MPD. In particular, the Parkway has a rich history associated with the federal work relief programs of the Depression era, as it was implemented with labor from several programs.

History of the Milwaukee County Parkway System

Charles B. Whitnall's tentative study in 1923 for the Milwaukee County Parkway System illustrated the planned site of the Milwaukee River Parkway within the context of a series of parkways in metropolitan Milwaukee. The individual parkways would follow the Milwaukee, Menomonee, Kinnickinnic, and Root Rivers; Honey, Lincoln, Oak, and Underwood Creeks; and the Lake Michigan shore line, thus resulting in two "necklaces of green" encircling the county.⁶ The Parkway was designed to connect three preexisting tracts of parkland: Kletzsch Park on the north, which was then undeveloped potential parkland; Lincoln

⁶ See plans in Milwaukee County Regional Planning Department, *The First Plans for a Parkway System for Milwaukee County: Illustrations from First Annual Report* (Milwaukee, Wis.: Milwaukee County Regional Planning Department, 1924), n.p.

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Park, which was initially developed by the City of Milwaukee; and Estabrook Park on the south, which was largely unimproved by the county until 1928. The Parkway was also envisioned to extend from the southern terminus at West Capitol Drive to the county's northern boundary and to connect with Lincoln Parkway (formerly Mud Creek Parkway) at the west end of Lincoln Park.

Although part of the broader county-wide plan from the earliest iteration, the County Park Department only published plans for the Parkway through Lincoln Park in 1924 and Estabrook Park in 1926. Land acquisition for the first segment of Parkway did not occur until 1933. Unlike other county parkways and parks, the City of Milwaukee maintained Lincoln Park until it was transferred to Milwaukee County in January 1937 as part of a park consolidation program. Therefore, the City Park Board oversaw some of the initial construction and planning, and the City of Milwaukee Bureau of Public Works administered federal funding for park implementation during the Depression era.⁷

Whitnall conceived the Milwaukee County Parkway System as an escape for the average person from the congestion and pollution of the city. His intention was to "preserve or conserve the bounties of nature for the benefit of the people."⁸ In addition to this social benefit, other pragmatic benefits ultimately justified the creation of the Parkway System. Flooding, having long been a concern along the rivers flowing through Milwaukee, could be addressed by creating the Parkway along flood plains, and utilizing trees and river alterations to reduce the risk for floods could lessen the severity of flooding. While Whitnall provided the concept and motivation to create the Parkway System, Alfred Boerner provided the designs. Boerner served as landscape architect in the Milwaukee Regional Planning Department from 1926 through 1952, and in that time he implemented the plans proposed by Whitnall in a manner that was sensitive to existing topography and natural features, utilizing water as a focal point in many of his designs.⁹

⁷ *Chronology of Transfers of Other Public Lands to County Park Commission Jurisdiction, 11/1/77*. Available at Milwaukee County Historical Society Manuscripts Collection, Histories General Park Descriptions, Miscellaneous Folder, Milwaukee, Wis.

⁸ Charles B. Whitnall, "Report on the Milwaukee Metropolitan Park Commission," ([Milwaukee, Wis.]: n.d.), 8.

⁹ Mead & Hunt, Inc., *Milwaukee County Parkway System* (Washington, D.C.: National Register of Historic Places, National Park Service), E-17.

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Development of the Milwaukee River Parkway

Whitnall's early vision for the Milwaukee County Parkway System included portions of the Milwaukee River Parkway, which would extend from West Capitol Drive to the northern border of Milwaukee County. The first and only published plan for the Parkway followed the Milwaukee River from Estabrook Park north through Lincoln Park to North Green Bay Road, and was published in the *First Annual Report* of 1924. This preliminary plan included curvilinear drives and three islands in the Milwaukee River, which were not implemented as planned. The earliest implementation of the Parkway was completed within the associated parks (Kletzsch Park, Lincoln Park, and Estabrook Park), which largely comprise the segment of Parkway covered in this nomination. While roads were constructed within each park unit, work on the Milwaukee River Parkway Drive, which links each of the three parks, post-dates much of the associated park development.

The northernmost segment of the Drive, between West Good Hope Road on the north and the northern boundary of Kletzsch Park (West Green Tree Road), was acquired by the County in 1949.¹⁰ Although under County ownership, a review of historic aerial photographs identifies that construction of the Drive did not occur until after 1963.¹¹ Prior to construction of the drive, this segment included undeveloped wooded and open areas along the river. Although the segment of Drive south of Kletzsch Park extending to West Bender Road is not mentioned specifically in the County's annual reports, a review of aerial photographs suggests that this portion of the Drive was constructed between 1937 and 1956.¹² The segment of Drive between West Bender Road on the north and West Silver Spring Drive on the south, located between Lincoln Park and Kletzsch Park, was not acquired until 1935 and 1936, and even then little was spent on improving the land at that time.¹³ Statistics provided in the 1937-1950 County Park Commission's report suggest that the Drive improvements were completed in 1949 in this location. Work

¹⁰ *Minutes of the Milwaukee County Park Commission, 1949*, ([Milwaukee, Wis.]: Milwaukee County Park Commission), 4848.

¹¹ Milwaukee County, *Aerial Photographs 1937, 1956, 1963, 1995*, available at <http://www.maps.milwaukeecounty.org> (accessed 17 May 2011).

¹² Milwaukee County, *Aerial Photographs 1937, 1956, 1963, 1995*, available at <http://www.maps.milwaukeecounty.org> (accessed 17 May 2011).

¹³ Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 83.

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on the Drive south of West Silver Spring Drive to the C&NW Railroad right-of-way began in 1950.¹⁴ In 1951 the grade separation structure under the C&NW Railroad line was largely completed.¹⁵ Generally, the Drive between West Silver Spring Drive and the northern boundary of Lincoln Park was finished by 1953, when the shoulders were graded and seeded, and between 1954 and 1955 a pedestrian path was added to the east side of the Drive in this location.¹⁶

Associated Parks

Much of the landscape and structural improvements in Kletzsch Park, Lincoln Park, and Estabrook Park were the result of work-relief labor during the Depression era. Prior to the availability of federal financial assistance, Milwaukee County operated its own work relief system in 1931 and 1932 through the Department of Outdoor Relief (DOR).¹⁷ The first federal funds available to park programs in Milwaukee County were appropriated in 1933, after the CCC was created.¹⁸ By the end of the year, three CCC camps were located in Milwaukee in Sheridan and Whitnall Parks and along the Honey Creek Parkway. Eventually, another CCC camp was established along the Honey Creek Parkway and additional camps were established at Estabrook and Kletzsch Parks.¹⁹ Much of the CCC labor was used for parkway development, river improvement, and erosion and flood prevention. Other work relief programs that were active in the Parkway System included the WPA, CWA, and National Youth Administration (NYA).

¹⁴ Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 114-115.

¹⁵ Milwaukee County Park Commission, *1951 Annual Report of the Activities of Milwaukee County Park Commission*, ([Milwaukee, Wis.]: 1951), 20.

¹⁶ Milwaukee County Park Commission, *1953 Annual Report of the Activities of Milwaukee County Park Commission*, ([Milwaukee, Wis.]: 1953), 42; Milwaukee County Park Commission, *Biennial Report, 1954-1955*, ([Milwaukee, Wis.]: 1955), 37.

¹⁷ Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 66.

¹⁸ Harry H. Anderson, "Recreation Entertainment, and Open Space: Park Traditions in Milwaukee County," in *Trading Post to Metropolis: Milwaukee County's First 150 Years*, edited by Ralph M. Aderman (Milwaukee, Wis.: Milwaukee County Historical Society, 1987), 293.

¹⁹ Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 69-71.

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Specific projects completed by these work-relief programs are discussed below in the histories of each associated park.

Kletzsch Park (Blatz Park)

Milwaukee County acquired Kletzsch Park between 1918 and 1934. The County Park Commission's annual reports from 1926 and 1927 indicate that this area was originally comprised of the 35-acre Blatz Farm and a 45-acre tract of land known as the Pierron Tract. Located approximately one mile north of Lincoln Park, the county acquired these tracts "for the purpose of preserving that portion of the river valley for future development and use, and both will amplify the Parkway when the northern portion is developed."²⁰ Moreover, the county envisioned that these two parcels, which featured wooded river banks, would form "one of the finest picnic parks in the County."²¹ By 1928 the two tracts of land (Blatz Farm and Pierron Tract) were referred to in annual reports as Blatz Park. The park featured shade trees and open space suitable for athletic fields and playgrounds. However, little was spent on improving this park during 1928.²² Between 1929 and 1930, an additional 15-acre tract of land, known as the Jaeger Tract, was acquired to unify the park and connect the original Blatz Farm and Pierron Tract. This addition provided Blatz Park with continuous river frontage.

During the 1929-1930 biennial, a park-related dwelling and garage (nonextant) at the entrance to the park on North Green Bay Avenue were painted, a bridge was constructed across the creek (nonextant), and three comfort stations (nonextant) were constructed. Notably, the historic house and garage near the intersection of North Green Bay Avenue and the east-west oriented entrance drive to the park appear to have been used as work-relief housing, in conjunction with a collection of temporary structures. The housing was removed following work-relief efforts in 1938, and the 1956 aerial photograph illustrates the absence of housing near North Green Bay Avenue in this location.²³ Additionally, between 1929 and 1930 a park

²⁰ Milwaukee County Park Commission, *Annual Report for the year 1926* (Milwaukee, Wis.: Park Commission, 1927), 17.

²¹ Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Annual Report for the Year 1927* (Milwaukee, Wis.: Milwaukee County Regional Planning Department, 1928), 8.

²² Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Annual Report for the year 1928* (Milwaukee Wis.: Milwaukee County Regional Planning Department, 1929), 23, 60.

²³ Milwaukee County, *Aerial Photographs 1937, 1956, 1963, 1995*, available at <http://www.maps.milwaukeecounty.org> (accessed 17 May 2011).

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drive was constructed and baseball diamonds were laid out. The southernmost collection of extant baseball diamonds, located immediately south of the entrance drive at North Green Bay Avenue, were begun at this time. An aerial photograph from 1937 identifies the location of the southernmost sandlot and adequate open space for the two northernmost diamonds in this parcel. Park furnishings, such as benches and tables, were placed along the bank of the river and in shady portions of the park to accommodate the park's active picnic usage between 1929 and 1930.²⁴

Beginning in the 1931-1932 biennium, the park became known as the Alvin P. Kletzsch Park, and the County Park Commission developed plans for establishing a beach on the east bank of the peninsula, located within the river's S-curve. The beach is no longer extant and is now tree-lined. During the biennium, the river was widened and a semi-circular beach measuring nearly 1,000 feet in length was developed. The river was also dredged to provide a diving depth of 12 feet at the upper end of the beach. In addition to the considerable river work during this period, Milwaukee County DOR laborers also erected a temporary timber foot bridge across the mill race in the park (nonextant). Other early work-relief efforts in Kletzsch Park included landscaping and the construction of a bathhouse along the Milwaukee River swimming beach in the park. The frame bathhouse featured dressing wings to serve the many anticipated bathers. This structure, located near the center of the peninsula, is extant, although it was remodeled in 1941.²⁵

Between 1933 and 1936 a new park pavilion with Swiss chalet architectural features was built atop the bluff and near the center of Kletzsch Park's picnic area, located to the east of the semicircular entrance drive accessed by North Green Bay Avenue. At this time, CCC labor, which resided in the park from May through November 1935, landscaped Kletzsch Park and constructed a limestone-faced dam. The dam was constructed of reinforced concrete with irregular stone facing, and as a result, water falling over the stone appeared as a natural waterfall.²⁶ By 1936 the park included a bathhouse, discussed above (extant);

²⁴ Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Biennial Report 1929 and 1930*, 19-20.

²⁵ Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Biennial Report: 1931-1932*, 17, 19, 21, 35.

²⁶ Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 55-56.

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comfort station (nonextant); Swiss chalet-style pavilion, discussed above (extant); dwelling and garage, discussed above (nonextant); refectory stand (nonextant); and three miscellaneous buildings (nonextant) within its 103 acres. Moreover, Kletzsch Park offered provisions for football, baseball, skating, hockey, tobogganing, picnicking, horseshoes, softball, volleyball, boating, hiking, and swimming, many of which are still extant.²⁷ During the 1940s and 1950s, work within Kletzsch Park, like many of the parks and parkways, was largely related to the provision of recreational facilities, such as baseball diamonds.

Lincoln Park

The City of Milwaukee acquired the land for Lincoln Park (originally known as Evergreen Park) in 1907, and transferred it to Milwaukee County in 1937 as part of the park consolidation program. Historically, Lincoln Park was home to a four-acre tree nursery with 32,000 small trees of numerous types, including butternut, black walnut, red oak, American elm, American beech, Norway spruce, and a number of pine varieties.²⁸ Early work in Lincoln Park included the 1913 construction of a concrete bridge across the Milwaukee River to connect the east and west banks of the park. The bridge (nonextant) carried West Hampton Avenue and connected with North Green Bay Avenue on the west to improve the accessibility of the popular city park.²⁹ In 1917 the extensive usage of the park by picnic parties resulted in the city park commissioners requesting a \$15,000 bond issue to be used to erect a permanent picnic shelter and pavilion. Ultimately, the shelter (nonextant) was constructed in 1918, located east of the concrete bridge. This pavilion included a lower floor with lavatories, locker rooms, and dressing rooms, and an upper floor with a large rest and shelter room with kitchen facilities.³⁰ Throughout the 1920s recreational facilities were provided within Lincoln Park, including facilities for swimming and improvements to the golf course. The swimming pool and bathhouse (nonextant) were replaced with a modern recreational complex in 2008.

²⁷ Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 33.

²⁸ *Twenty-First Annual Report of the Park Commissioners of the City of Milwaukee, 1911* (Milwaukee, Wis.: Edw. Bulfin, Printer, 1913), 11-12.

²⁹ *Twenty-Third Annual Report of the Board of Park Commissioners of the City of Milwaukee, 1913* (Milwaukee, Wis.: Edw. Bulfin, Printer, 1913), 7.

³⁰ *Twenty-Seventh Annual Report of the Board of Park Commissioners of the City of Milwaukee, 1917* (Milwaukee, Wis.: Edw. Bulfin, Printer, 1917), 6-7; *Twenty-Eighth Annual Report of the Board of Park Commissioners of the City of Milwaukee, 1918* (Milwaukee, Wis.: Edw. Bulfin, Printer, 1918), 7.

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Prior to acquiring Lincoln Park in 1937 as part of the city and county park consolidation program, the County Park Commission included a preliminary plan for the park, in conjunction with a plan for the Milwaukee River Parkway, in its *First Annual Report* of 1924. The plan outlined plantings, pedestrian walks, and buildings. Major work in the park and along the river was largely completed with work relief labor. During 1933 and 1934, a large CWA project requiring nearly 2,000 laborers relocated the Milwaukee River in Lincoln Park by excavating a new channel for flood control. Historically, the Milwaukee River featured an S-curve in this location, which often caused ice jams and spring flooding. As part of the project, a large lagoon with four islands was constructed in the park. Notably, the implementation of this project differed with the preliminary 1924 plans for the Parkway in this location, which illustrated two islands. Masonry-veneered reinforced concrete bridges (nonextant, replaced in 2010 and 2011) carried the Drive over the largest island, and ultimately extended north towards Kletzsch Park. In 1937 a city-administered WPA project continued the rerouting of the Milwaukee River at Lincoln Park to eliminate horseshoe bends that frequently caused ice jams during the spring thaw. From 1933 to 1940, CWA, CCC, and WPA labor removed a six-foot rock bed from the Milwaukee River to better enable the flow of water. Excavated limestone was used to build a dam near Estabrook Park and for roads, trails, and tennis courts throughout the parkway system. In addition to the river improvement projects, a water recreation area was developed and included a fishing pier (extant).³¹

In the 1950s work in Lincoln Park was generally related to recreational activities. In 1951 a lighted baseball diamond, now known as Henry Aaron Field, was constructed in the southwest corner of the park. In 1952 work, such as grading, adding fertilizer, seeding, and sodding, continued on this field. A concession building was added at this time and asphalt walks were constructed near the field to link the recreational area to North Green Bay Avenue. Activities in 1953 included construction of a parking area in the southwest corner to serve the lighted baseball diamond and recreational area. Additionally, in 1954 the

³¹ Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 51-52; "Milwaukee County, Registry Number 342449," in *Works Progress Administration Project Card File Record* (N.p.: 1937), n.p.; Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 67, 71.; City of Milwaukee and W.P.A., *Report of Work Accomplished and Money Expended* ([Milwaukee, Wis.]), n.p.; Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 51-51; C. Beermink, "Annual Report 1940, Summary W.P.A. Project No. 8670," *Reports Made at the 1940 Annual Fall Round-Up Luncheon Meeting*, available at the Milwaukee County Park Office, Milwaukee, Wis., 11.

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ashlar stone and brick Emil Blatz Pavilion was constructed on the west bank of the Milwaukee River north of Henry Aaron Field, designed by Fitzhugh Scott Jr., a local architect. Major landscaping projects adjacent to the Blatz Pavilion were completed between 1954 and 1955.³² Following the period of significance, additional structures were constructed within the park, including a c.1979 picnic shelter near North Green Bay Avenue, a c.1987 announcer's booth to serve Henry Aaron Field, TV-related towers and utility structures, and the 2008 David F. Schulz Aquatic Center.

Lincoln Park Golf Course

Development of the Lincoln Park Golf Course was largely completed prior to the park being transferred to County ownership. City of Milwaukee reports from the period of initial development do not identify the golf course designer. In 1916 six holes of the Lincoln Park Golf Course were laid out, and in 1917 landscaping, sand traps, and bunkers were installed within the golf course. An additional three greens were developed west of the river in 1917, with adequate landscaping and hazards to establish the course as a nine-hole golf course.³³ City reports do not identify the construction of an original clubhouse; however, it is possible that the 1918 shelter (nonextant), described above, may have been used as a clubhouse in addition to a park pavilion. A review of historic aerial photographs suggests that the original layout of the golf course was altered following the re-routing of the Milwaukee River between 1937 and 1940. The easternmost fairway alignments appear to remain the same, while the westernmost alignments, nearest the river, have shifted due to the rerouting of the river.³⁴ Unfortunately, there is no additional information on golf course improvement or development in the County's annual reports following their acquisition in 1937. Nonetheless, information from Milwaukee County identifies that the clubhouse was constructed in

³² Milwaukee County Park Commission, *1951 Annual Report of the Activities of Milwaukee County Park Commission*, 20; Milwaukee County Park Commission, *1952 Annual Report of the Activities of Milwaukee County Park Commission*, 27; Milwaukee County Park Commission, *1953 Annual Report of the Activities of Milwaukee County Park Commission*, 41; Milwaukee County Park Commission, *Biennial Report, 1954-1955*, 36.

³³ *Twenty-Seventh Annual Report of the Board of Park Commissioners of the City of Milwaukee, 1917*, 6-7; *Twenty-Eighth Annual Report of the Board of Park Commissioners of the City of Milwaukee, 1918*, 7. Due to the relocation of the river, the additional three greens were eventually located on the east side of the river.

³⁴ Milwaukee County, *Aerial Photographs 1937, 1956, 1963, 1995*, Available at <http://www.maps.milwaukeecounty.org> (accessed 17 May 2011).

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1967 and maintenance sheds were added to the course between 1963 and c.1980. A comfort station, located northwest of the clubhouse, was erected in 1952.

Estabrook Park

Estabrook Park was acquired between 1916 and 1931. Although the park existed prior to the development of the Parkway System, the County Park Commission completed a topographic survey and preliminary layout survey in 1924.³⁵ In 1926 the park included a tourist camp (nonextant) and ball field (nonextant). In the same year, the County Park Commission published a revised comprehensive plan for the park that illustrated outlines of plantings and locations of walks and roads.³⁶ Improvements to the park, made according to the 1926 plan, were begun in 1927 and included the removal of preexisting buildings and the development of a baseball diamond, tennis courts, and foot paths.³⁷ Between 1929 and 1930 the park tar-bound macadam drive was constructed, numerous trees and shrubs were planted, and three picnic areas were prepared and equipped with tables and benches. Additionally, a bridle path, pedestrian walks, pedestrian ravine bridges, and a new mechanical building were in the process of being built. Photographs from the 1929-1930 biennial report illustrate the West Hampton Road Entrance to the park and a timber footbridge over the ravine with a two-line timber railing.³⁸

Beginning in 1931 Milwaukee County's work relief program through the DOR resulted in considerable improvements to Estabrook Park. Between 1931 and 1932 a lagoon near the center of Estabrook Park was completed with work-relief labor and a bathing beach with a temporary bathhouse was developed along the Milwaukee River at the park. It was anticipated that the beach would accommodate thousands of bathers during the summer swimming season. The beach and wading area were developed by relocating material from the beach to the river in order to provide a reasonable depth of water for wading and swimming and a suitable slope for beach activities. Although this beach is no longer extant, it was located southeast of the

³⁵ Milwaukee County Regional Planning Department, *First Annual Report*, 1924, 32.

³⁶ Milwaukee County Park Commission, *Annual Report For the Year 1926*, 14, 65.

³⁷ Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Annual Report for the year 1927*, 15.

³⁸ Milwaukee County Park Commission and Milwaukee County Regional Planning Department, *Biennial Report: 1929-1930*, 17-19, 36.

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c.1937 comfort station and tennis courts and south of the baseball diamond. Between 1931 and 1932 DOR laborers also erected two timber foot bridges with native limestone abutments (nonextant) over the lagoon and over the ravine. Laborers also extended the park's bridle path by one-half-mile to enable equestrians to travel the entire length of the park.³⁹

With federal work relief monies available to the County Park Commission beginning in 1933, a number of CCC camps were established throughout the Parkway System. CCC laborers resided in Estabrook Park beginning in October 1934 and completed a considerable amount of work. The largest improvement project of the Depression era in Estabrook Park was a flood control project along the Milwaukee River, which involved clearing the river channel of a 1,500-foot-long rock ledge. Work began as a CWA project in December 1933 and continued as a CCC project beginning in 1934. Limestone was removed from the river, crushed at the site, and distributed to other projects throughout the county for usage in drives, walks, parking lots, and tennis courts. As part of this project a control dam was also constructed to control seasonal flooding. The dam was comprised of two sections separated by a small island, one of which featured a rock-faced spillway.⁴⁰ Work relief efforts also helped to complete a stone and timber comfort station (located near the beach, as mentioned above), two concrete tennis courts located south of the comfort station, and a combination comfort station and service building located southeast of the lagoon between 1933 and 1937.⁴¹ In 1938 the WPA completed a special project that involved moving the oldest frame house in Milwaukee, the Kilbourntown House (Benjamin Church House), to Estabrook Park and restoring it for use as a museum.⁴² Although not mentioned in annual reports, a comfort station (extant) located southwest of the Kilbourntown House was erected c.1938.

³⁹ Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Biennial Report: 1931-1932*, 15-21, 29.

⁴⁰ Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 71.

⁴¹ Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 51-52.

⁴² Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 69; "Milwaukee County, Registry Number 406981," n.p. The Kilbourntown House was listed in the National Register in 1972.

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During the 1940s and 1950s work in Estabrook Park was largely related to maintenance and provision of recreational facilities, such as baseball diamonds, tennis courts, and comfort stations. For example, in 1952 a small comfort station was constructed at the north end of the park, immediately north of the dam utility building, to service the picnic areas and recreational fields in this location. Other improvements include the 1954 addition on the rear of the service building to provide additional garage space.⁴³ Information on the tunnels beneath the Drive and railroad corridor, which provide access to the park's pedestrian paths, is unavailable.

Rustic Architecture in the Milwaukee River Parkway

The Milwaukee River Parkway Historic District is a good representative example of a designed landscape property type. In particular, the Parkway is unified throughout the Drive and associated parks through the use of a rustic design aesthetic that is applied to the Parkway's buildings, bridges, dams, and culverts.

Rustic architecture emerged from a tradition of domestic and resort architecture in rugged and scenic places such as the coast of Maine, the Adirondacks of New York, the San Francisco Bay Area, and the Sierra Madre of California, and was characterized by the use of natural, local materials and handcrafted finishes. As the idea of developing nature and wilderness for personal pleasure extended throughout America, an increasing number of public parks, at the local, state, and national levels, adopted the rustic style of architecture for numerous park structures.⁴⁴

In the case of the Milwaukee River Parkway, much of the rustic design aesthetic was the result of CCC and WPA labor work during the Depression era, which utilized local materials, including timber and limestone, to build bridges, retaining walls, and comfort stations. Examples of Rustic architecture within the Parkway include a 1936 pavilion in Kletzsch Park, which features decorative elements associated with the Swiss Chalet style; a c.1935 reinforced concrete dam with fieldstone veneer across the Milwaukee River near the south end of Kletzsch Park; a c.1937 ashlar stone comfort station in Estabrook Park with decorative half-timbering and stucco; and a c.1933 limestone spillway across the Milwaukee River at Estabrook Park.

⁴³ Milwaukee County Park Commission, *1952 Annual Report of the Activities of Milwaukee County Park Commission*, 32; Milwaukee County Park Commission, *Biennial Report 1954-1955*, 33.

⁴⁴ Linda F. McClelland, "Historic Park Landscapes in National and State Parks," (National Register of Historic Places Multiple Property Documentation Form, August 1995), E: 27.

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Additionally, WPA workers installed fieldstone-faced bridges and culverts throughout the Parkway, which reflect the tenets of rustic design through their use of natural, local materials and handcrafted finishes.

Integrity

The segment of Parkway addressed in this nomination roughly follows the original plans published for the Parkway. Discontiguous county-owned parcels of land are located south of the southern terminus at North West Capitol Drive. The northern extent of the original plan, which would have extended from Kletzsch Park to the north Milwaukee County border, was never implemented. The segment of the Milwaukee River Parkway, addressed within this nomination, features natural plantings and intact associated parks, consistent with early development plans.

Although the Lincoln Park Golf Course has several noncontributing resources, the course itself retains its original landscape design, such as water hazards, sand traps, greens and fairways, and planned groupings of deciduous trees and shrubs. The scale of c.1963-c.1980 buildings within Lincoln Park Golf Course do not detract from its integrity because the golf course as whole conveys the original plan established by the City of Milwaukee in the late 1910s.

Modern recreational facilities, such as playgrounds, volleyball courts, and tennis courts, have been installed throughout the Parkway, and the 2008 David F. Schulz Aquatic Center was developed in Lincoln Park. However, due to the scale of the intrusions relative to the size of the Parkway district as a whole, the addition of c.1970-c.2000 sports courts, fields, and facilities throughout the Parkway does not detract from the integrity of the Parkway district. In many cases, the addition of active recreational facilities throughout the Parkway includes the replacement of earlier recreational provisions that were included in original plans and ensures that the parkway land continues to serve the recreational and athletic needs of the adjacent community.

Although the Parkway has been altered, it is still able to convey its original intention as a component within the overall county-wide system of parkways. The major features that contribute to the overall significance of the Historic District, including the river; Drive; adjacent parkway land; Kletzsch Park, Lincoln Park, Lincoln Park Golf Course, and Estabrook Park; natural setting, and rustic architecture, are still present.

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Conclusion

The Milwaukee River Parkway Historic District meets National Register *Criterion A: Community Planning and Development* as a significant component in the Milwaukee County Parkway System, which was implemented with federal aid work relief. In accordance with the registration requirements of the *Milwaukee County Parkway System* MPD, the Parkway is associated with the overall parkway system as it was designed, developed, and managed by the Milwaukee County Park Commission between 1923 and 1960. Moreover, the Parkway has a direct and illustrated association with Whitnall's original vision for a county-wide parkway system; it was identified in Whitnall's 1923 map for a parkway system and plans were provided in the County's *1931-1932 Biennial Report*. Although several of the Parkways contributing resources, including Kletzsch Park, Lincoln Park, and Estabrook Park, pre-date the parkway system, they were included in Whitnall's 1923 vision for a unified system of public green space and became incorporated into and associated with the system during parkway implementation.

Additionally, the Milwaukee River Parkway Historic District reflects the aims of the Milwaukee County Park Commissioners who advocated developing a parkway system to relieve urban congestion, provide a hygienic landscape, provide outdoor recreational spaces, increase adjacent property values, and control flood-prone watersheds. The Parkway also maintains a very strong association with federal-aid work relief in Milwaukee County as much of the Parkway's implementation occurred under the umbrella of federal work-relief efforts. The Milwaukee River Parkway retains strong integrity of location, design, setting, association, and feeling. Alterations to the Parkway, including the addition of modern recreational facilities and bridges, ensure that the Parkway will continue to function into the twenty-first century.

The Milwaukee River Parkway Historic District also meets National Register *Criterion C: Landscape Architecture* as a good representative example of a designed landscape property type. In accordance with the registration requirements of the *Milwaukee County Parkway System* MPD, the Parkway is unified through the use of a rustic design aesthetic, including the use of natural, local materials and handcrafted masonry finishes, which are applied to the Parkway's picnic and comfort stations, culverts, dams, and bridges. Despite slight alterations to the Parkway, it continues to demonstrate the design intent of parkway planning and development in Milwaukee County. As stated in the *Milwaukee County Parkway System* MPD's registration requirements, it is not necessary for an eligible parkway to look exactly like its original

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design as long as it retains a significant amount of its characteristic features to make its historic character clearly recognizable. The Milwaukee River Parkway includes a circulation system, vegetation, watershed feature, buildings, and bridges. These characteristic features contribute to the Parkway's ability to serve as a good representative example of its period of design and construction and its landscape type. The Parkway continues to link park and golf course units along its path, including the associated Kletzsch Park, Lincoln Park, Lincoln Park Golf Course, and Estabrook Park.

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Archaeology Potential

The land adjacent to the Milwaukee River that became the Milwaukee River Parkway was utilized by Native Americans for thousands of years. In addition to habitation areas, including raised garden beds; earthen conical, effigy, and linear mounds are located throughout the Parkway. Archaeological sites identified within the Parkway boundaries are organized by segments similar to the description in Section 7.⁴⁵

The segment of the Parkway located between Good Hope Road and West Green Tree Road features two archaeology sites: Good Hope Village (47MI46) and Meseberg Gravel Pit Burials (47MI116/BMI139). Good Hope Village features prehistoric and historic Native American components. The Meseberg Gravel Pit Burials is an expansive mortuary center with conical mounds and non-mounded burials. In addition to being a mortuary center, the site is also classified as a campsite/village, workshop, and garden beds.

One archaeology site was identified in Kletzsch Park, within the Parkway boundary. The Spring Grove Mound and Garden Beds (47MI-45/BMI-140) was listed in the National Register on September 10, 1979. It is a small habitation site with garden beds and a group of oval and conical mounds.

The segment of the Parkway between the southern terminus Kletzsch Park and West Silver Spring Drive has one archaeology site. The Indian Prairie (47MI21/BMI81) site consists of 21 conical mounds, two linear mounds, one crescent mound, two effigy mounds, five intaglios, and four enclosures.

Two archaeology sites are located in the segment of the Parkway between West Silver Spring Drive and the northern terminus of Lincoln Park. The Stewart Farm Gravel Pit Burial (47MI155/BMI145) is recorded as a Native American cemetery that was identified during gravel mining. No other details are available for this site. The Stewart Farm Village (47MI49) site is a camp and workshop site. No other details are available for this site.

Three archaeology sites are located in the segment of the Parkway within Lincoln Park. One site (47MI244) is classified as a campsite/village. However, an investigation of the area between 1980 and 1981 did not find any evidence of the site and the area was significantly altered by grading. Lincoln Park A (47MI34) is classified as a campsite/village. No other details are available for this site. Lincoln Park Burial (47MI113/BMI142) is

⁴⁵ Archaeological information obtained from the Wisconsin Historical Society's Wisconsin Historic Properties Database.

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comprised of a habitation area and cemetery. According to records, burials were destroyed during cultivation and human skeletal remains were also encountered by CWA workers during construction of the Drive.

Three archaeology sites and one historic Euro-American cemetery are located in the segment of the Parkway within Estabrook Park. Estabrook Park A (47MI187) features a scatter of habitation debris and a possible burial component based on an account of human remains being recovered during grading operations. The site may be associated with the Estabrook Park Mound Group (47MI221/BMI188), which is comprised of four conical mounds and a set of garden beds. Records indicate the mounds were excavated by the Milwaukee Public Museum and were not restored. An unnamed historic Euro-American cemetery (47BMI32) was identified in the park; however, the record does not have additional information regarding the site. Estabrook Park B (47MI333) is an isolated find consisting of an unmodified flake.

The archaeological resources discussed above are associated with timeframes that are outside the period of significance for the Milwaukee River Parkway. The archaeological resources were not included in the count of contributing and noncontributing resources for this nomination. The Milwaukee River Parkway is eligible under *Criterion A: Community Planning and Development* and *Criterion C: Landscape Architecture*. Although the archaeological sites are located within the Parkway boundary, research was not undertaken to determine the relation of these sites to the parkway planning and design.

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Verbal Boundary Description

The historic boundary surrounding the Milwaukee River Parkway Historic District is an irregular polygon that is shown on the attached historic boundary maps and USGS maps. The historic boundary follows the Milwaukee River Parkway Drive and Estabrook Drive from the intersection with Good Hope Road south to West Capitol Drive and includes the Milwaukee River, the Drive, Kletzsch Park, Lincoln Park, Henry Aaron Field, Lincoln Park Golf Course, Estabrook Park, and county-owned park land along the corridor.

The boundary follows the back edge of pavement along the west side of the Drive and the west embankment of the Milwaukee River between Good Hope Road south to Green Tree Road, where it expands to encompass Kletzsch Park and the Drive. Here, the boundary incorporates the county-owned land associated with the park between North Green Bay Road/STH 57 and the west bank of the Milwaukee River. Near the southern terminus of Kletzsch Park the east edge of the boundary extends to the east bank of the river to encompass a dam, adjacent county-owned island, and the C&NW/UP railroad bridge over the river. South of the park, the historic boundary generally coincides with existing county-owned land.

At West Bender Road, the boundary follows the county-owned parcels as the Parkway shifts west and away from the Milwaukee River. In this segment, the boundary continues along the back edge of pavement on the west and east sides of the Drive to exclude residential and municipal properties fronting the Drive. At the intersection with West Silver Spring Drive, the west side of the boundary continues south along the back edge of pavement, while the boundary on the east side shifts to the east to encompass the Parkway land between the Drive and the west bank of the Milwaukee River. As the Parkway continues south, the boundary turns east and crosses the Milwaukee River to eliminate private residential property on the west bank and include the C&NW railroad bridge spanning the river. Shortly after the bridge, the west side of the boundary turns and continues east to the west bank of the Milwaukee River. Once at the river, the western boundary turns and follows the west bank south to intersect with the northern boundary of Lincoln Park. The east edge of the historic boundary south of the railroad bridge intersects with the existing C&NW railroad right-of-way that corresponds with the Lincoln Park boundary on the east side of the river.

All of Lincoln Park and the Lincoln Park Golf Course are encompassed within the Parkway boundary, which is roughly bound by North Green Bay Avenue/STH 57 on the west, West Glendale Avenue on the south, and I-43 on the north and east, the C&NW railroad right-of-way on the northeast, and West Lawn Avenue on the north. The northern, western, eastern, and a portion of the southern boundary of the Park coincide with the parcel lines delineating county-owned land, while the remainder of the southern boundary roughly follows the north bank of

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Section 10 Page 2

Root River Parkway
Milwaukee County, Wisconsin

the Milwaukee River. As the Parkway approaches the periphery of Lincoln Park, the north side of the boundary roughly corresponds with county-owned parcel lines delineating the northern and eastern limits of the park; while the southern edge of the boundary follows the north bank of the Milwaukee River encompassing the land between the Drive and the river. From here, the boundary continues east passing under the I-43 bridge, which spans the Parkway and is not included within the Parkway boundary, and enters Estabrook Park.

Within Estabrook Park, the north side of the historic boundary corresponds with the railroad right-of-way and parcel lines delineating county-owned park land; while the southern boundary roughly follows the north bank of the Milwaukee River, with the exception of one location along the river where the boundary crosses to the south bank to include a dam and related spillway. The southern terminus of the historic Parkway boundary corresponds with the north side of West Capitol Drive.

Boundary Justification

The historic boundary was defined to include land historically associated with the Milwaukee River Parkway including Kletzsch Park, Lincoln Park and Golf Course, Estabrook Park, and land owned by Milwaukee County. The limits of county-owned parcels and the back edge of pavement along the Drive and resources spanning the Milwaukee River were used to define the historic boundary.

The Parkway boundary was delineated to encompass the setting and character-defining features embodied in the overall parkway system aesthetic. The river and parkway drive are the focal points of the Milwaukee River Parkway. The historic boundary includes a wide variety of transportation and recreation related resources that convey the overall visual sense of the historic environment or plan. Elements such as residential and municipal development detract from the sense of time and place as well as the overall parkway design and do not contribute to the shared relationship of the resources that comprise the Parkway.

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Section Photos Page 1 Root River Parkway
Milwaukee County, Wisconsin

Name of Property: Milwaukee River Parkway
City or Vicinity: City of Milwaukee
County: Milwaukee County
State: WI
Name of Photographer: Mead & Hunt, Inc.
Date of Photographs: November 2010, December 2010
Location of Original Digital Files: Mead & Hunt, Inc., 6501 Watts Road, Madison, WI 53719
Number of Photographs: 32

Photograph 1 of 32

Milwaukee River Parkway Drive near Good Hope Road
View facing south

Photograph 2 of 32

Baseball Diamond, Kletzsch Park
View facing northeast

Photograph 3 of 32

Stone Culvert, Kletzsch Park
View facing north

Photograph 4 of 32

Bathhouse, Kletzsch Park
View facing southwest

Photograph 5 of 32

Pavilion, Kletzsch Park
View facing east

Photograph 6 of 32

Transformer Building and Storage Shed, Kletzsch Park
View facing north

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Section Photos Page 2

Root River Parkway
Milwaukee County, Wisconsin

Photograph 7 of 32

Dam, Kletsch Park

View facing north

Photograph 8 of 32

C&NW/UP Railroad Bridge, Kletsch Park

View facing north

Photograph 9 of 32

Milwaukee River Parkway Drive between West Bender Road and West Silver Spring Drive

View facing south

Photograph 10 of 32

C&NW Railroad Bridge over the Milwaukee River Parkway Drive near Lincoln Park

View facing south

Photograph 11 of 32

C&NW Railroad Bridge over the Milwaukee River near Lincoln Park

View facing northeast

Photograph 12 of 32

Service Building and TV Tower, Lincoln Park

View facing northwest

Photograph 13 of 32

Bridge (B-40-748) Milwaukee River Parkway Drive over the Milwaukee River, Lincoln Park

View facing northeast

Photograph 14 of 32

Bridge (B-40-710) Milwaukee River Parkway Drive over the Milwaukee River, Lincoln Park

View facing northeast

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Continuation Sheet

Root River Parkway
Milwaukee County, Wisconsin

Section Photos Page 3

Photograph 15 of 32

Overview Lincoln Park near the Picnic Shelter
View facing east

Photograph 16 of 32

Overview of Henry Aaron Field, Lincoln Park
View facing east

Photograph 17 of 32

Concession Building, Henry Aaron Field, Lincoln Park
View facing north

Photograph 18 of 32

Emil Blatz Pavilion, Lincoln Park
View facing southwest

Photograph 19 of 32

Bathhouse, David F. Schulz Aquatic Center, Lincoln Park
View facing west

Photograph 20 of 32

Overview Lincoln Park Golf Course
View facing northeast

Photograph 21 of 32

Comfort Station, Lincoln Park Golf Course
View facing southwest

Photograph 22 of 32

Pedestrian Bridge, Estabrook Park
View facing west

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Continuation Sheet**

Section Photos Page 4

Root River Parkway
Milwaukee County, Wisconsin

Photograph 23 of 32

Comfort Station, Estabrook Park

View facing west

Photograph 24 of 32

Series of Concrete Pylons (Dragon's Teeth) in the Milwaukee River, Estabrook Park

View facing southwest

Photograph 25 of 32

Dam, Estabrook Park

View facing west

Photograph 26 of 32

Spillway, Estabrook Park

View facing west

Photograph 27 of 32

Utility Building, Estabrook Park

View facing north

Photograph 28 of 32

Comfort Station, Estabrook Park

View facing southwest

Photograph 29 of 32

Combination Comfort Station/Service Building, Estabrook Park

View facing southeast

Photograph 30 of 32

Pedestrian Underpass, Estabrook Park

View facing east

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Continuation Sheet**

Section Photos Page 5

Root River Parkway
Milwaukee County, Wisconsin

Photograph 31 of 32

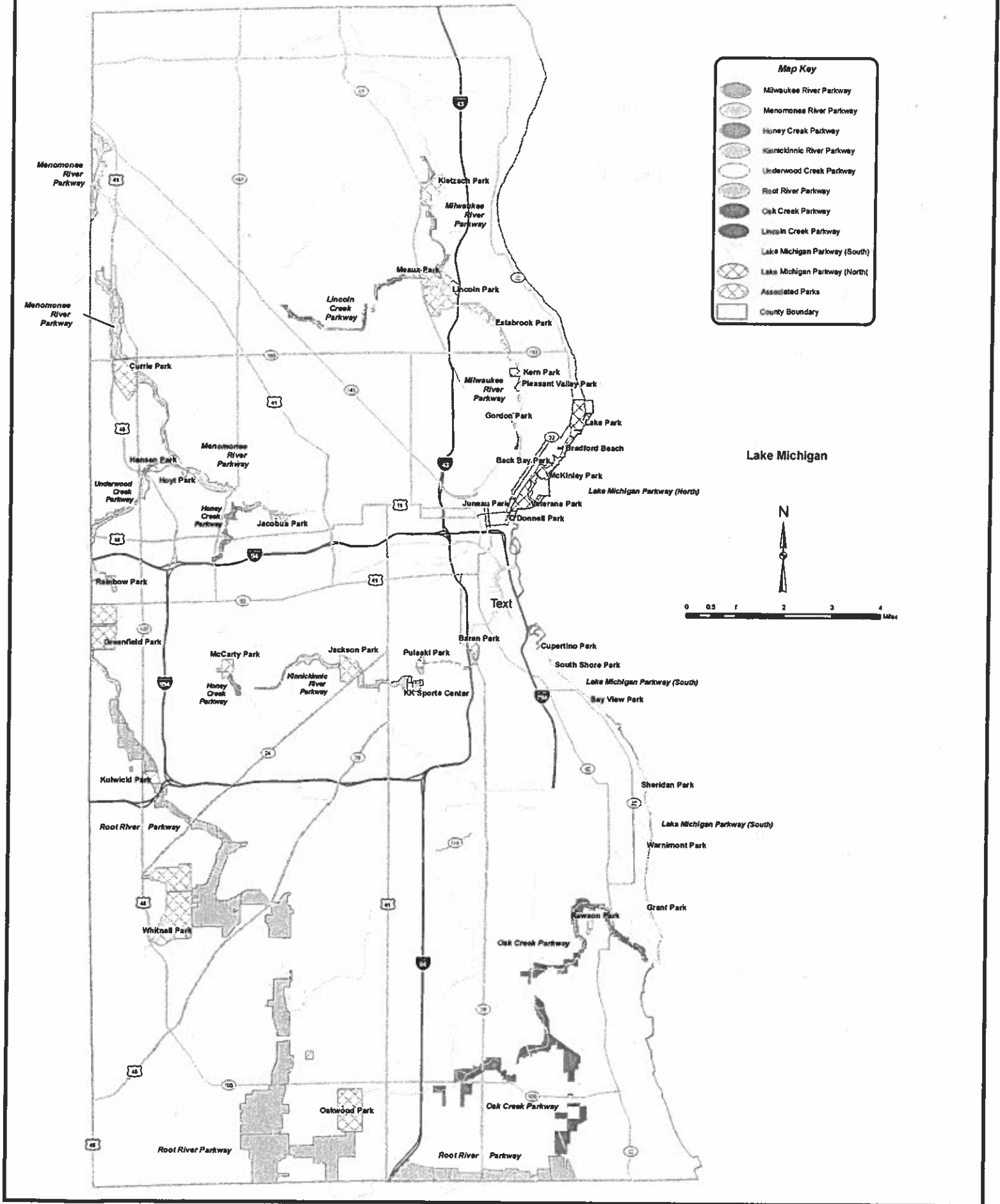
Comfort Station, Estabrook Park

View facing northeast

Photograph 32 of 32

Benjamin Church House/Kilbourntown House

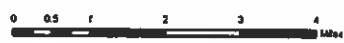
View facing southeast



Map Key

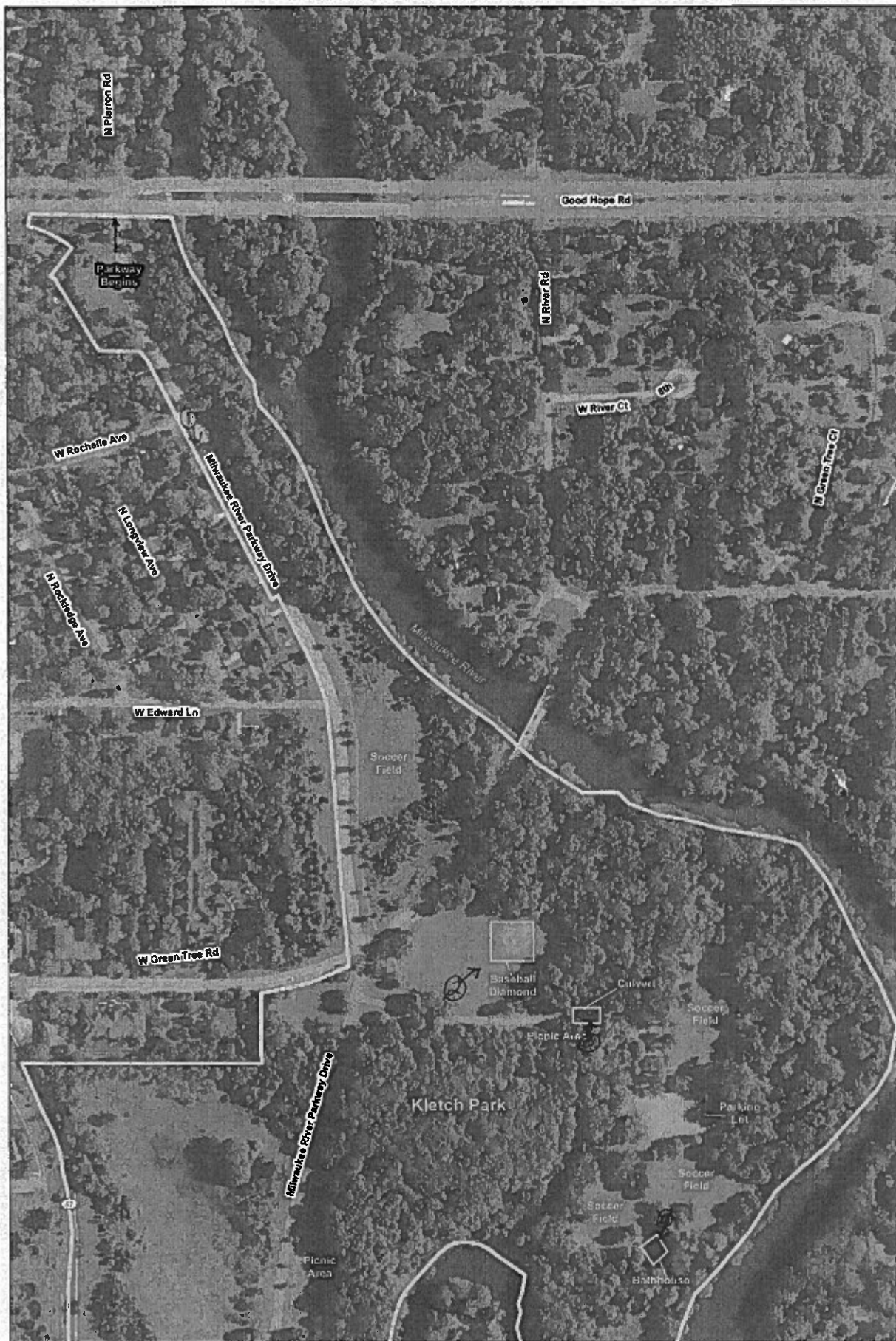
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- Menomonee River Parkway
- Honey Creek Parkway
- Kinnickinnic River Parkway
- Underwood Creek Parkway
- Root River Parkway
- Oak Creek Parkway
- Lincoln Creek Parkway
- Lake Michigan Parkway (South)
- Lake Michigan Parkway (North)
- Associated Parks
- County Boundary

Lake Michigan



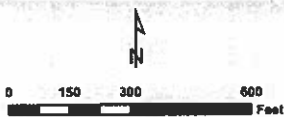
Milwaukee County Parkway System





Milwaukee River Parkway
 Historic Boundary Map

Orthophoto: 2010
 UTM Coordinates: Zone 16, Nad 27



Map Key

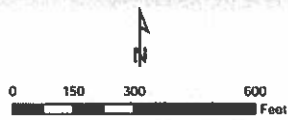
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Milwaukee River Parkway
 Historic Boundary Map

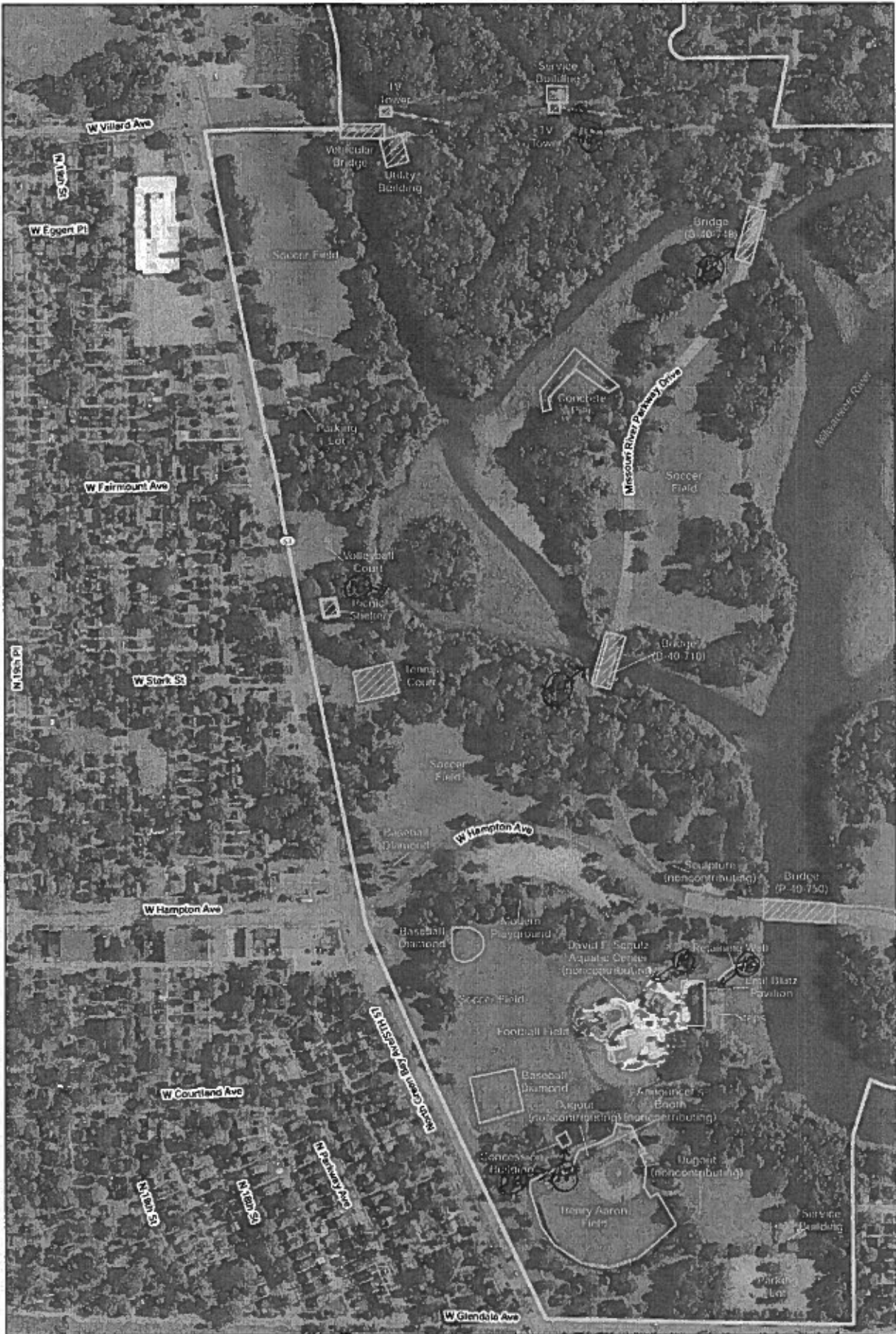
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 I/TM Coordinates: Zone 16, Nad 27



Map Key

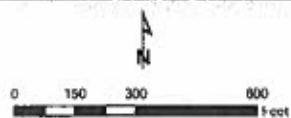
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Milwaukee River Parkway
 Historic Boundary Map

Orthophoto: 2010
 UTM Coordinates: Zone 16, Nad 27



Map Key

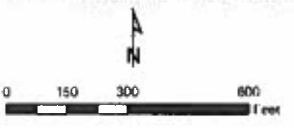
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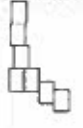
**Milwaukee River Parkway
Historic Boundary Map**

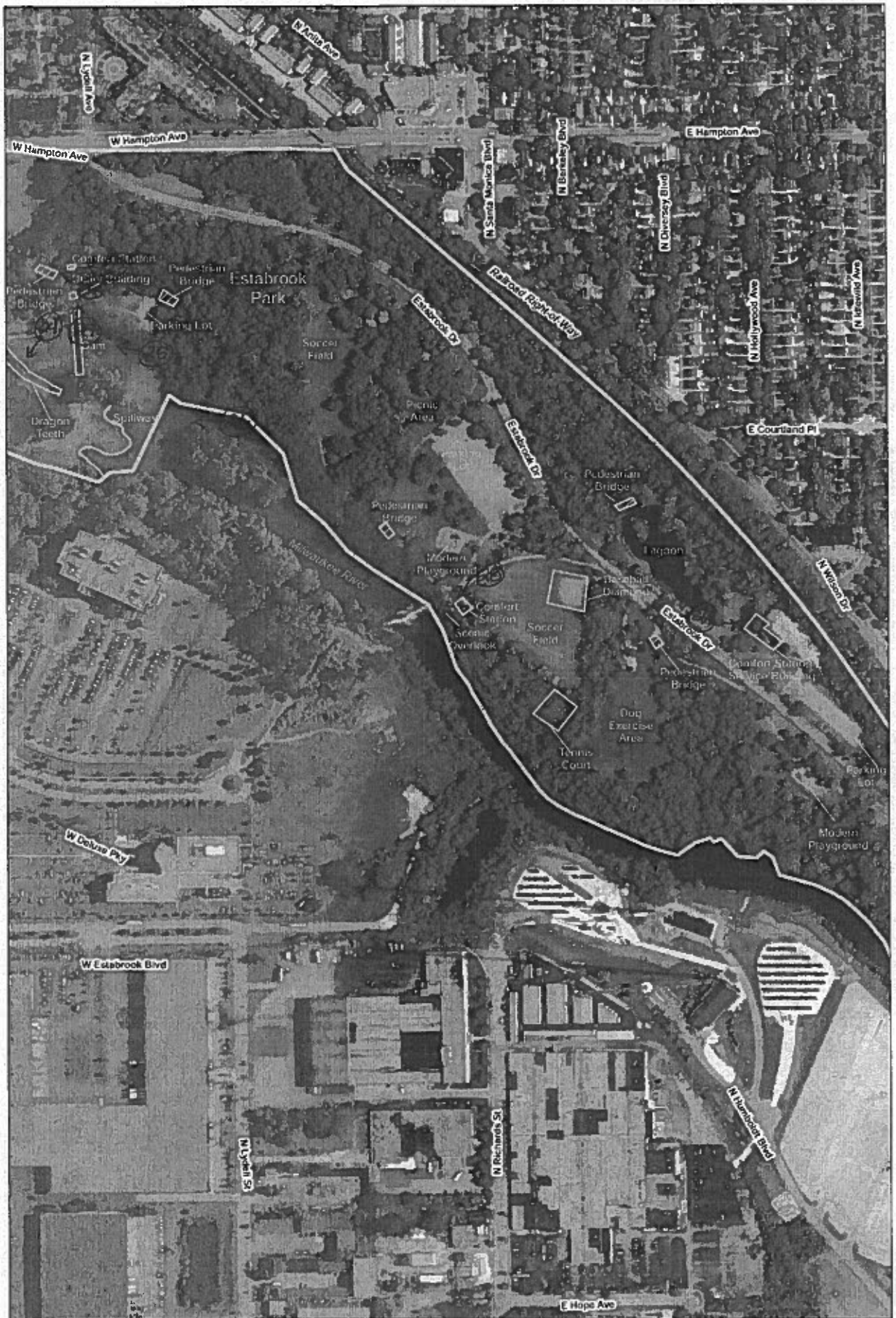
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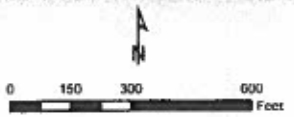
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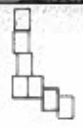
Milwaukee River Parkway
Historic Boundary Map

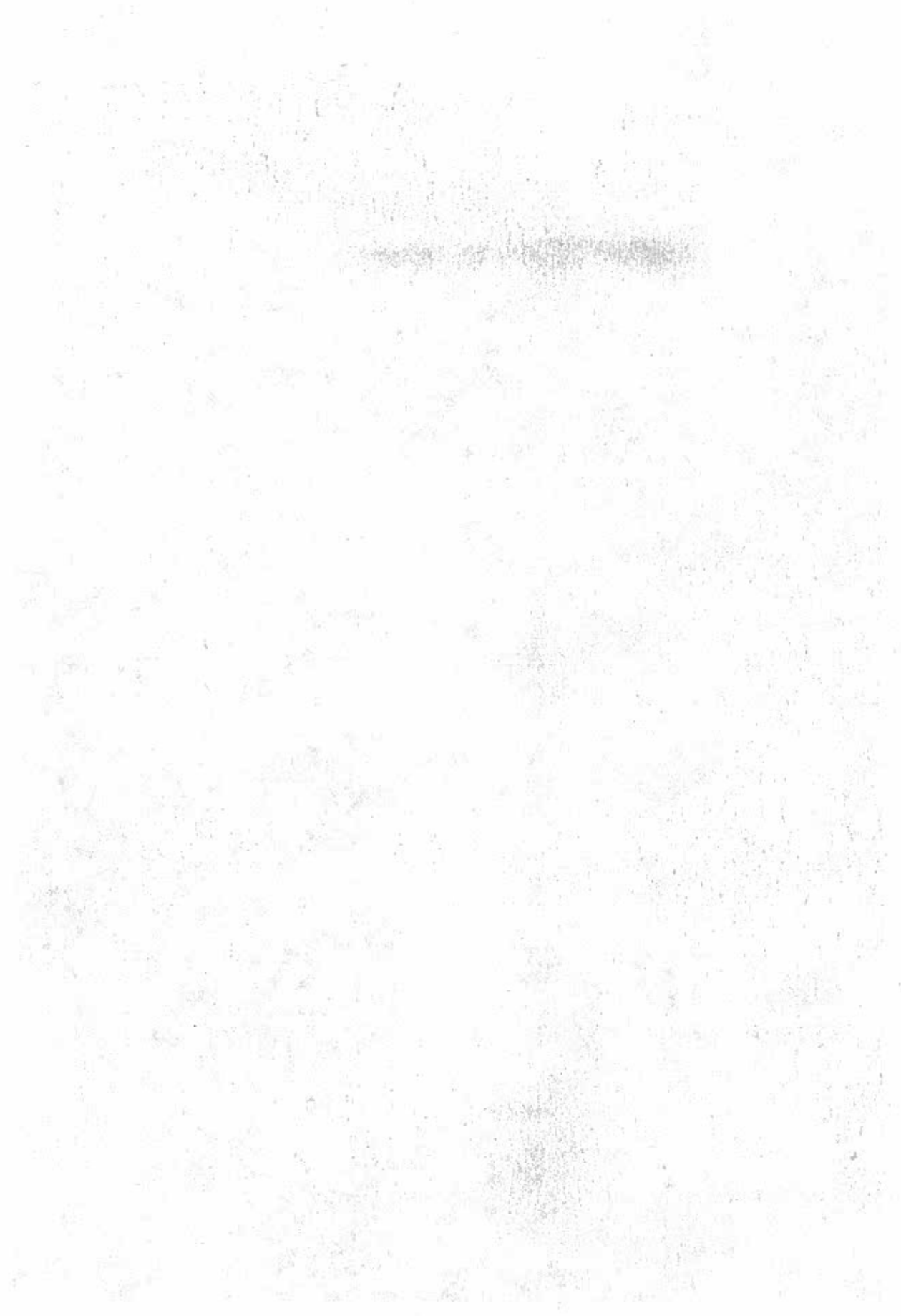
Orthophoto: 2010
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Map Key

	Historic Boundary		Noncontributing
	Contributing		







Mitwaukee River Parkway
 Historic Boundary Map

Orthophoto: 2010
 UTM Coordinates: Zone 16, Ned 27



Map Key

	Historic Boundary		Noncontributing
	Contributing		

