

Wisconsin Word Processing Format (Approved 1/92)

**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 Lincoln Creek Parkway
 other names/site number N/A

2. Location

street & number Located between West Lincoln Creek Drive at West Hampton Avenue and Meaux Park N/A **not for publication**
 city or town Milwaukee N/A **vicinity**
 state Wisconsin code WI county Milwaukee code 079 zip code See cont. sheet

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 _____

Lincoln Creek Parkway
Name of Property

Milwaukee County
County and State

Wisconsin

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)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count)	
		contributing	noncontributing
X private	building(s)		
X public-local	X district	2	1 buildings
public-State	structure	2	0 sites
public-Federal	site	13	13 structures
	object	1	0 objects
		18	14 total

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

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular)

LANDSCAPE/Park

Current Functions

(Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular)

LANDSCAPE/Park

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: Vernacular

Materials

(Enter categories from instructions)

Foundation CONCRETE

walls BRICK, CONCRETE

roof ASPHALT

other

Narrative Description

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

Lincoln Creek Parkway
Name of Property

Milwaukee County
County and State

Wisconsin

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

Period of Significance

1935-1971

Significant Dates

1935

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Charles Whitnall
Joseph P. Schwada

Narrative Statement of Significance

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

Lincoln Creek Parkway

Milwaukee County

Wisconsin

Name of Property

County and State

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
- 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:

- State Historic Preservation Office
 - Other State Agency
 - Federal Agency
 - Local government
 - University
 - Other
- Name of repository: Milwaukee County Historical Society

10. Geographical Data

Acreage of Property 189.5

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

1 16T 419436E 4772890N
 Zone Easting Northing

3 16T 424134E 4773921N
 Zone Easting Northing

2 16T 422125E 4772032N
 Zone Easting Northing

4 16T 424289E 4773627N
 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	Angela Hronek and Emily Pettis, Cultural Resource Specialists		
organization	Mead & Hunt, Inc.	date	2019
street & number	2440 Deming Way	telephone	608-273-6380
city or town	Middleton	state	WI
		zip code	53562

Lincoln Creek Parkway
Name of Property

Milwaukee County
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				
organization	Milwaukee County Parks Department	date	2018	
street & number	9480 Watertown Plank Road	telephone	(414) 257-7275	
city or town	Wauwatosa	state	WI	zip code 53226

name/title				
organization	City of Milwaukee Canal	date	2018	
street & number	Box 2079	telephone		
city or town	Milwaukee	state	WI	zip code 53233

name/title				
organization	City of Milwaukee	date	2018	
street & number	809 N. Broadway	telephone		
city or town	Milwaukee	state	WI	zip code 53202

name/title				
organization	Milwaukee County/Register of Deeds	date	2018	
street & number	901 N. 9 th Street	telephone		
city or town	Milwaukee	state	WI	zip code 53233

name/title				
organization	Milwaukee Metropolitan Sewerage District	date	2018	
street & number	260 W. Seeboth Street/P.O. Box 3049	telephone	(414) 272-5100	
city or town	Milwaukee	state	WI	zip code 53204

name/title				
organization	Soo Line Railroad Company, c/o Real Estate	date	2018	
street & number	501 Marquette Avenue Suite 1525	telephone		
city or town	Minneapolis	state	MN	zip code 55402

name/title				
organization	WisDOT c/o Railroads and HARBO	date	2018	
street & number	4802 Sheboygan Avenue	telephone		
city or town	Madison	state	WI	zip code 53707

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.

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Lincoln Creek Parkway
Milwaukee, Milwaukee County, Wisconsin

Zip codes

- 53209
- 53216
- 53218

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Lincoln Creek Parkway
Milwaukee, Milwaukee County, Wisconsin

Introduction and General Setting

The Lincoln Creek Parkway (Parkway) is located in the north-central portion of Milwaukee County in the city of Milwaukee. It is at the north end of the outer loop of two concentric, connected, oval-shaped chains of parkways first conceived in 1923. Known as the “Emerald Necklace,” the loop encircles the county twice, comprising a significant portion of the Milwaukee County Parks. The Milwaukee County Parkway System map (see Figures at the end of this document) shows the overall location of the Parkway. The Parkway consists of 189.5 acres of Milwaukee County-owned land, including Meaux Park. It connects with the Milwaukee River Parkway through Lincoln Park, which is located just east of Meaux Park. The Parkway features a discontinuous curving parkway drive; flat, open meadows; pockets of deciduous trees; naturalized vegetation; a number of vehicular and pedestrian bridges crossing Lincoln Creek; minor elements like retaining walls, a memorial, and lighting; and athletic fields and small-scale structures at Meaux Park.

The Parkway includes a series of drives and pedestrian paths. A series of parkway roads and residential streets form a discontinuous vehicular route along the creek. Some of the drive segments provide a curvilinear roadway along open parkway landscapes, while other city street segments that follow the overall grid pattern border narrow parkway sections. In general, the parkway drive features two traffic lanes flanked by curb and gutter. Several paved and earthen pedestrian paths are located within the Parkway leading up to pedestrian bridges and near vehicular intersections and residential development. Portions of the parkway drive and paved pedestrian paths north and east of W. Cameron Avenue are part of the Oak Leaf Trail, a 125-mile recreational path that winds throughout the Milwaukee County Parkway System (Parkway System).¹ An active north-south-oriented railroad corridor bisects the Parkway near W. Hampton Avenue and W. 34th Street.

The majority of the parkway landscape consists of level grassy lawns that fall away, sometimes steeply, to the creek bed. Lincoln Creek is the major water feature in the Parkway. In 1942 City of Milwaukee-administered Works Progress Administration (WPA) labor completed erosion control along Lincoln Creek by deepening and widening the channel. Laborers also added retaining walls and slabs at sewer outfalls, constructed several vehicular bridges, and applied a concrete liner to much of the creek within the Parkway. A c.2000 Milwaukee Metropolitan Sewerage District (MMSD) flood protection project removed sections of concrete liner and regraded the land, widening and naturalizing the creek bed to provide greater storage capacity and mitigate flooding. This regraded landscape is characterized by areas of lawn and young canopy and ornamental trees interspersed along the higher elevations, as well as native shrubs and grasses along the creek. In Meaux Park and other sections of the Parkway undisturbed by the flood control project, vegetation is characterized by areas of lawn with mature canopy trees typical throughout the Parkway System.

¹ “Oak Leaf Trail,” *Milwaukee County Parks*, n.d., <https://county.milwaukee.gov/EN/Parks/Explore/Trails/Oak-Leaf-Trail>; “Oak Leaf Trail Map,” *TrailLink*, n.d., <https://www.trailink.com/viewtrailmap/?tr=oak-leaf-trail>.

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Lincoln Creek Parkway
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Most of the built resources in the Parkway are vehicular and pedestrian bridges.² Two bridges constructed during the Parkway's early development, between 1936 and 1941, feature limestone ashlar veneer with wide arched openings. During the 1950s and 1960s several steel bridges, four of which are extant, were added to the Parkway to meet the community's vehicular needs. Many recent structures have been designed to complement the historic bridges. For example, a modern addition (Bridge B-40-0701) to Bridge P-40-0850 in 2003 features limestone veneer to match the existing bridge and complement the original design aesthetic. To provide access between residential development on either side of the Parkway, a series of steel pedestrian bridges was constructed between 2000 and 2001. These bridges generally have little ornamentation, the exception being the pedestrian bridge at N. 37th Street, which features limestone veneer abutments and wingwalls.

The Parkway features a variety of small-scale elements, such as retaining walls, a memorial, outflow structures, decorative lighting, and signage. The largest of these elements are the WPA-constructed retaining walls, located along both sides of the Parkway between W. Congress Street and W. Courtland Avenue, and at the intersection of the Parkway and N. Teutonia Avenue. Additionally, c.2000 decorative concrete walls extend along both sides of W. Congress Avenue. A WPA memorial is located along the south bank of Lincoln Creek at N. 50th Street. The parkway drive is illuminated with teardrop, acorn (also known as Milwaukee Harp), and pendant lighting, which is consistent with lighting used throughout the overall Parkway System. Wood signs, which match other county parkway signage, are located within Meaux Park and along W. Lincoln Creek Drive and W. Parkway Drive. A list of contributing and noncontributing resources within the Parkway are presented in the table below, from west to east.

Lincoln Creek Parkway resources (west to east)

Resource name*	Construction date**	Contributing status
Lincoln Creek Parkway	1935	Contributing Site
Bridge P-40-0854	1958	Contributing Structure
W. Lincoln Creek Drive	1935	Contributing Structure
W. Parkway Drive	1935	Contributing Structure
Pedestrian Bridge	c.2000	Noncontributing Structure
Bridge B-40-0923	2017	Noncontributing Structure
WPA Memorial	c.1940	Contributing Object

² Note that bridge information, unless otherwise indicated, comes from the Wisconsin Department of Transportation Highway Structures Information System (HSI). Wisconsin Department of Transportation, "Highway Structures Information System (HSI)," n.d., <https://trust.dot.state.wi.us/hsi/HSIController> Only one of the pedestrian bridges, Bridge No. B-40-0908, had a WisDOT bridge number; the others are more minimal and do not have an assigned number.

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Section 7 Page 3Lincoln Creek Parkway
Milwaukee, Milwaukee County, Wisconsin

Lincoln Creek Parkway resources (west to east)

Resource name*	Construction date**	Contributing status
Pedestrian Bridge	c.2000	Noncontributing Structure
Culvert	1936	Contributing Structure
Pedestrian Bridge	c.2000	Noncontributing Structure
Bridge B-40-0415	2001	Noncontributing Structure
Pedestrian Bridge B-40-0908	2001	Noncontributing Structure
Bridge P-40-0850	1937	Contributing Structure
Bridge B-40-0701	2003	Noncontributing Structure
Culvert	c.2000	Noncontributing Structure
Bridge B-40-0545	1985	Noncontributing Structure
Bridge P-40-0801	1961/2010	Noncontributing Structure
Utility Building	c.2010	Noncontributing Building
Railroad Bridge	c.1930	Contributing Structure
Bridge P-40-0636	1961	Contributing Structure
W. Lincoln Creek Parkway	1956	Contributing Structure
Bridge P-40-0823	1936	Contributing Structure
Culvert B-40-0703	2002	Noncontributing Structure
Pedestrian Bridge	c.2000	Noncontributing Structure
Bridge P-40-0894	1956	Contributing Structure
Meaux Park	1915	Contributing Site
Soccer Field	c.1970	Contributing Structure
Ball Diamonds	c.1965	Contributing Structure
Basketball Courts	c.1980	Noncontributing Structure
Bridge B-40-0651	1941	Contributing Structure
Service Building	1926	Contributing Building
Comfort Station	1971	Contributing Building

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

** Dates were determined using data from the Milwaukee County Parks Department, historic aerial photographs from Milwaukee County GIS, and the WisDOT Highway Structures Information System (HSI) database.

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

W. Lincoln Creek Drive to N. Sherman Boulevard

The Parkway (contributing) begins at the intersection of W. Hampton Avenue and W. Lincoln Creek Drive, where a modern wooden Lincoln Creek Parkway sign marks its western terminus. The westernmost section of the

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Lincoln Creek Parkway
Milwaukee, Milwaukee County, Wisconsin

Parkway extends in a triangle between W. Hampton Avenue, W. Lincoln Creek Drive, and N. 60th Street. W. Lincoln Creek Drive, which is lined with a mixture of teardrop and standard vapor lights between N. 60th Street and N. 51st Boulevard, serves as a vehicular drive. Sidewalks are located along W. Hampton Avenue and N. 60th Street. A wide lawn with clusters of deciduous trees and bushes slopes down to the shallow creek bed, which is lined with scrubby vegetation. Near the western terminus at W. Hampton Avenue and W. Lincoln Creek Drive, the creek bed is lined with large rocks, but they dissipate as the waterway winds south and east toward N. 60th Street, where a 1958 steel and concrete girder bridge (P-40-0854, contributing) spans the creek. The bridge features simple metal railings and double-headed vapor lights that are mounted in a central concrete median.

East of N. 60th Street the Parkway continues south and east to N. 51st Boulevard. It includes two parkway drives: W. Lincoln Creek Drive (contributing), which continues along the south side of the Parkway to N. 51st Boulevard, and W. Parkway Drive (contributing), which runs north of Lincoln Creek between N. 60th Street and N. 48th Street. W. Parkway Drive is lined with pendant lights between N. 60th and N. 48th Streets. Beginning east of N. 58th Street sections of Parkway extend north of W. Parkway Drive, resulting in the roadway winding through the middle of the parkway landscape. A sidewalk is located at the eastern side of this parkway section along N. 60th Street. Like the Parkway west of it, this section is characterized by wide expanses of lawn with deciduous trees and scrubby brush along the creek bed. An outflow structure and electrical box are located at the northeast corner of N. 60th Street and W. Lincoln Creek Drive. As the creek continues east, a c.2000 steel pedestrian truss bridge (noncontributing) crosses it at N. 54th Street. Sidewalks extend from that bridge into residential neighborhoods to the north and south. A grove of mature deciduous trees, including some flowering trees and bushes, is located west of N. 51st Boulevard and north of W. Parkway Drive, between Lincoln Creek and the residential neighborhood to the north. A concrete girder bridge (B-40-0923, noncontributing) with metal railings and vapor light standards spans Lincoln Creek at N. 51st Boulevard. Constructed in 2017, it replaced a 1959 steel girder bridge.

Continuing east from N. 51st Boulevard the Parkway jogs south and then east to N. Sherman Boulevard. North of Lincoln Creek, W. Parkway Drive continues east, terminating at N. 48th Street. From there a paved pedestrian path connects to W. Congress Street. South of the creek a paved pedestrian path winds between the Parkway and a residential neighborhood to the south; it terminates at the intersection of N. 48th Street and W. Congress Street. W. Congress Street, branches of which run both north and south of the Parkway (both sections are two-way streets), extends east to N. Hopkins Street/N. 35th Street. This landscape is similar to sections west of it with expanses of lawn, pockets of deciduous vegetation, and a wide creek bed lined with rocks and scrubby brush. East of N. 48th Street the Parkway narrows between the two branches of W. Congress Street, which are lined with a mixture of teardrop and acorn lights.

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Lincoln Creek Parkway
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Several notable features are located within the Parkway between N. 51st Boulevard and N. Sherman Boulevard, including a WPA memorial, pedestrian bridges, and an outflow structure. The c.1940 WPA memorial (contributing) is located along the south bank of Lincoln Creek just east of N. 51st Boulevard. It consists of a stone walkway and semicircular knee wall situated around a circular metal plaque that reads "WPA – 1937 – 2003 – MMSD – The Spirit of Lincoln Creek," and includes a relief image of a man and child fishing. Stone plaques set into the pavilion read, "WPA 1936," "City of Milwaukee W.P.A. 1938," and "City of Milwaukee W.P.A. 1939." The memorial is in a flat grassy area surrounded by mature trees; a sidewalk connects it to a c.2000 steel pedestrian truss bridge (noncontributing) just east at N. 49th Street, and a small retaining wall is located east of that along the south side of the creek. Continuing east there is a 1936 stone culvert (contributing) with stone rip rap; opposite from the culvert, a narrow concrete-lined channel continues north through a residential neighborhood for approximately 0.5 miles. Within the Parkway, at the western terminus of the northern segment of W. Congress Street, a c.2000 steel pedestrian bridge (noncontributing) crosses the concrete-lined channel and connects the Parkway to the adjacent residential neighborhood.

N. Sherman Boulevard to W. Cameron Avenue

A 2001 concrete bridge (B-40-0415, noncontributing) with limestone ashlar veneer facing and acorn and teardrop light standards spans Lincoln Creek at N. Sherman Boulevard; it was designed to match the historic bridge it replaced. Between N. Sherman Boulevard and N. Hopkins Street/N. 35th Street to the east, the Parkway narrows along the creek. Along this stretch the creek is largely obscured from view from both branches of W. Congress Street due to a c.2000 decorative retaining wall with sidewalk, concrete balustrade, and acorn lights on both sides of the Parkway. A small secondary retaining wall is located on each side of the creek about halfway down the embankment from the sidewalk. In general, the embankment is steeper and clusters of deciduous trees sparser and less mature than in more western sections of the Parkway. Scrubby vegetation lines the creek bed. At N. 37th Street a 2001 steel pedestrian truss bridge (B-40-0908, noncontributing) with limestone ashlar veneer wingwalls spans Lincoln Creek.

At N. Hopkins Street/N. 35th Street a cluster of structures includes a 1937 WPA-built concrete arch bridge (P-40-0850, contributing) with limestone facing, as well as a 2003 concrete bridge (B-40-0701, noncontributing) with limestone veneer to match the adjacent historic bridge. From here the Parkway continues north and east through a largely industrial area with no parkway drives or pedestrian walkways until the Oak Leaf Trail at W. Cameron Avenue. The section that extends north of N. Hopkins Street/N. 35th Street is bordered to the east by the Wisconsin and Southern Railroad and to the west by a residential neighborhood along N. 35th Street. Remnants of WPA-constructed retaining walls mark an otherwise wide, grassy expanse that slopes gently toward the winding creek bed, which is lined with scrubby vegetation and rubble stone. Deciduous trees and brush also cover the landscape. At W. Courtland Avenue a c.2000 culvert (noncontributing) allows Lincoln Creek to flow

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Lincoln Creek Parkway
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under the Canadian Pacific (formerly Soo Line) Railroad as it continues east, underneath a separate 1985 concrete vehicular bridge (B-40-0545, noncontributing) with outflow structure and metal railings at N. 32nd Street. From there the Parkway, now narrowed, continues north between N. 32nd Street and N. 31st Street. At W. Hampton Avenue a 1961 steel girder bridge (P-40-0801, noncontributing) that was fully rehabilitated in 2010 with a new deck and decorative railings spans Lincoln Creek. A small, c.2010 brick utility building (noncontributing) is located at the northeast corner of the intersection of the Parkway and W. Hampton Avenue. North of that two outflow structures dot the west bank of the creek, and a c.1930 railroad bridge (contributing) carries what appears to be a defunct line of the Canadian Pacific (formerly Soo Line) Railroad over the Parkway. From there the Parkway continues north to W. Cameron Avenue.

W. Cameron Avenue to east of N. Green Bay Avenue (including Meaux Park)

A 1961 steel girder bridge (P-40-0636, contributing) with metal railings and teardrop light standards carries W. Cameron Avenue over the Parkway. From here to its eastern terminus at Meaux Park, the Parkway widens again and features several picturesque, planned landscape elements, including the winding W. Lincoln Creek Parkway vehicular drive (contributing) between N. Teutonia Avenue and W. Villard Avenue and segments of the paved recreational Oak Leaf Trail between W. Cameron Avenue and N. Teutonia Avenue and then from W. Villard Avenue east to N. Green Bay Avenue (the connective W. Lincoln Parkway drive is also part of the Oak Leaf Trail). Wide, grassy lawns gradually slope to the wide, shallow creek bed, which is lined with rubble stone and scrubby vegetation. A thick grove of mature deciduous trees and bushy undergrowth is located north of Lincoln Creek at the intersection of W. Villard Avenue and N. 27th Street.

Heading north and east from W. Cameron Avenue toward Meaux Park, several other structures are present, including an outflow structure located on the north bank of Lincoln Creek toward N. Teutonia Avenue. Additionally, at N. Teutonia Avenue, a 1936, WPA-constructed, concrete arch bridge (P-40-0823, contributing) with limestone facing and standard vapor lights is connected to a 2002 bypass culvert (B-40-0703, noncontributing) with limestone facing. A c.2000 steel pedestrian truss bridge (noncontributing), similar to those found throughout the Parkway, spans Lincoln Creek at N. 24th Place. Finally, a 1956 steel girder bridge (P-40-0894, contributing) with metal railings and standard vapor lights carries W. Villard Avenue across the creek. East of the W. Villard Avenue Bridge, the remainder of the Parkway is part of Meaux Park.

Meaux Park (contributing) was originally developed in 1915 as a part of Lincoln Park (AHI No. 190942, part of the National Register of Historic Places [National Register]-listed Milwaukee River Parkway), which is located to its east. Meaux Park features an open clearing with vegetation along its southern border and contains a variety of active and passive recreational structures, including a modern playground, soccer field (contributing), ball diamonds (contributing), and basketball courts (noncontributing). A paved pedestrian path that winds through

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Lincoln Creek Parkway
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the park is part of the Oak Leaf Trail. There is also a remnant of an abandoned north-south railroad corridor and bridge that spanned Lincoln Creek at N. 20th Street. While the railroad tracks have been removed, a bridge abutment south of Lincoln Creek is still extant. Toward the eastern terminus of the Parkway, a 1941 steel girder bridge (B-40-0651, contributing) with rehabilitated concrete balustrade carries N. Green Bay Avenue over Lincoln Creek.

Two buildings are located within Meaux Park: a 1926 service building and 1971 comfort station. The one-story brick service building (contributing) with an overhead garage bay, recessed arch windows, and decorative brickwork, including a belt course and corbelling around the flat roof, speaks to the earliest development of the park. Meanwhile the comfort station (contributing), with decorative concrete block facing and a double-sided cantilevered roofline, reflects a later modernization period when the park was updated to meet community needs

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Lincoln Creek Parkway
Milwaukee, Milwaukee County, Wisconsin

Statement of Significance

The Parkway, including associated Meaux Park, meets National Register *Criterion A: Community Planning and Development* at the local level of significance. The Parkway is significant as an individual component of the 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. The period of significance begins in 1935, with implementation of the Parkway plan, and lasts through 1971, when the majority of amenities had been constructed and the Parkway assumed its basic current appearance.³

Due to changes to original plans, alterations within the period of significance, and replacement of several bridges, the Parkway does not fully convey its original design intention. Therefore, it is not significant under *Criterion C: Landscape Architecture* as a representation of the parkway property type or period of design and construction. However, it is largely intact to the period of significance and retains enough integrity to convey its significance related to community planning.

The Parkway is one of nine parkways addressed in the Multiple Property Documentation (MPD), "The Milwaukee County Park System." As such, the Parkway is linked to the associated historical contexts of "Community Planning and Development in Milwaukee County, 1923-1960," "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. The period of significance for this Parkway extends into the 1970s, which goes beyond the MPD's 1960 historic context cutoff. In this case, the end date of 1971 was chosen to encompass parkway improvements in the late 1960s and early 1970s, including the 1966 addition of 16 acres and the 1971 construction of a comfort station in Meaux Park. These developments enhanced the Parkway and represent important planning and development trends. It is therefore appropriate to extend the period of significance beyond the MPD's historic context.⁴

³ Research did not reveal exactly when the land for this Parkway was acquired; therefore, the beginning of the period of significance is 1935, which is when the WPA and City of Milwaukee approved initial plans to improve the Parkway. It is likely that land acquisition began once these project plans were approved. One contributing resource, a 1926 service building in Meaux Park, predates the period of significance because Meaux Park was initially part of the adjacent Milwaukee River Parkway.

⁴ Because 1971 is so close to the 50-year cutoff as of this document's submittal, *Criteria Consideration G* will not be applied.

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Lincoln Creek Parkway
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History of the Lincoln Creek Parkway

Charles B. Whitnall first illustrated the Parkway in his 1923 plan for the Parkway System. These initial plans for the Parkway, which was originally called the Mud Creek Parkway, were included in the Milwaukee County Regional Planning Department's *First Annual Report* in 1924.⁵ The report proposed land acquisition for a stretch of parkway that would reach from Lincoln Park, which is the Parkway's eastern terminus, to W. Fond du Lac and W. Hampton Avenues, stretching west of the current western terminus. Plans included a curved parkway drive to follow the north bank of Lincoln Creek, in addition to dense tree plantings and open spaces.⁶ The *First Annual Report* stated:

Here is one key position in the park system, being the junction of the parkways following Mud Creek and [the] Milwaukee River. A broad flooded area including a sharp wind in the river north of Lincoln Park is proposed for park purposes....Bordering Mud Creek from Green Bay Road to Hampton Road and 32nd Street is a broad stretch of low flattish land, except for a narrow stretch running thru North Milwaukee.

From Hampton Road and 32nd Street to Sherman Boulevard, the park drive, for the most part, goes directly west by a double street while another branch of the parkway detours to follow the line of Mud Creek changed so as to stay wholly north of Lake Road. Again, between Sherman Boulevard and Hampton and North Fond du Lac Roads the parkway follows Mud Creek by a broad valley. No definite plans have yet been drawn for its extension further up the creek.⁷

Available records are unclear as to exactly when the City of Milwaukee acquired most of the land for the Parkway, but it would have done so around 1930, between the publication of the 1924 *First Annual Report* in 1924 and initial parkway improvements in the mid-1930s. As early as the late 1920s the proposed Parkway influenced planning in northern Milwaukee. Several local real estate developers sold residential lots adjoining the future Parkway. A 1927 Ripple & Meinecke advertisement for the Lincoln Park Highlands subdivision at the eastern end of the Parkway boasted that, "Along Lincoln Creek Parkway in a natural setting of beauty...Only a few of these choice lots are available."⁸ Similarly, a 1928 L. Wolfson & Company advertisement for the Franklin

⁵ Milwaukee County Regional Planning Department, *First Annual Report* (Milwaukee, Wis.: Prepared for the Board of Supervisors of the Milwaukee County Park Commission, 1924), 24, Milwaukee County Parks, Wauwatosa, Wis.; Milwaukee County Regional Planning Department, *The First Plans for A Parkway System for Milwaukee County Supplementing the Park System of the City of Milwaukee: Illustrations from First Annual Report of the Milwaukee County Regional Planning Department* (Milwaukee, Wis.: Prepared for the Board of Supervisors of the Milwaukee County Park Commission, 1924), 2–4, 14–18, Milwaukee County Parks, Wauwatosa, Wis.

⁶ Milwaukee County Regional Planning Department, *The First Plans for A Parkway System for Milwaukee County Supplementing the Park System of the City of Milwaukee: Illustrations from First Annual Report of the Milwaukee County Regional Planning Department*, 15–18.

⁷ Milwaukee County Regional Planning Department, *First Annual Report*, 24.

⁸ "Park Subdivisions," *The Milwaukee Journal*, May 22, 1927.

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Gardens subdivision at the western end of the Parkway highlighted the importance of the landscape for property values: "...with Lincoln Creek Parkway running through this property, the rapid development and construction of homes is sure...Lincoln Creek Parkway will make a beautiful home site and will increase the value of this property considerably."⁹ Throughout this era, while the promise of the early parkway plans remained in place, questions of when and how they would be implemented persisted.

By the early 1930s parkway development had still not begun and the Great Depression was taking a financial toll on the area. In January 1931 the *Milwaukee Journal* reported that, in comparison to Milwaukee's south and east sides, "the northwest section of the city has been neglected...in provision for parks."¹⁰ Around the same time, Charles B. Whitnall, who was the secretary of the Public Land Commission and designer of the overall county parkway system, gave a speech in support of the proposed Parkway that, "described the advantages...of preserving that stream."¹¹ A month later the Public Land Commission approved City Engineer Joseph P. Schwada's revised plan for the Parkway. The new design simplified parkway drives and eliminated bridges and underpasses to cut costs by more than a third, from \$528,157 to \$328,157.¹² But in 1932 the plans, still "unsettled," incited considerable debate between city and county officials and property owners. The parties disagreed over the proposed diversion of Lincoln Creek south of W. Congress Street to eliminate a large, 1.5-mile bend in the waterway, which would require the city to purchase additional land.¹³ By 1935 severe spring floods cemented the need for re-rerouting the creek and other improvements, and the Commissioner of Public Works identified the Parkway as a strong candidate for federal relief labor.¹⁴

The WPA and City of Milwaukee approved a project to improve the Parkway using New Deal funding and federal work-relief labor in November 1935.¹⁵ Upon approval, the project was expected to cost \$1.3 million and employ 1,167 workers.¹⁶ Flooding remained an issue, with major water and ice jams threatening the area and the creek

⁹ "Franklin Gardens: The Parkway Subdivision," *The Milwaukee Journal*, May 20, 1928, sec. Real Estate.

¹⁰ "Report Being Drawn Covering City Parks," *The Milwaukee Journal*, January 26, 1931.

¹¹ "Mud Creek Parkway Explained by Whitnall," *The Milwaukee Journal*, January 26, 1931.

¹² "Parkway Cost Cut Approved," *Journal Final*, February 10, 1931.

¹³ "Parkway Plan Still Unsettled," *The Milwaukee Journal*, January 13, 1932; "Owners Will Debate Mud Creek Parkway," *The Milwaukee Journal*, January 24, 1932.

¹⁴ "Lincoln Creek Plans Pushed," *The Milwaukee Journal*, March 10, 1935.

¹⁵ The newspaper also briefly mentions a Civil Works Administration (CWA) improvement project that took place during the winter of 1934-1935; however, research did not reveal additional details regarding this work. "City Plans to Buy 'Lake' for Lincoln Creek Parkway," *The Milwaukee Journal*, April 1, 1934.

¹⁶ "Projects Approved for \$1,803,000 Total," *The Milwaukee Journal*, November 6, 1935.

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rising 14 feet above its normal 2-foot depth in January 1937.¹⁷ In response, ongoing WPA efforts from 1936 to 1942 built the proposed Lincoln Creek diversion; made the creek bed straighter, wider, and deeper; constructed masonry retaining walls; and added storm sewers, all to encourage proper drainage and runoff. These efforts concentrated on the central stretch of the Parkway between N. 47th Street and N. Teutonia Avenue.¹⁸ At least some of the WPA funding was granted as part of a larger federal low-income housing project, Parklawn, that extended along W. Congress Street between N. 47th Street and N. Sherman Boulevard.¹⁹ In particular the Lincoln Creek diversion rerouted the waterway away from the housing site, filled in and graded the old channel, landscaped the new channel, and built W. Congress Street in its current configuration as a one-way boulevard approach to Parklawn.²⁰ A c.1940 WPA memorial, located along the south bank of Lincoln Creek at N. 50th Street, includes plaques to commemorate the City of Milwaukee WPA in 1936, 1938, and 1939.

The WPA also constructed at least four bridges: a 1936 bridge (P-40-0823) at N. Teutonia Avenue, 1937 bridge (P-40-0850) and attached 1941 double box storm sewer at N. 35th Street and W. Congress Street, 1938 concrete

¹⁷ "Flood Fear Abated as Lincoln Creek Stops Rising," *The Milwaukee Journal*, January 8, 1937.

¹⁸ City of Milwaukee and Works Progress Administration, *Report of Work Accomplished and Money Expended* (Milwaukee, Wis., 1938), Legislative Reference Bureau, Milwaukee, Wis., 9-3; City of Milwaukee and Works Progress Administration, *Report of Work Accomplished and Money Expended* (Milwaukee, Wis., 1939), Legislative Reference Bureau, Milwaukee, Wis., 9-2; City of Milwaukee and Works Progress Administration, *Report of Work Accomplished and Money Expended* (Milwaukee, Wis., 1940), Legislative Reference Bureau, Milwaukee, Wis., 9-2; City of Milwaukee and Works Progress Administration, *Report of Work Accomplished and Money Expended* (Milwaukee, Wis., 1941), Legislative Reference Bureau, Milwaukee, Wis., 9-2; City of Milwaukee and Works Progress Administration, *Report of Work Accomplished and Money Expended* (Milwaukee, Wis., 1942), Legislative Reference Bureau, Milwaukee, Wis.; *Milwaukee County, General River Improvements*, Works Progress Administration Project Card File Record (United States Works Progress Administration, Office of the Wisconsin State Administrator, 1938), Series 1688 Box 3, Wisconsin Historical Society Archives, Madison, Wis.; *Milwaukee County, Imp. Lincoln Creek Parkway, Widen Creek, Work No. 1915*, Works Progress Administration Project Card File Record (United States Works Progress Administration, Office of the Wisconsin State Administrator, 1938), Series 1688 Box 3, Wisconsin Historical Society Archives, Madison, Wis.; *Milwaukee County, Registry No. 10653, Flood Control Lincoln Creek, Work No. 5280*, Works Progress Administration Project Card File Record (United States Works Progress Administration, Office of the Wisconsin State Administrator, 1936), Series 1688 Box 3, Wisconsin Historical Society Archives, Madison, Wis.; *Milwaukee County, Registry No. 40332, Improve Lincoln Creek, Work No. 10276*, Works Progress Administration Project Card File Record (United States Works Progress Administration, Office of the Wisconsin State Administrator, 1939), Series 1688 Box 3, Wisconsin Historical Society Archives, Madison, Wis.; *Milwaukee County, Widen Mud Creek (Lincoln Creek), Work No. 5389*, Works Progress Administration Project Card File Record (United States Works Progress Administration, Office of the Wisconsin State Administrator, 1939), Series 1688 Box 3, Wisconsin Historical Society Archives, Madison, Wis.

¹⁹ "Housing Site to Be Studied," *The Milwaukee Journal*, March 26, 1935.

²⁰ "2,500 Worked on Parklawn," *The Milwaukee Journal*, January 21, 1937.

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bridge at N. 43rd Street (now N. Sherman Boulevard, nonextant), and 1941 bridge at W. Villard Avenue (possibly a temporary structure, nonextant).²¹ A 1936 culvert near N. 47th Street and 1941 bridge at N. Green Bay Avenue were also likely constructed through federal relief due to their completion dates and association with the Parkway.

Land acquisition and ownership were important ongoing issues throughout the 1930s and 1940s. The Parkway still did not match design plans either in area covered or improvements made, and various maintenance responsibilities were handled by the City of Milwaukee versus Milwaukee County. While a number of Milwaukee parks and parkways transferred from city to county jurisdiction in 1937, this Parkway officially remained under city control until 1945. The Milwaukee County Park Commission, however, was still involved in planning for future acquisitions and improvements. For example, in 1938 the *Milwaukee Journal* reported that the commission planned to develop a mile-long stretch of Lincoln Creek adjacent to Green Bay Road.²² Meanwhile, it was the city's tree program in 1941 that sent staff to plant vegetation along the Parkway east of N. Sherman Boulevard.²³ By February 1944 the county park commission approved development plans for the Lincoln Creek Parkway from N. 47th Street to N. Green Bay Avenue; however, the land was still owned by the City of Milwaukee, so the park commission voted to ask the county board if it could initiate negotiations with the City to obtain it.²⁴

By 1945 the county board authorized the park commission to accept 28 acres of parkway land from the City of Milwaukee. The *Milwaukee Journal* reported that the land was "mostly undeveloped, except for an area along N. 35th St.," which included several of the WPA-constructed structures.²⁵ Around this time the county park commission began purchasing land from private property owners a few acres at a time to acquire the proposed parkway land outside of the City-owned area.²⁶ The land transfer from the City of Milwaukee languished for several years until finally, in 1950, the 28-acre gift valued at nearly \$95,000 went through. That same year

²¹ *Lincoln Crk Bridge, Registry No. 10139, Work No. 4570, Works Progress Administration Project Card File Record* (United States Works Progress Administration, Office of the Wisconsin State Administrator, 1936), Series 1688 Box 4, Wisconsin Historical Society Archives, Madison, Wis.; City of Milwaukee and Works Progress Administration, *Report of Work Accomplished and Money Expended*, 1941, 9-2.

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²³ "500 Houses Burn as Forest Fire Spreads to Atlantic Resort; North Dakota Quads Thriving," *The Milwaukee Journal*, April 22, 1941.

²⁴ "Suburb Gives a Park Site," *The Milwaukee Journal*, February 6, 1944.

²⁵ "Lincoln Creek Project Voted," *The Milwaukee Journal*, July 11, 1945.

²⁶ Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadrecennial Report: 1937-1950 Inclusive* (Milwaukee, Wis.: prepared for the County Board of Supervisors, 1951), 103, 105, 107, Milwaukee County Parks, Wauwatosa, Wis.

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Milwaukee County purchased approximately 30 additional acres from private owners and acquired another 11 acres of tax deed lands, which further expanded the Parkway.²⁷

During the post-World War II (postwar) era the county park commission's focus shifted from land acquisition to parkway development. The County funded minor street improvements totaling just under \$3,500 to unspecified portions of the Parkway in 1948 and 1949.²⁸ In 1950 the County spent approximately \$7,000 on parkway operations and maintenance and earmarked another \$20,000 for future improvements.²⁹ In 1953, however, the park commission elected to defer another \$60,000 in development that was to focus on the stretch from N. Teutonia Avenue to N. Green Bay Avenue.³⁰

Meanwhile, flooding persisted despite previous WPA efforts to increase Lincoln Creek's capacity. The *Milwaukee Journal* declared that "Lincoln Creek is a problem," explaining that the creek and its tributaries, which traversed "much of the north side of the county," had experienced serious flood dangers in heavy rains.³¹ In response, engineers from the City of Milwaukee Bureau of Sewers and Metropolitan Sewerage Commission completed studies to relieve flooding in 1951.³² In 1954 and 1955 the Metropolitan Sewerage Commission graded and deepened the creek bed between N. Teutonia Avenue and Lincoln Park. The park planning division assisted with plans for contour grading to "insure [sic], upon completion of the work, a park-like atmosphere for the project rather than having a mere ditch for drainage purposes."³³ In tandem with this flooding mitigation project, along the same Parkway segment, the park commission oversaw landscaping along the creek banks and construction of the W. Lincoln Creek Parkway, which cost approximately \$30,000.³⁴

²⁷ "County Prods the City on Park Land Transfer," *The Milwaukee Journal*, April 7, 1949; Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadrecennial Report: 1937-1950 Inclusive*, 110.

²⁸ Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadrecennial Report: 1937-1950 Inclusive*, 114.

²⁹ Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadrecennial Report: 1937-1950 Inclusive*, 142-43; "Change Policy on Financing," *The Milwaukee Journal*, September 13, 1950.

³⁰ "Park Board's Budget Is Up," *The Milwaukee Journal*, August 12, 1953.

³¹ "Drainage Ills of Area Eyed," *The Milwaukee Journal*, April 17, 1952.

³² Milwaukee County Park Commission, *1951 Annual Report of the Activities of the Milwaukee County Park Commission*, 1951, 20.

³³ Milwaukee County Park Commission, *1954-1955 Report of the Milwaukee County Park Commission*, 1955, 36, 42.

³⁴ "County to Push Forward Its Recreation Projects," *The Milwaukee Journal*, May 24, 1956.

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Development of scenic parkway and recreational facilities continued at a steady pace from the late 1950s through the 1970s. By 1958 planned work along the Parkway included development of the western portion of what is now Meaux Park, north of W. Villard Avenue between N. 23rd Street and N. Green Bay Avenue, in addition to the western segment of the Parkway from W. Hampton Avenue to N. 47th Street.³⁵ Ball diamonds were installed in what is now Meaux Park around 1965 and a soccer field around 1970.³⁶ The Parkway expanded by 16 acres in 1966, by which point it boasted opportunities for bait casting, nature study, and softball.³⁷ As the park commission planned for future growth in 1972, it anticipated adding 14 acres to the existing 129-acre Parkway.³⁸ By this point the parkway drives were complete.³⁹ A nearly \$70,000 lighted tennis court (nonextant) project was completed in 1975 in Meaux Park.⁴⁰ Additional 1970s improvements included construction of a 1971 comfort building at Meaux Park and development and maintenance of bike and pedestrian trails. A small portion of Lincoln Park east of Green Bay Road and a section of the Lincoln Creek Parkway were officially dedicated as Meaux Park in the mid-1980s in honor of long-time County Park Supervisor William Meaux.

Flooding continued to be a problem for Lincoln Creek through the 1990s and 2000s. In 1998 the Milwaukee Metropolitan Sewerage District (MMSD) began a \$120 million project to reduce flooding risks for more than 2,000 properties that line the creek. The MMSD removed concrete lining along the creek bed and removed brush and shrubs along the waterway in order to widen and deepen the channel. The project had an environmental focus—improving water quality and wildlife habitats—and included landscaping to beautify the Parkway and stabilize erosion along the creek banks.⁴¹ Environmental efforts have continued into recent years, with the Lincoln Creek

³⁵ “Plan to Push Projects in Parks,” *The Milwaukee Journal*, March 16, 1958.

³⁶ “Recreation? It’s Right,” *The Milwaukee Journal*, March 21, 1965; Milwaukee County Land Information Office, “1963 Aerial Imagery of Milwaukee County,” n.d., <http://gis-mclio.opendata.arcgis.com/datasets?q=1963>.

³⁷ “Big Park Program Adopted,” *The Milwaukee Journal*, May 26, 1966; “Directory for Milwaukee County Parks” (Gettelman Div. Miller Brewing Co., 1966), Milwaukee County Parks Department Collection, Box 1, Folder 2, Milwaukee County Historical Society, Milwaukee, Wis.

³⁸ Though no additional park records on land acquisition were found during research, it can be inferred that between the 1970s and the present Milwaukee County added additional to the Parkway to bring it to its current 189.5 acres.

³⁹ Advance Planning Section, Division of Development, Milwaukee County Park Commission, *Guide for Growth: A Program for Park Land Acquisition* (Milwaukee, Wis.: prepared for the Milwaukee County Board of Supervisors, 1972), 23, 83, Steenbock Memorial Library, Madison, Wis.

⁴⁰ Milwaukee County Park Commission, *1972-1973 Biennial Report* (Milwaukee, Wis.: prepared for the Milwaukee County Board of Supervisors, 1973), Milwaukee County Parks Department Collection, Box 2, Folder 49, Milwaukee County Historical Society, Milwaukee, Wis.

⁴¹ “Lincoln Creek,” *Milwaukee Metropolitan Sewerage District*, 2018, <https://www.mmsd.com/what-we-do/flood-management/lincoln-creek>.

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& Milwaukee River Channel Legacy Act Cleanup removing contaminated sediment in the easternmost portion of the Parkway. A number of native tree, shrub, and grass plantings were also planned as part of this effort.⁴²

Landscape Architecture

As described above, the Parkway's current design does not follow the original 1924 plans or revised 1931 plans. Vehicular drives are discontinuous, consisting of three unconnected segments. Two of the drives follow the south side of Lincoln Creek rather than the north bank, as plans called for. The Parkway is also narrower than originally designed and tree plantings and vegetation are more dispersed. In comparison to other parkways in the Parkway System, such as the National Register-listed Milwaukee River and Oak Creek Parkways, the Lincoln Creek Parkway does not convey the same level of skilled craftsmanship or Rustic styling in its original plan or as-built design. Therefore, the Parkway does not have significance as a property type under *Criterion C: Landscape Architecture*.

Landscape architects and engineers who developed the Parkway included Charles B. Whitnall and Joseph P. Schwada. Whitnall is described in the MPD, which provides a historic context on the "Emergence of Charles Whitnall's Ideas and 1920s-1930s Progressivism." Schwada was the Milwaukee City Engineer who revised plans for this Parkway in 1931. A Milwaukee native who earned a degree in Civil Engineering from the University of Wisconsin, Schwada served as City Engineer from 1923 to 1950. He was also a director of the Wisconsin section of the American Water Works Association and received several awards for accomplishments in water filtration.⁴³

Integrity

The Parkway retains integrity to convey its significance under *Criterion A: Community Planning and Development*. The park landscape and circulation system, which contribute greatly to *Criterion A* significance and integrity of location, setting, and feeling, retain their original configuration. Several WPA-constructed elements, including bridges, a culvert, and memorial, represent the importance of federal funding and work relief in the development of Parkway System and integrity of materials and workmanship. Meaux Park and its amenities and service building convey the planning and development of recreational facilities in Milwaukee; it retains integrity of design and association. Therefore, the Parkway retains integrity to the period of significance.

⁴² "Lincoln Creek & Milwaukee River Channel Legacy Act Cleanup," *United States Environmental Protection Agency*, August 2, 2017, <https://www.epa.gov/milwaukee-estuary-aoc/lincoln-creek-milwaukee-river-channel-legacy-act-cleanup>.

⁴³ "Former City Engineer, J.P. Schwada, Dies," *The Milwaukee Journal*, May 24, 1966.

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Several modern bridges throughout the Parkway have replaced earlier crossings, including a 2017 steel girder bridge at N. 51st Boulevard and 2001 concrete bridge with limestone veneer at N. Sherman Boulevard. A 1961 steel girder bridge at W. Hampton Avenue was rehabilitated in 2010, altering its appearance. In general, however, these bridge replacements and other modern structural additions to historic bridges are in keeping with the character and appearance of the Parkway during the period of significance. They display similar design features to the Parkway's limestone-faced WPA structures and postwar bridges and, as such, do not affect integrity of setting, feeling, or association. The addition of several modern pedestrian bridges enhances access to the landscape by local residents and does not impact the Parkway's ability to convey its historic significance.

Conclusion

The Lincoln Creek Parkway meets National Register *Criterion A: Community Planning and Development* as a component of the 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. The Parkway 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 strong association with local federal-aid work relief. It retains overall integrity of location, design, setting, association, and feeling. As stated in the MPD registration requirements, it is not necessary for an eligible parkway to look exactly like its original design as long as it retains a significant amount of its characteristic features to make its historic character clearly recognizable. Alterations, including the addition of modern recreational facilities and bridges, ensure that the Parkway will continue to function well into the future.

Archaeological Potential

Milwaukee County was home to Native American peoples for thousands of years before white settlement. At least one potential Native American campsite/village has been identified adjacent to, and within, the Parkway between N. Sherman Boulevard and N. 35th Street, north of Lincoln Creek. This site has yet to be investigated and is associated with a timeframe outside of the period of significance of the Parkway. The Parkway is eligible under *Criterion A: Community Planning and Development*. Research was not completed to determine the location of this site or any potential additional sites, or to investigate any relation to parkway planning and design.

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UTM References:

5	16T	422536E	4772559N
	Zone	Easting	Northing
6	16T	419708E	4772465N
	Zone	Easting	Northing

Verbal Boundary Description:

The historic boundary for the Parkway is an irregular polygon that follows the course of Lincoln Creek. It is shown as a dashed line on the accompanying historic boundary map. It stretches from the intersection of W. Hampton Avenue and W. Lincoln Creek Drive, just west of N. 60th Street in the west, to N. Green Bay Avenue in the east, including Meaux Park. The boundary encompasses public and Milwaukee County-owned land along Lincoln Creek, including the creek, parkway drives, and park space along the creek corridor.

Boundary Justification:

The historic boundary was defined to include property historically associated with the Lincoln Creek Parkway, including Meaux Park and land owned by Milwaukee County. The limits of public and County-owned parcels 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.

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Section Photos Page 1

Lincoln Creek Parkway
Milwaukee, Milwaukee County, Wisconsin

Name of Property: Lincoln Creek Parkway

City or Vicinity: City of Milwaukee

County: Milwaukee County

State: Wisconsin

Name of Photographer: Mead & Hunt, Inc.

Date of Photographs: May 2018

Location of Original Digital Files: Wisconsin Historical Society, State Historic Preservation Office, Madison, Wis.

Number of Photos: 18

Photograph 1 of 18

Lincoln Creek Parkway

View looking east

Photograph 2 of 18

Lincoln Creek Parkway

View looking east

Photograph 3 of 18

Pedestrian Bridge

View looking northeast

Photograph 4 of 18

West Parkway Drive

View looking northwest

Photograph 5 of 18

Lincoln Creek Parkway

View looking north

Photograph 6 of 18

WPA Memorial

View looking southwest

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Section Photos Page 2

Lincoln Creek Parkway
Milwaukee, Milwaukee County, Wisconsin

Photograph 7 of 18

Lincoln Creek Parkway
View looking northwest

Photograph 8 of 18

Bridge B-40-0415
View looking northeast

Photograph 9 of 18

Bridge P-40-0850 and Bridge B-40-0701
View looking southeast

Photograph 10 of 18

Lincoln Creek Parkway
View looking west

Photograph 11 of 18

Bridge P-40-0636
View looking southwest

Photograph 12 of 18

Lincoln Creek Parkway
View looking north

Photograph 13 of 18

Lincoln Creek Parkway
View looking north

Photograph 14 of 18

Meaux Park
View looking southeast

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Section Photos Page 3

Lincoln Creek Parkway
Milwaukee, Milwaukee County, Wisconsin

Photograph 15 of 18

Ball Diamonds

View looking north

Photograph 16 of 18

Comfort Station

View looking northeast

Photograph 17 of 18

Service Building

View looking northeast

Photograph 18 of 18

Bridge B-40-0651

View looking north

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Section Figures Page 1 Lincoln Creek Parkway
Milwaukee, Milwaukee County, Wisconsin

Figures

Figure 1 of 5
Lincoln Creek Parkway Boundary Map and Photo Key, map 1 of 4

Figure 2 of 5
Lincoln Creek Parkway Boundary Map and Photo Key, map 2 of 4

Figure 3 of 5
Lincoln Creek Parkway Boundary Map and Photo Key, map 3 of 4

Figure 4 of 5
Lincoln Creek Parkway Boundary Map and Photo Key, map 4 of 4

Figure 5 of 6
Milwaukee County Parkway System Map

Figure 6 of 6
U.S. Geological Survey Map

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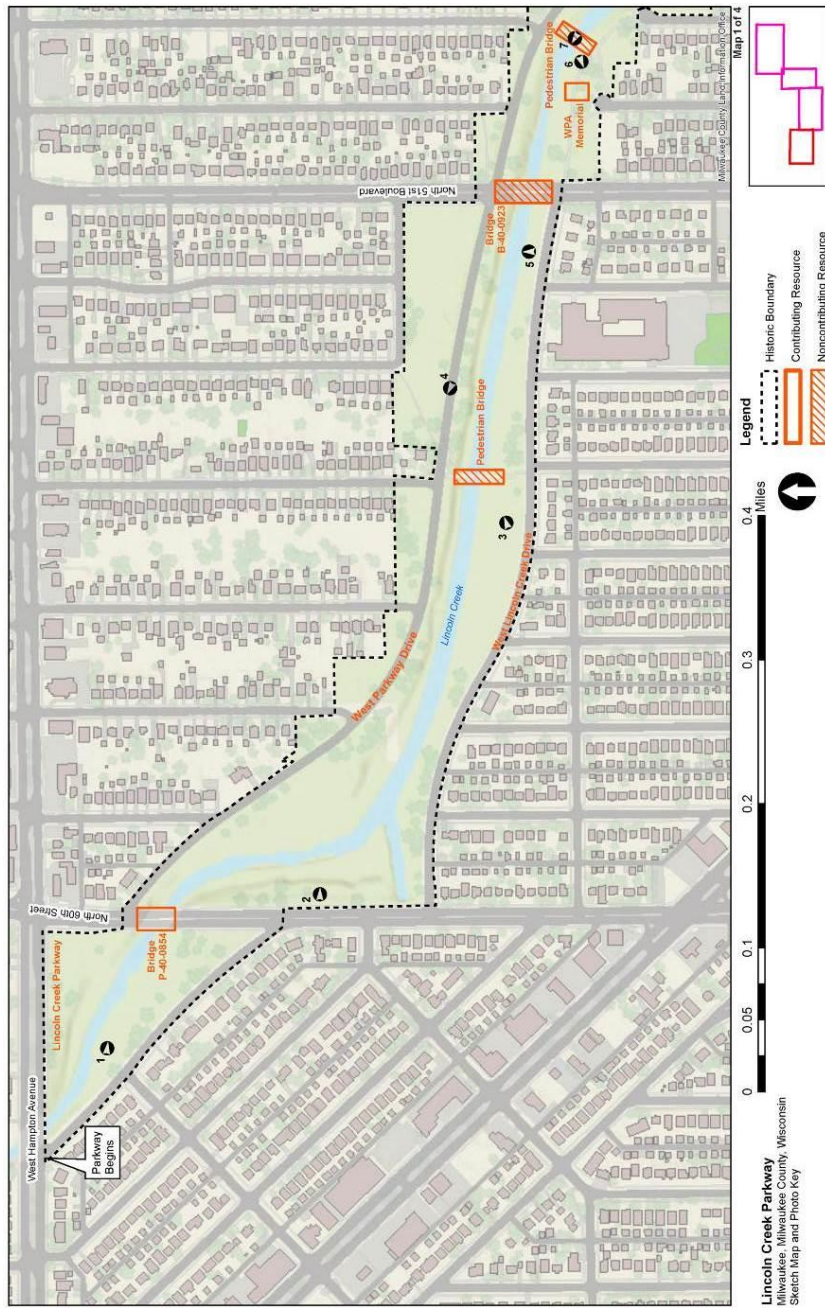


Figure 1. Lincoln Creek Parkway Boundary Map and Photo Key, map 1 of 4.

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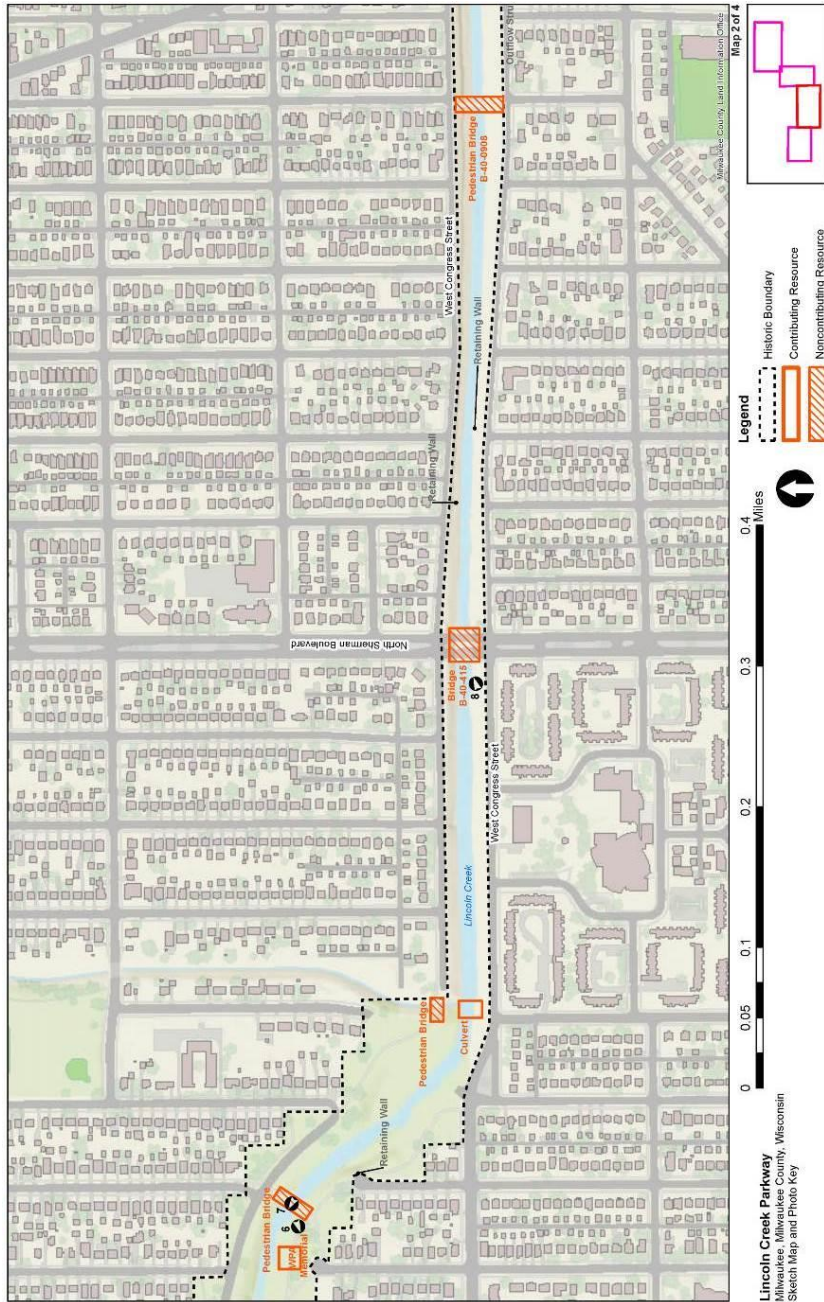


Figure 2. Lincoln Creek Parkway Boundary Map and Photo Key, map 2 of 4.

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Lincoln Creek Parkway
Milwaukee, Milwaukee County, Wisconsin

Section Figures Page 4

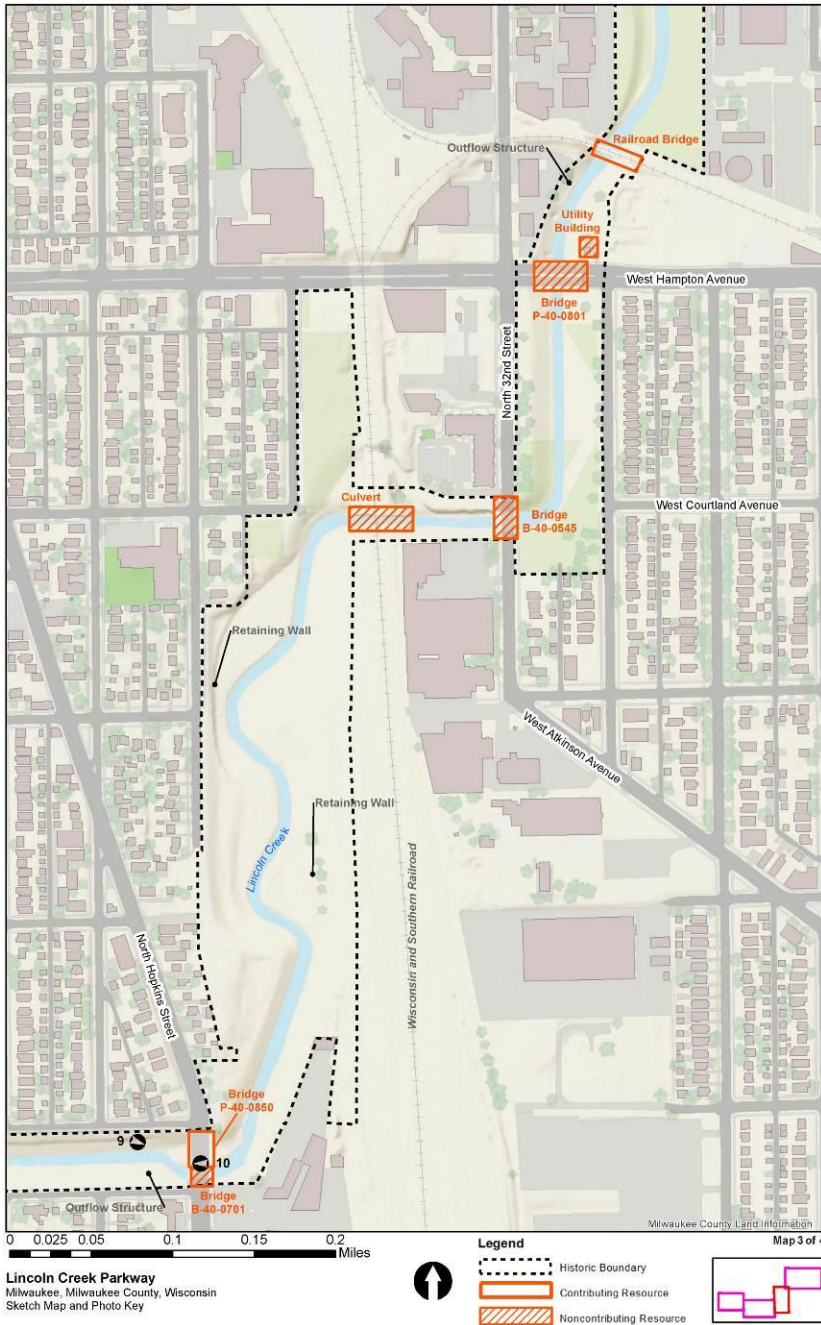


Figure 3. Lincoln Creek Parkway Boundary Map and Photo Key, map 3 of 4.

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Lincoln Creek Parkway
Milwaukee, Milwaukee County, Wisconsin

Section Figures Page 5

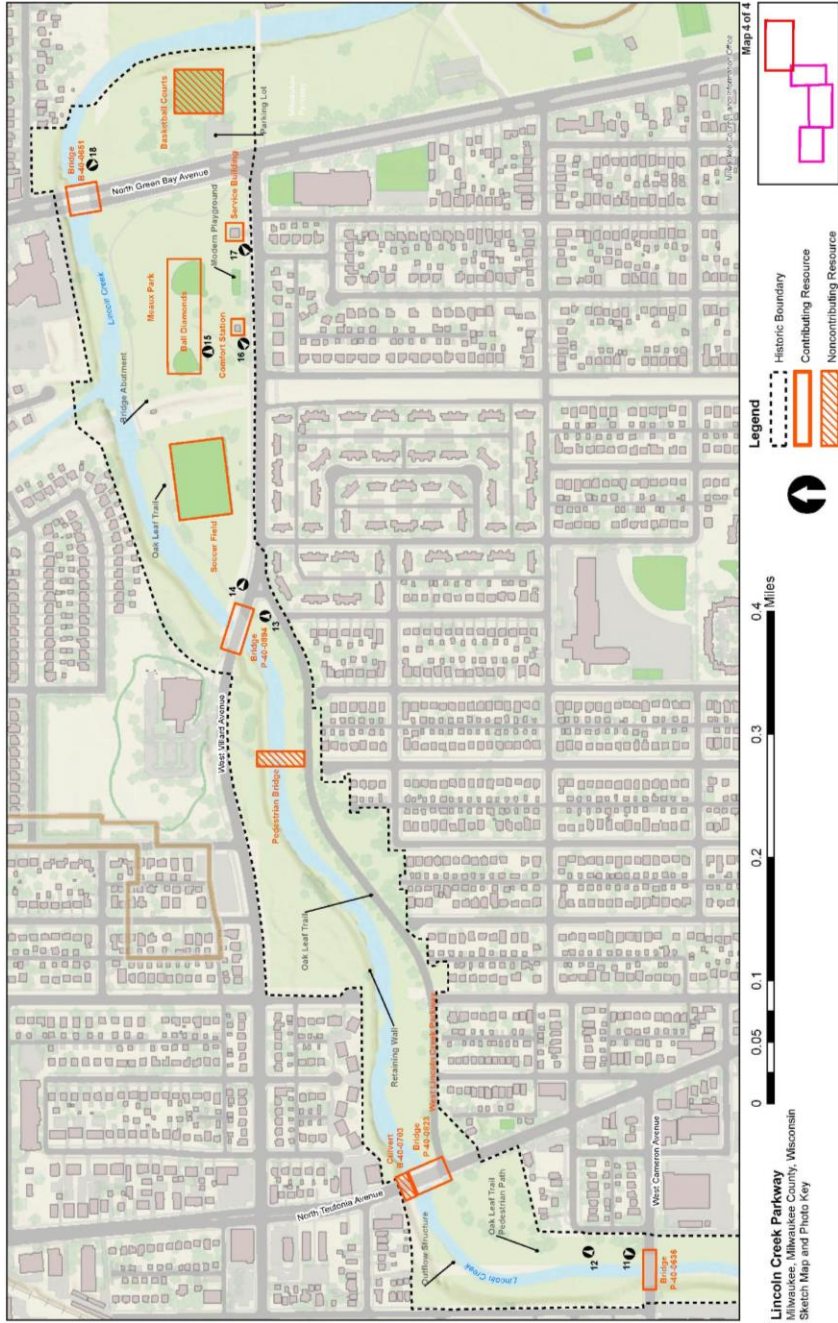


Figure 4. Lincoln Creek Parkway Boundary Map and Photo Key, map 4 of 4.

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Continuation Sheet**

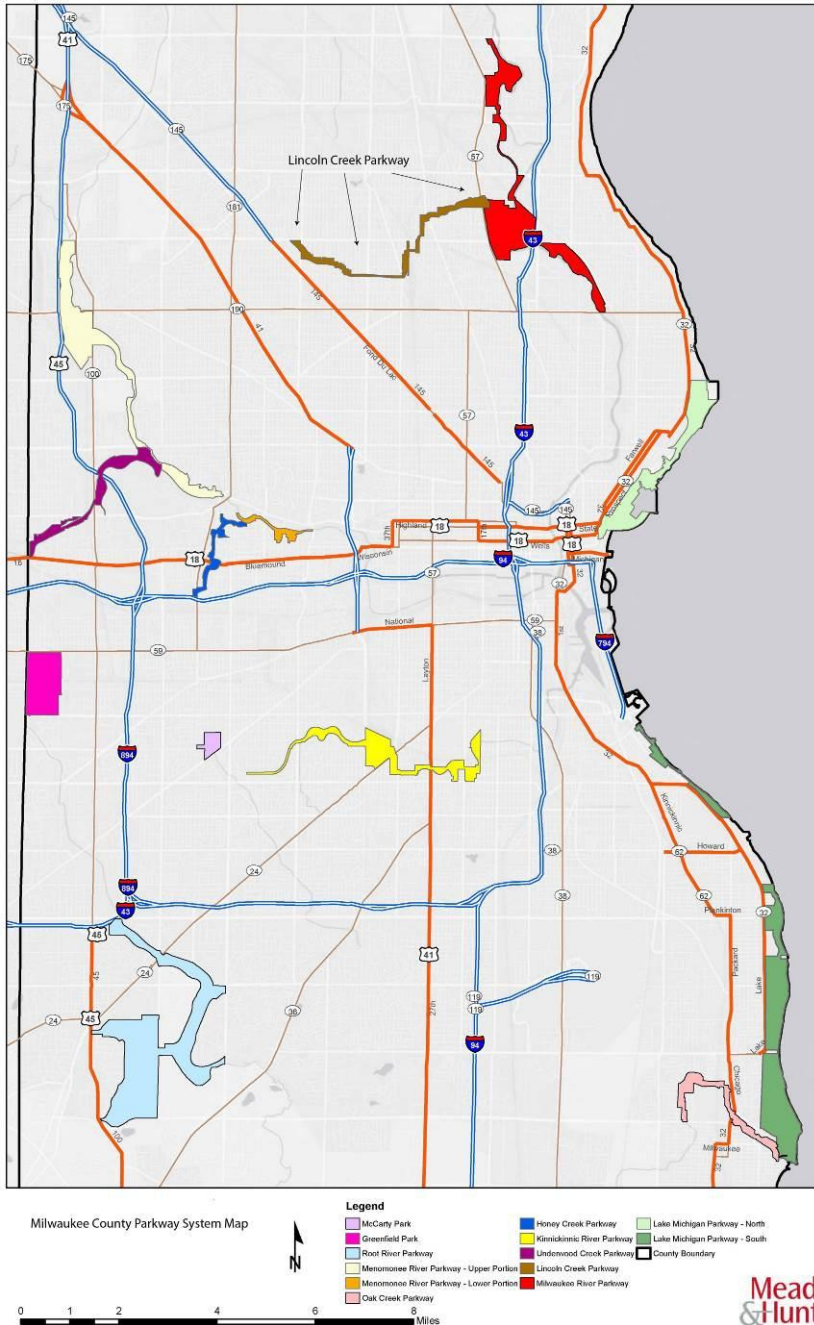


Figure 5. Milwaukee County Parkway System Map. The Lincoln Creek Parkway is labeled near the top.

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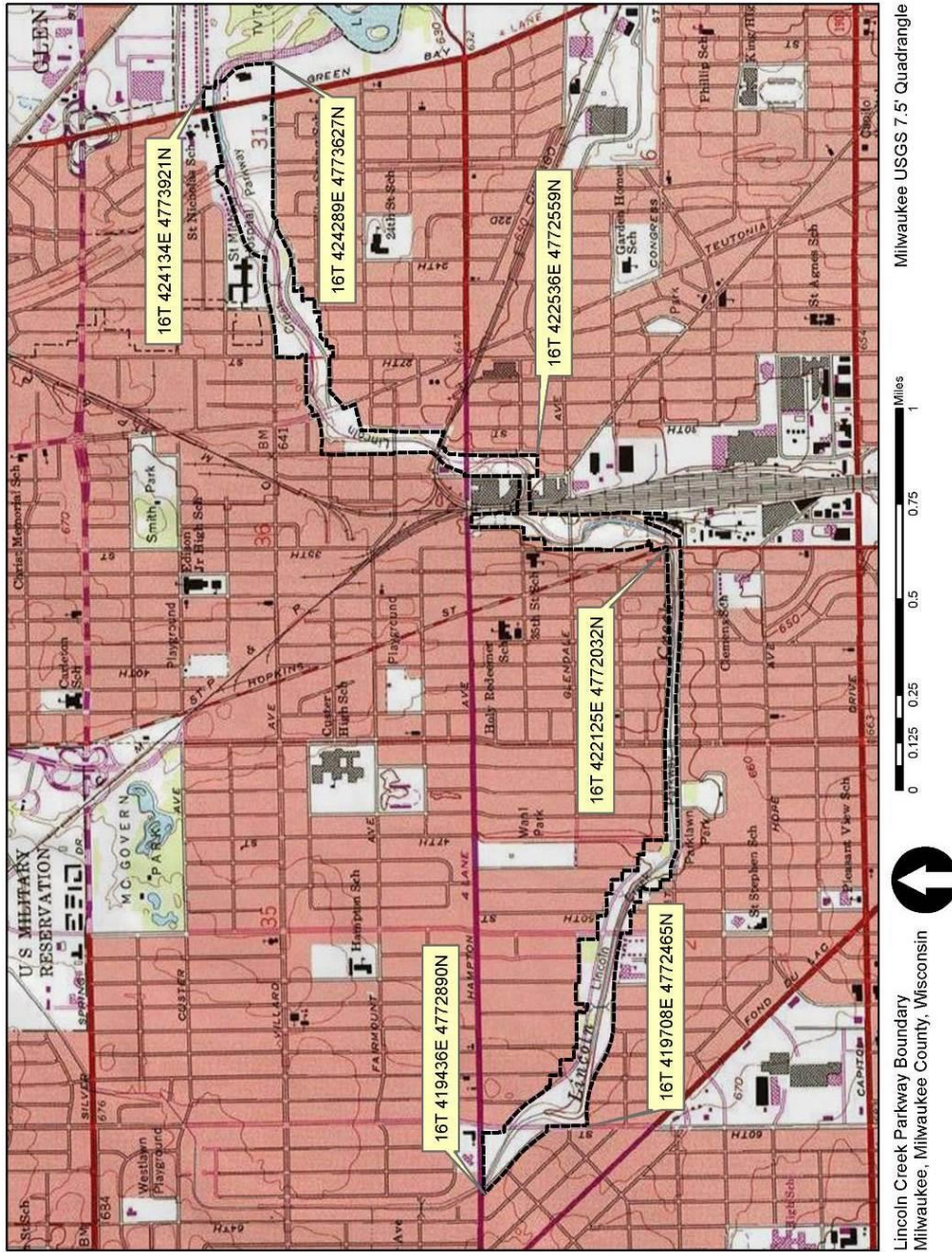


Figure 6. U.S. Geological Survey Map.