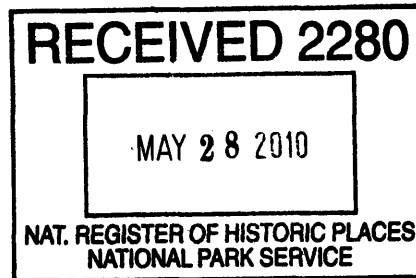


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United States Department of Interior  
National Park Service

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

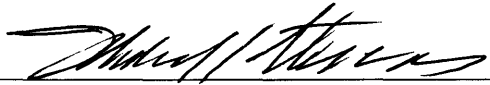
historic name Honey Creek Parkway  
other names/site number N/A

2. Location

street & number Located between State Trunk Highway (STH) 181 at Interstate 94 (I-94) and North 72<sup>nd</sup> Street N/A not for publication  
city or town Wauwatosa N/A vicinity  
state Wisconsin code WI county Milwaukee code 079 zip code 53208

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.)

 5/19/10  
Signature of certifying official/Title Date

State Historic Preservation Officer - Wisconsin

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

Honey Creek Parkway

Milwaukee County

Wisconsin

Name of Property

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**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:)

*Edson H. Beall*

7-8-10

*[Signature]*

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
private			
X public-local	building(s)	0	3 buildings
public-State	site	1	0 sites
public-Federal	structure	7	2 structures
	object	0	0 objects
	X district	8	5 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)

**Current Functions**

(Enter categories from instructions)

TRANSPORTATION/road related (vehicular)

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

Other: Rustic

**Materials**

(Enter categories from instructions)

Other Limestone

Concrete

**Narrative Description**

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

Honey Creek Parkway  
Name of Property

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for 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

1932-1955

### Significant Dates

1932

### Significant Person

(Complete if Criterion B is marked)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Boerner, Alfred

### Narrative Description

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

Honey Creek Parkway  
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## 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: County Parks Department

## 10. Geographical Data

Acreeage of Property 84.2 acres

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

1 16      418347      4765967  
Zone      Easting      Northing

2 16      417530      4765110  
Zone      Easting      Northing

3 16      417120      4764230  
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 Mollie Douglas	date	January 2009
organization	Mead & Hunt, Inc.	telephone	(608) 273-6380
street & number	6501 Watts Road	zip code	53719
city or town	Madison	state	WI

Honey Creek Parkway  
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### 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.

<b>name/title</b>	Milwaukee County				
<b>organization</b>	Department of Parks, Recreation and Culture	<b>date</b>	January 2009		
<b>street&amp;number</b>	9480 N. Watertown Plank Road	<b>telephone</b>	(414) 257-4575		
<b>city or town</b>	Wauwatosa	<b>state</b>	WI	<b>zip code</b>	53226

<b>name/title</b>	Bill Wehrley P.E., City Engineer				
<b>organization</b>	City of Wauwatosa	<b>Date</b>	January 2009		
<b>street&amp;number</b>	11100 Walnut Road	<b>telephone</b>	(414) 479-8929		
<b>city or town</b>	Wauwatosa	<b>state</b>	WI	<b>zip code</b>	53226

<b>name/title</b>	Dennis Stefanik				
<b>organization</b>	Milwaukee Metropolitan Sewerage District	<b>Date</b>	January 2009		
<b>street&amp;number</b>	260 W. Seeboth Street	<b>telephone</b>	(414) 272-5100		
<b>city or town</b>	Milwaukee	<b>state</b>	WI	<b>zip code</b>	53204

<b>name/title</b>	Jeffrey Polenske				
<b>organization</b>	City of Milwaukee	<b>Date</b>	January 2009		
<b>street&amp;number</b>	City Hall, 200 E. Wells Street	<b>telephone</b>	(414) 479-8929		
<b>city or town</b>	Milwaukee	<b>state</b>	WI	<b>zip code</b>	53202

<b>name/title</b>	Charles and Dorisanne Ward				
<b>organization</b>	N/A	<b>Date</b>	January 2009		
<b>street&amp;number</b>	7915 W. Blue Mound Rd.	<b>telephone</b>	N/A		
<b>city or town</b>	Milwaukee	<b>state</b>	WI	<b>zip code</b>	53213

<b>name/title</b>	David and Constance Rogowski				
<b>organization</b>	N/A	<b>Date</b>	January 2009		
<b>street&amp;number</b>	7921 W. Blue Mound Rd.	<b>telephone</b>	N/A		
<b>city or town</b>	Milwaukee	<b>state</b>	WI	<b>zip code</b>	53213

<b>name/title</b>	Gregory and Maria Gorak				
<b>organization</b>	N/A	<b>Date</b>	January 2009		
<b>street&amp;number</b>	7927A W. Blue Mound Rd.	<b>telephone</b>	N/A		
<b>city or town</b>	Milwaukee	<b>state</b>	WI	<b>zip code</b>	53213

Honey Creek Parkway  
Name of Property

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Wisconsin

**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

Section 7 Page 1

Honey Creek Parkway  
Milwaukee County, Wisconsin

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**Introduction and General Setting**

The Honey Creek Parkway is centrally located in Milwaukee County between the communities of Wauwatosa in the north and West Allis in the south. The Parkway is located along the inner loop of two concentric, connected, oval-shaped chains of parkways 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.

Honey Creek stretches continuously from its confluence with the Menomonee River in Wauwatosa south through State Fair Park and beyond Oklahoma Avenue in West Allis; however, the Parkway and park lands stop and start along sections of Honey Creek. The 1.5-mile segment of the Honey Creek Parkway covered in this nomination is located between State Trunk Highway (STH) 181 at Interstate 94 (I-94) and North 72<sup>nd</sup> Street. The Parkway includes nine county-owned resources, seven contributing and two noncontributing, and three non-contributing privately owned residences. The eight vehicular bridges are counted as structures. The Parkway and its landscape features are counted as one contributing site. Features of the Parkway landscape include Honey Creek, parks, pedestrian paths, signs, and retaining walls. Noncontributing resources within the Parkway are categorized based on recent construction dates that are outside of the Parkway's period of significance, which spans from 1932-1955. In addition, the three houses are considered as non-contributing because they do not relate to the use or function of the Parkway.

The Parkway begins at STH 181 at I-94 and follows Honey Creek in a curvilinear manner as it meanders northeasterly towards 72<sup>nd</sup> Street. At this point, Honey Creek joins the Menomonee River, and the Parkway joins the adjacent Menomonee River Parkway. Major roads that intersect the Parkway include Blue Mound Road (United States Highway [US] 18), West Wisconsin Avenue, Portland Avenue, and 72<sup>nd</sup> Street. Dyer Field is located along the Parkway. Residences line varying sides of the Parkway along select segments of the corridor.

Honey Creek Parkway Drive (Drive) follows Honey Creek. The creek runs the entire length of the Parkway but originates south of the Parkway's historic boundary. The topography along the Parkway consists primarily of rolling hills with a balance of heavily wooded properties and flat, open, low-lying areas between the Drive and Honey Creek. The Drive has an asphalt surface that is flanked by concrete curb and gutter. Modern Parkway signs are posted along the Drive.<sup>1</sup>

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<sup>1</sup> Honey Creek Parkway Drive runs along a portion of Honey Creek, just above the point of high flood water stage. The Drive is referred to by several different names as it travels north toward the Menomonee River, including West Honey Creek Parkway Drive, South Honey Creek Parkway Drive, and North Honey Creek Parkway Drive.

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Mixed-age stands of native trees dominate the vegetation along the Parkway. Areas along the creek tend to have shrubby undergrowth interspersed with the mixed-age forest. Mowed, grassy areas and scattered mature tree plantings occupy the wider spaces between the Drive and the creek. The following is a list of the resources contained within the Parkway:

Honey Creek Parkway and Drive	1932	Contributing Site
Bridge (P-40-0986)	1941	Contributing Structure
Ludington Bridge (P-40-0570)	1933	Contributing Structure
Bridge (P-40-0988)	1928	Contributing Structure
Gault Bridge (P-40-0778)	1933	Contributing Structure
Bridge (P-40-0776)	1934	Contributing Structure
Bridge (B-40-0724)	2007	Noncontributing Structure
Bridge (P-40-0777)	1933	Contributing Structure
Bridge (B-40-0723)	2007	Noncontributing Structure
Residence 7915 W. Blue Mound Rd.	c.1920	Noncontributing Building
Residence 7921/7923 W. Blue Mound Rd.	c.1950	Noncontributing Building
Residence 7927/7927A W. Blue Mound Rd.	c.1940	Noncontributing Building

The Parkway is described in greater detail in the following text, beginning at the southern terminus.

*State Trunk Highway 181 to Blue Mound Road*

The Parkway begins at STH 181, north of I-94. A bridge (P-40-0986, contributing) carries STH 181 over Honey Creek and consists of a 30-foot span of rigid frame concrete, built in 1941, and a 15-foot concrete box culvert span that was added in 1963. The rigid frame span has a segmental arch opening and random limestone ashlar veneer with a prominent arch ring. The box culvert has limestone facing on the east wall, while the west wall is exposed concrete. A limestone parapet is found on the rigid frame span and east side of the culvert and includes limestone slab coping. A concrete nameplate on the rigid frame span is incised with "W.P.A. 1941."

A sidewalk separates a line of residential properties from the roadway along both the southern curve of the Drive and the eastern margin of the Drive as it curves northward within its first 300 yards. Sidewalks are not commonly present in extended stretches along the Parkway. Those that are present are generally associated with adjacent residential developments. Residential properties in this segment are single family homes that are set back from the road and rest atop a small hill overlooking the Drive. The homes were constructed c.1940 and reflect the Period Revival styles popular at the time. Mature trees line the Drive, and a maintained, open space runs along the north side of the Drive. A stand of mature trees and native vegetation borders the open space and veils Honey Creek from the Drive and



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Honey Creek Parkway  
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the residential properties above. At the eastern end of this open space, where the Drive curves to the north, a wooden sign commemorates the original site of the Civilian Conservation Corps (CCC) Campground Bluemound, dating from 1933 to 1942. The sign is a landscape feature and part of the overall contributing site.

The Parkway curves northward as Honey Creek meanders. The Drive is flanked by concrete curb and gutter. Pendant lights hang from utility poles along this stretch of the Parkway. Honey Creek borders the Drive on the west, and a c.1935 cut limestone retaining wall supports the west border of the Drive and separates it from the concrete-lined creek bed below. A wood post-and-rail fence atop the wall separates the west side of the drive from the eight-foot drop to Honey Creek.

Maintained, grassy, open spaces with mature tree plantings are located along both sides of the Drive. On the east periphery of the Parkway, divided from the road by an open space, the Dyer Field recreation complex sits just beyond the historic boundary. Bordered by mixed-age stands of trees and native vegetation, the complex consists of several ball diamonds, tennis and basketball courts, and a football/soccer field.

Across from the Dyer Field complex, the Drive continues to follow Honey Creek as it curves to the east. At the bend in the creek, Ludington Bridge (P-40-0570, contributing) carries the drive over the concrete-lined creek. Built in 1933, the 48-foot reinforced concrete arch bridge has a limestone ashlar veneer, prominent arch ring, and a solid parapet with limestone ashlar veneer and concrete slab coping. A short, unpaved pedestrian path follows the north bank of Honey Creek. The path connects the Parkway at Ludington Bridge to a vehicular parking lot at the west periphery of the creek and Parkway property.

*Blue Mound Road to West Wisconsin Avenue*

A large, maintained, open space bordered by mature trees and native vegetation is situated at the southeast corner of the Drive and Blue Mound Road intersection. Honey Creek makes a wide turn immediately south of Blue Mound Road and moves east from the Drive before returning west again on the north margin of Blue Mound Road. A concrete girder bridge (P-40-0988, contributing), constructed in 1928, carries Blue Mound Road over Honey Creek. The 27-foot single span bridge was widened in 1953. As a result of the widening, the bridge now appears as a box culvert, with metal riprap covering its abutments on the north elevation.

Three noncontributing private residences are located along the south side of Blue Mound Road between the Parkway Drive and Honey Creek. Constructed c.1920, c.1940, and c.1950 respectively, the buildings are not related to the historic parkway development and are considered noncontributing.

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Honey Creek Parkway  
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Honey Creek again meanders parallel to Blue Mound Road west toward the Drive. Gault Bridge (P-40-0778, contributing) carries the Drive across the creek. A reinforced concrete arch built in 1933, Gault Bridge has a limestone ashlar veneer and prominent arch ring. The 48-foot span has a solid parapet, also with limestone ashlar veneer, and concrete slab coping. Concrete continues to line the creek bed along this section. Larger scale, single family homes dating to c.1940 line the eastern edge of the Parkway along this segment. The homes are set back from the Drive and are incongruent in style. While no sidewalk is present from Blue Mound Road to St. Anne Court, a sidewalk begins at Mary Ellen Street and follows the east side of the drive northward along the line of residential properties. Concrete curb and gutter continue along this stretch of the Drive, as do pendant lights hanging from utility poles. The length of the west margin of the Parkway in this segment remains heavily wooded with mature trees. Short, narrow, intermittently-spaced, maintained grassy areas hug the west curve of the Drive from Blue Mound Road north to West Wisconsin Avenue.

A single span, concrete girder bridge (P-40-0776, contributing) carries West Wisconsin Avenue over Honey Creek. Built in 1934, the bridge has a decorative limestone ashlar veneer on its abutments, walls, and parapets. The solid parapet has limestone slab coping, and decorative limestone brackets enhance the concrete fascia of the girder. A c.1934 cut limestone retaining wall lines the creek bed for a short span on the north side of the bridge, giving way to large boulders and cut stone remnants along Honey Creek and the Drive.

A paved pedestrian pathway follows the western bank of Honey Creek from Rockway Place north to West Wisconsin Avenue and across the road to the nearby St. Jude Church and School property. Mixed-age stands of trees continued to occupy the western edge of the creek bed. Shortly after passing below West Wisconsin Avenue, the creek bed is no longer lined with concrete.

*West Wisconsin Avenue to Portland Avenue*

Single family homes line the eastern margin of the Parkway as it follows Honey Creek north from West Wisconsin Avenue. These residential properties are set back from the Drive and are incongruent in their styles and dates of construction. The western margin of the Parkway, from the Drive west beyond Honey Creek, is heavily wooded with stands of mature trees and native vegetation. The creek is veiled from the drive and residences above by these groves.

Honey Creek turns sharply to the east shortly before reaching Portland Avenue. A concrete slab bridge (B-40-0724, noncontributing), constructed in 2007, carries the Drive over Honey Creek. It is a single span concrete flat slab with stone masonry facing and concrete parapets. It replaced the 1932 Kavanaugh Bridge (P-40-0779, nonextant) and is sympathetic in design to the original.

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Honey Creek Parkway  
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A cut limestone retaining wall lines each bank of Honey Creek in this segment and extends along either side of the bridge. It is likely that this wall dates to 1932, when the original bridge was constructed. An unpaved, pedestrian pathway curves to follow the southern bank of Honey Creek as it travels east/west, and connects the Drive with a large, maintained open space at the eastern periphery of the Parkway. A recreational field lacking any permanent fixtures covers a portion of the open space, which is bordered by mature stands of trees and native vegetation.

*Portland Avenue to 72<sup>nd</sup> Street*

Very few residential properties are located along this segment of the Parkway. Land along the eastern edge of the Drive is densely wooded. A 1933 reinforced concrete arch bridge (P-40-0777, contributing), with limestone ashlar veneer and a prominent arch ring, carries Portland Avenue over Honey Creek. The 34-foot bridge has a solid parapet with limestone ashlar veneer and slab coping.

A c.2007 retaining wall that consists of loose rock secured by wire mesh netting is located along the southeast side of the Parkway and forms the northwest bank of Honey Creek. A large, maintained open space is located across the Drive from the modern retaining wall, while the southeastern periphery remains heavily wooded. Sidewalks are not present along this segment of the Parkway; however, concrete curb and gutter continue to line the Drive.

A 2007 single span, concrete, slab bridge (B-40-0723, noncontributing) carries the Drive over Honey Creek. With stone masonry facing and concrete parapets, the design is sympathetic to the 1933 Wellauer Bridge (P-40-0780, nonextant) that it replaced.

While several historic bridges have been replaced, and features have been added, the Parkway maintains its historic character and retains sufficient integrity to represent the development of this Parkway during the period of significance.

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Honey Creek Parkway  
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**Statement of Significance**

The Honey Creek Parkway meets National Register *Criterion A: Community Planning and Development*. The Parkway is locally significant as an individual component of the Milwaukee County Parkway System, which was largely constructed under Depression-era federal work relief efforts. The Honey Creek Parkway was designed by Alfred Boerner<sup>2</sup> as a component of a large chain of parkways that encircled Milwaukee County. It remains largely intact and the original design intention of the parkway plan is clearly visible. The period of significance extends from 1932, with the implementation of the plan for the Parkway, to 1955. Improvement efforts in the Honey Creek Parkway continued through the early 1950s. In 1951 the Milwaukee County Park Commission approved plans for the revision of streets and Honey Creek's location near 80th Street and Blue Mound.<sup>3</sup> A comparison of the current creek layout in this location with the 1924 preliminary plans illustrated in the *First Annual Report* suggests that Honey Creek was straightened as part of the 1951 planned improvement efforts. In 1954 additional grading was completed between 78th Street and Honey Creek Parkway north of Blue Mound Road. A roadway leading from Blue Mound Road to Honey Creek Drive was constructed. The parkway area was fertilized, top-soiled, and seeded.<sup>4</sup> During this time, Bridge 40-0988 (1928) carrying Blue Mound Road across Honey Creek was widened. By 1955, the parkway had assumed much of its current appearance.

The Honey Creek Parkway is one of nine parkways, established between 1923 and 1960, that are addressed in the Multiple Property Document (MPD), "The Milwaukee County Parkway System." As such, the Parkway is linked to the historic contexts of community planning and development in Milwaukee County and federal work relief programs in Milwaukee County, as outlined in the MPD.

*History of the Honey Creek Parkway*

Charles B. Whitnall included Honey Creek Parkway in his initial study for the Milwaukee County Parkway System in 1923. The Milwaukee County Park Commission accepted early plans for the Parkway by 1925. The planned segments followed Honey Creek from its confluence with the Menomonee River, south through State Fair Park, and easterly to a branch of the Kinnickinnic River at

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<sup>2</sup> Alfred L. Boerner served as landscape architect in the Milwaukee County Regional Planning Department from 1926 to 1952. In 1952 he replaced George Hansen as Superintendent of Parks and served in that capacity until 1955. Though Boerner arrived in Milwaukee County shortly after the county parkway system had been conceived, it was many of his designs that made the parkway system a reality. Boerner's designs implemented the proposed plans by Whitnall and the Park Commission.

<sup>3</sup> Milwaukee County Park Commission, *1951 Annual Report of the Activities of Milwaukee County Park Commission* (Milwaukee: Milwaukee County Park Commission, 1951), 19.

<sup>4</sup> Milwaukee County Park Commission, *1954-1955 Report of the Milwaukee County Park Commission: January 1, 1954 through December 31, 1955* (Milwaukee County Park Commission, 1955), 34.

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Honey Creek Parkway  
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Hawley Road. The preliminary plans feature a curvilinear road alternating along both sides of the creek with abundant plantings.<sup>5</sup>

Land for the Honey Creek Parkway was not acquired until 1931 and 1935. Implementation of the Parkway began in 1932 at the confluence of the Menomonee River and Honey Creek. The initial work required relocating and widening the creek, road grading and surfacing with macadam obtained from the Milwaukee River deepening project at Estabrook Park, and bridge construction. Two CCC camps were located along the Honey Creek Parkway and provided labor to complete the creek work and installation of masonry retaining walls, dams, landscaping, and roads. Stream bank erosion control continued through 1941 with Works Progress Administration (WPA) labor.<sup>6</sup>

In 1936, the Honey Creek Parkway encompassed 82 acres and followed Honey Creek from South 84<sup>th</sup> Street and West Adler Street north to the confluence with the Menomonee River. During this period, the CCC built six masonry-veneered reinforced concrete bridges, with stone from the Currie Park quarry. Four of these bridges were located on the parkway drive, while the other two were located on streets that crossed the parkway.<sup>7</sup>

South of State Fair Park, the Honey Creek Parkway is largely discontinuous. McCarty Park in West Allis (1946) is the only park associated with the original plan for the Honey Creek Parkway, in which the parkway extended from the Menomonee River to the Kinnickinnic River. McCarty Park was previously known as the Eckel Tract and was acquired in 1944 from the City of West Allis. Initial development began in 1945. Between 1945 and 1950, McCarty Park was landscaped; a lagoon was excavated, ball fields laid out, and walks constructed.<sup>8</sup> However, there is no parkway road access to the park.

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<sup>5</sup> Milwaukee County Regional Planning Department, *The First Plans for a Parkway System for Milwaukee County: Illustrations from First Annual Report* (Milwaukee: Milwaukee County Regional Planning Department, 1924), 9-11.

<sup>6</sup> Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Biennial Report: 1931-1932* (Milwaukee: Court House, 1933), 40; Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936* (Milwaukee: Court House, 1937), 64-66; Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive* (Milwaukee: Court House, 1951), 113.

<sup>7</sup> Milwaukee County Regional Planning Department and Milwaukee County Park Commission, *Quadrennial Report: 1933-1936*, 36, 64-65.

<sup>8</sup> Milwaukee County Park Commission and Milwaukee County Regional Planning Board, *Quadredecennial Report: 1937-1950 Inclusive*, 102, 113-115.

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Honey Creek Parkway  
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*Integrity*

The parkway drive roughly follows the original plans, from the confluence of Honey Creek and the Menomonee River south to State Fair Park. There is a break in the parkway between State Fair Park in the north and McCarty Park in the south. Additionally, Honey Creek Parkway does not link with the Kinnickinnic River Parkway, as originally intended. Segments of the Honey Creek Parkway feature natural plantings, consistent with early development plans. Several of the CCC-built masonry veneered bridges have recently been replaced with modern spans. Additionally, the creek has been lined in concrete from Wisconsin Avenue, north of State Fair Park, to its southern terminus at 72nd Street. Although the Parkway has been altered, it is still able to convey its original intention as a component within the overall system of parkways. The major features that contribute to the overall significance of the site, including the creek, park drive, and natural setting, are still present.

*Conclusion*

The Honey Creek Parkway 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* multiple property listing, 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. The Parkway demonstrates characteristic features of parkway planning and development in Milwaukee County. It includes a circulation system, vegetation, watershed feature, and bridges. These characteristic features contribute to the Honey Creek Parkway's ability to serve as a good representative example of its period of design and construction and its landscape type.

Moreover, the Honey Creek 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 federal aid work relief in Milwaukee County as much of the Parkway's implementation occurred under the umbrella of federal work-relief efforts. CCC and WPA labor completed development tasks while operating out of camps along the Parkway. The Honey Creek Parkway retains strong integrity of location, design, setting, association, and feeling. As stated in the *Milwaukee County Parkway System Multiple Property* 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 to the Parkway, including the addition of modern bridges

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and a concrete liner, ensure that the Parkway will continue to function into the twenty-first century. Despite slight alterations to the Honey Creek Parkway, it continues to demonstrate the design intent of parkway planning and development in Milwaukee County.

*Archaeological Potential*

The Honey Creek Parkway is eligible under National Register *Criterion A: Community Planning and Development*. Although it is likely that archaeological sites may be located within the parkway boundary, research was not undertaken to determine the location of these sites and any relation to parkway planning and design.

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**Geographical Data**

*Verbal Boundary Description:*

The historic boundary surrounding the 1.5-mile segment of the Honey Creek Parkway, a linear resource, covered in this nomination is an irregular polygon that is shown on the attached historic boundary maps. The boundary follows the course of Honey Creek from a point north of I-94, where this segment of the Parkway road begins, north to North 72<sup>nd</sup> Street, where the Parkway road terminates and the Parkway joins the Menomonee River Parkway. The historic boundary includes Honey Creek, the Parkway Drive, and park space along the creek corridor.

The UTM coordinates reflect the resource's linear nature. Point 1 corresponds to the start of the drive at its north end; point 3 is its terminus.

*Boundary Justification:*

The historic boundary was defined to include property historically associated with the Honey Creek Parkway and property owned by Milwaukee County. The limits of county-owned parcels and the back edge of pavement along the Parkway Drive and adjacent roads were used to define the historic boundary. In the area of Dyer Field, the boundary follows the limits of the county-owned parcel and eliminates athletic fields that were not historically associated with the Parkway. Three noncontributing residences are located on lots 3, 4, and 5 of Block 2 in the Pleasant Subdivision, which was platted prior to Parkway development and is situated along Blue Mound Road. These residences are included within the Parkway boundary, and it remains unclear as to why Milwaukee County did not acquire the three lots during the years of parkway development. Some sections of Honey Creek Parkway south of I-94 are discontinuous and no longer reflect the 1923 plans. Therefore, they were eliminated from the historic boundary.

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**Photographs**

The following pertains to all photographs:

***Honey Creek Parkway  
Milwaukee County, Wisconsin, 53208  
Photographer: Mollie Douglas, Mead & Hunt, Inc., October 2007  
Negatives in the collection of the Wisconsin State Historical Society***

*Photograph 1 of 13*  
Bridge (P-40-0986) – side elevation  
View looking west

*Photograph 2 of 13*  
CCC Sign  
View looking north

*Photograph 3 of 13*  
Retaining wall  
View looking north

*Photograph 4 of 13*  
Bridge (P-40-0570) – side elevation  
View looking east

*Photograph 5 of 13*  
Bridge (P-40-0988) – side elevation  
View looking north

*Photograph 6 of 13*  
Bridge (P-40-0778) – side elevation  
View looking northwest

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*Photograph 7 of 13*  
Honey Creek Parkway  
View looking north

*Photograph 8 of 13*  
Bridge (P-40-0776) – side elevation  
View looking north

*Photograph 9 of 13*  
Pedestrian pathway  
View looking north

*Photograph 10 of 13*  
Bridge (B-40-0724) – side elevation  
View looking west

*Photograph 11 of 13*  
Retaining wall  
View looking southwest

*Photograph 12 of 13*  
Bridge (P-40-0777) – side elevation  
View looking northwest

*Photograph 13 of 13*  
Bridge (B-40-0723) – side elevation  
View looking northeast