

National Register of Historic Places
Fort Wayne Parks and Boulevard System
Historic District
Fort Wayne, Allen County, Indiana



Historic Postcard of Thieme Drive Overlook

June 30, 2010

Submitted by:

The City of Fort Wayne
Division of Community and Economic Development
Fort Wayne, Indiana

Prepared by:

The Westerly Group, Inc.
In association with
Storrow Kinsella Associates

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Fort Wayne Park and Boulevard System Historic District

other names/site number _____

2. Location: Roughly inclusive of the following parks and adjacent rights-of-way: Franke, McCormick, McCulloch, McMillen, Memorial, Nuckols, Old Fort, Reservoir, Rockhill, Weisser, and Williams. Also including the following water (river) based parkways and associated green space: Maumee River from three rivers confluence to White Oak Dr, including Lakeside Park; Spy Run Creek from St. Mary's River to Norfolk Avenue, including Lawton Park and Vesey Park; St. Joseph River from three rivers confluence to Coliseum Boulevard, including Johnny Appleseed Park; St. Mary's River from three rivers confluence to Fairfield Avenue, including Bloomingdale Park, Foster Park, Guldlin Park, Orff Park and the Thieme Dr. Overlook, Roosevelt Park, Camp Allen and Swinney Park (East & West). Also including the rights-of-way of the following boulevards: Anthony Boulevard from Crescent to Rudisill, Berry Street from Hanna to Thieme, Hanna Street from Rudisill to Taber, Taber Street from Hanna to Lafayette, Jefferson Boulevard from Thieme to Lindenwood, Lindenwood Avenue from Jefferson to W. State, Rudisill Boulevard from McMillen Park to Foster Park, Sherman Boulevard from St. Marys River to Franke Park, St. Joseph Boulevard from Columbia to E. State, State Boulevard from Anthony to Lindenwood, Tennessee Avenue from Spy Run Avenue to California, and Lake Avenue from Forest Park to Anthony. All located in Fort Wayne, Indiana.

N/A not for publication

city or town Fort Wayne N/A vicinity

state Indiana code IN county Allen code 003 zip code 46802

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

x national ___ statewide ___ local

Signature of certifying official/Title _____ Date _____

State or Federal agency/bureau or Tribal Government _____

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

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register determined eligible for the National Register
 determined not eligible for the National Register removed from the National Register
 other (explain:)

Signature of the Keeper

Date of Action

5. Classification

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

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

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

- private
 public - Local
 public - State
 public - Federal

- building(s)
 district
 site
 structure
 object

	Contributing	Noncontributing	
	34	32	buildings
	0	0	district
	61	6	site
	70	42	structure
	15	6	object
	180	86	Total

Name of related multiple property listing
 (Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

The Civilizing of a Midwestern City: The Park and Boulevard System of Fort Wayne, Indiana

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6. Function or Use

Historic Functions
 (Enter categories from instructions.)

Current Functions
 (Enter categories from instructions.)

RECREATION AND CULTURE/ Outdoor Recreation

RECREATION AND CULTURE/ Outdoor Recreation

TRANSPORTATION/ Road-related

TRANSPORTATION/ Road-related

TRANSPORTATION/ Pedestrian-related

TRANSPORTATION/ Pedestrian-related

LANDSCAPE/ Park

LANDSCAPE/ Park

LANDSCAPE/ Natural Feature

LANDSCAPE/ Natural Feature

GOVERNMENT/ Public Works

GOVERNMENT/ Public Works

INDUSTRY/PROCESSING/EXTRACTION/

INDUSTRY/PROCESSING/EXTRACTION/

Waterworks

Waterworks

INDUSTRY/PROCESSING/EXTRACTION/ Energy Facility

INDUSTRY/PROCESSING/EXTRACTION/Energy Facility

FUNERARY/ Cemetery (Burial Site)

FUNERARY/ Cemetery (Burial Site)

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19th & 20th CENTURY REVIVALS: Classical

Revival

LATE 19th & EARLY 20th CENTURY

MOVEMENTS: Craftsman

Materials

(Enter categories from instructions.)

Foundation: CONCRETE

Walls STONE

BRICK

OTHER

Section 7

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Fort Wayne Park and Boulevard System Historic District is located in Fort Wayne, Allen County, Indiana. Fort Wayne is the county seat and one of Indiana’s largest cities. Allen County is located in the north east part of Indiana, with its eastern boundary on the Ohio-Indiana line. Fort Wayne is near the center of the county. Because it is located at the meeting of the Maumee, St. Joseph and St. Mary’s rivers, Fort Wayne is sometimes called the —“Three Rivers” city. It is also at the junction of three physiographic regions in Indiana, the Auburn Morainal Complex, the Bluffton Till Plain and the Maumee Lake Plain. During the 19th Century, the town was known as the —“Summit City” because it was located at the highest point on the Wabash and Erie Canal, at an elevation of approximately 790 feet.

The Fort Wayne Park and Boulevard System Historic District is based upon a plan conceived in 1909 by Charles Mulford Robinson and the more detailed one which followed it, designed by the landscape architect and planner, George Kessler in 1911-12 (See Figure 2.) To some extent, it also reflects fulfillments of the Robinson and Kessler concepts as shown in the 1927 Street Road and Public Space Improvements plan completed by the firm of Bennett, Parsons and Frost.

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The district is primarily bound by the city limits as shown on the Kessler plan and includes parkway/greenways and some parks which are its logical extensions. The Key Map for the district (KM) shows the rough geographic boundaries within which the individual resources are located. In general, they are encompassed between Coliseum Boulevard in the north and north east, Hessen Cassel Road in the south east to Tillman Road in the south, and Ardmore in the west. The district is subdivided into three components: Parks, Parkways (with their associated parks) and Boulevards. It includes 11 individual parks, encompassing more than 601 acres; 4 parkways, with 10 associated parks or park-like areas including 1133 acres; and 10 boulevards totaling 149 acres. The total acreage is approximately 1,883 acres. The district includes 61 contributing sites, 34 contributing buildings, 70 contributing structures and 15 contributing objects. In addition, the non-contributing resources include 6 sites, 32 buildings, 42 structures and 6 objects. Four contributing resources were previously listed in the National Register and are thus not counted in this nomination:

Thomas W. Swinney House (**SM** SW-3)- Building
Wells Street Bridge (**SM**-12)-Structure
Johnny Appleseed Memorial Park (Gravesite) (**SJ** JA-11)-Site
"Welcome to Fort Wayne" planting (Indian Village HD)(**SM** FO-9)-Site

INTRODUCTION:

This nomination relies upon the contexts and property types described and developed in the Multiple Property Documentation Form "The Civilizing of Midwestern City: The Park and Boulevard System of Fort Wayne, Indiana – A Plan for the Ideal Development of Transportation, Parks and Residential Subdivisions", prepared by Christopher Baas and Tina Jones, assisted by Malcolm Cairns for ARCH, Inc. and accepted by the National Park Service. This document focused on early twentieth century city planning in Fort Wayne and identified eight property types: 1) The Portage; 2) Pre-Canal Era Resources; 3) Canal Era Resources; 4) Railroad Era Resources; 5) Lincoln Highway Related Resources; 6) The Fort Wayne Park and Boulevard System; 7) Residential Subdivisions; and 8) Individual Public Parks, Boulevards, Parkways, Green Spaces, and Recreation Resources. While individual features within the Fort Wayne Park and Boulevard System fall within all of the eight property types described, this nomination reflects property type Number 6. Thus it considers the system as a whole, including the plan recommended by Charles Mulford Robinson and broadened by George Kessler, as well as the influence of inspired local individuals and entities such as the Fort Wayne Civic Improvement Association, the Parks Department, the Board of Park Commissioners, the City Planning Commission and the River Front Commission. These plans and philosophies are the skeleton upon which this nomination is built.

In addition, to the extent that they represent realizations of the original plan, it reflects recommendations put forward by later professionals including the firm of Bennett Parsons & Frost, noted landscape architect Arthur Shurcliff, and local Superintendent Adolph Jaenicke, as well as the local consultant, Robert Hanna. This nomination portrays the Fort Wayne Park & Boulevard System (including parkway/greenways) as it existed between 1909 and 1955, including pre-existing parks which were present when the system plans were developed. It is hoped that the nomination will serve as a foundation for later scholarship and development – a springboard for future recognition and registration.

System Components

The Fort Wayne Park & Boulevard System includes individual parks which often pre-date the master plans of 1909 and 1912. In addition, a number of parks are intimately tied with the riverine

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network which is so important to the character of the city. Some of these parks also existed prior to 1912. The master plan, and several which follow clearly emphasize the importance of the river system and show how future green areas provide connectivity. Finally, the boulevard system ties all of these together and provides linear definition to the outer perimeter of much of the plan.

Parks

Individual parks within the system range in size from less than an acre to more than 300 acres. Some of these feature urban forested areas, while others demonstrate obvious designed plantings. Nearly all of them have some kind of tree plantations, grassy meadows or other open spaces and active recreation facilities. They range widely in character; some represent memorial gardens or commemorative sites, while others concentrate on open space. Most of them contain buildings, shelters, and other amenities. The individual parks which were in place when the Kessler plan was completed and which were incorporated as such by the landscape architect include: Old Fort Park (1863), Nuckols (Hayden) Park (1876), Reservoir Park (1879), McCulloch Park (1886), Williams Park (1898), Weisser Park (1908) and Rockhill Park (1909.) Franke Park, established in the northwest in the 1920s reflects the realization of a recommended park in the Kessler plan which was ultimately located slightly farther north, thanks to the availability of generous land donations in that area. None of these parks are individually listed on the National Register of Historic Places at this time.

Parkways

All of the planners and designers who worked in Fort Wayne recognized the immense importance of the three rivers. Parkways follow the natural meander of the river. The land, for the most part, includes properties on both sides of the river. In some cases, as can be vividly seen on the Kessler plan, areas expand outward from the river to include existing or planned parks. In each plan, this system was perceived as a way to achieve green space, and additional park land while tending to the requirements for flood control, pedestrian and vehicular circulation. At the time that the first plans were developed, the river banks were notorious as dumping grounds for trash, rank with flotsam and jetsam.

The parkways in the Fort Wayne system include some which have roadways constructed on one or both sides of the river. Others realize the concept through pedestrian walkways and planted greenways. The open spaces between the driving or walking lanes and the waterway form continuous parks, some providing recreational opportunities. Some feature flood control structures, such as flood walls, dams or barrier structures, as well as bridges. In the Fort Wayne Park & Boulevard System, river parkways are associated with parks, where this connectivity made such an association appropriate. Thus, the four parkways included in this nomination (Maumee, Spy Run Creek, St. Joseph and St. Mary's) also bring nine parks or park-like areas into the nomination. Lakeside Park is included with Maumee Parkway. Lawton and Vesey Parks are connected by Spy Run Creek Parkway. Johnny Appleseed Park is included with St. Joseph Parkway and St. Mary's Parkway incorporates Bloomingdale, Foster, Guldlin, Roosevelt and Swinney Parks as well as the Orff Park and the Thieme Drive Overlook.

Boulevards

In the Fort Wayne system, stately boulevards were planned to connect parks and parkways via direct north-south or east-west arteries. Typically, these reflect a rational grid system. In Fort Wayne, the outer boulevards connect, for the most part, at right angles to each other and to featured parks, while inner city boulevards are aligned with the older city plan, reflective of the intervening rivers. A typical boulevard contains uniform, wide property set backs, generous pedestrian sidewalks and tree lawns separating the sidewalks from the roadway. Kessler's plans for boulevards, in Fort

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Wayne and elsewhere, often included wide right-of ways to accommodate generous medians for tree plantings and other vegetation. The features which make these thoroughfares gracious today include mature trees planted in the lawns which separate pedestrians from the rush of traffic. In some of the boulevards, large London Plane trees, a Kessler hallmark in Fort Wayne and Indianapolis, still grace the streets. Along the route, a mix of residential, academic and/or commercial can be found. Where possible, the planners sought to integrate schools, churches and other institutions along these roadways. Street lighting and other site details are also important. The nomination includes 10 boulevards (or portions): Anthony, Berry, Hanna, Jefferson (Cressler), Lindenwood (Brookside), Rudisill, Sherman (Kekionga), St. Joseph, State (Pfeifer) and Tennessee Avenue/Lake Avenue. Kessler had proposed 11 boulevards, but not all of these have been fully realized to date.

The Evolution of Fort Wayne's Park and Boulevard System

Fort Wayne's Park and Boulevard system evolved over a period of years. The most developed plan for the formal system was achieved in 1912, with the plan devised by George Kessler and implemented for several decades to follow. Concerned local citizens had begun discussions about Fort Wayne's growth and future in the late nineteenth century. They had good reason to be worried. By 1890, major railroad lines ran through the center of town, several south of the confluence of the rivers.¹ In all, Fort Wayne would have seven important rail lines.² The railroads brought economic growth, but rail-based industrialization also resulted in huge physical changes. The railroad lines divided the town from its rivers. The population growth, from 26,880 in 1880, to 45,115 in 1900 brought congestion, crowded living conditions, air and water pollution, not to mention poor sanitation and hygiene.³

American cities were universally experiencing the difficulties of unplanned industrialized growth during the last decades of the nineteenth century. Olmsted and Vaux had led the way toward more gracious city living in the 1850s, with the design for Central Park in New York. They followed this with their plan for Riverside, in 1869, a planned community outside Chicago. But in 1893, the World's Columbian Exposition in Chicago inspired the nation to re-think city planning and development. During this era, Fort Wayne created a separate Board of Park Commissioners and began to explore ways to inspire a comprehensive plan. In 1909 private funds from Fort Wayne's Commercial Club helped bring Chicago Professor Charles Zueblin to town for several lectures. The same year, The Fort Wayne Civic Improvement Association brought the well-known —City Beautiful" advocate and planner, Charles Mulford Robinson to town. His report, published in 1909 articulated the problems faced by the city, as well as its unique geographical configuration — its assets and liabilities. Robinson had reported on the Chicago exposition, with much enthusiasm. After a sojourn in Europe, he completed his first book on city planning, *The Improvement of Cities and Towns, or the Practical Basis of Civic Aesthetics*, in 1901. With this publication, he encouraged the fledgling "art" of city planning and coined the watchword for the City Beautiful movement. His work encouraged local citizens, like those in Fort Wayne, remarking that —something very like religious fervor can be put into the zeal for city beauty, sustaining it through long patience and slow work".⁴

Robinson's 123-page Fort Wayne report was greeted by enthusiastic response upon its publication. He described the problems faced by the city: congestion; polluted rivers and blighted banks, unplanned construction. In addition, he recalled the city's assets, its character as a rail, manufacturing and trading center. In the section of his report dealing with parks and parkways, he

¹ Sanborn Insurance Map, 1890, P. 1

² Griswold, *Guide to Fort Wayne, 1914*, p. 14 (quoted in Baas & Jones, MPD)

³ Chris Baas and Tina Jones, MPD, p. 34.

⁴ Norman T. Newton, *Design on the Land*, Cambridge, MA:Harvard Univ. Press, 1971.Pp. 414,415.

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reiterated a basic principal : —~~that~~the stream banks of a community should be reserved for park development.” He was the first professional consultant to articulate the thoughts of many local citizens: —.!In parking the river banks, and putting drive and walk[s] along their edge, Fort Wayne will be turning to account its greatest natural asset, and developing its own proper individuality...” Robinson’s report dealt with city streets, a recommended industrial district, public market, a new railroad station, residential streets as well as parks and parkways. Robinson saw his role as a reporter, pointing out opportunities and needs, but reserving more detailed planning to others at a later time.⁵ For example, his comments regarding the railroad station were inspired by contemporary plans to elevate the Pennsylvania & Wabash Railroad lines and build new passenger stations. This project was completed by 1914 and incorporated several of his suggestions.⁶

Tipped into the back of the report was a map, created by the R. L. Polk Company in 1908 and showing some of the recommended river drives, park additions and boulevard connections, as well as existing parks and drives. The map (Figure1) shows Lawton, Lakeside and Swinney parks, as they existed at that time. Old Fort and Hayden (now Nuckols) parks are also represented, along with a few others. St. Joseph and Edgewater parkways are in place, but additional lands along the St. Joseph and St. Mary’s rivers are proposed. The development of Walton (now Anthony) as a boulevard is shown, as well as a similar recommendation for Tennessee. Thus, some of the elements which would be incorporated into George Kessler’s 1912 plan were already in discussion at this time.

Robinson laid the groundwork, and George Kessler built the formal plan. By 1911, the Fort Wayne Board of Park Commissioners had hired Kessler to prepare a plan and a report for a scheme of parks, parkways and boulevards in the city. He urged the investment in such amenities, to make the most of the city’s physical beauty and create local pride. He appealed to the civic fathers’ concern for dollars and cents saying, —...n~~o~~improvement pays so well. Wherever such properties have been purchased and improved, the increased value of these properties alone have more than paid for the investment therein.”⁸ The plan which accompanied this report anticipated growth beyond the then city limits, recommending considerable purchases of additional park lands, as well as comprehensive acquisition of all of the lands along the three river banks. Boulevards were clearly defined with an ideal specification and discussion of the specific purposes. It is this plan which has formed foundation for this nomination and for much of the present system in Fort Wayne.

Kessler envisioned the river parkways as —~~to~~the most important link in the chain of pleasure highways surrounding the city..” He saw the potential for, ...”at least 15 additional miles of high-class residential frontage, creating out of the worst conditions the very best of residential properties.” He complimented Theodore F. Thieme, a local businessman for conceiving a distinctive “public ground”near the Main Street Bridge (Thieme Drive and Overlook). His plan continuously stressed the need for connectivity between public parks, parkways and the business district. He recommended large additions to existing parks and the creation of two new ones, in the southeast and northwest. Boulevards were designed to provide an —~~an~~circling and connecting scheme”.⁹

The plan served the city and the Board of Park Commissioners for many years. In 1926, the city formed a plan commission, including two activists for public parks and boulevards, Lee J. Ninde and Fred B. Shoaff. Another local planner, Robert B. Hanna was hired as the consultant. George

⁵ Charles Mulford Robinson, “Report to the Fort Wayne Civic Improvement Association”, 1909, Pp96,13.

⁶ Creager Smith, comments provided to the nomination, July, 2010.

⁸ George Kessler, “Report to the Board of Park Commissioners, Fort Wayne, Indiana” , 1912.

⁹ Kessler, “Report to the Board of Park Commissioners”, 1912, pp. 42,52,53. As an example of the role and power the Board of Parks Commissioners had in city development, it was the Park Board that developed the first Fort Wayne Municipal Airport - Smith Field.(NR and C. Smith, Historic Preservation, City of Fort Wayne.

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Kessler had died unexpectedly in 1923, but another well-known landscape architect, Arthur Shurcliff, had become familiar with Fort Wayne through his work for Wildwood Builders. In November, the commission invited him to speak to the commission regarding master plans. Ultimately, the plan commission hired the Chicago firm of Bennett, Parsons & Frost in 1927 to complete a zoning plan and a comprehensive street plan (Figure 3.) The latter was to include recommendations for widening and other improvements, as well as other study areas including topography, railroad and automobile transportation facilities, waterways, park and forest system, as well as the locations of several planned public buildings. The zoning plan was completed and both graphic and narrative copies exist. However, to date, only the graphic Plate 3 has surfaced. This document indicates proposed street extensions and widening, as well as existing and proposed parks. However, without the narrative report, it is difficult to determine the extent of the recommendations. Based on the existing document, it does not appear to have dramatically changed the Kessler plan.

In 1929 Robert B. Hanna offered a report to the Fort Wayne City Plan Commission visualizing —A Great River Park”. In this document, he called the three rivers Fort Wayne’s —greatest natural asset”. He recalled that, —the great need of municipal control of these streams and their banks has been recognized by most of our citizens for about twenty years”. The report documented a —great awakening” to this need, beginning in 1909 and continuing through 1913 with the plans of Robinson and Kessler, stating: —Each and every one of these reports....recommends that the city acquire title to the river banks.” And he continued, —The comprehensive city plan now being made...by Bennett, Parsons & Frost calls for the acquisition...of larger tracts of river frontage than does any of the early reports.” His report recalls plans for a great park at the junction of the three rivers, as designed by George Kessler in 1912 and later by Arthur Shurcliff. In conclusion, Hanna’s report recalled the early admonition of Robinson with a quote from his book —Modern Civic Art”, which he said applied with emphasis to Fort Wayne:

—Reserve for park development the stream banks of the community. The acquirement is nearly sure to be picturesque,...it is quite likely to be distinctive; and it is frequently, until thus taken charge of, a menace to the health of the community, for it is probably made a dumping ground, if not an open sewer, for the neighborhood. ...But the ridges of its rising banks...furnish a convenient natural boundary to frame a landscape picture...while the trans-water view, which is always charming, adds the width of the stream to the apparent park area without removing an equal tract from the slender tax lists of the town ... In short, no inland space equally contracted is likely to serve well so many ends.”¹⁰

Resource Counts

The cumulative vision demonstrated by local citizens, by Charles Mulford Robinson, George Kessler, Bennett Parsons & Frost and others can be seen in the 1912 master plan for the Fort Wayne Parks and Boulevard System as it has evolved and been implemented over the years. In this nomination, the resources within the system are interpreted as a whole, integrated through the basic design plan. The system was designed to interconnect transportation, parks and natural features with the residential and commercial life of the city in a way that enhanced the livability of the entire community. Early visionaries made a pact with their citizenry to provide green space or parks for all. The system as shown on the Kessler plan, with its logical extensions, still serves the community in this regard. The plan still addresses the multiple purposes of transportation, recreation, flood control, and the improvement of housing values. This fact is adequate proof that this visionary and flexible system has stood the test of time – it is still being adapted, tested and extended today. While an

¹⁰ Robert B. Hanna, “Report to Fort Wayne City Plan Commission”, March 1929, Pp 8, 9,15.

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extensive resource count has been developed for this nomination, it is recognized that the Fort Wayne Park and Boulevard System will still meet the multiple purposes of this vision regardless of whether or not a particular resource falls within the period of significance.

However, in addition to providing the planning methodology to achieve this system of parks, boulevards and parkways, Kessler, Hanna, Shurcliff and others designed unique physical places and objects. These elements include individual parks, spatial organization of greenways and parkways, as well as character defining features such as buildings, vegetation, structures and bridges, along with their settings. This has resulted in a remarkably intact assemblage of historic places, buildings, structures and objects which are still in place within the system.

The intent of this nomination is to recognize the extant Fort Wayne Park and Boulevard System, which is composed of parks, parkways and boulevards with their relative features, as an historic district. Based on National Register methodology, only those elements indicated as contributing (C) or non-contributing (N/C) are included in the resource count. Certain types of resources are not counted because of the scale of the nomination and their relatively transitory or moveable nature. A resource count is essential to any nomination. While this count attempts to describe many items, it is understood that with a nomination of this scope, some historic features may have been overlooked. It is also possible that certain items may be considered significant upon discovery of new information.

Not Counted:

- Recreational equipment such as playgrounds, playground equipment, swing sets, and similar apparatus.
- Footbridges, unless historic, are considered part of the pedestrian circulation system.
- Non-paved recreational fields, such as baseball diamonds, are generally considered transitory due to the scale of the nomination (though there are possibly some that are significant because of association.)
- Parking Lots

Counted:

- Rights of way of roads which form the boundary of a resource are counted since they either positively or negatively impact the overall historic plan.
- Paved play areas, tennis courts, and basketball courts. Those, which traditionally have remained in the same location for over 50 years, are considered contributing.
- Concession stands or other permanent park related buildings.
- Pools and adjoining bathhouse or pool house buildings are considered to function as a unit and are therefore counted as one structure.
- Vehicular circulation system geometrics that are formed from the layout of driving lanes and landscaped medians are considered to function as a unit and are therefore counted as one structure.
- Spatial organization of views and vistas are considered to function as a unit and are therefore counted as one resource.
- Specimen trees or tree masses that form an allee, bosque, or boulevard that are of the character and age to be original to the Kessler plan, are counted as one structure.

For a project of this size and complexity, data gaps are expected. There may be features associated with each resource that need further identification and evaluation. In addition, documentation was not necessarily readily available for all resources that have the potential to contribute to this historic district.

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Narrative Description

The Parks

The parks in the Fort Wayne Park & Boulevard System are properties which include open space, vegetation, recreation facilities, buildings, structures and objects, as well as views to and from the site. Their function is to provide passive and active recreation opportunities to the residents of the community. The boundaries generally include residential streets and these rights-of-way have been included. Those parks which are individually discussed in this section are likely to be connected by a boulevard or other thoroughfare, but are not considered an integral part of a parkway. Of the 24 parks or other public recreation areas considered in this nomination, 11 are considered individual parks. The others are treated as part of the parkways integrated within the riverine system of the community. The parks within the Fort Wayne system demonstrate a great deal of variety both in size and character. Often surrounded on several sides by residential development, the service area as well as the quantity and type of active recreation facilities increase with the size of the park.

The character of the parks varies from tiny, commemorative sites to large, multi-purpose facilities. The larger parks of the district have a service area that includes the surrounding neighborhoods or community. Recreation facilities can be both active and passive, with activities for citizens of all ages. The larger parks may include urban forestation, typically larger acreages. While some have been consciously purchased by the city to fulfill plans for recreation, many have been donated by dedicated and generous local citizens. The largest parks in the system attract users from the entire region. Parks in this system are the inheritors of the park movement as first envisioned by Calvert Vaux and Frederick Law Olmsted for Central Park in New York City, during the mid-nineteenth century. In addition, some have elements and character reflecting the later City Beautiful movement following the Chicago World's Columbian Exposition of 1893.

The individual parks included within this nomination were those that existed when George Kessler created his plan in 1911-1912. Also included were those which were developed later, in the second and third decades of the twentieth century, as a result of recommendations of this plan and its logical extensions. The parks which were present in 1911 or earlier include: Old Fort Park (1863), Reservoir Park (1879-80), Nuckols(Hayden) (1876), McCulloch (1886), Williams (1898), Weisser (1908) and Rockhill (1909). Memorial (1918), Franke (1921), McCormick(1927) and McMillen Park (1936), were developed later, but have precedents in the Kessler design recommendations and exist within the areas of the city then covered by that plan, and fall within the period of significance. The parks are listed in the order in which they appear on the key map (KM.)

Franke Park

Franke Park is located in the north east section of the city, with Sherman Boulevard on its east side, Goshen Road to the south and a residential area located around Louisedale to the north. This park was founded in 1921 when John Bohn Franke donated the land to the city, to be used as a public park, then expanded in 1952 when 54 acres were donated to the west side of Shoaff nature preserve. The park is the largest in the city with 323 acres and is located in the northwest area of the city. This park includes a modern zoo, the Diehm Museum, and Foellinger Theater first built 1949 and rebuilt 1976. The character of the park is that of a naturalized woodland. It contains a network of drainages that serve and lead to Spy Run Creek. Spy Run Creek flows through the park. There are two man-made water features; large and small ponds. The circulation system is a combination of a single linear roadway that bisects the park and curvilinear drives surrounding the various other

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features. A series of trails provides access throughout the wooded areas. One historic, one modern and several small footbridges are within the park. The zoo is considered as a separate entity and treated as a single feature.

Franke Park is one of the most popular of Fort Wayne's local parks. The features of the park include an urban forested area, the Spy Run Creek naturalized system as well as tree plantings and picnic areas. A major entity, the Fort Wayne Zoo is contained within the original park and on additional lands to the east of Sherman Boulevard. Summer programs for children were inaugurated at the park in 1946. A former swamp was excavated to form the graceful Shoaff Lake in 1947 and an open air theatre was first constructed in 1948.¹¹ Other buildings date to the earliest years of the park, including a stately pavilion. This park is in roughly the same location as a park recommended by Kessler in his 1912 plan (See Figure 2). While it contains some features which are later than the period of significance, it contributes to the district because of its location, and as a fulfillment of the plan's recommendations.

Features:

Feature Name: Fort Wayne Children's Zoo Feature Designers:
 FR1 Feature Resource Code / Number Characteristic: Other
 Description: Fort Wayne Children's Zoo, 3411 Sherman Blvd. The zoo was established in 1965 and the Dancing Family Sculpture was executed in 1970 by artist Milton Hebal. The zoo has 42 acres (at least) with the African Journey, the Australian Adventure, and the Great Barrier Reef. It has a petting zoo and houses more than 1000 animals. There is also an Indonesian Rainforest. The zoo includes areas on both sides of Sherman north of the parking lot.

	Site:	Building:	Structure:	Object:
Contributing:	0	0	0	0
Non-Contributing:	1	0	0	0

Feature Name: Franke Pavilion No. 1 Feature Designers:
 FR2 Feature Resource Code / Number Characteristic: :Buildings and Structures
 Description: Pavilion 1 is a Craftsman style park pavilion built c.1924. It has a gabled roof with boxed eaves. The four projecting corners and the central door openings have walls that extend to create shaped parapets with stone coping. The cornice extends along the long sides of the building with wood faced with sheet metal. The gables and the parapet areas have round and diamond shaped stone accents. The gabled ends have round arches with patterned brick. These were originally openings that were supported by brick piers. The long sides have square openings with brick walls beneath former openings. All original openings of the structure have been infilled with reverse batten material and aluminum windows. The doors are all metal. There are many decorative brick details. The brick is a glazed tan-buff laid in stretcher bond. The building is set in a former meadow. It is now surrounded by an asphalt parking lot and walks. The Zoo fence is to the north.

	Site:	Building:	Structure:	Object:	
Contributing:	0	1	0	0	FeatureHistoricDate: c.1924
Non-Contributing:	0	0	0	0	FeatureMap:

Feature Name: Franke Public Restrooms Feature Designers:
 FR 3 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: Tudor Revival structure built as restrooms c.1938. Cross gabled roof with a residential feeling. One gable has projecting half timber(garrison-like) features with a row of small brackets beneath. There is a small gable vent over doors with segmental arch (over the doors.) The window openings are flat arches with brick sills. Walls are of red/brown running bond brick. The windows are all glass block replacements. The eaves have a minimal overhang with wood frieze boards. The doors are metal replacements. The eaves are slightly bell-cast. The building is located in a meadow setting at a road intersection near large trees.

	Site:	Building:	Structure:	Object:	
Contributing:	0	1	0	0	FeatureHistoricDate: c. 1938

¹¹ 1956 Annual Report , Fort Wayne Board of Park Commissioners, February 18, 1957.

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Non-Contributing: 0 0 0 0

FeatureMap:

Feature Name: Olen J. Pond Pavilion

FR 4 Shoaff Lake
 Feature Resource Code / Number Characteristic: Other

Description: Shoaff Lake (b) was constructed in 1946. The Olen J. Pond Pavilion (a) was built 1953. The Plaque reads, The building was erected as the Olen J. Pond Memorial as directed by the will of Emma J. Pond." the pavilion is located at the northwest corner of Shoaff Lake. The pavilion is gabled with a stone chimney at west gable end. The siding is vinyl. There is a hood over the west door with small knee braces. The row of windows facing the lake are tripartite. The roof has open eaves with verge boards on the gables. Shoaff Lake is kidney shaped with grass edges. There is a steep wooded hillside on the north side.

Site: Building: Structure: Object:
 Contributing: 1 1 0 0
 Non-Contributing: 0 0 0 0

FeatureHistoricDate: Lake 1946/ 1953

FeatureMap:

Feature Name: Playground

FR 5 Feature Resource Code / Number Characteristic: Small Scale Features

Description: Modern playground with vinyl fence. Plastic and metal.

Site: Building: Structure: Object:

Not Counted

FeatureMap:

Feature Name: Franke Park Pavilion 2

FR 6 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: The Pavilion features a hipped roof with boxed eaves supported by square posts (four at the corners plus six total in the long sides of the structure. Two total in the ends of the building. Total of 12 posts.) The walls are of concrete block with larger piers and smaller blocks in the low walls. The centers of the long sides are open. There is a concrete floor. The upper walls are composed of vertical wood siding with a shaped effect of elliptical decorative arches at the openings and a saw cut effect over the block walls. The overall shape of the building is a long rectangle. It is set in a meadow adjacent to the park drive roadside near a mature grove of trees.

Site: Building: Structure: Object:
 Contributing: 0 1 0 0
 Non-Contributing: 0 0 0 0

FeatureHistoricDate: c.1930

FeatureMap:

Feature Name: Shemalson Long House

FR 7 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: Dedicated to Parks and Recreation by Fort Wayne Park Foundation 1977. The building is at the former site of the Jack Diehm Museum. The museum was destroyed by arson in the early 1970's and the concrete walls were re-used in the creation of the long house. ¹² This is an L shaped building with a low gabled roof, wide eaves and plain fascia. Side walls are prefab concrete slab and the gable end walls are diagonal wood siding. Parts of the upper side walls are also diagonal wood. There are several overhead doors and metal service doors.

Site: Building: Structure: Object:
 Contributing: 0 0 0 0
 Non-Contributing: 0 1 0 0

FeatureHistoricDate: 1977

FeatureMap:

Feature Name: Psi Ote Nature Teepee

FR 8 Psi Ote Nature Lodge
 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: A Low gabled building with broad eaves and a generally square plan. The double door faces the park drive. The plan is more irregular on the sides and rear. Wood vertical siding decorates the side wall. It is generally of concrete slab construction. The teepee structure adjacent to the building is constructed of wood with a polygonal roof supported by square wood posts over a slab floor. At the center is a fire pit structure.(FR 8a-Teepee) (FR 8b-Lodge)

Site: Building: Structure: Object:
 Contributing: 0 0 0 0

FeatureHistoricDate: c.1970

¹² Angie Quinn, Notes on the NR nomination provided to WGI.

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Non-Contributing: 0 1 1 0 FeatureMap:

Feature Name: **FR 9** Park Drive Bridge Feature Designers:
 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: Franke Park Bridge over Spy Run Creek. A Concrete beam and deck structure with abutments and rail. The abutments are of irregularly coursed dressed limestone. Piers are expressed at the ends of the railing. The bridge is two lanes wide with sidewalks next to the roadway. The park drive contains new concrete curbs that extend nearly to the bridge. A bronze plaque on the bridge reads; Built 1947, Board of Park Commissioners, Fred B. Shoaff President, Mayor Baals, and other officials are also credited.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: 1947
 Non-Contributing: 0 0 0 0 FeatureMap: 1

Feature Name: **FR 10** Foellinger Theatre Feature Designers: A.M. Strauss & Associates/1949/1976
 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: The Foellinger Theater is a semi-outdoor theater. It was built in 1949 as an outdoor theater and later was covered with a pavilion roof over the seating area. Shortly before 1976 an arson fire destroyed the pavilion roof structure. In 1976 the pavilion was rebuilt as an arched structure of large laminated beams. The theater design is an amphitheater with brick and block structures with hipped and shed roofs. The original stage structure may be largely intact and is built of poured concrete and concrete block. It is visible at the rear of the complex. There is a concrete tablet at the gates with two bronze plaques. The first plaque is larger and was salvaged from another location on the original theater. It reads "This Theatre Erected and Presented to the People of this Community by the News-Sentinel in memory of Oscar G. Foellinger 1949. The second smaller plaque reads rebuilt by Foellinger Foundation, Inc. 1976.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: 1948-9/1976
 Non-Contributing: 0 1 0 0 FeatureMap: 1

Feature Name: **FR 11** Sherman Street Bridge over Spy Run Creek Feature Designers:
 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: A bridge built approximately within the last five years. It is a concrete slab with concrete piers. Decorative Texas rails with tapered ends. There are sidewalks on the bridge. It is wider than the bridge it replaced. The bridge color is stark white concrete.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: c.2006
 Non-Contributing: 0 0 1 0 FeatureMap: 1

Feature Name: **FR 12** Franke Park BMX Track Feature Designers:
 Feature Resource Code / Number Characteristic: Other
 Description: This is a relatively new BMX facility that is completely fenced with chain link fencing to secure its use only for official events. This is the former location of the Franke Park Soapbox Derby course. The Derby hill has been diminished and nearly completely destroyed to use the earth to make an irregular race course. There are at least three buildings/sheds and at least one small pavilion structure. The largest remnant of the derby hill is north of the BMX track. There is an asphalt parking lot in the approximate (historic) location of the bottom of the derby hill. There is sign near the entrance to the parking lot that has information on the bike trails thru the wooded areas nearby.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: c.1994
 Non-Contributing: 1 0 0 0 FeatureMap: 1

Feature Name: **FR 13** Frog Pond Feature Designers:
 Feature Resource Code / Number Characteristic: Water Features
 Description: Frog Pond is the name shown on the park trail map posted at the BMX track. The roadway immediately to the east of the pond crosses the dam. This is a man-made naturalized pond, with a natural drainage going east into a wooded area. The wooded edge meets the pond edge. A trail loops around the pond.
 Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: c. 1945
 Non-Contributing: 0 0 0 0 FeatureMap: 1

Feature Name: **FR 14** Franke Maintenance Building(s) Feature Designers:
 Feature Resource Code / Number Characteristic: Other

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Description: A grouping of at least three connected gabled buildings surrounded by a chain link fence. Buildings are steel frame and concrete block. Dates are c.1950 and later. There is a large dumping ground and material storage area to the north of the buildings and gravel and mud drives. Other areas of the fenced compound have large equipment in storage.(FR14-a, FR14-b, FR14-c = buildings)

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c.1950/ 1980
Non-Contributing:	0	3	0	0	FeatureMap: 1

Feature Name: **Spy Run Creek System** Feature Designers:
FR 15 Feature Resource Code / Number Characteristic: **Water Features**

Description: This is a natural creek and a system of trails and pedestrian bridges and retaining walls/stabilization of the creek banks. The manipulation likely started in the WPA era with retaining walls and perhaps trails. There are two pedestrian bridges; the more western pedestrian bridge has a pipe rail with rectangular sections of pipe rail welded below to decrease the overall size of the low openings. The overall effect is of a geometric design. The western pedestrian bridge leads to fine dressed stone steps that rise up the low bluff on the south side of Spy Run Creek. The origins of the trail can be seen in dressed stone steps that are still located beneath the western pedestrian bridge. There were steps down to the creek on both sides and these steps are largely intact. A trail that extends west along Spy Run is reached by steps that are located on the southwest corner of the western bridge. The steps south of the west bridge are steep and reach a small cleared area at the top of the bluff. West of the western bridge there is a small section of dressed river stone retaining wall. Between the two bridges there is some retaining wall structure of rip rap and rubble. The eastern pedestrian bridge is similar to the western one except that it appears to be slightly earlier. The eastern bridge design and construction may be similar to the pedestrian bridge over Spy Run Creek between Eastbrook and Westbrook Drive. (though the construction and date are likely similar to the other Franke pedestrian bridge.) East of the Franke Park Drive Bridge (a separate feature) there is a larger section of river stone retaining wall that may be WPA built. A considerable amount of later parging, concrete patching, and other work is evident.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1930
Non-Contributing:	0	0	0	0	FeatureMap: 1

Feature Name: **Franke Park/ Trails/roads/woods** Feature Designers:
FR 16 Feature Resource Code / Number Characteristic: **Other**

Description: See Franke Park general resource description.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: 1921-1949+
Non-Contributing:	0	0	0	0	FeatureMap: 1

Resource Totals For: **Franke Park**

	Site:	Building:	Structure:	Object:
Contributing:	4	4	1	0
Non-Contributing:	2	6	2	0

McCormick Park

McCormick Park is located in the east central part of the city, between Raymond, Holly, Redwood and McCormick Streets. This 12 acre tract of land was acquired on the east side of Fort Wayne in connection with the establishment of Fort Wayne's International Harvester Company factory. It is a square plan park with very slight rolling ground. The high ground is located to the south side of the park and the lower ground to the north and east. There are two historic buildings on the site; a pavilion and a rest room c. 1936. The only circulation in the park is a linear entry road which provides access from the west side and contains a circular node with a grassy area at the center containing a light fixture. The park was founded in 1927 and serves a modest residential area just one block west of the north-south portion of Coliseum Boulevard. It was an amenity to the East Side Industrial Park development and was also near the Lincoln Highway. The park contributes to the nomination because of its location, function and date of acquisition.

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Features:

Feature Name: **McCormick Park Pavilion No. 1** Feature Designers: Charles Weatherhogg
MCM 1 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: This is a rectangular plan, Craftsman style building, of rough dressed, random, rubble stone (limestone and sandstone). The walls are slightly battered at the corners. The roof is low-pitched and hipped, with cedar shake shingles. There are three octagonal, roof vents with wooden louvers and pointed, two part roofs of metal and shingles. There is a massive stone fireplace on the west elevation constructed of irregular, coursed limestone of a later date. The building displays its craftsman origins extremely well with wide, open eaves; knee braces; and scroll cut rafters. The windows have wide segmental arches with rough dressed soldiers of uneven height at their heads. The sills are comprised of two, narrow, rock faced stones. Windows are double, multi-light casements with wood infill above within the arches. The main entries are on each end with wood doors having rustic black metal strap hinges and hardware.
 Site: Building: Structure: Object:
 Contributing: 0 1 0 0 FeatureHistoricDate: 1936
 Non-Contributing: 0 0 0 0 FeatureMap: 2

Feature Name: **Restroom** Feature Designers: Charles Weatherhogg
MCM 2 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: Also called a comfort station, this is a rectangular plan building of random rubble limestone and sandstone, with three, six panel vents on the south side, and a similar vent system in the gable ends. The side gabled roof has been re-roofed with metal. There is a central chimney, now capped in metal. The entrances are protected on the east and west ends by projecting stone walls.
 Site: Building: Structure: Object:
 Contributing: 0 1 0 0 FeatureHistoricDate: 1936
 Non-Contributing: 0 0 0 0 FeatureMap: 2

Feature Name: **Playground equipment** Feature Designers:
MCM 3 Feature Resource Code / Number Characteristic: Small Scale Features
 Description: There are various plastic and metal playground set ups throughout the park
 Site: Building: Structure: Object:
 FeatureHistoricDate: n/a
 Not counted FeatureMap: 2

Feature Name: **Shelter House** Feature Designers: n/a
MCM 4 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: This is a rectangular metal and brick shelter with the brick part enclosed and the balance open with simple square posts. The roof is clad in corrugated metal. The foundation is a concrete slab.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: c. 1970
 Non-Contributing: 0 1 0 0 FeatureMap: 2

Feature Name: **Basketball Court** Feature Designers: n/a
MCM 5 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: This is a typical, modest court, with an asphalt surface and two basketball standards. It is located in the northeast corner of the park in a deep depression in the grade. Decorative plantings are situated on the north and east sides, in the high ground overlooking the court.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: c. 1970
 Non-Contributing: 0 0 1 0 FeatureMap: 2

Feature Name: **McCormick Park** Feature Designers:
MCM 6 Feature Resource Code / Number Characteristic: Other
 Description: This includes the park, its plantings and circulation system.
 Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: 1927
 Non-Contributing: 0 0 0 0 FeatureMap: 2

Resource Totals For: **McCormick Park**
 Site: Building: Structure: Object:

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Contributing: **1 2 0 0**
 Non-Contributing: **0 1 1 0**

McCulloch Park

This park is sited at an angle, but parallel with Broadway which forms its northwestern boundary. The southwestern side of the park is bounded by Parkview Avenue and the southeastern by Lindley Avenue. The northeastern boundary of the park is the General Electric factory. The plant fence is open to the park, which serves the employees. The dates for this resource, 1825 – 1870 reflect the date of the old City Cemetery which was located on this site. Burials (except for Samuel Bigger, see below), were relocated to the new Lindenwood Cemetery (which was established in 1860); McCulloch Park was established in the 1870s.¹³

This park is rectangular with a geometric system of paths radiating from the center. A brick bandshell is the central focus of the radial path system. There is a monument to Samuel Bigger (Indiana Governor from 1840 - 1844) which dates from 1994, when it was installed by General Electric as a Fort Wayne Bicentennial project. It marks his grave which was surrounded by a wrought-iron fence at the same time.¹⁴ The park contributes to the nomination because of its location, setting and association.

Features:

Feature Name: **Bandshell** Feature Designers: n/a
MCC 1 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: This is a polygonal, 12 sided open building, with a brick foundation consisting of walls and piers which support each of the twelve Doric columns that hold up the roof. The ceiling has beaded car siding and modern composition shingles. There is an entrance on the north east side of the shell, with a solid concrete floor, heavy aggregate, raised about three feet from grade. There is a crawl space which is entered from the north east side.

	Site:	Building:	Structure:	Object:	
Contributing:	0	1	0	0	FeatureHistoricDate: c. 1920
Non-Contributing:	0	0	0	0	FeatureMap: 3

Feature Name: **Samuel Bigger Grave (Burial Site)** Feature Designers: n/a
MCC 2 Feature Resource Code / Number Characteristic: Other
 Description: This is a funerary site with a 1994 polished granite monument. The grave is surrounded by a metal fence of the same date and a plaque in the ground which gives his name and the dates of his governorship. Samuel Bigger was born in 1802, died in 1846, and served as governor of Indiana from 1840-44. This is the only marked grave remaining from the former City Cemetery.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: 1846/1994
Non-Contributing:	0	0	0	0	FeatureMap: 3

Feature Name: **McCulloch Park Circulation System** Feature Designers:
MCC 3 Feature Resource Code / Number Characteristic: Circulation
 Description: This circulation system consists of heavy aggregate concrete paths which radiate from the central bandshell and interconnect. The pattern consists of connecting paths from all four corners of the park, which bisect it at an angle, meeting at the shell. In addition, there are two paths which bisect the park centrally from northwest to southeast and two more which divide the park from the middle of the north east side to the middle of the south west side.(The park is laid out on a diagonal, so the cardinals are not oriented to true north and south). Finally, a partial diamond configuration is made by paths which begin at the lateral path in the center of the north east side and connect to the laterals on the other side. This system, which dates to at least 1938 may follow an earlier system typical of the nineteenth century cemetery period.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: c. 1830/ c.1925

¹³ Fort Wayne Parks & Recreation Department, in the Lopshire Collection, ARCH, Inc. Fort Wayne.

¹⁴ Fort Wayne Journal Gazette, 8-14-1994. Lopshire Collection, ARCH, Inc. Fort Wayne.

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Non-Contributing: 0 0 0 0 FeatureMap: 3

Feature Name: **Playground** Feature Designers: n/a
MCC 4 Feature Resource Code / Number Characteristic: Small Scale Features

Description: Modern playground equipment which is typical of such features.

Site: Building: Structure: Object:

FeatureHistoricDate: c. 2009

Not counted

FeatureMap: 3

Feature Name: **McCulloch Park grounds/plantings** Feature Designers:
MCC 5 Feature Resource Code / Number Characteristic: Other

Description: This is a rectangular park with interesting circulation indicating its roots as a cemetery. There are a number of very large trees which may date to the cemetery period. GE is immediately adjacent and one side of the park abuts the plant.

Site: Building: Structure: Object:

FeatureHistoricDate: c.1825/1886

Contributing: 1 0 0 0

Non-Contributing: 0 0 0 0

FeatureMap: 3

Resource Totals For: **McCulloch Park**

Site: Building: Structure: Object:

Contributing: 2 1 1 0

Non-Contributing: 0 0 0 0

McMillen Park

This park is located between Oxford and McKinnie Streets, on the north and south and between Hessen Cassel and Abbott Streets on the east and west. The 168 acre park became part of the Fort Wayne Park system in 1936. Frederick B. Shoaff, president of the Park Board of Commissioners announced that year that Mr. & Mrs. Dale W. McMillen were willing to donate 74 acres of land located in the south east quadrant of the city. This was good news, since the Park Board had been urged for many years by local residents to provide additional park resources in this area of the city. The area included both a large open area and wooded portion, called locally Brames Woods.

During Kessler's time, the area now occupied by McMillen Park was outside the city limits. Perhaps that is why it took so long to develop.¹⁵ However, Kessler had described (although not placed on his plan) a proposed south eastern park in a location east of Walton (now Anthony Boulevard) and south of Rudisill. The ultimate location of McMillen Park, east of Anthony and opposite the eastern end of Rudisill is very close to the location Kessler recommended. In his 1912 report he explained: —In the southeast section of the city there are several properties of ample area which might and should be acquired, providing for that district in practically the same manner as for the northwest."¹⁶

By 1941 recreational fields and support facilities had been installed. An open air pavilion was present and a small concession building was built. A swimming pool was constructed in 1949 and officially opened in 1950. In 1951 the McMillen foundation purchased an additional 40 acres for the park, one of several donations they had made since the original gift. Additional facilities continued to be added including drives, parking areas, a square dancing area and the renovation of a barn and an existing farmhouse. These and other extensive improvements followed a plan created by F. Ellwood Allen of New York in 1951. A dedication was held in June of 1952. Other additions followed, including an ice rink and tennis courts in 1956. One year later, an additional 50 acres was purchased for the park, including an area that had formerly been a private farm. In the late 1950s, an additional 2.5 acres was donated by the McMillen foundation to accommodate a new, designed 18 hole golf

¹⁵ Heritage Landscapes, "McMillen Park Cultural Landscape Report, 2007", Pp II.1-14.

¹⁶ George Kessler, "Report to the Board of Park Commissioners, 1911-12", P. 53

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course and clubhouse, officially opened in 1962.¹⁷

Throughout the latter part of the twentieth century and into the twenty-first, additions continued to be added to this park. A number of prominent designers contributed to its development including, Simonds, West & Blair, F. Ellwood Allen and R. H. Burke. Although only a remnant, the original forested Oak-Hickory Grove remains, along with other elements of the original character of this park. The generally flat park land affords views into the park and out to the surrounding residential neighborhood. Thus, as a logical extension of the plans and recommendations of the Kessler and later eras, this park contributes to the Fort Wayne Park & Boulevard System.

Features:

Feature Name: **Open Air Pavilion No. 1** Feature Designers:
MM 1 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: This pavilion was constructed in the Park Rustic style by the WPA in 1938. The plan features a large, rectangular pavilion with lower L-shaped wings extending from the east and west sides. Exterior walls are of irregularly coursed rock faced limestone and sandstone of variegated color. Originally covered in rough-sawn clapboard, the wings have been sided with vinyl. The building has five bays on each of the north and south sides, with rough timber framing forming a series of flat topped arches. At present, these bays are enclosed with metal garage doors. The roof of the building is high hipped, with a very wide, flat frieze and slightly projecting cornice. At the intersection of wing and main pavilion, massive stone chimneys extend above the main roof ridge. The chimneys contain decorative angled stone work and originally feature exterior hearths, now filled, which served the open terraces.

Site: Building: Structure: Object:
 Contributing: 0 1 0 0 FeatureHistoricDate: 1938
 Non-Contributing: 0 0 0 0 FeatureMap: 4

Feature Name: **Partial Allée** Feature Designers: n/a
MM 2 Feature Resource Code / Number Characteristic: Vegetation

Description: This is an allée of major trees, ash and oak, which line the entrance drive off of Oxford Street on the north side of the park. From historic aerials, these were not present in 1941, but rather developed later at least on the west side of the drive. They form, where present, a pleasing entrance to the park.

Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: c. 1949
 Non-Contributing: 0 0 0 0 FeatureMap: 4

Feature Name: **Remnant Grove** Feature Designers:
MM 3 Feature Resource Code / Number Characteristic: 8 Vegetation

Description: The original land contained a well-developed remnant Oak-hickory grove.¹⁸ While much of this grove has been impacted by parts of the golf course and trees have been removed to provide avenues to the greens, several sections of the park still retain adequate remnants of this grove to demonstrate this key element of the park.

Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: 1936
 Non-Contributing: 0 0 0 0 FeatureMap: 4

Feature Name: **Golf course and Club house** Feature Designers: F. Ellwood Allen
MM 4 Feature Resource Code / Number Characteristic: Other

Description: This golf course presently comprises about three-quarters of the park land. Specifically, it is located in the north east, south east and south west quadrants. It consists of greens, with approaches between the grove of trees, as well as asphalt paths for golf carts and a few sand and water features. The topography has been slightly manipulated to form mounds and paths. The Clubhouse is a large, hipped roof building, constructed in 1960 with modern windows, large stone piers and partial walls. It is in a modernized craftsman style. Though outside the period of significance, the course and its improvements are compatible with the park and may be found to be a contributing element with the passage of time.

Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: 1962/1999/2001
 Non-Contributing: 1 0 0 0 FeatureMap: 4

Feature Name: **Tennis courts** Feature Designers:

¹⁷ Heritage Landscapes, "McMillen park Cultural Landscape Report, 2007", Pp. II.1-14.
¹⁸ Heritage Landscapes, "McMillen Park Cultural Landscape Report", Pp. II.1-14.

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MM 5 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: These modern tennis courts have asphalt surfaces. They are rectangular in plan, with a high, chain link fence surrounding. The courts are located in the north east quadrant, off of the entrance drive.

Site: Building: Structure: Object:

Contributing: 0 0 0 0 FeatureHistoricDate: c. 1967
 Non-Contributing: 0 0 1 0 FeatureMap: 4

Feature Name: Pool and Pool House

Feature Designers:

MM 6 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: This resource is counted as a structure because the pool is the primary feature. Although a pool was installed in 1948, the present structure and house have had later renovations. Like the other buildings, the pool house is a one-story, rectangular building with a hipped roof and wide eaves. The walls are of painted brick, with stone piers at the corners. High narrow windows are nestled under the eaves. The building is connected to the pool via concrete walks and surrounded by a chain link fence. The rectangular pool also contains a modern slide and built in tables with baked on finishes.

Site: Building: Structure: Object:

Contributing: 0 0 0 0 FeatureHistoricDate: 1948/1959
 Non-Contributing: 0 0 1 0 FeatureMap: 4

Feature Name: McMillen Ice Arena

Feature Designers: Ralph H. Burke, Inc. Chicago

MM 7 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: This is an L plan combination of buildings which are linked together. The buildings at the west end are one story with stone walls. The other part of the complex is comprised of a two story, metal frame building containing a large ice arena. The small stone building connected at the south west corner was an ice shelter/pavilion. A large low metal structure connects with the original ice rink and a large ice rink and arena was added c. 2000.

Site: Building: Structure: Object:

Contributing: 0 0 0 0 FeatureHistoricDate: c. 1958/1970/c.2000
 Non-Contributing: 0 1 0 0 FeatureMap: 4

Feature Name: Baseball diamonds

Feature Designers:

MM 8 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: There are two active, dirt baseball diamonds which function as a unit. The 1938 aerial shows the shadow of the original ball diamonds. Although these have historic integrity to an early period and appear to contribute to the park, they are not counted.

Site: Building: Structure: Object:

Not Counted FeatureHistoricDate: 1936/1970
 FeatureMap: 4

Feature Name: Play Equipment

Feature Designers: n/a

MM 9 Feature Resource Code / Number Characteristic: Small Scale Features

Description: There is a modern play equipment area just south of the sports complex. It consists of typical metal and plastic equipment.

Site: Building: Structure: Object:

Not Counted FeatureHistoricDate: c.2000
 FeatureMap: 4

Feature Name: Basketball courts

Feature Designers:

MM 10 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: These are rectangular, with approximately six goals, located at the north east end of the park, just north of the tennis courts and connected to a parking area which serves both. The surface of the individual courts is asphalt.

Site: Building: Structure: Object:

Contributing: 0 0 0 0 FeatureHistoricDate: c. 2001
 Non-Contributing: 0 0 1 0 FeatureMap: 4

Feature Name: McMillen Park

Feature Designers: Simonds, West & Blair, F. Ellwood Allen & R. H. Burke.

MM 11 Feature Resource Code / Number Characteristic: Other

Description: This records the park itself including the original property, and the circulation, especially the entry drive off of Oxford. While considerable changes have occurred over the years, the park retains adequate significance to qualify and is notable for the fact that it is the first in the system to be overwhelmingly privately funded.

Site: Building: Structure: Object:

Contributing: 1 0 0 0 FeatureHistoricDate: 1936

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Non-Contributing: 0 0 0 0 FeatureMap: 4

Resource Totals For: **McMillen Park**

	Site:	Building:	Structure:	Object:
Contributing:	3	1	0	0
Non-Contributing:	1	1	3	0

Memorial Park

Begun in 1918, Memorial Park is bounded on the west by Glasgow Avenue and on the south by Maumee Avenue. Maumee Avenue was the Lincoln Highway (between 1915 and c. 1950) and the scenic drive in Memorial Park served as a “driving park” with a park that welcomed travelers. The property of Memorial Park originally extended to the railroad in the north. Washington Boulevard was built through the park in a similar way that roads were built through Swinney Park to carry US and State highway traffic (the highway was then shifted from Maumee to the new Washington Boulevard route.)

The Park plan is an irregular polygon with the northern boundary formed by the curve of modern Washington Boulevard. To the east, the park abuts private properties. The 38 acre park was originally constructed on a site that had been a private golf club and had also been used for aerial exhibitions (Art Smith flew here.) It was designed by Park Superintendent and City Forester, Adolph Jaenicke as a commemorative site dedicated to the Allen County men and women who had lost their lives in World War I. (See Figure 4, plan of A. Jaenicke). While the park was not constructed exactly according to this plan, many of the features were installed. Construction began in 1919, with the renovation of an existing building and the initial planting of a memorial grove. Ultimately recreational facilities, including tennis courts and playground were added, along with a miniature reproduction of the Blue Grotto of Capri which was in place between 1924 and c. 1949. This feature was designed to be oriented to the Lincoln Highway traffic. Park drives were completed in 1928 and a large stone pavilion in 1941, designed by architect Leroy Bradley and constructed with WPA labor and materials. Three sculptural memorials were installed between 1928 and 1930 and still grace the park, forming significant features in the historic landscape. A local ball diamond hosted the Fort Wayne Daisies, a professional women’s baseball team in 1947-1954 and a pool was completed in 1949, opening in 1950. Except for the Grotto, the park remains one of the most intact historic landscapes in the system. Although not specifically shown on the Kessler plan, it represents a logical enhancement of park land in a section and area of the city where he had recommended extensive additions south of the river. Because of its significance as a memorial park and in the history of the system, it is considered a contributing resource to this nomination.

Features:

Feature Name:	Memorial Grove and Arthur R. Smith Memorial	Feature Designers:	A. Jaenicke; James Novelli	
ME 1	Feature Resource Code / Number	Characteristic:	Land Use/Vegetation	
Description:	A memorial grove of evergreen trees and other deciduous varieties, enclosed within an elliptical ovate drive contains a massive sculpture dedicated to Arthur Smith, Fort Wayne's first aviator. The Memorial Grove includes a tree for each Fort Wayne serviceman lost in World War I. ¹⁹ The land use is commemorative. The figure, of a man with arms outstretched and wings is constructed in bronze. The figure stands upon a globe which is in turn set upon a soaring stone column. Bronze plaques on the square base identify the sculptor James Novelli of New York City and represent, in high-style Art Deco raised relief, various endeavors of the community: Agriculture, Industry, Land Transportation, and Water.			
	Site:	Building:	Structure:	Object:
Contributing:	0	0	0	1
Non-Contributing:	0	0	0	0
	FeatureHistoricDate: 1919 (grove)/1928			
	FeatureMap: 5			

¹⁹ Angie Quinn, Information supplied to WGI for the NR nomination, May, 2010.

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Feature Name: World War I Triumphal Arch Feature Designers: Captain John K Shawvan/ Sculptor: E. M. Viquesney/Muldoon
 Monument Co. of Louisville, Kentucky.

ME 2 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: This stone sculptural arch features a three part composition, with a central bay rising above two flanking bays. The central bay is crenellated at the highest rise, with a projecting cornice below. Supporting this are two pillars, within which, stone keystones form a semi-circular arch. This bay is decorated with a central bronze medallion above the cornice featuring an eagle protecting two unfurled flags. Incised into the stone are the names of some of the battles of the War: Soissons, Belleau Wood, Chateau Thierry, and others. In the frieze below the cornice and above the arch are the words: Allen County and Fort Wayne; their tribute; to the glory of their sons. The years, 1917 and 1918 are incised on the left and right piers, respectively. The main arch is flanked by two similar, but lesser arches, smaller in size and height, both with wide projecting cornices. They also feature interior stone arches with keystones. Incised on the back of the southernmost are the words: Peace, Freedom; and on the northernmost are: Democracy, Justice. There are bronze plaques, with eagles at their heads on the inner sides of the side arches. These plaques list the names of the veterans. Battles on the front or west side of the monument are Argonne and Chantigny. Two bronze statues, about three-quarter life size are placed in front of the monument, on the west side. One is a sailor and a "doughboy" in full dress battle array. A present-day inventory (<http://doughboyseacher.weebly.com/fort-wayne-indiana.html>) describes it thus: "This monument with a 'Spirit of the American Doughboy' and a 'Spirit of the American Navy' was acquired by the people of Fort Wayne and Allen County and dedicated November 12, 1928." According to this source, there are numerous copies of the doughboy sculptures, around 140 in at least 38 states. However, this memorial which cost \$40,000 in 1928 was probably the most costly of those erected in Viquesney's lifetime and a picture of it was included in a Viquesney promotional brochure. No significant refurbishment has been performed since 1993, but both sculptures are reported to be in good condition. The monument is flanked by statuesque pines and evergreens which form a green backdrop along the curvilinear drive.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	1	FeatureHistoricDate: 1928
Non-Contributing:	0	0	0	0	FeatureMap: 5

Feature Name: Pavilion 1 Feature Designers: Leroy Bradley; WPA

ME 3 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: This is a massive, rectangular plan one and a half story building made of rock-faced, irregular coursed limestone. The stone is joined with grey mortar, slightly pointed. The north elevation has five bays in the main wing, consisting of three which were formerly open and reached from floor to ceiling. These are now closed. Flanking them, recessed slightly are double, four over six fixed light windows. These appear to be replacements, but of a style and scale similar to this period. Two one story flanking wings each contain smaller windows, formerly casements, now blocked with wood. The one on the west has screens over windows and serves as a bathroom. There is a massive square chimney which rises above the roof line of the main building. The roof is hipped with hip-on-gable ends at the roof line. The side wings are also hipped. Wide friezes separate the eaves from the walls. The fenestration on the north and south facades are alike.

	Site:	Building:	Structure:	Object:	
Contributing:	0	1	0	0	FeatureHistoricDate: 1941
Non-Contributing:	0	0	0	0	FeatureMap: 5

Feature Name: Vietnam Memorial Feature Designers: n/a

ME 4 Feature Resource Code / Number Characteristic: Land Use

Description: Memorial land use includes this monument. Constructed of stone, it features a central, black panel with two flanking ones. Centered in the black portion is the inscription "Allen County Veterans Memorial" directly above an image showing head and shoulder reliefs of veterans of the four primary armed services, superimposed on the image of the American flag. Directly below the images of the veterans is an inscription extolling the virtues of patriotic service and the date of the monument's dedication, 1994. The left and right portions show emblems of the four services on the left and on the right a list of the deceased.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: 1994
Non-Contributing:	0	0	0	1	FeatureMap: 5

Feature Name: Dedicatory Sign on Washington Blvd. Feature Designers: n/a

ME 5 Feature Resource Code / Number Characteristic: Small Scale Features

Description: This massive concrete sign faces busy Washington Boulevard and announces "Memorial Park" in incised letters. The feature is about five foot high at the center and tapers down left and right. A cornice and decorative coping highlights the upper edge. Extending left and right are stone piers with panels and wide copings. They are connected to the main section by smaller ones with similar coping. The sign is dedicated to the many donors of money and time for the park. Bronze plaques in the piers and elsewhere, as well as incised lettering, highlight their contributions.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 2005
Non-Contributing:	0	0	0	1	FeatureMap: 5

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Feature Name: **ME 6** Pool and pool house
 Feature Resource Code / Number: ME 6
 Feature Designers: Characteristic: Buildings and Structures
 Description: Constructed in 1949 and rehabilitated in recent times, the pool house or bath house is a gabled ell building with cross gables, one and a half stories in height. It is connected to the rectangular pool, both of which are surrounded by a chain link fence. The lower half of the walls are of rough dressed, random rubble stone and the upper half is sided in vinyl clapboard siding.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: 1949
 Non-Contributing: 0 0 0 0 FeatureMap: 5

Feature Name: **ME 7** Playground Equipment
 Feature Resource Code / Number: ME 7
 Feature Designers: n/a
 Characteristic: Small Scale Features
 Description: There are several areas where highly colored plastic coated metal playground equipment has been installed for the younger park patrons. These have pergolas, round bars and other features. Several areas around the park feature this equipment, including swing sets.
 Site: Building: Structure: Object:
 Not counted FeatureHistoricDate: c. 2000
 FeatureMap: 5

Feature Name: **ME 8** Baseball Diamond
 Feature Resource Code / Number: ME 8
 Feature Designers: Jaenicke
 Characteristic: 9 Buildings and Structures
 Description: A baseball diamond was created during the earliest years of the park's existence. However, it was re-oriented to its present location by 1949. It is presently located in approximately the same place as the original, although facing a different direction. The surface is dirt. Although soft surfaced baseball diamonds are ordinarily not counted, this facility was home to the Fort Wayne Daisies, an early professional women's baseball team, thus it contributes to the theme of entertainment/recreation.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1947
 Non-Contributing: 0 0 0 0 FeatureMap: 5

Feature Name: **ME 9** Grotto ruins
 Feature Resource Code / Number: ME 9
 Feature Designers: Jaenicke
 Characteristic: Other
 Description: This is the remains of an extensive garden, including a stone grotto, pool, fountain and plantings. Installed in the plan where Jaenicke had indicated a sunken garden it was one of the earliest features installed. What remains are the earth forms and some of the plantings. It is located in the south west quadrant of the park. The earth form includes a deep depression, with berms on the two legs adjacent to Maumee and Glasgow Streets. A semicircular rim running from south to west defines the balance of the park. Plantings include old cedars, Mungo pines and other evergreen trees, grouped in clusters on the upper and lower edges of the former grotto. Although much has been lost, the remnants provide a vivid demonstration of the forms, space arrangements and size of the garden. With this evidence and photographs it could be restored.
 Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: c. 1925
 Non-Contributing: 0 0 0 0 FeatureMap: 5

Feature Name: **ME 10** Memorial Park circulation/alleé/plantings
 Feature Resource Code / Number: ME 10
 Feature Designers: A. Jaenicke
 Characteristic: Other
 Description: This records an old alleé which dates from the first decades of the park, the ovate and curvilinear drives, as well as the topography of the park. The alleé, of evergreen plantings highlights the drive at the entrance to the park off Glasgow Street. This drive, and the subsidiary path leading from it to the north west corner date to c. 1928. This feature is an important contributing element to the park and its design which has considerable historic importance. Additional information can be found in the Cultural Landscape Report developed for this park by Heritage Landscapes.
 Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: c. 1918; 1928
 Non-Contributing: 0 0 0 0 FeatureMap: 5

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Feature Name: Tennis and basketball courts Feature Designers: Jaenicke
ME 11 Feature Resource Code / Number Characteristic: 9 Buildings and Structures

Description: These show up on the 1938 aerial as tennis courts, although they were late re-adapted for basketball. They are rectangular in plan, with a fence all around and appropriate markings. Set on flat ground, slightly higher than the berm surrounding the former grotto, they are facing Maumee Avenue. The surface is a soft asphalt and there is a high, chain link fence on the Maumee Avenue side, somewhat deteriorated. The basketball hoops have been set into the area of the former courts. A stone drinking fountain, of stone similar to the pavilion is located next to the courts to the west.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: c. 1928
Non-Contributing:	0	0	0	0	FeatureMap: 5

Feature Name: Olen J. Pond memorial Feature Designers: Frederick C. Hibbard, sculptor
ME 12 Feature Resource Code / Number Characteristic: 12 Small Scale Features

Description: This marble sculpture features a voluptuous woman, standing between two square plinths, draped and with one knee forward. At the present time her head is missing. The statue has her foot upon a fluted classical column. There is a brass plaque on the monument: " Memorial to Olen J. Pond and the Veterans of the World War, erected by Mrs. Olen J. Pond". The monument is located on a slight rise, with the remnants of evergreen backdrop plantings.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	1	FeatureHistoricDate: 1930
Non-Contributing:	0	0	0	0	FeatureMap: 5

Resource Totals For: **Memorial Park**

	Site:	Building:	Structure:	Object:
Contributing:	2	1	3	3
Non-Contributing:	0	0	0	2

Nuckols (Hayden) Park

Nuckols Park is a small, 1.4 acre park located between Maumee Avenue, Harmar Street and Jefferson Boulevard. It is comprised of a triangular area to the north and west. Jefferson Boulevard cuts through, leaving a small wedge-shaped part to the south. This park was originally called Hayden Park and dates to c. 1876. The old Harmar school (now demolished) was once located across Harmar street to the west. An equestrian statue of Anthony Wayne was located here in 1916. Maumee Avenue was the 1915 to c. 1950 Lincoln Highway route. The Wayne statue was placed here to create a landmark on the Lincoln Highway. The statue was moved in 1973 to Freimann Square in downtown Fort Wayne and dedicated in September of that year. The north side of the park was slightly truncated by the widening and slight extension of Maumee Avenue at its juncture with Harmar Street. This change was related to the Lincoln Highway. The intersection of Maumee, Harmar and Washington was altered to accommodate early truck traffic on US 30/ the Lincoln Highway. The park of today commemorates Fort Wayne's first African-American Councilman, John Nuckols. He was elected in 1958 and served until the 1980s. A bust of Nuckols was installed in 1985 and dedicated in 1986, resulting in the park name change.

The park has a well defined circular berm which dates to at least the 1930s and was probably the earthen platform for the Anthony Wayne statue. It serves today as the bed and vegetative surround for the bust of Nuckols. The planting, some of which dates to the earliest period of the park, includes large (12-24" caliper) oaks and ash hardwoods as well as a few evergreens and

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several small flowering trees. In the latter twentieth century, c. 1958, as part of the cold war efforts to create one-way streets, Jefferson Boulevard was enlarged and curved. This change cut off part of the south part of the park, which today is a mere triangle of grass with a remnant curved walk and a modern kiosk.

Nuckols Park, as Hayden Park, was included in the existing park resources shown on the 1912 plan. It retains adequate integrity of location, association and most materials to be included in this nomination.

Features:

Feature Name: John Nuckols Memorial area Feature Designers: n/a
NH 1 Feature Resource Code / Number Characteristic: Cultural Traditions
 Description: This area of the park has served as a commemorative site since the equestrian statue of General Anthony Wayne was located here. The statue has been relocated, but the tradition continues. Today a bronze bust of John Nuckols, commemorates the first black city councilman in Fort Wayne. He served from 1959 to 1982. The bust was dedicated in 1985. It is placed on a square stone base, atop a circular berm which is surrounded by a concrete walk. The berm is planted in juniper across the upper part, framing and surrounding the bust. Decorative trees also surround the berm on the north and west sides providing a larger frame for the piece. There is a brick square on the ground atop the berm, upon which the bust and its stone base are located. Decorative benches surround the berm and extend on the Harmer Street walk.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1916/1985
Non-Contributing:	0	0	0	0	FeatureMap: 6

Feature Name: East Central Kiosk Feature Designers: n/a
NH 2 Feature Resource Code / Number Characteristic: Other
 Description: This is a two story, brick and stone kiosk, square in plan which sits on the remnant of the original park which was formed when Jefferson Street was reworked c. 1958 to curve through the south east part of the park and join with Maumee. The kiosk has a metal, cross gabled roof and sits on a stone base. The four sides of the kiosk contain stone and brick panels: the upper ones contain the words, "East Central"; the center panels reproduce traditional African symbolic patterns in multi-colored brick; and lower panels, which are of limestone engraved with the words which explain the patterns above: "family sharing"(east), "tolerance and fairness" (south), "unity harmony" (west) and "service devotion" (north). This feature also contains a part of an original curved walk which once bisected the park from west to east.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: 2007
Non-Contributing:	0	0	0	1	FeatureMap: 6

Feature Name: Nuckols/Hayden Park Feature Designers: n/a
NH 3 Feature Resource Code / Number Characteristic: Other
 Description: This includes the park, its circulation, which centers on the memorial berm, and the plantings which have evolved over the years, but which have always been meant to highlight the memorial at the north west corner of the park. There is also a black chain link fence marking the south border and an identifying sign at the corner of Jefferson and Harmer, which is surrounded by modest low plantings.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1876
Non-Contributing:	0	0	0	0	FeatureMap: 6

Resource Totals For: **Nuckols/Hayden Park**

	Site:	Building:	Structure:	Object:
Contributing:	2	0	0	0
Non-Contributing:	0	0	0	1

Old Fort Park

Located at the corner of Main and Clay Streets, this .20-acre park commemorates a spot associated with the first settlement of the city. The original Fort Wayne was constructed somewhat south of this site in 1794 by General "Mad" Anthony Wayne. Depending on the source consulted it was removed and rebuilt at this site beginning in 1798 and completed in c.1804. A third fort was built on this site in 1815 or 1816 by Major John Whistler. This land became the first official park in Fort

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Wayne in 1863 when the small lot was sold to the city by Harry Seymour. An iron fence and flagpole (now gone) were donated by Henry M. Williams, a Civil War veteran.²⁰ Today, this small triangle of land is adjacent to a modern fire station. The park also contains some trees and, to the north, a large earth berm supporting the elevated railroad. This was built in 1954, cutting off the park from the river. Old Fort Park, while small, has integrity of location and a high degree of association with the earliest years of the town. It represents the first attempt at a public park in Fort Wayne, and it was included in the plan developed in 1912.

Features:

Feature Name:	Old Fort Park	Feature Designers:	n/a
OF 1	Feature Resource Code / Number	Characteristic:	Other
Description:	This small park is near the location of the three earlier forts that were all named "Fort Wayne". The only feature remaining on the small triangle is a replicated well constructed of rubble stone in contemporary times. There is a rude lever constructed to raise the bucket and a wooden bucket.		
	Site:	Building:	Structure: Object:
Contributing:	1	0	0 0
Non-Contributing:	0	0	0 0
		FeatureHistoricDate:	c. 1863
		FeatureMap:	7
Resource Totals For:	Old Fort Park		
	Site:	Building:	Structure: Object:
Contributing:	1	0	0 0
Non-Contributing:	0	0	0 0

Reservoir Park

This is a 13.1 acre park, square in plan, which was renamed the Ivan Lebamoff Reservoir Park in recent times. It is bounded on the north by Creighton Avenue, on the west by Clinton Street, on the south by Sutfenfield Street and on the east by Lafayette Street. According to an article by Michael Hawfield in the Fort Wayne News Sentinel of September 3 1983, this park was first purchased in 1879 (12 acres) for the purpose of establishing a second city reservoir to aid in the city's fire fighting efforts. In this case, the city decided to elevate a massive metal tank to serve as a reservoir. This would eliminate the need for establishing pressure and pumping, since gravity would serve the same purpose. The work was begun in 1880 and completed in 1892-4. Additional work was done to rebuild much of it in concrete in 1907, according to a plaque recorded by Harold Lopshire.²¹ The 1916 Centennial celebration used the designed "island" in the reservoir as a stage and the natural hill created by fill as an audience holding area. In 1959, the concrete cap and upper portion of the reservoir was bulldozed and the reservoir was filled in. In 1975 the lake was re-landscaped and a recreation center built. The large hill vividly recalls the size of this reservoir, and while changes have occurred, the lake also recalls its earlier configuration. The primary winter activity at the Reservoir hill is sledding. The park was included on the 1912 plan and retains adequate integrity of location, setting, feeling and some materials to be included.

Features:

Feature Name:	Reservoir	Feature Designers:	Samuel Edsall
RE 1	Feature Resource Code / Number	Characteristic:	Topography
Description:	This is a huge, designed land form created by a large (probably originally cast iron) metal tank which was elevated above ground and then protected with a large earth berm. The form is ovate, having rounded edges in a nearly rectangular plan. By 1907 the		

²⁰ Bert Griswold, *A Pictorial History of Fort Wayne, I*, 1917, Pp 157,233-35, 465, 519, 542.

²¹ Lopshire Collection, ARCH, Inc. Fort Wayne

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structure was rebuilt in concrete and an upper portion of concrete formed a cap and (probably) allowed access to the formerly open reservoir for workers and other management needs. Thus by 1916, photographs show this "cap" protruding from the top of the massive structure. The present mound was created in 1959 by filling in the reservoir and bulldozing the upper part. Today, the mound is used by BMX bicycles, and has trails to climb as well as a fine cover of small trees and shrubs. It is a popular attraction for sledding when there is snow on the ground.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: 1880-1894/1907
Non-Contributing:	0	0	0	0	FeatureMap: 8

Feature Name: **Reservoir Lake** Feature Designers: Edsall
RE 2 Feature Resource Code / Number Characteristic: Water Features

Description: This is an approximately c-plan lake formed when the mound which protected the elevated reservoir was created. The fill from this area was used to provide dirt for the mound. When City Engineer Samuel Edsall made the plans for this structure, he also conceived of a city park and thus, designed the lake to serve in this way. Today it has a concrete curb around its perimeter and small benches which line the sidewalk that surrounds it. The lake is shallow enough to provide adequate surface for ice skating and has been traditionally used in that way. The "island", actually a peninsula, at the center of the "c" was designed to serve as a platform for theater and other events, which it did in 1916.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1894
Non-Contributing:	0	0	0	0	FeatureMap: 8

Feature Name: **Cooper Center** Feature Designers:
RE 3 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: This is a square plan, one and a half story concrete block building with a high mansard roof. There is a massive brick chimney on one side. The surface of the concrete is covered with a skim coat and painted.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 1987
Non-Contributing:	0	1	0	0	FeatureMap: 8

Feature Name: **Playground equipment** Feature Designers: n/a
RE 4 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: There are various examples of playground equipment, metal with bright plastic laminate in the park. Most notably near the base of the mound in a valley down the side.

	Site:	Building:	Structure:	Object:	
					FeatureHistoricDate: c. 2000
					FeatureMap: 8

Feature Name: **Basketball Court** Feature Designers: n/a
RE 5 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: This is a slightly rectangular, asphalt covered court, set in a slightly sunken area, on the south side of the park. The features of the park are all slightly depressed at this side of the park, probably because the ground rises at this end.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 1975
Non-Contributing:	0	0	1	0	FeatureMap: 8

Feature Name: **Reservoir Park plantings/ circulation** Feature Designers: Edsall
RE 6 Feature Resource Code / Number Characteristic: Other

Description: This is to record the park as a feature and include it in the count. See general description. The circulation consists of a few paths crossing the park from north to south and providing access to the features.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1880
Non-Contributing:	0	0	0	0	FeatureMap: 8

Resource Totals For: **Reservoir Park**

	Site:	Building:	Structure:	Object:
Contributing:	2	0	1	0
Non-Contributing:	0	1	1	0

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Rockhill Park

Located west of Catalpa Street, south of the old Pennsylvania Railroad line, and bounded on the west by Freeman Street, this is a 28-acre, generally rectangular park. The Wildwood Park subdivision is across from the park on the west side of Freeman Street. When US Highway 24 was routed through this area, it curved (as W. Jefferson Boulevard) through Rockhill Park, creating "islands" of park space north of Jefferson. One "island" is located east of Lindenwood, south of the railroad overpass and north of W. Jefferson. Another small island was created when the Catalpa/West Jefferson intersection was moved to the west approximately 100 feet. All are considered part of park property.²² West Jefferson Boulevard, as it traverses Rockhill Park, is included with this park. The configuration of W. Jefferson through the park is shown, appearing as reasonably new construction, in an aerial map of 1938. West Jefferson Boulevard between Illinois Road and West Swinney Park is treated separately in the section concerned with boulevards.

Rockhill Park was acquired by the Fort Wayne Park Department in 1908 through a donation by the Rockhill family. In 1911 the park consisted of approximately seven acres, and was unimproved. George Kessler's plan proposed a west boulevard to continue south from Brookside Boulevard (now Lindenwood) to Ontario Street, along the west boundary of Rockhill Park as it then existed. By 1915, Rockhill Park was accessible by Catalpa Street which extended at that time from Illinois Road to Taylor Street.

By 1920, the Park Board proposed an expansion of Rockhill Park west to connect to the Wildwood park subdivision, which had been designed by Arthur Shurcliff between 1914 and 1916. Between the 1920s and 1936, various additions were made which brought the park acreage approximately to its present 28-acres. The Civil Works Administration (CWA) and Federal Emergency Relief Agency contributed workers and other personnel for improvements during the 1930s.²³ This park is a combination meadow/ woodland with an oak/ash grove. There is at least one well-developed (12-14" caliper) Beech. The trees are visible in a 1938 aerial which demonstrates the recent cutting of the curve of west Jefferson through the park. This map also shows the remains of the Wabash & Erie Canal route through the park. The canal route is commemorated with several waysides on concrete plinths of recent date. The park is notable for the large trees in the grove and for several earthen works in the north west corner. Included as part of the site are the groves, the meadow, the site of the Wabash & Erie Canal and the site of an earlier portage. The latter two are also commemorated with small scale markers, c. 1959 and 1962. Slightly curvilinear walks are present throughout the park.

Individual features include a stream/retaining wall of the WPA era. A late WPA (1941) era building and fountain and some active recreation equipment. This park appears on the 1912 plan and retains adequate integrity of location and materials to be included in this nomination.

Features:

Feature Name: Rockhill Park Picnic Shelter&Fountain Feature Designers: WPA
RO 1 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: This is a rectangular plan building constructed of variegated rock faced stone, evenly coursed, but uneven in size and width. The roof is gabled, with a plain flat frieze. The center part of the building is open, forming a breezeway where the picnic equipment is located. On either end, enclosed spaces provide facilities for rest rooms. There are vented openings on the sides and blocked windows. The gable ends contain two blocked doors each. The central opening is supported by massive piers with a large timber above, as the lintel for the opening. The capitals of the piers and the corner block of the timber are scroll cut in a rounded form. The fountain is a square plinth of the same stone as the building and has a stone, square bowl above. Both are

²² Angie Quinn, "National Register draft nomination for Wildwood Park Historic District",
p. 38

²³ Ibid.

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products of WPA efforts. (RO1a- Building,RO1b- Fountain)

	Site:	Building:	Structure:	Object:	
Contributing:	0	1	0	1	FeatureHistoricDate: 1941
Non-Contributing:	0	0	0	0	FeatureMap: 9

Feature Name: **Playground Equipment** Feature Designers: n/a
RO 2 Feature Resource Code / Number Characteristic: Buildings and Structures
Description: The playground equipment is in the meadow section near the picnic shelter and consists of modern colorful constructions, and metal swings.
Site: Building: Structure: Object:
Not counted FeatureHistoricDate: c. 2000
FeatureMap: 9

Feature Name: **Baseball Diamond** Feature Designers: n/a
RO 3 Feature Resource Code / Number Characteristic: Buildings and Structures
Description: This baseball diamond is visible in the same location on the 1938 map and has been a part of the park since at least that time. However, since we are not including these types of structures, it has been so noted.
Site: Building: Structure: Object:
Not counted FeatureHistoricDate: c. 1935
FeatureMap: 9

Feature Name: **Rockhill Park Sign** Feature Designers:
RO 4 Feature Resource Code / Number Characteristic: Small Scale Features
Description: This is a stone sign at the north west corner and entrance to the park off of W. Jefferson Blvd. The sign is modern, constructed within recent years and is made in a curved plan with the name of the park incised in a panel facing Jefferson Blvd. The coursing is irregular and the stones are rubble, rough cut.
Site: Building: Structure: Object:
Contributing: 0 0 0 0 FeatureHistoricDate: c. 2005
Non-Contributing: 0 0 0 1 FeatureMap: 9

Feature Name: **Stream & retaining wall** Feature Designers: WPA
RO 5 Feature Resource Code / Number Characteristic: Natural Systems
Description: This stream is a part of the overall character-defining features of this park, in particular it contributes to the meadow area and to the feeling of nature as a part of the park design. The stream edges have been confined in part, by stone retaining walls constructed during the WPA area. These are three or four courses of rock-faced, coursed stone. Most have been parged at a later date with concrete. There is also c. 1940 concrete work, cast in place which serves the same purpose. Where the walls have not been constructed, the stream demonstrates a typical meander.
Site: Building: Structure: Object:
Contributing: 0 0 1 0 FeatureHistoricDate: c. 1938
Non-Contributing: 0 0 0 0 FeatureMap: 9

Feature Name: **Catalpa Street Bridge** Feature Designers:
RO 6 Feature Resource Code / Number Characteristic: Buildings and Structures
Description: This is an open wooden bridge structure with large round timbers shoring up the cross members. Railings are of modern metal.
Site: Building: Structure: Object:
Contributing: 0 0 0 0 FeatureHistoricDate: c. 1995
Non-Contributing: 0 0 1 0 FeatureMap: 9

Feature Name: **Portage Site - Historical Marker** Feature Designers:
RO 7 Feature Resource Code / Number Characteristic: Small Scale Features
Description: This resource records the site of the historic and pre-historic portage. The marker was installed in 1959 by the Allen County-Fort Wayne Historical Society. The raised lettering on the sign says:"Maumee-Wabash Portage 'Glorious Gate'. Only land barrier on shortcut trade route between Quebec and New Orleans. Eastern landing of eight-mile carry from St. Mary's to Little River. Used by Indians, French, British and American traders." Thus, this commemorates the eastern end of the portage. This marker is probably not on the exact site of the portage, but was associated with Highway 24, which in the 1930s was a cultural route. The notion of identifying these hallmark sites was part of the tradition of commemoration developed in connection with these early automobile era roads.

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	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1750/1959
Non-Contributing:	0	0	0	0	FeatureMap: 9

Feature Name: **Pedestrian Bridge and Trail** Feature Designers: **Fort Wayne Parks**
RO 8 Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: This feature includes a wooden pedestrian bridge at the east side of the park, north of W. Jefferson Boulevard. It is connected to an asphalt and concrete, curvilinear trail which winds its way across the northern sector of the park (separated from the southern part by Jefferson Boulevard in 1935). Then, it crosses Jefferson at a lighted crosswalk and goes into the southern sector of the park, at the north west edge, where it continues a curvilinear path through an area gracefully landscaped with trees and earth forms, then across and around the meadow, ball diamonds, shelter and play areas. Along the way, three concrete plinths tell the story of the park, and the Wabash & Erie Canal. The bridge is a steel I-beam deck which spans the entire stream, supported by concrete abutments on each side with riprap stabilization. The railings are a combination of steel, wood and trex (synthetic decking) with wire screen. The bridge deck is of wood planks. The uprights are both steel and wood.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 2005
Non-Contributing:	0	0	1	0	FeatureMap: 9

Feature Name: **Rockhill Park/Oak-Ash Grove/canal site/ portion of West Jefferson Boulevard.** Feature Designers:

RO 9 Feature Resource Code / Number Characteristic: **Other**

Description: This records the park itself, with its well developed vegetation, including a deciduous Oak-Ash grove, individual trees of considerable caliper, some evergreen plantings in the north west corner and the earth forms in the north west. The route of the canal through the park, which is also a commemorative site, is included as such. A portion of West Jefferson Boulevard is considered part of this park. It is a curvilinear drive, dating to c. 1938 and appears in its present location, approximate width and configuration on an aerial map of 1938.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1908 /c. 1938
Non-Contributing:	0	0	0	0	FeatureMap: 9

Resource Totals For: **Rockhill Park**

	Site:	Building:	Structure:	Object:
Contributing:	2	1	1	1
Non-Contributing:	0	0	2	1

Weisser Park

This park is a 20-acre facility located between Eckart Street, Drexel Avenue, Hanna Street, and an alley west of Smith Street on the east. The original 15 acre woodlands were purchased in 1908 for \$10,500. This original section of the park, the Oak-Hickory Grove is still a character-defining feature of the park today. Charles Mulford Robinson's plan (1909-1910, Polk's Map Figure 1) included a recommendation to add a northern addition to the park. Kessler's plan also recommended expanding the park's boundary. In 1916 the park was expanded, extending the northern boundary to the south side of Eckart Street.

Features:

Feature Name: **Oak-Hickory Grove** Feature Designers:
WE 1 Feature Resource Code / Number Characteristic: **Vegetation**

Description: This is one of the most distinctive character defining features of the park. It was the original reason for the establishment of the park at this site. Today, many of the trees are statuesque specimens. The grove was decimated during a 1954 storm, but still retains adequate integrity to define the character of the park. The trees have been attacked by lightning but have survived and seem to thrive in the park environment. The grove is most visible and best demonstrated in the south east quadrant of the

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park. Another remnant of the grove is present in the south west sector.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1896/1909
Non-Contributing:	0	0	0	0	FeatureMap: 10

Feature Name: **WE 2** Playground Equipment
 Feature Resource Code / Number
 Feature Designers:
 Characteristic: Buildings and Structures

Description: There is a grouping of typical modern playground equipment at the center of the park south of the youth center and another in the north east sector associated with the Weisser Park School.

	Site:	Building:	Structure:	Object:	
				Not Counted	FeatureHistoricDate: c. 2000
					FeatureMap: 10

Feature Name: **WE 3** Weisser Park Youth Center
 Feature Resource Code / Number
 Feature Designers:
 Characteristic: Buildings and Structures

Description: This is a one story, irregular plan building constructed of modern decorative block in a style typical of the Modern Movement (eclectic deconstructionism.) It has double hung, one over one windows recessed in the major plane of the building on the north side. The west side features a porte-cochere supported on block pillars with a metal roof of a red hue. There is a circular drive connected to this part of the building. Three high pitched gables, with fixed windows decorate the north façade.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: 1998
Non-Contributing:	0	1	0	0	FeatureMap: 10

Feature Name: **WE 4** Weisser Park Pavilion
 Feature Resource Code / Number
 Feature Designers: Martindale & Dahlgren
 Characteristic: Buildings and Structures

Description: This is a low gabled, nearly square plan building. The original construction was of a rock faced cast block laid in stretcher bond. The block is an oversized brick. A central massive chimney with two chimney pots supports an open wing with a half gabled roof and wide metal posts. This open area is built upon a concrete slab. Other parts of the building have personnel doors, high, narrow windows and are enclosed with vertical, dressed block.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: 1963
Non-Contributing:	0	1	0	0	FeatureMap: 10

Feature Name: **WE 5** Baseball Diamond
 Feature Resource Code / Number
 Feature Designers:
 Characteristic: Buildings and Structures

Description: This ball diamond is of dirt surface. The original of this feature was present in the same location as early as 1938 (or earlier.) However, within the last few years additional fencing, lighting, backstop building and dugout has been added. Keeping with our precedent, we are not counting this feature.

	Site:	Building:	Structure:	Object:	
				Not Counted	FeatureHistoricDate: c. 1916/2000
					FeatureMap: 10

Feature Name: **WE 6** Restroom/concession building
 Feature Resource Code / Number
 Feature Designers: n/a
 Characteristic: Buildings and Structures

Description: This is a rectangular plan brick building, one story, with a gabled roof, constructed in the Craftsman style. The building has wide overhanging eaves and plain fascia with scroll cut rafter tails. The surface of the roof is covered in red corrugated metal. There are two small square windows on the north side, now blocked, with flat sills. In the west gable end is a personnel door at left and a recessed panel. The east and north sides are similar to the other facades.

	Site:	Building:	Structure:	Object:	
Contributing:	0	1	0	0	FeatureHistoricDate: c. 1920
Non-Contributing:	0	0	0	0	FeatureMap: 10

Feature Name: **WE 7** Tennis and basketball courts
 Feature Resource Code / Number
 Feature Designers:
 Characteristic: Buildings and Structures

Description: The tennis courts in this park were constructed between 1921 and 1923. While changes in surface material have occurred, the original location appears to be consistent for the two courts existing. The eastern basketball court is obviously a conversion from the original tennis courts and the western is a new addition. The surface of the court on the 1938 aerial is probably clay.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: c. 1921-23

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Non-Contributing: 0 0 0 0 FeatureMap: 10

Feature Name: **Weisser Park circulation, Plantings** Feature Designers:
WE 8 Feature Resource Code / Number Characteristic: **Other**

Description: This counts the park and the circulation. There is a remnant drive on Drexel which is what is left of a slightly curvilinear drive from the northwest corner to a point on Drexel just east of center. It no longer traverses the park because of the youth center and its associated drives.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1909/1916
Non-Contributing:	0	0	0	0	FeatureMap: 10

Resource Totals For: **Weisser Park**

	Site:	Building:	Structure:	Object:
Contributing:	2	1	1	0
Non-Contributing:	0	2	0	0

Williams Park

Williams Park is a .74 acre triangle bounded by Calhoun Street, Wildwood Avenue and Piqua Avenue which is named in honor of Jesse Lynch Williams, the chief engineer of the Wabash & Erie Canal. It became a part of the Fort Wayne Park system in 1890. Donated by Henry M. Williams, Williams Park may be part of the original Williams family holdings. It is a small, commemorative green space which was included in the 1912 Kessler plan. It retains adequate integrity of location and materials to be included in this nomination.

Features:

Feature Name: **Williams Park** Feature Designers:
 Feature Resource Code / Number Characteristic: **Other**

Description: The park is slightly elevated above street grade, with concrete sidewalks on all sides. There is a street lamp in the center of the park (a period post with a new lamp atop, c. 1920s). There is also a bus waiting shelter of blue metal screen, on South Calhoun. Otherwise, the park is a simple triangle, covered in a grassy lawn, with evenly spaced small trees, a sycamore, and some decorative trees. The park commemorates Jesse Williams.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1900
Non-Contributing:	0	0	0	0	FeatureMap: 11

Resource Totals For: **Williams Park**

	Site:	Building:	Structure:	Object:
Contributing:	1	0	0	0
Non-Contributing:	0	0	0	0

The Parkways:

Parkways, as they are included in this nomination include sections which have been planned, acquired and constructed, either as vehicular or pedestrian ways. In addition parkways that have been planned, partially acquired and partially constructed, as well as those that have been planned, and platted but not constructed. Parkways can be low-speed roads laid through a garden or park-like landscape, usually with median and roadside plantings. The first American parkways were developed by Olmsted and Vaux in New York's Central Park.²⁴ But parkways can exist with or without their roadway component. Both Robinson and Kessler emphasized the need for parkway development in their respective reports. The latter also echoed improvements recommended to the

²⁴ Baker H. Morrow, ASLA, *A Dictionary of Landscape Architecture*, Albuquerque, NM: University of New Mexico Press, 1986, P. 232.

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River Front Commission.

In Fort Wayne, the three intersecting rivers are primary to the park and boulevard system. Kessler (and others before and after him) recognized this, stating that the riverfront improvements, —are really the key to the entire park development of Fort Wayne.” He also recognized that these potential parkways were unique saying:

—It is rare indeed in city development that such an important parkway can be brought, as it is here, into the heart of the business section and at the same time into comfortable reach of the residential districts of the city.” Kessler’s vision for Fort Wayne foresaw in the river parkways, —a beautiful park of varying width, some nine miles in length and within easy walking distance of three-quarters of the population.”²⁵ In Fort Wayne, the three rivers provide multiple opportunities for interaction with natural systems. Because they converge near the downtown and just to the north, they form a setting for the entire system of interconnected parks, road/greenways and boulevards. Thus, in delineating these parkways, we have included the parks which in the past and present, are closely interconnected.

The layout of a parkway is typically composed of a vehicular roadway (or pedestrian walkway) laid out in sweeping curves, whose water-side edge consists of a variety of open, green spaces. These may include shade trees and shrubs, special features and sometimes recreational facilities. The open space becomes a continuous park of varying widths, facilities and character. In Fort Wayne, at the time that Kessler’s 1912 plan was completed, only Edgewater Drive and parts of St. Joseph/Northside (along the west side of the St. Joseph River) were in place. The concept was to continue this northward and include both sides of the river. In this nomination, this logical extension has included following the parkway northward beyond the 1912 city limits to present day Johnny Appleseed Park. The 1912 plan also shows extensive riverfront land, with roadways on both side of the river, along the Maumee River to the east. However, the intended roads, typical of the prevailing philosophy, did not slavishly follow the river curves, but took a more leisurely route, allowing for larger and smaller parklands along various parts of the river bank.

St. Mary’s parkway, as conceived by the plan added extensive lands along the river bank from the confluence, west toward an expanded Lawton Park, Swinney Park and southward, following the river path with parkways on both sides of the river. The whole would extend considerably south of the city limits. The vision planned for extensive future growth in this area. Foster Park, developed in the bend of the river, is a realization of Kessler’s intention, clearly shown as proposed park/parkway land in the south west quadrant and below.

Maumee Parkway

Maumee Parkway is located in the east central part of the city, and for the purposes of this nomination, begins at the east side of the St. Joseph Parkway. (The Columbia Avenue Bridge is included with the St. Joseph Parkway.) The Parkway/greenway continues east including the river and land on both sides of it to a point near the junction of Edsall and Dwenger Avenues (See Parkway Map 1a and 1b), a length of approximately .95 miles.

When George Kessler envisioned the Maumee Parkway, one of his concerns was the railroad line, the Nickel Plate road, which ran on the south side of the river. He was concerned to establish grade above the flood elevation of the river, but below that of the tracks. If this was accomplished, he saw this as an improvement to the visual entrance to the city from this direction, especially for travelers by train. Kessler saw advantage in continuing the parkway along the Maumee eastward as the city expanded.

Then as now, Lakeside Park, north of the Maumee River, extended southward to the edge of

²⁵ George Kessler, “ Report”, 1912, Pp. 40,41.

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Edgewater Avenue, Delta Boulevard. In this area, two lakes, bisected by Columbia Avenue from south west to north east, fulfill the notion of a natural setting amidst a residential neighborhood. Because of this connectivity, Lakeside Park is included with the discussion of Maumee Parkway.

Features:

Feature Name: **MA 1** Edgewater Drive Feature Designers:
 Feature Resource Code / Number Characteristic: Other
 Description: Historic river drive on North Side of Maumee River in the Lakeside addition, an early Fort Wayne streetcar suburban development. The drive is tree lined with large maple trees and the Rivergreenway follows the adjacent levee. Two historic markers are placed along the drive.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate:
 Non-Contributing: 0 0 0 0 FeatureMap: Ia

Feature Name: **MA 2** Tecumseh/Coombs Street Bridge Feature Designers: G. Jaap
 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: Neoclassical style City Beautiful bridge dating to 1912. Three-span reinforced concrete arch bridge with limestone facing. Bridge features half round pylons with decorative carvings, and a decorative balustrade. G. Jaap, who had worked on the Tennessee Avenue bridge, designed by Grosvenor, based this bridge on his interpretation of the Tennessee Ave. bridge design.²⁶ The bridge has been recently restored, adding new lighting that is stylistically and historically appropriate.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate:
 Non-Contributing: 0 0 0 0 FeatureMap: I

Feature Name: **MA 3** Carl O'Neal Memorial Green Feature Designers:
 Feature Resource Code / Number Characteristic: Other
 Description: Open Space area with Basketball Court adjacent to the Rivergreenway and the Maumee River.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate:
 Non-Contributing: 0 0 1 0 FeatureMap: Ia

Feature Name: **MA 4** Sewer Pump Building (Historic Brick Building) Feature Designers:
 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: A tall, one story, brick building with rectangular pattern floor, decorative arched brick patterns, and stone trim constructed c.1925. It has a flat roof. A large modern steel bay door has been added on the east side. The windows have been filled in with different brick but could easily be reopened.
 Site: Building: Structure: Object:
 Contributing: 0 1 0 0 FeatureHistoricDate:
 Non-Contributing: 0 0 0 0 FeatureMap: Ia

Feature Name: **MA 5** Maumee River Dam (Hosey Dam) Feature Designers: IE Smith Construction, Design Brothman,
 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: Construction was completed on the Maumee River Dam in 1925. The dam was later named for William J. Hosey who served as mayor during the construction. The dam is a concrete structure that retains its original (non functional) gear mechanism for controlling the gates. The dam has arched portals for the river to pass through.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate:
 Non-Contributing: 0 0 0 0 FeatureMap: Ia

Feature Name: **MA 6** The Maumee River Feature Designers:
 Feature Resource Code / Number Characteristic: Natural Systems
 Description: Beginning at the confluence of the St. Mary's and St. Joseph Rivers the Maumee River flows to the east through Ohio into the great lakes basin. The river is bordered by banks with areas of natural tree and shrub growth, part of the rivers fluvial flood

²⁶ Angie Quinn, notes on this nomination, provided to WGI, May, 2010.

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plain area. Intended to be designed with park drives along the border, the river now has been accented by a connecting Rivergreenway system that extends the non-motorized transportation pattern through the Fort Wayne parks and boulevard system.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate:
Non-Contributing:	0	0	0	0	FeatureMap: Ia

Lakeside Park

Lakeside Park is located north of the Maumee River. The park is comprised of two parts, a southern section containing Delta Lake and bordered on the south by Edgewater Avenue, on the east by Delta Boulevard, on the north by Lake Avenue and on the west by Crescent Avenue. Delta Lake is a borrow pit for the original levee, c. 1894. Columbia Avenue runs through this section in a general east west direction.

The northern part of the park, north of Lake Avenue, is bordered on the east by Forest Park Boulevard, on the north by Vermont Avenue, and on the west by California Avenue. This section contains a man made lake, formal rose gardens and wooded areas as well as active recreational facilities. The park contains 23.8 acres. The Forest Park Gates, which are part of the National Register listed Forest Park Boulevard Historic District are not included in this nomination.

As early as 1894 a park was shown in the approximate location of the present day Lakeside Park. In 1890, a large tract of land north of the Maumee River was purchased by the Fort Wayne Land and Improvement Company. It became known as the Lakeside Park Addition, an early suburb. Polk's Map of Fort Wayne, 1894 shows a large lake and park, as does a later map of 1898. By 1907 the city had purchased 22 acres for a Lakeside Park and the park was begun in 1908. Work on park improvements began in 1912 and continued for twenty years.

One of the most beloved features of this park, the formal rose garden, was first designed by Adolph Jaenicke, Park Superintendent, in 1921. By 1925 it was completed, except that an evergreen background would be added in the late 1920s. In addition to the garden, tennis courts, fountains, walks and decorative plantings made it appealing. Early lagoons were filled in in the 1950s and a new pavilion was added in 1964. The Rose Garden continued throughout, with changes in the 1960s including a re-configuration on the north side, redesigned beds and other features. In 1970, the lily pools were restored and paths in the Sunken Garden were replaced with asphalt.²⁷ Due to severe deterioration, a comprehensive restoration of the Sunken Garden area was undertaken in 2005-2006. All of the hardscape elements (concrete) in the garden area were removed; specifically the retaining walls, stairs, sidewalks and reflecting ponds were replaced. Old postcards of the original structure showed the paths were composed of an orange material – probably crushed clay. So the current sidewalks have brick pavers to simulate more closely the original design.

Features:

Feature Name: Lakeside Park	Feature Designers: Adolph Jaenicke
MA LK-1 Feature Resource Code / Number	Characteristic: Other
Description:	Lakeside Park Site. An historic park that is associated with the Lakeside neighborhood. Built as a desirable amenity for the adjacent residential development, the park was originally conceived as a passive strolling, scenic park with a series of interconnected lagoons for boating. While the southern end of the park connects to the Maumee river and the Rivergreenway, the trail connection is not necessarily continued into the park but access is provided.
	Site: Building: Structure: Object:
Contributing:	1 0 0 0
Non-Contributing:	0 0 0 0
	FeatureHistoricDate: 1908
	FeatureMap: Ia

²⁷ Heritage Landscapes, " Lakeside Park Cultural Landscape Report, Chapter I: Lakeside park History.

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- Feature Name:** Pedestrian Footbridge **Feature Designers:**
MA LK-2 Feature Resource Code / Number Characteristic: Buildings and Structures
- Description:** This bridge consists of a clear span concrete deck with wooden railings supported by concrete beams, resting on a simple concrete support at each bank. The footbridge carries the pedestrian path over a narrow portion of the lagoon as part of the park circulation system.
- Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate:
 Non-Contributing: 0 0 1 0 FeatureMap: Ia
- Feature Name:** Circulation System and plantings **Feature Designers:**
MA LK-3 Feature Resource Code / Number Characteristic: 6 Circulation
- Description:** The park features a circulation system with landscaping and tree plantings along the walking paths. The trees are mature and represent a complete complement to the pathways. Maples, Willows, London Plane Trees.
- Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1924
 Non-Contributing: 0 0 0 0 FeatureMap: Ia
- Feature Name:** Recreational Area **Feature Designers:**
MA LK-4 Feature Resource Code / Number Characteristic: Cluster Arrangement
- Description:** The Northern section of the Park centers on a recreational area that features tennis courts (MA LK-4a), basketball courts (MA LK-4b), a playground (not counted), picnic tables (not counted), fishing dock area (MA LK-4c) and a Pavilion (MA LK-4d). The pavilion has a flat roof and an L shaped floor plan. The walls are of irregular coursed stone work and reverse batten wood siding. The main activity room features a band of windows that face the lagoon and a stone fireplace. In the winter there is ice skating on the lagoon and the pavilion is used as a skating shelter.
- Site: Building: Structure: Object:
 Contributing: 0 1 0 0 FeatureHistoricDate: c. 1949
 Non-Contributing: 0 0 3 0 FeatureMap: Ia
- Feature Name:** Pavilion # 2 **Feature Designers:**
MA LK-5 Feature Resource Code / Number Characteristic: Buildings and Structures
- Description:** This pavilion is a rectangular plan structure with a hipped roof and walls finished with randomly coursed stone. There is a chimney at the east end. It is located just north of the lagoon and has three large overhead doors that may be opened to provide a partially open shelter that overlooks the water.
- Site: Building: Structure: Object:
 Contributing: 0 1 0 0 FeatureHistoricDate: 1955
 Non-Contributing: 0 0 0 0 FeatureMap: Ia
- Feature Name:** The Lagoon **Feature Designers:** A. Jaenicke
MA LK-6 Feature Resource Code / Number Characteristic: Water Features
- Description:** Roughly rectangular in shape with a finger at the south west corner, the northern area lagoon is flanked by the recreation area on the west and the sunken gardens on the east. It is bordered by paths and is a primary feature in the park and in the circulation design. The lawn is maintained to the water's edge.
- Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: c. 1890
 Non-Contributing: 0 0 0 0 FeatureMap: Ia
- Feature Name:** MA-LK-7-Sunken Gardens **Feature Designers:** A Jaenicke
MA LK-7 Feature Resource Code / Number Characteristic: Other
- Description:** The Sunken Gardens are located in a rectangular sculpted depression set into the north east quadrant of the park. The layout is formal and symmetrically arranged along a north-south axis anchored at the north end by a large pergola with classical columns and a central half dome. It has rectangular reflecting pools down the center and a lily pond at the north end with a lions head fountain. Pools, steps, and decorative planters are of concrete and paving consists of brick pavers. The garden beds are laid out in an intricate pattern and filled with annual plantings. A retaining wall outlines the outer edge of the garden area and is topped by a row of clipped shrubs. Concrete brick pavers were used to create a walkway around the reflecting pools. Sets of concrete steps and a ramp give access to the garden from the upper level. The Sunken Garden is partially surrounded by the nationally

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recognized Rose Gardens, which hold more than 2,000 rose plants with at least 150 varieties.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: 1921/1925/1932
Non-Contributing:	0	0	0	0	FeatureMap: Ia

Feature Name: **Delta Lake**

MA LK-8 Feature Resource Code / Number Characteristic: Water Features

Description: Delta Lake consists of lagoons that extend through the southern sections of the park which is separated by the one way pairs of Lake Ave and Columbia Ave. The Southern edge of the park connects with the Maumee River. At one point in time the lagoons served as a fish hatchery.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1890
Non-Contributing:	0	0	0	0	FeatureMap: Ia

Feature Name:

Lawton Monument Feature Designers: Frederick. C. Hibbard (Sculptor)

MA LK-9 Feature Resource Code / Number Characteristic: Other

Description: Statue of Major General Henry Lawton of Fort Wayne, a veteran of the Civil war, Indian Wars, Spanish American war, and Philippine insurrection and second in charge of the U.S. Army at the time of his death. The full figure statue is cast in bronze and set on top of a stone pedestal. A large plaque is located on the back side of the pedestal.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	1	FeatureHistoricDate: 1921
Non-Contributing:	0	0	0	0	FeatureMap: Ia

Feature Name:

Columbia Avenue Bridge over the Delta Lagoon Feature Designers:

MA LK-10 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: This is a small concrete bridge which connects the land forms that bisect the southern part of the lagoon connected with Lakeside Park. The bridge is similar to a t-beam, reinforced concrete, except that the stems are oversized and extra wide. The extrados is flat with slightly curved sides to the opening. The deck is of thick concrete with a simple, open concrete railing. The bridge has been updated.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: c. 1930/1950
Non-Contributing:	0	0	0	0	FeatureMap: Ia

Resource Totals For:

Maumee Parkway

	Site:	Building:	Structure:	Object:
Contributing:	5	3	5	1
Non-Contributing:	0	0	5	0

Spy Run Creek (Brookview) Parkway

The Spy Run Creek Parkway connects Lawton Park in the south with Vesey Park in the north. The southern boundary of the parkway is the south side of Fourth Street. Spy Run Creek flows into the St. Mary's River immediately south of Fourth Street. The eastern border of the park/parkway is considered to be the east bank of Spy Run Creek, with the exception of the easternmost section of Lawton Park facing onto Spy Run Avenue. The western boundary is the east side of Clinton and the northern boundary is found at Vesey Park.

Spy Run Creek runs south from Vesey Park, meandering through the Brook View-Irvington neighborhood and into Lawton Park at the northern end of this neighborhood, then to the St. Mary's River. Although not specifically shown on the 1912 plan, the parkway/greenway is a logical extension of the recommendations of all previous designers, to the city to acquire and develop as parks, the rivers of the city. Thus, this appears clearly to be appropriate in this instance. The creek has

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changed little in the course of the historic period of significance, except that a recent effort at flood control has resulted in demolition of nearby homes and construction of levees in the area south of State Boulevard.

Features:

- Feature Name:** 4th Street Bridge **Feature Designers:**
SR 1 Feature Resource Code / Number Characteristic: Buildings and Structures
Description: A reinforced concrete, single arch bridge with a concrete rail that has round arched openings. The bridge has no lighting.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: 1921
 Non-Contributing: 0 0 0 0 FeatureMap: IIA
- Feature Name:** Spy Run Creek **Feature Designers:**
SR 2 Feature Resource Code / Number Characteristic: Natural Systems
Description: Spy Run Creek is a fairly large urban creek that extends through and connects Lawton and Vesey Park via the associated parkway drives and green space. Banks are generally natural with volunteer plant growth.
 Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate:
 Non-Contributing: 0 0 0 0 FeatureMap: IIA
- Feature Name:** Elizabeth Street Bridge **Feature Designers:**
SR 3 Feature Resource Code / Number Characteristic: Buildings and Structures
Description: This bridge crosses over Spy Run Creek on the north side of Science Central. The original bridge was constructed c. 1895 but was demolished in 1994 when the bridge was completely reconstructed. The existing bridge has a concrete slab supported by steel I-beams, timber guard rails, and poured concrete abutments.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate:
 Non-Contributing: 0 0 1 0 FeatureMap: IIA
- Feature Name:** Clinton Street Bridge **Feature Designers:**
SR 4 Feature Resource Code / Number Characteristic: Buildings and Structures
Description: This c. 1960 bridge carries Clinton Street/US 27 over Spy Run Creek and consists of a concrete deck with steel railings supported by two concrete pylons and concrete abutments.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: c. 1960
 Non-Contributing: 0 0 1 0 FeatureMap: IIA
- Feature Name:** Westbrook Drive **Feature Designers:**
SR 5 Feature Resource Code / Number Characteristic: Buildings and Structures
Description: Westbrook Drive is a meandering, tree lined creek drive along western side of Spy Run Creek. The west side of the roadway is lined with houses, and the eastern side consists of green space bordering the creek bed. The area along the creek is a blend of open spaces interspersed with areas of natural growth. There is a public sidewalk between the street trees and the houses. The tree species are mixed. Streetlamps have been placed on the west side of the drive. Due to consistent flooding problems the houses between State Boulevard and Clinton Street have been demolished, the roadway has been removed between Edgehill Avenue and Clinton, and natural plantings have been installed. However the sidewalks and streetlights have been retained to indicate the course of the original roadway.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1917
 Non-Contributing: 0 0 0 0 FeatureMap: IIA-b
- Feature Name:** Eastbrook Drive **Feature Designers:**
SR 6 Feature Resource Code / Number Characteristic: Buildings and Structures
Description: Eastbrook Drive mirrors the character of Westbrook Drive (see description above). While some houses at the southernmost end have been demolished as part of a flood control project, no part of the roadway has been removed.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1917

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Non-Contributing: 0 0 0 0 FeatureMap: IIA-b

Feature Name: **SR 7** Pedestrian Footbridge Feature Designers:
 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: A concrete pedestrian footbridge with iron railings and stone abutments.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1940
 Non-Contributing: 0 0 0 0 FeatureMap: IIB

Feature Name: **SR 8** Stone Retaining wall Feature Designers:
 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: The wall appears to be composed of narrow layers of stacked stone covered with moss. It bends and arches with the river bed and appears to have been constructed in areas that required bank stabilization. This is likely WPA work.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1935
 Non-Contributing: 0 0 0 0 FeatureMap: IIB

Feature Name: **SR 9** The Grove Street Bridge Feature Designers:
 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: This bridge consists of a concrete slab with steel railings supported by concrete abutments.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: 1968
 Non-Contributing: 0 0 1 0 FeatureMap: IIB

Feature Name: **SR 10** Sloping Hills and Natural Features Feature Designers:
 Feature Resource Code / Number Characteristic: Topography
 Description: The Eastbrook side of the park drive system is marked by a notable rise in elevation to the north and steep creek bank. The rise peaks just north of Grove Street.
 Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: c. 1917
 Non-Contributing: 0 0 0 0 FeatureMap: IIB

Feature Name: **SR 11** Historic Interurban Railroad Bridge Feature Designers:
 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: This remnant of the former interurban facility is a metal bridge, a deck truss. The bridge is overgrown and the interconnecting line no longer exists. It is related to a complex of buildings east of the creek now owned by a power company. It crosses the Spy Run Creek at a point just between E. Jacobs Avenue and Elizabeth.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1905
 Non-Contributing: 0 0 0 0 FeatureMap: IIB

Lawton Park

Located just north of the Saint Mary's River and downtown Fort Wayne, the park is a mix of wooded areas, recreational space, and Park Department maintenance facilities. At the northern end of the park, a former electrical power plant serves as a city Science Museum and activity center. Lawton Park was bought to be used as an Indiana State Fairgrounds in 1866, (it was called Northside Park until the turn of the century). In 1918 Lawton had 40 acres and along with Swinney remained one of the city's largest parks for many years. Cannons became part of the Lawton Park scene in 1901.²⁸ The area containing the Civil War Monument, foot bridge and dam was the "front door" of the park during the trolley era, as Spy Run Avenue was a trolley line. Lawton Park is shown as an existing park facility on both the 1908 Polk/Robinson Map and the 1912 Kessler plan.

²⁸ Fort Wayne Parks Department Web Site.

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Features:

Feature Name: **Civil War Monument** Feature Designers: **Bureau Brothers Bronze Founders, Phila, PA/ Limestone Base, Keller & Braun.**

SR LT-1 Feature Resource Code / Number Characteristic: **Other**

Description: Civil war monument consists of a bronze sculpture of lady liberty holding a flag and standing behind a kneeling civil war soldier. The sculpture is on a tall limestone base with inscriptions on all sides. Two contemporary marble dedication plaques set in the ground mark the original dedication and a rededication. The monument is flanked by two cannons and a row of mature horse chestnut trees line the walks on each side of the monument.

Site: Building: Structure: Object:

Contributing:	0	0	0	1	FeatureHistoricDate: 1894
Non-Contributing:	0	0	0	0	FeatureMap: IIA

Feature Name: **Footbridge and Dam** Feature Designers: **Buildings and Structures**

SR LT-2 Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: The bridge is a narrow iron bowstring through truss footbridge with steel lattice railings and a concrete walkway. The bridge rests on concrete abutments that are associated with a concrete dam or spillway that has a lower area in the center to allow for passage of water.

Site: Building: Structure: Object:

Contributing:	0	0	1	0	FeatureHistoricDate: c. 1940
Non-Contributing:	0	0	0	0	FeatureMap: IIA

Feature Name: **Park Drive and Walkways** Feature Designers: **Buildings and Structures**

SR LT-3 Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: The park has a circulation system that features a drive that connects Fourth Street to Clinton and walking paths throughout the park connecting the recreational area with the monuments and the park maintenance facility. A path extends over the footbridge to Spy Run Avenue. The circulation system is also accented by rows of mature trees.

Site: Building: Structure: Object:

Contributing:	0	0	1	0	FeatureHistoricDate: c. 1900
Non-Contributing:	0	0	0	0	FeatureMap: IIA

Feature Name: **Pavilion, Bathroom and Recreational Facilities** Feature Designers: **Cluster Arrangement**

SR LT-4 Feature Resource Code / Number Characteristic: **Cluster Arrangement**

Description: A recreational area is the prominent use of the southern portion of the site. Two ball fields with bleacher viewing areas are located along the southern edge (not counted.) There are a series of playground structures (not counted) and a covered pavilion (SR LT-4a). (The "Kids Crossing" playground was a 1994 Fort Wayne Bicentennial project.) A covered observation area and restroom is located in the building (SR LT-4b) at the north end of the playground.

Site: Building: Structure: Object:

Contributing:	0	0	0	0	FeatureHistoricDate: c. 1970
Non-Contributing:	0	2	0	0	FeatureMap: IIA

Feature Name: **Lawton Park Monument** Feature Designers: **Other**

SR LT-5 Feature Resource Code / Number Characteristic: **Other**

Description: This monument is sited on west end of the park and accessed by a walking path leading to the area. The monument consists of a tiny iron cannon sitting on top of a tall stone base with the word Lawton carved at the bottom. There are contemporary plantings around the base.

Site: Building: Structure: Object:

Contributing:	0	0	0	1	FeatureHistoricDate: c. 1902
Non-Contributing:	0	0	0	0	FeatureMap: IIA

Feature Name: **Park Maintenance Facilities.** Feature Designers: **Cluster Arrangement**

SR LT-6 Feature Resource Code / Number Characteristic: **Cluster Arrangement**

Description: The administration building (SR LT-6a) is a historic Tudor style with a gable on hipped roof with a small cupola, and a chimney with decorative brickwork. Visible first floor walls are brick and it has been surrounded by one story additions with reverse batten siding. South east of the administration building is a historic barn (SR LT-6b) that has a gambrel roof with decorative cut rafter tails, double loading doors on the gable end at the second story, narrow shiplap siding, six over six windows, and metal overhead doors. Greenhouses (SR LT-6c) which are currently used for park system plantings extend along the southern edge of the facility along the main park drive. The greenhouses are a series of interconnected arched roof structures with corrugated fiber glass walls and concrete foundations. In the center there is a smaller glass greenhouse with a pitched roof. An historic park pavilion (SR LT-6d) has been enclosed to function as operational space and is sited on the south east with a lawn area between the

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former pavilion and the park drive. The pavilion has a hipped roof and ornamental concrete columns with Craftsman style caps and an original enclosed room at the west end. The space between the columns has been filled in with reverse batten siding, windows, and or doors. A free-standing pole barn (SR LT-6e) with a gabled metal roof is located on the northeast portion of the site. The area centers on a shared parking lot. Various fleet vehicles and pumping facility SR LT-6(f) are located in this central area. On the north east edge, an older historic building (SR LT-6g) is oriented along the creek. The building has a hipped roof and brick walls, with double doors on the south east side and single doors on other sides that appear to be filled in or nonfunctional.

	Site:	Building:	Structure:	Object:	
Contributing:	0	6	0	0	FeatureHistoricDate: c. 1920/ 1980
Non-Contributing:	0	0	0	1	FeatureMap: IIA

Feature Name: **Lawton Park** Feature Designers:
SR LT-7 Feature Resource Code / Number Characteristic: **Other**

Description: Lawton Park is a large park on the north side of the St. Mary's River at the confluence of Spy Run Creek. The park anchors the south end of the Spy Run Creek Parkway. The western entrance to the park along Clinton Street is the site of an earthen bermed flood protection measure and the gateway is a concrete wall that can have floodgates installed. The park also has an array of mature trees located in the northern section with the southern third serving as open playing fields. The more mature trees seem to be maples, honey locust, and catalpa. The topography of the site is gently rolling but with a marked drop in elevation on the southern third.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: 1866
Non-Contributing:	0	0	0	0	FeatureMap: IIA

Feature Name: **Electric Utility Substation** Feature Designers:
SR LT-8 Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: A large fenced off electric facility area is located south east of the Science Central building and north of the Parks Maintenance area.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 1960
Non-Contributing:	0	0	1	0	FeatureMap: IIA

Feature Name: **Science Central (City Light and Power Plant)** Feature Designers:
SR LT-9 Feature Resource Code / Number Characteristic: **Cluster Arrangement**

Description: The former City Light and Power facility is located on the north west edge of the Lawton park site. The electric utility has now been repurposed for use as a children's oriented science museum (Science Central.) Constructed 1929-1936, the building has a roughly rectangular footprint and is approximately 2-4 stories tall. Walls are red brick with wide bands of smooth limestone trim and a limestone base. There are a series of multi-story windows on the south, east, and west faces that begin above the first level. Five tall cylindrical metal chimneys follow in a row along the center of the building. The chimneys have been painted in a rainbow of colors to highlight the buildings current use. The original City Light and Power sign still exists on the south side of the building. A new entrance was added along with compatible metal replacement windows that date to the buildings conversion to Science Central. To the east of the building there is a large man made detention basin that was originally used as a cooling pond (called a "cooling reservoir" on the Sanborn Insurance map.

	Site:	Building:	Structure:	Object:	
Contributing:	0	1	0	0	FeatureHistoricDate: 1929-1936
Non-Contributing:	0	0	0	0	FeatureMap: IIA

Vesey Park

This 15.4 acre park is located at the northern end of the proposed Brookview-Irvington Historic District, near the Irvington neighborhood. It was donated to the city in 1912 and further developed c. 1933. Prior to that time it existed as a private park included in the Irvington Park development. The park has a number of interesting features, including some work which dates to the WPA era. Most of the park is flat land, with Spy Run Creek running through it. Some of the plantings appear to date to the earliest time of this park's existence or before.

Feature Name: **Vesey Park** Feature Designers: **Walter Hoxie Hillary**
SR VS- 1 Feature Resource Code / Number Characteristic: **Other**

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Description: Vesey Park anchors the northern end of the Spy Run Creek parkway system. It spans both sides of the Spy Run Creek and is a scenic park for enjoying nature and picnicking.

	Site:	Building:	Structure:	Object:	FeatureHistoricDate:
Contributing:	1	0	0	0	
Non-Contributing:	0	0	0	0	FeatureMap: IIB

Feature Name: **Park Drive and Path System** Feature Designers:
SR VS-2 Feature Resource Code / Number Characteristic: **Views and Vistas**

Description: Vesey Park is serviced by a roadway that follows the river edge. The drive meanders through the tree grove to a cul-de-sac at the end.

	Site:	Building:	Structure:	Object:	FeatureHistoricDate:
Contributing:	0	0	1	0	c. 1915
Non-Contributing:	0	0	0	0	FeatureMap: IIB

Feature Name: **Pedestrian Bridge** Feature Designers:
SR VS-3 Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: This bridge consists of a concrete slab with wood railings supported by stone abutments. This structure was constructed to replace an adjacent bridge (see SR VS-4 below).

	Site:	Building:	Structure:	Object:	FeatureHistoricDate:
Contributing:	0	0	0	0	c. 1995
Non-Contributing:	0	0	1	0	FeatureMap: IIB

Feature Name: **Westbrook Ford/Bridge** Feature Designers:
SR VS-4 Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: This is the location of a bridge constructed by the Civil Works Association (CWA) in 1934 to act as a ford for vehicular traffic. Constructed of concrete with a stone facing, the ford acted as a decorative waterfall during high water. Stone for the ford/bridge and the retaining wall came from the old Fort Wayne post office building which had been replaced in 1933 by the new U.S. Post Office and Courthouse (listed march 15, 2006). The ford/bridge was not maintained, fell into disuse and in 1964 was condemned for vehicular use. This resource is a contributing resource in the Brookview-Irvington Park HD. What remains are stone support structures built into the creek bank/bed, a concrete dam structure, and stone retaining walls outlining the Vesey Park entry drive to the bridge.

	Site:	Building:	Structure:	Object:	FeatureHistoricDate:
Contributing:	0	0	1	0	1934
Non-Contributing:	0	0	0	0	FeatureMap: IIB

Feature Name: **Tree Grove** Feature Designers:
SR VS-5 Feature Resource Code / Number Characteristic: **Natural Systems**

Description: The park is marked by a prominent tree grove that gets thicker to the northwest of the park. The grove consists of mature trees which are a mix of maple, oak, ash, and sycamore.

	Site:	Building:	Structure:	Object:	FeatureHistoricDate:
Contributing:	1	0	0	0	c. 1912
Non-Contributing:	0	0	0	0	FeatureMap: IIB

Resource Totals For: **Spy Run Creek (Brookview) Parkway**

	Site:	Building:	Structure:	Object:
Contributing:	5	7	10	2
Non-Contributing:	0	2	5	1

St. Joseph Parkway

This parkway follows the St. Joseph River northward from its confluence with the St. Mary's and Maumee Rivers to the south side of the Coliseum Boulevard right-of-way, where it meets Johnny Appleseed Park. The Kessler plan shows both sides of the St. Joseph River developed up to State Boulevard, however the logical extension carries this principal to river drives such as Griswold, Northside and St. Joe River Drive as well as the Johnny Appleseed Park, thus connecting this facility. The present realization of the recommendations in the 1912 plan include St. Joseph Boulevard, a river drive along the east side of the river from the Columbia Street Bridge, north to approximately

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Delaware Street where it continues along this side of the river as Northside. The Columbia Street Bridge which is located at the confluence of the Maumee, St. Mary's and St. Joseph Rivers has been included with this parkway and serves as a defining southern boundary of this parkway.

On the west side of the river, Griswold Drive, begins in the south at approximately Wagner, going north and following the river bend west to join Spy Run Avenue. As Spy Run Avenue, it forms a drive along the river to a point opposite Newport, where it veers slightly north away from the river to intersect Parnell Avenue. Harry W. Baals Drive, beginning at Parnell follows the river in a northeasterly direction to intersect with Coliseum Boulevard. Thus, while several streets comprise the parkway drives, most of the parkway has been realized. Also at the northern part of the parkway, St. Joe River Drive follows the river, in part on the east side. Some of the components of the parkway date to an early period of Fort Wayne's development.

Features:

Feature Name: Columbia Avenue Bridge over the St. Joseph River Feature Designers:
SJ -1 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: The Columbia Avenue Bridge is a reinforced concrete bridge with four arches constructed in 1926. A c. 1998 renovation restored the balustrade and lighting which had been removed in 1972.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: 1926/c. 1998
 Non-Contributing: 0 0 0 0 FeatureMap: IIIa

Feature Name: Saint Joseph Boulevard Feature Designers:
SJ 2 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: Saint Joseph Boulevard is a historic river drive. The two-way boulevard contains a sidewalk and a tree row along the east side. The east side is lined with houses/buildings that face the river. Flood control measures have removed all vegetation from the riverbank on the west side of the boulevard, raised the elevation, installed rip rap along the bank, and a rock-faced concrete flood wall along the street edge. The Rivergreenway trail system runs along the top of the dyke. The river drive continues as Parnell Street for one block then becomes Northside Drive. Parts of the river drive have London Plane trees in the tree row that could date to original development to the river drive. A continuation of the river drive is named Saint Joseph River Drive near Johnny Appleseed Park.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1900/1912/1930/1960
 Non-Contributing: 0 0 0 0 FeatureMap: IIIa

Feature Name: Saint Joseph River Feature Designers:
SJ 3 Feature Resource Code / Number Characteristic: Water Features
 Description: Saint Joseph River is a natural feature that forms the center piece for the north side of the park and boulevard system. From the confluence, the river has a levee on the west and a flood wall on the east. The east side bank appears to be reconstructed with rip rap and flood protection measures. Parts of the east bank have maintained large natural areas. The bank on the west side has a riparian area that remains natural with large mature trees and vegetation. There are several London Plane trees as well as cottonwood and maple. The levee on the west side appears to be constructed outside of the natural features. The Rivergreenway trail is maintained on both sides.
 Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: n/a
 Non-Contributing: 0 0 0 0 FeatureMap: IIIa

Feature Name: Griswold Drive /Spy Run Avenue Feature Designers:
SJ 4 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: The river drive on Griswold runs into Spy Run Avenue, forming a nearly continuous parkway for the entire length of the river within the historic district boundary. Spy Run Avenue has sidewalks on both sides but has the character of a major arterial, as it carries US 27 (and then continues north on Spy Run extended which follows a historic inter-urban rail corridor and the Wabash & Erie Feeder Canal.) The character of Spy Run Avenue extension is enhanced by large areas of natural growth and topographic banks that extend toward a hill that crests on the west. This high bank is crowned by a series of houses that were built to overlook the river. The Rivergreenway runs along the right of way throughout this portion of the parkway.

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Site: Building: Structure: Object:
 Contributing: 0 0 1 0

FeatureHistoricDate: c. 1912/1930/1960

Non-Contributing: 0 0 0 0

FeatureMap: IIIa

Feature Name: Last French Fort Historic Marker Feature Designers:
SJ 5 Feature Resource Code / Number Characteristic: Other

Description: Historic marker placed to mark the site of a historic Fort Wayne battle. The marker is a bronze plaque on a boulder that has been incorporated into the levee wall. In the Fort Wayne Interim Report it is listed as the "Site of Last French Fort and Harnar's Defeat Historic marker". It was moved from a location at the intersection of St. Joe Blvd. and Delaware during the 1990s because of levee construction. This was close to the actual site of the second French fort built 1750. General Josiah Harnar's defeat by the Miami's Little Turtle in 1790 occurred on the banks and bed of the St. Joseph River. Thus this marker, should actually commemorate that battle. The monument was originally placed by the Mary Penrose Wayne Chapter of the DAR, June 14, 1922.

Site: Building: Structure: Object:
 Contributing: 0 0 0 1

FeatureHistoricDate: c. 1940

Non-Contributing: 0 0 0 0

FeatureMap: IIIa

Feature Name: Historic Retaining Wall Feature Designers:
SJ 6 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: The historic retaining wall north of State Blvd. was built as a flood protection device to stabilize the river bank. It was originally beautified with flowering trees to accentuate the view from North Side High School on the east bank of the river. The wall likely dates to the construction of the school in 1927. Charles Weatherhogg was the architect of the North Side High School.

Site: Building: Structure: Object:
 Contributing: 0 0 1 0

FeatureHistoricDate: c.1927

Non-Contributing: 0 0 0 0

FeatureMap: IIIb

Feature Name: Parnell Avenue Bridge Feature Designers:
SJ 7 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: The Parnell Avenue Bridge was built in 1927 and rebuilt in 1970, with additional work completed c. 1997-2003. The bridge has two reinforced concrete arches with a central pylon. There is a concrete deck that widely overhangs on each side. The bridge has a concrete balustrade with arched openings. The bridge has historic inspired lighting and the Rivergreenway runs underneath the north end.

Site: Building: Structure: Object:
 Contributing: 0 0 1 0

FeatureHistoricDate: 1927/1970/c. 1997-2003

Non-Contributing: 0 0 0 0

FeatureMap: IIIc

Feature Name: Hanna's Ford Monument Park Feature Designers:
SJ 8 Feature Resource Code / Number Characteristic: Other

Description: The park contains a commemorative marker, a boulder with the words "Hanna's Ford 1819-1919" carved on the surface. The park is a narrow strip of land between Saint Joseph River Drive and the Saint Joseph River. The river bank has natural tree growth and the street edge is grass. Circa 1919.

Site: Building: Structure: Object:
 Contributing: 1 0 0 0

FeatureHistoricDate: c. 1919

Non-Contributing: 0 0 0 0

FeatureMap: IIIc

Feature Name: Saint Joseph River Dam and Pumping Station (Fort Wayne Water Works) Feature Designers:Victor "A. Matteson; Hoad,
SJ 9 Feature Resource Code / Number Characteristic: Buildings and Structures Decker & Drury; Charles R. Wermuth & Son(builders)

Description: This structure was in constructed in 1933. The dam is concrete, mechanical elements are steel and the dam is operational. The Collegiate Gothic style pump house is square in plan with smooth limestone facing, corner piers and large arched windows. A recent compatible limestone addition houses additional mechanical equipment. The dam features a wide walkway with a decorative balustrade and lighting that extends from the pump house to the opposite bank. This walkway is supported on six low arches spanning between concrete pylons rising from the dam structure. Gates have been installed at each end to restrict public access to the walkway.

Site: Building: Structure: Object:
 Contributing: 0 0 1 0

FeatureHistoricDate: 1933

Non-Contributing: 0 0 0 0

FeatureMap: IIIc

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Johnny Appleseed Park

Located north of the St. Joseph River between E. Coliseum Boulevard to Parnell Avenue, this 43-acre park commemorates John Chapman, known as Johnny Appleseed. The Archer Cemetery, within its grounds, was given to Allen County in 1947. Chapman, who died in 1845 is said to have been buried within this cemetery. The gravesite is located in a 12-acre tract which includes the cemetery, and was previously listed on the National Register in 1973. The Wabash and Erie Feeder Canal passed through this park south of the Johnny Appleseed gravesite; it continued roughly along the present day path of Spy Run Ave. extended. To the north it passed through the Coliseum parking lot. It can be traced because a present-day large electrical transmission line and towers follows the path of the Feeder Canal. The park is the only public campground in the city and is the site of the former Fort Wayne Municipal Beach-Park where swimming was allowed until the 1940s.

Features:

- | | | | |
|-------------------|---|----------------------|--------------------|
| Feature Name: | Vietnam War Memorial Tank | Feature Designers: | |
| SJ JA-1 | Feature Resource Code / Number | Characteristic: | Other |
| Description: | The tank dates to 1955 and was made into the memorial in 1968. We have incorporated this feature based on the date of the object. | | |
| | Site: | Building: | Structure: Object: |
| Contributing: | 0 | 0 | 0 1 |
| Non-Contributing: | 0 | 0 | 0 0 |
| | | FeatureHistoricDate: | 1955 |
| | | FeatureMap: | IIIc |
-
- | | | | |
|-------------------|--|----------------------|---------------------|
| Feature Name: | Recreational Facilities | Feature Designers: | |
| SJ JA-2 | Feature Resource Code / Number | Characteristic: | Cluster Arrangement |
| Description: | The recreational facility is designed to interface with the river. Recreational facilities include the baseball field (not counted), playground (not counted), river wall with stairs to the water (SJ JA-2a), historic boat launch(SJ JA-2b) and a one-story restroom (SJ JA-2c). The baseball field is overgrown but has the original bleacher area. The hexagonal restroom facility has a pitched roof and glazed block walls. There are two vents per side and separate entrances on each side. There is a playground area. There is a concrete retaining wall with four stair areas built into the structure allowing for access to the river which is a remnant from the Municipal beach. A wooden boardwalk/overlook (SJ JA-2d) has been constructed just south of the dam offering excellent views of the water pouring over the dam. A retaining wall made of large stone blocks curving down from the river drive area to the lower level along the river remains to indicate where the historic boat launch was sited. | | |
| | Site: | Building: | Structure: Object: |
| Contributing: | 0 | 0 | 2 0 |
| Non-Contributing: | 0 | 1 | 1 0 |
| | | FeatureHistoricDate: | c. 1947/1999 |
| | | FeatureMap: | IIIc |
-
- | | | | |
|-------------------|--|----------------------|--------------------|
| Feature Name: | Road and Paths | Feature Designers: | |
| SJ JA-3 | Feature Resource Code / Number | Characteristic: | Circulation |
| Description: | There is a river drive named for Mayor Harry W. Baals that roughly parallels the river and extends from Parnell Avenue to Coliseum Drive with associated driving areas and walking paths. The river drive is bracketed by natural growth areas and a change in topography on the west end of the river. There is a separate entry and circulation system north of and parallel to the primary park drive which gives access to the Johnny Appleseed gravesite. Much of that circulation system has been closed to vehicular traffic. | | |
| | Site: | Building: | Structure: Object: |
| Contributing: | 0 | 0 | 1 0 |
| Non-Contributing: | 0 | 0 | 0 0 |
| | | FeatureHistoricDate: | c. 1920 |
| | | FeatureMap: | IIIc |
-
- | | | | |
|----------------|---|--------------------|-----------------|
| Feature Name: | Tree Grove | Feature Designers: | |
| SJ JA-4 | Feature Resource Code / Number | Characteristic: | Natural Systems |
| Description: | The park is characterized by a clustering of mature trees that appear to be natural growth that has been maintained and incorporated into the park. The grove has been bisected by a park drive. The eastern part of the grove is in a river bank fluvial | | |

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flood area. The western part of the grove has been incorporated into the camping facilities. A wide variety of trees are represented, notably ash, maple, oak and sycamore. The tree grove appears to follow the natural topography of the site which is marked by the river system and a flat area and a distinct drop in elevation in the river. The topography continues up and peaks by the historic gravesite.

Site: Building: Structure: Object:

Contributing: 1 0 0 0 FeatureHistoricDate: c. 1920
 Non-Contributing: 0 0 0 0 FeatureMap: IIIc

Feature Name: **Camp Ground** Feature Designers:
SJ JA-5 Feature Resource Code / Number Characteristic: Cluster Arrangement

Description: The camping area (**SJ JA-5a**) is a series of gravel pads with utility hook-ups designed around picnic areas with a small shed structure at the entry way. There is an associated metal maintenance building (**SJ JA-5b**) on the north side.

Site: Building: Structure: Object:

Contributing: 1 0 0 0 FeatureHistoricDate: c. 1960
 Non-Contributing: 0 1 0 0 FeatureMap: IIIc

Feature Name: **Boat Ramp and Building** Feature Designers:
SJ JA-6 Feature Resource Code / Number Characteristic: Cluster Arrangement

Description: The boat ramp (**SJ JA-6a**) has been placed in the southern area in the park. It consists of a wide, gravel slope that runs from the road to the riverbank. There is an associated maintenance facility building (**SJ JA-6b**) adjacent to the ramp with a pitched roof and bay doors on the north side. The building has wood siding.

Site: Building: Structure: Object:

Contributing: 0 0 1 0 FeatureHistoricDate: c. 1950/1970
 Non-Contributing: 0 1 0 0 FeatureMap: IIIc

Feature Name: **Johnny Appleseed Park** Feature Designers:
SJ JA-7 Feature Resource Code / Number Characteristic: Other

Description: Johnny Appleseed Park is a historical park that is the main feature at the north east section of the historic parks and boulevards system. The park interfaces with the Saint Joseph River and overlooks the historic Saint Joseph dam. The park is connected into the system by the Rivergreenway and river drives. The northern section of the park is the historic gravesite of Johnny Appleseed and is listed on the National Register of Historic Places. Changes and improvements were made in the c. 1965-c. 1970 era.

Site: Building: Structure: Object:

Contributing: 1 0 0 0 FeatureHistoricDate: 1916/1936/1947/c. 1970
 Non-Contributing: 0 0 0 0 FeatureMap: IIIc

Feature Name: **Creek/Ditch** Feature Designers:
SJ JA-8 Feature Resource Code / Number Characteristic: Natural Systems

Description: This small creek extends through the site from the north towards the south where it drains into the river. While the banks are primarily covered with natural growth, there is evidence of some planted features such as yellow and red twig dogwood shrubs. There are culverts where the creek passes under the circulation system.

Site: Building: Structure: Object:

Contributing: 1 0 0 0 FeatureHistoricDate:
 Non-Contributing: 0 0 0 0 FeatureMap: IIIc

Feature Name: **Footbridge** Feature Designers:
SJ JA-9 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: This feature crosses the creek and offers access to the Johnny Appleseed gravesite. The footbridge is packed earth over metal culvert and was designed to accentuate the viewscape from the west end of the park through to the gravesite. It has wooden rails on each side of the foot bridge and is marked by four boulders on either side of the creek. It may have been reconstructed or developed in 1965.

Site: Building: Structure: Object:

Contributing: 0 0 0 0 FeatureHistoricDate: c.1965
 Non-Contributing: 0 0 1 0 FeatureMap: IIIc

Feature Name: **Log Cabin** Feature Designers:
SJ JA-10 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: The log cabin consists of one small room with a gabled roof resting on a concrete foundation. The doorway and windows are simple openings. It was donated by Glenbrook Mall in 1970 and was placed to accent the view of the gravesite.

Site: Building: Structure: Object:

Contributing: 0 0 0 0 FeatureHistoricDate: c.1970

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Non-Contributing: 0 1 0 0 FeatureMap: IIIc

Feature Name: Johnny Appleseed Gravesite Feature Designers:
SJ JA-11 Feature Resource Code / Number Characteristic: Other

Description: The gravesite marker is a boulder with lettering and an apple carved into it and is surrounded by a rectangular plot with an iron fence. The iron fence is surrounded by a cobblestone paved area (c. 1965-1970) which is enclosed by another iron fence. It is bordered by yew shrubs on the north and south sides. There is a grove of crab apple trees on the east side. There is also a wide, shallow set of stone steps at the entry way from the west to the east. Partially obscured by the shrubbery on the south side of the gravesite there are two additional grave markers of the John Porter family, c.1840 and the Charles H. family approximately the same year. An interpretive marker has been placed on the far east of the gravesite. A wooden structure with a sign and a pitched roof was placed over a smaller interpretive sign that provides details about Johnny Appleseed's life. (Previously listed on the National Register)

Site: Building: Structure: Object:

Contributing: 1 0 0 0 FeatureHistoricDate: c. 1845/1916/c.1968
 Non-Contributing: 0 0 0 0 FeatureMap: IIIc

Resource Totals For: **Saint Joseph Parkway**

Site: Building: Structure: Object:

Contributing: 7 0 10 2
 Non-Contributing: 0 4 2 0

St. Mary's Parkway

This long parkway includes many of the important parks in the system. It is approximately six miles in length within the system. Both Robinson and Kessler described and recommended that improvements and additional parkways be added to the St. Mary's. The well-known Thieme Drive Overlook feature (SM7) is located on the south bank of the St. Mary's at approximately the point where the Main Street Bridge crosses the river.

Features:

Feature Name: St Mary's River Feature Designers:
SM 1 Feature Resource Code / Number Characteristic: Natural Systems

Description: The River is the defining feature of the St Mary's Parkway area, including the banks and vegetation.

Site: Building: Structure: Object:

Contributing: 1 0 0 0 FeatureHistoricDate:
 Non-Contributing: 0 0 0 0 FeatureMap: Iva-g

Feature Name: Bluffton Road Bridge Feature Designers:
SM 2 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: The historic base of the original bridge structure can be seen at the rivers edge. The Rivergreenway passes under the west side of the bridge. The current bridge might be the third reconstruction. It is a concrete slab deck with metal rails resting on concrete piers. There is a modern levee on the northwest side by the Rivergreenway where the greenway trail comes on to Vesey Ave and a small gateway sign for the Vesey neighborhood.

Site: Building: Structure: Object:

Contributing: 0 0 0 0 FeatureHistoricDate: c.1990
 Non-Contributing: 0 0 1 0 FeatureMap: Ivc

Feature Name: Wabash Railroad Bridge Feature Designers:
SM 3 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: This plate girder bridge carried the historic Wabash railroad line. Both the center pier in the river and the rivers edge abutments are stone and poured concrete. It appears that the stonework is from an earlier bridge and the concrete was reinforced for the current bridge. The stonework is larger than the current bridge. A steel I-beam bridge/boardwalk/deck with wood rails allows the Rivergreenway trail to pass underneath the bridge.

Site: Building: Structure: Object:

Contributing: 0 0 1 0 FeatureHistoricDate: c. 1900/ 1950
 Non-Contributing: 0 0 0 0 FeatureMap: Ivd

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Feature Name: **Hale Ave Bridge** Feature Designers:
SM 4 Feature Resource Code / Number Characteristic: **Buildings and Structures**
 Description: This concrete pier bridge replaced an historic iron through truss bridge. The stonework base beneath the west side of the bridge is a remnant of the original structure.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: c.1998
 Non-Contributing: 0 0 1 0 FeatureMap: Ivd

Feature Name: **Taylor Street Bridge** Feature Designers:
SM 5 Feature Resource Code / Number Characteristic: **Buildings and Structures**
 Description: Modern Concrete slab bridge with concrete piers, concrete deck, sidewalks on both sides with steel railings and matching Town & county lights. The Rivergreenway trail goes under the west side of the bridge with a boardwalk structure.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: c. 1960
 Non-Contributing: 0 0 1 0 FeatureMap: Ivd

Feature Name: **Pennsylvania Railroad Bridge** Feature Designers:
SM 6 Feature Resource Code / Number Characteristic: **Buildings and Structures**
 Description: This is a plate girder railroad bridge, with two spans, set upon a concrete pier and abutments. The central pier is bull-nosed on both up and downstream sides. The rails are constructed of pre-fab steel plates, riveted together, with outrigger brackets attached to hold utility cables. The pier and abutments are later than the bridge superstructure.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1930/1950
 Non-Contributing: 0 0 0 0 FeatureMap: Ive

Feature Name: **Thieme Drive & Overlook** Feature Designers: **George Kessler**
SM 7 Feature Resource Code / Number Characteristic: **Buildings and Structures**
 Description: Historic river drive with a row of London Plane trees fully lining the southeast side of the drive. The northwest side follows the Saint Mary's River with natural growth along a steep slope and river bend. The overlook has a concrete balustrade with urn shaped balusters and pedestals with recessed panels. The overlook was restored within the last five years. New ornamental lighting fixtures were designed to match the historic lights. A bronze memorial plaque with sculpted relief is placed in the center of the overlook looking over the river towards the Main Street Bridge.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: 1911
 Non-Contributing: 0 0 0 0 FeatureMap: Ive

Feature Name: **Main Street Bridge** Feature Designers:
SM 8 Feature Resource Code / Number Characteristic: **Buildings and Structures**
 Description: This concrete arch bridge was rehabilitated c. 1990. Ornamental lighting fixtures were installed and the rail was replaced with a standard cast concrete Texas rail. The base of the bridge is original and the top of the pylons have recessed panels.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c.1919/c.1990
 Non-Contributing: 0 0 0 0 FeatureMap: Ive

Feature Name: **Nickel Plate Railroad Bridge** Feature Designers:
SM 9 Feature Resource Code / Number Characteristic: **Buildings and Structures**
 Description: Camelback-Pratt through truss railroad bridge on concrete abutments located northeast of the Main Street Bridge. The Rivergreenway trail goes under the north side of the bridge. The ruins of the west abutment of the Wabash & Erie Canal aqueduct over the St. Mary's River are immediately south of the bridge.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1895
 Non-Contributing: 0 0 0 0 FeatureMap: Ive

Feature Name: **Sherman Boulevard Bridge** Feature Designers:
SM 10 Feature Resource Code / Number Characteristic: **Buildings and Structures**
 Description: This is a concrete bridge with slab decking resting on concrete abutments and two prominent concrete pylons. The bridge has metal rails and cobra lighting. The Rivergreenway trail goes under the north side of the bridge.

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	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 1960
Non-Contributing:	0	0	1	0	FeatureMap: Ivf

Feature Name: **Fairfield - Wells Street Bridge** Feature Designers:
SM 11 Feature Resource Code / Number Characteristic: **Buildings and Structures**
 Description: This is a concrete bridge with slab decking resting on concrete abutments and four double concrete pylons. The bridge has metal rails and cobra lighting. The Rivergreenway trail goes under the north side of the bridge. The roadway has a gentle curve. The Rivergreenway goes under the north side.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 1983
Non-Contributing:	0	0	1	0	FeatureMap: Ivf

Feature Name: **Wells Street Bridge** Feature Designers: **Wrought Iron Bridge Co, Canton, OH; Alvin John Stewart, Builder.**
SM 12 Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: Historic Wells Street Bridge was listed on the National Register in 1988. It is now a pedestrian bridge. It was fully restored as part of an ISTEPA project. Iron Whipple through truss bridge with wooden decking. Gothic style ornamental iron work. The Rivergreenway trail crosses the river using the bridge and extends along the south side to Headwaters Park. (Previously listed on the National Register)

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: 1884
Non-Contributing:	0	0	0	0	FeatureMap: Ivf

Feature Name: **Lincoln Highway Bridge** Feature Designers:
SM 13 Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: This bridge was completely reconstructed in 1987. The original bridge, a concrete beam structure, was built in 1915. It is a concrete slab bridge with two pylons, a concrete Texas rail and ornamental lighting resting on pedestals with recessed panels. Original memorial plaques were incorporated into the reconstruction. The bridge still retains integrity of the upper railing structures and tablets, as well as location and association with the establishment of the Lincoln Highway.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: 1915/1987
Non-Contributing:	0	0	0	0	FeatureMap: Ivf

Feature Name: **Martin Luther King Memorial(Clinton Street) Bridge** Feature Designers:
SM 14 Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: Concrete slab bridge with concrete railings, abutments, and six pylons. The bridge has cobra lighting. The Rivergreenway trail goes under the north side and the south sides.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 1975
Non-Contributing:	0	0	1	0	FeatureMap: Ivf

Feature Name: **Pedestrian Bridge** Feature Designers:
SM 15 Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: Modern pedestrian bridge built to serve the Old Fort reconstruction site. Steel frame with V shaped steel I-beams resting on short concrete pylons. The walkway and steps are concrete and the railings are wood with metal mesh.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 1975
Non-Contributing:	0	0	1	0	FeatureMap: Ivf

Feature Name: **Old Fort Reconstruction** Feature Designers:
SM 16 Feature Resource Code / Number Characteristic: **Cluster Arrangement**

Description: Cluster of buildings (**SM 16a, SM 16 b, SM 16 c, SM 16d**) and a circulation system with mature trees (**SM 16e**). Built c. 1975 the fort is a reconstruction of the 1815 fort constructed by Major John Whistler. The original fort was located at the headwaters

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of the Maumee.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 1975
Non-Contributing:	0	4	1	0	FeatureMap: Ivg

Feature Name: **SM 17** Spy Run Avenue Bridge
 Feature Resource Code / Number
 Feature Designers: Characteristic: Buildings and Structures
 Description: Steel I-beams with solid concrete rail and three solid concrete pylons. The abutments are also concrete. The bridge has cobra lighting. The Rivergreenway goes under the North Side.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 1980
Non-Contributing:	0	0	1	0	FeatureMap: Ivf

Feature Name: **SM 18** Pedestrian Bridge
 Feature Resource Code / Number
 Feature Designers: Characteristic: Buildings and Structures
 Description: Wooden Bridge with wooden rails/wire mesh fencing and wooden walkway. Structure consists of steel I-beams supported by a series of wooden pier structures. The bridge is part of the Rivergreenway trail system.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 2000
Non-Contributing:	0	0	1	0	FeatureMap: Ivf

Feature Name: **SM 19** Historic Pump Building/pump building/ Skate Park
 Feature Resource Code / Number
 Feature Designers: Characteristic: Cluster Arrangement
 Description: Historic pump station buildings on the north side of the river across from Headwaters Park. The smaller building (**SM 19a**) is dated 1923 and has a concrete foundation, running bond brick walls, stepped parapets with concrete caps, and a carved stone sign that says City Light and Power Pumps. The larger building (**SM 19b**) has a more streamlined design and was likely constructed c. 1955-62. It has a concrete foundation, block walls with a brick facing on the north wall, and a flat metal roof with a shallow overhang. The buildings are adjacent to a c. 2000 skate park(**SM 19c**). The Rivergreenway extends along the river bank.

	Site:	Building:	Structure:	Object:	
Contributing:	0	1	0	0	FeatureHistoricDate: c. 1923/1955-62/2000
Non-Contributing:	0	1	1	0	FeatureMap: Ivf

Feature Name: **SM 20** Pump Station
 Feature Resource Code / Number
 Feature Designers: Characteristic: Buildings and Structures
 Description: This c. 1975 pump station is a single story structure facing the river with a flat roof and brick faced concrete walls. The Rivergreenway goes around the structure on the north side.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 1975
Non-Contributing:	0	0	1	0	FeatureMap: Ivf

Feature Name: **SM 21** Fort Wayne Police K9 Training Center
 Feature Resource Code / Number
 Feature Designers: Characteristic: Buildings and Structures
 Description: Constructed c. 1925 as a commercial garage, the main building has a rectangular plan, a low gabled metal truss roof with corrugated metal roofing, common bond brick walls divided into bays by slightly projecting pilasters, and large metal frame windows (SM-21a). A small c. 1995 noncontributing Fort Wayne flood control building with a gabled roof and brick walls is located immediately south (SM-21b).

	Site:	Building:	Structure:	Object:	
Contributing:	0	1	0	0	FeatureHistoricDate: c. 1925/ c. 1995
Non-Contributing:	0	1	0	0	FeatureMap: Ivf

Bloomington Park

This is an 11.6 acre, park located on the north side of the St. Mary's River between Sherman

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Boulevard and Wells Street. It was acquired in 1916 and enlarged in 1979 (east and west).

Features:

Feature Name: **Bloomington Park** Feature Designers:
SM BL-1 Feature Resource Code / Number Characteristic: **Other**
 Description: Bloomington Park is a river edge park that features active recreation, fishing, natural open space, picnicking, and an associated circulation system that is a part of the Rivergreenway. There is some natural tree growth along the river bank and planted arrangements in the remainder of the park. It has topography contoured to provide flood protection.
 Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: c. 1916/1979
 Non-Contributing: 0 0 0 0 FeatureMap: Ivf

Feature Name: **Recreation Facilities** Feature Designers:
SM BL-2 Feature Resource Code / Number Characteristic: **Other**
 Description: **New Playground (not counted) and basketball courts. Next to the Rivergreenway.**
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: c. 1990
 Non-Contributing: 0 0 1 0 FeatureMap: Ivf

Camp Allen Park

This small, 3.5 acre park once served as a Civil War mustering in camp between 1861 and 1864. Colonel Hugh B. Reed was its first Commandant. When it was constructed in 1861, Camp Allen cost \$1,312.²⁹ It later (c. 1871) served as the Kekionga Ball Grounds. In May of 1871, the Fort Wayne Kekiongas played the Cleveland Forest Citys, which was said to be the world's first professional baseball game. (The Kekiongas disbanded and their place in the league was taken by the Brooklyn Trolley Car Dodgers.)³⁰ In 1912 the city bought the grounds for a park. Today the park contains picnic areas and playground equipment as well as a marker commemorating the historic site. The park is located in a bend of the St. Mary's which was a site designated on the Kessler plan for expansion and park purposes.

Feature Name: **Camp Allen Park** Feature Designers:
SM CA-1 Feature Resource Code / Number Characteristic: **Other**
 Description: **This feature records the site of Camp Allen, the historic Civil War mustering in camp. It is commemorated by an historic marker. The site also has associated playground areas (not counted.)**
 Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: 1861/1912
 Non-Contributing: 0 0 0 0 FeatureMap: Ive

Feature Name: **Camp Allen Park Recreation Area** Feature Designers:
SM CA-2 Feature Resource Code / Number Characteristic: **Other**
 Description: **Picnic area (not counted) and basketball court next to the levee by Saint Mary's river.**
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: 1912/1928
 Non-Contributing: 0 0 1 0 FeatureMap: Ive

Foster Park

Encompassing 254.9 Acres, this is one of the largest and most popular parks in the system. The

²⁹ Lopshire Collection, ARCH, Inc.

³⁰ Angie Quinn, notes provided for this nomination to WGI, May, 2010.

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first 67 acres were donated to the parks department by Samuel and Colonel David Foster and an initial plan was designed by George Kessler in 1912. The park was named in honor of their generous donation. Expansion occurred 1932 and again, at Foster Park West in 1982. At the time of its original establishment, the area was relatively unpopulated. City officials and the Board of Park Commissioners hoped that a beautiful riverfront park would attract residents into the southwestern section of the city. As described in the Cultural Landscape Report (CLR) for this park (Heritage Landscapes):

—Before the inception of the park, the spatial relationship between the open fields, bordering woodlands and distinct curve of the river defined the landscape character, creating a striking discourse between the openness of the land and water and the verticality of the natural woodlands. As Foster Park was expanded and improved, park facilities were concentrated along the north and west park edges while the central park landscape was dedicated to the creation of the first public golf course in Fort Wayne.”³¹

The most significant historic development of this park occurred between 1912 and 1949, according to the CLR. Kessler described the area that would become Foster Park as presenting opportunities for drives through scenes of natural beauty. He stated that the large tracts east of the river were particularly suitable for the establishment of a park because destructive development had not yet occurred along the riverbank and thus no corrective measures had to be taken prior to establishing new parkland.³² The initial 67 acres consisted of a narrow strip of natural woodlands varying in width from 1,000 to 2,000 feet that followed the east bank of the St. Mary’s River for approximately two miles. Initial planning was based on a plan outlined by Kessler with additional improvements planned by the Park Board. Many facilities were installed in the park during the first decade and neighborhoods began to develop nearby. Recreational facilities as well as passive recreation activities were expanded.

By 1922, Indian Village was acquired and other lands had been added. The land for the city’s first golf course was acquired in 1924. Other gifts, including additional land donated by the Foster brothers, as well as purchases, brought the total acreage to 245 by the end of 1926. By 1929, the park had grown to 274 acres. During the 1930s, WPA funded projects added a number of facilities and vegetation had been improved, including extensive tree plantings. During World War II approximately 50 victory gardens were planted at Foster Park. In 1946, Mr. Franklin B. Meade, Sr. donated a world renowned flower collection to the city which was planted at Foster Park and later expanded.³³ Over the years, the park has been hugely popular both for its passive and active recreation opportunities and for the natural beauty which is preserved within its boundary.

Foster Park is a realization of an important part of the plan prepared by George Kessler in 1912, and part of the evolution of the desire of the Park Board to establish four new parks of 100 acres each, and especially one along the banks of the St. Mary’s River.

Features:

Feature Name:	Foster Park	Feature Designers:	George Kessler
SM FO-1	Feature Resource Code / Number	Characteristic:	Other
Description:	Large regional scale park that anchors the Southwest corner of the park and boulevard system. There are extensive lilac plantings along the approach to Foster Park bordering Broadway. See Heritage Landscape’s Cultural Landscape Report for Foster Park for additional, more detailed description of the park.		
Site:	Building:	Structure:	Object:

³¹ Heritage Landscapes, “Foster Park Cultural Landscape Report, Chapter II: Foster Park History, II.2.

³² Report of George E. Kessler, “Seventh Annual Report Board of Park Commissioners, 1911”: 43-44.

³³ Heritage Landscapes, *Cultural Landscape Report for Foster Park*, Section II.9-12.

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Contributing:	1	0	0	0	FeatureHistoricDate:	1912
Non-Contributing:	0	0	0	0	FeatureMap:	IV-a-b-c

Feature Name: Pawster Park (Foster Park West) Feature Designers:
SM FO-2 Feature Resource Code / Number Characteristic: Other

Description: Dog park with baseball diamond (not counted). Two enclosed areas for dog running (not counted) and a shelter.

	Site:	Building:	Structure:	Object:		
Contributing:	0	0	0	0	FeatureHistoricDate:	c. 2000
Non-Contributing:	0	1	0	0	FeatureMap:	Ivb

Feature Name: Soccer Fields (Foster Park West) Feature Designers:
SM FO-3 Feature Resource Code / Number Characteristic: Other

Description: A soccer area is located in West Foster along the west bank of the St. Marys River. The building is a small concrete block bathroom and a parking lot.

	Site:	Building:	Structure:	Object:		
Contributing:	0	0	0	0	FeatureHistoricDate:	c. 1980/ c. 2000
Non-Contributing:	0	1	0	0	FeatureMap:	Ivb

Feature Name: Pedestrian Bridge Feature Designers:
SM FO-4 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: Built c. 1990, this arching bridge features a concrete deck with steel railings on concrete piers.

	Site:	Building:	Structure:	Object:		
Contributing:	0	0	0	0	FeatureHistoricDate:	c.1990
Non-Contributing:	0	0	1	0	FeatureMap:	Ivb

Feature Name: Foster Park Pavilion 3 Feature Designers: Works Progress Administration (WPA)
SM FO-5 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: Park Rustic style pavilion constructed by the WPA in 1938. Rectangular in plan, the building is constructed of rustic stone with chamfered timber beams and has the form of an open pavilion with enclosed ends. The roof is covered with wood shingles and is hipped on the north end, while the south end has a parapetted gable with a massive stone chimney. There were two outdoor fire places on the south and one on the interior that have been in filled with stone. Flooring is stone and concrete. A former kitchen is located at the north end with two arched windows and a door. A matching restroom building was located to the south but has been demolished.

	Site:	Building:	Structure:	Object:		
Contributing:	0	1	0	0	FeatureHistoricDate:	c.1938
Non-Contributing:	0	0	0	0	FeatureMap:	Ivb

Feature Name: Community Gardens (Foster Park West) Feature Designers:
SM FO-6 Feature Resource Code / Number Characteristic: Other

Description: The community garden is located at the north end of West Foster Park. Plots are rented and have moveable fencing. There is a gravel drive that provides access from Bluffton Road. There are views of the floodplain, river and soccer field. The garden is adjacent to a light industrial use on the north side.

	Site:	Building:	Structure:	Object:		
Contributing:	0	0	0	0	FeatureHistoricDate:	c. 2000
Non-Contributing:	1	0	0	0	FeatureMap:	Ivb

Feature Name: Gateway Triangle (Fort Wayne Welcome Garden) Feature Designers: Sheridan
SM FO-7 Feature Resource Code / Number Characteristic: Other

Description: Located at the entrance to Indian village on Bluffton Road this green space features a marker that spells "Welcome to Fort Wayne" in live plant material. (Bluffton Road was the old State Highway into Fort Wayne from the south.) The background is planted with different annual plants to provide color and pattern. The use has been consistent since late 30's. (Previously listed on the National Register as part of Indian Village HD)

	Site:	Building:	Structure:	Object:		
Contributing:	1	0	0	0	FeatureHistoricDate:	c.1928
Non-Contributing:	0	0	0	0	FeatureMap:	Ivb

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Feature Name: **Indian Village Park** Feature Designers:
SM FO-8 Feature Resource Code / Number Characteristic: **Other**
 Description: This ten acre park was acquired in 1930. The park site is associated with an alleé along Bluffton Road, and to the east. The site was once the home of the Allen County Orphan's Home and one of the brick buildings may be associated with that endeavor. The site also includes a modern playground structure. (Not Counted)
 Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: 1930
 Non-Contributing: 0 0 0 0 FeatureMap: Ivc

Feature Name: **Brick Buildings** Feature Designers:
SM FO-9 Feature Resource Code / Number Characteristic: **Buildings and Structures**
 Description: Two brick buildings overlooking the river and Foster Park (SM FO-9a & SM FO-9b). The largest is a red brick barn with a rectangular plan that runs parallel to the river bank. It has a side gabled roof with end parapets. The parapets have stone coping and stone details with flat ends at each corner. The roof has shallow eaves. The brick walls have pilasters at each corner and three on each long side. There are recessed panels on the walls and gable ends that have corbelled details at the top of the panel. The building sits on a concrete foundation; however, it may be concrete on top of a stone foundation. Each gabled end has a round opening. There is a large garage door facing Bluffton road the rest of the windows have arched tops and stone sills. The smaller building is a square plan, red brick building with a pyramidal roof and open eaves with decorative scroll cut rafter tails. There are two doors that face Bluffton Road and two windows on each of the three sides. All openings have segmental arches and stone sills. The barn may have been associated with an Orphanage that occupied the site prior to 1913. It is presently used for storage and maintenance.
 Site: Building: Structure: Object:
 Contributing: 0 2 0 0 FeatureHistoricDate: c. 1900/c. 1930
 Non-Contributing: 0 0 0 0 FeatureMap: IVC

Feature Name: **Sears Pavilion** Feature Designers:
SM FO-10 Feature Resource Code / Number Characteristic: **Buildings and Structures**
 Description: Ranch or minimal traditional style enclosed pavilion with a rectangular plan and a hipped roof with cross gables and minimal eaves. There is a small round roof vent on west. A massive brick chimney with battered sides is located on the south. Windows are one over one window replacements and the exterior has been covered with vinyl siding. A ribbon of windows faces the open meadow and park. The building was presented to the people of Fort Wayne by Sears Roebuck and Company on December 3, 1940.³⁴
 Site: Building: Structure: Object:
 Contributing: 0 1 0 0 FeatureHistoricDate: 1940
 Non-Contributing: 0 0 0 0 FeatureMap: Ivc

Feature Name: **Foster Park Drive Extension** Feature Designers:
SM FO-11 Feature Resource Code / Number Characteristic: **Circulation**
 Description: Foster Park Drive extension comes out from the portion that runs from Rudisill Blvd. through the entire park between the golf course and the river. The extension goes south to the intersection at Lower Huntington RD. Part of the drive remains open to vehicle traffic but the majority has been closed and assimilated into the Rivergreenway system and is only open to pedestrian and bike traffic. A new levee wall is adjacent to the river drive extension south from the ball fields in Foster Park.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1920
 Non-Contributing: 0 0 0 0 FeatureMap: Ivb

Feature Name: **Baseball Fields-restrooms** Feature Designers:
SM FO-12 Feature Resource Code / Number Characteristic: **Other**
 Description: The Baseball fields at Foster Park Drive Extension consist of one regulation baseball field and two smaller practice fields (not counted) with two modern restrooms (SM FO-12a & SM FO-12 b) and informal parking areas along the drive.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: c. 1960
 Non-Contributing: 0 2 0 0 FeatureMap: Ivb

Feature Name: **Golf Course, Club House, and two outbuildings** Feature Designers:
SM FO-13 Feature Resource Code / Number Characteristic: **Other**
 Description: Golf course opened as nine holes in 1928 and expanded to eighteen in 1929. The existing clubhouse was constructed c. 1962 to replace one which burned in 1961. Traditional golf course style landscaping and vegetative features distinguish the course. The site includes the associated course circulation system as well as views and vistas. The clubhouse (SM FO-13a) is non-

³⁴ Lopshire Collection, ARCH, Inc.

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contributing. Two outbuildings (SM FO-13b & SM FO-13c) appear to date, respectively c. 1930 and c. 1950. The golf course site which includes the features mentioned above, is contributing (SM FO-13d). The general area of the course appears to be similar today to that shown on a 1938 aerial, with some key locations the same, however, the landscaping has matured and been further developed along with the course itself.

	Site:	Building:	Structure:	Object:	
Contributing:	1	2	0	0	FeatureHistoricDate: c. 1928/c.1930/c.1950/c. 1962
Non-Contributing:	0	1	0	0	FeatureMap: Ivb

Feature Name: Foster Park Pavilion 1, Pavilion 2, Bathroom, Tennis Courts Feature Designers:
SM FO-14 Feature Resource Code / Number Characteristic: Cluster Arrangement

Description: Pavilion 1 is a large stone building, constructed c. 1915 with Craftsman detailing which overlooks the river. It is open on four sides with classical revival columns supporting a wide frieze (SM FO-14a). Pavilion 2 is smaller, with Craftsman detailing, a hipped roof and elliptically arched openings in the lintel area. The superstructure of the building is supported on posts resting upon brick piers. Brick walls on two sides complete the composition. The building also overlooks the river(SM FO-14b). A modern (not counted) playground faces the river adjacent to a brick restroom (SM FO-14c). The latter is a square plan brick building with a hipped roof and limestone window sills. Decorative block walls serve as screening for the entrances. The cluster arrangement is bracketed by two modern tennis courts (SM FO-14d & SM FO-14e).

	Site:	Building:	Structure:	Object:	
Contributing:	0	3	0	0	FeatureHistoricDate: c. 1915/c. 1918/c.1938/c. 2000
Non-Contributing:	0	0	2	0	FeatureMap: Ivb-c

Feature Name: Foster Park Drive and Circulation System Feature Designers:
SM FO-15 Feature Resource Code / Number Characteristic: Circulation

Description: Foster Park Drive begins at the park entrance at Rudisill Boulevard and extends through to the south side of the park. It is closed for to vehicle traffic for most of the area between the river and the golf course and is a part of the Rivergreenway system.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1912
Non-Contributing:	0	0	0	0	FeatureMap: Ivb-c

Feature Name: Foster Park Suspension Pedestrian Bridge Feature Designers:
SM FO-16 Feature Resource Code / Number Characteristic: Other

Description: Pedestrian Bridge extending from Foster Park Drive/Rivergreenway over St Mary's river to Bluffton. Steel suspension bridge with wood deck constructed 1930 to connect Indian Village subdivision with Foster Park.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: 1930
Non-Contributing:	0	0	0	0	FeatureMap: Ivb

Feature Name: Lincoln Log Cabin Feature Designers:
SM FO-17 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: Small scale, model-like commemorative log cabin built by Lincoln Life Insurance to commemorate President Lincoln's boyhood. This building was donated to the City of Fort Wayne in 1916 and dedicated in Foster Park in 1920. It was rehabilitated between four and six years ago.³⁵

	Site:	Building:	Structure:	Object:	
Contributing:	0	1	0	0	FeatureHistoricDate: 1916/1920
Non-Contributing:	0	0	0	0	FeatureMap: Ivc

Feature Name: Mead Gardens Feature Designers:
SM FO-18 Feature Resource Code / Number Characteristic: Other

Description: Garden donated by Franklin Mead. He donated his iris garden collection in 1935. Associated wishing well with plaque in the triangle at the entrance to the park. Most of the garden extends south of the entrance drive to a pair of limestone walls that bracket a day lily garden. It has a bridal glen with a gazebo, outlined with plantings to form a chapel area, brick paver surfaces, and a heart shaped trellis entrance, dedicated in 1990. There are bench seating areas, dedication and memorial plaques and stones, fences, arbors, a contemporary poured concrete basin fountain, lamp posts and stamped concrete paths.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1930
Non-Contributing:	0	0	0	0	FeatureMap: Ivc

³⁵ Creager Smith notes for the nomination to WGI, May, 2010.

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Feature Name: Helene Foellinger Memorial Bridge
SM FO-19 Feature Resource Code / Number
 Feature Designers: Buildings and Structures
 Characteristic:
 Description: This is an entry to record the bridge over the Saint Mary's River on Airport Expressway.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: c.1975
 Non-Contributing: 0 0 1 0 FeatureMap: Iva

Feature Name: Trailhead and Boat Launch
SM FO-20 Feature Resource Code / Number
 Feature Designers: Cluster Arrangement
 Characteristic:
 Description: This entry records the site of the boat launch and trail head located in Foster Park. This feature is a contemporary facility.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: c.2000
 Non-Contributing: 1 0 0 0 FeatureMap: Iva

Feature Name: Fairfield Avenue
SM FO-21 Feature Resource Code / Number
 Feature Designers: Buildings and Structures
 Characteristic:
 Description: A portion of Fairfield Avenue, south of Foster Park, between the intersection of the Rivergreenway (south of Southfair Court) is a developed parkway along the St. Mary's River. The Rivergreenway runs between Fairfield and the river on the west side and a golf course is located to the east. There is a green space between Fairfield and the course. This roadway thus contains the elements which Kessler and others have described as requisite for a parkway. This road was the Foster Park Drive prior to being adapted as an extension of Fairfield Avenue.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1925
 Non-Contributing: 0 0 0 0 FeatureMap: Iva

Guldlin Park

This park is Fort Wayne's first playground, located along the south bank of the St. Mary's River near the Sherman Boulevard/Van Buren Street Bridge at Van Buren Street and Michaels, it contains 8.2 acres. It was first acquired in 1897 and dedicated in 1911. It was named after Addie Guldlin, a local woman who was a pioneer in —domestic science” and promoted playgrounds for children as a means to promote health. Mrs. Guldlin also served on the first Fort Wayne Plan Commission in the 1920s. The site also commemorates the first French fort, built in 1722. Much of the original playground was washed away in the great flood of 1913. South of Bloomingdale Park, this park is important for its association with advances in playgrounds for children in Fort Wayne and the context of Entertainment/Recreation.

Features:

Feature Name: Guldlin Park
SM GU-1 Feature Resource Code / Number
 Feature Designers: Other
 Characteristic:
 Description: Guldlin Park is east of the Sherman Bridge with St Mary's River access. The park includes three historic markers. A gravel park drive along Michaels Street which forms the south side of the park. The street historically had houses that faced the park and the river, but the houses have been removed as part of the City's ongoing flood mitigation activities. A stand of trees along the river's edge appears to be natural growth. A few mature trees exist within the large lawn area. The park was originally designed to be a recreational area for children.
 Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: 1897
 Non-Contributing: 0 0 0 0 FeatureMap: Ivf

Orff Park and the Thieme Drive Overlook

At .02 acres, this is the smallest park in the system. Located on the east side of West Main Street, east of the St. Mary's River at the corner of Main and Rockhill Streets, it was acquired by the park

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department in 1897. Mr. Theodore F. Thieme was the patron and sponsor of the park. It is adjacent to Thieme Drive and the Overlook designed by George Kessler for Mr. Thieme in 1911 (SM7).

Features:

Feature Name: Orff Park & Let's Go Swimmin' Monument Feature Designers: Marshall Simpson Mahurin
SM OR-1 Feature Resource Code / Number Characteristic: Other
 Description: Orff park is a small triangular parcel between the meeting of Thieme Drive, Rockhill Street and Main Street. The park features the "Let's go Swimming" Monument dedicated in 1927, it was put up near the aqueduct where historically children used to swim by The Old Aqueduct Club, a social club for men who grew up in the West End as boys and swam in the aqueduct. The monument faces Main Street and was designed by Marshall Simpson Mahurin, a very prominent Fort Wayne architect during the period from 1882 - 1929.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: 1897/1912/1927
Non-Contributing:	0	0	0	0	FeatureMap: Ive

Roosevelt Park

This 1.5 Acre park located at 1800 West Main Street (the west end of W. Main) was acquired by the park department in 1919, it was likely named after President Theodore Roosevelt, the 26th president of the United States who died in 1919.

Features:

Feature Name: Roosevelt Park Feature Designers:
SM RO-1 Feature Resource Code / Number Characteristic: Other
 Description: The Park is located on the north side of the St. Marys River. The Rivergreenway goes through it and uses the Main Street Bridge to cross to the southern side of the river. The park features natural vegetation and tree growth along the river. Clusters of crab apple trees are planted on either side of the Rivergreenway. Native plantings are located at the park entrance. Topography has been used to create flood protection along the northern edge of the park.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: 1919
Non-Contributing:	0	0	0	0	FeatureMap: Ivd

Swinney Park – East and West

The eastern part of this popular park dates to 1896 (46 acres) and was present before the 1912 plan was developed. Part of the grounds served as the Allen County Fair Grounds c. 1874 and the Swinney house was owned by the Fort Wayne Historical Society in 1924. It is now home to the Settlers, Inc. George Kessler recommended expansion of this important park resource which was accomplished, beginning in 1916 (48 acres). West Swinney Park was once the site of George F. Trier's Amusement Park opened in 1920 and closed in 1953.

Features:

Feature Name: Swinney East Feature Designers:
SM SW-1 Feature Resource Code / Number Characteristic: Other
 Description: Site of east Swinney Park, the earliest part of the park development.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: 1896
Non-Contributing:	0	0	0	0	FeatureMap: Ivd

Feature Name: Memorial Cannon Feature Designers:
SM SW-2 Feature Resource Code / Number Characteristic: Small Scale Features
 Description: This memorial consists of a Spanish American War cannon dated/manufactured 1871. Originally part of the defenses of Santiago Cuba. Captured by the American forces 1898 at the battle of El Caney in Santiago. The memorial was dedicated in 1900 to the

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memory of Anthony Wayne and rededicated in 1956.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	1	FeatureHistoricDate: 1871/1900/1956
Non-Contributing:	0	0	0	0	FeatureMap: Ive

Feature Name: **Swinney House** Feature Designers:
SM SW-3- Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: The home of prominent early landowners Thomas and Lucy Swinney was originally constructed in the Federal style in 1844-45 on a high point overlooking the St Marys River. It was extensively remodeled by their daughters in 1885 to give it a more Victorian appearance. The house is rectangular in plan with a rear wing offset at the south west corner. The foundation is stone and walls are of red common bond brick. The roof is side gabled with a large, gabled wall dormer on the front and back. Gable ends are finished with vertical wood siding and there are decorative brackets and sawtooth trim under the eaves. There are a pair of chimneys in each gable end and a single chimney in the rear wing. The main entry is a set of double door with a transom and windows are rectangular double-hung units with stone lintels and sills, and wood shutters. There is an elaborate front porch and an enclosed rear porch. At southwest corner of the house there is a red brick gabled garage which has original wood garage doors that face south. A brick and concrete handicap ramp is located between the house and the garage. The house is owed by the parks department and leased by Old Fort Settlers Inc. Formerly the location of the local history museum, which lead to the siting of the cannon, a mill stone and a salvaged cornerstone. There is a historical marker in front of the house. A paved parking area exists to the south. The house was recorded by HABS in 1934 and received National Register designation in1981.

	Site:	Building:	Structure:	Object:	
Contributing:	0	1	0	0	FeatureHistoricDate: 1844-1885
Non-Contributing:	0	0	0	0	FeatureMap: Ive

Feature Name: **The Log House** Feature Designers:
SM SW-4 Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: This c. 1850 log house was moved to this location from near Warren in Huntington County, Indiana c. 1982. It is a two story gabled log pen with one story single pen wing on the south; Large brick chimney on southwest wing. Shed roof porch on full width of structure on the Northwest overlooking the river. It has a wood shingle roof with exposed rafters. The foundation is concrete with stone veneer. The two story section uses V- notch construction. The wing uses half dovetail notching. All gabled ends are wood planks. The doors and shutters are of wood.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 1850/moved 1982
Non-Contributing:	0	1	0	0	FeatureMap: Ive

Feature Name: **Herb Garden** Feature Designers:
SM SW-5 Feature Resource Code / Number Characteristic: **Other**

Description: The Settlers herb garden is large, surrounded by a contemporary fence, and laid out in a formal plan numerous beds featuring a wide variety of herbs. There is a stone dedication boulder with bronze plaque in garden.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c.1990
Non-Contributing:	1	0	0	0	FeatureMap: Ive

Feature Name: **Johnny Appleseed Monument** Feature Designers:
SM SW-6 Feature Resource Code / Number Characteristic: **Other**

Description: Monument weathered granite stone with bronze plaque inset into the stone. Dedicated May 5, 1916.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	1	FeatureHistoricDate: 1916
Non-Contributing:	0	0	0	0	FeatureMap

Feature Name: **Tennis Court and Pavilion** Feature Designers:
SM SW-7 Feature Resource Code / Number Characteristic: **Cluster Arrangement**

Description: The tennis court site is on the 1938 aerial. The existing tennis courts (SM SW-7a) are modern, up to date, and well lit. With eight courts, this is the largest public tennis facility with bleachers in Fort Wayne. The rectangular pavilion (SM SW-7b) has a gabled roof, concrete walls with wood posts, and restrooms and storage space on each end. It is called the Swinney Tennis Center.

	Site:	Building:	Structure:	Object:	
Contributing:	0	1	1	0	FeatureHistoricDate: c. 1930
Non-Contributing:	0	0	0	0	FeatureMap: Ive

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Feature Name: **Perry Randall Memorial** Feature Designers: **Frederick C. Hibbard, Chicago**
SM SW-8 Feature Resource Code / Number Characteristic: **Other**
Description: **This monument faces Washington Boulevard and features a bronze bust of Randall on a stone base with stone steps and urns. A plaque describes the dedication and significance.**
Site: Building: Structure: Object:
Contributing: **0 0 0 1** FeatureHistoricDate: **1916**
Non-Contributing: **0 0 0 0** FeatureMap: **Ive**

Feature Name: **Welcome Gateway/Garden** Feature Designers:
SM SW-9 Feature Resource Code / Number Characteristic: **Other**
Description: **Angled to face traffic entering the downtown from the west, this feature spells "Welcome to Fort Wayne" in live, trimmed plant material. The background is planted with different annual plants to provide color and pattern.**
Site: Building: Structure: Object:
Contributing: **1 0 0 0** FeatureHistoricDate: **c. 1930**
Non-Contributing: **0 0 0 0** FeatureMap: **Ive**

Feature Name: **Blue Spot Club Memorial** Feature Designers:
SM SW-10 Feature Resource Code / Number Characteristic: **Other**
Description: **This memorial consists of a plaque located on the south side of Jefferson Boulevard that is dedicated to the memory of a swimming club that used the St Mary's River.**
Site: Building: Structure: Object:
Contributing: **0 0 0 0** FeatureHistoricDate: **1962**
Non-Contributing: **0 0 0 1** FeatureMap: **Ive**

Feature Name: **Circulation system** Feature Designers:
SM SW-11 Feature Resource Code / Number Characteristic: **Circulation**
Description: **A pedestrian and vehicular system weaves through the park and includes a pedestrian underpass and Washington and Jefferson, as well as a park drive and Rivergreenway/pedestrian system.**
Site: Building: Structure: Object:
Contributing: **0 0 1 0** FeatureHistoricDate: **c. c. 1914**
Non-Contributing: **0 0 0 0** FeatureMap: **Ive**

Feature Name: **Foster Monument (Colonel David N. Foster Memorial)** Feature Designers: **Frederick C. Hibbard**
SM SM-12 Feature Resource Code / Number Characteristic: **Other**
Description: **This full figure, bronze sculpture of Mr. David Foster stands on a tall stone pedestal with ornamental oak trees and leaves in the background. There is a descriptive bronze plaque on the back. The statue is oriented to face the back of the Swinney House.**
Site: Building: Structure: Object:
Contributing: **0 0 0 1** FeatureHistoricDate: **1922**
Non-Contributing: **0 0 0 0** FeatureMap: **Ive**

Feature Name: **Pond** Feature Designers:
SM SW-13 Feature Resource Code / Number Characteristic: **Water Features**
Description: **The pond is a man made water feature roughly shaped like a large, long oval with loosely curving banks. There is a small island in the pond. The pond has recently been restored with a new clay liner and water plants installed around the edges to stabilize the banks.**
Site: Building: Structure: Object:
Contributing: **1 0 0 0** FeatureHistoricDate: **c. 1895**
Non-Contributing: **0 0 0 0** FeatureMap: **Ive**

Feature Name: **Playground** Feature Designers:
SM SW-14 Feature Resource Code / Number Characteristic: **Other**
Description: **Modern playground adjacent to pond and parking area. (Not Counted)**
Site: Building: Structure: Object:
Contributing: **0 0 0 0** FeatureHistoricDate:
Non-Contributing: **0 0 0 0** FeatureMap: **Ive**

Feature Name: **Pedestrian Underpass** Feature Designers:
SM SW-15 Feature Resource Code / Number Characteristic: **Buildings and Structures**
Description: **This underpass is basically a concrete tunnel that passes under Washington Boulevard to connect the Swinney House/Tennis**

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Center area with the pond area.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: c. 1940
Non-Contributing:	0	0	0	0	FeatureMap: Ive

Feature Name: **Swinney Park Pedestrian Bridge** Feature Designers:

SM SW-16 Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: This structure is an iron Pratt through truss pedestrian bridge constructed 1897. It aligns with Elm Street on the east side of the river. The portals have a segmental arch with lattice work above the wood deck. A lattice railing stretches the length of the bridge. The west end of the bridge ramps down to a set of concrete steps. This ramped section has a railing with a lattice design. The east end of the bridge rests on the riverbank and is immediately adjacent to the concrete levee with concrete steps down to Mechanic Street. The abutments are concrete, with no evidence of stone abutments. At the west end of the bridge are iron rod braces that attach to the ground and the piers underneath.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: 1897
Non-Contributing:	0	0	0	0	FeatureMap: Ive

Feature Name: **Landscaping alleé/ circulation** Feature Designers:

SM SW-17 Feature Resource Code / Number Characteristic: **Vegetation**

Description: This alleé includes mature trees, such as Walnuts, London Plane, and Maple. Based on the 1938 aerial, which shows developed plantings along the curvilinear drives within the park, this is an early feature.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1914
Non-Contributing:	0	0	0	0	FeatureMap: Ive

Feature Name: **West Jefferson Bridge** Feature Designers:

SM SW-18 Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: This bridge is a Melan truss bridge that has a reinforced concrete arch, concrete Texas railings with decorative light standards, and sidewalks on both sides which are cantilevered over the bridge structure. A bronze plaque is located at the northwest end of the bridge. The understructure dates c. 1935 or earlier while the upper part is the result of a c. 2000 historic rehab. The Rivergreenway trail goes beneath the north side of the bridge on a boardwalk structure.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: c. 1935/2000
Non-Contributing:	0	0	0	0	FeatureMap: Ive

Feature Name: **Swinney Park West**

SM SW-19 Feature Resource Code / Number Feature Designers:

Characteristic: **Other**

Description: West Swinney Park is an important site(SM SW-19a) within the system, since it is a fulfillment of a major park improvement which was recommended by Kessler and others. This resource also includes the associated circulation system (SM SW-19b) for vehicular and pedestrian traffic within the park.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	1	0	FeatureHistoricDate: c. 1919
Non-Contributing:	0	0	0	0	FeatureMap: Ivd

Feature Name: **Swinney Park Aquatic Center** Feature Designers:

SM SW-20 Feature Resource Code / Number Characteristic: **Other**

Description: The pool was initially installed in 1922. While the bathhouse and other elements have been replaced or rehabilitated, the pool itself retains its original location and orientation. The current pool has a fiberglass and metal liner. The pool house is brick and concrete, and there is a separate structure with a pyramidal roof.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: 1922/c. 1990
Non-Contributing:	0	0	1	0	FeatureMap: Ivd

Feature Name: **West Swinney Pond** Feature Designers:

SM SW-21 Feature Resource Code / Number Characteristic: **Water Features**

Description: This pond is a designed water feature. It is a naturalized, ovate form, with an islet at the center. The pond is at the center of the external and internal circulation system of the park with W. Jefferson Boulevard to the south and the twin arms of W. Washington Blvd. and the Rivergreenway on right and left (respectively).

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	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: x. c.1940
Non-Contributing:	0	0	0	0	FeatureMap: Ive

Feature Name: **West Swinney Recreational area** Feature Designers:
SM SW-22 Feature Resource Code / Number Characteristic: Cluster Arrangement
 Description: Recreational features are clustered around a pavilion(SM SW-22a). The pavilion is a Japanese pagoda style constructed 2008 and loosely based on the original East Swinney pavilion long since demolished. It is an open pavilion with a gable on hip tile roof with flared corners and elaborate lattice vents in the gable ends. Wood beams support the roof and rest on concrete columns. Associated features include a basketball court(SM SW-22b), a playground (not counted), a bathroom(SM SW-22c) and a baseball diamond(not counted). The bathroom has a cross gabled metal roof and glazed buff colored block walls with a blue water table and a white base.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	0	0	FeatureHistoricDate: c. 1990/2008
Non-Contributing:	0	2	1	0	FeatureMap: Ive

Feature Name: **Jaenicke Gardens/Japanese** Feature Designers:
SM SW-23 Feature Resource Code / Number Characteristic: Other
 Description: Gardens were originally designed by Park Superintendent Adolph Jaenicke to improve the Junk Ditch stream on the north side of park. The site is largely in ruins but retains some significant historic features mixed with modern plantings and newer foot bridges. The main feature is an elaborate stone and concrete waterfall that cascaded to a shallow upper basin then down to a pool outlined with stone. Decorative pines were planted into the stonework and there are paths to the top of the waterfall with overlooks and areas for planting beds. Toward the east there was a concrete observation area with iron rails that looked out over the gardens.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1928-1933
Non-Contributing:	0	0	0	0	FeatureMap: Ive

Feature Name: **Junk Ditch** Feature Designers:
SM SW-24 Feature Resource Code / Number Characteristic: Natural Systems
 Description: A natural stream runs through the park and the Jaenicke Gardens. Associated with the stream are small scale foot bridges.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate:
Non-Contributing:	0	0	0	0	FeatureMap: Ive

Feature Name: **Junk Ditch Bridge/culvert** Feature Designers:
SM SW-25 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: This is a small concrete bridge cast over a concrete culvert with a flat arch rounded at the extreme ends. The abutments of the bridge are angled outward at approximately 45 degree angles and there is a simple pipe rail for protection of pedestrians. The bridge crosses Junk Ditch between the Jaenicke Garden and the St Mary's River.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: c. 1940
Non-Contributing:	0	0	0	0	FeatureMap: Ive

Resource Totals For: **Saint Mary's Parkway**

	Site:	Building:	Structure:	Object:
Contributing:	21	14	17	4
Non-Contributing:	3	14	20	1

Boulevards

The third component of the Park and Boulevard System is the boulevard. These formed an interconnecting network of transportation venues which accommodated many kinds of travel. The roadways provided lanes for automobiles, and in some cases, for interurbans. The sidewalks gave pedestrians ample space for travel, under the shade of stately trees, and with grassy areas on either

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side. Tree lawns separated pedestrians from the rush of traffic (not as intrusive in 1912 as today) and both institutional, commercial and especially residential properties were intended to be set well back. Uniformity of these set backs helped regulate the view and spatial arrangement of the boulevard corridor. While commercial and residential resources were often mixed along a boulevard, it was more often the case that the commercial properties were concentrated at the major intersections. In Fort Wayne's boulevards today, this is still the case.

George Kessler clearly defined his ideal standard boulevard. It would be 100 feet in width, with a roadway width of forty feet between curbs. The balance of the space would be subdivided into —parking” space (the green space between sidewalks and roadway), sidewalk and the set back to buildings. He hoped for 6 or 8 foot wide sidewalks, set no less than 5 feet from the property lines. The tree lawn space would be planted in well-kept lawn with —avenue trees on formal lines, the trees uniformly and properly spaced throughout the entire boulevard system.”

Roadways along the river parkways would be considerably less, perhaps 35 feet wide, but still maintaining sufficient sidewalk and lawns. In his report to the Park Board, Kessler reassured the members:

—...it should always be borne in mind that these boulevards while they serve as fine pleasure highways, are in reality merely wider streets, uniformly and consistently improved, and as a rule maintained in better condition than the average residence street. In cost, excepting for the cost of widening, they are not more expensive than the average residence street of sixty feet in width.”³⁶

In addition to the connectivity which gracious boulevards provided, Kessler recommended that they be established wherever important institutions and/or other similar elements occurred. In the Kessler plan for Fort Wayne, the boulevard system is extremely important to maintain coordination between the various elements.

Anthony Boulevard

Anthony Boulevard begins at Rudisill Boulevard in the south, according to the map developed by Kessler. It continues north to State Boulevard, also according to the Kessler Map. However, since the period of significance continues to 1955 and because the character of the boulevard continues to be distinctive north of State, we have included the part of the boulevard which is north of State to Vance Avenue. Prior to Kessler's time this boulevard was known as Walton Avenue.

One block south of this intersection, at Glenwood Avenue, the road widens by reducing the tree lane on the east side, however, the distinctive early twentieth century homes continue to Vance Avenue where the character dramatically changes to retail, commercial/industrial.

The Boulevard can be divided into four distinct landscape units or areas. Beginning at Rudisill until Pontiac, the boulevard character is well-defined with nearly all of the key elements: wide set backs, wide sidewalks, tree lanes, generous street, but only two lanes and decorative trees in an allee formation. The approximate width of the boulevard in this area, from set back to set back is 134'. This is comprised (approximately) of a 32 foot roadway, 15' tree lawns, 4' sidewalks and 12.5' set backs. The boulevard is well beyond the 100 foot minimum designated by Kessler and has all but a central median to complete the ideal requirements. The character of the area is residential, with several churches and schools located along its length. At major intersections we find the typical interaction of commercial and/or industrial entities.

The second area, beginning at the south between approximately Pontiac and Creighton is also primarily residential. The boulevard here narrows but still maintains the stately trees, although not in

³⁶ Report of George E. Kessler, "Seventh Annual Report Board of Park Commissioners, 1911.

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a lawn. The sidewalk is immediately adjacent to the roadway. This section is still a contributing part of the boulevard, but not as distinctive as the former. The third area from Creighton to north of the Maumee River at Niagara Drive includes industrial, commercial and other entities. Here, the character of the boulevard is least distinctive, however, adequate integrity is maintained in this section, because of the inclusion along the roadway of a major cemetery (Concordia Lutheran Cemetery) on the east side between Maumee Avenue and Washington Boulevard.

While the tree cover is more sparse, the addition of this element and of an educational institution, Indiana Tech (formerly Concordia College), provides a generous lawn width and other amenities. The last and fourth section of the boulevard, between Niagara Drive and Vance Avenue is also an excellent demonstration of a nineteenth-early twentieth century boulevard. Here, extensive plantings of London Plane trees distinguish the vegetation, along with Oak and Ash. The overall width from setback to setback is approximately 139' with a 43' roadway, 18' tree lawns, 6' sidewalks and 24' setbacks. The character of this part of the boulevard is distinguished by stately homes of the early twentieth century, as well as the other landscape features mentioned.

The overall strength of the boulevard especially in the lower and upper parts can be characterized also by these spatial relationships which are distinctive and yet typical of this type of resource. In this part of the boulevard, historically sensitive modern street lights (simple black poles, with upper lamps) have been installed to achieve a period look and avoid the jarring experience produced by modern, quartz or other bright lighting.

Features:

Feature Name: Anthony Boulevard Feature Designers: Kessler
AN 1 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: This feature records the structure of the boulevard right-of-way itself, including the planting and all of the elements. A particularly notable feature of this boulevard are the remaining London Plane tree plantings in the tree lawns. The London Plane tree was a special favorite of George Kessler who specified them in large quantities throughout the boulevards he designed for Fort Wayne. Unfortunately disease has reduced their number, thus those that remain are particularly prized.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1900/1911
 Non-Contributing: 0 0 0 0 FeatureMap: a

Feature Name: Location of Former Largest County Elm Feature Designers: n/a
AN 2 Feature Resource Code / Number Characteristic: Vegetation
 Description: This plaque, mounted on a boulder, commemorates the site of the largest Elm tree in the county which, before it died, was 14' in diameter. Although no evidence exists, it probably succumbed to the rash of Dutch Elm disease which ravaged this species by the mid twentieth century. The plaque was probably installed c. 1960 when the tree was lost, but the tree site dates much earlier. It is located on the west side of the boulevard between Edgewater Avenue and Columbia Avenue.
 Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: c. 1800
 Non-Contributing: 0 0 0 0 FeatureMap: a

Feature Name: Anthony Boulevard/Walton Avenue Bridge Feature Designers:
AN 3 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: This bridge carries Anthony Boulevard over the Maumee River just east of the Maumee Dam (also called Hosey Dam). The latter is recorded as part of the Maumee River Parkway. The bridge is a five span, concrete and stone structure. The abutments are of massive, rock-faced stone, coursed and laid with mortar. They supported a former metal truss. There are four concrete piers with rounded ends. Above these a continuous concrete slab forms the base for the roadway. The rail of aluminum (c. 1970) has extruded aluminum posts. 1938 aerial does not appear to show a truss bridge in this place. While this bridge has been changed, it still retains adequate integrity of location and some materials to contribute to the district.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1890/c.1940/c. 1970

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Non-Contributing: 0 0 0 0 FeatureMap: a

Feature Name: **Anthony Boulevard Elevated Railroad** Feature Designers:
AN 4 Feature Resource Code / Number Characteristic: **Buildings and Structures**

Description: This is a concrete railroad bridge, wide enough to accommodate two lanes of traffic on Anthony Boulevard. The abutments are of concrete, with a projecting coping and scored along the abutment walls to imitate stone. The concrete slab which carries the multiple tracks is flared at the top, with a 5-6' wide coping. Three bents support this slab. The bents have eleven smaller round arched openings in the bent walls, allowing visibility between them. The westernmost bent is severely weathered, as are two on the southern approach to the bridge. The elevated grade crossing appears on the 1938 map, showing the multiple lines leading to a large yard to the west and a maintenance facility to the east, probably including a roundhouse. The bridge appears to have been rehabilitated at a later date.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: c. 1935/1970
Non-Contributing:	0	0	0	0	FeatureMap: a

Resource Totals For: **Anthony Boulevard**

	Site:	Building:	Structure:	Object:
Contributing:	1	0	3	0
Non-Contributing:	0	0	0	0

Berry Street

Berry was the only east-west street in the downtown area which, in 1911-1912, Kessler envisioned as a developed boulevard. While his design intent is clear, the realization is not complete. The present day street only has the typical boulevard characteristics at the east and west ends. The boulevard begins at Monroe Street and ends at the St. Mary's River on the west. The boundary has been expanded slightly at the corner of Clay Street to include the location of the first Fort Wayne (See Map b), an important commemorative site in the community. The street right-of-way width, including a minimal set back at the east end is about 77 feet, slightly less than the recommended width for a Kessler boulevard. However, there are no historic buildings remaining at this end, thus the depth of the set back has been estimated and could be considerably deeper. In the block between Clay and Lafayette, the set back to set back width is 98 feet, approximating Kessler's requirement. The road has been interrupted for one block between Broadway and Van Buren. The St. Joseph hospital built in that block and the street was vacated, although a pedestrian thoroughfare is open. This change occurred in 1980. However, Berry continues to the west and the interruption does not destroy the entire integrity. Location and association is clear. Other items include plantings and an attempt at historically sensitive lighting.

There are several important buildings from the nineteenth century along Berry (although not within the Berry Street boundary), including at Barr Street, the statuesque Old City Building of 1894 by the architects Wing and Mahurin (listed on the National Register.) Also, at Calhoun Street is the Allen County Courthouse (a National Historic Landmark.) In addition, between Ewing and Fairfield, on the south side of the street is the Mizpah Temple of the Shriners, which includes a massive Italianate mansion and a large, 1928 brick and terra cotta building in Moorish-Eclectic style which serves as the Scottish Rite Temple. At Fulton Street, there are several remnant residential mansions and a stone church, Trinity Episcopal (listed on the National Register.) Within this area and for several blocks to the east, reproduction period street lamps decorate the boulevard.

West of Van Buren is a stately late nineteenth, early twentieth century residential district with a wide corridor width. This part of Berry encompasses a fully realized boulevard feeling, association, design and (in early trees) materials. The total width of the street in this area is approximately 110-112 feet with wide sidewalks, and deep set backs. The buildings within this area are included in the West End Historic District but Berry Street was not individually counted as a resource in that nomination.

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Feature Name: **Berry Street** Feature Designers: **Buildings and Structures**
BE 1 Feature Resource Code / Number Characteristic:
 Description: This feature records the length of the Berry right-of-way as it appears within the context of the Kessler plan, from Monroe Street to Thieme Drive. It includes the roadway, as well as amenities, such as sidewalks, curbs, plantings and associated views and vistas.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1911
 Non-Contributing: 0 0 0 0 FeatureMap: b

Feature Name: **Fort Wayne original site** Feature Designers: **D.A.R.**
BE 2 Feature Resource Code / Number Characteristic: **Small Scale Features**
 Description: A bronze plaque set on an upright granite boulder by the D. A. R. Set in the sidewalk area just north of the corner of Clay and Berry. Because this commemorative site is important in the early naming and history of the community, the boundary has been adjusted to accommodate it. Undoubtedly the boundaries of the original fort encompassed the land area which is presently known as Berry Street. The plaque commemorates the site of the first fort here, built in 1794. The site of this first fort, one of the earliest in this region is only a few blocks south of the site of a second fort, commemorated with a park. The commemorative value of this site puts all of the early history into perspective and preserves the memory of this important early structure. The bronze plaque was dedicated in April of 1934.
 Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: c. 1794/ 1934
 Non-Contributing: 0 0 0 0 FeatureMap: b

Resource Totals For: **Berry Street**
 Site: Building: Structure: Object:
 Contributing: 1 0 1 0
 Non-Contributing: 0 0 0 0

Hanna Street/Taber Street

Hanna Street, also envisioned as a boulevard, connects to the east boundary of Reservoir Park via Taber Street. The residential streets contain elements similar to other boulevards in residential neighborhoods. In this section of Taber Street the right-of-way width is modest, but on the south side the street features a wide tree lawn, and sidewalk, plus generous building set backs from the roadway. As with the other boulevards, there is not a median. In fact, the right of way width would not allow for one given today's requirements. On Taber Street, the set back to set back width is 98'. There are period light fixtures on the east side of Hanna Street marked "City of Fort Wayne Standard Post". The southern portion of Hanna, ending at Rudisill, moves through a historic residential neighborhood of modest houses. The width, setback to setback is at least 100' and there are several massive trees, including a possible specimen red oak at the corner of Hanna and Gumper.

Hanna Street forms the western border of Weisser Park, and serves as a connector to this urban residential recreation facility. The trees which comprise the south western part of the grove in this park also shade Hanna and create a lofty canopy alongside the street. The feeling of a graceful boulevard is also enhanced by the homes along both sides of the street, but especially in this area adjacent to the park. The homes on both Hanna and Taber are more modest than those along some of the other boulevards, especially Anthony and parts of Rudisill Boulevard

Residential Taber Street, running east-west from Hanna to Reservoir park is also enhanced by the presence of the park. True to Kessler's intention, the street forms a connecting link between the residential streetscape and the park. The view looking west along Taber Street toward the park is a vista filled with greenery, including trees and shrubs against a backdrop of the hill formed by the reservoir mound.

Features:

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HA 1	Feature Resource Code / Number	Characteristic:	Buildings and Structures
Description:	This records the resource itself as a designed boulevard. The realization of this boulevard is not strong, but adequate to retain most of the conditions required for inclusion.		
	Site:	Building:	Structure: Object:
Contributing:	0	0	1 0
Non-Contributing:	0	0	0 0
			FeatureHistoricDate: c. 1911
			FeatureMap: c

Resource Totals For: **Hanna/Taber**

	Site:	Building:	Structure:	Object:
Contributing:	0	0	1	0
Non-Contributing:	0	0	0	0

(West) Jefferson Boulevard

This proposed boulevard as envisioned by George Kessler and Arthur Shurcliff has suffered considerable changes over the years. The concept was to make a green extension from West Swinney Park to Rockhill and beyond. The road was built, but some of the amenities which fulfilled its character as a boulevard have been eroded by modern commercial development and by the widening of the roadway to accommodate five lanes of modern traffic. Where medians exist, they are for traffic control only. There are no graceful sidewalks, no historic trees from the Kessler era that are recognizable. This part of West Jefferson Boulevard extends from the west edge of W. Swinney Park to the intersection of Illinois Road and Lindenwood Avenue, north of Rockhill Park (The portion which meanders through Rockhill Park has been included with that property.)

This portion of W. Jefferson Boulevard attains added significance because of its association with the work of the noted Landscape Architect Arthur Shurcliff in Fort Wayne. While Shurcliff worked with Wildwood Builders to design the Wildwood Park plat for the subdivision (just south and west of this portion of W. Jefferson Boulevard), Shurcliff was also asked to design a parkway that would connect the new subdivision to the western limits of the city of Fort Wayne. Shurcliff linked and integrated his proposed scenic route with the 1912 Park and Boulevard plan developed by landscape architect George E. Kessler for the City of Fort Wayne. Shurcliff's route followed Illinois Road from Lindenwood Avenue east to Main Street, and included a proposed road—called West Jefferson Boulevard-- from the intersection of Main and Illinois Road east to Swinney Park. His design proposed a wide parkway with extensive tree plantings on both sides of the roadway. Roadmaps from 1928 and 1930 show that the parkway had been completed from West Swinney Park to Main Street, following Shurcliff's route. The lanes have been widened several times during subsequent decades, and encompass much of the wide right-of-way. A row of trees and public sidewalks are also located on both sides of the travel lanes.³⁸

In 1936 the US 24 highway was routed along the West Jefferson Boulevard, slightly altering Shurcliff's design, by creating a railroad overpass slightly east of the earlier intersection. This repositioned the parkway just south of its original route, creating three additional islands of park space between the northern edge of the district and the new route of the parkway. These three green spaces are now owned and maintained by Fort Wayne Parks and Recreation as parts of Rockhill Park. The Indiana State Highway Department built an Art Deco style highway garage on Catalpa Street, adjoining Rockhill Park (but not in the boundaries of this nomination) and the new roadway during this project, both of which were completed and open by May of 1936. The remnant right-of-way open green space between Illinois Road and the elevated railroad tracks east of Lindenwood Avenue is also an important feature of this boulevard, as part of Shurcliff's planned open green

³⁸ Angie Quinn, ARCH, Inc.; Draft National Register nomination for Wildwood Park Historic District, May, 2010.

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space along his proposed parkway.³⁹

Beginning at Illinois Road, West Jefferson Boulevard curves southwest, traveling under the more easterly of two railroad overpasses in the district associated with the elevated tracks of a Pennsylvania Railroad line, and continues to enter and pass through Rockhill Park. Although the present road has been widened to accommodate traffic, and thus usurped the originally-planned area for trees and grass, the location and unique connectivity are retained, imbuing this road with adequate integrity through association. In addition, areas of trees and grass remain on the south side of the right-of-way, west of Swinney and along Illinois Road between the railroad and Lindenwood Cemetery.

Within the boundary of West Jefferson Boulevard and because of their association with its development, three railroad-related resources (a bridge, berm and culvert), as well as a former non-contributing gas station are included in the resources.

Features:

Feature Name: Jefferson Boulevard Feature Designers: Kessler
JF 1 Feature Resource Code / Number Characteristic: Buildings and Structures
Description: This records the boulevard right-of-way as a feature.
Site: Building: Structure: Object:
Contributing: 0 0 1 0 FeatureHistoricDate: c. 1916/1938
Non-Contributing: 0 0 0 0 FeatureMap: d

Feature Name: Railroad Bridge Feature Designers:
JF 2 Feature Resource Code / Number Characteristic: 9 Buildings and Structures
Description: This is an elevated Railroad Bridge that crosses over Jefferson at the eastern edge of Rockhill Park. The bridge is a girder construction with cast concrete abutments and is skewed to the roadway. It was built at the same time that Jefferson Boulevard was curved to pass through a portion of Rockhill Park, c. 1936.
Site: Building: Structure: Object:
Contributing: 0 0 1 0 FeatureHistoricDate: c. 1936
Non-Contributing: 0 0 0 0 FeatureMap: d

Feature Name: Railroad Berm Feature Designers:
JF 3 Feature Resource Code / Number Characteristic: Buildings and Structures
Description: The Railroad bisects the northern portion of the park bounded by Illinois on the north, Jefferson on the east/south and Lindenwood on the west. This man-made earthen berm was created to elevate the railroad.
Site: Building: Structure: Object:
Contributing: 0 0 1 0 FeatureHistoricDate: c. 1900
Non-Contributing: 0 0 0 0 FeatureMap: d

Feature Name: Culvert Feature Designers:
JF 4 Feature Resource Code / Number Characteristic: Buildings and Structures
Description: A stone culvert allows the stream to pass under the railroad berm. It appears to be the original culvert.
Site: Building: Structure: Object:
Contributing: 0 0 1 0 FeatureHistoricDate: c. 1900
Non-Contributing: 0 0 0 0 FeatureMap: 9

³⁹ Ibid. and comments from C. Smith, Fort Wayne Historic Preservation.

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Feature Name: **Gas Station** Feature Designers:
JF 5 Feature Resource Code / Number Characteristic: **Buildings and Structures**
 Description: A triangular parcel at the north east corner of the site bordered by Illinois and Jefferson has been divided to become the site of a gas station. The modern structure is not contributing to the nomination.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate:
 Non-Contributing: 0 1 0 0 FeatureMap: 9

Resource Totals For: **Jefferson Boulevard**
 Site: Building: Structure: Object:
 Contributing: 0 0 4 0
 Non-Contributing: 0 1 0 0

Lindenwood (Brookside) Avenue

This appears on the Kessler plan as a proposed boulevard connecting the west and north additions to Swinney park to a northern park which was planned but never built. Kessler used the name "Brookside" for the boulevard he intended to connect the two parks, and to connect the Rockhill Park. —Brookside" was the name of the John H. Bass Estate, a large property north of Lindenwood Cemetery and now the campus of the University of St. Francis. The Bass Mansion was listed in the National Register, June 2, 1982.

Lindenwood Cemetery was also shown on Kessler's plan, and it still provides a naturalized green area which is critical to the character of the road. Founded in 1859, it was designed by an English designer, John Chislett and was listed on the National Register of Historic Places in 1978. Lindenwood Avenue, from the railroad bridge or underpass, to Spring Street is a linear configuration, with extensive trees and green space on both sides. The road does not have other boulevard amendments, but it certainly provides a natural environment in the west and northwest side of town which continues along its route. Some of the larger trees would have been present in Kessler's time. The Lindenwood nature preserve maintains the wild feeling of this road and may have been acquired and developed by the city to maintain the feeling.

According to the 1938 aerial, approximately two-thirds of the property on the west side of Lindenwood was woods, although the part near the present entrance to the preserve may have been farmsteads. Above Spring Street, the second landscape area along this boulevard, the roadway configuration changes from straight and linear to curvilinear. In 1938, this portion of Lindenwood was still farmland, with no road running through it. Sometime circa 1950 this development helped fulfill Kessler's notion of a connector to West State Boulevard. Even though this portion is slightly curved rather than strictly linear, the typical Kessler setbacks, sidewalk and tree lawns have been planned and executed by the developers. Because of the connectivity and its association with the intent of the Kessler plan, it is considered contributing to the district.

It should be noted that the extreme south end of Lindenwood is actually (fully) —North Washington Road;" (however the street signs incorrectly say —Lindenwood" to help drivers find the actual Lindenwood North of Illinois Road and the RR underpass). This small segment of North Washington was part of the plat of the Wildwood Park development by Shurcliff. It became an extension of Lindenwood to reach the new segment of Jefferson that was completed in 1936 through Rockhill Park. Prior to 1936 Lindenwood was a T-intersection with Illinois Road (the Jefferson boulevard), and Illinois (the Jefferson boulevard) skewed as it passed beneath the RR elevation.⁴⁰

Features:

⁴⁰ Creager Smith notes for the nomination to WGI, May, 2010.

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Feature Name: **Railroad Bridge** Feature Designers:
LN 1 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: This is a riveted plate girder railroad bridge. It is supported by rough cut, coursed massive limestone abutments. The bridge serves to carry the railroad over Lindenwood Avenue. The bridge is skewed to the roadway at a severe angle. The stone abutments continue in wing walls on the northeast, southeast, northwest and southwest sides. This part of the bridge has a concrete, cast-in place cap to further stabilize the structure. This was added later, probably c. 1935, based on the rough aggregate concrete.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1890/c.1930
 Non-Contributing: 0 0 0 0 FeatureMap: e

Feature Name: **Lindenwood Avenue** Feature Designers: **George Kessler**
LN 2 Feature Resource Code / Number Characteristic: **Other**
 Description: This feature records the road itself as a contributing feature. See general description for details
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1911
 Non-Contributing: 0 0 0 0 FeatureMap: e

Feature Name: **Tower Heights Entrance Gateway** Feature Designers:
LN 3 Feature Resource Code / Number Characteristic: **Small Scale Features**
 Description: This is a narrow brick entrance gate which is within the right-of-way. The brick has been parged with a grey skim coat. Each of the left and right gates consists of a tall round pier, at the entrance, with a curved wall leading to a lower round pier. The coping is of the same grey brick and the gate sits on a concrete slab. Signs announcing "Tower Heights" are attached on each gate facing State Boulevard.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 0 FeatureHistoricDate: c. 1970
 Non-Contributing: 0 0 1 0 FeatureMap: e

Resource Totals For: **Lindenwood/(Brookside) Boulevard**
 Site: Building: Structure: Object:
 Contributing: **0 0 2 0**
 Non-Contributing: **0 0 1 0**

Rudisill Boulevard

A Cultural Landscape Report (CLR) has been developed for this boulevard by Heritage Landscapes of Vermont. The CLR divides this resource into five landscape areas. Considering the linear nature of the resource and the different periods of development (all of which are within the period of significance for the district), we are using this division to describe the varying nature of the boulevard throughout its length.

The first landscape area is called the west Rudisill Boulevard Residential area. It is the westernmost section of the boulevard corridor that spans the area between Broadway and the alley between South Harrison and South Calhoun Streets. This approximately one mile long segment is mainly residential in character, though character varies throughout. From Foster Park to Indiana Avenue the streetscape is characterized by large setbacks of 100 feet and open lawns with large canopy trees. To the east of Beaver Avenue, Taylor University breaks the residential feel of the area with some larger scale buildings set closer to the boulevard and limited street tree plantings. However, these larger buildings are mostly sited between Indiana and Wayne Avenues, creating a unified block. Farther east, a narrower setback of 40 to 50 feet is seen with smaller residential houses set closer to the street edge.

The second landscape area defined in the CLR is named landscape Area A, East. It is similar in character to its western counterpart. Spanning approximately one mile between alleys between Lafayette Street and Avondale Drive and Lillie Street and South Anthony Boulevard, the area contains residential neighborhoods with mown lawn and deciduous tree plantings. Overall, the

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streetscape of this area is fairly uniform. To the west of Avondale Drive, the road narrows from 48 feet with four lanes and a painted median to 38 feet with four continuous lanes, as the commercial area transitions to a residential neighborhood. The narrowed roadway continues to the east until it flares again between Warsaw and South Monroe Streets. Between South Monroe Street and Weisser Park Avenue the 51-foot widened paving expanse accommodates four travel lanes and a central turning lane. To the east of Weisser Park Avenue, the boulevard narrows again with four travel lanes to the intersection of South Anthony Boulevard. Overall, the residences along this section of Rudisill Boulevard are fairly dense with the exception of the block between South Monroe and South Hanna Streets. Building setbacks in this area are more narrow than Landscape Area A, West with houses positioned approximately 50 feet from the street. The spatial organization, visual relationships and topography of Landscape Area A, East are also similar to Landscape Area A, West. Homes in the West (A) area are larger and more like mansions than those in the East (A) section.

Landscape area three is termed Rudisill Boulevard Commercial Center (B). The Rudisill Boulevard Commercial Center is a .33 mile span that encompasses the most altered sections of the streetscape. Defined to the west and east by alleys between South Harrison Street and South Calhoun Street and Lafayette Street and Avondale Drive, this section of Rudisill Boulevard is characterized by multiple travel and turning lanes, commercial buildings, parking lots, and limited plantings. At the west of end of the landscape area the roadway is 62 feet wide, where it expands to approximately 68 feet at the intersection of Lafayette Street. East of Lafayette Street, the boulevard narrows from 68 feet to about 48 feet as it enters a more residential area to the east. Throughout this section of the boulevard, the street is four lanes with a central turning lane. This expanded street profile conveys a mix of different landscape styles with direct pedestrian exposure to traffic. Excessive curb cuts and access points for the adjacent commercial properties break up the continuity of the street frontage. Few shared driveways provide access to multiple properties. To the east, a short concrete median is at the Lafayette Street intersection, where it separates oncoming traffic before narrowing. Buildings within Landscape Area B vary in the distance set back from the boulevard. The closest building is located approximate 23 feet away from the street edge, while the greatest setback is about 100 feet.

The fourth landscape area comprises the intersection at Rudisill and South Anthony(C). This approximate 525-foot section of Rudisill Boulevard at the intersection of South Anthony Boulevard is the smallest landscape area, but feels quite expansive due to the lack of vertical edge definition. The arrangement of adjacent buildings, alignment of the two boulevards, and limited vegetation affects the spatial organization and visual relationships of the intersection. The slightly offset and angled alignment in the west and east sections of Rudisill Boulevard creates a somewhat confusing intersection with limited sightlines. When traveling eastbound, views are directed toward two private residences. Traveling the other direction, views are also focused on a private residence. In general the spatial organization at this intersection is quite open with no trees to vertically define the boulevard corridor. In addition, the northwest corner of the intersection is empty, the southeast corner contains a large gravel parking lot, and building setbacks vary between 12 feet to 100 feet, which further provide an open feeling and altered boulevard character. Vegetation within Landscape Area C is sparse.

The fifth landscape area (D), Rudisill Boulevard Extension Residential, includes the eastern .22 miles of the boulevard corridor from Euclid Avenue to Abbot Street. This stretch of Rudisill Boulevard is mainly characterized by a narrow street corridor with abutting privately owned residential lots with mature deciduous trees. At the eastern edge of the landscape area, Rudisill Boulevard terminates at the western entrance to McMillen Park. Because this area was constructed about 20 years after the western section of the boulevard, it was developed following a different design scheme. Instead of a 100-foot right-of-way with a uniform 25-foot building setback, the boulevard

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extension includes a 50-foot right-of-way with a central roadway measuring 26 feet. Buildings within this area vary in the distance set back from the boulevard extension. The closest building is located approximately 20 feet away from the street edge, while the greatest setback is about 70 feet.

The landscape features of this area differ significantly from the other boulevard areas, which create a unique character in terms of spatial organization and visual relationships. Views are directed up and down the roadway to the east and west due to the linear alignment of the boulevard. Adjacent buildings and vegetation along the street edge define the spatial organization and focus views. The irregularities in building setbacks and frequency of vegetation create an irregular visual corridor that expands and narrows throughout the landscape area. Topography is generally level, which elongates views and sightlines along the boulevard. Vegetation includes large overstory deciduous trees and few evergreens scattered over mown turf grass. The trees are positioned in what appears to be an informal double row along the street edges. However, gaps in the spacing and portions of some tree rows indicate that some have been lost. The last of these areas is considerably different in width and amenities and thus has less of a distinctive boulevard character.⁴¹ The Cultural Landscape Report for Rudisill Boulevard, prepared by Heritage Landscapes for Fort Wayne Parks and Recreation contains considerably more detail concerning this resource and it is highly recommended for further reading.

Features:

Feature Name: **Rudisill Boulevard** Feature Designers: **Robinson/Kessler**
RU 1 Feature Resource Code / Number Characteristic: **Buildings and Structures**
 Description: This records the entire resource right-of-way as a structure, including the roadway, setbacks, plantings, curbs, sidewalks and other associated landscape features.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: c. 1911/c. 1947
Non-Contributing:	0	0	0	0	FeatureMap: f

Feature Name: **Rudisill Plantings** Feature Designers: **Kessler**
RU 2 Feature Resource Code / Number Characteristic: **Vegetation**
 Description: This includes the statuesque tree plantings, some of which survive from the earliest period of Rudisill's existence, including some collections of London Plane Trees as well as other Ash and Oak. While they are not staggered consistently, they are prominent in the landscape.

	Site:	Building:	Structure:	Object:	
Contributing:	1	0	0	0	FeatureHistoricDate: c. 1915
Non-Contributing:	0	0	0	0	FeatureMap: f

Resource Totals For: **Rudisill Boulevard**

	Site:	Building:	Structure:	Object:
Contributing:	1	0	1	0
Non-Contributing:	0	0	0	0

Sherman (Kekionga) Boulevard

Sherman Boulevard is the present day name of a road that realized the connection between State Boulevard and Franke Park, as well as, ultimately the extension of Swinney Park and the west central part of Fort Wayne. It serves the purpose of the boulevard that Kessler called Kekionga, although not exactly in the same location. For the purposes of this nomination Sherman begins at the northern edge of St. Mary's Parkway in the south and extends north to the southern edge of Franke Park. The road width is much narrower than other boulevards, especially Anthony and

⁴¹ Heritage Landscapes: "Cultural Landscape Report for Rudisill Boulevard, Section III., Landscape Areas.

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Rudisill. This must have been the condition during the late nineteenth century judging by the age of the homes which have a much less generous set back from the roadway.

However, amenities include sidewalks and a narrow band of tree lawn. Although narrower and with less generous dimensions, an acceptable degree of boulevard character is preserved. The boulevard is modest, and not very developed. There are nodes of commercial activity at the major intersections. However, the boulevard provides connectivity between Franke Park and St. Mary's Parkway which was a planned development during the early twentieth century and in the 1912 plan. Thus, while modest, it appears that this boulevard meets the criteria required to be included in the nomination as a key element of the system envisioned by George Kessler.

The width of the environment which influences this boulevard (from set back to setback), including the right-of-way, is 80 feet. North of the intersection where Goshen crosses Sherman, the set backs are increased. This intersection is known locally as —“Five Points.” It was an important gateway to Fort Wayne on the Lincoln Highway’s original 1915 route. Sherman Boulevard, from the river to Goshen was the route of the Lincoln Highway from 1928 until c. 1954. The northern portion of Sherman however, beyond Franke Park is outside the parameters of the Kessler plan. Franke Park has been included in this nomination as the realization of the intent in the Kessler plan to install a park near this location, in the north west section of the town. Thus, the logical inclusion of present day Sherman helps demonstrate the full extent and vision of the plan.

Features:

Feature Name:	Sherman Street				Feature Designers:	Kessler
SH 1	Feature Resource Code / Number				Characteristic:	Buildings and Structures
Description:	This records the boulevard as a feature					
	Site:	Building:	Structure:	Object:		
Contributing:	0	0	1	0	FeatureHistoricDate:	c. 1925
Non-Contributing:	0	0	0	0	FeatureMap:	g

Resource Totals For:	Sherman (Kekionga) Street			
	Site:	Building:	Structure:	Object:
Contributing:	0	0	1	0
Non-Contributing:	0	0	0	0

St. Joseph Boulevard

This segment of St. Joseph Boulevard extends between State Boulevard and the northern edge of St. Joseph Parkway (The latter includes the southern part of St. Joseph Boulevard that passes alongside the river, south of this resource.) St. Joseph Boulevard in this area is very compact, including only three blocks. St. Joseph Boulevard and Northwood Boulevard (which intersects St. Joseph Boulevard at a right angle south of State Boulevard) were platted by the Wildwood Builders during the period between 1912 and 1916, as north Wildwood.⁴² The northern two blocks are a good example of a fully realized residential boulevard as Kessler envisioned it. The roadway is divided by a central median which is planted today with small, ornamental trees and grass. There are tree lawns on either side of the road. A generous sidewalk, concrete curbs and wide set backs are also present. The plantings on these two blocks are quite impressive, with a number of examples of large London Plane Trees, a Kessler signature. These are mostly mature with one of them at least 36" in caliper or more. Other trees include oak (possibly red oak) and Ash. The right-of-way of the southernmost block is reduced in width and does not contain medians.

There are residential blocks on either side of St. Joseph Boulevard, with access to it. Northwood Boulevard, perpendicular to St. Joseph, contains a similar, highly decorative median. Modern lighting is used in the median on St. Joseph, however there are period-type light fixtures, in

⁴² Angie Quinn, notes for this nomination provided to WGI, May, 2010.

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the median on Northwood Boulevard. At the point where this junction occurs, St. Joseph has been widened toward the west, providing a generous turn around. While specifically planned by Wildwood Builders, a designer is not known at this time.

This more formal segment of St. Joseph Boulevard, although short in length, provides the kind of connectivity, gracious street improvements and plantings which Kessler and other designers before him recommended for Fort Wayne. It provides a natural transportation link between lower St. Joseph Boulevard and the important artery to the north, State Boulevard. Therefore, it has been included as part of the nomination.

Features:

Feature Name: **St. Joseph Boulevard** Feature Designers:
SJB 1 Feature Resource Code / Number Characteristic: **Buildings and Structures**
 Description: This records the boulevard, including its configuration, plantings, median, curbs, sidewalks and right-of-way.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1911
 Non-Contributing: 0 0 0 0 FeatureMap: h

Feature Name: **Site of the Philo T. Farnsworth House State Historic Marker** Feature Designers:
SJB 2 Feature Resource Code / Number Characteristic: **Other**
 Description: A state historical marker commemorates the home of Philo T. Farnsworth, the inventor of television. Farnsworth (1906-1971) lived on this block, presumably in the home immediately to the west. He enabled the first effective image transmission in 1927. The Farnsworth Radio and Television Corporation existed in Fort Wayne (not at this site) from 1938-1949 (Indiana Historical Bureau.) The home itself is not in the NR district, however, since the street would have been a part of his early influences and environment, the site has been included here. The home is actually the Daniel Ninde (brother of Lee J. Ninde, also associated with Wildwood Builders)- Franklin Mead (daylily breeder, remembered by garden in Foster Park)- Farnsworth Home.⁴³
 Site: Building: Structure: Object:
 Contributing: 1 0 0 0 FeatureHistoricDate: c. 1927
 Non-Contributing: 0 0 0 0 FeatureMap: h

Resource Totals For: **St. Joseph Boulevard**
 Site: Building: Structure: Object:
 Contributing: 1 0 1 0
 Non-Contributing: 0 0 0 0

State (Pfeifer) Boulevard

George Kessler indicated that Pfeifer/State would be a major boulevard in his system. The western portion of the roadway, west of the railroad tracks and Spy Run Creek was called Pfeifer during his day. The Brookview suburb had not yet been designed by Arthur Shurcliff. Thus, there appears to be a bit of discontinuity. However, it is clear that Kessler intended this road to become a major boulevard in Fort Wayne, connecting the system along the northern side of the city.

The section of State Boulevard from approximately Lakeview west to Lindenwood was not developed by 1938, according to the aerial of that date. It appears that when the road was built west to Lindenwood and beyond, modern planners did not complete it with the components of a boulevard in mind (although the width would allow for such a development if so desired.)

We have divided the boulevard, which extends from Anthony Boulevard in the east to Lindenwood Boulevard in the west, into landscape areas, primarily because of the variations in character which occur over its long length. Nonetheless, because this boulevard is so much a part of the framework of

⁴³ Angie Quinn, notes provided for this nomination to WGI, May 2010.

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the 1912 plan, it is considered, as a whole, a contributing resource in the district. Some landscape areas realize the ideal of the boulevard concept more fully than others, but all contribute to the plan.

Within this long, linear resource there are four landscape areas that can be distinguished:

I. The first of these is located from Lindenwood Avenue to Lakeview Drive and can be described as an unrealized portion of the Kessler concept. While the roadway has been built as a standard two-lane asphalt road, the modern construction has not reproduced any of the boulevard features. On a 1938 aerial, this area is still in crop lands. A railroad was the boundary for the western terminus of State during these years. This railway no longer shows on the modern maps, but a similar track crosses the road approximately in this location. West of Lindenwood, the grade changes and the road passes through a heavily wooded area. This portion of State Blvd. was developed at a later date and thus does not demonstrate Kessler's typical boulevard specification.

II. The second landscape area along State Boulevard (going from west to east) can be characterized as an "Industrial section". This section is located between Lakeview and Tyler. The roadway is similar to that in the first sector: two-way, without curbs, tree lawns and containing irregular building setbacks from the right-of-way. The associated buildings are almost exclusively industrial. There is one small commercial center.

III. The third landscape area is subdivided into three residential segments along the boulevard. These are characterized by various components of the boulevard concept. The first of these segments, between Tyler and Poinsette Drive (located in Sections 1 and 2 on Map i) contains homes which date primarily after WWII. In addition, this segment contains a large Catholic school (Our Lady of Angels). There are modest tree lawns, narrow sidewalks and reasonably deep set backs.

The second of these segments is located between Sherman Boulevard and the intersection with Clinton Street, the western boundary of the Brookview-Irvington Historic District. This segment is characterized by a return to the residential character we find in other parts of the road. Here, modest late nineteenth and early twentieth century residences which line the road are protected by a medium sidewalk, tree lawns and fairly wide set backs. Included in this segment is a commercial node between Hensch and the location of the former railroad and interurban overpasses, west of the entrance to the Brookview-Irvington Historic District. It is characterized by a wider roadway, loss of tree lawns and a mix of commercial and residential buildings, most of which have been converted to commercial use. This commercial node contributes to the district but would not individually be eligible for the National Register as a historic road.

The area of State Boulevard, within the Brookview-Irvington Historic District, ending at Clinton is a significant designed linear landscape. The Brookview development was designed by Shurcliff, and is also eligible for the National Register. The portion of State Boulevard within this district is a good example of early twentieth century curvilinear road design in a residential neighborhood. It is a hybrid of the boulevard concept and also crosses through the Spy Run Creek Parkway .

Also of note, within this segment is the portion of West State Boulevard between Goshen and Wells which was the route of the Lincoln Highway from 1915 to 1928.

The third of these segments contains the most highly realized of the residential boulevard concepts. It is located at the easternmost end of State Boulevard between Parnell and Anthony Boulevard (Map Sections 3 and 4). The area is flanked by the Bob Arnold Old Northside Park on the north side next to Parnell. On the south side, early twentieth century homes also provide the residential association. Stately trees are present in the tree lawns and the sidewalks are graceful and well kept. There is not a median on the boulevard and the modern traffic is four lanes, but this area of East State is well understood to be a historic roadway and part of the contributing elements of the district. There is a commercial section within this last residential element, but it relates to the historic character of the section and thus is included within this landscape area. Buildings are, for the

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most part early twentieth century, c. 1910 - 1930. Closer to Anthony Boulevard, outside the State Boulevard right-of-way, but influencing the general landscape character of this part of the boulevard, is the Forest Park Boulevard Historic District which is a National Register property listed in 2007.

IV. This landscape area consists of two commercial areas or nodes which still contribute to the district, although not many of the full components of a boulevard are present. The first of these, (at the western part of State Boulevard, Map Section 2) between Poinsette and Sherman is characterized by wide sidewalks, minimal plantings and the presence of modern shopping areas. A portion of this section, on the north side near Poinsette, still contains some residential buildings. The second of these commercial areas is located between Clinton and Parnell (Map Section 3) and contains a modern bridge which is separately recorded. This section is characterized by a mix of large commercial structures, with a few remnant residential buildings. In addition, this portion of the Boulevard contains a striking, historic school, the North Side High School, constructed in 1927. Although not within the boulevard right-of-way, it contributes to its historic association.

Features:

Feature Name: **State Boulevard** Feature Designers: Kessler
ST 1 Feature Resource Code / Number Characteristic: Buildings and Structures
 Description: This feature records State Boulevard right-of-way from Lindenwood in the west to Anthony in the east.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate:
 Non-Contributing: 0 0 0 0 FeatureMap: i

Feature Name: **Cambridge Street (Lincoln Park) Gate Post 1** Feature Designers:
ST 2 Feature Resource Code / Number Characteristic: Small Scale Features
 Description: These gate posts lie within the right of way of State Boulevard and thus are recorded as a feature within this resource. A plaque on the stone post to the east announces "Lincoln Park", the name of the adjacent residential development (not within the boundary of this nomination.) The posts are constructed of irregular sandstone boulders mortared with a brown mortar. They are slightly tapered above a stone base which is chamfered to support the post. A round arched opening on all four sides reveals a round globe light. Above this a modern metal pyramidal roof completes the construction. The stones surrounding the arched openings are laid in red brick, with a keystone and the sill is of dressed limestone. The easternmost post appears older than the one to the west and contains the plaque. The bricks on this post are of stone. ST 2 records Gate Post 1.
 Site: Building: Structure: Object:
 Contributing: 0 0 0 1 FeatureHistoricDate: c. 1940
 Non-Contributing: 0 0 0 0 FeatureMap: i

Feature Name: **Cambridge Street (Lincoln Park) Gate Post 2** Feature Designers:
ST 3 Feature Resource Code / Number Characteristic: Small Scale Features
 Description: This records the second post. (See description above.)
 Site: Building: Structure: Object:
 Contributing: 0 0 0 1 FeatureHistoricDate: c. 1940
 Non-Contributing: 0 0 0 0 FeatureMap: i

Feature Name: **State Boulevard through Brookview** Feature Designers: Arthur Shurcliff
ST 4 Feature Resource Code / Number Characteristic: Circulation
 Description: This is the only curvilinear section of State Boulevard. It was designed as part of the residential neighborhood, Brookview, developed by Wildwood Builders c. 1917. It is individually eligible for the NR and is part of the Brookview-Irvington Park National Register Historic District.
 Site: Building: Structure: Object:
 Contributing: 0 0 1 0 FeatureHistoricDate: c. 1917
 Non-Contributing: 0 0 0 0 FeatureMap: i

Feature Name: **Bridge over Spy Run Creek** Feature Designers: A. W. Grosvenor, O. Darling
ST 5 Feature Resource Code / Number Characteristic: Buildings and Structures

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Description: This bridge is of concrete, engineer designed. The structure is a T-beam, similar to the type of design favored by the Indiana State Highway Commission in the decades following the turn of the century. A. W. Grosvenor and O. Darling are credited as the designers. The bridge was under the supervision of the county commissioners, Eli Slussman, Orin H. Lake, and A. J. Baker when it was constructed between 1926 and 1927, according to a dedicatory plaque. The bridge was rated eligible for the NRHP by Dr. Cooper in his publication, *Artistry and Ingenuity in Artificial Stone, Indiana's Concrete Bridges, 1900 - 1942*. This bridge was rated non-select in M&H Architecture, *Indiana Historic Bridge Inventory, Volume 3: Methodology to Identify Select and Non-Select Bridges (draft)*, based on a report by HNTB.⁴⁴ It originally had lighting.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: 1926-1927
Non-Contributing:	0	0	0	0	FeatureMap: i

Feature Name: **Bridge over St. Joseph River (Ian M. Rolland Bridge)** Feature Designers: A. W. Grosvenor/Herman Tapp, Construction Co.
ST 6 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: This is a concrete arch bridge carrying State Boulevard over the St. Joseph River. The piers and substructure date from c. 1919 while the superstructure is new, c. 1975-1980. This is a former open spandrel concrete three span elliptical arch bridge with bull noses above the piers. The early substructure's open spandrels have been filled with concrete as part of the rehabilitation which produced a new, cast in place concrete superstructure and aluminum rails. There is a modern concrete plinth which contains the original bronze plaque for the bridge as well as a modern plaque on the east side of this stand.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: 1919/c. 1980
Non-Contributing:	0	0	0	0	FeatureMap: i

Resource Totals For: **State Boulevard (Pfeifer)**

	Site:	Building:	Structure:	Object:
Contributing:	0	0	4	2
Non-Contributing:	0	0	0	0

Tennessee Avenue/Lake Avenue

Tennessee Avenue is shown on the Kessler map as a connecting artery between Lawton and Lakeside parks. One section of the road, going east from Lawton Park, contains large trees of the Red Oak and London Plane varieties. This portion of the roadway would have been here on or about Kessler's time. On the south side of the street in this locale is an early nineteenth century Greek Revival building, the Dr. Merchant W. Huxford house (an early Fort Wayne Mayor), built c. 1854 but now boarded up and in poor condition. East of this building, the homes on the south side are mostly post World War II, small box-like structures. On the north side, a large nineteenth century building, The Knight House –Fort Wayne Sanitarium, has been adapted to serve as a transitional living center (The Shepherd's House). A large, c. 1970s public housing complex can be seen adjacent. The street, however, has most of the boulevard elements we would expect in a Kessler-inspired boulevard. The trees are particularly striking.

Lake Avenue, which runs along the southern boundary of Lakeside Park between Delta Boulevard and the eastern edge of the park, serves as the continuation of Tennessee, in that it creates connectivity between Lakeside Park and Anthony Boulevard to the east. The block and a half of Lake Avenue which is east of the park has many of the qualities of a boulevard, except that the homes on the north, do not face the boulevard, but are located on the side streets. The rather modest homes on the south side face Lake Avenue.

Features:

Feature Name: **Tennessee Ave** Feature Designers: George Kessler
TL 1 Feature Resource Code / Number Characteristic: Buildings and Structures

⁴⁴ C. Fife, "Historic Property Report for State Boulevard Improvement Project", draft, completed 2009.

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Description: This records the boulevard right-of-way, including the street amenities, plantings, curbs and location.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: c. 1900
Non-Contributing:	0	0	0	0	FeatureMap: j

Feature Name: Tennessee Ave. Bridge over the St. Joseph River Feature Designers: A. W. Grosvenor, Lafayette Engineering Co.
TL 2 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: This is a brick and stone bridge, with decorative bronze and globe lighting. The bridge walls, of brick contain panels, and have alternating header and stretcher bond. The bridge has ornate, curved entryways, and the panels across are interrupted by stone piers. At two places these piers are raised, with a double stone base and hold the decorative lighting. The bridge has obviously been rehabilitated in recent years. There are modern, stone patterned concrete panels along the river side of St. Joseph Boulevard which crosses Tennessee immediately to the east of the bridge. The stone coping all along the bridge is dressed and is particularly fine. The bridge bears an incised date on a newer panel, 1912. This bridge is a two span, filled spandrel arch, constructed of a reinforced concrete, with brick cladding. The entrados is decorated with imitation dentils in concrete and brick.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: 1912
Non-Contributing:	0	0	0	0	FeatureMap: j

Feature Name: Lake Avenue east of Lakeside Park Feature Designers: Kessler
TL 3 Feature Resource Code / Number Characteristic: Buildings and Structures

Description: This is the small portion of Lake avenue which is located immediately to the east of Lakeside Park. It is separated from Tennessee by the park and has been so separated since at least Kessler's time. Its placement in this resource is because it makes the connection between Lakeside Park, Tennessee Avenue and Anthony Boulevards, completing the system. The road has several early twentieth century dwellings on the south side and a few plantings. In the half of the block that continues toward Anthony, several modest, one story store fronts c. 1910, can be seen. There is also a modern gas station and other businesses on this part of the block. Adjacent, to the west and part of Lakeside is the entrance to Forest Park NR district. The gateway is not in the Lake Avenue right of way and thus not a part of the Fort Wayne Park & Boulevard System Historic District, rather it is a part of the Forest Park NR district.

	Site:	Building:	Structure:	Object:	
Contributing:	0	0	1	0	FeatureHistoricDate: c. 1911
Non-Contributing:	0	0	0	0	FeatureMap: J

Resource Totals For: **Tennessee Ave/Lake Ave**

	Site:	Building:	Structure:	Object:
Contributing:	0	0	3	0
Non-Contributing:	0	0	0	0

Integrity

Throughout the previous descriptions of individual properties and resources, it has been our intention to indicate the integrity of a site, building, structure or object through the establishment of its rating as contributing or non-contributing to the district. Only those properties (Individual parks, boulevards and parkways with their related parks) which have been established as being present on the 1912 plan and/or envisioned as proposed OR the logical extension or realization of the recommendations, have been included in this nomination. Therefore, the issue of integrity becomes one of establishing an evaluation of whether or not the individual resource meets the tests.

In the case of Parks (and park features), they should retain (in the language of the Multiple Property Documentation Form) –or display the indications of, the historic features typically found in a Kessler era park (land use, trees, trails, roads, plantings, fountains, benches, lakes and river, bridges, etc.)...The historic function of the site should have integrity, including the feeling of the place. One should know that they are in a natural setting...one should be able [to] hear birds singing and the wind rustling [through the] leaves.” With regard to Boulevards, they should (and did)

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retain integrity of location, width and plantings (in particular, trees, and grass).⁴⁵ While many trees had suffered due to the impacts of disease or wind, the general location of these plantings, and in many cases, the individual species were intact. Some individual boulevards were found to achieve the ideal (100') width and thus provided good examples of the Kessler ideal. Others varied across their length and were evaluated as contributing overall if they achieved a majority of these characteristics. A key qualifying aspect of their integrity was location. Another quality which helped determine integrity was that of association, in particular if a boulevard was associated with institutions, and/or moderate to high-style residential development (parts of Anthony, State, Rudisill, Berry [west], and St. Joseph Boulevards.)

Parkways were determined to have integrity of location and for their role as green space if they were recommended on the 1912 and its logical extensions (Bennett, Parsons & Frost plan and later.) This is consistent with the language expressed in the MPDF.⁴⁶ In several cases, the modern realization of the parkway concept was a greenway, rather than a vehicular road. Such resources possessed the qualities of location, feeling, association, materials (the grassy banks and trees), and setting (relationship to the rivers.)

In a few cases, commemorative sites have been included in the nomination. A good example of such a site is the Old Fort Park. The resource only retains minimal qualities of feeling, materials, design and workmanship as a —~~pk~~”. However, as the remaining commemoration of the fort which gave the city its name, and a commemorative remnant of the first park (now reduced in acreage) in the city, it retains qualities of association and location. Several others, including a battlefield, and the locations of other early forts fall under this category and have similar qualities of integrity.

⁴⁵ Baas & Jones, P. 94.

⁴⁶ Ibid.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

Community Planning and Development

Landscape Architecture

Entertainment/Recreation

Period of Significance

1909 – 1955

Significant Dates

1909

1911-1912

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Bennett, Parsons & Frost

Hanna, Robert B.

Jaenicke, Adolph

Kessler, George

Robinson, Charles Mulford

Sheridan, Lawrence V.

Shurcliff, Arthur

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Period of Significance (justification)

The period of significance begins with the date of the first city park and boulevard master plan, begun and elucidated by Charles Mulford Robinson. The report was accepted and printed in 1909 by the Board of Park Commissioners. It continues through the evolution of that plan and its further detailing by George Kessler and includes later updating by the firm of Bennett, Parsons & Frost, as well as influences of local planners. The period concludes in 1955, a time when the implementation of the Robinson/Kessler plan was essentially realized and the key elements were in place.

Criteria Considerations (explanation, if necessary) N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Fort Wayne Park & Boulevard System Historic District is distinguished as an example of a comprehensive system developed during the early part of the twentieth century when City Beautiful ideals were transitioning to the concept of comprehensive city planning. Pioneered by Olmsted and Vaux in New York’s Central park and by early boulevard and park systems, the field’s development coincided with the activities in Fort Wayne. The district represents the culmination of comprehensive community planning efforts over a period of time in a private-public partnership which strove to meet the highest ideals then being put forward. It is nationally significant for its association with a master planner and a landscape architect who were key figures in the early city planning movement: Charles Mulford Robinson and George Kessler. In addition, components of the plan and additional park planning was accomplished by one of the great master landscape architects of the time, Arthur Shurcliff, who participated in projects in the community both at an early stage of his career and at the last.

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AREAS OF SIGNIFICANCE

National Register Criterion A:

The Fort Wayne Park & Boulevard System is eligible under this criterion because it is associated with events that have made a significant contribution to the broad patterns of our history. Specifically, it is significant in Community Planning and Development because it represents Fort Wayne's efforts, over a long period of its history, to influence the physical structure of the community for the benefit of its citizens. It is also significant under this same area because, in the ultimate form of its development, it represents the first major comprehensive plan for the physical development of the urban environment in Fort Wayne arising out of and mirroring a national growth in the notion of comprehensive city planning. As an example of a covenant developed between city government and the public, it demonstrates an unusually high level of sophistication and cooperation. It is also significant as an example of public-private partnership co-existing for a comprehensive system of civic improvements over a long period of time.

It is significant under the area of Entertainment/Recreation as one of the most comprehensive efforts to provide adequate physical recreation space for all citizens, regardless of their location within the city or their social class.

National Register Criterion C:

The Fort Wayne Park and Boulevard System is eligible under this criterion because it embodies the distinctive characteristics of a type of community planning, originating in Europe and developed in America during the late nineteenth and early twentieth century. It is also significant because it the combined work of several masters of American planning and Landscape Architecture and as such because it possesses high artistic values.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Introductory note: The Fort Wayne Park and Boulevard System was the subject of a Multiple Property Documentation Form, completed by Christopher Baas and Tina Jones with assistance from Malcolm Cairns for ARCH, Inc. Thus, based on National Park Service practice, salient aspects of that document have been summarized here and throughout the Statement of Significance.

HISTORICAL CONTEXT

Fort Wayne: Rooted in the Mists of Time

Because of its unique location at the hub of three rivers, Fort Wayne has been the locus of human civilization for millennia. This spot has been a key location in the development of a transportation system for the interior of the continent. Geographical forces going back as far as one to one and a half billion years formed its character. By the end of the Dinosaur Age, about 65 million years ago, the tempestuous movements of tectonic plates in what would become the North American continent had slowed, as terrestrial climates began to cool. The Ice Age, from about two to three million to 10,000 years ago, brought advancing and retreating glaciers. These shaped the landforms which would eventually cradle Fort Wayne and northern Indiana. The waters created river valleys, streams, runs and wetlands. They deposited sediments in what we now call moraines. These ridges of earth and stone sculpted the land, giving it the forms we know today. Of the five moraines in Indiana, the Fort Wayne Moraine is the most easterly.

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The landscape of Fort Wayne was first created as the result of this glacial drainage and deposition. The St. Joseph River, which drains south from Michigan, along the Fort Wayne Moraine, merges with the St. Mary's River which drains north from central Ohio. This unique convergence, at Fort Wayne's historic center becomes the headwaters of the Maumee River which flows northeasterly to Lake Erie and connects the area to the entire Great Lakes system. The interconnection of these waters formed a cradle for pre-historic as well as historic civilization.

Indiana's other great river system, the Wabash and Ohio, is separated from Fort Wayne by morainal deposits. The modern headwaters of the Wabash are located south and east of Fort Wayne. The shortest distance to a connection with the Wabash River, leading to the Ohio and Mississippi Rivers, is through a short "portage" in the Fort Wayne area. This sluiceway, a generous accident of geography, further enhanced the ancient site because it provided interconnection to a vast network of riverine transportation. Located at a high point, and at the junction of three physiographic regions in Indiana, Fort Wayne was an ideal location for human occupation. Because of this it nurtured historic events which helped shape the future United States for more than 400 years.⁴⁷

The earliest Native Americans, living about 10,000 years before the present time were known as Paleoindians. These peoples were hunter gatherers, dependent on the game and vegetation, often found near large streams and other water sources. In the Fort Wayne area, the Miami tribes eventually settled in the confluence area, including their subtribes, the Wea, Piankashaw, and others. During this long period of time, until the early 18th century, these native peoples found the quickest connection between the Great Lakes system to the Ohio and Mississippi Rivers was through the Maumee-Wabash Sluiceway, or "Portage" as the French later called it.

European Contact in the Fort Wayne Area

Sources differ regarding the date of the first European penetration into the area that would become Fort Wayne. But the French were certainly moving through this region in the 17th century. Some indicate that Samuel de Champlain explored the Maumee River area as early as 1614 or 1615, others believe that the first French traveler was Sieur de la Salle, who passed through the northwest corner of Indiana in 1679. It seems certain that the first white settlement in the future Fort Wayne was a French fort established in 1686 on the east bank of the St. Mary's River. Occupied until 1750, it was thought to be located north of present day Greeley Street near Superior. The French had sought to establish religious as well as trade settlements in the New World around the Great Lakes. But by the mid-18th Century, the British had begun to defeat their hopes. In Fort Wayne, the second French fort, probably located on the left bank of the St. Joseph River was defeated by the British in 1763.

As the battle for United States freedom from Britain waged in the east during the late 18th century, the site which would become Fort Wayne grew to be an active trade center. It had a distinctly French character into the first decade of the nineteenth century. Native American and European settlements were dotted around the rivers, including Kekionga (Miamitown), and Le Gris, villages established by the Miami. Two others had been established by the Shawnee tribe and three by the Delaware. During the first few decades of the 19th century, villages were established in the area by the Potawatomi and the Miami village of Richardville was founded.

⁴⁷ C. Baas, T. Jones, "The Civilizing of a Midwestern City", MPDF, Pp. 12-15.

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General Anthony Wayne and the Founding of Fort Wayne

A bronze plaque, set in a boulder on present day Clay Street, north of East Berry, proclaims the site of the first American fort to be established here. It was constructed in 1794 and lasted until 1800. According to a nineteenth century historian, it contained a military cemetery. A second fort was built in 1800 which included gardens.⁴⁸ Old Fort Park continues to commemorate these early forts, with a small, commemorative park, the oldest in the system, established in 1863.

The man who was the namesake of these forts, as well as the town which followed, was a Revolutionary War officer, trusted by George Washington and capable of inspiring men by his bravery. His greatest achievement was a brilliant victory at Stony Point in 1779, followed by his contribution to the British defeat at Yorktown in 1781. Wayne retired to civilian life in 1783, but following the American General Arthur St. Clair's humiliating defeat in 1791, and Harmar's defeat on the Maumee and St. Joseph Rivers the year before, he was asked by Washington in 1792 to head up the Legion of the United States. St. Clair had been vanquished by Indians led by Chief Little Turtle at Miami Village near present day Fort Wayne.

In 1787, Congress had passed the Northwest Ordinance, which opened vast tracts of land in the present-day Midwest to American settlement. Perhaps as many as 10,000 settlers per year flocked to the Ohio Valley. The advancing settlements encountered violent reactions from the Native Americans. As clamor for protection increased, the new government faced a crisis, turned critical with St. Clair's defeat. By 1793, negotiations with the Indians had broken down and General Wayne was dispatched to prepare for battle. Moving from a fort 75 miles north of Cincinnati, he moved north and west in 1794, establishing forts along the way and defeating Native American forces. Wayne confronted hostile Indians at Fallen Timbers, just south of present-day Toledo, Ohio and earned a resounding victory. Fleeing Indians were turned away at nearby Fort Miami, a British-held stronghold, their former allies fearing war with the United States. By 1795, the Treaty of Greenville established peace between the Indian tribes in the area and legitimized the region as American territory.

In October of 1794, just two months after General Wayne's decisive battle, Fort Wayne was established at the confluence of the St. Joseph, St. Mary's and Maumee Rivers. It was the first American fort in what would become Fort Wayne and was built under the leadership of Captain John Hamtramck. Wayne's victory ended the power of the British on American soil, strengthened the new government and opened vast lands for American settlement. After a brief celebration in Philadelphia, Wayne returned to the frontier in 1796 overseeing the surrender of British forts. Late that year he contracted gout and died at the early age of 51.⁴⁹ Not the least among his many contributions to American history was his establishment of Fort Wayne, as an early outpost in the Northwest Territory.

Fort Wayne honors this founding General with an equestrian statue, now located in downtown. It was formerly located at present day Nuckols (formerly Hayden) park. Incidentally, the General earned his nickname — "Mad Anthony" for his temper, not his temperament. He was known for his attention to troop discipline and fancy dress as well as bravery (see Figure 6.)⁵⁰

⁴⁸ Ibid. Pp. 17-18

⁴⁹ Richard Battin, *News Sentinel*, Fort Wayne, quoted in:
www.earlyamerica.com/review/fall96/FTbio-Wayne.html;
<http://americanrevwar.homestead.com/files/wayne.html> and
www.nps.gov/vafo/historyculture/wayne.html.

⁵⁰ Ibid.

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Town Beginnings

With Native American threats appeased by the Greenville Treaty, American settlers continued to populate the Northwest Territory. This immense area, which includes the present-day states of Indiana, Illinois, Michigan, Ohio and parts of Wisconsin, offered opportunities for speculators as well as pioneers. The National Survey, which had been undertaken to establish an orderly rectangular grid system – a necessity for development – had begun in Ohio. Lands in Indiana, however, often overlaid this system over older plats developed by the French, or laid out as “grant” lands for returning Revolutionary War veterans. Precise boundaries and locations were soon available, encouraging land purchase. Because of the great forested lands in this region, and the lack of good roads, river transportation was often the first and foremost way that pioneers found the new land. For this reason, the southern part of the state developed early, along the Ohio River, as well as parts which were accessible via its tributary, the Wabash River. But Fort Wayne also had the advantage of riverways. Even with this trade boost, long negotiations for tribal lands, from 1795 to c. 1840 resulted in little American settlement until the 1820s.

Between the establishment of Fort Wayne in 1794 and 1819, a colorful amalgam of cultures populated the settlement, which served as a military post, a trading center for French, British and American traders as well as the Miami Indians. Indian agents represented the American government and administered treaties. During the War of 1812, Indians burned and plundered all the cabins clustered around and outside the fort. To further discourage immigrants, Fort Wayne was isolated, surrounded during those early decades by dense forests. After the close of the war, by 1819, the military had abandoned the post and the land was surveyed for future sales.⁵¹ At the same time, the Northwest Territory had begun to divide into individual states. Ohio became a state in 1803, but Indiana wouldn't follow suit until 1816, a time when most of northern Indiana was still tribal land.

Early Community Planning

By 1820, one year after the military presence had left, a post office was established in Fort Wayne. In 1822, President Monroe authorized the sale of lands around the old fort and in 1823 the U.S. Land Office opened its unused buildings. It was charged with selling off all of the lands which had been released by treaty from Indian title. By 1824, two enterprising land speculators, John Barr, a merchant from Baltimore, Maryland and John McCorkle of Piqua, Ohio had purchased the first tract of land – known today as the Original Plat of Fort Wayne (Barr was the major contributor of funds to the venture.) Located in the center of present-day downtown, it was a rectangular plat, south of the St. Mary's River and its confluence with the St. Joseph River. It was located west of the site of the American forts.⁵²

The Land Survey of 1785 dictated a rigid system based on a strict north-south, east-west grid. When one views the orientation of the streets in downtown Fort Wayne, (See Figure 13, Sanborn Map, 1885) it is obvious that the older portion of the town has been skewed slightly northeast-southwest. The lower portion of the town, south of Jefferson/Lewis streets aligns to the cardinal points, according to typical survey practice. Sources disagree about the reason for this change, but it seems likely that the streets were aligned in a somewhat harmonious way with the course of the river, perhaps to make it easier to construct a proposed canal near the river. A preliminary analysis of such

⁵¹ B.J. Griswold, *History of Fort Wayne and Allen County, Volume 1*. Chicago: Robert O. Law Company.

⁵² Ibid, and “Fort Wayne History”, www.cityoffortwayne.org/fort-wayne-history.html, also Baas & Jones, MPDF, p. 20.

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a route was undertaken in 1819. Two original plat streets are named for DeWitt Clinton and John C. Calhoun; in 1824 both were nationally-known supporters of canal development.⁵³

On the other hand, it is obvious that the (approximately) north-south streets would have the opportunity to open to the river, thus providing views to this feature. Whatever the rationale, Charles Mulford Robinson was pleased with the result when he studied the community in 1909, commenting on the relationship between the rivers and the streets: —...to the general north and east direction of their flow [*the rivers*] is so nearly in harmony with a compass-laid parallelogram of streets.⁵⁴

The Original Plat was a compact plan with the north west corner of the long rectangle located at the corner of present day Calhoun and Superior (formerly Water) Streets. It continued eastward to include Clinton Street and end at Barr Street. From there, the edge of the plat continued south along Barr to an alley south of Wayne Street and then continued westward to Calhoun and north to complete the rectangle. The area encompassed, from north to south, the modern streets of Superior, Columbia, Main, Berry and Wayne. By the end of the second decade of the 19th century, the town was positioned to prosper, if it could find a way to interconnect goods from the countryside with large markets along the Ohio and Mississippi Rivers. Since the advent of steam boats along these rivers in 1811, Indiana and other Midwest territories were growing rapidly. Fort Wayne businessmen sought the same benefit.

Canal Times

In 1817, work first began on America's most famous and successful inland canal, Governor De Witt Clinton's Erie Canal. Despite doom-saying critics, the 362 mile waterway, completed from Buffalo to Albany, New York in 1825 became hugely profitable. Two decades before, canal enthusiasts in Indiana had unsuccessfully tried to organize an effort for a canal in the south, to bypass the treacherous —Falls of the Ohio in the Hoosier state. That effort failed, largely because of its association with the notorious Aaron Burr. A second effort, after several years of fruitless wrangling also failed. The much-sought-after canal was ultimately completed, not in Indiana, but across the river in Kentucky in 1831.⁵⁵

In the 1820s, encouraged by the New York canal and efforts in Ohio to the east, momentum began to gather for a canal connecting Indiana to the system in Ohio and ultimately to the Great Lakes. The Wabash and Erie Canal, ultimately the longest at 468 miles of the various American inland canals, was granted federal lands for funding in 1827. Surveyors tramped the wild lands between the mouth of the Auglaize River on the Maumee to the Tippecanoe River on the Wabash. By 1832, the Indiana legislature had finally authorized a massive improvements act to fund the canal (and other huge projects). On a chilly day in February of 1832, Fort Wayne's first lawyer, Charles Wayne Ewing, provided the oration for the ceremony held before the town's several hundred citizens. Samuel Hanna was a prominent citizen promoting a canal for Fort Wayne (and he would later be a key player in attracting the railroad.) Today, Hanna Street is a reminder of his contributions to the community.

A young engineer, Jesse Lynch Williams was placed in charge of the daunting task.⁵⁶ Williams would be remembered in later years through a commemorative park. The canal would have an abiding and positive effect on Fort Wayne, linking it to major markets to the north, from Lake Erie to

⁵³ C. Smith, notes provided to the nomination, May, 2010.

⁵⁴ Charles Mulford Robinson, *Report of Charles Mulford Robinson for Fort Wayne Civic Improvement Association*, Fort Wayne: Fort Wayne Printing Co., 1909, P. 13.

⁵⁵ Paul Fatout, *Indiana Canals*. W. Lafayette, IN: Purdue Univ. Press, 1972, Pp. 1-21.

⁵⁶ *Ibid*, Pp. 52-55.

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the Erie Canal as well as to the south, via the Wabash and Ohio Rivers. Fort Wayne was the primary beneficiary for the canal system in Indiana, and the location of its inception. By 1835 the first section, from Fort Wayne to Huntington, Indiana was completed.⁵⁷

The Wabash and Erie Canal flowed through the center of the downtown, south of the rivers. It exited in the west, first crossing the St. Mary's River via an aqueduct, then widening and running northwesterly until it intersected a feeder canal. The latter brought water from the upper St. Joseph River six miles to the north, a necessity because of the higher elevation of Fort Wayne (thus its nickname, —~~Summit~~ "Summit City".) The canal turned south west at the point where the feeder canal entered (see Figures 12 and 13.) Both the canal and the feeder canal were engineering marvels in a day when construction was managed by men, horses and mules. By 1843, when the Ohio link made the connection to Lake Erie, Fort Wayne began to thrive.⁵⁸

Railroad Enthusiasm

The population of Fort Wayne spurted from about 1,500 in 1840 to an amazing 10,388 by 1860.⁵⁹ The canal began this surge, but the advent of the railroad swiftly replaced it. The first steam locomotive arrived in the 1850s. Quickly rail lines bisected the city, first in the south, then, ultimately usurping parts of the canal route (abandoned in the 1880s.) Six rail lines traversed through Fort Wayne in 1880, two of them national lines. A third, the New York, Chicago and St. Louis Railroad (built on abandoned canal right-of-way) entered the city from the east. It continued through town, bisecting it south of the Maumee and St. Mary's Rivers. It left the city in the west, only three blocks north of Swinney Park. The line hindered north-south traffic and visually cut off the rivers from the downtown.⁶⁰ This inconvenience mattered little to local entrepreneurs. By 1880 the industrial revolution was underway and Fort Wayne was an adventurous participant. Eventually, community planners would seek to mitigate some of the environmental effects of this burgeoning growth -- but not for many years to come. In 1880 Fort Wayne was the third largest city in the state, after Evansville (a major southern river port) and Indianapolis, the state capital, just beating out another river canal city, Terre Haute. By 1890, with a population of 35, 393, her position as the third largest city in the state was well established.⁶¹

Travel within the city, and to other urban centers became faster and easier with the advent of the interurban. Street railways in Fort Wayne had begun as early as 1872 with the first horse drawn street car. It proved popular with both users and investors. In 1892, the electric rail car replaced the horse drawn trolley. Interurban lines were initiated between 1902 and 1907. By 1914 there were 6 lines in Fort Wayne with a total mileage of 46.08. These routes began and ended at the central terminal downtown on West Main between Webster and Ewing.⁶² The comparative speed, comfort and convenience of the interurban lines meant that one could ride instead of walk to work. This marvel engendered the growth of —street car" suburbs, in areas slightly removed from the core of the city.

⁵⁷ Baas & Jones, MPDF, p. 22

⁵⁸ Polk's 1885 Map of Fort Wayne, and Baas & Jones, MPDF, p. 23.

⁵⁹ Baas & Jones, P. 24 and Logan Esarey, *A History of Indiana From 1850 to the Present, Volume II*, Indianapolis, IN: B. F. Bowen & Co., 1918, P. 979.

⁶⁰ Baas & Jones, P. 25.

⁶¹ Esary, P. 979.

⁶² Baas & Jones, Pp. 32 - 33.

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Transportation and growth

The history of Fort Wayne's community planning and development has been greatly influenced by the major transportation arteries which were present or developed within her boundaries. From the years before European contact, the rivers tied cultures together, interconnecting tribes and peoples between the great waterways of the continent. During the latter part of the 18th and the early years of the 19th century, traffic still moved best along these riverways, since roads through the densely forest land were few, and difficult to traverse. Hope surged during the early decades of the latter century that man-made waterways, canals, would improve travel, and trade with larger markets to the east and west. For a while this was the case, until a more advanced technology, the steam railroad offered faster, cheaper and easier travel for goods and people.

During this evolution, Fort Wayne survived and prospered, perhaps because of the seminal geography her rivers and her location offered. The transition between canal and rail was comparatively smooth. As the late nineteenth century industrial age dawned, the city could look back to her past - and begin to learn new ways to plan for the future.

During the twentieth century, more sophisticated planning ideas would emerge in this northeastern Indiana metropolis. Some of the finest practitioners of the art of —“Civic Improvement” would be attracted to the town by a cadre of far-sighted, community minded citizen planners. Their biggest challenge would be to restore ancient ties to the riverine culture which lay at the heart of the physical city, while meeting the growing demands of the automobile.

As the automobile came of age in the 1920s, Americans became enthusiastic for good roads, and for amenities along these roads to serve a growing population of travelers. Out of this effort, the Lincoln Highway was borne. The idea of the Lincoln Highway came from the fertile mind of Carl Fisher, the man also responsible for the Indianapolis Motor Speedway and Miami Beach. With help from fellow industrialists Frank Seiberling and Henry Joy, an improved, hard-surfaced road was envisioned that would stretch almost 3400 miles from coast to coast, New York to San Francisco, over the shortest practical route. The Lincoln Highway Association was created in 1913 to promote the road using private and corporate donations. The idea was embraced by an enthusiastic public, and many other named roads across the country followed. The Federal Highway Administration and the Interstate Highway System are the culmination of these efforts.⁶³

In Indiana, the Lincoln Highway traveled through Fort Wayne, then continued west to South Bend. The Lincoln Highway Bridge recalls this famous roadway in this nomination (SM-13).

CIVIC IMPROVEMENT IN FORT WAYNE

A Need for Green

Toward the end of the nineteenth century, as the effects of industrialization became apparent in Fort Wayne, local government and concerned citizens began finding ways to add a bit of natural green, in the form of city parks, to the landscape. At mid-century, New York City had led the way toward urban parks with Olmsted and Vaux's magnificent plans for Central Park, a rural green space in the midst of a city. But the notion of a large public park in an urban center can be found much earlier in the United States. The Boston Common, a pasture in the middle of the town, was set aside in 1630. Many towns were platted with a public square near the center of town. Often, as in the case of Fort Wayne, this was a green area surrounding the court house. In many cases, early cemeteries, often at the edge of town, served to relax and refresh the population. Mt. Auburn

⁶³ www.lincolnhighwayassoc.org/info/ - accessed June, 2010.

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Cemetery in Boston, founded in 1831, is one of the oldest such landscapes. Today its 175 beautiful, peaceful acres are in the center of a metropolis, but when it was founded, it was a rural site, slightly apart from the heart of the city.⁶⁴ Lindenwood Cemetery, established in 1859-1860 in Fort Wayne was an early recreational and green space. Located at the far edge of the city, it could be reached by the canal and towpath.

Health Benefits

Connecting the populace with nature was associated with improved health. But in the mid-nineteenth century, the notion of developing public land for such uses was new. In arguing for Central Park, A. J. Downing and William Cullen Bryant warned against the —~~corrupt~~ atmosphere generated in hot and crowded streets” . They stressed the need for such facilities to improve the health of the working man and families.⁶⁵ The great landscape architect, Frederick Law Olmsted saw the industrialized city as a threat to the health of its human inhabitants, stating that in, —~~to~~ interior parts of large and closely built towns, [pollution] carries into the lungs highly corrupt and irritating matters ... The irritation and waste of the physical powers ... very seriously affect the mind and the moral strength.”⁶⁶ To counter this appalling situation, the urban park would provide —~~breathing~~ places”.⁶⁷ For Olmsted, the public park was a place for everyone in the city, not just the privilege of the rich, or for special interests. He recommended the cooling effects of ponds and trees for families stuck in the cities during the dog days of summer (when infant/child mortality increased sharply), saying, —~~the~~ best that can be done is to spend an occasional day or part of a day in the Park. It has been for some years a growing practice with physicians to advise this course.”⁶⁸

A tradition of private patronage and support of city parks began in Fort Wayne with the donation by Henry M. Williams of the site of the first Fort Wayne. Mr. Williams had purchased the property for \$800 and gave it to the city in 1863. Other public parks were created in the next two decades. During the latter years of the nineteenth century, important citizens of Fort Wayne generously donated land for public parks, to enhance the health and life of the city. When, in December of 1874, Colonel Thomas W. Swinney willed 61 acres for a park in Fort Wayne, he specified that it was —~~to~~ remain open and free to the public as pleasure grounds improved and beautified under the direction [of the City of Fort Wayne]. He died in 1875 and that year the Common Council named the land in the bend of the St. Mary’s River —Swinney Park”.⁶⁹ . In addition to Swinney Park, Northside (Lawton) Park , Hayden Park and McCulloch Park were also the beneficiaries of generous donations. The city of Fort Wayne and its concerned citizens thus began a tradition of patronage and collaboration which would continue over the years, to the benefit of all of the community.

Ingenuity also played a part during the late nineteenth century. In a happy combination of engineering, public works and park development, Reservoir Park was created. It made a pleasure

⁶⁴ Baas & Jones, Pp. 50-52. <http://www.mountauburn.org/>

⁶⁵ Norman T. Newton, *Design on the Land*. Cambridge, MA; The Belknap Press of Harvard Univ. Press, 1971.

⁶⁶ Frederick Law Olmsted, *Public parks and the Enlargement of Towns: Read before the American Social Science Association at the Lowell Institute, Boston, Feb. 25, 1879*, Quoted in: William H. Wilson, *The City Beautiful Movement*, Baltimore: The Johns Hopkins University press., 1989, Pp 16, 17.

⁶⁷ Wilson, P. 17.

⁶⁸ Eugene Kinkead, *Central Park, 1857 - 1995, The Birth, Decline, and Renewal of a National Treasure*. New York: W. w. Norton & Co.,1990, P. 38.

⁶⁹ Patricia O’Donnell, *Heritage Landscapes, Cultural Landscape Report for Swinney Park*, P. I.2

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ground out of the area surrounding a massive elevated water tank which provided gravity-fed water pressure to the whole city – an amazing feat!

But challenges to health in late nineteenth century cities were numerous, including air-borne pollution from factories, open dumping and sewage discharge into rivers and streams. Dense, crowded conditions created a lack of sunlight and sanitation in housing, while workers labored in poorly lit factories for interminably long hours. Massive immigration meant that new populations were moving into urban areas all around the country. Fort Wayne was no exception from these woes. In particular, planners and citizens were concerned about the conditions along the three rivers which were at the heart of the city.

Park Department Beginnings

During the decades after the Civil War, the population continued to grow, intensifying concerns for traffic, and for the health of their citizens. By 1894, a Park Department had been formed, under the aegis of the Board of Public Works. Fort Wayne saw the first park report as —“Annual Reports of Head of Directors.” Shortly, Colonel David N. Foster a well-respected local citizen, headed a committee to investigate the formation of a municipal park board. Colonel Foster eventually became known as the father of the Fort Wayne Park System because of his continuing dedication to this effort. His credo: That Fort Wayne should have a city park within a 10 minute walk of every home.⁷⁰

By 1896 August W. Goers had been appointed the first park Superintendent. Under his direction, Lawton, Swinney, Reservoir, McCulloch, Hayden, Weisser and Lakeside parks were developed. Park planning during this period reflected similar patterns going on in other cities around America. Single park development was the primary focus, often within the context of a public-private collaboration. This was occurring in Fort Wayne as well. The contribution of the Swinney and Williams families are good examples. But within a decade, thanks to the efforts of David Foster and others, the city decided to form a separate, municipal park board. By 1905, this was a reality. Due to the passage of enabling legislation by the state legislature, the Board of Park Commissioners was formed, independent of the city Board of Public Works. August Goers was chosen as the first Superintendent, serving both before and after the Park Board was established.⁷¹

Fort Wayne’s Board of Park Commissioners.

When the Cities and Towns law, enacted by the state legislature made it possible to create a separate Board of Park Commissioners, a door was opened to new ideas and administration for the parks. When the first board was formed in 1905, Colonel David N. Foster served as its inaugural president. The board was comprised of four individuals, two from each party. In a 1956 report celebrating fifty years of the Fort Wayne Park System, then Mayor Robert E. Meyers commented: —“The vision and determination of Colonel Foster quickly influenced many others. The records of our Park Boards ... have shown a continuing list of accomplishments for the benefit of the public without trace of political influence. This fact has been widely recognized by state and national authorities in the field of Parks and Recreation.”⁷²

The first Board included David N. Foster, who helped frame the act under which the department was first organized. The other three were Oscar W. Tresselt, Ferdinand Meier and

⁷⁰ Department of Parks & Recreation History, quoted in O’Donnell: *Cultural Landscape Report for Weisser Park*, Appendix A.2.

⁷¹ Kathy Pargmann, “History” Fort Wayne Parks and Recreation Department Web site - www.fortwayneparks.org

⁷² Department of Parks & Recreation History, and Board of Park Commissioners, *1956 Annual Report*, Fort Wayne, Indiana.

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Joseph M. Singmaster. Foster and his brother, entrepreneur, banker and manufacturer, Samuel M. Foster would later donate the land for a large and idyllic park in the south west section of town. Foster Park is still today an enduring memorial to two public-spirited citizens who made it possible. Colonel David Foster would continue to serve on the Board of Park Commissioners from 1905 to 1922 and from 1926 until his death in 1934. The parks of Fort Wayne were established and continued to prove an outstanding example of public-private partnership, as well as a tribute to the generosity of private philanthropy. The early years of the Park Board, between 1905 and 1909 would lead to a new —“Civic Awakening” and the work of Charles Mulford Robinson and George Kessler.

Inspiration for a Comprehensive System

Between the early efforts to build individual parks in the late nineteenth century and the establishment of a separate Board of Park Commissioners, Americans experienced an amazing shift of ideas and inspiration which would greatly affect Fort Wayne, as well as other cities. In 1893, the World's Columbian Exposition was held in Chicago. This extraordinary event, under the able direction of Chicago architect Daniel Burnham and the legendary landscape architect, Frederick Law Olmsted, showed America and the world that this country had come of age. It hearkened back to classical architecture to create a clean, beautiful and world-class —“White City”. It physically illustrated what a city could be – how all of its elements could be organized into a plan, linking parks and transportation as well as natural features. Designated areas for a city center, for residential, commercial and industrial districts were featured. This exposition exerted a major cultural influence all across the nation. A new inspiration for classical architecture (but with a definite American interpretation) can be traced to this seminal event.

More than 21 million people visited this celebration of Christopher Columbus' famous journey of discovery. The huge popularity of this event meant that people all over the country experienced a new awareness of what a clean, well-designed and well-managed city could be. It was a huge contrast to the smelly, dirty, crowded and soot-blackened experience most city-dwellers had to accommodate. The World's Columbian Exposition did not —“create” a movement toward more beautiful cities, but it helped to coalesce activities, thoughts and aesthetic expressions that had been growing for several decades. As one noted planner remarked: —“the Fair represented the culmination of a period of over twenty years' activity in the sanitary and aesthetic improvement of cities...”⁷³ Prominent local citizens were not unaware of these events. The Pennsylvania Railroad served as an interstate connector, from the east, through Fort Wayne, to Chicago.

Layers of Planning

Fort Wayne's —“Civic Awakening” by all accounts began in 1909 and continued through 1915.⁷⁴ During these years enthusiasm for the City Beautiful movement was growing around the country. A defining moment for the people of Fort Wayne, who had lobbied hard to achieve it, was the legislation which had created, in 1905, the Parks as a separate department. Those who had been reading about the growing enthusiasm for —“Civic Improvement” espoused by Robinson and others could begin to see this benefit coming to the streets and parks of Fort Wayne. Those who had

⁷³ Thomas Adams, *Outline of Town and City Planning: A Review of Past Efforts and Modern Aims*, New York: Russell Sage Foundation, 1935, p. 173 (Quoted in William H. Wilson, *The City Beautiful Movement*, Baltimore: The Johns Hopkins University Press., 1989, p. 57.

⁷⁴ Bert Joseph Griswold, *The Pictorial History of Fort Wayne, Indiana:...*p. 546.

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marveled at the wonders of the great Columbian Exposition could finally have a chance to hope for great advances in their home city.

To the south, Indiana's capital city, Indianapolis, had begun to discuss a comprehensive plan along the lines of the ones seen in Kansas City, and of course at the Fair, but nothing had yet come of their venture.⁷⁵ Although undoubtedly aware of Indianapolis' ambitions, Fort Wayne's leaders would build their own, unique plan effort. It would involve a layered approach, with each step building upon the one before. It began with an effort sponsored by the locally powerful Commercial Club headed by Howell C. Rockhill, Charles H. Worden, Robert B. Hanna and others. Hanna would have been familiar with the pioneering work being accomplished by George Kessler in Kansas City, since he was married to a niece of William Rockhill Nelson, one of Kessler's patrons in that city.⁷⁶ Hanna was also a grandson of Judge Samuel Hanna, an icon in Fort Wayne history (remembered by Hanna Street today.)⁷⁷ The grandson would also contribute to —civic betterment" throughout a long career of involvement and leadership in the planning and development of Fort Wayne's Park and Boulevard System.

They began by inviting Charles Zueblin to come to the city for a week giving lectures every afternoon and evening —on subjects pertaining to civic affairs."⁷⁸ It is interesting that they would choose this particular speaker at this time. Charles Zueblin was a University of Chicago sociologist and by all accounts he was a dynamic speaker. Thus the planners chose an individual who would be able to mesmerize audiences with his rhetoric. He would set the stage for further activity, win friends in the public sector and smooth the way for other actions. At a time when public rhetoric was still a popular entertainment, that week in 1909 must have been incredibly stimulating and exciting. But Zueblin was more than just an entertaining speaker. At the time that he came to Fort Wayne he was also the president of the American League for Civic Improvement (ALCI), an organization that had been founded in 1902 out of the Chautauqua movement and a 1900 meeting in Springfield, Ohio. In an address to that first meeting in 1902, Zueblin credited the 1893 Fair as a —pivotal year" and stated: —no city should be content with anything less than a comprehensive plan..."⁷⁹

With the ground tilled by Zueblin, and a far-sighted, powerful Park Board to support their efforts (along with other important local organizations), the stage was set for the appearance in Fort Wayne of the noted author and planner, Charles Mulford Robinson. Robinson was a colleague of Zueblin, having served as secretary of the ALCI. It is interesting that Robinson was chosen to prepare a plan for Fort Wayne at about the same time that George Kessler, a landscape architect/engineer was doing a similar chore in Indianapolis. But Kessler was primarily concerned with the business of design and engineering, while Robinson was also a prominent spokesman for the newly emerging field of City Planning and especially the City Beautiful movement. Robinson was brought to Fort Wayne by the Fort Wayne Civic Improvement Association, an interesting and locally active

⁷⁵ James R. O'Day, "George Edward Kessler and the Indianapolis park System: A study of its Historical Development During the City Beautiful Era, 1895-1915" MSHP Thesis, Ball State University, Muncie, IN, 1988: Indianapolis leaders invited Joseph Earnshaw (1894) and Frederick law Olmsted (1895) to make reports but legal disputes in 1897 left Indianapolis with a disconnected collection of parks until 1909.

⁷⁶ Angie Quinn, notes provided for this nomination to WGI, May, 2010.

⁷⁷ Ibid., P. 546, 513.

⁷⁸ Robert B. Hanna, *Report to Fort Wayne City Plan Commission, Visualizing A Great River Park*, Robert B. Hanna, Fort Wayne, Indiana, March, 1929.

⁷⁹ Charles Zueblin, *A Decade of Civic Improvement*, Address to the 1902 Meeting of the ALCI. Quoted in Wilson, P. 48.

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organization whose officers and executive committee included Charles H. Worden, Robert B. Hanna, Samuel M. Foster and other local leaders.⁸⁰

Fort Wayne was at the vanguard of a new, emerging professional movement for city planning and the direction this movement would take in the city was still in flux. A clear directive regarding the means, methods and most of all, philosophy had not been formed. In 1909, two titans of the movement were struggling in New York for philosophical control. According to author and planner, Jon A. Peterson, the birth of organized city planning occurred between 1909 and 1910, with the clash between Benjamin C. Marsh and Frederick Law Olmsted, Jr. (the namesake of pioneer landscape architect Frederick Law Olmsted.) Marsh was a feisty, idealistic activist with the Committee on Congestion of Population in New York. His battle cry was —“justice to the working population”, and he brought near-religious zeal to social justice advocacy much like that which undergirded Progressive Era reform.⁸¹

Olmsted also held strong convictions about American planning. As a planning pioneer, he had worked within the City Beautiful movement, joining Daniel Burnham at the Chicago World’s Fair and on Washington DC’s comprehensive McMillen Plan. In addition, he had served as landscape architect for the Boston metropolitan park system, one of the most sophisticated in the nation. By 1909 he had been instrumental in the preparation of three city plans with two more in process.

Olmsted and Marsh were involved in the planning of two national conferences on City Planning, one in 1909 and one in 1910. Ultimately, Olmsted took over the second conference, ousting the more radical Marsh. Olmsted wanted —“to develop city planning as a field of knowledge, not to mount a national campaign of social reform.” In this he succeeded. He advocated that the movement should illuminate —“the connections which link the planning of all the diverse elements of the physical city together.” Because of this triumph, Olmsted has been credited as the father of city planning. His philosophy and his approach supported main stream planning, working for a better-ordered more livable city with established local powers.⁸² In this, he was squarely in the court of the Fort Wayne city fathers. He was also steeped in the milieu so eloquently crafted by Charles Mulford Robinson (although Olmsted later stressed process over expertly designed plans.)

CHARLES MULFORD ROBINSON

Poet and Planner

Born in 1869, Charles Mulford Robinson was a young man, only two years out of college, when he experienced the 1893 Fair. He had graduated from the University of Rochester, in upstate New York and was an editor on the *Rochester Post-Express* at the time of the great fair. He authored an article, —“The Fair as Spectacle”, a description and history of the Columbian Exposition which was issued by its Board of Directors in Chicago. Robinson’s career as a journalist included a stint in 1904 as an editor at *The Philadelphia Ledger*, then at *The Municipal Journal* in New York City. A prolific writer, he was also a regular contributing editor over the years of *The Survey*, *the Architectural Record* and the *Boston Transcript*.⁸³

Robinson began to write about —“Vic Aesthetics”, notably in a series of articles for the prestigious national publication, *Atlantic Monthly* in 1899. These articles led to a long career as the most articulate and persuasive spokesman for efforts to improve planning in American cities. Shortly

⁸⁰ Dedicatory page, Robinson’s Report of 1909 (Printed 1910)

⁸¹ Jon A Peterson, “The Birth of Organized City Planning in the United States, 1909-1910”, *Journal of the American Planning Association*, Vol. 75, No. 2, Spring 2009.

⁸² Ibid, p. 129.

⁸³ *Landscape Architecture (ASLA)* 9, (July 1919):190, “Charles Mulford Robinson, Associate Member, A Minute on his Life and Service, p. 93.

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after their appearance, he was invited by *Harper's Magazine* to go abroad and prepare a similar series on municipal development in Europe. His travels and observations accumulated much more material than could be incorporated into these articles. He generated his first book in 1901, extolling his ideas. It was so successful that, in 1903 he enlarged upon it, with a new addition, called *Modern Civic Art, or the City Made Beautiful*. Within a year, this term had become a byword for a new approach to the development of cities. The —City Beautiful” movement had its spokesman. Robinson was hailed abroad by the *Westminster Gazette*, as —a leader of a new school of prophets.”⁸⁴

From his beginnings as a journalist, then as an eloquent voice for civic planning, Robinson rapidly built an international reputation. He was called upon to analyze civic problems and prepare extensive reports, first for Buffalo, then for an amazing list of cities (at least 30 by his untimely death in 1917 at the age of 49.) In addition, he completed seven books, several of which were reprinted over and over. Finally, in 1913 he was honored by the establishment of a Chair of Civic Design at the University of Illinois, created especially for him. He became the first in America to hold the title of Professor of Civic Design. From contemporary accounts, he was a masterful teacher,

—...From a wealth of experience and research he was able to emphasize and vivify every point touched upon with interesting citations and illustrations. His fund of knowledge ...seemed inexhaustible, and always his ideas in the classroom were given forth with a lively alertness, at time spiced with fine humor, and in terms of such masterly English expression as his students will never forget.”⁸⁵

Although Robinson was neither an architect, a landscape architect nor an engineer, he would be touted (as he was in Los Angeles, in 1907) as a —civic architect”. The American Society of Landscape Architects, in a remembrance of his life credited his amazing success to —his alert mind, profound human sympathy, and determined purpose...” Although he was only an Associate Member, ASLA paid him extraordinary homage, when assessing his contribution to the profession of planning:

—In view of the extraordinary timeliness of his writings and of his professional efforts with individual American communities, he may, with reason be regarded as the prophet of city planning in this country.”⁸⁶

Ultimately, Robinson, Daniel Burnham and George Kessler (who would also be involved in Fort Wayne) owed their inspiration for comprehensive city planning to their great predecessor, Frederick Law Olmsted. He pioneered the way, and, as the new century dawned, also contributed his own creative efforts to the new field of comprehensive city planning.

When Robinson came to Fort Wayne, he had already completed extensive reports and plans for cities around the country. By 1909, he had probably visited and described over 20 cities, from Los Angeles, California, to Honolulu, Hawaii, as well as Denver, Colorado and Detroit, Michigan. His reputation as a master of city planning and his skill as a writer and presenter was well established.

Robinson's Contribution to Fort Wayne's Park and Boulevard System

Charles Mulford Robinson brought the national cry for beauty and livability in cities to Fort Wayne. In addition to providing a sensitive and far seeing analysis of the problems and the assets of the city, Robinson richly detailed suggestions and opportunities, from a national perspective. The people of Fort Wayne listened and were fascinated. His report, printed a year later in 1910 was a

⁸⁴ Newton, Norman T. *Design on the Land, The development of Landscape Architecture*. Cambridge, MA: Harvard University Press, 1971, Pp.413-415. and "A Minute..." *Landscape Architecture* 9, July 1919.

⁸⁵ Professor Frederick N. Evans, quoted in "A Minute...". P. 98.

⁸⁶ Ibid, p. 99.

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popular document. It was divided into eight sections: The Business Streets; The Official Quarter; Approaches to the New Station; An Industrial District; Public Market; Residence Streets; Improvement of Parks; River Drive and Parkway System. In each section he carefully sought to describe conditions and make both general and specific recommendations which could be further developed and carried out in the future.

Robinson believed that the goal of every city should be a —~~well~~—thought out, artistically conceived general plan.” In his 123-page report for Fort Wayne he put forward many ideas to continue to improve civic beauty. He recommended creating an industrial sector at a location where the smoke would not pollute the city. New codes for building height and set backs would protect light and air in the future and assure room for expansion of streets. In the business sector he recommended the consolidation of street lights, signage and objects to reduce sidewalk clutter. He espoused good pavement, kept in repair, clean alleys and amenities, such as shelters for the trolleys and comfort stations. He advocated an ordinance to reduce smoke from factories. Recommendations for the civic center would include a new railroad station and plaza. In the residential areas he encouraged opening up lawns that faced on boulevards, greater set backs, moving poles to alleys, interconnection of streets, designed residential development and the planting of trees, and more trees.

The parks of Fort Wayne also received his attention, including recommendations for additional land, the use of professional designs for parks (at Reservoir and Lawton), considerable additions for playground areas (perhaps under the auspices of the Education Board), and public attractions, for example, music in the parks.

Although Robinson never saw himself as a landscape designer, and thus presented his reports as conceptual, rather than finished designs, he included in the back of the printed report a plan, adapted over a typical illustrated map by R. L. Polk & Co. (See Figure 1). On this map he showed some recommended river drives (parkways), several boulevards, as well as park additions. Specifically, the map contains three graphic illustrations: Existing Parks & Drives, Proposed River Drives & Park Additions and Proposed Boulevards.

The existing parks and drives included East Swinney, the north half of Lawton, parts of Lakeside, McCulloch, Reservoir, Hayden, Old Fort and Weisser Parks. In addition, park space was identified in the north half of Guldlin Playground and a site which is in present day Headwaters Park. Existing drives included land along the east side of the St. Joseph River (St. Joe Boulevard) and along the north bank of the Maumee (then, as now, Edgewater Avenue) which continued to present day Anthony Boulevard (then called Walton.) Two existing narrow strips of green space were located along either bank of the St. Mary’s River beginning at Main Street and extending south/southwest.

Proposed river drives and park additions shown on the map included park additions to Swinney, as well as land north of the St. Mary’s River and south of Fair Street. Lawton Park would be expanded east to Spy Run Avenue, south to the St. Mary’s River and west to Clinton Street. River drives extended well beyond the existing city limits, including both sides of the St. Joseph River in the north, along the south bank of the St. Mary’s River and on both sides from Swinney Park south to well beyond the city limits. The latter was a far-sighted proposal which later was accommodated with the development of Foster Park.

Suggestions for boulevards in the Robinson sketch would create a loop drive and connections to the rivers from the east and south side of town. A boulevard along Anderson and Tennessee Avenues would connect Lawton Park, the St. Joseph River and Lakeside Park. Walton (now Anthony) would become a primary north south boulevard on the east side of town. Pontiac Street would be converted to a boulevard from Walton (Anthony) in the east to south of Reservoir Park,

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where two north extensions would connect to the east and west sides of the park. West of the park, Pontiac would continue to connect with Fairfield and jog through Organ (now Kinsmoor), Beaver and Nuttman Avenues to connect to Broadway and the St. Mary's River. Hanna Street would be a boulevard from its intersection with Pontiac in the north to Rudisill in the south and the latter would be developed as a southern boulevard connecting in the west to the St. Mary's River. A short boulevard along W. Superior Street would connect the Guldin greenspace to the Wells Street bridge greenspace, continuing north along Calhoun to the river.

True to the principals of the coordinated —City Beautiful” ethic, he espoused an interconnected system of parkways, parks and streets. Most importantly, he stressed the acquisition and development of park lands along the three rivers. He recognized this great natural geography, unique to Fort Wayne: —...in parking the river banks, and putting drive and walk(s) along their edge, Fort Wayne will be turning to account its greatest natural asset, and developing its own proper individuality — in which, so far as this is gracious, rests the charm of every town.” As others would stress later, Robinson made a strong case for the improved property values which would accrue from such publicly developed land. Then, he urged the community to put heart in their slogan: —*Fort Wayne with Might and Main*”, and quoted from a recent similar report rendered in Boston:

—The mental attitude of the citizens of any community towards its growth and future prosperity is an element of no mean importance in the shaping of its destiny. Confidence and civic courage have frequently had the power to achieve that which doubt and hesitation would have rendered an impossibility.”⁸⁷ The determined citizens of Fort Wayne would not disappoint him.

Robinson planted the seeds which would make Fort Wayne's Civic Awakening grow into a full-fledged plan. But he accomplished more as well. Overall, Robinson's plan fulfilled the City Beautiful philosophy of a comprehensive, cooperative organization for city-wide improvements. Like Burnham and Olmsted's work at the Columbian World's Fair in Chicago, it demonstrated ways that all elements could work together for the benefit of the citizens.

Robinson brought a nationally recognized ability and perspective to his work in Fort Wayne. He set the stage for more fully developed plans, which in his view would be developed by professional designers of the highest caliber. Like others that would follow him, he set a standard for excellence and beauty. The bar was high. It was obviously the plan and purpose of those who helped bring him to the city to achieve a strong beginning for Fort Wayne's Park and Boulevard System. The plan was well received in the community. The local *Journal-Gazette* reported that it was

—easily the most beautiful book ... for exploiting...the virtues and possibilities of a city,” and continued, —Mr Robinson has evolved first of all a beautiful whole.” The newspaper also put it in perspective, saying that the plan was —the crowning result of the civic improvement idea which has been growing and waxing stronger and stronger during the last four years.”

Within only one year after the publication of Robinson's printed report and map, the Board of Park Commissioners would hire a nationally known landscape designer to fulfill and expand upon its recommendations.

Within only a few years of its creation, the independent Board of Park Commissioners had set wheels in motion to involve nationally known planners in the development of a new plan for Fort Wayne. This same board would continue to influence local city planning for many more years, serving as a de facto plan commission until Indiana law enabled the creation, in the 1920s of a formal Plan Commission for the city.

⁸⁷ Charles Mulford Robinson,

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LOCAL SUPPORT FOR ACTION

The campaign for a —City Awakening” was building momentum. About In August of 1910, a rally for city beautification was held. The *Fort Wayne Daily News* called it a —grand success”. With enthusiasm and attendance higher than expected it seemed clear that the people of Fort Wayne were ready to heed Robinson’s call. Local leaders reinforced the rhetoric of Robinson and Zueblin. C. H. Worden described the wonderful things that had been done in the cities of Europe. Robert B. Hanna, Fort Wayne Postmaster and Secretary of the Commercial Club called beautification —an investment.”, saying that it would work —wonders for the happiness and health of the people” and develop —pride for their city that nothing else could command.” Later that month, forty Fort Wayne leaders visited Indianapolis to view the city improvements underway in the state capital. They were advised: —Remember that every dollar invested will add ten dollars to your realty, ⁸⁸

In September, George Kessler was invited by the Commercial Club of Fort Wayne to visit and help promote a bond issue for purchase of the riverbanks. He declared that they had the —opportunity of creating the finest city in the country,” and stated that other cities —would be willing to spend vast sums of money to secure what you already possess: three large streams radiating to every part of your city from a central point.” He urged them to —purchase every foot of the river banks on both sides and then proceed as you have started with a well defined plan.”⁸⁹

A River Front Commission

Concern for the condition of the rivers had been presented in 1909 by Robert Hanna. He called them the —Sins of Fort Wayne”, proposing a scheme of river —boulevards” as a solution. ⁹⁰ Robinson had identified the appalling conditions of the rivers and their banks, as well as recommending that the rivers were Fort Wayne’s most important and unique asset for civic improvement. The Fort Wayne Board of Park Commissioners recognized the urgent need for the —purification of the waters of our three rivers, long used as open sewers, and the ridding of our river banks of the disease-breeding and slum-appearing conditions prevailing along nearly their entire length of nine miles within the limits of the city.” ⁹¹

To address this atrocious condition, a River Front Commission was formed. They decided to employ —the very best expert advice and service the country afforded,”. They voted unanimously to recommend that the Board of Park Commissioners hire the —widely known landscape architect, Mr. George Kessler of St. Louis and Kansas City, to prepare...a complete system of Parks, Boulevards, Driveways and River Bank Improvement, sufficient for the city’s needs for many years to come.” With the support of the public, new commissions in place and a rush of public enthusiasm, Kessler’s plan would prove to be the culmination of actions which had been initiated, developed and promoted by local citizens. Fertile ground had been planted through the persuasive rhetoric of Zeublin, and Hanna. The dedication of men like Worden, and Foster had further nourished the idea of a new, beautiful Fort Wayne. Charles Mulford Robinson, with his gentle insight, had planted fields of seeds. Now, it would be up to the consummate planner and gardener, George Kessler to make the hopes of Fort Wayne bear fruit – to become real. ⁹²

⁸⁸ Baas & Jones, p. 8.

⁸⁹ *The Fort Wayne News*, September 13, 1910, quoted in Baas & Jones., P. 8.

⁹⁰ *The Fort Wayne News*, February 2, 1909, quoted in Baas & Jones, p. 7

⁹¹ Seventh Annual Report, Fort Wayne Board of Park Commissioners, 1911, p. 11, quoted in Baas & Jones, p. 39.

⁹² *Ibid*, Pp. 10-12.

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GEORGE KESSLER

The Kessler Layer

By 1910, George Kessler was a nationally recognized landscape architect and city planner. Born in Germany, but raised in America, he had returned to his native country at the age of 16 and completed an education steeped in German civil engineering and landscape gardening. His studies included training at the famous garden school in Potsdam, the Gaertner Lehr Anstalt, which had been founded in 1824 by the German landscape architect Peter Joseph Lenne. Lenne had been influenced by the English style, remodeling gardens at the Schloss Charlottenburg. Later he combined elements of the formal baroque, naturalistic English style and German horticultural displays to create a distinct German style, different from Great Britain, France and Italy. These principles would often appear in Kessler's later work. Following his studies, Kessler traveled extensively throughout Europe, including the principal cities of Germany and southern England.⁹³

In 1881, Kessler returned to New York with his family. Olmsted's work at Central Park was complete, but the profession of landscape architect in America was in its infancy, with few practitioners and no formal courses. Kessler, with his training in Europe was prepared to become a leader in the field. He wrote to Frederick Law Olmsted in 1882 and the great landscape architect replied: "The only illustration [among your present work] of what I regard as the higher field of landscape gardening is ... the work of Puckler Muskau, which I wish much that I had seen." The elder Olmsted urged the young Kessler to "...be ambitious to be master in higher fields.." and to seek to perfect his knowledge and ability in areas broader than just landscape gardening. Olmsted suggested an introduction to an official of the Kansas City, Fort Scott and Memphis Railway Company. The same year, Kessler accepted a position with the railroad in Johnson County, Kansas, designing a park founded by the company and other similar projects.⁹⁴

In nearby Kansas City, Kessler became involved in the development of a comprehensive park and boulevard system, including the long and difficult task of setting up a park board. In this effort he was supported by William Rockhill Nelson, interestingly enough the son of a prosperous Fort Wayne, Indiana farmer who had moved to Kansas City in 1880 and founded the Kansas City Star. With a new park board formed in 1890, Kessler appealed for a position as landscape designer. In 1893 he produced a report and plan for a coordinated system. It was a sophisticated plan which demonstrated Kessler's detailed understanding of the landscape and his love of nature. It was a landmark document for the time. By 1901 he had designed a similar system for Memphis, Tennessee, along with individual parks. In 1904 he was selected landscape architect for the Louisiana Purchase Exposition in St. Louis, Missouri. He opened an office in St. Louis in response to the extensive commission. Projects grew rapidly, with the Indianapolis Park and Boulevard system in 1908, (which became a lifelong association), a similar scheme for Syracuse, New York, the groundwork for a park system in Fort Worth, Texas and a 1907 plan for Denver, Colorado's system. In 1906 he was selected by the park commission in Cincinnati, Ohio to design a new system and by 1910 he had begun work on a plan for Dallas, Texas. His proposal for that city, published the year that he came to work for Fort Wayne, reflects a growing awareness of the need to plan the "City Practical" as well as the City Beautiful.⁹⁵

⁹³ Kurt Culbertson, "Landscape of the American Renaissance: The Life and Work of George Edward Kessler." Pp. 1, 6, 7.

⁹⁴ Ibid., pp. 8-9

⁹⁵ Ibid., Pp. 25-30; Kurt Culbertson, "Kessler, George Edward", in Charles Birnbaum and Robin Karson, *Pioneers of American Landscape Design*, New York: McGraw Hill, 2000, Pp. 212-215.

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When Kessler was engaged to create a definitive plan for the city of Fort Wayne his experience with comprehensive city plans was extensive. He brought more than twenty years of planning and design experience to the task, working with large and small cities and projects. By all accounts his manner was quiet and persuasive – eloquent, but couched in realistic language and experience. In the introduction to his Fort Wayne plan he appealed to the city’s sense of pride:

—...no community can successfully compete with others of its class without amply providing open spaces for the enjoyment of outdoor recreation and building adequate and fine highways which may become the base line upon which good residence development will follow, which in turn creates materially better values and permanently maintains those values. ... The investment in this class of improvements becomes a real investment in real property. ”⁹⁶

The Plan

Building upon the plans of the past, Kessler’s work is a mastery of comprehensive city planning techniques. This is especially true in the way that he has used the network of boulevards and other drives to frame the jewel of the center city and its natural waterways. The plan for Fort Wayne is a relatively compact and totally interrelated network.

The outer boulevards, Anthony, Rudisill, Lindenwood (Brookside in the Kessler plan) and State Boulevards, “frame” the central city, and the confluence of its three great rivers, as a work of art is framed. (See Figure 2, Kessler Plan). Kessler envisioned that the parkways along these rivers would further connect the existing nine miles of rivers which ran through the city with existing and expanded parks in each quadrant. In doing so, the plan foresaw an addition of 15 miles of park, radiating from and along the rivers alone. Further, new parks and additions to existing ones would greatly enhance the recreational opportunities available to every citizen, whatever their economic status.

From the beginning, the Park Board understood that the plan would be far-reaching – that it would recommend actions which would take years to complete. They saw that Kessler had faith in the future growth and greatness of the city.⁹⁷ It is no surprise that many of the recommendations of this plan have evolved and been fulfilled over the long period following its inception. They are, in some cases, still being implemented.

The plan, in graphic and narrative form, describes both present parks and parkways, as well as proposed parks, parkways and boulevards. The existing parks, as shown on the 1912 plan, included Lawton, Swinney (east half), Rockhill, Lakeside, Reservoir, Weisser, Old Fort, Hayden(now Nuckols), and McCulloch. A rectangular green space, now in Headwaters Park was shown, along with an unnamed green space on the north bank of the St. Mary’s River.

Kessler recommended additions to Weisser Park to increase its boundaries so that they would be defined by streets, rather than residences. As Kessler put it: —“Nothing detracts so from the good appearance of park lands as the existence of residence properties backing upon such parks,” Seeking to increase the park experience available for residents of the north west side of Fort Wayne, and to accommodate growth in that area, he placed a large, new proposed park north of Pfeifer (now State) Boulevard. He mentions that there exists, to the north —“a beautiful grove, through which passes a little stream fed by springs”.⁹⁸ This recommendation was realized, although slightly north and east, in 1921, when 80 acres were donated by John Franke to create Franke Park. One of its most charming features is a grove, with a meandering stream wandering through.

⁹⁶ Seventh Annual report of the Fort Wayne Board of Park Commissioners, 1911, p. 39.

⁹⁷ Ibid.

⁹⁸ George Kessler, *Report to the Board of Park Commissioners*, P.52

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Another recommendation was for a large new park to be concentrated in the southeast section of the city, where Kessler noted that several properties might be acquired. Because there was a possibility for several different tracts south of Rudisill and east of Walton (Anthony), no specific location was delineated on the map.⁹⁹ However, the realization of this part of the Kessler plan was made possible in 1936 when McMillen Park was acquired.

The plan also called for additions to the popular Swinney Park, extending a West section beyond the St. Mary's River (now West Swinney) and to the north (which did not occur). Kessler saw Swinney Park as —~~a~~property of considerable extent and in part very nicely improved,” but encouraged the city saying,

~~the~~ proposed additions to its area will greatly enhance its usefulness and establish natural boundaries very much more satisfactory than its present border lines. The additions will incorporate further river frontage and on this larger area it is possible to create a beautiful park and to re-create some of the original beauties of the river frontage.”

Kessler also recommended a great park at the point where the St. Joseph, St. Mary's and the Maumee River join. In addition to recommendations in his report, he created a separate, specific plan for this park, which would include an enlarged river confluence, as well as curvilinear circulation, ornamental plantings and a play ground. (See Figure 5). Unfortunately, this proposed park was never built. Today, the modern Headwaters Park, located to the west, in the deep bend of the St. Mary's River serves this function.

Like other City Beautiful planners, Kessler was concerned that the system as a whole provide continuous connectivity between transportation arteries, parks and the riverways, the latter through extensive parkways. He was also concerned that the amount of park land, at the time was too small to adequately provide for all citizens, saying:

—~~A~~present the city has 143 acres of park land and a population of about 66,000, meaning that each acre of park property must serve on the average 462 persons. This park area could well be quadrupled and not be out of proportion to the population.”

Further, he was concerned that the locations of parks were not equally distributed for all areas of the city. In addition, he warned:

—~~F~~urthermore, the value of these (park) properties is much restricted...because they are detached from each other...(thus) not readily accessible to the general public.”¹⁰⁰

Kessler's recommendations for parkways included a massive amount of land on either side of the St. Mary's River, south of Swinney Park, extending well beyond the existing boundaries of the city. The physical plan shows additional lands south of Rudisill which today are represented by Foster Park. In response to this plan, 110 acres were donated for this large park in 1912 by Samuel and Colonel David N. Foster, fulfilling another goal.

Kessler was very enthusiastic about the potential for parkway development in Fort Wayne. He proclaimed the development of Thieme Drive and its overlook (designed as a model project by Kessler and built by funds provided by Mr. Theodore F. Thieme) as an example of —~~the~~ class of improvement possible at many points which will give character to the shores of the streams.” He also recommended that a strip of land from the northern border of the town along the St. Joseph River to its confluence with the Maumee be purchased for the St. Joseph Parkway. Maumee Parkway was the subject of several recommendations for additional land on the right bank, and between the existing railroad.¹⁰¹ Much of these recommendations, like others in the plan, have their realization

⁹⁹ Ibid.

¹⁰⁰ Ibid., p. 51.

¹⁰¹ Ibid., p. 49

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today in the Rivergreenway development. Rivergreenways today serve much the same function as parkways in earlier times. The slower meander of a bicycle is closer to the pace of early automobiles than to the rush of modern vehicles. In addition, early autos could and did maneuver on narrower roads, thus not requiring multiple-lane high speed accommodations in the fragile environment between river and residential lands.

When describing and recommending his ideas for boulevards, Kessler reiterated the importance of connectivity between parks and parkways:

...”the segregated, detached park lands which serve locally the several districts in which they lie, do not realize their full value unless properly connected by an encircling and connecting scheme of boulevards. —

He explained that the general plan (Figure 2) showed a complete boulevard scheme. He explained that without extraordinary costs these boulevards could tie directly all the parks and river fronts to both residential and business districts of the city.¹⁰²

Kessler’s plan called for a 100 foot boulevard along Rudisill across the southern part of the city, connecting southern St. Mary’s River to Walton (Anthony) Boulevard, with intermediate connectors to Weisser and Reservoir Parks via Hanna. Anthony Boulevard would be a major north-south connector, emerging from Rudisill in the south and ending at State (Pfeifer) in the north. It would offer interconnectivity to the Maumee Parkway, Lakeside Park and Lawton Park via an interconnecting Tennessee/Lake boulevard. Kessler remarked that the recent construction of a “life bridge” carrying Tennessee Avenue over the St. Joseph River would make such an improvement immediately possible.

The northernmost boulevard was to be State (then Pfeifer), envisioned for approximately 150 feet wide in the eastern sector and from the St. Joseph River west, to be 100 feet wide. Kekionga was envisioned as the connecting boulevard running south from the proposed north west park at State (Pfeifer) to Main Street. The realization of this plan, given the slightly moved Franke Park, is Sherman Boulevard, which intersects Franke Park in about the same way as Kessler’s Kekionga would have intersected the proposed park in this area. A 100 foot boulevard was sought to the west, connecting State Boulevard at its northwest extremity and running south to Rockhill Park. Today, this is realized in Lindenwood Boulevard, although the northernmost portion of this road was developed later, as was the western part of State Boulevard which it intersects.

A connecting boulevard from Sherman (Kekionga) to Lindenwood (Brookside), like a similar road on the line of Cressler Boulevard to the south was not realized. However West Jefferson Boulevard in this area provides connectivity between Swinney and Rockhill Parks. Today, due to the work of a later master, Arthur Shurcliff, West Jefferson completely fulfills the intended function of Cressler, but it is also more practical and functional in its connectivity to downtown. A connecting boulevard from Reservoir Park westward to St. Mary’s Parkway was also recommended but not shown on the plan.

Kessler held that Berry Street be used as a connecting boulevard between the Maumee Parkway in the east and the St. Mary’s Parkway in the west. He mentioned that between the St. Mary’s and Webster street, Berry was already a wide, well improved residential street (as it is today), with fine avenue trees, which would require only a more uniform condition of the sidewalks (now realized). East, toward the Maumee River, he foresaw both business and pleasure vehicles and recommended

¹⁰² Ibid., p. 53

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its —consistent improvement.”¹⁰³ East Berry was later linked to Erie Street along the railroad line. Erie was renamed Berry and now connects to Anthony Boulevard.¹⁰⁴

Kessler recommended that the 100 foot boulevard width, called standard, provide for a 40 foot roadway to provide for —all driving that may come upon these boulevards in the next twenty years.” This would allow thirty feet on both sides of the roadway for —parking” — or tree lawns, with a six or even eight foot sidewalk and the balance in well kept lawns planted with avenue trees —or formal lines, the trees uniformly and properly spaced throughout the entire boulevard system.” Roadways along driving parkways would be no less than 35 feet with sufficient sidewalk and lawn spaces on the private property side. Predicting that such boulevard improvement would pay for itself in increased property values he suggested that improvements might be paid for by the —abutting lands which receive the direct benefit” thus not involving public funds or credit.¹⁰⁵

Kessler did not direct a great deal of his energy to the need for public play grounds. While suggesting small, block-sized grounds, especially in the manufacturing districts which lay south of the railroads, he urged that a material increase in the size of school grounds would provide for this need in a logical fashion. At the same time, he warned at the beginning of his report: —

—A community that neglects to provide local playgrounds for children in all districts, does not deserve added population or increased values.”

For Kessler, steeped in the City Beautiful philosophy, recreation was not just the means to socialize young children, but rather it satisfied the larger need for natural spaces to walk, picnic, relax and drive that enhanced life for all citizens. Outdoor recreation was essential, and also included active pursuits. His plan brought together and purposefully tied through the boulevard system, existing churches and schools which could offer the kind of youth-oriented active recreation espoused by the growing playground movement. There are approximately five churches and two schools on Rudisill Boulevard, including one college campus. Four churches and three schools are located on Anthony and four schools on State Boulevard.¹⁰⁶ The culminating plan of 1912 was significant as an example of a design which addressed the growing need for recreation, for both children and adults, but in a way which was consistent with the City Beautiful philosophy.

LATER DEVELOPMENTS

Individual Contributions

Even before the full plan of 1912 was complete, Kessler had been asked to design an individual —demonstration” element, Thieme Drive along the St. Mary’s River. He designed a scheme for a Three Rivers Park, also in 1912 (See Figure 5.) The same year he was hired to develop a plan for the new Foster Park, which had been donated by the Foster brothers, David and Samuel, although only parts of it seem to have been built.

During the first decade of the twentieth century, another giant of landscape architecture, Arthur Shurcliff (Shurtleff, the original spelling) was invited to complete work in Fort Wayne (See Figure 9.) Some records indicate that he completed a system plan, but no such plan has surfaced to date. However, he had influences upon several parts of the system, during the first decade after Kessler’s plan. Shurcliff was hired in 1914 by local Fort Wayne planner, builder and attorney, Lee J. Ninde, founder of Wildwood Builders, to design a subdivision for them adjacent to Rockhill park, to be called Wildwood Park.

¹⁰³ Ibid., p. 56.

¹⁰⁴ C. Smith comments to the nomination, May, 2010.

¹⁰⁵ Ibid., Pp. 57-58.

¹⁰⁶ Ibid., Pp. 49, 56 and Baas & Jones, P. 90.

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ARTHUR SHURCLIFF

First Generation American Landscape Architect

Arthur Shurcliff was an eastern intellectual, born in Boston in 1870 as Arthur Asahel Shurtleff, he later changed the spelling of his name to conform to its ancient form. He attended Massachusetts Institute of Technology, graduating in 1894 with a degree in mechanical engineering. He had at first intended to join the family business of inventing and producing fine surgical instruments, but after a conversation with Frederick Law Olmsted, Sr. and the Charles Eliot of the Olmsted offices in Brookline, Massachusetts, he moved toward landscape architecture. No professional graduate or undergraduate course in the field existed at the time, so Shurcliff put together a program of study at Harvard University under Eliot's guidance. He graduated with a second B. S. in 1896 and began work in the prestigious Olmsted offices.¹⁰⁷ Interestingly enough his time at Harvard overlapped with that of Fort Wayne planner, builder and attorney, Lee J. Ninde.

Shurcliff worked at the Olmsted office for eight years. During that time he worked on town plans for communities in New England and elsewhere. In addition he found time to tour abroad, studying significant places as part of his education as a landscape architect. In 1899, he also found time, with Frederick Law Olmsted, Jr. to found the country's first four-year landscape program at Harvard. He would teach in the program until 1906. With the blessings of the Olmsted firm, he founded his own practice in 1904. He emphasized town planning, working in the Boston area, then designing industrial communities as far afield as Bemis, Tennessee. His long and prolific practice included public work for parks as well as residential suburbs, and large scale complexes. The largest and possibly the single most important project of his career came to him in 1928, when he became the chief landscape architect for Colonial Williamsburg, from its inception until he retired from the project in 1941. Later he also aided in designing Old Sturbridge Village in Sturbridge, Massachusetts. Shurcliff was an extremely prolific designer. Over the many years of his career, until his death in 1957, he designed hundreds of projects throughout the country.¹⁰⁸

Shurcliff's contributions to the Fort Wayne system included designs for individual elements, such as a master plan for Swinney Park in 1916. He also proposed a route, at the request of Wildwood Builders, to connect West Jefferson Boulevard, through the proposed enlarged Swinney Park west of the existing park. It would continue, through the newly constructed railroad underpass on Illinois Road, to the northeastern edge of his designed suburb, Wildwood Park. This section of roadway is now called West Jefferson Boulevard. He linked and integrated most of this plan to the 1912 Kessler plan. His proposed "highway", the fulfillment of Kessler's Cressler Boulevard, was to have a park-like atmosphere with extensive tree plantings on both sides of the roadway. This design notion recalled other late nineteenth century urban parkways developed by Frederick Law Olmsted, Sr. and associates, according to historic landscape architect, Patricia O' Donnell. Although this roadway was completed in part by 1930, it was widened several times and by 1936 the modern route was in place, with a roadway which expanded, taking over areas originally designed for tree plantings (although some still survive in the east section, south of the right-of-way and in the west along old Illinois.) The changed 1936 configuration also curved through part of Rockhill Park, creating several

¹⁰⁷ Elizabeth Hope Cushing, "Shurcliff, Arthur Asahel (Shurtleff) in Birnbaum and Karson, *Pioneers*, pp. 351-356 and, Angie Quinn, "National Register Nomination for Wildwood Park:", draft, 2009, p. 47.

¹⁰⁸ Ibid.

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small wedge-shaped islands presently maintained by the Fort Wayne Parks and Recreation Department.¹⁰⁹

Over the years, Shurcliff would continue to be challenged to sensitively design elements in or adjacent to the Park and Boulevard System. As a master landscape architect, he was eminently up to the challenge. In 1917, as part of his design for Wildwood Builders' Brookview residential neighborhood he designed a graceful curvilinear section of State Boulevard which connected parts of the street west of Spy Run Avenue. This enhanced the connectivity of the Boulevard between its larger, more formal setting to the east and the more modest sections in the west. In addition, this suburb includes two streets, Eastbrook and Westbrook which function as fully developed typical parkway drives through the Brookview neighborhood. (See Spy Run Creek (Brookview) Parkway.)

As Fort Wayne's foremost planning efforts matured Shurcliff continued to be involved in the city's efforts, serving as a consultant to the first Plan Commission in the 1920s. He was also contracted to design a plan for the hoped for Three Rivers Park, but it has not been found to date. His final achievement, and one of his last commissions, would be the design for Shoaff Park, a 184.5 acre facility, which was designed in 1955. Shurcliff worked with his son Sidney on the designs which were developed through 1956, the year before his death. The park represents a high quality, next stage development, in areas beyond the city limits during the key period of significance of this nomination.

The Fort Wayne Park and Boulevard System is nationally significant as an example of City Beautiful inspired community planning which was developed by a public-private partnership of civic leaders, philanthropists and nationally-recognized masters of civic improvement and landscape architecture.

MATURATION

Rapidly, the Park Board and the city began to realize some of the recommendations of the plan. In 1913, Rudisill Boulevard, from Hanna Street to the alley west of Thomas became the first standard boulevard construction attempted. Carl J. Getz, park superintendent and forester describes the tree plantings: —Two hundred and fourteen Oriental Plane trees were planted ... This is the first complete section of boulevard tree planting... It consists of four rows of trees planted along the entire length ... two staggered rows on each side of the roadway..." In addition, 37 Oriental Plane trees were planted along Thieme Drive. These were originally recommended in large numbers, but after a particularly cold winter, the forester recommends replacing them with American Elm trees. Later, these succumbed to the national epidemic of Elm disease.

Also in 1913, the Park Board began to address the question of additional park land, seeing the parks as active agents of social service. In order to serve the populace, and provide one acre for every hundred persons, the acreage would need to be increased from 227 to 700. During the next few years, with a World War waging in Europe and later American involvement, little acquisition was possible. After the war, with many of its proponents gone, the focus changed to outdoor physical culture, from the earlier —City Beautiful." Still, the acquisition of West Swinney Park, a goal of the Kessler plan, was achieved in 1918.

OTHER DESIGNERS

Lawrence V. Sheridan

¹⁰⁹ Angie Quinn, "National Register Nomination for Wildwood Park", draft, 2009, p. 37.

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In addition to contributions by Robinson, Kessler and Shurcliff, Lawrence Sheridan also performed work in the Fort Wayne Park & Boulevard System, although his work represented by resources in this nomination is limited to the design of the Gateway Triangle (Fort Wayne Welcome Garden) in Foster Park completed in 1928 (SM-FO-7.) Raised in Frankfort, Indiana and educated at Purdue University, Sheridan graduated in 1909 and went to work at the Indianapolis Parks Department as an engineer. After attending graduate studies at Harvard University's School of Landscape Architecture, he served as a planner of military cantonments during World War I. Following the war, he worked as a consultant to municipal and private entities. He was the consulting landscape architect at Indianapolis' Crown Hill Cemetery and for Purdue University from 1924 until his death in 1972. He is well-known for his extension of George Kessler's plan for the Indianapolis Park and Boulevard System, after Kessler's death. In Fort Wayne, Sheridan was the designer of the Indian Village subdivision, among other projects. He was a well-known city and community planner who believed in adhering strictly to principals of community planning, including zoning, the dedication and expansion of park land, forecasting city growth and the correct layout of thoroughfares.¹¹⁰

Adolph Jaenicke

During this era, a professional horticulturist and landscape architect, Adolph M. Jaenicke was hired as Parks Superintendent and Forester. Jaenicke served in this capacity from August of 1917 until his death in 1948. Born in Germany, in 1860, he trained in universities in Germany, France, Switzerland and England before coming to the United States in 1893. Prior to taking on his post in Fort Wayne, he worked for the W. Atlee Burpee Co. and the renowned Shaw Gardens in St. Louis, Missouri. In addition to his duties as superintendent, he designed or contributed to designs for many parks and park elements.¹¹¹ The most memorable and beloved of these is the Rose Garden at Lakeside Park.

THE PLAN COMMISSION

In 1920 new state planning legislation enabled cities to create Planning Commissions. Fort Wayne created a City Planning Commission beginning in 1925 with its first meeting in March of 1926. The commission would contain people who had local as well as national interests and accomplishments in the new field of city planning. At the head of the list was Lee J. Ninde, who was elected the commission's first president.

Ninde was a Harvard graduate and attorney whose interest in real estate had led him to become a —community builder” and an advocate of city planning on the national regional and local level. After presenting a paper on City Planning at the National Association of Real Estate Exchanges in 1914, he was elected to the national board of the American Civic Association, subsequently named chairman of their City Planning committee. Through efforts with the National Conference on City Planning, Ninde was instrumental in the formation of the Constitution of the American Institute of City Planning in 1916. Initial fellows of the organization were a roster of pioneers in the field: Frederick Law Olmsted, Jr., Charles Mulford Robinson, George E. Kessler, John Nolen, Flavel Shurtleff and Lee J. Ninde. One year later, Arthur Shurcliff also became a member of the organization, although not an organizing fellow.¹¹²

¹¹⁰ John Warner, "Indian Village Historic District" National Register nomination, pp. 19-20 and Baas & Jones, MPDF, p. 76.

¹¹¹ *Board of Park Commissioners Annual Report, 1956.* (With a retrospective of the first 50 years.

¹¹² Quinn, "Wildwood Nomination" p. 63.

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The Plan Commission also included Fred B. Shoaff, as representative of the Park Board. Shoaff had served since 1922 on the Board of Park Commissioners and would continue through the 1950s and beyond. Mrs. O. N. Guldlin was the woman representative and an activist with women's clubs and other activities. The Commission was entitled by law to a levy which would be included in the city budget. As soon as possible, Robert B. Hanna was named the permanent "consultant" to the Commission (this appears to be a paid position) and served in that capacity until at least the 1940s. One of their first acts was to invite Arthur Shurcliff to consult with them regarding a zoning plan and to determine how to deal with the newly annexed areas of the city and to further plan for automobile expansion in the city.¹¹³

In August, the Plan Commission determined to hire an expert to prepare a comprehensive street plan. At the next meeting, Robert Hanna presented a map showing river bank property now owned by the city and that which should be purchased immediately. Continuing to pursue the recommendations of a decade before, he was instructed to make a list. By December, the commission had determined to ask several potential consultants, including John Nolan, Bennett, Parsons and Frost, and Arthur A. Shurcliff (and others) to respond with costs for a street plan as well as a zoning plan. In January of 1927 they had received bids from six firms, for each of the two plans individually and both combined in one contract.¹¹⁴ Arthur Shurcliff only bid on the street plan. Perhaps he was already involved in negotiations to begin work on the development of Williamsburg, a massive project. In addition, as a master designer, his interests would not necessarily have included the legal and technical aspects of a zoning plan. Thus the fact that a multi-disciplinary firm received the combined contract makes perfect sense (the Bennett, Parsons and Frost bid was also the lowest combined price.)

BENNETT, PARSONS AND FROST

The Chicago firm of Bennett, Parsons and Frost (BPF) was selected to complete the joint project, having submitted the lowest combined bid. The namesake of this firm, Edward H. Bennett (See Figure 10) had been born in England and later moved to San Francisco. He studied at the École des Beaux-Arts in Paris from 1895 to 1902. Upon graduation he spent a short time in New York, with a prominent architectural firm, then moved to Chicago to assist Daniel H. Burnham, ultimately working on the famous Plan of Chicago (1909.) Locating in Chicago, he developed a substantial private practice with his partners William E. Parsons and Harry T. Frost, completing plans for many cities, large and small.¹¹⁵

Bennett, Parsons and Frost estimated that it would take between twelve and eighteen months to complete all the plans which would include zoning plans and ordinance as well as a street plan, including recommendations for track elevations, subways and river bridges. The final contract for the firm's work included, in addition to the extensive work for a zoning plan and ordinance, fifteen items to be completed including graphic and narrative forms of the street plan. It included items such as study and recommendations for Parks and Forest Preserve system, playgrounds, athletic fields and school sites.¹¹⁶ If fulfilled, it could have become a third major plan for the city's park and boulevard system. However, the narrative portion, if ever received, has not surfaced to date and the graphic plan is not inspiring .

¹¹³ Ibid., p. 64 and *Fort Wayne Journal-Gazette*, March 22, 1926, Minutes of the Plan Commission, March 22, 1926.

¹¹⁴ Minutes of the Plan Commission, 1926 and 1927.

¹¹⁵ "The Plan of Chicago", Ryerson and Burnham Archives, The Art Institute of Chicago. www.artic.edu/aic/libraries/research/special_collections/plan_of_chicago/drafts.html.

¹¹⁶ Minutes of the Plan Commission, April 14, 1927.

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From a review of the minutes through the 1940s it appears that the zoning component absorbed huge amounts of time and energy, resulting in a series of graphic maps and an extensive published document. In addition, changes continued to be made through public comment and input over a period of several years. One other component of BPF's commission, a graphic plan of recommendations for street widenings and improvements has survived, (see Figure 3), but as it appears today, it does not portray a unified vision of comprehensive planning, nor a vision of an "Ideal City." The primary concentration seems to have been to advance the speed of traffic. Proposed green space appears to be, in some cases remainders of the Kessler plan.¹¹⁷

ROBERT B. HANNA

In 1929, Robert B. Hanna, as consultant to the City Plan Commission, prepared his own plan for "A Great River Park". Reflecting that the commission had ruled that each major item of the new city plan should be dealt with in a separate report, he selected for his theme the principal aesthetic feature: a great river park. The report reflects nostalgically on river history and the memory of water playgrounds created by former dams. Hanna recalls the period of "awakening" twenty years before and the plans of Robinson and Kessler, as well as engineering reports by Metcalf and Eddy and A. W. Grosvenor. He asserts: "Each and every one of these reports, whether dealing with sewerage, flood prevention or river-front beautification, recommends that the city acquire title to the river banks."

Although regretting that the plan for the great river park (Three Rivers) was not carried out during the twenty years that had past, he notes that much has been accomplished. By adding extensive new park lands with river frontage, and including water works grounds and river drives, he asserted that the city owns (in 1929) 10 of the 18 miles of river frontage (both banks) situated within the corporate limits and about three and a half miles beyond the city limits. Once more he heralds the call given by his predecessors: "the development of a continuous river park radiating from the confluence of the St. Joseph, St. Mary's and Maumee rivers and extending, unbroken, up and down these streams for several miles..." At the end of the report, he quotes from Robinson's classic work, *Modern Civic Art*, "Reserve for park development the stream banks of the community."¹¹⁸

RECREATION AND HEALTH

Fort Wayne was not laggard in embracing the Progressive Era ideal that recreation was an essential part of a civilized city. During the second decade of the twentieth century, this notion was endorsed by civic improvement proponents such as Horace McFarland who declared in a speech given in Fort Wayne: "The child without a playground is getting ready for the hospital, the jail, and the graveyard."¹¹⁹ In 1924, the city commissioned the "Fort Wayne Playground and Recreational Survey". This study defined recreation as "one of the most important functions of human life. It promotes health, happiness, good will, fair play, and tends to improve the spirit of neighborliness, good will, and loyalty." The survey defined play lots, neighborhood playgrounds, athletic fields, swimming and wading pools, tennis courts, and a minimum play space of 200 square feet per child. Typically, the private sector rose to the occasion, with generous donations and contributions. The Guldlin Park is named after early exponents for children's health through active playgrounds. Mr. &

¹¹⁷ Baas & Jones, p. 47.

¹¹⁸ Robert B. Hanna, *Report to Fort Wayne City Plan Commission, Visualizing A Great River Park...* Fort Wayne, March, 1929.

¹¹⁹ *The Fort Wayne News*, "McFarland Report", February 8, 1912, quoted in Baas & Jones, p. 87.

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Mrs. O.N. Guldlin donated the city's first playground in 1911 and Mrs. Guldlin later served on the first plan commission.¹²⁰

In 1913 a state law made the creation and maintenance of playgrounds the responsibility of schools. Indeed George Kessler had also felt that schools should have a large role in establishing and developing these kinds of facilities. But by 1923, the responsibility for public playgrounds was returned to the control of parks boards. In Fort Wayne, the role of active recreation relied heavily on the schools and churches, but in the Kessler plan, these were closely tied to the boulevard system. Five churches and two schools are located on Rudisill Boulevard, four churches and three schools on Anthony Boulevard and four schools on State Boulevard.¹²¹

As the parks matured, throughout the period of significance, additional recreational facilities have continued to be a part of their offerings. Children's playground equipment (although not counted because of its transitory nature) can be found in every park in the city. Franke Park is especially known for children's programs, but the whole system heralds the ideals expressed so long ago by the planners and dedicated local citizens of the early decades of the twentieth century.

CONCLUSION

The plan of 1912 remains an exemplary document, the most complete and unified such plan to be developed for Fort Wayne. A considerable amount of the elements of the plan, including boulevards to the east and south, individual parks and to some extent, the recommended parkways have been developed. In modern times, the recommendations for parkway development have seen fulfillment in the Rivergreenways along miles of developed banks – a sensitive modern interpretation of the philosophy and intent of nineteenth and early twentieth century parkway development. The boulevards in the plan are inheritors of the early planning innovations of Olmsted and others, as offered by practitioners such as Robinson and Kessler.

The Fort Wayne Park and Boulevard System is eligible for the National Register as an example of a realized city planning effort completed in a public-private partnership over time for the benefit of all of its citizens. It reflects national trends in community planning and development as well as entertainment/recreation. The long dedication of its citizen planners to the ideals of the plan is unique and significant. By documenting and promoting this heritage, the community is once again reviving it. A pact between the leaders of the city and her citizens is being upheld: To provide access to clean, natural environments for recreation and relaxation to all, regardless of their station in life or their location.

The Fort Wayne Park and Boulevard System is eligible for the National Register on a national level in the area of landscape architecture because it is the work, in all or in part, of several masters of planning and landscape architecture, whose reputation and body of work have established them, each in their own way, as leaders in America in their respective fields. The Fort Wayne System is reflective of the best work of Robinson and Kessler and of both early and late designs, spanning the career of Arthur Shurcliff.

¹²⁰ Baas & Jones, Pp. 85, 89.

¹²¹ *Iid.*, p. 90

Fort Wayne Park and Boulevard System Historic District
Name of Property

Allen County, Indiana
County and State

Developmental history/additional historic context information (if appropriate)

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Cultural Landscape Report for Lakeside Park
Cultural Landscape Report for Memorial Park
Cultural Landscape Report for Swinney Park

Fort Wayne Park and Boulevard System Historic District

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_____ *Cultural Landscape Report for Weisser Park*

_____ *Cultural Landscape Report for McMillen Park*

_____ *Cultural Landscape Report for Rudisill Boulevard*

_____ *Cultural Landscape Report for Shoaff Park. All: Fort Wayne, IN: Fort Wayne*

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Fort Wayne Park and Boulevard System Historic District
Name of Property

Allen County, Indiana
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Polk's 1885 Map of Fort Wayne

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Sanborn Maps of Fort Wayne: 1885; 1890; 1916; 1918.(Geography collection in Wells Library, Indiana University, Bloomington, Indiana)

Historic Aerials: 1938; 1964, (U.S. Geological Survey, Indiana University, Bloomington, Indiana)

We are grateful to the information provided in notes and comments submitted in response to the draft nomination by:
Angie Quinn, ARCH, Inc.
Don Orban and Creager Smith, Historic Preservation, City of Fort Wayne
Paul Diebold, Division of Historic Preservation and Archaeology, Indianapolis

Internet

~~Anthony Wayne Biography~~, www.nps.gov/vafo/historyculture/wayne.html
~~Mad Anthony Wayne at Fallen Timbers~~, www.earlyamerica.com/review/fall96/FTbio-Wayne.html.
~~General Mad Anthony Wayne~~, <http://americanrevwar.homestead.com/files/wayne.html>.
Park Histories, <http://www.fortwayneparks.org/index>
~~Fort Wayne History~~ <http://www.cityoffortwayne.org/fort-wayne-history.html>
www.lincolnhighwayassoc.org/info/ - accessed June, 2010.
www.nps.gov/vafo/historyculture/wayne.html.

Previous documentation on file (NPS):

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

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: ARCH, Inc., Fort Wayne

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property +/- 1,883
(Do not include previously listed resource acreage.)

Fort Wayne Park and Boulevard System Historic District
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UTM References

(Place additional UTM references on a continuation sheet.)

Due to the complex nature of this discontinuous district, a combination of line segments described by points and polygons enclosing areas have been used to record the system. Parks of less than 10 acres are described by a single point.

Franke Park - Fort Wayne West Quadrangle, polygon bounded by:

1FR) 16 654000 4552950 2FR) 16 655400 4552980
3FR) 16 655520 4551900 4FR) 16 654120 4551820

McCormick Park - Fort Wayne East Quadrangle, polygon bounded by:

1MCC) 16 660290 4547760 2MCC) 16 660540 4547530
3MCC) 16 660540 4547530 4MCC) 16 660300 4547510

McCulloch Park - Fort Wayne West Quadrangle

1MCL) 16 655440 4548140

McMillen Park - Fort Wayne East Quadrangle, polygon bounded by:

1MC) 16 659000 4546520 2MC) 16 659960 4546560
3MC) 16 660000 4545700 4MC) 16 659000 4545620

Memorial Park - Fort Wayne East Quadrangle, polygon bounded by:

1MP) 16 658780 4549410 2MP) 16 659190 4549260
3MP) 16 659220 4548880 4MP) 16 658820 4548840

Nuckols Park - Fort Wayne West and Fort Wayne East Quadrangles

1N) 16 657480 4549120

Old Fort Park - Fort Wayne West Quadrangle

1OF) 16 656760 4549480

Reservoir Park - Fort Wayne West Quadrangle, polygon bounded by:

1RS) 16 656550 4547560 2RS) 16 656850 4547620
3RS) 16 656880 4547320 4RS) 16 656560 4547320

Rockhill Park - Fort Wayne West Quadrangle, polygon bounded by:

1RH) 16 652820 4548750 2RH) 16 653300 4548700
3RH) 16 653260 4548280 4RH) 16 652820 4548250

Weisser Park - Fort Wayne West and East Quadrangles, polygon bounded by:

On Fort Wayne West Quadrangle:

1W) 16 657280 4546750

On Fort Wayne East Quadrangle:

2W) 16 657720 4546770
3W) 16 657720 4546510

On Fort Wayne West Quadrangle:

4W) 16 657300 4546500

Fort Wayne Park and Boulevard System Historic District

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Williams Park - Fort Wayne West Quadrangle

1WL) 16 656520 4546800

Parkways

Maumee River Parkway - Fort Wayne West and East Quadrangles

Follow west to east, connecting points, both on Fort Wayne West Quadrangle:

1M) 16 656900 4549550 2M) 16 657240 4549500

Connect above line to polygon, Fort Wayne East Quadrangle:

3M) 16 657500 44549850 4M) 16 657680 4550550

5M) 16 658160 4550550 6M) 16 657900 4550100

Connect above polygon to line, Fort Wayne East Quadrangle:

7M) 16 658280 4549680 8M) 16 658620 4549600

9M) 16 659170 4549700 10M) 16 659820 4549300

Spy Run Parkway - Fort Wayne West Quadrangle

Follow south to north beginning with polygon:

1SR) 16 656060 4550180 2SR) 16 656180 4550760

3SR) 16 656380 4550780 4SR) 16 656720 4550400

5SR) 16 656600 4549980

Connect to a line passing through point:

6SR) 16 655980 4551150

Connect to polygon:

7SR) 16 656260 4551820 8SR) 16 655820 4551820

9SR) 16 655800 4552350

St. Joseph River Parkway - Fort Wayne West and East Quadrangles

Follow south to north, connecting points in line, all on Fort Wayne West Quadrangle:

1SJ) 16 656780 4549620 2SJ) 16 657160 4550260

3SJ) 16 656960 4550800 4SJ) 16 656460 4551260

5SJ) 16 656800 4552120

Connect line to polygon, 6SJ is on Fort Wayne West, all others on Fort Wayne East Quadrangle:

6SJ) 16 657300 4552940 7SJ) 16 657980 4553220

8SJ) 16 658350 4553080 9SJ) 16 658180 4552780

10SJ) 16 657460 4552480

St. Mary's River Parkway - Fort Wayne West Quadrangle

Follow north to south, beginning with a polygon:

1SM) 16 656720 4549920 2SM) 16 655990 4550150

3SM) 16 655940 4549560

Connect a polygon to above using point 3SM:

4SM) 16 655170 4549160 5SM) 16 654990 4549220

6SM) 16 655080 4549720

Connect to polygon:

7SM) 16 654900 4548940 8SM) 16 654920 4548340

9SM) 16 653960 4548280 10SM) 16 653860 4548800

11SM) 16 654480 4549110

Fort Wayne Park and Boulevard System Historic District

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Connect to a line:

12SM) 16 654570 4547100 13SM) 16 654820 4546220

Connect to polygon:

14SM) 16 654620 4546180 15SM) 16 654980 4546180
16SM) 16 655000 4544770 17SM) 16 655300 4544370
18SM) 16 655140 4544120 19SM) 16 654440 4544500
20SM) 16 653980 4544840 21SM) 16 653840 4545480

Connect above to points in a line:

22SM) 16 655980 4543420 23SM) 16 656220 4542400

Boulevards

Anthony Boulevard - Fort Wayne East Quadrangle

Points connecting a line:

1a) 16 658220 4552080 2a) 16 658540 4546000

Berry Boulevard - Fort Wayne West Quadrangle

Points connecting a line:

1b) 16 654900 4548900 2b) 16 656960 4549380

Hanna Street/Taber Street - Fort Wayne West Quadrangle

Points connecting a line:

1c) 16 656870 4547460 2c) 16 657270 4547480
3c) 16 657350 4545980

Jefferson Boulevard - Fort Wayne West Quadrangle

Points connecting a line:

1d) 16 653340 4548640 2d) 16 653880 4548480

Lindenwood Avenue - Fort Wayne West Quadrangle

Points connecting a line, south to north:

1e) 16 652940 4548750 2e) 16 652880 4550350
3e) 16 652740 4551000

Rudisill Boulevard - Fort Wayne West and East Quadrangles

Points connecting a line west to east:

On Fort Wayne West Quadrangle:

1f) 16 654850 4545940

On Fort Wayne East Quadrangle:

2f) 16 659020 4546040

Sherman Boulevard - Fort Wayne West Quadrangle

Points connecting a line, north to south:

1g) 16 655000 4551880 2g) 16 655140 4549660

St. Joseph Boulevard - Fort Wayne West Quadrangle

Points connecting a line, north to south:

1h) 16 657040 4551180 2h) 16 657040 4550720

State Boulevard - Fort Wayne West and East Quadrangles

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Points connecting a line, west to east:
On Fort Wayne West Quadrangle:
1i) 16 652720 4551000

On Fort Wayne East Quadrangle:
2i) 16 658280 4551220

Tennessee Avenue - Fort Wayne West and East Quadrangles

Points connecting a line, west to east:
On Fort Wayne West Quadrangle:
1j) 16 656680 4550340
On Fort Wayne East Quadrangle:
2j) 16 658340 4550420

Verbal Boundary Description (Describe the boundaries of the property.)

In accordance with National Park Service guidelines, and because of the complex nature of the areas covered in this nomination, maps drawn to a scale of 1" = 200 feet have been provided in lieu of individual boundary descriptions for each element. The Key Map shows how all of these properties are connected and provides the titles for each individual map. The boundary of each individual park, parkway (and its connected parks) and boulevard is shown in grey on these maps. In general, the outer property line of streets bordering parks or other elements was inclusive of the property.

Boundary Justification (Explain why the boundaries were selected.)

The broad general boundary within which the individual elements of the Fort Wayne Park and Boulevard System are encompassed is roughly, the same general area as the 1912 Plan presented by George Kessler. All of the elements included were either in existence at the time of the plan's development, were recommended by the plan (either in graphic or narrative form) or serve as a logical extension of that plan. For example, the area at the north extension of St. Joseph Parkway, including Johnny Appleseed Park has been included as a logical extension of that parkway. All of the individual parks, parkways and boulevards are listed in the Key Map. Individual parks which were in existence at the time of the Kessler plan include: McCulloch(3), Nuckols(Hayden)(6), Old Fort(7), Reservoir (8), Rockhill (9), Williams (11) and Weisser (10). Franke Park (1) is the realization of the proposed north west park shown on the plan. McCormick (2) and McMillen (4) represent fulfillments of the recommendation for park(s) in the south east quadrant. Memorial (5)** The Maumee Parkway (I) was recommended and partially existed. Lakeside Park (I.i) was in existence. Spy Run Creek(Brookside) Parkway (II) is the logical extension of a parkway between Lawton (II.i) and Vesey (II.ii) Parks, both of which existed at the time of the Kessler plan, although the latter was not included on the map. St. Joseph Parkway (III) was recommended and partially realized at the time of the plan while, as previously mentioned, Johnny Appleseed Park (III.i) is considered the logical extension of the parkway. St. Mary's Parkway (IV) was partially in existence (Orff/Thieme Drive IV.v) and Swinney Park East & West (IV.vii) was also present, in part. Guldlin Park (IV.iv) was in existence although not shown on the Kessler Plan. Foster Park was the fulfillment of a Kessler recommendation and was initially designed by him (IV.iii), Bloomingdale(IV.i) and Roosevelt (IV.vi), developed as logical extensions of the parkway recommendations. Camp Allen (IV.ii), the site of a Civil War muster was present, but not shown and is located in an area recommended for park development. Boulevards include Anthony (a) which was formerly called Walton and recommended by Kessler and Robinson, Berry (b) an existing street recommended for expansion in the 1912 plan, Lindenwood (Brookside on the Kessler Plan) (e) which was a recommendation, Hanna (c) an existing street, Jefferson (Ontario)(d) and Rudisill (f), both recommendations as well as State (Pfeifer) (i) and Tennessee/Lake avenue (j) both of which were existing streets recommended for improvement in 1912.

11. Form Prepared By

name/title Camille B. Fife, (WGI), Meg Storrow, Paul Lippens (Storrow Kinsella Associates, Indianapolis, Indiana)

Fort Wayne Park and Boulevard System Historic District
Name of Property

Allen County, Indiana
County and State

organization The Westerly Group, Inc. date May 9, 2010
street & number 225 East Main Street telephone (812) 273-8826
city or town Madison state IN zip code 47250
e-mail wgimadison@aol.com

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:**

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

PHOTO LOG:

Name of Property: FtWaynePark&BlvdSystemHD

City or Vicinity: Fort Wayne

County: Allen County

State: Indiana

Photographer: Paul Lippens, Tony Gillund, Meg Storrow (SKA), John Warner, Camille Fife (WGI) Don Orban (Fort Wayne Historic Preservation)

Date Photographed: February, March, April, 2010

Description of Photograph(s) and number:

No. 1 of 36. Franke Park. Looking north west through the Park Drive Bridge toward Pavilion No. 1
(Map 1)

IN_AllenCo._FtWaynePark&BlvdSystemHD0001

No. 2 of 36. McCormick Park. Looking north east from the eastern side of the park (Map 2).

IN_AllenCo._FtWaynePark&BlvdSystemHD0002

No. 3 of 36. McCulloch Park. Looking north east along the main central path of the park toward the bandshell at the center (Map 3).

IN_AllenCo._FtWaynePark&BlvdSystemHD0003

No. 4 of 36. McMillen Park. An image, looking south east from an area near the entrance allée
(Map 4.)

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IN_AllenCo._FtWaynePark&BlvdSystemHD0004

No. 5 of 36. Memorial Park. A Photo, looking north toward the Olen J. Pond Memorial from the southern border of the park (Map 5).

IN_AllenCo._FtWaynePark&BlvdSystemHD0005

No. 6. of 36. Nuckols/Hayden Park. Looking north toward the north west corner of the park along its western edge (Map 6).

IN_AllenCo._FtWaynePark&BlvdSystemHD0006

No. 7 of 36. Old Fort Park. This is an image, looking east from the south side of this tiny park along Main Street showing the well and the commemorative stand with a background of vegetation (Map 7).

IN_AllenCo._FtWaynePark&BlvdSystemHD0007

No. 8 of 36. Reservoir Park. Photo image looking north from the south side of the park toward the pond (Map 8).

IN_AllenCo._FtWaynePark&BlvdSystemHD0008

No. 9 of 36. Rockhill Park. Looking southeast across the landscape of the park toward the eastern end (Map 9).

IN_AllenCo._FtWaynePark&BlvdSystemHD0009

No. 10 of 36. Weisser Park. An image, looking southwest from inside the park, toward a part of the historic grove and showing some of the residential properties in the background (Map 10).

IN_AllenCo._FtWaynePark&BlvdSystemHD0010

No. 11 of 36. Williams Park. Looking south east toward the bus shelter, showing some of the properties which surround this small park (Map 11).

IN_AllenCo._FtWaynePark&BlvdSystemHD0011

No. 12 of 36. Anthony Boulevard. Looking south along this boulevard toward an intersection at State and Anthony boulevards (Map a).

IN_AllenCo._FtWaynePark&BlvdSystemHD0012

No. 13 of 36. Berry Street. Looking east along Berry Street between Union Street and Rockhill Street (Map IVe).

IN_AllenCo._FtWaynePark&BlvdSystemHD0013

No. 14 of 36. Hanna Boulevard. Looking south toward the intersection of Hanna and Rudisill Boulevards (Map c).

IN_AllenCo._FtWaynePark&BlvdSystemHD0014

No. 15 of 36. Jefferson Boulevard. Looking east along West Jefferson Boulevard at the point where it curves, just east of the junction of Illinois and Main (Map 9).

IN_AllenCo._FtWaynePark&BlvdSystemHD0015

No. 16 of 36. Lindenwood Boulevard. Looking north along Lindenwood Boulevard north of the intersection with Illinois (Map 9).

IN_AllenCo._FtWaynePark&BlvdSystemHD0016

No. 17 of 36. Rudisill Boulevard. Looking east along Rudisill Boulevard approximately between Fairfield and Hoagland Streets showing the set backs and vegetation (Map f).

IN_AllenCo._FtWaynePark&BlvdSystemHD0017

No. 18 of 36. Sherman Boulevard Looking south along the boulevard south of Archer Avenue (Map g).

IN_AllenCo._FtWaynePark&BlvdSystemHD0018

No. 19 of 36. St. Joseph Boulevard. An image looking south from State Boulevard, showing the median, plantings and residential setting (Map IIIb).

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- IN_AllenCo._FtWaynePark&BlvdSystemHD0019
No. 20 of 36. State Boulevard. Looking east along State Boulevard approximately between the intersections of Andrew and Meridian Streets (Map g).
IN_AllenCo._FtWaynePark&BlvdSystemHD0020
No. 21 of 36. Tennessee Avenue. Looking south west on Tennessee Avenue from approximately just west of the St. Joseph River (Map Ia).
IN_AllenCo._FtWaynePark&BlvdSystemHD0021
No. 22 of 36. Lakeside Park. Looking north east toward the Rose Gardens at Lakeside Park along Lake Avenue (Map Ia).
IN_AllenCo._FtWaynePark&BlvdSystemHD0022
No. 23 of 36. Maumee River. Looking north west toward a bend in the Maumee River from Maumee Parkway. (Map a)
IN_AllenCo._FtWaynePark&BlvdSystemHD0023
No. 24 of 36. Spy Run Creek Parkway. An image, looking north on Spy Run Creek from the Fourth Street Bridge.(Map IVf)
IN_AllenCo._FtWaynePark&BlvdSystemHD0024
No. 25 of 36. Lawton Park. Looking south east from N. Clinton Street toward the entrance to Lawton Park.(Map IVf)
IN_AllenCo._FtWaynePark&BlvdSystemHD0025
No. 26 of 36. Vesey Park. Looking north west toward the entrance to Vesey Park(Map IIb) .
IN_AllenCo._FtWaynePark&BlvdSystemHD0026
No. 27 of 36. St. Joseph River. Looking south along the St. Joseph River from of the Tennessee Avenue Bridge.(Map IVg)
IN_AllenCo._FtWaynePark&BlvdSystemHD0027
No. 28 Of 36. Johnny Appleseed Park. Looking east along the St. Joseph Parkway, with the St. Joseph River in the background (Map IIIc).
IN_AllenCo._FtWaynePark&BlvdSystemHD0028
No. 29 of 36. Foster Park. Looking south west toward the entrance to Foster Park showing some decorative plantings in the background.(Map Ivc)
IN_AllenCo._FtWaynePark&BlvdSystemHD0029
No. 30 of 36. Saint Mary's River. Looking north west on the St. Mary's River from the pedestrian bridge between the Soccer Fields and pavilion 3 in Foster Park (Map IVb)
IN_AllenCo._FtWaynePark&BlvdSystemHD0030
No. 31 of 36. Swinney Park. Looking north west toward the entrance to W. Swinney Park from W. Jefferson Boulevard.(Map IVe)
IN_AllenCo._FtWaynePark&BlvdSystemHD0031
No. 32 of 36. Orff Park. Looking north east toward the memorial statue in Orff Park from the intersection of Rockhill and Thieme Drive.(Map IVe)
IN_AllenCo._FtWaynePark&BlvdSystemHD0032
No. 33 of 36. Camp Allen Park. Looking north toward the basketball court at Camp Allen Park. (Map IVe)
IN_AllenCo._FtWaynePark&BlvdSystemHD0033
No. 34 of 36. Roosevelt Park. Looking south west from within Roosevelt Park showing an internal walk or Rivergreenway trail. (MAP ivE)
IN_AllenCo._FtWaynePark&BlvdSystemHD0034

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No. 35 of 36. Guldlin Park. Looking north east at the entrance sign to this park with trees and lawn in the background. (Map IVf)

IN_AllenCo._FtWaynePark&BlvdSystemHD0035

No. 36 of 36. Bloomingdale Park. An image, looking north east toward the playground equipment in Bloomingdale Park. (Map IVe)

IN_AllenCo._FtWaynePark&BlvdSystemHD0036

Property Owner:

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

name A list of property owners has been submitted under separate cover.

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

List of Figures:

Figure 1: Polk Map, 1909 – Printed in C. M. Robinson's Report

Figure 2: Kessler Plan Map, 1912

Figure 3: Bennett Parsons & Frost Street Map c. 1929

Figure 4: Adolph Jaenicke Plan for Memorial Park

Figure 5: George Kessler Plan for Three Rivers Park

Figure 6: Lithograph of General Anthony Wayne

Figure 7: George Kessler Portrait

Figure 8: Charles Mulford Robinson Portrait

Figure 9: Arthur A. Shurcliff Portrait

Figure 10: Edward H. Bennett Portrait

Figure 11: 1854 Fort Wayne Map

Figure 12: 1885 Polk's Fort Wayne Map

Figure 13: Sanborn Atlas, 1885, Page 1

Figure 14: Sanborn Atlas, 1918, Page 0

Figure 15: Fort Wayne Map, 1955

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County and State

Figure 1: Polk's Map with Additions by Charles Mulford Robinson – Inserted in the 1909 publication. (From the collection of Fort Wayne Parks and Recreation Archives)

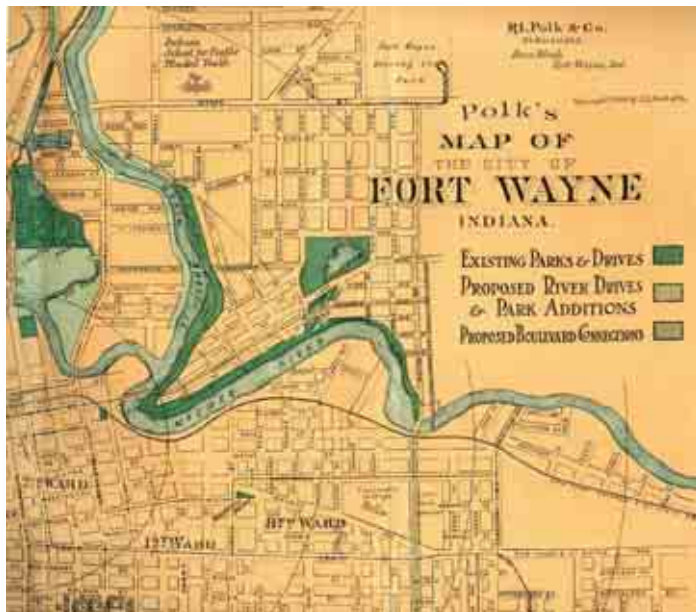
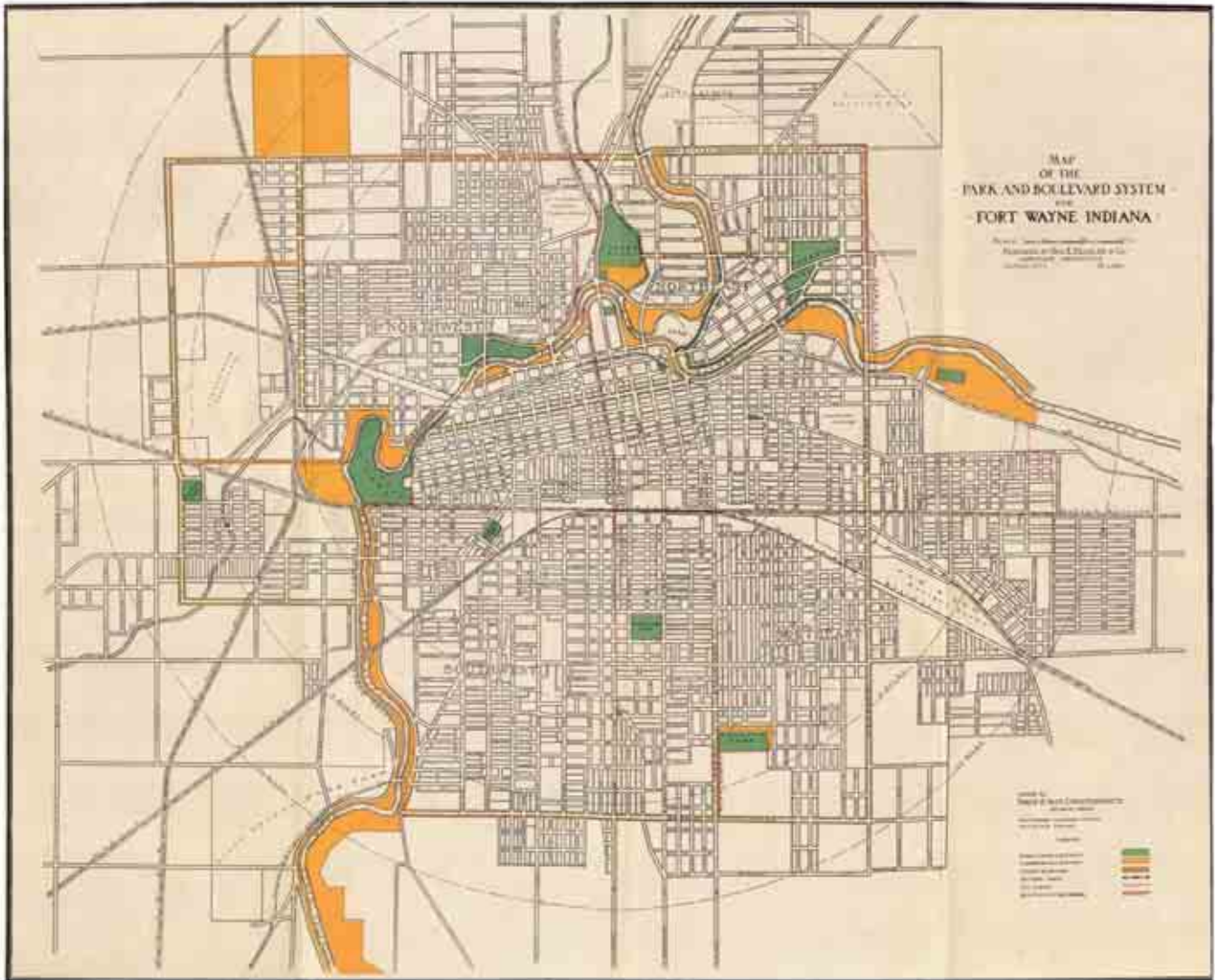


Figure 2:

Fort Wayne Park and Boulevard System Historic District
Name of Property

Allen County, Indiana
County and State

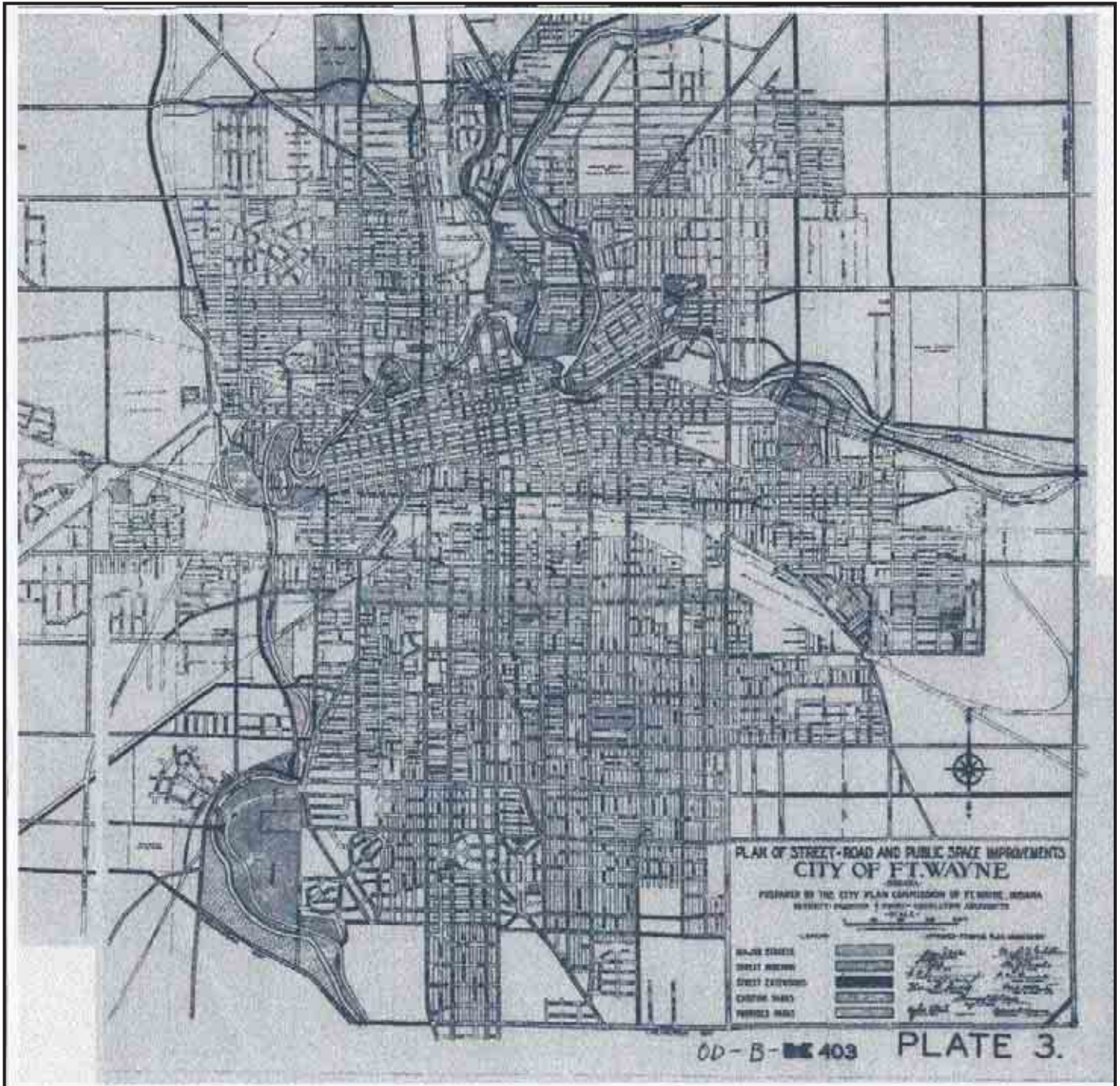
George Kessler plan, courtesy of ARCH, Inc.



Fort Wayne Park and Boulevard System Historic District
Name of Property

Allen County, Indiana
County and State

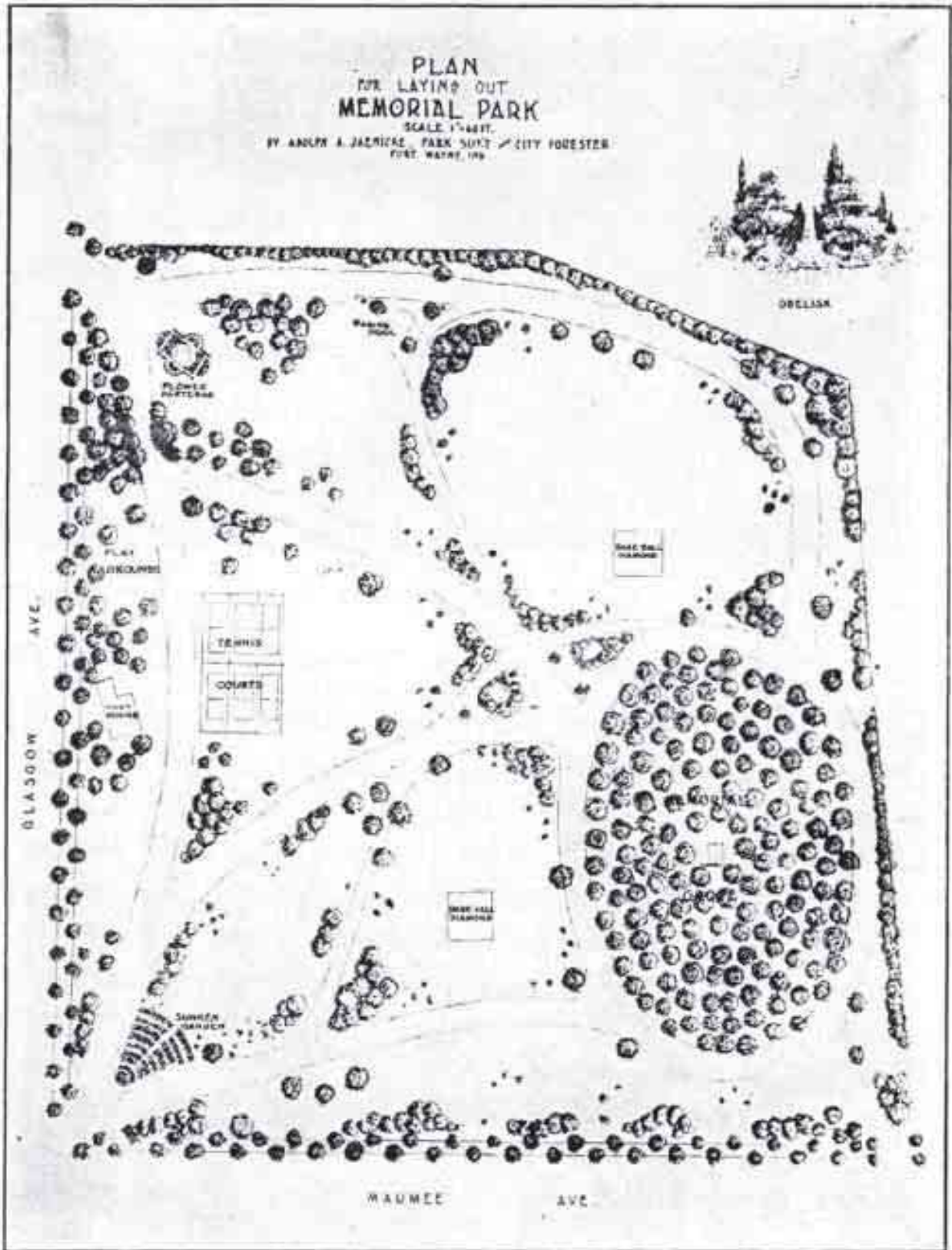
Figure 3: Bennett, Parsons & Frost Street Map c. 1929, Courtesy of ARCH, Inc.



Fort Wayne Park and Boulevard System Historic District
Name of Property

Allen County, Indiana
County and State

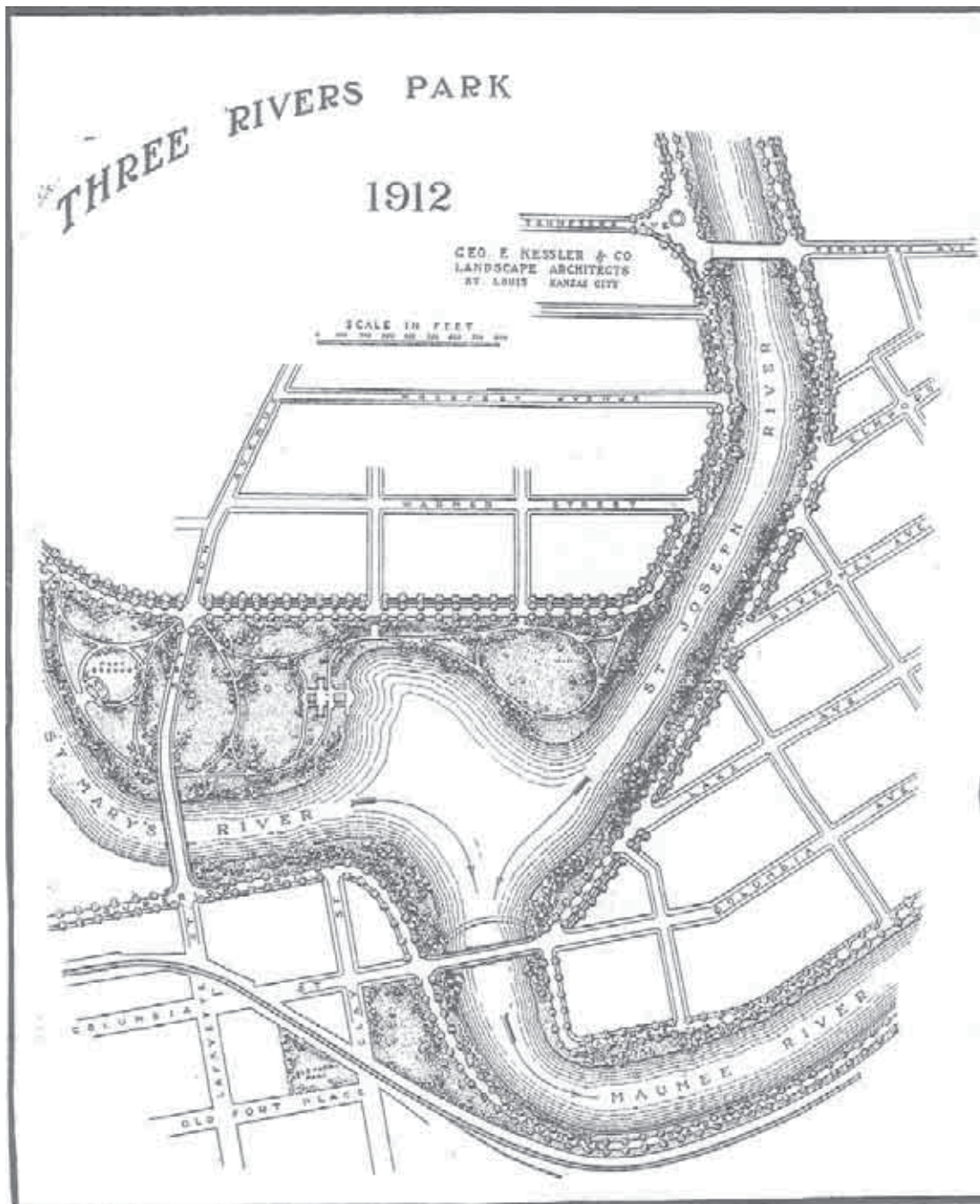
Figure 4: Adolph Jaenicke Plan for Memorial Park



Fort Wayne Park and Boulevard System Historic District
Name of Property

Allen County, Indiana
County and State

Figure 5: George Kessler Plan for Proposed Three Rivers Park



Fort Wayne Park and Boulevard System Historic District
Name of Property

Allen County, Indiana
County and State

Figure 6: General Anthony Wayne



Figure 7: Portrait of George Kessler

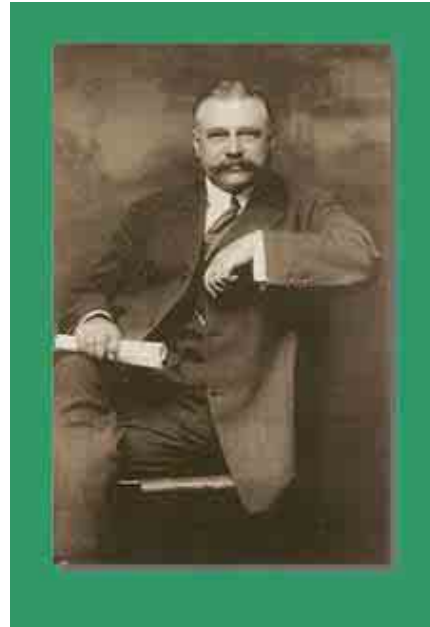


Figure 8: Charles Mulford Robinson



Figure 9: Arthur A. Shurcliff



Arthur Shurtleff (Shurcliff). From *Country Life in America*, 1921.

Charles Mulford Robinson. From *A Plan for Civic Improvement for the City of Oakland*, 1906. Courtesy Frances Loeb Library, Harvard University.

Fort Wayne Park and Boulevard System Historic District
Name of Property

Allen County, Indiana
County and State

Figure 10: Edward H. Bennett (Art Institute of Chicago)
www.artic.edu/aic/libraries/research/specialcollections/plan_of_Chicago/drafts.html



Fort Wayne Park and Boulevard System Historic District
Name of Property

Allen County, Indiana
County and State

Figure 11: 1854 Map of Fort Wayne

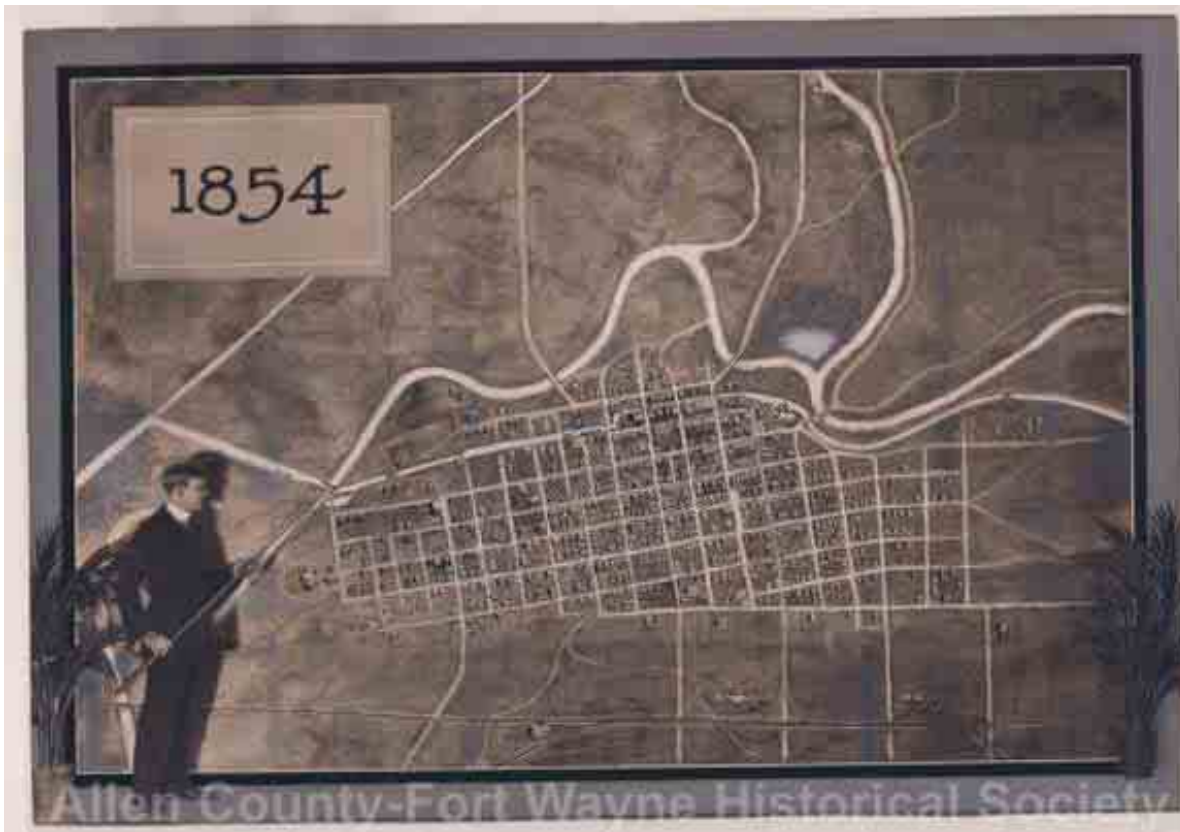
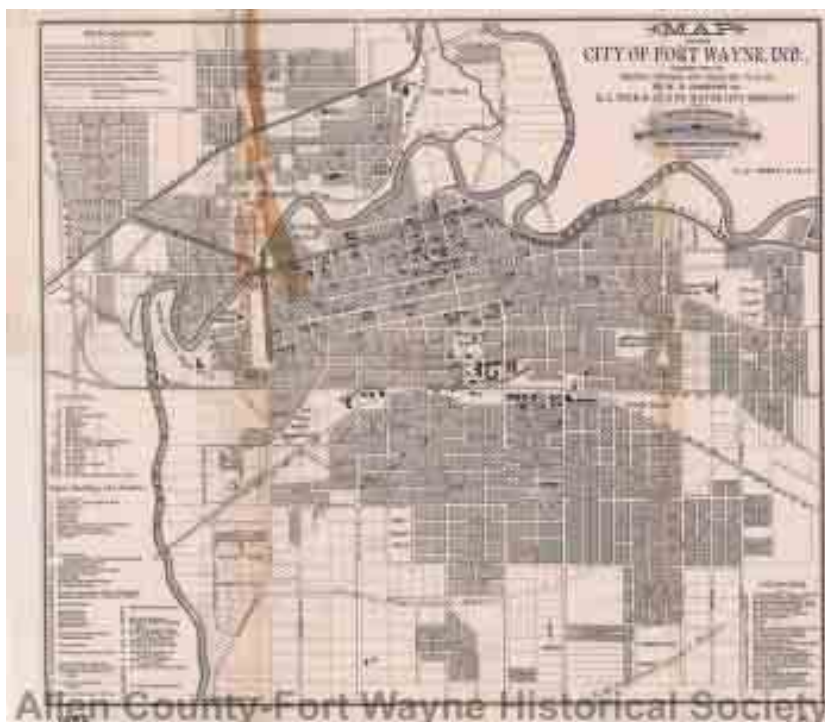


Figure 12: 1885 Polk's Map of Fort Wayne



Fort Wayne Park and Boulevard System Historic District
Name of Property

Allen County, Indiana
County and State

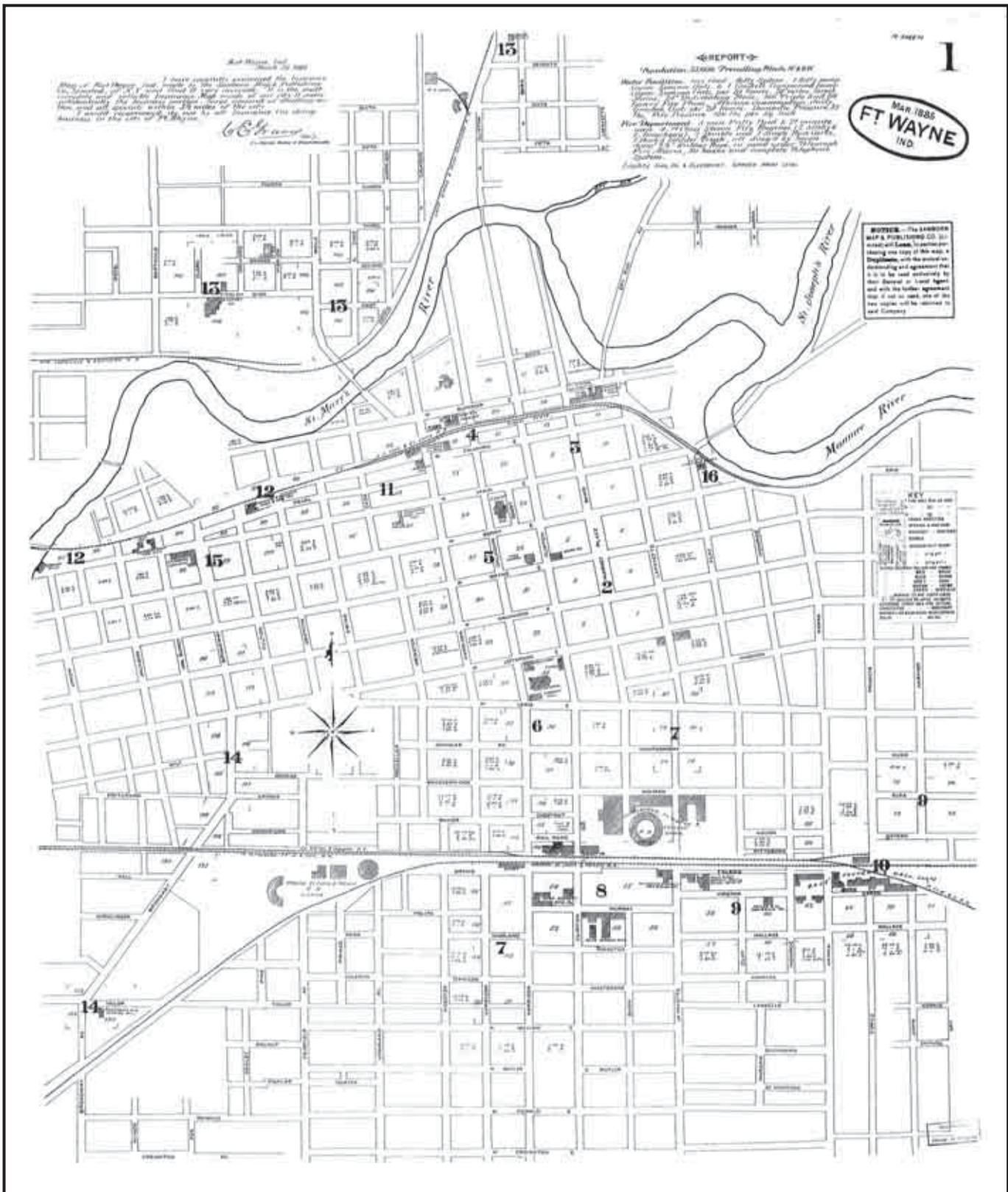
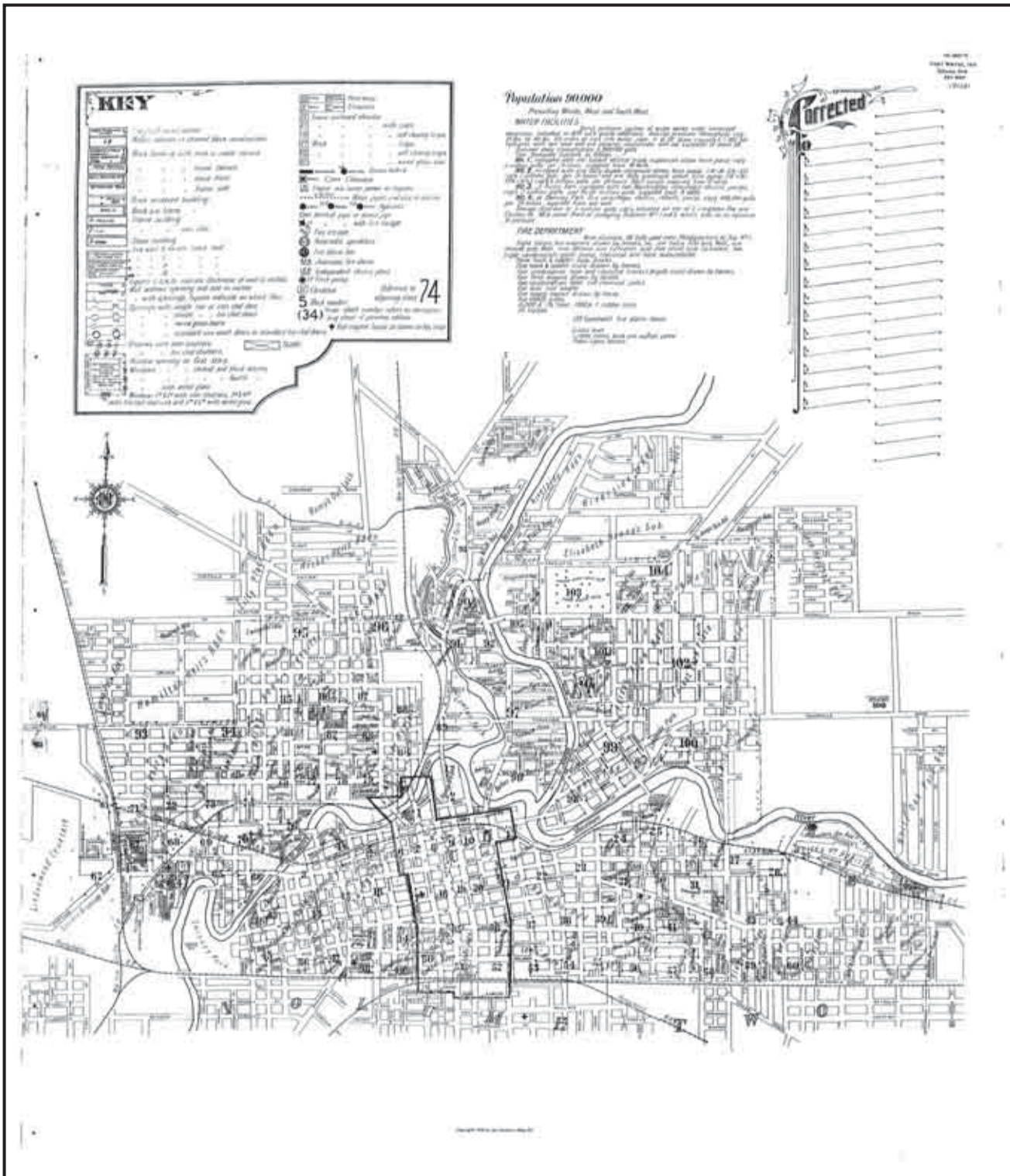


Figure 13: Sanborn Map of Fort Wayne 1885, P. 1
Figure 14: Sanborn Map of Fort Wayne, 1918, p. 0

Fort Wayne Park and Boulevard System Historic District
Name of Property

Allen County, Indiana
County and State



Fort Wayne Park and Boulevard System Historic District
Name of Property

Allen County, Indiana
County and State

Figure 15: Fort Wayne Street Map, 1955 (courtesy of ARCH, Inc.)

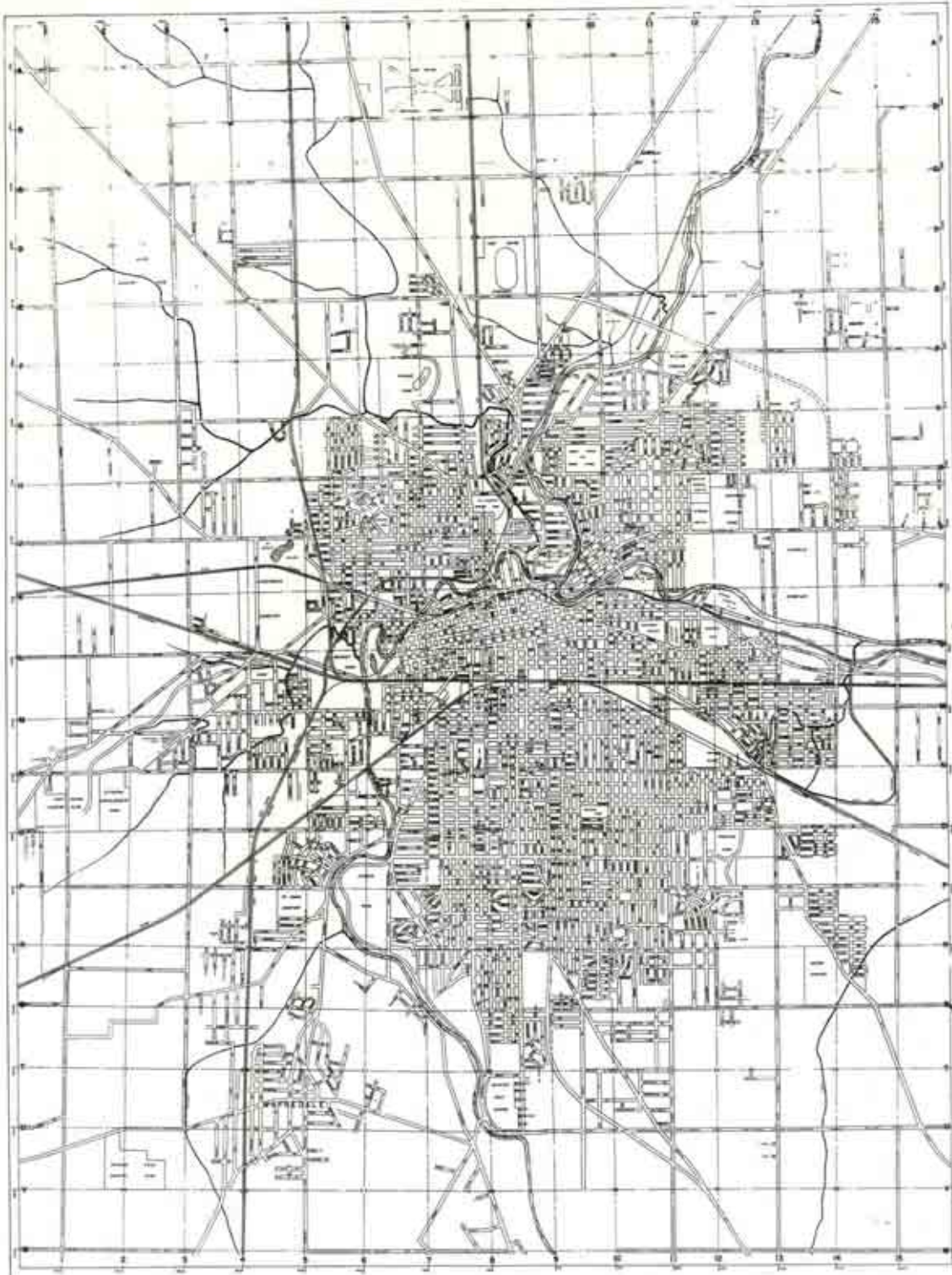


PHOTO LOG:

Name of Property: FtWaynePark&BlvdSystemHD

City or Vicinity: Fort Wayne

County: Allen County

State: Indiana

Photographer: Paul Lippens, Tony Gillund, Meg Storrow (SKA), John Warner, Camille Fife (WGI) Don Orban (Fort Wayne Historic Preservation)

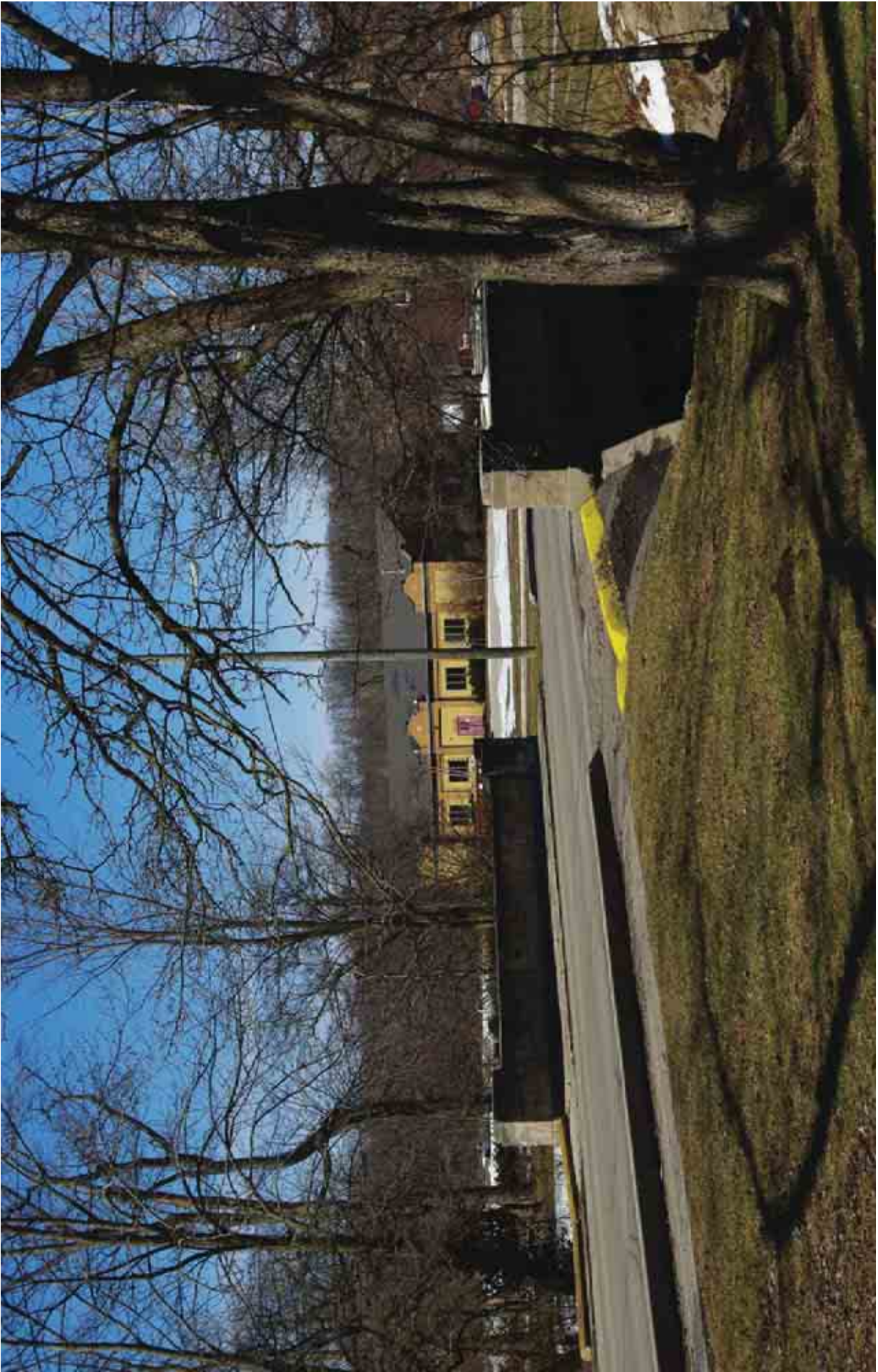
Date Photographed: February, March, April, 2010

Description of Photograph(s) and number:

- No. 1 of 36. Franke Park. Looking north west through the Park Drive Bridge toward Pavilion No. 1 (Map 1)
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- No. 2 of 36. McCormick Park. Looking north east from the eastern side of the park (Map 2).
IN_AllenCo._FtWaynePark&BlvdSystemHD0002
- No. 3 of 36. McCulloch Park. Looking north east along the main central path of the park toward the bandshell at the center (Map 3).
IN_AllenCo._FtWaynePark&BlvdSystemHD0003
- No. 4 of 36. McMillen Park. An image, looking south east from an area near the entrance alleé (Map 4.)
IN_AllenCo._FtWaynePark&BlvdSystemHD0004
- No. 5 of 36. MemorialPark. A Photo, looking north toward the Olen J. Pond Memorial from the southern border of the park (Map 5).
IN_AllenCo._FtWaynePark&BlvdSystemHD0005
- No. 6. of 36. Nuckols/Hayden Park. Looking north toward the north west corner of the park along its western edge (Map 6).
IN_AllenCo._FtWaynePark&BlvdSystemHD0006
- No. 7 of 36. Old Fort Park. This is an image, looking east from the south side of this tiny park along Main Street showing the well and the commemorative stand with a background of vegetation (Map 7).
IN_AllenCo._FtWaynePark&BlvdSystemHD0007
- No. 8 of 36. Reservoir Park. Photo image looking north from the south side of the park toward the pond (Map 8).
IN_AllenCo._FtWaynePark&BlvdSystemHD0008
- No. 9 of 36. Rockhill Park. Looking southeast across the landscape of the park toward the eastern end (Map 9).
IN_AllenCo._FtWaynePark&BlvdSystemHD0009
- No. 10 of 36. Weisser Park. An image, looking southwest from inside the park, toward a part of the historic grove and showing some of the residential properties in the background (Map 10).
IN_AllenCo._FtWaynePark&BlvdSystemHD0010
- No. 11 of 36. Williams Park. Looking south east toward the bus shelter, showing some of the properties which surround this small park (Map 11).
IN_AllenCo._FtWaynePark&BlvdSystemHD0011
- No. 12 of 36. Anthony Boulevard. Looking south along this boulevard toward an intersection at State and Anthony boulevards (Map a).
IN_AllenCo._FtWaynePark&BlvdSystemHD0012
- No. 13 of 36. Berry Street. Looking east along Berry Street between Union Street and Rockhill Street (Map IVe).
IN_AllenCo._FtWaynePark&BlvdSystemHD0013

- No. 14 of 36. Hanna Boulevard. Looking south toward the intersection of Hanna and Rudisill Boulevards (Map c).
IN_AllenCo._FtWaynePark&BlvdSystemHD0014
- No. 15 of 36. Jefferson Boulevard. Looking east along West Jefferson Boulevard at the point where it curves, just east of the junction of Illinois and Main (Map 9).
IN_AllenCo._FtWaynePark&BlvdSystemHD0015
- No. 16 of 36. Lindenwood Boulevard. Looking north along Lindenwood Boulevard north of the intersection with Illinois (Map 9).
IN_AllenCo._FtWaynePark&BlvdSystemHD0016
- No. 17 of 36. Rudisill Boulevard. Looking east along Rudisill Boulevard approximately between Fairfield and Hoagland Streets showing the set backs and vegetation (Map f).
IN_AllenCo._FtWaynePark&BlvdSystemHD0017
- No. 18 of 36. Sherman Boulevard Looking south along the boulevard south of Archer Avenue (Map g).
IN_AllenCo._FtWaynePark&BlvdSystemHD0018
- No. 19 of 36. St. Joseph Boulevard. An image looking south from State Boulevard, showing the median, plantings and residential setting (Map IIIb).
IN_AllenCo._FtWaynePark&BlvdSystemHD0019
- No. 20 of 36. State Boulevard. Looking east along State Boulevard approximately between the intersections of Andrew and Meridian Streets (Map g).
IN_AllenCo._FtWaynePark&BlvdSystemHD0020
- No. 21 of 36. Tennessee Avenue. Looking south west on Tennessee Avenue from approximately just west of the St. Joseph River (Map Ia).
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IN_AllenCo._FtWaynePark&BlvdSystemHD0022
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- No. 24 of 36. Spy Run Creek Parkway. An image, looking north on Spy Run Creek from the Fourth Street Bridge.(Map IVf)
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- No. 26 of 36. Vesey Park. Looking north west toward the entrance to Vesey Park(Map IIb) .
IN_AllenCo._FtWaynePark&BlvdSystemHD0026
- No. 27 of 36. St. Joseph River. Looking south along the St. Joseph River from of the Tennessee Avenue Bridge.(Map IVg)
IN_AllenCo._FtWaynePark&BlvdSystemHD0027
- No. 28 Of 36. Johnny Appleseed Park. Looking east along the St. Joseph Parkway, with the St. Joseph River in the background (Map IIIc).
IN_AllenCo._FtWaynePark&BlvdSystemHD0028
- No. 29 of 36. Foster Park. Looking south west toward the entrance to Foster Park showing some decorative plantings in the background.(Map Ivc)
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- No. 32 of 36. Orff Park. Looking north east toward the memorial statue in Orff Park from the intersection of Rockhill and Thieme Drive.(Map IVe)
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- No. 33 of 36. Camp Allen Park. Looking north toward the basketball court at Camp Allen Park.
(Map IVe)
IN_AllenCo._FtWaynePark&BlvdSystemHD0033
- No. 34 of 36. Roosevelt Park. Looking south west from within Roosevelt Park showing an internal walk or Rivergreenway trail. (MAP ivE)
IN_AllenCo._FtWaynePark&BlvdSystemHD0034
- No. 35 of 36. Guldlin Park. Looking north east at the entrance sign to this park with trees and lawn in the background. (Map IVf)
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- No. 36 of 36. Bloomingdale Park. An image, looking north east toward the playground equipment in Bloomingdale Park. (Map IVe)
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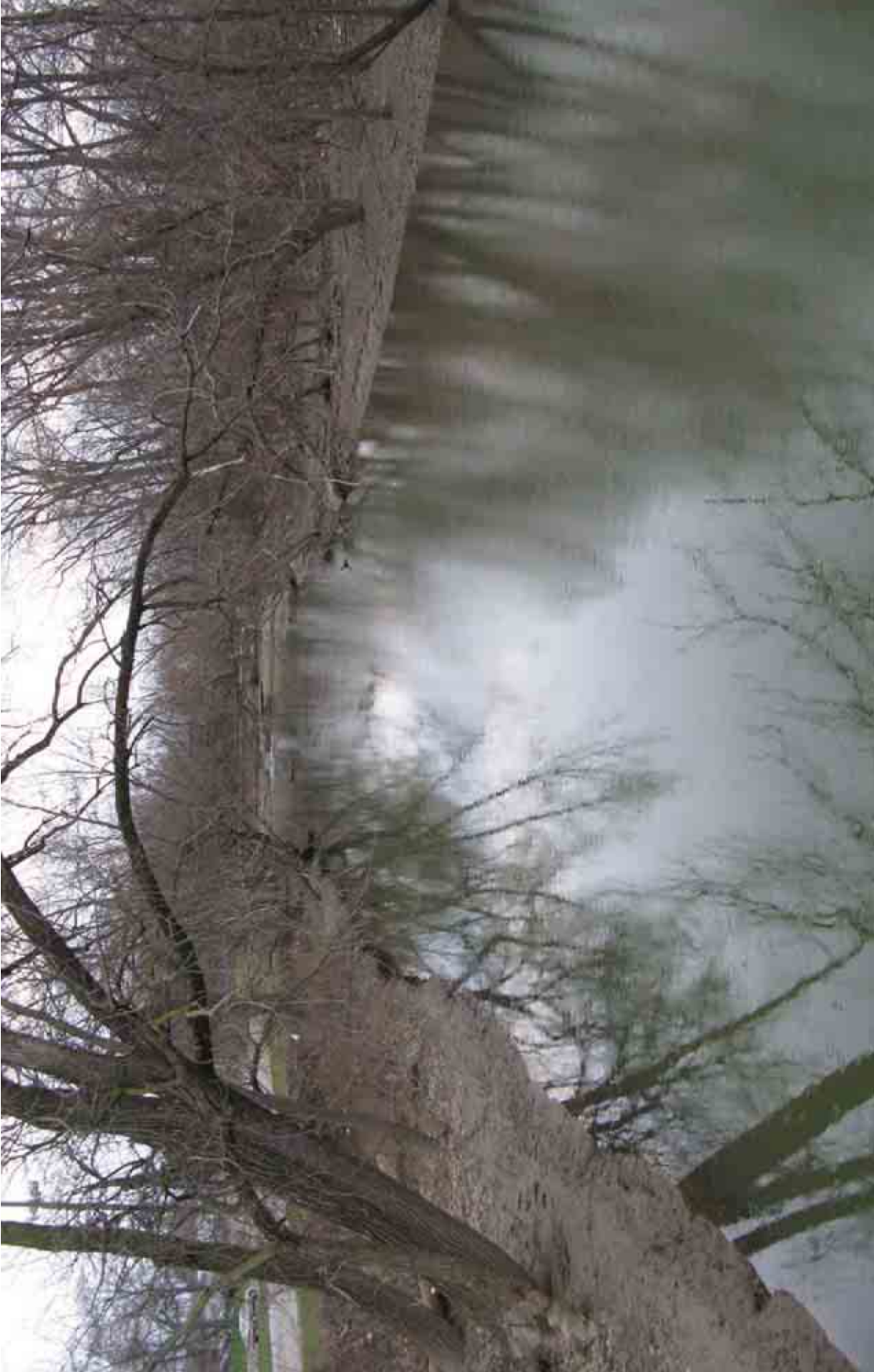
















WELCOME TO
VESEY PARK
SOUTH FORT WANE, IN
FORT WAYNE PARKS & RECREATION









**FOSTER
PARK**

OPEN
GOLF - 11:00am















Fort Wayne Park and Boulevard System Historic District.

Fort Wayne, Allen County, Indiana

Additional Documentation: Maps

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74. Fort Wayne Kessler Plan Map, 1912








City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

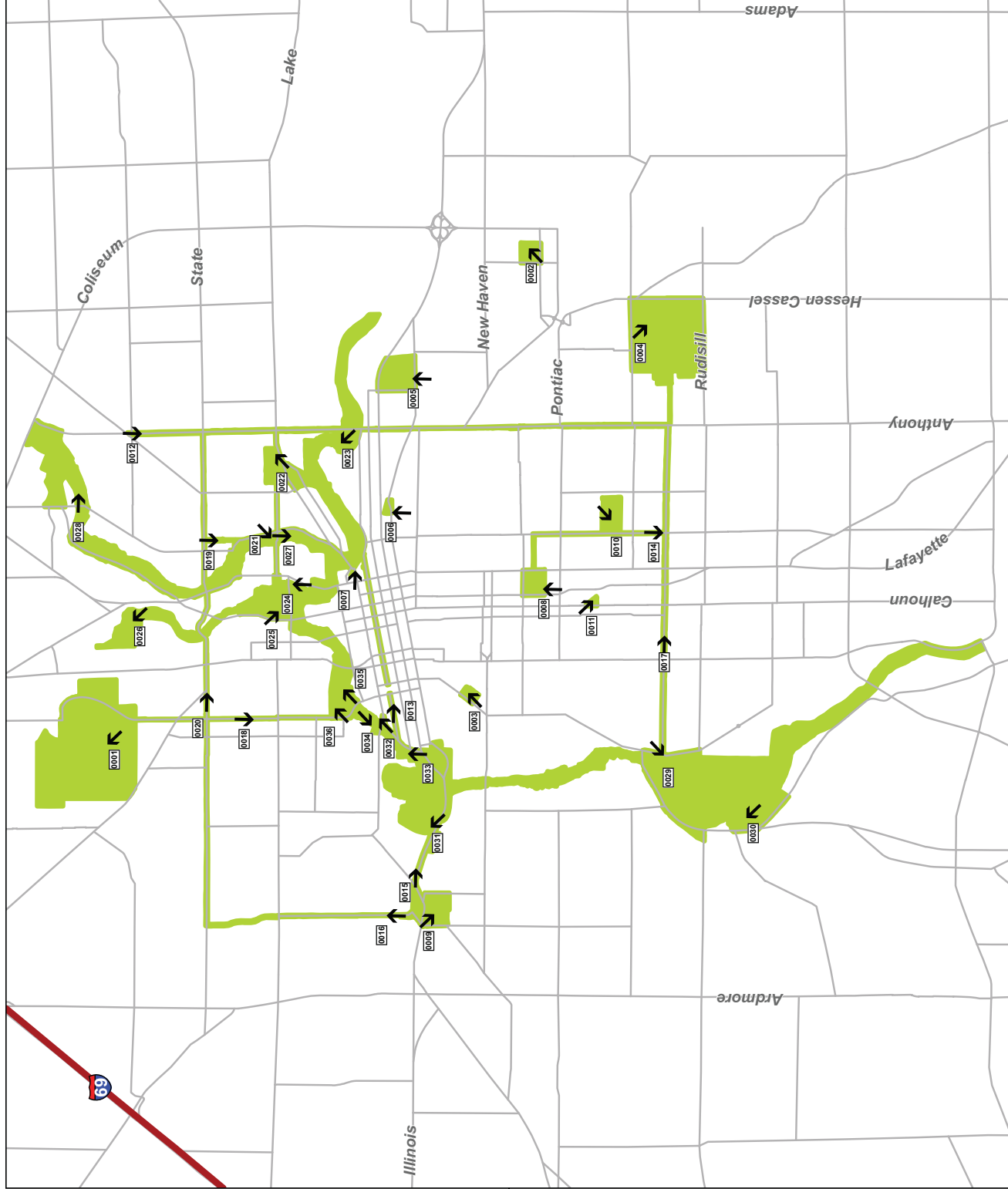
Photo Log Locations

 National Register Boundary
Photos 0001-0036

Photo Direction

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-  Photo Taken Facing Northwest
-  Photo Taken Facing Southwest
-  Photo Taken Facing South
-  Pictures Taken Facing Southeast

Photographs were selected to represent both contributing and non-contributing resources within the system. Photograph locations and the direction of the view appear on the map. Photos are numbered 0001-0036; they are labelled accordingly on this map.



0 0.25 0.5 1 1.5 2 Miles

North

Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 1/3 Mile. Print Size 22" by 24"
Scale 1 inch = 2/3 Mile. Print Size 11" by 17"




City of Fort Wayne

Park and Boulevard System

Historic District, Fort Wayne, Allen County, Indiana

Key Map

 National Register Boundary

- Parks**
1. Franke
 2. McCormick
 3. McCulloch
 4. McMillen
 5. Memorial
 6. Nuckolls
 7. Old Fort
 8. Reservoir
 9. Rockhill
 10. Weisser
 11. Williams

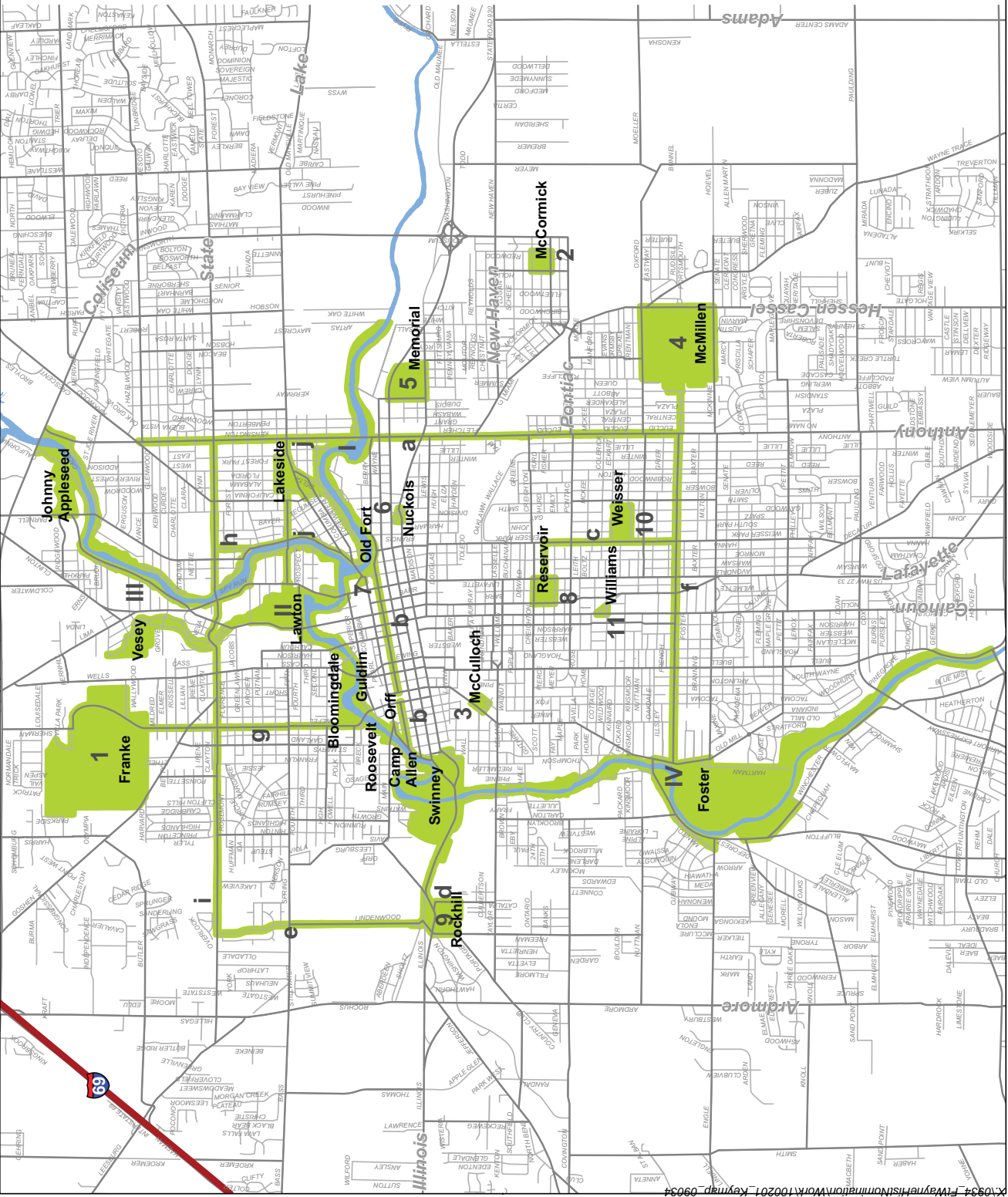
Parkways (includes riverfront parks):

- I. Maumee River
 - i. Lakeside
- II. Spy Run Creek (Brookview)
 - i. Lawton
 - ii. Vesey
- III. St. Joseph River
 - i. Johnny Appleseed
- IV. St. Mary's River
 - i. Bloomingdale
 - ii. Camp Allen
 - iii. Foster
 - iv. Guldlin
 - v. Orff/Thieme Drive Overlook
 - vi. Roosevelt
 - vii. Swinney (East & West)

- Boulevards:**
- a. Anthony Boulevard
 - b. Berry Street
 - c. Hanna/Taber Street
 - d. Jefferson Boulevard
 - e. Lindenwood Avenue (Brookside)
 - f. Rudisill Boulevard
 - g. Sherman Boulevard (Kekionga)
 - h. St. Joseph Boulevard
 - i. State Boulevard (Pfeifer)
 - j. Tennessee Avenue/Lake Avenue



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 Scale 1 inch = 2/3 Mile. Print Size 11" by 22"




City of Fort Wayne

Park and Boulevard System

Historic District, Fort Wayne, Allen County, Indiana

Key Map - Aerial View

 National Register Boundary

Parks

1. Franke
2. McCormick
3. McCulloch
4. McMillen
5. Memorial
6. Nuckols
7. Old Fort
8. Reservoir
9. Rockhill
10. Weisser
11. Williams

Parkways (includes riverfront parks):

- I. Maumee River
 - i. Lakeside
- II. Spy Run Creek (Brookview)
 - i. Lawton

III. St. Joseph River

- i. Johnny Applesseed

IV. St. Mary's River

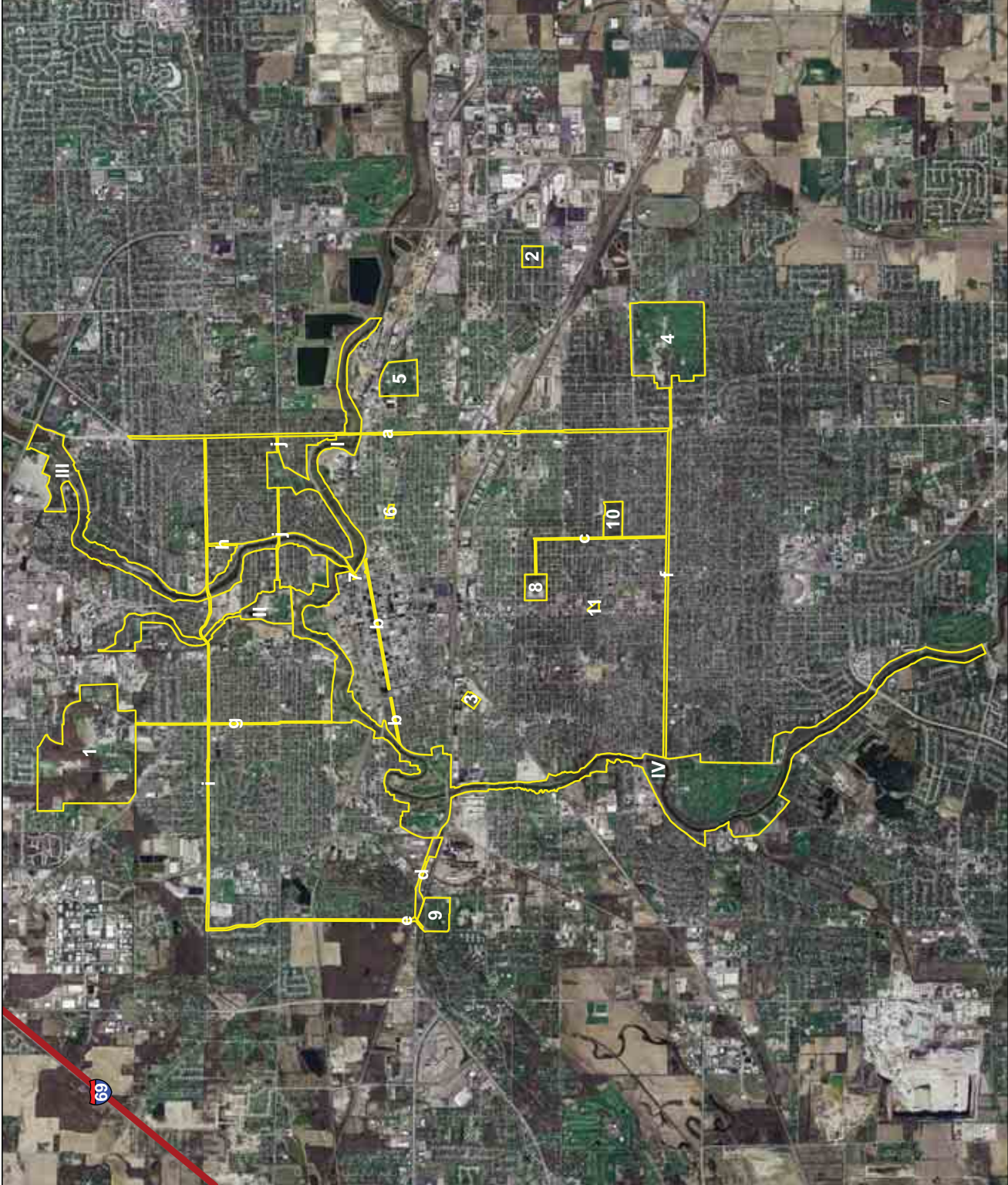
- i. Bloomingdale
- ii. Camp Allen
- iii. Foster
- iv. Guldlin
- v. Orff/Thieme Drive Overlook
- vi. Roosevelt
- vii. Swinney (East & West)

Boulevards:

- a. Anthony Boulevard
- b. Berry Street
- c. Hanna/Taber Street
- d. Jefferson Boulevard
- e. Lindenwood Avenue (Brookside)
- f. Rudisill Boulevard
- g. Sherman Boulevard (Kekionga)
- h. St. Joseph Boulevard
- i. State Boulevard (Pfeifer)
- j. Tennessee Avenue/Lake Avenue



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 Scale 1 inch = 2/3 Mile. Print Size 11" by 17".




City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Franke Park

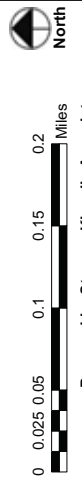
Map 1 - Streets/Photos

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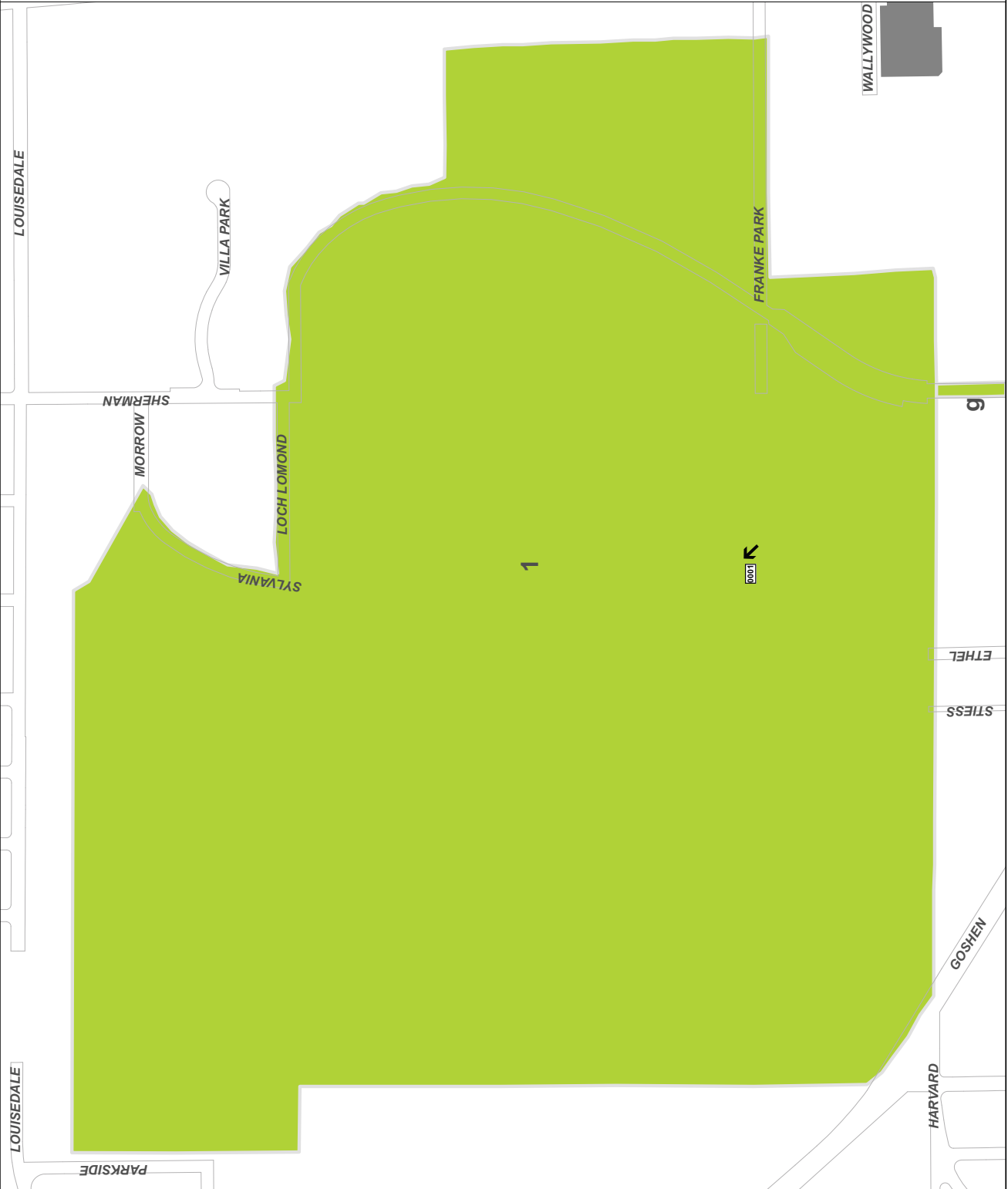
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- ↘ Photo Taken Facing Southeast



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Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"




City of Fort Wayne

Park and Boulevard System


Historic District, Fort Wayne, Allen County, Indiana

Franke Park

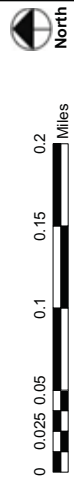
Map 1 - Features

 National Register Boundary

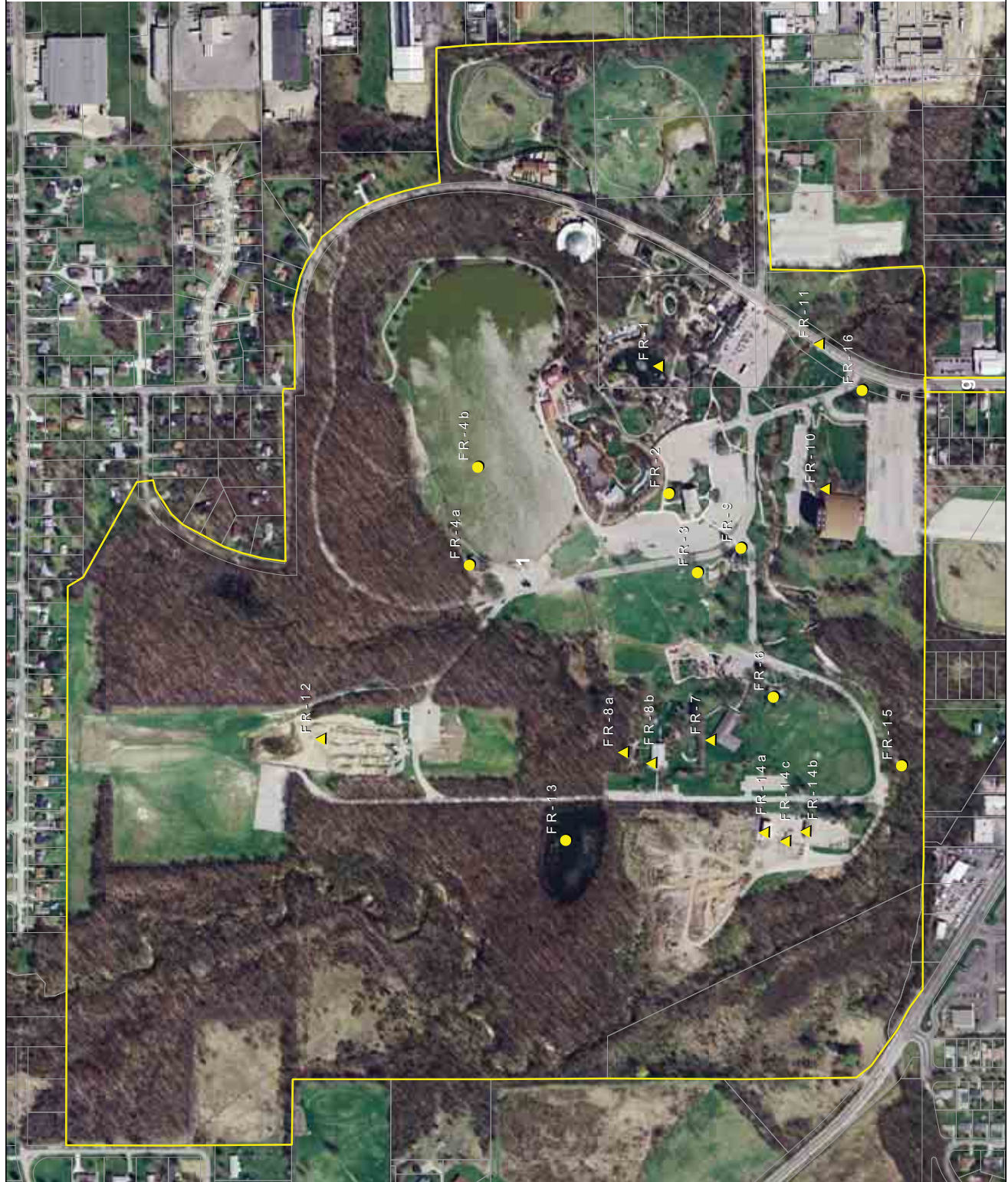
 Contributing

 Non-Contributing

- FR-1-Fort Wayne Children's Zoo (Non-Contributing)
- FR-2-Franke Pavilion No. 1 (Contributing)
- FR-3-Franke Public Restrooms (Contributing)
- FR-4a-Olen J. Pond Pavilion (Contributing)
- FR-4b-Shoaff Lake (Contributing)
- FR-5-Playground (Not Counted)
- FR-6-Franke Park Pavilion No. 2 (Contributing)
- FR-7-Shermanson Long House (Non-Contributing)
- FR-8a-Psi Ote Nature Teepee (Non-Contributing)
- FR-8b-Psi Ote Nature Lodge (Non-Contributing)
- FR-9-Park Drive Bridge (Contributing)
- FR-10-Foellinger Theatre (Non-Contributing)
- FR-11-Sherman Blvd Bridge at Spy Run (Non-Contributing)
- FR-12-Franke Park BMX Track (Non-Contributing)
- FR-13-Frog Pond (Contributing)
- FR-14a-Franke Maintenance Building (Non-Contributing)
- FR-14b-Franke Maintenance Building (Non-Contributing)
- FR-14c-Franke Maintenance Building (Non-Contributing)
- FR-15-Spy Run Creek System (Contributing)
- FR-16-Franke Park Trails/roads/woods (Contributing)



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 Scale 1 inch = 200 Feet. Print Size 22" by 34"
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City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

McCormick Park

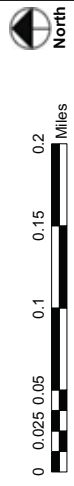
Map 2 - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction


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- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast




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May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
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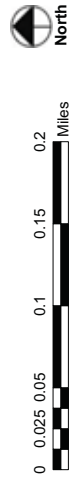
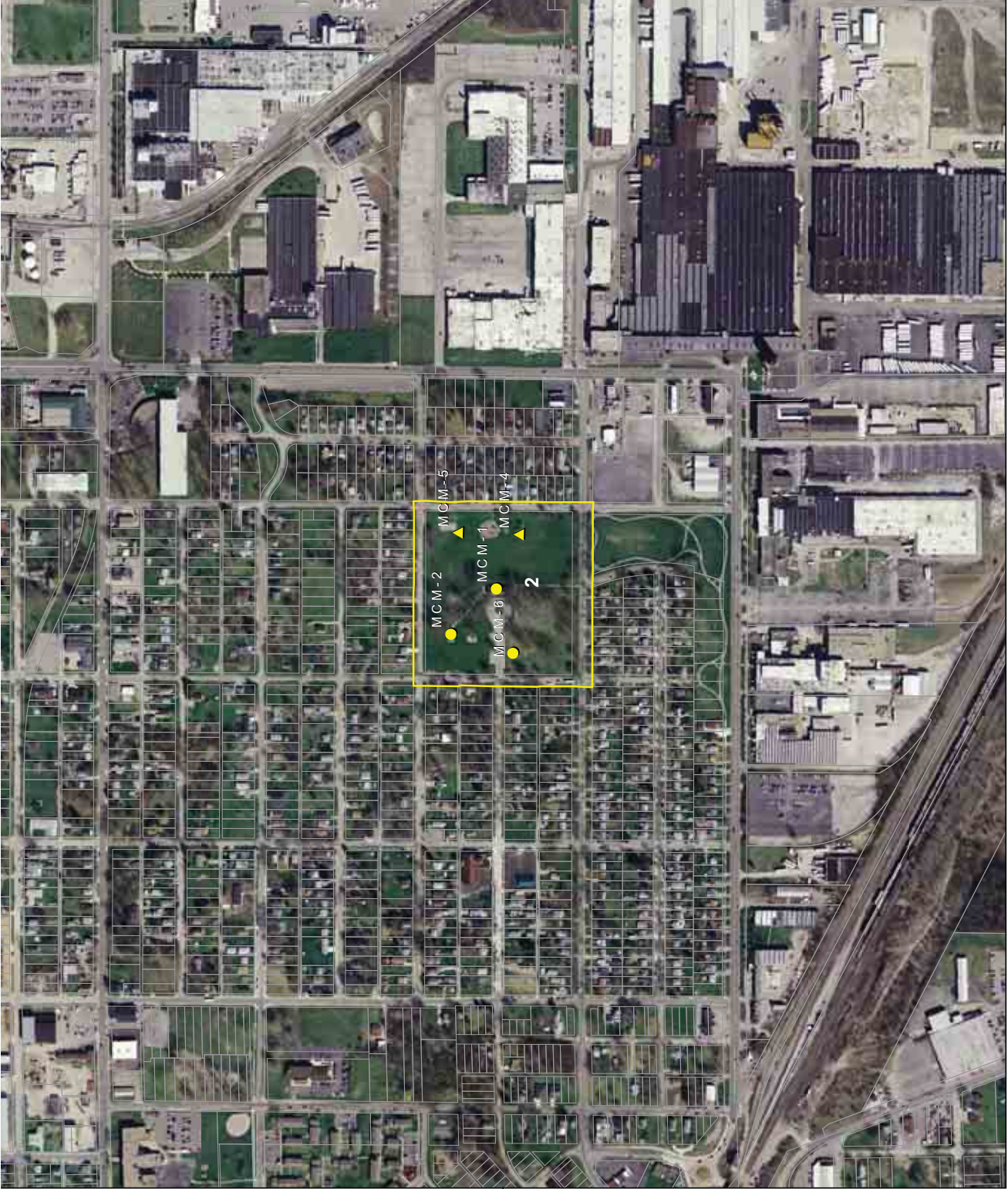
City of Fort Wayne Park and Boulevard System Historic District, Fort Wayne, Allen County, Indiana McCormickPark Map 2 - Features

 National Register Boundary

 Contributing

 Non-Contributing

- MCM-1-McCormick Park Pavilion No. 1 (Contributing)
- MCM-2-Restroom (Contributing)
- MCM-3-Playground Equipment (Not Counted)
- MCM-4-Shelter House (Non-Contributing)
- MCM-5-Basketball Court (Non-Contributing)
- MCM-6-McCormick Park (Contributing)




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Scale 1 inch = 200 Feet. Print Size 22" by 34"
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City of Fort Wayne

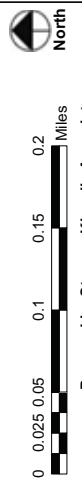
Park and Boulevard System
 Historic District,
 Fort Wayne, Allen County, Indiana
McCulloch Park
Map 3 - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction

- Photo Taken Facing East
- ↗ Photo Taken Facing Northeast
- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
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 or Scale 1 inch = 400 Feet. Print Size 11" by 17"






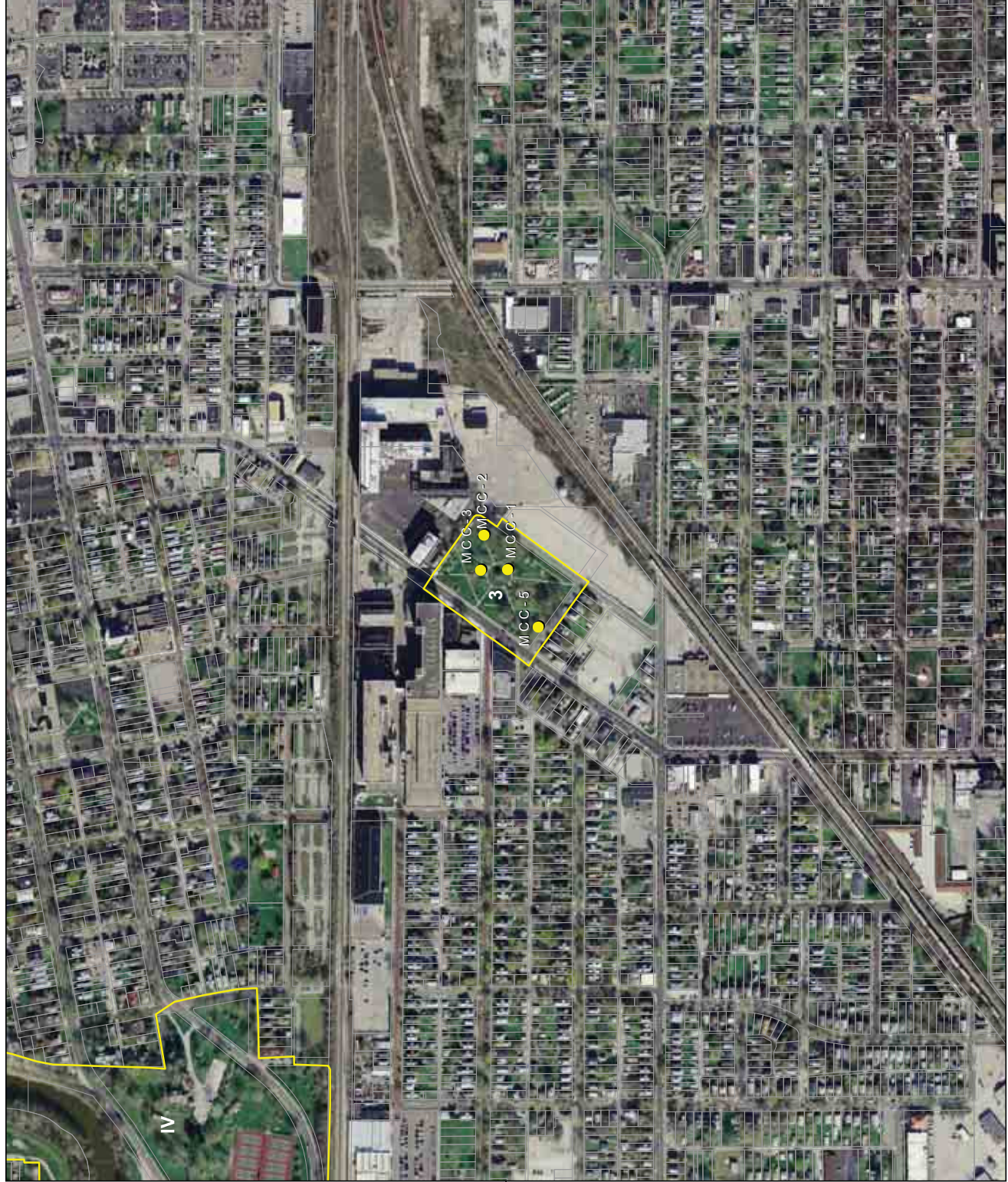
City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

McCulloch Park

Map 3 - Features

-  National Register Boundary
 -  Contributing
 -  Non-Contributing
- MCC-1-Bandshell (Contributing)
MCC-2-Samuel Bigger Burial Site (Contributing)
MCC-3-McCulloch Park Circulation System (Contributing)
MCC-4-Playground Equipment (Not Counted)
MCC-5-McCulloch Park Grounds/Plantings (Contributing)



0 0.025 0.05 0.1 0.15 0.2 Miles


North

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May 24th, 2010. Data source: The City of Fort Wayne.
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City of Fort Wayne

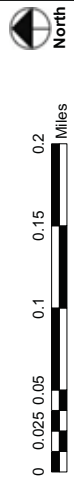
Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
McMillen Park
Map 4 - Streets/Photos

 National Register Boundary

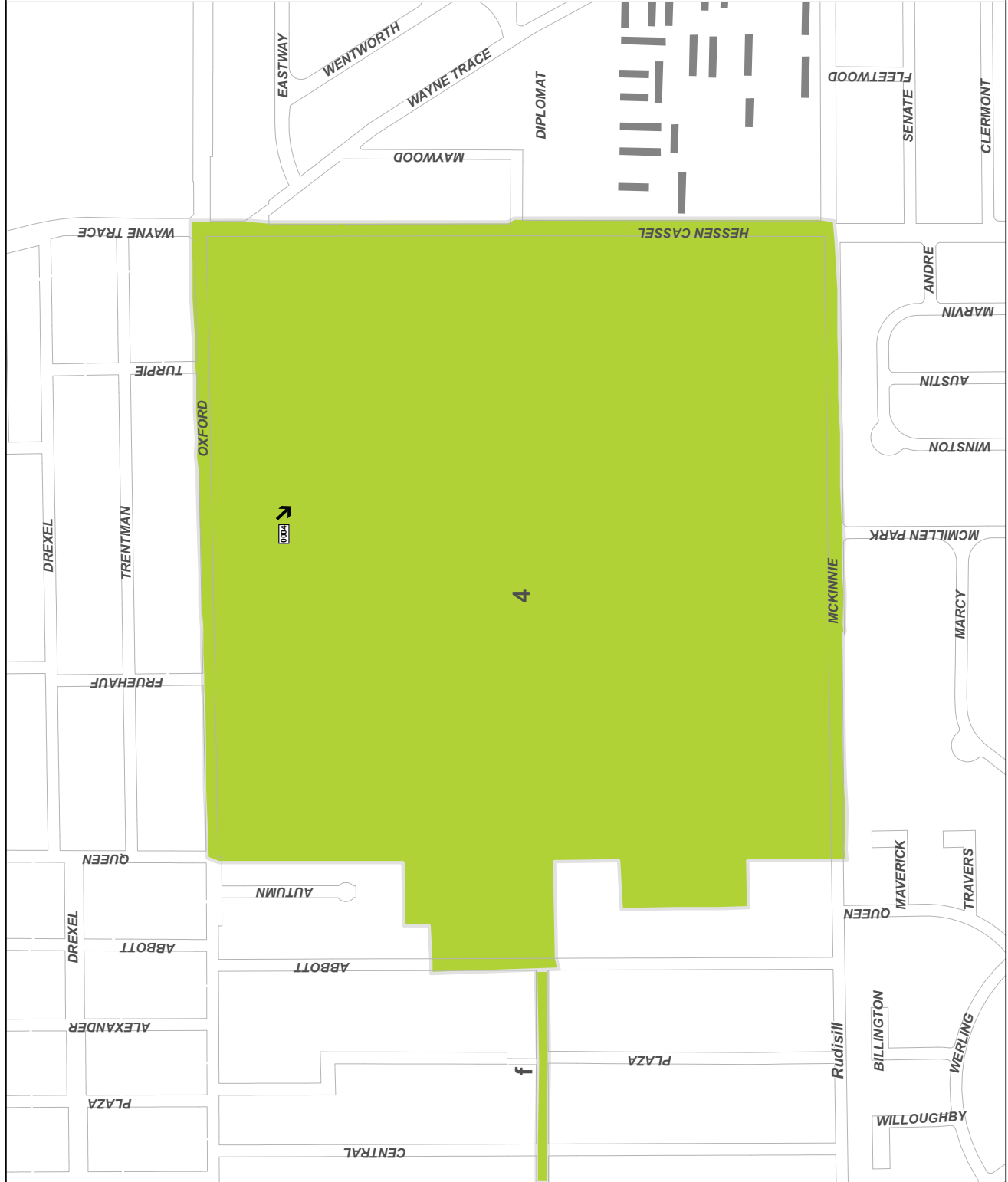
Photos 0001-0036

Photo Direction

- Photo Taken Facing East
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- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
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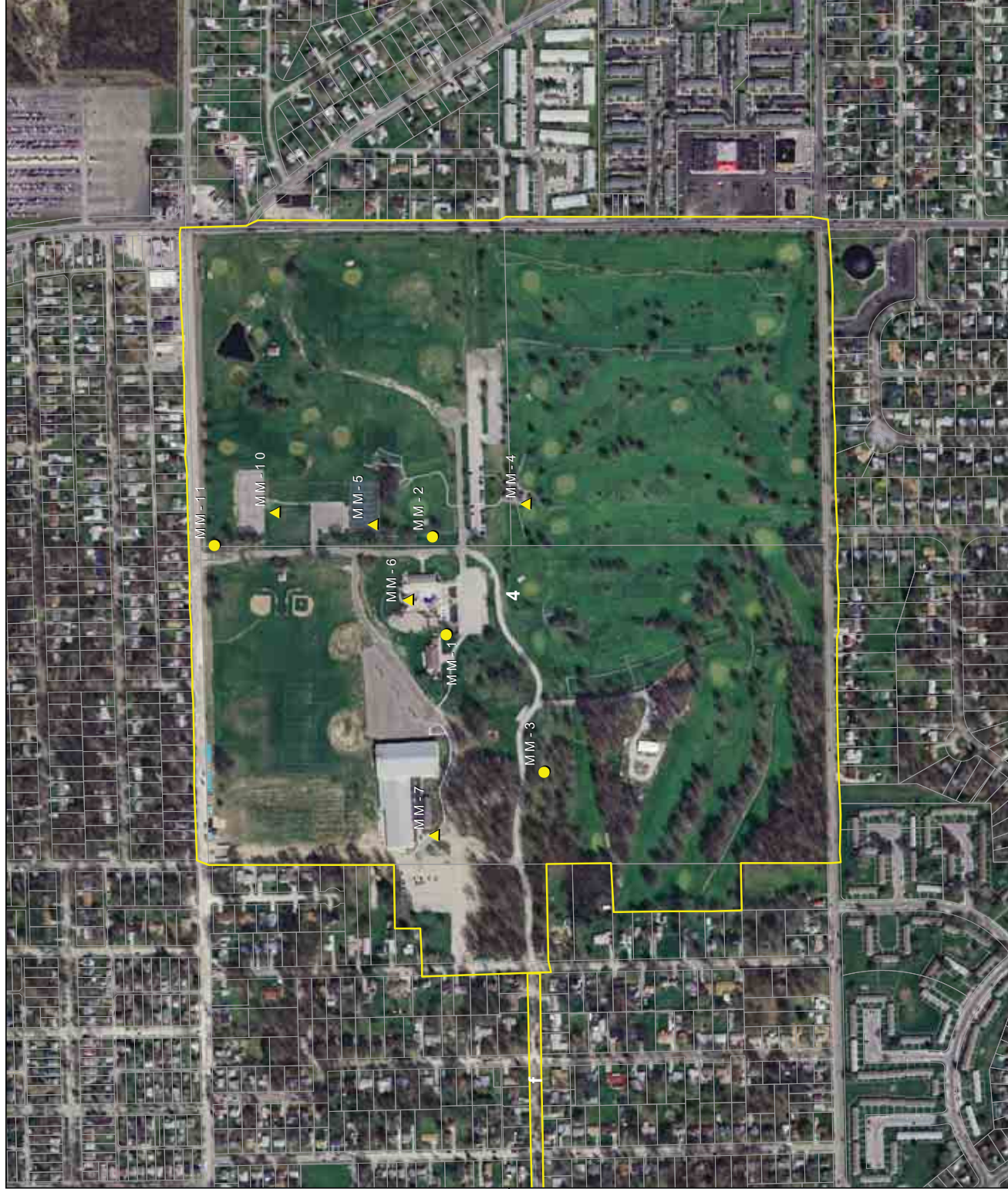


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Scale 1 inch = 200 Feet. Print Size 22" by 34"
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City of Fort Wayne Park and Boulevard System Historic District, Fort Wayne, Allen County, Indiana McMillen Park Map 4 - Features

- National Register Boundary
 - Contributing
 - ▲ Non-Contributing
- MM-1-Open Air Pavilion No. 1 (Contributing)
 - MM-2-Partial Allee (Contributing)
 - MM-3-Remnant Grove (Contributing)
 - MM-4-Golf Course and Club House (Non-Contributing)
 - MM-5-Tennis Courts (Non-Contributing)
 - MM-6-Pool and Pool House (Non-Contributing)
 - MM-7-McMillen Ice Arena (Non-Contributing)
 - MM-8-Baseball Diamonds (Not Counted)
 - MM-9-Play Equipment (Not Counted)
 - MM-10-Basketball Courts (Non-Contributing)
 - MM-11-McMillen Park (Contributing)



0 0.025 0.05 0.1 0.15 0.2 Miles


North

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City of Fort Wayne

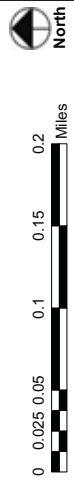
Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
Memorial Park
Map 5 - Streets/Photos

 National Register Boundary

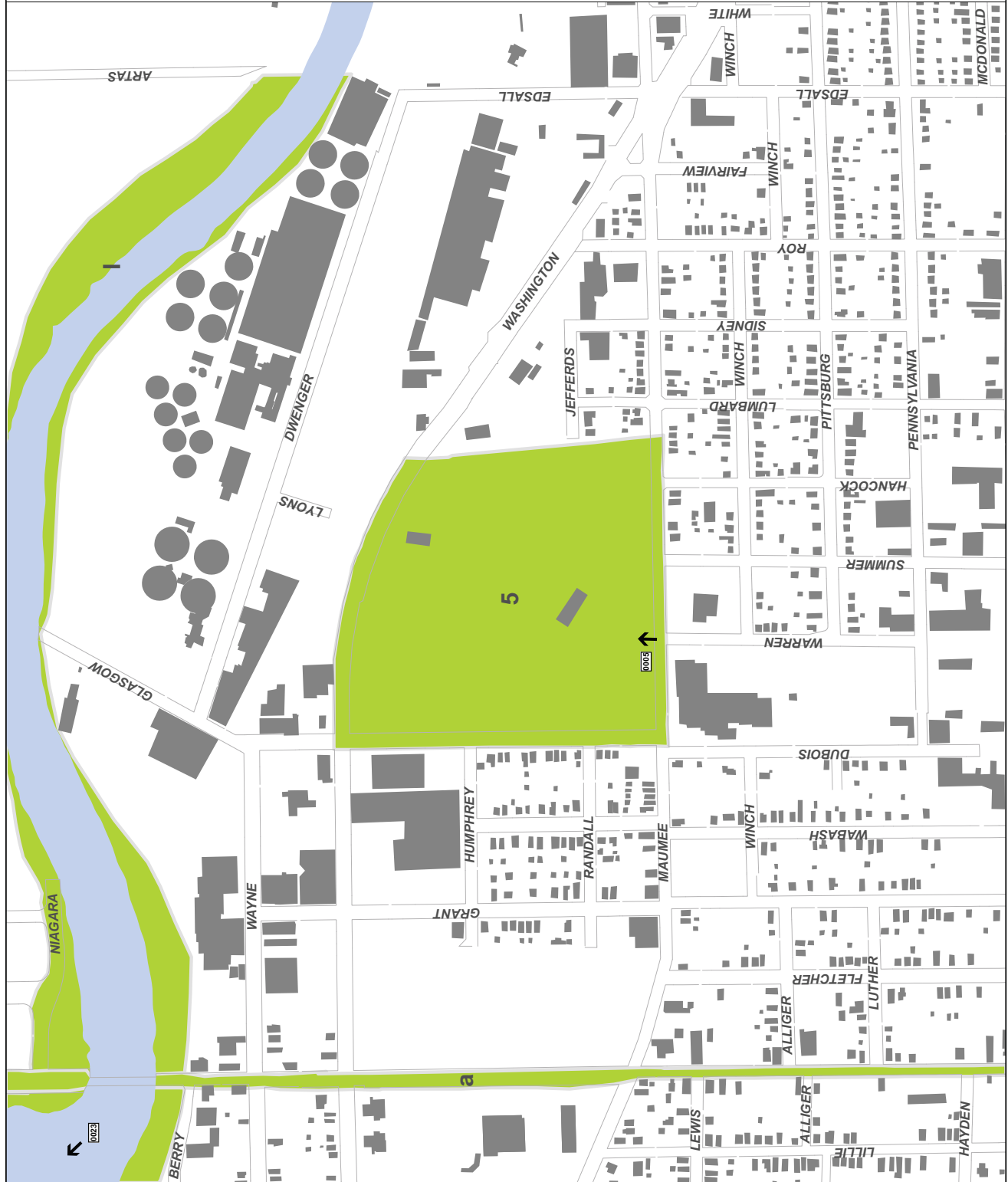
Photos 0001-0036

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- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast



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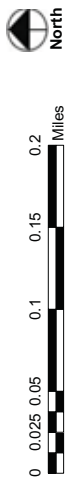


City of Fort Wayne

Park and Boulevard System Historic District, Fort Wayne, Allen County, Indiana Memorial Park Map 5 - Features

- National Register Boundary
- Contributing
- ▲ Non-Contributing

- ME-1-Memorial Grove and Smith Monument (Contributing)
- ME-2-World War I Triumphal Arch (Contributing)
- ME-3-Pavilion No. 1 (Contributing)
- ME-4-Vietnam Memorial (Non-Contributing)
- ME-5-Dedicatory Sign on Washington (Non-Contributing)
- ME-6-Pool and Pool House (Contributing)
- ME-7-Playground Equipment (Not Counted)
- ME-8-Baseball Diamond (Contributing)
- ME-9-Grotto Ruins (Contributing)
- ME-10-Memorial Park Circulation/Allee/Planting (Contributing)
- ME-11-Tennis and Basketball Courts (Contributing)
- ME-12-Olen J. Pond Memorial (Contributing)



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City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Nuckols Park

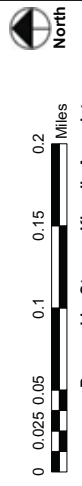
Map 6 - Streets/Photos

 National Register Boundary

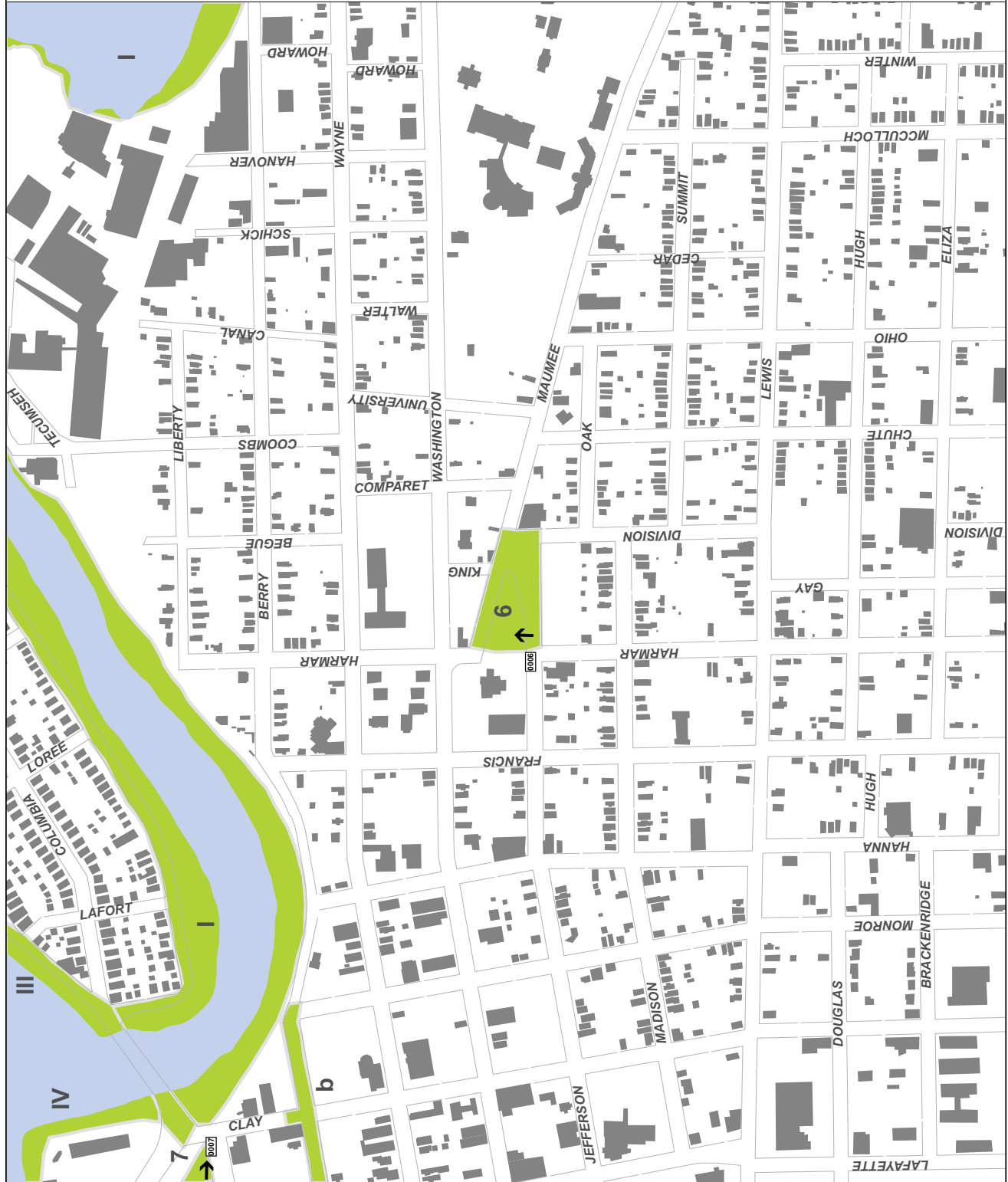
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Photo Direction

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City of Fort Wayne

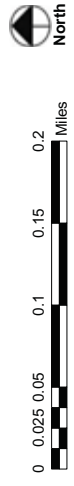
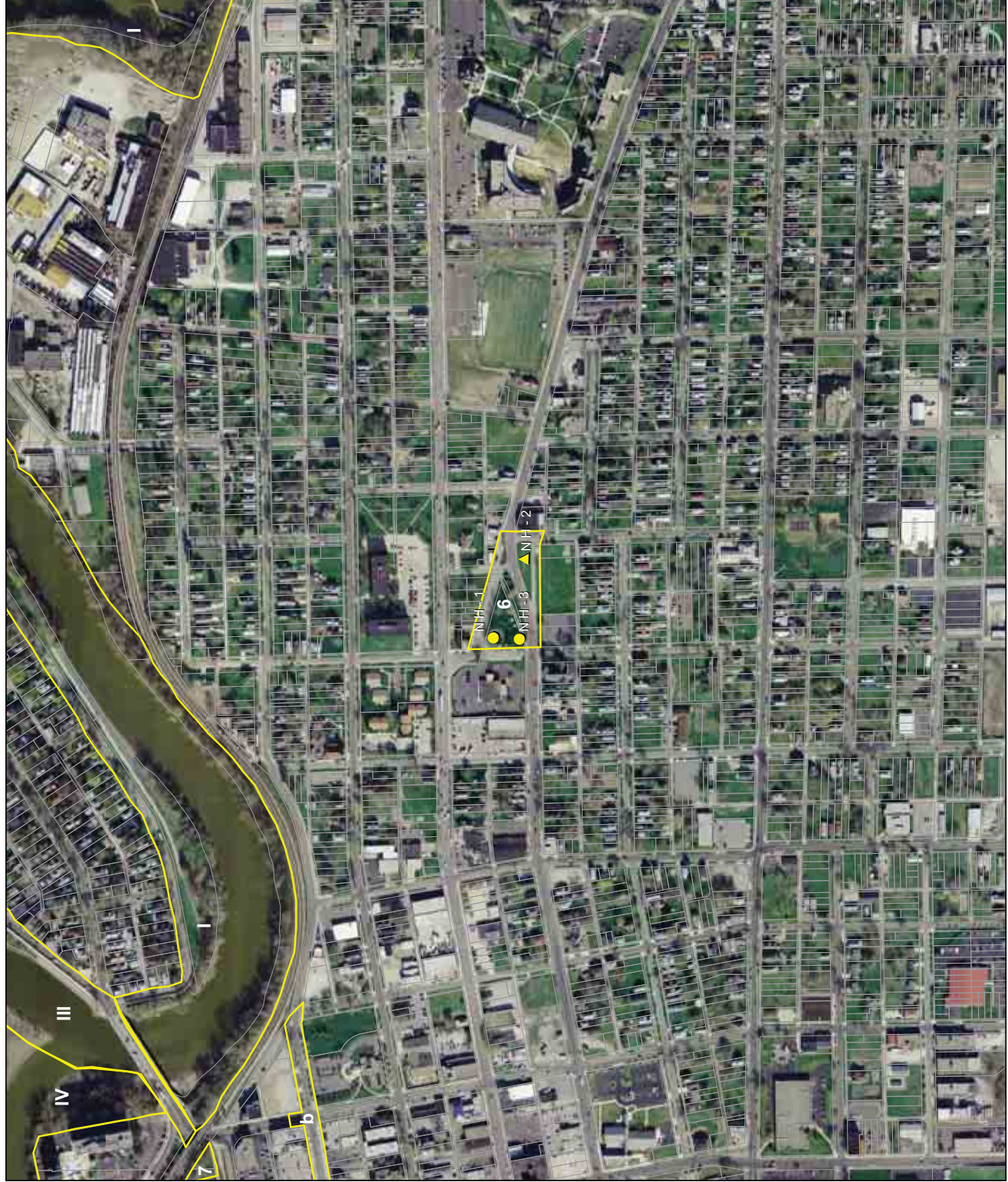
Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
Nuckols Park
Map 6 - Features

 National Register Boundary

 Contributing

 Non-Contributing

NH-1-John Nuckols Memorial (Contributing)
NH-2-East Central Kiosk (Non-Contributing)
NH-3-Nuckols/Hayden Park (Contributing)




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or Scale 1 inch = 400 Feet. Print Size 11" by 17"



City of Fort Wayne

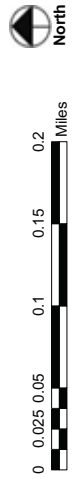
Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
Old Fort Park
Map 7 - Streets/Photos

 National Register Boundary

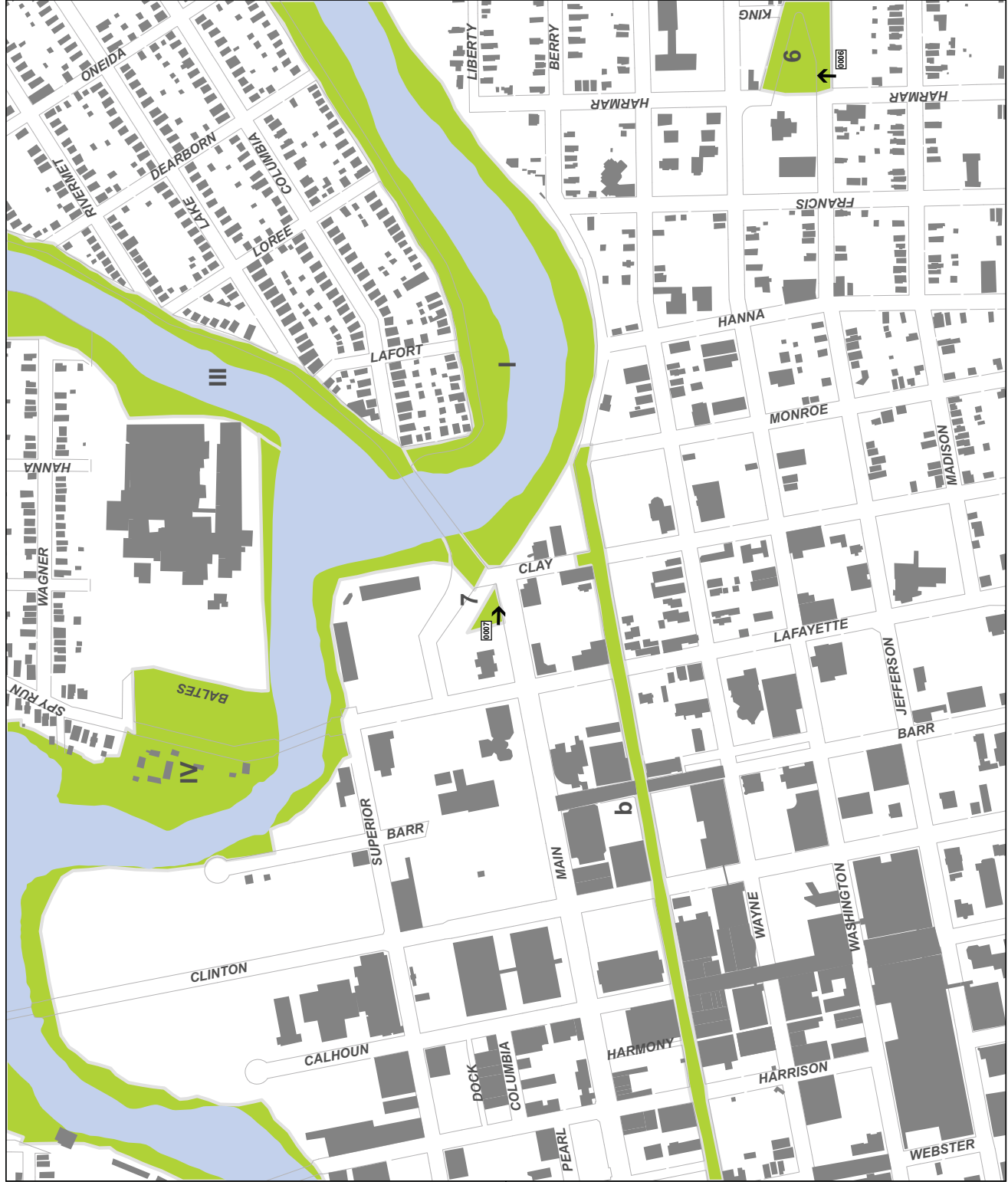
Photos 0001-0036

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- ↙ Photo Taken Facing Southwest
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- ↘ Photo Taken Facing Southeast



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City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Old Fort Park

Map 7 - Features

- National Register Boundary
- Contributing
- ▲ Non-Contributing
- OF-1-Old Fort Park (Contributing)



0 0.025 0.05 0.1 0.15 0.2 Miles

North

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May 24th, 2010. Data source: The City of Fort Wayne.
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or Scale 1 Inch = 400 Feet. Print Size 11" by 17"




City of Fort Wayne

Park and Boulevard System
 Historic District,
 Fort Wayne, Allen County, Indiana

Reservoir Park

Map 8 - Streets/Photos

 National Register Boundary

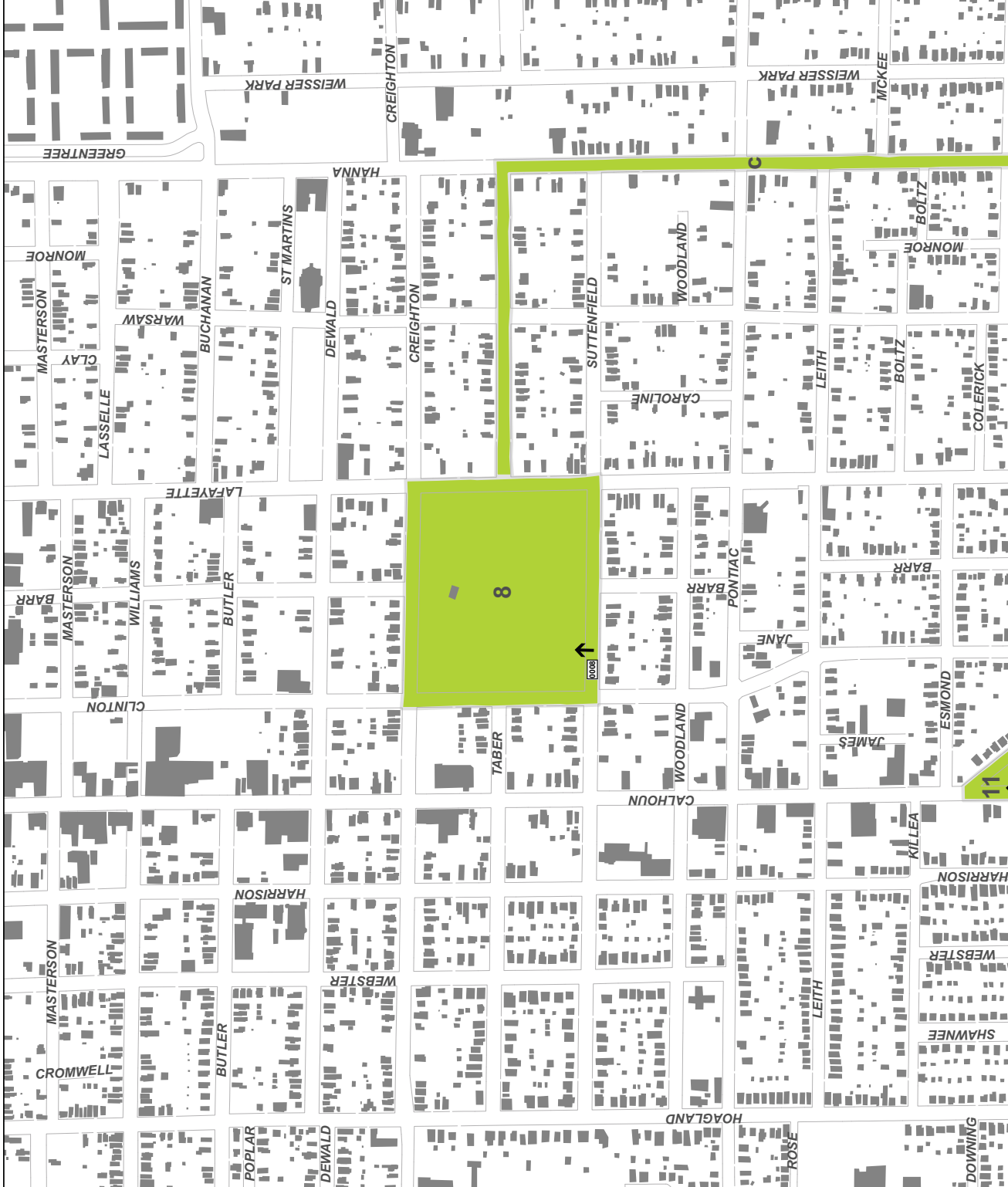
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Photo Direction

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- ↘ Photo Taken Facing Southeast



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City of Fort Wayne

Park and Boulevard System
 Historic District,
 Fort Wayne, Allen County, Indiana

Reservoir Park

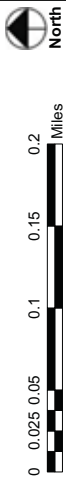
Map 8 - Features

 National Register Boundary

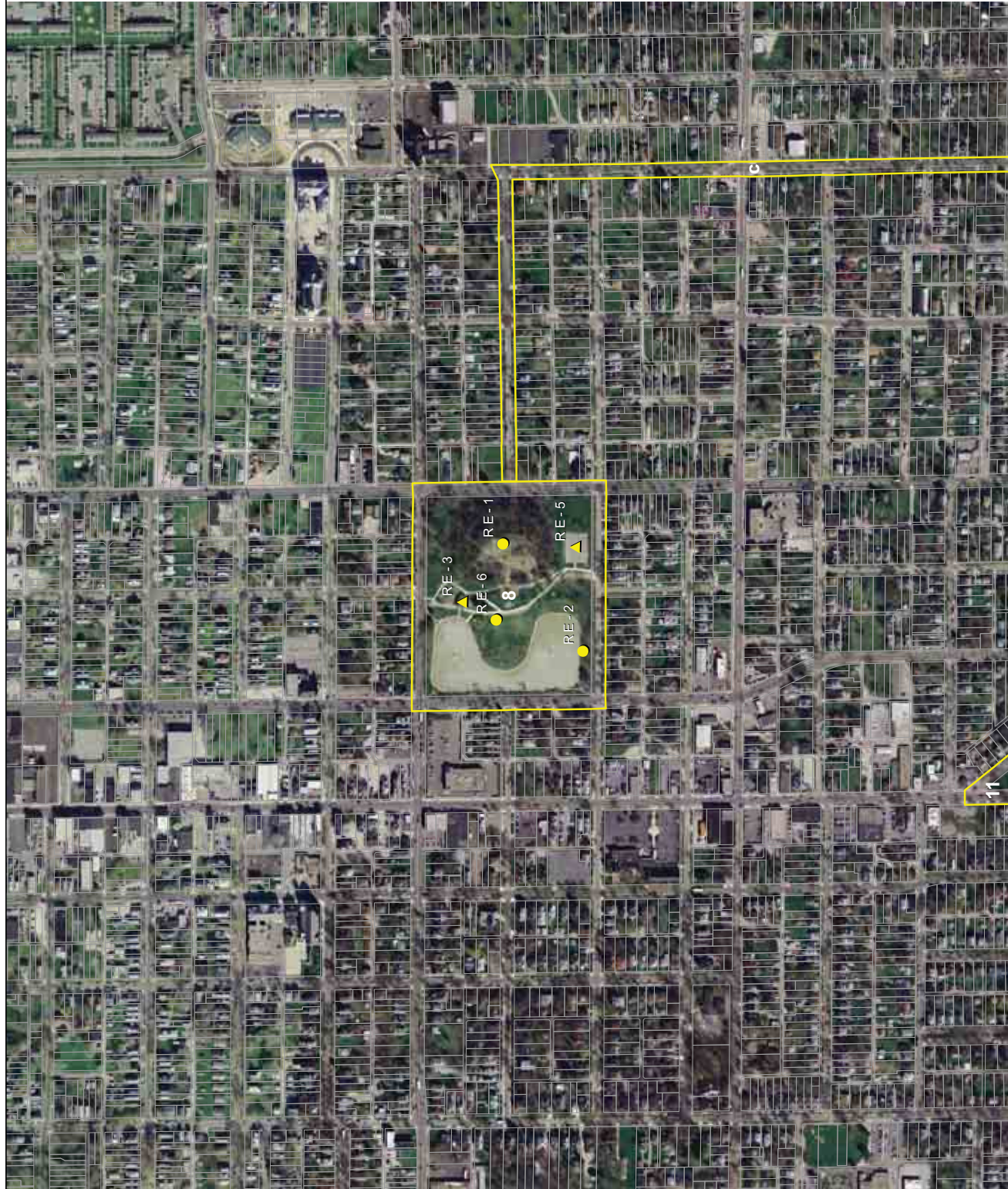
 Contributing

 Non-Contributing

- RE-1-Reservoir (Contributing)
- RE-2-Reservoir Lake (Contributing)
- RE-3-Cooper Center (Non-Contributing)
- RE-4-Playground Equipment (Not Counted)
- RE-5-Basketball Court (Non-Contributing)
- RE-6-Reservoir Park Plantings/Circulation (Contributing)




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City of Fort Wayne

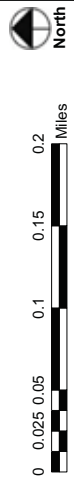
Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
Rockhill Park
Map 9 - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction


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- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Pictures Taken Facing Southeast





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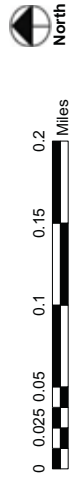
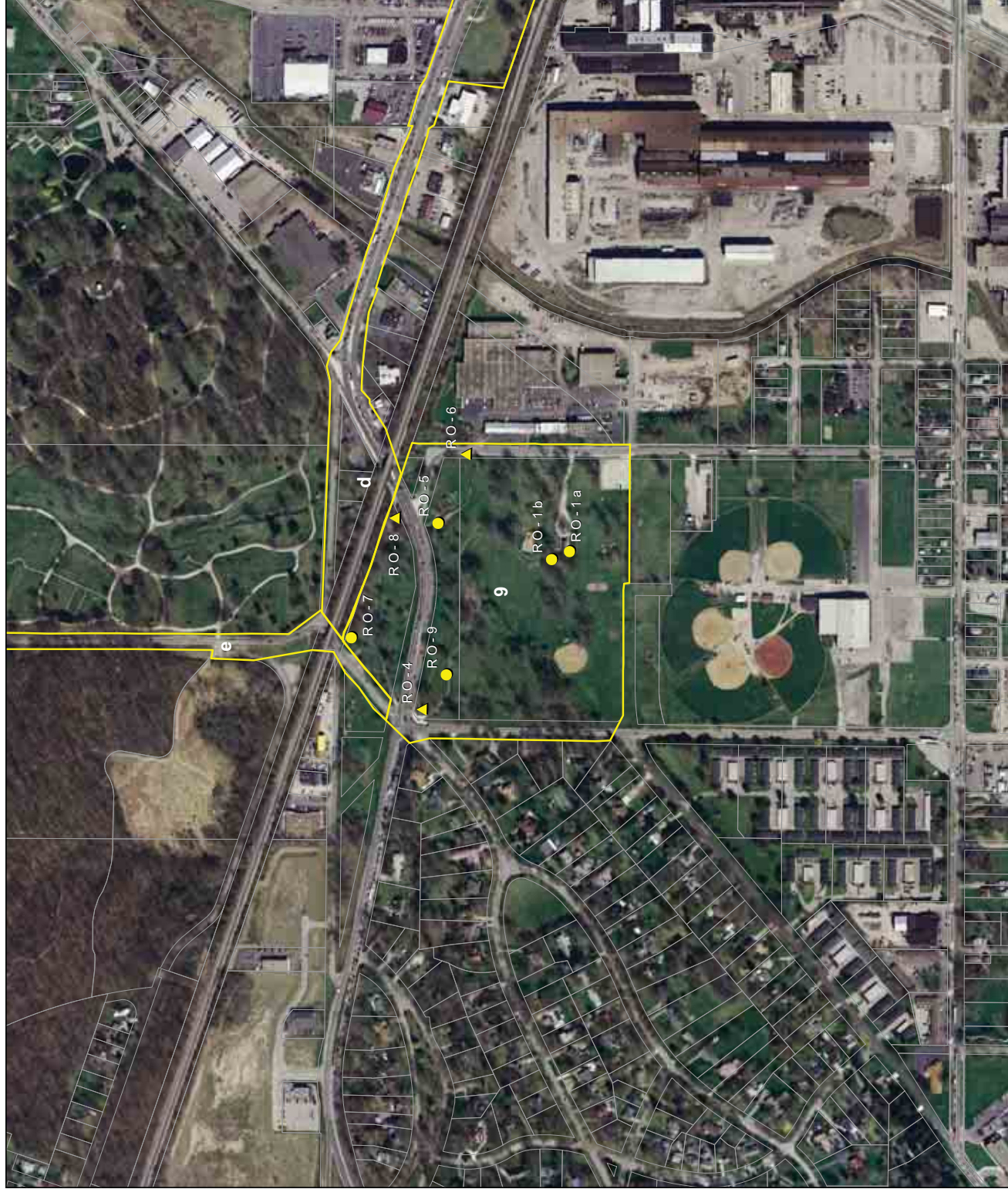
City of Fort Wayne Park and Boulevard System Historic District, Fort Wayne, Allen County, Indiana Rockhill Park Map 9 - Features

 National Register Boundary

 Contributing

 Non-Contributing

- RO-1a-Rockhill Park Picnic Shelter (Contributing)
- RO-1b-Rockhill Park Picnic Fountain (Contributing)
- RO-2-Playground Equipment (Not Counted)
- RO-3-Baseball Diamond (Not Counted)
- RO-4-Rockhill Park Sign (Non-Contributing)
- RO-5-Stream & Retaining Wall (Contributing)
- RO-6-Catalpa Street Bridge (Non-Contributing)
- RO-7-Historical Marker-Portage (Contributing)
- RO-8-Pedestrian Bridge and Modern Trail (Non-Contributing)
- RO-9-Rockhill Park/Oak-Ash Grove/Canal Site (Contributing)



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City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Weisser Park

Map 10 - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction

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- ← Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- Photo Taken Facing South
- ↘ Photo Taken Facing Southeast




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City of Fort Wayne

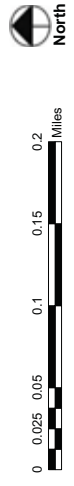
Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
Weisser Park
Map 10 - Features

 National Register Boundary

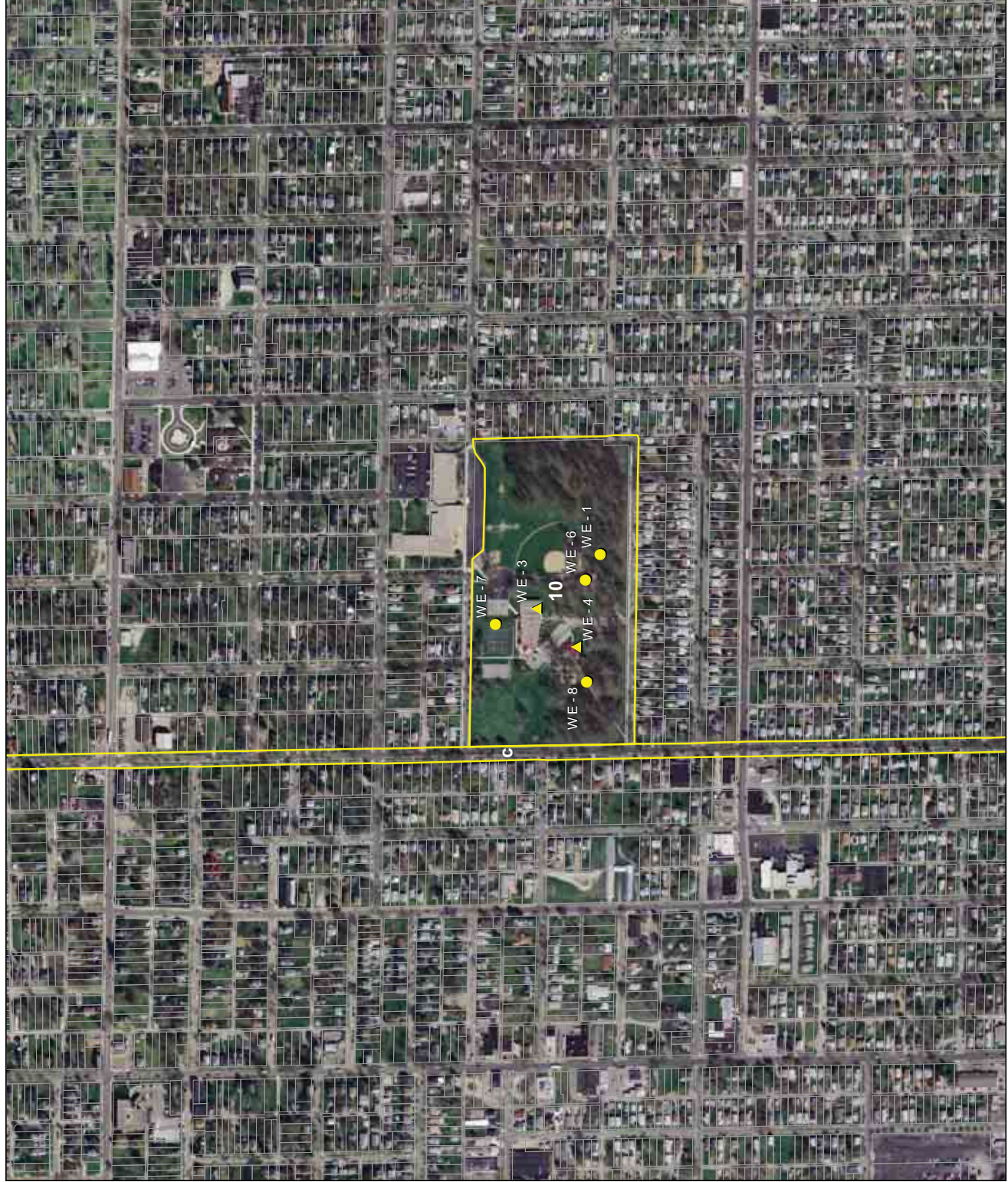
 Contributing

 Non-Contributing

- WE-1-Oak-Hickory Grove (Contributing)
- WE-2-Playground Equipment (Not Counted)
- WE-3-Weisser Park Youth Center (Non-Contributing)
- WE-4-Weisser Park Pavilion (Non-Contributing)
- WE-5-Baseball Diamond (Not Counted)
- WE-6-Restroom/Concession Building (Contributing)
- WE-7-Tennis and Basketball Courts (Contributing)
- WE-8-Weisser Park Circulation, Plantings (Contributing)




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City of Fort Wayne

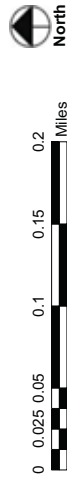
Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
Williams Park
Map 11 - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction

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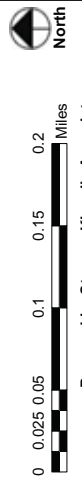
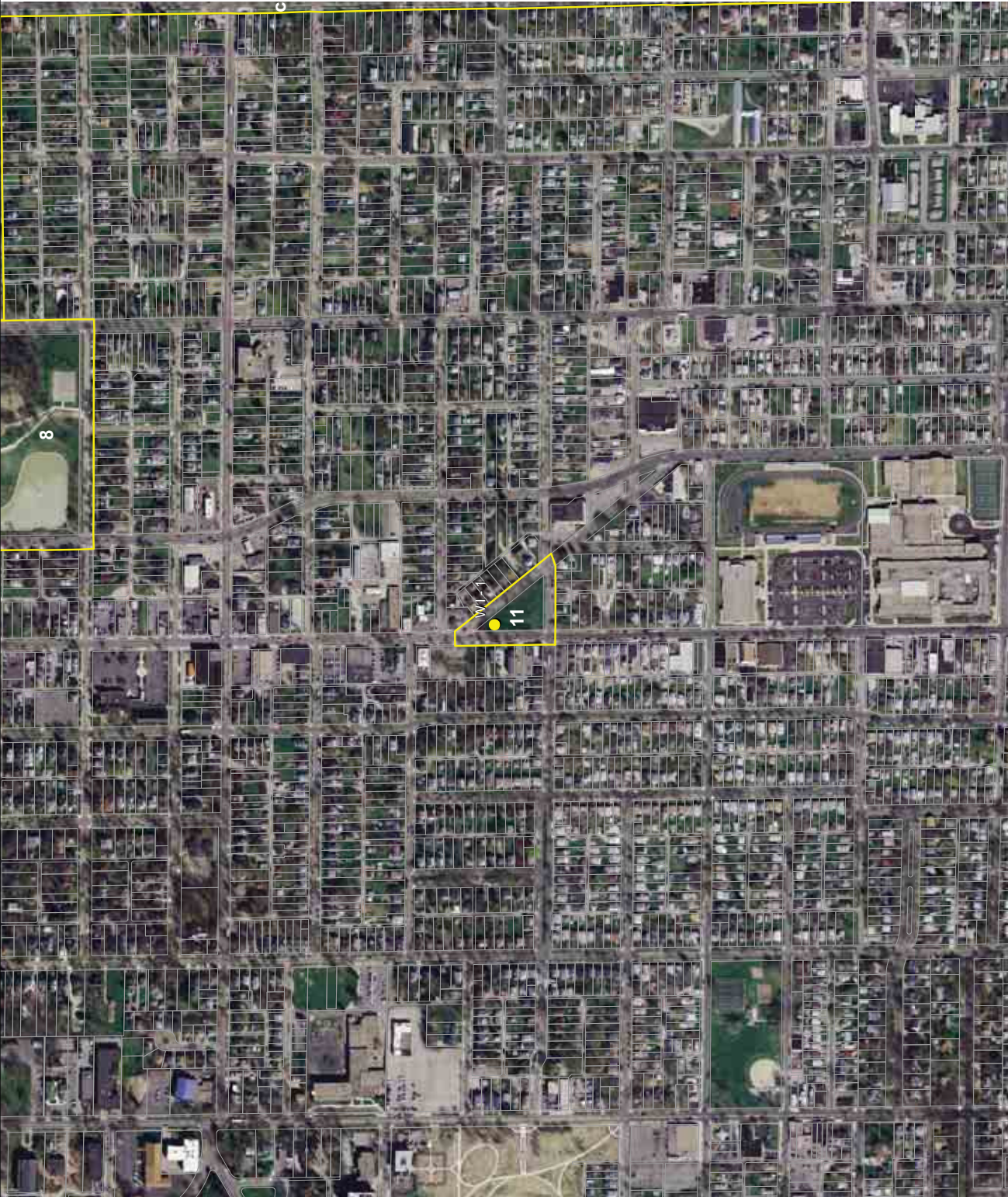
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City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
Williams Park
Map 11 - Features

-  National Register Boundary
 -  Contributing
 -  Non-Contributing
- WI-1-Williams Park (Contributing)




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City of Fort Wayne




Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

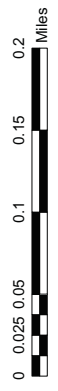
Maumee Parkway Map Ia - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction

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-  Photo Taken Facing North
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-  Photo Taken Facing Southwest
-  Photo Taken Facing South
-  Photo Taken Facing Southeast



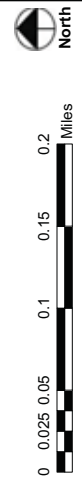
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City of Fort Wayne Park and Boulevard System Historic District, Fort Wayne, Allen County, Indiana Maumee Parkway Map Ia - Features

- National Register Boundary
- Contributing
- ▲ Non-Contributing

- MA-1-Edgewater Drive (Contributing)
- MA-2-Tecumseh Street Bridge (Contributing)
- MA-3-Carl O'Neal Memorial Green (Non-Contributing)
- MA-4-Historic Brick Building (Contributing)
- MA-LK-1-Lakeside Park (Contributing)
- MA-LK-2-Pedestrian Footbridge (Non-Contributing)
- MA-LK-3-Circulation System and Planings (Contributing)
- MA-LK-4a-Tennis Courts (Non-Contributing)
- MA-LK-4b-Basketball Courts (Non-Contributing)
- MA-LK-4c-Fishing Dock (Non-Contributing)
- MA-LK-4d-Pavilion No. 1 (Contributing)
- MA-LK-5-Pavilion No. 2 (Contributing)
- MA-LK-6-The Lagoon (Contributing)
- MA-LK-7-Sunken Gardens (Contributing)
- MA-LK-8-Delta Lake (Contributing)
- MA-LK-9-Lawton Monument (Contributing)
- MA-LK-10 Columbia Ave Bridge (Contributing)



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City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Maumee Parkway

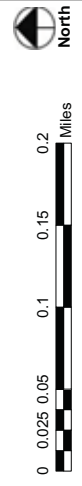
Map 1b - Streets/Photos

 National Register Boundary

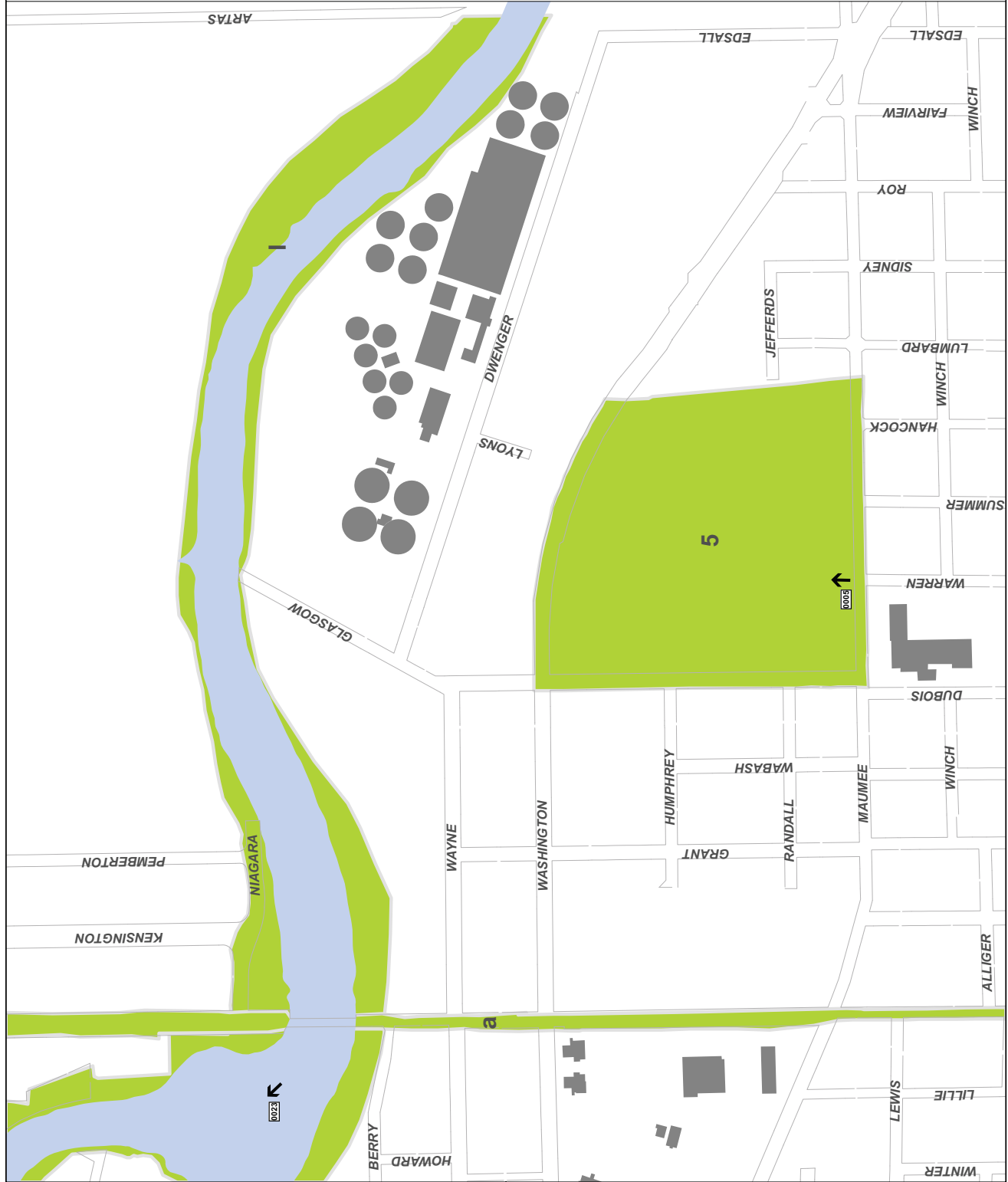
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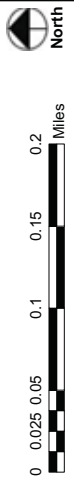
City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Maumee Parkway Map 1b - Features

- National Register Boundary
- Contributing
- ▲ Non-Contributing

MA-5- Maumee River Dam (Hosey Dam) (Contributing)
MA-6- The Maumee River (Contributing)




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City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

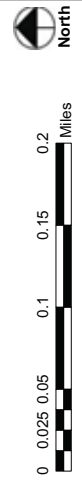
Spy Run Creek Parkway Map Ila - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction

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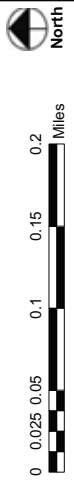
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May 24th, 2010. Data source: The City of Fort Wayne.
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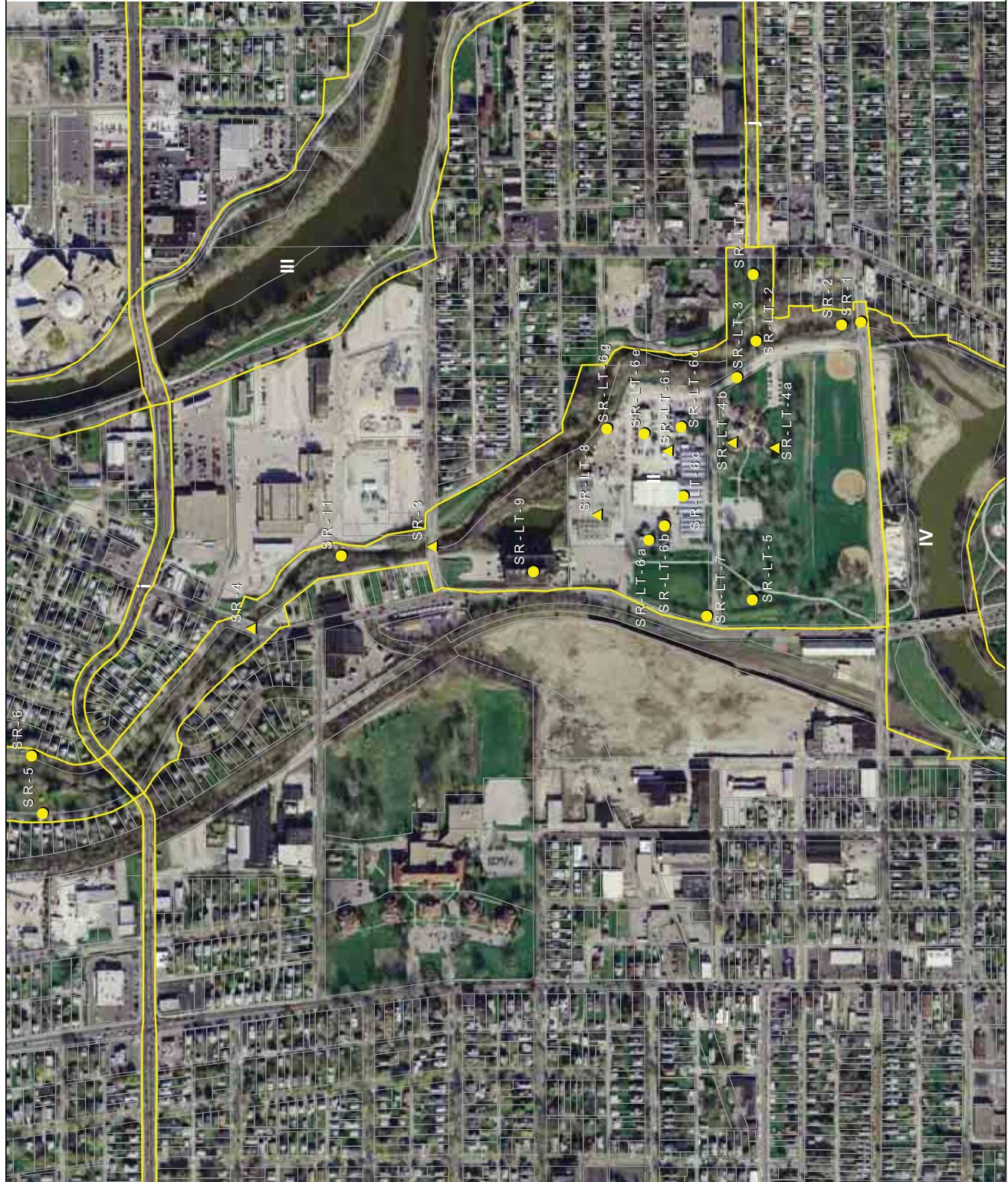
City of Fort Wayne Park and Boulevard System Historic District, Fort Wayne, Allen County, Indiana Spy Run Creek Parkway (Brookview) Map Ila - Features

- National Register Boundary
- Contributing
- ▲ Non-Contributing

- SR-1-4th Street Bridge (Contributing)
- SR-2-Spy Run Creek (Contributing)
- SR-3-Elizabeth Street Bridge (Non-Contributing)
- SR-4-Clinton Ave Bridge (Non-Contributing)
- SR-5-Westbrook Drive (Contributing)
- SR-6-Eastbrook Drive (Contributing)
- SR-11-Historic Interurban Railroad Bridge (Contributing)
- SR-LT-1-Civil War Monument (Contributing)
- SR-LT-2-Footbridge and Dam (Contributing)
- SR-LT-3-Park Drive and Walkways (Contributing)
- SR-LT-4a-Pavilion (Non-Contributing)
- SR-LT-4b-Bathroom (Non-Contributing)
- SR-LT-5-Lawton Park Monument (Contributing)
- SR-LT-6a-Park Maintenance Facilities (Contributing)
- SR-LT-6b-Park Maintenance Barn (Contributing)
- SR-LT-6c-Park Maintenance Greenhouses (Contributing)
- SR-LT-6d-Park Maintenance Pavilion (Contributing)
- SR-LT-6e-Park Maintenance Pole Barn (Contributing)
- SR-LT-6f-Park Maintenance Gas Pump (Non-Contributing)
- SR-LT-6g-Park Maintenance Historic Building (Contributing)
- SR-LT-7-Lawton Park (Contributing)
- SR-LT-8-Electric Utility Substation (Non-Contributing)
- SR-LT-9-City Light and Power Plant (Contributing)



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City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Spy Run Creek Parkway

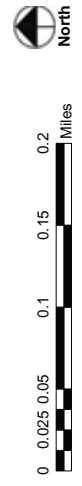
Map IIb - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction


- Photo Taken Facing East
- ↗ Photo Taken Facing Northeast
- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast



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May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"



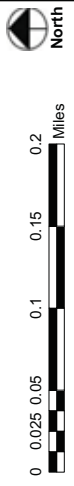
City of Fort Wayne Park and Boulevard System Historic District, Fort Wayne, Allen County, Indiana Spy Run Creek Parkway (Brookview) Map IIb -Features

 National Register Boundary

 Contributing

 Non-Contributing

- SR-7-Pedestrian Footbridge (Contributing)
- SR-8-Stone Retaining Wall (Contributing)
- SR-9-The Grove Street Bridge (Non-Contributing)
- SR-10-Sloping Hills and Natural Features (Contributing)
- SR-VS-1-Vesey Park (Contributing)
- SR-VS-2-Park Drive and Path System (Contributing)
- SR-VS-3-Pedestrian Bridge (Non-Contributing)
- SR-VS-4-Westbrook Ford/Bridge (Contributing)
- SR-VS-5-Tree Grove (Contributing)



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City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana








St. Joseph Parkway

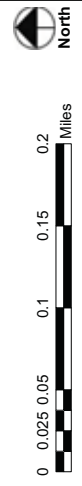
Map IIIa - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction

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-  Photo Taken Facing Northeast
-  Photo Taken Facing North
-  Photo Taken Facing Northwest
-  Photo Taken Facing Southwest
-  Photo Taken Facing South
-  Photo Taken Facing Southeast



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May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 Inch = 200 Feet. Print Size 22" by 34"
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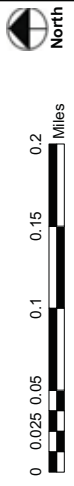
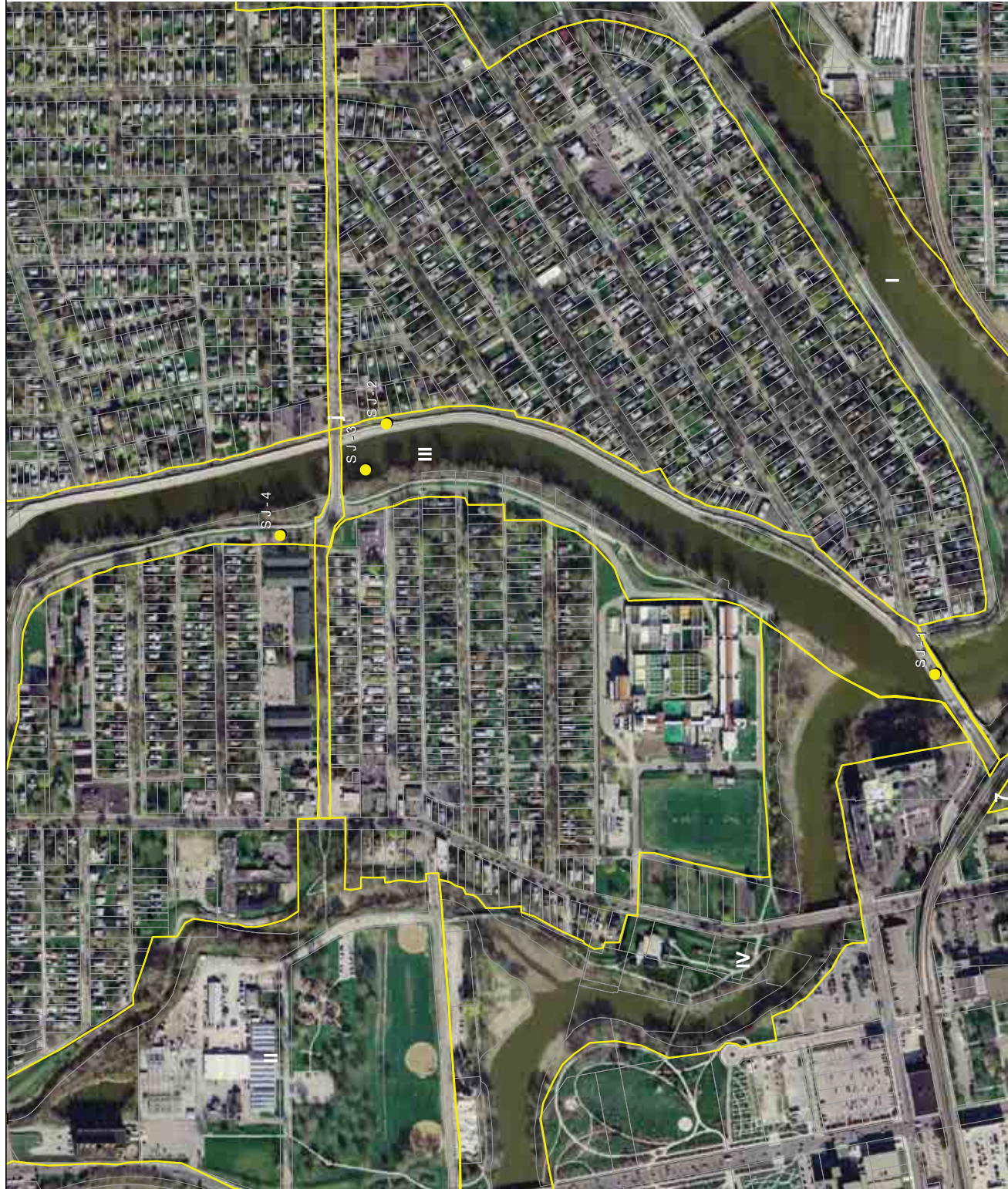
City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

St. Joseph Parkway

Map IIIa - Features

- National Register Boundary
 - Contributing
 - ▲ Non-Contributing
- SJ-1 Columbia Avenue Bridge (Contributing)
 SJ-2 St. Joseph Boulevard (Contributing)
 SJ-3 St. Joseph River (Contributing)
 SJ-4 Griswold Drive (Contributing)



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 May 24th, 2010. Data source: The City of Fort Wayne.
 Scale 1 inch = 200 Feet. Print Size 22" by 34"
 or Scale 1 inch = 400 Feet. Print Size 11" by 17"




City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

St. Joseph Parkway

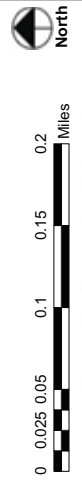
Map IIIb - Streets/Photos

 National Register Boundary

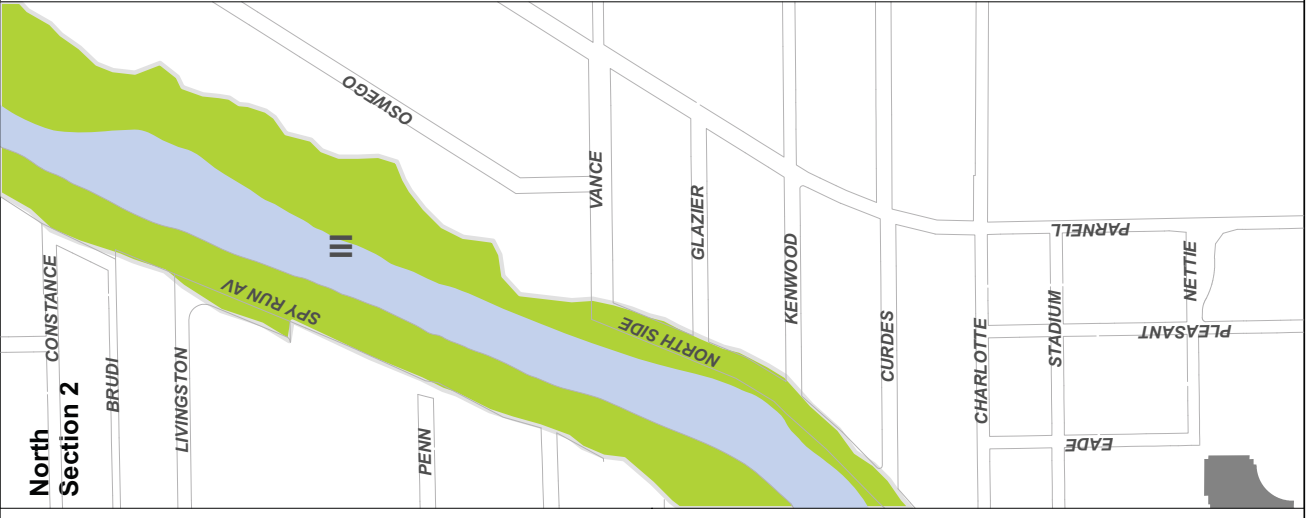
Photos 0001-0036

Photo Direction

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- ↗ Photo Taken Facing Northeast
- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast






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City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

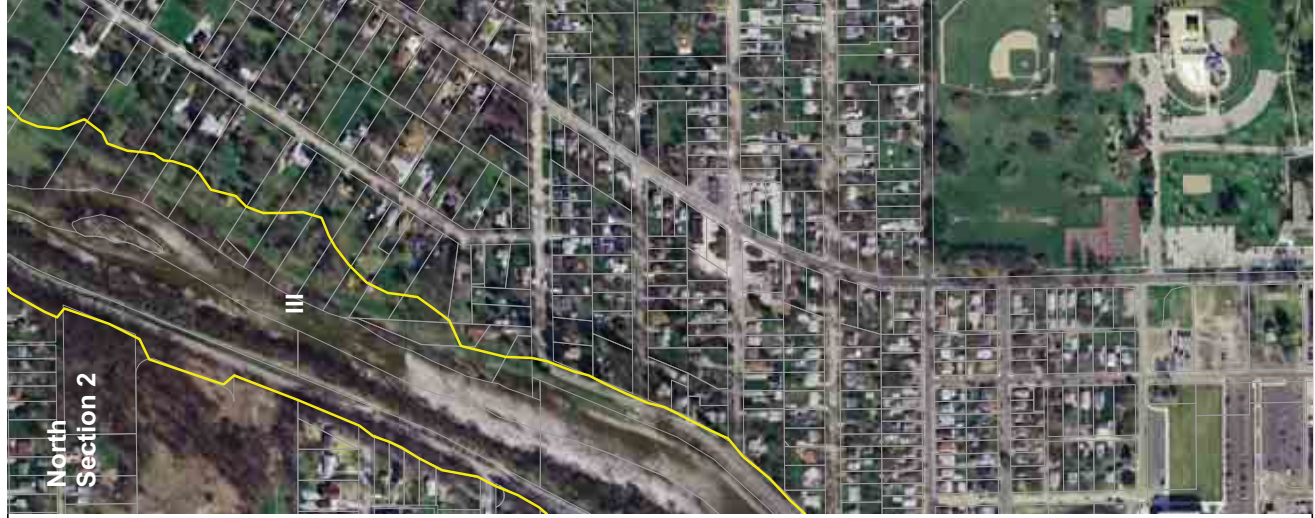
St. Joseph Parkway Map IIIb - Features

-  National Register Boundary
-  Contributing
-  Non-Contributing

SJ-5-Last French Fort Historic Marker (Contributing)
SJ-6-Historic Retaining Wall (Contributing)



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Scale 1 Inch = 200 Feet. Print Size 22" by 34"
or Scale 1 Inch = 400 Feet. Print Size 11" by 17"




City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

St. Joseph Parkway

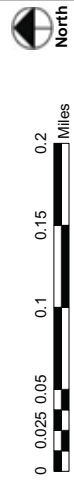
Map IIIc - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction

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- ↗ Photo Taken Facing Northeast
- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast




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Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"





City of Fort Wayne

Park and Boulevard System Historic District, Fort Wayne, Allen County, Indiana

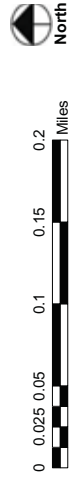
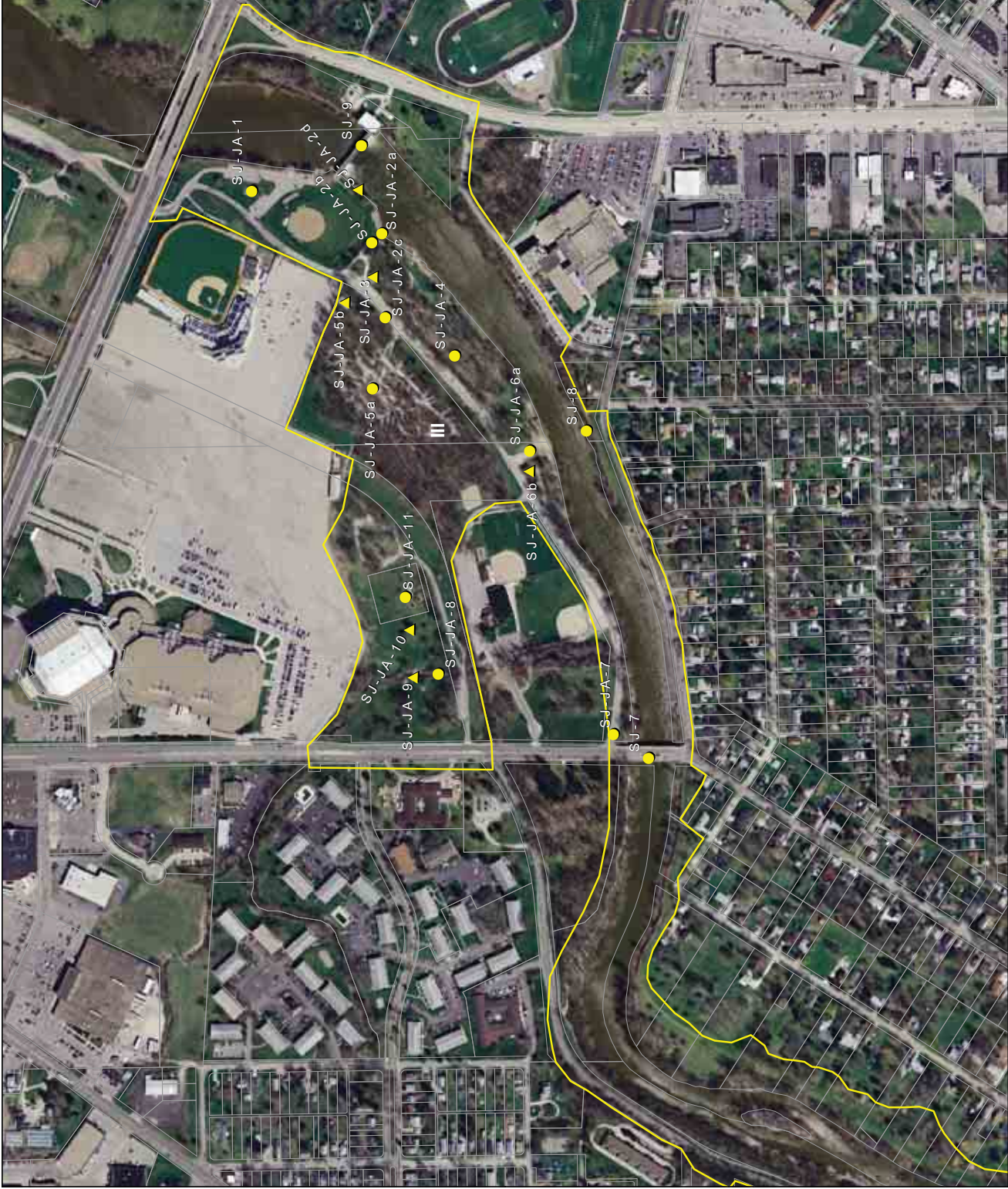
St. Joseph Parkway Map IIIc - Features

 National Register Boundary

 Contributing

 Non-Contributing

- SJ-7-Parnell Avenue Bridge (Contributing)
- SJ-8-Hanna's Ford Monument Park (Contributing)
- SJ-9-St. Joseph River Dam (Contributing)
- SJ-JA-1-Vietnam War Memorial Tank (Contributing)
- SJ-JA-2a-River Wall and Stairs (Contributing)
- SJ-JA-2b-Boat Launch (Contributing)
- SJ-JA-2c-Bathroom (Non-Contributing)
- SJ-JA-2d-Boardwalk/Overlook (Non-Contributing)
- SJ-JA-3-Road and Paths (Contributing)
- SJ-JA-4-Tree Grove (Contributing)
- SJ-JA-5a-Camp Ground (Contributing)
- SJ-JA-5b-Maintenance Shed (Non-Contributing)
- SJ-JA-6a-Boat Ramp (Contributing)
- SJ-JA-6b-Maintenance Building (Non-Contributing)
- SJ-JA-7-Johnny Appleseed Park (Contributing)
- SJ-JA-8-Creek/Ditch (Contributing)
- SJ-JA-9-Footbridge (Non-Contributing)
- SJ-JA-10-Log Cabin (Non-Contributing)
- SJ-JA-11-Johnny Appleseed Gravesite (Contributing)



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May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"




City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

St. Mary's Parkway

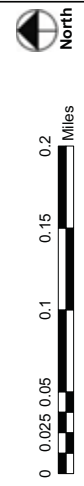
Map IVa - Streets/Photos

 National Register Boundary

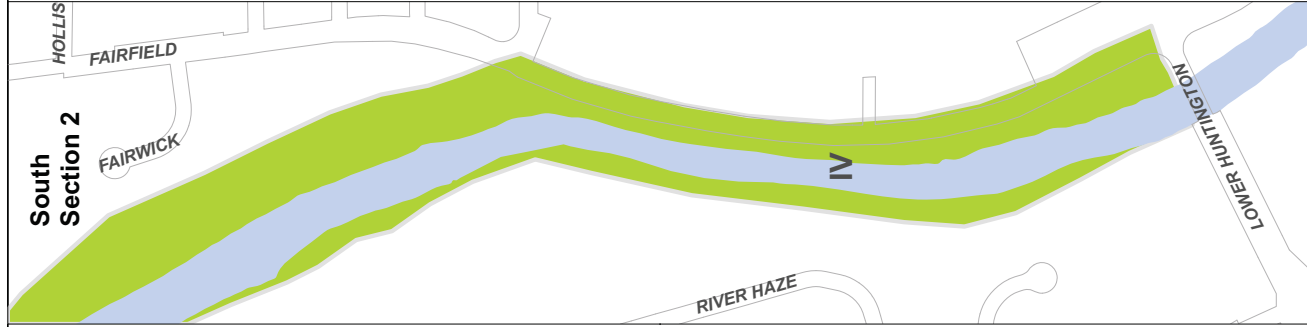
Photos 0001-0036

Photo Direction

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- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast






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May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 Inch = 200 Feet. Print Size 22" by 34"
or Scale 1 Inch = 400 Feet. Print Size 11" by 17"

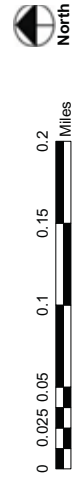


City of Fort Wayne

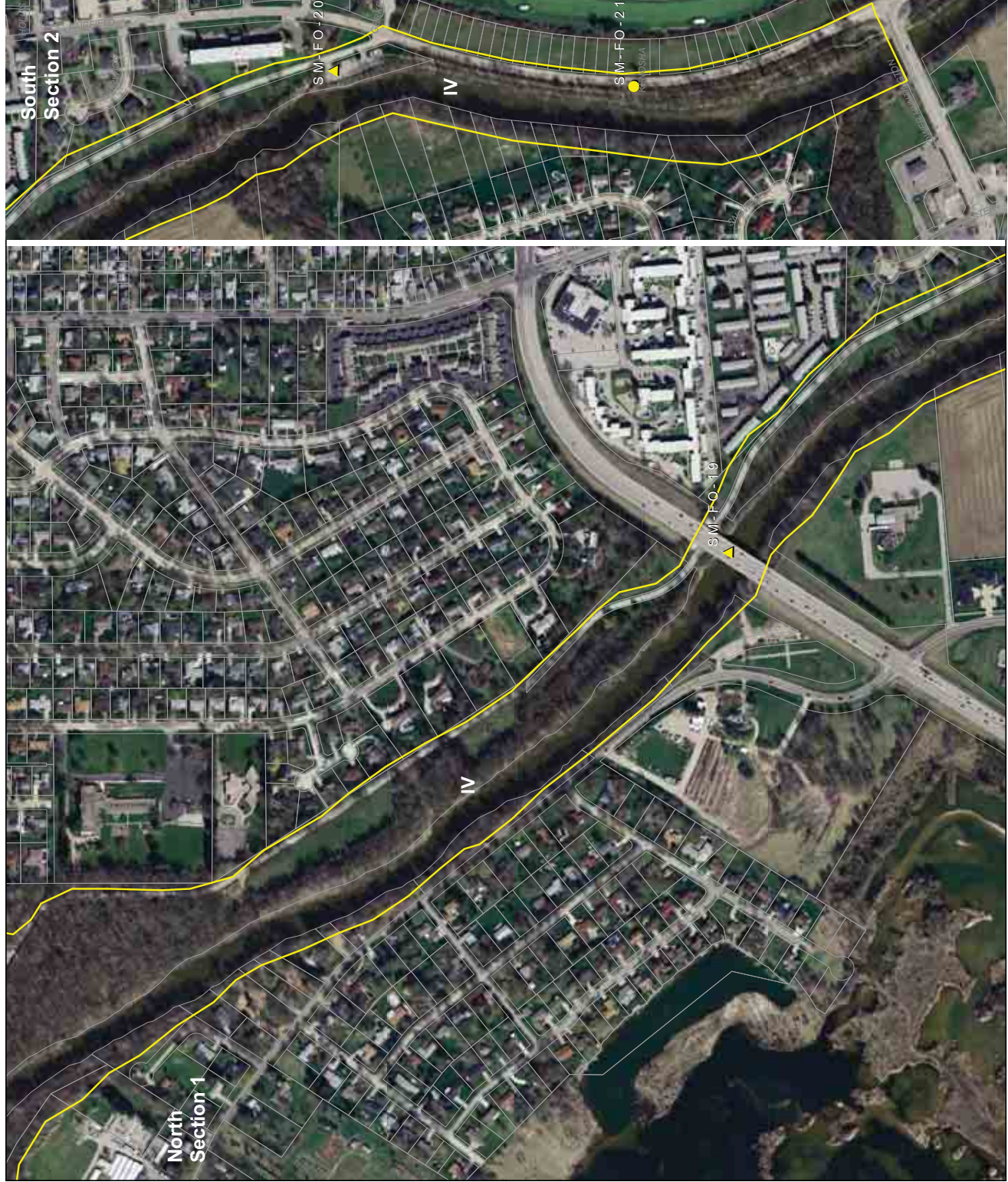
Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
St. Mary's Parkway
Map IVa - Features

-  National Register Boundary
-  Contributing
-  Non-Contributing

SM-FO-19-H, Foellinger Memorial Bridge (Non-Contributing)
SM-FO-20-Trailhead and Boat Launch (Non-Contributing)
SM-FO-21-Fairfield Avenue (Contributing)



Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"




City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

St. Mary's Parkway

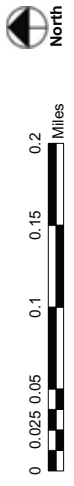
Map IVb -Streets/Photos

 National Register Boundary

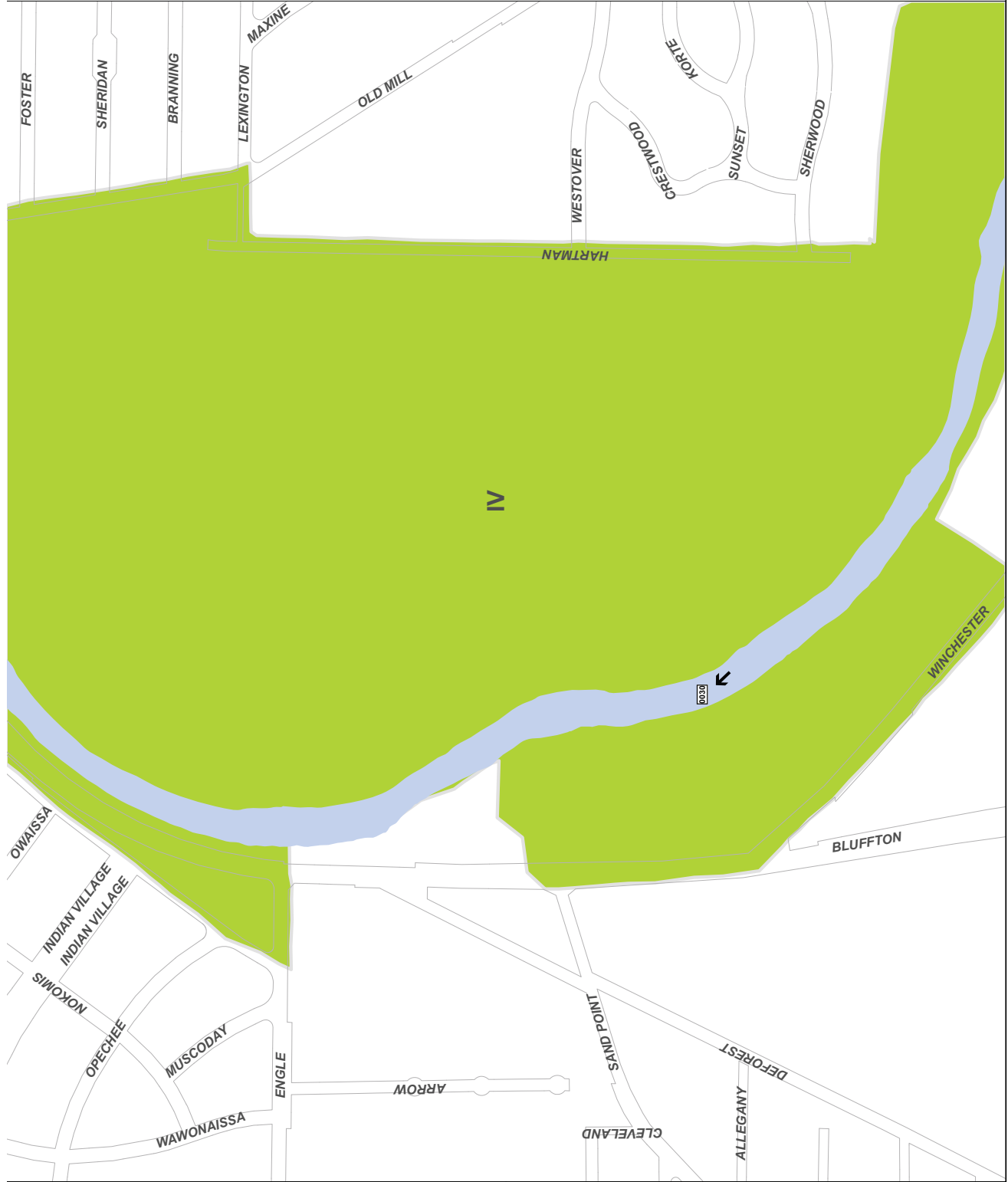
Photos 0001-0036

Photo Direction

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- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast



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City of Fort Wayne

Park and Boulevard System

Historic District, Fort Wayne, Allen County, Indiana

St. Mary's Parkway

Map IVb - Features

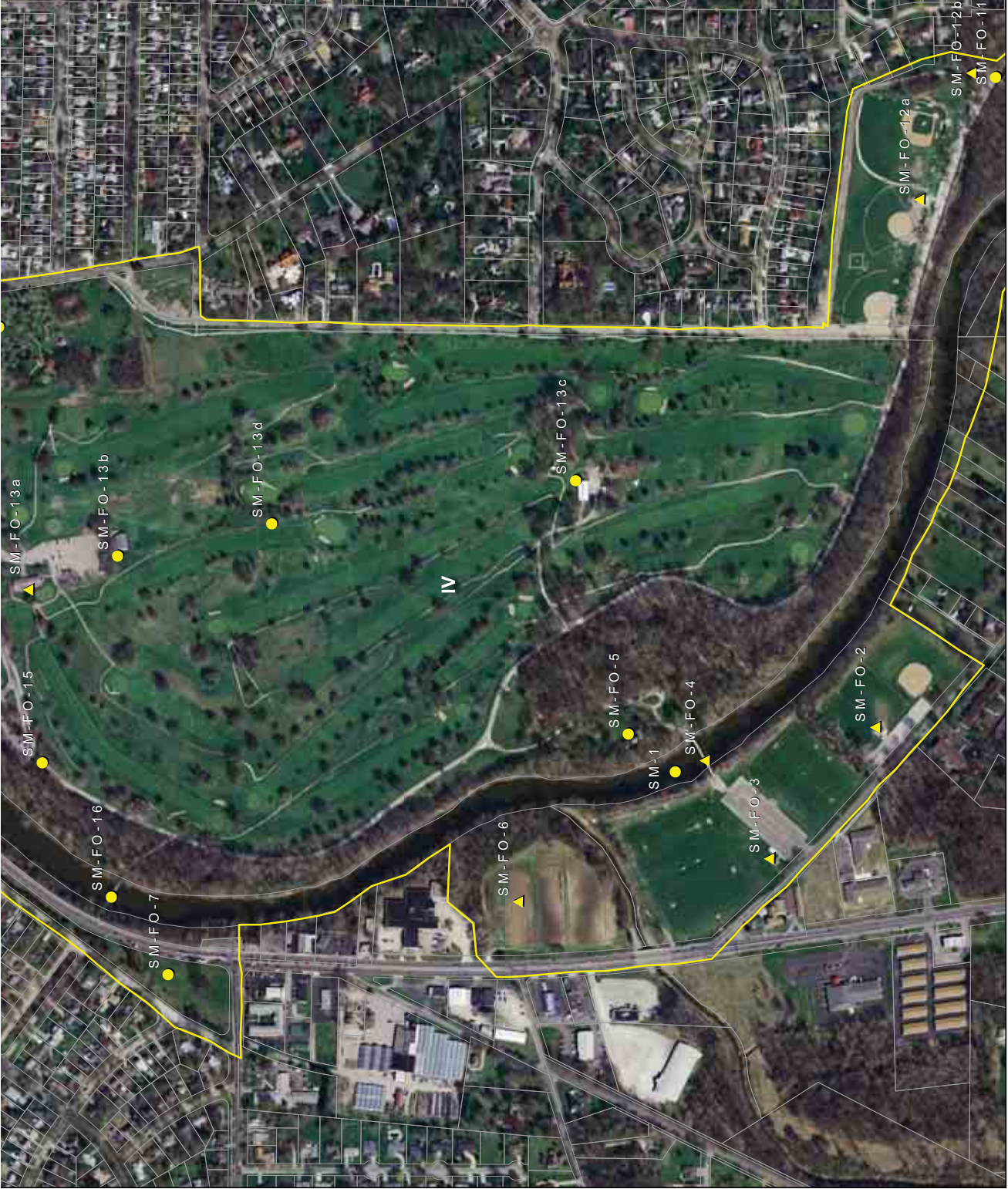
- National Register Boundary
- Contributing
- ▲ Non-Contributing

- SM-1-St. Mary's River (Contributing)
- SM-FO-2- Pawster Park (Non-Contributing)
- SM-FO-3-Soccer field (Non-Contributing)
- SM-FO-4-Pedestrian Bridge (Non-Contributing)
- SM-FO-5-Foster Park Pavilion No. 3 (Contributing)
- SM-FO-6-Community Garden (Non-Contributing)
- SM-FO-7-Gateway Triangle (Contributing)
- SM-FO-11-Foster Park Drive Extension (Contributing)
- SM-FO-12a -Ball Field Restrooms (Non-Contributing)
- SM-FO-12b -Ball Field Restrooms (Non-Contributing)
- SM-FO-13a-Golf Course Club House(Non-Contributing)
- SM-FO-13b-Golf Course Club Out-Building (Contributing)
- SM-FO-13c-Golf Course Club Out-Building (Contributing)
- SM-FO-13d-Golf Course Site & Circulation (Contributing)
- SM-FO-15-Foster Park Dr. & Circulation System (Contributing)
- SM-FO-16-Foster Park Suspension Ped. Bridge (Contributing)

0 0.025 0.05 0.1 0.15 0.2 Miles


North

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 or Scale 1 inch = 400 Feet. Print Size 11" by 17"



City of Fort Wayne

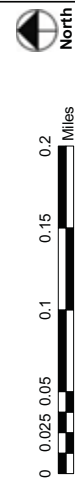
Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
St. Mary's Parkway
Map IVc - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction

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- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- Photo Taken Facing South
- ↘ Photo Taken Facing Southeast





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City of Fort Wayne

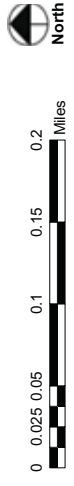
Park and Boulevard System
 Historic District,
 Fort Wayne, Allen County, Indiana
St. Mary's Parkway
Map IVc - Features

 National Register Boundary

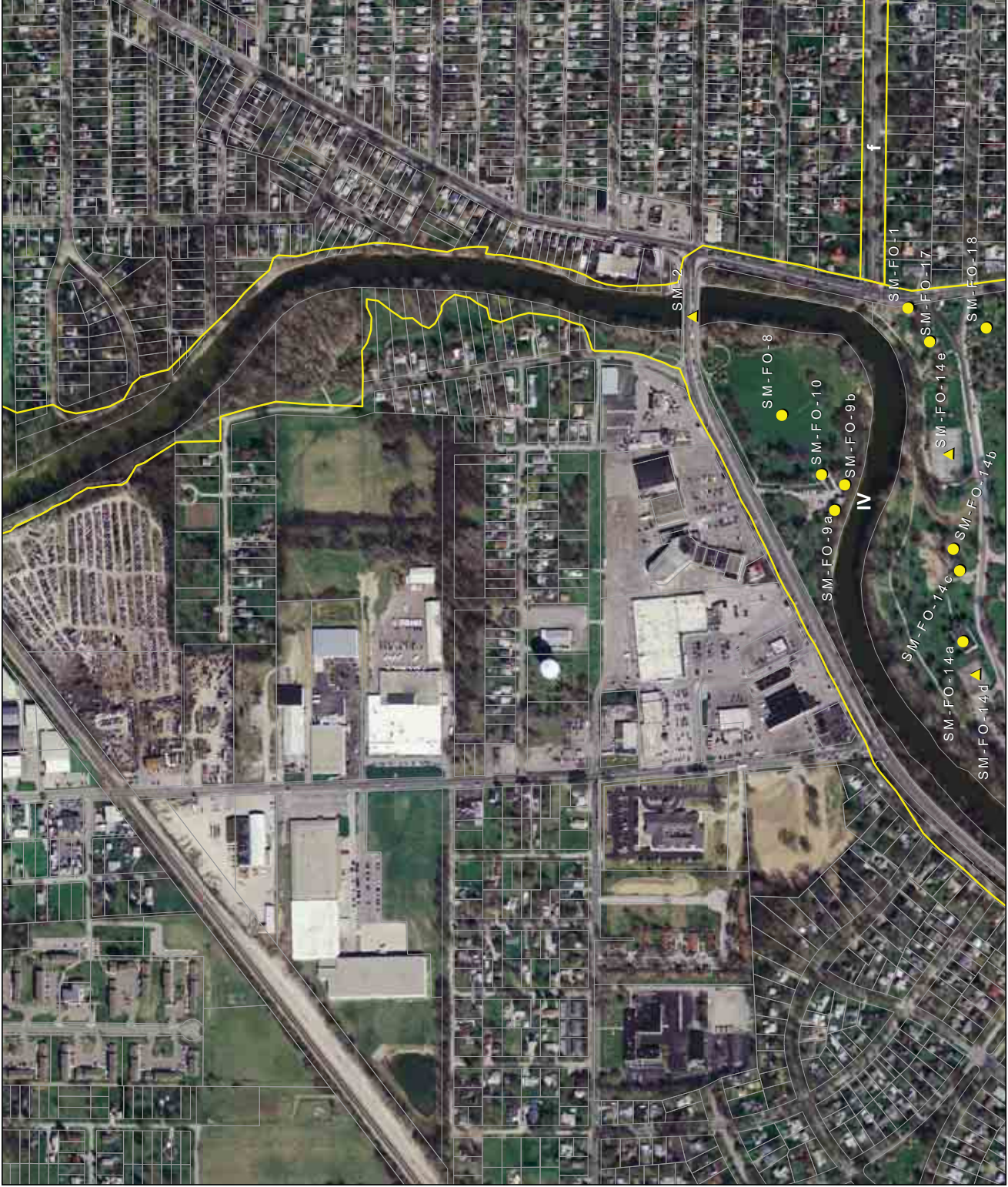
 Contributing

 Non-Contributing

- SM-FO-1-Foster Park (Contributing)
- SM-FO-8-Indian Village Park (Contributing)
- SM-FO-9a-Brick Building (Contributing)
- SM-FO-9b-Brick Building (Contributing)
- SM-FO-10- Sears Pavilion (Contributing)
- SM-FO-14a-Foster Park Pavilion No. 1 (Contributing)
- SM-FO-14b-Foster Park Pavilion No. 2 (Contributing)
- SM-FO-14c-Foster Park Bathrooms (Contributing)
- SM-FO-14d-Foster Park Tennis Courts (Non-Contributing)
- SM-FO-14e-Foster Park Tennis Courts (Non-Contributing)
- SM-FO-17-Lincoln Log Cabin (Contributing)
- SM-FO-18-Mead Gardens (Contributing)
- SM-2-Bluffton Road Bridge (Non-Contributing)




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 or Scale 1 Inch = 400 Feet. Print Size 11" by 17"



City of Fort Wayne

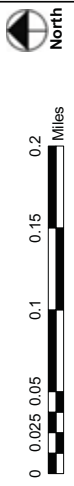
Park and Boulevard System
 Historic District,
 Fort Wayne, Allen County, Indiana
St. Mary's Parkway
Map IVd -Streets/Photos

 National Register Boundary

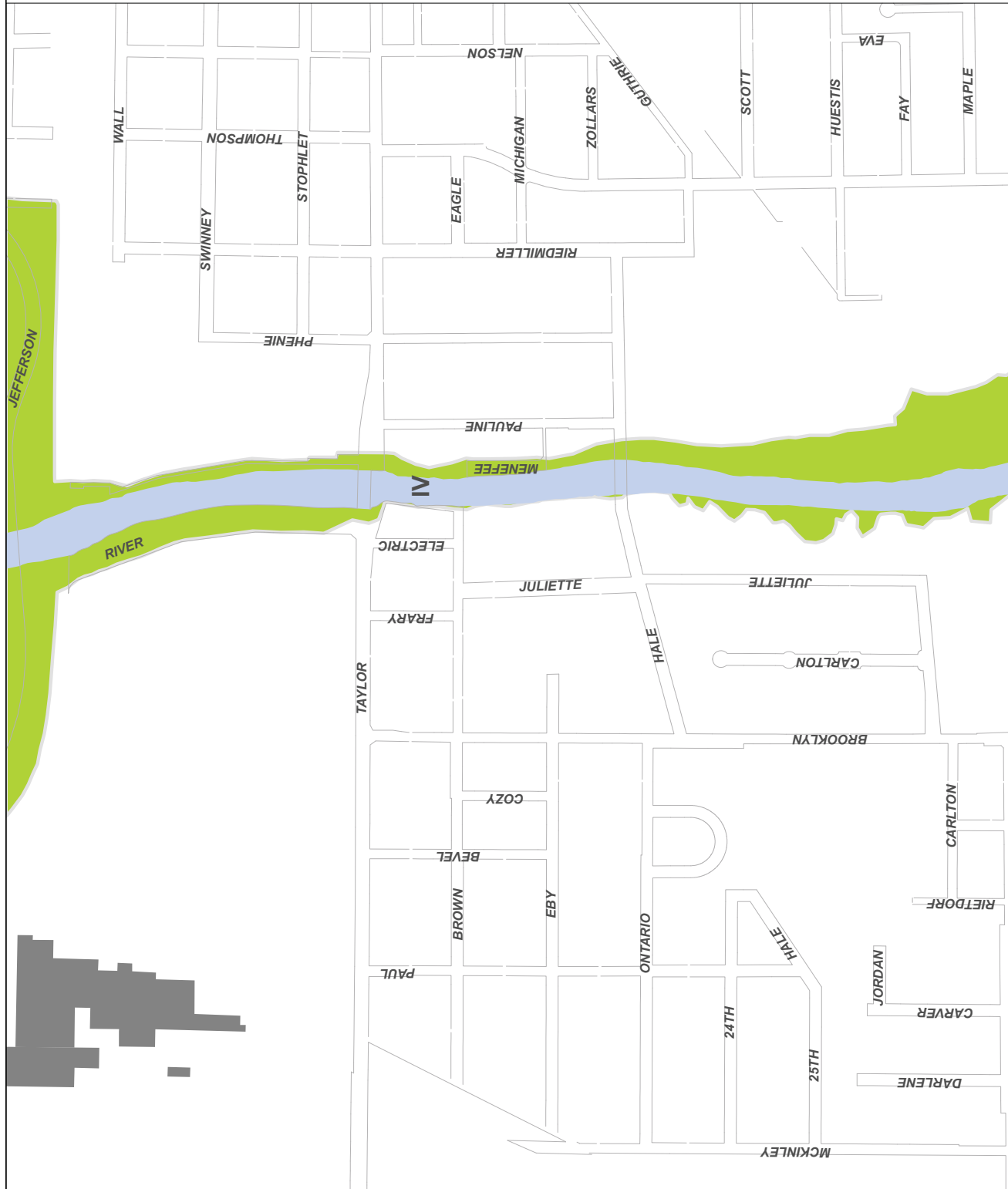
Photos 0001-0036

Photo Direction

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- ↓ Photo Taken Facing South
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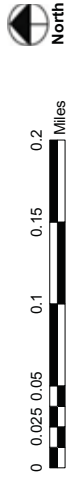
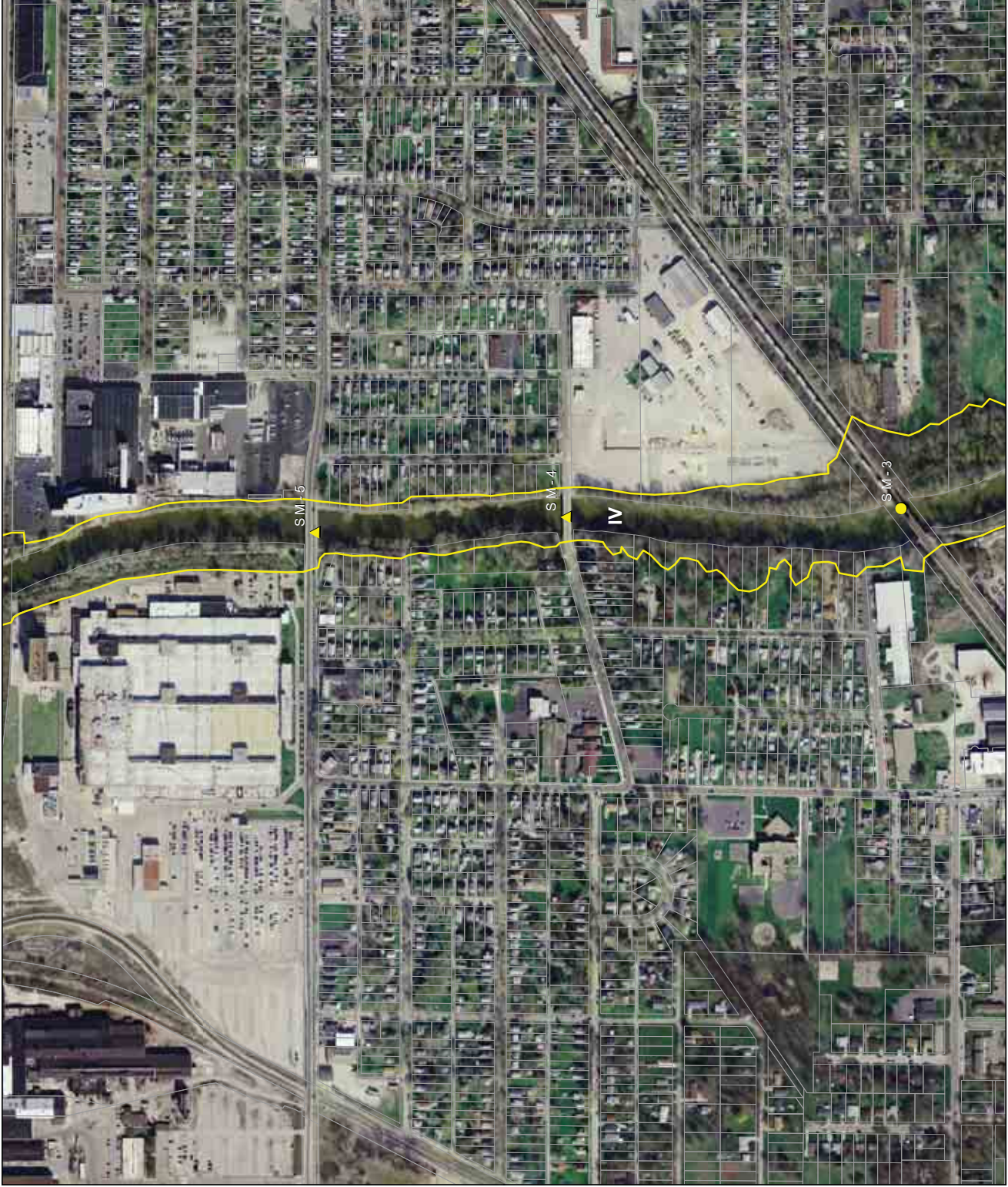


City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
St. Mary's Parkway
Map IVd - Features

- National Register Boundary
- Contributing
- ▲ Non-Contributing

SM-3-Wabash Railroad Bridge (Contributing)
SM-4-Hale Ave Bridge (Non-Contributing)
SM-5-Taylor Street Bridge (Non-Contributing)




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or Scale 1 inch = 400 Feet. Print Size 11" by 17"



City of Fort Wayne

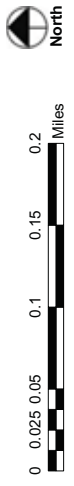
National Register Historic Nomination For the Parks and Boulevards System: Context and Contributing Resources: St. Mary's Parkway Map IVe - Streets/Photos

 National Register Boundary

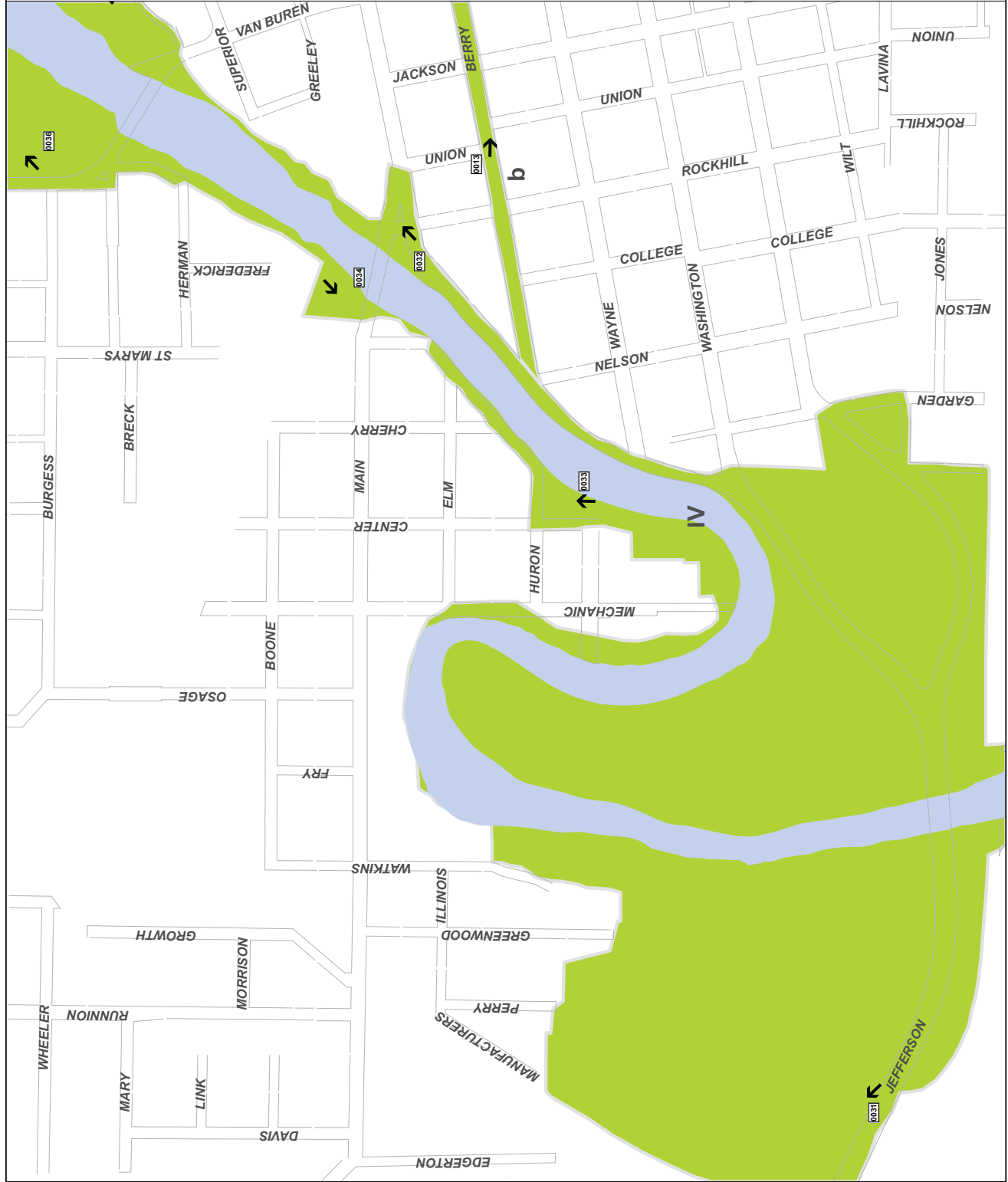
Photos 0001-0036

Photo Direction

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- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast



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City of Fort Wayne

Park and Boulevard System

Historic District, Fort Wayne, Allen County, Indiana

St. Mary's Parkway

Map IVE - Features

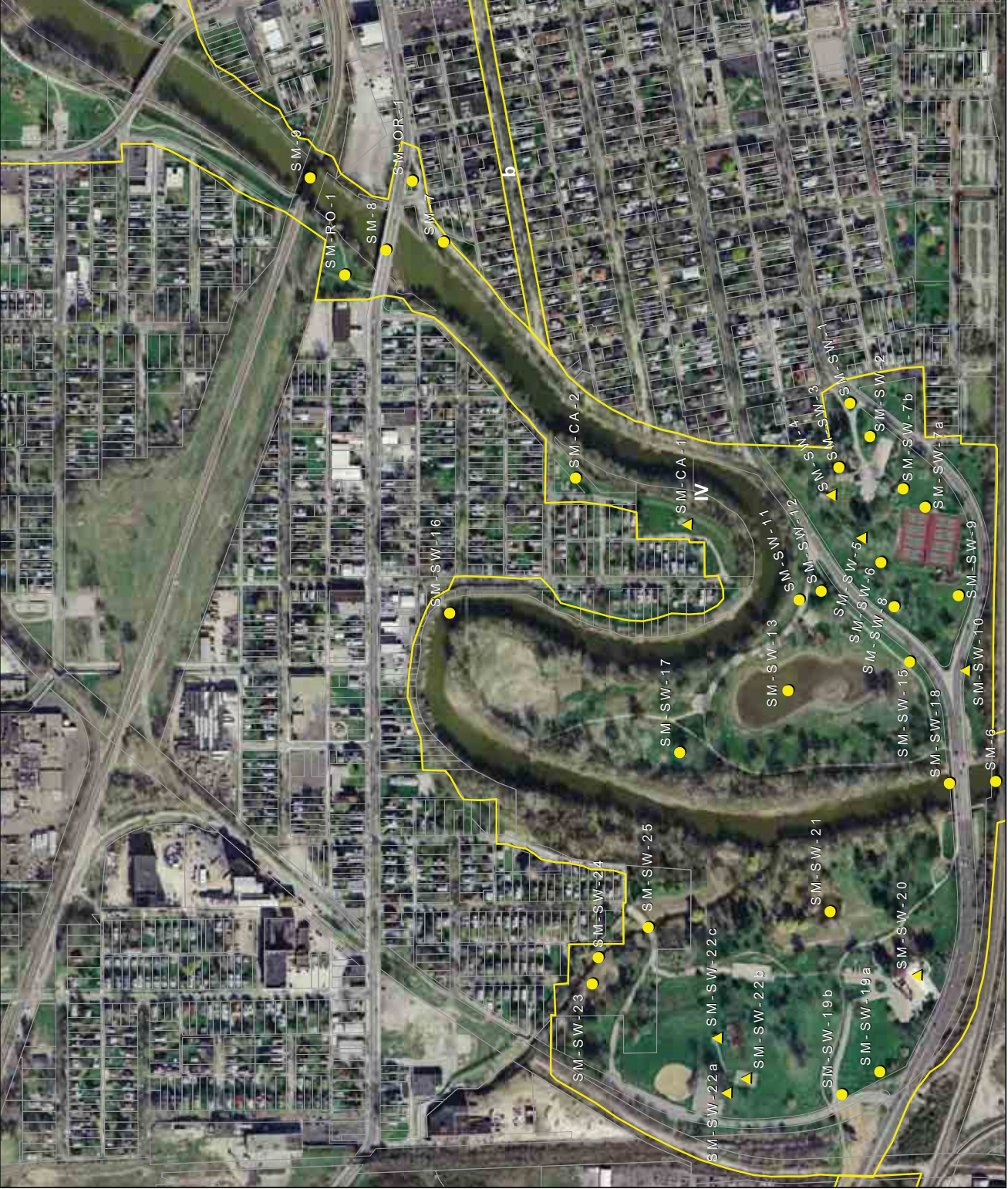
National Register Boundary

- Contributing
- ▲ Non-Contributing

- SM-6-Pennsylvania Railroad Bridge (Contributing)
- SM-7-Thieme Drive & Overlook (Contributing)
- SM-8-Main Street Bridge (Contributing)
- SM-9-Nickel Plate Railroad Bridge (Contributing)
- SM-SW-1-Swinney East (Contributing)
- SM-SW-2-Memorial Canon (Contributing)
- SM-SW-3-Swinney House (Contributing)
- SM-SW-4-The Log House (Non-Contributing)
- SM-SW-5-Herb Garden (Non-Contributing)
- SM-SW-6-Johnny Appleseed Monument (Contributing)
- SM-SW-7a-Tennis Court (Contributing)
- SM-SW-7b-Pavilion (Contributing)
- SM-SW-8-Perry Randall Monument (Contributing)
- SM-SW-9>Welcome Gateway/Garden (Contributing)
- SM-SW-10-Blue Spot Club Memorial (Non-Contributing)
- SM-SW-11-Circulation system (Contributing)
- SM-SW-12-Foster Monument (Contributing)
- SM-SW-13-Pond (Contributing)
- SM-SW-14-Playground (Not Counted)
- SM-SW-15-Pedestrian Underpass (Contributing)
- SM-SW-16-Swinney Park Pedestrian Bridge (Contributing)
- SM-SW-17-Landscape Alee/Circulation/Planting (Contributing)
- SM-SW-18-West Jefferson Bridge (Contributing)
- SM-SW-19a-Swinney Park West Circulation (Contributing)
- SM-SW-19b-Swinney Park West Circulation (Non-Contributing)
- SM-SW-20-Swinney Park Aquatic Center (Non-Contributing)
- SM-SW-21-West Swinney Pond (Contributing)
- SM-SW-22a-West Swinney Pavilion (Non-Contributing)
- SM-SW-22b-West Swinney Basketball Ct. (Non-Contributing)
- SM-SW-22c-West Swinney Bathroom (Non-Contributing)
- SM-SW-23-Jaenike Gardens/Japanese gardens (Contributing)
- SM-SW-24-Junk Ditch (Contributing)
- SM-SW-25-Junk Ditch Bridge (Contributing)
- SM-OR-1-Orff & Let's Go Swimmer Monument (Contributing)
- SM-CA-1-Camp Allen Park (Contributing)
- SM-CA-2-Camp Allen Park Recreation Area (Non-Contributing)
- SM-RO-1-Roosevelt Park (Contributing)



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City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

St. Mary's Parkway

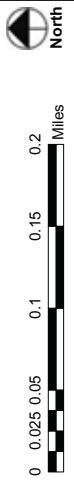
Map IVf - Streets/Photos

 National Register Boundary

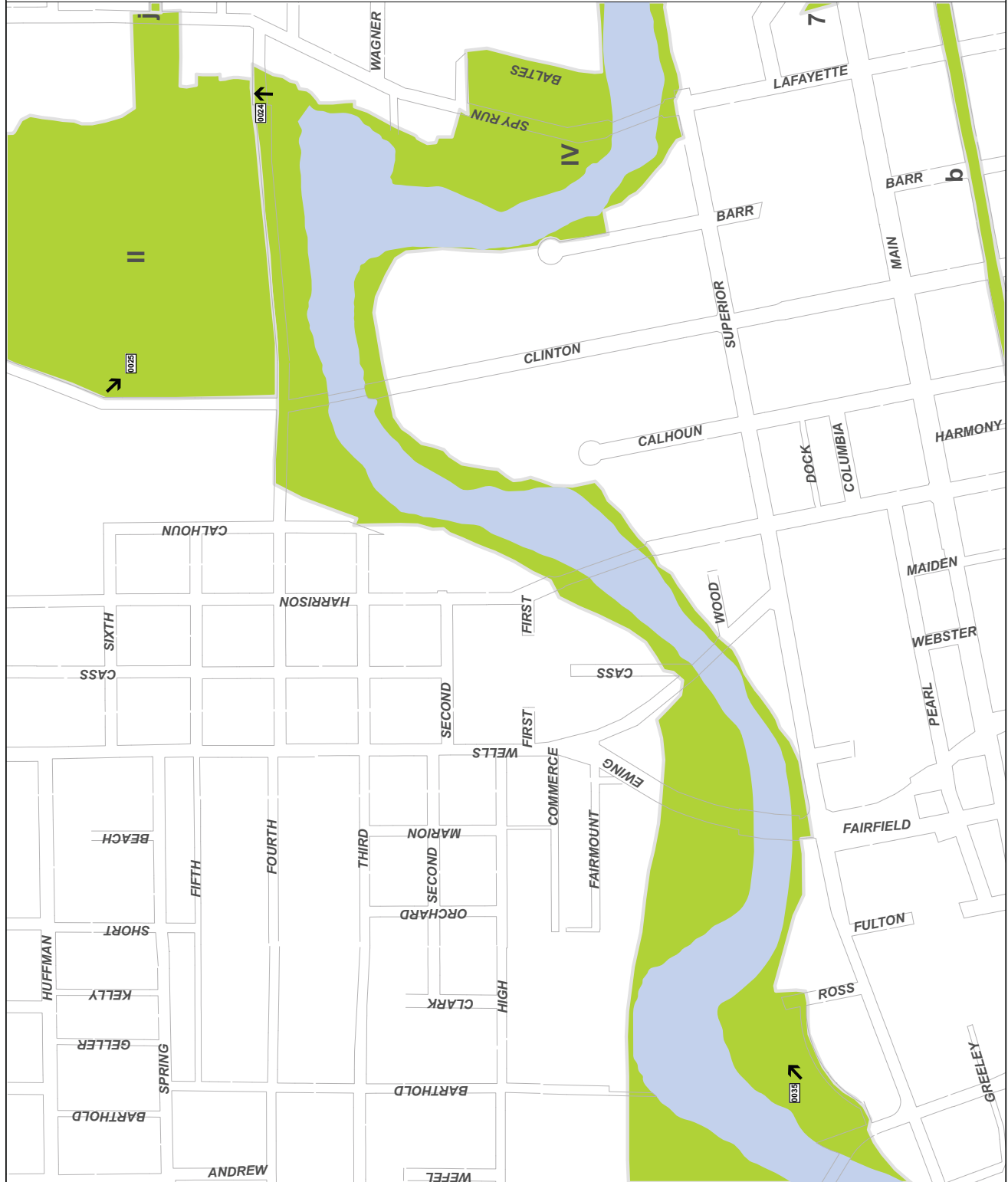
Photos 0001-0036

Photo Direction

- Photo Taken Facing East
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- ↙ Photo Taken Facing Southwest
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- ↘ Photo Taken Facing Southeast




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City of Fort Wayne

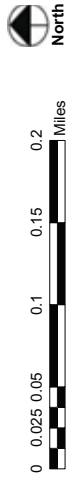
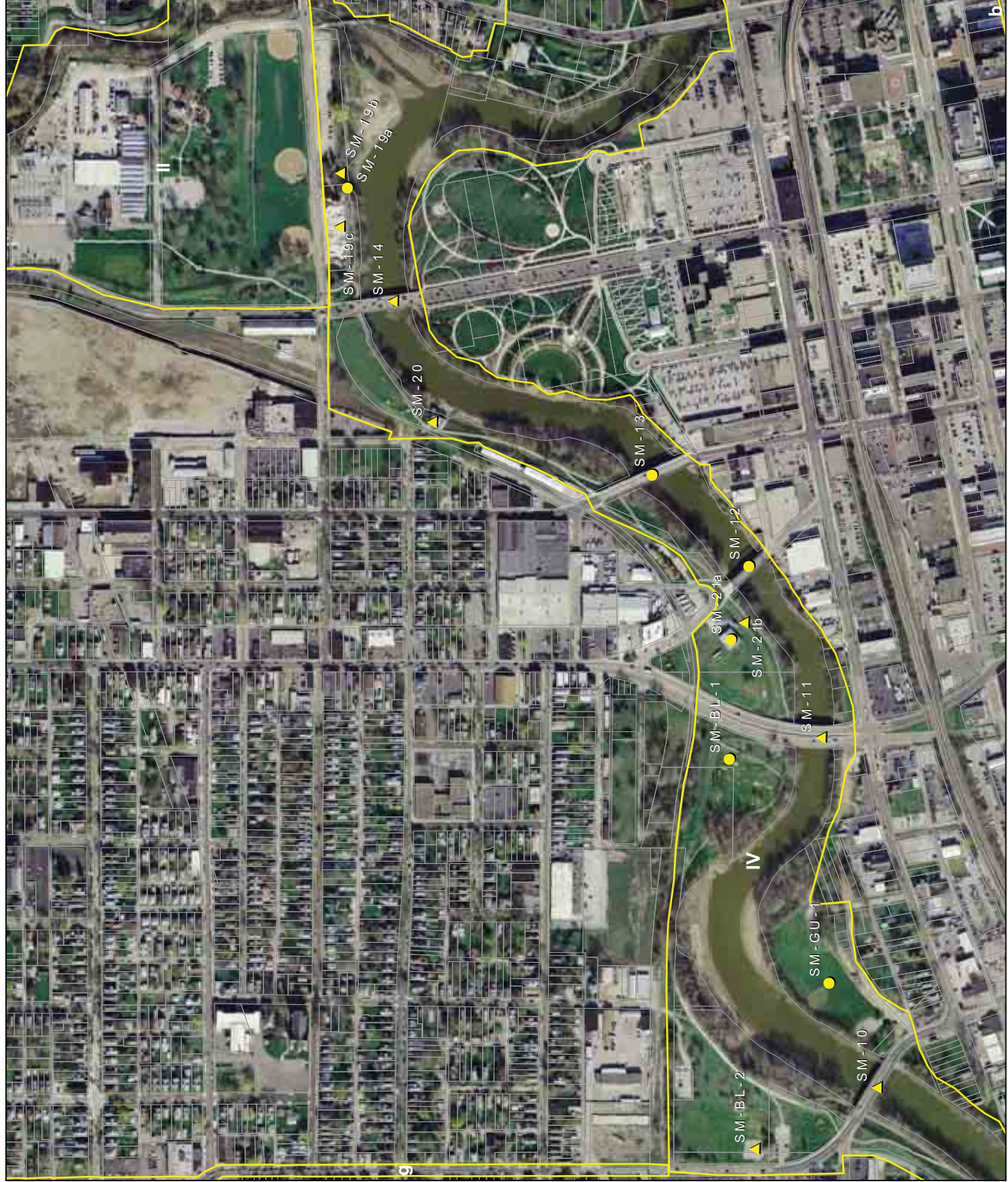
Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
St. Mary's Parkway
Map IVf - Features

 National Register Boundary

 Contributing

 Non-Contributing

- SM-10-Sherman Boulevard Bridge (Non-Contributing)
- SM-11-Fairfield-Wells Street Bridge (Non-Contributing)
- SM-12- Wells Street Bridge (Contributing)
- SM-13-Lincoln Highway Bridge (Contributing)
- SM-14-MLK Memorial Clinton Street Bridge (Non-Contributing)
- SM-19a-Historic Pump Building (Contributing)
- SM-19b-Pump Building (Non-Contributing)
- SM-19c-Skate Park (Non-Contributing)
- SM-20-Pump Station (Non-Contributing)
- SM-21a-Fort Wayne Police K9 Training Center (Contributing)
- SM-21b-Fort Wayne Training Center Sheq (Non-Contributing)
- SM-GU-1-Gulldin Park (Contributing)
- SM-BL-1-Bloomingdale Park (Contributing)
- SM-BL-2-Recreation Facilities (Non-Contributing)



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May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"




City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana








St. Mary's Parkway

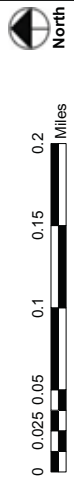
Map IVg-Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction

-  Photo Taken Facing East
-  Photo Taken Facing Northeast
-  Photo Taken Facing North
-  Photo Taken Facing Northwest
-  Photo Taken Facing Southwest
-  Photo Taken Facing South
-  Photo Taken Facing Southeast




Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"



City of Fort Wayne

Park and Boulevard System Historic District, Fort Wayne, Allen County, Indiana

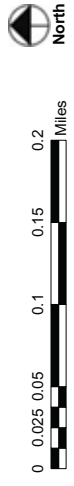
St. Mary's Parkway Map IVg - Features

 National Register Boundary

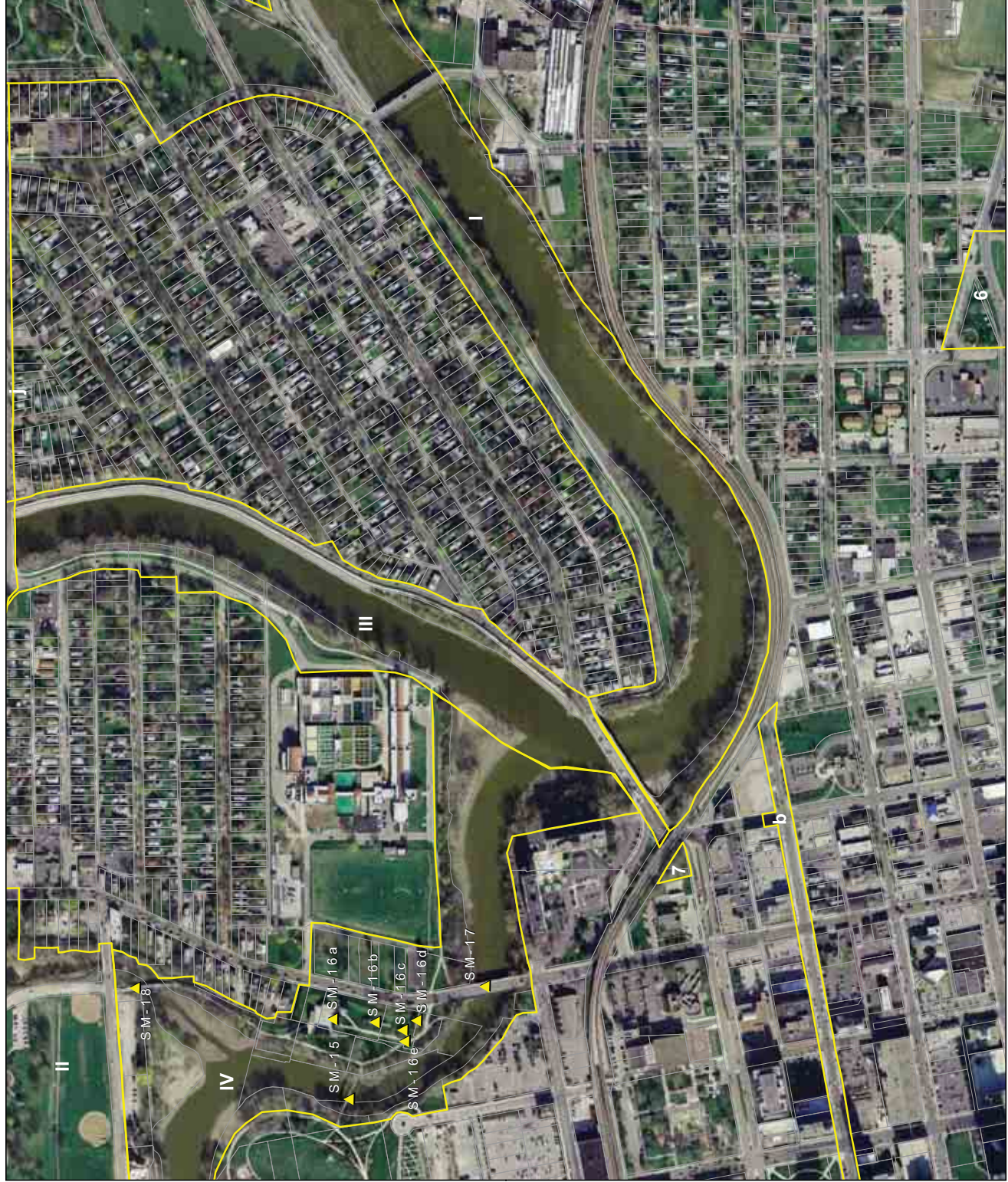
 Contributing

 Non-Contributing

- SM-15-Pedestrian Bridge (Non-Contributing)
- SM-16a-Old Fort Reconstruction (Non-Contributing)
- SM-16b-Old Fort Reconstruction (Non-Contributing)
- SM-16c-Old Fort Reconstruction (Non-Contributing)
- SM-16d-Old Fort Reconstruction (Non-Contributing)
- SM-16e-Old Fort Reconstruction Circ. (Non-Contributing)
- SM-17-Spy Run Avenue Bridge (Non-Contributing)
- SM-18-Pedestrian Bridge (Non-Contributing)



Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"




City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Anthony Boulevard

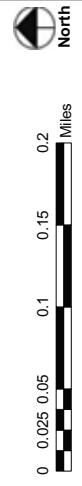
Map a - Streets/Photos

 National Register Boundary

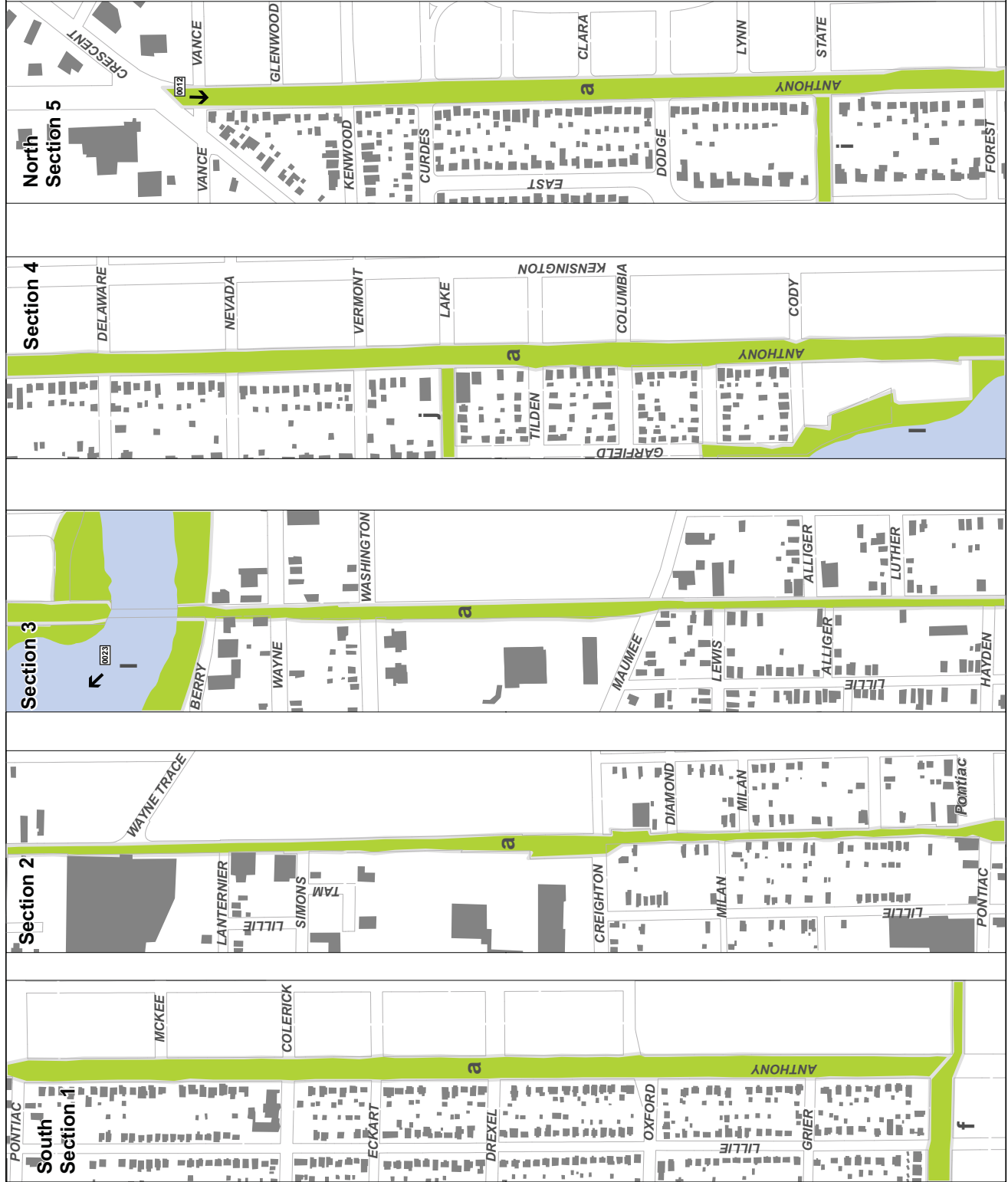
Photos 0001-0036

Photo Direction

- Photo Taken Facing East
- ↗ Photo Taken Facing Northeast
- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast



Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"



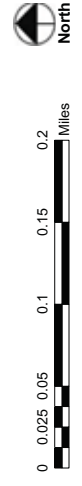
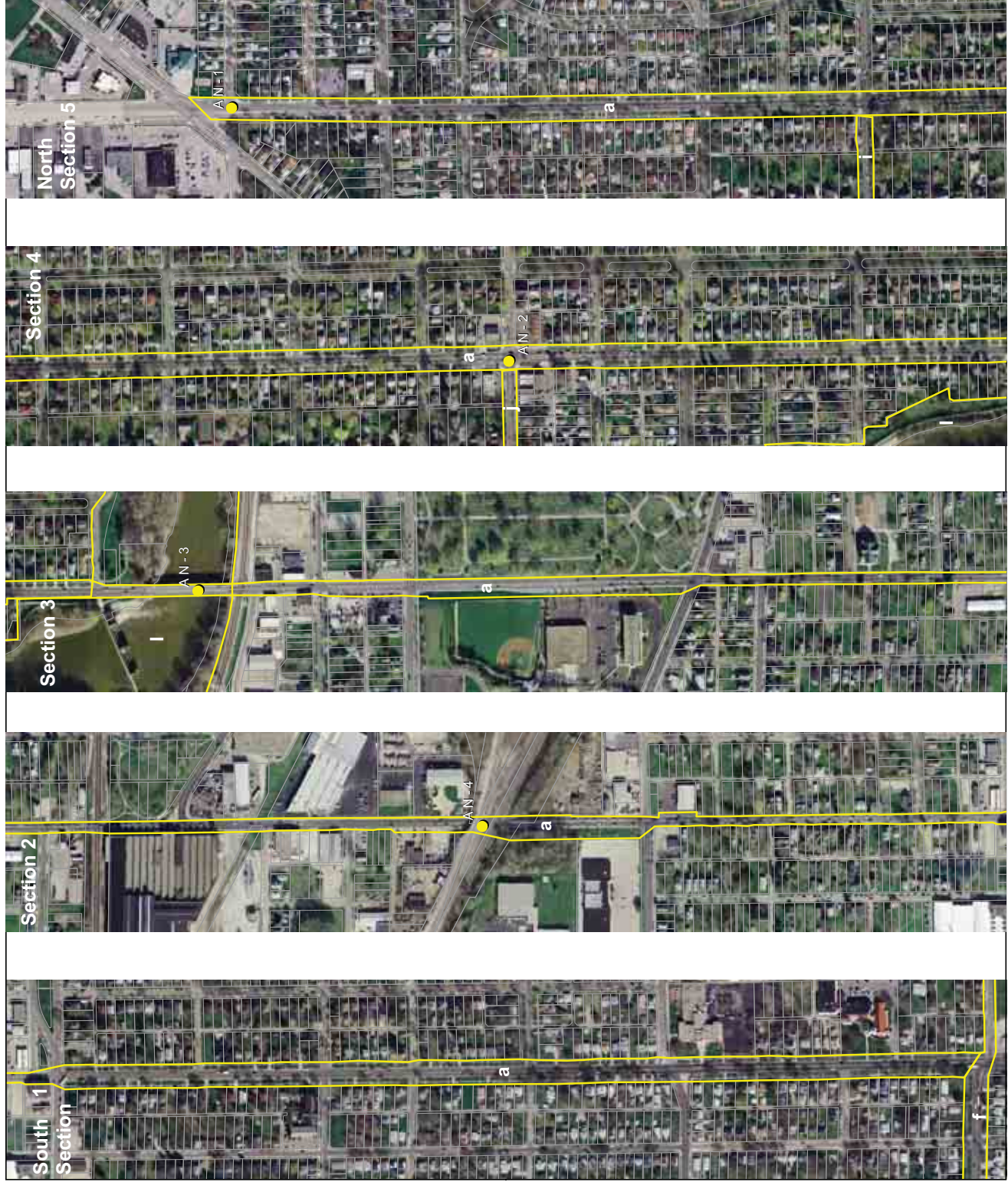
City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Anthony Boulevard

Map a - Features

-  National Register Boundary
 -  Contributing
 -  Non-Contributing
- AN-1-Anthony Boulevard (Contributing)
 AN-2- Location of Former Largest County Elm (Contributing)
 AN-3-Anthony Boulevard/Walton Ave. Bridge (Contributing)
 AN-4-Anthony Boulevard Elevated RR Bridge (Contributing)

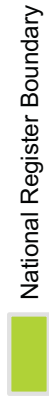


Prepared by Storrow Kinsella Associates
 May 24th, 2010. Data source: The City of Fort Wayne.
 Scale 1 Inch = 200 Feet. Print Size 22" by 34"
 or Scale 1 Inch = 400 Feet. Print Size 11" by 17"



City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
Berry Street
Map b - Line

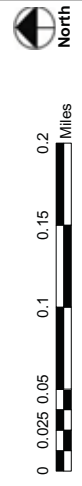


National Register Boundary

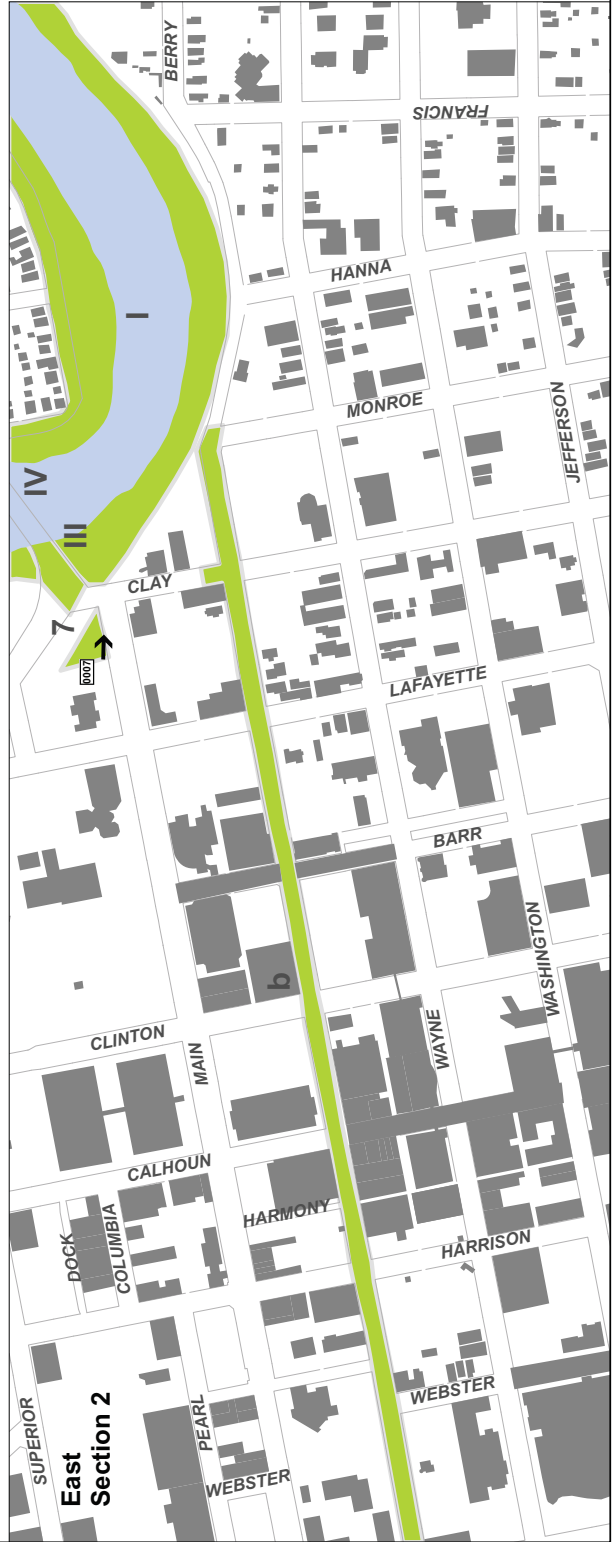
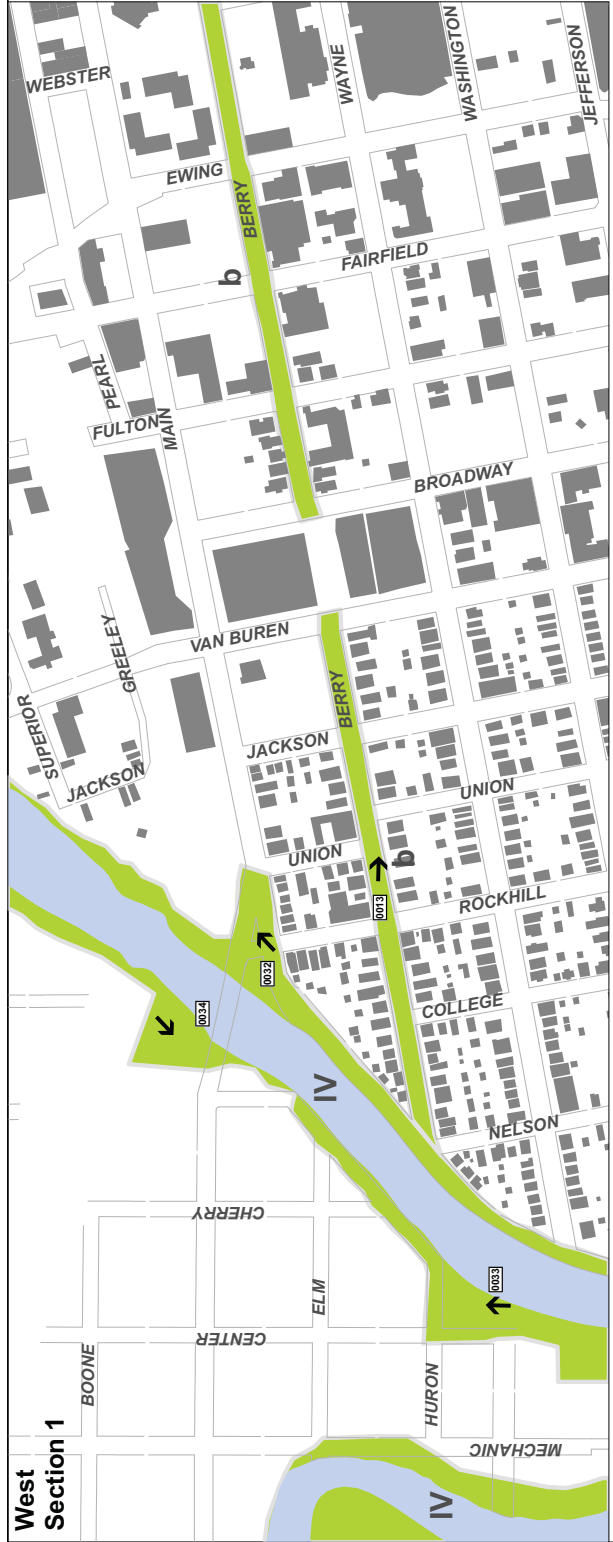
Photos 0001-0036

Photo Direction

- Photo Taken Facing East
- ↗ Photo Taken Facing Northeast
- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast






Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"

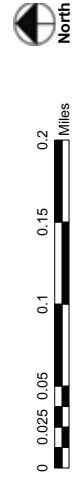
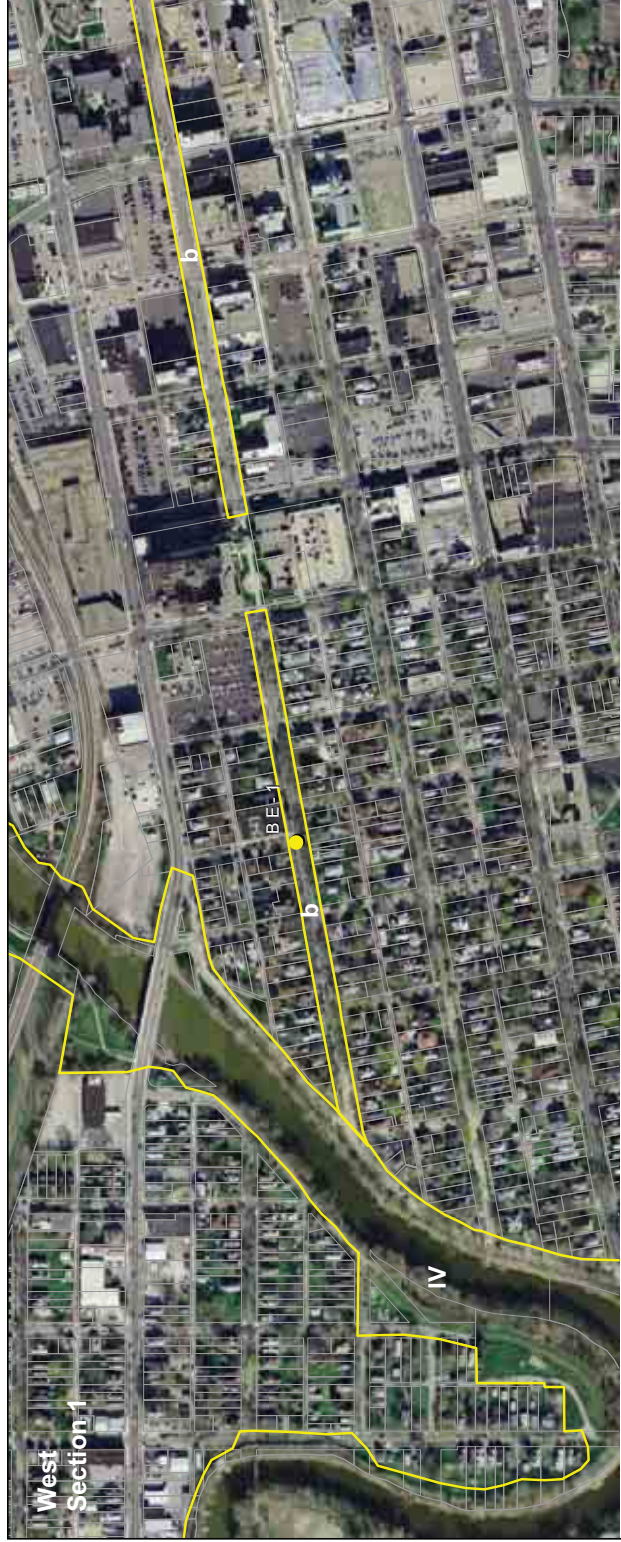


City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
Berry Street
Map b - Features

-  National Register Boundary
-  Contributing
-  Non-Contributing

BE-1-Berry Street (Contributing)
BE-2-Fort Wayne Original Site (Contributing)






Prepared by Storrow Kinsella Associates
Made for planning purposes only. Do not replicate.
May 24th, 2010. Data source: The City of Fort Wayne,
or Scale 1 Inch = 400 Feet. Print Size 11" by 17"

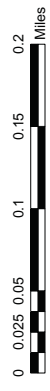


City of Fort Wayne

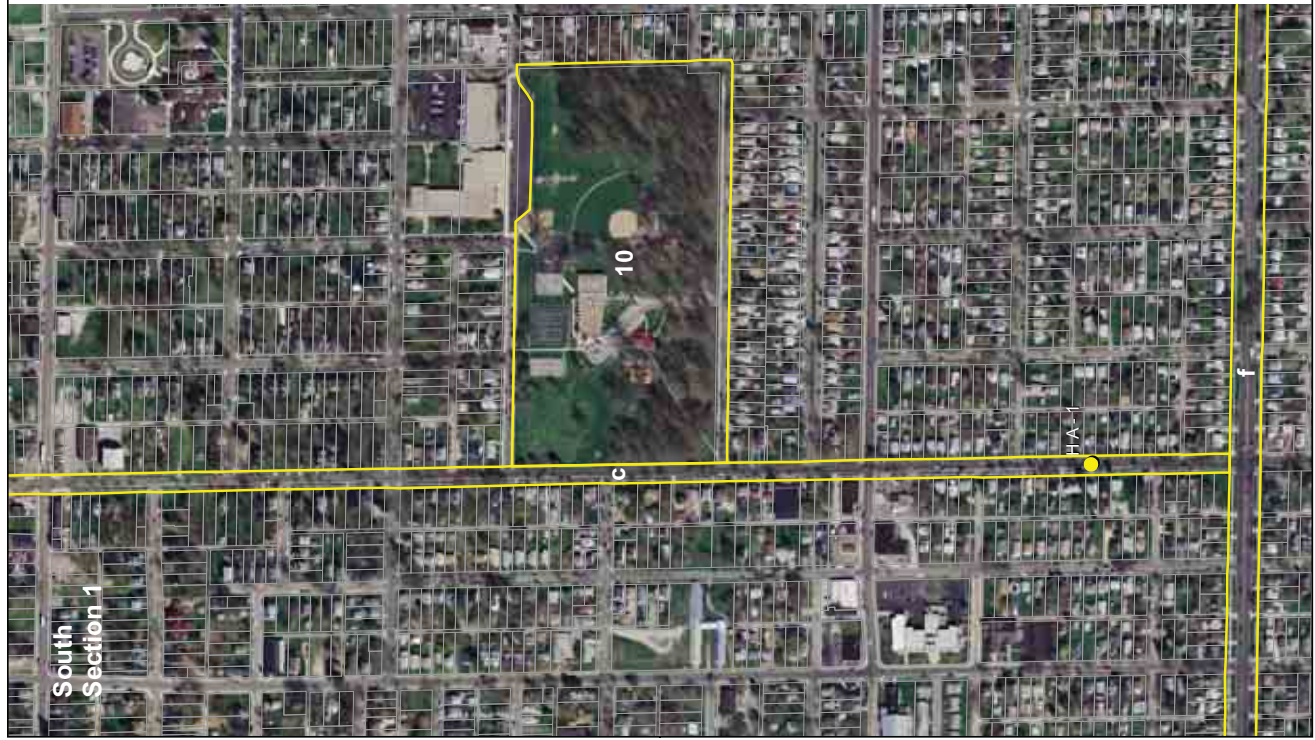
Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
Hanna/Taber Streets
Map c- Features

-  National Register Boundary
-  Contributing
-  Non-Contributing

HA-1-Hanna/Taber Boulevard (Contributing)



Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 Inch = 200 Feet. Print Size 22" by 34"
or Scale 1 Inch = 400 Feet. Print Size 11" by 17"




City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Jefferson Boulevard

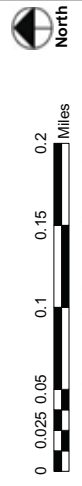
Map d - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction

- Photo Taken Facing East
- ↗ Photo Taken Facing Northeast
- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast



Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"

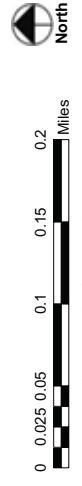


City of Fort Wayne

Park and Boulevard System Historic District, Fort Wayne, Allen County, Indiana

Jefferson Boulevard Map d - Aerial

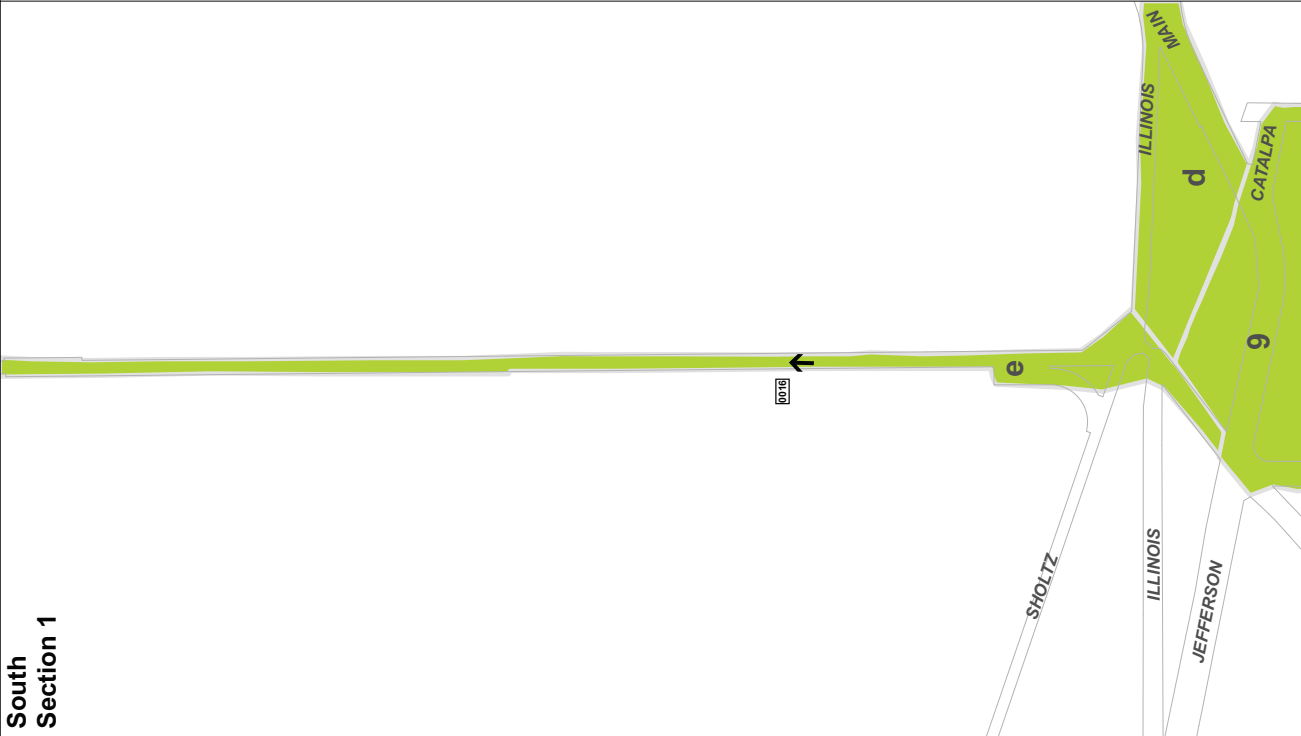
-  National Register Boundary
-  Contributing
-  Non-Contributing
- JF-1-Jefferson Boulevard (Contributing)
- JF-2-Railroad Bridge (Contributing)
- JF-3-Railroad Berm (Contributing)
- JF-4-Culvert (Contributing)
- JF-5-Gas Station (Non-Contributing)



Prepared by Storrow Kinsella Associates
 May 24th, 2010. Data source: The City of Fort Wayne.
 Scale 1 inch = 200 Feet. Print Size 22" by 34"
 or Scale 1 inch = 400 Feet. Print Size 11" by 17"



South
Section 1



North
Section 2




City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Lindenwood Avenue (Brookside)

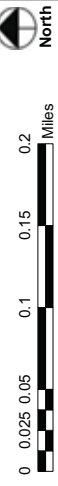
Map e - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction

- Photo Taken Facing East
- ↗ Photo Taken Facing Northeast
- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast



Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"



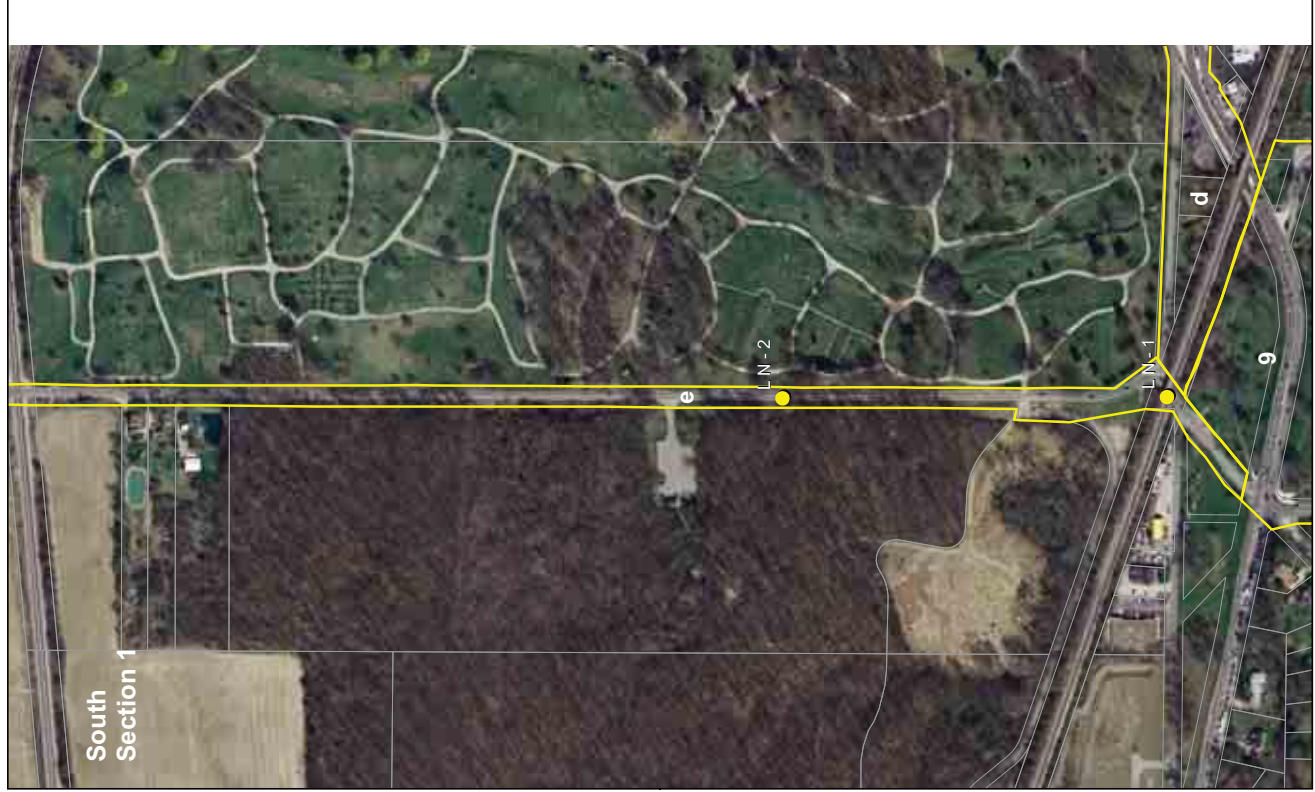
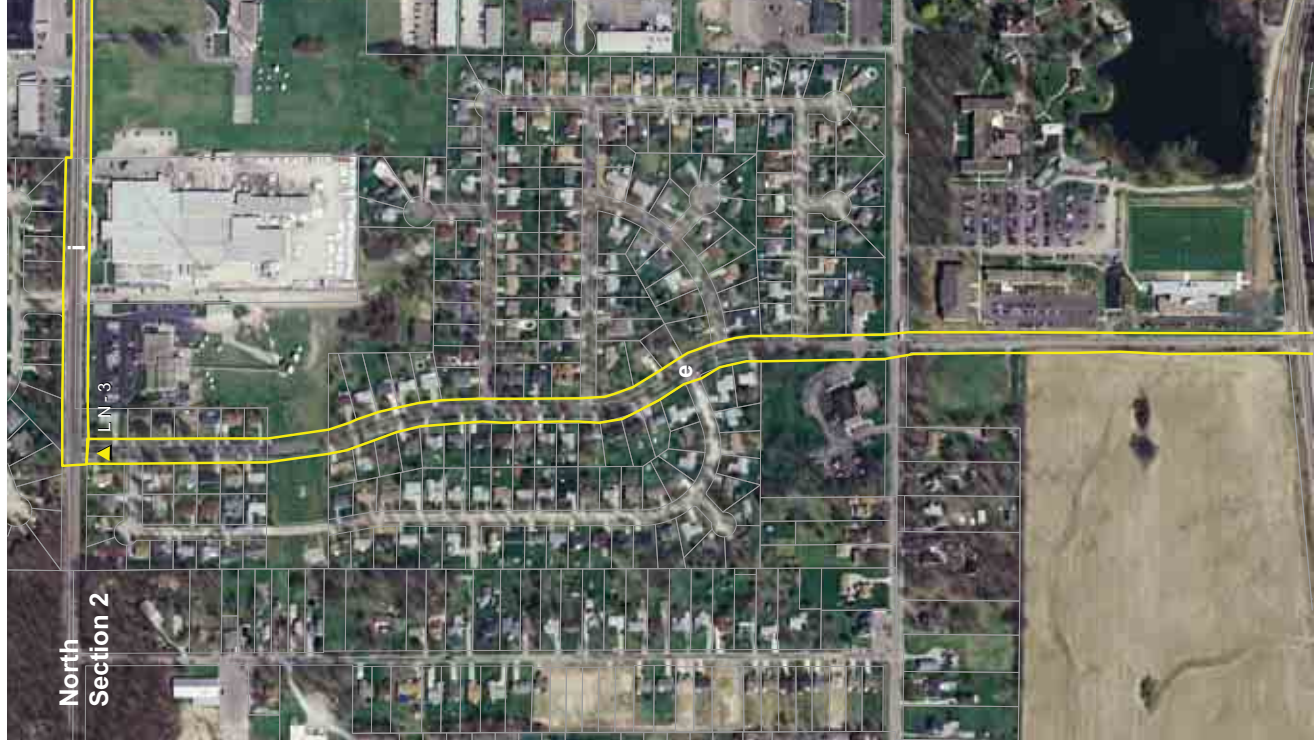
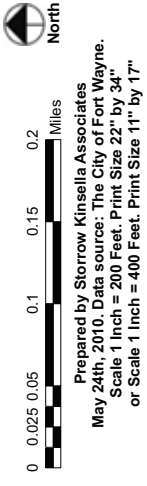
City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Lindenwood Avenue (Brookside)

Map e- Features

- National Register Boundary
 - Contributing
 - ▲ Non-Contributing
- LN-1-Railroad Bridge (Contributing)
LN-2-Lindenwood Avenue (Contributing)
LN-3-Tower Heights Entrance Gateway (Non-Contributing)




City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Rudisill Boulevard

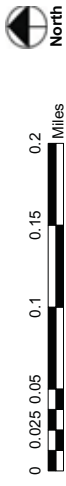
Map f - Streets/Photos

 National Register Boundary

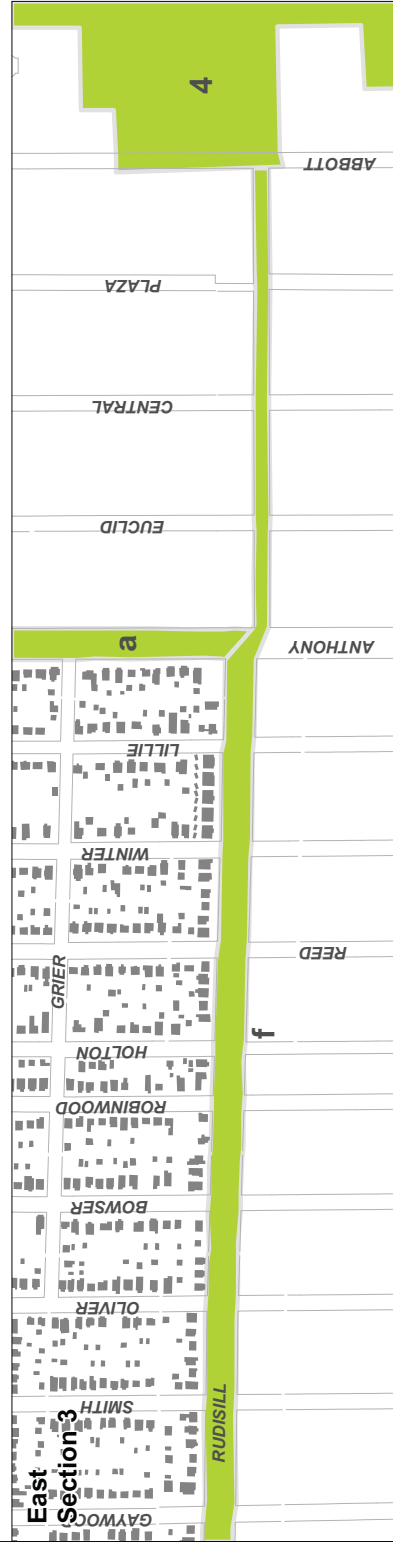
Photos 0001-0036

Photo Direction

- Photo Taken Facing East
- ↗ Photo Taken Facing Northeast
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- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast



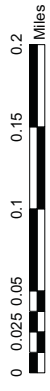
Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"




City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
Rudisill Boulevard
Map f - Features

-  National Register Boundary
 -  Contributing
 -  Non-Contributing
- RU-1-Rudisill Boulevard (Contributing)
RU-2-Rudisill Planings (Contributing)

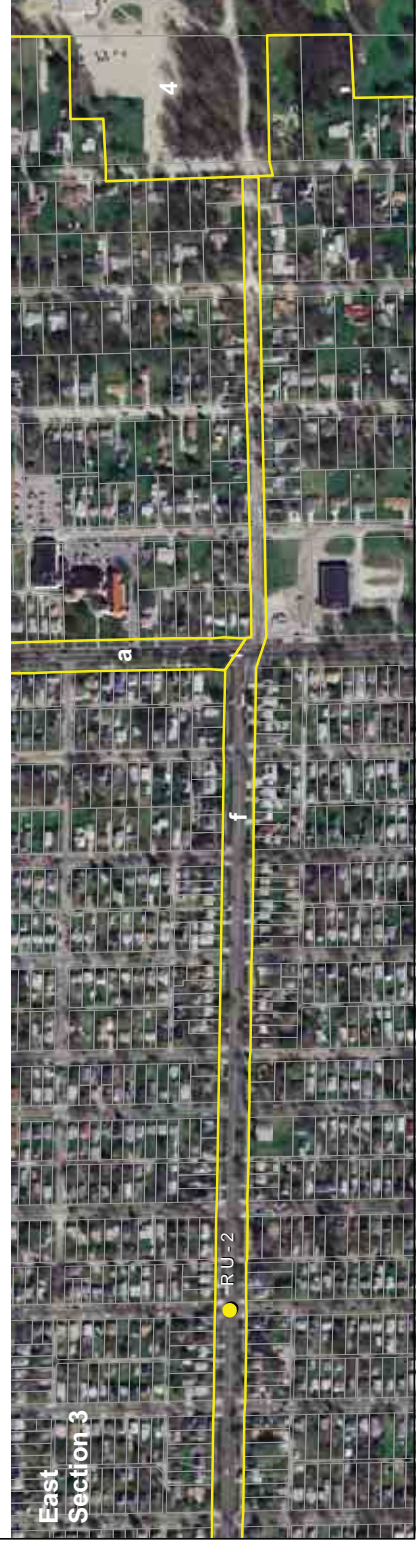
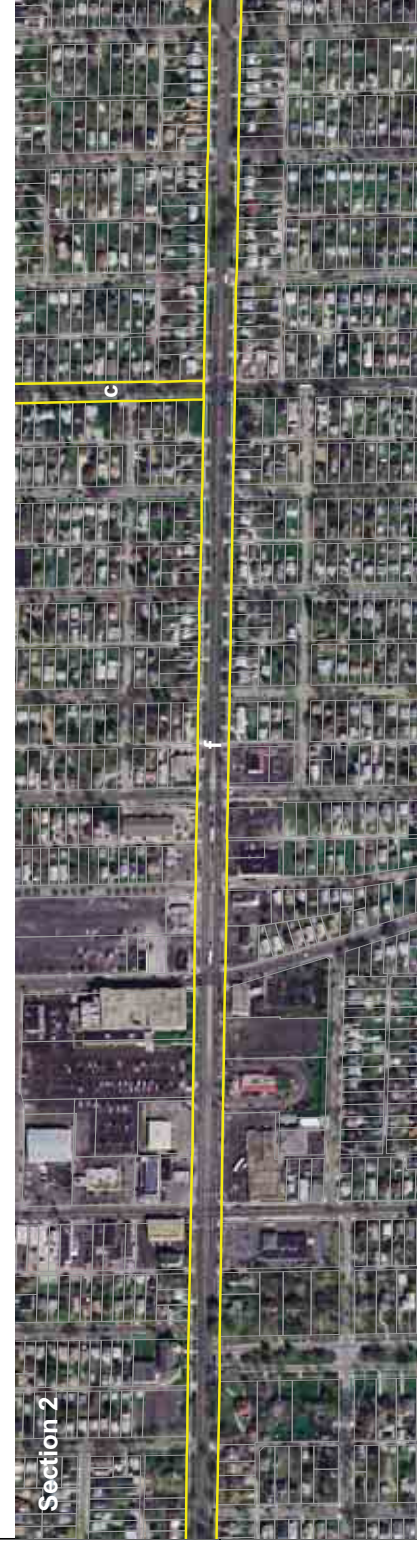


0 0.025 0.05 0.1 0.15 0.2 Miles



North

Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"




City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Sherman Boulevard (Kekionga)

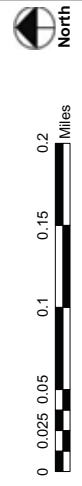
Map g - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction

- Photo Taken Facing East
- ↗ Photo Taken Facing Northeast
- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast



Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"



City of Fort Wayne

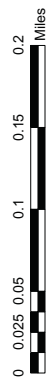
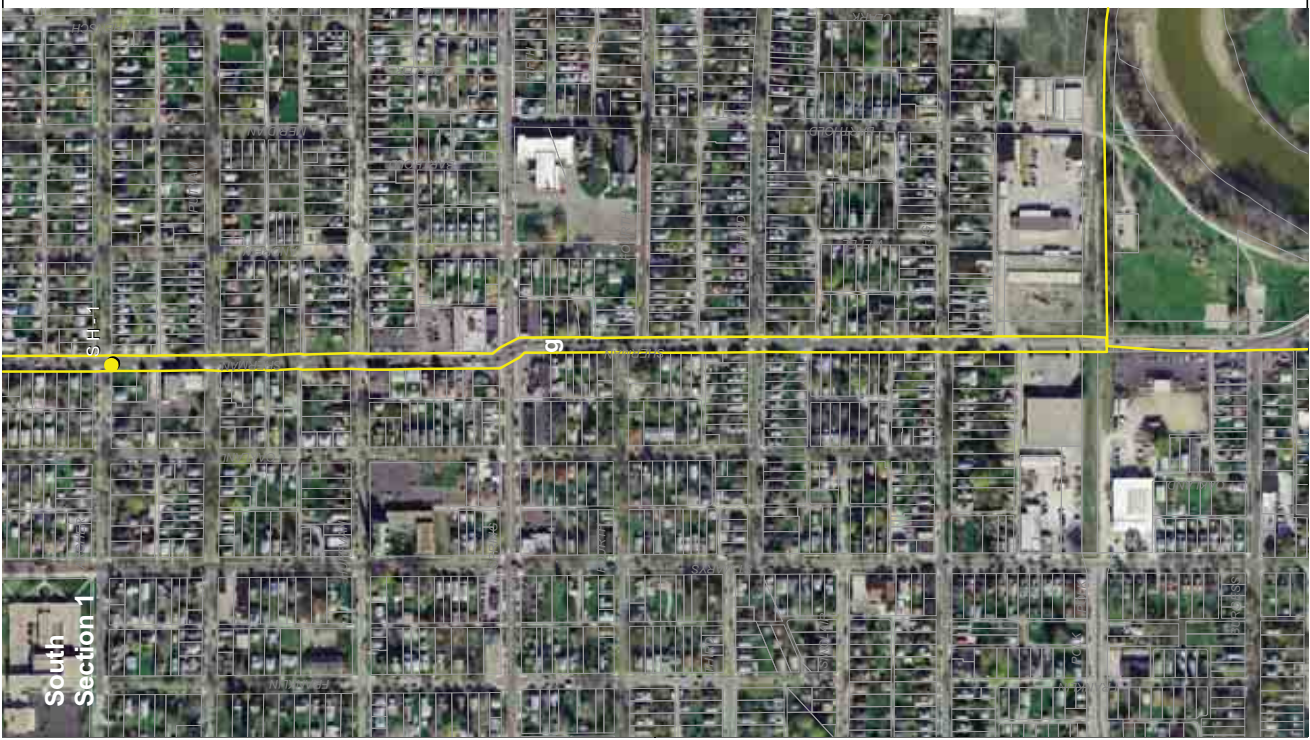
Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Sherman Boulevard (Kegionga)

Map g - Features

- National Register Boundary
- Contributing
- ▲ Non-Contributing

SH-1-Sherman Boulevard (Contributing)




Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 Inch = 200 Feet. Print Size 22" by 34"
or Scale 1 Inch = 400 Feet. Print Size 11" by 17"










City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
St. Joseph Boulevard
Map h - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction

-  Photo Taken Facing East
-  Photo Taken Facing Northeast
-  Photo Taken Facing North
-  Photo Taken Facing Northwest
-  Photo Taken Facing Southwest
-  Photo Taken Facing South
-  Photo Taken Facing Southeast



0 0.02 0.04 0.08 0.12 0.16 Miles

Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 Inch = 200 Feet. Print Size 22" by 34"
or Scale 1 Inch = 400 Feet. Print Size 11" by 17"

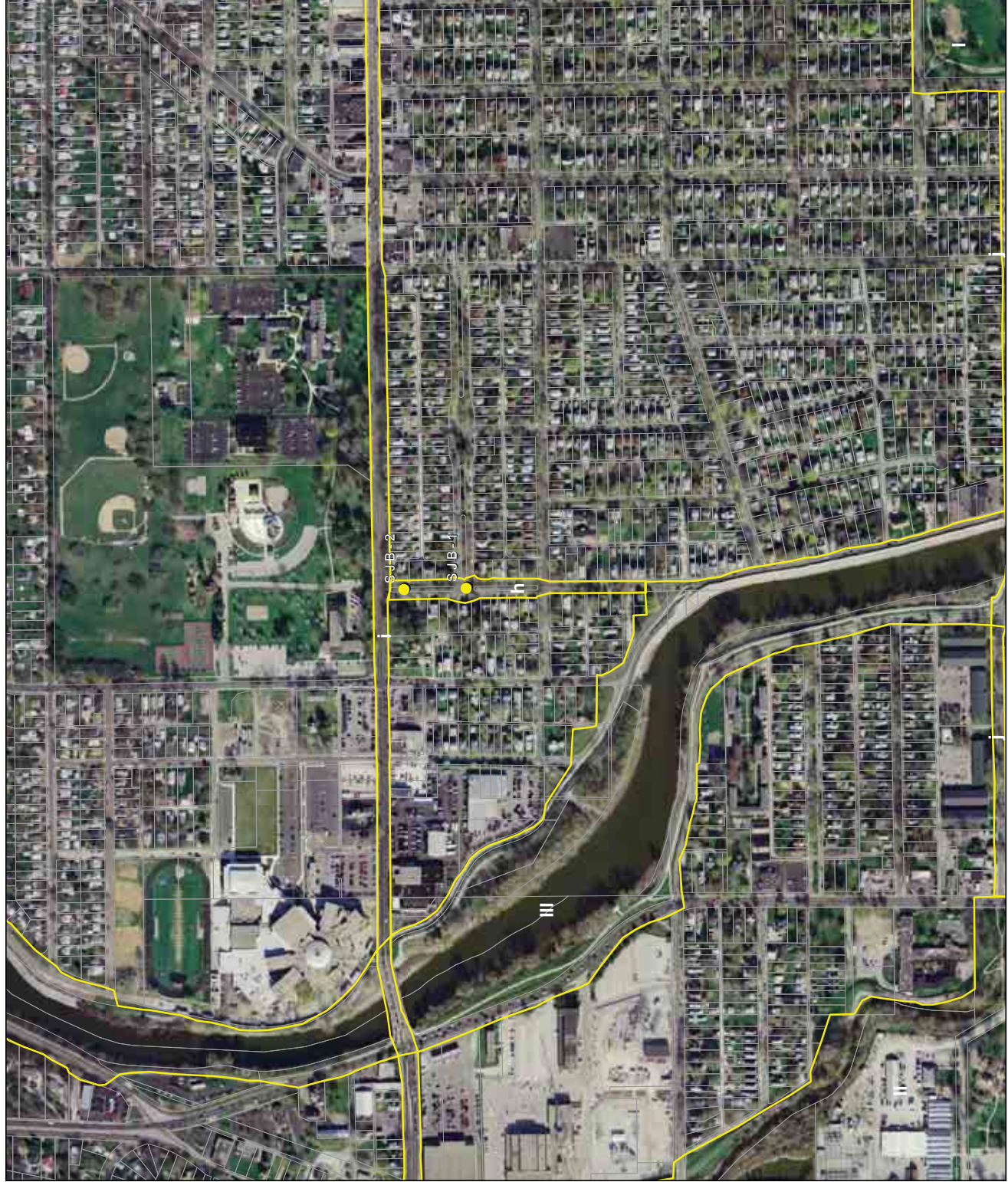


City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

St. Joseph Boulevard Map h - Features

-  National Register Boundary
 -  Contributing
 -  Non-Contributing
- SJB-1-St. Joseph Boulevard
SJB-2-Site of Philo T. Farnsworth Home



Prepared by Storrow Kinsella Associates
February, 25th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 24"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"

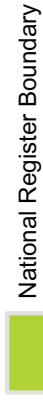


City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

State Boulevard (Pfeifer)

Map i - Streets/Photos

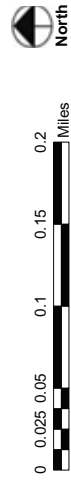


National Register Boundary

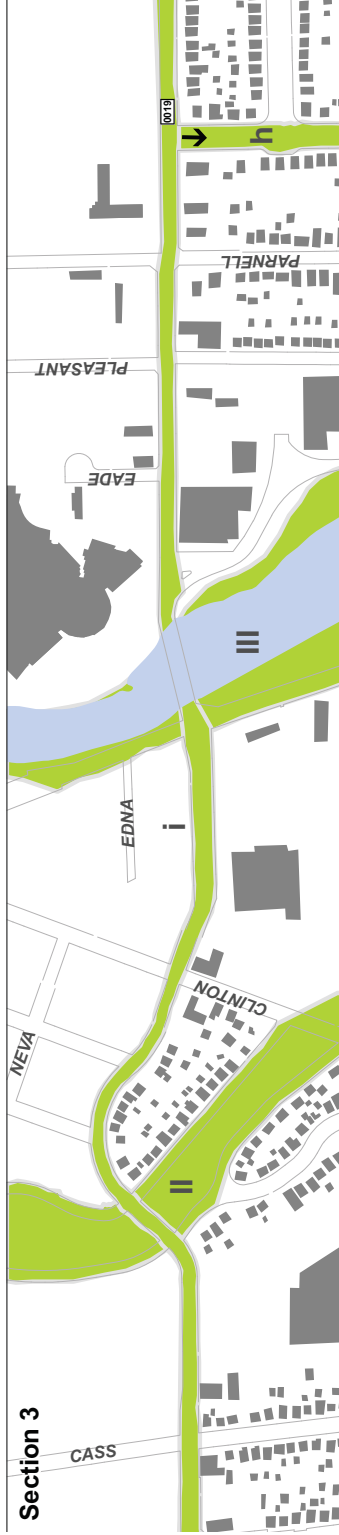
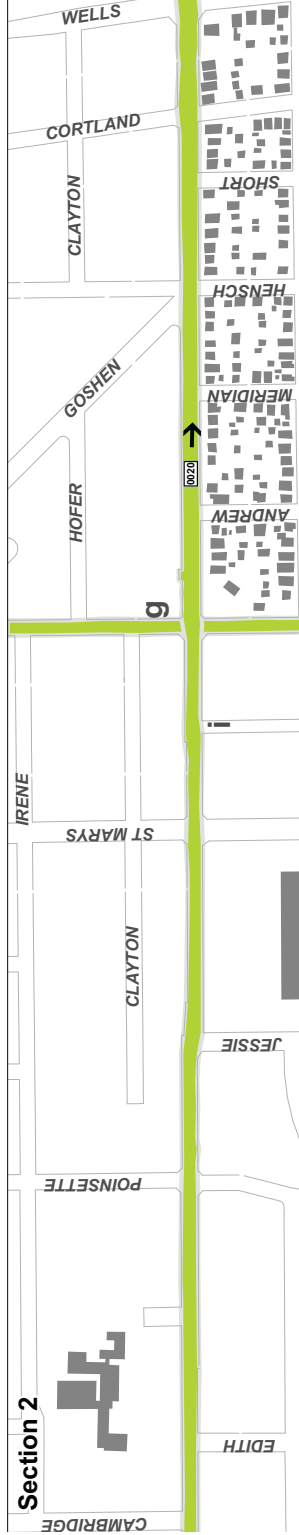
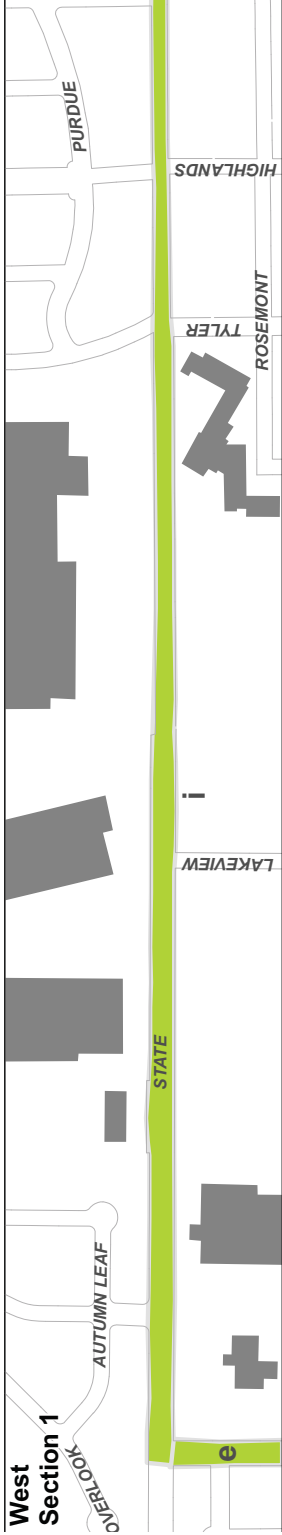
Photos 0001-0036

Photo Direction

- Photo Taken Facing East
- ↗ Photo Taken Facing Northeast
- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast




Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"




City of Fort Wayne

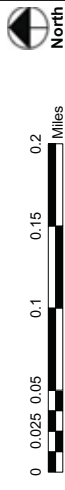
Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
**State Boulevard
(Pfeifer)**
Map i - Features

 National Register Boundary

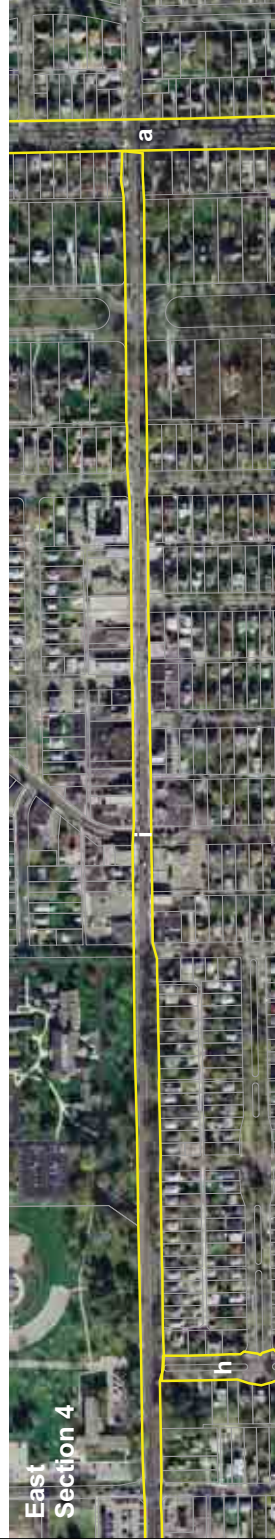
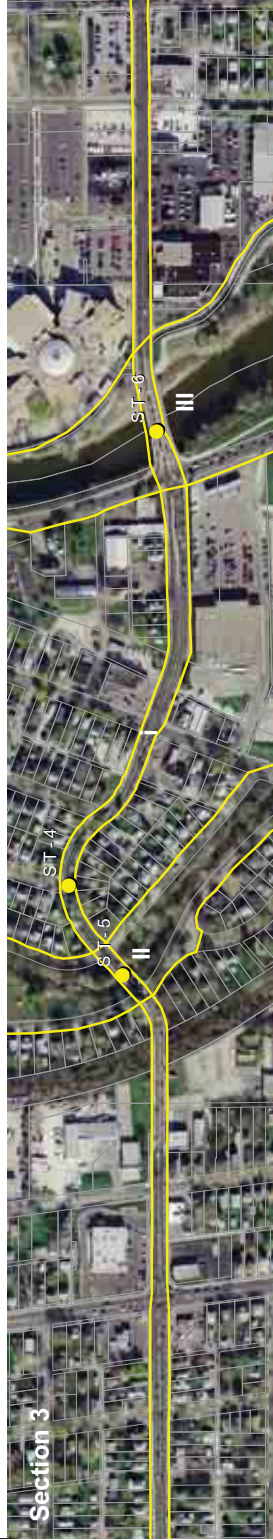
 Contributing

 Non-Contributing

- ST-1-State Boulevard
- ST-2-Cambridge Street Gate Posts
- ST-3-Cambridge Street Post 2
- ST-4-State Boulevard Through Brookview
- ST-5-Bridge Over Spy Run Creek
- ST-6-Bridge Over St. Joseph River



Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 Inch = 200 Feet. Print Size 22" by 34"
or Scale 1 Inch = 400 Feet. Print Size 11" by 17"




City of Fort Wayne

Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana

Tennessee Avenue/ Lake Avenue

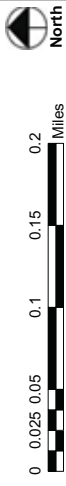
Map j - Streets/Photos

 National Register Boundary

Photos 0001-0036

Photo Direction

- Photo Taken Facing East
- ↗ Photo Taken Facing Northeast
- ↑ Photo Taken Facing North
- ↖ Photo Taken Facing Northwest
- ↙ Photo Taken Facing Southwest
- ↓ Photo Taken Facing South
- ↘ Photo Taken Facing Southeast




Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 inch = 200 Feet. Print Size 22" by 34"
or Scale 1 inch = 400 Feet. Print Size 11" by 17"



City of Fort Wayne

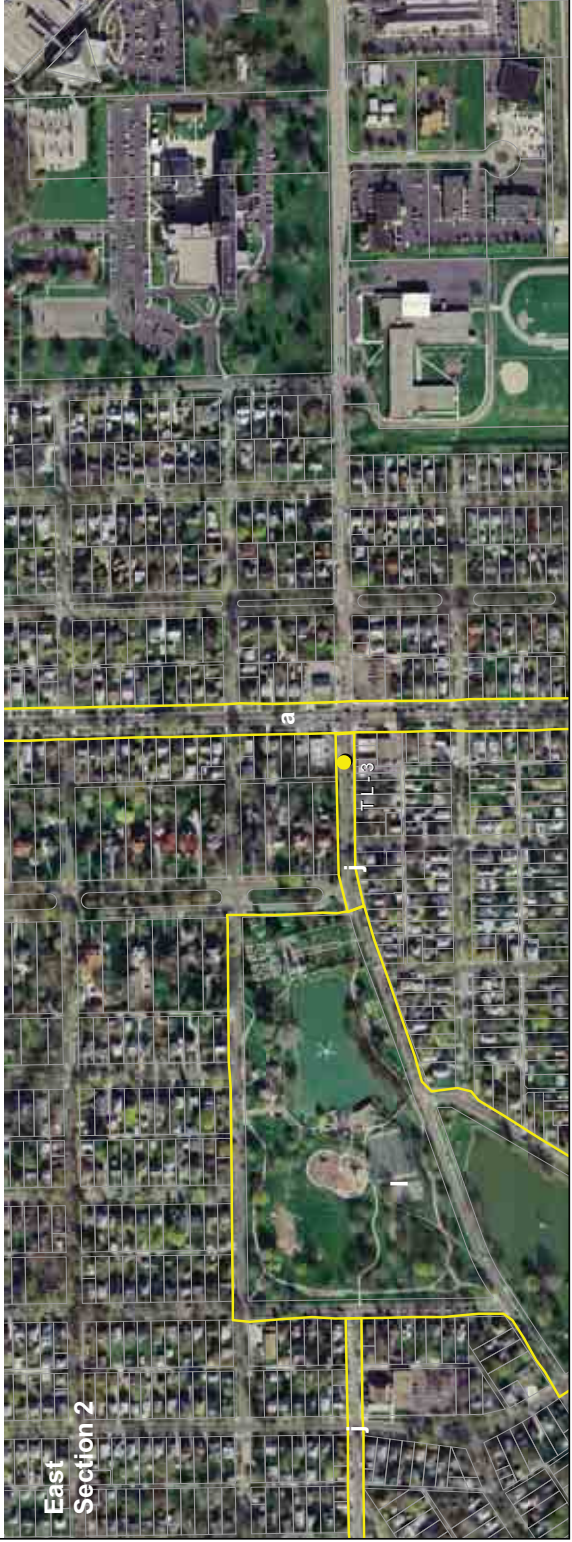
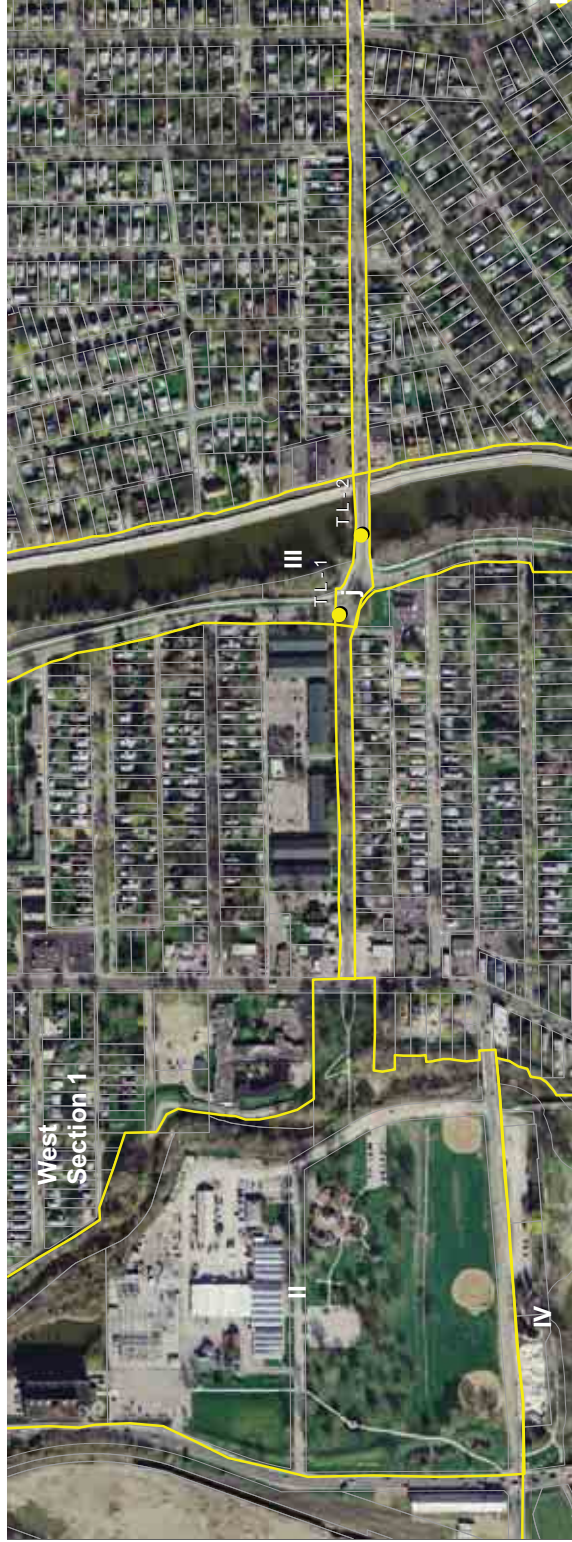
Park and Boulevard System
Historic District,
Fort Wayne, Allen County, Indiana
**Tennessee Avenue/
Lake Avenue**
Map j - Features

 National Register Boundary

 Contributing

 Non-Contributing

TL-1-Tennessee Ave (Contributing)
TL-2-Tennessee Ave Bridge (Contributing)
TL-3-Lake Avenue East of Lakeside Park (Contributing)



Prepared by Storrow Kinsella Associates
May 24th, 2010. Data source: The City of Fort Wayne.
Scale 1 Inch = 200 Feet. Print Size 22" by 34"
or Scale 1 Inch = 400 Feet. Print Size 11" by 17"

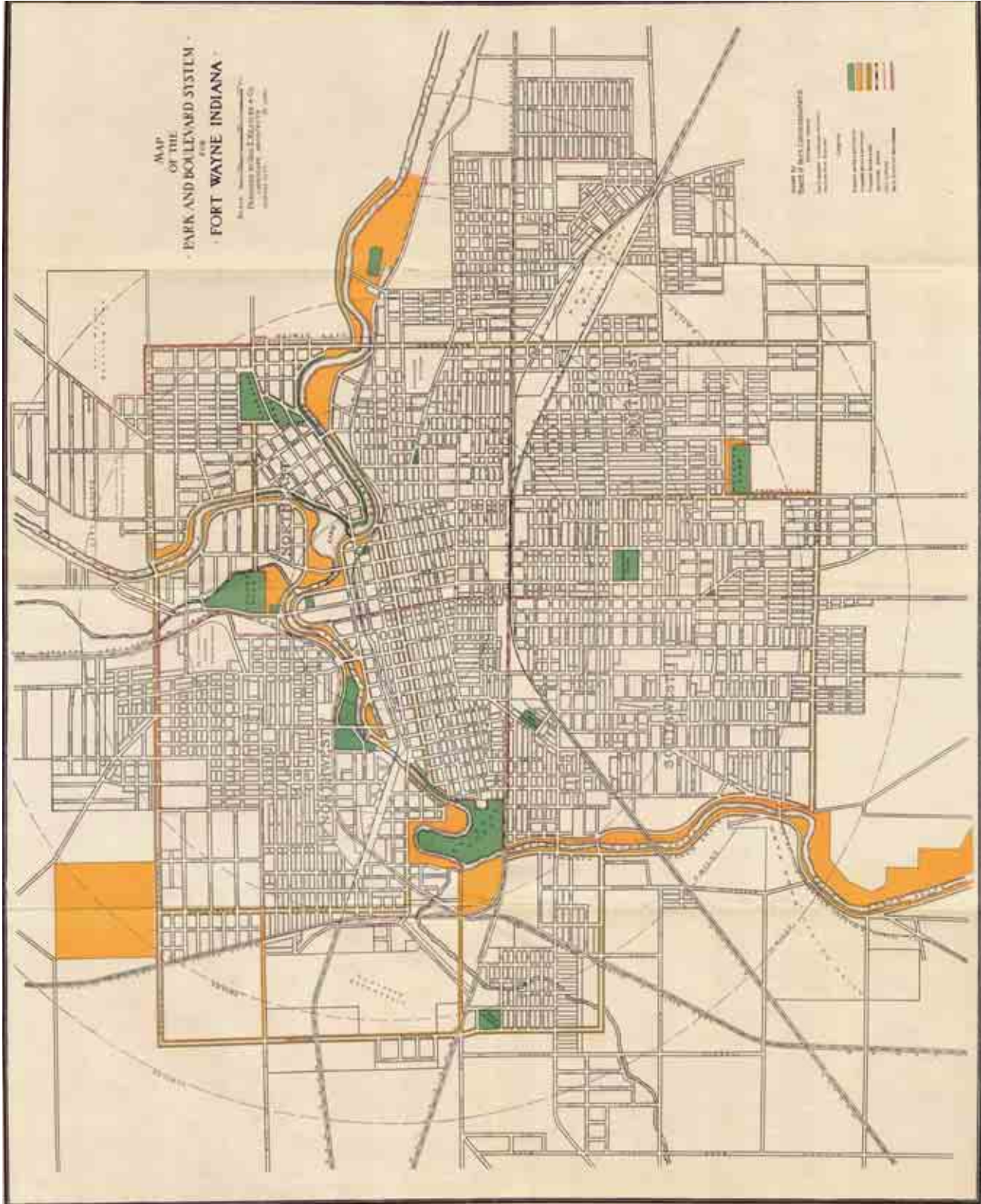


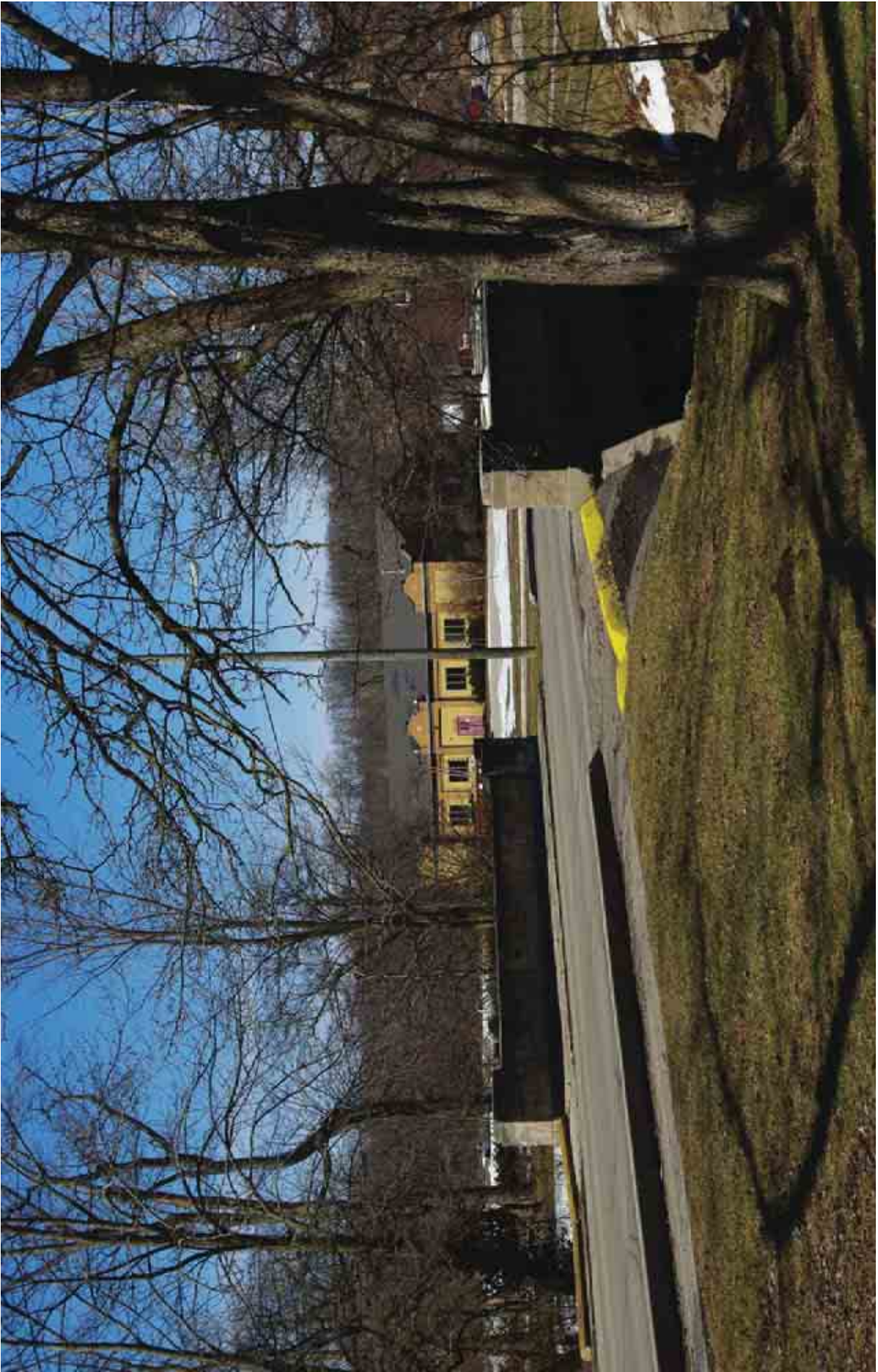
MAP
OF THE
PARK AND BOULEVARD SYSTEM
FOR
FORT WAYNE INDIANA

Prepared by
THE ENGINEERING COMPANY
OF
INDIANAPOLIS, INDIANA

KEY TO PARK DIMENSIONS

- 100' x 100'
- 50' x 100'
- 25' x 100'
- 10' x 100'
- 5' x 100'
- 2' x 100'























































WELCOME TO
VESEY PARK
SOUTH FORT WAYNE, IN
FORT WAYNE PARKS & RECREATION









**FOSTER
PARK**

OPEN
GOLF - 11:00am













