Appendix J – Lincoln Park National Register Nomination Form

NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

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INTERAGENCY RESOURCES DIVISION
NATIONAL PARK SERVICE

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Lincoln Park

other names/site number Park #100

2. Location

street & number 2045 Lincoln Park West (mailing address) ☐ not for publication

city or town Chicago ☐ vicinity

state Illinois code IL county Cook code 031 zip code 60610

3. State/Federal Agency Certification

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

William L. Wheeler, SHPO 6-29-94
Signature of certifying official/Title Date

Illinois Historic Preservation Agency
State of Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

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

Signature of the Keeper: Beth Boland
Date of Action: 8/26/94

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [x] private
- [x] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [ ] building(s)
- [x] district
- [ ] site
- [ ] structure
- [ ] object

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

Contributing	Noncontributing	
34	51	buildings
1	01	sites
27	11	structures
19	15	objects
81	77	Total

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

The Historic Resources of the Chicago Park District

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions
(Enter categories from instructions)

LANDSCAPE/ park
RECREATION AND CULTURE/ museum
RECREATION AND CULTURE/ outdoor recreation
RECREATION AND CULTURE/ sports facility

Current Functions
(Enter categories from instructions)

LANDSCAPE/ park
RECREATION AND CULTURE/ museum
RECREATION AND CULTURE/ outdoor recreation
RECREATION AND CULTURE/ sports facilit

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19TH AND 20TH CENT.REVLS./Colonial Revival
LATE 19TH AND 20TH CENT. AM. MVMNTS/ Prairie School
MODERN MOVEMENT/ Art Deco

Materials
(Enter categories from instructions)

foundation CONCRETE/
walls BRICK
Stone/ limestone
roof SLATE
other Vegetation
Concrete

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

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Lincoln Park, which began as a sixty acre parcel of unused cemetery land in 1860, is now a 1208 acre park that stretches along more than six miles of Chicago's lakefront. Extending from 600 north to 5800 north, approximately one quarter of the property is composed of land that originally bordered Lake Michigan, while the other three quarters was created from landfill. The park's original land was composed of a series of alternating sand lake ridges and swales of lower ground. There was little vegetation other than small clumps of willow and scrub oak, however, the site's rolling topography and areas of rich soil were amenable to its improvement as a naturalistic landscape. The creation of landfill resulted in areas that are much flatter than the natural land. The large expanses of landfill, however, were configured to take advantage of the important physical and visual relationship of Lake Michigan. Having evolved over a period of more than one hundred and thirty years, Lincoln Park includes the work of numerous significant landscape designers, architects and artists. Today, the park provides a variety of recreational, leisure and cultural opportunities to millions of Chicago residents and out-of-towners while continuing to convey its rich, multi-layered historic character.

Lincoln Park is bounded on the north by Ardmore Ave., on the south by Ohio St., on the east by Lake Michigan and on the west by various city streets. Through consolidating city property, acquiring private property, and creating landfill, Lincoln Park's landscape was established through nine major stages. Below is a summary of the dates and boundaries of each of the nine stages through which the park grew from its original sixty acres to its current total of 1208 acres:

1. North: On axis with south curb-line of Webster Ave.
   South: On axis with north curb-line of Wisconsin St.
   East: Original shoreline of Lake Michigan, now a line approximately 8' east of Cannon Dr.
   West: Lincoln Park West, Clark St. from Armitage Ave. to Wisconsin St.

   Established: 1860-67

2. North: On axis with south curb-line of Webster Ave.
   South: North Ave.
   East: Original shoreline of Lake Michigan, now a line approximately 8' east of Cannon Dr.
   West: Clark St.

   and

North: Diversey Pkwy.
South: Webster Ave.
East: Original shoreline of Lake Michigan, now a line approximately 8' east of Cannon Dr.
West: Lincoln Park West from Webster St. to Fullerton Pkwy., and Lakeview Ave. from Fullerton Pkwy. to Diversey Pkwy.

Established: 1869-84

3. North: North Ave.
South: Oak St.
East: Lake Michigan
West: Lake Shore Dr.

Established: 1874-1903

4. North: Fullerton Pkwy.
South: North Ave.
East: Lake Michigan
West: Original shoreline of Lake Michigan, 8' east of Cannon Dr.

Established: 1886-93, 1938-42

5. North: Oak St.
South: Ohio St.
East: Lake Michigan
West: Lake Shore Dr.

Established: 1896-1914

6. North: Cornelia Ave.
South: Diversey Pkwy./ Fullerton Pkwy.
East: Lake Michigan
West: Lake Shore Dr./ a line approx. 50' west of Lake Shore Dr. West/ Cannon Dr.

Established: 1907-16

7. North: Montrose Dr.
South: Cornelia Ave.
East: Lake Michigan
West: Marine Dr. and Lake Shore Dr.

Established: 1916-32

8. North: Foster Dr.
South: Montrose Ave.
East: Lake Michigan
West: Marine Dr.

Established: 1929-39

9. North: Ardmore Ave.
South: Foster Dr.
East: Lake Michigan
West: Paved walk approximately 250' east of Sheridan Rd.

Established: 1949-57

To clearly explain the physical development of Lincoln Park, these stages will be referenced throughout the text of Section 7.
In addition, to describe the park and show that it retains sufficient integrity to be listed on the National Register of Historic Places, a current plot plan with keyed in feature numbers and eight historic plans are submitted. Due to the complexity of Lincoln Park's landscape, it has been necessary to divide the current plot plan into five sections, which are labelled from north to south C1 through C5. The historic plans that are referenced are listed below:

H1: Plan of Lincoln Park, Chicago. 1865. (60 Acres) Swain Nelson, Landscape Gardener.

H2: Plan of Lincoln Park, Area 250 Acres. c. 1878. Olaf Benson, Landscape Gardener and Superintendent.

H3: Map of Lincoln Park, Chicago Ill. March 10, 1903. (310 Acres) J.H. Lindrooth, Eng.

H4: Map of Lincoln Park District Showing Present Park Area Proposed Extensions and Work Under Construction. 1908. (Follows recommendations of O.C. Simonds, Consulting Landscape Gardener, however renderer is unknown).

H5: Map of Lincoln Park, 1911. (North Ave. to Diversey Pkwy.) Renderer Unknown.

H6: Chicago Park District, Lincoln Park. Dec. 23, 1938 (Shows 1896-1914 Extension between North Ave. and Ohio St.). Renderer Unknown.

H7: Map of Lincoln Park Showing Present Park Extension and Proposed Extension. 1929. E.G. Schroeder.

H8: Lincoln Park Extension and Planting Plans. 1936-38. Alfred Caldwell, landscape designer.

Lincoln Park's original landscape was composed of a sixty acre parcel of converted cemetery property that had never had burials. As the oldest section of the park, this area has undergone numerous changes since it was originally improved according to the Swain Nelson Plan of 1865 [H1]. Despite these changes, the area continues to retain certain essential aspects of its original character. In addition, this area has a number of later significant improvements which are still quite evident today [C4].

Before the implementation of Nelson's plan of 1865, there had only been minor improvements to the site, which had initially been devoted as parkland in 1860. The public ground had low sand swales and natural Lake Michigan beach at its eastern edge. At its western boundary, the intersection of two angled city streets extending north-south gave the park a roughly pentagonal configuration. At the time, abutting the park directly to the south was the remaining twenty acre City Cemetery, and just south of this was the rapidly growing city. Just north of the park was a sandy and swampy area that the Common Council had purchased as quarantine lands. Both that area to the north and the parkland had varied natural topography that had been formed by glacial action. Nelson's plan incorporated and emphasized the naturally rolling topography [H1]. His improvements had an intricate framework of tightly winding carriage drives and pedestrian paths which followed the contours of the site's natural ridges and hills. It is difficult to ascertain which sections of the circulation system were the drives and which were pedestrian paths. In general, however, there was an outer undulating circuit drive for carriages, and a web of inner paths and drives of varying widths.

Many of the inner paths crossed and wound around a lagoon that was created by deepening some of the site's lowlands. Composed of a series of three linked artificial lakes, the

lagoon had curvilinear, undulating edges. The earth removed in the excavation of the lagoon was used to create some artificial ridges that complemented the existing varied topography. In addition to the waterway, there were within the intricate system of intersecting paths numerous small sections of lawn. Numerous trees from Nelson's nursery were planted in irregularly patterned masses.

The original intention of the north side park advocates was to create a healthful, beautiful pleasure ground that would provide contrast to and relief from the bordering congested city. Composed of lawns, paths, and small lakes for strolling, riding, picnicking, and concerts, the landscape did not originally include any buildings, structures or monuments other than eight bridges. By 1868, the newly improved sixty acre Lincoln Park was still juxtaposed to an unsanitary, overcrowded cemetery. After many years of citizens' complaints, legislation passed in 1869 finally forced the complete removal of the remaining burial grounds. This was part of the park's first major expansion program which increased its size to approximately two hundred and fifty acres [stage #2].

Bodies were exhumed, and the remaining twenty acre portion of City Cemetery became the southern part of the extended park. Today, one of the only remaining visual reminders of the City Cemetery is the **Couch Tomb** [1]. Designed by John M. Van Osdel and constructed between 1857 and 1858, the structure is composed of limestone block masonry. Originally enclosed by an ornamental cast iron fence, today, the simple, classically inspired structure is surrounded by a modern chain link fence. Although the tomb does not retain its original door, it has very good integrity. The tomb's location is now just north of the Chicago Historical Society [C4].

In addition to the removal of the remaining part of the City Cemetery, the expansion included the consolidation of publicly owned land and the acquisition of private property. The intention was not only to expand the park's size, but also to link it to the citywide boulevard system. Due to land acquisition and other legal problems, expansion efforts did not begin until the late 1870s. Olaf Benson, the occasional partner of Swain Nelson, was appointed as Superintendent of Lincoln Park in 1875. In that capacity, between 1877 and 1879, Benson developed a plan for the entire two hundred and fifty acre park [H2].

Benson's plan remained true to the naturalistic design intent for the earlier and smaller park, and also extended the landscape into a more sweeping composition [H2]. Within the plan, gently curving drives and paths were extended from the tightly winding circulation system of the original park. Benson's work also included a minor expansion to the original lagoon system. The original lagoon was composed of a series of three artificial lakes, descending in size from south to north [H1]. When Central Park donated two pairs of mute swans to Lincoln Park in 1868, one of the northern portions of the lake became a **Waterfowl Pond** [2]. By 1880, under Benson's direction the series of lakes was increased to four when the waterway was expanded south [H2]. This new section of the lagoon, now known as the **South Pond** [3], was the largest

of the series of lakes. Benson's plan for the South Pond included a **wooded island** [4] that was realized, and a second, larger island that was never implemented [H2]. This plan also shows a northern extension to the lagoon system that was never realized. This would have created a long meandering gully running almost to the northern edge of the park.

Today, South Pond [3] retains strong historic integrity, although it has undergone some changes since Benson's expansion of the lakes [C4]. The southern portion of the lagoon is extremely intact, including the small wooded island [4]. Today, this section of the lagoon is just southeast of Cafe Brauer [6], and is actively used by patrons of a paddle boat concession located at its edge. The section of the lagoon immediately north of Ridge Connection Dr. bridge also generally remains intact. Though its curving edges have been straightened, it is still linked with the southern extension of the lagoon. The original Ridge Connecting Dr. bridge was replaced with a new bridge in 1961 [128]. The modern concrete and steel structure is far less attractive than the ornamental bridge that it replaced.

While the series of four lakes that historically composed the lagoon included two other sections of waterway, today the northern edge of the lagoon is truncated just east of Cafe Brauer (approximately on axis with Armitage Ave.) [C4]. The northern two sections of the lagoon were modified by zoo expansion projects (see section E:6). The original northernmost lake was completely filled in. A remnant of the middle lake still exists in Lincoln Park Zoo, and it is the **Waterfowl Pond** [2]. This section is now completely cut-off from the South Pond. Fortunately, however, a 1978 rehabilitation project was extremely sensitive. The undulating edges, use of naturalistic plantings, and compatible stonework are reminiscent of the historic character of the lagoon.

The landscape surrounding the South Pond also has good integrity. Some of the landscape features that were created during the implementation of the original Nelson plan [H1] are extant, particularly in the area surrounding the ***Hans Christian Andersen monument*** [5]. The monument was placed within a circular lawn that was at the center of Nelson's original plan [H1]. Though the path system was somewhat modified in 1903, a portion of the original pathways, and some small lawns still exist to the north and west of the monument. Rolling topography of natural and artificial ridges, and informally arranged canopy trees that exist today reflect the historic character of the original park [C4]. The *Hans Christian Andersen monument* designed by John Gelert and installed in Lincoln Park 1896, is a bronze figure set upon a granite base. The figure of Andersen is seated on a tree stump with an open book on his knee and a swan to his back.

Southeast of the *Andersen monument* is **Cafe Brauer** [6], an impressive building that represents one of the most important design elements of Lincoln Park, the Prairie style. Also known historically as the South Pond Refectory, Cafe Brauer was designed in 1908 by Perkins, Fellows and Hamilton, replacing the earlier refectory building that had been designed by William LeBaron Jenney and constructed in approximately the same location in 1882. Cafe Brauer

reflects the Prairie style in its architectural design, and also in its sensitive siting in the landscape.

Although most of the plantings surrounding Cafe Brauer have changed over the years, examples of another feature that complemented the Prairie style landscape are intact. These are **Lincoln Park lampposts** designed by Perkins, Fellows and Hamilton in 1910. At that time, there were two versions of the Lincoln Park lamppost: an upright single globe and a tall hanging double globe version. Today, however, only the single globe fixtures are extant. A precast concrete standard with a high aggregate content, the posts have four chamfered corners that follow a tapered vertical line. They have a Prairie style bronze collar detail with a green patina. The collar detail is composed of an elongated cruciform with three horizontal bands. Utilized between 1910 and the early 1930s, the lamp posts still exist throughout most of the park south of Montrose Ave. Today, most of these lamp posts have an awkward looking pin joint between the collar and the globe, an alteration that was apparently done to retrofit the lighting system. In cases where the fixtures have had to be replaced, the Chicago Park District has reconstructed the lamppost with its original collar and globe (see Lincoln Gardens and Diversey Harbor Section 7:16,27). In spite of the fact that the Lincoln Park lampposts surrounding Cafe Brauer have the pin joint alteration, they continue to retain a high degree of integrity and relate well to the Prairie style structure.

The structure itself retains an extremely high degree of integrity. This is particularly due to Cafe Brauer's recent 4 million dollar historic rehabilitation project. This effort resulted in a thorough treatment that included the reconstruction of the building's original skylight and french pan clay tile roof, which had both previously been removed. The building's remarkable interior features, most of which exist in the Great Hall, were cleaned and repaired and new interior elements, such as wall sconces, were sensitively designed to relate to the character of the originals. Cafe Brauer is individually listed in the National Register of Historic Places, and remains the focus of the South Pond area [C4].

Just southwest of Cafe Brauer is **Carlson Cottage** [7], one of the earliest remaining park structures. Originally known as the Men's and Ladies' Comfort Station, the building was designed by Joseph L. Silsbee in 1888. The picturesque cottage is a small one story structure of masonry and pressed brick. A large round brick arch defines the main entry which is protected by a gabled roof projection, while the main roof is hipped and has a tapered bellcast profile. The Carlson Cottage's scale gives the structure a charming, whimsical character. The building has had some insensitive alterations, including original window and door openings that were bricked in. The overall appearance of the building was recently improved, when repairs were were made to convert the structure into a facility for volunteer gardeners.

In addition to Carlson Cottage, Silsbee was also responsible for the **Lincoln Park Conservatory** [8]. It is located north of the South Pond area, just south of Fullerton Pkwy. on the site of an earlier greenhouse. The late 19th century interest in propagating flowers prompted

the Lincoln Park Commissioners to develop plans for a new structure in 1890. Silsbee was commissioned to design a series of show rooms, and architect M.E. Bell was hired to design propagating houses at the rear. Built in many phases, the "Conservatory-Palm House-Fernery-Orchid House" was completed in 1895. The building has a rusticated granite base with a glass and steel frame structure. In 1911, cold frames were added to the propagating houses at the rear.

Over the years the building has had other alterations and additions. The only major alteration was to front entrance chamber and vestibule in the 1950s. The elegant terraced front entrance stairway and masonry entrance chamber wall were removed, and bathroom additions were constructed flanking both sides of the vestibule. These box-like additions are not sympathetic to the exotic structure. Fortunately, only minimal historic fabric was removed during this alteration and the building retains good integrity.

The Conservatory overlooks two floral gardens: a formal garden to the south, and an informal one to the west. A French-inspired **formal garden** [9] has existed in this location since the implementation of Benson's plan in the late 1870s [H2]. The conventionally arranged beds are seasonally replanted with annuals. Although the arrangement and design of the beds have changed over the years, the original formal intention remains intact. The overall plan of the garden has been divided into three sections since the installation of two sculptures in the late 1880s, the *Johann Christoph Friedrich von Schiller Monument* and the *Eli Bates Fountain.*

The ***Johann Christoph Friedrich von Schiller Monument*** *[10]* is a copy of a 1876 work by Ernst Bildhauer Rau of Germany. The traditionally posed and idealized bronze figure was cast in Germany and erected in Lincoln Park by an organization, the Chicago Citizens of German Descent in 1886, where it remains to this day. The ***Eli Bates Fountain*** *[11]*, also known as *Storks at Play*, was designed by Augustus Saint-Gaudens and Frederick MacMonnies in 1887. Its shallow circular pool contains a sculptural bronze group of boys, fish and birds. The figures appear to be playing in the water while the large birds spray water through their beaks. Due to safety problems, the fountain was recently enclosed by a simple metal picket rail. Despite the railing, the fountain has good integrity [C4].

Today, the historic division of the formal garden into three sections is emphasized by the siting of two sculptural works from the 1880s, and a third piece of sculpture that was recently installed just south of the Conservatory. The ***Bust of Sir Georg Solti*** [14] was sculpted by Dame Elisabeth Frink in 1987. It is placed upon a base which may be a remnant of the Lincoln Park Bandstand designed by architects, Pond and Pond and sculptor Lorado Taft in 1915. Historic photographs suggest that the base is a remnant of the original bandstand, however, this evidence is not conclusive.

Juxtaposed to the west of the formal garden is an informal perennial garden which provides a contrasting relationship, as it did historically. Commonly known as **Grandmother's**

Garden [12], this naturalistic perennial garden has existed in this location west of Stockton Dr. since the early 1890s [H4]. Grandmother's Garden, which was sometimes historically referred to as the Old English Garden, has a long center lawn edged by undulating beds of perennials. Today, the garden maintains its historic informally arranged beds, palette of plant materials, and layered planting design. Within the garden, placed on axis with Belden Ave. is another sculpture which has good integrity. This seated bronze figure of *William Shakespeare* [13] was completed in 1894 by William Ordway Partridge. Its base is low enough to emphasize the figure's detailed, historically accurate attire [C4].

To the east of the formal gardens is a group of plantings located where the chain link fence encloses the zoo. This area contains **a remnant of two tropical ponds** [15], constructed in this location between 1906 and 1908 [H5]. Composed of two small shallow pools with rocky undulating edges, the tropical ponds were placed at the site of the Birch Tree Channel, a late 1880s extension to the South Pond that was filled in 1903. It is likely that standing water at the low ground of the filled in Birch Tree Channel led to the creation of these water features. Although the pools were filled by 1949, their configuration and the remaining pieces of stonework indicate that this feature could be reconstructed in the future.

In addition to the tropical ponds that replaced the Birch Tree Channel, Lincoln Park had an earlier larger Victorian lily pool located further east and just south of Fullerton Pkwy. in what is today part of the Lincoln Park Zoo [H3]. Added to the park in 1889, the original lily pool was heated by the nearby Powerhouse to propagate tropical and exotic species of plant life. In a 1937 WPA project, Alfred Caldwell replaced the Victorian lily pool with an intimately-scaled landscape which is now known as the **Zoo Rookery** [16]. This evocative Prairie style landscape reflects the influence of Caldwell's mentor, Jens Jensen. The original hour glass shaped pool was expanded into a larger lagoon, and surrounded by a path of fieldstone slabs. The lagoon had some areas of natural embankment, and other areas of stratified stone terrace. On the west side of the landscape, at the edge of the lagoon was a Prairie style open-air shelter. This wooden structure had two shelter areas with flat roofs that were joined by a pergola, however, today, the linkage is missing. Native vegetation was planted in stratified layers throughout the landscape. Perched on a natural ridge at the southeast corner of the landscape, Caldwell placed a council ring.

Caldwell's landscape attracted birds and bird-watchers. In the late 1960s, a rehabilitation project improved the area's use as a bird habitat, but had a negative impact on some of the historic features. The east side of the path surrounding the lagoon was removed, and the areas of natural lagoon edge were filled in slabs of stone. This stone matched the original, however, its heavy use changed the soft appearance of the landscape. The floor area within the center of the council ring was paved. Modern lighting and split-rail wooden fencing were also added. Another reason that the appearance of the Zoo Rookery has changed is that invasive trees have given the landscape a shadier character.

The Rookery is part of Lincoln Park Zoo which today occupies the area south of Fullerton Pkwy. to about Wisconsin St. The zoo has undergone numerous changes and improvements as it has developed in many phases since it began in 1868. While its earliest iron cage structures have been replaced, many of the buildings built between 1900 and 1927 remain. These structures comprise about a quarter of the zoo buildings, and later additions make up the greater portion of the present zoo. Four important historic structures still retain good integrity and have benefitted from recent rehabilitation projects [C4].

The **Bird House** [17] was designed in 1904 by Jarvis Hunt. The single story Classical Revival structure has a gabled roof clad with brown asphalt shingles. Terra cotta tile is used for the entry pediment, and two ornamental eagle sculptures perch upon a pair of brick piers that flank the entrance. The interior has been renovated numerous times to house more naturalistic habitats. Despite these renovations and additions over the years the Bird House has benefitted from a recent rehabilitation project.

The **Lion House** [18], designed by Perkins, Fellows and Hamilton in 1912, was recently rehabilitated and has good integrity. The Lion House has elements of the Prairie style of architecture. The building is massed with a prominent central exhibit hall structure that is flanked by a large outdoor area with artificial rocks to the north, and a series of outdoor cages to the south. The reddish-brown brick and terra cotta used on the exterior of the structure give a sense of warmth similar to that of Cafe Brauer. Both of east and west facades, which are located at the ends of the gable roof, have massive center arched recessions. Surrounding the upper portion of the arch on both facades there is tile ornamentation which includes a pair of lion silhouettes flanking the entranceway. Inside, the central exhibit hall has a vaulted and ribbed tile ceiling with clerestory windows, while the cages lining the hall connect with outdoor habitats. The Lion House's recent rehabilitation has improved its overall appearance while maintaining its excellent level of integrity.

The **Reptile House** [19] was designed by Edwin W. Clark in 1922 as an aquarium and fish hatchery. This variegated brown brick building has a green clay tile roof. Throughout the exterior of the Georgian style structure are limestone decorative carved elements including turtles, frogs and seahorses. In 1936, the structure was remodeled to house reptiles, but remnants of its use as an aquarium are still present in many of the ornamental details. Much of the main exhibit hall, including the vaulted ceiling, grills, wainscotting and floor, is original and has not been altered considerably since the remodeling. In 1984, the building was rehabilitated. Today, its historic use as an aquarium is still evident and the building retains good integrity.

Another building designed by Edwin Clark in the zoo is the **Primate House** [20], which was completed in 1927. Originally constructed as the Small Animal House, it is a single story brick building with a hipped roof of red clay tiles. It has a prominent central bay which houses the viewing hall and is flanked by smaller bays which contain both interior and exterior viewing

spaces. The facade has Corinthian columns with limestone bases and terra cotta capitals. Within the exhibit hall, the Corinthian columns which define the interior bays support a series of blind arches in the upper plaster walls. The Primate House underwent a major rehabilitation project in 1992.

Just northeast of the Primate House is a sculpture known as the *Eugene Field Memorial* [21]. Its bronze figures were sculpted by Edward McCartan and its granite exedra was designed by architects Delano and Aldrich. Dedicated in 1922, the piece honors the well-known author of children's stories. The granite exedra has a bench and child-height drinking fountain. Bas relief panels enliven the exedra with scenes from the "Dutch Lullaby" and the "Sugar-Plum Tree," and smaller reliefs relating to other stories. The work includes bronze figures of a fairy leaning over two sleeping children. The bronze sculptural elements were recently treated by the Chicago Park District's sculpture conservator.

Two additional historic structures within the zoo contribute to the integrity of the area. The **Powerhouse** [22], located on the eastern edge of the zoo, was designed in 1887 by Theodore Karls, and has subsequently been modified many times. The original Revival style building was composed of a two story brick structure with a flat roof, and an engaged massive round chimney stack that stands approximately 180' tall. The walls of the original portion of the two story structure are of red pressed brick laid in a stretcher bond, and throughout the exterior there is decorative brickwork that is reminiscent of the Flemish Revival style. The first floor window openings have segmental brick arched heads, while the second floor window heads are supported by steel lintels and have steel awning windows. Many of the original window and door openings have been filled in with brick. In a WPA project of the late 1930s, the building received a large addition, and it has subsequently received three other additions. Today, the building houses the zoo's electrical department, as well as storage, a volunteer's office, the graphics and design office, an animal hospital, and garages.

While the exact date of the structure now called **Landmark Cafe** [23] is unknown, it is located on the site of a refreshment stand mentioned in an 1899 report, and is possibly the same structure. The octagonal wood frame building has a rectangular wing addition. The octagonal portion of the building a sheet metal roof which is surmounted by a bell shaped cupola. Beneath the eaves of the octagonal roofline, there are large wooden brackets. Between each pair of brackets is an arched opening with an art glass window. The rectangular wing has a hipped roof composed of sheet metal. It has a much smaller cupola with an oval cap sitting on an octagonal louvered base. The Landmark Cafe was rehabilitated in 1988 and continues to function as a cafe and refreshment stand.

Today, Lincoln Park Zoo has an interesting combination of historic and modern features. Much of the historic character, however, particularly that of the landscape, has been lost or hidden under later additions. A large portion of the zoo was part of the original park designed by Swain Nelson. The chain link fence enclosing the zoo interrupts the intended movement into

and through the park. Within the boundaries of the fence, the path system has been altered to accommodate zoo facilities. Despite the many changes some of the spatial relationships between the historic buildings have been retained. This is especially true in the area between the Lion, Primate and Reptile Houses where later additions have not interfered with the intended interaction between the structures. The landscape just south of the Reptile House retains historic integrity, particularly because some of the oldest trees in the park, including a burr oak, are extant in this area.

To provide proper environments for the zoo animals several alterations have been made to the six major extant historic structures. In addition to these contributing features, there are approximately **eleven post 1944 structures** [24] and **five post 1944 Farm in the Zoo buildings** [25] which are all considered non-contributing resources. The majority of these buildings were built after 1961 when an increased awareness of conservation and zoo conditions prompted the addition of several natural habitats. While these structures had some adverse impact on the zoo's historic character, a second phase of improvements has focused on treatments to the original buildings. Completed in 1992, this phase saw the rehabilitation of the Lion House, Bird House, Reptile House and Primate House. Other features such as the Landmark Cafe and the Waterfowl Pond were given treatments that were sympathetic to their historic character. Construction will soon commence for an additional zoo expansion project that will include a new Reptile/ Small Mammal House, East Gate Pavilion, Management Center and an addition to the existing Conservation Center [C4].

The area west of the zoo between Stockton Dr. and Clark St. has a flatter, less rolling topography with wide stretches of lawn. This area has remained essentially unchanged since 1926 when alterations were made to the circulation system for underpasses built beneath Stockton Dr. The **three underpasses** [26] are located at Deming Pl., Belden Ave. and Armitage Ave. They were likely designed by an in-house staff member of the Lincoln Park Commission, possibly Ernst Shroeder. The underpasses are composed of random laid small granite boulders faced on reinforced concrete. They have shallow round arched openings for pedestrians. Flanking the arched openings of all three bridges are retaining walls composed of the same masonry. These low walls, which are gently rounded, create planting areas at the lower part of the slope from Stockton Dr. to the paths below. The alterations to Stockton Dr. in 1926 were done in a manner that was sensitive to the rolling quality of the natural landscape. This character is particularly strong on the east side of Stockton Dr.

On the west side of Stockton Dr., there are two buildings, the Chicago Academy of Sciences and the Lincoln Park Cultural Center. The **Chicago Academy of Sciences** [27] was designed by Patton and Fisher in 1893 when money was donated by Matthew Laflin to provide a home for the small natural history museum founded in 1857. The Neo-Classical two and a half story building has a memorial to its donor over the entrance which its situated under a central portico on the west facade. The portico is of the Corinthian order and has limestone columns with terra-cotta capitals, entablature and pediment. The face of the pediment is heavily

ornamental and has a center round medallion with the building's date, 1893. The building walls are Bedford limestone articulated by blind recessed arches defined by terra-cotta mouldings. The blind arches were originally windows, however, soon after the building was constructed the windows were filled. The hipped roof and its central transverse gable are clad with clay tile.

West of the main entrance is a **City Hall architectural relic** [28]. This classical limestone element was one of several finials that were originally on the parapet of Jenney and Loring's 1869 City Hall wing addition. Damage from the Great Fire of 1871 resulted in the building's demolition. A few elements of the building were salvaged. This urn was likely installed in 1893-94, when the Academy of Sciences was constructed and officially opened to the public. The artifact is a contributing object because it was placed in Lincoln Park during its period of significance.

The west facade of the Academy of Sciences is extremely well intact, and the other facades have had only minor exterior alterations. Although the interior has been remodeled to suit new requirements, much of the recent interior work has been done by preservation architect, John Vinci. In recent years, the exterior of the building has been cleaned and minor re-pointing has been conducted. Overall, the Academy of Sciences retains strong integrity [C4].

The **Lincoln Park Cultural Center** [29] was designed in 1927 by Edwin Clark, as the Lincoln Park Commission Administration Building [29]. Employing the same style as Clark used for the Primate and Reptile Houses in the Zoo, the Administration Building was designed in the Georgian Revival style. It has a two story central pavilion with flanking one story wings. The red brick walls are laid in Flemish bond with limestone quoins, entablature, and window and door surrounds. The central pavilion has a hipped roof and the flanking wings are gabled. Although it was originally intended to be administration space for the Commissioners and Park Police, the building is today used as space for offices, meetings, classes, activities and programs. It has good integrity.

Another Georgian Revival building, the **Chicago Historical Society** [30], was built five years after the Cultural Center and is located south of the Chicago Academy of Sciences on Clark St. Designed by Graham, Anderson, Probst and White, the Chicago Historical Society has undergone many changes due to its expanding collection. It is a two-story building of red brick laid in Flemish bond, with limestone trim on the raised basement, window and door surrounds, entablature and parapet balustrade. The major feature of the east facade is a three-bay columned portico which has a broad stairway stretching down to the lawns of the park. On the west facade, a 1988 addition by Holabird and Root hides an inappropriate 1972 alteration. The new portion blends with the original massing, colors and materials yet is far from the original appearance. The building's historic east facade facing the park has good integrity [C4].

The section of Lincoln Park to the east of the Chicago Historical Society was part of the City Cemetery purchased for the expansion of the original park [stage #2]. In addition to the

cemetery remnant, the Couch Tomb, this area contains many historically significant landscape and sculptural elements. Perhaps the most important work located here is the ***Abraham Lincoln Monument*** [31] commonly known as the Standing Lincoln. Completed in 1887, the standing bronze figure portrays Lincoln with his left hand clutching his lapel and his head bowed. Standing nearly twelve feet high, the work conveys an air of dignity through simple and careful detail. Inscriptions on the base of the monument contain phrases from Lincoln's speeches. The sculpture was the first to be adopted by the Friends of Lincoln Park and it has been carefully restored and continues to be well maintained. The work is an important contribution to the history of Lincoln Park.

Today the sculpture is enhanced by a series of gardens stretching south of the monument on axis with Dearborn Pkwy. The **Lincoln Gardens** [32] were created when the sculpture was restored in 1989. The garden is composed of rectangular beds that follow the original axis of Dearborn Ave. While the flower beds have a formal configuration, the planting design is informal. The beds consist mainly of perennial flowers and ornamental grasses which provide color year round. Lining both sides of the beds are reconstructed Lincoln Park lampposts. These are exact reproductions of the Perkins, Fellows and Hamilton fixtures with the original collar and luminaire detail. New bollards that were designed following the motif of the Lincoln Park lampposts were installed around the garden [C4].

Another sculptural work, completed in 1918, is today located just north of North Ave. and east of Astor St. The *Greene Vardiman Black* [33] was sculpted by Frederick Cleveland Hibbard, a Chicago sculptor, and was originally located at the corner of North Ave. and Clark St. It was moved in 1950 to make way for a bus turnaround. The bronze figure of Black, a Chicagoan who is now recognized as the father of modern dentistry, sits in a large limestone seat exhibiting all the qualities of a proper Victorian gentleman.

A fountain located to the northwest of the *Greene Vardiman Black* Monument dates to 1895, and was installed in Lincoln Park in 1921. Known historically as the ***Fountain Girl*** [34], the fieldstone and granite fountain previously included a bronze statue of a girl holding a bowl. The wrought iron ring which supported the figure is still attached to the base, but the sculpture is missing. First located on the northwest corner of North Ave. and Lake Shore Dr., the fountain was moved next to a pedestrian underpass when the La Salle Dr. extension was completed [C4].

The La Salle Dr. extension was constructed in 1940 as part of the work to convert Lake Shore Drive to a limited access highway. Bisecting what had been the south meadow or picnic ground which had been realized from the Benson plan [H2], the extension was made to link Lake Shore Dr. to La Salle Dr., Clark St., Dearborn Pkwy., and State St. It included **two pedestrian underpasses** [35] that provide access between the South Meadow and the Mall at the north of La Salle Dr. and the Lincoln Garden at the south of La Salle Dr.

The area changed considerably when La Salle Dr. was extended, however, several landscape features south of the roadway convey its historic character. Portions of the path system reflect their original 1870s design [H2]. The sidewalk extending north from Dearborn Pkwy. and curving west from the *Lincoln Monument* reflects the general configuration of the original Stockton Dr. [H3]. The existing path leading northeast from the corner of North Ave. and Clark St. originated in Benson's plan as a small drive [H2]. The area's major landscape feature is the meadow east of the *Lincoln Monument* and west of Lake Shore Dr. Although this is only half of the original meadow, it retains tree groves that historically defined the southern edges. Some of these trees of may date to the 1870s or 1880s [H2].

The other remaining half of the original South Meadow is still intact north of La Salle Dr. Although this is only half of the original meadow, it retains good integrity and it conveys the landscape character that resulted from the implementation Benson's plan for this area [H2]. Today, this part of the meadow provides fields for football, baseball and field hockey. Just north of this area is the site of a **riding ring** [36] that was created in 1948 for horse shows and instruction. Although the riding ring no longer exists, its configuration is still indicated in the lawn. The riding ring was located near the site of the Lincoln Park Bandstand designed in 1915 by architects Pond and Pond and artist Lorado Taft. The structure was demolished in 1939 and there are no visual reminders left in this location. The base of the Solti monument, which is in Lincoln Park's formal garden, may, however, be a remnant of the bandstand.

In 1922, a new building was constructed next to the bandstand which provided locker and shower facilities and club rooms. The structure, known as the **South Fieldhouse** [37], was designed by Edwin Clark in the Georgian Revival manner. It is a one-story building of reddish-brown brick with Bedford limestone trim. The walls of the east facade are articulated by engaged brick pilasters, with a portico entry. The structure has a gable roof clad with clay tiles. While some of the interior restrooms and locker spaces are in poor repair the building has good integrity and adds to the historic character of the park.

North of the field area on Ridge Dr. and overlooking Cannon Dr. is the ***Ulysses S. Grant Memorial*** [38] sculpted by Louis T. Rebisso and dedicated in 1891. The bronze equestrian portrait of Grant measures over eighteen feet tall and stands on a massive rusticated stone base. The arched Richardsonian Romanesque base is placed along the top of the glacial ridge making the monument visible for some distance along Lake Shore Dr. to the east. Grant is portrayed as a calm, dignified rider upon an equally relaxed long-legged thoroughbred. While some have questioned the artistic merit of the work, it has remained a recognizable and popular feature of Lincoln Park.

Another monument, completed in 1889, still stands along the east side of North Clark St. near Menomonee. The bronze of ***Robert Cavalier de La Salle*** [39] was sculpted by Count Jacques de La Laing. The standing figure holds a sword and a pistol, a fact criticized by those who felt La Salle's personal strength and heroism should have been emphasized. The bland,

static style of portraiture was originally criticized, but others have since noted that this style was popular during this period. The sculpture was recently cleaned and treated by the Chicago Park District's sculpture conservator as a hands-on demonstration project for a National Park Service monuments seminar. Although the site of the work has changed greatly because it is now adjacent to the Stockton Dr. parking lot, the piece retains a high degree of integrity [C4].

The final sculpture in this area today is a bronze of ***Benjamin Franklin*** [40] that was completed in 1896. The work is located southeast of the *La Salle monument* and just north of the La Salle Dr. extension. It was originally erected near Cannon Dr., but was moved in 1966 to make way for a zoo expansion project. Sculpted by Richard Henry Park, this full length portrait shows Franklin with his left hand on his hip, apparently giving a speech on electricity. The cast bronze figure is mounted upon a tiered base of white granite. Although the statue is not in its original location, it is compatibly sited in the center of the ellipse at the south end of the Mall.

The Mall [41] was included in Benson's plan of the late 1870s as one of the few formal elements in the otherwise broadly curving naturalistic design [H2]. It is a long straight allee between two ancient lake ridges originally flanked by elms and rustic baskets of flowers. Linden and green ash trees have replaced the elm trees, but the design intent, views and general feeling are very close to the original, especially when looking north toward the South Pond. Although the trees are not elms, the Mall is unchanged in use and continues to draw the visitor up the walk into the idyllic landscape of the South Pond. Today, the Mall continues to be flanked by two oblong stretches of lawn, as it was historically. Despite the changes in vegetation, the area retains a high degree of integrity [C4].

There are several other significant landscape features which also contribute to the integrity of the area. The lake ridges flanking the Mall are part of the glacial movement which shaped the early landscape of the park. A series of markers installed in 1972 describe the ridges and their geologic significance. Tree groves located on top of these ridges are remnants of the implementation of Benson's plan and continue to provide the spatial definition he intended. The general landscape configuration and design features in this portion of the park are basically as were shown in the Benson plan [H2].

The eastern boundary of Benson's plan of the 1870s was what was then known as Lake Shore Dr. Today, the roadway is still extant, and is called Cannon Dr. Ridge Dr. was historically used as a viewing place, particularly on the fast driving days for Lake Shore Drive, below. Though Ridge Dr. is not open to public vehicular traffic, an original segment of the roadway continues to provide elevated views of Cannon Dr., the Outer Drive and Lake Michigan. This segment is between the bridge over the South Pond and an area south of the *Grant monument*. Ridge Drive now becomes a dead end at that point, although historically it made a gentle decline to join with Cannon Dr.

Today, south of Fullerton Pkwy., Cannon Dr. provides entry to the Lincoln Park Zoo, and on-street parking. Cannon Dr. continues to be flanked by the single globe Lincoln Park lampposts that were designed by Perkins, Fellows and Hamilton in 1910. Today, the south end of Cannon Dr. has a disjointed feeling because it meets the exit ramp for Lake Shore Dr. and then turns onto La Salle Dr. Although Cannon Dr. now ends at the La Salle Dr. extension, by travelling west on La Salle Dr. one can then turn north on Stockton Dr. and experience a route that is similar to the historic circuit pattern [H3]. The La Salle Dr. extension was part of the work done when Lake Shore Drive was converted into a limited access highway between 1937 and 1941.

North of Fullerton Pkwy., Cannon Dr. has stronger integrity, as it curves gently west to link with Stockton Dr. Although Benson's plan of the late 1870s included the area north of Fullerton Pkwy. to Diversey Pkwy., work did not begin here until the early 1880s [H2]. Benson's plan shows a long meandering lagoon with smaller streams branching out into the meadows [H2]. When the landscape between Fullerton Pkwy. and Diversey Pkwy. was improved, this waterway was not realized. Instead, a naturalistic pond was created. Some of the excavated sand was used to construct a hill known as Mount Prospect. Today the lake, known as **North Pond** [42], and **Mount Prospect** [43] dominate this portion of the landscape. Exquisite views are offered from various vantage points across the North Pond. Overall, the elevation in the land, naturalistic waterway, and meadows defined by groves of trees gives this areas a historic character quite similar to Benson's work to the south, and the landscape has strong integrity from its original implementation [C4].

On top of Mount Prospect is a sculpture of ***Richard J. Oglesby*** [44], a former Illinois governor. The full-length bronze portrait was sculpted by Leonard Crunelle and unveiled in late 1919. Oglesby is portrayed with his coat draped over his left arm and his hat in his right hand [C4].

Another former governor has a memorial just north of the Oglesby [C3]. Sculpted by Gutzon Borglum in 1915, the monument realistically portrays ***John Peter Altgeld*** [45] standing on a low carved stone circular platform. His extended right hand hovers over three crouching figures of a man, a woman, and a child. The *Altgeld monument* is located at the northern part of this area of the park [stage #2], in a meadow between Cannon Dr. and Lake Shore Drive West. A tree planting project was conducted in this area in the early 1980s in honor of the late Jory Graham. Although the pattern of this planting was done in a more linear manner than that of the Benson plan, it was done with older trees moved from the Lincoln monument which are not at all intrusive in this area of the park.

Two other monuments are located on both sides where Stockton Dr. and Cannon Dr. meet at the Diversey Pkwy. entryway into the park. On the north side of this three-way intersection is the ***Monument to Johann Wolfgang von Goethe*** [46] by the German sculptor Herman Hahn. Installed in 1913, the bronze sculpture is a heroic portrayal of the famous

German poet. Depicted as a nude clothed only in a cape with an eagle perched on his knee, the figure is 25' feet in height. The classically portrayed figure has often been likened to Zeus. The monument includes a paved area, benches and low wall with Goethe's face in relief and quotation from one of his most famous works, **Faust**, in both English and German. The setting for the monument was installed in 1914. The paved area of the setting is now composed of asphalt which adds a sense of hardness to the area.

Between the 1950s and early 1990s, the architectural setting for the monument on the south side of the Stockton Dr. and Cannon Dr. intersection conveyed an even harsher sense of "hardscape." This is the *Alexander Hamilton* monument [47]. Its 13' bronze figure was cast in 1940, however, the memorial was not completed and installed until 1952. When it was completed, the sculpture was gilded and placed on simple pink granite base. The sculpture and base were installed on a monumental structure that caused the removal of much of the historic landscape. Until that time, the landscape offered a naturalistic gateway into Lincoln Park from Diversey Pkwy. The landscape that was south of the Stockton Dr. and Cannon Dr. intersection had a naturalistic grove of trees defining a meadow overlooking the North Pond. When the *Hamilton monument's* stone setting was constructed in 1952, almost the entire grove was removed.

Designed by Samuel Marx, this structure included a granite plinth that reached 78 feet in height, and an enormous plaza of limestone and slate. Structural design deficiencies led to constant maintenance problems, and the structure was removed in 1993. A new landscape setting has been designed that allows for re-grading and re-planting that are much more sympathetic to the historic appearance of the area. The project includes replacing the *Hamilton* monument and its simple granite base at the same location, but re-orienting the monument to face south. A naturalistic grove of trees to the north will be re-planted as a backdrop. When it is completed, the project will reinforce the soft sense of entry into the landscape from Diversey Parkway that existed historically. It will also offer a scenic place for views of the skyline across the North Pond [C3].

In addition to reinforcing the integrity of the landscape directly south of the Stockton Dr. and Cannon Dr. intersection, the new landscape treatment for the *Hamilton* monument will help reestablish the historic edge of meadow to the south, adjacent to the North Pond. This large meadow area slopes down from the Hamilton monument at the north and Mount Prospect at the east. In addition to the loss of canopy trees that historically defined this open space, a playground and athletic equipment for runners have been insensitively sited in this area. Fortunately, these features are fairly small and transparent and the magnificence of the open meadow can still be experienced.

Another naturalistic meadow in the area is a picnic grove located in the southwest corner bordered by Fullerton Pkwy. and Lakeview Ave. This meadow, which was included in Benson's plan, has had changes in its historic planting design. Although the area retains a

number of historic canopy trees, new trees have been planted within the area that was historically open. Although this has somewhat altered the character of the area, it continues to strongly retain the feeling of a naturalistic landscape.

Across from the meadow on the east side of Stockton Dr. is one of the earliest buildings in the park. This **Rustic Pavilion** [48] designed by M.E. Bell in 1883 is hexagonal with open sides and an enclosed roof. Composed of rough hewn wooden posts with wooden cross braces, the building has a pyramidal wood and metal roof. After a thorough paint color analysis was conducted in 1990, the structure was repainted with its original colors. These include a beige roof and light brown wooden posts and cross braces. On the interior of the structure, the ceiling is sky blue, with exposed beams highlighted in yellow [C4].

Another structure in this part of the park was constructed in 1898. Originally called the Maintenance Building, it is commonly known as the **Fullerton Shops** [49]. Designed by Warren H. Milner to provide stables for work horses and storage for wagons, it was originally a two story Queen Anne style building with a tile roof over turrets and dormers. In 1940, a WPA modernization project resulted in the complete removal of the second story including the intricate roofing. It was replaced with a flat reinforced concrete roof, and large additions were made at the building's west and south facades. The boxy additions included several garage door openings for maintenance vehicles. Fortunately, the grade slopes down and the additions are hidden at a lower level from the original portion of the building. The original building, which fronts on Fullerton Ave. is composed of its historic red pressed brick walls on an ashlar masonry base and foundation. It also has its original arched window openings. Because these alterations occurred during the park's period of significance the Fullerton Shops is deemed a contributing resource.

The only other building in this area of the park was purposefully designed to be hidden in the landscape. This is Perkins, Fellows and Hamilton's **Park Place Cafe** [50] constructed in 1913 or 1914. The brown brick building is set back into the slope on the northern edge of North Pond. It has a flat roof and a simple facade with three center windows divided by four pilasters. The windows may have originally opened as a vending space. Within the building, there are glazed brick walls and an original wooden counter space. The building, which originally included a warming shelter with small concession, has been rehabilitated as a restaurant. It has an attractive terrace on the water's edge where outdoor dining is now offered.

A building that was even more camouflaged in the landscape was the Boat House [51] designed by Perkins and Hamilton in conjunction with O.C. Simonds in 1908. Located just south of Fullerton Pkwy. east of and below Ridge Dr., the Boat House was on what was the original Lake Michigan shoreline of the park. Since the implementation of Benson's plan of the late 1870s [H2], this area had continually suffered from erosion due to intense wave action. A series of protective measures were undertaken, but after damaging winter storms in 1886, a much more ambitious breakwater system was constructed. By building the breakwater far into

the lake, approximately sixty acres of new parkland could be added through landfill [stage #4]. This included a section of a new Outer Drive extension of Lake Shore Drive and a new paved beach. The two were separated by a parapet wall. After requests by boaters in 1889, the plans for the new sixty acre extension were modified to also include a new rowing lagoon [H3].

In response to requests from rowers for facilities to store and launch boats, the **Boat House** was constructed in 1908. Following O.C. Simonds' conviction that buildings should be subordinate to natural scenery, the structure is literally built into a berm so that it can only be seen and approached from the lagoon shore. The only windows are on the structure's east facade, and additional natural light is provided by sky-lights. Fabricated of brown reinforced concrete, the semi-circular facade of the Boat House encloses an open court. An area with storage sheds [119] is directly to the north. The path between the Boat House and the storage sheds is still in use and has not been altered. The Boat House retains its original relationship with the landscape although the masses of native vegetation which were planted above and around the structure are now sparse. As the building reflects its original design intent, and generally retains its historic appearance and has good integrity [C4]

The **South Lagoon** [52] not only satisfied the needs of boaters but its dredging provided a great deal of the fill needed to construct new lawns and drives. A high bridge, known as Suicide Bridge, which spanned the lagoon and provided the best view of Lincoln Park, was constructed in 1894. The bridge was subsequently removed. Another change to this area was that the south end of the South Pond was slightly truncated as a result of the construction of the La Salle Dr. extension in 1940. Despite this modification, the South Lagoon retains its long and narrow configuration and continues to be used for rowing.

When the South Lagoon was completed in 1894, its eastern edge was parallel to the new outer drive. The long and narrow roadway was constructed into Lake Michigan as part of the sixty acre landfill extension project. On the South Lagoon side, the drive was edged by a narrow stretch of lawn with trees. On the lakeside, there was a long paved beach from just south of Fullerton Pkwy. to an area south of North Ave. It was divided from the roadway by a low parapet wall. (This treatment is clearly shown in the 1911 watercolor plan of the park [H5].) Today, the entire area from south of Fullerton Pkwy. to North Ave. is sand beach. While historically the area did not provide public access to the lake's edge, today it is a heavily utilized public bathing beach. The conversion of this area from a paved edge to a beach was done between 1937 and 1941 as part of the WPA funded work which included widening the drive from two to eight lanes in this area. The project also included the construction of a new **comfort station** [53] for beach patrons, located on axis with Webster St. on the new long strip of beach. Constructed in 1941, the small one story tan brick building has brown timber details. The comfort station is rendered in a cottage style with a steeply pitched gable roof. Today, it retains good integrity [C4].

The WPA beach project also resulted in a long strip of sand which widened

approximately east of the south athletic fields into a more extensive beach. Known as the North Ave. Beach, the area was given a triangular configuration with a hook shaped breakwater into the lake. The project included the construction of a new building with changing rooms and lifeguard facilities, the **North Ave. Beach House** [54]. Designed by Chicago Park District architect Emanuel V. Buchsbaum in 1938, the long horizontal one story building resembles a steamer ship anchored along the Lake Michigan shoreline. The flat-roof streamlined frame building on a concrete slab reflects the influence of the Art Moderne style. Port hole windows and roof line elements such as two massive round chimney stacks, masts, and a pair of crows nests make direct naval references. The building retains strong integrity in spite of problems with dry rot and the destruction of a small center section of roof due to a minor fire. The building's circular drive entry, which was implemented as part of the overall WPA project, also remains intact [C4].

Also included as part of the North Ave. Beach project was the construction of the **Passerelle** [55] to provide pedestrian access to the beach from the park west of Lake Shore Dr. Chicago Park District engineer Ralph Burke's design of this structure received national recognition from the Museum of Modern Art in 1947. It is a concrete and steel structure with an arch that spans 187 feet. The segmental arched steel bridge has a concrete walk with a gentle slope. At both of the extreme east and west sides of the overpass walk are two rampings descending to grade. Each is at an 180 degree angle and juxtaposed to both ramps is a stairway.

On the south edge of the North Ave. Beach is a small structure that was constructed in 1957, the **Chess Pavilion** [56]. Designed by local architect, Maurice Webster, the structure is of a characteristically late 1950's Modern style. Composed of reinforced concrete, it is an open structure with an oblong shaped cantilevered roof. The shelter has poured in place concrete tables with chess boards and a low bench wall with a bas relief by artist Boris Gilbertson. There are also two free-standing sculptural works by Gilbertson flanking the structure. These limestone pieces depict a chess king and queen. As the Chess Pavilion was constructed after the park's period of significance, it is considered a non-contributing resource [C5].

South of the Chess Pavilion along the east side of Lake Shore Drive is a paved concrete promenade between an area south of North Ave. and Oak St. Although Lake Shore Dr. had been extended to Oak St. as early as the 1870s to meet with Pine St. (now N. Michigan Ave.), it suffered constant damage from storms and lakeshore erosion until a more ambitious breakwater system was developed in the late 1880s. Between 1889 and 1896, the Lincoln Park Commission protected the drive with the new breakwater, between North Ave. and Oak St., and extended the drive south to Ohio St. [stage #3]. The Ohio St. extension required landfill east into Lake Michigan. This resulted in a triangular piece of parkland at the point where Lake Shore Dr. meets with and becomes parallel to Michigan Ave. Known as the Oak St. Triangle, historically the design of this property was little more than lawn. In 1989, a new garden was placed on this site. Known as the **Rosenbaum Garden** [57], it has a metal open garden structure, intricate

floral plantings, and traditional style benches and lighting fixtures. Although the garden is considered a non-contributing feature, it does not have an impact on the area's historic character [C5].

East of Lake Shore Dr., the late 1890s extension project included a sand beach at Oak St. From just south of this beach to Ohio St. a paved promenade was constructed [stage #5]. During the WPA era, Lake Shore Dr. was widened and the promenade was extended further into the lake. A series of underground crosswalks were also installed during the period to allow for access west beneath Lake Shore Drive. Despite these changes, the linear paved edge is generally similar in appearance today as it was a century ago [H6]. Today, paved promenade has two levels of walkway, providing space for biking, jogging and walking along the shore of Lake Michigan. It leads to a sand beach at Ohio St. that was created in 1914. The Ohio St. bathing beach has remained generally unchanged [C5].

While the Ohio St. Beach was being created, the park was undergoing a major expansion project to the north [stage #6]. Guided by plans developed by O.C. Simonds between 1904 and 1908, the project added approximately 275 acres of new parkland extending both east from the existing park between Fullerton Pkwy. and Diversey Pkwy., and north from Diversey Pkwy. to Cornelia Ave.[H4]. A new landform, originally known as Picnic Island and later renamed **Simmons Island** [58], was created north of Fullerton Pkwy. [H5]. Joined to the park by bridges at the outer drive, the west edge of the island defined a new water inlet, the North Lagoon, which was later renamed Diversey Harbor [C4]. The project also included a new yachting harbor to the north, known as Belmont Harbor, and an open field between Belmont Dr. and Diversey Pkwy. which became the park's first golf course in 1909 [C3].

The construction work for the extension went from south to north and included an extensive breakwater system [stage #6]. Picnic Island had a naturalistic design, with an irregular configuration, lawn and masses of vegetation [H5]. Most of the landscape improvements were completed in 1915. Two buildings on the island were constructed several years later. The first was the Daily News Fresh Air Sanitarium, now known as **Theater on the Lake** [59]. Designed by Perkins, Fellows and Hamilton in 1913, the Sanitarium was not constructed until 1920. Composed of red brick, the one and a half story structure is T-shaped in plan. The low, horizontal building has a french pan tile hipped roof with overhanging eaves and is executed in the Prairie style. The top of the "T" is a large open air pavilion which originally provided healthful lake breezes to sick babies. The leg of the "T" was an enclosed front wing which originally had a series of Prairie style dormers. Unfortunately, the WPA work between 1937 and 1941 to convert Lake Shore Drive into a limited access highway included the construction of new exit ramps for Fullerton Pkwy. which resulted in the removal of the front half of the leg of the "T." This roadway project included the widening of Lake Shore Dr. which resulted in the loss of some parkland on the west side of the island. The south end of the island also became physically connected with Lake Shore Dr. [C4].

The second building on Simmons Island was a **comfort station** [60] constructed in 1931. Although plans for a comfort station at this location were developed by the notable architect, Benjamin Marshall, a much more modest structure was constructed instead. The one story red brick building has a hipped roof and small square cupola with a skylight. The comfort station is intact and has good integrity. In spite of the negative impact of the alterations to the Theatre on the Lake and changes to the south end of Simmons Island, today this area continues to be an attractive and actively used part of Lincoln Park.

The North Lagoon, now more commonly known as the **Diversey Harbor** [61], had a sandy bathing beach on its western side, and boat slips on its eastern side, historically between 1915 and 1942. It was linked with the South lagoon to the south, and Lake Michigan at the north and south ends of Simmons Island. By travelling under a bridge south of Fullerton Pkwy. and under either of two Lake Shore Drive bridges that connected Simmons Island, boats could enter the South Lagoon and the lake. All three of the original bridges were replaced as part of the WPA era roadway work in Lincoln Park. The original east-west bridge over the South Lagoon was replaced with a new **Fullerton Pkwy. lagoon bridge** [62] in 1940-41. It is a stream-lined concrete structure with simple Art Deco detailing. Although the configuration of the juncture between the Diversey Harbor and the South Lagoon has changed, rowers still have access to Lake Michigan by travelling under the Fullerton Pkwy. bridge, through Diversey Harbor, and under the Lake Shore Drive bridge at Diversey Pkwy. [C4/C3].

Today, Diversey Harbor is strictly for boating. Its western edge is no longer a sandy beach. This area was filled slightly, straightened and paved in 1942 and the entire lagoon is now used for boat slips and star docks. Part of the area that was once sand beach is now a large parking lot with three boat launches. South of this parking lot area is a building that houses the **Diversey Yacht Club** [63]. Constructed in the mid 1950s, this flat-roof brick building is deemed non-contributing. A recent project to provide better lighting to the large parking lot in this area utilized reconstructed versions of the Lincoln Park lampposts. This reconstruction project relied on careful historic documentation, and the new fixtures have the original collar and globe detail.

The land between the Diversey Harbor and Belmont Harbor was indicated in Simonds' plans as playgrounds and athletic fields [stage #6]. There was, however, great demand for golf in Lincoln Park, and a six-hole course was placed in this area east of Lake Shore Dr. in 1909. It was extremely popular, and by 1915, it was redesigned by golf course designer Thomas Bendelow and golf expert Chic Evans. The new permanent nine-hole course, which had generally flat topography, included three holes that were located east of Lake Shore Dr. All of the original fairways were subsequently removed, however, today there is still a driving range and a miniature golf course on part of what was the original golf course west of Lake Shore Dr. The section east of Lake Shore Dr. was removed in the early 1940s after the drive was widened. This is now a lawn area.

A **Golf Shelter Building** [64] designed by Andrew Rebori and constructed in 1916 is still at its original site, west of Lake Shore Dr. This one story red brick Prairie style building has a hipped roof of green tiles. The roof has overhanging eaves with wooden soffits. At the upper level of the brick facades, beneath the soffit, there are a series of decorative brick and ceramic panels. In 1919, Rebori designed a men's locker room addition for the building. Originally used as a golf club house, the building now houses maintenance and service facilities of the Chicago Park District. Although the conversion of the building for this purpose caused the enclosure of a front courtyard space, it retains good integrity [C3].

East of the Golf Shelter Building, there are a large group of tennis courts, and just to the north are **three tennis club buildings** and **six Diversey workshop buildings** [65]. These non-contributing buildings are fairly unobtrusive. As they are behind the Golf Shelter Building and parking lot and obscured by plantings, they can only be easily viewed from Lake Shore Dr. The remaining portion of the landscape west of Lake Shore Dr. is now used as soccer fields, open play fields, and a playground. A fairly recent tree planting project was completed to screen a chain link fence that separates the driving range from the play fields. This project resulted in a long L shaped row of weeping willows. Although this effectively screened the fence, this planting is incompatible with Lincoln Park's historic landscape character. At the far north end of this meadow there is now a soft surface playground.

This parkland west of Lake Shore Dr. ends at Belmont Dr., however, there is also a small triangle, north of Belmont Dr., west of Lake Shore Dr. and east of Sheridan Rd. Historically, this area was at the edge of the landfill east into Lake Michigan. In 1923, a piece of sculpture, the ***General Philip Henry Sheridan*** monument [66], was installed. The equestrian portrait of Sheridan was sculpted by Gutzon Borglum, also responsible for Mount Rushmore. The bronze statue portrays Sheridan commanding his army and is mounted on a granite base.

On the landscape east of Lake Shore Dr., on axis with Diversey Pkwy. is a building that was also designed by Andrew Rebori, the **Gun Club Building** [67]. Originally a one story building, a second story addition was designed by Hall, Lawrence, Ripple, and Radcliffe in 1926. Composed of reinforced concrete, the building has a flat roof, with decks on the first and second stories. An engaged tower on the west facade with blind square openings, and a square chimney with battlement openings at the south facade make the building reminiscent of a castle. The Gun Club Building has undergone a number of alterations including the addition of large picture windows on its east facade. Until the early 1990s, there were a series of frame target houses constructed in a straight line north of the Gun Club. At that time, lead contamination caused by skeet cartridges prompted the Chicago Park District to prohibit target shooting in the park. Landscape improvements for the property on which the target houses were located are now being planned.

There are two pieces of sculpture located on this area west of Lake Shore Dr. One is directly west of the Gun Club Building, and is called *A Signal of Peace*. The other is *The*

Alarm, with is located north of the original target houses. Both pieces were originally located near Ridge Dr., *A Signal of Peace* was on axis with Ridge Connecting Dr. bridge and *The Alarm* was parallel to it, on axis with a bridge over the north part of the original lagoon (now the waterfowl pond) [H3]. Both pieces were moved to their existing sites to make way for zoo expansion in the mid-1970s. ***A Signal of Peace*** [68] was sculpted by Cyrus Edwin Dallin and was unveiled in 1894. It is a bronze Sioux chief figure on horseback holding a spear which originally had a peace emblem finial that is now missing. The other sculptural work in this area also honors our nation's Native American heritage. This piece, ***The Alarm*** [69], modeled by John J. Boyle, depicts a family grouping of members of the Ottawa Nation, including a dog. Originally dedicated in 1884, this is the oldest piece of sculpture in Lincoln Park.

Belmont Harbor [70] was originally conceived as a boating harbor, and continues to be used for the same purpose [stage #6]. The undulating rounded configuration of the harbor with a narrow inlet at its northwest end has remained generally intact since its implementation between 1908 and 1914. Simonds had originally intended to place a small island at the mouth of the harbor. That design was modified, however, probably for the purposes of safe navigation, and the implemented landform is the essentially as it exists today. Historically, there was a a bridge over the inlet that was constructed on axis with Stratford Pl. The bridge was demolished in the late 1930s.

On the land area at the northeast side of Belmont Harbor is a **comfort station** [71] that was constructed in 1913 or 1914. The low one story building has walls that flair out at knee level. It is composed of concrete and has been painted brown. Its windows are now boarded up and its roof is asphalt. Another contributing building which has undergone major alterations is the **Chicago Yacht Club's floating clubhouse** [72] located on the southeast side of Belmont Harbor. Designed by the noted architect George Nimmons in 1923, the club house was originally a two story white frame structure with an upper parapet wall. Today, the building has pale green artificial siding, the parapet no longer exists, and the fenestration has been completely changed. Although these alterations have greatly detracted from the structure's historic integrity, it continues to be a low rectangular building that is somewhat reminiscent of a house boat.

Today, there are a number of modern features that have been constructed near the floating clubhouse to facilitate the large number of boaters now using Belmont Harbor. There is a **Belmont Harbor facilities building** [73], a long yellow brick building with a flat roof, that is just south of the floating club house. This non-contributing building has lockers, showers, and bathrooms. There is also a large parking lot and small **concession stand** [126] in this area.

The landscape surrounding Belmont Harbor originally had a Simonds planting design. Although most of these plantings no longer exist, there are some historic tree groves from that period, particularly on the east side of the harbor. In 1938, major landscape improvements designed by Alfred Caldwell were implemented surrounding Belmont Harbor. Spaces within the landscape were defined by naturalistic groves of trees and understory plantings. Today, there

are only remnants of these plantings. There are also additional post-1944 non-contributing resources that now exist near Belmont Harbor. These include a launching facility, with a large parking lot and **marine building** [121]. This yellow brick building with a flat roof accommodates office and patrol boat storage spaces. There is also a fairly recent **comfort station** [122] just west of Belmont Harbor. In spite of these additions and the decline of the plantings in the area, the landscape surrounding Belmont Harbor continues to have a strong visual relationship with Lake Michigan as it did historically [C3].

Along the shoreline north of Fullerton Pkwy. there are step stone revetments. These resulted from major lakeshore protection efforts by the Lincoln Park Commission in the late 1920s. In some cases step-stone revetments were constructed in areas where paved beach had previously existed. As the Lincoln Park Commission continued its efforts to expand the park northward, the step-stone revetments were included in the planning. Today, the original step-stone revetments still exist from Fullerton Pkwy. north to Hollywood on all of the eastern lake edges except for beaches. Many areas of the revetments are severely deteriorated. The Chicago Park District, City of Chicago, and Army Corps of Engineers have recently been working on plans to repair existing revetments and create new structures where appropriate.

Efforts to extend the park north from Cornelia Ave. began in 1908 [H4], but work progressed slowly and in a much less ambitious manner than had been intended. The construction of a breakwater for the area between Cornelia Ave. and Montrose Ave. did not begin until 1916, and landfill work was conducted extremely slowly during the 1920s [stage #7]. At that time, there was an intent to continue the extension northward to Foster Ave. and to create an eighteen-hole golf course on the new parkland. Problems and delays led to modified plans, and after the Cornelia Ave. to Montrose Ave. fill was finally completed in 1928, it was determined that the area would include the first nine-holes of the golf course. A plan by professional golf course designer, E.B. Dearie, for the eighteen-hole course was modified, and the nine-hole course was constructed between 1929 and 1932. Known commonly as the Waveland Golf Course, the Chicago Park District officially renamed this as the Sidney R. Marovitz Golf Course in 1991.

It is likely the golf course was designed by Dearie in collaboration with an in-house Lincoln Park Commission engineer, Ernst Shroeder. There is strong evidence that Schroeder was responsible for the design of several distinctive masonry and brick features associated with the golf course. Among them are a fieldstone viewing patio with planter urns made of the same stone, and a low wall surrounding the golf course of cobweb rubble masonry. This wall is composed of light and dark irregularly patterned stones with an upper course of rectangular and square dark stones that form a crenelated pattern. Along the eastern side, the wall separates the golf course from a straight path along Lake Michigan with its step stone revetment edge. There is also an attractive stone entrance gate with wooden pergola element along this side of the wall. It is intact, but no longer allows passage. Within the golf course itself there is one other related feature, a water hazard with fieldstone elements [C3/C2].

A similar type of stone work was used in the **Rock Garden** [74] located at the northwest edge of the extension, at Buena Ave. It is documented that Schroeder designed this garden of undulating planting beds defined by numerous low walls of fieldstone. In the center of the rock garden is a multi-terraced cascading fountain which flows into a small reflecting pool. Historically, this had a carved sculptural eagle, however, this element is now missing. Several other elements which dated to the garden's original construction between 1929 and 1931, but no longer exist include the original stone paths with edging of small boulders, a wall of cobweb rubble masonry at its western edge that was similar to the golf course wall, original lawn areas and some of the planting beds. In spite of the loss of these elements, much of the original composition remains. The Rock Garden was designated as Lincoln Park's official Peace Garden in the 1980s. Local volunteers replanted the beds, and the Chicago Park District recently rehabilitated the stonework. In spite of the changes to the garden it continues to convey its historic design intent [C2].

In addition to the masonry elements of the Rock Garden and within the composition of the golf course, there are some red brick paths of a herringbone pattern, particularly around the buildings southeast of the golf course. These buildings, the **Waveland fieldhouse** [75] and **restaurant** [76] were constructed as part of the golf course project between 1929 and 1932. Designed by Edwin Clark, they are Collegiate Gothic in style, and both are composed of red brick and limestone with slate roofs of variegated colors. The restaurant is located north of the fieldhouse, and is an unimposing one story cottage with a gable roof. Often referred to as the Waveland Clock Tower Building, the fieldhouse is a one and a half story structure with an engaged four story square tower on its west facade. The tower is just north of a loggia with arched openings. On each face of the tower, there is a clock above an elongated pair of Gothic arched openings. There are carillon chimes within the tower that are still operable. West of the fieldhouse is a relatively new **golf starter building** [134]. Although this building is non-contributing, it has little impact on the area's historic character. Both the fieldhouse and restaurant building both have excellent integrity [C3].

By the time the extension between Cornelia Ave. and Montrose Ave. was improved in the late 1920s and early 1930s, there were requests for recreational facilities in addition to golf. To meet these needs, a large athletic field and tennis courts were created west of the fieldhouse in 1929. These facilities are configured as a large central square athletic field flanked by two smaller square tennis court spaces. The geometric arrangement of these facilities is somewhat unusual and may have been considered compatible with the architectural style of the buildings. One problem with this arrangement is that some of the straight paths are part of the park's bicycle path system, and the ninety degree turns are quite dangerous. Although this area remains generally unchanged, there is now a large paved parking lot to the east of the south tennis courts. These tennis courts also now have large flood lights to allow for night games [C3/C2].

Just south of the Waveland Fieldhouse, athletic field, and parking lot is Lincoln Park's **Nature Preserve for Birds** [77]. Although this is a man made landscape on fill, there is no indication that it was ever intended as a design composition. Rather, it was densely planted in the late 1920s with trees that would provide good bird habitat. Although this large mass of trees is surrounded by a chain link and does not allow public access, it softens the otherwise barren landscape to the north. It also screens the three non-contributing Waveland service yard and maintenance buildings to the east, and provides a backdrop for the totem pole at the west.

The ***Totem Pole*** [78] is deemed non-contributing because it is a 1986 reconstructed version of the original *Kwa-Ma-Rolas* pole installed in the park in 1929. The pole is 40 feet tall and composed of painted, carved wood. It is surrounded by a low fence of metal pickets. Although the totem pole is not the original, this reconstructed version allowed the valuable artifact to be returned to Native Canadian Indians without diminishing the historic integrity of the area. Other features that contribute to the area's historic character are Lincoln Park lampposts. This extension between Cornelia Ave. and Montrose Ave. was the last and most northern use of the Perkins, Fellows and Hamilton 1910 fixture.

Lincoln Park's next extension was eastward into Lake Michigan at Montrose Ave. and northward to Foster Ave. [stage #8]. This area, which had been included in Simonds' 1908 extension plan to Devon Ave. did not actually begin developing until 1929. In that year, construction began on a breakwater, test pilings were done and the new Montrose Harbor was dredged. The new area was composed of approximately 340 acres of landfill. Its configuration, with a hook shaped peninsula that wrapped around Montrose Harbor, generally followed Shroeder's extension plan of 1929 [H7]. It culminated at Montrose Point, which was intended as the entrance point for boats and a scenic area that would afford magnificent views of the city. Work slowed due to the Depression, and the construction of the Montrose Harbor Dr. along the peninsula, initial construction of the step stone revetments along the lake's edge, and creation of the Montrose Ave.- Wilson Ave. Beach were the major efforts that progressed. In 1936, landscape improvements to the entire extension area were initiated by a WPA funded project. This involved the implementation of a landscape grading and planting design for the extension by Alfred Caldwell [H8].

Caldwell's grading work included only subtle rises in the otherwise flat topography. The 1936-38 plan included open meadow spaces (some were for athletic fields), bridle paths, bicycle paths, parking lots, and roads. This included an easterly drive extending from Montrose Dr. to Foster Dr. that was named after O.C. Simonds. A series of cloverleaf ramps allowed access from Lake Shore Dr. into the east and west sides of the park at Montrose Dr., Wilson Dr. and Lawrence Dr. In later years, after it was determined that the cloverleafs were a traffic hazard, the rounded ramps were removed, and straight angled ramps were installed. This project allowed for additional green space, although the historic plantings of shrubs and understory trees were removed and not replaced [C2/C1].

Caldwell gave the landscape a "naturalistic effect" by relaying on native trees, shrubs and flowers in a layered and informally arranged manner [H8]. The original design included masses of vegetation that defined meadows and areas such as parking lots. This included a long meandering meadow west of Lake Shore Dr. between Lawrence Dr. and Foster Dr. and a smaller meadow between Wilson Dr. and Lawrence Dr. In the late 1930's this area was much more densely planted than the landscape east of Lake Shore Drive. Although the vegetation is now greatly reduced, particularly along the western edge of the two meadows, the area retains its historic pathway system. Within the center of the long meadow between Lawrence Dr. and Foster Dr., a building known as the Margate Fieldhouse was constructed in 1957. Complementing Lincoln Park's numerous outdoor athletic facilities, the **Margate Fieldhouse** [79] provides its only indoor gymnasium and is one of the few buildings at the park's north end. Designed by E.V. Buchsbaum, this non-contributing building composed of tan brick, and has a flat roof. It is a one and a half story structure with a one story wing on the north. Its stark design is characteristic of the predominant style for schools and other municipal buildings of the late 1950s and early 1960s. Although the Margate Fieldhouse divided the long meadow in two, the entire landscape between Foster Dr. and Wilson Dr. still conveys Caldwell's naturalistic design intent [C2/C1].

East of Lake Shore Dr., Caldwell included another long meadow between Lawrence Dr. and Foster Dr. [H8]. In this area, the historic pathway system is unchanged. The long meadow continues to be defined by plantings, however, here too the original informal vegetation is now reduced. Today, this meadow is used for soccer. Another long meadow that is also now used for sports is just north of the Montrose Ave.-Wilson Ave. Beach. This meadow also retains its historic pathway system.

Two larger meadows were included in Caldwell's plan west of Simonds Dr., between Wilson Dr. and Lawrence Dr. [H8]. The one on the east was delineated as a parking lot in the original plan. When it was implemented, it was determined that the entire area did not have to be devoted to parking. A small paved parking lot was installed on the south, with tennis courts directly to the west. The remainder of the area was developed as meadow used as ball fields [C2].

Just south of this meadow area, between Montrose Dr. and Wilson Dr. is another large open meadow. Delineated as cricket fields in the Caldwell plan, the area was originally a flat open meadow. In 1958, its eastern portion was regraded to provide a bobsled hill, now known as **Cricket Hill** [80]. The western side of the meadow remained as athletic fields. Today, this area is used for soccer. East of Cricket Hill is an arc shaped parking lot which was also part of the Caldwell plan. Although the original plan included dense plantings to screen this parking lot, this intent was only partially realized. Today, the landscape surrounding the parking lot is almost completely barren [C2].

The meadow east of the parking lot, extending onto the peninsula was also delineated as a

lushly planted landscape of native vegetation in the Caldwell plan [H8]. Here too, the implementation was not complete, and even historically the area was more open than had been intended. In the late 1950s, the easternmost part of this area was developed as a Lincoln Park **NIKE missile site** [133]. Around the fencing that surrounded the military site, a growth of honey suckle and mulberry trees emerged. When it was removed in the early 1970s, the existing vegetation continued to thrive. As this area attracted migratory birds, it became known as the Magic Hedge. Approximately a decade later, the Chicago Park District worked with the Audubon Society to enhance the existing vegetation with native plantings that attract birds.

A number of buildings were included as part of the WPA work on the Montrose Ave. to Foster Ave. extension [stage #8], and all of them were designed by Emanuel V. Buchsbaum, an in-house Chicago Park District architect. Among them is the **Montrose Service Yard** [81], located west of Lake Shore Dr. and just north of Montrose Dr., which was constructed in 1938. Sited into a slope, this flat roofed building was designed to be unobtrusive in the landscape. It is composed of concrete with brown brick facing. The service yard is enclosed by a brown brick wall on the south, and it is integrated into the landscape. Although the building's original wooden garage doors were later replaced with metal ones, the building retains good integrity [C2].

Three comfort stations that were designed by Buchsbaum in 1936 were also constructed in the extension [stage #8]. Two which are identical followed a standard developed by Buchsbaum for an "English style" stone comfort station. One is the **Montrose Ave.-Wilson Ave. Beach Comfort Station** [82], and the other located on axis with Wilson Ave. just east of Simonds Dr., is known as the **Wilson Stone Comfort Station** [83]. Both have gabled slate roofs. The Wilson Stone Comfort Station was in great disrepair, and it is currently undergoing a major rehabilitation project funded by the Illinois Department of Conservation that includes an addition for a concessionaire. The third comfort station is a similar "English style" stone structure and is half-timbered, however, this is larger than the other two. Located just east of Lake Shore Dr. at Sunnyside Ave., this is a combined **Comfort Station/ Shelter Building** [84] which has a bathroom facility and a covered area with views of the adjacent soccer fields. Although this building has an asphalt roof, it generally retains good integrity [C2].

In 1937, the year after the "English style" stone comfort station was constructed on the Montrose Ave.-Wilson Ave. Beach, a beach house was built only a few feet to the east. Stylistically, the **Montrose Ave. Beach House** [85] was quite different than the comfort station. It is almost identical to the North Ave. Beach House, which was constructed the following year, although the Montrose-Wilson Beach House is a smaller version. A white frame structure with a flat roof, the building has port holes and is reminiscent of a lake ship although it never had the crow's nests and rounded chimneys that were included on the roof of the North Ave. Beach House. The Montrose-Wilson Beach House suffered a major fire in the 1950s which destroyed most of the east wing. Instead of re-building the wing, the Chicago Park District constructed a new changing room addition on the south side of the building. Although this is an open air

addition, it includes concrete blank-faced walls, and adversely impacted the integrity of the building [C2].

Buchsbaum's work in the Montrose Ave. to Foster Ave. extension during the WPA also included four pedestrian underpass bridges west of Lake Shore Dr. Two of these are on Simonds Dr.: one between Montrose Dr. and Wilson Dr., and the other between Wilson Dr. and Lawrence Dr. The third is on Wilson Dr., between Lake Shore Dr. and Simonds Dr., and the fourth is on Montrose Dr., just south of Cricket Hill. The two northernmost bridges, the **Simonds Dr. Bridge between Wilson Dr. and Lawrence Dr.** [86], and the **Wilson Dr. Bridge** [87] are identical. They are composed of concrete and faced with random ashlar limestone. Their design is essentially in the Art Deco style, with shallow arched openings flanked by abutments that have simple ziggurat projections. The Art Deco styling, however, is combined with historical references in the stone facing, which is composed of rectangular pieces, as well as narrow vertical rectangular openings divided by solid bands along the upper part of the rail.

The two smaller bridges to the south are similar in their use of random ashlar limestone facing. The **Montrose Dr. Bridge** [88] is extremely similar with an arched opening of a shorter span flanked by related abutments. The **Simonds Dr. Bridge between Montrose Dr. and Wilson Dr.** [89], has a flat solid face of the same masonry and a shallow segmental arched opening. Overall, the integrity of these bridges is good, in spite of continuous problems with graffiti [C2].

The WPA work in the Montrose Ave. to Foster Ave. extension [stage #8] included a major lighting initiative. This included the casting of a new Lincoln Park lamppost that related to the historic Perkins, Fellows and Hamilton fixture. The WPA version relied on the same concrete pole and collar detail. Extending above the top of the historic pole design, the new fixture had an aluminum shepherd's crook neck and a hanging acorn globe with a flanged aluminum shade. On the fixture's head, above the shade, was an element that relates to the original collar detail, and has a simple round finial. The new WPA lamppost was used throughout the extension, especially near the Montrose Harbor, and was also introduced to a few other areas south of the extension.

The WPA lighting program also included a number of utilitarian fixtures that were less decorative. Massive flood light beacon towers were placed at the entry of Montrose Harbor, to help boats navigate at night. Other flood light standards were developed to illuminate athletic fields and parking lots. Most of these have subsequently been replaced by contemporary fixtures.

Today, due to the reduction in vegetation, utilitarian elements such as lighting fixtures, parking lots, and athletic apparatus are more obtrusive in the landscape than they were historically. This is particularly true around Montrose Harbor, even though the area was never planted as densely as indicated by Caldwell's original plan. Today, the Montrose Harbor area is

visually cluttered with dry docks, star docks, finger docks, and four non-contributing buildings: the **Corinthian Yacht Club** [90], the **Bait Shop** [91], a **Comfort Station** [92], and a **Concession Stand** [93]. The Corinthian Yacht Club and the Bait Shop were both constructed in the mid-to-late 1940s and the other two minor structures are more recent. None of these buildings are particularly well designed, however, the Corinthian Yacht Club's south facade incorporated an architectural remnant from a demolished naval armory building. In spite of these non-contributing features, the Montrose Harbor area continues to convey its essential historic character especially because of the extraordinary configuration of the landform. Montrose Point continues to offer one of the most scenic views of the lake and skyline in Chicago [C2].

Lincoln Park's final extension, between Foster Ave. and Ardmore Ave., was realized in the 1950s, although the project was initiated in 1945, just after World War II [stage #9]. At the time, the Chicago Park District set forth to implement that historic vision of extending Lincoln Park to the city's northern limits. This ambitious idea was not realized. Rather, planning and design for the Foster Ave. to Ardmore Ave. extension began in 1947, and bulkhead construction and fill development commenced in 1951. The project progressed slowly until its completion in 1958. Designed by in-house Chicago Park District staff members of the Engineering Department, the extension included two beaches, one at Foster Ave. and one at Ardmore Ave.; several meadows; parking lots; and three buildings that are non-contributing resources: the **Foster Ave. Beach House** [94], the **Foster Ave. Concession Stand** [95], and the **Ardmore Ave. Comfort Station** [96]. Both the Foster Ave. Beach House and Ardmore Ave. Comfort Station were designed by E.V. Buchsbaum, and were constructed between the late 1950s and mid 1960s [C1].

While the Foster Ave. to Ardmore Ave. extension was realized after 1944, which is the National Register's current cut-off date for defining non-exceptionally significant resources, it had several design features that were compatible with Lincoln Park's historic character. A planting plan by in-house landscape architect, Robert Moore, Jr. followed the naturalistic character of the historic park with meadows defined by informally arranged groves of trees. Although this plan was only partially implemented, many of its spatial arrangements were articulated, particularly west of Lake Shore Dr. Step-stone revetments, the treatment which had been used to protect the Lake Michigan shoreline, was also used in this extension [stage #9]. Much of the revetment between the Foster Ave. beach and the Ardmore Ave. beach is now in disrepair, and sheet pilings have been installed to slow the deterioration. Today, the Foster Ave. to Ardmore Ave. extension has an unfinished appearance. A recent bike path improvement project has upgraded the area, and minor landscape plantings were included. Plans for larger improvements to this area were generated by the Lincoln Park Master Planning process. These can only be realized, however, if future funding sources are identified.

This northern extension work [stage #9] was the last of numerous efforts to create and expand Lake Shore Dr. Historically, Lake Shore Dr. was a pleasure drive for carriages that

served as Lincoln Park's boulevard linkage to the South parks. (It was also intended to link to the West Parks with Diversey Pkwy., however, the Lincoln Park Commission did not succeed in improving Diversey Pkwy. and it evolved as a regular city street.) Lake Shore Dr. was also intended as a boulevard connection to the city's northern limits since 1875. The construction of the drive northward was completed in stages including sections which incoporated existing park roads and other sections on new landfill. This effort to expand Lake Shore Dr. northward caused Lincoln Park to increase to what is now 1208 acres.

Today, Lake Shore Dr. is a major arterial spine that extends through the entire seven mile length of Lincoln Park. The drive's current appearance primarily resulted from a WPA funded project between 1937 and 1941. Lake Shore Drive was developed as a limited access highway that would provide a continuous traffic route through the park. Re-grading was done and a number of bridges were constructed so that many portions of the new drive were elevated above the roads and paths that allowed access throughout Lincoln Park.

The Foster Ave. to Ardmore Ave. expansion project included the final extension of Lake Shore Dr. from Foster Ave. north to Hollywood Ave. in 1954 [stage #9]. That project included the construction of three bridges that are non-contributing. Two allow automobile access, the **Foster Dr. Bridge** [97] and the **Bryn Mawr Ave. Bridge** [98]. The **Berwyn Ave. Underpass** [99] only allows for pedestrian access. All three are simple utilitarian concrete and steel bridges. North of the these bridges, Lake Shore Dr. curves west and meets with Hollywood Ave.

Lake Shore Dr. continues as an above grade structure south of Foster Dr. **An Underpass bridge just south of Argyle St.** [100] is a simple Art Deco style structure that allows pedestrians to cross beneath the drive. This modest concrete structure has a stark but attractive design. Its solid rails are each pierced by a flat arched opening. Its simple decorative elements include molded horizontal bands along lower and upper portions of the abutment wall and rail. Due to graffiti problems, the bridge has been painted. Its east facade is white, and its west facade has a colorful mural.

The **Lawrence Dr. Bridge** [101] and **Wilson Dr. Bridge** [102] are identically designed. They are Art Deco structures that also have historical references. These reinforced concrete structures are completely clad in limestone. Each has a flat arched opening divided by two sets of double projecting piers with simple ziggurat detailing. One set flanks the vehicular road and the other flanks pedestrian sidewalks on each rail. On top of each of the piers there is a there is a hexagonal stone element with a pair of vertical lanterns that makes reference to the Gothic Revival style. At the ends of the approach walls are simple posts with square finials. The rails of both bridges have horizontal bands of carved limestone Art Deco details. These motifs, triple vertical lines divided by squares or rectangles, were also used for a number of other WPA structures on Lake Shore Dr. Today, some of the stone detailing on both the Lawrence Dr. bridge and the Wilson Dr. bridge is now in abraded condition, probably due to sandblasting to

remove graffiti. The details of the Wilson Dr. bridge are in better condition than those of the Lawrence Dr. bridge. Other than the apparent abrasions to the masonry, both bridges have good integrity.

The next three bridges south of Wilson Dr. are now very similar in appearance, although historically there were differences between their designs. The **Montrose Dr. Bridge** [103], **Buena Ave. Underpass** [104], and **Irving Park Dr. Bridge** [105] underwent similar alterations and today they have similar appearances. All three are reinforced structures with remnants of ashlar lannon stone facing flanking flat arched openings. Historically the bridges had engaged decorative elements including fanciful abutment walls and rails of brick and stonework. Those elements were subsequently removed and today, the bare concrete structures are exposed. The lannon stone facing was only applied at the lower portions of the abutments walls flanking the bridges' flat arched openings. Much of this stone facing has deteriorated and pieces have fallen off. Because these bridges have undergone major alterations and no longer convey their historic character, they have been deemed non-contributing.

The next two bridge structures south of the Irving Park Dr. bridge are the **Waveland Ave. /Addison St. Underpass** [106] and the **Roscoe St./ Aldine Ave. Underpass** [107]. Both structures were based on a standard design for WPA pedestrian subway underpasses. Walks ramp down to the opening of these underpasses. They are simple utilitarian concrete structures that are unembellished. Their flattened arch openings, below the street grade, are flanked by angled abutment walls. Originally, ornamental metal rails extended above these walls, following the slope of the landscape into which the tunnel structures are constructed. These rails have metal pickets and a simple horizontal detail of circular and rectangular elements. The original railing on the Roscoe St./ Aldine Ave. Underpass has been replaced by a simple pipe rail. Today, the Waveland Ave./ Addison St. Underpass retains its original ornamental rail.

South of Addison St., Lake Shore Dr. makes an incline above grade to the next structure that allows automobiles to pass underneath, the **Belmont Dr. Bridge** [108]. This reinforced concrete bridge is Art Deco in style, although it is very simple and stark. The bridge has a flattened arch opening and its rail is a solid concrete face. The abutment wall has a gentle concave curve that meets with short straight sections of approach wall. Along the span of the opening, the rail is not completely solid. Rather, it has crenelated concrete forms that have horizontal double bands. This detail is repeated at the approach wall. The Belmont Dr. bridge was recently repaired and patched by the City of Chicago.

Just south of Belmont Dr. is the **Barry Ave. Underpass** [109]. This structure was likely designed by Buchsbaum, and it is a smaller version of the La Salle Dr. bridge. It is a reinforced concrete structure with a flattened arch opening. The abutment walls project slightly. Applied to these projecting abutment walls are triple vertical projections that give the bridge a stylized Art Deco appearance. Along the upper portion of the rail there is a band of square openings. This detail is used in several other Lake Shore Dr. Bridges. Today, the Barry Ave. pedestrian

underpass retains good integrity.

South of the Barry Ave. underpass is the **Diversey Pkwy. Bridge** [110]. This simple Art Deco style reinforced concrete structure, allows for automobile and pedestrian crossing on Lake Shore Dr. over the Diversey Harbor outlet into Lake Michigan. It spans over the inlet as well as an embankment with sidewalks on each side, allowing the passage of boats, pedestrians and bicycles. The smooth faced concrete rail is pierced by a band of double square openings. Flanking this band of openings are three incised horizontal lines, a reoccurring motif on Lake Shore Dr. bridges. For many years this structure, which is one of the only bridges that includes pedestrian sidewalks at the same grade as Lake Shore Dr. presented a safety hazard. The narrow sidewalk runs along the edge of the roadway, and the bridge's rail is quite low. Until recently, tall sections of chain link fence were used to divide the roadway from the sidewalk. As part of the City of Chicago's recent work on Lake Shore Dr., the chain link fence was replaced with a new ornamental concrete wall with a metal railing.

South of the Diversey Pkwy. Bridge is the **Fullerton Pkwy. Bridge** [111]. This reinforced concrete structure is also a simple Art Deco style bridge with elements found on other WPA Lake Shore Dr. bridges. There are some details of this bridge's design, however, that are quite unique. Above the flattened arch span, the rail has the same band of double square openings as were used on the Diversey Pkwy. bridge. The abutment walls that flank the opening are unusual, in that they have projecting concrete elements that are barrel shaped. Extending up from these elements are massive barrel shaped lanterns. In the past, two of these light fixtures were missing. The City of Chicago's recent rehabilitation of the Fullerton Pkwy. bridge has included repairing the existing fixtures and replicating the missing ones.

South of the Fullerton Pkwy. Bridge, and just south of the Passerelle is the **La Salle Dr. Extension Bridge** [112]. This structure, which is one of the most visually interesting of all of Lincoln Park's Lake Shore Drive Art Deco style bridges was designed by E.V. Buchsbaum. A larger version of the Barry Ave. underpass, it is a reinforced concrete structure with a flattened arch opening flanked by stylized vertical abutment walls. These abutment walls have ziggurat projections. Extending above the abutments are vertical piers that have Art Deco lamp standards composed of geometrically configured bases capped with octagonal luminaires. The bridge's rail has a band of square openings along its upper portion. The La Salle Dr. bridge has recently been rehabilitated and the lanterns, which did not work for many years, are now illuminated at night.

South of the La Salle Dr. extension is the **North Ave. Underpass** [113] which was designed following the same WPA design as the Roscoe St./ Aldine Ave. and Waveland Ave./ Addision St. underpasses. The original ornamental railing is intact on the west side of the North Ave. underpass, but is missing from the east side. The City of Chicago is currently working on a rehabilitation project for this structure which will include repairing the remaining ornamental rail.

South of the North Ave. underpass are three identical structures: the **Division Ave. Underpass** [114], the **Oak St. Underpass** [115], and the **Chicago Ave. Underpass** [116]. These structures follow a standard WPA design that is somewhat different from that used for the North Ave. underpass. They have concrete wall elements enclosing L shaped stair cases leading to tunnels beneath Lake Shore Drive. Historically, the same ornamental metal rail detail that was used on the other underpasses were also used on these concrete wall elements. Today, only the Chicago Ave. underpass retains its original ornamental railing, on both its east and west sides.

One other original WPA design element still exists on Lake Shore Drive, a section of Art Deco **concrete retaining wall just south of Oak St.** [117]. Historically, this wall detail was not used throughout Lake Shore Drive. Rather, it was used in areas where safety issues required the placement of special retaining wall. The upper part of the wall has double incised horizontal bands divided by triple vertical lines. At the lower part of the wall there are single incised horizontal bands divided by single vertical lines. Today, this remnant of retaining wall is in deteriorated condition.

This remnant of WPA wall, as well as some of the Art Deco detailing on Lake Shore Drive bridges recently inspired a significant new design treatment. In 1990, after Lincoln Park community groups protested a proposal by the Illinois Department of Transportation (IDOT) to install Jersey barriers along the entire median of Lake Shore Drive, a new design solution was developed by the Chicago Park District. A barrier, now known as the Chicago Wall, was designed that would meet with safety requirements and would be compatible with the historic character of Lake Shore Dr. The project also reinforced the historic boulevard character of the Drive by adding a ribbon of trees and shrubs in the median. These plantings are enclosed by the newly designed Chicago wall, which has Art Deco inspired details. The project also included numerous bridge rehabilitation efforts. This recent project which involved inter-governmental cooperation between IDOT, the City of Chicago, and the Chicago Park District greatly improved the appearance of Lake Shore Dr.

Lincoln Park's long history has resulted in numerous changes over time. Today the park retains numerous architectural, art, and landscape features that convey its history, as well as many newer or altered features that do not relate to its significance. For the purposes of this nomination, all of Lincoln Park's landscape is considered one contributing site. There are also 80 contributing buildings, structures, and objects and 77 non-contributing resources. These totals give the impression that the park has a nearly equal division of contributing and non-contributing elements, however, one must take into consideration the numerous compositions, gardens, elements and scenic areas of Lincoln Park's landscape. Overall, the park is an aggregate of an unquantifiable number of built and natural elements that convey its significant history.

Lincoln Park - Contributing Resources

Abbreviations

CPD	Chicago Park District
L.P.	Lincoln Park
LPC	Lincoln Park Commission
LSD	Lake Shore Drive

Name	Date	Designer/ Artist	Feature #
Sites:			
Lincoln Park Landscape			
1 TOTAL CONTRIBUTING SITE			
Buildings:			
Lion House	1922	Perkins, Hamilton & Fellows	18
Primate House	1927	Edwin H. Clark	20
Reptile House	1922-23	Edwin H. Clark	19
Zoo Powerhouse	1888	Theodore Karls	22
Chi. Academy of Sciences	1893	Patton and Fisher	27
L.P. Cultural Center	1927	Edwin H. Clark	29
Carlson Cottage	1888	J.L. Silsbee	7
Cafe Brauer	1908	Perkins, Fellows and Hamilton	6
South Fieldhouse	1922	Edwin H. Clark	37
Couch Tomb	1857-58	John Van Osdel	1
Chicago Historical Society	1932	Graham Anderson Probst & White	30

Park Place Cafe	1913	Perkins, Fellows & Hamilton	50
L.P. Conservatory	1890-94	J.L. Silsbee	8
Bird House	1904	Jarvis Hunt	17
Landmark Cafe	c.1900	LPC	23
2 Zoo Rookery Shelters	1937	Alfred Caldwell	16
Rustic Pavilion	1883	M.E. Bell	48
North Ave. Beach House	1938	E.V. Buchsbaum	54
Boat House	1908	Perkins, Fellows & Hamilton	51
Comfort Station (on beach opposite Webster St.)	1941	C.W. Schroeder	53
Diversey Golf Shelter	1916-19	Andrew Rebori	64
Gun Club	1920	Andrew Rebori	67
Comfort Station (east of (Belmont Harbor)	c.1913	LPC	71
Chicago Yacht Club's Floating Clubhouse	1923	George C. Nimmons	72
Comfort Station (on Simmons Island)	1931	LPC	60
Fullerton Shops	1898/1938	Warren H. Milner/ CPD	49
Theater on the Lake	1920	Perkins, Fellows & Hamilton	59
Waveland Fieldhouse	1929-32	Edwin H. Clark	75
Restaurant	1931	Edwin H. Clark	76
Montrose Ave. -Wilson Ave. Beach Comfort Station	1936	E.V. Buchsbaum	82

Wilson Stone Comfort Station	1936	E.V. Buchsbaum	83
Combination Comfort Station/Shelter	1936	E.V. Buchsbaum	84
Montrose Ave. Beach House	1937	E.V. Buchsbaum	85
Montrose Service Yard	1938	E.V. Buchsbaum	81

35 TOTAL CONTRIBUTING BUILDINGS

Structures:

3 Stockton Dr. Underpass Bridges	1926	LPC	26
2 La Salle Dr. Extension Underpass Bridges	1940	E.V. Buchsbaum	35
Oak St. Retaining Wall	c.1940	Unknown	117
Barry Ave. Underpass Bridge (under LSD)	1941	CPD	109
Roscoe St./Aldine Ave. Underpass (under LSD)	1941	CPD	107
Waveland Ave/Addison St. Underpass (under LSD)	1941	CPD	106
Argyle St. Underpass Bridge (under LSD)	1941	CPD	100
Montrose Dr. Underpass Bridge	1936	E.V. Buchsbaum	88

Simonds Dr. Underpass Bridge btwn. Wilson Dr. and Lawrence Dr.	1936	E.V. Buchsbaum	86
Wilson Dr. Underpass Bridge	1936	CPD	87
Simonds Dr. Underpass Bridge btwn. Montrose Dr. and Wilson Dr.	1936	CPD	89
La Salle Dr. Extension Bridge (under LSD)	1941	E.V. Buchsbaum	112
Passerelle	1940	Ralph Burke	55
Diversey Pkwy. Bridge (under LSD)	1940	CPD	110
Fullerton Pkwy. Bridge (under LSD)	1941	CPD	111
Fullerton Pkwy. Lagoon Bridge	1941	CPD	62
Belmont Dr. Bridge (under LSD)	1941	CPD	108
Wilson Dr. Bridge (under LSD)	1935	CPD	102
Lawrence Dr. Bridge (under LSD)	1935	CPD	101
Chicago Ave. Underpass (under LSD)	1938	CPD	116
Oak St. Underpass (under LSD)	1938	CPD	115
Division St. Underpass (under LSD)	1938	CPD	114

North Ave. Underpass (under LSD)	1938	CPD	113

26 TOTAL CONTRIBUTING STRUCTURES

Objects:

City Hall Relic	1869/c.1900		28
Eugene Field Memorial	1922	Delano & Aldrich	21
Hans Christian Andersen	1896	John Gelert	5
Ulysses S. Grant Memorial	1891	Louis T. Rebiso	38
Benjamin Franklin	1896	Richard Henry Park	40
Robert Cavelier de La Salle	1889	Jacques de La Laing	39
Abraham Lincoln Monument	1887	Augustus St. Gaudens	31
Greene Vardiman Black	1918	Frederick Cleveland Hibbard	33
Alexander Hamilton	1940	John Angel	47
Monument to Johann Wolfgang von Goethe	1913	Herman Hahn	46
John Peter Altgeld	1915	Gutzon Borglum	45
Richard J. Oglesby	1919	Leonard Crunelle	44
Eli Bates Fountain	1887	St. Gaudens/McMonnies	11
Johnann Christoph Friedrich von Schiller	1886	Ernst Rau	10

William Shakespeare	1894	William Ordway Partridge	13
General Philip Henry Sheridan	1923	Gutzon Borglum	66
A Signal of Peace	1890	Cyrus Edwin Dallin	68
The Alarm	1884	John J. Boyle	69
Fountain Girl Base	1941	George Wade	34

19 TOTAL CONTRIBUTING OBJECTS

Lincoln Park - Non-contributing Resources

* Denotes a historic resource that predates the 1944 period of significance but has been altered to an extent that it no longer conveys its historic character.

Name	Feature #
Buildings:	
Children's Zoo Building	24
Great Ape House	24
Zoo Hospital and Commissary Building	24
Flamingo Dome	24
Crown Center	24
Hoofed Animal Habitat	24
Penguin and Sea Bird House	24
Large Mammal Habitat	24
Zoo Concession stand (north of Large Mammal Habitat)	24
2 Zoo Membership Booth (north of Lion House)	24
5 Farm in the Zoo buildings	25
Chess Pavilion	56
Concession Stand at Fullerton Pkwy. south of Theater/Lake	118
2 Sea Scout buildings (north of Boat Club)	119
Rowing Club Building (next to	120

Sea Scouts)

Diversey Yacht Club Building	63
6 Diversey Workshops and Maintenance Buildings	65
3 Tennis Club Buildings	65
Belmont Harbor Facilities Building	73
Belmont Harbor Marine Building	121
Comfort Station at Roscoe St. (west Belmont Harbor)	122
Waveland Service Yard and Maintanence Buildings	123
Montrose Harbor Comfort Station	92
Montrose Harbor Bait Shop	91
Corinthian Yacht Club	90
Margate Fieldhouse	79
Foster Ave. Beach House	94
Ardmore Ave. Comfort Station	96
Concession Stand at Diversey Pkwy.	124
Concession Stand at North Ave. (at Chess Pavilion)	125
Concession Stand at Belmont Harbor (at parking lot)	126
Foster Ave. Concession Stand	95

Concession Stand at Lawrence-Wilson Dr.	127
Montrose Harbor Concession Stand	93
Golf Starter Building	134

48 TOTAL NON-CONTRIBUTING BUILDING

Structures:

Rosenbaum Garden Structure	57
Sea Lion Pool	24
Children's Zoo Outdoor Shelter	24
Ridge Connecting Dr. Bridge over S. Pond	128
Marovitz Golf Course Shelter at Bittersweet Pl.	129
Buena Ave. Underpass *	104
Irving Park Dr. Bridge *	105
Montrose Dr. Bridge *	103
Foster Dr. Bridge	97
Berwyn Ave. Underpass	99
Bryn Mawr Ave. Bridge	98

11 TOTAL NON-CONTRIBUTING STRUCTURES

Objects:

Commemorative Ground Ring	130

William Niesen Fountain	131
Sir Georg Solti	14
African Elephant	24
Old Fishing Hole	24
Elephant Drinking Fountain	24
For the Young at Heart	24
Herron, Rabbit & Butterfly	24
Limestone Lion	24
Sunform	24
Old Man of the Forest	24
Elephant's Child	24
Galapago Tortoise	24
I Will	132
Totem Pole	78

15 TOTAL NON-CONTRIBUTING OBJECTS

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.)

- [x] **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.
- [x] **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] **D** Property has yielded, or is likely to yield, information important in prehistory or history.

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

Property is:

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

Areas of Significance
(Enter categories from instructions)

Landscape Architecture
Architecture
Social History
Entertainment/ Recreation

Period of Significance

1857-1944

Significant Dates

N/A

Significant Person
(Complete if Criterion B is marked above)

N/A/

Cultural Affiliation

N/A

Architect/Builder

Benson, Olaf/ landscape gardener
Simonds, Ossion Cole/ landscape gardener

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

9. Major Bibliographical References

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

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 # _____

Primary location of additional data:

- [ ] State Historic Preservation Office
- [ ] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Name of repository:

_____

Lincoln Park
Name of Property

Cook, Illinois
County and State

10. Geographical Data

Acreage of Property 1208

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

	Zone	Easting	Northing
1	16	445800	4648530
2	16	447690	4645700
3	16	448590	4640270
4	16	449260	4637910

[X] See continuation sheet

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

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

11. Form Prepared By

name/title Julia Sniderman, Planning Supervisor; Bart Ryckbosch, Archivist/Curator and Laura Taylor, Intern

organization Chicago Park District date March 3, 1994

street & number 425 E. McFetridge telephone (312) 294-2226

city or town Chicago state Illinois zip code 60605

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

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

Property Owner

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

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Lincoln Park meets with Criterion A and Criterion C for listing in the National Register of Historic Places. One of Chicago's oldest parks, Lincoln Park was initially created after citizens petitioned in the late 1850s for the conversion of a sandy lakeside cemetery into a healthful pleasure ground. An unused sixty acre section of the burial ground was reserved by Common Council in 1860. Originally known as Lake Park (which was also the name of two other parks in the area), the property was renamed in honor of Abraham Lincoln in 1865, shortly after the president's assassination. The new lakefront park attracted immediate attention, and its success spurred a movement as citizens throughout the city demanded additional parks. As explained in the Multiple Property Documentation Form, "The Historic Resources of the Chicago Park District," the state legislature responded by establishing three independent Chicago park commissions in 1869 (Section E: 4-6, FII: 3-7, FIII:2-10). Each was responsible for creating what was meant to become a unified park and boulevard system. The Lincoln Park Commission was thus chartered to expand the existing park and construct boulevards to link it with west and south side parks. A lack of political and taxing power, however, forced the park to evolve slowly, and hampered the development of Diversey Pkwy. as the boulevard connection with the west parks.

As explained in the Multiple Property Documentation Form, in 1828, prior to the incorporation of the City of Chicago, the federal government ceded part of the land that is now Lincoln Park to the state to aid in the construction of the Illinois and Michigan Canal (Section E: 2). This federal land grant included nearly three hundred thousand acres which were to be platted and sold, with the revenues devoted to the development of the canal. Residents of the township of North Chicago, located north of Chicago's existing city limits, requested the use of a section of these canal lands as a burial ground. The state granted permission to North Chicago in February of 1837. In May of that year, the City of Chicago was officially incorporated, and it took possession of the eighty acre burial ground. The lakeside property was bounded by what is now Webster Ave., North Ave., Clark St., and Lincoln Park West. The city officially acquired the title to this land in 1842, with the exception of three small tracts which had been purchased by private owners during the sale of canal lands.

By the early 1850s, Chicago was terrorized by the effects of a cholera epidemic which had spread throughout Asia, Europe, and the United States. Changing garrisons at Fort Dearborn first brought the disease to Chicago, and it soon festered through contaminated food, water and sewage. "Physicians in Chicago, as in other communities were ill-equipped to cope with such a calamity, but many speculated that the disease ... could best be combatted through sanitation and quarantine" (Beatty 1982, 4).

The Common Council responded by purchasing three tracts of land outside of the city in 1852 to create hospital grounds and quarantine stations. Among these was a barren area of sand and swamp on the shores of Lake Michigan north of the City Cemetery,

between Fullerton Pkwy. and Diversey Pkwy. This area may have never been used as quarantine lands. It did, however, contribute to the development of a sanitation system, as it became the location of the southern section of the "Ten Mile Ditch," constructed between 1850 and 1855 by the Cook County Drainage Commissioners. (Bryan 1899, 16). In addition to the purchase of quarantine lands, the Common Council took other measures to limit the spread of the deadly cholera epidemic. These included appointing public health assistants to help homeowners participate in a citywide program to disinfect homes (Beatty 1982, 5). The disease continued to thrive, despite these efforts.

Residents of Chicago's north side were alarmed by the high mortality rate in their area, and by the late 1850s they began realizing that interments at the City Cemetery were contributing to the spread of the disease. Dr. John H. Rauch, a physician and north side resident, studied the situation. He learned that the cemetery site, which was composed of a series of glacial ridges adjacent to low sandy swales along the shores of Lake Michigan, provided poor burial conditions. Even though it was required that graves be dug to a depth of five feet, in many cases water began seeping in at depths of three to four feet. Rauch found that standing water had accumulated in three quarters of all newly dug graves in the City Cemetery prior to burial. The site's natural topography created a process by which rainfall drained from the ridges, and ran through the lower ground in which the bodies of cholera victims were decomposing, and into Lake Michigan. In addition to this impact on the city's water supply, "noxious emissions from the dead" were contaminating the air (Rauch 1866, 48).

Rauch, who was later considered a "determined crusader for public sanitation and medical betterment," began leading north side residents in a movement to convince city officials to convert the cemetery into a public park (Davenport 1956, 278). In the fall of 1858, this group of prominent northsiders submitted a petition to the Common Council "remonstrating against further interment in the cemetery" (Rauch 1866, 62). A special committee was established to consider the issue. Rauch prepared a report for this committee in 1859 which emphasized that the health threat posed by the cemetery could be detrimental to the entire population of the city:

> ...at the hot season, when decomposition is most rapid, the evil might assume an alarming form, communicating its baneful effects not alone to those who live in the immediate vicinity of the poisonous exhalation, but through the water to the entire city. Even the probability of a result so disastrous, should claim the early attention of an enlightened and intelligent community (Rauch 1866, 50).

While public health was always the focus of this crusade, it is clear that Rauch and other leaders believed that a North Side park would not only be beneficial to physical well-being but would also be spiritually uplifting for the entire city.

On March 28, 1859, the Common Council took its first action to satisfy the demands of the community. With the intent of eventually converting the entire City Cemetery to a public park, the Common Council ordered that the future sale of any lots in the unused portion of the burial ground be disallowed after May 1, 1859 (Chicago Common Council 1859). In February of 1860, the unused northern sixty acres of the cemetery was officially reserved as a public park. During the first few years, however, there were only minor landscape improvements, and the odors and appearance of the small adjacent burial ground made the new park less ambient. An 1860 agreement between the Common Council and Rosehill Cemetery to establish an alternate city burial location was only partially followed, and the restriction against additional interments in the City Cemetery was not respected. In the early 1860s approximately twelve thousand additional bodies were buried in the twenty acre lakeside cemetery. The reasons why the restriction was ignored are not entirely clear, however, in addition to the continuing problem of cholera, there was also a devastating small pox epidemic. Among the local victims of these diseases were thousands of confederate prisoners held in nearby Camp Douglas during the Civil War (Rauch 1866, 51-52, 63-64.).

By 1864, park advocates were frustrated by the lack of improvements to the park, and the on-going burials in the cemetery. Arguing for the complete removal of the burial ground they pointed out that public parks would be critical to the "health, comfort, and morality" of the citizens of Chicago, which was destined to become the "second city on the continent." (Chicago Common Council, June 13, 1864). Suggesting that the ground could be "enlarged as the cemetery is abandoned," and could become "the park to which the whole city may resort," a more ambitious vision for its development was articulated (ibid., 4):

> The ground is of an uneven surface, covered with a fine growth of trees and has a running stream of water passing entirely through it, from which fish ponds may be made and on which boats may be used in the summer, and in winter make admirable places for skating. A full view of the entire shipping of the Lake, as it enters the harbor can be had from the park (ibid.).

No provision was made for the park's expansion at that time. The order restricting burials, however, was reinforced in an ordinance which also named the public ground Lake Park (Simon 1893, 15-16).

The following year, Alderman Lawrence Proudfoot pointed out that Chicago had two Lake Parks. By suggesting that the north side park's name be changed to honor President Abraham Lincoln, who had recently been assassinated, the alderman was successful in drawing a new level of prominence to the public ground (Bryan 1899, 18).

In addition to the official naming of Lincoln Park, the Common Council appropriated $10,000 for its improvement. According to a newspaper article published several decades later, there was competition to select a landscape gardener to develop the original plan. Apparently, Swain Nelson, a local landscape gardener and nurseryman did not enter the competition because he had learned that a city official would be awarded the project. When the committee in charge, however, reviewed the proposals and noted that he had not submitted a plan, they sent for Nelson and offered him the commission (*Sunday Times-Herald*, August 28, 1898).

While little is known about Swain Nelson, it is clear that he was influenced by the American Rural Cemetery movement, and had also possibly received European training in landscape gardening before immigrating from Scandinavia to the United States in the 1850s (Nelson and Sons 1911). Having begun his Chicago nursery and landscape gardening practice about 1855, he was hired in 1861 to work with William Saunders on the original plan for Graceland Cemetery (Eifler 1992). Established by Thomas B. Bryan, a civic-minded real estate speculator, Graceland was planned to emulate "a garden, where Grace, Beauty, and Light render the less somber the solemn associations of the tomb" (Graceland Cemetery Association 1872). Bryan had visited and been impressed with the nation's leading rural cemeteries: Mt. Auburn in Cambridge, Mass.; Spring Grove in Cincinnati, Ohio; and Laurel Hill, in Philadelphia. Hoping that his cemetery would compare with these models, Bryan selected Saunders, who was the landscape gardener for Philadelphia's Laurel Hill Cemetery, and was also responsible for the original plan of Chicago's Rosehill Cemetery only two years earlier (Eifler 1992, 5). Nelson's role as Saunder's local "assistant" on the Graceland Cemetery project is not entirely clear. While it is likely that he was largely responsible for implementation, it should be noted that the names of both landscape gardeners appear on the original Graceland plan. When another nationally significant landscape designer, Horace William Shaler Cleveland, was hired to design an addition to Graceland Cemetery in 1870, Nelson again served as local assistant, and both designers were credited in the *Catalog of the Graceland Cemetery Lot Owners* (Graceland Cemetery 1870).

Swain Nelson's original sixty acre plan for Lincoln Park, prepared in 1865, encompasses the features suggested in the Common Council proceedings of the previous year. A narrow serpentine inlet linked Lake Michigan to a series of artificial lakes with undulating edges. The landscape included irregularly patterned masses of vegetation and a tightly composed system of winding paths. Nelson was awarded the contract for the actual construction work. This included excavating the lakes, creating artificial ridges with the excavated fill, sodding around the borders of the lakes, trenching of the low grounds, and laying out the walks and drives (Chicago Board of Public Works 1866, 35; 1867, 28).

As the marshy site was being transformed into a naturalistic landscape, the civic movement to remove the City Cemetery continued. Dr. John Rauch rejoined this cause upon his return to Chicago in 1865, after serving in several important medical positions for the Union Army during the Civil War (Davenport, 1956, 279). In 1866, the Common Council set up a special committee to confer with physicians to determine how the cemetery's conditions were effecting the general health of the city (Simon 1893, 16). In the same year, Dr. John Rauch published a report entitled *Intramural Internments in Populous Cities and Their Influence upon Health and Epidemics*, which included much of the material he had presented in 1859, and additional information supporting the argument that the City Cemetery should be completely eliminated. Suggesting that the removal of the cemetery was inevitable, Rauch stated that " sooner or later, the growth of the city, as well as public sentiment, will demand and enforce the complete vacation of the present City Cemetery" (Rauch 1866, 66).

By the late 1860s, the argument for expanding Lincoln Park into the remaining cemetery grounds brought attention to the need for a whole system of parks in Chicago. While the idea of encircling the city with a network of parks and boulevards had been published as early as 1849, no progress was made until the concept began attracting public support (Chicago City Manual 1914). In 1866, a *Chicago Times* article suggested that a park and boulevard system would be a "gigantic improvement" for the city (Bluestone 1991, 20). A group of south side residents had been discussing the need for parks in their area, and in 1867, a prominent attorney Jonathan Young Scammon asked Ezra B. McCagg, partner in his legal practice, to "draw up a bill based on New York's Central Park statute" (ibid., 26). McCagg was well aware of Central Park, as he had established a personal friendship with its creator, Frederick Law Olmsted, when they both served on the U.S. Sanitary Commission during the Civil War (Schuyler, and Turner Censer, 199, 428-433). Though the south side parks bill was approved by the State Legislature, it was rejected locally, when brought to popular vote. As the bill's defeat was caused in part by working class residents' fear of rising taxes, advocates drew attention to all of the potential benefits of new parks including the possibility of job opportunities for laborers (Bluestone 1991, 20). By also emphasizing the public health threat posed by the City Cemetery, park advocates alerted people to the urgency of the issue.

Dr. John Rauch continued to play an important role in the growing parks movement. In 1868, he was officially asked by the Chicago Academy of Sciences to prepare and present "a paper on Public Parks" (Rauch 1869, 4). The resulting publication was entitled "Public Parks: Their Effects Upon the Moral, Physical and Sanitary Condition of the Inhabitants of Large Cities; with Special Reference to the City of Chicago" (Rauch 1869). Although Rauch's argument focussed on the public health threat and presented scientific data, it is clear that he believed that Chicago needed great parks if it were to become a world class city:

> ...public parks may be regarded as an unerring index of the advance of a people in civilization and refinement... From the foregoing it will be seen how much has been accomplished elsewhere, and how little here. This is owing, no doubt to the rapidity with which Chicago has sprung up. But it is singular, that with all her characteristic business energy and forethought, she has so far neglected to secure ample grounds for park purposes; but the time has now arrived when it becomes necessary to act, and act in a manner that will not leave her behind, as compared with other cities, in those arts which embellish and render cities attractive as places of abode, we want, not alone a place of business, but also one in which we can live (Rauch 1869, 31).

Rauch's report includes information on the history of public parks throughout the world, detailed descriptions of American parks of the period, as well as scientific data on local conditions and suggestions regarding the potential benefits of public parks to the development of Chicago.

The argument for parks legislation was enhanced by noticeable improvements in Lincoln Park. By 1868, approximately $60,000 of work had been conducted in the park, making it a "truly beautiful place" (ibid., 30). Grading, constructing walks and drives, planting of trees and lawns, and a series of artificial lakes were completed. Through private funding, outdoor concerts were held, and two pairs of mute swans from New York's Central Park were donated, marking the beginning of Lincoln Park's zoological collections (Bryan 1899, 20).

New bills were drafted to establish three autonomous park commissions in Chicago, each responsible for a section of what was meant to become a unified boulevard system. Ezra B. McCagg, a northsider, was particularly involved with drafting the Lincoln Park legislation. Entitled "An Act to Fix the Boundaries of Lincoln Park in the City of Chicago, and Provide for its Improvement," the bill placed Lincoln Park under the exclusive control and management of a board of five commissioners (Bryan,1899, 22). Along with four other prominent north side residents, McCagg was named in the legislation as a commissioner. Since the property would continue to be owned by the City of Chicago, popular vote was not required, and the legislation was approved in February of 1869. Shortly thereafter, the Board of Commissioners met and elected McCagg as its first president.

The Lincoln Park Act set the northern boundary of the park at Diversey Ave., which was later renamed Diversey Pkwy., and was intended as the boulevard connection to the West Park System. The park's southern boundary became North Ave., and the eastern boundary was set at the "shore of Lake Michigan at the low water mark" (Rauch 1869, Appendix p. 1). The act initially established the western boundary at Clark

St. and Franklin St. (which later became Lincoln Park West), however, it was soon amended to extend this boundary west by adding a twenty two and one-half acres triangular tract of land between Fullerton Pkwy. and Diversey Pkwy. Lincoln Park's existing sixty acres would thus be expanded to create a landscape of nearly two hundred and fifty acres. This included all of the city land within the new boundaries, and several privately owned tracts, which would be acquired by purchase or condemnation.

Most of Lincoln Park's land was within the limits of the City of Chicago, however the areas bordering to its west and north were not (Nathan et al. 1991). The town of North Chicago was situated west of Lincoln Park between North Ave. and Fullerton Pkwy., and the town of Lake View was north and west of Fullerton Pkwy. The original Lincoln Park Act, which was approved in February of 1869, gave the board of commissioners "full and exclusive power to govern, manage, and direct the park, appoint all officers necessary, except a police force, and generally to possess all the power and authority conferred on or possessed by the Common Council in respect to public squares" (Bryan 1899, 22). This meant that the Lincoln Park Commissioners had the authority to act as city officials, and the park was under the ownership and police protection of the City of Chicago. Residents of North Chicago and Lake View immediately questioned the legality of the act because the revenue to improve and maintain Lincoln Park was raised through property taxes levied in their towns. In response to this problem, an amendment was approved by the state in April of 1869 repealing the commissioners' taxing power, and giving the North Chicago and Lake View town supervisors the authority to review and approve a proposed tax levy each year. This amendment was "considered advisable," due to the fact that the Lincoln Park Act, and the election of officers, had never been approved by popular vote (ibid.)

In spite of this amendment, there was still some question as to whether or not the Lincoln Park Board of Commissioners could act as a municipal corporation. After applying to the circuit court to appraise all of the privately owned tracts of land which were to be purchased or condemned, the commissioners asked the mayor of Chicago to issue bonds to secure those properties. Mayor Rice presented the request to the Common Council, which refused to issue bonds for Lincoln Park. The Lincoln Park Board of Commissioners then entered into several lawsuits, resulting in "a petition to the supreme court of the state for writ of mandamus to compel city authorities to issue the bonds" (Bryan 1899, 26). The supreme court, however, decided that the state legislature did not have power to force the City of Chicago to issue bonds without its consent. During the next couple years, the Lincoln Park Commissioners worked towards new legislation for proceeding with the development of the park. Eventually, the state approved an act authorizing the supervisors of North Chicago and Lake View to make special assessments to fund the enlargement and improvement of Lincoln Park.

In the first meetings of the Lincoln Park Commissioners in 1869, before they were aware of their impending legal problems, the board decided to hire Olmsted and Vaux of New York to develop sketches and plans (LPC Proceedings 1869, 1: 6). After realizing that the mayor would not issue bonds, however, they began pursuing less ambitious means to improve the park. Initially, President McCagg spent his own money to order surveys and maps of the existing Lincoln Park and Lake Shore Dr., and the parcels of private property which were intended to be part of the park expansion (Bryan 1899, 26). This was reimbursed the following year, in 1870 when the supervisors of North Chicago and Lake View levied taxes for the park's improvement and maintenance.

As part of Lincoln Park's first major expansion effort, the commissioners began efforts to remove the remaining burial ground. This began with the demolition of the morgue and small pox hospital structures, under the direction of the city's Board of Public Works (ibid.). Through condemnation procedures, families of cemetery lot owners were given a six month period and compensation to exhume bodies and transfer them to Rosehill and Graceland Cemeteries. One family mausoleum was never removed from the park. This was the Couch Tomb, which was constructed in 1857-58 for the families of the Couch Brothers, owners of the Tremont Hotel. The simple stone structure was designed by John M. Van Osdel, known as Chicago's first professional architect, who played an important role in rebuilding the city after the Great Fire of 1871.

In spite of the board's funding and land acquisition difficulties, the development of the park continued in 1870 in a fashion that was somewhat piecemeal though consistent with their original intent. Although there was no opportunity at the time to commission comprehensive plans for the park's enlargement, Nelson and his then partner, Olaf Benson, were hired to extend Lake Shore Dr. to the park's new northern boundary at Diversey Ave. (The old Lake Shore Dr. is now Cannon Dr.) As part of their scope of work, Nelson and Benson were paid fifteen dollars per year for "watching cows," and making sure that the roaming animals stayed away from the construction site (Bryan 1899, 40). Another problem with the construction work to expand the drive was that lake shore erosion was threatening to wash it away. In July of 1870, the commissioners appointed the park's first superintendent, A. H. Burley, and asked him to immediately begin building a pier south of Diversey Pkwy. to protect the shore (ibid., 28). Other piers were later constructed at different points along the shore.

During the early 1870s the board's priorities were to resolve their legal problems and proceed with acquiring the remaining property that would allow for the intended expansion. By 1873, though the legal complications were still an issue, the board gained autonomy from the city. A special event was held for aldermen and other city officials highlighting existing improvements and future plans. After this event, the Board of Public Works agreed to transfer all maintenance responsibilities to the Lincoln Park Board of Commissioners. At the time the board was also given permission to form its

own police force. One of its first duties was to enforce a newly created speed limit of six miles per hour. This rule was suspended on Tuesday and Friday afternoons, "for the benefit of owners of fast horses" (Bryan 1899, 42).

In 1872, the towns of North Chicago and Lake View complied with the Lincoln Park Board's request to levy a special assessment of $1,200,000 for land acquisition and improvements. Swain Nelson and Olaf Benson, who was his partner at that time, created a plan for the park's improvement which was published in January of the following year (Peltzer's Atlas of Chicago 1873). This plan was not realized because later in 1873, the state supreme court declared the assessment invalid. The grounds for this decision were that "officials of the two towns had no right to act jointly, those of one town having no right to assess property in another town," and the assessments were thought to be inequitably apportioned (Bryan 1899, 32). This caused additional complications in the land acquisition efforts. In 1874, the state legislature responded by amending the Lincoln Park Act. The amendment created a provision that would allow the park's constituent towns to take separate, rather than joint action for levying assessments. In June of 1875, the authorities of North Chicago and Lake View again approved a $1,200,000 assessment, and this time the decision was sustained by the state supreme court. This finally gave the board the opportunity to acquire the remaining private property and to improve the park. Appeals by property owners , however, prolonged the litigation for several more years.

Olaf Benson was appointed superintendent of Lincoln Park in 1876, and between that year and the early 1880s the new areas were finally improved into parkland. Many of the improvements followed an overall plan for Lincoln Park that Benson created between 1877 and 1879. Though it was never fully implemented, the plan included projects that had already been completed, others that were underway, and improvements intended for the future. The earliest projects included building the park's first green house and expanding the southern end of the South Pond. The excavated material was used for the construction of drives, paths, the Mall, which was a long elm tree-lined promenade, and a large meadow sometimes referred to as the Parade Ground. Another early project was the construction of Ridge Dr., which flowed along one of the paths Swain Nelson had placed at the higher elevations along the eastern edge of the original park. The first portion of Ridge Dr. was constructed in 1877 through the original section of the park between the South Pond and Webster Ave. The following year, it was extended from Webster Ave. north to Fullerton Pkwy. connecting to the west with the Park's new western circuit drive, Stockton Dr., and to the east with Lake Shore Dr.

The new Ridge Dr. allowed carriages to be diverted from Lake Shore Dr. This provided a "great relief to the shore drive," which was already having problems with traffic congestion, and a good vantage point for a "view of the speeding" on fast driving

days (LPC Annual Report 1879, 15). In addition to the problem of too much carriage traffic on the drive, there were conflicts between horses, bicycles, and pedestrians on pathways throughout the park. An incident involving a "stray and adventurous rider" of a "high bicycle" and a frightened horse resulted in an 1879 Board resolution "to prohibit horses being led in the park and to exclude all bicycles from the drives (Bryan 1899, 48-50; LPC Proceedings 1879, 401).

During the late 1870s and early 1880s, Benson that was advisable to delay major architectural construction until landscape improvements were well underway (LPC Annual Report 1880, 16). At the time, there were already several simple structures in the park. These included a complex of greenhouses, an office cottage for the Superintendent, some small shelters, a stables, and zoo structures for exhibits of buffalo, deer, bears, wolves, prairie dogs, raccoons, birds and other animals (ibid., 16-17). In addition to the zoological collections, the greenhouse/conservatory was considered one of the park's "chief attractions" (ibid., 11). This facility was not only an interesting indoor place to visit, but was also used for the cultivation of thousands of flowers and other plants to adorn Lincoln Park's landscape. Surrounding the greenhouse/conservatory, a formal garden that was implemented by 1880. This "French style" garden, shown in Benson's plan, contrasted with the naturalistic approach used throughout most of the landscape. Benson asserted that although the garden was "seemingly stiff and formal" it was "regarded as especially appropriate" adjacent to the facility that was devoted to horticulture (ibid., 9).

In addition to landscape gardening, a major priority of the late 1870s and early 1880s was to continue building shore protection devices. Although less permanent devices had been constructed since the early 1870s, they were unsightly wooden structures that were generally ineffective. In 1878 the Lincoln Park Commission decided to undertake a more ambition project to insure better protection of the shore. Borrowing a method used in the Netherlands, the project included the laying of mattresses made of brush on the lakeshore and paving the surface with stone (LPC Annual Report 1879, 10). At the time, there was an existing pier extending into Lake Michigan at North Ave., which had been built as part of an earlier shore protection effort. 1878, the board decided to convert this pier into a "floating hospital," to provide sick children with a sheltered "resort" on which they could enjoy the "refreshing breezes of the lake" (ibid., 11). By the following year, construction for the "Netherlands plan" was well underway.

In 1881, the commissioners began to focus on improving the area of the park north of Fullerton Pkwy. Citizens of Lake View had petitioned for a lake in addition to improved lawns. Though Benson's plan had included a long meandering waterway that would have flowed from the South Pond to the northern section of the park, dredging was done for a separate and much smaller North Pond. Rich soil taken from the "Ten

Mile Ditch" was used to create lawns surrounding the new pond. The sandy material excavated for the pond was then used to fill in the marshy "Ten Mile Ditch" and to form a hill just west of Cannon Dr. known as Mount Prospect. A driveway and bridle path were laid out encircling "and ascending Mount Prospect, with a concourse for carriages upon its summit," but the drives were washed out by every subsequent rainstorm, and they were soon abandoned and sodded over (Bryan 1899, 50). On the west side of North Pond, east of Stockton Dr. a small rustic pavilion, designed by M.E. Bell was constructed in 1883. At the time, it was adjacent to a rocky grotto of an artesian well that fed the pond. In 1884, the pond was filled with water and boats were placed in it during the last week in June.

The controversy regarding bicycles and horses continued during this period. The ordinance restricting bicycles from Lincoln Park was reinforced in 1880 and 1881. During the 1880s, interest in bicycling was growing nationally, "especially by athletically inclined men," and this "led to the organization of clubs and cycling associations" (Braden 1988, 243). Founded in 1880, the League of American Wheelmen was "especially influential in promoting clothing reform, better roads, and outdoor exercise" (ibid.). Chicago cycling enthusiasts sent a petition to the Lincoln Park Board of Commissioners requesting that bicycles be permitted in the park in 1881. The following year, a group of wheelmen requested suspension to the rule prohibiting bicycles so that they could hold a convention in Lincoln Park between May 29 through May 31, 1882 (Bryan 1899, 50). They called attention "respectfully to the facts that horses were becoming civilized and accustomed to wheels, and that in other cities restrictions were being removed, and bicycles given all the rights of express-wagons and other vehicles" (ibid.). The commissioners agreed to the suspension. After the wheelmen's convention, bicycles were allowed in the park, except during the evening hours. Even this restriction was lifted in 1886, due to the continued popularity of bicycling.

In the mid-1880s lakeshore erosion continued to be a major threat to the Lincoln Park landscape. In the winter of 1885-86 severe storms washed away several hundred feet of the new Lake Shore Dr. (north of North Ave.) and flooded the ball grounds (South Athletic Fields). The Farwell Tract, a parcel of private property that had taken the board years to acquire, was almost entirely eroded. Although it was believed that the "Netherlands plan" would alleviate these problems, the newly constructed breakwaters could not endure the damaging forces of nature. In addition to storm damage, the existing breakwaters were weakened by sand dredging along the edge of the shore, a common practice of companies that manufactured building materials. In response to this problem, a resolution was approved by the state legislature in 1885 to prevent any dredging near the shore (Bryan 1899, 104). The Lincoln Park Commission also decided that it was critical to develop an "impregnable" method of "protection against the lake" and the U.S. Army Corps of Engineers was consulted (ibid., 54).

During the mid-to-late 1880s, Lincoln Park's landscape was adorned by gifts of sculpture by individuals and ethnic groups. The park's first monument, *The Alarm* was donated by Martin Ryerson as a tribute to the Ottawa Nation. Ryerson, who "made a fortune in lumber business and invested in Chicago real estate" had succeeded in the fur trade with the Ottawas as a young man (Bach and Gray 1983, 156). Ryerson commissioned sculptor John J. Boyle to create the work when the Ottawa were forced out of Illinois to "Indian resettlement," in Missouri and Oklahoma (ibid.). Boyle, a Philadelphia artist, spent two months in the American West observing Native Americans. The piece was exhibited in Philadelphia, prior to being shipped to Chicago, and local citizens decided to commission a similar piece for installation in Fairmont Park. *The Alarm* was originally installed just outside the Lincoln Park Zoo. It was moved to a site just south of Belmont Dr. and east of Lake Shore Dr. in 1974, to make way for the construction of the new Great Ape House. *The Alarm* was originally unveiled on May 17, 1884.

In the same year that the park's first sculpture was installed, a group of Chicagoans of German descent formed a committee devoted to erecting a monument to *Johann Christoph Friedrich von Schiller*, the prince of poets. The Schiller-Denkmal-Comite commissioned William Pelargus, an artist of Stuttgart, to copy a monument considered a masterpiece. The original monument was sculpted by Enst Rau and was located in Marbach, Wurtemburg, Schiller's birthplace. Chicago's *Schiller* monument was installed at the south end of the formal conservatory gardens on axis with Webster St. and dedicated in 1886. The following year, a second sculptural work was installed in the center panel of the conservatory garden. A fountain with bronze figures, *Storks at Play*, is also named the *Bates Fountain*, in honor of its donor, Eli Bates. A partner in the Chicago lumber firm, Mears and Bates, Eli Bates died in 1881, and left in his estate funds for commissioning two works of sculpture in Lincoln Park, *Storks at Play* and the *Abraham Lincoln Monument*. Both commissions were awarded to the renowned sculptor, Augustus Saint-Gaudens, and his assistant Frederick William MacMonnies also collaborated on *Stcrks at Play* (Bach and Gray 1983, 140). Both sculptures were dedicated in 1887.

A committee in charge of the *Abraham Lincoln Monument* had planned on holding a competition, but decided to hire Saint-Gaudens outright in 1884 after he refused to compete (Gray and Bach 1983, 123). This sculpture, also called the *Standing Lincoln*, is known as one of the most accurate portrayals of the man and is "considered by many" to be Saint-Gaudens' masterpiece (ibid.). As a young man, Saint-Gaudens had seen Lincoln campaigning for president and had later viewed his body lying in state. One of the reasons the monument is so accurate is that Saint-Gaudens used life casts of Lincoln's face and hands that were discovered in the winter of 1885-86 by the sculptor's friend Wyatt Eaton (Dryfhout 1982, 158). Saint-Gaudens played an instrumental role in a committee that was formed to purchase the molds and donate them to the

Smithsonian Institution (ibid.) Modeling for the statue had begun in the summer of 1885. Saint-Gaudens had learned that there were men of Lincoln's height and physique in New Hampshire and Vermont. He established a studio in Cornish, New Hampshire and "was pleased to find a local Yankee model, Langdon Morse, the same height and build as the president" (ibid., 32). After being dressed in reproductions of Lincoln's clothing, Morse was "photographed in great detail."(ibid). Saint-Gaudens used the photos to "study every wrinkle and fold, to incorporate the necessary naturalism and realism in the modeling" (ibid.). During that period, important figures were more commonly portrayed in classical robes. Saint-Gaudens is known as one of the first sculptors to depart from that neoclassical convention and depict an important figure in a humanistic representation (Bach and Gray 1983, 124).

As Lincoln Park's landscape was being adorned with sculptural works in the late 1880s, the construction of a new breakwater was also underway. In 1886, the United States Army Corps of Engineers were consulted, and Captain W. L. Marshall was instrumental in developing an ambitious new shore protection plan (Nathan et al. 1991, 47). Located between Burton Pl. at the south (one block south of North Ave.) and Fullerton Pkwy. at the north, the new breakwater was constructed approximately 500 feet east of Lake Shore Dr. (Bryan, p. 54). One of the reasons that the breakwater was located so far into the water was that this allowed a substantial area for landfill. The addition of "many valuable acres to the park domain" helped justify the major expenditure for the project (ibid.).

In 1889, while the landfill project was underway, boating enthusiasts asked that the plans be modified to include a "straight-away protected course for rowing races" and a yacht harbor (ibid.). Rowing was a sport that had been favored by collegiate athletes since the 1830s and had achieved greater national popularity after the Civil War (Braden 1988, 210). Technological advances of the 1870s and 1880s "made a range of small boats more affordable to the general public" and noncompetitive yachting and canoeing also became commonplace, particularly because they were activities open to women as well as men (ibid.). The Lincoln Park Commissioners responded to the request for boating by devoting a small area of the new beach to yachting, and also agreeing to dredge a rowing lagoon. By excavating a long lagoon from the partially completed fill area, the commissioners were not only able to respond to the community's recreational needs, but also reduce the costs and schedule for completing the project. Completed approximately four years later, new sixty acre addition to the park included a "spreading lawn" surrounding the long South Lagoon. (Bryan 1899, 54). A high bridge was constructed over the South Lagoon. (In later years, after it had become well known as Suicide Bridge it was removed.) East of the lagoon there was a new outer drive, established to help alleviate the heavy carriage traffic on the original Lake Shore Dr. (now Cannon Dr.). A low parapet wall separated the outer drive from a new paved beach.

In the late 1880s, when the new outer drive was planned as part of the sixty acre extension, the commissioners also began planning to extend the drive south to Ohio St. The commissioners had been involved in shore protection this far south since the mid-1870s, "because the lake had the habit of washing around the end of the breakwater and sweeping over Pine St., south of Oak St. and washing it away" (Bryan 1899, 76). (Today, Pine St. is named N. Michigan Ave.) The idea of extending the park's southern boundary by adding landfill to between Oak St. and Ohio St. was presented by private lake shore land owners in 1886. Two years later the Lincoln Park Commissioners began holding meetings with the shoreline owners in this area. A resulting bill was drafted and approved by the State in June of 1889 enabling the Commissioners to add fill and extend the drive from Oak St. to Ohio St., on a line one thousand feet more or less from the existing shore (Nathan et al. 1991, 51). The money was provided by shoreline land owners in return for deeds to the new landfill property between their land and the new extension to the outer drive. In 1891, a breakwater was constructed from Indiana St. (now Grand Ave.) to Oak St., and the work of building the boulevard extension began. Known as the Ohio St. extension, the plans included a granite paved beach, a broad stone sidewalk, and bridle and bicycle paths (ibid.). The inclusion of the bicycle path reflects the rapid growth of popularity of this activity, which had been prohibited from the park less than a decade earlier. The project took several years, and eventually it included stretches of lawn and double rows of elm trees on both sides of the broad drive (Nathan et al. 1991).

When the Lincoln Park Commissioners began the negotiations with property owners south of Oak St. regarding the Ohio St. extension, owners of shoreline north of the park also asked for an extension to Lake Shore Dr. As early as 1875, the Lincoln Park Commission had approved the concept of extending the drive as far north as Devon Ave., five miles beyond the Diversey Pkwy. boundary (Bryan 1899, 94). Authorities of the town of Lake View brought the issue to popular vote in 1876, but the proposal was defeated. Ten years later, owners of property between Belmont Ave. and Byron St. presented a more modest proposal to extend the drive along the edge of the lake, on existing land with minimal landfill. At the time, Lake View Ave., north of Diversey Pkwy. was under construction, and the commissioners wanted to wait until this was completed before considering a drive extension north of Belmont Ave. Named Sheridan Dr., the Lake View Ave. extension, which ran north to Belmont Ave. was completed in 1889. Upon its completion, the Lincoln Park Commissioners began plans to extend this drive north to Byron St. After the Town of Lake View agreed to condemn land for the project, the Lincoln Park Commission found that it not only needed additional legislation, but also a special assessment to fund the construction (ibid.). Only a few property owners brought the issue before the state supreme court, and the project did not proceed for several years. When the work finally commenced, it included the

same breakwater system as had been devised by Major William Marshall. Completed in 1897, the Sheridan Dr. extension included a bicycle path from Cornelia St. to Grace St.

While lake shore protection and the drive extensions were the major efforts of the Lincoln Park Commission between the late 1880s and the 1890s, there were also landscape, architectural and sculptural improvements to the older sections of the park. Some of these projects are shown on a Topographical Plan of Lincoln Park dated January 1, 1887, for which the designer is unknown. Several elements of this plan reflect changes or modifications to Benson's plan of 1877-79, which was no longer followed after his resignation as superintendent in December of 1881 (LPC Proceedings 1881, 2: 58). For instance, Benson had proposed a long meandering extension to the South Pond that would have flowed to the northern section of the park. While that long waterway was not realized, the 1887 plan included a much smaller northern channel extension to the South Pond that was implemented. This straight waterway was flanked by birch tree-lined walkways, and became known as the Birch Tree Channel or the Walk of the White Birches. By the mid-1890s, this was considered "one of the most charming promenades of Lincoln Park" (*Souvenir of Lincoln Park* 1896, 48). The channel flowed along the eastern edge of the "French style" formal garden, south of the greenhouse facility.

A greenhouse facility existed on this site since 1877. The popularity of the park's floral displays was so great during this period that additional greenhouses were needed to propagate more flowers almost as soon as the original facility was constructed. Several additions were made to the original greenhouse in the late 1870s and 1880s. By 1889, the commission's floral department had expanded and the existing greenhouses "with their rambling additions were so poorly fitted for the display of the floral life of the Park and the convenience of visitors, that the commissioners determined upon extensive improvements" (Bryan 1899, 86). In 1890, two architects were hired to design a new conservatory complex. M.E. Bell was responsible for the propagating house and the more renowned architect, J.L. Silsbee was commissioned for the show house part of the complex. Located at the rear of the show house structure, Bell's utilitarian propagating house facility was composed of stables at the lower level and greenhouses at the upper level.

Bell served Silsbee's assistant on the design and construction of the show house structure. Built in stages between 1890 and 1895, the facility consisted of a Palm House, Fernery, and Orchid House, and general showroom called the Conservatory. The glass and metal structure had a bell cast profile with random ashlar boulders at the foundation, with broad terraces surrounding its front and two sides. The Lincoln Park Commission's Annual Report of 1892 proposed the interior treatment of the conservatory:

> Harmonious arrangements of rocks will be introduced to give character to the surface of the soil. Tall palms, cycads, tree ferns and bamboos will rear aloft their heads, while below will revel the shade loving ferns, mosses, and other beautiful forms of plant life, and from truss and column will hang climbers of many kinds, some of beautiful foliage and others covered with flowers, twining among the iron of the structure and covering it with a luxuriant tropical growth, blending the whole into a natural grouping of Nature's loveliest forms (Lincoln Park Commission December 31, 1892).

The Victorian aesthetic expounded in this proposal for the interior work was implemented in each of the four show rooms.

Silsbee was educated at Harvard and the Massachusetts Institute of Technology and practiced architecture in Syracuse, N.Y. prior to moving to Chicago in 1882. Known for his experimentation with the Queen Anne, Shingle, and Romanesque Revival styles his work became increasingly eclectic in the 1890s. In addition to the Conservatory, Silsbee was responsible for the design of another Lincoln Park structure, a brick and stone comfort station. Known commonly as the Carlson Cottage this bathroom facility was shown as a Men's and Ladies Cottage on early plans, but by the late 1890s, it was designated as a Women's Toilet Room (Bryan 1899, 97-100). The Silsbee comfort station was constructed in 1888 west of the South Pond and just northwest of a refectory building that was designed by William Le Baron Jenney and constructed in 1882. All three of these Victorian structures had a picturesque quality that was popular during the period, particularly for the design of buildings within a pleasure ground.

East of what had been the greenhouse facility and was later the Silsbee conservatory, there was a Victorian landscape of two artificial lily pools. Developed in 1889, the area had previously been a depression between two sand dunes on the lake shore. Two years before, a power house building designed by Theodore Karls was constructed just north of this area (LPC Proceedings 1887, 2:246). A German immigrant, Karls worked for the noted architect W.W. Boyington and began his own firm after the Chicago Fire. His Lincoln Park Power House, which replaced an earlier more modest engine room structure, was a brick Revival style building with a huge round chimney stack. The new power house provided steam to heat one of the two pools, allowing for the cultivation of exotic water lilies.

The Victorian lily pools were introduced by John A. Pettigrew who served as Superintendent of Lincoln Park from 1889 to 1894 and Carl Stromback, who was head gardener during the same period (*Park and Cemetery* 1895, X: 7, 129). The "tender aquatics" were difficult to cultivate and the pools were sometimes known as "Pettigrew's frog ponds" (ibid.). Persistent efforts on the part of Mr. Stromback, however, led to the successful introduction of the fragile exotic plants. Most striking

was the Victoria regia, known for its structure, the beauty of its flower, and its leaves which grew to six feet in diameter (LPC Annual Report 1892). The two pools were irregularly shaped, and were concrete lined with rustic stone edges. The larger also had a rustic stone footbridge. This whole area was redesigned in the late 1930s.

West of the conservatory and formal garden, located between Stockton Dr. and North Park Ave. (now Lincoln Park West) a naturalistic garden was also introduced during Pettigrew's tenure. The area was shown as a perimeter landscape with informally arranged plantings in the 1887 plan. By the early 1890s this was planted as a perennial garden of beds with undulating edges following the general arrangement of the 1887 plan. Known commonly as Grandmother's Garden, and also interchangeably as the Perennial or Old English Garden, this naturalistic landscape was intended as a "contra-distinction to the French style" or more formally arranged garden to its east (Souvenir of Lincoln Park 1896, 52). While the perennial garden was "a profusion of flowers of all kinds combined according to color and foliage" the French style formal garden was "an arrangement of set forms and conventional designs" (Ibid.). An article published in 1900 suggested that one could not find a better example of the two contrasting styles in one place, and that the juxtaposition of the two gardens created the "opportunity to compare the merits or demerits of either style" (*Park and Cemetery* 1900, Xn. 7: 160).

In 1893, when the perennial garden was either under construction or had recently been implemented, it was selected as the site for a monument to *William Shakespeare* which was bequested by Samuel Johnston, director of the Chicago City Railroad Company who died in 1886 (LPC Proceedings 1893, 3: 144; Bach and Gray 1983, 132). The Old English Garden was considered a fitting site for a bronze Bard of Avon. A competition to design the monument was won by William Ordway Partridge, who studied hundreds of existing portraits and busts of Shakespeare. At the World's Columbian Exhibition of 1893, Partridge exhibited a plaster model of the *Shakespeare* monument as well as maquettes of other works. This display of his works brought Partridge his earliest public recognition (Gray and Bach 1983, 143).

A number of additional pieces of sculpture were given to Lincoln Park by other private donors during this period. The Honorable Judge Lambert Tree who served as minister to Belgium under President Grover Cleveland donated two sculptural works, the *Robert Cavelier de La Salle* and *A Signal of Peace.* Judge Tree commissioned the *La Salle* while serving in Brussels and he selected the Belgian sculptor Count Jacques de La Laing for the project (Bach and Gray 1983, 129). The bronze sculpture was cast in Belgium and installed in October of 1889, after Judge Tree's return home to Chicago. Judge Tree had great admiration for La Salle. He asserted:

> To those of us whose lot has been cast on the shores of the great lakes and in the valley of the Mississippi, he is an historical figure of the deepest interest, for it may be truly said that he was the first white man who penetrated the western wilderness and sent back word to Europe, of the vast empire here that awaited the touch of the hand of civilization to bring it into being. With his explorations of the interior of the North American Continent, the history of the Mississippi valley really begins (Lambert Tree July 8, 1889).

Judge Tree also admired the Native Americans who lived in the area prior to white settlement. After seeing *A Signal of Peace*, a bronze Sioux chief sitting on a pony, at the World's Columbian Exposition of 1893, Judge Tree purchased the piece and it was installed in Lincoln Park the following year.

Another major sculpture installation in the early 1890s commemorated the eighteenth president of the United States, Ulysses S. Grant. Purchased by a public subscription campaign that was launched in 1885 shortly after Grant's death, nearly 100,000 people donated money to commission a monument (Bryan 1899, 105). The sculptor who won the competition for the *Ulysses S. Grant Memorial* was an Italian immigrant, Louis T. Rebisso (Bach and Gray 1983, 132). Located between Ridge Dr. and the old Lake Shore Dr. (Cannon Dr.), the bronze equestrian figure was given prominence by its placement on a massive Richardsonian Romanesque style masonry base constructed into the ridge, rising above the highest elevation of the land. Designed by Francis M. Whitehouse, the base has an arched opening at its lower portion affording a view of the South Pond from the east, and Lake Shore Dr., the Outer Dr., and Lake Michigan from the west. Ridge Dr. crosses along what was known as the "carriage terrace," the upper portion of the base (*American Architect and Building News* 1886). When the monument was dedicated in 1891, Mrs. Grant and other prominent dignitaries marshaled a procession of more than 200,000 attendees of the event which was organized by the Army of the Tennessee (*Souvenir of Lincoln Park* 1895, 17).

While the *Grant Memorial* dedication was known to be the largest ceremony held in the park at the time, there were many other widely attended attractions and activities as well. Hundreds of park permits were issued in the late 1880s and early 1890s for events including concerts, parades, weekly military drills, fireworks displays, boat exhibits, horseless carriages contests, baseball competitions, turner club exhibitions, and bicycle and foot races (LPC Proceedings 1880-90 v.2; 1891-96 v.3). A variety of different kinds of concessions also began operating in Lincoln Park during this period, although concession permits had generally been denied until the early 1880s. A phaeton operation of carriages for touring was first approved in 1885 (LPC Proceedings 1885 2: 168). By 1895, this concession included a stand, large phaetons for groups of touring parties available at twenty-five cents per person round-trip; single pony phaetons for

fifty cents per half hour; and double horse phaetons at one dollar per half hour (*Souvenir of Lincoln Park* 1895, 31). Other park activities that were provided by concessionaires included swings of various sizes for children and adults, and swan boats in both the North and South Ponds that held approximately a dozen passengers. "Ornamented with the wings and head of the swan," these were paddle boats operated by foot pedals (*Souvenir of Lincoln Park* 1895, 30). Additional concessions operating in the park at the time included fruit stands and photographers.

In addition to the leisure activities offered by the concessions, parade and baseball grounds, ponds, beaches, gardens, the conservatory, and the zoo, new educational opportunities were offered in Lincoln Park when its first museum opened in 1894. This was a permanent building designed by Patton and Fisher to house the Chicago Academy of Sciences. Founded in 1857 to promote knowledge of the region's natural history, the academy first approached the Lincoln Park Commission in 1878 requesting permission to collect bodies of zoo animals at their death (Bryan 1899, 56). In 1884, trustees of the Academy of Sciences met with the Lincoln Park Commissioners to determine whether the park might be a possible site for a natural history museum. Initially, the project did not proceed because a state bill was not approved. In 1893, an agreement that was approved by the legislature allowed the project to proceed. A donation by Chicago businessman Matthew Laflin funded approximately three quarters of the total cost of the building. The remainder of the costs for construction, maintenance, and some of the operating expenses for the new museum were funded by the Lincoln Park Commission, and in return for this commitment the commissioners were given office space in the building.

Just northeast of the Academy of Sciences building, on the opposite side of Stockton Dr., a *Hans Christian Andersen* monument was installed in 1896. Commissioned by a national organization of Danish citizens, the bronze piece depicts the seated figure of the writer with the swan of "The Ugly Duckling," at his side (Bryan 1899, 106). John Gelert, who had served on the international awards jury of the World's Columbian Exposition, was the sculptor (Bach and Gray 1983, 135). A second piece sculpted by Gelert was placed in Lincoln Park the following year. This was a bust of *Beethoven*, placed in the perennial garden south of the *Shakespeare* monument. Unfortunately, this piece was stolen in 1970 and only its base remains in Lincoln Park.

Another sculpture donation made to Lincoln Park in 1896 was the *Benjamin Franklin* monument given by Joseph Medill, editor of the *Chicago Tribune* and the Old Time Printers Association. It was sculpted by Richard Henry Park who had come to Chicago from New York because of anticipated commissions for sculpture during the World's Columbian Exposition. The monument was originally placed on axis with Webster Ave., just west of the old Lake Shore Dr. (now Cannon Dr.). In 1966, the

Franklin monument was moved from its original location to the terminus of the mall, replacing what had been a round fountain and flower beds.

During the mid-1890s, Lincoln Park's gardens continued to be extremely attractive and popular under the care of Carl Stromback, head gardener. There were publications in national magazines about the use of exotic plants such as yuccas, and descriptions of Lincoln Park garden amenities including rustic vases, tubs, and stone terracing (*Park and Cemetery* 1896, VI: 4, 273; *Park and Cemetery* 1896, V: 12, 202). In 1897, a request for seeds of the exotic Victorian lilies came from a high ranking Egyptian official (Bryan 1899, 86). At the time, the floral department received more support than most other administrative functions of the Lincoln Park Commission. After being notified that both the plants in the propagating facility and the horses in the stables below were dying because the two had conflicting environmental needs, the board agreed to build one of the few new structures during the period. Designed by Warren H. Milner, the new building, placed north of the conservatory and propagating house provided stables for the work horses (LPC Proceeding 1898, 4: 296). Subsequently named the Fullerton Shops., the brick building with an ashlar stone foundation was constructed in 1898. The conflict was further resolved by a rehabilitation of the propagating facility by J.L. Silsbee to provide better conditions for plants.

While the floral department was highly respected throughout the 1890s, problems began emerging in almost every department of the park's administration. In 1894, shifting political tides led to the empowerment of a patronage system. Considered a re-organization plan by the board, all of Lincoln Park's executive level staff members were forced to resign (LPC Proceeding 1894 3: 195-96). This included a number of employees who had previously been held in high esteem, including Superintendent John A. Pettigrew, who went on to direct the Milwaukee parks. The selection of three subsequent superintendents was influenced by political alliances. The third, Paul Redieske was known as a close friend of Fred A. Busse, "the rugged rough-talking, quick thinking product of a tough North Side neighborhood" who was elected mayor several years later (Wille 1972, 86). Redieske, who had served as tax collector for the town of North Chicago, was sued by the Lincoln Park Commission in 1897 and 1898 for financial mismanagement (LPC Annual Report 1898, 11-12). Ironically, he was appointed as superintendent of Lincoln Park the following year.

During Redieske's tenure as superintendent between January of 1899 and August of 1901, the patronage system took its heaviest toll on the park. The Lincoln Park Commission's 300 employees came to be known as "men who did political work" instead of "park work" (*Chicago Tribune*, July 7, 1901). A rare exception to this was Annetta E. McCrea, who was known as one of the nation's first women landscape architects (*The Record Herald*, September 22, 1901). The wife of Frank McCrea, a nurseryman, Annetta McCrea took over her husband's business after his death in 1893.

In 1899, she wrote to the Lincoln Park Board proposing that she be appointed as its first consulting landscape architect (LPC Proceedings 1899, 5: 26). They agreed, and she began working in that capacity in February of 1900. She soon developed a plan for tree and shrub plantings and a labeling system. Unfortunately little of her work was realized because difficulties with Superintendent Redieske and other political differences led to her dismissal within the year (*Chicago Tribune* Sept. 22, 1928). Annetta McCrea went on to serve as landscape architect to a number of railroad companies, and was involved with municipal improvement organizations and women's suffrage associations.

In 1901, the visibly dilapidated conditions of Lincoln Park and widely known corrupt management practices of its administrators prompted Governor Richard Yates to undertake major political reform. After replacing four of the board's existing seven commissioners with "excellent businessmen," the governor stated that "he expected the commissioners to disregard pull and politics and to apply sound business principles to the affairs of the long-neglected and decaying pleasure ground" (*Chicago Post* July 8, 1901). Two of the new commissioners, Bryan Lathrop and Francis Simmons, were greatly interested in and extremely knowledgeable about the practice of landscape gardening. Lathrop, a prominent real estate speculator and philanthropist served on the Board of Graceland Cemetery, one of the nation's premier naturalistic landscapes, and was the nephew of its founder, Thomas Barbour Bryan.

The new Lincoln Park Board's first decision was to replace Superintendent Rediseske, and Governor Yates suggested the appointment of a retired quartermaster of the U.S. Army. Lathrop was concerned that while the candidate was "a very estimable gentleman":

> he knew nothing of the making and care of parks; nothing of soils and fertilizers; of artistic grading; of planting and pruning; of the maintenance of lawns; of the nature and habits of trees and shrubs, or the effect of time on their from and color in masses; in short, he had no knowledge of even the rudimentary principles of Landscape Gardening (*Park and Cemetery* 1902 XII: 7, 361).

Strongly advocating that the new superintendent should have prior experience in managing landscapes, Lathrop proposed hiring Reuben Warder, a "man of the highest character of tried integrity and ability" who had skillfully managed the Cincinnati parks until that system was corrupted by politics the previous year (*Chicago Inter-Ocean* July 7, 1901). The governor and other commissioners agreed to recruit Warder, and his high fee was raised by eliminating the title of secretary and combining its duties with the position of superintendent.

Another professional recruited by Lathrop to work for the Lincoln Park Board was Ossian Cole Simonds, who later became recognized as an originator of the Prairie style of landscape architecture. Although he was trained in architecture under William Le Baron Jenney, Simonds became involved in landscape gardening at Graceland Cemetery in the late 1870s. As Simonds' mentor, Lathrop introduced him to seminal landscape gardening plans and writings and they visited the nation's most important cemetery and park landscapes. Having decided to devote his professional life to landscape gardening, Simonds was appointed superintendent of Graceland Cemetery in 1881, and soon began accepting other commissions on a consulting basis. By 1898, he had shifted his Graceland Cemetery role to consulting landscape gardener, and in 1903 established the firm O.C. Simonds and Company (ibid.). Appointed to the position that had not been filled since the dismissal of Annetta McCrea, Simonds became Lincoln Park's consulting landscape gardener in 1903. He continued in the position until it was eliminated in 1913, after both Lathrop and Simmons had resigned from the board. When Simmons was reappointed to the board and elected its president in 1917, Simonds was rehired as consulting landscape gardener, and remained in the position until it was eliminated in 1921, after Simmons' death.

By 1904, after Simond's first year of consulting to the Lincoln Park Board of Commissioners, he had made substantial progress in planning the park's first extension north of Diversey Pkwy. Since the 1870s the commissioners had discussed extending the park north to the city's limits at Devon Ave. A rough scheme was published in 1896, however, no major progress took place until after Yates' reform of the board. Simonds developed plans between 1904 and 1908 for approximately two hundred and seventy five acres of new landfill. This project, which nearly doubled the park's size, was intended as a first step towards the larger ambition of adding a total of five miles of northern shoreline. After reaching an agreement with property owners north of the park's existing boundary, breakwaters were constructed to Cornelia Ave. (*Chronicle*, March 10, 1904). The extension incorporated programming and design elements that reflected the popularity of lakefront activities. East of the previous shoreline, between Diversey Pkwy. and Fullerton Pkwy., there was a new inlet waterway known as the North Lagoon, with bathing and boating facilities. The lagoon defined the western edge of a new Picnic Island, and to the north was a new boating harbor, roughly between Belmont Ave. and Cornelia Ave. The majority of the landfill and construction work took place between 1907 and 1915. Simonds also developed an ambitious plan for extending Lincoln Park north to Devon Ave. between 1908 and 1912. Due to changing political tides, this plan was never realized.

According to Wilhelm Miller, one of the earliest proponents of the Prairie landscape style, Lincoln Park contained some of the Simdonds' most representative work (Miller 1915). In addition to the extension plans, Simonds redesigned some of the park's older sections. The intent was to accommodate the intensive functions fostered by the growing interest in active recreation after the turn of the century, and to "produce the quiet sylvan

conditions so much needed and desired by city dwellers."(LPC Annual Report 1908, 27). This was achieved by elongating some of the tightly winding paths, and screening the park's architecture and busy streets. In many cases, Simonds found ways to accommodate additional facilities for special interest groups without compromising this design intent. For instance, when a rowing club petitioned the board of commissioners for a boat house in 1908, Simonds designed a structure in conjunction with the architectural firm of Perkins and Hamilton that was built into an embankment along the South Lagoon. To further camouflage the building, it was placed under a berm covered with lush native plantings. A similar approach was used in the design of a small brick building designed by Perkins, Fellows and Hamilton in 1913 or 1914, that replaced an earlier North Pond Refectory. Screened by rolling topography at its north and east sides, the building was given an unimposing south facade facing the pond. It provided a small cafe and warming shelter for winter ice skating, and is now known as the Park Place Cafe.

Recommending the same philosophy for the design of new zoo structures, Simonds asserted that "if additional buildings in the area would be low and dark in color, and have a setting of trees and shrubbery, the injury to the general scenery to the park would not be great" (LPC Proceedings 1911 8:16-18). At the time, he was particularly concerned about the encroachment of zoo facilities into the park's landscape. A bird house designed by Jarvis Hunt was constructed in 1904, and a number of new exhibits including an elephant stockade, pheasant cages, wolf pits, beer dens, fox pits, mountain lion shelters, and monkey cages were added between that time and 1911 (West 1911, 39-62). After making a strong plea against further zoo expansion, Simonds undertook efforts to screen the new facilities. The Birch Tree Channel which had previously been located just outside of the zoo was filled between 1900 and 1902. On this site, between 1906 and 1908, two small irregularly shaped ponds were excavated. Just east of these ponds, re-grading was done to create a undulating hill and plant masses were installed to create "an effective screen in shutting out views of the unsightly buildings and cages of the zoological department from the direction of Stockton Dr." (ibid., 26-27).

The philosophy of hiding buildings was even applied to Prairie School architecture. For instance, Perkins and Hamilton's premier park structure, the South Pond Refectory, known as Cafe Brauer, was originally heavily screened with vegetation masses. Replacing the earlier refectory that had been designed by Jenney, the red brick building had loggias that curved gently around the edge of the South Pond. The building, which is listed on the National Register of Historic Places had a lunch room on the first floor, and a Great Hall with the Brauer Brothers' restaurant on the second floor. The hall was also available for dances and other social functions (West 1911, 25). Warmly lit by a skylight at the ridge of the building's hipped roof, the Great Hall, "an elongated octagon in form" was given unique decorative details including art glass windows and lighting fixtures, terra cotta and patterned brick elements, and glazed faience tiles with vignettes of landscape scenes (Perkins, Fellows and Hamilton 1925). These extraordinary ceramic elements were

executed by Rookwood Potteries and are believed to have been designed by Dwight Perkins' wife, Lucy Perkins (ibid., 227).

As explained in the South Pond Refectory National Register nomination form, Dwight Perkins' involvement in the parks reform movement of the turn of the century led to his firm's Lincoln Park architectural commissions. Perkins was appointed to the Special Park Commission when it was formed by the City of Chicago in 1899 to study the need for new parks in the congested tenement districts. By 1904, when Perkins was author of the Report of the Special Park Commission recommending a new small park system and outer belt of forest preserves, both Bryan Lathrop and O.C. Simonds were serving as members of this impressive governmental panel (Perkins 1904). According to Perkins, it was "with the keenly intelligent and sympathetic co-operation of Mr. Lathrop" that his firm's design work was developed for Lincoln Park (Perkins, Fellows and Hamilton 1925, 162).

Other Lincoln Park work designed by Perkins' firm (which became Perkins, Fellows and Hamilton in 1911) were the Lion House, the Daily News Fresh Air Sanitarium and ornamental lampposts. The Lion House won the gold medal for excellence of design by the Illinois Chapter of the American Institute of Architects in 1912, the year that it was constructed (Perkins, Fellows and Hamilton 1925). Both of the building's gable end facades have unique decorative animal figure motifs (mainly lions) of "brickwork and other burnt clay products" (Ibid.). The Fresh Air Sanitarium building, now known as Theater on the Lake, was funded by the *Chicago Daily News* to provide healthful lake breezes for sick babies and children (Nathan et al. 1991, 55). Replacing an earlier frame shelter, the Fresh Air Sanitarium was designed in 1913 and constructed in 1920. The building had a "great steel arched pavilion" providing space for swinging wire basket cribs for 250 babies (Perkins, Fellows and Hamilton 1925, 169).

Perkins, Fellows and Hamilton also designed two outdoor light fixtures for Lincoln Park in 1910. There was an upright globe and a double hanging globe version, both of which had concrete poles and the same bronze collar detail. The fixtures, which were used throughout the park, were particularly notable because of this attractive Prairie style collar detail. The Lincoln Park Commission also began using the fixtures on streets throughout their north side jurisdiction and even proposed that they be used at the approach of Navy Pier (LPC Proceedings 1916 9: 532). Perkins, Fellows and Hamilton, however, pointed out that they had patented its design, and all future requests to use the fixture were then forwarded to the firm (LPC Proceedings 1913 9: 259). Other site furnishings and structures cast in a similar concrete mix during the early 1910s, may have been designed by Simonds or Perkins. Among these were drinking fountains, gate posts and bridges. It was believed that concrete was "a material second to none in durability" and that through "the adoption of various aggregate and by skillful surface treatment," the material could "assume a real beauty of individuality" (West 1908, 415).

In addition to built elements, Lincoln Park's landscape exhibited Prairie style influences although Simonds' expression of the style was more subtle than that of its other innovator, Jens Jensen. One of the major reasons that Simonds is recognized as the landscape style's earliest practitioner was that he began transplanting native vegetation to the Graceland Cemetery landscape as early as 1880, an extremely unusual practice at the time. Though Simonds did not rely exclusively on a palette of indigenous plants in Lincoln Park, he incorporated them in most of his work there. An article published in 1907 entitled "Formality Ousted in Improvements in Northern Park," stated that more prairie roses and other flowers of "native fragrance" had been planted than ever before. It noted that a "visitor who has seen the country or who has walked in an American home garden will not need a botanical text-book to give him the name of the plants that he finds blossoming" (Clark *Chicago Evening Post* 1907). This article also emphasized the importance of Lake Michigan as an inspiration for the design of the extension, and the care taken to incorporate views and vistas into its design (ibid.).

By 1916, almost all of the facilities of the new northern extension to Cornelia Ave. were open to the public, and access was provided by its new Lake Shore Dr. extension. By this time, cars commonly drove on Lake Shore Dr., and motor buses were allowed on certain routes in the park. An extensive system of bridle paths were, however, still offered in Lincoln Park including speedways for fast horses (West 1911). Bathing beaches attracted huge crowds during the summer months to Picnic Island and the North Lagoon (also known as Diversey Harbor), which had men and women's bath houses. (Picnic Island was renamed Simmons Island after the death of the commissioner in 1920). Also popular on the North Lagoon were rowing and canoeing. Motor boats were accommodated in both the North Lagoon and Belmont Harbor, which also had moorings for sailboats. Several years later, in 1923, the Chicago Yacht Club's floating clubhouse designed by George Nimmons was placed in Belmont Harbor. For a short period of time, motor boats were also allowed in the south lagoon, which had originally been built for rowers. Rowing continued to be popular, and both types of boats were allowed in the waterway. Surprisingly, "there is no record of any problem between the rowers and the motor boats on the narrow lagoon" (Nathan et al. 1991, 48).

An additional recreational area for water-related activities was the Ohio St. Beach. Although between 1908 and 1911 the City of Chicago had elaborate plans for building a bathing beach at Ohio St., the Lincoln Park Commission decided not to give its permission for the project. Instead, a new agreement was reached in 1914 by which the city was allowed to fill an area of submerged land east of Lake Shore Dr. between Ontario St. and Grand Ave. to build a municipal pier and harbor (Navy Pier). The city agreed to construct a breakwater that would protect the entire area and conduct all of the landfill work. Title to the land east of the breakwater was given to the city, and the new beach area created west of the breakwater became the southernmost part of Lincoln Park (Nathan et. al. 1991, 51).

While the Ohio St. Beach was under construction, the Lincoln Park Commissioners began new efforts to continue the expansion of the park northward. The intent was to carry out Simonds' 1912 expansion plan that would extend the park from its current northern boundary at Cornelia Ave. to Devon Ave. To fund the landfill project, a state law had to be approved for a one million dollar bond issue. Northsiders were well aware of "the pressing need of increased park area" and successfully "rallied" support of the bill, which was approved in 1915 (LPC Annual Report 1913-16, 6). The following year, the project began with the construction of breakwaters. The next phase of filling was between Cornelia Ave. and Montrose Ave., however, work progressed slowly due to World War I. The city began discussing the idea of building an airport on the new northern extension. Although the Plan Commission supported the project and the *Chicago Tribune* had a favorable editorial, local citizens protested strongly against the plan. In 1921, the Lincoln Park Commission's attorney informed the city that the Board had no authority to grant such uses of the park, and the problem was effectively circumvented (Nathan et al. 1991, 15).

The commissioners' main intent for the park expansion was to provide additional areas for water-related activities, which always drew huge crowds. People had also begun using Lincoln Park lawns for many other activities including fly-casting, roque, croquet, and archery, and baseball had never lost its popularity (West 1911, 23). Simonds' 1912 expansion plan not only incorporated areas for these sports, but also several playgrounds and an eighteen hole golf course to be developed between Montrose Dr. and Foster Dr. Since 1909 there had been a great demand for golf in Lincoln Park. That year, a temporary six hole course was created just north of Diversey Pkwy. In 1915, it was replaced with a free 9-hole golf course designed by Thomas Bendelow of the A.C. Spalding Company and Chic Evans, a nationally acclaimed golf pro (LPC Annual Report 1913-16, 11). The following year, a brick shelter building was constructed as part of the golf facility. The attractive red brick building with glazed ceramic tile details was designed by Andrew N. Rebori.

A second building designed by Rebori was the Lincoln Park Gun Club facility. Founded as a local chapter of the Sportmen's Club of America in 1912, shooting enthusiasts were given permission to trap shoot in Lincoln Park north of Diversey Pkwy. in 1915 (LPC Proceedings 1915, 9:247). In 1918, the group asked for permission to construct a permanent clubhouse with a roof deck where visitors could "enjoy the shooting without getting in anyone's way" (LPC Proceedings 1918, 10: 189-90). Although their original request was denied, an agreement was made between the commissioners and the club in 1919, and the Rebori building was constructed the following year. Another building that provided an indoor facility to enthusiasts of an outdoor sport was the South Fieldhouse, which had boys and girls locker and shower rooms with access from the exterior. The Georgian Revival style building was designed by Edwin H. Clark

and constructed in 1922. In addition to providing locker facilities to those using the south ball fields, the building had some office and meeting room space.

When the South Fieldhouse was constructed in 1922, it was adjacent to an elaborate marble bandstand that drew huge crowds to concerts and special events. Commissioned by an anonymous donor who gave a gift of $20,000, the architectural work for the bandstand was done by the firm of Pond and Pond, and its marble figures were sculpted by the renowned Chicago artist, Lorado Taft. Originally constructed in 1914 on a site facing Ridge Dr., the bandstand was moved in 1920 to its location adjacent to the south fields. The structure remained in that location until 1939, when most of its elements were numbered, dismantled, and put into storage. Many years later, one of its sculptural groupings known as the *Lute Lady* or *Seated Woman with Children* was installed in a small north side park known as the Belden Triangle. Another piece of the bandstand may have been used as a base for the *Sir Georg Solti* monument, which was installed near the Lincoln Park Conservatory in 1987, however, this cannot be clearly documented.

A Lincoln Park monument that was sculpted by a protegee of Lorado Taft, is the *Richard J. Oglesby* bronze figure by Leonard Crunelle. Five donors united to commission the work, which was placed on top of Mount Prospect, just northeast of the North Pond. A Civil War hero, Oglesby had served both as governor to Illinois and as a United States senator. The monument was unveiled in 1919 (Gray and Bach 1983, 146).

Another sculpture of an Illinois governor installed in Lincoln Park was the *John Peter Altgeld* monument, which was unveiled in 1915. Having "sacrificed his political career in the name of justice by pardoning three men convicted at the Haymarket Riot trial," Altgeld was considered a controversial figure (ibid., 147). The Illinois legislature created a committee to hold a design competition for the piece, however, they did not have any satisfactory entries in either of two contests. Architect Walter Burley Griffin suggested that the award should go to Gutzon Borglum, who Griffin believed had attained in "his art that fundamental character, the American ideal, which Altgeld served in his field" (ibid.). The sculptor's humanistic portrayal of Altgeld on a deliberately low pedestal in a meadow east of Cannon Dr. near Diversey Pkwy. conveys the man's democratic spirit. Borglum, who later became famous for sculpting Mount Rushmore, was also responsible for another piece in Lincoln Park, the *General Philip Henry Sheridan* monument at Belmont Dr. just west of Lake Shore Dr. A Civil War General, Sheridan was especially well respected by Chicagoans because he was the commander of the local army headquarters during the Great Fire of 1871, and helped keep order in the city after the catastrophe (ibid., 158-9). The *Sheridan* monument was installed in 1923.

Not all of the sculptural works added to Lincoln Park's landscape during the 1910s and 1920s were memorials to war heros and politicians. An idealized memorial to the German poet, the *Monument to Johann Wolfgang von Goethe* was installed at the southeast corner of Diversey Pkwy. and N. Sheridan Dr. in 1913. The sculpture was donated by German Chicagoans, who " felt that a commemorative piece of sculpture worthy of representing the German poet could be procured only by invoking the aid of his compatriots" (*Park and Cemetery* 1911, XXI: 1, 482). The selection jury and some of the sculptors asked to compete were "the leading representatives of the arts in the Fatherland" (Ibid.). The commission went to a German sculptor, Herman Hahn, whose heroic figure of colossal proportions "represents the godlike genius of Goethe" (Reubens 1913, 31). Another piece that was placed in Lincoln Park to commemorate a figure in literature was the *Eugene Field Memorial*, installed in the zoo in 1922. Best known as the writer of famous children's stories, Field was "a witty, high-spirited" Chicago newspaper columnist and editor (Bach and Gray, 1983, 136). The piece was sculpted by New York artist, Edward McCartan, who had attended the Ecole des Beaux-Arts in Paris, and its architectural setting was designed by the Chicago firm of Delano and Aldrich. It was funded by a campaign of Chicago citizens and public school children that was assisted by the Art Institute's B.F. Ferguson Fund.

A sculpture piece that was commissioned to honor the father of modern dentistry was the *Green Vardiman Black* monument. Installed north of North Ave., across from Astor Street, the piece was dedicated during the National Dental Association's conference in Chicago that was held in 1918. Sculpted by Frederick Cleveland Hibbard, the piece is a seated bronze figure with a simple limestone setting. In 1950, the piece was moved a few blocks east of its original location. A piece that was placed on a site east of the *Green Vardiman Black* monument in 1921 was the *Fountain Girl*, a sculptural water fountain. Originally erected in 1895 in front the Women's Christian Temperance Union Temple, the bronze figure of a girl on a stone water trough fountain was placed in Lincoln Park after the WCTU Temple building was demolished in 1921. In 1939, it was placed in storage while the La Salle Dr. extension was under construction, and the following year the piece was installed just south of the Dearborn Ave. underpass. The bronze figure is now missing, however, the stone trough still remains.

In addition to the cultural enhancement of the park provided by the sculpture donations of the 1920s, the park offered more substantial cultural facilities when an aquarium opened in Lincoln Park in 1923. The building, designed by Edwin H. Clark, included dozens of tanks for fresh water fish, and a fish hatchery in the basement. In 1936, after the Shedd Aquarium in Grant Park was quite successful, the Lincoln Park aquarium was converted to a reptile house. A second zoo building designed by Clark was the 1927 Primate House. In 1930, a "38 pound, 2-1/2 year-old gorilla, brought from French Cameroon" arrived at the Primate House, and was at the time one of only five gorillas in captivity (Lincoln Park Zoological Society, 1993). Named Bushman, the

gorilla, who lived until 1951 became such a media personality that he was considered a "cult figure" (ibid.). After the construction of the Primate House, there were no new zoo buildings constructed until 1959.

Clark also designed the Lincoln Park Administration Building, which is now known as the Lincoln Park Cultural Center. Having outgrown its office space in the Academy of Sciences, the Lincoln Park Commissioners decided to construct a new headquarters just north of that building on Stockton Dr.. The Georgian Revival style Administration Building included a south wing with administrative offices and an elegant court room, and a north wing which had the Lincoln Park police station. A lock-up facility was in the basement. In 1926, the year prior to the construction of the Administration Building, Stockton Dr. was widened to accommodate a heavier flow of automobile traffic than had previously existed. Stockton Dr. was constructed at a higher elevation and three masonry underpass bridges were included in the project. The Stockton Dr. improvement provided direct automobile access to the Administration Building, which was constructed in 1927.

In the late 1920s, there was substantial progress towards expanding Lincoln Park north of Cornelia Ave. Efforts to fill in the area between Cornelia Ave. and Montrose Ave. had begun in 1916, however, the work proceeded at an extremely slow rate. Between 1921 and 1926, financial and political problems within the board of commissioners caused various stoppages and delays, but by 1927, the breakwater construction from Cornelia Ave. to Montrose Ave. was completed (Nathan et al. 1991, 61). Ed B. Dearie, an important golf course consultant, had developed a plan for an eighteen hole course, stretching from Montrose Ave. to Foster Ave. Due to the delays of the project, the course was shifted south to Waveland Ave. and only its southern nine holes were realized.

Dearie's golf course plan had to be modified to convert it from an eighteen to nine hole course, and it is likely that he revised the plan in collaboration with Ernst G. Schroeder, who was then engineer and chief draftsman to the Lincoln Park Commission. While the construction of the golf course was underway between 1929 and 1932, Edwin Clark was hired to design a golf shelter house and accompanying restaurant building. As the popularity of active recreation had continued to grow, both tennis courts and athletic fields were included in the new parkland, and it was determined that rather than having a golf shelter the area would include a fieldhouse. At the end of the building's design stage, a bequest was made for a memorial tower by Annie M. Wolford, a Chicagoan who had nostalgic memories of chimes from frequent vacations in Massachusetts. The clock and chimes tower was incorporated into the English Gothic style fieldhouse. Both the small cottage restaurant building and Waveland Fieldhouse were opened in 1931.

Based on the style of drawings for other masonry features in Lincoln Park's northern section it is apparent that Schroeder designed the brick and masonry walls around the golf course, including a stone entrance gate, water hazard stonework in the course and sitting area with stone planters overlooking it. It is also clearly documented through signed drawings that Schroeder was the designer of a rock garden at Buena Ave. west of the golf course. Later renamed the Peace Garden, the rock garden included small pools fed by a multi-terraced cascading fountain that was historically capped by a stone sculpture of an eagle. The beds and fountain were created by numerous walls and edging of unmortared stone. The rock garden has an affected, almost artificial appearance. It was designed and constructed between 1929 and 1931.

Two other major features were included in the Waveland area in 1929, the totem pole and the nature preserve. The totem pole, also known as *Kwa-Ma-Rolas*, was a gift of James L. Kraft, founder of Kraft Incorporated and a collector of jade. After seeing the pole during a collecting trip in the Pacific Northwest, Kraft acquired it for Lincoln Park, where it was dedicated in honor of the school children of the city. The pole was carved by the Kwakiutl Indians at Alert Bay, Vancouver Island, British Columbia around the turn of the century (Bach and Gray 1983, 162). In the mid 1980s, on behalf of Native Americans of the Northwest Coast, the Canadian Government asked that it be returned. Kraft Inc. funded a project in 1986 to return the original to Canada after making an exact replica for Lincoln Park, which was thought important because it had been a landmark in the park since its installation. Also included in this area was a nature preserve established in the late 1920s, just after the landfill was completed. Largely planted and cared for by a volunteer, William Jarvis, the nature preserve was probably never intended as a design composition. Rather, since it was first planted, it has been a fenced bird sanctuary with extremely limited access.

In 1929, the fill between Cornelia Ave. and Montrose Ave. was completed, and Enst Schroeder developed a new northern extension plan to Devon Ave. This plan was realized from Montrose Ave. north to Foster Ave. The overall vision was the completion of the Waveland golf course by adding land for nine more holes to the north, three new peninsulas with water basins for boat harbors, three more bathing beaches, tennis courts, a stadium and running track, playfields, bridle paths, and a Lake Shore Dr. extension speedway. Following Schroeder's overall plan, the next stage of development from Montrose Ave. to Foster Ave. included one of the three peninsula land forms, known as Montrose Point. Work began in late 1929 with breakwater construction, test pilings and then the actual dredging of Montrose Harbor. The sediment removed during the dredging was used as fill for the Montrose Ave. to Wilson Ave. beach. The Lincoln Park Commission's financial difficulties, which had already slowed the progress of the Waveland extension in the mid 1920s were severely compounded by the Great Depression. Little more than landfill work was completed, allowing only the opening of the Montrose-Wilson beach in 1932.

During the early Depression years, only two buildings were constructed in Lincoln Park in addition to the Waveland Fieldhouse and restaurant building. One resulted after continuous complaints in the late 1920s from the staff of the Daily News Fresh Air Sanitarium about park patrons on Simmons Island using the Sanitarium building's toilet facility (LPC Proceedings 1929, 15: 1856). The Commissioners responded by hiring the renowned architect, Benjamin Marshall to design a comfort station on Simmons Island. Budget restraints, however, led to the 1931 construction of a modest brick comfort station adjacent to the Fresh Air Sanitarium building.

The other building was much larger scale and more stately, the Chicago Historical Society. Founded in 1856, the Chicago Historical Society is one of the city's earliest cultural institutions. After being housed in several earlier buildings, the society erected a museum on Dearborn Ave. designed by Henry Ives Cobb in 1892. By the late 1920s, the facility was considered "inaccessible, antiquated, and unsuitable for carrying on modern educational methods" (Pike 1929, 43). In 1928, the state passed legislation allowing for the construction of a new museum in Lincoln Park, and Graham, Anderson, Probst, and White were commissioned for its design. Ernest Graham selected the south end of Lincoln Park between the Lincoln monument and Clark St. as the site for the museum (LPC Proceedings 1938, 1394). While the Historical Society Board believed this was an excellent site because the building could face the Lincoln monument, the Lincoln Park Commissioners did not think it would be "ideally situated from the Park's standpoint" because it was a heavily used outdoor area (LPC Proceedings 1930, 15: 2158). Though the board suggested an alternate site on the northern extension, the Chicago Historical Society Board felt strongly about the originally proposed location, and the Lincoln Park Commissioners agreed to approve the site in 1930. The Georgian Revival style building has a 1988 post modern addition at its Clark Street facade, now serving as its front entrance. The addition was designed by Holabird and Root.

While the Chicago Historical Society building was being planned and constructed, many of the other activities and projects in the park were coming to a halt due to the commission's financial crisis. Work on the Foster Ave. extension had become particularly slow because reputable contractors were reluctant to accept payment of tax anticipation warrants, and the board had no existing funds. The same problem delayed or eliminated other park improvements including planting contracts and other landscape work. By 1934, the Lincoln Park Commission was essentially bankrupt, and most, if not all of Chicago's other twenty one independent park districts were in the same condition. As explained in the Multiple Property Documentation Form, these severe financial problems necessitated the consolidation of the separate districts into the Chicago Park District (section E:14).

When the Chicago Park District formed in 1934, it accrued the debt of the individual park districts amassing a deficit of more than 121 million dollars (CPD First Annual Report 1935, 13). The following year, President Franklin D. Roosevelt created the Works Progress Administration (WPA) to provide relief and jobs for the distressed and tens of millions of federal dollars became readily available to the newly unified parks agency to create jobs for the unemployed. By 1937, the Chicago Park District had an administration and work force totalling nearly ten thousand employees (CPD Third Annual Report 1937, 232-4). Throughout the period in which the WPA was in existence, July of 1935 through December of 1942, a total of 84 million federal dollars were devoted to project in the Chicago parks (CPD Eighth Annual Report 1942, 105). Combined with bonds approved by the state, a total of approximately 105 million dollars of work was conducted during this period.

Emphasizing the "improvement and renovation of park properties, extension of recreation service, and physical changes to bring safer, more convenient, or fuller public use of parks and boulevards," a tremendous amount of new work was initiated in Lincoln Park (CPD Second Annual Report, 1936, 22). One of the major efforts was the completion of the Montrose Ave. to Foster Ave. extension, which had been filled, but remained unimproved since 1932. Other than the configuration of the Montrose Point peninsula, for which Ernst Schroeder was responsible, the landscape design of the entire extension was conceived by Alfred Caldwell, who worked as a Chicago Park District landscape architect from 1936 to 1941. As explained in the National Register of Historic Places Multiple Property Documentation Form, section FIII, p. 19, Caldwell had one year of academic training in landscape architecture before working in the office of Jens Jensen for five years. A protegee of the renowned Prairie style landscape architect, Caldwell was referred to by Jensen as "an artist and a poet" in a letter of recommendation for a position with the Dubuque Iowa Park system during the Depression (Wilson 1977, 408).

Caldwell was in charge of developing an extension plan that would incorporate "bridle paths, bicycle paths, athletic fields, rookeries, circumferential walks and drives, and open meadows" (CPD First Annual Report 1935, 75). He also remained true to the influence of Jensen, and created a design that conveyed a "naturalistic effect" with sweeping meadow spaces, and layered native plant materials (CPD Third Annual Report 1937, 132). The planting palette not only included native plum, crabapple and hawthorn trees, but also an evergreen shrub known as Juniperus horizontalis. While evergreens are often thought of as non-natives, this variety was known to grow naturally in Midwestern sandy areas. In fact, a 1905 ecological study identified a "fine specimen" of this plant, commonly known as the trailing Juniper, on a natural sand ridge at the extension's original shoreline (ibid, 132-33). The extension plan scheme combined the shrub plantings with red maples on the Montrose Promontory to create a pleasing effect of dark green, while keeping the evergreens far away from the city street so they could be protected from smoke, grime, and dirt. An undergrowth of wild flowers and herbs not

only complemented the naturalistic effect, but also acted as a ground cover eliminating the costly maintenance procedure of spading under the shrubs (ibid, 132).

Another Caldwell project that was realized through WPA funding was the redesign of the lily pools just south of Fullerton Pkwy. and east of Cannon Dr. (now within Lincoln Park Zoo). By 1936, the original 1889 Victorian landscape in this area was terribly deteriorated. Caldwell's work included the removal of the section of Ridge Dr. between lily pools and the Conservatory propagating houses to make way for additional cold frames. The two miniature lily pools were replaced with a more natural looking lagoon, and the footbridge was eliminated "to gain a greater unobstructed waterscape" (CPD Second Annual Report, 1936, 166). Throughout this composition Caldwell utilized slabs of weathered stone along paths, stratified retaining walls, a bench within a stone ledge, and a cascade at the north end of the lagoon "suggesting stone outcroppings indigenous to Chicagoland" (ibid.). On a high overlook, he placed a council ring, the design signature of his mentor, Jens Jensen. Caldwell also cites the influence of Frank Lloyd Wright on the design of an open shelter at the edge of the lagoon. Two sections of the shelter were linked by "pergola roofs that spread outward and upwards: long horizontals and short verticals of open and closed forms" (Wilson 1977, 412). Native plants were used throughout the composition. Caldwell has explained that when the Chicago Park District was implementing his plan a decision was made to eliminate large expanses of wildflowers. Apparently, he was so upset about how this would impact the composition that he cashed in an insurance policy and paid for the perennials himself (video interview of Alfred Caldwell conducted by Sylvia Herrara 12/11/91). The Lincoln Park Zoo now uses the lily pool as a bird refuge and calls it the Zoo Rookery.

Some notable architectural work in the Chicago parks that was also funded by the WPA was done by another in-house designer, Emanuel V. Buchsbaum. A graduate of the Armour Institute, Buchsbaum had worked for several architectural firms before he became an architectural draftsman for the South Park Commission in 1930. These included the renowned firm of Tallmadge and Watson, and a four year period of working for Harold Zook, a local architect who was responsible for several notable Art Deco style buildings (Zukowsky 1993, 418, 449). After consolidation of the separate park commissions, Buchsbaum became a Chicago Park District architectural designer and was responsible for numerous park buildings during the late 1930s. Some were utilitarian structures such as service yard buildings. An example of one such building in Lincoln Park was in the Montrose Ave. extension west of Lake Shore Dr. Buchsbaum also generated designs for dozens of new comfort stations as part of the WPA effort to modernize and provide convenience throughout Chicago's park system. The Lincoln Park comfort stations designed by Buchsbaum included three "English style" stone buildings. Constructed in 1936, all three were located east of Lake Shore Dr. and north of Montrose Dr. Two were the cottage type with gabled slate roofs, and the other was a

larger half-timbered version that was considered a "combination shelter and comfort station" (CPD Second Annual Report 1936, 91). Much further south, a brick cottage style comfort station with timber details was constructed east of Lake Shore Dr. near Webster Ave. in 1941. While this building was not designed by Buchsbaum, it appears to have been influenced by his standard designs.

Buchsbaum also designed a beach house that was constructed in 1937 only a few feet east of one of his English stone comfort stations. Interestingly enough, this "modernistic" Montrose Ave. beach house was of a style entirely different than the adjacent cottage toilet room structure (CPD Annual Report 1937, 113). Emulating a lake steamer ship, the Montrose Ave. beach house had a flat roof and center loggia linking two wings with port hole windows. It provided bath houses for men and women, as well as a lifeguard facility. In 1938, Buchsbaum created an almost identical, but larger version of the building for the North Ave. beach.

The WPA work at North Ave. not only included the lakefront building, but also the construction of a new bulkhead, placement of a fishing pier in the Lake, expansion of the beach, and development of a large steel and concrete footbridge over Lake Shore Dr. to provide pedestrian access to the area. Designed by in-house chief engineer, Ralph Burke, the 1940 passerelle bridge was recognized by the Museum of Modern Art as one of the country's 47 best structures (The Architectural Forum 1944, 99). Composed of a three-hinged arch of 187 feet, the passerelle was designed to offer the pedestrian "the choice of the use of a stairway or ramp and on a grade of 10%, to reach the deck level of the bridge" (CPD Sixth Annual Report 1940, 160). The passarelle allowed people to safely cross over Lake Shore Dr. to the North Ave. beach which officially opened in 1940.

The widening and improving of Lake Shore Dr. into a limited access highway between 1937 and 1941 was probably the most ambitious of all of the WPA projects in Lincoln Park. The intent was to create a continuous route for heavy traffic that would segregate "persons passing through the park as a matter of convenience and those who come to it to enjoy its many attractions and recreation facilities" (CPD Annual Report 1937, 106). This included a grade separation system that resulted in stylized Art Deco concrete bridge overpasses at the La Salle Dr. extension, Fullerton Pkwy., Diversey Pkwy., Belmont Dr., Lawrence Dr. and Wilson Dr., most of which had attractive engaged lighting fixtures. There are also a number of underpass bridges that allow pedestrian access beneath Lake Shore Dr. Some are utilitarian concrete structures that are essentially unadorned. An underpass that allows pedestrians to cross beneath Lake Shore Dr. at Barry Ave. is a stylized Deco structure that was likely designed by Buchsbaum. It is documented that four simple lannon stone pedestrian underpass bridges in the Montrose Ave. extension east of Lake Shore Dr. were designed by Buchsbaum. There were also some small sections of Art Deco retaining walls on Lake

Shore Dr. that can probably be attributed to Buchsbaum. There is a remaining section of wall at the Lake Shore Dr. curve east of the Oak Street triangle.

Based on "modern principles of highway design" the Lake Shore Dr. improvements allowed for a straight two-way route which totalled eight lanes at its widest point between the La Salle Dr. extension and Belmont Dr. (CPD Seventh Annual Report 1941, 157). This southern area of the drive included a flexible rush-hour traffic system of hydraulic lane separators. This mechanical system of concrete "movable fins," would raise to configure various lanes of traffic at different times of day (ibid.). The hydraulic separators did not continue north of Belmont Dr. to Foster Dr. This area had a width of only six lanes, allowing for a center island landscape that followed the earlier stylistic treatment of the boulevard system. Lake Shore Drive's grade separation system continued north from the La Salle Dr. extension. The section between Belmont Dr. and Foster Dr. had four cloverleaf ramps linking the drive with the park and city streets.

Although the Lake Shore Dr. improvement allowed Lincoln Park to shed its reputation as "Killer Park No. 1," it was also responsible for a number of heavy-handed treatments adversely impacting the park's character (CPD Seventh Annual Report 1941, 157). In order to accommodate the grade separation at Fullerton Pkwy., the inlet south of Simmons Island had to be filled, resulting in the removal of the original bridge and complete re-configuration of the landform. To safely provide exit ramps at Fullerton Pkwy., the Daily News Fresh Air Sanitarium was severely altered. The west wing of Perkins' noteworthy building was completely eliminated, and a children's playground area including a pool and sculpture known as the *Charitas* had to be removed. The La Salle Dr. extension bisected the south meadow to provide linkages to Lake Shore Dr. for La Salle St., Clark St., Dearborn Pkwy. and State St. This project included below-grade underpasses for pedestrians that had no design merit, and roads that were insensitively cut through the landscape. In addition, WPA efforts to modernize buildings also resulted in insensitive treatments. Among the buildings that were poorly remodeled were the power house in the zoo and the Fullerton shops.

By 1942, the United States had entered World War II, and the WPA era was coming to an end. Little work continued in Lincoln Park. The only exceptions to this were projects that came about as a result of the war. For instance, the Daily News Sanitarium was completely overhauled to become the Service Men's Summer Recreation Center. Also, park buildings received "blackout shutters and frames" for windows and doors (CPD Eighth Annual Report 1942, 72). Towards the end of World War II in 1944, the Chicago Park District's recommendations for post-war projects included the completion of extending Lincoln Park to the city's northern limits (CPD Tenth Annual Report 1944, 12).

Although the full extension to Devon Ave. was never realized, this proposal did result in the park's northern extension to Ardmore Ave. Funded by a Ten-Year Development Bond Issue Program of 1945, the landfill project did not take place until after a second major bond issue of 1952 (CPD Eighteenth Annual Report 1952, 5). Between that year and 1957, additional area between Foster Ave. and Ardmore Ave. totaling less than one hundred acres was filled, and all of its improvements were completed. The work included the completion of Lake Shore Dr. to Hollywood Ave., the creation of two beaches at Foster Ave. and Ardmore St., and landscape improvements west of Lake Shore Dr. between Foster Dr. and Hollywood Ave., and the construction of the Margate Fieldhouse and the Foster Ave. beach house. The only other major landscape improvement during the period was the construction of a bobsled hill, called Cricket Hill, between Montrose Dr. and Wilson Dr. that had been planned in 1929, but not implemented until 1948.

Since 1944, the National Register's current cut-off date for defining the period of significance, several other changes occurred within Lincoln Park. Most of these projects did not have a major impact on the historic character of the park. For instance, two recent pieces of sculpture have been sensitively sited on Lincoln Park's landscape. One of them, which is known as *I Will*, is by the renowned sculptor Ellsworth Kelly and was installed just north of Fullerton Pkwy. and west of the drive in 1981. The other, the *Commemorative Ground Ring* by Sheila Klein was installed 1990 by the Chicago Historical Society, and placed southwest of the building. Two new floral gardens, the Lincoln Garden east of the Chicago Historical Society, and the Rosenbaum Garden in the Oak St. Triangle were both added in 1989 and enhanced the landscape with little impact to any historic resources.

A sculpture addition that did have a strong negative impact on the Park's historic character was the *Alexander Hamilton* monument. Although the sculptural work was completed by artist John Angel in 1940, the monument, which was donated by the bequest of Kate Buckingham, was not installed until 1952. When it was finally placed in the park, the bronze sculpture was gilded, placed on a simple pink granite base, and given a monolithic architectural setting of black granite reaching a height of 78 feet, including an enormous plaza of slate and limestone. The sculpture's setting caused the removal of a naturalistic grove of trees that existed since the implementation of Benson's plan of the 1877-79, and dwarfed the remaining elements of the historic landscape. Over the years, the architectural setting had suffered from structural design deficiencies. Its recent removal has allowed for the development of a new landscape setting for the *Hamilton* monument that is more sensitive to the historic character of the area. The project, which will be completed in 1995, includes masses of trees at the edges of the meadow, as existed historically. The figure of *Hamilton* will be on its pink granite base in the center of a simple circular planting bed.

Most of the other features added to Lincoln Park since 1944, are fairly unobtrusive. Comfort stations at Ardmore Ave. beach, and Montrose Harbor provide additional conveniences to anyone using the lakefront. Other new structures have more specialized uses, such as a bait shop and Corinthean Yacht Club building at Montrose Harbor, the Diversey Yacht Club building, two harbor facilities at the Belmont Harbor, and an archery building south of the Waveland Ave. nature refuge area. An open-air chess pavilion was donated by Mr. Laurens Hammond, Chairman of the Board of the Hammond Organ Company, in 1957. Designed by Maurice Webster, the concrete pavilion with chess tables also has limestone carved sculptural figures by Boris Gilbertson. The chess pavilion was given a 1957 honor award from the Chicago Chapter of the American Institute of Architects (CC AIA 1957, 39). Lincoln Park has also had the addition of simple concession stands at Belmont Harbor, Diversey Ave. west of Lake Shore Dr., Fullerton Pkwy. on the lakefront, North Ave. beach, Foster Ave. beach, Wilson Dr. west of the lake, and a starter building at the Waveland golf course. Service and maintenance facilities have been added at Montrose Ave., Diversey Ave., and Waveland Ave.

The part of the park that has had the largest number of additional buildings in recent history is the Lincoln Park Zoo. Five large red buildings were constructed for the Farm in the Zoo between 1962 and 1964. These structures filled an area that had previously been an open meadow with framed views of the South Pond. Ten other zoo buildings have been constructed between the 1959 and recent years. These include the Children's Zoo, Conservation Center, Sea Bird House, Large Mammal House, Antelope/Zebra Habitat, Great Ape House, Flamingo Dome, Sea Lion Exhibit, and Zoo Administration Building. In addition, the Lincoln Park Zoo is currently undergoing a new expansion program that will result in the construction of a new Reptile/Small Mammal House, East Gate Pavilion, Management Center and an addition to the existing Conservation Center. Although the Lincoln Park Zoo has changed a great deal over time, it continues to be one of the nation's few zoos with free admittance. In addition, the Lincoln Park Zoo Society and Chicago Park District have been extremely diligent in conducting historic rehabilitation projects including the Landmark Cafe, Lion House, the Bird House, and Cafe Brauer.

Throughout its 130 year history, Lincoln Park has responded and adapted to the needs of the community and changes in society. Having grown in ten sections from sixty acres of unused cemetery to a 1208 acre park that attracts as many as one million people during certain summer days, Lincoln Park is the most intensely used open space in Chicago. Early carriage drives were converted to use by the automobile, and entire sections of parkland were created for the primary purposes of expanding Lake Shore Dr. and protecting the lakeshore. The park continues to meet the needs of its users. Many original bridle paths are now used by roller bladers and bicyclists. Many playfields that were originally meant for football and baseball are more commonly used for rugby and

soccer, due to the recreational preferences of members of ethnic groups who live near the park. Most recently, a citizen driven coalition of 17 non-profit organizations representing a composite membership of approximately 40,000 people joined the Chicago Park District and other governmental agencies to generate a master plan for Lincoln Park. Known as "A Framework for Management and Restoration," the Lincoln Park Master Plan will help guide the park into and through the 21st Century. The Master Plan recommends the preservation of Lincoln Parks' historic resources. In fact, most of the historic documentation that is included in this nomination form was generated by the research efforts conducted for the Master Plan.

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10. UTM References -- continued

5. Zone 16 E 449040 N 4637850
6. Zone 16 E 447650 N 4639910
7. Zone 16 E 447000 N 4642320

Verbal Boundary Description

The property is bounded on the north by the north curb line of Ardmore Ave. extended east to the lake; on the south by the north curb line of Ohio St. extended east to the west property line of the City Water Filtration plant; on the east by Lake Michigan and the west property line of the City Water Filtration plant; and on the west by the east curb line of Lake Shore Dr. from Ohio St. to the north curb line of East Lake Shore Dr. extended east, from there west to the east curb line of Michigan Ave. by the north curb line of East Lake Shore Dr., from there north to the north curb line of North Ave. by the east curb line of Michigan Ave./Lake Shore Dr. local lanes, from there west to the east curb line of Clark St. by the north curb line of North Ave. extended east, from there north to the intersection of Clark St. and line of Lincoln Park West by the east curb of Clark St., from there north to the north curb line of Fullerton Pkwy. by the east curb line of Lincoln Park West , from there west to the east curb line of Lakeview Ave. by the north curb line of Fullerton Pkwy., from there north to the south curb line of Diversey Pkwy. by the east curb line of Lakeview Ave., from there east a distance of 810', from there north to a point on the north curb line of Diversey Pkwy., this point being 765' east of the east curb line of Sheridan Rd., from there north by a slowly curving line between 25' and 75' to the west of the west curb line of Lake Shore Dr. West to the south curb line of Belmont Dr., from there west to the east curb line of Sheridan Rd., from there north to the intersection of Sheridan Rd. and the east curb line of Marine Dr., from there north by the east curb line of Marine Dr. extended to the north curb line of Foster Dr., from there east a distance of 180' by the north curb line of Foster Dr., from there north to a point on the south curb line of Berwyn Ave. extended east, this point being 802' east of the east curb line of Sheridan Rd., from there west 325' by the south curb line of Berwyn Ave. extended, from there north by a convex curved line to a point on the north curb line of Balmoral Ave. extended east, this point being 270' east of the east curb line of Sheridan Rd., from there north by a straight line to the north curb line of Ardmore Ave.

Boundary Justification

The boundaries of Lincoln Park encompass the land historically associated with the park during its period of significance, as well as a modern landfilll addition at its northern end. This landfill project, carried out in the 1950s, was already proposed in several of Lincoln Park's historic plans, but was postponed due to World War II. It is consistent with the numerous landfill projects which enlarged the park during its period of significance, it complements the park's historic appearance and function, and it provided for the completion of Lake Shore Drive, one of the most important historic features of Lincoln Park. This modern addition is regarded as part of the one contributing site, which consists of the entire landscape of Lincoln Park within the boundaries detailed in the verbal boundary description.

KEY TO LINCOLN PARK
BASE MAP

FEATURE #	MAP #	FEATURE NAME
1	C4	Couch Tomb
2	C4	Waterfowl Pond
3	C4	South Pond
4	C4	Wooded Island
5	C4	*Hans Christian Andersen*
6	C4	Cafe Brauer
7	C4	Carlson Cottage
8	C4	Lincoln Park Conservatory
9	C4	Formal Garden
10	C4	*Johann Christoph Friedrich von Schiller*
11	C4	*Eli Bates Fountain*
12	C4	Grandmother's Garden
13	C4	*William Shakespeare*
14	C4	*Sir Georg Solti*
15	C4	Remnant of 2 Tropical Ponds
16	C4	2 Zoo Rookery Shelters
17	C4	Bird House
18	C4	Lion House
19	C4	Reptile House
20	C4	Primate House
21	C4	*Eugene Field Memorial*
22	C4	Powerhouse
23	C4	Landmark Cafe
24	C4	Non-contributing Zoo Building/Structure/Object
25	C4	Farm in the Zoo Buildings
26	C4	3 Stockton Dr. Underpass Bridges
27	C4	Chicago Academy of Sciences
28	C4	City Hall Architectural Relic
29	C4	Lincoln Park Cultural Center
30	C4	Chicago Historical Society
31	C4	*Abraham Lincoln Monument*
32	C4	Lincoln Gardens
33	C4	*Greene Vardiman Black*
34	C4	*Fountain Girl* Base
35	C4	2 La Salle Dr. Extension Underpass Bridges

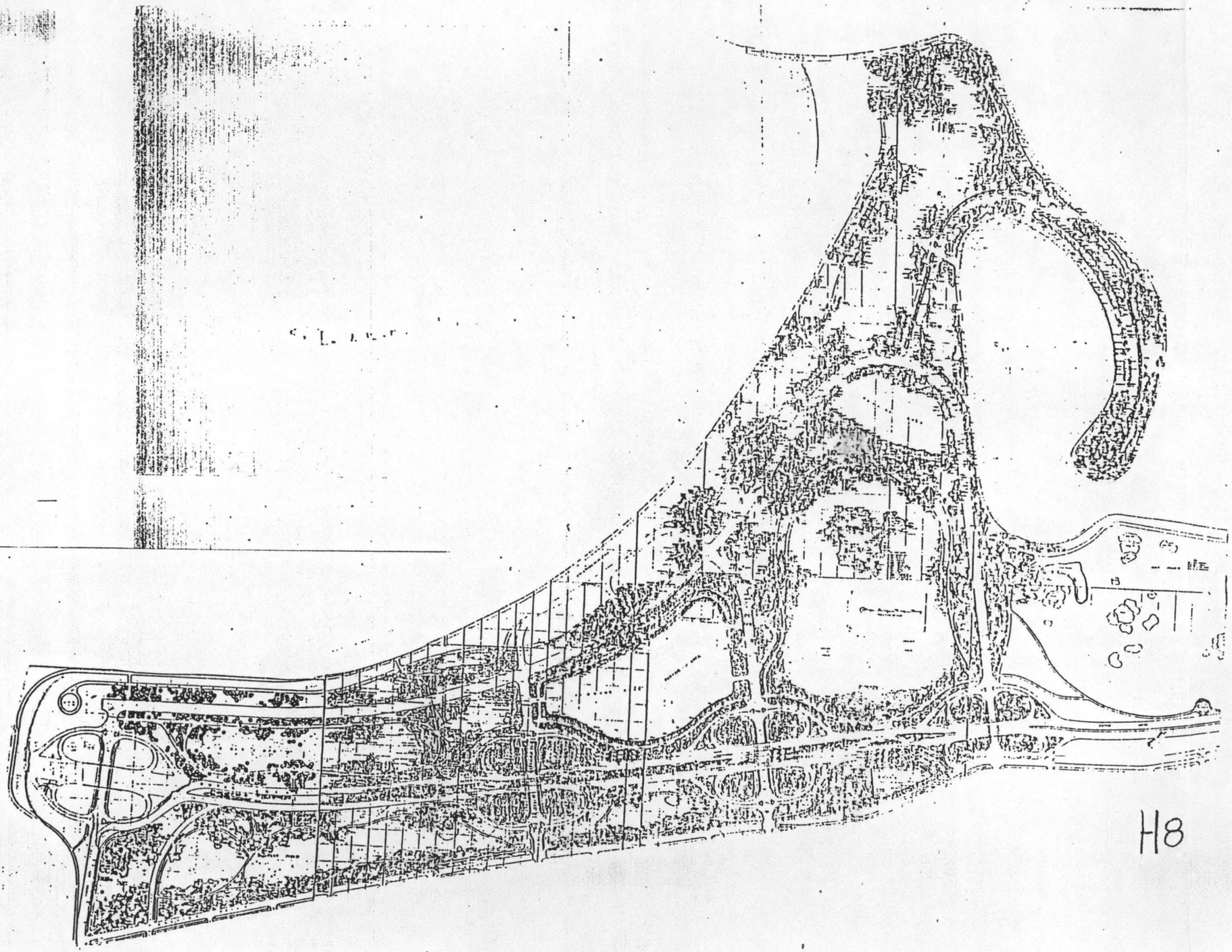
36	C4	Riding Ring Remnant
37	C4	South Fieldhouse
38	C4	*Ulysses S. Grant Memorial*
39	C4	*Robert Cavalier de La Salle*
40	C4	*Benjamin Franklin*
41	C4	The Mall
42	C4	North Pond
43	C4	Mount Prospect
44	C4	*Richard J. Oglesby*
45	C3	*John Peter Altgeld*
46	C3	*Monument to Johann Wolfgang von Goethe*
47	C3	*Alexander Hamilton*
48	C4	Rustic Pavilion
49	C4	Fullerton Shops
50	C4	Park Place Cafe
51	C4	Boat House
52	C4	South Lagoon
53	C4	Webster St. Comfort Station
54	C4	North Ave. Beach House
55	C4	Passerelle
56	C5	Chess Pavilion
57	C5	Rosenbaum Garden
58	C4	Simmons Island
59	C4	Theater on the Lake
60	C4	Comfort Station
61	C4/C3	Diversey Harbor
62	C4	Fullerton Pkwy. Lagoon Bridge
63	C4	Diversey Yacht Club
64	C3	Golf Shelter Building
65	C3	Tennis Club Buildings & Diversey Workshops
66	C3	*General Philip Henry Sheridan*
67	C3	Gun Club
68	C3	*A Signal of Peace*
69	C3	*The Alarm*
70	C3	Belmont Harbor
71	C3	Comfort Station
72	C3	Chicago Yacht Club's Floating Clubhouse
73	C3	Belmont Harbor Facilities
74	C2	Rock Garden
75	C3	Waveland Fieldhouse
76	C3	Restaurant
77	C3	Nature Preserve

78	C3	Totem Pole
79	C2	Margate Fieldhouse
80	C2	Cricket Hill
81	C2	Montrose Service Yard
82	C2	Montrose Ave.- Wilson Ave. Beach Comfort Station
83	C2	Wilson Stone Comfort Station
84	C2	Sunnyside St. Comfort Station/Shelter Building
85	C2	Montrose Ave. Beach House
86	C2	Simonds Dr. Underpass Bridge btwn. Wilson Dr. and Lawrence Dr.
87	C2	Wilson Dr. Underpass Bridge
88	C2	Montrose Dr. Underpass Bridge
89	C2	Simonds Dr. Underpass Bridge btwn. Montrose Dr. and Wilson Dr.
90	C2	Corinthian Yacht Club
91	C2	Montrose Harbor Bait Shop
FEATURE #	MAP #	FEATURE NAME
92	C2	Montrose Harbor Comfort Station
93	C2	Montrose Harbor Concession Stand
94	C1	Foster Ave. Beach House
95	C1	Foster Ave. Concession Stand
96	C1	Ardmore Ave. Comfort Station
97	C1	Foster Dr. Bridge (under LSD)
98	C1	Bryn Mawr Ave. Bridge (under LSD)
99	C1	Berwyn Ave. Underpass Bridge (under LSD)
100	C1	Argyle St. Underpass Bridge (under LSD)
101	C2	Lawrence Dr. Bridge (under LSD)
102	C2	Wilson Dr. Bridge (under LSD)
103	C2	Montrose Dr. Bridge (under LSD)
104	C2	Buena Ave. Underpass Bridge (under LSD)
105	C2	Irving Park Dr. Bridge (under LSD)
106	C2	Waveland Ave./Addison St. Underpass (under LSD)
107	C2	Roscoe St./Aldine Ave. Underpass (under LSD)
108	C3	Belmont Dr. Bridge (under LSD)
109	C3	Barry Ave. Underpass Bridge (under LSD)
110	C3	Diversey Pkwy. Bridge (under LSD)
111	C4	Fullerton Pkwy. Bridge (under LSD)
112	C4	La Salle Dr. Extension Bridge (under LSD)
113	C5	North Ave. Underpass (under LSD)
114	C5	Division St. Underpass (under LSD)
115	C5	Oak St. Underpass (under LSD)

116	C5	Chicago Ave. Underpass (under LSD)
117	C5	Oak St. Retaining Wall
118	C4	Concession Stand at Fullerton Pkwy.
119	C4	Sea Scout Building
120	C4	Rowing Club Building
121	C3	Belmont Harbor Marine Building
122	C3	Comfort Station at Roscoe St.
123	C3	Waveland Service Yard and Maintenance Buildings
124	C3	Concession Stand at Diversey Pkwy.
125	C5	Concession Stand at North Ave (at Chess Pav.)
126	C3	Concession Stand at Belmont Harbor (at parking lot)
127	C2	Concession Stand at Lawrence-Wilson Dr.
128	C4	Ridge Connecting Dr. Bridge (over S. Pond)
129	C2	Marovitz Golf Course Shelter at Bittersweet Pl.
130	C4	*Commemorative Ground Ring*
131	C4	*William Niesen* Fountain
132	C4	*I Will*
133	C2	NIKE missile site
134	C3	Golf Starter Building
135	C3	Archery Building and Shelter

SUPERSEDED
SEE 5-12

L.P.C. ENG. DEPT.	
FILE No.	SHEET No.
5-11	1

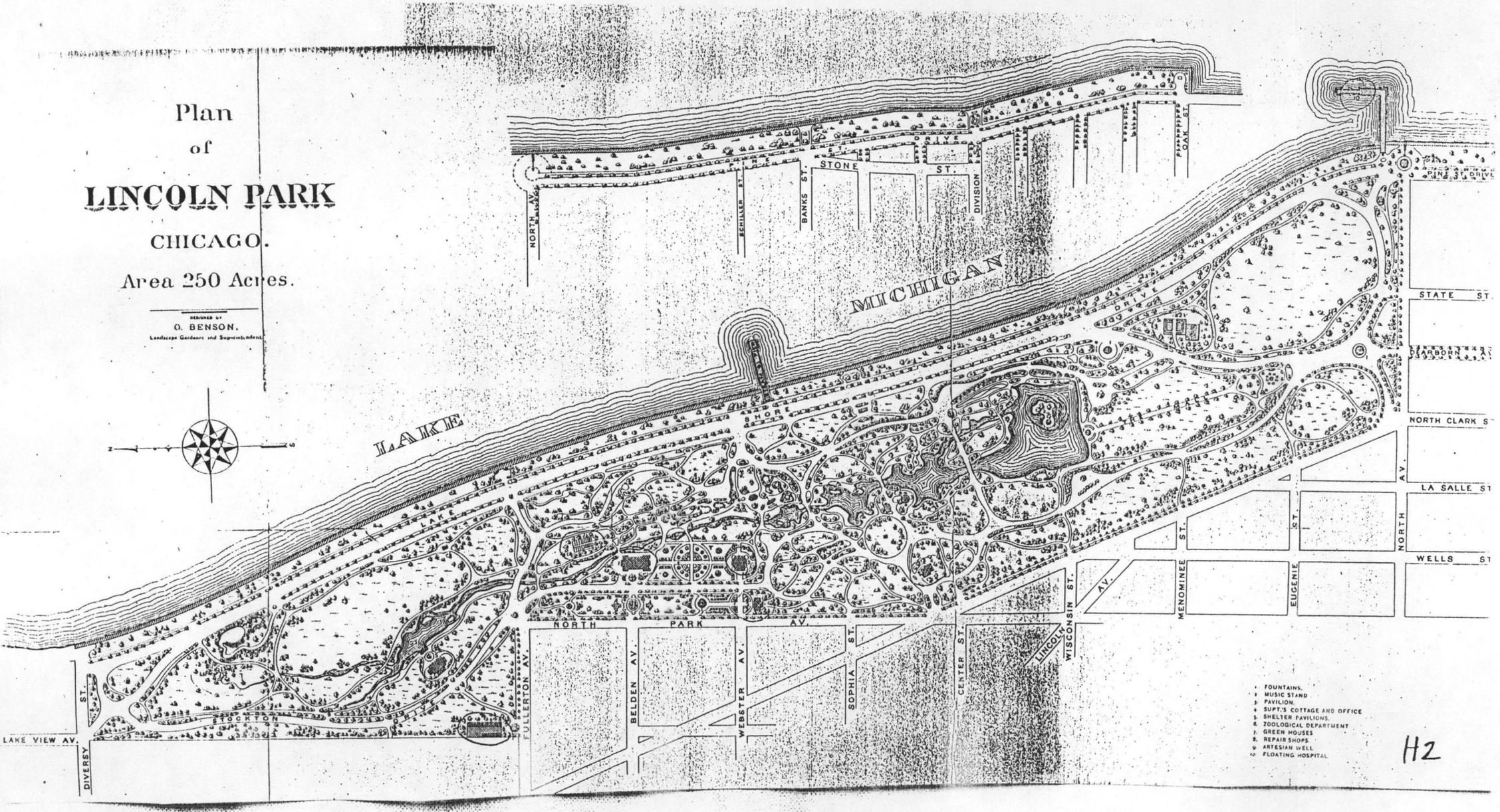


H8

Plan of LINCOLN PARK CHICAGO.

Area 250 Acres.

DESIGNED BY
O. BENSON.
Landscape Gardener and Superintendent



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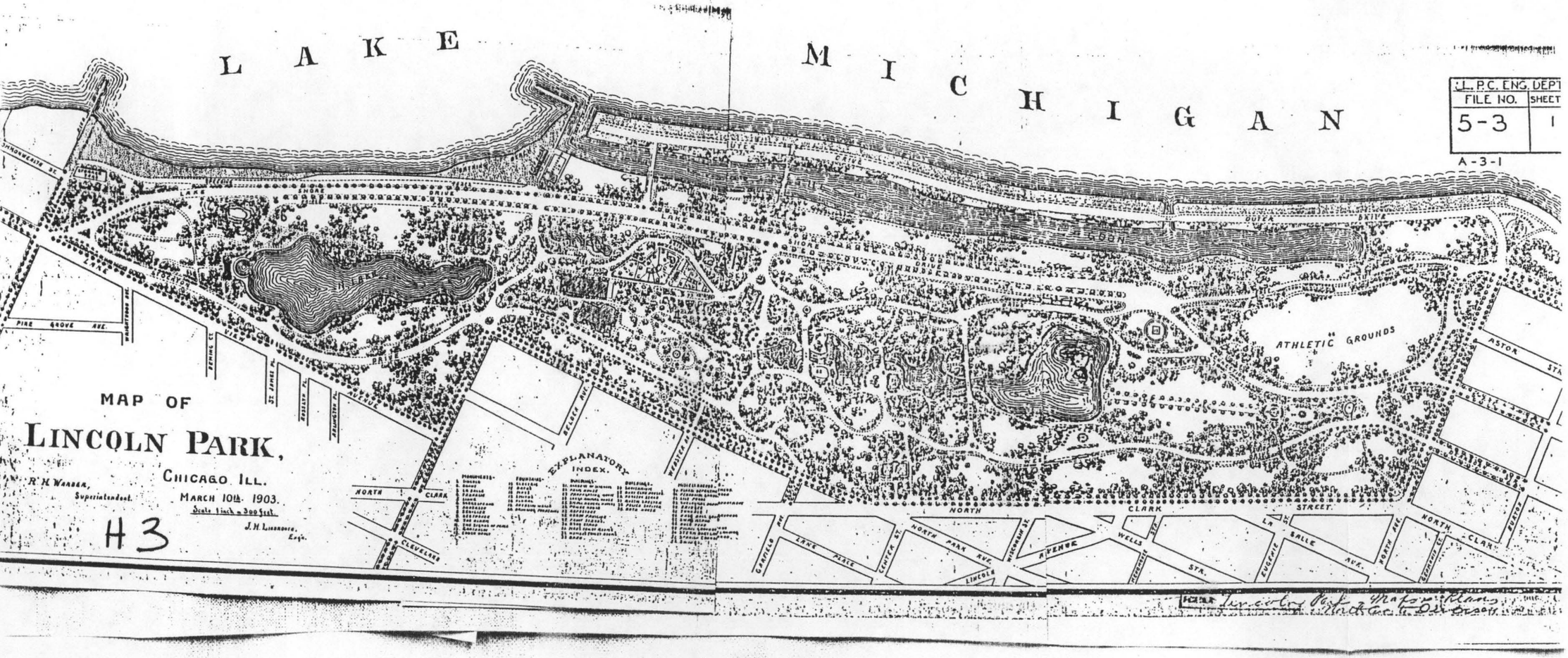
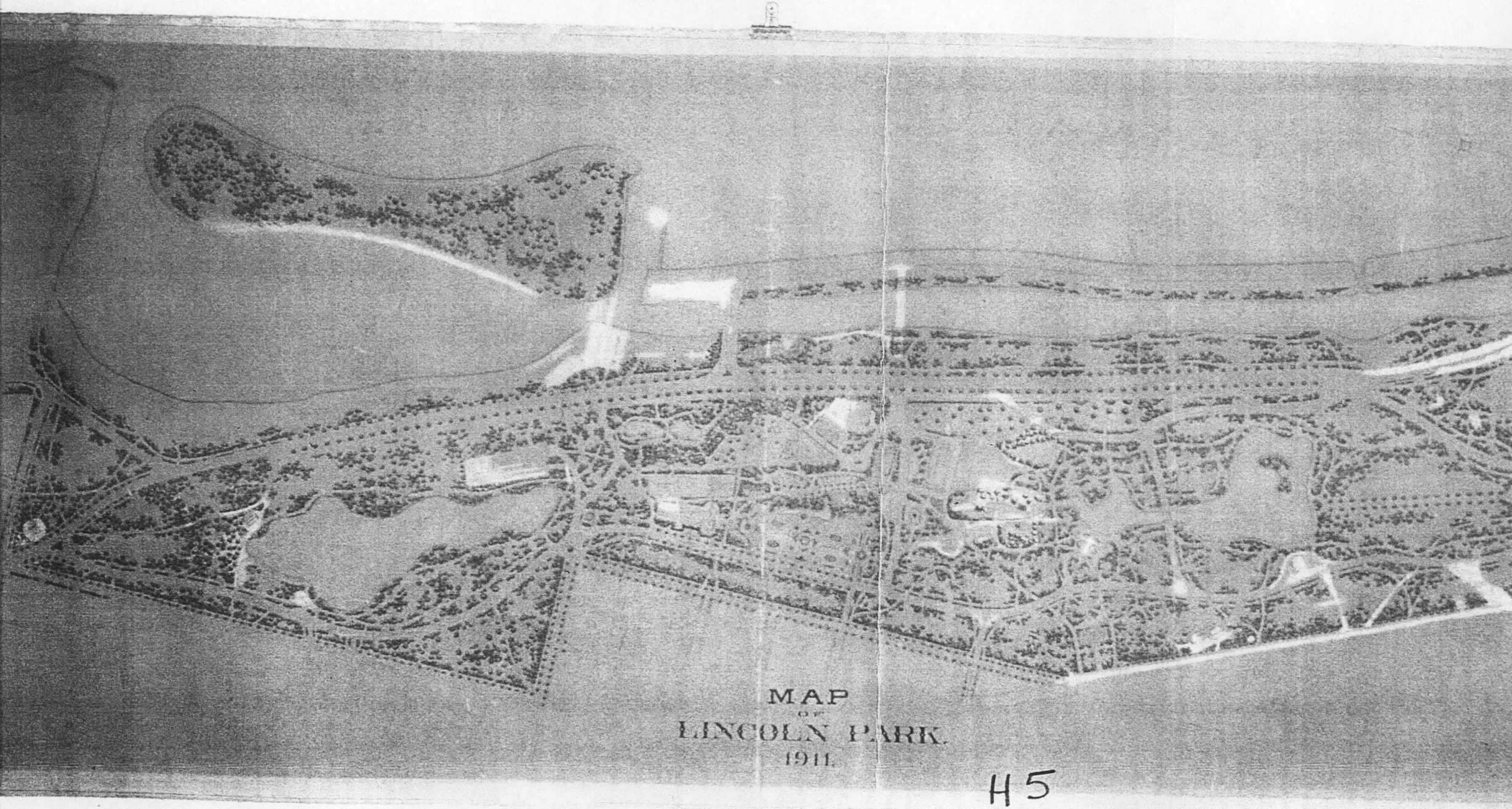

LAKE MICHIGAN
MAP OF
LINCOLN PARK,
CHICAGO ILL.
MARCH 10th 1903.
Scale 1 inch = 300 feet.
R. H. Warder, Superintendent.
J. H. Linnemeyer, Engr.
H3
EXPLANATORY INDEX.
ATHLETIC GROUNDS
NORTH CLARK STREET
PINE GROVE AVE.
CLEVELAND
LINCOLN
WELLS STA.
ASTOR STA.
LA SALLE AVE.
NORTH PARK AVE.
LANE PLACE
GARFIELD PK.
BUTLER BRIDGE
J. P. C. ENG. DEPT
FILE NO. 5-3
SHEET 1
A-3-1

MAP
OF
LINCOLN PARK DISTRICT
SHOWING
PRESENT PARK AREA
PROPOSED EXTENSIONS
AND
WORK UNDER CONSTRUCTION
1908

- Present Park Area
- Under Construction
- Proposed Extensions

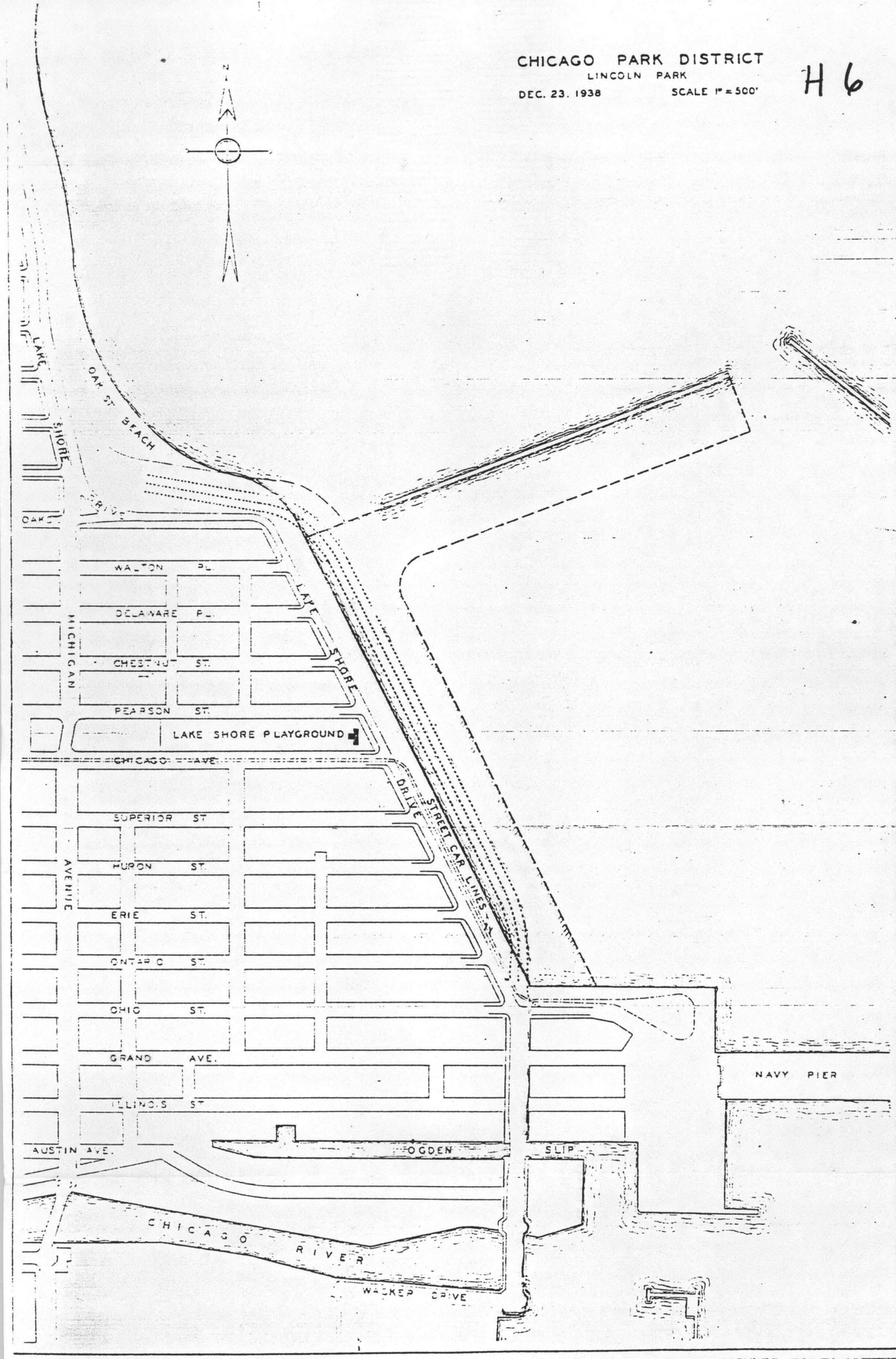
SCALE OF FEET

H4



MAP
OF
LINCOLN PARK.
1911.

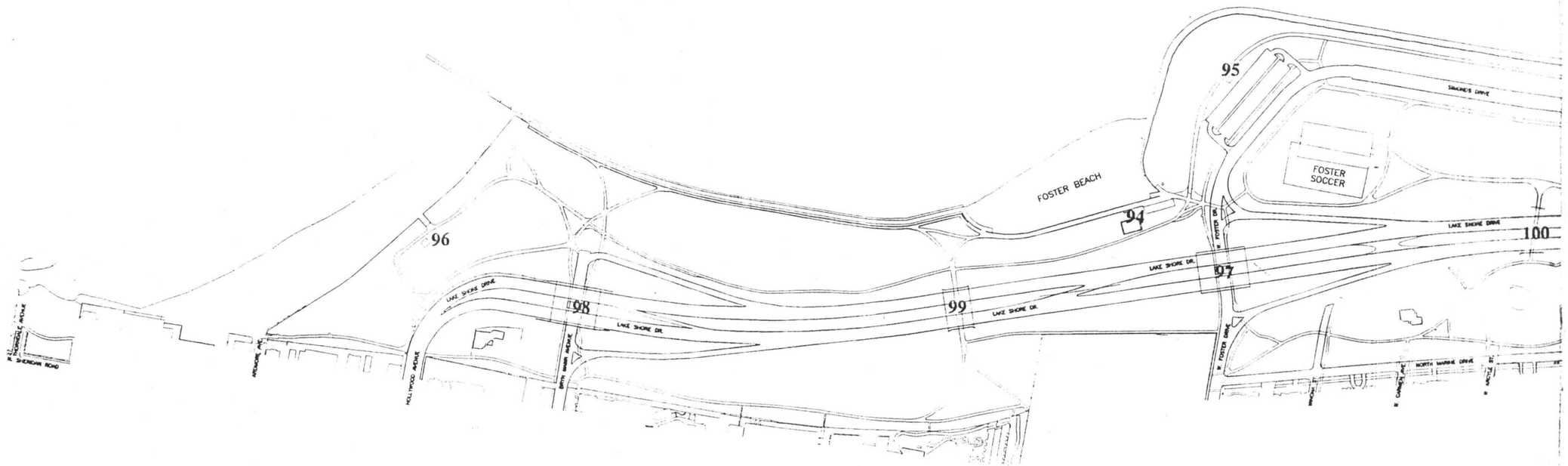
45


CHICAGO PARK DISTRICT
LINCOLN PARK
DEC. 23. 1938
SCALE 1" = 500'
H 6
N
LAKE SHORE DRIVE
OAK ST. BEACH
OAK
WALTON PL.
DELAWARE PL.
CHESTNUT ST.
PEARSON ST.
MICHIGAN AVENUE
LAKE SHORE PLAYGROUND
CHICAGO AVE.
SUPERIOR ST.
HURON ST.
ERIE ST.
ONTARIO ST.
OHIO ST.
GRAND AVE.
ILLINOIS ST.
AUSTIN AVE.
STREET CAR LINES
NAVY PIER
OGDEN SLIP
CHICAGO RIVER
WACKER DRIVE

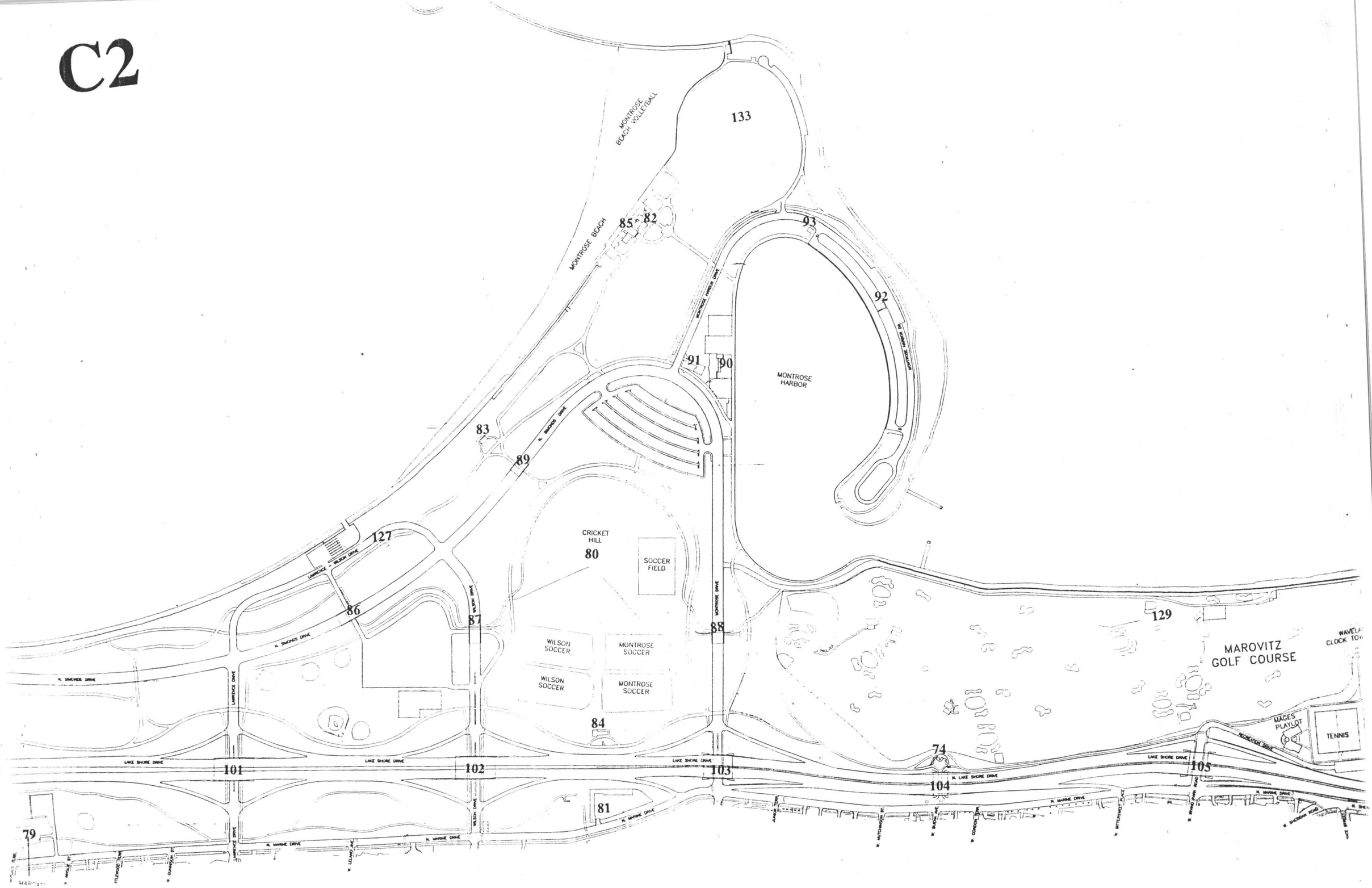
A-36

H1

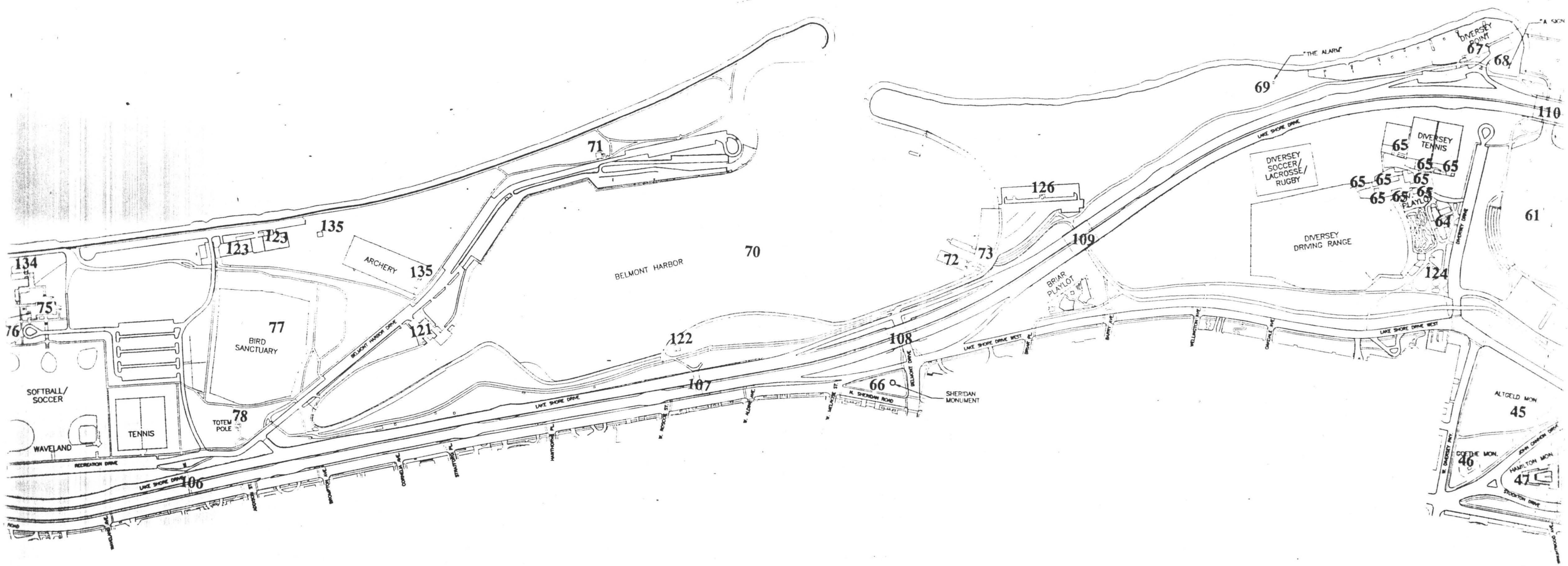
C1


95
SHERIDAN DRIVE
FOSTER BEACH
FOSTER SOCCER
94
96
FOSTER DR.
LAKE SHORE DRIVE
100
LAKE SHORE DR.
97
98
99
LAKE SHORE DR.
HOLLYWOOD AVENUE
BRYN MAWR AVENUE
FOSTER DRIVE
NORTH MARINE DRIVE
SHERIDAN ROAD

C2

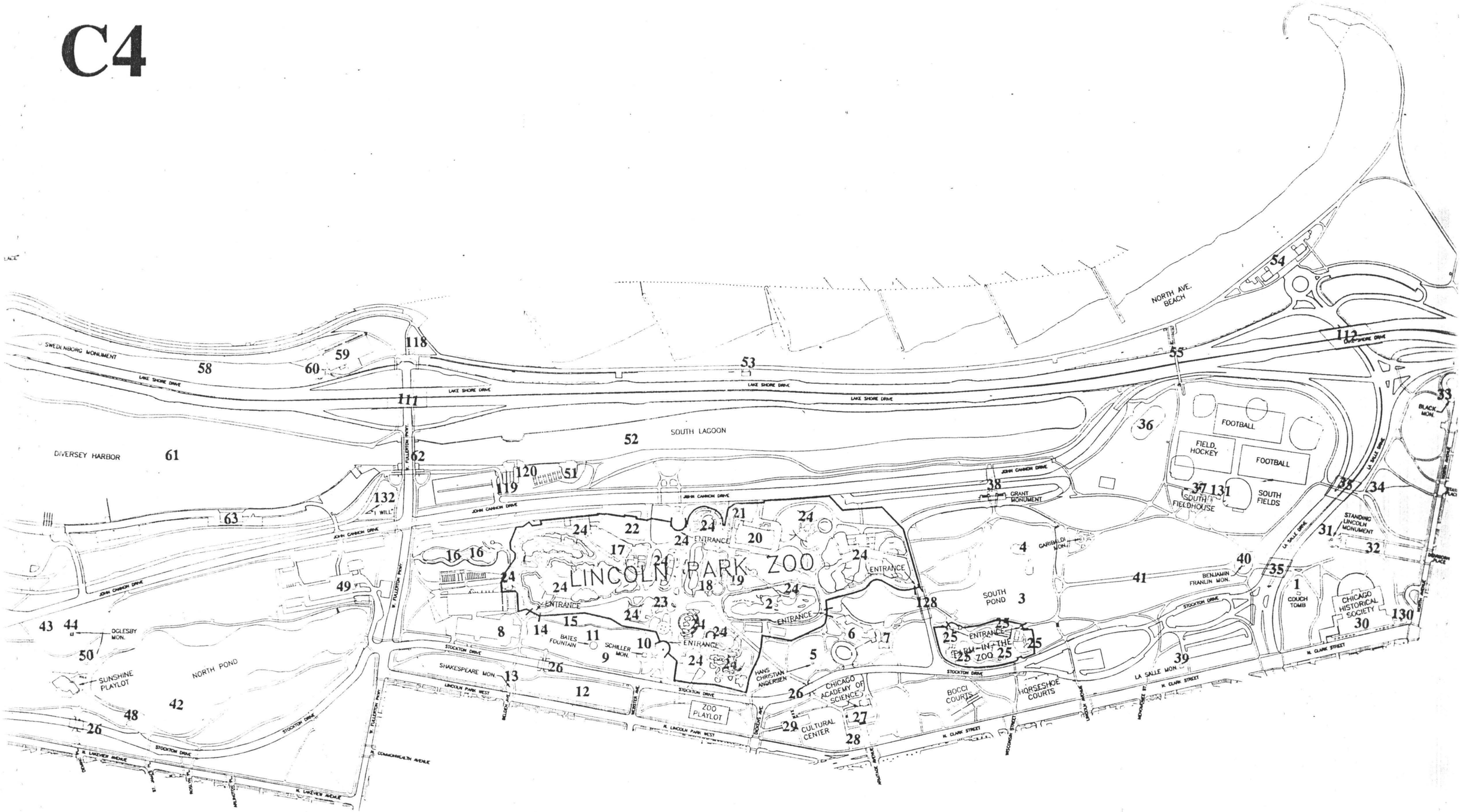

MONTROSE BEACH VOLLEYBALL
133
MONTROSE BEACH
85
82
93
92
MONTROSE HARBOR DR.
MONTROSE HARBOR DRIVE
91
90
MONTROSE HARBOR
83
N. SHORE DRIVE
89
127
CRICKET HILL
80
SOCCER FIELD
LAWRENCE - WILSON DRIVE
86
87
WILSON DRIVE
N. SHORE DRIVE
MONTROSE DRIVE
88
WILSON SOCCER
MONTROSE SOCCER
WILSON SOCCER
MONTROSE SOCCER
129
MAROVITZ GOLF COURSE
WAVELA
CLOCK TOW
N. SHORE DRIVE
LAWRENCE DRIVE
84
MACES PLAYLOT
TENNIS
RECREATION DRIVE
LAKE SHORE DRIVE
101
LAKE SHORE DRIVE
102
LAKE SHORE DRIVE
103
74
N. LAKE SHORE DRIVE
104
LAKE SHORE DRIVE
105
81
WILSON DRIVE
N. MARINE DRIVE
N. MARINE DRIVE
N. MARINE DRIVE
N. MARINE DRIVE
N. MARINE DRIVE
79
LAWRENCE DRIVE
N. LELAND AVE
ARGYLE
FOSTER
LELAND
SUNNYSIDE
WILSON
LAWRENCE
ASHLAND
HUTCHINSON ST
BUENA AVE
GORDON TERR
BUTTERWORTH PLACE
BROADWAY
SHERIDAN ROAD

C3

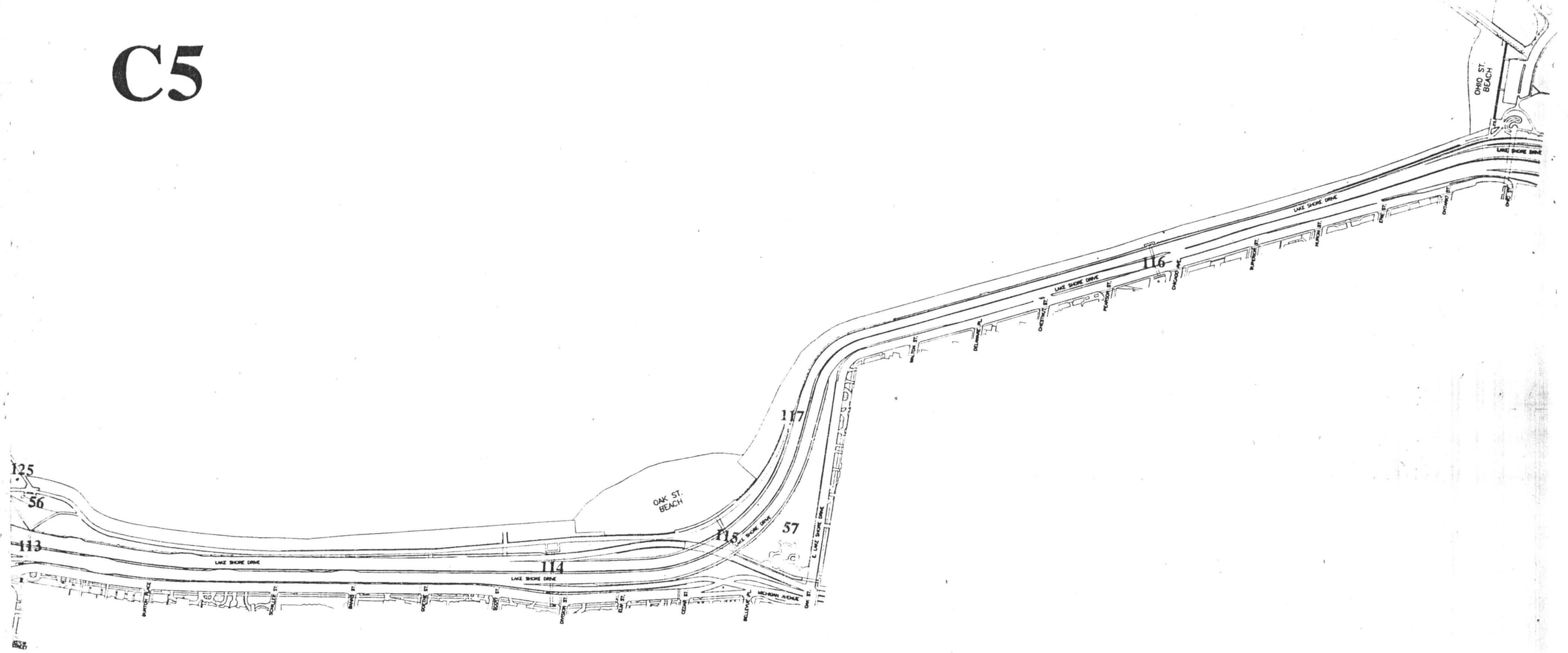


"A SIGN
DIVERSEY POINT
67
68
"THE ALARM"
69
110
LAKE SHORE DRIVE
DIVERSEY TENNIS
65
DIVERSEY SOCCER/ LACROSSE/ RUGBY
PLAYLOT
64
61
DIVERSEY DRIVING RANGE
124
DIVERSEY DRIVE
126
109
BRIAR PLAYLOT
73
72
70
BELMONT HARBOR
71
135
123
134
ARCHERY
75
76
77
BIRD SANCTUARY
121
BELMONT HARBOR DRIVE
122
108
107
66
SHERIDAN MONUMENT
BELMONT DRIVE
N. SHERIDAN ROAD
W. MELROSE ST.
W. ALDINE AVE.
W. ROSCOE ST.
HAWTHORNE PL.
STRATFORD PL.
LAKE SHORE DRIVE WEST
BRIAR PL.
BARRY AVE.
WELLINGTON AVE.
OAKDALE AVE.
SOFTBALL/ SOCCER
TENNIS
TOTEM POLE
78
WAVELAND
RECREATION DRIVE
LAKE SHORE DRIVE
106
ALTGELD MON
45
GOETHE MON.
46
W. DIVERSEY PKY.
JOHN CANNON DRIVE
HAMILTON MON.
47
STOCKTON DRIVE

C4


LAKE SHORE DRIVE
SWEDENBORG MONUMENT
NORTH AVE. BEACH
DIVERSEY HARBOR
SOUTH LAGOON
JOHN CANNON DRIVE
FOOTBALL
FIELD HOCKEY
FOOTBALL
SOUTH FIELDHOUSE
SOUTH FIELDS
GRANT MONUMENT
BLACK HAWK MON.
STANDING LINCOLN MONUMENT
LINCOLN PARK ZOO
ENTRANCE
GARIBALDI MON.
SOUTH POND
BENJAMIN FRANLIN MON.
COUCH TOMB
CHICAGO HISTORICAL SOCIETY
DRIVE-IN-THE ZOO
OGLESBY MON.
SUNSHINE PLAYLOT
NORTH POND
SHAKESPEARE MON.
BATES FOUNTAIN
SCHILLER MON.
HANS CHRISTIAN ANDERSEN
ZOO PLAYLOT
CHICAGO ACADEMY OF SCIENCE
CULTURAL CENTER
BOCCI COURTS
HORSESHOE COURTS
STOCKTON DRIVE
LA SALLE DRIVE
N. CLARK STREET
N. LINCOLN PARK WEST
N. LAKEVIEW AVENUE
N. FULLERTON PKWY
N. COMMONWEALTH AVENUE

C5


125
56
113
114
115
116
117
57
OAK ST. BEACH
OHIO ST. BEACH
LAKE SHORE DRIVE
LAKE SHORE PARK
E. LAKE SHORE DRIVE
MICHIGAN AVENUE
DELAWARE PL.
CHESTNUT ST.
PEARSON ST.
ONTARIO ST.
ERIE ST.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Lincoln Park

MULTIPLE NAME: Chicago Park District MPS

STATE & COUNTY: ILLINOIS, Cook

DATE RECEIVED: 7/26/94 DATE OF PENDING LIST: 8/10/94
DATE OF 16TH DAY: 8/26/94 DATE OF 45TH DAY: 9/09/94
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 94001029

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	Y	NATIONAL:	Y

COMMENT WAIVER: N

✓ ACCEPT ___ RETURN ___ REJECT 8/26/94 DATE

ABSTRACT/SUMMARY COMMENTS:

Not enough comparative information for NHL purposes.

RECOM./CRITERIA Accept - A, C
REVIEWER Boland
DISCIPLINE Historian
DATE 8/26/94

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

CLASSIFICATION

___count ___resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

___historic ___current

DESCRIPTION

___architectural classification
___materials
___descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

___summary paragraph
___completeness
___clarity
___applicable criteria
___justification of areas checked
___relating significance to the resource
___context
___relationship of integrity to significance
___justification of exception
___other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

___acreage ___verbal boundary description
___UTMs ___boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

___sketch maps ___USGS maps ___photographs ___presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

_____ Phone _____

Signed _____ Date _____

1) Ohio Street Beach, Lincoln Park
2) Chicago, IL
3) Joann Nathan
4) 12/12/90
5) CPD Sp. Coll
6) Looking E
7) Photo #1

1) Lincoln Gardens, Chicago Historical Society, Lincoln Park
2) Chicago, IL
3) Joann Nathan
4) 10/2/90
5) CPD Sp. Col.
6) looking NW, Feature # 30, 31, 32
7) Photo #3


AMERICA IN THE AGE OF LINCOLN
CHICAGO HISTORICAL SOCIETY
A HOUSE DIVIDED

1) Chicago Historical Society
2) Chicago, IL
3) Joann Nathan
4) 10/2/90
5) CPD Sp. Col.
6) looking NE, west facade, Feature #30
7) Photo #4


14-2

1) La Salle Drive Bridge, Lake Shore Drive
2) Chicago, IL
3) Will Tippens
4) 10/4/90
5) CPD Sp. Lol
6) Looking E, Feature #112
7) Photo #6

1) Mall and old lake ridges. Lincoln Park
2) Chicago, IL.
3) Joann Nathan
4) 10/12/90
5) CPD Spec. Coll.
6) Looking North, Feature #41
7) Photo #7

1) West Ridge, historic marker, Lincoln Park
2) Chicago, IL
3) Mark Alsip
4) 10/13/90
5) CPD Sp. Col
6) Looking S.
7) Photo #8

1) Tree Grove and landscape around Garibalbi monument, Lincoln Park
2) Chicago, IL
3) Joann Nathan
4) 10/12/90
5) CPD Sp. Coll.
6) Looking S.
7) Photo #9

1) Landscape and paths near South Fieldhouse, Lincoln Park
2) Chicago, IL
3) Joann Nathan
4) 10/12/90
5) CPD Sp. Coll.
6) Looking N., Feature #37
7) Photo #10


1895
Museum of the Chicago Academy of Sciences
2001
Museum hours
daily
10:00
to 5:00

1) Chicago Academy of Sciences, Lincoln Park
2) Chicago, IL
3) Joann Nathan
4) 10/11/90
5) CPD Sp. Col
6) Looking E., Feature #27
7) Photo #13

1) North Avenue Beach House, Lincoln Park
2) Chicago, IL
3) Joann Wathan
4) 12/12/90
5) CPD Sp. Col.
6) Looking NW, Feature #54
7) Photo #14

1) Passarelle, Lake Shore Drive, Lincoln Park
2) Chicago, IL
3) Will Tippens
4) 10/4/90
5) CPD Sp. Col.
6) Looking E., Feature #55
7) Photo #16

1) Lincoln Park Boat House, South Lagoon, Lincoln Park
2) Chicago, IL
3) Joann Nathan
4) 10/31/90
5) CPD Sp. Col.
6) Looking W., Feature #51
7) Photo #17

1) Waterfowl Pond, Lincoln Park 200
2) Chicago, IL
3) Joann Nathan
4) 11/12/90
5) CPD Sp. Coll.
6) Looking NE, Feature #2
7) Photo #18

1) Landmark Cafe, Lincoln Park Zoo
2) Chicago, IL
3) Joann Nathan
4) 11/14/90
5) CPD Sp. Col.
6) Looking N., Feature #23
7) Photo #19


KOVLER LION HOUSE

1) Lion House, Lincoln Park Zoo
2) Chicago, IL
3) Joann Wathan
4) 11/2/90
5) CPD Sp. Col.
6) Looking E., Feature #18
7) Photo #20

1) Formal Garden, Solti Monument, Lincoln Park
2) Chicago, IL
3) Joann Nathan
4) 11/14/90
5) CPD Sp. Col
6) Looking SE, Features #9, 11, 14
7) Photo #21

1) Lincoln Park Conservatory, Lincoln Park
2) Chicago, IL
3) Joann Nathan
4) 11/14/90
5) CPD Sp. Col.
6) Looking N., Feature #8
7) Photo #22

1) Grandmother's Garden
2) Chicago, IL
3) Joann Nathan
4) 10/16/90
5) CPD Sp. Col.
6) Looking S, Feature #12
7) Photo #24

1) Zoo Rookery, Pavilion and pool, Lincoln Park
2) Chicago, IL
3) Joann Nathan
4) 11/14/90
5) CPD Sp. Col.
6) Looking WE, Feature #16
7) Photo #26

1) Meadow, path and trees near Belmont Harbor, Lincoln Park
2) Chicago, IL
3) John Lee
4) 5/3/91
5) CPD Sp. Col.
6) Looking NE, Feature #70
7) Photo #28

1) Belmont Harbor, Chicago Yacht Club, Lincoln Park
2) Chicago, IL
3) John Lee
4) 5/3/91
5) CPD Sp. Coll
6) Looking SE, Features #70 and 72
7) Photo #29

1) Waveland Fieldhouse and Clock Tower, Lincoln Park
2) Chicago, IL.
3) Joann Nathan
4) 15/3/91
5) CPD Spec. Coll.
6) Looking SW., Feature #75
7) Photo #30

1) Stepped rock wall at Montrose Harbor, Lincoln Park
2) Chicago, IL
3) John Lee
4) 3/4/91
5) CPD Sp. Coll.
6) Looking NE
7) Photo #31

1) Montrose Beach House, Lincoln Park
2) Chicago, IL
3) Joann Nathan
4) 3/4/91
5) CPD Sp. Col.
6) Looking NE, Features #82 and 85
7) Photo #32

1) Meadow & Trees, Foster Area. Lincoln Park
2) Chicago, IL
3) Will Tippens
4) 3/12/91
5) CPD Spec. Coll
6) Looking N,
7) Photo #33

1) Hollywood Ave. Exit of Lake Shore Drive. Lincoln Park
2) Chicago, IL
3) Will Tippens
4) 3/12/91
5) CPD Spec. Coll.
6) Looking S.
7) Photo #34

Missing Core Documentation

Property Name	County, State	Reference Number
Chicago Park District MPS, Lincoln Park	Cook, Illinois	94001029

The following Core Documentation is missing from this entry:

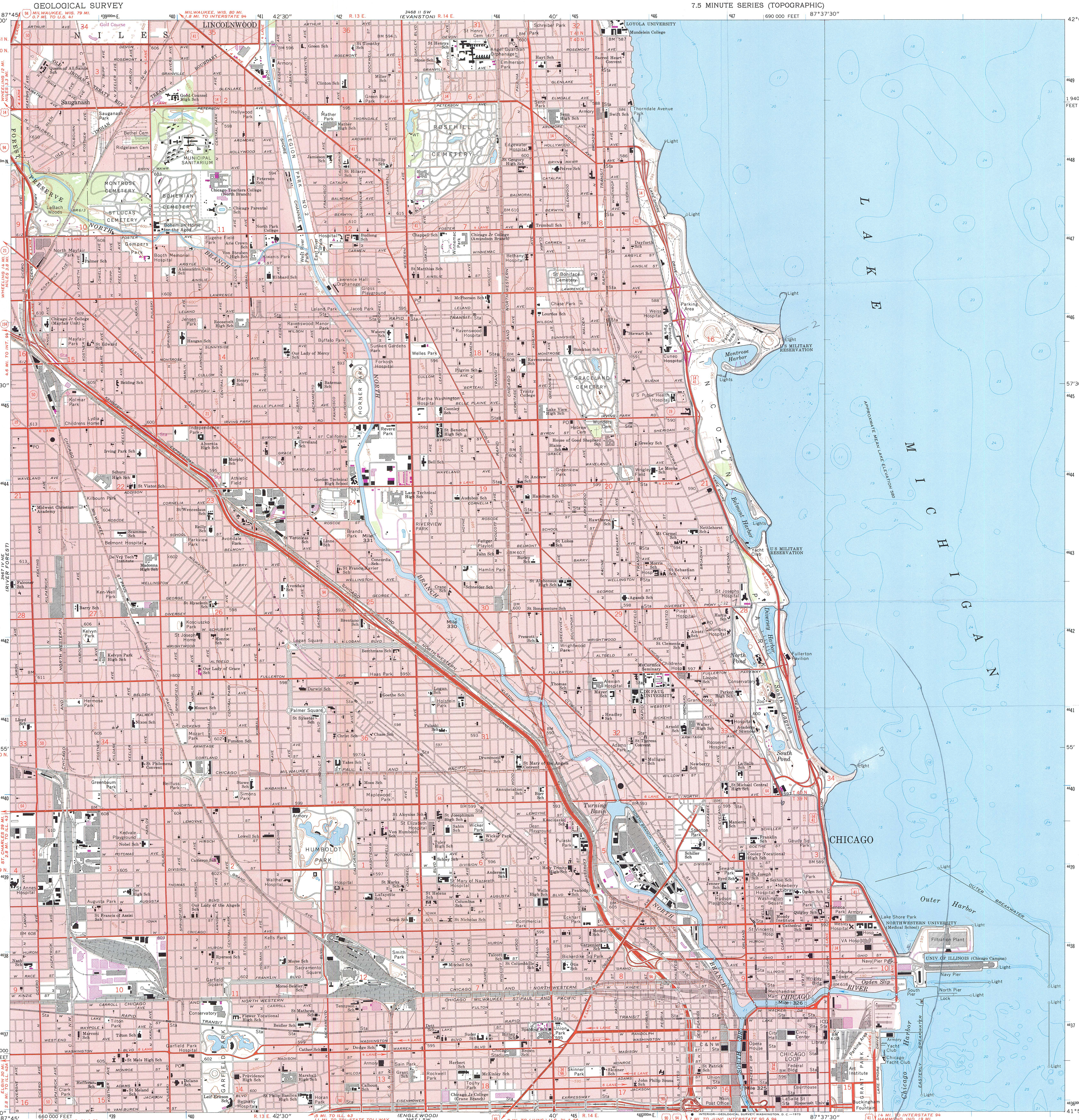
___ Nomination Form

_X_ Photographs (Photo #2, 5, 11-12, 15, 23, 25, 27)

___ USGS Map

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

CHICAGO LOOP QUADRANGLE
ILLINOIS—COOK CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)



(BERWYN) 3467 IV SE

Mapped, edited, and published by the Geological Survey in cooperation with State of Illinois Geological Survey

Control by USGS, USC&GS, and City of Chicago

Planimetry by photogrammetric methods from aerial photographs taken 1962. Topography by planetable surveys 1926. Revised 1963

Selected hydrographic data compiled from U.S. Lake Survey Charts 751 (1963) and 752 (1963). This information is not intended for navigational purposes

Polyconic projection. 1927 North American datum
10,000-foot grid based on Illinois coordinate system, east zone
1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue

Red tint indicates areas in which only landmark buildings are shown

Revisions shown in purple compiled from aerial photographs taken 1972. This information not field checked

UTM GRID AND 1972 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

GN MN 0°28′ 8 MILS 1° 18 MILS

Map photoinspected 1978
No major culture or drainage changes observed

SCALE 1:24 000

1 ½ 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 .5 0 1 KILOMETER

CONTOUR INTERVAL 5 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS LOW WATER 578.5 FEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
AND BY THE STATE GEOLOGICAL SURVEY, URBANA, ILLINOIS 61801
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ILLINOIS
QUADRANGLE LOCATION

ROAD CLASSIFICATION
Heavy-duty .... Light-duty ....
Interstate Route U. S. Route State Route

(JACKSON PARK) 3467 I SE

CHICAGO LOOP, ILL.
N4152.5—W8737.5/7.5
PHOTOINSPECTED 1978
1963
PHOTOREVISED 1972
AMS 3467 I NW—SERIES V863

LINCOLN PARK
ZONE 16
1 E 445800 N 4648530
2 E 447690 N 4645700
3 E 448590 N 4640270
4 E 449260 N 4637910
5 E 449040 N 4637850
6 E 447650 N 4639910
7 E 447000 N 4642320

Illinois Historic Preservation Agency

Old State Capitol • Springfield, Illinois 62701 • (217) 782-4836

M E M O R A N D U M

TO: Mayor Richard M. Daley, City of Chicago

Charles Thurow, Deputy Commissioner, Landmarks Division, Department of Planning and Development

FROM: Ann V. Swallow, Survey & National Register Coordinator AVS

DATE: March 9, 1994

SUBJECT: Preliminary Opinion of Lincoln Park, Chicago

Lincoln Park, stretching from the Ohio Street beach on the south to Ardmore Avenue on the north, meets Criteria A and C for designation to the National Register of Historic Places, and its period of significance is from 1857 to 1944, the fifty-year cut-off date for the National Register of Historic Places. The lakefront park is nationally significant in the area of landscape architecture, and it is of local importance in architecture, entertainment/recreation, and social history. Its initial development in the 1860s was the consequence of a public demand for a healthier urban environment and the need for recreation grounds. The earliest structure in the park, the Couch Tomb (1857) is a remnant of the burial ground that was subsequently incorporated into the park. The design and implementation of each of the subsequent extensions through land acquisition and massive landfill were in response to public activism and the vision of a succession of important consulting and in-house landscape architects, engineers, architects, and artists.

In its entirety, the landscape and built components of the park have sufficient integrity for listing in the National Register. The inclusion of the park's northernmost acreage, dating from after the period of significance in the 1950s, is justified because this area had been planned prior to World War II, its landscape was constructed in the same design manner as the acreage to the south, and it incorporates the north terminus of Lake Shore Drive, a significant engineering resource running the length of the park.

Illinois Historic Preservation Agency

Old State Capitol • Springfield, Illinois 62701 • (217) 782-4836

July 20, 1994

Ms. Beth Boland
National Register Program
National Park Service
Department of the Interior
800 N. Capitol Street, N.W.
Washington, D.C. 20421

Dear Beth:

Enclosed please find the National Register documentation for Lincoln Park in Chicago, Illinois, including the comments of the CLG. This property was recommended for nomination at a June 10, 1994 review board meeting, and subsequently nominated by the SHPO.

Your attention to this matter is greatly appreciated.

Sincerely yours,

Ann V. Swallow
Survey & National Register
Coordinator

encl.

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Valerie B. Jarrett
Commissioner

320 North Clark Street, Room 516
Chicago, Illinois 60610-4711
(312) 744-3200 (Voice)
(312) 744-2958 (TDD)
(312) 744-9140 (FAX)

May 6, 1994

Ms. Ann Swallow
National Register Coordinator
Illinois Historic Preservation Agency
Old State Capitol
Springfield, Illinois 62701

RE: Lincoln Park

Dear Ms. Swallow:

On behalf of Richard M. Daley, Mayor of the City of Chicago, I am responding to your correspondence of March 9, 1994 regarding the nomination of Lincoln Park to the National Register of Historic Places.

The Department of Planning and Development has reviewed this matter and concurs that the park meets Criteria A and C for listing in the National Register of Historic Places due to its significance in the social and recreational history of Chicago and is considered nationally significant in the area of landscape architecture. Chicago's parks are one of the city's greatest assets and play a vital role in making Chicago a quality environment for all residents. Listing on the National Register will foster and encourage public participation in the preservation and appreciation of one of Chicago's most utilized amenities.

Please feel free to contact our staff if you have any questions.

Sincerely,

Valerie B. Jarrett, Commissioner
Department of Planning and Development

VBJ/MT

City of Chicago
Richard M. Daley, Mayor

Commission on
Chicago Landmarks

Peter C. B. Bynoe
Chairman

Room 516
320 North Clark Street
Chicago, Illinois 60610-4711
(312) 744-3200 (Voice)
(312) 744-2958 (TDD)
(312) 744-9140 (FAX)

May 6, 1994

Ms. Ann Swallow
National Register Coordinator
Illinois Historic Preservation Agency
Old State Capitol
Springfield, Illinois 62701

RE: Lincoln Park

Dear Ms. Swallow:

The Commission on Chicago Landmarks has reviewed the information regarding the nomination of Lincoln Park to the National Register of Historic Places. The Commission's Program Committee met on Friday, April 15, 1994 to review the nomination and to hear a presentation by the nominator. The Committee found that Lincoln Park meets Criteria A and C for listing on the National Register due to its local significance in the social and recreational history of Chicago and its national significance in the area of landscape architecture.

Taking all the remarks from the Program Committee meeting into consideration, as well as the information from the nomination, the Committee unanimously decided to recommend that the Commission support the nomination. At the Commission meeting held on Wednesday, May 4, 1994, the following motion was unanimously approved:

> The Commission on Chicago Landmarks shall ratify the Program Committee's recommendation to endorse the nomination of Lincoln Park to the National Register of Historic Places.

Please feel free to contact our staff if you have any questions.

Sincerely,

Peter C.B. Bynoe
Chairman

PCBB/MT