

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

## 1. Name of Property

Historic name: Lynnview Historic District  
Other names/site number: See Description Inventory  
Name of related multiple property listing: N/A

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## 2. Location

Street & number: Roughly bounded by Preston Hwy on the west, Gilmore Ln on the south, Breitenstein Ave on the east, and Evergreen Cemetery to the north.  
City or town: Lynnview State: Kentucky County: Jefferson  
Not For Publication: N/A Vicinity: N/A

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## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets  
the documentation standards for registering properties in the National Register of Historic  
Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

\_\_\_ national      \_\_\_ statewide      \_\_\_X local  
Applicable National Register Criteria:  
\_\_\_X A      \_\_\_ B      \_\_\_ C      \_\_\_ D

<hr/>		
Signature of certifying official/Title:	<b>Craig Potts/SHPO</b>	Date
<u>___</u> <b>Kentucky Heritage Council/State Historic Preservation Office</b> <u>___</u>		
State or Federal agency/bureau or Tribal Government		

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
<hr/>	
Signature of commenting official:	Date
<hr/>	
Title :	State or Federal agency/bureau or Tribal Government

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**4. National Park Service Certification**

I hereby certify that this property is:

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

Signature of the Keeper

Date of Action

**5. Classification**

**Ownership of Property**

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

- Building(s)
- District
- Site
- Structure
- Object

**Number of Resources within Property**

Contributing	Noncontributing	
429	20	
4	3	buildings
_____	_____	sites
_____	_____	structures
433	23	objects
		Total

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Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

DOMESTIC/single dwelling

GOVERNMENT/city hall

**Current Function**

DOMESTIC/single dwelling

COMMERCE/TRADE/business

GOVERNMENT/city hall

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**7. Description**

**Architectural Classification**

Other: Mid-20th Century Vernacular

Other: Minimal Traditional

Other: American Small House

**Materials:**

**Foundation**

CONCRETE

**Walls**

WOOD/Shingle/Weatherboard

METAL/Aluminum

SYNTHETICS/Vinyl

STONE

**Roof**

ASPHALT

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## Narrative Description

### Summary Paragraph

The Lynnview Historic District is a Post-World War II (WWII), developer-driven, mid-twentieth century suburban neighborhood southeast of downtown Louisville, Kentucky. The district originally encompassed 126 acres composed of residences, green space, a community building, and shopping center. This nomination proposes the listing of 110 acres that are the most intact. The district possesses the features defined by Ames and McClelland as the “Post-WWII and Early Freeway Suburbs” type.<sup>1</sup> The Period of Significance for the district extends from 1949 until 1957, spanning the initial planning, development, and construction of the neighborhood. It is bounded on the north by Evergreen Funeral Home and Cemetery; on the east by Breitenstein Avenue; on the south by Gilmore Lane; and on the west by Preston Highway. This boundary includes the sections of Preston Highway and Gilmore Lane which were significant to the planning of neighborhood. Of the 456 properties within the district, 433 resources are evaluated to contribute to the district’s historic identity, and 23 have been evaluated as non-contributing. The overall character of the neighborhood is residential, with 445 single-family residential properties, four detention basins, three commercial properties, three vacant parcels, and one civic property. Roughly 97 percent of the properties in the district are properties without an overt architectural style, while the remaining three percent are made up of Mid-Century Commercial and Mid-Century Modern styles. Lynnview was created by a developer who promoted the houses for sale as identified with a suburban lifestyle. The developer abided by FHA regulations, used advances in technology, and employed architectural trends which conformed to a vision of a desirable lifestyle for the community’s prospective market: working-class families. Trinity Homes, the developer of Lynnview, offered a limited number of residential configurations for home buyers that had been designed by local architect E. W. Augustus. The preponderance of two- or three-bedroom houses gives a consistency of appearance to the community’s suburban-scape.

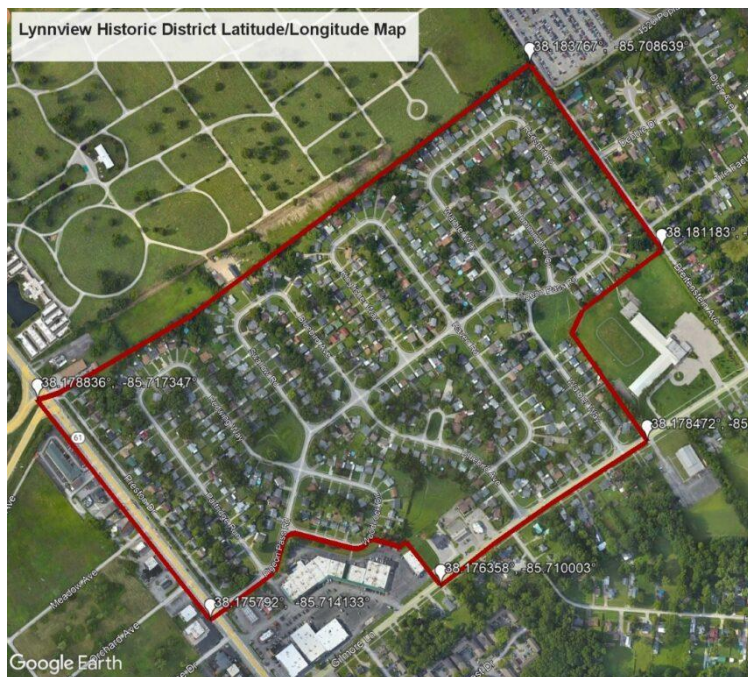


Figure 1: Lynnview Historic District

<sup>1</sup>David L. Ames and Linda Flint McClelland. *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*. (U.S. Department of the Interior, National Park Service, 2002), 24.



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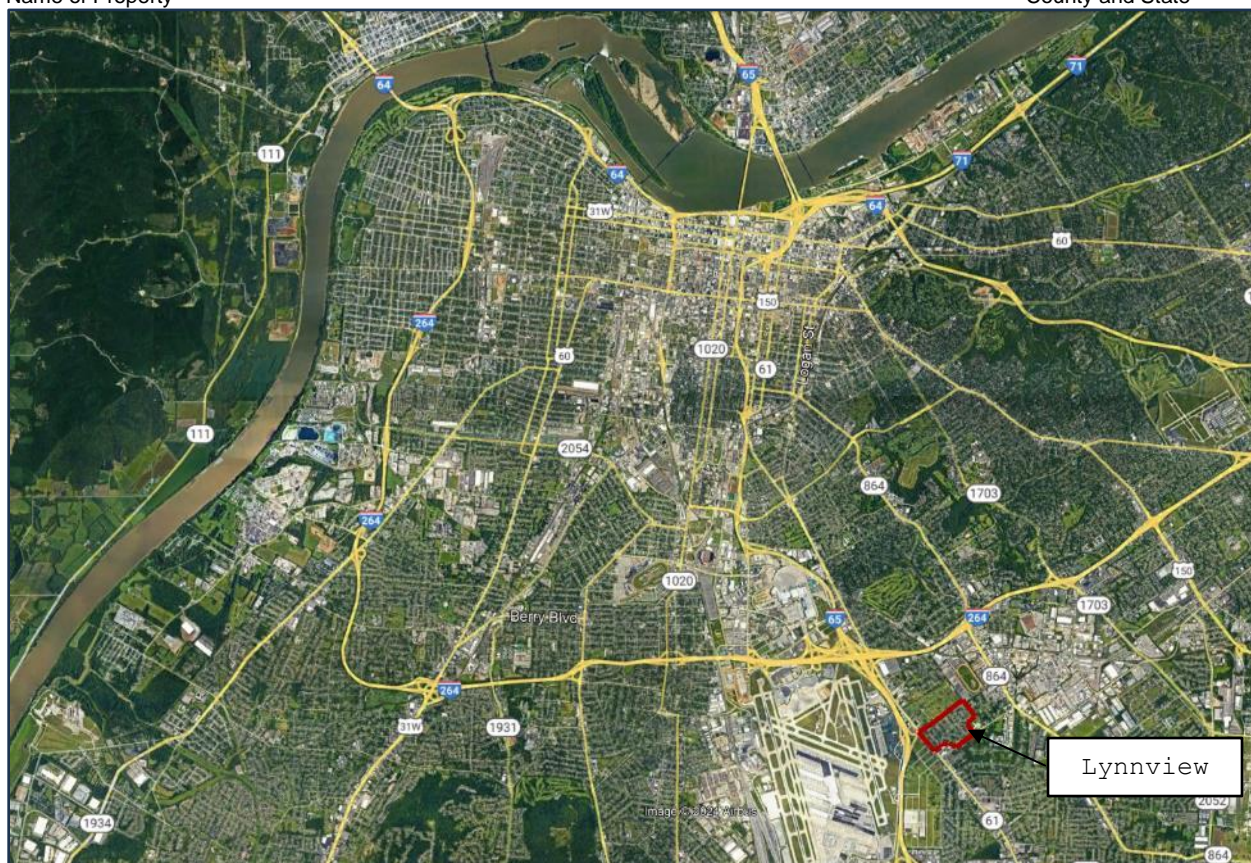


Figure 2. Location of Lynnview Historic District relative to the city of Louisville, shown on an aerial map (Google Earth).

### ***Defining Post-WWII and Early Freeway Suburbs***

Post-WWII and Early Freeway Suburbs are one of four categories identified as embodying specific chronological periods of suburbanization in the American landscape.<sup>2</sup> Generally dated to the years between 1945 and 1960, this type of suburb, like the others detailed by Ames and McClelland, is defined principally by the mode of transportation that fostered outward growth from urban cores and predominated during the type's chronological period.<sup>3</sup> Identified as the most dramatic stage of suburbanization in the United States, the developments constructed following WWII were fueled by widespread automobile ownership, advances in building technology, the Baby Boom, federal incentives, and favorable mortgage terms for returning veterans.<sup>4</sup> The large-scale construction of highways across the United States began with a slow start in 1944, but the start of the 1950s saw every major city working on arterial highway improvements. The Federal Aid Highway Act of 1956 provided substantial funding for the accelerated construction of a network of high-speed highways, which opened new land for development. By the late 1950s, the interstate system began to take form and already exerted considerable influence on patterns of

<sup>2</sup> Ames and McClelland, 16.

<sup>3</sup> Ibid.

<sup>4</sup> Ames and McClelland, 24.

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suburbanization. The defining factors of this period of suburbanization gave rise to merchant builders who were able to quickly develop expansive tracts of affordable land into large, self-contained residential subdivisions connected to the city by arterials and freeways.<sup>5</sup> By the postwar period, the curvilinear subdivision design promoted by the Federal Housing Administration (FHA) had become the standard for new developments across the country.<sup>6</sup> The central factors influencing the evolution of suburban house design—lowering of construction costs; the development of the suburban ideal as a single dwelling on an individual lot within a safe, healthy, and parklike setting; and emphasis on an efficient floor plan designed to support and reinforce the ideal family—combined with the increased reliance on large-scale production, prefabrication methods and materials, streamlined assembly methods, and FHA standards in the years following WWII.<sup>7</sup> This resulted in house designs that were affordable to construct, replicate, and purchase. Large regional shopping centers began to appear along transportation arteries radiating from urban cores and then along circumferential highways and by 1960, the decentralization of the American city and the expansion of America’s suburbs was imprinted upon the landscape.<sup>8</sup>

### ***Setting and Surroundings of the District***

Located off Preston Highway and Gilmore Lane, Lynnview is a compact, mid-century suburb southeast of downtown Louisville. Today, Lynnview is a fifth-class city within the greater Louisville Metropolitan Area. The boundary of Lynnview Historic District includes the 1950s platted lots for residential use at the core of the neighborhood and sections of Preston Highway and Gilmore Lane along the outskirts which contain commercial and community buildings. These major thoroughfares were significant to the planning of this Post-WWII and Early Freeway Suburb as Preston Highway and Gilmore Lane provided residents of Lynnview ease of vehicular connection to Louisville and surrounding suburbs.

The earliest homeowners in Lynnview would have perceived their relocation to the neighborhood as moving out of urban Louisville and into a post-WWII suburbanized environment. By the time of Lynnview’s establishment, much of the land surrounding the community would soon be developed. Grady Clay, Development Editor at the Courier-Journal, remarked that Lynnview was “like many other new subdivisions around the outskirts of Louisville. Much, if not all, the open land immediately around it is either platted into subdivision lots or is being held for development.”<sup>9</sup> Despite the development surrounding Lynnview, the mid-century character which dominated the original setting of Lynnview is present today. Preston Highway and Gilmore Lane, while providing vehicular access to the otherwise insular neighborhood, also act as buffers around the neighborhood, protecting Lynnview from dramatic change.

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<sup>5</sup> Ibid.

<sup>6</sup> Ames and McClelland, 51.

<sup>7</sup> Ames and McClelland, 52, 65.

<sup>8</sup> Ames and McClelland, 24.

<sup>9</sup> Metro Historic Landmarks and Preservation Districts Commission. *Council District 21 Historic Building Survey Summary Document* (Metro Historic Landmarks and Preservation Districts Commission, Lord Aeck Sargent, EHI Consulting, University of Kentucky Department of Historic Preservation, and Council District 21, 2022), 18.



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### Neighborhood Plan

The layout of Lynnview Historic District retains the impression of a Post-WWII and Early Freeway Suburb in its curvilinear design, efficiently divided lots, and proximity to prominent commercial facilities and transportation corridors (Figure 3).

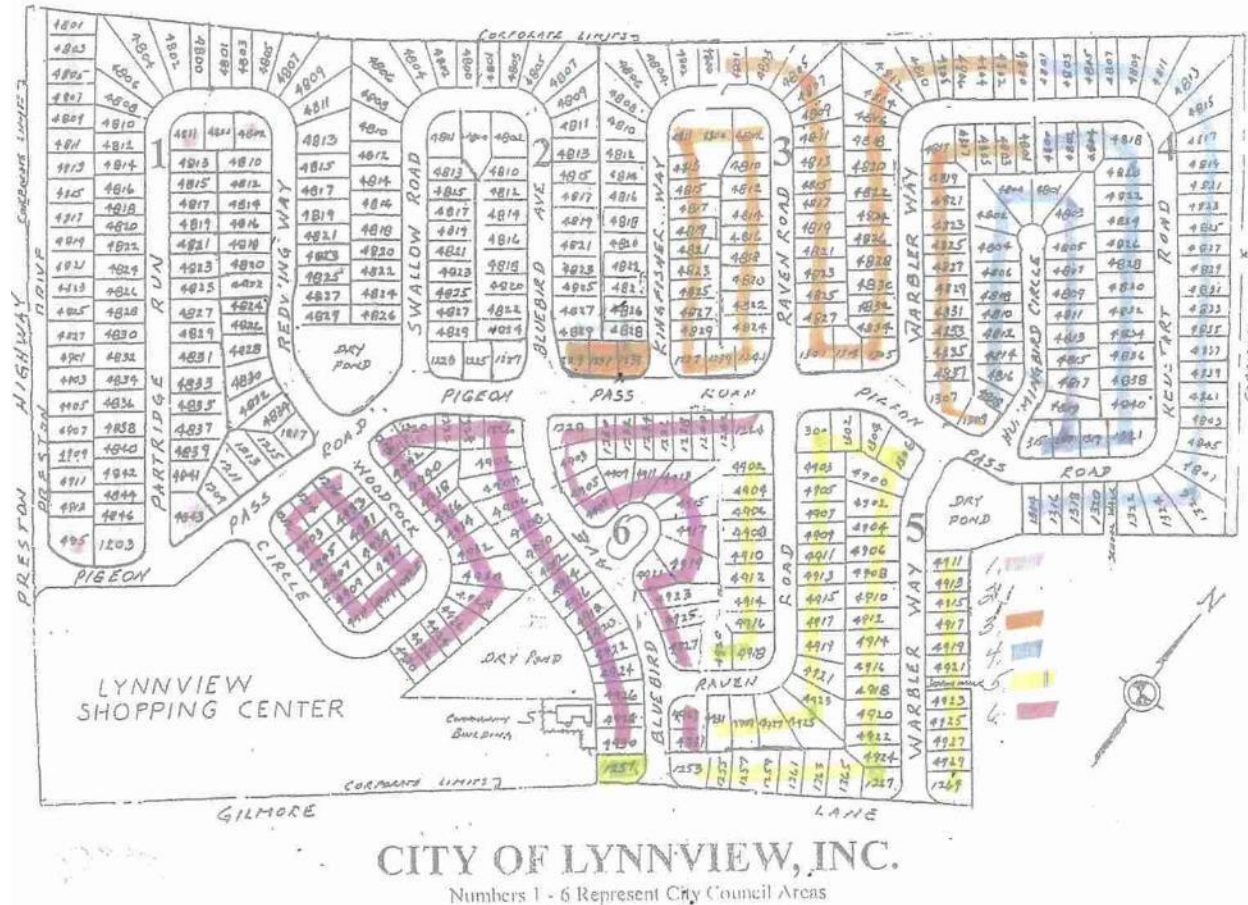


Figure 3. City of Lynnview District Map (cityoflynnview.com).

It was designed by community builder Trinity Home Development as a compact subdivision. Lynnview was first platted in the 1920s with large and irregularly shaped lots. Critics in the 1950s commented that the original layout of the neighborhood would be abhorrent to the FHA and landscape architects. Lynnview was subsequently re-platted by Trinity Home Development with curvilinear streets and more shallow lots.<sup>10</sup> Overall, the development was to include an insular, safe haven for residents and a shopping center for easy access to daily commercial needs of the residents.

The southwest boundary of Lynnview is Preston Highway, a busy commercial corridor which also provides the neighborhood a historically vital connection to central Louisville. Along the

<sup>10</sup> Metro Historic Landmarks and Preservation Districts Commission, 17.

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neighborhood's southeast boundary, Gilmore Lane, is a commercial corridor containing three commercial buildings and one civic building: a City Hall. The Lynnview shopping center is tucked into the south corner of the development at the intersection of Preston Highway and Gilmore Lane, making it easily accessible to those outside the community. This shopping center could be accessed by pedestrian residents of Lynnview via a sidewalk from Woodcock Circle. This connection remains today. Though the commercial area represents an element of a Post-WWII and Early Freeway suburb identified by Ames and McClelland, it has been excluded from the proposed district due to alterations that have reduced the intactness of its design.<sup>11</sup> However, the continuous commercial use of this part of the subdivision preserves the function of this part of the subdivision, if not its historic physical appearance. There is continuity on the landscape between the residential and commercial areas, which supports an integrity of association, and thus an argument for inclusion, should an expansion to the proposed district be considered during subsequent research into Lynnview and Post-WWII and Early Freeway Suburbs in Louisville.

The original entrance to the residential portions of the neighborhood was via Pigeon Pass Road, from Preston Highway, and is separated from the highway by a wide greenspace. Two secondary entrances are positioned along the less-traveled Gilmore Lane. Within the residential areas, lots retain their character-defining features, such as their narrow parcels, sidewalks, grass covered lawns, and mature trees. Houses are positioned with relatively shallow setbacks from the road, with paved driveways extending along the side of the homes and secondary structures at the rear of the lots. In form, the houses are simple; in design, they are utilitarian, unadorned by exterior ornament. Their appearance seems to have been influenced by the American Small House and what has been termed "Minimal Traditional."

Lynnview's curvilinear winding street plan had become a mainstay of suburban planning long before World War II. Such neighborhood plans were popularized in the early twentieth century by landscape architects such as Frederick Law Olmsted, whose designs were incorporated into the City Beautiful movement.<sup>12</sup> Paved sidewalks, original to the neighborhood's design, line the streets of Lynnview, allowing for ease of travel by foot or by automobile and safety of pedestrians. The four planned detention basins, which are original to the development of the neighborhood and were designed to mitigate early drainage issues, are each still intact. Overall, the district is highly intact, other than the diminished integrity of its commercial zone at the southwest corner of the development.

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<sup>11</sup> Ames and McClelland, 24.

<sup>12</sup> Ames and McClelland, 39.



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*Architectural Character and Property Types*

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**Lynnview**  
streets are safety-engineered to protect your children

**Choose Your Lynnview Home From 4 Desirable Floor Plans 15 Attractive Exteriors**

**The HALSAM (Model B-1)** is a two-bedroom home which is priced at \$11,400 with the General Electric kitchen-laundry installed. Down payment is \$1,650. Without appliances, the down payment is \$1,050 and the total cost \$9,250.

**The BAMBUD (Model B-2)** is a two-bedroom home costing \$10,400 complete with the six G-E major appliances. Down payment is \$1,650. Without appliances, the down payment is \$1,050 and the full price \$9,250.

**The BANYAN (Model B-3)** is priced at \$10,400 with the G-E Kitchen-Laundry and G-E Year Round Air Conditioning. Without appliances, this two-bedroom home costs \$9,250 with \$1,050 down.

**The BIRCH (Model B-4)**, when purchased complete with the General Electric six major appliances, costs \$10,400. Without appliances, the two-bedroom Birch is \$9,250 with \$1,050 down.

**The BRIARWOOD (Model B-5)** is a picture-window home that is priced at \$10,400 with the G-E Kitchen-Laundry. Down payment is \$1,650. Without appliances, this two-bedroom home is \$9,250 with a down payment of \$1,050.

**The BUCKEYE (Model B-6)** is a two-bedroom home, is \$10,400 with the working G-E major appliances. \$1,650 is the down payment. Without appliances, the Buckeye costs \$9,250. \$1,050 down.

**The HAZEL (Model B-7)** has an expensive second floor, with the G-E Kitchen-Laundry and G-E Year Round Air Conditioning. With the G-E Kitchen-Laundry only, the down payment is \$2,300 and the total \$11,650. By itself, this two-bedroom home is \$10,500 with \$1,400 down.

**The HEMLOCK (Model B-8)** has two bedrooms and an expensive second floor. Complete with G-E Year Round Air Conditioning and the G-E Kitchen-Laundry, it costs \$12,750 with \$2,300 down. With the G-E Kitchen-Laundry only, the Hemlock is \$11,650 with \$2,300 down. By itself, this two-bedroom home is \$10,500. \$1,400 down.

**The HOLLY (Model B-9)** is a three-bedroom home which sells for \$13,250, complete with G-E Year Round Air Conditioning and G-E Kitchen-Laundry. Down payment is \$2,300. With the six G-E major appliances only, the price is \$11,650 with \$2,300 down. By itself, this two-bedroom, expensive home sells for \$10,500 with \$1,400 down.

**The ELDER (Model B-10)** is a three-bedroom home which sells for \$13,250, complete with G-E Year Round Air Conditioning and G-E Kitchen-Laundry. Down payment is \$2,300. With the G-E Kitchen-Laundry only, the Elder costs \$12,150. \$2,350 down. By itself, this three-bedroom home is priced at \$11,000. \$1,350 down.

**The ELM (Model B-11)** is priced at \$13,250 with the G-E Kitchen-Laundry and G-E Year Round Air Conditioning. Down payment is \$2,350. With the six G-E major appliances only, the Elm costs \$12,150. \$2,350 down. By itself, the three-bedroom home is \$11,000 with a \$1,350 down payment.

**The EMERALD (Model B-12)** has three bedrooms and, with G-E Year Round Air Conditioning and G-E Kitchen-Laundry, costs \$13,250 with \$2,350 down payment. With G-E Kitchen-Laundry only, the Emerald is \$12,150. \$2,350 down. By itself, the three-bedroom home is \$11,000 with \$1,350 down.

**The EMERALD (Model B-13)** has three bedrooms and, with G-E Year Round Air Conditioning and G-E Kitchen-Laundry, costs \$13,250 with \$2,350 down payment. With G-E Kitchen-Laundry only, the Emerald is \$12,150. \$2,350 down. By itself, the three-bedroom home is \$11,000 with \$1,350 down.

**The GENERAL ELECTRIC (Model B-14)** is a three-bedroom home that costs \$13,250 with G-E Year Round Air Conditioning and G-E Kitchen-Laundry installed. Down payment is \$2,350. With the G-E Kitchen-Laundry only, this three-bedroom home is priced at \$12,150. \$2,350 down. By itself, the General Electric Home has three full bedrooms.

**Home From Plans Exteriors**

FLOOR PLAN FOR GENERAL ELECTRIC HOUSE  
 FLOOR PLAN FOR E-MODEL HOMES  
 FLOOR PLAN FOR E-MODEL HOMES  
 FLOOR PLAN FOR HEMLOCK HOMES

Figure 4. Advertised models of Lynnview homes.

The single-family homes in Lynnview were designed by local architect E. W. Augustus and while not prefabricated, they utilized standardization and mass production through limited number of floor plans while allowing a larger scale of customization through exterior expressions of material and massing. While subdivisions in Louisville such as Buechel Terrace were being developed with prefabricated homes, Augustus’s design approach allowed advertisements for Lynnview to highlight the potential individuality of each home.

Several models of standard homes designed by Augustus were offered to prospective Lynnview residents.<sup>13</sup> The floor plans were square or rectangular in form, following FHA’s development of efficient plans and the American Small House. These included two to three bedrooms, one full bathroom, and a combination of kitchen, dining, and living areas. All houses were one story (some with a partial-story attic or second floor) and increased efficiency through elimination of circulation space such as stairways or hallways. The houses have medium- to high-pitched side-gable roofs covered in asphalt shingles, concrete foundations, various types of siding. The houses have a large picture window and small sliding windows. The developers of Lynnview advertised the workmanship of the homes in *The Courier-Journal*, where they published a guide to the

<sup>13</sup> The Trinity Corporation, “Choose Your Lynnview Home From 4 Desirable Floor Plans 15 Attractive Exteriors.” *The Courier-Journal* (Louisville, KY): May 24, 1953, 166.

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materials of the homes.<sup>14</sup> According to the guide, the houses are of frame construction consisting of Western Douglas fir and installed on poured concrete slab foundations. The side-gable roofs were originally covered with Barrett Asphalt shingles, and the exterior siding was of beveled Western red cedar, fir, or Masonite. All of the homes were complete with Alwintite aluminum windows and screens. The homes also featured Thulman chimneys and planting boxes.

### *Description of Resources*

#### *Residential Buildings*



*4818 Bluebird Road (left), 4821 Redstart Road (center), and 1232 Pigeon Pass Road (right).*

One of the most important character defining features of the Lynnview Historic District is the cohesive nature of the residential buildings and their collective ability to convey the neighborhood's identity as a Post-WWII and Early Freeway Suburb. The existing architectural forms, styles, and scales of the residential buildings within the Lynnview Historic District maintain those qualities during the district's period of significance, making for an intact and visually unified district. The dominant architectural aspects of Lynnview are its simple American Small House forms and lack of overt style.

4818 Bluebird Road and 1232 Pigeon Pass Road exemplify the most common house form within Lynnview: a one-story rectangular form featuring horizontal sliding and picture windows covered by a medium-pitched side-gable asphalt shingle roof with an extended eave over at least a portion of the main elevation. Although their massing is similar, differences in fenestration and siding give each house a slightly different character. 4821 Redstart Road is a contributing example of a home with a high-pitched side-gable roof that has a footprint and vocabulary of fenestration and materials similar to those at 4818 Bluebird Road and 1232 Pigeon Pass Road. The higher-pitched roof would allow future expansion of occupiable space by reuse of the upper story/attic, as was a common in some American Small House designs. Overall, use of a standard pallet of plans, massing, and exterior details and materials allowed variation and individuality in the houses across Lynnview while maintaining an overall visual unity the neighborhood as a whole.

<sup>14</sup> The Trinity Corporation, "These Quality Materials and Expert Workmanship make your Lynnview home a lifetime buy." *The Courier-Journal* (Louisville, KY): May 24, 1953, 171.

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Another model of home that was offered in Lynnview was advertised as the “Homemaker’s Home” and was designed with the Homemakers Club of Jefferson County.<sup>15</sup> 4902 Bluebird Avenue and 1237 Pigeon Pass Road are two examples of properties that were built following the “Homemakers Home” model. These homes differ from other residential properties in Lynnview due to their off-center, low-pitched front-gable roofs and the full height windows featured underneath the overhanging eave on the main and one side elevation. Very few of these models were constructed in Lynnview. While the reason for such was not definitive though research for this nomination, it is possible this more modern form was not received well at this time and place. In response to home designs in Raleigh Subdivision, another mid-century Trinity Homes Corporation with home designs similar to those in Lynnview, local architects and relators expressed caution about the use of “modern architecture,” and Trinity Homes Corporation President David Wilson remarked, “There’s no reason to build a modern house unless it’s cheaper for the buyer, or unless you get a more efficient design for modern living.”<sup>16</sup>



*4902 Bluebird Avenue (left) and 1237 Pigeon Pass Road (right).*

Many of the residential buildings within Lynnview have undergone replacements of original exterior material, most notably in fenestration and cladding. Common examples of such changes are the replacement of the original aluminum windows with vinyl windows of the same operation, and original exterior wall materials that have been replaced by vinyl siding. Attached carports are also a common addition to the residential buildings throughout Lynnview. However, while not of original design, these changes are typically subtle, and the overall form and style of the contributing residential buildings has remained intact.

### *Detention Basins*

The four detention basins were a key feature in the development of Lynnview. During Lynnview’s planning process, there were concerns that development of the subdivision could aggravate drainage issues in this flat section of Jefferson County. The detention basins were a requirement

<sup>15</sup> The Trinity Corporation, “Lynnview’s Homemaker House of 1954.” *The Courier-Journal* (Louisville, KY): May 16, 1954, 99.

<sup>16</sup> Janie-Rice Broder, Jennifer Ryall, and Jay Stottman. *They Came...They Saw...They Bought! The Twentieth Century Housing Boom in Louisville, Kentucky 1920 to 1970*. (Kentucky Archaeological Survey, the University of Kentucky Department of Anthropology, and the Kentucky Heritage Council, 2014), 397.

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for the development to gain approval from the planning commission. The basins allow storm waters to run through underground culverts and out of the subdivision. In 1957, the Courier-Journal published an article on the success of the detention basins with a nearby resident commenting “The Lynnview ponds have helped us wonderfully. It was much worse when we came here 15 years ago; we’re pleased with Lynnview.”<sup>17</sup> These landscape elements also add variety and open vistas in an otherwise densely constructed neighborhood. Thus, the four original basins are contributing sites in the Lynnview Historic District.



*Detention basin at 4831 Redwing Way*

### *Civic Buildings*

The Lynnview Historic District contains one contributing civic building: the City of Lynnview Office located at 1241 Gilmore Lane. The office consists of a Mid-century Commercial building with vinyl siding and a cross-gable roof with a central hyphen connecting two front gable sections. According to aerial images, the office was constructed between 1959 and 1971, approaching the end of the district’s Period of Significance.



*The City of Lynnview Office, 1241 Gilmore Lane.*

### **Evaluation of Contributing and Non-Contributing Resources**

Of the 456 properties within Lynnview, 433 resources are contributing properties to the Lynnview Historic District. Of the 433 contributing resources, 428 are single-family residential buildings,

<sup>17</sup> “Lynnview Ponds Keep Drainage Well In Hand.” *The Courier-Journal* (Louisville, KY): July 7, 1957, 75.



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four are planned detention basins, and one is a civic building (Table 1). Properties that are considered contributing are those that retain sufficient materials and design that they express a component of the district’s identity. Contributing properties appear as they did historically and are without significant alterations. Significant alterations include large-scale, unsympathetic additions that change the footprint of the original structure and major alterations to the primary façade of the building. The 433 eligible resources are representative of Lynnview as a Post-WWII and Early Freeway suburb and retain the simple, cost-effective, and functional aspects characteristic of houses associated with this type of suburb. The 23 noncontributing properties have either been altered to the point in which they do not convey their historic significance, or they are not of historic age.

*Table 1. Property Types in Lynnview*

	<b>Eligible Properties</b>	<b>Ineligible Properties</b>	<b>Total</b>
<b>Single Family Residences</b>	428	17	445
<b>Detention Basins</b>	4	0	4
<b>Commercial Buildings</b>	0	3	3
<b>Vacant Parcels</b>	0	3	3
<b>Civic Buildings</b>	1	0	1

*Characterization of Noncontributing Resources*

*Residential Buildings*



*4805 Hummingbird Circle (left) and 4808 Kingfisher Way (right).*

A total of 17 of the 445 single-family residences in Lynnview have been evaluated as noncontributing. The house at 4805 Hummingbird Circle exemplifies a home that is of Lynnview’s original development but is noncontributing due to alterations including a porch addition on the main elevation and a second addition along the side elevation. These modifications have substantially changed the simplistic, rectangular massing of the building, and therefore the property no longer conveys the appearance that is necessary to contribute to the district’s collective identity of a Post-WWII and Early Freeway Suburb. 4808 Kingfisher Way was constructed in 2012 and therefore was not constructed during Lynnview’s period of significance.



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*Commercial Buildings*

All three commercial buildings within the boundaries of the Lynnview Historic District have been evaluated as noncontributing to the district. 1231 and 1237 Gilmore Lane were constructed in 1981 and 1994, and therefore are non-historic buildings. 1239 Gilmore Lane was constructed in 1950 but has been heavily modified from its original appearance.

*Table 2. List of resources within Lynnview Historic District.*

Street #	Street Name	KHC #	Year Built (PVA, u.n.o.)	Property Type	Architectural Style	NRHP Eligibility
4800	Bluebird Avenue	JFL 5927	1954	House	Mid-century Vernacular	C
4801	Bluebird Avenue	JFL 5903	1956	House	Mid-century Vernacular	C
4802	Bluebird Avenue	JFL 5926	1954	House	Mid-century Vernacular	C
4803	Bluebird Avenue	JFL 5904	1956	House	Mid-century Vernacular	C
4805	Bluebird Avenue	JFL 5905	1956	House	Mid-century Vernacular	C
4807	Bluebird Avenue	JFL 5906	1954	House	Mid-century Vernacular	C
4809	Bluebird Avenue	JFL 5907	1954	House	Mid-century Vernacular	C
4810	Bluebird Avenue	JFL 5925	1954	House	Mid-century Vernacular	C
4811	Bluebird Avenue	JFL 5908	1954	House	Mid-century Vernacular	C
4812	Bluebird Avenue	JFL 5924	1954	House	Mid-century Vernacular	C
4813	Bluebird Avenue	JFL 5909	1954	House	Mid-century Vernacular	C
4814	Bluebird Avenue	JFL 5923	1954	House	Mid-century Vernacular	C
4815	Bluebird Avenue	JFL 5910	1954	House	Mid-century Vernacular	C
4816	Bluebird Avenue	JFL 5922	1954	House	Mid-century Vernacular	C
4817	Bluebird Avenue	JFL 5911	1954	House	Mid-century Vernacular	C
4818	Bluebird Avenue	JFL 5921	1954	House	Mid-century Vernacular	C
4819	Bluebird Avenue	JFL 5912	1954	House	Mid-century Vernacular	C
4820	Bluebird Avenue	JFL 5920	1954	House	Mid-century Vernacular	C
4821	Bluebird Avenue	JFL 5913	1954	House	Mid-century Vernacular	C
4822	Bluebird Avenue	JFL 5919	1954	House	Mid-century Vernacular	C
4823	Bluebird Avenue	JFL 5914	1954	House	Mid-century Vernacular	C
4824	Bluebird Avenue	JFL 5918	1954	House	Mid-century Vernacular	C
4825	Bluebird Avenue	JFL 5915	1954	House	Mid-century Vernacular	C
4827	Bluebird Avenue	JFL 5916	1954	House	Mid-century Vernacular	C
4829	Bluebird Avenue	JFL 5917	1954	House	Mid-century Vernacular	C
4902	Bluebird Avenue	JFL 6070	1955	House	Mid-century Vernacular	C
4903	Bluebird Avenue	JFL 6098	1954	House	Mid-century Vernacular	C
4904	Bluebird Avenue	JFL 6071	1955	House	Mid-century Vernacular	C
4905	Bluebird Avenue	JFL 6097	1954	House	Mid-century Vernacular	C
4906	Bluebird Avenue	JFL 6071	1955	House	Mid-century Vernacular	NC

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4908	Bluebird Avenue	JFL 6073	1955	House	Mid-century Vernacular	C
4910	Bluebird Avenue	JFL 6074	1955	House	Mid-century Vernacular	C
4912	Bluebird Avenue	JFL 6075	1955	House	Mid-century Vernacular	C
4914	Bluebird Avenue	JFL 6076	1955	House	Mid-century Vernacular	C
4916	Bluebird Avenue	JFL 6077	1955	House	Mid-century Vernacular	C
4918	Bluebird Avenue	JFL 6078	1955	House	Mid-century Vernacular	C
4920	Bluebird Avenue	JFL 6079	1955	House	Mid-century Vernacular	C
4922	Bluebird Avenue	JFL 6080	1955	House	Mid-century Vernacular	C
4923	Bluebird Avenue	JFL 6088	1954	House	Mid-century Vernacular	C
4924	Bluebird Avenue	JFL 6081	1955	House	Mid-century Vernacular	C
4925	Bluebird Avenue	JFL 6087	1954	House	Mid-century Vernacular	C
4926	Bluebird Avenue	JFL 6317	1955	House	Mid-century Vernacular	NC
4927	Bluebird Avenue	JFL 6086	1954	House	Mid-century Vernacular	C
4928	Bluebird Avenue	JFL 6082	1955	House	Mid-century Vernacular	C
4929	Bluebird Avenue	JFL 6085	1954	House	Mid-century Vernacular	C
4930	Bluebird Avenue	JFL 6083	1955	House	Mid-century Vernacular	C
4931	Bluebird Avenue	JFL 6084	1955	House	Mid-century Vernacular	C
4907	Bluebird Circle	JFL 6096	1954	House	Mid-century Vernacular	C
4909	Bluebird Circle	JFL 6095	1954	House	Mid-century Vernacular	C
4911	Bluebird Circle	JFL 6094	1954	House	Mid-century Vernacular	C
4913	Bluebird Circle	JFL 6093	1954	House	Mid-century Vernacular	C
4915	Bluebird Circle	JFL 6092	1954	House	Mid-century Vernacular	C
4917	Bluebird Circle	JFL 6091	1954	House	Mid-century Vernacular	C
4919	Bluebird Circle	JFL 6090	1954	House	Mid-century Vernacular	C
4921	Bluebird Circle	JFL 6089	1954	House	Mid-century Vernacular	C
1231	Gilmore Lane	JFL 8545	1981	Business	Modern Other	NC
1237	Gilmore Lane	JFL 8546	1994	Business	Modern Other	NC
1239	Gilmore Lane	JFL 7049	1950	Business	Modern Other	NC
1241	Gilmore Lane	JFL 8553	Between 1959 and 1971 (historic aerials)	City Hall	Mid-century Commercial	C
1251	Gilmore Lane	JFL 6297	1955	House	Mid-century Vernacular	C
1253	Gilmore Lane	JFL 6288	1955	House	Mid-century Vernacular	C
1255	Gilmore Lane	JFL 6289	1955	House	Mid-century Vernacular	C
1257	Gilmore Lane	JFL 6290	1955	House	Mid-century Vernacular	C
1259	Gilmore Lane	JFL 6291	1954	House	Mid-century Vernacular	C

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Street #	Street Name	KHC #	Year Built (PVA, u.n.o.)	Property Type	Architectural Style	NRHP Eligibility
1261	Gilmore Lane	JFL 6292	1955	House	Mid-century Vernacular	C
1263	Gilmore Lane	JFL 6293	1955	House	Mid-century Vernacular	C
1265	Gilmore Lane	JFL 6294	1955	House	Mid-century Vernacular	C
1267	Gilmore Lane	JFL 6295	1956	House	Mid-century Vernacular	C
1269	Gilmore Lane	JFL 6296	1956	House	Mid-century Vernacular	C
4800	Hummingbird Circle	JFL 6279	1950	House	Mid-century Vernacular	C
4801	Hummingbird Circle	JFL 6278	1955	House	Mid-century Vernacular	C
4802	Hummingbird Circle	JFL 6280	1956	House	Mid-century Vernacular	C
4803	Hummingbird Circle	JFL 6277	1955	House	Mid-century Vernacular	C
4804	Hummingbird Circle	JFL 6281	1955	House	Mid-century Vernacular	C
4805	Hummingbird Circle	JFL 6276	1955	House	Mid-century Vernacular	NC
4806	Hummingbird Circle	JFL 6282	1955	House	Mid-century Vernacular	C
4807	Hummingbird Circle	JFL 6275	1955	House	Mid-century Vernacular	C
4808	Hummingbird Circle	JFL 6283	1955	House	Mid-century Vernacular	C
4809	Hummingbird Circle	JFL 6274	1955	House	Mid-century Vernacular	C
4810	Hummingbird Circle	JFL 6284	1955	House	Mid-century Vernacular	C
4811	Hummingbird Circle	JFL 6273	1955	House	Mid-century Vernacular	C
4812	Hummingbird Circle	JFL 6285	1950	House	Mid-century Vernacular	C
4813	Hummingbird Circle	JFL 6272	1955	House	Mid-century Vernacular	C
4814	Hummingbird Circle	JFL 6318	1955	House	Mid-century Vernacular	C
4815	Hummingbird Circle	JFL 6271	1956	House	Mid-century Vernacular	C
4816	Hummingbird Circle	JFL 6286	1955	House	Mid-century Vernacular	C
4817	Hummingbird Circle	JFL 6270	1955	House	Mid-century Vernacular	C
4818	Hummingbird Circle	JFL 6287	1955	House	Mid-century Vernacular	C
4819	Hummingbird Circle	JFL 6269	1955	House	Mid-century Vernacular	C
4800	Kingfisher Way	JFL 6113	1954	House	Mid-century Vernacular	C
4802	Kingfisher Way	JFL 6112	1954	House	Mid-century Vernacular	C
4804	Kingfisher Way	JFL 6111	1954	House	Mid-century Vernacular	C
4806	Kingfisher Way	JFL 6110	1954	House	Mid-century Vernacular	C
4808	Kingfisher Way	JFL 6109	2012	House	Modern Other	NC
4810	Kingfisher Way	JFL 6108	1954	House	Mid-century Vernacular	C
4811	Kingfisher Way	JFL 6123	1954	House	Mid-century Vernacular	C
4812	Kingfisher Way	JFL 6107	1954	House	Mid-century Vernacular	C
4813	Kingfisher Way	JFL 6122	1954	House	Mid-century Vernacular	C
4814	Kingfisher Way	JFL 6106	1954	House	Mid-century Vernacular	C
4815	Kingfisher Way	JFL 6121	1954	House	Mid-century Vernacular	C
4816	Kingfisher Way	JFL 6105	1954	House	Mid-century Vernacular	C

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4817	Kingfisher Way	JFL 6120	1954	House	Mid-century Vernacular	C
4818	Kingfisher Way	JFL 6104	1954	House	Mid-century Vernacular	C
4819	Kingfisher Way	JFL 6119	1954	House	Mid-century Vernacular	C
4820	Kingfisher Way	JFL 6103	1954	House	Mid-century Vernacular	C
4821	Kingfisher Way	JFL 6118	1954	House	Mid-century Vernacular	C
4822	Kingfisher Way	JFL 6102	1954	House	Mid-century Vernacular	C
4823	Kingfisher Way	JFL 6117	1954	House	Mid-century Vernacular	C
4824	Kingfisher Way	JFL 6101	1954	House	Mid-century Vernacular	C
4825	Kingfisher Way	JFL 6116	1954	House	Mid-century Vernacular	C
4826	Kingfisher Way	JFL 6100	1954	House	Mid-century Vernacular	C
4827	Kingfisher Way	JFL 6115	1954	House	Mid-century Vernacular	NC
4828	Kingfisher Way	JFL 6099	1954	House	Mid-century Vernacular	C
4829	Kingfisher Way	JFL 6114	1954	House	Mid-century Vernacular	C
4800	Partridge Run	JFL 5975	1954	House	Mid-century Vernacular	C
4802	Partridge Run	JFL 5976	1954	House	Mid-century Vernacular	C
4804	Partridge Run	JFL 5977	1954	House	Mid-century Vernacular	C
4806	Partridge Run	JFL 5978	1954	House	Mid-century Vernacular	C
4808	Partridge Run	JFL 5979	1954	House	Mid-century Vernacular	C
4810	Partridge Run	JFL 5980	1954	House	Mid-century Vernacular	C
4811	Partridge Run	JFL 5959	1953	House	Mid-century Vernacular	C
4812	Partridge Run	JFL 5981	1954	House	Mid-century Vernacular	C
4813	Partridge Run	JFL 5960	1953	House	Mid-century Vernacular	C
4814	Partridge Run	JFL 5982	1954	House	Mid-century Vernacular	C
4815	Partridge Run	JFL 5961	1956	House	Mid-century Vernacular	C
4816	Partridge Run	JFL 5983	1954	House	Mid-century Vernacular	C
4817	Partridge Run	JFL 5962	1953	House	Mid-century Vernacular	C
4818	Partridge Run	JFL 5984	1954	House	Mid-century Vernacular	C
4819	Partridge Run	JFL 5963	1953	House	Mid-century Vernacular	C
4820	Partridge Run	JFL 5985	1954	House	Mid-century Vernacular	C
4821	Partridge Run	JFL 5964	1953	House	Mid-century Vernacular	C
4822	Partridge Run	JFL 5986	1954	House	Mid-century Vernacular	C
4823	Partridge Run	JFL 5965	1953	House	Mid-century Vernacular	C
4824	Partridge Run	JFL 5987	1954	House	Mid-century Vernacular	C
4825	Partridge Run	JFL 5966	1953	House	Mid-century Vernacular	C
4826	Partridge Run	JFL 5988	1954	House	Mid-century Vernacular	C
4827	Partridge Run	JFL 5967	1955	House	Mid-century Vernacular	C
4828	Partridge Run	JFL 5989	1954	House	Mid-century Vernacular	C

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4829	Partridge Run	JFL 5968	1953	House	Mid-century Vernacular	C
4830	Partridge Run	JFL 5990	1954	House	Mid-century Vernacular	C
4831	Partridge Run	JFL 5969	1953	House	Mid-century Vernacular	C
4832	Partridge Run	JFL 5991	1954	House	Mid-century Vernacular	C
4833	Partridge Run	JFL 5970	1953	House	Mid-century Vernacular	C
4834	Partridge Run	JFL 5992	1954	House	Mid-century Vernacular	C
4835	Partridge Run	JFL 5971	1953	House	Mid-century Vernacular	C
4836	Partridge Run	JFL 5993	1954	House	Mid-century Vernacular	C
4837	Partridge Run	JFL 5972	1953	House	Mid-century Vernacular	C
4838	Partridge Run	JFL 5994	1954	House	Mid-century Vernacular	C
4839	Partridge Run	JFL 5973	1953	House	Mid-century Vernacular	C
4840	Partridge Run	JFL 5995	1954	House	Mid-century Vernacular	C
4841	Partridge Run	JFL 5974	1953	House	Mid-century Vernacular	C
4842	Partridge Run	JFL 5996	1954	House	Mid-century Vernacular	C
4843	Partridge Run	JFL 6000	1954	House	Mid-century Vernacular	C
4844	Partridge Run	JFL 5997	1954	House	Mid-century Vernacular	C
4846	Partridge Run	JFL 5998	1954	House	Mid-century Vernacular	C
1203	Pigeon Pass Road	JFL 5999	1955	House	Mid-century Vernacular	C
1209	Pigeon Pass Road	JFL 6001	1955	House	Mid-century Vernacular	C
1211	Pigeon Pass Road	JFL 6002	1955	House	Mid-century Vernacular	C
1212	Pigeon Pass Road	JFL 6050	1956	House	Mid-century Vernacular	C
1213	Pigeon Pass Road	JFL 6003	1955	House	Mid-century Vernacular	C
1214	Pigeon Pass Road	JFL 6049	1956	House	Mid-century Vernacular	C
1215	Pigeon Pass Road	JFL 6004	1955	House	Mid-century Vernacular	C
1216	Pigeon Pass Road	JFL 6048	1956	House	Mid-century Vernacular	NC
1217	Pigeon Pass Road	JFL 6005	1955	House	Mid-century Vernacular	C
1218	Pigeon Pass Road	JFL 6319	1956	House	Mid-century Vernacular	C
1220	Pigeon Pass Road	JFL 6047	1954	House	Mid-century Vernacular	C
1222	Pigeon Pass Road	JFL 6046	1954	House	Mid-century Vernacular	C
1223	Pigeon Pass Road	JFL 6006	1954	House	Mid-century Vernacular	C
1224	Pigeon Pass Road	JFL 6045	1954	House	Mid-century Vernacular	C
1225	Pigeon Pass Road	JFL 6007	1954	House	Mid-century Vernacular	C
1226	Pigeon Pass Road	JFL 6044	1954	House	Mid-century Vernacular	C
1227	Pigeon Pass Road	JFL 6008	1954	House	Mid-century Vernacular	C
1228	Pigeon Pass Road	JFL 6043	1954	House	Mid-century Vernacular	C
1229	Pigeon Pass Road	JFL 6009	1954	House	Mid-century Vernacular	C
1230	Pigeon Pass Road	JFL 6042	1954	House	Mid-century Vernacular	C



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1231	Pigeon Pass Road	JFL 6010	1954	House	Mid-century Vernacular	C
1232	Pigeon Pass Road	JFL 6041	1954	House	Mid-century Vernacular	C
1233	Pigeon Pass Road	JFL 6011	1954	House	Mid-century Vernacular	C
1234	Pigeon Pass Road	JFL 6040	1954	House	Mid-century Vernacular	C
1236	Pigeon Pass Road	JFL 6039	1954	House	Mid-century Vernacular	C
1237	Pigeon Pass Road	JFL 6012	1954	House	Mid-century Vernacular	C
1238	Pigeon Pass Road	JFL 6038	1954	House	Mid-century Vernacular	C
1239	Pigeon Pass Road	JFL 6013	1954	House	Mid-century Vernacular	C
1240	Pigeon Pass Road	JFL 6037	1954	House	Mid-century Vernacular	NC
1241	Pigeon Pass Road	JFL 6014	1953	House	Mid-century Vernacular	C
1242	Pigeon Pass Road	JFL 6036	1954	House	Mid-century Vernacular	NC
1244	Pigeon Pass Road	JFL 6035	1954	House	Mid-century Vernacular	C
1300	Pigeon Pass Road	JFL 6034	1954	House	Mid-century Vernacular	C
1301	Pigeon Pass Road	JFL 6015	1954	House	Mid-century Vernacular	C
1302	Pigeon Pass Road	JFL 6033	1954	House	Mid-century Vernacular	C
1303	Pigeon Pass Road	JFL 6016	1954	House	Mid-century Vernacular	C
1304	Pigeon Pass Road	JFL 6032	1956	House	Mid-century Vernacular	C
1305	Pigeon Pass Road	JFL 6017	1955	House	Mid-century Vernacular	NC
1306	Pigeon Pass Road	JFL 6031	1956	House	Mid-century Vernacular	NC
1307	Pigeon Pass Road	JFL 6018	1955	House	Mid-century Vernacular	C
1309	Pigeon Pass Road	JFL 6019	1955	House	Mid-century Vernacular	C
1314	Pigeon Pass Road	JFL 6030	1955	House	Mid-century Vernacular	C
1315	Pigeon Pass Road	JFL 6020	1955	House	Mid-century Vernacular	NC
1316	Pigeon Pass Road	JFL 6029	1955	House	Mid-century Vernacular	C
1317	Pigeon Pass Road	JFL 6021	1955	House	Mid-century Vernacular	C
1318	Pigeon Pass Road	JFL 6028	1955	House	Mid-century Vernacular	C
1319	Pigeon Pass Road	JFL 6022	1955	House	Mid-century Vernacular	C
1320	Pigeon Pass Road	JFL 6027	1955	House	Mid-century Vernacular	C
1320.5	Pigeon Pass Road	JFL 7430	1955 (approx., historic aerials)	Vacant Parcel	N/A	NC
1321	Pigeon Pass Road	JFL 6023	1955	House	Mid-century Vernacular	C
1322	Pigeon Pass Road	JFL 6026	1955	House	Mid-century Vernacular	C
1324	Pigeon Pass Road	JFL 6025	1955	House	Mid-century Vernacular	C
1326	Pigeon Pass Road	JFL 6024	1955	House	Mid-century Vernacular	C
4801	Preston Drive	JFL 5879	1955	House	Mid-century Vernacular	C
4803	Preston Drive	JFL 5878	1955	House	Mid-century Vernacular	C

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4805	Preston Drive	JFL 5877	1955	House	Mid-century Vernacular	C
4807	Preston Drive	JFL 5876	1955	House	Mid-century Vernacular	C
4809	Preston Drive	JFL 5875	1955	House	Mid-century Vernacular	C
4811	Preston Drive	JFL 5874	1955	House	Mid-century Vernacular	C
4813	Preston Drive	JFL 5873	1955	House	Mid-century Vernacular	C
4815	Preston Drive	JFL 5872	1955	House	Mid-century Vernacular	C
4817	Preston Drive	JFL 5871	1956	House	Mid-century Vernacular	C
4819	Preston Drive	JFL 5870	1955	House	Mid-century Vernacular	C
4821	Preston Drive	JFL 5869	1955	House	Mid-century Vernacular	C
4823	Preston Drive	JFL 5868	1955	House	Mid-century Vernacular	C
4825	Preston Drive	JFL 5867	1955	House	Mid-century Vernacular	C
4827	Preston Drive	JFL 5866	1955	House	Mid-century Vernacular	C
4901	Preston Drive	JFL 5865	1955	House	Mid-century Vernacular	C
4903	Preston Drive	JFL 5864	1955	House	Mid-century Vernacular	C
4905	Preston Drive	JFL 5863	1955	House	Mid-century Vernacular	C
4907	Preston Drive	JFL 5862	1955	House	Mid-century Vernacular	C
4909	Preston Drive	JFL 5861	1955	House	Mid-century Vernacular	C
4911	Preston Drive	JFL 5860	1955	House	Mid-century Vernacular	C
4913	Preston Drive	JFL 5859	1955	House	Mid-century Vernacular	C
4915	Preston Drive	JFL 5858	1955	House	Mid-century Vernacular	C
4800	Raven Road	JFL 6124	1954	House	Mid-century Vernacular	C
4801	Raven Road	JFL 6172	1954	House	Mid-century Vernacular	C
4802	Raven Road	JFL 6125	1954	House	Mid-century Vernacular	C
4803	Raven Road	JFL 6171	1954	House	Mid-century Vernacular	C
4805	Raven Road	JFL 6170	1955	House	Mid-century Vernacular	C
4807	Raven Road	JFL 6169	1954	House	Mid-century Vernacular	C
4809	Raven Road	JFL 6168	1954	House	Mid-century Vernacular	C
4810	Raven Road	JFL 6126	1954	House	Mid-century Vernacular	C
4811	Raven Road	JFL 6166	1954	House	Mid-century Vernacular	C
4812	Raven Road	JFL 6127	1954	House	Mid-century Vernacular	C
4813	Raven Road	JFL 6167	1954	House	Mid-century Vernacular	C
4814	Raven Road	JFL 6128	1954	House	Mid-century Vernacular	C
4815	Raven Road	JFL 6165	1954	House	Mid-century Vernacular	C
4816	Raven Road	JFL 6129	1954	House	Mid-century Vernacular	C
4817	Raven Road	JFL 6164	1954	House	Mid-century Vernacular	C
4818	Raven Road	JFL 6130	1954	House	Mid-century Vernacular	C
4819	Raven Road	JFL 6163	1954	House	Mid-century Vernacular	C

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4820	Raven Road	JFL 6131	1954	House	Mid-century Vernacular	C
4821	Raven Road	JFL 6162	1954	House	Mid-century Vernacular	C
4822	Raven Road	JFL 6132	1954	House	Mid-century Vernacular	C
4823	Raven Road	JFL 6161	1954	House	Mid-century Vernacular	C
4824	Raven Road	JFL 6133	1954	House	Mid-century Vernacular	C
4825	Raven Road	JFL 6160	1954	House	Mid-century Vernacular	C
4827	Raven Road	JFL 6159	1954	House	Mid-century Vernacular	C
4902	Raven Road	JFL 6134	1954	House	Mid-century Vernacular	C
4903	Raven Road	JFL 6158	1954	House	Mid-century Vernacular	C
4904	Raven Road	JFL 6135	1954	House	Mid-century Vernacular	C
4905	Raven Road	JFL 6157	1954	House	Mid-century Vernacular	C
4906	Raven Road	JFL 6136	1954	House	Mid-century Vernacular	C
4907	Raven Road	JFL 6156	1954	House	Mid-century Vernacular	C
4908	Raven Road	JFL 6137	1954	House	Mid-century Vernacular	C
4909	Raven Road	JFL 6155	1954	House	Mid-century Vernacular	C
4910	Raven Road	JFL 6138	1954	House	Mid-century Vernacular	C
4911	Raven Road	JFL 6154	1954	House	Mid-century Vernacular	C
4912	Raven Road	JFL 6139	1954	House	Mid-century Vernacular	C
4913	Raven Road	JFL 6153	1954	House	Mid-century Vernacular	C
4914	Raven Road	JFL 6140	1978	House	Mid-century Vernacular	NC
4915	Raven Road	JFL 6152	1954	House	Mid-century Vernacular	C
4916	Raven Road	JFL 6141	1954	House	Mid-century Vernacular	C
4917	Raven Road	JFL 6151	1954	House	Mid-century Vernacular	C
4918	Raven Road	JFL 6142	1954	House	Mid-century Vernacular	C
4919	Raven Road	JFL 6150	1954	House	Mid-century Vernacular	C
4920	Raven Road	JFL 6143	1954	House	Mid-century Vernacular	C
4921	Raven Road	JFL 6149	1954	House	Mid-century Vernacular	C
4923	Raven Road	JFL 6148	1954	House	Mid-century Vernacular	C
4925	Raven Road	JFL 6147	1954	House	Mid-century Vernacular	C
4927	Raven Road	JFL 6146	1954	House	Mid-century Vernacular	C
4929	Raven Road	JFL 6145	1954	House	Mid-century Vernacular	C
4931	Raven Road	JFL 6144	1954	House	Mid-century Vernacular	C
4800	Redstart Road	JFL 6229	1955	House	Mid-century Vernacular	C
4801	Redstart Road	JFL 6191	1950	House	Mid-century Vernacular	C
4802	Redstart Road	JFL 6228	1955	House	Mid-century Vernacular	C
4803	Redstart Road	JFL 6192	1955	House	Mid-century Vernacular	C
4804	Redstart Road	JFL 6227	1955	House	Mid-century Vernacular	C

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4805	Redstart Road	JFL 6193	1955	House	Mid-century Vernacular	C
4807	Redstart Road	JFL 6194	1955	House	Mid-century Vernacular	C
4809	Redstart Road	JFL 6195	1955	House	Mid-century Vernacular	C
4811	Redstart Road	JFL 6196	1955	House	Mid-century Vernacular	C
4813	Redstart Road	JFL 6197	1955	House	Mid-century Vernacular	C
4815	Redstart Road	JFL 6198	1955	House	Mid-century Vernacular	C
4817	Redstart Road	JFL 6199	1955	House	Mid-century Vernacular	C
4818	Redstart Road	JFL 6226	1955	House	Mid-century Vernacular	C
4819	Redstart Road	JFL 6200	1955	House	Mid-century Vernacular	C
4820	Redstart Road	JFL 6225	1955	House	Mid-century Vernacular	C
4821	Redstart Road	JFL 6201	1955	House	Mid-century Vernacular	C
4822	Redstart Road	JFL 6224	1955	House	Mid-century Vernacular	C
4823	Redstart Road	JFL 6202	1955	House	Mid-century Vernacular	C
4824	Redstart Road	JFL 6223	1955	House	Mid-century Vernacular	C
4825	Redstart Road	JFL 6203	1955	House	Mid-century Vernacular	C
4826	Redstart Road	JFL 6222	1950	House	Mid-century Vernacular	C
4827	Redstart Road	JFL 6204	1955	House	Mid-century Vernacular	C
4828	Redstart Road	JFL 6221	1955	House	Mid-century Vernacular	NC
4829	Redstart Road	JFL 6205	1955	House	Mid-century Vernacular	C
4830	Redstart Road	JFL 6220	1955	House	Mid-century Vernacular	C
4831	Redstart Road	JFL 6206	1955	House	Mid-century Vernacular	C
4832	Redstart Road	JFL 6219	1955	House	Mid-century Vernacular	C
4833	Redstart Road	JFL 6207	1955	House	Mid-century Vernacular	C
4834	Redstart Road	JFL 6218	1955	House	Mid-century Vernacular	C
4835	Redstart Road	JFL 6208	1955	House	Mid-century Vernacular	C
4836	Redstart Road	JFL 6217	1955	House	Mid-century Vernacular	C
4837	Redstart Road	JFL 6209	1955	House	Mid-century Vernacular	C
4838	Redstart Road	JFL 6216	1955	House	Mid-century Vernacular	C
4839	Redstart Road	JFL 6210	1955	House	Mid-century Vernacular	C
4840	Redstart Road	JFL 6215	1955	House	Mid-century Vernacular	C
4841	Redstart Road	JFL 6211	1955	House	Mid-century Vernacular	C
4843	Redstart Road	JFL 6212	1955	House	Mid-century Vernacular	C
4845	Redstart Road	JFL 6213	1955	House	Mid-century Vernacular	C
4847	Redstart Road	JFL 6214	1955	House	Mid-century Vernacular	NC
4800	Redwing Way	JFL 5943	1954	House	Mid-century Vernacular	C
4801	Redwing Way	JFL 5928	1954	House	Mid-century Vernacular	C
4802	Redwing Way	JFL 5944	1954	House	Mid-century Vernacular	C

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Street #	Street Name	KHC #	Year Built (PVA, u.n.o.)	Property Type	Architectural Style	NRHP Eligibility
4803	Redwing Way	JFL 5929	1954	House	Mid-century Vernacular	C
4805	Redwing Way	JFL 5930	1954	House	Mid-century Vernacular	C
4807	Redwing Way	JFL 5931	1954	House	Mid-century Vernacular	C
4809	Redwing Way	JFL 5932	1954	House	Mid-century Vernacular	C
4810	Redwing Way	JFL 5945	1954	House	Mid-century Vernacular	C
4811	Redwing Way	JFL 5933	1954	House	Mid-century Vernacular	C
4812	Redwing Way	JFL 5946	1954	House	Mid-century Vernacular	C
4813	Redwing Way	JFL 5934	1954	House	Mid-century Vernacular	C
4814	Redwing Way	JFL 5947	1954	House	Mid-century Vernacular	C
4815	Redwing Way	JFL 5935	1954	House	Mid-century Vernacular	C
4816	Redwing Way	JFL 5948	1954	House	Mid-century Vernacular	C
4817	Redwing Way	JFL 5936	1954	House	Mid-century Vernacular	C
4818	Redwing Way	JFL 5949	1954	House	Mid-century Vernacular	C
4819	Redwing Way	JFL 5937	1958	House	Mid-century Vernacular	C
4820	Redwing Way	JFL 5950	1953	House	Mid-century Vernacular	C
4821	Redwing Way	JFL 5938	1954	House	Mid-century Vernacular	C
4822	Redwing Way	JFL 5951	1954	House	Mid-century Vernacular	C
4823	Redwing Way	JFL 5939	1954	House	Mid-century Vernacular	NC
4824	Redwing Way	JFL 5952	1954	House	Mid-century Vernacular	C
4825	Redwing Way	JFL 5940	1954	House	Mid-century Vernacular	C
4826	Redwing Way	JFL 5954	1954	House	Mid-century Vernacular	C
4827	Redwing Way	JFL 5941	1954	House	Mid-century Vernacular	C
4828	Redwing Way	JFL 5955	1954	House	Mid-century Vernacular	C
4829	Redwing Way	JFL 5942	1954	House	Mid-century Vernacular	C
4830	Redwing Way	JFL 5956	1954	House	Mid-century Vernacular	C
4831	Redwing Way	JFL 6321	1950 (approx., historic aerials)	Detention Basin	N/A	C
4832	Redwing Way	JFL 5957	1954	House	Mid-century Vernacular	C
4834	Redwing Way	JFL 5958	1954	House	Mid-century Vernacular	C
4800	Swallow Road	JFL 6323	1950 (approx., historic aerials)	Vacant Parcel	N/A	NC
4802	Swallow Road	JFL 5892	1956	House	Mid-century Vernacular	C
4804	Swallow Road	JFL 5891	1954	House	Mid-century Vernacular	NC
4806	Swallow Road	JFL 5890	1954	House	Mid-century Vernacular	C
4808	Swallow Road	JFL 5889	1953	House	Mid-century Vernacular	C



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Street #	Street Name	KHC #	Year Built (PVA, u.n.o.)	Property Type	Architectural Style	NRHP Eligibility
4810	Swallow Road	JFL 5888	1955	House	Mid-century Vernacular	C
4811	Swallow Road	JFL 5902	1954	House	Mid-century Vernacular	NC
4812	Swallow Road	JFL 5887	1954	House	Mid-century Vernacular	C
4813	Swallow Road	JFL 5901	1954	House	Mid-century Vernacular	C
4814	Swallow Road	JFL 5886	1955	House	Mid-century Vernacular	C
4815	Swallow Road	JFL 5900	1954	House	Mid-century Vernacular	C
4816	Swallow Road	JFL 5885	1954	House	Mid-century Vernacular	C
4817	Swallow Road	JFL 5899	1954	House	Mid-century Vernacular	C
4818	Swallow Road	JFL 5884	1954	House	Mid-century Vernacular	C
4819	Swallow Road	JFL 5898	1954	House	Mid-century Vernacular	C
4820	Swallow Road	JFL 5883	1954	House	Mid-century Vernacular	C
4821	Swallow Road	JFL 5897	1954	House	Mid-century Vernacular	C
4822	Swallow Road	JFL 5882	1954	House	Mid-century Vernacular	C
4823	Swallow Road	JFL 5896	1954	House	Mid-century Vernacular	C
4824	Swallow Road	JFL 5881	1954	House	Mid-century Vernacular	C
4825	Swallow Road	JFL 5895	1954	House	Mid-century Vernacular	C
4826	Swallow Road	JFL 5880	1954	House	Mid-century Vernacular	C
4827	Swallow Road	JFL 5894	1954	House	Mid-century Vernacular	C
4828	Swallow Road	JFL 6320	1950 (approx., historic aerials)	Detention Basin	N/A	C
4829	Swallow Road	JFL 5893	1954	House	Mid-century Vernacular	C
4800	Warbler Way	JFL 6190	1955	House	Mid-century Vernacular	C
4801	Warbler Way	JFL 6230	1955	House	Mid-century Vernacular	C
4802	Warbler Way	JFL 6189	1955	House	Mid-century Vernacular	C
4803	Warbler Way	JFL 6231	1955	House	Mid-century Vernacular	C
4804	Warbler Way	JFL 6188	1955	House	Mid-century Vernacular	C
4805	Warbler Way	JFL 6232	1955	House	Mid-century Vernacular	C
4806	Warbler Way	JFL 6187	1955	House	Mid-century Vernacular	C
4807	Warbler Way	JFL 6233	1955	House	Mid-century Vernacular	C
4808	Warbler Way	JFL 6186	1955	House	Mid-century Vernacular	C
4810	Warbler Way	JFL 6185	1955	House	Mid-century Vernacular	C
4812	Warbler Way	JFL 6184	1955	House	Mid-century Vernacular	C
4814	Warbler Way	JFL 6183	1955	House	Mid-century Vernacular	C
4816	Warbler Way	JFL 6182	1955	House	Mid-century Vernacular	C
4817	Warbler Way	JFL 6234	1955	House	Mid-century Vernacular	C

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Street #	Street Name	KHC #	Year Built (PVA, u.n.o.)	Property Type	Architectural Style	NRHP Eligibility
4818	Warbler Way	JFL 6181	1955	House	Mid-century Vernacular	C
4819	Warbler Way	JFL 6235	1955	House	Mid-century Vernacular	C
4820	Warbler Way	JFL 6180	1955	House	Mid-century Vernacular	C
4821	Warbler Way	JFL 6237	1955	House	Mid-century Vernacular	C
4822	Warbler Way	JFL 6179	1955	House	Mid-century Vernacular	C
4823	Warbler Way	JFL 6238	1955	House	Mid-century Vernacular	C
4824	Warbler Way	JFL 6178	1955	House	Mid-century Vernacular	C
4825	Warbler Way	JFL 6239	1955	House	Mid-century Vernacular	C
4826	Warbler Way	JFL 6177	1955	House	Mid-century Vernacular	C
4827	Warbler Way	JFL 6240	1955	House	Mid-century Vernacular	C
4828	Warbler Way	JFL 6176	1955	House	Mid-century Vernacular	C
4829	Warbler Way	JFL 6241	1955	House	Mid-century Vernacular	C
4830	Warbler Way	JFL 6175	1955	House	Mid-century Vernacular	C
4831	Warbler Way	JFL 6242	1955	House	Mid-century Vernacular	C
4832	Warbler Way	JFL 6174	1955	House	Mid-century Vernacular	C
4833	Warbler Way	JFL 6243	1950	House	Mid-century Vernacular	C
4834	Warbler Way	JFL 6173	1955	House	Mid-century Vernacular	C
4835	Warbler Way	JFL 6244	1955	House	Mid-century Vernacular	C
4837	Warbler Way	JFL 6245	1955	House	Mid-century Vernacular	C
4900	Warbler Way	JFL 6246	1956	House	Mid-century Vernacular	C
4902	Warbler Way	JFL 6247	1956	House	Mid-century Vernacular	C
4904	Warbler Way	JFL 6248	1956	House	Mid-century Vernacular	C
4906	Warbler Way	JFL 6249	1956	House	Mid-century Vernacular	C
4907	Warbler Way	JFL 6322	1955 (approx., historic aerials)	Detention Basin	N/A	C
4908	Warbler Way	JFL 6250	1956	House	Mid-century Vernacular	C
4910	Warbler Way	JFL 6251	1956	House	Mid-century Vernacular	C
4911	Warbler Way	JFL 6268	1956	House	Mid-century Vernacular	C
4912	Warbler Way	JFL 6252	1956	House	Mid-century Vernacular	C
4913	Warbler Way	JFL 6267	1956	House	Mid-century Vernacular	C
4914	Warbler Way	JFL 6253	1956	House	Mid-century Vernacular	C
4915	Warbler Way	JFL 6266	1954	House	Mid-century Vernacular	C
4916	Warbler Way	JFL 6254	1956	House	Mid-century Vernacular	C
4917	Warbler Way	JFL 6265	1956	House	Mid-century Vernacular	C
4918	Warbler Way	JFL 6255	1956	House	Mid-century Vernacular	C
4919	Warbler Way	JFL 6264	1956	House	Mid-century Vernacular	C

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Street #	Street Name	KHC #	Year Built (PVA, u.n.o.)	Property Type	Architectural Style	NRHP Eligibility
4920	Warbler Way	JFL 6256	1956	House	Mid-century Vernacular	C
4921	Warbler Way	JFL 6263	1956	House	Mid-century Vernacular	C
4922	Warbler Way	JFL 6257	1956	House	Mid-century Vernacular	C
4923	Warbler Way	JFL 6262	1956	House	Mid-century Vernacular	C
4924	Warbler Way	JFL 6258	1956	House	Mid-century Vernacular	C
4925	Warbler Way	JFL 6261	1956	House	Mid-century Vernacular	C
4927	Warbler Way	JFL 6260	1956	House	Mid-century Vernacular	C
4929	Warbler Way	JFL 6259	1956	House	Mid-century Vernacular	C
no #	Warbler Way	JFL 8555	1955 (approx., historic aerials)	Vacant Parcel	N/A	NC
4903	Woodcock Circle	JFL 6051	1956	House	Mid-century Vernacular	C
4905	Woodcock Circle	JFL 6052	1956	House	Mid-century Vernacular	C
4907	Woodcock Circle	JFL 6053	1956	House	Mid-century Vernacular	C
4909	Woodcock Circle	JFL 6054	1956	House	Mid-century Vernacular	C
4911	Woodcock Circle	JFL 6055	1956	House	Mid-century Vernacular	C
4919	Woodcock Circle	JFL 6316	1956	House	Mid-century Vernacular	C
4920	Woodcock Circle	JFL 6069	1956	House	Mid-century Vernacular	C
4922	Woodcock Circle	JFL 6068	1956	House	Mid-century Vernacular	C
4924	Woodcock Circle	JFL 6067	1956	House	Mid-century Vernacular	C
4925	Woodcock Circle	JFL 6056	1956	House	Mid-century Vernacular	C
4926	Woodcock Circle	JFL 6066	1956	House	Mid-century Vernacular	C
4928	Woodcock Circle	JFL 6065	1956	House	Mid-century Vernacular	C
4930	Woodcock Circle	JFL 6315	1956	House	Mid-century Vernacular	C
4932	Woodcock Circle	JFL 6314	1956	House	Mid-century Vernacular	C
4934	Woodcock Circle	JFL 6313	1956	House	Mid-century Vernacular	C
4936	Woodcock Circle	JFL 6064	1956	House	Mid-century Vernacular	C
4937	Woodcock Circle	JFL 6057	1956	House	Mid-century Vernacular	C
4938	Woodcock Circle	JFL 6063	1956	House	Mid-century Vernacular	C
4939	Woodcock Circle	JFL 6058	1956	House	Mid-century Vernacular	C
4940	Woodcock Circle	JFL 6062	1956	House	Mid-century Vernacular	C
4941	Woodcock Circle	JFL 6059	1956	House	Mid-century Vernacular	C
4942	Woodcock Circle	JFL 6061	1956	House	Mid-century Vernacular	C
4943	Woodcock Circle	JFL 6060	1956	House	Mid-century Vernacular	C

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Street #	Street Name	KHC #	Year Built (PVA, u.n.o.)	Property Type	Architectural Style	NRHP Eligibility
4626 R	Woodcock Circle	JFL 6066	1950 (approx., historic aerials)	Detention Basin	N/A	C

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## 8. Statement of Significance

### Applicable National Register Criteria

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

### Criteria Considerations

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

### Areas of Significance

COMMUNITY PLANNING AND DEVELOPMENT

### Period of Significance

1949-1957

### Significant Dates

1950

1952



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1954

1957

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**Significant Person**

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

David Wilson, Trinity Corporation

E. W. Augustus, Architect

**The Period of Significance**

This time period reflects the beginning of the planning and development of Lynnview in 1949 as well as its build out, which ended in 1957.

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## Statement of Significance

### Summary Paragraph

The Lynnview Historic District meets National Register Criterion A and is significant in the area of Community Planning and Development within the historic context “The Housing Boom in Louisville, Kentucky, 1920 to 1970.” This context narrative is derived primarily from two sources: David Ames and Linda McClelland’s *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*.<sup>18</sup> and Janie Rice Brother, Jennifer Ryall, and Jay Stottman’s *They Came...They Saw...They Bought! The Twentieth Century Housing Boom in Louisville, Kentucky 1920 to 1970*.<sup>19</sup> Within this context, the Lynnview Historic District has a strong association with the goals of residential development that most developers during this period were seeking to achieve. It illustrates a high level of suburban planning within Louisville in the years following WWII because its developer very consciously designed the subdivision to appeal to peoples’ deep desires. The development of Lynnview follows broader national trends, as well. Lynnview is the product of what Ames and McClelland call “Merchant Builders” who endeavored to sell not just homes, but also lifestyles. Significant WWII suburbs were those which fostered a sense of community by integrating 1950s suburban ideals which embodied the dream of homeownership. This approach to developing land was so successful that it changed the landscape of America following WWII.<sup>20</sup> The residential developments that emerged across the United States between 1945 and 1973 have been recognized as a group by their “peripheral location, relatively low density, architectural similarity, easy affordability, and suggestion of wealth, and economic and racial homogeneity.”<sup>21</sup> Post-War suburbs in Louisville typically developed outside of the city’s boundaries along major transportation corridors in patterns similar to those seen in other municipalities across the country.<sup>22</sup> During this time, unprecedented demand for housing, technological advances, and federal regulations embracing standardization and safety, created a climate where a large-scale corporate builder, the Merchant Builder, could thrive. These builders focused on mass construction, standardization, and prefabrication to sell both a home and a lifestyle. The Lynnview Historic District is one of these residential post-war suburbs, developed by the Trinity Corporation, a Merchant Builder of several suburbs in Louisville. Advertised to first-time homeowners as an affordable, self-sustaining community, Lynnview’s developers promoted the subdivision to Louisville’s expanding working-class population as a gateway to the American dream.

### Historic Context: The Housing Boom in Louisville, Kentucky, 1920 to 1970

#### Suburban Development in Jefferson County Prior to WWII

Like many areas around the country, suburban development in Jefferson County was facilitated by improved transportation technology and infrastructure of the antebellum and post-Civil War

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<sup>18</sup> Ames and McClelland, iii-iv.

<sup>19</sup> Brother, Ryall, and Stottman, 1-3.

<sup>20</sup> Ames and McClelland, 2-3.

<sup>21</sup> Brother, Ryall, and Stottman, 92.

<sup>22</sup> Ibid.

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periods.<sup>23</sup> Initially spurred by upper-class Louisvillians taking advantage of rail access, the county's first suburbs developed as residences and estates in rural areas outside the urban workplaces of Louisville's elite. These planned communities were discontinuous with the city limits and served as showcases for high-style architecture and landscape architecture as well as the desire of the upper-class to obtain the clean, quiet, and secluded life characterized by the countryside. This initial phase of suburbanization in Jefferson County lasted through the 1920s while further development of rail lines and the interurban rail system in Louisville resulted in middle- and working-class suburbs developing closer to the city center.<sup>24</sup> Due to its connection with transportation, this process did not result in evenly-spaced development across the county. The northern and eastern portions of the county were most affected in the early phases of suburbanization in Jefferson County. Louisville dominated the county around it and as the period progressed, the city overwhelmed the county and began to physically occupy it. In tandem with annexation, the process whereby land adjacent to the existing city was absorbed into the built-up urban area, suburbanization altered the relationship between the city and the surrounding county. The rural areas of the county were seen as a resource for the city in and of themselves and were seized upon to achieve a pastoral setting for transplanted urban phenomena. Due to the expanding reach of transportation technologies, fewer places within the county were out of reach of suburbanization.<sup>25</sup> The onset of the Great Depression, compounded by a devastating flood in 1937, halted further development and it was not until World War II that the area recovered.<sup>26</sup>

### **Emergence of Suburban Architecture in Louisville**

Architecturally significant houses as well as houses with vernacular influences took form on farms lying outside of Louisville in the late 1700s. Meanwhile, the core of Louisville remained less developed for some time. The city emerged as a very important inland American town by the 1830s, due to the commercial opportunities provided by the Falls of the Ohio River. This navigational barrier at Louisville was the single impediment to travel on the Ohio and Mississippi Rivers between Pittsburgh and New Orleans. This travel barrier made Louisville a center for shipping raw materials and factory production. As industry developed in the mid- to late-nineteenth century, the historic center of Louisville filled and satellite communities—the city's first suburbs—formed to house workers. Plainly designed houses were erected in these neighborhoods, such as Butchertown, Crescent Hill, and Germantown. The shotgun house was particularly common. These narrow long houses were typically brick or frame and were built in the last half of the nineteenth century and early twentieth century.<sup>27</sup> While those of means built houses in the Italianate, Renaissance Revival, Richardsonian Romanesque, Colonial Revival, Eastlake, Neo Grecian, and others academic styles, the large population of factory workers, whose labor paid for those houses, found themselves in more modest circumstances.

Advancements in transportation greatly impacted the architecture of Jefferson County. In the 1890s, the streetcar resulted in the development of the suburb. These neighborhoods were equally

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<sup>23</sup> Leslee Keys, Mark Thames and Joanne Weeter. *Louisville and Jefferson County, Kentucky Multiple Property Listing*. U.S. Department of the Interior, National Park Service (1988): Section E, 4

<sup>24</sup> Keys, Thames, and Weeter, Section E, 5.

<sup>25</sup> Keys, Thames, and Weeter, Section E, 6.

<sup>26</sup> Keys, Thames, and Weeter, Section E, 5.

<sup>27</sup> John E. Kleber. *The Kentucky Encyclopedia*. (Lexington: University of Kentucky Press, 1992), 29-30.

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eclectic. Italianate designs continued to be in style, but citizens were also influenced by the 1876 Exposition in Philadelphia, which popularized Colonial Revival, and the Columbian Exposition in Chicago of 1893, which popularized classical revivals. At the turn of the century, Arts and Crafts and the Prairie School style homes were built in the Highlands, Cherokee Triangle, and St. James Court. Some infill projects in Old Louisville were built in these styles. While historic areas outside of Louisville's downtown core are typically characterized by turn of the century and later architecture, many early farmhouses (often vernacular or I-house styles) still exist in modern subdivisions.<sup>28</sup> The end of the nineteenth century also brought a crop of railroad depots to Louisville. In the 1920s and 1930s, modern transportation such as automobile and air transportation influenced Louisville's architectural landscape by furthering the spread of suburban housing in clusters on the urban fringe, moving progressively farther from the city's commercial center.

The city's residential growth would abruptly end in the 1930s. The Great Depression devastated many cities. Louisville's savior during this era prior to WWII was the cigarette industry and the resurgence of distilleries. While the National Bank of Kentucky closed and the Flood of 1937 decimated the town, the tobacco and liquor industries provided the city with constant employment until the industries of WWII could rejuvenate the economy. Louisville weathered WWII as it had weathered the Civil War: it prospered. A powder plant built across the river in Indiana combined with the naval gun plant, the aircraft plant, and the chemical plants producing synthetic rubber to push Louisville into a period of economic prosperity. After the end of WWII, significant employers, specifically General Electric, established themselves in Louisville, opening up over 16,000 jobs.<sup>29</sup> Suburban development continued and by the 1970s, downtown Louisville entered a revitalization project to interest businesses to return to the former commercial center instead of building in the suburbs. This revitalization project also indicated another shift in Louisville's economy, this time into the white-collar industries of finance, real estate, medicine, and insurance.<sup>30</sup> This financial basis remains today as such companies have moved in and out of the city, including Humana, United Parcel Service (UPS), Capital Holding, Hilliard Lyons, Yum! Brands, Mercer-Heidinger, and the Norton's and University of Louisville hospital complex in downtown Louisville.

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<sup>28</sup> Ibid.

<sup>29</sup> Kleber, 577.

<sup>30</sup> Ibid.

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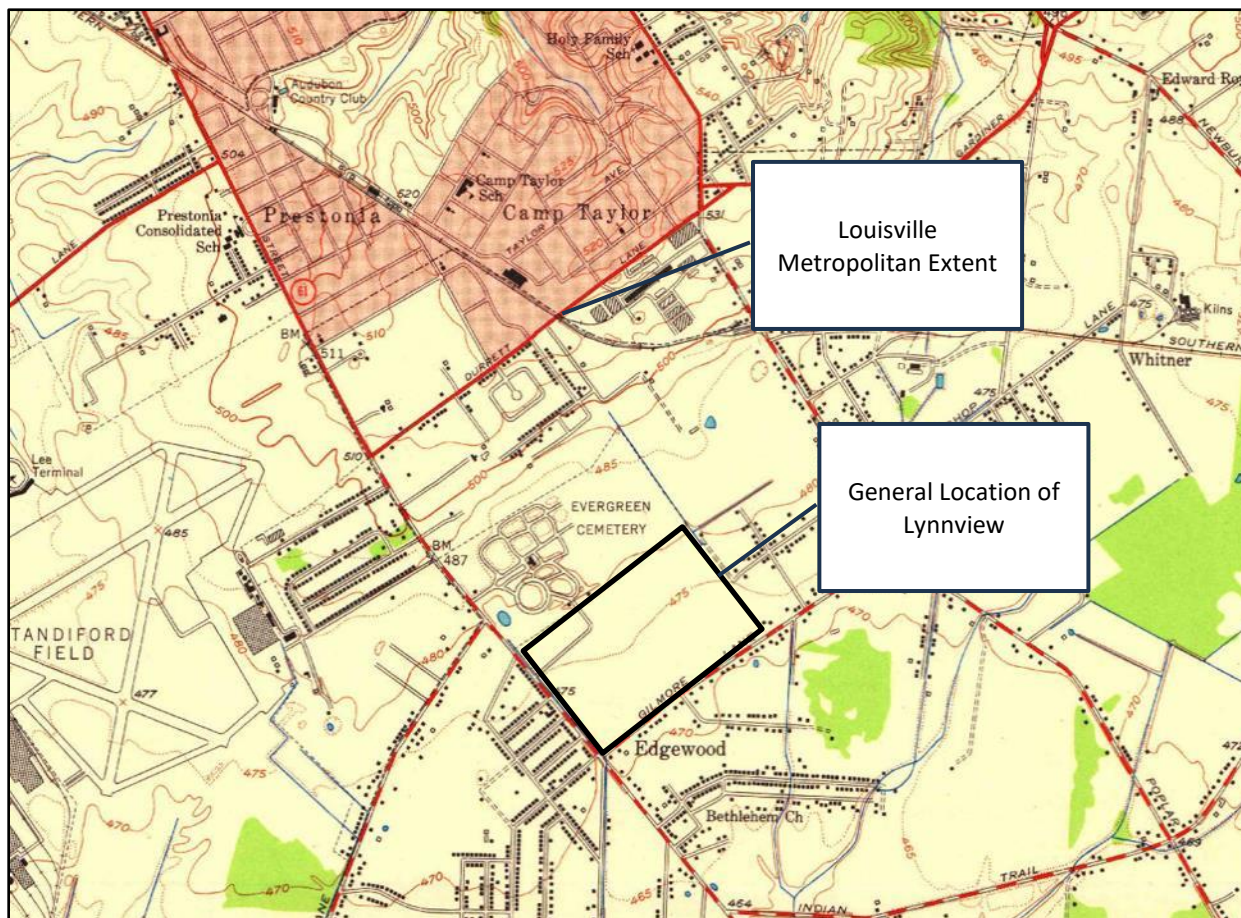


Figure 5. Location of Lynnview illustrated outside of the Louisville City Limits on the Louisville East, KY 1951 USGS Topographic Map.

At the end of WWII, a fifteen-year absence of new home construction combined with returning veterans and population growth to create an abundant demand for housing in the United States.<sup>31</sup> To meet this unprecedented need, federal policies were created. The Federal Housing Authority (FHA) and Veterans Administration (VA) created financing options for returning veterans, that provided incentives for developers to build suburban residential subdivisions. These suburban homes were advertised to buyers as an attainable symbol of wealth and as the best way to provide a happy and healthy family life. The construction of single-family housing surged in the mid-1940s, and the trajectory of growth continued into the 1950s. This rise of single-family housing encouraged residential development at the urban fringe and contributed to a decline of the central city. It was during this time that community builders, such as Trinity Home Development who created Lynnview, came to the forefront. These conditions challenged architects and builders to create functional, attractive homes affordable to working-class families. This resulted in simplistic, utilitarian residences which often lacked variety. An impetus toward building component

<sup>31</sup>Patrick O'Bannon et al. *Ohio Modern: Preserving Our Recent Past Statewide Historic Context*. Gray & Pape, Inc. (Cincinnati, Ohio: Ohio Historic Preservation Office, 2010), 111.

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standardization and mass production from the war years was adopted into residential construction to make building inexpensive and fast to meet post-war housing needs.

### **The Emergence of Suburbs in Central and South Louisville**

Following influences that affected other areas of Louisville and Jefferson County, suburban development on Louisville's South End was driven by various factors including economic growth, population expansion, topography, industrialization, inexpensive and rapid transportation, and establishment of a system of parks and parkways. During the late nineteenth and early twentieth centuries, suburbanization in Louisville's surrounding areas was focused on the South End, largely emanating from Southern Parkway, originally called "The Grand Boulevard," and extension of streetcar lines south of the city.<sup>32</sup> While mostly contiguous, this development was composed of several different subdivisions that were the products of several developers with varying approaches to their trade.<sup>33</sup> The first substantial suburb on Louisville's South End was South Louisville, originating from farmland owned by the Churchill family located directly south of the city and west of 3<sup>rd</sup> Street.<sup>34</sup> Today, South Louisville is primarily residential with supportive commercial development interspersed. The east half of the area is primarily industrial, with small residential enclaves mixed in.<sup>35</sup> Early suburbs then developed in relation to the establishment of Southern Parkway include Oakdale, Beechmont, Southern Heights, and Highland Park. Advertisements for the neighborhoods touted the presence of the electric car system in the area and included statements alluding to the natural amenities of the parkway such as: "The owners of this suburb will make it one of the most attractive suburbs the city will ever have."<sup>36</sup> These neighborhoods were further influenced by construction of the L&N yards & shop to the east of the parkway in 1902.<sup>37</sup> Further stimulus for development in the area occurred when the L&N facilities were expanded.<sup>38</sup> Between 1910 and 1930, there was steady but moderate population growth in Louisville, less than other leading American cities, and indicative of a shift from the core of the city to the suburbs.<sup>39</sup> During this time, the most rapid population growth in the city occurred in the South End at a scale of 2 to 5 fold.<sup>40</sup>

While existing South End subdivisions were quickly filling, developers set their sights on the largely undeveloped area southeast of the city. This area is roughly bounded by Eastern Parkway and Clarks Lane on the north, Interstate 65 on the west, the South Fork of Beargrass Creek and Newburg Road on the East, and the current city border on the south. Preston Highway and Poplar Level Road were major thoroughfares connecting the area to the center city.<sup>41</sup> The first major

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<sup>32</sup> M. A. Algeir. *South Louisville Multiple Resource Area Nomination Form*. National Park Service (1983): Section 8, 1.

<sup>33</sup> Carl E. Kramer. *Louisville Survey Central & South Report*. City of Louisville Community Development Cabinet (1978): 96.

<sup>34</sup> Algeir, Section 8, 3.

<sup>35</sup> Ibid.

<sup>36</sup> Kramer, 96.

<sup>37</sup> Algeir, Section 8, 2.

<sup>38</sup> Kramer, 98.

<sup>39</sup> Kramer, 115.

<sup>40</sup> Kramer, 117.

<sup>41</sup> Ibid.

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residential development in the area was Audubon Park, a subdivision created to attract the upper middle class, capitalizing on the idea of combining the best aspects of both city and country living. Redevelopment of Camp Taylor also began at this time but resulted in a haphazard poorly-managed affair by many different parties. Other developments in the area during this time included Parkway Village and several others of more modest scale. Resulting from the economic collapse in the U.S. and Kentucky in 1930, very little development occurred in the city during the early 1930s. By end of the decade, the economy and construction started to build momentum, resulting in new subdivisions through the city including existing South End neighborhoods. But by 1943, building materials being diverted to war efforts began to limit these activities.<sup>42</sup> During World War II, this area southeast of the city was also an important location for war-related commercial development. It became home to Standiford Field airport in 1941 and soon after hosted a new aircraft assembly plant constructed by the War Department adjacent to the airport.<sup>43</sup> Population trends in the South End of Louisville between 1940 and 1970 reflect those of the city as a whole with gradual population shift in the 1940s towards southern neighborhoods, then a pattern of population decline in the 1950s throughout the city which continued into the 1960s.<sup>44</sup>

### **Post-WWII Suburban Development in Louisville and Jefferson County**

Although the national trend of decentralization and suburban development beyond the corporate limits of cities began well before WWII, it was not until the very late 1940s that the U.S. began to see a dramatic increase in suburban growth. During the war, Louisville's manufacturing sector gained many wartime industries under the auspices of the War Production Board to supply troops as well as domestic needs. This expansion lured a diverse community of rural Kentuckians to the city, which strained housing and transportation systems under unusual demand.<sup>45</sup>

The housing crisis of previous decades experienced in Louisville and cities across the nation continued after WWII. High rates of homelessness and a baby boom exacerbated the situation. Unlike the years of the Depression however, developments of the Post-War era included positive trends such as renewed prosperity, effective government intervention, and increased possibility for working class people to move into their own homes. Government financing not only assisted prospective homeowners in acquiring mortgages, but also made it possible and profitable for developers to build homes. The homes comprising these developments were often constructed in a "cookie-cutter" fashion and the developments themselves were located principally at the fringes of larger metropolitan areas. Due to an emphasis on efficiency and affordability, as well as the influence of the FHA, new compact house types, designed after Cape Cod and Ranch houses, often with attached garages and carports, came to dominate the landscape.<sup>46</sup>

Though the small builder ushered in the post-war suburbanization, large-scale developments and their builders edged to the forefront of the process by the end of the 1950s. During this decade, the number of working-class suburbs increased, and were populated heavily by young families seeking material well-being and middle-class status through home ownership. Factors such as distance to

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<sup>42</sup> Kramer, 144.

<sup>43</sup> Kramer, 155.

<sup>44</sup> Kramer, 160.

<sup>45</sup> Brother, Ryall, and Stottman, 74-75.

<sup>46</sup> Ames and McClelland, 65-66.

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quality schools, religious and community facilities, shopping, transportation, and municipal services became the foci of major building publications and the builders of rapidly proliferating suburban developments.<sup>47</sup>

Ames and McClelland group the variety of developers that proliferated nationally during the era of suburbanization into five categories: the subdivider, the home builder, the community builder, the operative builder, and the merchant builder.<sup>48</sup> The subdivider and home builder operated on relatively small scales, focusing primarily on the improvement and marketability of land. With the emergence of the community builder following the turn of the century, the focus of developers shifted to long-term real estate entrepreneurship. These types of builders prioritized planning, geographical context, and zoning. Operative builders and large-scale corporate merchant builders began to dominate the scene in the early 1950s and edged out contractors and individual builders by taking control of the entire process of large-scale development. In Louisville, as a result of dissatisfaction with the often disorganized, monotonous suburbs which at times lacked municipal services and that had proliferated along the outskirts of the metropolitan core in previous decades, the community builder and merchant builder came to the forefront of suburban development by the late 1950s.<sup>49</sup>

Amendments to the National Housing Act in 1948, including the increased financing available to private builders. Banks could securely loan home builders construction funds with liberalized terms of FHA-backed home mortgages. The home building industry developed technologies and standards which favored mass production, standardization, and prefabrication of housing materials. All of these factors gave favorable influence to allow the emergence of the Merchant builders after WWII.<sup>50</sup> Merchant builders typically created large developments, laying them out according to FHA standards and using mass construction techniques to produce large numbers of houses quickly at a relatively low cost. Merchant builders often used model homes to sell their products and provided a number of options to avoid monotony and allow buyers a sense of individuality.<sup>51</sup> This type of builder often presented their homes as not only a shelter, but also a lifestyle, including a safe and stable middle-class community, newest trends in efficient home design and appliances to support financial prosperity and fulfillment of the American dream. Merchant builders greatly influenced the character of post-WWII suburban development.<sup>52</sup>

In 1950, more than a third of the city's population living outside the urban center resided in the unincorporated fringe of Louisville. The relocation of residents from city neighborhoods can be attributed to the combination of improved suburban housing and roads, the proliferation of the automobile, and a negative perception of housing opportunities within the city. As farms were divided into tracts for suburban housing, a great outflow of Louisvillians from the urban core left severely depressed neighborhoods in its wake. Those migrants traveled to new housing on new expressways which linked increasingly dispersed communities across the county. Many

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<sup>47</sup> Brother, Ryall, and Stottman, 111.

<sup>48</sup> Ames and McClelland, 16.

<sup>49</sup> Brother, Ryall, and Stottman, 93.

<sup>50</sup> Ames and McClelland, 28-29.

<sup>51</sup> Brother, Ryall, and Stottman, 112.

<sup>52</sup> Ames and McClelland, 29.



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developers preferred fringe locations because they lacked the construction regulations that were enforced within the historic city. Other factors that pushed developers out from the city center included legal barriers such as zoning, deed restrictions, and the lack of affordable land. Thus, a modernized transportation network and the suburban economy of the mid-twentieth century continued to shape Jefferson County's suburban areas.<sup>53</sup>

By 1960, Jefferson County's population doubled from the previous decade. Most of this growth continued to be focused outside of Louisville among white suburbanites, a trend which continued through the decade. However, a new movement formed in the 1960s which, contrary to the contemporary preference for homogenous suburban areas, saw residents investing in long neglected neighborhoods in Louisville. Known as "neighborhood conservation" or "historic preservation," adherents to this movement criticized suburbanization for its rapid population growth, unrestricted subdivisions, antagonistic land uses, spreading of rural slums, and escape from legal jurisdiction of the city.<sup>54</sup> However, for those that chose to, people found satisfaction in living in the fringe areas of Louisville, possibly because they may not have been able to find housing elsewhere. For homeowners in new suburban subdivisions, who often were first-time home purchasers, the landscape's homogeneity provided not just affordability, but a comfort that one belonged to a new social group—the middle-class.<sup>55</sup>

The African American population also exploded in Jefferson County during the post-war years, experiencing significant employment gains in industry and military sectors during WWII. Black Louisvillians pushed the city and the state to accept integration of parks, factories, hospitals, commercial establishments, universities, and primary and secondary schools throughout the 1950s and 1960s. By 1963, the city passed an ordinance banning segregation in public accommodations and 200 businesses opened their doors to black customers. Larger-scale demonstrations led to statewide civil rights legislation in 1966. By the late 1960s, most public accommodations were desegregated, however, residential segregation lagged behind. Louisville's Black population was heavily confined to the west area of the urban core with smaller communities on the east of the business district and in rural areas. Approval of the open housing ordinance of 1967 was considered a major victory, yet further integration was restricted by factors such as poor enforcement and unequal financial opportunity. Even after the passage of fair housing legislation, Black Louisvillians remained segregated in certain urban districts and did not experience significant suburbanization.<sup>56</sup>

### **History of Lynnview**

Lynnview was first platted in 1923 such that during its development in the early 1950s, the original layout of the lots was considered, "a holy horror."<sup>57</sup> The 126-acre tract that would become Lynnview was purchased from The Evergreen Cemetery Company for \$110,000 by David H. Wilson of the Trinity Corporation from in the spring of 1950. To resolve the unappealing nature

<sup>53</sup> Brother, Ryall, and Stottman, 107-108.

<sup>54</sup> Brother, Ryall, and Stottman, 76.

<sup>55</sup> Brother, Ryall, and Stottman, 94.

<sup>56</sup> Brother, Ryall, and Stottman, 48-51.

<sup>57</sup> Brother, Ryall, and Stottman, 465.

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of the 1920s platting, the tract was re-platted with more shallow lots and curvilinear streets in 1954.

Wilson's initial plans for Lynnview included a total of 575 single-family homes with a five-acre playground and an equally large commercial center. These plans were geared toward the needs and values of families making lower than the local average weekly income. However, the approval of the development was not a straightforward process, as developers were required to appear before the Planning and Zoning Commission over four times in the two years following the purchase of the land. Opponents to the development cited drainage problems as the primary issue, as the scale of the subdivision did not allow for adequate drainage line engineering within the confines of the tract landscape. Even so, the plans for Lynnview were approved in 1952, with the developers continuing to work on plans for drainage in the subdivision.<sup>58</sup> Ultimately, four storm-water-retention ponds were constructed throughout the development to catch surface water in the flat tract land which was known formerly as "crawfish ground."<sup>59</sup> This drainage system became a point of pride such that it was highlighted in advertising aimed at new residents moving in from Louisville, which historically experienced significant and regular flooding. On November 9, 1954, Lynnview staved off annexation attempts by the city of Louisville and incorporated as a sixth-class city.<sup>60</sup>

Many of the subdivisions appearing in the American and local landscapes after WWII catered to homeowners' desires for homogeneity, simplicity, and affordability. Most homes marketed toward lower- and middle-class homeowners in Louisville were adaptations of popular forms with minimal ornament. These houses were easily and efficiently built and were not designed by architects.<sup>61</sup> Developers of Lynnview however, while in some ways conforming to trends in form and efficiency, heavily emphasized homes that were not only the product of many specialists' inputs, but also customizable to the individual tastes of each prospective homeowner. While subdivisions like nearby Buechel Terrace were being developed and promoted with prefabricated homes, the advertising campaign for Lynnview emphasized that the homes in the subdivision were not prefabricated, but a customizable combination of "four desirable floor plans and fifteen attractive exteriors," designed by architect E. W. Augustus.<sup>62</sup> In this way, Lynnview and other post-WWII subdivisions in Louisville designed by architects, such as Highgate Springs, offer an alternative to the contemporarily criticized suburban domiciles and developments that lacked architectural distinction and essential details of well-planned houses.<sup>63</sup>

The type of suburbanization occurring after WWII in Jefferson County resulted in a significant increase in the number of sixth-class cities. In 1945, there were 11 such cities in the county; by 1964, there were thirty-four small municipalities. Incorporating in 1954, Lynnview embodies this

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<sup>58</sup> Brother, Ryall, and Stottman, 469.

<sup>59</sup> John Meehan. "Lynnview Is Jefferson County's Untroubled City." *The Courier-Journal* (Louisville, KY): Nov. 23, 1959, 16.

<sup>60</sup> Meheen, 16.

<sup>61</sup> Brother, Ryall, and Stottman, 172.

<sup>62</sup> Brother, Ryall, and Stottman, 172; The Trinity Corporaion, "Choose Your Lynnview Home From 4 Desirable Floor Plans 15 Attractive Exteriors," 166.

<sup>63</sup> Brother, Ryall, and Stottman, 172.

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transition in the architectural and demographic landscape of Louisville in the post-war period, catering to the growing number of renters moving out of the city in pursuit of home ownership.<sup>64</sup> Emerging at the intersection of Garden City planning principles, the Neighborhood Unit Formula, and FHA standards and regulations, the vast post-WWII subdivisions featuring small and minimally embellished Small Houses served an unprecedented building boom and reflected the concerted effort by many groups to create a single-family house that more Americans could afford. Resulting subdivisions reflect the modern consumer preferences, changing functional needs of families, and growing incomes of white Americans in the 1950s. The Small House design originated in the Better Homes and Small House Movement between 1919 and 1945, based on domestic reform, encouraging home ownership, standardization in construction, and neighborhood improvements. It was developed in detail via FHA's Minimum House and Small House Program during the Great Depression. The Small House was to have no more than six rooms and avoid nonessential spaces or other unnecessary features. To enhance domestic efficiency and appeal, developers equipped these homes with modern appliances, and the utility room's integrated mechanical system replaced the basement furnace of earlier homes.<sup>65</sup>

The developers of Lynnview built the perceived safety and comfort of rural living into each lot with the use of large lots, safe and scenic street design, and home affordability. As an advertisement for the development states, "nowhere else will the homeowner find that his needs have been so carefully anticipated, or his comfort and health so well guarded... [as in] the largest and most modern home development ever started in the Louisville area."<sup>66</sup> The extent to which Trinity Corporation imbued Lynnview with community planning did not stop at the moment a home was purchased, however. New owners were given a booklet, "Your Key to Living in Lynnview," featuring drawings of homeowners and their families dealing with all the exciting aspects of owning a home. The booklet covered all elements of the newly constructed dwelling, assuring residents that Trinity Corporation had materials and services at the ready as families settled into their new homes. Though other developments on the fringes of Louisville like Highgate Springs and those constructed by the Trinity Corporation in this period, such as Trinity Park and the Raleigh subdivision, were constructed with similar house forms and curvilinear street plans, none capture the thorough efforts in community planning exhibited in Lynnview. Thus, Lynnview stands out, even among architecturally designed suburbs and Trinity Corporation developments, in the extent which post-WWII suburban planning principles shaped the advertisement, allure, and fabrication of the subdivision and continues to impact the overall feeling and function of the now fifth-class city.

Of the families attracted by the promise of the American Dream offered by Lynnview, approximately 87% were first time homeowners. These families were mostly renters drawn from the south, southwest, and south-central parts of Louisville. The typical buyer was married with one child, generally reflecting blue-collar, working-class families. The median price of homes in Lynnview was \$10,300 and the average salary of those purchasing homes in Lynnview was approximately \$4,200.<sup>67</sup> Census data for 2020 indicate that Lynnview is currently home to

<sup>64</sup>Brother, Ryall, and Stottman, 149.

<sup>65</sup> Ames and McClelland, 61-62.

<sup>66</sup> The Trinity Corporation, "Lynnview Homes." *The Courier-Journal* (Louisville, KY): May 24, 1953, 165.

<sup>67</sup> Brother, Ryall, and Stottman, 467.

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approximately 945 residents with a median age of 40.7. Eighty-four percent of working residents reported traveling to their job via car, truck, or van and 86% of residents self-classified their race as white. The median income estimated for residents of Lynnview is \$36,293, which is lower than the median income of Louisville and 76.5% of residences are owner-occupied. Of owner-occupied houses, the median value of Lynnview residences is \$124,400. Of the 353 employed individuals over 16 years of age in Lynnview, approximately 68% work in blue-collar or service occupations. These demographics paint an image of continuity for the community of Lynnview.<sup>68</sup> The homes remain affordable, the average worker is employed in working-class blue-collar occupations and travels via vehicle to work, and the majority of residences are owner-occupied. The sense of community intended at the outset of Lynnview's planning is confirmed by the regularly-published community newsletter, the city government staffed primarily by volunteers, the installment of speed bumps to encourage street safety, and the frequent use of the Lynnview community center.

### ***Evaluation of the Significance of the Lynnview Historic District within the context of Post-WWII Residential Neighborhoods in Louisville***

Suburban residential developments that emerged across the United States between 1945 and 1973 have been recognized as a group by their "peripheral location, relatively low density, architectural similarity, easy affordability and suggestion of wealth, and economic and racial homogeneity".<sup>69</sup> These Early Freeway Suburbs in Louisville typically developed outside of the historic city boundary along major transportation corridors, such as local highways and the developing interstate system, and help tell various stories of the way the metropolitan area grew and developed.<sup>70</sup> These suburban developments became home to tens of thousands of Louisville residents based on the appeal of their geographic situation, their homogeneity, the efficiency of their design, and their affordability. These places gave hope to people who wished to escape the perceived liabilities of the city, by advertising the sense of community fostered by the subdivision. The Lynnview Historic District was developed by the Trinity Corporation, a Community/Merchant Builder, and was advertised to first-time homeowners as an affordable, self-sustaining community. Lynnview developers focused on providing the expanding working-class population of Louisville a chance at home ownership, an important plank making up the American dream.

Twenty-two subdivisions in Louisville were compared and assessed for NRHP eligibility by Brother et al. in a survey of subdivisions dating to the period between 1920 and 1970.<sup>71</sup> Ten subdivisions were selected based on their periods of construction and historic integrity along two major transportation corridors.<sup>72</sup> An additional 12 subdivisions, including Lynnview, were evaluated as "prototype subdivisions," or subdivisions that provided a broader perspective on a particular developer, theme, or type of subdivision.<sup>73</sup> Of the 22 total subdivisions evaluated, 16 Louisville subdivisions were constructed during or within ten years of Lynnview, and were built

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<sup>68</sup> United States Census Bureau. "Lynnview city, Kentucky." Census Bureau Profile, accessed 22 February 2024, [https://data.census.gov/profile/Lynnview\\_city,\\_Kentucky?g=160XX00US2148648](https://data.census.gov/profile/Lynnview_city,_Kentucky?g=160XX00US2148648)

<sup>69</sup> Brother, Ryall, and Stottman, 92.

<sup>70</sup> Ibid.

<sup>71</sup> Brother, Ryall, and Stottman, 13-15.

<sup>72</sup> Brother, Ryall, and Stottman, 13.

<sup>73</sup> Brother, Ryall, and Stottman, 14.

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over a short period, not spanning more than 15 years. Nearly half of these suburbs were recommended as not eligible for listing in the NRHP. Of the 10 suburbs that were considered eligible or potentially eligible, Lynnview is the only suburb located along Preston Highway. Furthermore, when compared to other rapidly developed suburbs (e.g., Buechel Terrace), subdivisions built by the Trinity Corporation (e.g., Raleigh Subdivision), and developments utilizing an architect for larger-scale postwar subdivisions (e.g., Highgate Springs), Lynnview is notable for the means by and extent to which its developers organized and promoted land development in the years following WWII.

Among the many ways that developers attempted to convert vacant land into marketable housing to make a profit, Lynnview is noteworthy as an example of the most highly organized approach to land development in the post-WWII period. Its developer, Trinity Corporation, possessed aspects of both Community and Merchant Builders presented in the Ames and McClelland analytical framework. Surpassing large-scale residential developments of earlier Community Builders, Merchant Builders planned and built housing developments so extensive that the appeal of the individual house became secondary to the appeal of the suburban lifestyle projected by the large subdivision. This marketing was very effective upon members of Louisville's working class, who had toiled for generations in the inner city without seeing their life possibilities expand. Lynnview, and so many of these suburban developments were successful, because the place itself conveyed a symbolic cultural message about possibilities: that in no more than a few years, with sufficient vision and energy, a brand-new identity can spring from nothing. That development arc, told by the conversion of a farmer's empty field of toil into a community full of people sharing a lifestyle full of comforts, has a parallel in the tale of the individual, who starts with very little and quickly erects his own new identity, which begins with the purchase of the suburban home. The significance of places like Lynnview is how strongly they supported those parallel story lines.

***Evaluation of the Integrity between the Significance of the Lynnview Historic District and its Current Physical Condition***

While this nomination claims the Lynnview Historic District meets Criterion A through its association with important planning and development patterns in Metro Louisville, the conception of the district aligns with the 4th term of Criterion C. That is, Lynnview Historic District is "a significant and distinguishable entity whose components lack individual distinction."<sup>74</sup> The integrity analysis which follows will emphasize the physical aspects of the district which reinforce those important historic associations that are at the heart of Criterion A.

The Lynnview Historic District is in good condition overall to be recognized as a historic suburban development. This conclusion places greater emphasis on the effect of several properties together in transmitting the district identity than the effect of the single property. While many resources have been altered individually, those changes do not render the blocks of houses from being able to read as a 1950s suburban development. While newer and less expensive materials have been used to keep homes livable and accessible or to reflect individual interests, a sense of variety-

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<sup>74</sup> US Department of Interior. *How to Apply the National Register Criteria for Evaluation* (1995): 46. [https://www.nps.gov/subjects/nationalregister/upload/NRB-15\\_web508.pdf](https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf).

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among-sameness was at the essence of the neighborhood from the start. While the suburb began its life with some willingness to accept diversity of appearance, there would have been limits on how much diversity was acceptable. This nomination has made decisions about “contributing” and “non-contributing” to align with those historic attitudes that define the limits of non-conformity with the range of variation. Thus, the impact of these individual changes has been considered in relation to their impact on the ability to perceive the primary resource—the district—and how individual buildings reinforce or contradict the perception of a cohesive post-WWII suburban development.

The proposed Lynnview Historic District retains four basic aspects of integrity which convey its significance: location, design, setting, and materials. Because the district retains those four integrity factors, the district can be said to possess the two integrity factors which arise from those four factors cumulatively: integrity of feeling and association. With an integrity of association, the Lynnview Historic District can be said to meet National Register Criterion A, which prioritizes associations as the primary basis for meeting Criterion A.

The Lynnview Historic District retains integrity of **location**, as it occupies the same geographic place since its period of significance. The historic resources present within the district have always been situated at their current locations and the overall noteworthy features have remained in place.<sup>75</sup> A good deal of the identity of this property came from this location, which was outside to the central urban core of Louisville and the city boundary in the 1950s. Additionally, the major thoroughfares continue to define the district’s location and associated internal and external transportation. The nature of the resources within the district have also remained in place, with residential buildings dominating the development, and commercial and mixed-use buildings located at its periphery.

The district retains integrity of **setting**. A compact, mid-century neighborhood character dominated the original interior setting of Lynnview. Today, the district’s exterior setting, outside the district, is different than it was in the 1950s. That exterior setting now is made up of new neighborhoods and commercial development. The surrounding streets—Gilmore Lane, Preston Dive, Evergreen Cemetery, and Breitenstein Avenue—technically not in the proposed district, are the immediate surrounding that remains intact and reinforce the story of this suburb as the product of transportation resources. In the district’s interior setting, the use of spaces and the relationships of buildings to each other has remained intact enough to preserve the experience of the district’s identity. Even the commercial area that has been cut out of the southwest corner of the district, due to its loss of historic material and design, remains an area of commercial use, preserving the subdivision’s intactness of setting which as it was originally planned and built, which involved a relationship between residential and commercial uses.

The district also retains integrity of **design**. The Lynnview Historic District was designed as one compact subdivision with curvilinear streets and irregular lot shapes. This design remains fully intact as the streets and parcels remain in their original configuration. Lots have not been subdivided or consolidated. Residences remain relatively close to the street with secondary

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<sup>75</sup> Metro Historic Landmarks and Preservation Districts Commission, 21.

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structures in the rear. The four planned detention basins, which were designed to mitigate severe drainage issues, are also still intact.<sup>76</sup> Buildings, which are constructed in a Minimal Traditional form retain those original characteristics. The roof pitches, footprints (some exception to rear additions), and fenestration configurations all remain mostly intact.<sup>77</sup>

The district retains integrity of **materials**. The historic materials of the district are still present in many of the buildings contributing to it. Original construction materials such as aluminum siding, aluminum windows, asphalt roofs, and concrete continue to be present on the majority of properties throughout the district. Although several buildings have been altered with more modern materials such as vinyl siding and vinyl windows, the overall material integrity *of the district* is supported by the high quantity of buildings that retain original exterior features.<sup>78</sup>

The district retains integrity of **feeling**. The curvilinear streets, irregularly shaped lots, single family homes with consistent setbacks, and quiet nature all reflect the developer's original desired feeling for the neighborhood. Longtime residents recognize this feeling as they tell stories of their lives in Lynnview.<sup>79</sup>

Because the district as a whole and its constituting properties exhibit integrity of location, setting, materials, and design, the proposed Lynnview Historic District also retains integrity of **association**. The Lynnview Historic District is associated with an important development time in Louisville's history, which is that of the post-war housing boom. As the country recovered from the impacts of WWII, there was a significant need for more and, specifically, new housing. This trend brought about many new subdivisions throughout the United States. Furthermore, Lynnview is significant for its association with a community builder, the Trinity Corporation, using merchant builder practices to sell the American Dream to the working class. As Lynnview exhibits so much of its original design, it supports our association with significant historic events in Louisville's planning and construction that have defined its history of residential development in the latter half of the twentieth century.<sup>80</sup>

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<sup>76</sup> Ibid.

<sup>77</sup> Ibid.

<sup>78</sup> Ibid.

<sup>79</sup> Metro Historic Landmarks and Preservation Districts Commission, 21-22.

<sup>80</sup> Metro Historic Landmarks and Preservation Districts Commission, 22.

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**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** see inventory above

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### 10. Geographical Data

Acreeage of Property 110 acres

#### Latitude/Longitude Coordinates

- |                         |                        |
|-------------------------|------------------------|
| 1. Latitude: 38.178836° | Longitude: -85.717347° |
| 2. Latitude: 38.183767° | Longitude: -85.708639° |
| 3. Latitude: 38.181183° | Longitude: -85.706175° |
| 4. Latitude: 38.178472° | Longitude: -85.706353° |
| 5. Latitude: 38.176358° | Longitude: -85.710003° |
| 6. Latitude: 38.175792° | Longitude: -85.714133° |



**Verbal Boundary Description** (Describe the boundaries of the property.)  
The boundary begins at the intersection of Preston Highway and the southmost lane of the entrance ramp for Interstate 65. It runs northeast along the boundary between the city of

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Lynnview and Evergreen Cemetery to the northwest. At Breitenstein Avenue, it turns southeast until it reaches the boundary between the properties along Pigeon Pass Road and Liberty High School. The boundary follows this property line southwest and turns southeast along the boundary between properties along Warbler Way and the high school. At Gilmore Lane, it turns southwest until it reaches the Lynnview Shopping Center where it turns northeast to exclude the commercial buildings to the west. It continues along property lines of the dry pond to the northeast and properties along Woodcock Circle. It follows Woodcock Circle northwest to Pigeon Pass Road, then turns southeast, following Pigeon Pass Road to Preston Highway. It then turns northwest to return to its starting point.

### **Boundary Justification**

This boundary is appropriate because it includes the 1954 platted lots of the residential and commercial subdivision of Lynnview, excluding the area that has been significantly altered after the period of significance, specifically those lots within Lynnview Shopping Center. The district includes sections of Preston Highway and Gilmore Lane which were significant to the planning of Lynnview as a highly accessible development on Louisville's urban fringe.

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## **11. Form Prepared By**

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date: February 26, 2024

name/title: Kyra Sexauer, BFA  
organization: WSP  
street & number: 11003 Bluegrass Pkwy #690  
city or town: Louisville state: Kentucky zip code: 40299  
e-mail kyra.sexauer@wsp.com  
date: February 26, 2024

name/title: Carolyn Andrews, RA, MArch[HP]  
organization: WSP  
street & number: 11003 Bluegrass Pkwy #690  
city or town: Louisville state: Kentucky zip code: 40299  
e-mail carolyn.andrews@wsp.com  
telephone: 773.405.1016  
date: February 26, 2024

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Lynnview Historic District  
Name of Property

Jefferson County, KY  
County and State

**Additional items:** N/A

## **Photographs**

### **Photo Log & Keyed Sketch Map**

Name of Property: Lynnview Historic District

City or Vicinity: Lynnview

County: Jefferson State: Kentucky

1 of 21. Greenway between Preston Highway and Preston Drive, view north.

Photographer: Carolyn Andrews

Date Photographed: February 1, 2024

2 of 21. 4802 Redwing Way and adjacent houses, view south.

Photographer: Carolyn Andrews

Date Photographed: February 1, 2024

3 of 21. 4809 Redwing Way, view northeast.

Photographer: Carolyn Andrews

Date Photographed: February 1, 2024

4 of 21. Redwing Way, view northwest.

Photographer: Carolyn Andrews

Date Photographed: February 1, 2024

5 of 21. Dry basin at corner of Redwing Way and Pigeon Pass Road, view northeast.

Photographer: Carolyn Andrews

Date Photographed: February 1, 2024

6 of 21. West corner of Pigeon Pass Road and Redwing Way, view west.

Photographer: Carolyn Andrews

Date Photographed: February 1, 2024

7 of 21. 1218 Pigeon Pass Road, view east.

Photographer: Carolyn Andrews

Date Photographed: February 1, 2024

8 of 21. View towards shopping center from Woodcock Circle, view southwest.

Photographer: Carolyn Andrews

Date Photographed: February 1, 2024

9 of 21. View towards Woodcock Circle from shopping center, view northeast.

Photographer: Carolyn Andrews

Lynnview Historic District

Name of Property

Jefferson County, KY

County and State

Date Photographed: February 1, 2024

10 of 21. Lynnview City Hall, view northwest.

Photographer: Mekenzie Davis

Date Photographed: August 18, 2023

11 of 21. Gilmore Lane, view northeast.

Photographer: Carolyn Andrews

Date Photographed: February 1, 2024

12 of 21. Bluebird Circle, view northeast.

Photographer: Carolyn Andrews

Date Photographed: February 1, 2024

13 of 21. 4902 Bluebird Avenue, view west.

Photographer: Carolyn Andrews

Date Photographed: February 1, 2024

14 of 21. 4818 and 4820 Bluebird Avenue, view south.

Photographer: Mekenzie Davis

Date Photographed: August 18, 2023

15 of 21. 1232 Pigeon Pass Road, view southeast.

Photographer: Mekenzie Davis

Date Photographed: August 18, 2023

16 of 21. Corner of Pigeon Pass Road and Kingfisher Way, view northeast.

Photographer: Carolyn Andrews

Date Photographed: February 1, 2024

17 of 21. Warbler Way, view southeast.

Photographer: Mekenzie Davis

Date Photographed: August 18, 2023

18 of 21. 1322 Pigeon Pass Road, view southeast.

Photographer: Mekenzie Davis

Date Photographed: August 18, 2023

19 of 21. 4821 Redstart Road, view northeast.

Photographer: Mekenzie Davis

Date Photographed: August 18, 2023

20 of 21. 4805 Hummingbird Circle, view east.

Photographer: Carri Andrews

Date Photographed: April 13, 2024

Lynnview Historic District  
Name of Property

Jefferson County, KY  
County and State

21 of 21. 4808 Kingfisher Way, view northwest.  
Photographer: Carri Andrews  
Date Photographed: April 13, 2024



Lynnview Historic District  
Name of Property

Jefferson County, KY  
County and State

