



KNOXVILLE HISTORIC RESOURCES SURVEY UPDATE

KNOXVILLE, KNOX COUNTY, TENNESSEE

REPORT PREPARED FOR THE CITY OF KNOXVILLE, TENNESSEE

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SECTION I: INTRODUCTION & PROJECT LOCATION

Introduction

The Tennessee Historical Commission (THC) is the state's historic preservation agency, and one of its important programs is the architectural and historical inventory of the state's cultural resources. This inventory is a significant part of historic preservation and community planning since it provides basic data on the location, condition and architectural character of buildings and structures. Knox County was originally surveyed during the early 1980s and the survey report "A Future for Our Past", was published by the ? in 1984? Since that time numerous properties have been listed in the National Register of Historic Places and the city has received national attention for its downtown and neighborhood revitalization efforts.

In 2015, the THC awarded the Knoxville-Knox County Metro Planning Commission a federal historic preservation grant to fund a survey of 20th century buildings in the city limits of Knoxville. The inventory was conducted between April and August of 2016. This survey was completed by Thomason and Associates of Nashville, Tennessee (Contractor). The Commission provided extensive resources to the Contractor under the guidance of Kaye Graybeal, Historic Preservation Planner.

This survey focused on properties built between 1936 and 1966. The previous survey conducted in the 1980s concentrated on properties fifty years old or older and the 1936 date was the fifty year mark at that time. For this survey the end date of 1966 reflects the fifty year time period from 2016. To assist the contractor with this survey the Knoxville Planning Commission's GIS Department provided property tax maps with each age category identified. This enabled the Contractor to readily identify those properties which were built from 1936 to 1966 and also revisit and evaluate National Register-listed properties.

The survey paid particular attention to the growth and development of Knoxville in the years following World War II. Knoxville experienced a building boom in the 1920s with many early automobile suburbs planned and developed such as Sequoyah Hills, Holston Hills and Westmoreland Heights. The stock market crash of 1929 slowed this residential growth but there was still steady construction in the city during the Depression. The establishment of the Tennessee Valley Authority (TVA) in 1933 helped to provide jobs in the Knoxville region and also brought to the area skilled architects trained in the Modernist movement of the period. Another boost to the city was the establishment of the Great Smoky Mountains National Park in 1934. This brought many tourists through the city on their way to the park and led to the building of the Chapman Highway and associated commercial development. The coming of World War II led to the military's creation of the Manhattan Project and the "Secret City" of nearby Oak Ridge. The nuclear plants at Oak Ridge employed tens of thousands of workers who also had an impact on the Knoxville economy.

After World War II, the pent up demand for housing combined with federal assistance programs resulted in the platting and development of new suburbs along the city's major highways. South of the city along the Chapman Highway (US 441), the suburban developments of Colonial Village and Lake Forest transformed this rural area. West of the city off US Highway 11 and 70, a number of residential developments were begun, most notably the large development called West Hills. Off State Route 62 on the north side of the city, the suburban areas of Cumberland Estates and Norwood provided housing for Knoxville residents and those who commuted to work in Oak Ridge. The small community of Fountain City also experienced intense growth in these years and was later annexed into the Knoxville city limits. By the late 1950s suburban expansion was occurring in all areas of the city. The construction of Interstates 40 and 75 through Knox County led to additional rural areas being subdivided into residential lots as these new highways provided ready access to downtown.

The development of the Knoxville's suburbs came at the expense of the older neighborhoods and commercial districts in the inner city. Many residents in the city's older areas such as Fort Sanders and Fourth and Gill moved to the new Ranch and Split-Level houses on the edge of town. The large Victorian homes left behind often were subdivided into apartments and many neighborhoods declined and experienced demolition and neglect. The downtown shopping areas of Gay Street and Market Square also had downturns in business and various "revitalization" projects were undertaken such as the installation of concrete canopies and demolition of buildings for parking lots. Urban renewal projects also led to the removal of "blighted" areas and many African American neighborhoods and commercial areas were replaced by new housing projects. Knoxville was not unique in these trends at the mid-20th century with most cities in America experiencing a boom in suburban development at the expense of the inner city.

By the mid-1960s, Knoxville had expanded in all directions. From 1940 to the mid-1960s the population of the city had increased by a third to over 150,000 residents and the city had expanded its boundaries to include many of the suburban developments of the mid-century. While most of the dwellings built in these decades reflected common architectural styles and forms, Knoxville was noted for its many Mid-Century Modern houses. Stimulated in part by the architects who worked for TVA, the employment of Modernist designs found favor in the city and attracted other architects and designers to the region. Identifying this architectural legacy is one of the more notable outcomes of this survey along with descriptions of the overall growth and development of the city and its contexts in the mid-20th century.

Project Location

Knoxville is the seat of Knox County, located in the Tennessee Valley of East Tennessee. In 2010, the City of Knoxville had an estimated population of 178,874 residents, while the population of the county was 432,226. The City of Knoxville accounts for 104.2 square miles of Knox County's area of 526 square miles. The county overlays ridges and valleys of the Appalachian Mountain chain running southwest to northeast. The Tennessee River, formed by the confluence of the Holston and French Broad Rivers in the eastern part of the county, runs through and forms part of the Knox County's southern border.

Knox County has steadily grown in population since the mid-nineteenth century. Knoxville's role as the county seat and regional commercial center accounted for this growth. The coming of the railroads in the 1850s played a major role in the development of the county, as did the construction of US Highway 70 in the 1920s. Development of Oak Ridge in neighboring Anderson County for the Manhattan Project, as well as the establishment of the Tennessee Valley Authority, contributed to the expansion of the city and the county.

In the 1950s, construction of Interstates 40 and 75 made Knoxville a hub for vehicular transportation. The 1982 World's Fair Exposition drew international attention to the city of Knoxville, which at the time was challenged with overcoming the uncomplimentary label as a "scruffy little city." The University of Tennessee also gained prominence in these years and the university's sports teams, especially its football and women's basketball teams, have a major role in popular culture of the city and region. The Great Smoky Mountains provide a stunning backdrop and leisure destination for Knoxville residents and visitors.

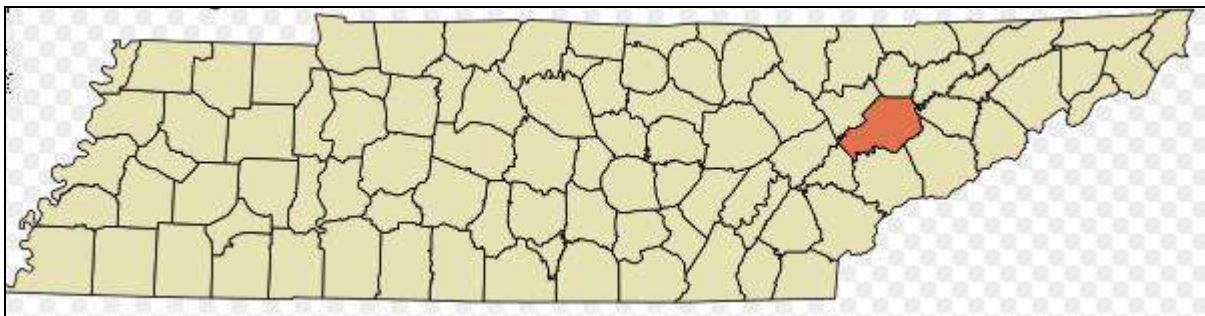


Figure 1: Location of Knox County, Tennessee.

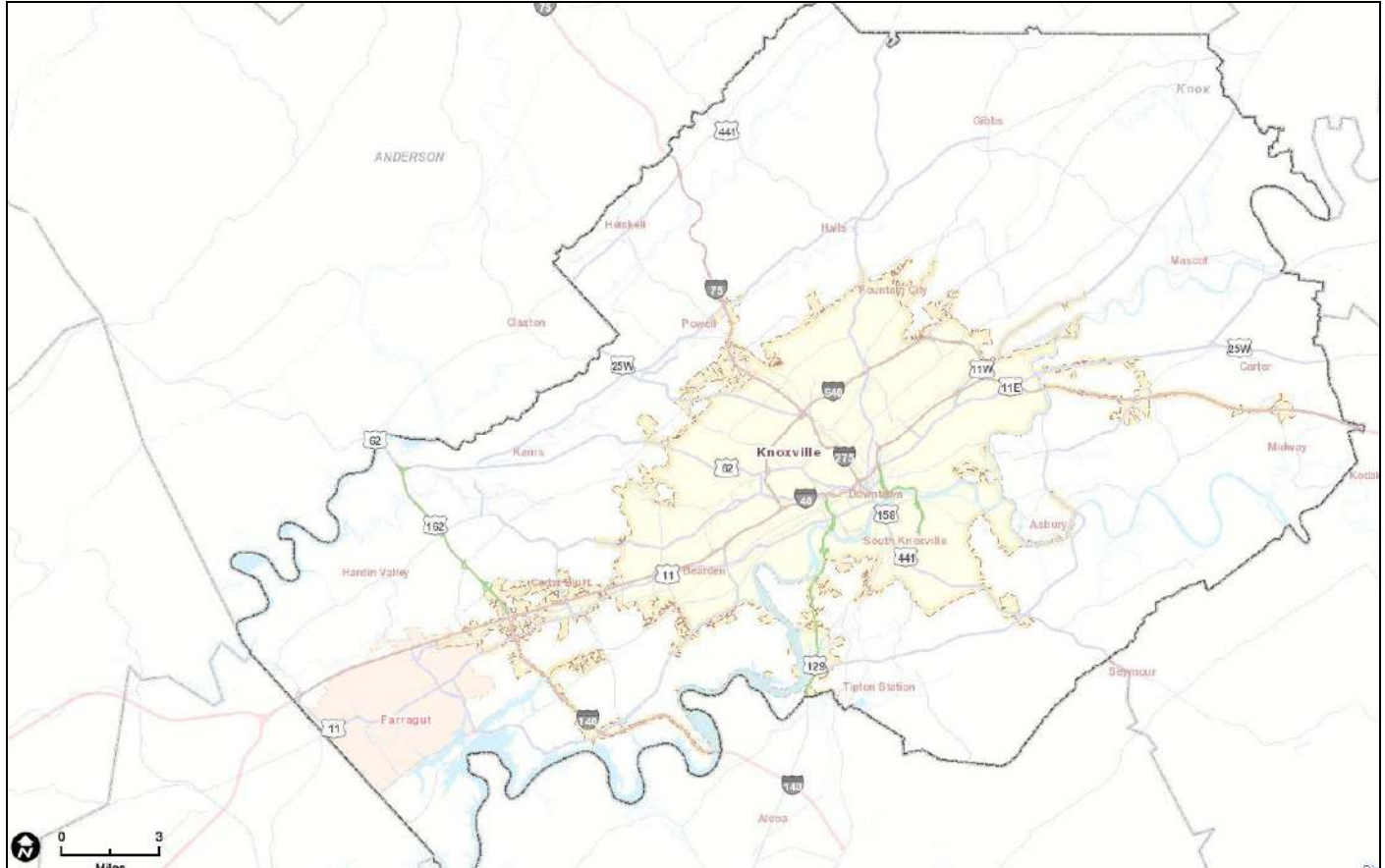


Figure 2: Knox County boundaries with the City of Knoxville shaded in gold (courtesy of Knox County GIS).

SECTION II: METHODOLOGY

The purpose of this project was to provide historical documentation of the growth and development of Knoxville from 1936 to 1966, identify historic contexts associated with these decades, evaluate the architectural and historical significance of the suburban developments of the mid-20th century through a reconnaissance-level survey and intensively survey those properties which had particular architectural or historical distinction from this era. Another aspect of the project was to revisit each of the National Register-listed properties to ascertain their condition and update photography. Finally, the project included the review of several potential and existing historic districts and providing boundary recommendations.

Prior to initiating fieldwork, the Contractor obtained USGS quad maps and historic maps of Knoxville and Knox County from the Tennessee State Library and Archives. The Contractor also reviewed previously published histories, National Register-listed resources, and historic photos of Knoxville. The field survey included the driving of the majority of streets in Knoxville, digital photography of representative house types and styles, streetscapes of suburban areas and notations on significance and integrity. For those properties which were intensively surveyed, the Contractor completed inventory forms from the Tennessee Historical Commission along with digital photography. At each property intensively inventoried the Contractor attempted to interview occupants or left a questionnaire for occupants to complete and return.

Aiding in the survey were maps created by the Knoxville-Knox County GIS department. These maps extracted specific data to highlight properties by date of construction and identifying buildings not previously surveyed. The Consultant utilized U.S. Geological Survey (USGS) quad maps for Knoxville, specifically editions from 1936, 1966 and the 1970s. Field survey commenced mid-April, 2016 and was completed in August, 2016. Project Manager Phil Thomason was assisted in completing survey forms, photographing properties, and interviewing available residents by Brittany McKee, Andra Martens, and Jenn Harrman.

Buildings were candidates for intensive survey that appeared to date from the mid-1930s through the mid-1960s and were notable examples of residential, commercial or public architecture of this period. Tens of thousands of properties were built in Knoxville during these decades and the focus of the survey was primarily on Mid-Century Modern designs or buildings which represented important contexts of the period. The majority of the surveys were only of the exteriors of buildings unless they were open to the public. On occasion, homeowners invited the surveyors to view and photograph the interior of a dwelling. Not all of the city's Mid-Century Modern houses were inventoried during this survey. At several locations the property owner declined to have their house surveyed and this request was respected. Other properties were omitted when "No Trespassing" signs were evident.

Dates for construction of buildings were determined largely from Knoxville and Knox County GIS data. However, numerous discrepancies were noted from the GIS data versus what property owners told us and the first listings by address in city directories. Dates of construction were also guided by familiarity with architectural trends regarding styles, forms, and building materials and their periods of popularity.¹ Every building surveyed was assigned a survey number, beginning with %N-13300+ and 81 properties were intensively surveyed. Each of these resources is represented in an individual digital file folder containing the associated media (scanned survey form with plan sketch, digital photos, any miscellaneous literature provided by property owner, and a written description). Outbuildings such as sheds, garages, and carports were also photographed as above and noted within the survey form of its primary structure. Detached outbuildings, however, were rare, as most carports and garages were attached and/or integral to the dwelling. For the reconnaissance-level survey representative photographs and notations were made for each major subdivision platted between 1936 and 1966. These subdivision maps were provided to the Contractor by the Knoxville-Knox County GIS Department.

The Contractor also requested assistance from Knox Heritage Inc., the University of Tennessee School of Architecture and local members of the American Institute of Architects (AIA) regarding their opinions of the most significant properties built in Knoxville during the 1930s to the 1960s. Especially helpful were architects John Sanders and Brian Pittman who shared their resources concerning important local architects and their contributions to the Mid-Century Modern legacy of the city. Thanks are also due to Historic Preservation Planner Kaye Graybeal for her assistance and advice during this survey effort.

¹ A common reference for such information is *A Field Guide to American Houses* by Virginia McAlester updated in 2013.

SECTION III: HISTORICAL OVERVIEW

The history of Knoxville's development pattern outside its city core is linked to transportation and commercial development. Rail, roads, and river contributed to the city's trend of mid-20th century development. While cities across the nation experienced similar suburbanization patterns based on demographic shifts, Knoxville so steadfastly built outward that it struggled until the late 20th century to cultivate any kind of metropolitan image. Indeed, Knoxville's growth beginning in the late 19th century is characterized by the annexation of smaller municipalities that were developed as suburbs to the original city. As suburbanization continued into the mid- to late-20th century, commercial businesses followed the ex-urban migration along major highway corridors.

Knoxville originated as White's Fort in 1786. James White, a veteran of the Revolutionary War, settled this tract of land overlooking the Holston River. This region was characterized by long, narrow ridges flanked by broad valleys. White's Fort was situated in the Tennessee Valley (the Great Appalachian Valley), halfway between the Appalachian Mountains and the Cumberland Plateau. The Tennessee River is formed in the southeastern section of the city at the confluence of the Holston and French Broad Rivers. The town served first as the capital of the Southwest Territory and then as the first capital of the State of Tennessee under Governor William Blount. In 1791 Blount changed the name of White's Fort to Knoxville in honor of Secretary of War Henry Knox. The town was organized the same year into sixty-four half-acre lots. In 1794 the original city consisted of sixteen blocks bounded by the river, First Creek, Church Avenue, and Walnut Avenue. Knoxville's earliest record of expansion occurred in 1795 with an increase of the city limits by one block north to Clinch Avenue and two blocks west to Henley Street.

Blount College (which grew to become the University of Tennessee) was established in 1794. In the early part of the 19th century, Knoxville served primarily as a way-station for travelers to the west and was a small commercial center. East-bound cattle drovers passed through Knoxville en route to South Carolina markets. Some 200 travelers came through the town daily during the early 1800s, including via flatboats on the river. Knoxville's population was only 730 in 1810, when Knox County's population at that time was 10,171. Knoxville was officially incorporated in 1815. Growth of the city slowed after the state capital moved from Knoxville to Middle Tennessee in 1818. The Tennessee General Assembly extended Knoxville's corporate limits in 1831 to include all land from the Tennessee River between First and Second Creeks north to Union Avenue. The boundary was extended again in 1855 to include Old Gray Cemetery.

Knoxville leaders struggled for decades to bring a railroad to the city to encourage economic growth. After the first rail line came to Knoxville, the city limits expanded to the north to reach the tracks, and new factories sprang up. The city's 1850 population of 2,076 grew to 5,000 by 1860 mainly due to the completion of the East Tennessee and

Georgia Railroad in 1855.² Knox County's corresponding population in those years was 18,807 and 22,813, respectively.³

The railroad helped make Knoxville a commercial center and also made Knoxville a strategic location during the Civil War since it linked Georgia and Virginia. With ties to eastern commerce, and not the slave economy of the greater Southern region, Knoxville and East Tennessee were not inclined towards secession. In June of 1861, Tennessee voted to secede, 105,000 to 47,000. East Tennesseans, however, cast 33,000 of the way votes. The city of Knoxville at that time had 3,704 residents.⁴ Confederate troops were stationed in Knoxville to secure the supply lines for General Robert E. Lee's Army of Northern Virginia. After Confederate troops fell back to Georgia in 1863, Union soldiers occupied the city and railroad line. Union troops built a series of forts to defend against Confederate troops seeking to recapture the city. The Battle of Knoxville ensued on November 29, 1863 and lasted less than thirty minutes. Confederate troops failed to recapture the city and retreated with 813 casualties.⁵ Knoxville remained in Union control for the remainder of the Civil War.

After the Civil War, the railroad increased in importance to the city's growth and development. Coupled with northern investment, Knoxville became a major distribution center for stores and merchants across East Tennessee. Knoxville became the third largest wholesaling center in the South, home to over fifty wholesaling houses mainly located around Jackson and Depot Streets (in present day Old City).⁶ Early roads like East Jackson Avenue, Magnolia Avenue and Washington Avenue, established in 1792, were still undeveloped.

Knoxville's history of suburbanization dates from the mid-19th century. Several suburbs developed in a ring surrounding the older sections of the city on the east, north, and west. South Knoxville was developed with subdivisions during the early 20th century after the completion of bridges across the river. These suburbs were originally incorporated as independent municipalities before annexation by the City of Knoxville. These suburbs set the pattern of expansion for Knoxville's residential districts. These earliest developments occurred in tandem with the economic boom following the Civil War, as Knoxville became a regional hub for industry. The growth of a rail system enabled Knoxville manufacturers to reach outlying markets, and electric streetcars allowed for mobility of affluent residents to build homes in new suburban neighborhoods. This development pattern continued into the mid- and late-20th century, resulting in ex-urban migration of traditional businesses downtown.

One of the first new cities to incorporate outside of Knoxville was East Knoxville. People who lived to the east of the Old City petitioned the State Legislature and on February

² W. Bruce Wheeler, "Knoxville," at *Tennessee Encyclopedia of History and Culture*, 2016, Tennessee Encyclopedia of History and Culture website <http://www.tennesseeencyclopedia.net/entry.php?rec=745>, accessed April 9, 2016.

³ J. C. Tumblin, "Knoxville in the Civil War," from Knoxville Civil War Roundtable, 1998, at Knoxville history website <http://www.discoveret.org/kcwr/hk-text.htm>.

⁴ Ibid.

⁵ W. Bruce Wheeler.

⁶ Ibid.

22, 1856, became the City of East Knoxville. This new city included East Clinch Avenue, East Church, East Cumberland, East Hill, East Main, Willow and their cross streets. The town was bounded by Bertrand Street on the east, Central on the west, Linden Avenue on the north, and the river on the south. The City of Knoxville annexed East Knoxville in 1869.

A manufacturing boom occurred in the 1870s and 1880s and the number of factories increased to produce iron and railroad products, textiles, shoes, clothing, and processed food products. Neighborhoods developed around industrial sites such as Mechanicsville. Located north of present-day Interstate 40, Mechanicsville was settled ca. 1880 on the northwest fringe of town at that time. The neighborhood took its name from its first residents, skilled workers who found employment in the growing number of factories in the area. Mechanicsville had a significant African American population, including laborers, mechanics, and businessmen, as well as Welsh technicians and merchants. Factory owners and workers alike resided there. The diverse socio-economic demographics were reflected in the residential architecture of Mechanicsville. Streetscapes in the neighborhood included vernacular shotgun form dwellings and high-style, frame Queen Anne and Italianate-style homes. Many lots in the neighborhood featured wrought iron fencing, manufactured at the nearby Knoxville Iron Company, incorporated in 1868. Mechanicsville included numerous other industries, such as the Knoxville Brewing Company, Knox Standard Handle, W. H. Evans & Son (suppliers of Italian marble to builders throughout the country), The Pottery & Pipes Works, Knoxville Box & Keg Factory, C. A. Greenleaf's Turntable Manufactory (builders of turntables for locomotives), a broom factory, a soap maker, Middleton & Weatherford brick contractors, Cooley, Rowntree & Company building contractor, Cudley Planning Mill, and Knoxville Car & Wheel.

Mechanicsville became its own nucleus of everyday life with the construction of a school, fire hall, grocery store, hardware store, and churches. It is noteworthy that most residents in Mechanicsville owned their homes, including the significant African American population. These residents worked at the Knoxville Iron Company as skilled heaters or puddlers. Others were employed in the marble industry, where they were able to apprentice and rise from unskilled to skilled work with higher pay. Still others worked for the East Tennessee Valley and Georgia Railroad, which ran along Second Creek. This water source and the railroad were key resources that originally spawned industrial development at this location. The subsequent residential development was a logical expansion during this post-Civil War period when freedmen in particular were seeking urban employment opportunities, as well as a place to settle domestically.

The City of Knoxville's annexation of Mechanicsville in 1883 garnered the largest concentration of industries in the city. At that time, more than 2,000 people lived there. The neighborhood remained racially diverse into the late twentieth century, though much of its Welsh population re-located to new neighborhoods. Mechanicsville lost a great deal of its housing stock to the construction of Interstate 40 in the late 1950s. The remaining neighborhood lies between I-40 to the south, Western Avenue to the

southwest, and University Avenue to the north. It was listed in the National Register in 1980 for its significance in architecture and history as an early Knoxville suburb.⁷

A contemporary and contiguous development to Mechanicsville was the upscale suburban neighborhood of Fort Sanders. Located west of the Old City and south of Mechanicsville, this neighborhood was developed on the site of a key Civil War battle and earthworks of the same name. Its proximity to downtown and to East Tennessee University (formerly Blount College, and later renamed the University of Tennessee) made Fort Sanders an ideal location for urban professionals seeking suburban residences. Many of the city's prominent business men, civic leaders, and professors had large, impressive homes constructed in the Fort Sanders neighborhood.

During the 1860s, this area was an undeveloped parcel originally belonging to a son of James White, Knoxville's founder. Some twenty years later, White's Addition, from the Tennessee River north to present-day Laurel Avenue, was platted for subdivision. Prominent local citizens, such as wholesale grocer Martin Luther Ross and Tennessee Attorney General George Pickle, built Victorian mansions in this affluent section. Fort Sanders lured the elite from Summit Hill's downtown congestion and pollution. North of Laurel Avenue was Ramsey's Addition (named for another pioneer family), which was differentiated as middle to lower-middle class. Homes in Ramsey's Addition were smaller scale imitations of architectural styles found in White's Addition. While most residents of Ramsey's Addition were laborers at factories such as Knoxville Woolen Mill, Southern Railroad, and Knoxville Cotton Mill, the middle class neighborhood was also home to influential professionals, including marble producer J. J. Craig, Jr., and real estate developer Barnabas Braine.

Both sections of the Fort Sanders neighborhood spanned from Second Creek to Third Creek. The entire area was incorporated as West Knoxville in 1888, spurring intense development. In 1897, the City of Knoxville annexed Fort Sanders and re-numbered north-south streets to follow the existing city pattern. Ruins of the Civil War fort were visible into the early twentieth century, though eroded with progressive development of lots. One of the battle's trench lines became 17th Street, a major thoroughfare between the University campus and Western Avenue. Over time, the University of Tennessee usurped Fort Sanders's real estate, and the once elite suburban homes deteriorated with compartmentalization for student housing. In the 1970s, however, a movement arose to preserve the remaining architectural character of this early Knoxville suburb. The Fort Sanders Historic District was listed in the National Register in 1980, recognizing the diverse architectural styles of its period, including Italianate, Queen Anne, Richardson Romanesque, Neo-Classical, and Bungalow examples. Fort Sanders was immortalized in the James Agee novel *A Death in the Family*, which won the Pulitzer prize for Literature in 1957.⁸

⁷ Nissa Dahlin Brown, "Mechanicsville Historic District," National Register of Historic Places Nomination Form (Knoxville, TN, 1980).

⁸ Don and Lisa Akchin, "Fort Sanders Historic District," National Register of Historic Places Nomination Form (Knoxville, TN, 1980).

Between 1900 and 1905, manufactured goods produced in Knoxville increased over 100 percent. This economic activity was reflected in the city's population growth, and 5,000 new homes were constructed between 1895 and 1904.⁹ Some companies that shaped Knoxville during the late 1800s includes the Knoxville Iron Company, Albers Drug Company, Woodruff's furniture wholesalers and retailers, Dixie Cement Company, the Clinch Avenue Viaduct, and the Knoxville, Sevierville and Eastern Railroad. The growth once again was reflected in the changes to the boundaries of the city in the second half of the century. Along with East Knoxville and Mechanicsville other new cities incorporated during this period were West Knoxville, in 1888, North Knoxville, in 1889, and Park City in 1907. Knoxville annexed all three cities . West and North Knoxville 1897 and Park City in 1917.

Park City was developed to the east of downtown, beyond industrial and commercial sites, including Standard Knitting Mills. Development of Park City was made possible with two streetcar lines heading east out of downtown Knoxville in 1890, one along Washington Avenue and the other along Magnolia (then called Park) Avenue. The Park Avenue line traveled to Lake Ottossee (now Chilhowee Park), at the eastern edge of the development. The new suburb took its name from these surroundings. The park hosted three national exhibitions between 1910 and 1912, including Tennessee's first world's fair.

The Edgewood Land and Improvement Company subdivided lots in the Washington Avenue Addition, located at the western edge of the neighborhood, in 1892. Early residents of Park City were businessmen and professionals seeking more pleasant environs for family life. Park City was incorporated in 1907. Construction of new homes increased in pace, accelerating especially between 1910 and 1920. In 1917 the City of Knoxville annexed Park City, though public improvements did not take place until the late 1920s. By 1930, approximately 9,000 people resided in Park City, which continued to expand into the 1940s. The neighborhood evolved beginning in the 1950s, as its population aged, industries supporting the local economy experienced setbacks, and the construction of Interstate 40 cut through the north end of the district.

In 1990, the Park City Historic District was listed in the National Register of Historic Places. It is significant for its collection of architectural styles. Park City contains a notable collection of designs by Knoxville architect George F. Barber, whose business of mail order kit houses benefitted greatly from Knoxville's rail system. Architectural styles within Park City are representative of popular American designs of the period: Queen Anne, American Foursquare, Neo-Classical, Craftsman Bungalow, Colonial Revival, Spanish Eclectic, and Tudor Revival. The historic district is also significant for community planning and development. Its street grid is reflective of a "streetcar suburb" pattern of development, with blocks divided into small lots of 25 to 50 feet in width, and a service alley behind houses. Streets were oriented toward the streetcar lines, the major influence on the neighborhood's development.¹⁰

⁹ W. Bruce Wheeler.

¹⁰ Ann B. Bennett, and Gail Guymon, "Park City Historic District," National Register of Historic Places Nomination Form (Knoxville, TN, 1990).

Concurrent with Park City's development on the east side of Knoxville was that of North Knoxville, on the north side. This suburb was incorporated in 1889. North Knoxville had private contracts for its water supply and also provided fire protection, electric lights, a city hall, and school facilities for 700 students at two schools. The new suburb relied on streetcars, which influenced its street grid development pattern. A city sewer system was in the planning phase when the suburb was annexed by the City of Knoxville. At the time, no other suburban development in the area provided public improvements to this degree.

North Knoxville was located along Broadway and Central and Woodland Avenues. This suburb was home to doctors, attorneys, teachers, and managers. It was a solid middle class neighborhood, evidenced in its varied architecture, including Queen Anne, American Foursquare, and Folk Victorian designs, as well as Bungalows, shot-gun forms, and cottages. The neighborhood included designs by architects George F. Barber, his son Charles Barber, and David Getaz, a Swiss immigrant to Knoxville.

Prominent residents of North Knoxville included George Dempster, inventor of the Dempster Dumpster and a Knoxville City Mayor/Manager for four different terms between 1929 and 1955. Adventurer Richard Halliburton was another notable resident here. Southern Railroad executives Hiram Musick, W. M. Millions, A. H. Miller, and Lemuel Smiley made their homes in North Knoxville.

This early suburb began to deteriorate after 1940, as newer neighborhoods developed further north, east, and west. Children grew to adulthood and moved away, and the homes on North Knoxville sometimes became financial burdens to aging residents. A new generation of young middle class workers migrated north to Fountain City, east to Holston Hills, and to west Knoxville suburbs.

Unlike the diversity of socio-economic demographics of previous decades, newer suburbs tended to be homogenous in social status. Residential segregation by economic class began to divide the city in the early 1900s. During industrialization, workers lived close to the foremen and factory owners. This can be seen in Mechanicsville, the East Scott-Oklahoma Avenue area, and in the Fourth and Gill neighborhood. Affluent Knoxvillians were likely to have automobiles and could therefore commute greater distances. They sought to escape the older neighborhoods, which had become congested and polluted from the use of coal for heating homes. Unskilled laborers, Appalachian people and freedmen, migrating to the area tended to settle in dense urban neighborhoods where they could find employment. This influx further encouraged out-migration of the upper and middle classes.

By the time the Gay Street Bridge across the Tennessee River was opened in 1898, a trolley company had already secured an easement to install tracks. With streetcar access, developers began planning residential neighborhoods in South Knoxville.¹¹ The Island Home Park Company purchased a large piece of the Perez Dickinson estate

¹¹ Ann B. Bennett, "Island Home Park Historic District," National Register of Historic Places Nomination Form (Knoxville, TN, 1994).

south of the river. Construction of houses began around 1910. Typical architectural styles of the period began filling the neighborhood, with Craftsman, Bungalow, Tudor Revival and Colonial Revival, as well as Minimal Traditional styles, being represented. Many of the Bungalows were larger and more elaborate than those found elsewhere in Knoxville. The use of cobblestone detailing for foundations, balustrades and porch posts and columns additionally set this neighborhood apart from others in Knoxville.

Buyers in this streetcar suburb were primarily middle-class professionals. Trolley tracks ran along the median of Island Home Boulevard, servicing the neighborhood with convenient transportation into downtown.¹² The Island Home suburb was one of the last in Knoxville serviced primarily by streetcar. The growing popularity and affordability of the automobile was reflected in the numerous homes built with detached garages. The Island Home Park Historic District was listed in the National Register in 1994 for significance in architecture and community planning and development. Under the Suburban Growth and Development, 1861-1940 context of the Multiple Resources Documentation Form for Historic and Architectural Resources in Knoxville and Knox County, Tennessee, the neighborhood exemplifies suburban development in the streetcar era in Knoxville.¹³

The expansion of the city between 1900 and 1910 was reflected in the increase in population of 11.7%, while the county increased by 38.8%. In 1910, almost 40% of the population was in suburbs outside the city limits: Lonsdale, Oakwood, Park City, Mountain View, and Looney's Bend (later Sequoyah Hills). Many of these were home to younger families with young children.¹⁴ Park City, Lonsdale, and Mountain View were incorporated in 1907 and Oakwood in 1913. In response to this adjacent growth, Knoxville annexed twenty-two square miles in 1917 including Lonsdale, Mountain View, Park City, Oakwood, South Knoxville, and Looney's Bend (Sequoyah Hills).

By the 1920s, the rise of automobile ownership led to the first of Knoxville's automobile suburbs. In these new suburbs planners and designers promoted a template of larger residential lots with landscaped yards as country living. Intellectuals tied this ideal to moralism, citing the social and aesthetic superiority of a suburban way of life. Automobiles made possible this new development model, which also liberated subdivision development from the streetcar grid pattern. The movement was also a vehicle for a shift in architectural preferences. In the early twentieth century, Americans came to embrace their roots by turning away from the flamboyant, irregular designs of Victorian architecture for symmetrical, orderly Colonial Revival, American Foursquare, Tudor Revival and Neo-Classical designs.

An example in Knoxville of this new, upscale, suburban model was along Forest Hills Boulevard, north of the major east-west thoroughfare Kingston Pike (U.S. 70). Its residents were upper middle-class, and its Colonial and Tudor Revival-style dwellings

¹² Ibid.

¹³ Ibid.

¹⁴ Michael J. McDonald and William Bruce Wheeler, *Knoxville, Tennessee: Continuity and Change in an Appalachian City* (Knoxville: University of Tennessee Press, 1983), 34.

reflected the shift away from Victorian embellishment. Begun in 1928, the Forest Hills neighborhood exemplified the landscape movement, adhering to the natural vegetation and topography. This pattern was in contrast to the street grid patterns of earlier suburbs, which were oriented to linear streetcar rails. A Forest Hills resident could drive his or her own automobile along curvilinear streets featuring fifty-six indigenous species of flora at the time the neighborhood was developed.

Other neighborhoods developed in the 1920s exemplified this automobile suburban trend. Holston Hills, Sequoyah Hills, Lindburg Forest, North Hills, and Lyons Bend are all contemporary neighborhoods representing similar trends in demographics and housing stock. By the 1920s, Knoxville's industry, as well as the ever-growing University of Tennessee, created a new population of upper-middle class wealth. Forest Hills Boulevard stands out from this group, however, in lot and building size. Also, the neighborhood was most successful in accommodating its plan to the natural setting and site. The exclusive neighborhood was somewhat infringed upon by commercial development at its south edge at Kingston Pike. The remaining neighborhood still illustrates its original character with twenty-nine primary resources listed in its National Register Historic District in 1992.¹⁵

The 1920s was a period of urbanization, demographic changes, and economic problems that fragmented many American cities. Knoxville in the 1920s was divided politically, socially, and culturally. The city seemed to be thriving: population in 1930 reached 105,802 (a 37% increase from 1920), over 6,123 houses were built between 1920-1929, over 1,200 new construction projects happened between 1927-1929, and a large proportion of Knoxvillians owned their home.¹⁶ Private developers planned impressive suburban developments with parks, gardens, and fountains in the western part of the city (those annexed in 1917).

Suburbs like Sequoyah Hills and Talahi were built for affluent citizens. Professional and working class whites left the city core for suburbs, as African Americans moved in from agrarian settings. The white population declined 77.88% from the central business district northward to about Moses Avenue, and east of Gay and bordered on north and south by Commerce and Church Streets. The area east of Gay Street along the Tennessee River recorded a 247% increase in the African American population, with other nearby areas experiencing more than a 32% increase.¹⁷ African Americans became more densely populated in the pre-1917 city limits. By 1930, property values in the older parts of the city had decreased substantially. While the older wards were becoming lower-class enclaves, upper- and upper-middle class whites were fleeing to newer wards. Wards 24 and 25 increased 161.55% and 106.69% between 1920 and 1930.¹⁸ During this period, a great building boom occurred in the areas west of the city. By the

¹⁵ Ann B. Bennett, "Forest Hills Boulevard Historic District," National Register of Historic Places Nomination Form (Knoxville, TN, 1992).

¹⁶ McDonald, Michael J. and William Bruce Wheeler, 50.

¹⁷ Ibid., 51

¹⁸ Ibid., 58



Figure 3: In the 1930s, increased tourism led to the rise of motor courts and motels such as the 11-70 Motor Lodge on what is now Kingston Pike.

time of the Great Depression, the Knoxville was much more geographically divided along class and race lines.

Like most cities across the country, Knoxville was hard hit by the Great Depression. Construction slowed significantly . only 757 building permits were issued in 1930 compared to 2,207 in 1928. Bread lines and soup kitchens appeared on Gay Street and at Knoxville General Hospital. Unemployment increased from 2,284 residents in 1930 to 7,534 in 1937. By 1940, 4,332 residents were still unemployed, though the Works Project Administration projects employed 1,703 and over 1,500 worked for the Tennessee Valley Authority, created in 1933. With the loss of wages came a decrease in the standard of living. The population was more transient as people came and left the city searching for work, and people rented instead of purchasing homes. In 1934, Knoxville's housing conditions were ranked as low among 64 cities surveyed by the Department of Commerce. During the 1930s, African American residents were hit especially hard economically and socially. Many chose to abandon Knoxville, and the city experienced a decline of almost 1,000 people between 1930 and 1940.¹⁹

In response to the crisis of the Depression, the administration of President Franklin Roosevelt created federal agencies to assist with housing, employment and conservation. In 1934, the Federal Housing Administration (FHA) was established to create standards for home construction and privately-financed home loans. FHA standards institutionalized principles for both neighborhood planning and house design. To help stabilize the real estate market, developers advocated zoning and subdivision

¹⁹ Ibid., 65

regulations. Among FHA standards for community planning were subdivisions featuring curvilinear streets and cul-de-sacs, promoting a distinctly ex-urban setting.²⁰

The influence of the FHA can be seen in Knoxville with the establishment of the Knoxville Housing Authority (KHA) in 1936. The KHA surveyed the city by 1939, producing the report "A study of Knoxville's blighted areas." The report promoted a plan for urban redevelopment to coincide with expressway construction, changing Knoxville's appearance, population, and functions of its urban systems. In 1938, Knoxville undertook slum clearance and public housing projects beginning in the College Homes project (1938), Western Heights (1938), and Austin Homes (1941). The 1939 survey found that over 43.6% of the city's 23,450 dwellings were substandard. Over forty percent had been built between 1895 and 1914, and nearly all were deteriorating rapidly.²¹ Twenty percent of all the houses in the city were reported in need of major repairs; 24.5% were unfit for use. The eight wards that composed the central business district were said to be in a state of rapid deterioration. Areas between Vine Street and Broadway were characterized as slums. The study expressed concern with the spread of urban blight eastward along Hill Avenue, Riverside Drive, and Mountain View following the river and extending to the city limits. A WPA-sponsored city property inventory around the same time revealed usable land available for new housing, but the effect of spreading blight and unattractiveness led private developers to leave the city core and choose suburban areas to build.

Much of this slum clearance targeted the African American sections of the city and removed traditional neighborhoods and commercial areas. Many of the city's historic African American churches were forced to move several times as their congregations were displaced. Mt. Olive Baptist Church, formed in 1869 was first located on Patterson Street and then moved to Main Street in 1945. It was uprooted by urban renewal and finally settled into its current location on Dandridge Avenue in 1971. Shiloh Presbyterian Church was founded in 1865 and their original structure was built at the corner of Clinch and Henley Streets in 1867. The congregation moved several times and built its current church on Biddle Street in 1969. A member of Shiloh Presbyterian Church, James Mason, was Knoxville's first black taxpayer, and in 1879 the former slave opened a school for deaf black children in his home on West Cumberland Avenue. In 1883, the state assumed operation of the school and funded a school on Dandridge Pike. The school remained in operation with a new building (KN-13320) constructed in 1941. That building remained in service until 1965, when the Tennessee School for the Deaf at Island Home was integrated

The city's riverfront dramatically changed in the early 1940s as well. Fort Loudoun Dam, the closest TVA dam to Knoxville, was situated at the confluence of the Little Tennessee River and the Tennessee River. The building of Fort Loudoun meant TVA's nine-foot navigable channel would extend from the mouth of the Tennessee River to Knoxville and would alter the riverfront significantly. City leaders hired Harlan

²⁰ National Park Service, "Land Use and Site Development: Suburban Land Development Practices," at NPS website <https://www.nps.gov/nr/publications/bulletins/suburbs/part2.htm>, accessed August 10, 2016.

²¹ McDonald, Michael J. and William Bruce Wheeler, 74.

Bartholomew Associates to develop a riverfront plan that included parks where there were slums. The proposed corridor would run from Concord Street to Riverside Drive (today's Neyland Drive). The city government could not afford to spend money on beautification or improvement projects, however, and the plan was very loosely followed, if at all, even by 1950.

Despite the city's efforts to appear as an attractive industrial town, by the mid-1940s, Knoxville was not highly regarded as a progressive Southern city. Well-known writer, John Gunther is attributed with an often repeated assessment of Knoxville as the "ugliest city I ever saw in America" and an "extremely puritanical town."²² He claimed that the city possessed "an intense, concentrated, and degraded ugliness." Gunther and other writers before and after him criticized the city's bleak, dirty appearance on its ultra-conservative frugality. The lack of initiative on improving downtown Knoxville spawned years of strife for the city's historic commercial district and general economy, despite the economic upswing enjoyed across the nation in post-World War II years.

In the years after World War II, Knoxville used local, state and federal funds to build more efficient infrastructure and transportation systems. The Knoxville airport was opened in 1937, and in 1939 the Knoxville Transit lines converted from trolley cars to bus routes, foreshadowing the exponential growth that would take place in the suburban areas beyond the existing lines.²³ In 1938, the city's electric power system was improved and the city appeared to be set for a commercial boom. Knoxville received a large influx of federal government money during the war, most going to Rohm and Haas (manufacturers of plexiglass for airplanes), Aluminum Company of America (ALCOA), Oak Ridge, and TVA, which built three dams nearby. Oak Ridge, with 75,000 people in its peak years, stimulated the local construction industry but did not sustain this population post-war.

In the 1930s a number of large tracts of land were subdivided outside Knoxville's city limits for residential development but in most of these subdivisions intensive construction did not occur until after World War II. New subdivisions north of the city included W.M. Fulton's Villa Gardens Subdivision in Fountain City (previously Garden Heights), the Whittle Springs Addition, Woodland Terrace, Lakeside, and Highland Park. West of town, developments such as Alex McMillan Co.'s Dixie Meadows, Mutual Development Company's Talahi, Westmoreland Heights, Forest Heights, Pinewood, Black Oak Ridge, Inglewood, and Westwood were built. The Holston Realty Company subdivided land south of town in the 25th Ward. Also developed south of town were South Haven Hills in the 26th Ward, Mooreland Heights on Martin Mill Pike, and Lake Forest on the Chapman Highway. Holston Hills and the Holston Hills Country Club, the Fike Addition in the 13th Ward, and the Tennessee Development Company's Chilhowee Hills were created on the eastern side of Knoxville in the 1930s.

²² William Bruce Wheeler, *Knoxville, Tennessee: A Mountain City in the New South* (Knoxville: University of Tennessee Press, 2005), 62.

²³ *Ibid.*, 66.

In 1939, city leaders requested trolley lines be converted to bus lines, indicating their expectation that the city's growth would exceed the current trolley tracks. The city leaders were correct and between 1940 and 1947, suburban development west and north of Knoxville spread rapidly. Sequoyah and Cherokee Hills filled in vacant areas not developed in the 1920s and 1930s. These two were within the city limits, but most building occurred outside the city limits. Sequoyah Hills added at least 139 lots and the Sequoyah Hills School in 1941. The City Homes Company developed an additional twenty-four lots in Sequoyah Hills in 1947. In Cherokee Hills, the Mutual Realty Company added twenty-three lots in 1941 and the number of lots developed in Cherokee Hills was at least 213 by 1948.



Figure 4: Many of the suburban developments of the 1920s and 1930s blended the streets and lots with the natural topography such as at Sequoyah Hills (Photo courtesy McClung Library).

Expansion in pre-existing subdivisions occurred outside the city limits during the 1940s as well. Lake Forest grew substantially with the addition of over 230 homes and a lake between 1940 and 1948. Mooreland Heights added fifteen lots and Villa Gardens grew to 353 lots in 1941. Westmoreland Heights added over seventy lots between 1935 and 1941. Lyons View added 145 lots in 1942 and created a park in the subdivision. Woodland Terrace added 121 lots in 1944. South Haven Hills added at least forty-four lots between 1945 and 1948. Ninety-six lots were added to Black Oak Ridge in 1946. By 1953, Holston Hills was expanded with a golf course, two swimming pools, and over 200 lots.

Between 1943 and 1956, fifty-six new subdivisions were built on the edge of Knoxville's city limits. Between 1940 and 1950, Knox County's population (excluding the city) grew 45.1% whereas Knoxville's population grew by only 7%. This population increase happened on all sides of the city. On the east side, Burlington grew by 47%, to the west along Kingston Pike and off Sutherland Avenue growth was 38%, Fountain City to the north grew from 5,000 residents in 1930 to approximately 20,000 in 1960, and development along Chapman Highway led to a 32% population increase.²⁴

Reflecting this growth, a story in the *Knoxville News Sentinel* reported that 10,872 homes were constructed in Knoxville and Knox County from the end of World War II through December of 1952. Of that number, 3,813 homes were built in the city and 7,054 in the county. This building trend was evidenced nationally, as well, with 8,000,000 homes constructed across the country during the same period.²⁵

New development and expansion was in every direction of the city but especially on the north side. Suburban development occurred along U.S. Highway No. 25W, Tazewell Pike, Washington Pike, Rutledge Pike, and Jacksboro Pike. The plat for Strong & Thompson's East End Addition at the Old Fairgrounds was recorded on January 28, 1947 and illustrates the promotion of suburban life on the north side of town. A promotional brochure claimed "These lots are located in the edge of the city and in the direction of the most rapid growth. Knoxville is the capitol of East Tennessee. The Queen City of the mountains, and has a population of 50,000. In the allotment and laying out of this beautiful piece of land the owners have adopted a most liberal policy: wide streets, parks, squares, and places dedicated to the use of owners of lots, and everything close that would make the property most attractive and convenient. It will pay you to investigate this property. Real estate is the best of all security; opportunities are only valuable to those who embrace them." The East End Addition began with 255 lots on the south side of Rutledge Pike.²⁶

Other large subdivisions and additions on the north side of Knoxville included Loveland, Harrill Hills, Fountain City's Sherwood Forest, Lincoln Park, Country Club Estates, Black Oak Crest, Fairmont Park, Sutherland Heights, and Meadow View. West of the city growth was along Sutherland Avenue, Ball Camp Pike, Kingston Pike, and U.S. Highway 70/11. Major developments in these years included Highland Hills, West View, Lonsdale, Middlebrook Heights, Hollywood Hills, Forest Hills, and Norwood. East of the city Park City Heights, Castle Heights, McMahan Manor, McMillan Heights, and Oakland Park were developed off of U.S. Highway 70/11E. South of town, developments along the Chapman Highway and Sevierville Pike included expansions of Colonial Village, Meadow Hills, Crystal Springs, and Galbraith's Subdivision on Woodlawn Pike.

Some of the major influences on the national trend of suburbanization included the increased affordability of automobiles, FHA mortgage insurance and Veterans's

²⁴ McDonald, Michael J. and William Bruce Wheeler, 106.

²⁵ *Knoxville News Sentinel*, January, 6, 1953.

²⁶ City of Knoxville, Plat Map of East End Addition, recorded January 28, 1947.

Administration loans, and growth of public utilities capacity. The ease of obtaining credit for home buying and the general prosperity of the period led to a construction boom. These factors, along with urban blight, encouraged private development outside the city core. In Knoxville in particular, Interstate highway construction, expansion of the University of Tennessee, urban renewal, and residential areas rezoned for commercial use led developers to the suburbs. Suburban development during the 1950s happened on all sides of the city. Retail establishments followed the population and a large number of shopping centers were built. By 1960, there were 10 %significant+suburban retail centers, mainly concentrated to the north and west, which were built in the 1950s. Churches, schools, and social organizations also moved further out of the downtown area.

The presence of the TVA headquarters in downtown Knoxville helped retailers stay open during this challenging period, when 90 percent of business was credited to TVA employees.²⁷ For many years, the TVA offices were located in the 1873 Old Federal Customs House at 601 Gay Street. In the post-war period of suburbanization, however, commercial businesses and offices turned a collective back on Gay Street. Atlanta-based Rich's Department store constructed a new building (KN-13377) on the far west edge of downtown's Henley Street, and the new State Supreme Court Building (KN-13378) was built on the block between Henley Street and Locust Street north of Cumberland Avenue, the gateway to the UT campus.

Throughout the 1950s, unemployment rates in the city rose from 5.8 percent in 1951 to 9.7 percent in 1958. Knoxville also failed to attract new business; between 1956 and 1961, thirty-five firms expressed interest in coming to the city, and all of them backed out due to economic concerns.²⁸ At this time, 12.2 percent of the state's out-migrants came from Knoxville. Residents were not only leaving the city for the suburbs, but the younger population was moving to other urban areas in search of new opportunity.²⁹

Along with the movement to the suburbs, the downtown commercial area declined. In response, commercial businesses (following schools, churches, and community centers) relocated to new shopping centers on major arteries. Commercial developments followed the middle-class population to the suburbs, where they could provide ample parking. Previous to this new style of development, the downtown shopping center was anchored by large department stores on Market Square and South Gay Street. In the early 1950s, various department stores were located in this area including Spence's, Kimball's, Woodruff's, and J.S. Hall's. In response to the new development trends, these anchor stores began to relocate away from downtown, negatively affecting the smaller specialty shops in the corridor by removing foot traffic and leaving fewer businesses in the urban core.³⁰

²⁷ Jack Neely, "Can We Learn From the TVA Headquarters Experience?" at the Scruffy Citizen website <http://www.knoxmercury.com/2016/05/04/can-learn-tva-headquarters-experience/> accessed September 19, 2016.

²⁸ Wheeler, *Knoxville, Tennessee: A Mountain City in the New South*, 101.

²⁹ *Ibid.*, 102.

³⁰ *Ibid.*, 109.



Figure 5: In 1941, downtown Knoxville continued to be ringed by older neighborhoods. (Photo courtesy McClung Library)

The KHA completed very extensive urban renewal projects during the 1950s and 1960s, changing the city's appearance. The Riverfront-Willow Street project helped eliminate flooding issues and cleared the badly deteriorated area. The Yale Avenue project cleared 134 acres for the expansion of the University of Tennessee. The Mountain View project cleared 184 acres of land, mostly residential, to be reused for public purposes.

Commercial growth followed residential growth. The 1966 quad maps show subdivisions with swimming pools and tennis courts, but in addition to the neighborhood amenities, drive-in movie theaters, athletic fields, community centers, and golf courses (Whittle Springs Golf Club, Deane Hill Golf and Country Club, Cherokee Golf and Country Club) were built. Retail establishments, churches, schools, and social organizations followed suit and a large number of shopping centers were built. By 1960, the communities just outside the 1917 city limits were growing faster than any area within the metropolitan area . 160.3% between 1950 and 1960, and the county outside the city had 138,700 people while the city had 111,800.³¹ The six civil areas surrounding

³¹ McDonald, Michael J. and William Bruce Wheeler, 105.

Knoxville growing faster than the city caused great concern. With capital investment flowing to areas right outside the Knoxville city limits, the city government did not have the financial resources to address the lack of employment opportunities or the deteriorating housing stock, nor did they have the resources for the core beautification and riverfront plans proposed in the 1940s.

Like other cities in the 1950s, the City of Knoxville struggled with the loss of population, energy, and tax revenue. Knoxville had defined itself as a manufacturing city from 1900, leaving the city ill-prepared for changes. Old-line industries, such as textile mills, were concentrated in the city whereas new-line industries, such as ALCOA and the Atomic Energy Commission (AEC), were located outside the city in the metro area. During the 1950s, the textile industry as a whole experienced a steep decline, and Knoxville was hit especially hard. Cherokee Textile Mills, Venue Hosiery Mills, Appalachian Mills, and Brookside Mills all closed. New-line industries also suffered. ALCOA reached its peak of 9,300 employees in 1940 and then dropped to 7,800 in 1954 and to 5,800 in 1960.³² AEC at Oak Ridge cut 9,500 employees during the 1950s.³³ TVA lost 400 jobs between 1948 and 1960.³⁴ The University of Tennessee gained 1,600 jobs during the same period of time, but most of these were low-paying jobs. The severe economic dislocation of employees led to a large number of people leaving the area. Between 1950 and 1960, the metropolitan area lost 30,600 to out-migration, and it is assumed that half of those were from Knoxville. More importantly, the majority of those leaving were men and women between the ages of 25-45 who paid a relatively higher proportion of taxes.

One of the disappointments of the local economy during these years was the lack of industrial and commercial development along the riverfront. Since the TVA began the improvements on the river, traffic increased but not as much as anticipated. Freight traffic on the Tennessee River system increased from 940,000 tons in 1933 to 22,000,000 in the late 1960s.³⁵ Knoxville, though an important shipping point, did not have as much traffic as hoped. A study by the TVA in 1939 expected 352,000 tons of freight, but a study in 1941 adjusted expectations to 64,000 in 1954 and 75,000 in 1960.³⁶ On Neyland Drive, a public terminal was built and operated by TVA from 1944 to 1952, and later by a private firm, for loading and unloading. From 1944-1956, performance was less than expected and inconsistent as tonnage ranged from 3,500 to 47,800.³⁷ Overall, the riverfront development did not live up to expectations forecasted in the 1930s.

³² Ibid., 98.

³³ Ibid.

³⁴ Ibid., 99.

³⁵ Deaderick, Lucile, ed., *Heart of the Valley: A History of Knoxville, Tennessee* (Knoxville: East Tennessee Historical Society, 1976), 183.

³⁶ Ibid.

³⁷ Ibid.



Figure 6: This view of the Papermill Road area shows the construction of Interstate 40 and new homes in the West Hills subdivision in the late 1950s (Photo courtesy McClung Library).

City leaders wrestled with the question of whether to annex territory, but they had not annexed any areas since 1917 and were wary of any annexation that would require the city to provide services. In 1962 and 1963, the city finally came to an agreement and annexed outlying suburbs, South Knoxville, Norwood, Inskip, West Hills, Bearden, Gresham, and Fountain City. By 1966, a number of new subdivisions were developed especially west and north of the city. North of town, Spring Place had approximately fifty-eight homes, half of which were located within Knoxville's city limits. Other subdivisions which rapidly developed in these years included Woodland Acres (150 homes), Timbercrest (approximately seventy-five homes, a swimming pool, and a tennis court), Suburban Hills (approximately 200 homes), Green Valley (fifty homes), and Wedgewood Hills (approximately 200 homes). Others were Pleasant Ridge, Ridgedale, Third Creek, Kingston Hills, Kingston Woods, and Windsor Park.

In 1962 the city hired the consulting firm, Hammer and Associates, to diagnose the economic issue. Most companies that rejected a move to Knoxville cited the lack of

suitable industrial sites due to the regions topography and the absence of efficient highway access to service large-scale industry. Despite the introduction of the Federal-Aid Highway Act in 1956, Knoxville's interstate system was not fully completed by the mid-1960s. As a Republican stronghold in a state primarily controlled by Democrats, the city often missed funding opportunities for transportation projects. Tennessee's Democratic governor, Frank G. Clement once told a group of Knoxville business leaders that they would get better roads when you people learn to vote right. The interstates in Knoxville were not fully linked until the mid-1980s to accommodate the 1982 World's Fair.³⁸

One of the bright spots in Knoxville's economy in the 1950s and early 1960s was the growth of the tourism industry. Before the introduction of the interstate system, travelers were dependent on state and federal highways and numerous motels and hotels arose along the city's main corridors to serve tourists. Many of these motels began as rustic tourist camps with simple rectangular plan cabins with few amenities. As their popularity grew modern features were added including electricity, plumbing, bedding, and the option to take a meal at the adjoining family-run diner. Due to their popularity by the mid-1930s, the traditional stand-alone cabins were no longer practical. It became more efficient to build these roadside structures with a single foundation and full-service motor courts became the popular style. These motor courts were often of a U-shaped design with a central common area and parking spaces adjacent to the rooms, allowing travelers easy access to their automobiles and maintaining a sense of privacy.

The Great Smoky Mountains National Park opened in 1933 and many tourists traveled through the city on their way to the park. Large billboards were installed on main thoroughfares proclaiming, "Knoxville-The Gateway to The Great Smokies!"³⁹ Before the park's opening, the state and federal government reached an agreement stating that no commercial development would be allowed within the park, pushing the supporting recreational infrastructure, and their economic benefits, to the areas around the park. This agreement, coupled with Knoxville's proximity to two major highways connecting urban areas in the south, resulted in substantial commercial growth related to tourism. Roadside motels sprang up along U.S. Route 25 and U.S. Route 441. Between 1930 and 1950 linear plan motels were constructed most often out of concrete blocks with streamlined designs and small diners or family-style restaurants attached. In Knoxville, a number of these vintage motels survive such as the 11-70 Motor Court on Kingston Pike.

These motels were popular until the 1960s when the completion of interstate sections drew travelers away from the state and federal highways. These interstates redirected travelers, causing them to bypass roadside motels, and corporate motel chains began to pop up at interstate interchanges.⁴⁰

³⁸ Wheeler, *Knoxville, Tennessee: A Mountain City in the New South*, 102.

³⁹ Betsy Beeler Creekmore, *Knoxville!* (Knoxville: East Tennessee Historical Society, 1959), 149.

⁴⁰ "Motor Courts and Motels," Vintage Roadside website, accessed April 14, 2016,

<http://www.vintageroadside.com/motorcourts.aspx>.

In an effort to revive the downtown commercial center, local business leaders created the Downtown Knoxville Association (DKA) in 1956. With help of city leaders, the DKA introduced and implemented a variety of plans that mimicked the design of successful suburban developments, focusing on the aesthetics of downtown and providing ample parking for suburban visitors. The first project introduced by the DKA was privately financed and included a downtown promenade and parking plaza, described as "the shopping center for East Tennessee." One hundred and thirty-three merchants bound together in support of this project, which was completed in 1960. The "promenade" refurbished the rear exteriors of the stores on the east side of Gay Street. The buildings behind the Gay Street stores were demolished to make way for parking lots and were connected by escalators that ran parallel to the rear display windows, allowing merchants to display their products to shoppers.⁴¹

In 1960, a fire destroyed the Market House, the city's historic central food market. This significant change to the landscape of Market Square prompted the DKA to propose demolishing all the existing buildings in the Market Square area to make way for a suburban-type shopping mall. Single-structure shopping malls were becoming popular throughout the nation, luring businesses from the historic downtown urban cores to the suburbs. Despite the DKA's efforts to modify this national trend to accommodate the urban core, they were advised by outside counsel not to act due to the high rents that would be necessary to break ground and the lack of large retail anchors.⁴² In fact, the retail in downtown Knoxville was described as "overbuilt" for the number of patrons it was serving. The DKA spent the decade focusing on cosmetic changes to the downtown commercial center in an effort to lure shoppers from the suburbs. One of the most infamous of these projects was referred to as the "Gay Way." The East Tennessee chapter of the American Institute of Architects presented the modern design for the "Gay Way" in 1964. The design included the installation of canopies, remodeled storefronts, widened sidewalks, and the introduction of a modern lighting system to the major retail corridor on Gay Street. The most striking cosmetic feature of this project was the construction of large permanent canopies that were meant to shield shoppers from the elements and in a sense created a pseudo indoor mall. Over time, these canopies were regarded as a failure - they let in little natural light and in some areas trapped automobile and bus exhaust making it difficult for patrons to breathe.

By the mid-1960s, the downtown commercial district was in deteriorated condition. In addition to the cosmetic commercial remodels taking place in the city, city officials were falling in line with national trends encouraged by the Urban Renewal Act. This act allotted large amounts of Federal funds to clear "blighted" areas and reroute streets to better accommodate the automobile. As part of this project, the James White Memorial Auditorium/Coliseum was opened in 1961 in the Mountain View Renewal Area to attract regional and national conventions to a downtown that was suffering.⁴³ Another blow to the downtown commercial area was the construction of the West Town shopping mall. This mall opened near the West Hills subdivision adjacent to Interstate 40 in 1972 and

⁴¹ Wheeler, *Knoxville, Tennessee: A Mountain City in the New South*, 114.

⁴² *Ibid*, 116.

⁴³ Creekmore, *Knoxville!*, 176.

became the main commercial center in the city. Downtown retail anchors, Miller's Department Store and Kress and Company closed their downtown locations and the cosmetic efforts put in place by the DKA which included the widening of downtown city streets backfired, making the area more automobile dependent and less accommodating to pedestrian shoppers.⁴⁴ Throughout the mid-century Knoxville struggled to adapt to the changing residential and commercial trends that incentivized suburban growth and dependence on the automobile pulling the commercial center of the city from the urban core to newly constructed suburban shopping malls.

⁴⁴ Ibid, 118.

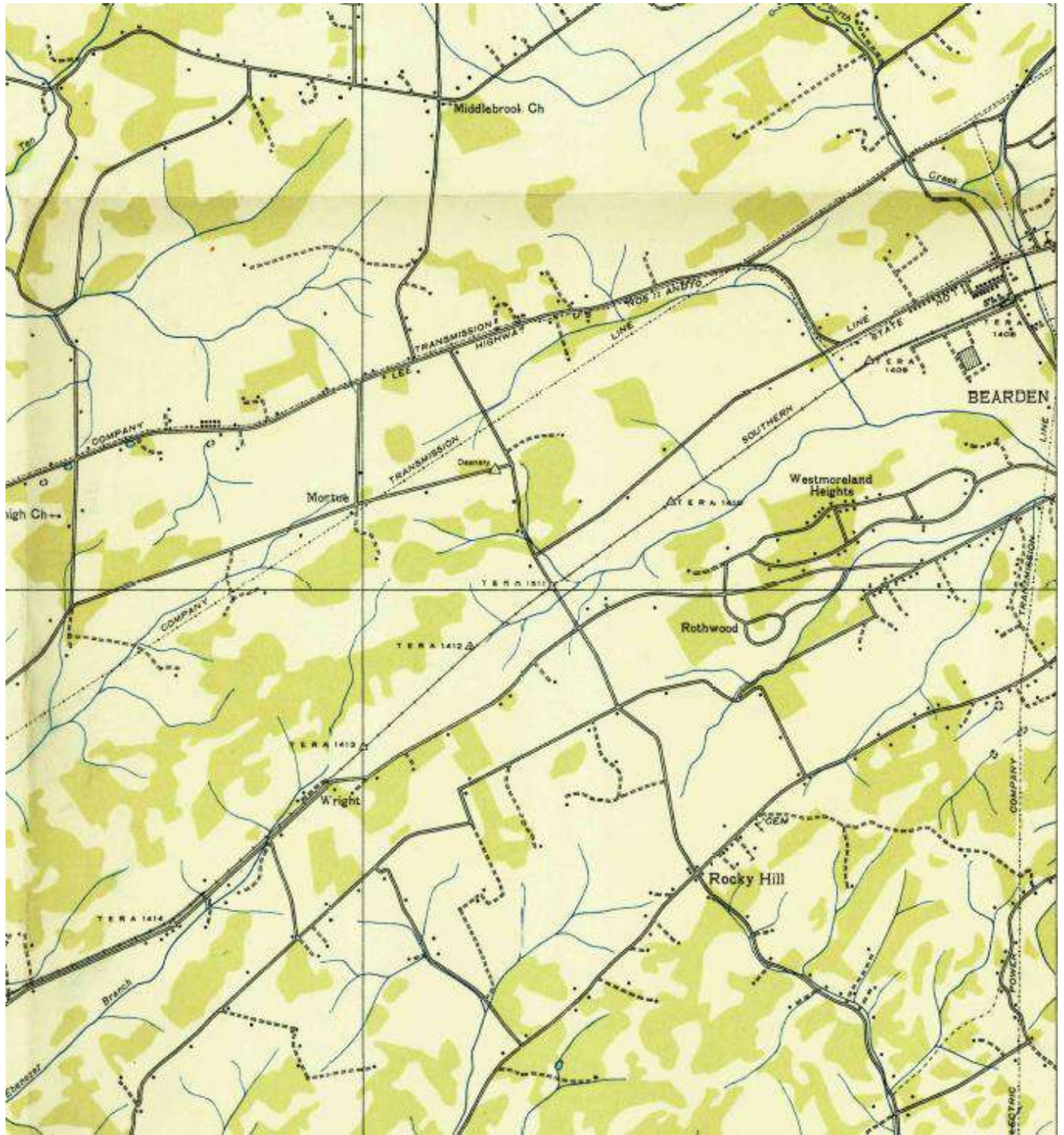


Figure 7: West Knoxville and Knox County in 1936 (Bearden USGS Quad Map. 1936).

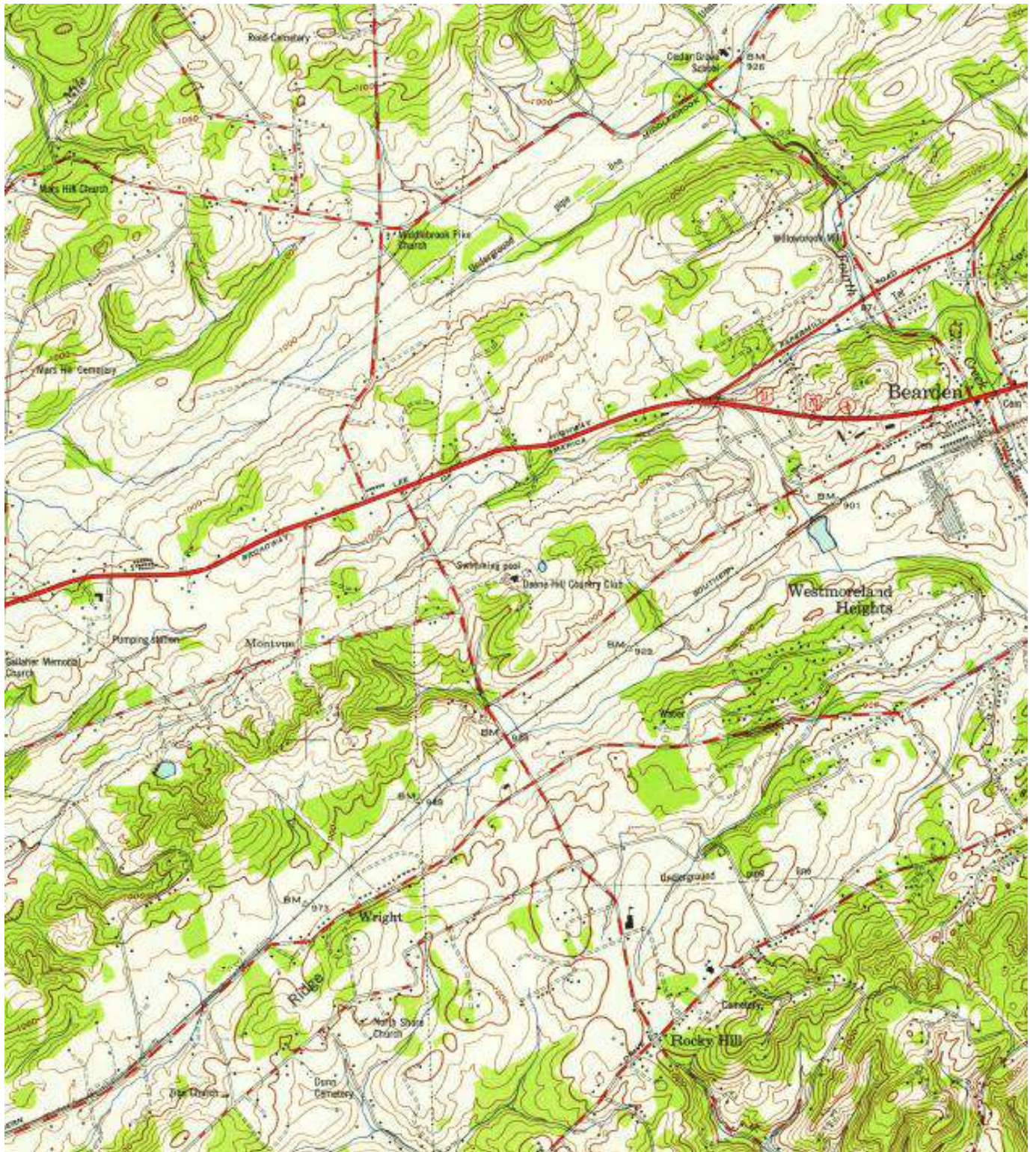


Figure 8: West Knoxville and Knox County in 1953 (Bearden USGS Quad Map. 1953).

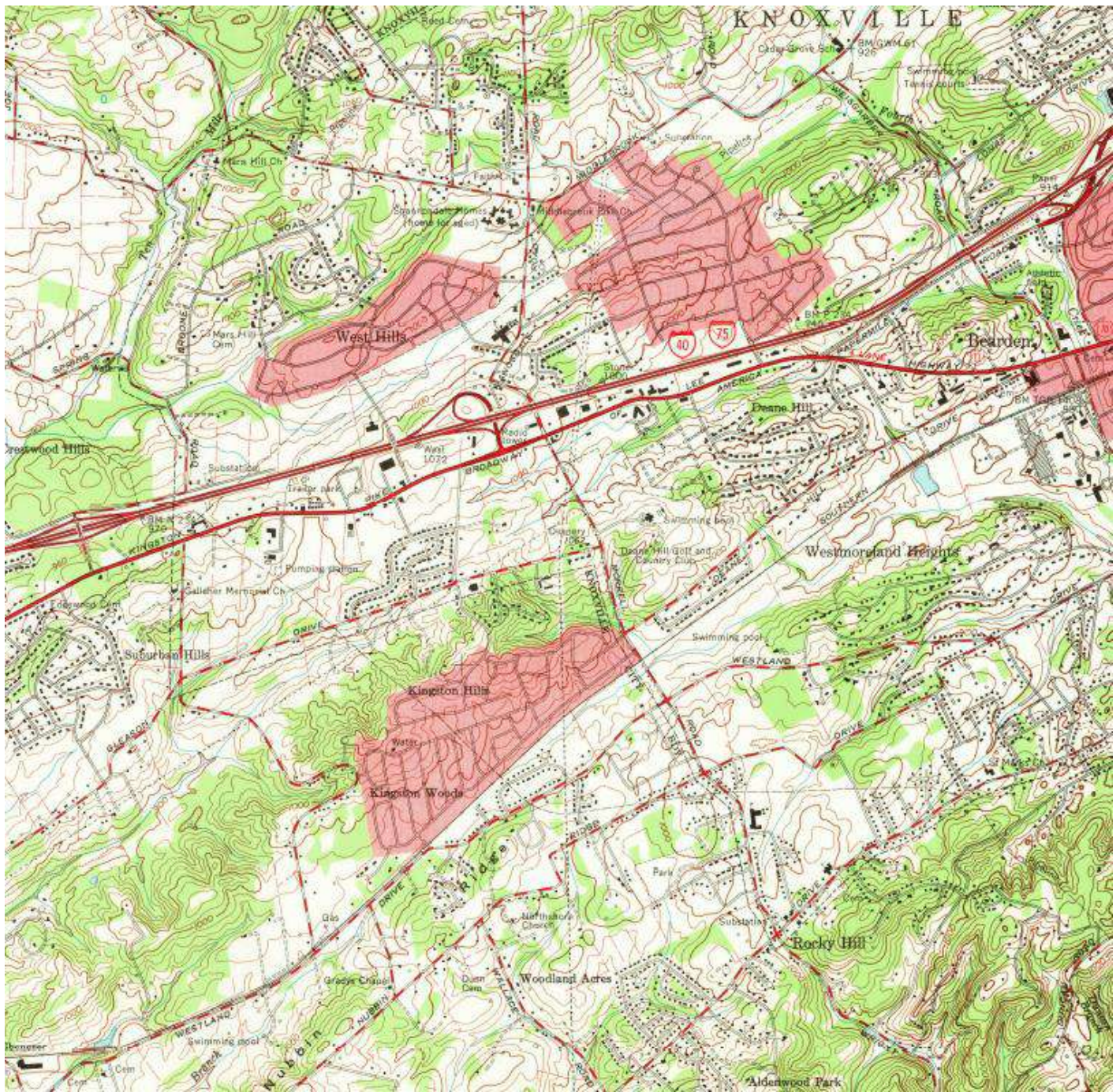


Figure 9: West Knoxville and Knox County in 1966 (Bearden USGS Quad Map. 1966).

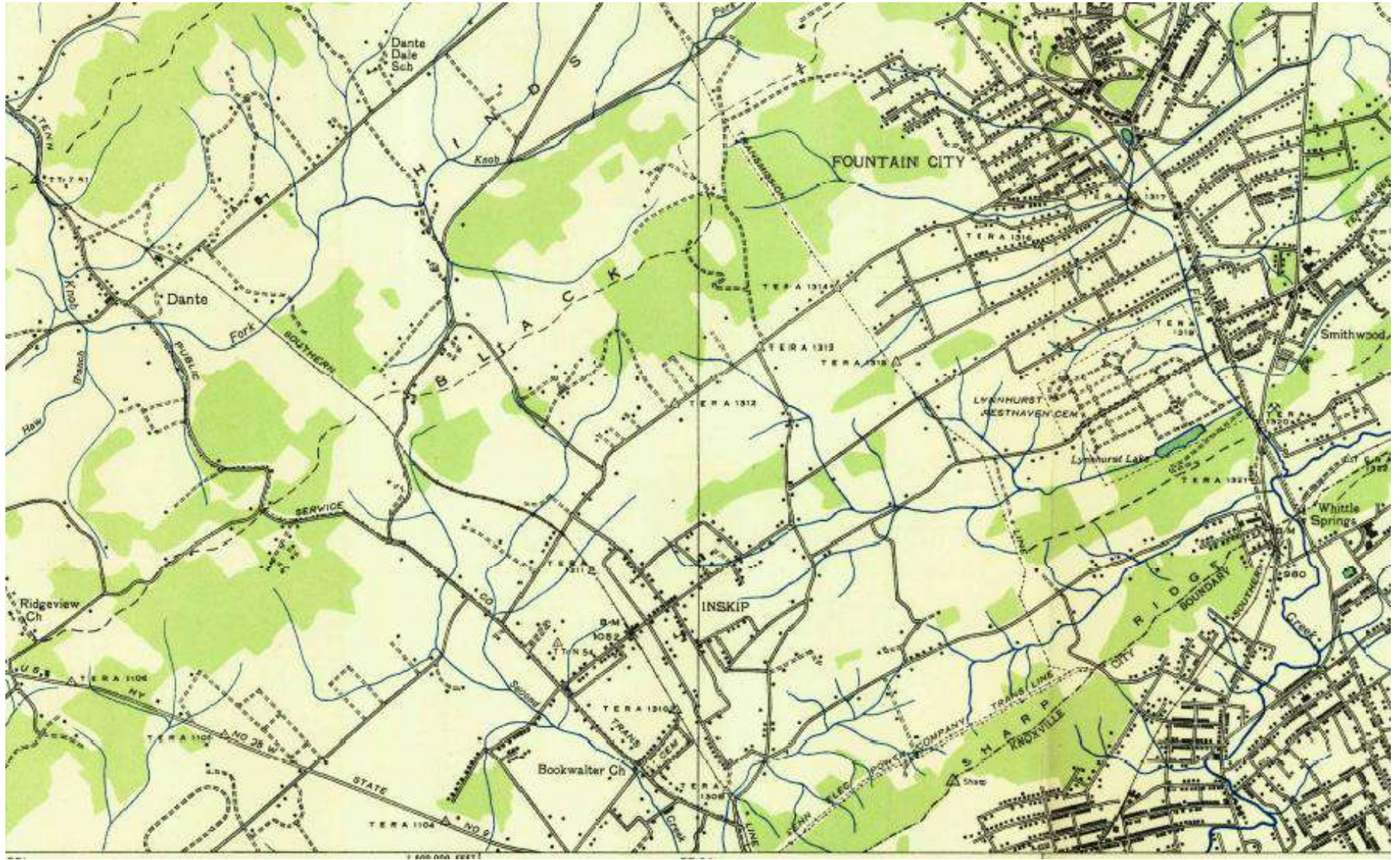


Figure 10: Northwest Knoxville in 1936 (Fountain City USGS Quad Map).

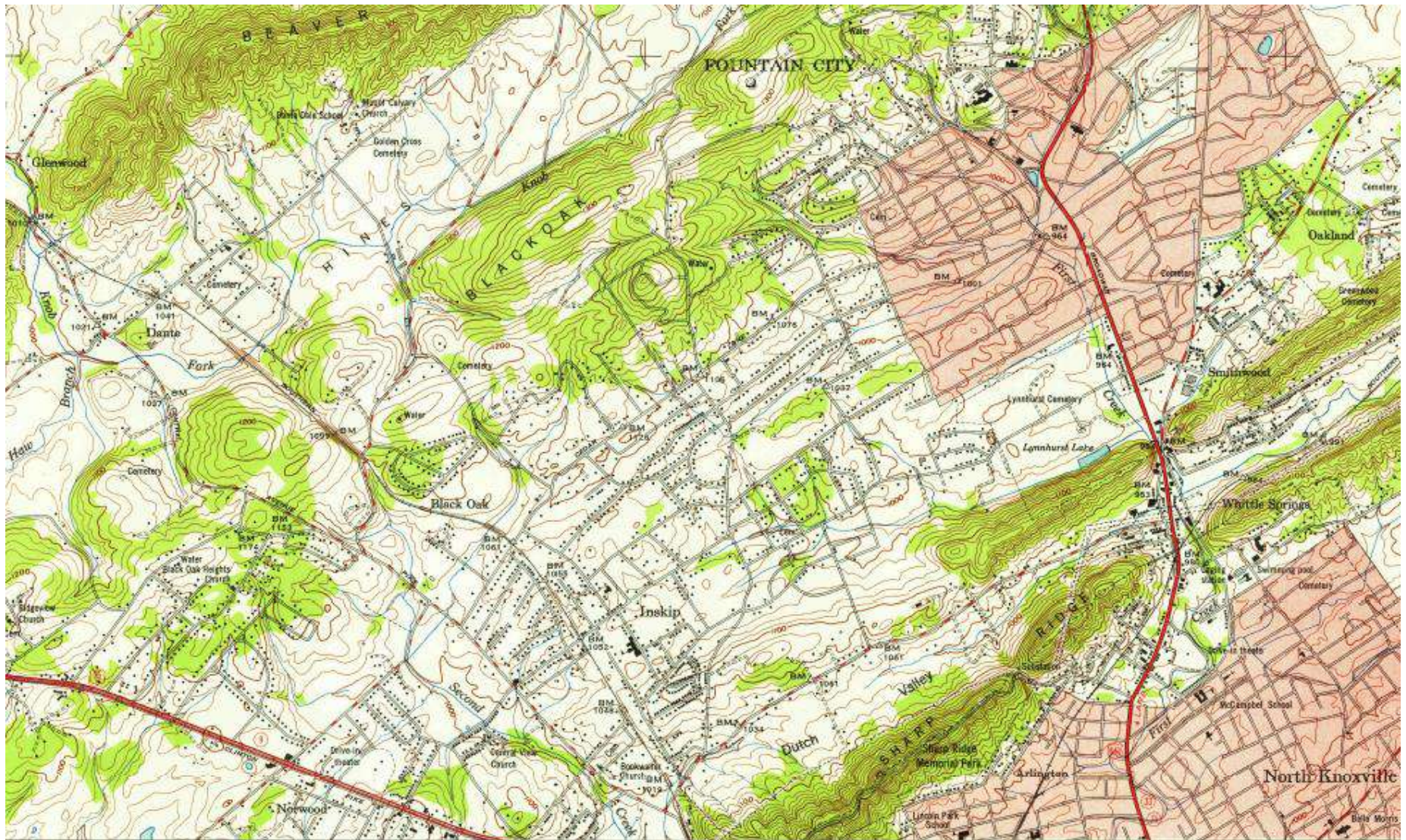


Figure 11: Northwest Knoxville in 1953 (Fountain City USGS Quad Map, 1953).

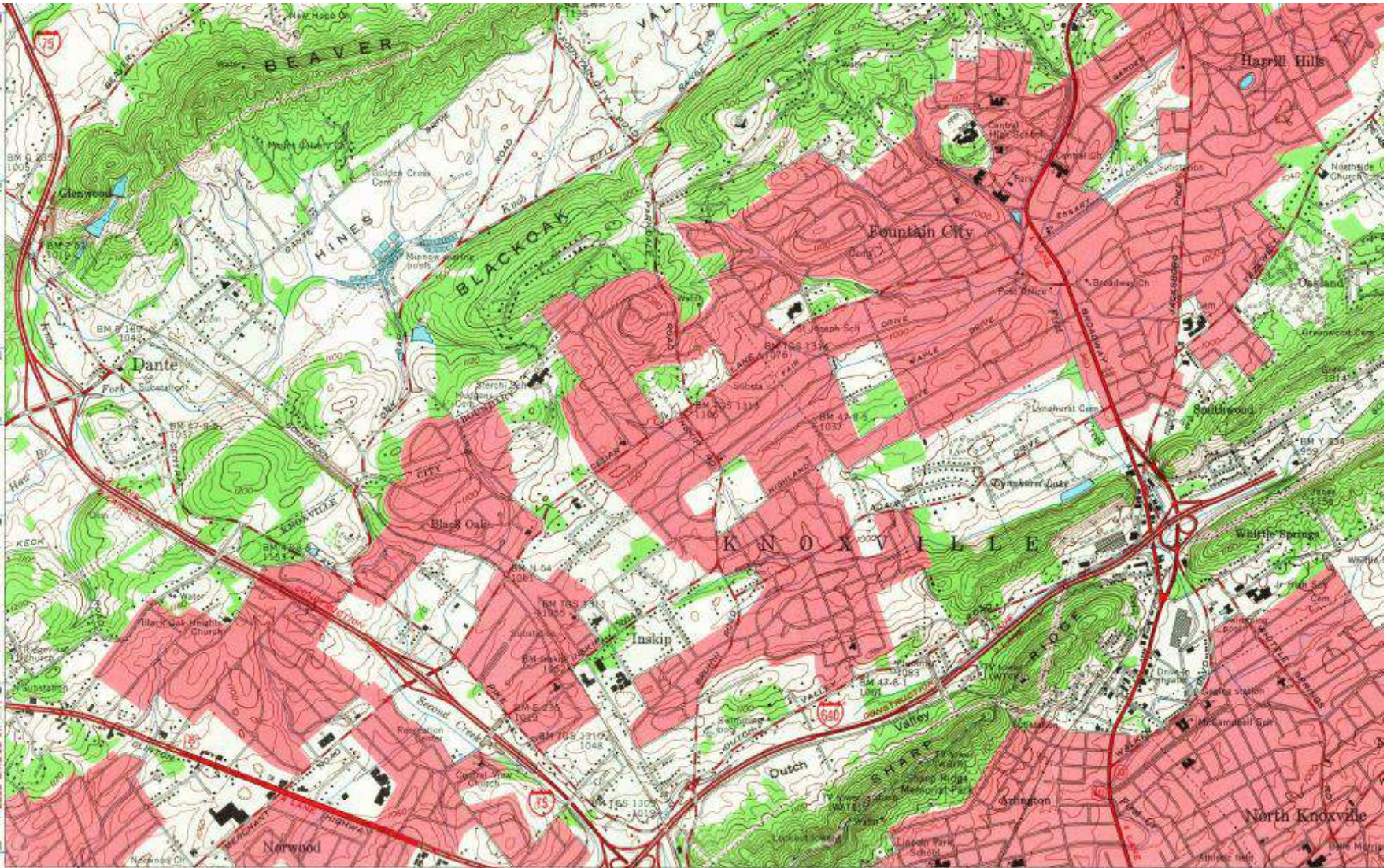


Figure 12: Northwest Knoxville in 1966 (Fountain City USGS Quad Map, 1966).

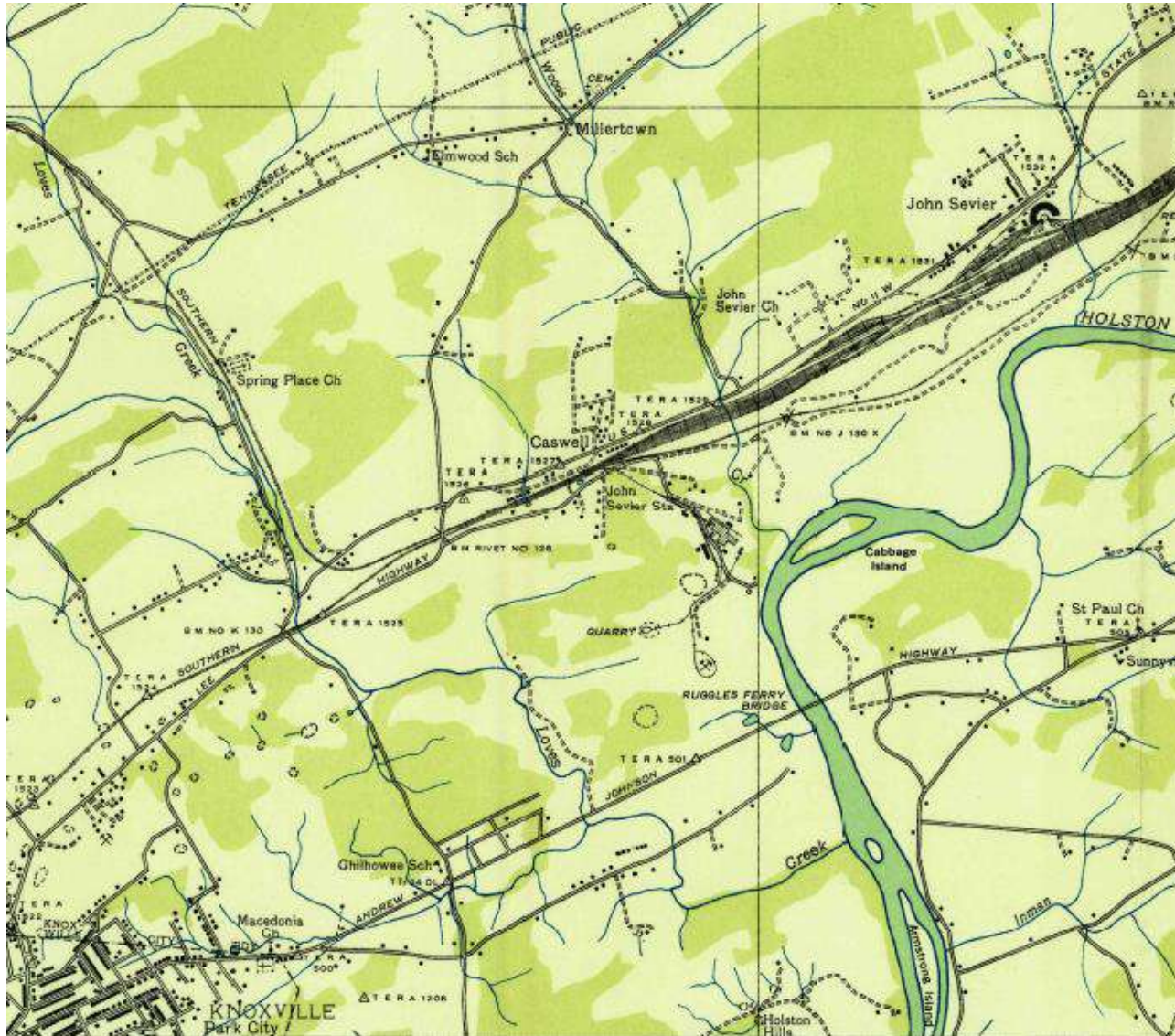


Figure 13: Northeast Knoxville and Knox County in 1936 (John Sevier USGS Quad Map, 1936).

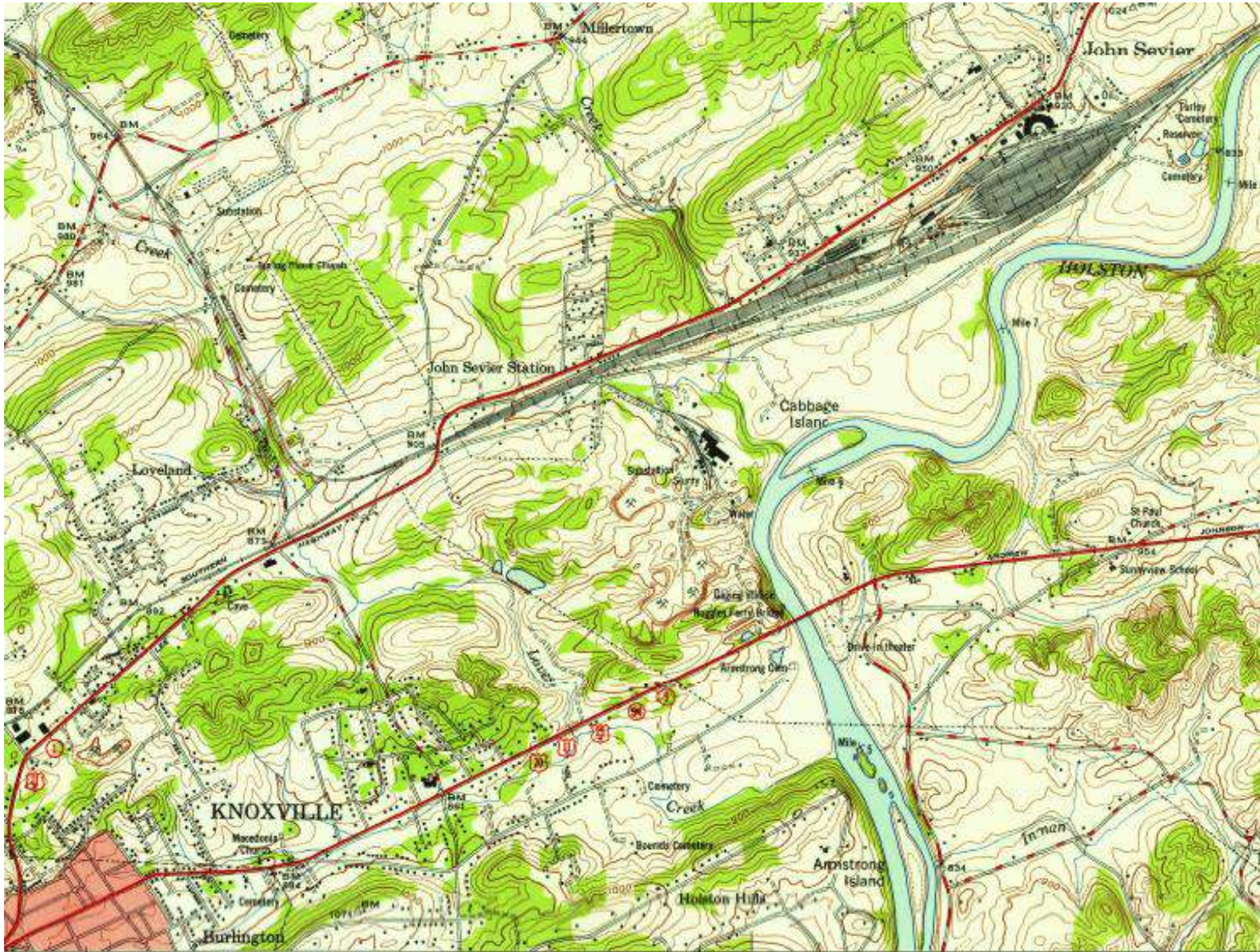


Figure 14: Northeast Knoxville and Knox County in 1953 (John Sevier USGS Quad Map, 1953).

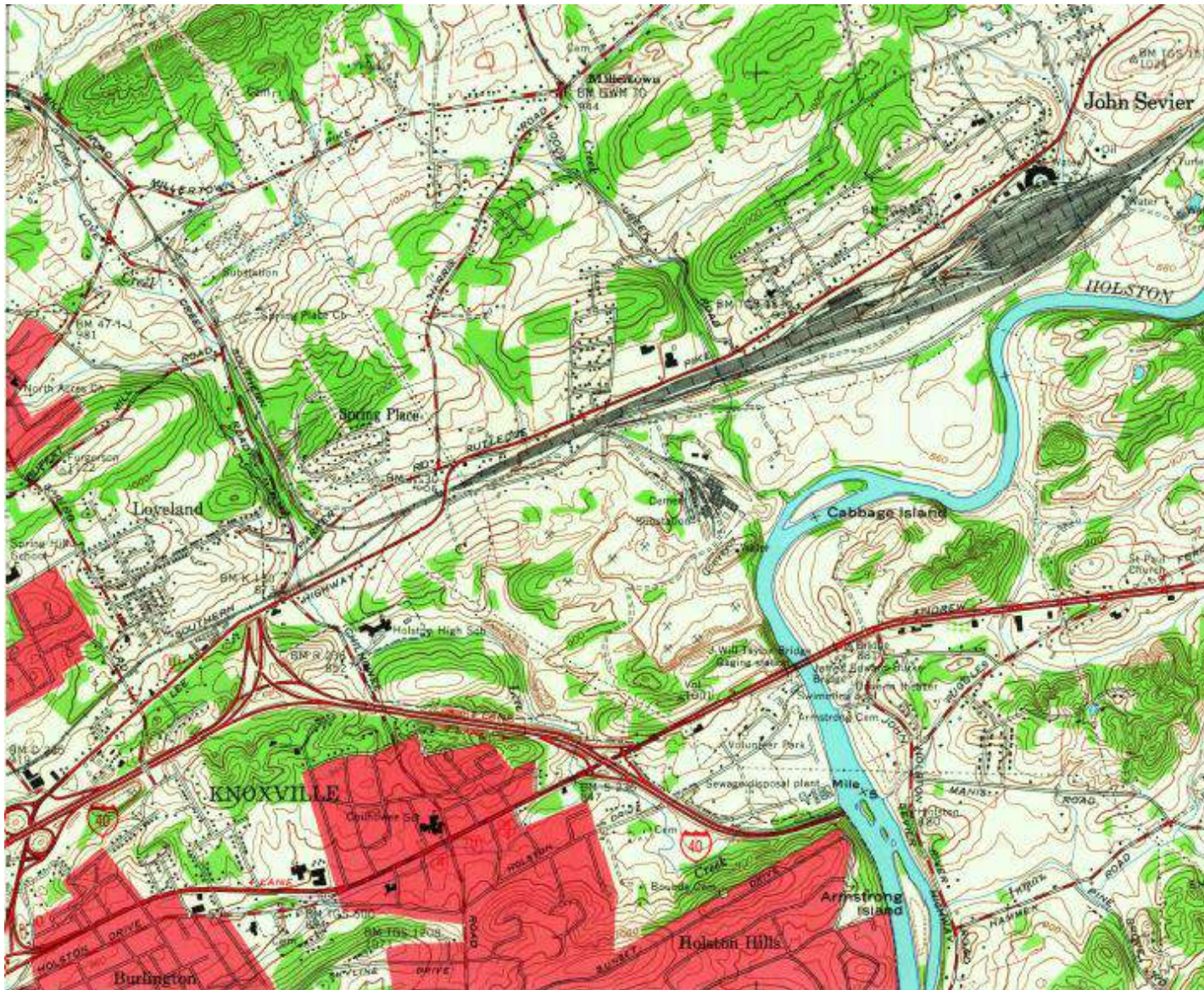


Figure 15: Northeast Knoxville and Knox County in 1966 (John Sevier USGS Quad Map, 1966).

SECTION IV: ARCHITECTURAL OVERVIEW

Knoxville contains an impressive collection of historic residential and commercial architecture from the 19th to the 20th centuries. Thousands of properties were surveyed in the 1980s and there are currently over one hundred individual properties and historic districts listed in the National Register of Historic Places. These include twelve residential historic districts representing the earliest suburbs in each direction of Knoxville's Old City. They reflect national trends in suburbanization and architectural styles including Greek Revival, Italianate, Queen Anne, American Foursquare, Neo-Classical, Craftsman Bungalow, Colonial Revival, and Tudor Revival styles. In addition to the residential districts, there are also several commercial districts and over eighty individual properties with National Register listing. As part of this project each of these properties was revisited and evaluated for their condition and integrity. These properties are presented in Appendix A and reflect many of the city's finest historical and architectural resources. The Knoxville Historic Resources Survey Update focused on properties dating from 1936 to 1966. Buildings and structures from this time period have largely not been previously surveyed or evaluated for National Register eligibility.

Domestic Architecture – 1936 to 1966

In the years just before and after World War II, the continued rise in automobile ownership led to the subdivision of rural land on the edges of cities for residential development. The Great Depression of the 1930s significantly slowed home construction as did the war years of World War II. With so few houses built from 1930 to 1945, there was pent up demand for housing as military personnel returned from overseas. In response to the housing crisis, the Federal Housing Administration and the Veterans Administration incentivized housing construction and homeownership. Federal policies encouraged home loans as well as road construction projects during this period. These factors were responsible for the rapid development of residential subdivisions in suburban settings. On the periphery of cities, large land parcels were subdivided for tract housing. Several house forms and designs became ubiquitous in this post-war climate of rapid suburbanization. At the same time, commercial businesses began following the migration to the suburbs as new highways were constructed. This trend can be seen in Knoxville during the post-World War II period. The extent of this development is readily seen in the maps of west and north Knoxville from 1936 to 1966.

Architecture changed greatly in the 1920s as America became more urban than rural and technological advances brought changing lifestyles. Unlike Victorian homes, most dwellings constructed in cities and small towns in the 1920s featured a bathroom, central heating system, and electricity. New electrical devices such as refrigerators, washing machines and vacuum cleaners were available to the homeowner. Builders continued to design homes in traditional Tudor Revival and Colonial Revival styles but this decade witnessed the great popularity of the Bungalow style with its large porches and wide eaves.

The stock market crash of 1929 drastically decreased residential construction across the country and led to a movement away from the Bungalow and Craftsman forms of the centuries first two decades. The Bungalow and Craftsman dwellings gradually gave way to new "modern" homes with cleaner lines. While the period's Art Deco and Art Moderne styles were limited for home construction, their emphasis on streamlining and sleek materials also resulted in designs with restrained ornamentation. The Colonial and Tudor Revival styles were combined with simpler lines and smaller floor plans in the 1930s and 1940s but still appointed with labor-saving appliances and indoor bathrooms.

The result of these trends was the emergence of the Minimal Traditional style home. This house form was based on the traditional shapes of the Colonial Revival style and merged with high pitched roofs of the Tudor Revival style. These designs were modest with narrow eaves and ornamentation often limited to arched door openings or a mixture of materials such as stucco and brick on the main façade. Many of these homes from 1930s and early 1940s were small and measured 1,200 square feet or less in living space. Most had two bedrooms, a bathroom, kitchen, and living room. They might have an eat-in kitchen, a dining alcove, or a small dining room.

During World War II, materials were scarce and there was little new residential construction built in America except for defense-related housing. With the end of the war in 1945, there was a huge pent-up demand for homes. In response, builders and architects constructed small but efficient homes to meet this demand and experimented with methods of pre-fabricated materials. While the Minimal Traditional and Revival styles were still utilized in the post-war years, more contemporary homes such as Ranch and Split-Level emerged as the dominant styles by the early 1950s. Ranch-style homes were first seen during the 1930s in California and these dwellings continued the horizontal forms of the Bungalow but with minimal detailing and an emphasis on private outdoor spaces. The small Usonian homes of Frank Lloyd Wright also influenced the Ranch style. Split-Level homes emerged in the late 1930s to provide for separate living and bedroom spaces on different floors.

These common house forms . Minimal Traditional, Ranch and its variations, and Split-Level . make up the vast majority of the tens of thousands of dwellings built in Knoxville from 1936 to 1966. As part of this project all of the major subdivisions in the city were researched to ascertain the companies or individuals who platted them and the dates they were recorded (see Appendix D). Each subdivision was also reviewed via a reconnaissance-level survey and photographs were taken of representative dwellings.

With the exception of Sequoyah Hills, Forest Hills and Little Switzerland, no other subdivisions appeared to meet National Register criteria as historic districts. Most of the subdivisions display dwellings with modest details of these styles and do not possess notable significance. Architectural integrity is also compromised for many dwellings. Common alterations to homes include the replacement of original steel and wood windows with vinyl, the application of vinyl or aluminum siding, the addition of decks or porches on primary facades and/or enclosure of original porches.

MINIMAL TRADITIONAL

By the 1930s, the Minimal Traditional style had become established as the new "modern" design in residential architecture, replacing the popular pre-war Craftsman Bungalow. The Minimal Traditional-style dwelling is massed to have a small footprint and typically has an asymmetrical façade. This house type is usually one- or one-and-one-half story in height. It was popular during the 1930s into the 1950s and is a simplified version of the earlier Tudor and Colonial Revival styles in their overall forms and designs but has limited decorative detailing. Typically frame in construction, the Minimal Traditional-style dwelling lacked extensive decorative embellishment. During the Depression and World War II, it was an affordable, small dwelling. Interiors lacked the built-ins of previous Craftsman designs. Exteriors often were clad in asbestos siding, evidencing the use of new building materials. Introduced as early as the 1920s, asbestos shingle siding was created by incorporating the naturally occurring mineral asbestos with Portland cement. The resulting product was durable, easy to paint, cheap to manufacture and ideal for application on thousands of new-builds in new suburbs across the country.



Figure 16: Minimal Traditional-style dwellings at 5301 Pinnacle Drive (left) and 5400 Holston Drive (right) in Holston Hills.

RANCH

Another style of residential architecture that emerged in suburban America is the Ranch style. The Ranch style was a departure from previous residential architecture, with a horizontal, linear plan that is low to the ground. Detailing is usually minimal with plain, wide eaves, picture windows, and minimal or absent porches on the main façade. Ranch-style houses may have exteriors of brick or stone veneer and/or wood siding and integral garages, another common trait of Ranch-style houses. These dwellings are usually one-story in height and have low-pitched roofs. Their sprawling plans take advantage of larger suburban lots.

On the interior, Ranch designs combine spaces that were previously kept separate. Formal dining rooms of the past became blended with kitchens. The extra space could then be allotted for a recreational room or an additional child's room. Laundry rooms were located adjacent to kitchen areas to facilitate efficient domestic work. The increasing availability of modern amenities . air-conditioning, electrical appliances, and television . influenced residential design of the period. The prominent front porch of previous architectural styles and forms disappeared or shrank dramatically. People no longer passed time on the street-facing façade of their homes, instead spending indoor time in recreation rooms or outdoor family time in the spacious backyard or patios. Ranch-style homes often feature a large picture window on the façade, usually located in the dwelling's main gathering room. The picture window opens the room to the front yard landscape, offering a substitute view that a front porch traditionally offered.

Floor plans of Ranch-style houses were more open compared to previous designs that tended to separate family members rather than bring them together. Outdoor space of the post-war dwelling was also valued for family togetherness. Previously, detached garages occupied a large space at the rear of a dwelling. Post-war suburban home plans featured attached garages or carports, freeing up the back yard for leisure patios, recreation, pools, and barbeques.

Character-defining elements of the Ranch style include a horizontal emphasis, a one-story, rectangular plan, a low-pitched roof, picture windows, and large chimneys. This basic design represents a minimal version of the style known as an *Inline Ranch* with a rectangular form and a low hipped or side gable roof. It is common for the *Inline Ranch* house to have a simple exterior of all brick veneer with little other detailing. Another name for this sub-type of Ranch style is *Linear Ranch*. Its rectangular form, has a front-to-side ratio of at least 2:1 (i.e., the front is at least twice as long as the sides). The *Linear Ranch* sub-type may be transverse, with its narrow side facing the street and its long elevation extending into the depth of the parcel. Often the long side will have a projecting bay containing a carport or garage with its entrance facing the street.



Figure 17: Examples of Inline Ranch houses at (left) 8008 West Cliff Drive and 4500 Silverhill Drive.

The Composite Ranch builds off of the basic plan, adding to the façade a projecting wing with a cross gable roof to the main body of the dwelling. Another name for this Ranch sub-type is Linear-With-Clusters, in which the façade will have more than one projecting bay, giving the house an L or T plan. The linear rectangle, however, remains the predominate shape. The exterior may have siding and a brick or stone veneer skirt wall that adds a contrasting texture to vertical or horizontal wood siding, illustrating the use of mixed forms of exterior cladding.



Figure 18: Examples of Composite Ranch style at (left) corner of Bona and Parva and 7009 Stockton Drive.

A Courtyard Ranch, as its name, suggests, has a plan with two projecting side wings that create an inner courtyard in front of the linear façade. Though this U shape usually faces the street, the Courtyard Ranch form may be designed with the wings and courtyard on the rear elevation of the dwelling. In this case, the street-facing façade may be a simple Inline or a Composite Ranch. The Courtyard Ranch may have a wall connecting the projecting wings and sheltering the courtyard space.



Figure 19: Examples of Courtyard Ranch sub-type: KN-13332 at Cherokee Boulevard and KN-13342 at 7100 Sherwood Drive.

Coming slightly later was the Neocolonial Ranch, with modest Colonial Revival elements on the façade. This style's precursor appeared during the early twentieth century during the Colonial Revival movement. The Neocolonial Ranch appears in post-war suburban subdivisions in the mid-1950s, and it remained popular for several more decades. Ranch styles in general were popular from the 1940s through the 1970s.



Figure 20: The house at 5901 Toole Drive is an example of Neocolonial Ranch with a recessed entrance with sidelights.

SPLIT-LEVEL

A Split-Level plan is a condensed version of the Ranch style. The Split-Level plan features massed components with varying stories. The one-story horizontal line of the Inline Ranch is interrupted with a two-story section. The main entrance on the façade enters into a foyer with steps ascending and descending into different floors. The exterior may have mixed materials of stone veneer, brick, wood siding and asbestos shingles. The plan may be contained under one continuous roof or be contained under two separate roofs.

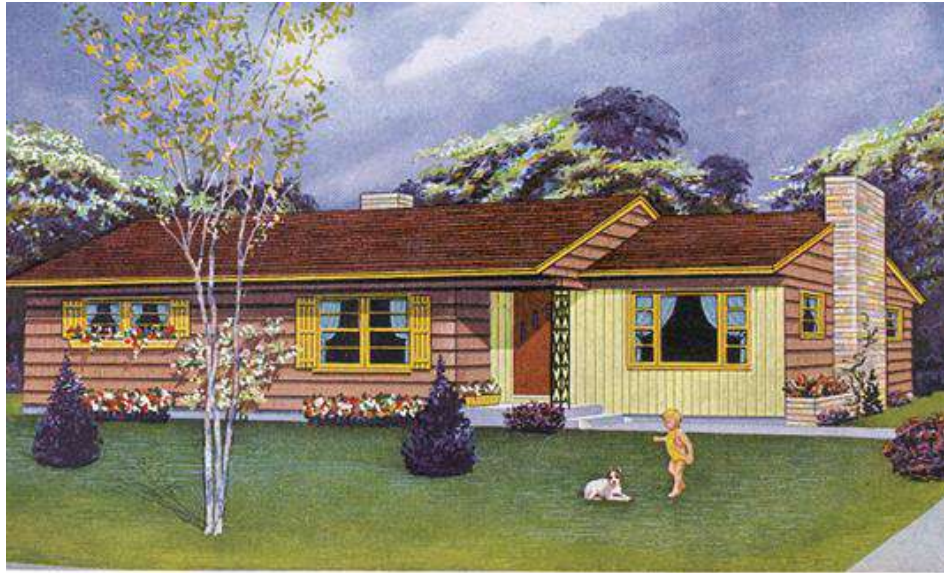
Although not nearly as common as the Minimal Traditional and Ranch style dwellings, Split-Level houses can be found scattered through many of Knoxville's subdivisions such as Hickory Hills, West Hills, and Tower Heights,



Figure 21: Examples of Split-level plans at (left) 2007 Wintergreen Drive and 7729 Sabre Drive.

The post-World War II years were characterized by new construction methods and materials for dwellings and the Ranch style was particularly suited for this type of experimentation. The use of pre-fabrication and standardized plans continued to be utilized in these years. Companies such as Aladdin began selling pre-fabricated homes in the early 20th century and introduced Ranch style homes into its catalog in the late 1940s. Many other companies also entered the housing market in the post-World War II years selling customers standardized plans and shipping the entire house to the lot for construction.

One company which has been identified in Knoxville is the Gunnison Company which manufactured Gunnison Homes. By 1940, the Gunnison Modular Housing was a foremost home building manufacturing standardized parts. Gunnison's pre-fab homes utilized insulated plywood panels in an assembly-line system. In April of 1944, U.S. Steel acquired 70 percent interest in the company, retaining Gunnison as general manager. By 1950, the factory produced 14 basic home designs. Gunnison houses offered Americans an affordable alternative to conventionally constructed homes, reducing costs by almost 25 percent. Depending on the house plan, Gunnison homes ranged from \$8000-13,000 to build. Several Gunnison houses in Knoxville, one is intact with little to no alterations. The dwelling at 726 Scenic Drive (KN-13370) is a minimal Colonial Revival-style dwelling with a stand-out feature of concrete siding. The exterior wallcovering is seamless concrete applied to Gunnison pre-fab panels.



THE GRAYSTONE — **DESIGNED FOR A NARROW LOT** — Price Given On Enclosed Price List, **WE PAY THE FREIGHT**
 ————— 26'-0" ————— Aladdin designers have ————— 26'-0" —————

Figure 22: The Graystone is an example of a Ranch style plan from the Aladdin Homes catalog of 1952.

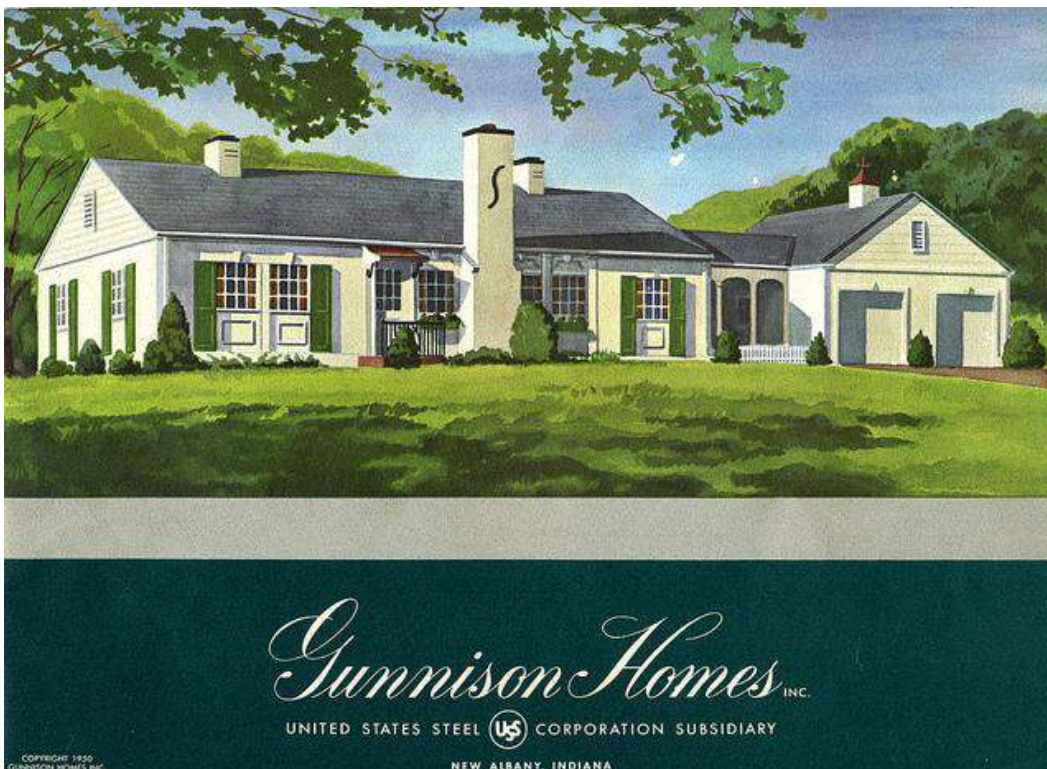


Figure 23: A number of Gunnison Homes were built in Knoxville – homeowners could choose the design they liked from company catalogs.



Figure 24: Gunnison Home at 726 Scenic Drive, (KN-13370).

A notable local example of a builder who designed unique houses was Stewart Fonde. After training as an electrician with the U.S. Navy in 1921, Fonde enrolled in the University of Tennessee Electrical School. While in school, he worked for the Knoxville Gas Company. Fonde was one of three consultants for TVA in establishing land values at the Norris Dam site. He also worked as a draftsman, then engineer at the Knoxville Water Department. With his father, he founded H. C. Fonde and Son in 1927 and became Vice President of the East Tennessee Building and Loan Association. This collective background influenced Fonde's work to produce house designs of high value, low cost, one of several slogans he used to sell affordable, compact, efficient houses.

Fonde's homes were installed with windows with weatherstripping and two inches of rock wool in all ceilings. Standard construction features also included concrete footings, brick foundations, a termite insulation strip, frame construction, insulite sheathing, gypsum wallboard, oak floors, butted wallpaper, as well as Kohler plumbing fixtures and hot air and hot water heat. In Knoxville, Fonde built thirteen GE houses with all General Electric appliances at a cost of \$6,000 each. He used the slogan "Enjoy Better Living," justifying the cost of electrical appliances with the elimination of servant wages. Advertisements depicted Fonde homes as housewife-friendly in efficiency and order. Fonde's designs included his innovative weatherboard block, sections of concrete applied to the exterior of dwellings which had the appearance of traditional weatherboard. Examples in the Knoxville survey include the dwelling at 315 West End Lane (KN-13343). At least a dozen dwellings with the weatherboard block were built in the Forest Hills subdivision by Fonde.



Figure 25: Fonde house with “weatherboard block” siding (KN-13343).



Figure 26: Detail of Fonde’s weatherboard block.

Knoxville also contains a small collection of the standardized plan Lustron homes which were manufactured from 1947 to 1949. Built by the Lustron Corporation of Columbus, Ohio, this company's plant utilized steel and porcelain panels to build one-story, Ranch plan houses. Six of these houses were erected in Knoxville but only four are known to survive. Still, this is the largest concentration of Lustron's existing in Tennessee. The houses are one-story in height, have large picture windows, incised porches supported by a steel post and steel roofs. The interiors have porcelain walls and concrete floors. These properties were previously surveyed and deemed eligible for the National Register.



Figure 27: Lustron House at 222 Chamberlain Blvd. in Lindbergh Forest subdivision.

MID-CENTURY MODERN

Of particular significance in Knoxville and a primary focus of this survey are the dwellings known as %Mid-Century Modern.+ Among Tennessee cities, Knoxville is unusual in its large numbers of Mid-Century Modern dwellings, and many credit the TVA with this influence. When TVA was created in 1933 its chief architect was Roland Wank who came from Europe and he promoted the use of Modernist designs for the agency's dams, powerhouses and other buildings and structures. Wank hired architects who shared this vision of architecture such as Alfred Clauss. This concentration of modernist architects influenced others in the city and region.

During the post-World War II period, a new design aesthetic emerged, referred to as %contemporary+ architecture. Since the turn of the twenty-first century, the style has enjoyed a new appreciation and has been given the label %Mid-Century Modern.+ Modernism was born of a climate of technological advancements, changing social attitudes, and geo-political turmoil following the World War I. In the United States, the economy boomed with industrial productivity, and women gained independence in the workplace and the right to vote. Increased availability of electricity stimulated the manufacture of labor-saving home appliances, automobiles, and telephones. In Europe, empires had been dismantled, and new nation states were established. The built landscape was ravaged by the war, and to re-fill the void, European designers promoted strength through objectivity and science. The collective effects of the war influenced a transformative assessment of architectural design.

The Bauhaus school in 1920s Germany rejected sentimentality for the past, relying instead on a scientific methodology in designing buildings. Ornamentation was considered a weakness to design, and practical use of space became an utmost concern for the emerging Modern movement. Architects such as Ludwig Mies van der Rohe, Walter Gropius, Marcel Breuer, Le Corbusier, and Frank Lloyd Wright pioneered an innovative perspective on architecture that began within the building, rather than outside. A building's exterior, they posited, should be determined by its functional interior purpose. The dimensions and spatial arrangement of interior rooms dictated the plan and exterior appearance. This modernist philosophy, therefore, had no use for the symmetrical façade of Classicism nor the superfluous embellishment of Victorianism.

The concept of creating a %style without a style+was largely academic during the inter-war period. Few Americans could afford architect-designed houses, and the Great Depression further hampered family finances. For the time, %modern+ design for many homeowners took the form of Minimal Traditional dwellings. The compact, efficient, stripped down version of Colonial and Tudor Revival styles was a step towards the modern principle of form-to-function. Commercial buildings represented the more familiar context for modern design. The increasing use of automobiles gave rise to roadside architecture and a penchant for machine-inspired architectural design. Service stations of the period utilized the Art Moderne style, increasing the middle-class awareness of the streamlined aesthetic.

Introducing modernism on the built U.S. landscape came largely from the immigration to America of Europe's foremost designers. With the approach of World War II, Mies van

der Rohe, Gropius, and Breuer left Europe, finding greater freedom for their projects stateside. While some materials were in shortage during the period of U.S. involvement in the war, these architects still brought their modern designs to fruition. In the post-war economic boom, a prosperous middle class could afford to buy new homes, and architect George Nelson and editor Henry Wright published the forward-minded *Tomorrow's House – A Complete Guide for the Home Builder*. The book eschewed nostalgia and played on Americans' embrace of technology in the form of automobiles and home appliances in order to engender their shift in attitude towards contemporary home design. The authors acknowledged the earliest expression of modernism was probably too austere for most homeowners' tastes, noting the war experience influenced a more human individuality in architecture. The emerging contemporary style incorporated the Art Moderne emphasis on streamlined geometric shapes with a sprawling floor plan introduced by the Ranch style. These collective traits and values melded into a style that is characterized by individuality in home design.

While generally the Mid-Century Modern style found some resistance among middle-class Americans of the time, the style is well represented in the city of Knoxville. The presence of the TVA and the proximity of the scientists at Oak Ridge influenced a greater receptiveness for the non-traditional style. TVA lead architect Roland Wank, a Hungarian emigrant, had studied and practiced architecture in Czechoslovakia and was influenced by the work of Walter Gropius. Wank embraced the Bauhaus movement's geometric purity, functionalism, and technical excellence. He rejected preliminary Neo-classical-style architectural sketches for the TVA's hydroelectric projects, instead utilizing the Art Moderne style. The design of his powerhouses and dams manifest the form-to-function ideology in the use of basic and pure lines and forms, as well as sleek and shiny materials. The completed structures evoked machinery and movement, and their restrained décor evinced an economical design ethic. At TVA, Wank's team of young and talented architects fulfilled an expression of modernist and progressive ideals.

One county away from Knox County, the secret city of Oak Ridge was an enclave of scientific research and development. The town itself was engineered using a whole-town master plan. At Oak Ridge, the architectural firm of Skidmore, Owings, and Merrill (SOM) set a new precedent in urban planning. The three partners of SOM, Louis Skidmore, Nathaniel Owings, and John O. Merrill, were devotees of Mies van der Rohe, who espoused a design philosophy of less is more. SOM developed five single-family house types, and thousands of low-cost, pre-fabricated homes were built of cement (cement and asbestos) panels. This form-to-function architectural model represented an expedient approach in the development of Oak Ridge for war purposes. The race to build an atomic weapon brought to Oak Ridge the most advanced scientific minds of the period, some originally from Europe, and a utilitarian objectivity underpinned this modern planned community. In post-war years, tens of thousands of Oak Ridge residents gravitated elsewhere, some remaining in the Knoxville area.

In Mid-Century Modern architecture, the open floor plan of the Ranch style was utilized within a more freestyle expression. Interesting angles deconstruct the traditional

rectilinear plan, and changes in plane are accentuated with mixed materials. The traditional horizontal weatherboard of the past is largely abandoned for wider, vertical wood siding. Standard and Roman brick, stacked cut stone, concrete, and random-course field stone are other frequently used materials for exterior walls of Mid-Century Modern architecture. As with some Ranch-style designs, Mid-Century Modern dwellings may feature a prominently placed chimney.

The common picture window of the basic Ranch façade was expanded upon in Mid-Century Modern design with entire transparent walls of glass. A vertical, rather than horizontal, orientation became emphasized in fenestration. The precedent for large sheets of glass occurred in 1920s designs as an expression of new building methods and materials. In this context, large fixed windows were utilized for a minimalist emphasis of a building's structure, however, their use became equated with modernism, and therefore middle-class homeowners desired ample, large windows in their modern homes. Transparency of structure is also embraced in Mid-Century Modern architecture in the use of exposed roof beams and purlins. One example in the survey is the steel-frame and stone dwelling at 1935 Cherokee Boulevard (KN-13329), designed by Ben McMurry, Jr. with Barber and McMurry Architects. The façade features a second-story wall of glass that cantilevers above a ground floor patio. The windows are vertically oriented. Other exterior walls are faced with cut stone. The building's steel framework is left exposed to become part of the visual design.



Figure 28: The dwelling at 8116 West Cliff Drive (KN-13324) utilizes mixed materials and features a large, façade chimney that breaks the asymmetrical gable roofline.



Figure 29: The cantilevered wall of glass dominates the façade of the Dr. Harry Jenkins House (KN-13329).

Roofs of Mid-Century buildings are often flat or very low-pitched gable or shed profiles, sometime in unique rooflines that sweep dramatically or create multi-angle shapes, like a butterfly form. Roofing materials range from standard asphalt shingles to metal panels to rolled or stretched skin-like covers. Wide eaves and clerestory windows add emphasis to the roofline of Mid-Century Modern architecture.

Massive chimneys often become focal points, and main entrances are sometimes intentionally obscured within the unconventional massing of a Mid-Century Modern building. The designs may cleverly flout the traditional notion of a main façade through the use of multiple entrances and focal points. For example, the dwelling at 4703 Westover Terrace (KN-13315), with a U-shaped plan with rear wings encompassing a courtyard, is accessed on the rear elevation. Belying its importance as a key entrance, the doors to the rear courtyard are obscured among a wall of uniformly sized windows. Another example in the study of a massive chimney amidst an untraditional footprint is at 7300 Rotherwood Drive (KN-13341). The dwelling's enormous interior chimney is the focal point, while the façade entrance is hidden in a deeply recessed bay among changing façade planes.

Asymmetrical plans of this style readily afford a new approach, literally, to residential design. This freedom was influenced in part by the increasing ubiquity of automobiles and their incorporation under the dwelling's roof. As with the Ranch style, integral or attached garages and carports of Mid-Century Modern dwellings become the primary portals into the residence. The dwelling at 4116 Royal View Road (KN-13350), designed

by Bruce McCarty, has a side carport that connects to the main entrance of the house, while the primary façade is partially concealed with a privacy wall, covering a street-facing entrance.

Unlike rear elevations of antecedent residential styles, those of post-war Ranch and Mid-Century Modern styles often receive equal attention in design as façade entrances. Given the unprecedented importance of back-yard leisure, homeowners increasingly desired an attractive rear elevation accentuated by its entrance. Residences often feature wood decks for outdoor enjoyment. The rear elevation of the dwelling at 4247 Valencia Road (KN-13347) has an upper-story entrance of full-height single-light doors leading to a wood deck and a lower-story entrance within a full-height transparent wall, joining the indoors and outdoors. The dwelling's façade entrance, with just one single-light door, is modest and mostly utilitarian in comparison. Another similar rear elevation with full-height walls of fixed windows and entrance leading to a rear leisure area is 7100 Sherwood Drive (KN-13342). The dwelling's plan consists of projecting wings from a lateral, transparent rear elevation of large fixed windows, creating a sense of intimate unity between the interior and exterior spaces.



Figure 30: The dwelling at 5112 Yosemite Trail (KN-13349) features a wall of vertical fixed windows below a clerestory row of lights, accentuating the raised roofline.



Figure 31: The dwelling at 520 Cherokee Boulevard (KN-13331) has a low-pitch butterfly roof.



Figure 32: KN-13315 at 4703 Westover Terrace, rear elevation.



Figure 33: The dwelling at 7300 Rotherwood Drive (KN-13341).



Figure 34: The dwelling at 4116 Royal View Road (KN-13350) has a side carport that leads to the main entrance.



Figure 35: Rear entrances of KN-13347 at 4274 Valencia Road



Figure 36: Rear elevation at KN-13342 at 7100 Sherwood Drive.

Walls of full-height, vertical, fixed windows emphasize the relationship of the Mid-Century Modern building to its environment. Even designs with soaring rooflines tend to have a sense of grounding and connection to the site, similar to the preceding architecture of the Prairie style. One example in the Knoxville survey is the design at 4820 Holston Heights Lane (KN-13314). The rear elevation has walls of fixed, full-height, vertical windows and a full-length wood deck on the exterior wall. The view from the interior gives the impression of being within the surrounding outdoors. Another shared element between the Prairie and Mid-Century Modern styles is the presence of interior built-in components, which also contribute to its character. The den of KN-13314 has built-in planter boxes and cabinets. Another example of built-in features found in the survey is at 424 Little Switzerland Road (KN-13364), with a kitchen/living room divider with built-in cabinets. This dwelling also has ample fenestration on its south wall to connect the inside to the outdoors with its view and natural light.



Figure 37: View from the interior to the exterior at 4820 Holston Heights Lane (KN-13314).



Figure 38: Divider wall and built-in cabinets at 424 Little Switzerland Road.



Figure 39: South wall of 424 Little Switzerland Road (KN-13364).

Based in minimal, form-to-function principles of design, Mid-Century Modern architecture inherently lacked embellishment. An emphasis on linear form, however, made use of window and door openings as focal points. Entrances, though sometimes hidden or recessed, were ideal elements for a signature feature. Several dwellings in the surveys provide good examples. These exterior features are character-defining for the Mid-Century Modern style.



Figure 40: Unique entrances with original components (left to right): 7300 Rotherwood Drive (KN-13341), 1623 Agawela (KN-13339).



Figure 41: Original garage doors: 1623 Agawela (KN-13339).

In Knoxville, one of the Mid-Century Modern style's most celebrated designers was architect Bruce McCarty (1920-2013). There are several examples of his designs in the survey, including his personal home on Lyons Bend Drive (KN-13340). On the dwelling's façade is a two-story projecting bay over an open carport and a recessed shed wing with a wall of glass. McCarty designed the dwelling with exposed roof beams, a large, interior chimney, and jalousie windows. Besides glass, the main exterior material is vertical wood siding, all signatures of the Mid-Century Modern style.



Figure 42: The Bruce McCarty House (KN-13340).

McCarty was born in Indiana, attended Princeton, served as a P-38 pilot in World War II, and attended the University of Michigan before settling in Knoxville. He enjoyed a long, successful career in the city. His designs include public and private buildings. McCarty was the Master Architect for the 1982 World's Fair. With the firm McCarty Bullock Holsaple, he designed the 1981 concrete, monolithic Art and Architecture Building on the campus of the University of Tennessee. Other designs by McCarty on UT campus are the McClung Tower and Humanities Social Science Complex and the Communications and University Extension Building. McCarty also designed the Knoxville City and County Building.

In this survey, McCarty homes include the Charles B. Davis House (KN-13313) in Holston Hills. This Mid-Century Modern design has a cross-gable plan and glass walls at the entrance on the façade and on the rear projecting wing. From the front yard, one can see completely through the house. Exposed beams pass from the interior to the exterior under the carport roof, connecting the two spaces. The dwelling has a massive, brick chimney, and the interior has built-in seating in the den by the fireplace. The house also retains original light fixtures shaped like flying saucers. First designed by George Nelson (1908-1986) in 1947, pendant Bubble Lamps in various spherical silhouettes were made of light-weight steel and a woven polymer fabric with a plastic coating. Nelson's innovative creations blended organic shapes with modern materials, and the lamps become icons of modern interiors in which they were focal points.



Figure 43: The Charles B. Davis House (KN-13313), designed by Bruce McCarty' view into interior, with George Nelson Bubble Lamp.



Figure 44: The Hotpoint Living-Conditioned House, designed by Bruce McCarty, was listed in the National Register in 2010.

When he was with the firm Painter, Weeks and McCarty, Bruce McCarty designed the National Register-listed Hotpoint Living-Conditioned House at 509 West Hills Road. The 1954 dwelling was specifically designed for Hotpoint Corporation, a subsidiary of General Electric, as a demonstration home for affordable, middle-class housing with all electric appliances. The design was one of four house plans nationwide selected as a Hotpoint model home. The one-story dwelling has a concrete core, containing the bathrooms and kitchen and supporting a cantilevered truss roof, and curtain walls of glass and wood paneling. The floor-to-ceiling glass outer walls connect the interior to the designed landscape surrounding the exterior of the dwelling.

Another dwelling in the Knoxville survey designed by Bruce McCarty is located at 7006 Stockton Drive (KN-13344). The one-story rectilinear plan has a side-gable roof with a wide façade eave that is supported by a series of tapered pylons of concrete. The house has a large, interior, central chimney and a street-facing, integral carport.



Figure 45: Bruce McCarty-designed house at 7006 Stockton Drive (KN-13344).

Other significant Mid-Century Modern architectural projects in Knoxville were by Alfred (1906-1998) and Jane (1907-2003) Clauss, who pioneered the Little Switzerland development in South Knoxville. Alfred, a German immigrant, had graduated from the Munich Architectural School in 1926 and worked with Mies van der Rohe. While working on plans for the Chicago World's Fair in 1933, he was offered a position with the TVA. In 1934, Alfred and his new wife Jane, an architectural graduate from Minnesota, settled in Knoxville. Jane was the first woman to have worked in the atelier of architect Le Corbusier in Paris. During the eleven years the couple resided in Knoxville, they

designed the country's first community of split-level homes in the Little Switzerland development,⁴⁵ as well as a couple of independent projects.

The Little Switzerland development was envisioned as a community of similar homes of the International style. It is an early example of a covenant cooperative, as the families involved agreed to restrictions that mandated "contemporary design" homes on 120x240 lots with a fifteen-foot setback. The houses were to be staggered as to afford panoramic views and had to cost a minimum of \$5,000. For themselves, the Clausses built a split-level home (KN-13362) of hollow core tile. Windows were a key feature in the woodland environs. A similarly constructed home was built for Walter Seymour three lots away (KN-13363). The Seymour House remains remarkably unaltered since its construction, down to the steel casement windows, original doors, sidelight of structural glass blocks, and entrance flat canopy. The interior retains its original floor plan, wood floors, and interior doors.

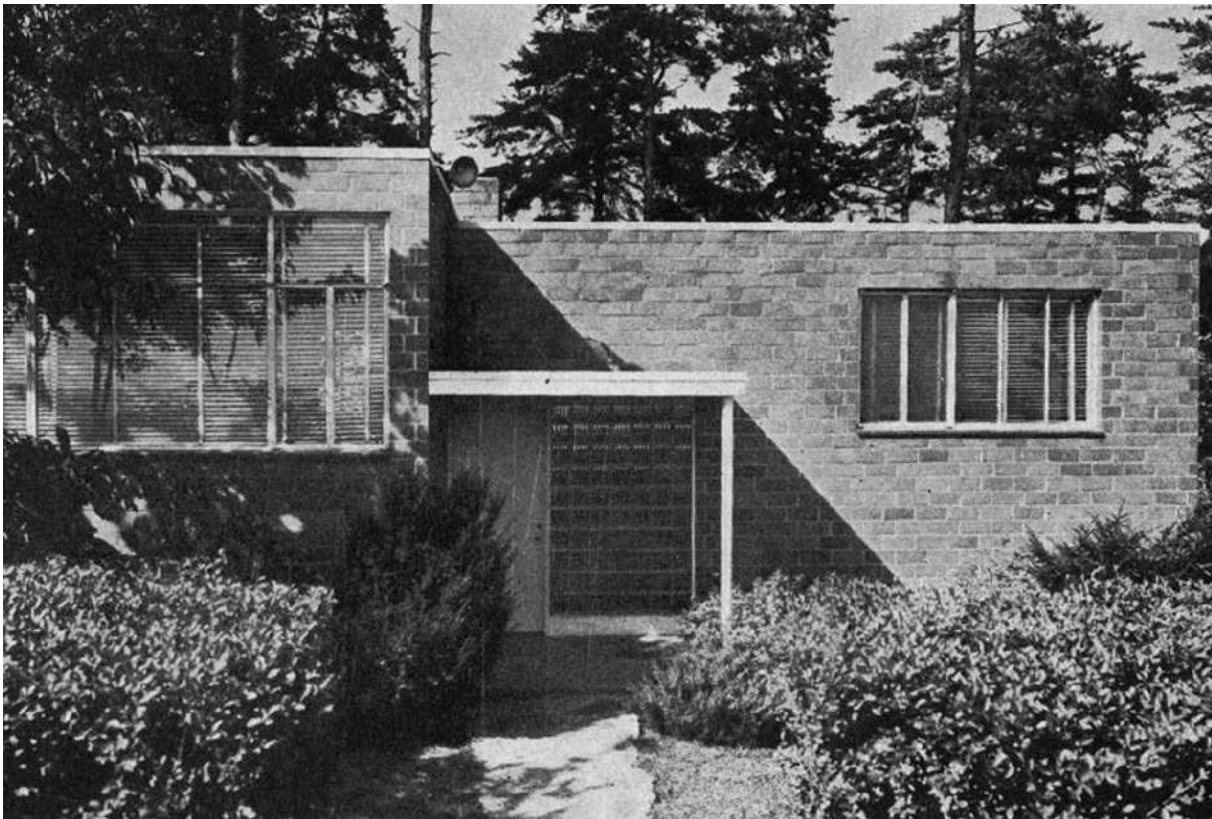


Figure 46: Historic photo of the Seymour House in Little Switzerland, ca. 1940.

⁴⁵ Bill Price, "Alfred Clauss, 91, Retired Designer Of Many Buildings," at Philly.com Inquirer Daily News website at http://articles.philly.com/1998-06-11/news/25729275_1_curtain-walls-master-plan-psfs-building accessed August 18, 2016.



Figure 47: The Seymour House in 2016, (KN-13363).

Alfred and Jane Clauss later moved into a larger home they built across from the hollow clay tile house as their family expanded. The 1943 Redwood House (KN-13364) was the two-story, frame dwelling where the couple lived until moving back to Philadelphia in 1945. During their years in Knoxville, the couple also designed two commissioned homes. One, on Westland Drive west of the city, was designed for Susan and Joseph Mengel, Vice President of Foreign and Domestic Veneers. Mengel was very involved in the selection of materials for the house, which included redwood siding, glass blocks, asbestos board siding, and multiple domestic and exotic hardwoods on the interior. The house is extant, but has been extremely altered in recent years and no longer retains integrity of its original design. The Hart House at 4215 Holston Hills Drive was designed in 1945 and features large glass windows above a stone veneer foundation and a curved staircase leading to the entrance. A curved roof sheltering the staircase is supported by a steel post. This dwelling is intact and retains much of its original character.

Many other Knoxville architects and builders also designed dwellings in the Mid-Century Modern style such as Lindsay and Maples (4603 Westover Terrace), Glenn Bullock (7100 Sherwood Drive), Joseph Goodstein (520 Cherokee Boulevard) and Frank Harrington (5112 Yosemite Trail). A list of practicing architects in Knoxville at the mid-20th century is in Appendix B.



Figure 48: The Hart House designed by Alfred and Jane Clauss at 4215 Holston Hills Drive in 1945, (KN-13309).

COMMERCIAL ARCHITECTURE

With the development of Knoxville's suburban areas, much of the commercial construction from the 1930s to the 1960s also left the downtown area. After World War II, many new businesses were built along the city's major arteries such as Kingston Pike, Broadway and Magnolia Avenue. Typically, these buildings were one- to two-stories in height, of simple rectangular plans, large glass storefronts and with parking directly in front of the building. Most of these buildings were built with modest designs and lack architectural significance. Storefront alterations to these buildings have also been extensive over the past several decades.

In downtown Knoxville there were various attempts to revitalize the commercial district along Gay Street and adjacent streets such as the "Promenade" project of 1960. Overall, few new commercial buildings were constructed in the downtown area in these years with an emphasis more on remodeling older buildings through new storefronts or added metal facades. A notable exception was the Atlanta-based Rich's Department Store constructed between Henley Street and Locust Street in 1955 (KN-13377).⁴⁶ The building stands out from traditional brick buildings of downtown. Its east and west elevations of full-height glass are sleek and minimalistic and it also has glazed brick walls on the other elevations. On the street level is a full-width undulating, concrete canopy. This building is now occupied by the University of Tennessee which has remodeled the interior for classrooms and offices.



Figure 49: Rich's Department Store, now a part of the University of Tennessee Campus (KN-13377).

⁴⁶ From U. S. Library of Congress website <http://www.loc.gov/pictures/collection/gsc/item/gsc1994005502/PP/> via "Look Around a Grand Knoxville Department Store in 1955," from Curbed website <http://www.curbed.com/2014/8/8/10062518/richs-department-store-knoxville-1955>, accessed August 16, 2016.

Two blocks south is the State Supreme Court Building (KN-13378), built in 1954. The vertical emphasis of the façade is Art Deco-influenced, and the building's exterior walls of marble and geometric articulation convey the form-to-function principle of Mid-Century minimalist design in a commercial/institutional application.



Figure 50: State Supreme Court Building on Locust Street (KN-13378.)

Another commercial example of modern design in Knoxville is the Greyhound Bus terminal on East Magnolia Avenue built in 1960 (KN-13380). The main entrance of the building is located in a curved wall of full-height, metal-framed blue panels. The geometric and vertical emphasis is reminiscent of Art Moderne design applied to a utilitarian building. Brick wings extend to the east and south and have minimal openings.



Figure 51: Greyhound Bus Terminal on E. Magnolia Avenue (KN-13380)

A unique commercial business in Knoxville was the Howell Nursery which was located on Wimpole Avenue. This business claimed the distinction as the oldest business in Knox County and Tennessee, dating originally from 1786. The Howell Nursery was one of the best known landscape and nursery businesses in the region and the company property included gardens and numerous stone and brick buildings and structures. Today, forty-four acres of the property belong to the Knoxville Botanical Garden, which keeps offices in the early-twentieth-century Howell House. The gardens feature original Howell Nursery structures, including greenhouses, terraces, walls, and conical-roofed storage buildings. The property is a unique collection of commercial nursery buildings and structures.



Figure 52: Howell Nursery (KN-13319) original main house and outbuildings at 2743 Wimpole Avenue.

ROADSIDE ARCHITECTURE

Located on the main highways in East Tennessee, Knoxville was a hub of motels, restaurants and gas stations for travelers. The creation of the nearby Great Smoky Mountains National Park in the early 1930s greatly increased tourism. Along the major corridors such as U.S. Highways 11, 441 and 70, many businesses were created to cater to the growing number of travelers and tourist in the mid-20th century. During these years dozens of gas stations were built but only a handful survive from this period. The survey identified several examples of gas stations that date from the post-war period. They share standard features: two garage bays with overhead-track doors, a corner office with display windows, and men’s and women’s restrooms with entrances on the side elevation around the corner from the office. These gas stations are typically constructed of concrete block. Their roofs are typically flat, sometimes with the pitched cantilever roof that became popular in Mid-Century architecture.

One of the most notable gas stations in the city was known as the Up and Down Gas Station at the corner of Lyons View Road and Kingston Pike (KN-13348). The gas station got its name because it had pumps on an upper level serving customers on Lyons View Road and a lower level for consumers on Kingston Pike. Built ca. 1945 in the Art Moderne style, this gas station has been remodeled into a commercial business.



Figure 53: Gas station on Boyd's Mill Pike (left) (KN-13374) and at 6100 Chapman Highway (right) (KN-13374).



Figure 54: Upper and lower levels of the Up and Down Gas station at 4514 Old Kingston Pike (KN-13348).

Another building type associated with the automobile age is the roadside motel. In the days before the Interstate system, motor courts and cabin camps encouraged tourism and contributed to local economies. Motor courts and Mom and Pop motels gradually passed out of favor as motel chains dominated after the interstate system was built. Several examples remain in Knoxville and they illustrate a standard design for the building type, with a rectilinear (KN-13301 and KN-13303) or ell (KN-13304) plan and gable roof with wide eaves that forms a continuous cover for the individual room entrances.



Figure 55: Two ca. 1950 motels on Asheville Highway- at left KN-13304, the Sunbeam Hotel, and at right KN-13301, the Dixie Motel.

Many of the surveyed auto-centric resources are located along Chapman Highway (U.S. 441). The road was the gateway to the Great Smoky Mountains National Park, and as tourism increased through the corridor south of Knoxville, it became home to many motels, restaurants, and service stations. A few of these historic properties remain such as the Parkway Hotel and Restaurant (KN-13376). This five-story building was constructed in ca. 1940 to accommodate the growing number of tourists. The concrete block building was built with a north side wall on an acute angle to the façade (E). Its interior hallways parallel the exterior wall. To the south of the hotel, the building includes adjoining two-story and one-story commercial buildings constructed at the same time. These multiple storefronts have both original and altered façade elements.



Figure 56: Parkway Hotel and Restaurant on the Chapman Highway (KN-13376).

INSTITUTIONAL AND PUBLIC BUILDINGS

Several schools and institutional buildings were included in the survey. These include the Fort Sanders Elementary School built in 1957, the Milton E. Roberts Recreational Center completed in 1964 and the Eastern State Hospital Farm built in 1943. Numerous elementary and high school buildings were erected across the city from the 1930s to the 1960s. The majority of these have been altered through the addition of modern wings, replacement of windows or other changes. The Fort Sanders Elementary School is recognized as one of the most intact and significant by the local chapter of the AIA. It continues to be used for educational purposes. The Milton E. Roberts Recreation Center reflects the city's commitment after World War II to provide more recreational opportunities for residents.



Figure 57 The Fort Sanders Elementary School completed in 1957 (KN-13372).



Figure 58: The Milton E. Roberts Recreation Center (KN-13300) was built in 1954.

The Eastern State Hospital Farm was originally located on Lyons Bend Road. This hospital was built to house the mentally ill and the farm grew some of the food used by the residents. With the impoundment of the Fort Loudoun Reservoir by TVA, the farm lost much of its agricultural land. To compensate, the TVA purchased a farm east of downtown and built this facility in 1943. This large complex was designed in the Colonial Revival style. Closed in 1971, this building is now in poor condition and is abandoned.



Figure 59: The Eastern State Hospital Farm at 3735 Riverside Drive dates from 1943 (KN-13312).

One of the most significant downtown buildings in the survey embodying modern design is the Knoxville Civic Auditorium (KN-13379). Completed in 1961, the design is by architects Painter, Weeks, and McCarty. The steel-frame building has exterior walls of textured concrete panels on the east and west elevations. The roof over the main block is multi-vaulted, and other sections have flat roofs. The main entrance is located on the north elevation, which is a concave wall of full-height, steel-frame windows. The multi-door entrance is covered by a cantilevered, reverse shed roof.



Figure 60: Knoxville Civic Auditorium (KN-13379) by Painter, Weeks, and McCarty.

CHURCHES

Several churches from the mid-century period were inventoried for this survey project. Most of these churches were constructed in traditional plans and styles. One church follows the standard nave plan while applying mid-century architectural design. The 1966 Emmanuel United Presbyterian Church has a modern bellcast roof of asphalt shingles. The façade wall mimics the shape of the bellcast roof, flaring to a bulb shape at the ground level. Between the brick façade wall and the roof eave is a continuous band of stained glass lights. The design is repeated on the rear elevation. This church is one of the few mid-century designs built for Knoxville's African-American community.



Figure 61: The Emmanuel United Presbyterian Church (KN-13321) at 3023 Selma Avenue.

A departure from the traditional church floor plan is the Fountain City Jehovah's Witness Kingdom Hall at 5022 Inskip Road (KN-13353). This 1960 church building has a sweeping parabolic roof. Angled clerestory windows of plexi-glass follow the roofline. The exterior walls are of glass panels with vertical wood siding below. These materials and design elements are common in Mid-Century Modern architecture. The design is unusual for a church building. Another innovative church design is the original Unitarian Church on Kingston Pike (KN-13369). Completed in 1959, the building features multi-angled elevations with a massive chimney with pierced brick designs. At the south end of the façade, the building comes to an acute angle, and the roof soars upward to a point.



Figure 62: Fountain City Jehovah's Witness Kingdom Hall at 5022 Inskip Road built in 1960. (KN-13353)



Figure 63: Tennessee Valley Unitarian Church built in 1959 on Kingston Pike, (KN-13369).

AFRICAN AMERICAN HERITAGE

Beyond churches, only a few African American resources were inventoried. Urban Renewal programs of the 1950s and 1960s resulted in the demolition of most of the traditional African American neighborhoods in the city and there is no remaining core of related commercial buildings. The Tennessee School for the Deaf Negro (KN-13320) dates from 1941 and represents a specific period in U.S. history, when separate, but equal accommodations were emblematic of American culture. The building was in use until 1965 when new law required the integration of the Tennessee School for the Deaf to the Island Home campus. The former school, built in the Colonial Revival style, now serves as a maintenance shop and club house for a city golf course.



Figure 64 The Tennessee School for the Deaf Negro on Dandridge Pike (KN-13320).

Another significant property is the Phyllis Wheatley YWCA on S. Cruze Street built in 1963. This two-story building houses a gymnasium, meeting rooms and a dormitory for African American women. Built during the era of segregation, it continues to be used as a YWCA and retains much of its original design and character (KN-13316).



Figure 65: The Phyllis Wheatley YWCA (KN-13316) was built in 1963.

SECTION V: SUMMARY AND RECOMMENDED NATIONAL REGISTER PROPERTIES

The survey update for the City of Knoxville resulted in the re-evaluation of existing National Register-listed properties, a review of the major subdivisions developed in Knoxville from 1936 to 1966 and the inventory of 81 properties which are significant to the historic contexts and architectural development of the city. The following properties appear to meet the criteria for listing in the National Register of Historic Places:

Eligible Individual Properties

1. Phyllis Wheatley YWCA Building, (KN-13316), Ethnic History . African American
2. Howell Nursery/Knoxville Botanical Garden, (KN-13319), Landscape Architecture
3. Tennessee School for the Deaf Negro, (KN-13320), Ethnic History-African American
4. Jehovah's Witness Kingdom Hall, (KN-13353), Architecture
5. Tennessee Valley Unitarian Church/Calvary Baptist Youth Center (KN-13369), Architecture
6. Tennessee State Supreme Court (KN-13378) Government
7. Knoxville Civic Auditorium and Coliseum (KN-13379), Architecture and Social History.
8. 11-70 Motor Court, 10613 Kingston Pike (KN-13366), Transportation and Architecture/Note: Close inspection of this property was denied and further review may find issues of integrity.

Eligible Historic Districts

As a result of this survey, the Consultant identified three distinct neighborhoods which appear to meet the criteria for listing as a National Register Historic District

1. Sequoyah Hills Historic District . This large historic district represents one of the finest collections of mid-20th century architecture in Knoxville. A distinct suburban development begun in the 1920s, Sequoyah Hills was one of the first subdivisions designed with curvilinear streets and with an emphasis on preserving the natural topography. The earliest dwellings reflect the Colonial and Tudor Revival styles of the period and later many Minimal Traditional and Ranch style houses were also constructed. In addition, the proposed district contains one of the largest collections of the city's Mid-Century Modern Houses in the city.
2. Holston Hills Historic District . Contemporary with Sequoyah Hills, the Holston Hills subdivision was designed east of the city on the Holston River and home construction began by the early 1930s. The dwellings in the proposed district represent a fine collection of mid-20th century designs including several notable Mid-Century Modern homes. This development also included a golf course and clubhouse as an amenity to the subdivision.

3. Little Switzerland Historic District . Little Switzerland is a unique development on the Knoxville . Knox County line off the Chapman Highway. Developed in the 1930s, this subdivision contains a variety of frame, log, tile and concrete dwellings. A cluster of dwellings at the end of the Little Switzerland Road were designed by Alfred and Jane Clauss and are some of the earliest Split-Level homes built in America. When these houses were built they received nationwide attention in many architectural and scholarly journals. In 2000, the TDOT evaluated these properties but determined that these properties did not meet National Register district eligibility due to extensive alterations and loss of integrity. Since this time several of the dwellings have been restored and restoration efforts continue. At least a small district now appears to be eligible and a more comprehensive survey and reassessment of the Little Switzerland subdivision is recommended.



Figure 66: Proposed boundary for the Sequoyah Hills Historic District.



Figure 67: Proposed boundary for the Holston Hills Historic District.



Figure 68: Proposed boundary for the Little Switzerland Historic District.

Multiple Property Documentation Nomination

1. Mid-Century Modern Houses in Knoxville, Tennessee. Knoxville's many Mid-Century style houses should be recognized through the completion of a Multiple Property Documentation Form. This nomination would include many of the dwellings designed by Bruce McCarty as well as other architects from this period. This nomination would either refer to, or include properties which are within the National Register-eligible Sequoyah Hills and Holston Hills Historic Districts.
2. Stewart Fonde Weatherboard Block Concrete Houses. The weatherboard block+concrete houses built by Fonde in the late 1930s and 1940s were innovative for their exterior materials, use of electric heat and energy-efficient design. Some information on Fonde is available at the McClung Library but more research is needed to identify the homes he built and assess their integrity.

Future Recommendations

The next steps in recognizing and promoting Knoxville's properties from the mid-twentieth century may include the following:

- Completion of National Register nominations for individual buildings, districts and the multiple property documentation forms. This would recognize the significance of these properties as well as provide federal tax credits for rehabilitation of income-producing buildings.
- Expansion of driving tours in the proposed historic districts. The city already offers driving tours of Sequoyah Hills and Holston Hills but these are primarily for the Dogwood Festival and the emphasis is on planting and landscaping. The expansion of these tours to include architectural styles and history is recommended.
- Publication of a Knoxville Mid-Century Modern survey book. This would require additional research and photography but would result in a publication that would highlight particular buildings and architects.
- Discussions with property owners concerning protective measures for the existing and proposed historic districts such as historic district and conservation zoning.

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APPENDIX A – LIST OF SURVEYED PROPERTIES

1. KN-13300 Milton E. Roberts Sr. Recreation Center, 5900 Asheville Highway (1964)
2. KN-13301 Motel, 6300 Asheville Highway (ca. 1945)
3. KN-13302 Wilbert Vault Company, 7227 Asheville Highway (ca. 1955)
4. KN-13303 East Town Studio Apartments (original motel complex), 7215 Asheville Highway (ca. 1940)
5. KN-13304 Sunbeam Motel, 6933 Asheville Highway (ca. 1950)
6. KN-13305 St. Paul United Methodist Church, 6500 Faith Lane (1947)
7. KN-13306 Robert Spiegel House, 4909 Parva Drive, Mid-Century Modern-style dwelling (1951)
8. KN-13307 Macedonia United Methodist Church, 4630 Holston Drive (1952)
9. KN-13308 Eastminster Presbyterian Church, 4904 Asheville Highway (1955)
10. KN-13309 Henry Hart House (Mid-Century Modern-style dwelling), 4215 Holston Hills Road (1943)
11. KN-13310 Boyd's Bridge Texaco Station, 3800 Boyds Bridge Road (1945)
12. KN-13311 Spring Place Presbyterian Church, 2000 Loves Creek Road (1947)
13. KN-13312 Eastern State Hospital Farm, 3735 Riverside Drive (1935)
14. KN-13313 Charles B. Davis House (Mid-Century Modern-style dwelling), 4808 Holston Heights Lane (1961)
15. KN-13314 Oliver Wright House, Mid-Century Modern-style dwelling, 4820 Holston Heights Lane (1958)
16. KN-13315 Donald C. Bosson House, Mid-Century Modern-style dwelling , 4703 Westover Terrace (1958)
17. KN-13316 Phyllis Wheatley YWCA, 124 S. Cruze Street (1963)
18. KN-13317 Tabernacle Missionary Baptist Church, 2137 Martin Luther King Jr. Avenue (1954)
19. KN-13318 Burkhardt's Esso Service Station, 2500 Martin Luther King Jr. Avenue (1960)
20. KN-13319 Howell Nursery/Knoxville Botanical Garden, 2743 Wimpole Avenue (ca. 1940)
21. KN-13320 Tennessee School for the Deaf Negro, 2351 Dandridge Pike (1941)
22. KN-13321 Emmanuel United Presbyterian Church, 3023 Selma Avenue (1966)
23. KN-13322 D.H. Carpenter House, Mid-Century Modern-style dwelling , 4603 Westover Terrace (1953)
24. KN-13323 Dr. Fred F. Brown House, Mid-Century/Ranch-style dwelling, 8113 Corteland Drive (1960)
25. KN-13324 Darrell Brown House, Mid-Century/split-level dwelling, 8116 West Cliff Drive (1967)
26. KN-13325 Robert C. Smith House, Mid-Century/Ranch-style dwelling, 1131 Cherokee Blvd. (1951)
27. KN-13326 Dr. Henry Long House, Ranch-style dwelling, 3811 Taliluna Avenue (1957)
28. KN-13327 Dr. H. Hammond Pride House, Ranch-style dwelling, 3930 Wilani Road (1960)

29. KN-13328 Dr. John H. Dougherty House, Mid-Century/Ranch-style dwelling, 3560 Talahi Drive (1953)
30. KN-13329 Dr. Harry Jenkins House (Mid-Century Modern-style dwelling), 1935 Cherokee Drive (1956)
31. KN-13330 Bruce McCarty House, Ranch-style dwelling, 2267 Cherokee Boulevard (1950)
32. KN-13331 Joseph Goodstein House, Mid-Century Modern-style dwelling, 520 Cherokee Boulevard (1964)
33. KN-13332 A. Gaines Morton House, Mid-Century/Ranch-style dwelling, 416 Cherokee Boulevard (1954)
34. KN-13333 James Ferguson Mid-Century/Split-level dwelling, 911 Cherokee Boulevard (1950)
35. KN-13334 Marvin F. Margolin House (Mid-Century Modern-style dwelling, 603 Kenesaw Avenue (1962)
36. KN-13335 Harry S. Busch House, Ranch-style dwelling, 1026 Kenesaw Avenue (1957)
37. KN-13336 G.G. Cantrell House, Ranch-style dwelling, 4066 Valencia Drive (1960)
38. KN-13337 Mitchell Robinson House, Mid-Century/Ranch-style dwelling, 4264 Valencia Drive (1956)
39. KN-13338 Fred McCallum House, Split-level dwelling, 4241 Hiawatha Drive (1960)
40. KN-13339 Dr. George Finer House, Ranch-style dwelling, 1623 Agawela Drive (1958)
41. KN-13340 Bruce McCarty House (Mid-Century Modern-style dwelling), 1536 Lyons Bend Drive (1959)
42. KN-13341 Hop Bailey House, Mid-Century/Ranch-style dwelling, 7300 Rotherwood Drive (1965)
43. KN-13342 Glen Bullock House Mid-Century/Ranch-style dwelling 7100 Sherwood Drive (1960)
44. KN-13343 Dr. John Montgomery House/Stewart Fonde Woodblock House, 315 West End Lane (1949)
45. KN-13344 Benjamin Brownstein House, Mid-Century/Ranch-style dwelling, 7006 Stockton Street (1955)
46. KN-13345 Wade Keever House, Mid-Century/Ranch-style dwelling, 7002 Stockton Street (1957)
47. KN-13346 Richard Duffy House, Ranch-style dwelling, 4052 Valencia Drive (1954)
48. KN-13347 Felder S. Weeks House, Mid-Century Modern-style dwelling, 4274 Valencia Road (1956)
49. KN-13348 Up and Down Service Station (Art Moderne-style service station), 4514 Old Kingston Pike (1943)
50. KN-13349 Joseph Holdredge House (Mid-Century/Ranch-style dwelling), 5112 Yosemite Trail (1961)
51. KN-13350 Martin Bartling House, Mid-Century/Ranch-style dwelling, 4116 Royal View Road (1957)

52. KN-13351 NAHB House, Ranch-style dwelling, 4409 Crestfield Drive (1960)
53. KN-13352 Phillips 66 Service Station, 5600 Clinton Highway (1959)
54. KN-13353 Jehovah's Witness Kingdom Hall, Mid-Century Modern-style church building, 5022 E. Inskip Road (1960)
55. KN-13354 D.T. Wilson House, Mid-Century Modern-influenced dwelling, 6034 Weems Road (1966)
56. KN-13355 W.R. Reedy House, Mid-Century/Ranch-style dwelling, 6030 Weems Road (1966)
57. KN-13356 John Burka House (Ranch-style dwelling), 6016 Weems Road (1955)
58. KN-13357 B.A. Burnett House, Mid-Century Modern-style dwelling, 4917 Mountaincrest Drive (1965)
59. KN-13358 L.W. Lundin House, Mid-Century/Ranch-style dwelling, 5101 Mountaincrest Drive (1954)
60. KN-13359 Home Federal Savings and Loan, Mid-Century Modern-style commercial bank, 3101 N. Broadway (1957)
61. KN-13360 St. Luke's United Methodist Church, 3839 Buffat Mill Road (1960)
62. KN-13361 Doyle Rickett House, Mid-Century/Ranch-style dwelling, 800 Tipton Avenue (1957)
63. KN-13362 Alfred and Jane Clauss House (International-style split-level dwelling), 429 Little Switzerland Road (1940)
64. KN-13363 Walter Seymour House (International-style split-level dwelling), 417 Little Switzerland Road (1940)
65. KN-13364 Clauss Redwood House (International-style dwelling), 424 417 Little Switzerland Road (1943)
66. KN-13365 Clauss Speculative House (International-style dwelling), 432 Little Switzerland Road (1940)
67. KN-13366 11-70 Motor Court, 10613 Kingston Pike, (ca. 1935)
68. KN-13367 Westminster Presbyterian Church, 6500 Northshore Drive (1966)
69. KN-13368 Sacred Heart Cathedral and School, 711 S Northshore Drive (1956)
70. KN-13369 Tennessee Valley Unitarian Church/Cavalry Baptist Youth Center (Mid-century Modern-style), Kingston Pike (1959)
71. KN-13370 Grace and Fae Marney House, Gunnison House, 726 Scenic Drive (1962)
72. KN-13371 Hines McCoy House, Barber Concrete House, 3834 Wilani Road (1953)
73. KN-13372 Fort Sanders Elementary School, 501 S. 21st Avenue (1957)
74. KN-13373 Lakeview Motel, 6133 Chapman Highway (1955)
75. KN-13374 Colonial Village Phillips 66, (Mid-Century Modern-influenced Gas Station), 6100 Chapman Highway (1961)
76. KN-13375 David Motor Service, Art Moderne-influenced Gas Station, 5013 Chapman Highway (1950)
77. KN-13376 Parkway Hotel and Restaurant, 3701 Chapman Highway (1940)
78. KN-13377 Rich's Department Store, 600 Henley Street (1955)
79. KN-13378 Tennessee State Supreme Court, 701 Locust Street (1954)
80. KN-13379 Knoxville Civic Auditorium and Coliseum , 500 Howard Baker Jr. Avenue (1961)

81. KN-13380 Greyhound Bus Terminal, 100 E. Magnolia Avenue (1960)
82. KN-13381 Walnut Building, 706 Walnut Street (1955)
83. KN-13382 WNOX Auditorium, 4400 Whittle Springs Road (1955)

APPENDIX B – KNOXVILLE ARCHITECTS, 1936 – 1966

During the period of concentrated suburbanization in Knoxville, numerous architectures were active, some perennially. Most often, architects worked in partnerships with two or three prominent leaders lending their surnames to the name of their firms. In some cases, architectural practices advanced from father to son. This study reviewed architectural firms in Knoxville over the course of three decades when Knoxville's suburban development was vigorous. The following lists indicate architectural businesses in five-year increments between 1935 and 1965, as listed in city directories.

1935:

F. O. Barber, 722 ½ Market Street
Barber & McMurry, 517 ½ W. Church Ave.
C. C. Brackney, 521 ½ Market Street
Baumann & Baumann, 813 ½ Market #205
R. F. Graf & Sons, 203 Knox. Journal Bldg.
A. E. Gredig, 325 W. Clinch Ave.
Manley & Young, 209 Medical Arts Bldg.
M. E. Parmelee, 33 Cherokee Bldg.

1940:

Barber & Shelton, 722 ½ Market
Barber & McMurry, 517 ½ W. Church Ave.
C. C. Brackney, 521 ½ Market Street
Baumann & Baumann, 813 ½ Market #205
R. F. Graf & Sons, 618 S. Gay Street #219
Manley & Young, 600 W. Main Ave.
C. H. Meyer, 715 Henley, 2nd Floor
Rutherford & Painter, 1110 General Bldg.

1945:

Barber & Shelton, 722 ½ Market
Barber & McMurry, 517 ½ W. Church Ave.
Baumann & Baumann, 813 ½ Market #205
Bealer & Wilhoit, 392 Mercantile Bldg.

1950:

R. S. Bagwell, 521 ½ Market
Barber & McMurry, 2505 Kingston Pike
Baumann & Baumann, 813 ½ Market #205
Bealer & Wilhoit, 392 Mercantile Bldg.
Cooper & Perry, 211 Hill Ave.
Lindsay & Maples, 623 Hill Ave. #1
Fred Manley Associates, 216 12th Street
J. T. Mitchell, 716 ½ Gay Street
C. L. Peckinpaugh & Associates, 319 ½ Cumberland Ave.

Rutherford & Painter, 503½ Union Ave. #230
Shelton & Stachel, 265 Moody Ave.

1955:

Barber & McMurry, 2505 Kingston Pike
Baumann & Baumann, 813 ½ Market #205
Cooper, Perry & Chalkley, 211 Hill Ave.
D. B. Liberman, 605 Walnut Street
Lindsay & Maples, 232 Daylight Bldg.
Fred Manley Associates, 147 Southwood Dr.
J. T. Mitchell, 716 ½ Gay Street
Morton & Sweetser, 211 Knox. Journal Bldg
Painter, Weeks & McCarty, 618 Church Ave.
Edgar G. Shelton Associates, 1916 White Ave.
L. C. Shelton, 265 Moody Ave.
J. E. Wright, 320 S. Central

1960:

Barber & McMurry, 2505 Kingston Pike
Baumann & Baumann, 813 ½ Market #205
Cooper & Perry, 200-202 5th Ave.
Good & Goodstein, 305 Magnolia Ave.
Guay & Associates, 168 ½ Blount Ave.
D. B. Liberman, 605 Walnut Street 2nd Floor
Lindsay & Maples, 1301 Hannah Ave. J. T. Mitchell, 207-8 Knox. Journal Bldg.
Morton & Sweetser, 211 Knox Journal Bldg.
Painter, Weeks & McCarty, 618 Church Ave.
L. C. Shelton, 265 Moody Ave.

1965:

Barber & McMurry, 2505 Kingston Pike
Baumann & Baumann, 813 ½ Market #205
W. Glenn Bullock & Associates, 4537 Lyons View Drive
Cooper & Perry, 200-202 5th Ave.
Galloway & Guthrie Architects, 1800A Magnolia Ave.
Good & Goodstein, 825 N. Central Street
Guay & Associates, 16 Emory Place
Robert Holsaple Associates, 305½ Hotel Ave.
D. B. Liberman, 222 Mercantile Building
Lindsay & Maples, 1301 Hannah Ave. 2nd Floor
J. T. Mitchell, 207-8 Knox. Journal Bldg.
Morton & Sweetser, 211 Knox Journal Bldg.
W. J. Oliphant, 713 Market Street #300-304
Shelton & Architect, Topside Road

APPENDIX C – KNOXVILLE SUBDIVISIONS, 1936-1966

1. Westmoreland Heights in the 11th Civil District of Knox County was developed prior to 1935. There are 30 lots on the 1935 Bearden Quad Map and over 150 homes and a swimming pool on the 1966 Bearden Quad Map. Westmoreland Heights plat was revised on April 16, 1941. On the revision, there were at least 106 numbered lots, but Blocks A and B have large sections not parceled and other blocks with unnumbered lots. The subdivision is located on the north side of Ebenezer Road. Interior roads include Sherwood Drive, Stone Mill Road, Robin Hood Lane, and Arden Lane.
2. Woodland Acres had approximately 150 homes on the 1966 Bearden Quad Map.
3. The Deane Hill Subdivision was recorded on August 9, 1951. The property belonged to Ralph Ingle and was divided into 70 lots. Park Hill Road and Kingston Pike lead into the subdivision from the north. There are four interior streets: Golf Club Road, Lark Lane, Cresthill Drive, and Quail Drive. Deane Hill Drive runs along the southern edge. Deane Hill has approximately 150 homes according to the 1966 Bearden Quad Map. The Deane Hill Country Club was built between 1940 and 1953. In 1966, the country club has a golf course and a swimming pool.
4. K.O. Hensley's 1st Addition of Middlebrook Heights in District 8 of Knox County was designed by S.C. Taylor and recorded February 22, 1946. The addition is located on the west side of Watt Road and contains 12 lots. Hensley Road Court is the only added road. James Spurgeon re-subdivided part of lot 19 on September 8, 1948. The re-subdivision plat contains eight lots between Sunflower Road and Watt Road. Middlebrook is located on the 1953 Knoxville Quad Map and on the 1966 Bearden Quad Map.
5. Timbercrest had approximately 75 homes, a swimming pool, and a tennis court on the 1966 Bearden Quad Map.
6. Suburban Hills had approximately 190 homes on the 1966 Bearden Quad Map.
7. Green Valley had approximately 50 homes on the 1966 Bearden Quad Map.
8. Wedgewood Hills had approximately 200 homes on the 1966 Bearden Quad Map.
9. Cumberland Estates is located on the 1966 Bearden Quad Map and has two swimming pools.
10. Additional subdivisions or areas first noted on the 1966 Bearden Quad Map include West Hills, Pleasant Ridge, Ridgedale, Third Creek, Kingston Hills, Kingston Woods, and Windsor Park.
11. Unit No. 1 of the Highland Park Addition in Fountain City was recorded on December 15, 1939 indicating eleven lots off State Hwy No. 33. Unit No. Two was recorded October 14, 1947 and contains 23 lots south of Unit No. One and north of U.S. Highway No. 33. Streets include Black Oak

- Ridge and Curtis Road. Six lots on Curtis Road and State Hwy. No. 33 in Unit No. Two were re-subdivided on February 25, 1948. The J.C. Foust property in Unit No. 3 on Curtis Road was recorded on February 28, 1951 and contains 6 lots. The Fountain City Quad Map confirms the subdivision has 11 lots north of State Route 33/71 in 1941, more than 20 homes north of State Route 33/71 in 1953, and more than 50 homes in 1966.
12. According to the 1935 and 1941 Fountain City Quad Map, Villa Gardens is located where Garden Heights was located. In 1935, Garden Heights had less than ten homes. W.M. Fulton's Villa Gardens Subdivision in Fountain City was recorded on August 23, 1937 and contains 73 lots. Villa Gardens borders the east side of Harrill Hills Addition. Shannondale Road runs along the eastern edge and Tazewell Pike is on the south. Interior roads in 1937 include Villa Road, Garden Avenue, Fulton Avenue, and Barbara Avenue. Many re-subdivisions of lots occurred over the next few years. By July 6, 1938, the subdivision contained an additional 52 lots and Pinecrest Drive and Radio Road were added. Villa Gardens is on the 1941 Fountain City Quad Map, but the boundaries are unclear. On March 24, 1941, a revision indicated 353 lots off Jacksboro Pike and Tazewell Pike. Garden Avenue and Fulton Avenue lead into the subdivision from Jacksboro Pike and Villa Road leads in from Tazewell Pike. Newly added streets were, Mocking Bird Lane, Pinecrest Drive, Radio Road, Weston Drive, Circle Drive, Oriole Road, Shamrock Drive, Greendale Road, Gaines Road, and Raven Road. A 3rd Revision was recorded on November 20, 1944 and the owner is listed as Forest Hills Inc. The revision includes 116 lots on the west side of Shannondale Road and new roads include Wren Road, Cardinal Avenue, and Nall Avenue. On July 1, 1949, the lot lines for lots 321 & 322 were revised. It is confirmed on the quad map that the subdivision grew substantially between 1941 and 1953. The name is changed on the 1966 quad map to Shannondale.
 13. Harrill Hills contained approximately 60 homes on the 1941 Fountain City Quad Map. The boundaries are unclear but the subdivision grew substantially by 1966. The 5th Unit of Harrill Hills was recorded on April 28, 1948. This plat contains four lots on Edgefield off Jacksboro Pike. The 6th, 7th, and 8th Units were recorded on October 21, 1950. Unit 6 contains 71 lots and adds the following six streets: Lucinda Drive, Essary Drive, Sallee Lane, Maupin Drive, Gaines Wood Road, and Brazelton Road. The 7th Unit contains 54 lots and two new streets: Penelope Lane and Briarcliff Road. Unit 8 wraps around the eastern side of Lake Susanne and contains 43 lots. New streets include Nathaniel Road, Woodlake Drive, Terrace View, and Longwood Drive.
 14. Black Oak in Knoxville had 56 homes on the 1953 Fountain City Quad Map.
 15. Holston Hills is in District No. 2 of Knox County. The 1936 John Sevier Quad Map indicates three homes in the subdivision and the 1936 Shooks Gap Quad Map indicates 24 homes and 1 clubhouse for the Holston Hills Country Club. By 1940, on quad maps, the number of homes increases to

- 54 and a golf course had been added. The Norris and Ingle Addition, containing Blocks 1-4 and a total of 25 lots, was recorded on October 16, 1945. The addition is located on the south side of Chilhowee Hills Co. property and on the north side of Blocks 1 and 2 of Holston Hills. Oenglewood Drive and Sunset Road intersect in the addition. Block B, Dr. Herbert Acuff on Sequoyah Hills Boulevard was recorded on August 9 and September 11, 1946 and was designed by J.H. Clack. Block B contains lots 11 thru 25 and the streets are Holston Heights Lane, Westover Terrace, and Shady Dell Trail. The Norris and Ingle Addition was recorded again on January 16, 1947 indicating 32 lots. The J.C. Long Addition was recorded January 25, 1947 and contains eight lots. Lots 9-14 of the J.C. Long addition were recorded on August 18, 1947 and are located on the bank of the Holston River and Holston Hills Road. The Sienknecht Addition was recorded on April 4, 1947 and contains 13 lots on Sunset Road. Future Development is indicated to the south of lots 8 thru 13. Ira N. Chiles Addition was recorded on September 18, 1947 and contains nine lots on both sides of Sunset Road, adjacent to the Norris & Ingle Addition. Frank Oates sub-divided Part of the McDonald Property on November 29, 1947 and the plat shows 10 lots on Sunset Road and McDonald Road. Lake View Addition Part of Holston Hills Property was recorded on July 9, 1951. Joe B. Beaty is the owner of the 5 lots on Cliffside Lane across from the Holston Hills Golf Course. The East Acres Addition was recorded on August 21, 1951 and contains 18 lots on Coesta Road off Holston Hills Road/Green Valley Road. The property is owned by F.E. Rankin et. al. By 1953, on the quad maps, the number of homes is over 200, two swimming pools exist, and the subdivision is now within the city limits of Knoxville.
16. The Third Unit of Loveland, located in the 2nd District of Knox County, was recorded on July 25, 1940 and indicates eight lots on McIntyre Road. On the 1953 John Sevier Quad Map, Loveland had grown to approximately 100 homes. The 1966 quad map shows 150-200 homes and the subdivision now within the city limits.
 17. Spring Place had approximately 58 homes on the 1966 John Sevier Quad Map, half of which is located within Knoxville's city limits.
 18. Block 1 of Sequoyah Hills was recorded on September 15, 1930 and indicates 15 lots on Sunset Drive. The 2nd Unit was recorded on November 22, 1937 and indicates 32 lots. The 3rd Unit was recorded on June 6, 1941 and indicates 139 lots, an area for future development, and Sequoyah Hills School. Located on the north side of Cherokee Road, Sequoyah Hills streets include: South Garden Road, Taliluna Avenue, Lakeland Drive, Sequoyah Avenue, South Gate Road, Sunset Drive, Keowee Avenue and Agawela Avenue. Sequoyah Village is located adjacent to the northeast section, Cherokee Mills and Logan Park are on the northern edge, and Cherokee Gardens is on the western edge. The 2nd Unit of Block 1 was recorded on August 22, 1941 and indicates 17 lots. Sequoyah Hills City Homes 3rd Unit was recorded on December 23,

- 1947 and pertains to Lots 1 to 17 in Block 10D+ & Lots 1 to 7 in Block 10E+ to the north of Block 10C+. The property of Francis F. Painter, Jr. and J.B. Jones, Lots 18, 19 & 20 in Block 10A+ of Section One, was subdivided on June 27, 1949. These three lots were resubdivided into two on Bluff Drive. Lots 6 and 7 of Block 10D+ in the 3rd Unit were re-subdivided on April 11, 1950 and recorded again on September 22, 1950. The lots are at the intersection of Seuoyah Avenue and Agawela Avenue.
19. Park City Heights plat contained 42 lots and was recorded on December 4, 1942. The subdivision is located on Benhur Avenue. Additional streets include Kurtzman Street, Charles, and Biddle Street. In City Limits but unclear where this neighborhood is exactly. Current map and plat street names are not matching up.
 20. Lake Forest Addition first appears on the 1942 Knoxville Quad Map. The First Section contained 23 lots on north side of State Hwy No. 35 and was recorded on August 1, 1939. Map No. 3 of Lake Forest Addition was recorded on December 15, 1939 and indicates 49 lots on the north side of State Hwy No. 35 and abutting a lake. Red Bud Drive, Shadedell Road and Shore Drive are the streets within the addition. Map No. 1 of the Second Addition was recorded on July 30, 1940 and contains 40 lots on the south side of State Hwy No. 35. New streets are Brandaw Road, West Shadedell Road, and West Red Bud Drive. Revised Map No. 1 of Second Addition of Lake Forest was recorded on November 14, 1940 but contains no changes to the number of lots or street names. Lake Forest Second Addition Revised was recorded March 4, 1941 now shows 70 lots on the south side of Chapman Highway State Highway No. 35. New streets in the subdivision include Brandon Road, Mayflower Road, Catlett Road, and Colonial Road. The Revision of the First Section of Lake Forest was recorded on June 26, 1941 and now contains 68 lots on the south side of the lake and on the north side of Chapman Highway/State Hwy No. 35. New streets added include: Shadedell Circle, Lake Point Court, Hillcrest Court, and Lake Shore Drive (formerly Shore Drive). First Addition Lake Forest was recorded December 29, 1941 indicates 95 lots and Shadedell Road is now called Lake Forest Road. Lookout Court is a new road. Lake Forest Second Addition Lots 81 to 93 was recorded December 8, 1945. The addition is located on the south side of Sarvis Road. Lots are located on Maple Loop Road off Sarvis Road and Brandau Road. Lake Forest Third Addition was recorded on February 27, 1948 and contains 71 lots. New streets include Lakewood Drive, Centerwood Drive, Eastwood Drive, Lindy Road, and Waywood Drive. Lots 23 and 24 in Block B on Centerwood Drive were revised on July 21, 1950. The owners were Houston and Pearman.
 21. Mooreland Heights is visible on the 1942 Knoxville Quad Map. Unit No. 2 containing 50 lots on the east side of Martin Mill Pike was recorded August 23, 1938. Roads within the subdivision include Sims Road, Brown Road, and Arrebin Drive. Unit No. 1 was recorded on June 20, 1941 and contains 15 lots on the east side of Martin Mill Pike and the west side of

- Neubert Springs Pike. A revision of part of Unit No. 2 was recorded September 9, 1941 and contains 19 lots on Brown Road.
22. West Lonsdale is located on the 1936 Knoxville Quad Map but is not named until the 1942 quad map. The Galbraith-Connor re-subdivision of a portion of West Lonsdale with U.S. Realty Auction Co. as the selling agents, was recorded on July 5, 1938. Located on south side of Ball Camp Pike, the plat indicates 221 lots. Streets within the subdivision include Carnation Avenue, Fern Avenue, Smilax Avenue, Violet Avenue, Primrose Avenue, Jasmine Avenue, Myosotis Avenue, Clifton Street, Troy Street, Pulaski Street, and Niota Street.
 23. The First Section of Colonial Village was recorded on April 19, 1940. The subdivision is located on the south side of State Highway No. 35 and contains 37 lots and three streets: Colonial Road, Catlett Road, and Lakeview Drive. The Second Map of Colonial Village was recorded on September 18, 1940 but no changes to lots or streets were made. On June 15, 1941, Block C is added containing 11 lots, bringing the total to 48 lots. Blocks D, E, and F were added on August 8, 1941 bringing the total number of lots to 87. New roads include Hermitage Road, Arcadia Drive, and Mayflower Road. Butterfly Lake is now on the plat. The plat recorded April 17, 1945 shows the number of lots had increased to 123 and around Butterfly Lake. New streets include Easton Road, Manchester Road, Hartford Road, and Ford Valley Road. By May 8, 1946, Blocks A and D contain 203 lots completely encircling Butterfly Lake. Additional roads are Hanover Drive, Canterbury Road, Hamilton Road, and Magazine Road. The Ford Addition to Colonial Village was recorded on August 4, 1950 and contains an additional 17 lots on Ford Valley Road and Hartford Road by Arcadia Drive. Colonial Village does not appear on the Knoxville Quad Map until 1966.
 24. Forest Hills is first evident on the 1953 Knoxville Quad Map. By 1966, according to the quad map, the area had its own Post Office, swimming pool, and drive-in theater. Forest Hills Village's Plot, Grading, and Drainage Plan No. 2 was recorded on August 22, 1947. The subdivision was a H.A. Title VI, Section 608 Housing Project. Cooper & Perry were the Architects and Engineers. The subdivision is located on the north side of Sutherland Avenue and contains large parking areas, large buildings with boiler rooms, and general storage areas. The number of lots in indeterminable. Longview Road runs through the center of Forest Hills Village with numerous unnamed roads branching off.
 25. Lyons View first appears on the 1936 Knoxville Quad Map just north of the Cherokee Golf and Country Club. On February 20, 1934, Beardens and Lyons View Grand View Addition was recorded to revise Bearden Park. It contains 71 lots between Lyons View Pike and Lyons View to Bearden Pike. Streets included Avenue B, Wardell Street, New Weisgarber, Harley Avenue, Grand View Avenue, Summit Avenue, and Walden Avenue. Part of Bearden and Lyons View Grand View Addition in Knox County was recorded on May 19, 1937 and indicates eleven lots on Grand

- View Avenue. The golf course is no longer present on the 1942 quad map. %B.H. Sprankle's Bearden and Lyons View Addition+for 145 lots on the south side of Kingston Pike and the north side of Lyons View Pike was recorded on October 22, 1942. Bearden Depot is located on the northwest corner of the addition at the intersection of the Southern Railway Main Line and Old Weisgarber Pike. Roads within the addition include Old Weisgarber Pike, New Weisgarber Pike, Letterman Street, Agnes Street (previously Wardell), Echo Avenue, Walden Avenue, Anderson Street (previously Avenue %B+), Summit Avenue, Grand View Avenue, Nichols Street, and Harley Avenue. %B.H. Sprankle's Bearden and Lyons View Addition+converted six lots into Bearden Park on December 14, 1943. The Second Unit was recorded on September 27, 1950. This plat is the same as that recorded on December 14, 1943, but the owner is now listed as Park Realty & Trust Company. By 1953, the neighborhood has a swimming pool and the Cherokee Country Club reappears to the east of the subdivision. Unsure if any correlation.
26. The Norwood Subdivision was recorded on August 28, 1950 and first appears on the 1953 Knoxville Quad Map.. The plat contains 57 lots and three streets . Hero Road, Rickard Drive, and Cassell Drive . off Gap Road.
 27. Areas of notice on the 1936 Knoxville Quad Map include: Vestal, Marble City, Park City, North Knoxville, West Knoxville, and South Knoxville
 28. Areas of notice first mentioned on the 1942 Knoxville Quad Map include: West View, Lonsdale, Lincoln Park, Island Home, West Lonsdale
 29. Areas of notice first mentioned on the 1966 Knoxville Quad Map include: Wise Hill, West Haven.
 30. North Acres was platted on February 12, 1930. The developer was Tristate Development Co. and the plat contained plans for 101 lots located on six streets: Brentwood Avenue, Grayston Avenue, Wentworth Avenue, Hillcrest Avenue, Millertown Pike, and Lindbergh Boulevard.
 31. %Riverview Divisions Chilhowee Hills Addition+was platted on October 9, 1930. The developer was Tennessee Development Company of Knoxville. The subdivision is bordered by State Highway No. 9 on the south and Chilhowee Drive on the east. There are eight streets in the subdivision: Nokomis Drive, Sioux Street, Comanche Street, Seminole Drive, Mohawk Street, Seneca Drive, Iroquois Drive, and Cayuga Street. The subdivision is divided into fifteen sections for a total of 621 lots. The %Chilhowee Curt Addition, supplement to section one of Chilhowee Hills,+at the intersection of the south side of US11E/25W/70/SR9 and Chilhowee Drive, was recorded on April 1, 1937. The 14 lots are bordered by Chilhowee Hills First Section Block %C+on the south and east. Chilhowee Court is the only road in the addition. The %Southside Division of Chilhowee Hills+was recorded on February 1, 1945. The division is located on the south side of State Highway No. 9 and includes Tulane Avenue and Allegheny Avenue. There are 23 lots. The %Revised Map of Parts of Block B & E Sunset Division of Chilhowee Hills+was recorded October 2, 1945. The two

- blocks contained 37 lots on Sunset Court, Skyland Avenue, and Sunset Road. %Ora Hankla's Addition to Chilhowee Hills+was recorded on January 6, 1948 and contains 17 lots, 10 which are sold, between Holston Drive and State Highway No. 9/U.S. No. 11-E. %Chilhowee Hills Second Addition . Section A+was recorded on May 28, 1948. This addition contains 39 lots on three new roads: Grata Road, Bona Road, and Silva Road. %Chilhowee Hills Second Addition . Section B+in the Old 2nd New 7th Civil District of Knox County was recorded on April 26, 1949. The Second Addition contains 36 lots and one new road . Parva Road. Map No. 2 showing %Sunset+Ridge of Chilhowee Hills was recorded on February 27, 1951. The property is owned by Sunset Hills Land Corporation. %Sunset Ridge+contains 44 lots on six streets: Pinnacle Lane, Rellim Road, Daphne Drive, Skyline Drive, Vee Lane, and Inglewood Drive.
32. Talahi was owned and developed by Mutual Development Company situated in Ward 24 of Knoxville. The plat was recorded on September 5, 1931 and contains 144 lots and a section for Talahi Gardens. The subdivision is bordered by the Tennessee River on the east. There are eight streets within the subdivision: Cherokee Boulevard, Tugaloo Drive, Iskagna Drive, Talahi Drive, Keowee Avenue, Taliluna Avenue, Kenesaw Avenue, and Woodland Drive. Parcel C, Lots 47A and 48A, were re-subdivided on August 14, 1951. The lots are owned by Robert S. Young, Jr. and George M. Trotter and are situated on Tugaloo Drive.
 33. Dixie Meadows Addition was developed by Alex McMillan Co. and platted on September 5, 1931. It is bordered on the north by Southerland Avenue, on the east by Cedar Lane, and on the south by Dixie Highway and Newcom Avenue. Streets within the subdivision include Chambliss Avenue and Forest Park Boulevard. The subdivision includes 132 lots. %Second Revision of Alex McMillan Co's Dixie Meadows Addition+in the 24th Ward of Knoxville was recorded September 30, 1941 and revises the two blocks located between Forest Park Boulevard and Cedar Lane and between Sutherland Avenue and Newcom Avenue.
 34. Fike Addition, situated in the 13th Ward of Knoxville, was platted on March 16, 1936. The plat indicates 63 lots and two streets, Catalpa Avenue and Dallas Street. The addition is bordered by Porter Avenue on the north, Kirk Street on the west, and Ivy Avenue on the south.
 35. N.E. Logan's Alta Vista, Valencia Road, and Dogwood Lane Addition to Knoxville was platted on March 25, 1936. The addition is located at a bend off Arrowhead Trail and contained 70 lots and 4 streets: Dogwood Lane, Cherokee Drive, Alta Vista Way, Valencia Road, and an unnamed road. Scenic Drive borders the addition on the east and Shawnee Wood on the north.
 36. B.H. Sprankles Twelfth Addition was platted May 2, 1936. It is right on the city limit line at the intersection of Kingston Pike and Armstrong Street. The addition is bordered by Kingston Pike on the south, Armstrong Street on the east, and Highland Memorial Cemetery on the west. Sutherland

- Avenue runs through the subdivision and interior streets are Avenue A, Avenue B, and View Drive. There are 75 lots, 43 of which are located on the north side of Sutherland Avenue. B.H. Sprankle's North View Drive Sixteenth Addition was recorded July 29, 1937 and changed the number of lots on the north side of Sutherland from 43 to 65. Avenue A was changed to Tate Street, Avenue B was changed to Chaster Street, and View Drive was changed to North View Drive. Chaster Street was extended, replacing a lot. Two new streets were added: North Chester Street and Summit Street.
37. B.H. Sprankle's Second Addition to West Knoxville, also Washburn 5 Acre Tract for 222 lots on the north side of Sutherland Avenue was recorded July 15, 1943. Streets within the subdivision are Boyd Street, Wilson Street, Washburn Street, Lyle Avenue, Hunter Avenue, Summit Avenue, and Francis Avenue.
 38. Whittle Springs Addition to Knoxville was recorded on May 4, 1936 for 78 lots. Mineral Springs Road leads into the addition and interior streets include Grand View Road, Fair View Road, Spring Place, and Fiptm (?) Street. Lots were re-subdivided on June 18, 1945 and the plat indicates eight lots on Mineral Springs Road.
 39. The Forest Heights Addition was recorded July 14, 1936 and contained 20 lots on the east side of Forest Heights Drive. The Second Unit of Forest Heights Addition was recorded June 16, 1939 and indicates 28 lots and a park on the west side of Forest Heights Drive. The four streets included are Summit Circle, Ridgeway Road, Jomandowa Lane, and Red Oak Drive. Forest Heights Unit 3 was recorded on June 26, 1947 and contains lots 22-25 at the intersection of E. Summit Circle and Forest Heights Drive. Unit No. 4 was recorded on September 7, 1950 and contains five lots on Forest Heights Road between Summit Circle and Paper Mill Road. The owner is Asa Ambrister. Unit No. 4 was recorded again on May 21, 1951 and contains lots 101 thru 120. Commercial Area is reserved at the intersection of Paper Mill Road and Forest Heights Road. Lots are located between Paper Mill Road and Summit Circle on newly added road Sharon Road. The property owner is still Asa Ambrister.
 40. Kirkland's Kingston Pike Addition to the Pinewood Subdivision of Lot Number 37, containing 12 lots at the intersection of Kingston Pike Heights Road and Sutherland Avenue, was recorded on July 18, 1936. The Dixie Highway Addition, formerly part of Kirkland's Kingston Pike Addition property of N.E. Logan, was recorded September 16, 1936 and contained 54 lots. N.E. Logan sold a strip of land 50' wide on both sides of Dixie Highway through this addition to Knox County. Southerland Avenue and The Lane border the addition on the north and east and Kingston Pike runs between Section B and Section C. Hoover's Revision of Lots 35 & 36 in Kirkland's Kingston Pike Addition was recorded on May 13, 1948 and contains 15 lots on West End Lane off Sutherland Avenue. The addition is on the south edge of Pinewood subdivision of Lot 37. A revised map of Hoover's re-subdivision of part of lots , 2, 3, 7, 8, 9, & 6 of

- Hoover's subdivision of Lots 18 & 19 of Kirkland Kingston Pike Addition was recorded on March 3, 1951. The plat contains nine lots on Kingston Pike (Dixie Highway) and Old Kingston Pike adjacent to the Pike Theatre.-
41. Holston Realty Company's Subdivision was recorded on July 16, 1937 and contains 100 lots. Streets included Ninth Avenue, Chipman Street, Mitchell Street, Wheeler Street, 9th Avenue, 10th Avenue, 11th Avenue, and 12th Avenue. Holston Realty Co. Addition Unit C in the 25th Ward of Knoxville was recorded on February 23, 1946 and includes two lots on Boruff Street/11th Avenue. Lot No. 1 in Unit C was re-subdivided into seven lots on March 29, 1950 and recorded again on May 24, 1950. The lots are on Wheeler Street near the intersection with Boruff Street. Jack Compton and others are the owners.
 42. The Subdivision of the Wallace & McClellan Farm, Black Oak Ridge was recorded on July 28, 1937. Indicated are 29 lots on both sides of US 25W. The Ridgefield Addition, property of M.S. McClellan Estate, was recorded April 5, 1946. The addition included 96 lots on the northwest corner of the intersection of U.S. Highway No. 25W and Merchant Road. Streets within the addition are Harriett Place, Ridgefield Drive, Wallwood Lane, and Victor Road. Black Oak Heights abuts the addition on the west side.
 43. The Woodland Terrace Addition was recorded on July 28, 1937. The 65 lots abut the west side of North Hills Third Unit. Streets in the addition include Buffatt Mill Road, East Fountain Park Boulevard, Kenilworth Lane, and Hale Road. The Second and Third Units of Woodland Terrace were recorded on October 25, 1944. Located on the southeast corner of the intersection of Prosser Road and Buffatt Mill Road, Unit No. 2 contains 69 lots. East Fountain Park Boulevard runs between Blocks D and E. Unit No. 3 contains 52 lots. Kenilworth Lane divides Block E and Block F. Hale Road borders the Units on the west. Revision of parts of Blocks E and F Third Unit Woodland Terrace Addition was recorded on December 11, 1945. Twenty lots on Kenilworth Lane were included.
 44. Lots No. 100, 101, 102, & 103 Inglewood Addition Property of L.P. Self on Virginia Avenue (formerly Jourolman Avenue) was recorded on September 4, 1937. Unsure how many total lots are in the Inglewood Subdivision, but at least 103.
 45. The First Unit of South Haven Hills was recorded April 26, 1938 and indicates eighteen lots on the east side of South Haven Road. The Second Unit was recorded on June 14, 1945 and adds 28 lots on the east side of South Haven Road. Streets within the subdivision include Flower Avenue, Newton Avenue, Dodd Street, and Lenland Avenue. The Fourth Unit was recorded October 23, 1946 and adds eleven lots on Newton Avenue, Dodd Street, and McClung Avenue. Unit No. Five was recorded on January 8, 1948 and contains five lots on the west side of South Haven Road. Lot No. 6 in Unit 3 on South Haven Road, owned by Mary E. James, was re-subdivided on October 3, 1950. The Sixth Unit was recorded on September 4, 1951 and contains 19 lots on McClung Avenue

- between Lenland Avenue and Berea Avenue (three lots are east of Berea Avenue).
46. The Westwood Addition to Knoxville was recorded on September 16, 1938 and contains 62 lots. Westwood is bounded by Larch Street on the west and McPhearson Avenue on the north. Elm Street, Ashland Avenue, and Sycamore Street are interior streets. Lonsdale is adjacent to the eastern edge of the subdivision.
 47. Westwood, off of Kingston Pike and Property of Westwood Corp. was recorded on October 24, 1938 and indicates 152 lots. Located on the west side of Bearden Drive, the subdivision contains eight interior streets: Sunrise Drive, Westover Drive, Fairfield Drive, Sunrise Drive, Woodburn Drive, Green Brier Drive, Fairfield Drive, and Herron Drive. %Division of Blocks ~~1~~ and Lot No. 5 Block ~~1~~ Westwood District, +Property of Westwood Corp., was recorded on September 6, 1939 and shows eight lots in Block ~~1~~ on Westover Drive.
 48. Country Sites Subdivision was recorded on September 28, 1938 and indicates 61 lots. The subdivision is located on the east side of Sun Valley Road, the west side of Clifton Street, and the south side of Ball Camp Pike. Carnation Avenue, Sanderson Road, and Fern Avenue are interior roads. Honeysuckle Avenue, Primrose Avenue, Violet Avenue, and Smilax Avenue feed into the subdivision (which may be from the Galbraith-Connor re-subdivision of a portion of West Lonsdale recorded on July 5, 1938). The Second Unit was recorded on April 29, 1940 and added 69 lots. The Second Unit is located between the Louisville and Nashville Railway and Sanderson Road. It is south of the First Unit. Croyron Station is on the southern edge of the subdivision by the railroad. Streets within the unit include Taylor Drive, Webb Road, Whedbee Road, and Gamble Drive. %Subdivision of Lots 6 & 32+ was recorded on July 31, 1947 and shows 5 lots on Fern Avenue between Sanderson Road and Clifton Street. The Third Unit was recorded on August 16, 1947 and D.B. Sanderson is listed as the owner. The Third Unit contains 12 lots and added Carnation Drive. It is on the west side of the First Unit and on the north side of the Second Unit. In City Limits
 49. Lakeside Addition to Knoxville was recorded on February 9, 1939. The addition is located on the east side of Castle Street and the west side of Bentley Street. The plat indicates 218 lots and six streets: Mary Street, Beaman Street, McCalla Avenue, Ashland Avenue, Shields Avenue, and Lansing Avenue. Lots 7, 8, and 9 of Block ~~1~~ were redrawn on June 21, 1950 to show an additional strip of land located between Wilson Avenue and Lakeside Addition. The property is owned by Beulah Costner Majernik and is across Wilson Avenue from Oakland Park. In City Limits
 50. George Camp's First Addition to Knoxville is located on the south side of Washington Pike and was recorded April 12, 1940. There are 86 lots on four streets: Buffatt Avenue, Lawson Avenue, Coker Avenue, and Zelda Street. Brice Street runs along the east side of the addition and Bell Morris

- School is located in the northwest corner adjacent to Block 9A. Two lots in Block 9B were revised on January 21, 1949.
51. The First Unit of Meadow Hills was recorded on November 9, 1940. The plat shows 42 lots and one playground with future development indicated to the east and south. Streets included are Florence Street, Barclay Street, Taylor Road, and Bob White Lane. Second Unit of Meadow Hills was recorded on August 8, 1941 and added sixteen lots, bringing the total to 58. New streets include Meadow Court and Busbee Road.
 52. Fenton Heights was recorded on November 13, 1940. The plat included 54 lots on the south side of Central Avenue and Woodale Drive dividing the subdivision into two blocks.
 53. Bye Addition was recorded on April 17, 1941 and contains 57 lots. It is located between Boright Avenue and Fairmont Boulevard. Three streets in the subdivision are Avondale Avenue, Neighbors Street, and Fairmont Boulevard. Whittle Heights Addition is adjacent to the eastern lots of Bye Addition.
 54. Unit No. 2 of the Fort Sanders Addition was recorded on June 16, 1941. Fifty-three lots are located between 21st Street and L&N Railroad. Forest Avenue, 23rd Street, 22nd Street, and 21st Street are in the addition.
 55. The Cold Spring Addition existed prior to October 14, 1941 parts of Blocks 4Wq 4Lq and 4Mq were re-subdivided. The plat shows 63 lots situated on Louise Avenue, Chestnut Street, McCalla Avenue, Parkview Avenue, and Harrison Street. Lots 9 thru 13 in Blocks 9E and 9F were re-subdivided on February 27, 1951. The lots are on the 2700 Block of Parkview Avenue and are owned by Mathis R. Bush.
 56. The Norman Addition to Knoxville was recorded on January 9, 1943 and contains 54 lots on the northeast side of Sevierville Pike. Streets within the addition include Buford Street, Beech Street, Davis Street, and McClung Avenue.
 57. City Homes Subdivision in Inskip was recorded on November 23, 1943 and contains 79 lots between Helen Street and Bruhin Road. Streets within the subdivision include Broadview Drive, Hayes Avenue, High School Street, and Helen Court.
 58. City Homes Subdivision of the University of Tennessee, N.T. James and M.E. King Properties, Unit No. 1 was recorded on April 3, 1944. The subdivision is located on the east side of South Haven Road. Lots are located on Price Avenue, McEver Street, Gilbert Lane, Hackman Street, and Earl Avenue. Lots 1-45 and 89-102 are included on this plat, for a total of 59 lots recorded. City Homes Subdivision of the University of Tennessee, N.T. James and M.E. King Properties, Unit No. 2 was recorded on May 6, 1944. Located between McClung Avenue and Price Avenue and to the east of South Haven Road. Unit No. 2 contains lots 46-88, 103-116. The University of Tennessee is adjacent to the eastern edge of Unit No. 2. Streets within the subdivision are Hackman Street and Dodd Street.

59. Riverview Terrace (partition of Block 2) and Riverview Gardens Addition (Blocks A to G included) were re-subdivided on April 7, 1944. The subdivisions are located on the north side of Riverside Drive. Streets include Garfield Avenue, Wilder Place, Iroquois Street, Seminole Avenue, Hall Street, Lombard Place, Natchez Avenue, and Goforth Avenue. The plat includes 116 lots and a park. Morning Side Addition is located on the northern edge and Ferris & Vance Addition is located on the eastern edge. The re-subdividing was recorded again January 3, 1945 reducing the number of lots to 114 plus a park. Wilder Place is a new street. %Riverview Terrace Addition to Knoxville+developed by W.C. Terry was recorded on April 9, 1946. Located on the north side of Riverside Drive, the addition contains 73 lots. Streets in the addition are Cherokee Avenue, Nina Avenue, Lombard Place, and Hall Street. It is adjacent to the south side of Morning Side Addition. Block One of Riverview Terrace was re-subdivided on November 29, 1946 and shows the preexisting 19 lots on Lombard Place between Riverside Drive and Natchez Street. The %Re-Subdivision South Half Block %G+Riverview Gardens Subdivision+was recorded March 3, 1947 and revised three lots. Block 3 of Riverview Terrace Addition was re-subdivided on April 24, 1947 and revised 16 lots on (Nina) Natchez Avenue.
60. Castle Heights Subdivision, Gilmar Homes Inc. Unit No. 1 and Unit No. 2 in the 13th Ward of Knoxville, Being a Revision of Lots 4 & 5 of the Vaughn Addition and a section of the R.L. Pope Property+was recorded on May 22, 1944. Unit No. 1 contains 37 lots and Unit No. 2 contains an additional 27 lots, for a total of 64 lots. The streets within the two units are Selma Avenue, Seaman Street, Wilson Avenue, Bentley Street, and Andes Street. The re-subdivision of Lot No. 10 in Block %Eqf J.C. Whites Third Addition was recorded on December 23, 1947. The R.L. Pope property contains 11 lots on Andes Street, Lansing Avenue, and Oakland Street.
61. City Homes Subdivision of the W.A. Giffin & P.N. Cruze Property, Unit No. 3, was recorded June 22, 1944. The subdivision is located at the intersection of South Haven Road and Sevierville Pike and is on the south side of Unit No. 1. Unit No. 3 contains lots 117-170. Streets within the unit include Trotter Avenue and Feathers Street. City Homes Subdivision of the N.T. James Property, Unit No. 4+was also recorded on June 22, 1944 and contains lots 171-176 on the north side of McClung Street east of South Haven Road.
62. Sutherland Heights Subdivision was recorded on June 26, 1944. The subdivision contains 140 lots on the south side of Sutherland Avenue. Streets within the subdivision are Windsor Avenue, Greenleaf Avenue, Briargate Avenue, West Bellemeade Avenue, and North Bellemeade Street. Forest Hills Inc. property is to the south and the property of B.H. Sprankle is to the east. Sutherland Heights Subdivision was recorded again on January 3, 1945 but still contains 140 lots.
63. Country Club Estates Subdivision was recorded November 8, 1944. The owner is Forest Hill Inc. and the property is located between Valley View

- Road and Washington Pike. The subdivision contains 122 lots. Streets within the subdivision are Vera Drive, Greer Place, Clark Place, Fairmont Boulevard, Fairway Drive, Boright Avenue, and Forestdale Avenue.
64. %Inskip Homes Subdivision Residence District A+ was recorded on January 10, 1945. The owner is Forest Hill Inc. and the property is located on the east side of Inskip Road. The subdivision contains 116 lots and a park. Streets include Highland Drive, South Park Circle, Highland Court, Elizabeth Street, Opal Street, North Park Circle, Henrietta Street, and Fair (Sterling Street) Avenue.
 65. Map showing subdivision of J.W. Owens Property in Knoxville was recorded on January 20, 1945. Located on Smoky Mountain Railroad and owned by Hop Bailey, the subdivision contains 79 lots and is adjacent to Cedar Hill Addition. Roads within the subdivision include Okey Street, Freund Street, Harsch Street, Althea Drive, Angelina Drive, and Ingersol Avenue.
 66. Allen Heights Subdivision, developed by V.H. McLean, was recorded on July 27, 1945. The subdivision is located between Clinton Highway (U.S. 25W) and Tillery Road and contains 85 lots. Streets within the subdivision are Allen Avenue, Farris Avenue, and Bradshaw Avenue. The name of the subdivision was changed to Clear View Hills Addition on August 29, 1945. %Block A & B Second Addition to Clear View Hills+ was recorded November 9, 1945 and developed by Vick McLean. The addition contains 66 lots on the south side of U.S. Highway No. 25W. Margarete Avenue, Bradshaw Road, and Merchant Road border the addition and Olive Street runs between the two blocks. It is adjacent to the north side of Vick McLean's 1st Addition. %Blocks C-J and Block A & B Second Addition to Clear View Hills+ was recorded December 7, 1945. The subdivision now contains 170 lots. Interior Streets include: Rainbow Avenue, Britton Street, Clover Avenue, Stilwell Street, Margarete Avenue, Orchid, Street, and Withlow Street. Merchants Road, Tillery Road, Bradshaw Road, and U.S. Highway No. 25W border the subdivision.
 67. %Block A, B, C & D of Meadow View First Addition+ developed by H.F. Farris was recorded on November 13, 1945. The addition is located on the north side of U.S. Highway No. 25W and contains 54 lots. The addition is adjacent to the south side of Fred Wallace Subdivision. Merchant Road is located on the eastern edge and Marvin Avenue, Kermit Street, and Charlton Street are interior roads. The plat was recorded again on December 21, 1945 showing 65 lots. Located on the north side of U.S. Highway No. 25W. The Clinton Plaza Shopping Center is located where this subdivision used to be located.
 68. The %Revised Map of a Section of Crystal Lake Addition+ in the 11th District of Knox County was recorded on March 18, 1946. The map revises four lots on Block C. An additional 22 lots are listed. It appears there are at least 66 lots within the addition that are not shown on the plat (16 in C, 31 in B, and 19 in A). The subdivision wraps around Crystal Lake and includes the following streets: Crystal Lake Avenue, Woodland Avenue,

- and Duncan Road. The ~~Second~~ Second Revision of Lots 10, 12, 14, & 16 of Block ~~C~~ C was recorded on November 4, 1948. Lots 19-23 were revised on December 14, 1948. Wm. V. Ferguson's property. Lots 1, 2, & 3 in Block ~~B~~ B+ were revised on September 27, 1949. The lots are at the intersection of Lowe's Ferry Pike and Craig Street.
69. The First Unit of McMahan Manor was recorded on May 22, 1940 and contains 24 lots. The unit contains one block of 24 lots between Sunset Avenue and Hillside Avenue and between McKinley Street and Wimpole Avenue. The Second Unit was recorded June 21, 1946 and contains 31 lots, bringing the total to 55 lots. The second unit is located on the south side of Lay Avenue. Chestnut Street, Harrison Street, and McKinley Street are included. The First Unit was recorded again on July 19, 1946 and still contains 24 lots. Lots 1 to 18 of the Second Unit were re-subdivided on August 2, 1948. The plat shows 14 lots between Sunset Avenue and Lay Avenue and between Harrison Street and McKinley Street.
70. ~~Re~~ Re-subdivision of Lots 60-63, 82-86, and 94-99 in S.L. Nance's ~~Re~~ Re-subdivision of Overbrook Addition in the 23rd Ward of Knoxville was recorded on June 24, 1946. Bennett & Dawn, Inc. is the owner. The subdivision is located at the intersection of Dawn Street and Virginia Avenue. There are at least 99 lots in this subdivision.
71. McMillan Heights, owned by E.E. McMillan Estate, was recorded on July 17, 1946. Located on the north side of Dandridge Avenue, the subdivision contains 85 lots. Streets include Wilder Place, Saxton Street, Harold Street, Amanda Court, and Fuller Street. ~~Mc~~ McMillan Addition was recorded on November 4, 1946 and is located on the southern side of Dandridge Avenue across from McMillan Heights. The addition contains 22 lots on Wilder Street, Wilder Place, Iroquois Street, Amherst Avenue, and Prospect Place. Riverview Gardens is across Prospect Place to the south, Morningside Addition abuts the western edge, and Chilhowee Park Addition is across Wilder Street to the east.
72. ~~C~~ C.M. Wooten & P.H. Mendel Subdivision was recorded on August 19, 1946. The subdivision is located between Central Avenue and Southern Railroad. There are 78 lots on Cedar Lane, Shasta Drive, Naueda Drive, and Fennel Road.
73. Black Oak Crest Subdivision was revised on November 4, 1946. The subdivision contains 78 lots on the west side of Haynes Sterch Road and the south side of Dry Gap Pike. Streets include Sanford Road, Oak Crest Road, and Lutie Road. The Revised Map was recorded again on November 20, 1948 but contains no changes to the number of lots or street names. Lots 59 and 60 on Dry Gap Pike and Sanford Road, owned by B.H. Miller, were re-subdivided on May 13, 1950 into four lots. A Second Revision was recorded on April 12, 1951. Four lots are marked as sold in addition to 72 numbered lots.
74. ~~Map~~ Map of Strong & Thompson's ~~East~~ East End Addition to Knoxville, the Old Fairgrounds was recorded on January 28, 1947. It is stated on the plat: ~~An~~ An electric car line through the center of the property. These lots are

- located in the edge of the city and in the direction of the most rapid growth. Knoxville is the capitol of East Tennessee. The Queen City of the mountains, and has a population of 50,000. In the allotment and laying out of this beautiful piece of land the owners have adopted a most liberal policy: wide streets, parks, squares, and places dedicated to the use of owners of lots, and everything close that would make the property most attractive and convenient. It will pay you to investigate this property. Real estate is the best of all security; opportunities are only valuable to those who embrace them. Russ Strong, M.E. Thompson, and R. Knaffle are the contacts. East End Addition contains 255 lots on the south side of Rutledge Pike. Streets within the subdivision include Louise Avenue, Bell Avenue, Selma Avenue, The Crescent Boulevard, Orange Street, Neil Circle, Peachtree Street, The Corso, and Plymouth Street. Union Square is located in the center of the plat. In City Limits.
75. Hollywood Hills Addition was recorded on February 20, 1947. The selling agent was McLean-Scott Realty Co. The subdivision contains 130 lots and eight streets: Lonas Road, Lamour Road, Crosby Road, Paper Mill Road, Autry Way, Shirley Way, Pond Gap Road, and Hope Way.
 76. Section A of the Oakland Park Addition was recorded on June 16, 1936. McLean Realty Co. is the agent for the 34 lots located on the north side on Wimpole Avenue and south side of Sunset Avenue. Hazel Street and Andes Street bookend the block. The Third Unit was recorded on February 20, 1947 and the selling agent was McLean Scott Realty Co. Located on the north side of Wimpole Avenue, the subdivision now extends four blocks north to Wilson Avenue. There are 201 lots on ten streets: Wilson Avenue, Selma Avenue, Lay Avenue, Sunset Avenue, Grand View Avenue, Wimpole Avenue, Howells Ridge Road, Castle Street, Beaman Street, and Andes Street. The Third Unit was re-recorded on April 1, 1947 and contains no changes to the number of lots or streets.
 77. Skyland Park was recorded on April 28, 1947. McLean-Scott Realty Co. is the owner of the property. The subdivision contains 96 lots and five streets: Pilleaux Road, Woodberry Drive, Briscoe Circle Drive, Wasmann Road, and Lewis Road.
 78. Greenfield was recorded on June 23, 1947 and contains 69 lots. The Owner is City Homes Incorporated. Coker Avenue and Lawson Avenue lead into the subdivision. Streets within the subdivision include Lewis Road, Greenfield Lane, Boxwood Lane, Brice Street, and Hardin Hill Road.
 79. Crystal Spring was recorded on August 22, 1947 and contains 131 lots. The subdivision is located on Sevierville Pike and includes the following roads: Spring Avenue, Allen Avenue, Chandler Avenue, Minnis Avenue, Felix Street, Davis Street, and Baker Street.
 80. Moses Fairview Addition had at least 316 lots as of November 29, 1947 when Lot 302 and West 50 of Lot 316 were re-subdivided. Harry Donohoo is the owner. The plat contains five lots on Pickett Avenue and Dell Street

- off Lynn Avenue. Unsure when subdivision was first platted, but it has at least 316 as of 1947.
81. Lot 86 to 90 in Martin Shear & Revised Addition were recorded on December 29, 1950. The lots are located on Wilkins Street (formerly Emus). The Addition is adjacent on the west to the Moses Fairview Addition.
 82. Galbraith's Subdivision of the West Part of the Welcher Property was recorded on January 21, 1948 and contains 87 lots. The subdivision is located on the south side of Moody Avenue. It is bordered on the south by Young Pike and Woodlawn Pike. Riggs Street and Taylor Street are interior streets. The unnamed street on the plat that runs along the eastern edge is now called Hedgeapple Lane. Lots No. 3 & 10, owned by N. E. Booher, was re-subdivided into three lots on January 3, 1949. Lots 14 & 15 of Block 6, at the intersection of Woodlawn Pike and Riggs Avenue, were re-subdivided on February 4, 1949. The property owners were Della Mae Hines and Thomas Bush. On March 10, 1950, Lucie Lee Garrison's property on Moody Avenue was re-subdivided into two lots. (Taylor Street is now renamed Greenwood Avenue.)
 83. Highland Hills was recorded on June 26, 1940. The subdivision is located on the north side of Sutherland Avenue and contains 36 lots. Future development, Highland Hills is to the north of the subdivision. Highland Memorial Cemetery runs along the western border, and Forest Heights Subdivision is located on the eastern border. Added streets include Highland Hills Drive and Circle Hill Drive. Lots 37-42 on the north side of Jomandowa Lane were added on August 21, 1940. Lots 18 to 43 were revised on December 2, 1947. Lots 44 to 51 and Ridgeway Road were added on July 15, 1948. Lots 59 to 65 on Summit Circle were added on December 16, 1949 and recorded again on December 18, 1950. The property belongs to Homes Inc.
 84. Mutual Realty Co's Section of Cherokee Hills was recorded on September 16, 1941. The section contains 23 lots on Cherokee Drive, Blows Ferry Road, and Arrowhead Trail. Cherokee Hills Consolidated Map N.E. Logan, R.L. Foust & Kingston Pike Land Co. Prop. was recorded on September 13, 1948. The subdivision now contains 213 lots. New streets include Elmwood Avenue, Alta Vista Way, Scenic Drive, Nokirk Lane, Cedarhill Road, Lakeland Drive, Whitlow Avenue, and Holloway Drive. Cherokee Road was renamed Cherokee Boulevard. The subdivision includes Logan Park. Dewitt M. Shepard Jr. re-subdivided Lot 20 in the Kingston Pike Land Company's addition part of Cherokee Hills on September 6, 1951.
 85. Fred R. Wallace's 2nd Subdivision of Property on the West Side of Central Avenue Near Inskip was recorded on November 15, 1948 and a Revised Map was recorded on August 9, 1949. This plat contains lots 27 . 50 to on the north side of Wallace's 1st Subdivision. It is located between Merchant Road and Shubert Road/Walfred Street. A number of the homes have been torn down and replaced with commercial buildings (Domino's Pizza,

- McDonalds, Outback Steakhouse, BB&T, and Mandarin House). The 3rd Subdivision between Central Avenue Pike and U.S. Highway 25W was recorded on September 11, 1951 and contains lots 50 . 52 on Merchant Road.
86. N.E. Booher re-subdivided lots 3 & 4 in Morgan Flats or Morrow Villa Sites on September 30, 1949. The subdivision at this time had 63 lots and two spaces dedicated for a park or play ground. Streets in the subdivision include Prentice Avenue, Booher Avenue, and Castle Street. Old Boyds Bridge Road, Pickering Street, and Wimpole Avenue encompass the neighborhood. Booher Avenue was changed to Sanland Avenue. N.E. Booher recorded the re-subdivided lots 3 & 4 again on March 9, 1951.
 87. H.O. Brown's property was subdivided on October 7, 1949. The subdivision contains 54 lots on the south side of Highland Drive between Seminole Street (now Road), Inskip Pike/Bruhin Road, and West Adair (now Adair Drive). Interior streets are Woodrow Street (now Drive), Water Cress Drive, and Minglewood Drive.
 88. Ted Lowe's property, including lots 58 and 59 of the First Addition to Fairmont Park, was recorded on March 3, 1950. The lots are located on the east side of Bellevue Street. Unsure of the number of lots, but a plat recorded on January 27, 1950 subdivided lots 24 & 25 of Greenland Addition and lot 378 of Fairmont Park Addition. A revision was recorded June 28, 1950 for part of the Ted Lowe Addition showing an exchange of land from A.L. Kirkpatrick, W.L. DeRieux, and E.W. Ingle for access to future subdivision and acreage for the subdivision. W.L. McBee, Jr. owned Lot 295 of Redding & Roehl's revision of Lots 289 to 299 Fairmont Park Addition and had the property surveyed and recorded on April 27, 1951. The lot (House No. 441) is on Fairwood Avenue off of Powers Street.
 89. Lots numbers 59 to 66 inclusive in Woodlawn View Addition were re-subdivided on April 3, 1950. C.H. McGill is the owner of the six lots on Eakers Street off Layman Avenue.
 90. Lots 8 thru 12 in Block 29 of J.C.J. Williams Addition were re-subdivided on August 4, 1950. The owner is N. E. Booher and the lots are at the intersection of Castle Street and Wimpole Avenue. On the plat, they are listed as lots 108, 109, 110, and 111, implying the subdivision is rather large. Unsure of number of lots or streets or if this subdivision used to go by another name.
 91. Lots 6-10 in Block 6 of the North Knoxville Lot & Building Association Addition was recorded on August 10, 1950. The property belonged to J.B. Richards. Unsure of number of lots, but assume more than 50 given the number of blocks. These five lots are located on the north side of Southern Railway between Huston Street and Crockett Street.
 92. Rosedale Land and Improvement Company's Addition to Knoxville was recorded on August 31, 1950. The Map of Rosedale contains 478 lots and 15 streets: Connecticut Avenue, Delaware Avenue, Minnesota Avenue, Texas Avenue, Ohio Avenue, Dakota Avenue, Maine Avenue, Thomas

- Street, Burnside Street, Ambrose Street, Davis Now O'Neil Street, Jenkins Street, Dawson Street, Gallahar Street, and Roth Street.
93. Lots 9 & 10 of Block 23 of Piedmont Addition were re-subdivided on October 19, 1950. These lots are located at the intersection of Fairfax Avenue and Freemason Street and were divided for Charles B. McNeill. Unsure number of homes, but assume rather large given 23 blocks.
 94. Lots 8 and 9 in Block 39 of Scott's Oakhill Addition were re-subdivided on February 17, 1951 and March 15, 1951 and became lots 108R and 109R. C.A. Reeder Jr. is the owner. The lots are at the intersection of Kenyon Street and Woodland Avenue. Lots 6 and 7, part of Lot 5 in Block 60, and part of Lots 1 and 2 and 3 in Block 61 were re-subdivided on April 19, 1951. The owner is C.A. Reeder. The lots are on Kenyon Avenue at the intersection with Woodland Avenue. Asa Ambrister owns Lot 9 and part of Lots 10 and 19 in Block 55 and re-subdivided them on September 19, 1951.
 95. West Adair Heights Section No. 1 was recorded on August 21, 1951 and contains 51 lots on the south side of West Adair Drive. Wahl Drive, Dove Lane, Glenoaks Drive, Bluebird Drive, and Plummer Road are included on the plat. Park Homes Inc. is the owner.

1960 to 1966 Subdivisions

From 1960 to 1966, a relatively smaller number of larger subdivisions were built within the city limits of Knoxville. Most subdivisions built were either smaller in size (less than 50) or located in Knox County. Towns such as Powell, Mascot, and Halls Crossroads saw a number of subdivisions built. Within the city limits, subdivisions were mostly built on the outer reaches of the city's limits, primarily towards the western edge. The first platted condominium apartment, Carriage Lane Apartment Homes in Ward 16, was recorded on February 23, 1966. The number of subdivisions expanding or re-subdividing lots slowed in the 1960s as compared to the 1950s. Few, such as Timbercrest and Norwood, did add units to the original subdivision.

Notes:

1. The Knoxville Housing Authority recorded the Riverfront-Willow Street Redevelopment Project on March 1, 1960 and again on September 7, 13, and 24, 1962. (Downtown)
2. The First and Second Units of Plantation Hills in the 16th Ward, property of Valley Mortgage Co. Inc., was recorded on June 2, 1960 and contained 160 lots. (Northeast)
3. Unit No. 1 of Suburban Hills, property of Suburban Developers, Inc., was recorded on June 8, 1960. The subdivision began with sixty-seven lots off Kingston Pike, but added twenty-seven lots in Unit No. 2 on August 10,

- 1962 and twenty-six lots in Unit No. 3 on January 7, 1965. Unit No. 5 was added on November 17, 1966 and added thirty lots. (West)
4. Fifty lots of Deane Hill Estates on Deane Hill Drive were recorded on June 22, 1960. (West)
 5. The Final Plan for Unit 1 of the West Hills Park Subdivision was recorded on August 17, 1960 and contained fifty-four lots. Unit 2 was recorded on May 2, 1962 and added an additional twenty lots. West Hills Park Development Corp. developed the property. Unit 3 was recorded on August 20, 1964 and again on January 9, 1965 and added forty-four lots. (West)
 6. Units One through Four of Kingston Woods were recorded on October 25, 1960 for a total of 202 lots. The property was developed by Continental Investment Corp. (West)
 7. West Hills Estate, property of Morgan A. Shubert, Trustee, was platted on November 15, 1960 and contained 113 lots. (West)
 8. Cherry Hill Park was platted on October 17, 1961 and contained forty-seven lots. (West)
 9. Sherwood Subdivision, property of W.B. Sherrod, was recorded June 15, 1962 and had forty-seven lots. (East)
 10. Keeneland Heights Addition was platted on August 9, 1962 and contained fifty lots off Pleasant Ridge Road. Westian Development Inc. Co. developed the property. (West)
 11. Kingston Hills Subdivision was recorded on October 26, 1962 and contained forty-five lots. Unit 2 was recorded on May 27, 1963 and added another forty-five lots. Unit 3 was recorded on October 21, 1963 and added thirteen lots. (West)
 12. West Forest Subdivision Unit 1, property of West Forest Development Co. Inc., was recorded on January 2, 1963 and revised November 8, 1965 and contained forty-five lots. Unit 2 was recorded on April 26, 1963 and added twenty lots. The city line was added to the plat on July 18, 1963 after the annexation of the area. Unit 4 was added on January 6, 1964 and again on February 26, 1965 adding twenty-three lots. (West)
 13. Lippencott Subdivision in the 26th Ward was recorded on June 22, 1963 and contained sixty-nine lots. (South)
 14. Kingston Park was recorded on September 23, 1963 and contained seventy-five lots. Recorded again on November 24, 1964. (West)
 15. Orchard Hill, property of C.H. McSpadden and Walter Mansard, was recorded on May 11, 1964 and had fifty-two lots. (Northeast)
 16. West Oaks Subdivision was developed on July 17, 1964 and contained 126 lots. It is a subdivision of the A. David White Tract. (West)
 17. Units No. 1 and 2 of Orchid Subdivision in the 30th Ward were recorded on December 1, 1965. It was formerly part of the Lena Comstock Estate. The developer is Cooper Realty Co. Unit No. 3 is indicated as future development, but the three units combined have fifty-one lots.
 18. Condominium Plat of Carriage Lane Apartment Homes in the 16th Ward was recorded on February 23, 1966.

19. The Major Street Plan of Knoxville was recorded on May 6, 1966. No street names are given.

Notable Buildings/Sites Shown on the Quad Maps:

1. Ruggle Ferry Bridge is on the 1936 John Sevier Quad Map. By 1966, Ruggle Ferry Bridge was replaced with the J. Will Taylor Bridge and Andrew Johnson Highway was widened to four lanes (U.S. 70/11E/25W). In City Limits.
2. Chilhowee Park is in existence as of 1936.
3. Tyson Park, shown as McGhee Tyson Park on the 1936 Knoxville Quad Map, shortened the name by 1942.
4. Leslie Street Park is first shown on the 1936 Knoxville Quad Map.
5. Cal Johnson Park was created between 1940 and 1953.
6. Caswell Park is on the 1936 Knoxville Quad Map. In 1966, it adjoined what was formerly known as the Smithson Stadium.
7. James E. Kearnes Bridge (University Bridge) is located on the 1936 Knoxville Quad Map and was either renamed or rebuilt by 1966.
8. Henley Street Bridge is located on the 1936 Knoxville Quad Map.
9. Gay Street Bridge is mentioned by name for the first time on the 1966 Knoxville Quad Map. It is in the same location as an unnamed 1936 bridge.
10. Eastern State Hospital had seven buildings on the 1936 Knoxville Quad Map, ten buildings in 1942, and at least double the number of buildings by 1966.
11. University Hospital first appears on the 1966 Knoxville Quad Map.
12. The University Department of Agriculture (formerly called the University of Tennessee Experimental Farm) is on the 1936 Knoxville Quad Map and changed its name by 1942.
13. There are Brick Kilns located on the north bank of the river first shown on the 1936 Knoxville Quad Map.
14. East Tennessee Baptist Hospital is first shown on the 1953 Knoxville Quad Map.
15. Shields-Watkins Field / Neyland Stadium is first shown on the 1953 Knoxville Quad Map but is not named until the 1966 quad map.
16. The State Office Building is present on the 1953 Knoxville Quad Map but is not named until the 1966 quad map.
17. The Downtown Post Office is first named on the 1942 Knoxville Quad Map.
18. The Courthouse is first named on the 1942 Knoxville Quad Map.
19. The Auditorium is first named on the 1966 Knoxville Quad Map.
20. L&N Station is first named on the 1942 Knoxville Quad Map.
21. University of Tennessee is present on the 1936 Knoxville Quad Map.
22. Clinch is on the 1942 Knoxville Quad Map.
23. Fort Sanders Hospital is on the 1936 Knoxville Quad Map.
24. The Armory is on the 1953 Knoxville Quad Map.

25. The Juvenile Detention Home is not named until the 1942 Knoxville Quad Map but the buildings were on the 1936 map. Part of the neighborhood but all buildings except for the church and three buildings were destroyed by 1942. There are no changes on the 1953 map and ten buildings in 1966.
26. New Gray Cemetery is on the 1936 Knoxville Quad Map.
27. The Orphanage in West Knoxville contains one building on the 1942 and 1953 Knoxville Quad Maps and two buildings in 1966.
28. Knoxville College is on the 1936 Knoxville Quad Map.
29. Knox County Health Center
30. National Cemetery is on the 1936 Knoxville Quad Map.
31. Old Gray Cemetery is on the 1936 Knoxville Quad Map.
32. Southern Station is on the 1942 Knoxville Quad Map.
33. City Hall is present on the 1936 Knoxville Quad Map, but is not listed as City Hall until the 1942 quad map.
34. The Downtown Post Office is present on the 1936 Knoxville Quad Map, but is not listed until the 1942 quad map.
35. St. Mary's Hospital is one building on the 1942 Knoxville Quad Map and had expanded by 1953.
36. Boys Club is on the 1966 Knoxville Quad Map.
37. Coster Yards is on the 1953 Knoxville Quad Map.
38. Dickenson Island Airport is on the 1936 Knoxville Quad Map.
39. Knox County Industrial School had nine buildings on the Knoxville Quad Map and in 1942 had at least 29 buildings. It is renamed John Tarleton Institute by 1953. Prior to 1966, I-40/I-75 went through the campus. A number of buildings remain though no longer called the John Tarleton Institute.
40. Knox Health Center, formerly known as General Hospital on the 1942 and 1953 Knoxville Quad Maps, changed its name by the 1966 quad map.
41. Cherokee Golf and Country Club is on the 1953 Knoxville Quad Map.
42. State School for Deaf is on the 1936 Knoxville Quad Map.
43. Dickinson Island Airport is on the 1936 Shooks Gap Quad Map.
44. Boyd Bridge is on the 1936 Shooks Gap Quad Map.
45. Eastern State Hospital Farm is on the 1953 Shooks Gap Quad Map and contains seven buildings.