

United States Department of the Interior  
National Park Service

### National Register of Historic Places Registration Form

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

#### 1. Name of Property

historic name Lauraville Historic District

other names B-4301

#### 2. Location

street & number Roughly bounded by Harford Road, Herring Run Creek, Cold Spring Lane, Charlton Avenue,  
Halcyon Avenue, Grindon Road, Catalpha Road, and Echodale Avenue

not for publication

city or town Baltimore

vicinity

state Maryland code MD county Baltimore City code 510 zip code 21214

#### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments).

Signature of certifying official/Title

11-9-01  
Date

State or Federal agency and bureau

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

#### 4. National Park Service Certification

I hereby, certify that this property is:

- entered in the National Register.
  - See continuation sheet.
- determined eligible for the National Register.
  - See continuation sheet.
- Determined not eligible for the National Register.
- removed from the National Register.
- other (explain): \_\_\_\_\_

Signature of the Keeper

Date of Action

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Lauraville Historic District  
Name of Property

B-4301

Baltimore City, Maryland  
County and State

**5. Classification**

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

- private
- public-local
- public-State
- public-Federal

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

- building(s)
- district
- site
- structure
- object

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

Contributing	Noncontributing	
1561	122	buildings
1	0	sites
0	0	structures
0	0	objects
1562	122	Total

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

N/A

**number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

- DOMESTIC/Single Dwelling
- DOMESTIC/Secondary Structure
- COMMERCE/Business
- COMMERCE/Specialty Store
- EDUCATION/School
- RELIGION/Religious Facility
- FUNERARY/Cemetery
- INDUSTRY/Manufacturing Facility
- TRANSPORTATION/Road-Related (Vehicular)

**Current Functions**  
(Enter categories from instructions)

- DOMESTIC/Single Dwelling
- DOMESTIC/Secondary Structure
- COMMERCE/Business
- COMMERCE/Specialty Store
- EDUCATION/School
- RELIGION/Religious Facility
- FUNERARY/Cemetery
- TRANSPORTATION/Road-Related (Vehicular)

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

- LATE VICTORIAN: Italianate, Queen Anne
- LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS:  
Colonial Revival, Classical Revival, Late Gothic Revival, Mediterranean Revival
- LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY  
AMERICAN MOVEMENTS: Bungalow/Craftsman

**Materials**  
(Enter categories from instructions)

- foundation concrete block, brick, stone, stucco
- walls Wood, asbestos, vinyl, brick, concrete block, stucco
- roof Asphalt, slate, terra cotta
- other

**Narrative Description**

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

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Narrative Statement of Significance

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

Area of Significance

(Enter categories from instructions)

Architecture

Community Planning and Development

Period of Significance

ca. 1870 - 1941

Significant Dates

1877 Baltimore City Annexation SW of Lauraville

1897 City Passenger Co. acquires Harford Rd. Turnpike Co.

1918 Annexation of Lauraville into Baltimore City

1941 Construction of Garrett Heights Elementary School/WW II

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Multiple

9. Major Bibliographical References

Bibliography

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

Previous documentation on files (NPS):

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

Primary location of additional data:

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

Name of repository:

Lauraville Historic District B-4301  
Name of Property

Baltimore City, Maryland  
County and State

### 10. Geographical Data

Acreeage of Property Approximately 310 acres

#### UTM References

(Place additional UTM references on a continuation sheet)

1	1 8	3 6 5 3 9 0	4 3 5 6 7 5 0	3	1 8	3 6 3 5 5 0	4 3 5 5 7 8 0
	Zone	Easting	Northing		Zone	Easting	Northing
2	1 8	3 6 4 2 4 0	4 3 5 5 1 3 0	4	1 8	3 6 4 6 7 0	4 3 5 6 9 6 0

See continuation sheet

#### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet)

#### Boundary Justification

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

### 11. Form Prepared By

name/title Betty Bird/Julie Darsie  
Organization Betty Bird & Associates date June 2001  
street & number 2607 24<sup>th</sup> St. NW, Suite 3 telephone (202) 588-9033  
city or town Washington state DC zip code 20008

### Additional Documentation

Submit the following items with the completed form:

#### Continuation Sheets

#### Maps

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

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

#### Photographs

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

#### Additional Items

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

### Property Owner

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

name Multiple ownership (more than 50)  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Paperwork Reduction Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

B-41301

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 7 Page 1

## DESCRIPTION SUMMARY

The Lauraville Historic District is a cohesive residential suburb defined by hilly topography, contoured street patterns, and early 20th century, free-standing frame and masonry houses. Lauraville is an excellent example of suburban development in Baltimore from ca. 1870 to 1941. The historic district, which is roughly bounded by Harford Road, Herring Run Creek, Cold Spring Lane, Charlton Avenue, Halcyon Avenue, Grindon Road, Catalpha Road, and Echodale Avenue, is comprised of a variety of early 20th century suburban architectural forms. Foursquare houses and bungalows predominate. The historic district also includes commercial buildings along Harford Road, two churches, one school, and one cemetery. With few exceptions, the residential section of Lauraville appears little changed and possesses a high degree of integrity. Demolition and major alterations appear to have been largely confined to the present commercial strip along Harford Road.

## GENERAL DESCRIPTION

### Setting

Topography and street patterns are the most striking feature of the Lauraville Historic District. The district is located on a hill above Herring Run, and street patterns follow the contour of the land. Ring roads and angled radial streets with short blocks, level changes, and T-intersections, and a curvilinear street pattern produce distinctive streetscapes with high imageability (Photos 1, 2, 3, 4).<sup>1</sup> The subdivision of lots within narrow, irregular blocks places rear yards and garages along street frontage. Side yards and side facades achieve the prominence of primary facades. The increased visibility of private space lends an unusual intimacy to the district. Views and vistas are continuously transformed with movement through the narrow streets of the neighborhood, further reinforcing Lauraville's domestic, suburban scale. Mature street trees further enhance the character of the historic district. Maples, elms, sycamores, and evergreens are among the wide variety encompassed within the area.

### Property Types

Free-standing frame and masonry residences are the predominant property type within the Lauraville Historic District. Many of these houses still have their original garages, located at the rear of the lots (Photo 5). Commercial buildings and rowhouses are present along Harford Road (Photos 6, 7, 8). Two churches are located within the district: the late 19<sup>th</sup> century True Gospel Apostolic Church (formerly Zion Evangelical Lutheran Church) on Grindon Road (Photo 9), and the ca. 1928 Mt. Zion Hill Baptist Church (formerly Lauraville United Methodist Church) on Harford Road (Photo 10). The

<sup>1</sup> Harford Road actually runs from the southwest to the northeast. Most of the secondary streets are also angled. Therefore, for the sake of clarity, the following orthogonal directions are being applied:

*North-south streets:* Harford Road, Hampnett Avenue, Elsrode Avenue, Morello Road, Tramore Road, Catalpha Road, and Grindon Road north of Cold Spring Lane.

*East-west streets:* Echodale Avenue, Goodwood Road, Strathmore Avenue, Rueckert Avenue, Ailsa Avenue, Hermosa Avenue, Halcyon Avenue, Southern Avenue, Cold Spring Lane, Grindon Road south of Cold Spring Lane, Montebello Terrace, Overland Avenue, and Parkview Terrace.

B-4301

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 7 Page 2

late 19<sup>th</sup> century Immanuel German Lutheran Cemetery, located on Grindon Avenue off of Elsrode Avenue, also includes a small chapel (Photos 11, 12). The Garrett Heights Elementary School, with wings from ca. 1890, ca. 1917 and ca. 1941, stands at the top of the ridge on Ailsa Avenue (Photo 13).<sup>2</sup> All of these property types are consistent with the domestic self-sufficiency of this early 20th century suburb.

The Lauraville Historic District includes eight basic residential types:

*Late 19<sup>th</sup> century residences:* The district includes several late 19th century residences, most of which probably pre-date the subdivision of the area. There are a few scattered I-houses, such as 2824 Grindon Road and 2806 Grindon Road that may originally have been farmhouses (Photo 14). Early cross-gable houses are located at 2711 Ailsa Avenue, 4700 Catalpha Road, and 4706 Catalpha Road. Several of these early houses retain carriage houses and other small outbuildings. The I-houses along Weitzel Road probably date to an early subdivision, known as "Part of Lauraville", which was laid out by David Markley in 1899.

*Suburban villas:* The second type of residence within the district is the suburban villa. These grand residences are larger and more high style than other houses within the district and mostly date to the 1900s and 1910s. They are concentrated along the Ailsa Avenue ridge and include 2814 and 2818 Ailsa Avenue (Photo 15).

*Queen Anne houses:* The third type of residence is the Queen Anne style house. Groups of Queen Anne style houses that were constructed in the 1910s can be found along Parkview Terrace and the 4200 block of Harford Road (Photos 16, 17). Other examples, such as 2905 Strathmore Avenue, are scattered throughout the district (Photo 18).

*Foursquares:* The fourth type of residence is the foursquare. Foursquare houses, mostly constructed during the 1920s, can be found in large numbers throughout the district. Montebello Terrace and Overland Avenue are lined with foursquares. Other good examples of this type can be found along Southern Avenue and Cold Spring Lane (Photos 19, 20).

*Bungalows:* The fifth type of residence is the bungalow, which along with the foursquare is the most common type in the district. Most of the bungalows were constructed during the 1920s and display the characteristic oversize central gabled dormer. Halcyon Avenue and Hermosa Avenue are lined with bungalows, however the type occurs throughout the district. Several good examples are located along Southern Avenue (Photos 21, 22). More modest examples are located along Overland Avenue (Photo 23).

*Revival styles:* The district includes scattered examples of revival styles from the 1920s and 1930s. There are a few examples of the Dutch Colonial Revival style, including 2706 Strathmore Avenue (Photo 24). A small group of brick houses at 2500-2514 Strathmore Avenue shows the influence of the Tudor Revival style (Photo 25).

*Rowhouses:* Brick rowhouses in the district range in date from the 1890s to the 1930s. Two groups are located along Markley Avenue, dating from the 1890s on the north side of the street (Photo 26) and the 1920s on the south side of the

<sup>2</sup> There is a discrepancy in the dating of this school. The 1953 Sanborn map shows wings dating to 1890, 1917, and 1941, while the 1921 *Report of the Survey of the Public School System of Baltimore, Maryland* by George Strayer describes one wing dating to 1900 and states the need for a new wing.

B-4301

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 7 Page 3

street (Photo 27). Other groups, dating respectively from the late 1920s and mid 1930s, can be found in the 5100 and 5200 blocks of Harford Road (Photos 28, 29). The earlier rowhouses exhibit Italianate detailing, while the later ones display Mediterranean Revival or Tudor Revival influence.

*Duplexes:* A handful of frame duplexes are scattered throughout the southern portion of the district. Examples can be found in the 4700 block of Hampnett Avenue (dating to the 1920s) and the 2900 block of Grindon Road (dating to the 1890s).

### Common characteristics of buildings

Virtually all of the residences within the Lauraville Historic District have similar setback, massing, height, and materials. The free-standing houses are set back 25-35 feet from the street with garages placed at the rear of the lots. Few of the houses have fenced yards, creating an interplay of open landscape and tight vistas. Wrap-around or inset porches further increase the district's sense of intimacy and domesticity. Because of the narrow, deep lots, nearly all of the houses are deeper than they are wide. Most rest on raised basements and are 1-1/2 to 2-1/2 stories high. Hipped and side-gable roofs predominate; dormers are common. Most of the houses are constructed of frame and originally had wood weatherboard or shingle siding. Asbestos shingle and vinyl siding have replaced some of the original materials. A few masonry houses exist within the district, including a cluster of brick houses at the west end of Strathmore Avenue and scattered examples in rusticated concrete block. There are also several stucco houses. Brick and rusticated concrete block are the most common foundation materials, although a few of the older houses have stone foundations. Asphalt shingle and slate are the most common roof materials. A group of rowhouses on the south side of Markley Avenue has the terra-cotta tile roofs associated with Baltimore's "daylight" rowhouses.

### Integrity considerations

The Lauraville Historic District possesses a remarkable degree of integrity with most changes concentrated along Harford Road, one of the major arterials of Baltimore. Demolition has resulted in major gaps occupied by large, non-contributing structures along Harford Road. The non-contributing structures date from the 1950s to the present and include a 1963 fire station (4520 Harford Road), a 1961 office building, now a senior citizens center (4920 Harford Road, Photo 30), and a 1992 retirement home (4700 Harford Road). Smaller, non-contributing residential properties, which were developed after the period of significance, also exist within the historic district boundary. They include a group of 1950s brick duplexes at 2704-2800 Shirey Avenue as well as other similar properties scattered throughout the district (Photo 31).

Commercial pressures along the Harford Road corridor have also resulted in modern additions to some early buildings. An industrial building on Grindon Road just off Harford Road has a core dating to the last quarter of the nineteenth century, however the early fabric is completely concealed by additions dating to the 1940s and 1950s (Photo 32). Some residential properties, such as 2926 Cold Spring Lane and 4708 Harford Road, were converted to commercial use through 1 or 2 story, masonry storefront additions occupying the space between the sidewalk and the original setback of the house (Photo 33 - building on left). Where these additions conceal most of the original house, the resource is counted as non-contributing. In other cases, residential properties have been converted to commercial use through the enclosure of porches or other more minor alterations (Photo 34 - building in center). These buildings are counted as contributing

B-4301

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 7 Page 4

resources. Commercial alterations to residential buildings were typical along major roads in Baltimore as the transition from rural farm roads to suburban roads to major commercial thoroughfares took place. Still, some residential properties with few alterations do survive along Harford Road (Photo 35).

Along the secondary streets of Lauraville, typical changes include the application of new siding materials, enclosure of porches, and demolition of original garages. Covering original facade material is a typical Baltimore alteration that has minimal effect in Lauraville because the streetscape and overall form and massing of the buildings are more important than facade detailing. There have been relatively few porch enclosures, and in most cases the original form of the porch can still be clearly read. Most of the garages remain; the loss of garages is only apparent when Sanborn Maps showing earlier site conditions are examined. Remaining early garages are counted as contributing resources. When read as a whole, the Lauraville Historic District retains its integrity of location, design, setting, materials, workmanship, feeling, and association.

### List of Addresses within the Lauraville Historic District

2400-2909 Ailsa Avenue  
2502-2520 Albion Avenue  
4700-5220 Catalpha Road  
4705-4717 Charlton Avenue  
2211-2926 Cold Spring Lane  
2805-2913 Echodale Avenue (odd numbers only)  
4200-5303 Elsrode Avenue  
2800-2831 Forest View Avenue  
2600-2905 Goodwood Road  
2700-2922, 4506-5016 Grindon Road (excepting 4900-4906, 5004-5006)  
2400-2909 Halcyon Avenue  
4500-5207 Hampnett Avenue  
4200-5226 Harford Road (even numbers only)  
2500-2921 Hermosa Avenue  
2603-2608 Latona Road  
2505-2812 List Avenue  
4300-4618 Mainfield Avenue  
2900-2923 Markley Avenue  
2701-2921 Montebello Terrace  
4700-5018 Morello Road  
2700-2923 Overland Avenue  
2802-2812 Parkview Terrace  
4704-4716 Pilgrim Road  
2704-2915 Rueckert Avenue  
2704-2921 Shirey Avenue  
2300-2910 Southern Avenue  
2500-2915 Strathmore Avenue

(continued on following page)

B-4301

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 7 Page 5

5200-5226 Tramore Road  
450-453 Weitzel Avenue  
2700-2718 Woodsdale Avenue

### List of Non-contributing Buildings within the Lauraville Historic District

2703 Ailsa Avenue  
2705 Ailsa Avenue  
4904 Catalpha Road  
4906 Catalpha Road  
5217 Catalpha Road  
2301 Cold Spring Lane  
2407 Cold Spring Lane  
2926 Cold Spring Lane  
2737 College Avenue  
2805 Echodale Avenue  
4612 Elsrode Avenue (duplex)  
2829 Forest View Avenue  
2831 Forest View Avenue  
2900 Goodwood Road  
2903-2905 Grindon Road  
5012 Grindon Road  
2501 Halcyon Avenue  
4523 Hampnett Avenue  
4610 Hampnett Avenue  
5201 Hampnett Avenue  
4500 Harford Road  
4522 Harford Road  
4604 Harford Road  
4620 Harford Road  
4700 Harford Road  
4708 Harford Road  
4712 Harford Road  
4810 Harford Road (2 buildings)  
4912 Harford Road  
4920 Harford Road  
5000 Harford Road  
5230 Harford Road  
5246 Harford Road  
2507 Hermosa Avenue  
2510 Hermosa Avenue  
2720 Latona Road (duplex)

(continued on following page)

B-4301

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 7 Page 6

## List of Non-contributing Buildings (continued)

4310 Mainfield Avenue  
4313 Mainfield Avenue  
4404 Mainfield Avenue  
4601 Mainfield Avenue  
2904 Markley Avenue  
2906 Markley Avenue  
2925 Montebello Terrace  
4919 Morello Road  
4921 Morello Road  
4923 Morello Road  
5016 Morello Road  
2925 Overland Avenue  
2813 Rueckert Avenue  
2704 Shirey Avenue  
2705 Shirey Avenue  
2706 Shirey Avenue  
2707 Shirey Avenue  
2708 Shirey Avenue  
2709 Shirey Avenue  
2710 Shirey Avenue  
2711 Shirey Avenue  
2712 Shirey Avenue  
2713 Shirey Avenue  
2715 Shirey Avenue  
2800 Shirey Avenue  
2801 Shirey Avenue  
2802 Shirey Avenue  
2803 Shirey Avenue  
2804 Shirey Avenue  
2907 Strathmore Avenue  
2913 Strathmore Avenue  
4508 Weitzel Avenue  
4509 Weitzel Avenue  
4511 Weitzel Avenue  
4516 Weitzel Avenue  
4519 Weitzel Avenue  
4521 Weitzel Avenue  
4522 Weitzel Avenue  
2718 Woodsdale Avenue

(continued on following page)

B-41301

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 7 Page 7

### List of Non-contributing Buildings (continued)

garage at 5201 Catalpha Road  
garage at 5215 Catalpha Road  
garage at 4707 Charlton Avenue  
garage at 4717 Charlton Avenue  
garage at 2211 Cold Spring Lane  
garage at 2301 Cold Spring Lane  
garage at 2306 Cold Spring Lane  
garage at 2308 Cold Spring Lane  
garage at 2400 Cold Spring Lane  
garage at 2402 Cold Spring Lane  
garage at 2901 Echodale Avenue  
garage at 4205 Elsrode Avenue  
garage at 4603 Elsrode Avenue  
garage at 2700 Goodwood Road  
garage at 2704 Goodwood Road  
garage at 2815 Goodwood Road  
garage at 2701 Grindon Road  
garage at 2702 Grindon Road  
garage at 2703 Grindon Road  
garage at 4707 Grindon Road  
garage at 4713 Grindon Road  
garage at 5012 Grindon Road  
garage at 2407 Halcyon Avenue  
garage at 2505 Halcyon Avenue  
garage at 4523 Hampnett Avenue  
garage at 4206 Harford Road  
garage at 4220 Harford Road  
garage at 4222 Harford Road  
garage at 4530 Harford Road  
warehouse at 4710 Harford Road  
garage at 4904 Harford Road  
garage at 5010 Harford Road  
garage at 2919 Hermosa Avenue  
garage at 2802 List Avenue  
garage at 4525 Mainfield Avenue  
garage at 4601 Mainfield Avenue  
garage at 2702 Montebello Terrace  
garage at 2824 Montebello Terrace  
garage at 2907 Strathmore Avenue  
garage at 2913 Strathmore Avenue

(continued on following page)

B-4301

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 7 Page 8

## List of Non-contributing Buildings (continued)

garage at 4513 Weitzel Avenue  
garage at 4515 Weitzel Avenue  
garage at 2710 Woodsdale Avenue  
garage at 2718 Woodsdale Avenue

B-430A

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 8 Page 1

## SUMMARY STATEMENT OF SIGNIFICANCE

The Lauraville Historic District is an excellent example of an early 20th century Baltimore suburb. The district is comprised of an unusually cohesive cluster of residential developments tied together by its hilly topography and angled irregular street patterns. Composed primarily of frame and shingle foursquares and bungalows, Lauraville also includes late 19th century residences, brick commercial buildings, churches, a school, and cemetery. Its period of significance extends from the late 19th century through 1941, when development was halted by World War II. The Lauraville Historic District meets National Criteria A and C for its association with the suburban development of Baltimore, and for its exemplary character as an excellent example of a type of 20th century suburban community in Baltimore, encompassing the full range of features that embody the suburban ideal. In architectural style, street patterns, and landscape treatment, the neighborhood provides a powerful contrast to older, urban sections of Baltimore. With the exception of various types of siding applied to houses and demolition and unsympathetic new construction along the Harford Road commercial edge, the Lauraville Historic District exhibits a high degree of integrity. Its boundaries reflect long-time neighborhood perception, the pattern of frame housing stock, and the development of the area before 1941.

## RESOURCE HISTORY AND HISTORIC CONTEXT

### Lauraville as representative early 20th century suburb

The Lauraville Historic District is representative of early 20th century suburban development. During the late 19th century improved transportation made it possible for distinct residential settlements to spring up at some distance from the workplace. Suburbs helped initiate the distinction between home and workplace and suggested an ideal community removed from the unwholesome influences of the city. By the turn of the century, suburbs had come to mean detached houses within a garden setting separated from the city. The architectural design of individual buildings within suburbs was secondary to the comfortable domesticity of the house as the arena for family activity.

Because transportation systems were such a critical element in Baltimore's economy, the growth of Baltimore in the 19th century offers an excellent illustration of suburban development. While the prevalence of the rowhouse type and grid street into the late 19th century is not typical of the rest of the country, Baltimore's development otherwise embodies the nature of suburban growth. Driven by omnibus lines and the railroad, speculative residential developments were underway by the mid-19th century. The notion of commuting to the center city was well-established by the late 19th century. For the most part, Baltimore's suburban development followed grid street patterns. Two notable 19th century exceptions were Dixon's Hill and Roland Park, comprised of radial roads that followed the topography. Transportation services were more extensive west of the city, so suburban growth was first concentrated northwest of Baltimore.

Originally established within the unincorporated area immediately northeast of Baltimore City, Lauraville was a streetcar suburb. Unlike Roland Park and suburbs served by railroads, the less expensive streetcar system made Lauraville accessible to the middle class. Both the streetcar and the automobile shaped Lauraville's development. The 1915 Sanborn Map shows that most houses had garages or stables even though residents probably commuted to work by streetcar. A

B-4301

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 8 Page 2

1926 study showed that virtually all of the area's residents commuted downtown by streetcar by that date.<sup>3</sup> In further contrast to more centrally planned suburbs, Lauraville's "vast honeycomb of developments"<sup>4</sup> provide a more representative illustration of early 20th century settlement patterns. As Sam Bass Warner demonstrated in **Streetcar Suburbs: The Process of Growth in Boston 1870-1900**, the unified form of suburbs can result as much from a series of individual choices rather than any centralized plan or development.

The Lauraville Historic District is a superb example of an early 20th century suburb. Its suburban identity is proclaimed by its location on a hill overlooking Baltimore in the distance. Lauraville's hilly topography, narrow angled and curvilinear streets, and detached frame houses set back on large lots provided a sharp contrast to Baltimore's gritty urban vernacular of brick rowhouses lining grid streets. In keeping with the ideal of the garden suburb, its landscape of specimen trees and foundation plantings unify the neighborhood. Despite the "honeycomb of developments" Lauraville is informed by a common suburban ideal. The community is insulated from the city by the greenbelt of Herring Run on its south and west. Angled streets restrict views into the neighborhood from Echodale Avenue and Harford Road. Lauraville residents were further isolated by the absence of through streets in the neighborhood. Cold Spring Lane, presently the only through street within the district, was discontinuous until after 1929.<sup>5</sup>

This ideal of suburban separation is illustrated in an early photograph of the entrance to Montebello Terrace from Harford Avenue. Lighted gateposts with the name of the subdivision "Montebello Terrace" (now gone) established a barrier denoting the psychological limits of public domain and private space within the suburb.<sup>6</sup> The sense of privacy was maintained within the district by the small neighborhood scale created by the pattern of ring roads and angled radial streets. The separation from the outside contrasts sharply with the openness of landscaping and siting within the historic district. There are few fences and plantings separating lots from one another. Because of the irregular lots created by the distinctive street pattern, views into side and back yards are common. Rear garages thus become an important part of the neighborhood landscape, reinforcing its suburban identity.

### Lauraville in the 19th century

The Lauraville Historic District takes its name from the much larger area known as Lauraville in the late 19th century. Originally part of Baltimore County, Lauraville once extended along Harford Road from Hillen Road to Carney.<sup>7</sup> Lauraville was said to be named for the daughter of John Henry Keene, who established the first post office in the area.<sup>8</sup> Keene owned a lumber yard and lumber mill on the east side of Harford Road where the Sack lumber mill was later located.<sup>9</sup> Maps indicate that the name "Lauraville" continued to be applied to a much broader area throughout the early 20th century.

<sup>3</sup>Kelker, DeLeuw & Company, **Report to the Traffic Survey Commission of Baltimore.**

<sup>4</sup>Scarborough.

1929 Sanborn Map.

<sup>6</sup>Photograph on display at the MacDonald's at Harford Road and Cold Spring Lane.

<sup>7</sup>Katherine Scarborough, "Baltimore's Spreading Suburbs - V: Harford-Belair Roads," **Baltimore Sun**, December 25, 1932.

<sup>8</sup>Mrs. A. Armstrong, "Lauraville's Glorious Fourths," **Baltimore Sun**, July 1, 1956.

<sup>9</sup>Scarborough.

B-4301

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 8 Page 3

Nomenclature is further complicated by the use of the term "Hamilton" to refer to this section after the Hamilton Post Office opened in 1898.<sup>10</sup> During the late 20th century, neighborhood studies indicate that "Lauraville" referred to a much smaller area bounded by Argonne Drive, Herring Run, Cold Spring Lane, Charlton Avenue, Southern Avenue, and Harford Road;<sup>11</sup> "Hamilton" referred to the area north of Echodale Avenue.<sup>12</sup> The Lauraville Historic District is comprised of all but the northwestern portion of the present Lauraville neighborhood, which was constructed after the period of significance of the district.

Information about the early history of Lauraville is found primarily in maps and newspaper articles setting forth reminiscences of the locale. Fixing precise geographical boundaries for this history is complicated by the tangled nomenclature for the area. Consequently, unless specifically noted, the general history set forth below should be viewed as overall background for understanding the broader area between Herring Run and Bel Air Road and not necessarily as the specific history of the present Lauraville neighborhood included within the boundaries of the historic district.

In the late 19th century, two major roads, Harford Road and Bel Air Road, extended northeast of Baltimore City. Because streetcar service did not come to the eastern part of Baltimore County until the late 19th century, the area remained largely rural until the early 20th century. While there was some settlement along the roads, this part of the county consisted primarily of small produce and dairy farms.<sup>13</sup> The earliest reference to Lauraville appears in the 1851 *Maryland Gazetteer*.<sup>14</sup> The 1877 Hopkins Atlas of Baltimore County locates the Lauraville Post Office along Harford Road. At that time, the area incorporated large parcels of undeveloped land and was thinly settled east of Harford Road.

In 1881 Thomas Scharf wrote that the Harford Turnpike was "thickly settled...as far out as Herring Run" and that "farther out on these roads [Harford and Bel Air] are many pleasant farms and country residences. The quality of the soil is such as to especially favor the cultivation of vegetables and, in a lesser degree, of fruits."<sup>15</sup> A Maryland directory of the early 1880s noted that Lauraville had a population of 500. Of the 97 occupational entries, 44 were farmers.<sup>16</sup>

By 1898 the area now known as Lauraville began to be developed. The Bromley Baltimore County Map of that year shows land platted for development south of Grindon to either side of Hampnett. Buildings appear on each of the lots between Hampnett and Harford Road. The west side of Harford Road, associated with Lauraville, is less developed than the eastern side of the street. North of Grindon, parcels of land appear to correspond to earlier tracts used for farming, however, buildings and stables were constructed along Harford Road. Immanuel Lutheran Cemetery is also shown on this map.

<sup>10</sup> *Idem*.

<sup>11</sup> Goodman, Allen C. and Ralph B. Taylor. *The Baltimore Neighborhood Fact Book: 1970 and 1980*, p. 126.

<sup>12</sup> Hamilton has its own distinct identity. Subdivisions north of Echodale were platted and developed as part of Hamilton.

<sup>13</sup> Neal A. Brooks and Eric G. Rockel, *A History of Baltimore County*, p. 326.

<sup>14</sup> Eric Holcombe, "Northeast Baltimore," p. 61.

<sup>15</sup> Thomas J. Scharf, *History of Baltimore City and County*, p. 926.

<sup>16</sup> Holcombe, pp. 58-59.

B-4301

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 8 Page 4

### Transition from farms to suburb

Lauraville's growth and development was the product of a complex set of circumstances that shaped its form in the early 20th century. Baltimore's population nearly doubled in the years between 1890 and 1930.<sup>17</sup> The city's ever expanding industrial base and commercial growth absorbed streams of immigrants and migrants from rural areas in Maryland and nearby states. Baltimore's successive annexations in 1888 and 1918 provided land ripe for suburban growth. The 1888 annexation nearly tripled the size of the city but added only 8 percent to its population.<sup>18</sup> Annexation fostered the growth of municipal infrastructure required to fuel land development. In the negotiations for the 1888 annexation, Baltimore agreed to freeze assessment at the county rate and to use all funds from annex tax assessment within the annex. These funds paid for municipal services like water and sewer lines, fire departments, and schools. Most important was tax relief for streetcar lines operating within the annex, spurring extensions into and beyond the newly annexed area. Little wonder that real estate transactions doubled in the year after annexation as people capitalized on increasing land value.<sup>19</sup> Lauraville, situated just outside the northeast corner of the 1888 annexation, was poised for inclusion in any future expansion of Baltimore's boundaries. In 1918 it was finally annexed as part of the final expansion of city boundaries.

Lauraville benefited from the transit companies' rush to extend their lines within the 1888 annexation. It is difficult to arrive at precise dates for extension of streetcar service along Harford Road. In the late 19th century, horse cars traveled as far as Herring Run Park, then known as Hall Springs.<sup>20</sup> In 1897, the City Passenger Company gained control of the Harford Road Turnpike Company, making it possible to extend the Hall Springs line out Harford Road.<sup>21</sup> In 1906, the courts ordered tolls lifted on Harford Road.<sup>22</sup> By 1912, City Passenger had constructed a new car house on the east side of Harford Road at Montebello.<sup>23</sup> A plat of the List Tract shows that streetcar service extended past List Avenue in 1908;<sup>24</sup> service was extended to Carney, a suburb north of Lauraville, by 1918.<sup>25</sup> Improvements to Harford Road kept pace with extension of streetcar service. By 1911 the State Roads Commission building program of 1908 resulted in road widening and other upgrades.<sup>26</sup>

### Subdivision of Lauraville

Because Lauraville was comprised of small farms, it lent itself to development in a series of small subdivisions depicted in Sanborn Maps and plat maps. Each tract appears to have been developed separately with subdivisions consistent with earlier small farm ownership (See Attachments, particularly Map Showing Subdivisions within Lauraville). Large areas were platted but undeveloped in the Sanborn Map of 1915. Subdivisions in the Lauraville Historic District included

<sup>17</sup>Robert Brugger, *Maryland: A Middle Temperament*, p. 789.

<sup>18</sup>Sherry Olson, *Baltimore: The Building of an American City*, p. 217.

<sup>19</sup>Sherry Olson, *Baltimore: The Building of an American City*, p. 217-218.

<sup>20</sup>Pat Ward, "Lauraville Past and Prologue," *Lauraville Improvement Association Newsletter* (March 16, 1964), p. 1.

<sup>21</sup>Michael Farrell, *Who Made All Our Streetcars Go?*, p. 97.

<sup>22</sup>Holcombe, p. 86.

<sup>23</sup>*Ibid.*, p. 117.

<sup>24</sup>Plat Book JWS No. 2, f. 340.

<sup>25</sup>Brooks, p. 326.

<sup>26</sup>Holcombe, p. 86 and 92.

B-4301

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 8 Page 5

Montebello Park, Lauraville Park, Ailsa Terraces, Halcyon Park, Strathmore, Ridgcroft Terrace, and Ailsa Heights -- names designed to evoke their park-like setting and situation in the heights overlooking the city.<sup>27</sup>

Architectural stock, selective title research, assessment research, and the 1915 and 1929 Sanborn Maps suggest that most of the buildings in the historic district date from 1900 to 1929. The different subdivisions, platted between 1899 to 1926, extended the period of development within the district. Within each subdivision, building dates vary depending on when lots were sold and buildings subsequently constructed. Building activity was fairly continuous until preparations for World War II halted construction in 1941.

The Sanborn Maps of 1915 and 1929 provide a snapshot of Lauraville's chronological development. The attached map depicting extant streets in 1915 shows a large undeveloped area between List, Morello, Ailsa, and Harford. Although many of Lauraville's streets were laid out and lots platted by 1915, large areas were unimproved and many blocks had only three or four houses. Non-residential facilities shown within the Lauraville Historic District in 1915 included the Garrett Heights School at Ailsa and Morello, the fire house at Harford Road north of Markley, the Zion Evangelical Lutheran Church at Grindon and Mainfield, a pickle factory at Grindon and Elsrode, and a large greenhouse on Weitzel between Grindon and Montebello.<sup>28</sup>

By 1929 additional streets had been laid out and the area was thickly settled. Among the streets developed after 1915 are Harford Terrace, the eastern portions of Southern, Halcyon, and Shirey between Morello and Harford, and the western section of Rueckert across from the school. The 1929 Sanborn Map also shows that the western half of Shirey, presently occupied by brick dwellings constructed from 1954 to 1963, was not cut through to Hermosa or platted at that date.<sup>29</sup> Both maps show the original configuration of Arlington Street/Cold Spring Lane, which was not originally a through street. In addition, the 1929 Sanborn Map shows Echodale, now a major through street and the northern boundary of the historic district, dead ending into Elsrode.

### Deed restrictions, zoning, and land use

Because Lauraville was a part of Baltimore County until 1918 and Baltimore City did not institute comprehensive zoning until 1923, deed restrictions insured land use consistent with suburban aspirations. Deeds for various subdivisions went beyond restricting the property for residential use. The deeds forbid brewing or sale of liquor, businesses, factories, stores, and shops. They also restricted institutional uses, explicitly excluding hospitals and asylums. While Lauraville had once been characterized by agricultural use, swine, chickens, and "animals of an offensive character" were no longer allowed.<sup>30</sup> The Zoning Ordinance Map of 1926 reinforced the lot coverage specified in many of the deeds. Lauraville was depicted in the lowest density "E" classification, meaning that buildings could cover only 30-40% of the lot.

Deed restrictions also enforced both the physical and social ideals embodied in suburban development. Only one house was allowed per lot. Covenants for Halcyon Park required 35 ft. setbacks and fireproof construction for garages, set

<sup>27</sup> 1915 Sanborn Map of Baltimore and Annex Block Map, Plat No. 3 compiled by Superior Court.

<sup>28</sup> 1915 Sanborn Map. The school and church still stand today and the land use pattern established by the fire house and pickle factory remains.

<sup>29</sup> Construction dates taken from Baltimore City Assessment Records.

<sup>30</sup> SCL 3843, f. 127, SCL 2907, f. 203; SCL 4567, f. 436.

B-4301

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 8 Page 6

minimum sizes for buildings, and provided rights-of-way for sewer and electrical connections.<sup>31</sup> Restrictions on fences and hedges enhanced the park-like setting for free-standing cottages. Only ornamental wire fences or hedges less than three ft. in height were permitted; neither fences nor hedges could extend beyond the front line of the house foundation.<sup>32</sup> Other subdivisions set the minimum cost of houses that could be built. Houses in Montebello Park, one of the earliest subdivision, had to exceed \$2500; by 1923 the Welsh Construction Company required that houses built along Strathmore and Rueckert cost \$3500.<sup>33</sup>

### Lauraville's population and suburban ideals

Street names prior to incorporation into Baltimore City, surnames listed in newspaper articles, and the German cemetery all indicate a significant German population in Lauraville's early years. The 1910 and 1920 censuses for the Lauraville area (6th precinct, 9th district) confirm the German influence that German tombstones in Immanuel German Lutheran cemetery and newspaper reminiscences suggest. A high percentage of Lauraville residents were either immigrants (particularly from Germany) or transplanted from other regions. Approximately 20 to 25 percent of male and female heads of household were born outside the United States, most in Germany but also England and Ireland. An additional 20 to 25 percent originated from neighboring states, most frequently from Pennsylvania, Virginia, and North Carolina. Of the remaining Maryland-born population, approximately 30 percent were children of immigrants -- again, often Germans.

Baltimore's expanding population moving out to the northeast suburbs responded to the ideal of suburban living. Newspaper articles reveal how developers coupled this ideal with notions of modern convenience and economic self-interest. A 1910 article about construction on Ailsa Terraces stresses their modernity, "equipped with the latest plumbing and fixtures and heated by steam," and average cost, \$4,000.<sup>34</sup> A 1913 advertisement for Montebello Park depicts a suited gentleman opening the gates to a broad avenue with 2-1/2 story free-standing houses. While the image depicts a vision of suburban living, the text appeals to buyers' economic interest. "A reduction will be made on the first 50 lots sold, you can make 50 per cent. profit if you buy now, your opportunity is here -- grasp it!"<sup>35</sup> Clearly these suggestions took root. A ca. 1933 marketing map, which distinguishes between "Colored, Jewish, Working Class, Polish, Italian, Wealthy, Colored (Better Class), Bonton, and Americans (White Collar Class)" notes three areas of "Americans (White Collar Class)" in Baltimore. These include Hamilton (in this map encompassing Lauraville), Walther, and the area east of York Road and north of 33rd.<sup>36</sup>

Lauraville housed institutions that knit its middle class community together. The four-room Garrett Heights School (P.S. 212), constructed in 1900, expanded rapidly. Located on a large site with extensive room for playgrounds, by 1912 the school boasted fourteen rooms. By 1920, a school inspection team deemed the school overcrowded and recommended the

<sup>31</sup>SCL 3843, f. 127.

<sup>32</sup>These restrictions were in place in Ridgcroft Terrace (1926), Montebello Park (1912), and in the Welsh Construction Company developments (1923). (SCL 2907, f. 203; SCL 4567, f. 436; SCL 4001, f. 161)

<sup>33</sup>SCL 2907, f. 203 (1912) and SCL 4001, f. 161 (1923)

<sup>34</sup>Baltimore News, March 26, 1910.

<sup>35</sup>Advertisement in Holcombe, p. 199.

<sup>36</sup>Members of E.D.A. and A.D.A. Distributors Associations, Map.

B-4301

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 8 Page 7

construction of a "new modern building" to accommodate the area's growth.<sup>37</sup> Completed in 1941, the present school building is one Lauraville's major buildings, sited on a ridge overlooking the neighborhood. Two churches, the Lauraville Methodist Church (now Mt. Zion Hill Baptist Church) and the Zion Evangelical Lutheran Church (now the True Gospel Apostolic Church) were the neighborhood institutions. Paralleling the school's rapid growth, the membership of the Lauraville Methodist Church expanded from 23 original members to 80 members in 1908 and 275 in 1928. The congregation outgrew two buildings between 1903 and 1927, erecting the present colonial revival building in 1928.<sup>38</sup>

Deed restrictions established the principle of ethnic exclusion that underpinned the appeal of suburban living. Restrictive covenants forbidding owners from selling property to Jews or African Americans were widespread in the years before 1948 when the Supreme Court struck down discriminatory covenants.<sup>39</sup> Lauraville was no different from many other suburbs in the use of this practice. Covenants attached to deeds forbid various ethnic groups from living in Lauraville unless they were servants.<sup>40</sup> Because Lauraville was comprised of several small developments, these covenants were not applied across the board, as in Roland Park. Some areas like Ridgcroft Terrace (1926) forbid African Americans, Jews, Italians, and Chinese. Others such as Halcyon Park (1922) and Montebello Park (1912) only restricted African Americans. The Welsh Construction Company, founded by Jewish real estate broker Ephraim Macht, also allowed all but African Americans.<sup>41</sup>

The intensity of Lauraville's reaction to Morgan College's purchase of the old Ivy Mills site along Herring Run illustrates the importance of these exclusionary practices to suburban ideals. The college planned to relocate from Edmonson and to develop Morgan Park as a "high class residential district" for African Americans. The Lauraville Improvement Association sent a large delegation to see the college president to complain about the effect the college's proposal would have on their property values.<sup>42</sup> Nevertheless, the different subdivisions within Lauraville and the number of subdivisions that limited restrictions only to race produced a more heterogeneous neighborhood than the more tightly restricted developments in the northwest part of the city.

### Residential architecture within Lauraville

In keeping with suburban values, the housing stock within Lauraville reinforced its suburban identity. Surviving 19th century structures interspersed throughout the neighborhood provide a sense of evolution and connection with a rural and grander suburban past. Because the lots on which the earlier structures rest are of the same size as others on their street and because of the scale, setback, and materials of these structures, they blend gracefully with the later buildings. Foursquares and bungalows predominate in the historic district. The architectural expression of the historic district is unified by detached houses with 1-1/2 to 2-1/2 story massing, dormered roofs, frame and shingle materials, front porches,

<sup>37</sup>George Drayton Strayer, ed., *Report of the Survey of the Public School System of Baltimore, Maryland*, pp. 59 and 175. P.S. 212 was the only school in the city to have as many as four separate additions. The dates in the Strayer report differ slightly from dates provided on Sanborn Maps.

<sup>38</sup>*Seventy-fifth Anniversary, Lauraville United Methodist Church, 1904-1979*. The 1928 building is situated behind the present building that faces Harford Road.

<sup>39</sup>*Hurd v. Hodge* and *Shelley v. Kramer* established the illegality of restrictive covenants.

<sup>40</sup>SCL 3848, f. 368; SCL 2907, f. 203; SCL 4576, f. 436, SCL 4001, f. 161.

<sup>41</sup>Mary Ellen Hayward, *The Baltimore Rowhouse*, p. 140 and SCL 4001, f. 161. Hayward states that antisemitism so permeated real estate practice in Baltimore that Macht named his construction company after his Irish clerk, John Welsh.

<sup>42</sup>*Afro-American*, May 5, 1917.

B-4301

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 8 Page 8

and rear garages. Despite their different dates and different developers, the houses embody the suburban architectural ideal.

These post Victorian suburbs fulfilled a social function essentially new in history. The idea of a location far enough from the city to have rural qualities -- open fields nearby, good-sized lawn behind, and set off from the street by a front lawn -- yet close enough for people to commute to the city to earn their living was new. It required a correspondingly new concept of the house, as a dwelling intended to sit in its own plot of ground, like the rural houses of earlier America, yet also related to other houses on a street, like older urban rowhouses.<sup>43</sup>

The form and siting of Lauraville houses reinforce the suburban model of the detached house on its own lot. The limited views created by the angled streets and hilly topography emphasize the individual character of the houses. Instead of being one of a series of 20 such structures, each house is one of only a few visible at any given time. The irregular street patterns further emphasize the freestanding quality of each house since side and rear facades are often visible, particularly in the southern portion of the historic district. Raised basements and porches emphasize the solidity of the house and its connection with the landscape. The ubiquitous hipped roof with dormers provides a domestic skyline visible through the trees. The frame and shingle materials predominating in the historic district further link its architecture with its landscape. So strong is the suburban architectural ethos that its expression can be seen not only in the foursquares and bungalows common to early 20th century suburbs, but appears in other residential forms in the Lauraville Historic District as well. The few frame duplexes within the district read as single-family houses; brick semi-detached rowhouses on Markley off Harford Road have both front and side yards as well as front porches.

The relative informality and domestic quality of the styles chosen for this historic district reinforce its suburban identity. Articulation of architectural style is secondary to expression of suburban residential typology exemplified by foursquare and bungalow forms. Architectural styles include Queen Anne, Dutch Colonial Revival, Tudor Revival, and Craftsman. Lauraville survives today as a record of suburban development in the 1918 annexation prior to World War II. It provides an unusually intact record of physical features contributing to Baltimore's suburban ideal in the first four decades of the 20th century.

<sup>43</sup> Alan Gowans, *The Comfortable House: North American Suburban Architecture 1890-1930*, p. 29.

B-4301

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 9 Page 1

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B-4301

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 9 Page 2

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B-4301

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 9 Page 3

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B-4301

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 10 Page 1

## VERBAL BOUNDARY DESCRIPTION

Beginning at a point at the intersection of Harford Road and Echodale Avenue, the Lauraville Historic District National Register Boundary follows Harford Road south to Parkview Terrace. The boundary then turns west and follows Parkview Terrace to Herring Run Creek. The boundary follows the path of Herring Run Creek around the south and southwest edges of the district. The boundary then continues east along the rear lot lines of the properties on the south side of Cold Spring Lane before turning north and following Charlton Avenue to Southern Avenue. The boundary then continues north along the alley between Gilray Drive and Pilgrim Road and turns east to follow Halcyon Avenue to Grindon Road, jogging to exclude properties constructed after 1941 and to include properties in the 2400 block of Halcyon Avenue. The boundary then continues north along Grindon Road, jogging to include contributing properties on the west side of the road and the 2400 block of Ailsa Avenue. The boundary then turns west and travels along the rear lot lines of the properties on the south side of the 2500 block of Strathmore Avenue. The boundary cuts north between the lot lines of 2406 and 2500 Strathmore Avenue, then follows the rear lot lines of the properties on the north side of Strathmore Avenue to the alley north of Catalpha Road. The boundary then continues north to Echodale Avenue and turns east to follow Echodale back to Harford Road. This boundary corresponds to the area of Lauraville developed by 1941. The portion of platted land undeveloped in 1941 is not included.

## BOUNDARY JUSTIFICATION

The boundary of the Lauraville Historic District reflects major geographic features, historic patterns of development, and the self-defined identity of Lauraville and surrounding neighborhoods. Harford Road forms the eastern edge of the district. Although demolition and unsympathetic new construction have weakened the historic character of this edge, numerous houses and commercial buildings dating to the district's period of significance remain. Beyond the east side of Harford Road, there is housing stock similar to that of Lauraville. However, three factors make it difficult to justify expansion to the east side of Harford Road at this time. First, demolition and new construction appear to have had a greater impact on the east side of the road. Second, the remaining buildings along the eastern side of Harford Road are more urban and commercial in character than the detached, suburban buildings on the west side of the road. Third, the street patterns beyond the east side of Harford Road differ significantly from those in Lauraville, having gridded, continuous streets rather than curvilinear, discontinuous streets.

The southern and southwestern boundaries of the district simply follow the southern edge of development in Lauraville along Parkview Terrace and the edge of Herring Run Creek, a major geographical feature that separates residential development on the east from institutional properties on the west.

Although western boundary appears to be the most complex, it simply traces the edge of development that had occurred by the end of the period of significance in 1941. Very little building took place in Lauraville during World War II, but a major building campaign began west of the district boundary in 1945 and continued through the 1950s. The post-World War II properties are excluded from the boundary because they have a different architectural character. The houses are smaller and more densely placed with the uniform appearance that characterizes large-scale, post-war suburban

B-4301

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Lauraville Historic District

Name of Property

Baltimore City, Maryland

County and State

Section 10 Page 2

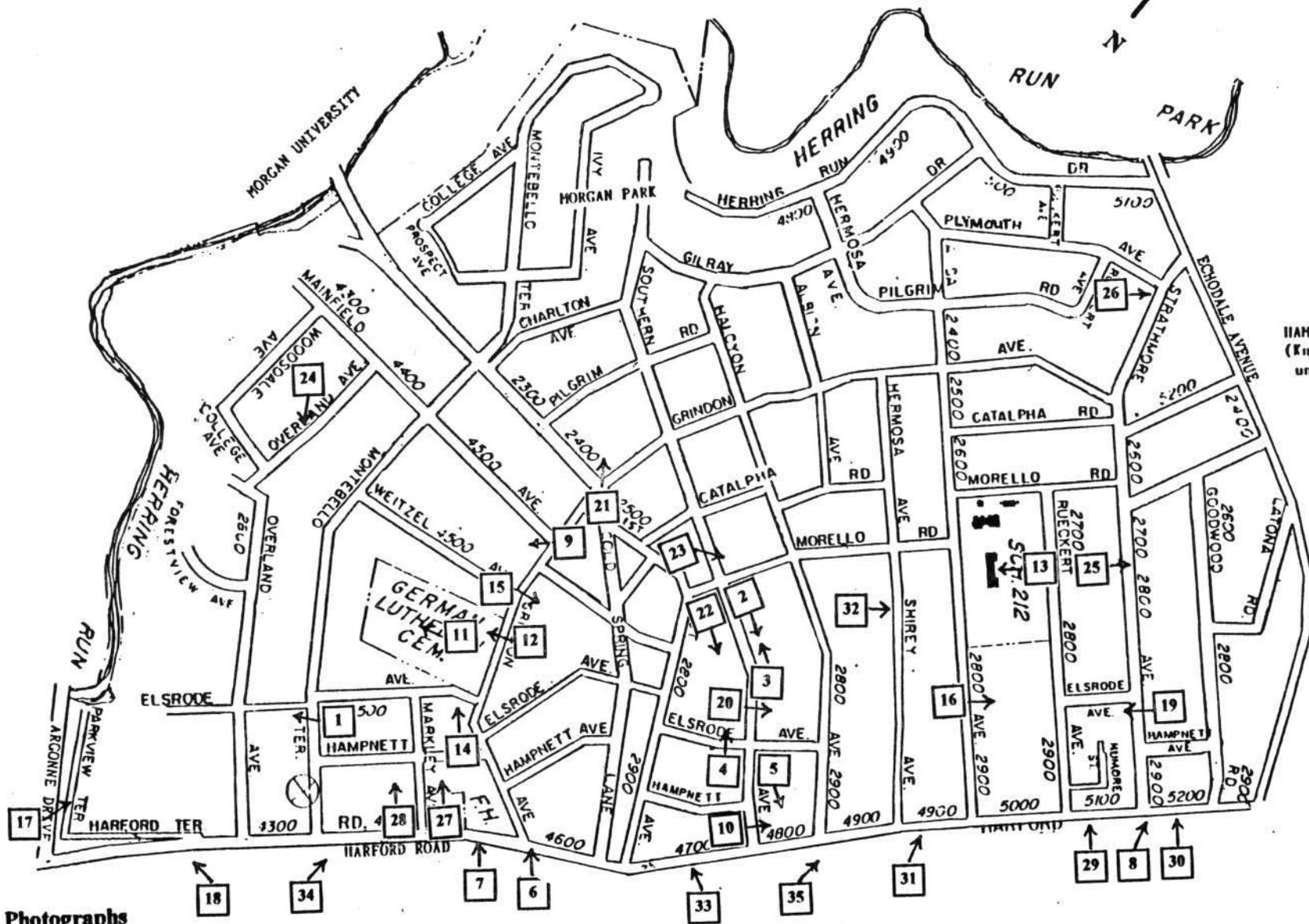
development. Also excluded from the boundary is the Morgan Park subdivision west of Charlton Avenue. Morgan Park developed beginning in 1918 as an upscale African-American neighborhood. It was developed with a street system that does not connect to the streets of Lauraville and to this day retains a separate identity.

Echodale Avenue forms the northern boundary of the district. While the architectural stock north of Echodale is similar to that of Lauraville, the streets are wider and more regular, and the houses are slightly more densely placed. Furthermore, the area north of Echodale strongly identifies with the Hamilton neighborhood; in fact all of the subdivisions include the name "Hamilton" in their titles.



# LAURAVILLE

Established Early 1800's



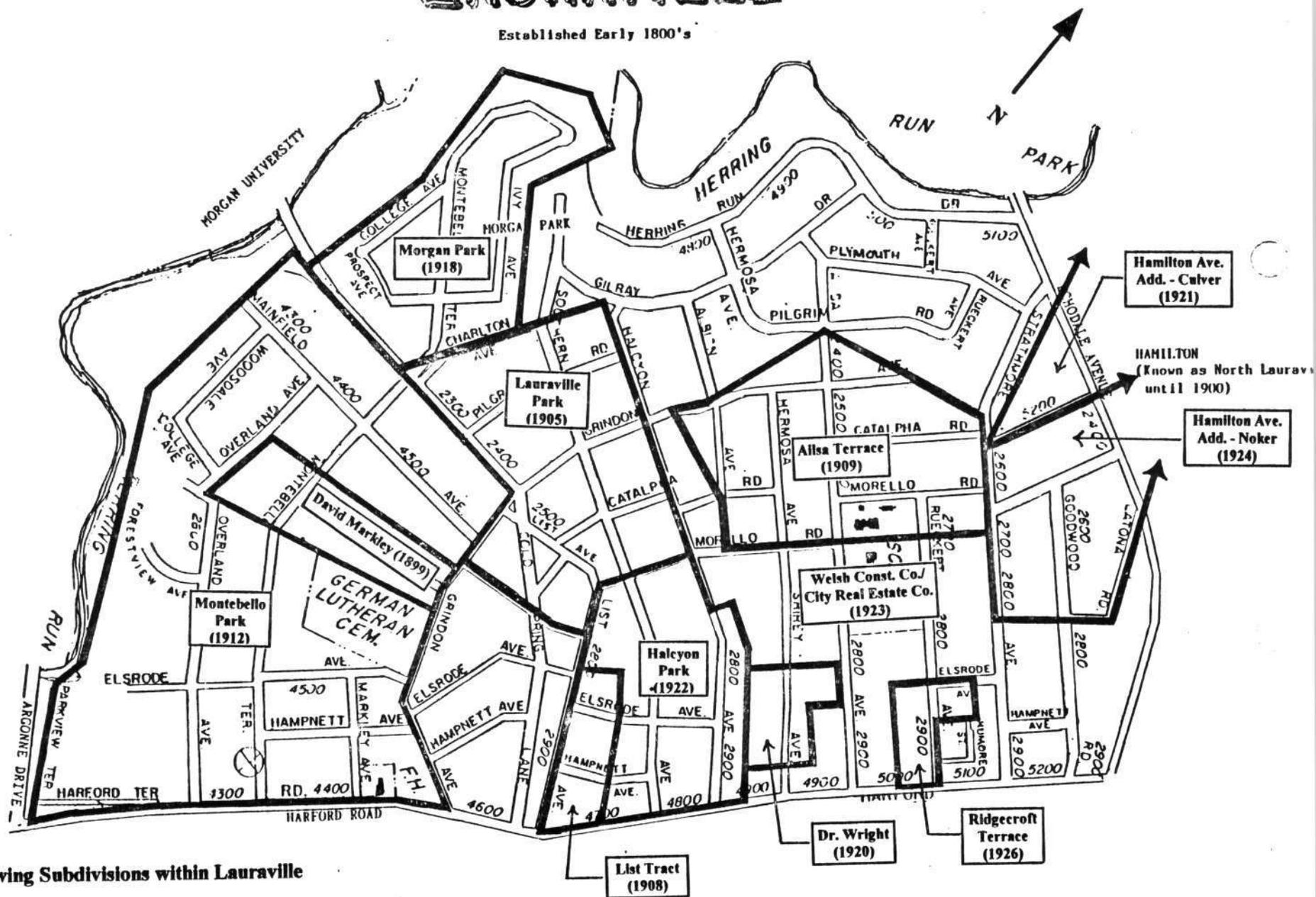
HAMILTON  
(Known as North Lauraville until 1900)

## Key to Photographs

Lauraville Historic District  
Baltimore City, Maryland  
B-4301

# LAURAVILLE

Established Early 1800's

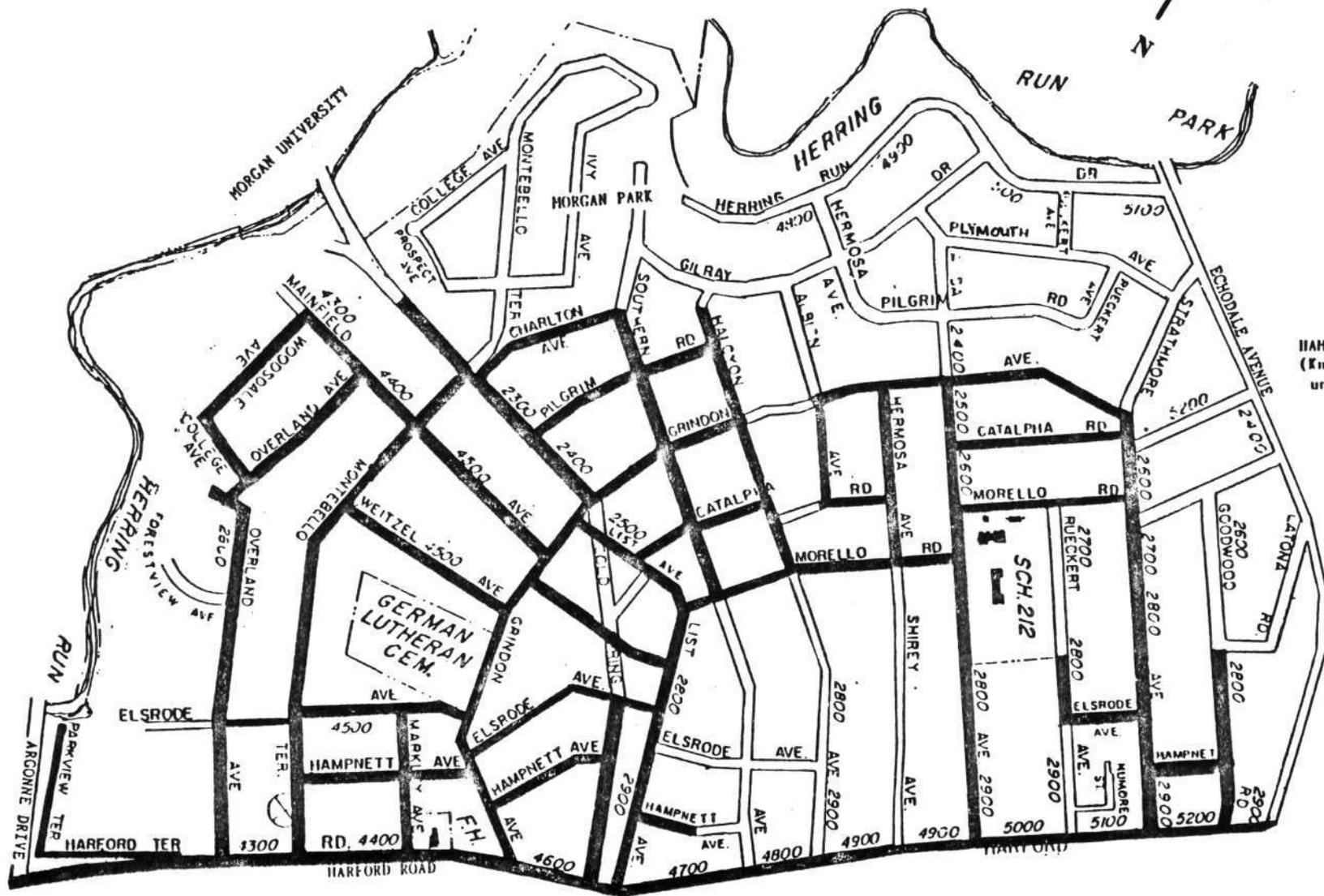


Map Showing Subdivisions within Lauraville

Lauraville Historic District  
 Baltimore City, Maryland  
 B-4301

# LAURAVILLE

Established Early 1800's

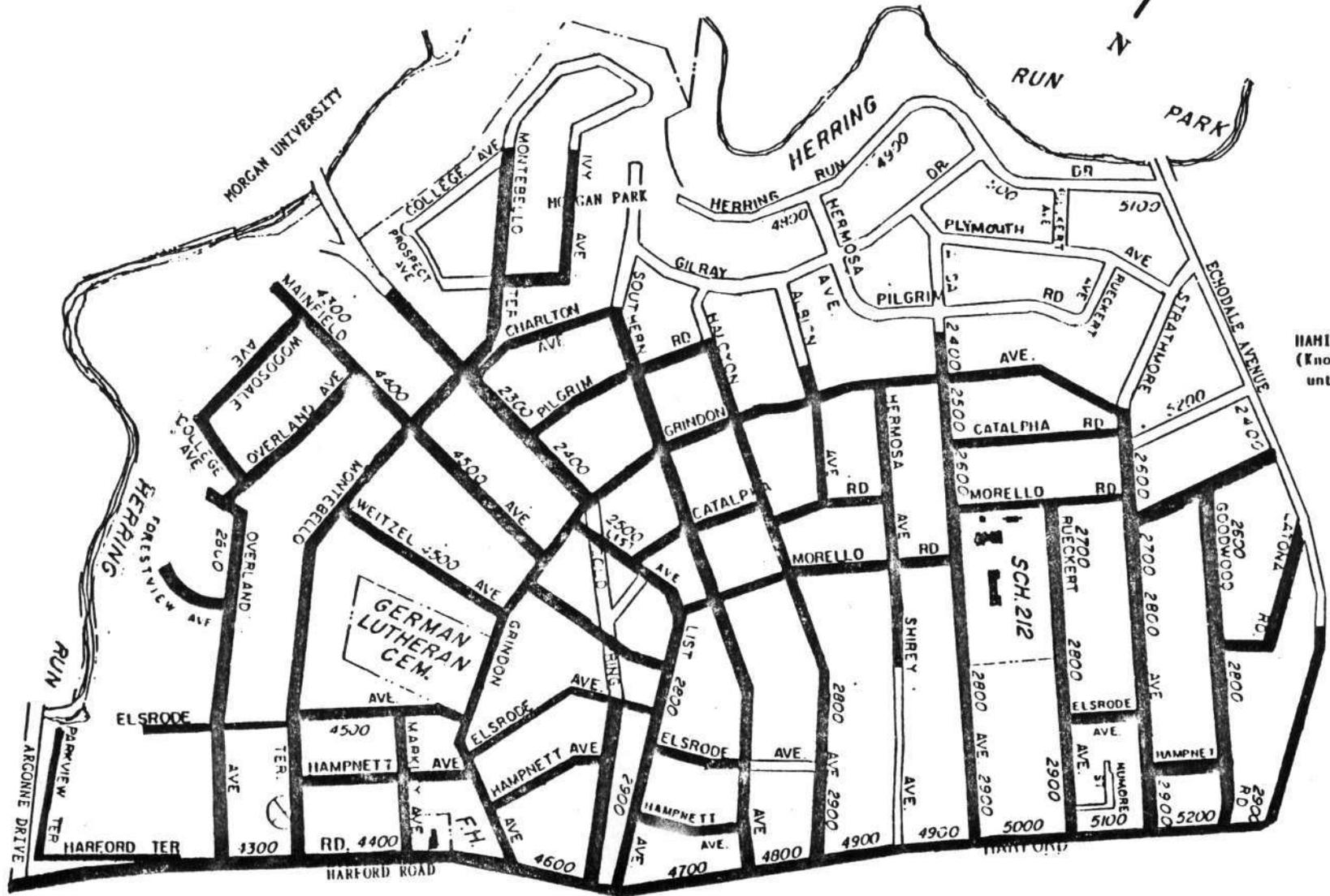


Streets Shown on 1915 Sanborn Map

Lauraville Historic District  
Baltimore City, Maryland  
B-4301

# LAURAVILLE

Established Early 1800's



HAMILTON  
(Known as North Lauraville until 1900)

Streets Shown on 1929 Sanborn Map

Lauraville Historic District  
Baltimore City, Maryland  
B-4301

76°37'30"  
39°22'30"

35'

BAYNESVILLE 1.9 MI

365

5662 I NE  
(TOWSON)

366

4359000m N

TOWSON 4.1 MI

4357

4356

4355

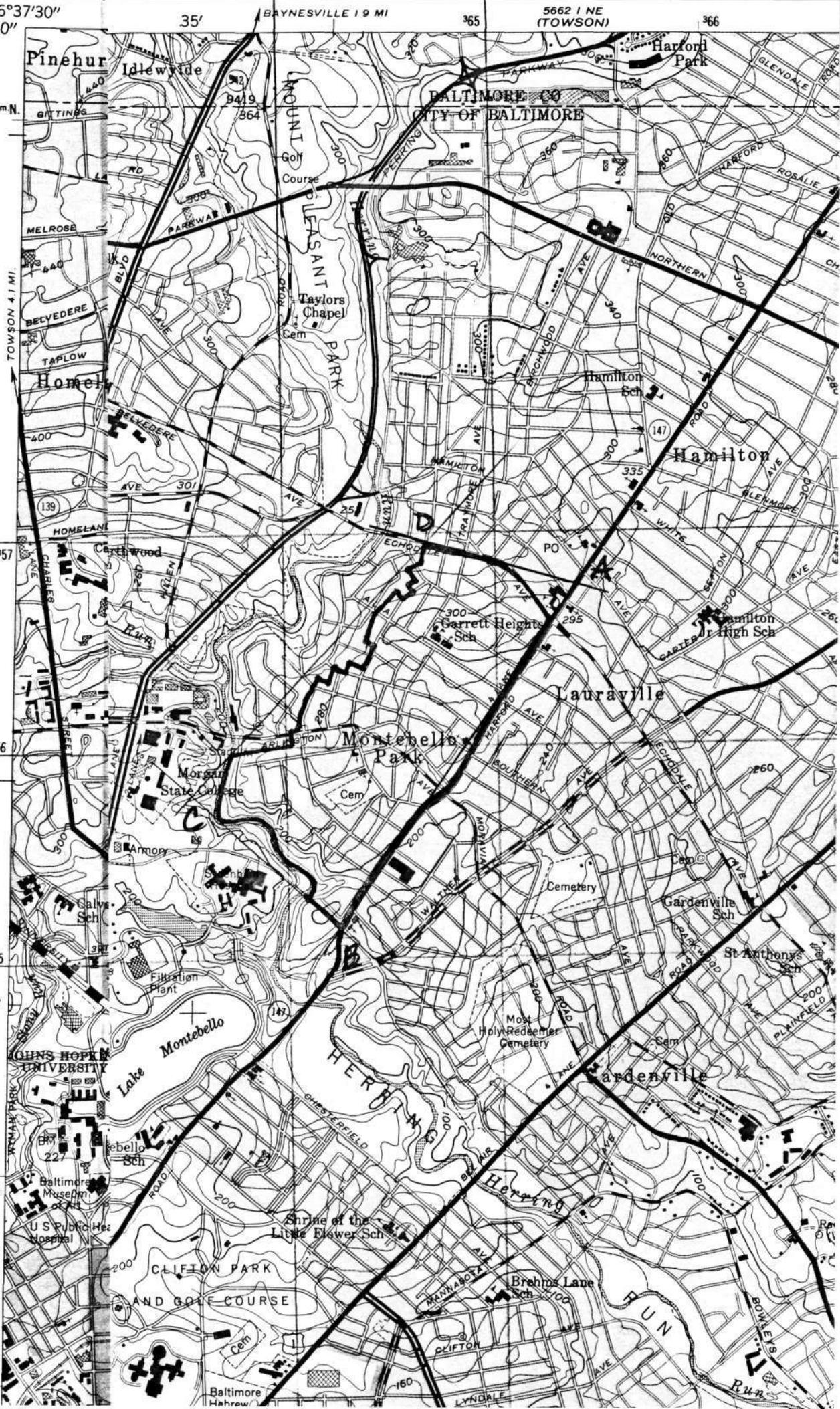
20'

4354

SHAWAN 1.4 MI

B-4301  
LAURAVILLE  
HISTORIC  
DISTRICT  
BALTIMORE  
CITY, MD

A: 18-365390-  
4356750  
B: 18-364240-  
4355130  
C: 18-363550-  
4355780  
D: 18-364670-  
4356960





B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6101

MD SHPO

Streetscape of Queen Anne + Colonial Revival Houses

2800 block Montebello Terr,

View W

9601 160001 4- 9205

1 of 35



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsic/Betty Bird + Associates

6101

MD SHPO

ca. 1920s residences along tree lined street

2700 block Southern Ave.

View SE

1000 20001 9- 9209

2 of 35



B 4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6101

MD SHPO

Curving, tree-lined street

2700 block Southern Ave.

View NW

3 of 35

9627 - 4 100066 P168



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Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

4101

MD SHPO

Looking west along 2800-2900 blocks Southern Ave.

4 of 35



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Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6101

MD SHPO

Garage at 2906 Southern Ave,  
View E

5 of 35

5026-8 100085 P010



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Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6101

MD SHPO

Commercial buildings at 4600-4602 Harford Rd

View NW

6 of 35

6101 912001 9- 9205

1929

BUILDING ASS'N INC.

55242



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6601

MD SHPO

Harford Building Association building

4534 Harford Rd.

View W

7 of 35

8028 21001 9- 2709



A & R  
AUTO  
SERVICE  
426-9747

B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6/01

MD SHPO

ca. 1920s service station at S200 Harford Rd.

View NNW

8 of 35

9001 812001 9- 9205



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Lauraville Historic District

Baltimore City, MD

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6101

MD SHPO

True Gospel Apostolic Church (formerly Zion Evangelical Lutheran)

Grindon Rd

View S

9 of 35

5678 101001 4 - 5205



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird & Associates

66101

MD SHPO

Lauraville Methodist Church (now Mt. Zion Hill Baptist)

4800 Harford Rd

View NE

9205 9-9205 100196 0518

10 of 35



B-41301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6101

MD SHPO

Chapel and monuments in German Lutheran Cemetery

Grindon Rd.

View SW

9812 522001 4 - 5205

11 of 35



B-4301

Lanraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6101

MD SHPO

Gate to German Lutheran Cemetery on Grindon Rd.

View W

12 of 35

887d 881001 2- 9205



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

4101

MD SHPO

Garrett Heights Elementary School, 1941 wing

3111 Ailsa Avenue

View SW

13 of 35



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6101

MD 5400

1-house with carriage house at 2806 Grindon Rd.

(Carriage house barely visible on left to rear of house)

14 View SE

14 of 35

0012 000001 9- 0205



B-11301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Brd + Associates

4101

MD SHPO

Suburban Villa at 2816 Ailsa Ave.

View N

15 of 35



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird & Associates

6101

MD SHPO

Queen Anne houses in 2800 block Parkview Terr.

View N

16 of 35

5026 - 4 100002 0015



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6101

MD SHPO

Queen Anne houses in 4200 block Harford Rd.

View W

17 of 35

2014 111001 5 - 9205



B- 4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

4101

MD SHPO

Queen Anne House at 2905 Strathmore Ave.

View SW

18 of 35



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6101

MD SHPO

Foursquare at 2800 Southern Ave.

View NE

19 of 35

2004 00001 9 - 0205  
5026 - 5 100000 0037



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6101

MD SPPD

Foursquare and front gable residences at  
2408-2412 Cold Spring Ln.

View NW

20 of 35

5026 5 100092 P129



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird & Associates

6101

MD: SHPO

Bungalows along tree-lined street

2700 block Southern Ave.

View SE

21 of 35

5886 871881 8- 9285



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6101

MD SHPO

Bungalow and front-gable types at 2608-2610 Southern Ave,  
View, NE

9295 - 4 100194 2014

22 of 35



B-1331

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

4/1/1

MD SHPO

Bungalows at 2706-2710 Overland Ave

View SE

23 of 35

8074 811001 9- 9205



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Larsie / Betty Bird + Associates

6101

MD SHPO

Dutch Colonial Revival at 2706 Strathmore Ave.

View NE

24 of 35

811d 450001 9- 9295



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird & Associates

6101

MD SHPO

Tudor Revival contributing house (right) & 1950s houses outside boundary (left)

2406 - 2500 Strathmore Ave

View NE

25 of 35

9512 001001 S - 5205



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird = Associates

6/01

MD SHPO

Semi-detached suburban rowhouses in 2900 block Markley  
Ave.

View NW

26 of 35

9706 002001 9- 9205



Call  
212-1234

B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6101

MD SHPO

Semi-detached suburban rowhouses in 2900 block Markley Ave

View W

27 of 35

5026 - 4 100120 P184



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6101

MD 21209

ca. 1929 rowhouses in 5100 block Harford Rd

View NW

28 of 35

0025 - 4 100244 2003



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Ret by Bird + Associates

6601

MD SHPO

ca. 1937 rowhouses in S200 block Harford Rd

View W

29 of 35

8026-5 100121 P033



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Dorsie / Bird + Associates

6101

MD SHPO

Juxtaposition of contributing & non-contributing resources

4900 block Harford Rd

View Nul

5026-6 100264 P005

30 of 35



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

4101

MD SHPO

non-contributing resources at 2712-2800 Shirley Ave

View NE

31 of 35



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird + Associates

6/01

MD SHPO

Industrial building at 2903-2905 Grindon Rd. (non-contr.)

View NW

32 of 35

5517 980001 S- 9205



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MANUFACTURERS OF ALL TYPES OF FENCES

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**426-8319**

**PYLE FENCE CO.**

**STOP**

B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Kelly Bird + Associates

6/01

MD SHPO

Residential buildings converted to commercial use.

-- Building on right is contributing; building on left is non-contributing

4706-4710 Harford Rd

View SW

9878 692001 9 - 5709

33 of 35



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie / Betty Bird & ASSOCIATES

6601

MD SHPO

Residential properties, some converted to commercial use  
in 4500 block Harford Rd.

View N

34 of 35

9106-421001 9- 9205



B-4301

Lauraville Historic District

Baltimore City, MD

Julie Darsie/Betsy Bird & Associates

6101

MD SHPO

Residential properties in 4900 block Harford Rd.

View NW

35 of 35

2101 210001 9 -5205  
5025-6 160347 0612

# Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF  
HISTORIC PROPERTIES

Survey No. B-4301

Magi No.

DOE  yes  no

## 1. Name (indicate preferred name)

historic Lauraville

and/or common Lauraville

## 2. Location

street & number Roughly bounded by Harford Road, Echodale Avenue, Herring Run,  
Cold Spring Lane, Charlton Ave., and a line parallel to Grindon. **not for publication**

city, town Baltimore N/A vicinity of congressional district 3rd

state Maryland

county Baltimore City

## 3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input checked="" type="checkbox"/> other: cemetery

## 4. Owner of Property (give names and mailing addresses of all owners)

name Multiple ownership

street & number N/A telephone no.: N/A

city, town N/A state and zip code N/A

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Circuit Court of Baltimore City liber N/A

street & number 100 North Calvert Street folio N/A

city, town Baltimore state Maryland

## 6. Representation in Existing Historical Surveys

title N/A

date  federal  state  county  local

pository for survey records

city, town state

# 7. Description

Survey No. B-4301

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

## SUMMARY DESCRIPTION

The Lauraville Historic District is a cohesive residential suburb defined by hilly topography, contoured street patterns, and early 20th century free standing, frame houses. The historic district, which is roughly bounded by Harford Road, Herring Run Creek, Cold Spring Lane, Pilgrim Road, Southern Avenue, Grindon Avenue, Catalpha Road, and Echodale Avenue, is comprised of a variety of early 20th century suburban architectural forms. Foursquare houses and bungalows predominate. The historic district also includes commercial buildings along Harford Road, churches, and a school and cemetery. With few exceptions, Lauraville appears little changed and possesses a high degree of integrity. Demolition and major alterations appear to have been confined to the present commercial strip along Harford Road.

## DESCRIPTION

Topography and street patterns are the most striking feature of the Lauraville Historic District. Located on a hill above Herring Run, street patterns follow the contour of the land. Ring roads and angled radial streets with short blocks, level changes, T-intersections, and curvilinear streets produce distinctive streetscapes with high imageability. The subdivision of lots on narrow irregular blocks place rear yards and garages along street frontage. Side yards and side facades achieve the prominence of primary facades. The increased visibility of private space lends an unusual intimacy to the district. Views and vistas are continuously transformed with movement through the narrow streets of the neighborhood, further reinforcing Lauraville's domestic, suburban scale. Indeed, street patterns are such a strong character-defining element, that the historic district could be expanded to encompass more recent brick residences on its western edge. Mature street trees further enhance the character of the historic district. Maples, elms, and evergreens are among the wide variety encompassed within the area.

Free standing frame residences are the predominant property type within the Lauraville Historic District. Many of these houses still have their original garages, located to the rear of the house. Brick commercial buildings and rowhouses are present on Harford Road. The German Lutheran Cemetery is located on Grindon Avenue off of Elsrode Avenue, and a mid-20th century elementary school is located at the top of the ridge on Ailsa Avenue. Several churches are interspersed throughout the district. All of these property types are consistent with the domestic self-sufficiency of this early 20th century suburb.

Residences within Lauraville can be divided into seven basic types. The first type are late 19th century residences that probably pre-date the subdivision of the area. There are a few scattered central hall I houses such as the ones on Weitzel, one house set back from the street on Ailsa, and two cross-plan houses on Catalpha between List and Southern that may originally have been farmhouses. The second

# 8. Significance

Survey No B4301

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

### Specific dates

### Builder/Architect

check: Applicable Criteria:  A  B  C  D  
and/or

Applicable Exception:  A  B  C  D  E  F  G

Level of Significance:  national  state  local

Prepare both a summary paragraph of significance and a general statement of history and support.

## STATEMENT OF SIGNIFICANCE

The Lauraville Historic District is an excellent example of an early 20th century Baltimore suburb. The district is comprised of an unusually cohesive cluster of residential developments tied together by its hilly topography and angled irregular street patterns. Composed primarily of frame and shingle foursquares and bungalows, Lauraville also includes late 19th century residences, brick commercial buildings, churches, a school, and cemetery. Its period of significance extends from the late 19th century through the mid-1930s. The Lauraville Historic District meets National Criterion C because it is an excellent example of 20th century suburban development in Baltimore, encompassing the full range of features that embody the suburban ideal. In architectural style, street patterns, and landscape treatment, the neighborhood provides a powerful contrast to older, urban sections of Baltimore. With the exception of various types of siding applied to houses and demolition and unsympathetic new construction along the Harford Road commercial edge, the Lauraville Historic District exhibits a high degree of integrity. Its proposed boundaries reflect a combination of present neighborhood perception, the development of the area depicted on the 1929 Sanborn Map, and the pattern of frame housing stock in the area.

## HISTORIC CONTEXT

The Lauraville Historic District takes its name from the much larger area known as Lauraville in the late 19th century. Originally part of Baltimore County, Lauraville once extended along Harford Road from Hillen Road to Carney.<sup>1</sup> Lauraville was said to be named for the daughter of John Henry Keene, who established the first post office in the area.<sup>2</sup> Keene owned a lumber yard and lumber mill on the east side of Harford Road where the Sack lumber mill was later located.<sup>3</sup> Maps indicate that the name "Lauraville" continued to be applied to a much broader area throughout the early 20th century.

<sup>1</sup>Katherine Scarborough, "Baltimore's Spreading Suburbs - V: Harford-Belair Roads," **Baltimore Sun**, December 25, 1932.

<sup>2</sup>Mrs. A. Armstrong, "Lauraville's Glorious Fourths," **Baltimore Sun**, July 1, 1956.

<sup>3</sup>Scarborough.



a new car house on the east side of Harford Road at Montebello.<sup>10</sup> A plat of the List Tract shows that streetcar service extended past List Avenue in 1908;<sup>11</sup> service was extended to Carney by 1918.<sup>12</sup>

Both the Sanborn Map and a larger plat map displayed at the Circuit Court indicate that Lauraville/Hamilton was composed of several smaller subdivisions. In 1929 subdivisions in the Lauraville Historic District subdivisions included Montebello Park, Lauraville Park, Ailsa Terraces, and Ailsa Heights.<sup>13</sup> The later Annex Block map shows Ailsa Terraces, Lauraville, Halcyon Park, Strathmore, Ridgcroft Terrace and Montebello Park.<sup>14</sup> The plat of the List tract at Harford Road and List Avenue, showing 24 lots, is probably typical of the area. It is likely that each tract was developed separately in a pattern consistent with earlier small farm ownership.

Architectural stock, isolated title research, and the 1915 and 1929 Sanborn Maps suggest that most of the buildings in the historic district date from 1900 - 1929. The area is not included in the 1890 Sanborn Map, implying that it was largely unsettled at that time. Large areas are shown as platted but undeveloped in 1915. For example, the 4700 blocks of Harford Road, Hampnett Avenue, and Elsrode probably postdate 1908 when the subdivision map for the List Tract was filed; 4702 Harford Avenue postdates 1915.<sup>15</sup>

#### The Lauraville Historic District: Early 20th Century Suburb

The Lauraville Historic District is representative of early 20th century suburban development. During the late 19th century improved transportation made it possible for distinct residential settlements to spring up at some distance from the workplace. Suburbs helped initiate the distinction between home and workplace and suggested an ideal community removed from the unwholesome influences of the city. By the turn of the century, suburbs had come to mean detached houses within a garden setting separated from the city. The architectural design of individual buildings within suburbs was secondary to the comfortable domesticity of the house as the arena for family activity.

Because transportation systems were such a critical element in Baltimore's economy, the growth of Baltimore in the 19th century offers an excellent illustration of suburban development. While the prevalence of the rowhouse type and grid street into the late 19th century is not typical of the rest of the country, for the most part Baltimore's development embodies the nature of suburban growth. Driven by omnibus lines and the railroad, speculative residential developments were underway by the mid-19th century. The notion of commuting to the center city was well-established by the late 19th century. For the most part, Baltimore's suburban development followed grid street patterns. Two notable 19th century exceptions were Dixon's Hill and Roland Park, comprised of radial roads that

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<sup>10</sup>*Ibid.*, p. 117.

<sup>11</sup>Plat Book JWS No. 2, f. 340.

<sup>12</sup>Brooks, p. 326.

<sup>13</sup>1915 Sanborn Map of Baltimore.

<sup>14</sup>Annex Block Map, Plat No.3 compiled by Superior Court.

<sup>15</sup>Plat Book JWS No. 2, f. 340.

followed the topography. Transportation services were more extensive west of the city, so suburban growth was concentrated northwest of Baltimore.

Lauraville is representative of suburban development in the 20th century. Originally established within the unincorporated area northeast of Baltimore City, Lauraville was a streetcar suburb. Unlike Roland Park and suburbs served by railroads, the less expensive streetcar system made Lauraville accessible to the middle class. Both the streetcar and the automobile shaped Lauraville's development. The 1915 Sanborn Map shows that most houses had garages or stables even though most residents probably commuted to work by streetcar. A 1926 study showed that virtually all of the area's residents commuted downtown by streetcar at that time.<sup>16</sup> In further contrast to more centrally planned suburbs, Lauraville's "vast honeycomb of developments"<sup>17</sup> provide a more representative illustration of early 20th century settlement patterns. As Sam Bass Warner demonstrated in **Streetcar Suburbs: The Process of Growth in Boston 1870-1900**, the unified form of suburbs can result as much from a series of individual choices rather than any centralized plan or development.

The Lauraville Historic District is a superb example of an early 20th century suburb. Its suburban identity is proclaimed by its location on a hill overlooking Baltimore in the distance. Lauraville's hilly topography, narrow angled and curvilinear streets, and detached frame houses set back on large lots provided a sharp contrast to Baltimore's gritty urban vernacular of rowhouses lining grid streets. In keeping with the ideal of the garden suburb its landscape of specimen trees and foundation plantings unify the neighborhood. Despite the "honeycomb of developments" Lauraville is informed by a common suburban ideal. The community is insulated from the city by the greenbelt of Herring Run on its south and west. Angled streets restrict views into the neighborhood from Echodale Avenue and Harford Road. Lauraville residents were further isolated by the absence of through streets in the neighborhood. Cold Spring Lane, presently the only through street within the district, was discontinuous until after 1929.<sup>18</sup> This ideal of suburban separation is illustrated in an early photograph of the entrance to Montebello Terrace from Harford Avenue. Lighted gateposts with the name of the subdivision "Montebello Terrace" established a barrier denoting the psychological limits of public domain and private space within the suburb.<sup>19</sup> The sense of privacy was maintained within the district by the small neighborhood scale created by the pattern of ring roads and angled radial streets. The separation from the outside contrasts sharply with the openness of landscaping and siting within the historic district. There are few fences and plantings separating lots from one another. Because of the irregular lots created by the distinctive street pattern, views into side and back yards are common. Rear garages thus become an important part of the neighborhood landscape, reinforcing its suburban identity.

The Sanborn Maps of 1915 and 1929 provide a good picture of Lauraville's development. The attached map depicting extant streets in 1915 shows a large undeveloped area between List, Morello, Ailsa, and Harford. Although many of Lauraville's streets were laid out and lots platted by 1915,

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<sup>16</sup>Kelker, DeLeuw & Company, **Report to the Traffic Survey Commission of Baltimore.**

<sup>17</sup>Scarborough.

<sup>18</sup>1929 Sanborn Map.

<sup>19</sup>Photograph on display at the MacDonald's at Harford Road and Cold Spring Lane.

large areas were unimproved and many blocks had only three or four houses. Non-residential facilities shown within the Lauraville Historic District in 1915 included the Garrett Heights School at Ailsa and Morello, the fire house at Harford Road north of Markley, the Zion Evangelical Lutheran Church at Grindon and Mainfield, a pickle factory at Grindon and Elsrode, and a large greenhouse on Weitzel between Grindon and Montebello.<sup>20</sup>

By 1929 additional streets had been laid out and the area was thickly settled. Among the streets developed after 1915 are Harford Terrace, the eastern portions of Southern, Halcyon, and Shirey between Morello and Harford, and the western section of Rueckert across from the school. The 1929 Sanborn Map also shows that the western half of Shirey, presently occupied by brick dwellings appearing to postdate 1941, was not cut through to Hermosa or platted at that date. Both maps show the original configuration of Arlington Street/Cold Spring Lane, which was not originally a through street. In addition, the 1929 Sanborn Map shows Echodale, now a major through street and the northern boundary of the historic district, dead ending into Elsrode.

Because of the limitations of the sources used, it is difficult to analyze changes in Lauraville's population over the years. Newspaper reminiscences and articles suggest strong German influence around the turn of the century. Street names prior to incorporation into Baltimore City, surnames listed in newspaper articles, and the German cemetery all indicate a significant German population in its early years. A ca. 1933 marketing map, which distinguishes between "Colored, Jewish, Working Class, Polish, Italian, Wealthy, Colored (Better Class), Bonton, and Americans (White Collar Class)" notes three areas of "Americans (White Collar Class)" in Baltimore. These include Hamilton (the area encompassing Lauraville), Walther, and the area east of York Road and north of 33rd.<sup>21</sup>

#### Residential Architecture within Lauraville

In keeping with suburban values, the housing stock within Lauraville reinforced its suburban identity. Surviving 19th century structures interspersed throughout the neighborhood provide a sense of evolution and connection with a rural and grander suburban past. Because the lots on which the earlier structures rest are of the same size as others on their street and because of their scale, setback, and materials, they blend gracefully with the later buildings. Foursquares and bungalows predominate in the historic district. The architectural expression of the historic district is unified by detached houses with 1-1/2 to 2-1/2 story massing, dormered roofs, frame and shingle materials, front porches, and rear garages. Despite their different dates and different developers, the houses embody the suburban architectural ideal.

*These post Victorian suburbs fulfilled a social function essentially new in history. The idea of a location far enough from the city to have rural qualities -- open fields nearby, good-sized lawn behind, and set off from the street by a front lawn -- yet close enough for people to commute to the city to earn their living was new. It required a correspondingly new concept of the house, as a dwelling intended to sit in its own plot*

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<sup>20</sup>1915 Sanborn Map.

<sup>21</sup>Members of E.D.A. and A.D.A. Distributors Associations, Map.

of ground, like the rural houses of earlier America, yet also related to other houses on a street, like older urban rowhouses.<sup>22</sup>

The form and siting of Lauraville houses reinforce the suburban model of the detached house on its own lot. The limited views created by the angled streets and hilly topography emphasize the individual character of the houses. Instead of being one of a series of 20 such structures, each house is one of only a few visible at any given time. The irregular street patterns further emphasize the freestanding quality of each house since side and rear facades are often visible, particularly in the southern portion of the historic district. Raised basements and porches emphasize the solidity of the house and its connection with the landscape. The ubiquitous hipped roof with dormers provides a domestic skyline visible through the trees. The frame and shingle materials predominating in the historic district further link its architecture with its landscape. So strong is the suburban architectural ethos that its expression can be seen not only in the foursquares and bungalows common to early 20th century suburbs, but appears in other residential forms in the Lauraville Historic District as well. The few frame duplexes within the district read as single-family houses; brick semi-detached rowhouses on Markley off Harford Road have both front and side yards and front porches.

The relative informality and domestic quality of the styles chosen for this historic district, reinforce its suburban identity. Articulation of architectural style is secondary to expression of suburban residential typology exemplified by foursquare and bungalow forms. Architectural styles include Queen Anne, Dutch Colonial Revival, Tudor Revival, and Craftsman. The exterior form of the houses strongly suggests that many may have been mass-produced. Many of the foursquare buildings resemble Alladin Houses.<sup>23</sup>

#### Methodology and Boundaries

This study was conducted pursuant to a Memorandum of Agreement (MOA) executed among the Advisory Council on Historic Preservation, the Maryland State Historic Preservation Officer, the Department of Housing and Urban Development (HUD), and Harford Nursing Home, Inc. under the provisions of Section 106 (36 CFR 800). HUD funds were used for a new nursing home to be constructed on the site comprised of 4700 Harford Road, 4704 Harford Road, 4703 Hampnett Avenue and 4709 Hampnett Avenue involving the demolition of all four buildings. HUD and the Maryland Historical Trust agreed that the Lauraville neighborhood was a National Register eligible historic district and that the four properties to be demolished were contributing structures within this district. The MOA required a study to provide minimal Maryland Inventory documentation of the National Register Historic District. Research and reconnaissance level survey focused on the area commonly known as Lauraville today. Field survey work involved walking the present Lauraville neighborhood and a windshield survey of adjacent areas. Research was general in nature and directed to determining an outline of the area's history. As set forth above, research indicates that the historical boundaries of Lauraville may encompass the area across Harford Road as well as the area north of Echodale Avenue.

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<sup>22</sup>Alan Gowans, *The Comfortable House: North American Suburban Architecture 1890-1930*, p. 29.

<sup>23</sup>An examination of *Houses by Mail: A Guide to Houses from Sears, Roebuck and Company* eliminates Sears as a design source for most of these houses.

As is typical with visual surveys of districts noted for their architectural character, the survey clearly demonstrates that the historic district meets Criterion C. Further research may show that it meets Criterion A as well. Consequently, boundaries must be drawn that relate to the reasons it meets Criterion C even though these boundaries may be expanded after further study. Four primary considerations informed the boundaries delineated. The first was whether the houses were frame or shingle. The second was the development boundaries depicted on the 1929 Sanborn Map of Baltimore. The third was the unique street pattern of ring roads and angled radial streets. The fourth was the character of each edge.

The southern and western boundaries are the most obvious. The combination of the edge of the plateau on the south and later brick architecture on the west provide clear historic and visual boundaries. Charlton Avenue, considered a part of Morgan Park in neighborhood studies, is included because it is set on the hill with the rest of Lauraville and because it encompasses frame housing stock typical of Lauraville.

Harford Road, once the central spine of this area, forms the eastern edge of the district. Although demolition and unsympathetic new construction have weakened the historic character of this edge, numerous houses and commercial buildings dating to the district's period of significance still remain. Beyond the east side of Harford Road, there is housing stock similar to that in Lauraville. However, three factors made it difficult to justify expansion east of Harford Road at this time. First, demolition and new construction appear to have had a greater impact on the east side of the street. Second, the remaining buildings along the eastern side of Harford Road are more urban and commercial in character than the detached, suburban buildings on the west side of the street. Third, the street patterns differ significantly from those in Lauraville with through streets rather than ring roads predominating.

The northern boundary of Echodale Avenue is a relatively recent phenomenon. The area north of Echodale is comprised of bungalows similar to those in Lauraville and the streets within this area, though generally wider than those in Lauraville, have a similar quality. Because Echodale was originally a dead end, it is likely that the neighborhood north of the Lauraville was originally closely related to the present historic district. However, Echodale, a major thoroughfare, forms a strong physical and visual edge. For the most part, houses do not face on Echodale reinforcing its character as a boundary. Like Harford Road, the amount of traffic the street carries makes it difficult to cross the street except at the few stop lights. Since the absence of through streets is such an important character-defining feature of the Lauraville Historic District and because Echodale now acts as a strong dividing line, Echodale is presently proposed as the northern boundary with the understanding that a northern expansion should receive additional study.

Further study may also suggest the inclusion of the areas in the northwestern portion of the Lauraville neighborhood that are not included within the Lauraville Historic District. So strong are the street patterns and unifying topography and landscape in determining the visual character of this historic district that these blocks, with their newer brick houses, partake of the quality of the historic district.

Survey No. B-4301  
Lauraville Historic District  
Baltimore City  
Section 8.7

For example, Strathmore and Plymouth are of particular interest. Constructed of brick in the late 1930s,<sup>24</sup> these houses display the characteristic Lauraville oversized gabled bungalow form. If further study demonstrates that Lauraville represents an evolution of the suburban ideal, meeting National Register Criterion A, then these newer areas would clearly be eligible for inclusion.

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<sup>24</sup>Interview with Mrs. Robert Zimmerman, April 27, 1991. Mrs. Zimmerman is the original owner of 2507 Strathmore Avenue.

Survey No. B-4301  
Lauraville Historic District  
Baltimore City  
Section 9.1

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Kelker, DeLeuw & Company. Distribution of Population Map in **Report to the Traffic Survey Commission of Baltimore**. 1926. (LC)

Lauraville Vertical File. (EPFL)

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Map of Lauraville with text. (Personal Collection)

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Survey No. B-4301  
Lauraville Historic District  
Baltimore City  
Section 9.2

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Scism, Laura. "Identity Crisis Stunts Lauraville's Growth" in **News American**, October 25, 1978.

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Warner, Sam Bass. **Streetcar Suburbs: The Process of Growth in Boston 1870-1900**. Cambridge: Harvard University Press, 1962.

Survey No. B-4301  
Lauraville Historic District  
Baltimore City  
Section 10.1

Beginning from a point at Harford Road and Echodale Avenue, the Lauraville Historic District is bounded by Harford Road, Parkview Terrace, Herring Run Creek, Coldspring Lane, and Charlton Avenue. The boundary then continues roughly parallel to Gilray and Pilgrim along rear lot lines to include houses in the 2300 blocks of Southern and Halcyon, and the 2400 blocks of Ailsa and Strathmore, and the 5200 block of Catalpha. The boundary then runs along Echodale Avenue to Harford Road. This boundary roughly corresponds to the developed area shown on the 1929 Sanborn Map and was drawn to include frame dwellings. A more detailed boundary discussion is presented in Section 8.

Survey No. B-4301  
Lauraville Historic District  
Baltimore City

HISTORIC CONTEXT

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization:	Piedmont (Baltimore City)
Chronological/Developmental Period:	Industrial/Urban Dominance
Prehistoric/Historic Period Theme:	Architecture, Landscape Architecture and Community Planning
Resource Type:	
Category:	District
Historic Environment:	Suburban
Historic Function and Use:	Residential
Known Design Source:	None

Survey No. B-4301  
Lauraville Historic District  
Baltimore City

**PHOTOGRAPHS - LAURAVILLE HISTORIC DISTRICT  
PHOTOGRAPHER: BETTY BIRD**

Roll 1 (55035) - April 24, 1991

- 1-3 German Lutheran Cemetery from Grindon
- 1-5 I-house at 2806 Grindon
- 1-7 Antioch Community Church of God, Grindon and Mainfield
- 1-15 Albion looking east from Grindon illustrating character of winding streets
- 1-19 Duplex at 2601-03 Halcyon comprised of two foursquares joined together with typical Lauraville bungalow in background. Note base of lamp standard
- 1-20 View looking north up Morello from Halcyon showing grade change and narrow radial street. Note shallow ashlar retaining wall at right.
- 1-21 View south on Southern from Morello.
- 1-23 2907-2833 Montebello Terrace. South side of Montebello.
- 1-25 4500-4504 Hampnett between Montebello Terrace and Markley.
- 1-26 Semi-detached suburban rowhouses on the north side of Markley between Harford and Hampnett. Notice setback and front yard.

Roll 2 - (55036) - April 27, 1991

- 2-5 Garages at the northeast corner of Mainfield and Montebello.
- 2-10 View of rear yards of 4300 block of Mainfield from Woodsdale.
- 2-14 North side of Overland east of Forestview illustrating topography.
- 2-18 View to Overland from eastern portion of Forestview showing backs of houses on south side of Overland.
- 2-25 View up Harford Terrace.
- 2-28 West side of Harford Road from below Montebello.

Survey No. B-4301  
Lauraville Historic District  
Baltimore City

- 2-29 Parkview Terrace from east.
- 2-33 Halcyon from Harford Road. Absence of street trees is striking.

Roll 3 - (55037) - April 27, 1991

- 3-0 North side of Southern showing curved street.
- 3-11 4706 Catalpha showing houses set on wide lots
- 3-12 2814 Ailsa, an example of older high-style structures
- 3-13 2816(?) Ailsa
- 3-15 View west on Shirey from Harford showing later bungalow development
- 3-18 Non-contributing brick houses in western section of Shirey
- 3-19 T-intersection; view of Hermosa from Catalpha
- 3-27 School from rear
- 3-28 View down Ailsa from ridge in school yard
- 3-32 Rueckert looking east from Elsrode

Roll 4 - May 29, 1991 (3x5prints)

West side of Harford Road from Southern Avenue showing problems with Harford Road streetscape

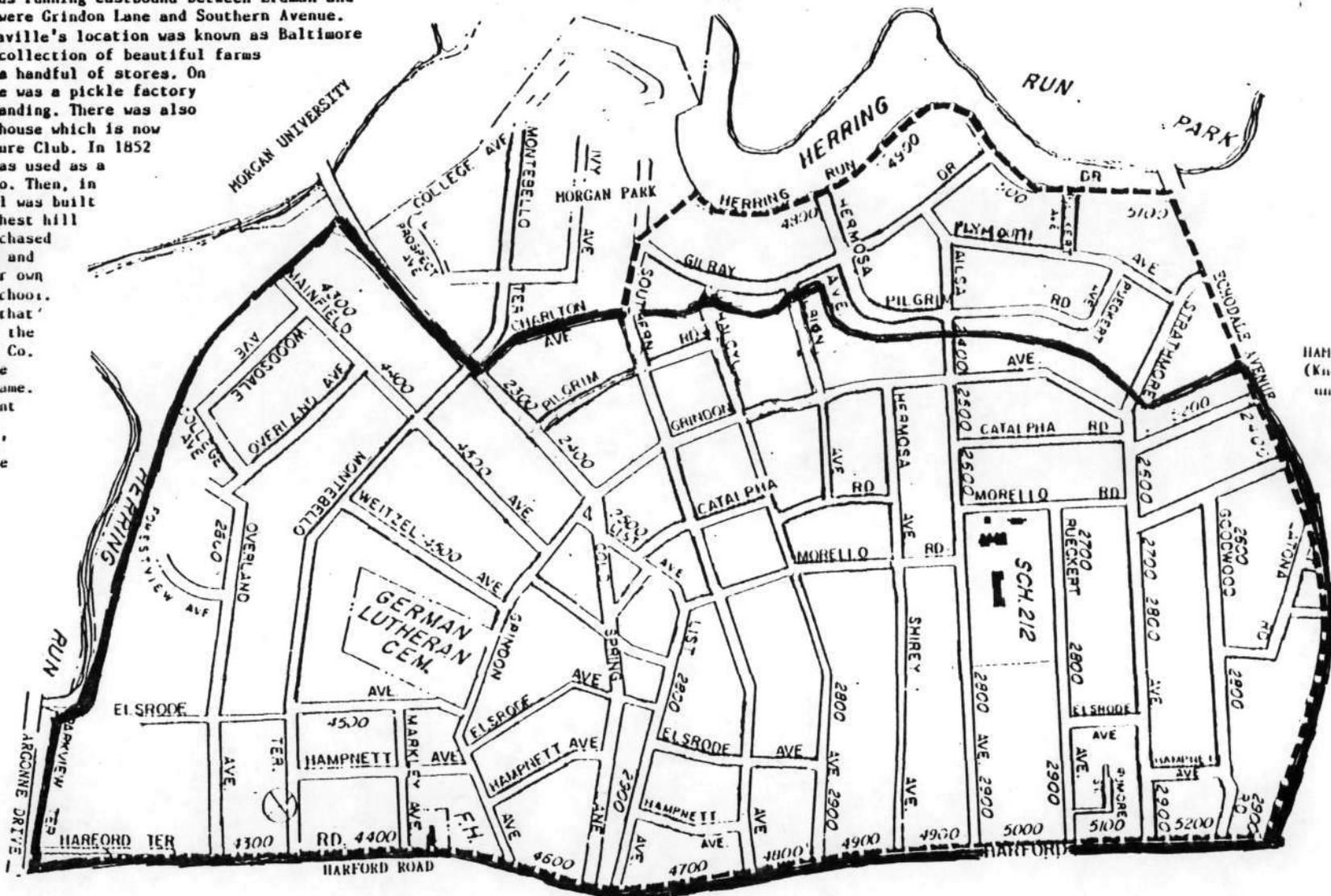
View of Harford Road between Shirey and Ailsa showing detracting 7-11 and Senior Center.

Survey No. B-4301  
 Lauraville Historic District  
 Baltimore City

Lauraville was named after J.H.Keene's daughter, Laura. Mr. Keene owned a large tract of land near Hamilton Avenue in the 1800's. Lauraville was in existence long before our neighbors Hamilton and Gardenville. Indeed, Hamilton was known as North Lauraville as late as 1900. As of 1876, the only two roads running eastbound between Erdman and Hamilton Avenues were Grindon Lane and Southern Avenue. At that time Lauraville's location was known as Baltimore County and was a collection of beautiful farms and estates, and a handful of stores. On Grindon Lane there was a pickle factory which is still standing. There was also a two-room schoolhouse which is now the Clifton Pleasure Club. In 1852 the schoolhouse was used as a Sunday school also. Then, in 1899, a new school was built on the second highest hill in Baltimore, purchased from Mary Garrett and known today as our own Garrett Heights School. Another business that made its mark was the D. Markley Supply Co. and Markley Avenue still bears the name. The fire department across the street used the Markleys' horses to pull the horse-drawn fire equipment to fires.

# LAURAVILLE

## HISTORIC DISTRICT BOUNDARIES



HAMILTON  
 (Known as North Lauraville until 1900)

H.E.P.P.

ARCADIA

BEVERLY HILLS

NORTH WALTHERS

WALTHERS

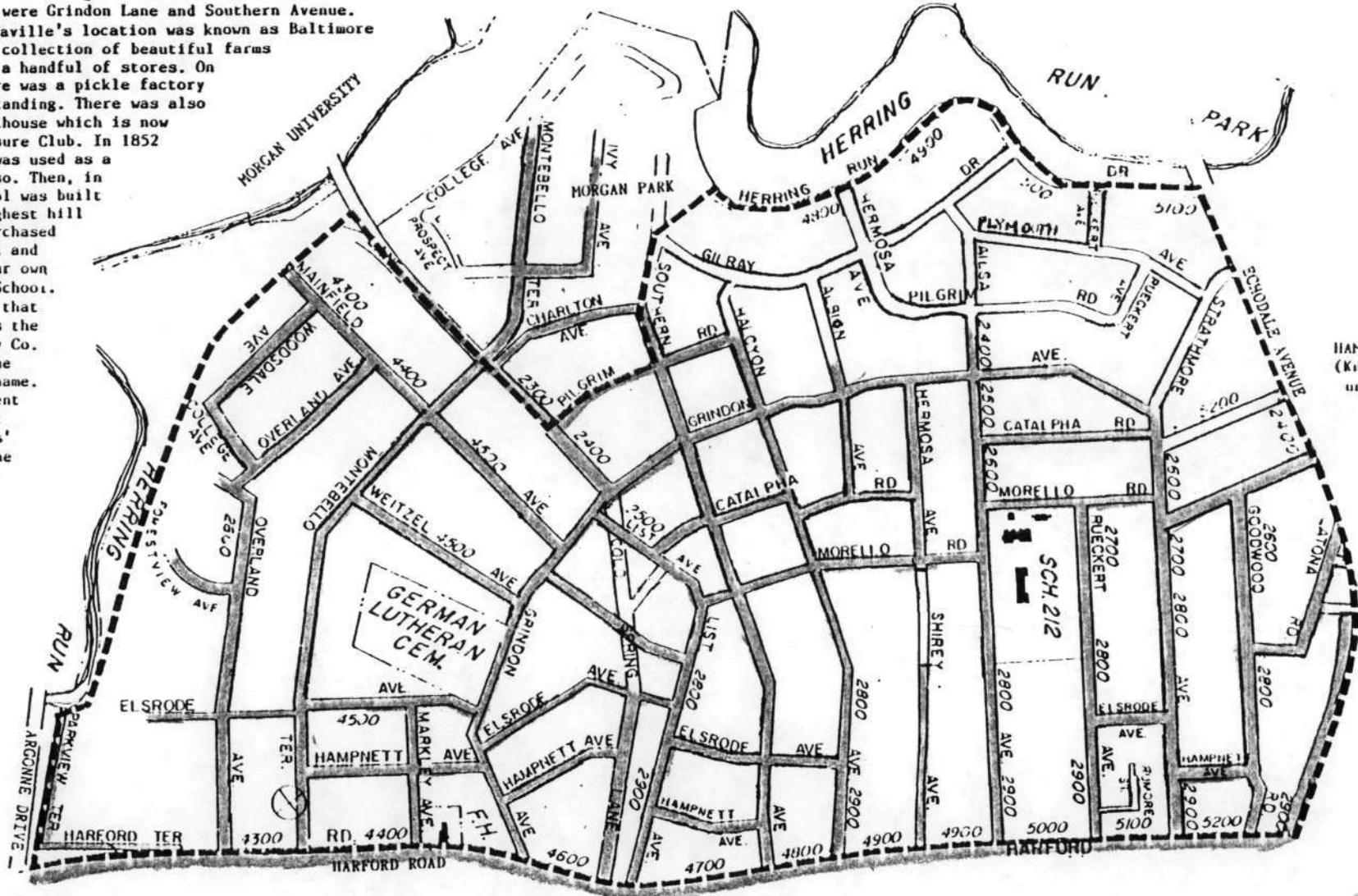
GLENHAM BELMONT



Lauraville was named after J.H. Keene's daughter, Laura. Mr. Keene owned a large tract of land near Hamilton Avenue in the 1800's. Lauraville was in existence long before our neighbors Hamilton and Gardenville. Indeed, Hamilton was known as North Lauraville as late as 1900. As of 1876, the only two roads running eastbound between Erdman and Hamilton Avenues were Grindon Lane and Southern Avenue. At that time Lauraville's location was known as Baltimore County and was a collection of beautiful farms and estates, and a handful of stores. On Grindon Lane there was a pickle factory which is still standing. There was also a two-room schoolhouse which is now the Clifton Pleasure Club. In 1852 the schoolhouse was used as a Sunday school also. Then, in 1899, a new school was built on the second highest hill in Baltimore, purchased from Mary Garrett and known today as our own Garrett Heights School. Another business that made its mark was the D. Markley Supply Co. and Markley Avenue still bears the name. The fire department across the street used the Markleys' horses to pull the horse-drawn fire equipment to fires.

# LAURAVILLE

STREETS SHOWN ON 1929 SANBORN MAP



HAMILTON  
 (Known as North Lauraville until 1900)

H.E.P.P.

Survey No. B-4301  
Lauraville Historic District  
Baltimore City  
Baltimore East Quadrangle

UNITED STATES  
DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS



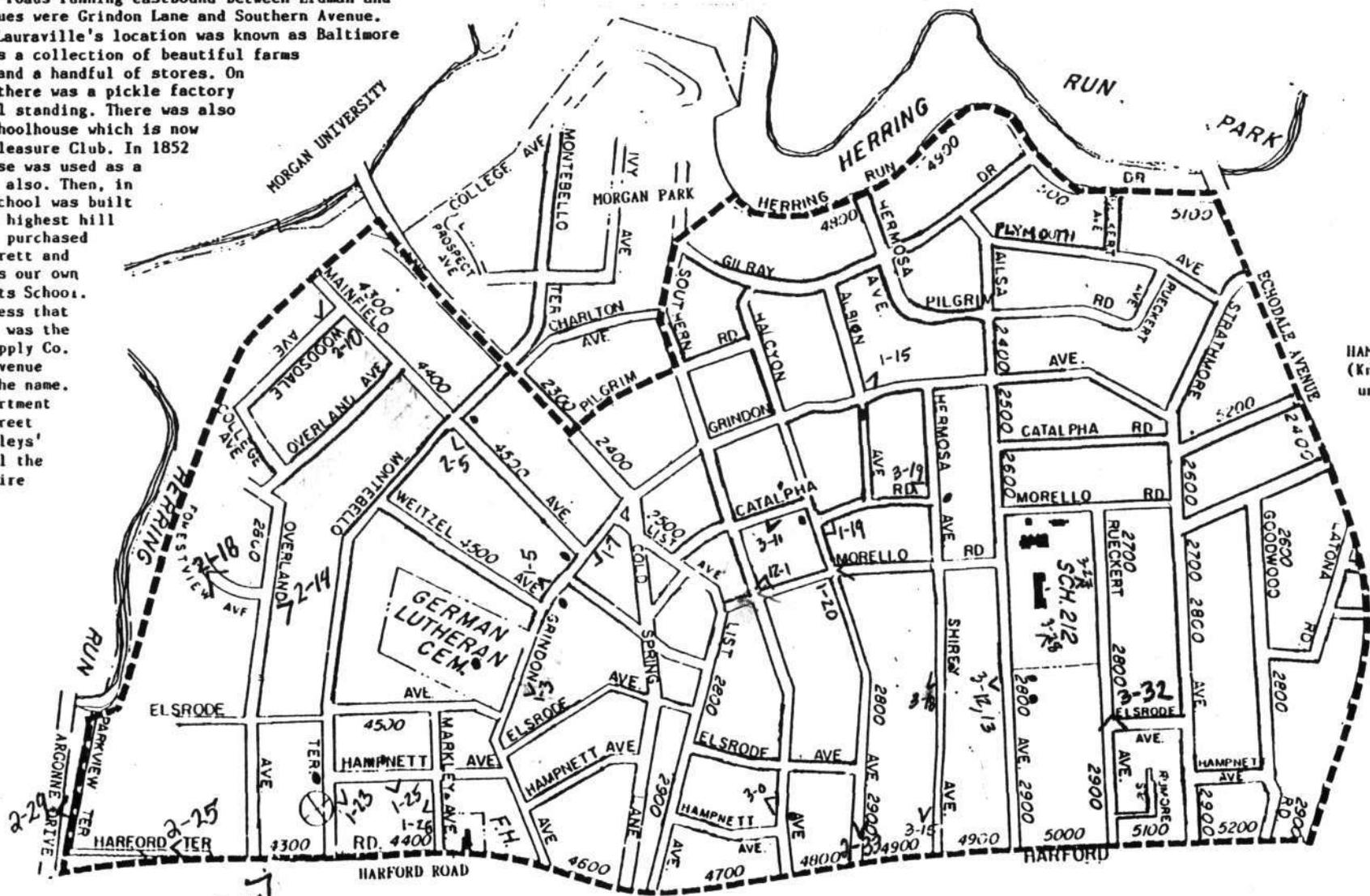
# LAURAVILLE

PHOTO KEY - JUNE 7, 1991

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HAMILTON  
 (Known as North Lauraville until 1900)

H.E.P.P.



ARCADIA

BEVERLY HILLS

NORAVIA WALTHER

WALTHERTSON

GLENHAM BELFORD

Survey No. 4301  
Lauraville Historic District  
Baltimore City

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Survey No. 4301  
Lauraville Historic District  
Baltimore City

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3-32 Rueckert looking east from Elsrode

Roll 4 - May 29, 1991 (3x5prints)

West side of Harford Road from Southern Avenue showing problems with Harford Road streetscape

View of Harford Road between Shirey and Ailsa showing detracting 7-11 and Senior Center.

type consists of grand residences located along the Ailsa Street ridge. These buildings are larger and more high style than other houses within the historic district. The third type are Queen Anne houses, most of which are located on the Parkview Terrace ridge and on or near Harford Road. The fourth type are foursquare houses found throughout the district. Both Montebello Terrace and Overland Avenue are lined with foursquares. The fifth type are bungalows, which, along with foursquares, comprise most of the housing stock in the historic district. Many of the bungalows display characteristic oversize central gabled dormers. The two remaining types are rowhouses, located along Harford Road and Grindon and Markley Avenues off Harford, and frame duplexes, scattered within the southern portion of the district.

Virtually all of these residences possess common characteristics of massing, setback, height, materials, and scale. Freestanding houses are set back from the street with garages sited to the rear of the house. Few of the houses are fenced creating an interplay of open landscape and tight vistas. Most houses rest on raised basements and are 1-1/2 to 2-1/2 stories high. Hipped and cross-gabled roofs predominate. Shingles and wood siding are the primary exterior materials. An occasional house is constructed of rusticated concrete block. Rowhouses along Harford Road are constructed of brick. Architectural articulation within the district typically includes wrap around or inset porches and prominent dormers.

The historic district possesses a remarkable degree of integrity with most changes concentrated along Harford Road. Demolition has resulted in major gaps occupied by non-contributing structures in the Harford Road streetscape. Because of the commercial pressures on this thoroughfare, many of the Queen Anne residences have had unsympathetic additions. Typically, low, masonry streetfront additions occupy the space between the sidewalk and the original setback of the house. However, the combination of grade and setback from the street permits the form of the houses to be read despite these additions. Other changes include the application of siding, porch enclosures, and demolition of original garages. Covering original facade material is a typical Baltimore alteration that has minimal effect in Lauraville because the streetscape and overall form and massing of the buildings are more important than facade detailing. There have been relatively few porch enclosures and in most cases the original form of the porch can still be clearly read. Most of the garages remain; the loss of garages is only apparent when Sanborn Maps showing earlier site conditions are examined.

Nomenclature is further complicated by the use of the term "Hamilton" to refer to this section after the Hamilton Post Office opened in 1898.<sup>4</sup> During the late 20th century, neighborhood studies indicate that "Lauraville" referred to a much smaller area bounded by Argonne Drive, Herring Run, Cold Spring Lane, Charlton Avenue, Southern Avenue, and Harford Road;<sup>5</sup> "Hamilton" referred to the area north of Echodale Avenue. The Lauraville Historic District is comprised of all but the northwestern portion of the present Lauraville neighborhood.

### Lauraville in the 19th Century

Information about the early history of Lauraville is found primarily in newspaper articles setting forth reminiscences of the locale. Setting precise geographical boundaries for this history is complicated by the tangled nomenclature for the area. Consequently, the general history set forth below should be viewed as overall background for understanding this part of Baltimore and not necessarily as the specific history of the Lauraville Historic District.

In the late 19th century, two major roads, Harford Road and Bel Air Road, extended northeast of Baltimore City. Because streetcar service did not come to the eastern part of Baltimore County until the late 19th century, the area remained largely rural until the early 20th century. While there was some settlement along the roads, this part of the county consisted primarily of small produce and dairy farms.<sup>6</sup> In 1881 Thomas Scharf wrote that the Harford Turnpike was "thickly settled...as far out as Herring Run" and that "farther out on these roads [Harford and Bel Air] are many pleasant farms and country residences. The quality of the soil is such as to especially favor the cultivation of vegetables and, in a lesser degree, of fruits."<sup>7</sup>

### Lauraville/Hamilton in the 20th Century

Three factors appear to have been critical in shaping the form of Lauraville in the early 20th century. These were the extension of streetcar service beyond Herring Run, the lifting of tolls on the Harford Turnpike in 1910, and the prevalence of small farms easily lending themselves to subdivision. It is difficult to arrive at precise dates and extensions of streetcar service along Harford Road. In the late 19th century, horse cars travelled as far as Herring Run Park, then known as Hall Springs.<sup>8</sup> In 1897, the City Passenger Company gained control of the Harford Road Turnpike Company, making it possible to extend the Hall Springs line out Harford Road.<sup>9</sup> By 1912, City Passenger had constructed

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<sup>4</sup>Idem.

<sup>5</sup>Goodman, Allen C. and Ralph B. Taylor. **The Baltimore Neighborhood Fact Book: 1970 and 1980**, p. 126.

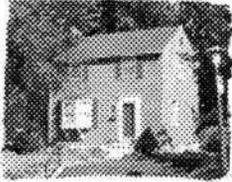
<sup>6</sup>Neal A. Brooks and Eric G. Rockel, **A History of Baltimore County**, p. 326.

<sup>7</sup>Thomas J. Scharf, **History of Baltimore City and County**, p.926.

<sup>8</sup>Pat Ward, "Lauraville Past and Prologue," **Lauraville Improvement Association Newsletter** (March 16, 1964), p. 1.

<sup>9</sup>Michael Farrell, **Who Made All Our Streetcars Go?**, p. 97.

B-4301



Though today's Lauraville was largely built up over the two decades between 1910 and 1930, the community has a history dating back at least from the late 18th



Century. Early settlements were sparse and limited to a scattering of farms along the Harford Road. One of the earliest community buildings in the area was a log schoolhouse- reputedly the first in Baltimore County- that stood just outside of today's Lauraville, approximately where Echodale and Twin Oaks



Avenues meet. Traces of schoolhouse foundations remained at the site until well into this century. The schoolhouse land was owned by the Read family, who also owned quarries and in the early 1800's built a grist mill along the Herring Run.

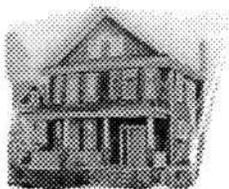


The Harford Road was established during Colonial Times and linked the town of Belair and the homesteads on the Gunpowder Falls with the fledgling Baltimore Town. In 1816 a turnpike company was chartered to substantially improve and maintain Harford Road for the privilege of charging tolls. By 1818 a bridge across the Herring Run (at approximately the foot of today's service drive down to the run) was completed, and by 1819 the turnpike was open to Gunpowder Falls.



The Hall Springs Hotel was located on the west side of Harford Road, slightly north of the bridge over the Herring Run. The hotel

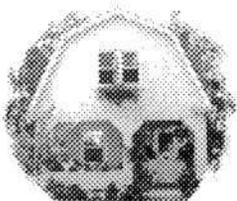
B-4301



took its name from the nearby freshwater spring that to this day, continues to pour forth. The hotel probably dates from the early 1800's and originally served stagecoach passengers on the turnpike. Later, it was used as a popular vacation hotel - a summer country haven from the city's heat-though before being razed in the early 1900's, it had become a private residence.



In the decade preceding the start of the Civil War, Lauraville began to take on the appearance of a village. In addition to the Read Mill on the Herring Run, the Green family had built a cotton mill, located on the south bank of the run, near Lake Montebello. At some time prior to 1852, a second school house was built for the children of mill workers and farmers, near the corner of Gordon Lane and Weitzel Avenue. The 2 room building still stands, and serves as the meeting place for a social club. Churches were also built to serve the pre-Civil War Lauraville community. These included the original Eutaw Methodist Church, which was built in 1860 on a hill overlooking the Herring Run, and the older St. Andrews Chapel which was located just east of Lauraville along today's Cold Spring Lane.



Soon after the Civil War, Lauraville became an official village, with its own post office, and as a result its present name. Local residents who had lobbied for a local mail service were

B-4301

confronted when they discovered the Post Office's requirement for a village name as a mail destination. At a local meeting, chief supporter for the village post office, John Henry Keene, a local property owner who also operated a planing mill and lumber yard on the site of today's Bond Lumber, suggested that the community be named after his daughter Laura. Apparently that was acceptable to all present, for the area has been Lauraville since.

Until Hamilton got its own post office, the Lauraville post office which was located in William Emmel's confectionery store on the west side of Harford Road, south of Southern Avenue, handled all of the mail service along Harford Road, between the Herring Run, and Parkville.

In the last decades of the 19th century Lauraville became thoroughly self-sufficient.

Blacksmiths and carpenters practiced their trades along Harford Road, and virtually any necessity could be brought locally for the house or farm. Truck farms covered the area and a wide variety of locally raised produce, as well as fresh meat, poultry, and dairy products were available. Weber's Park, a brewery, with adjoining picnic grounds and beer garden operated for many years along Harford Road in the Southern end of Lauraville, about opposite today's Overland Avenue. A fire station for the volunteer fire company was also built, on the site of the present modern engine

B-4301

house.

In the early 1870's the Hall Springs Passenger Railway opened its limited horse-drawn passenger service on the Harford Road between the Hall Springs Hotel and a car barn south of 25th Street, where connections could be made for downtown Baltimore. While never wildly successful, the line operated continuously until it was electrified and extended north to Hamilton Avenue in the 1890s, and eventually absorbed into the United Railway system. This growth and improvement of the Harford Road transit service coincided with the rapid development of the Lauraville as a residential suburban community. First commuter transit, then automobile travel, made communities like Lauraville increasingly accessible to the Baltimore Downtown. In 1895 land was acquired from the Garrett family for a new schoolhouse, which was built in the late 1890s at Morello and Ailsa Avenues. The school was and is still called Garrett Heights, though previously had junior high grades as well as the elementary grades. The 1932 addition to Garrett Heights is the only portion still standing, as the older wing was destroyed by fire in 1969. By 1918, when most of Lauraville was annexed to Baltimore City many houses had already been built.

While Lauraville was built up over a period of years by various developers, most of the houses are detached, single family frame or

cedar shingle structures, similar in style. The Lauraville neighborhood benefits from irregular street patterns, and from the considerable number of shade trees that the residents have striven to protect.

While no longer an isolated rural village, Lauraville still maintains a feel of cohesion and community spirit reminiscent of its earlier days.



home



1 1A  
7 KODAK 5052 TMX



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8 KODAK 5052 TMX



3 3A  
9 KODAK 5052 TMX



4 4A  
10 KODAK 5052 TMX



5 5A  
11 KODAK 5052 TMX



6 6A  
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SURVEY NO. 4301  
LAURVILLE HISTORIC DISTRICT - ROLL 1  
BALTIMORE CITY  
PHOTOGRAPHER: BETTY BIRD  
DATE: APRIL 24, 1991

Survey No. 4301  
Laurville Historic District - Roll 1  
Baltimore City  
Photographer: Betty Bird  
Date: April 24, 1991



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LAURAVILLE HISTORIC DISTRICT - ROLL 2  
 PHOTOGRAPHER - BETTY BIRD  
 DATE: APRIL 27, 1991  
 SURVEY NO: 4301

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Survey No. B-4301  
Lauraville Historic District - Rollz  
Photographer - Betty Bird  
Date: April 27, 1991

SURVEY NO. 4301  
 LAUREVILLE HISTORIC DISTRICT - ROLL 3  
 BALTIMORE CITY  
 PHOTOGRAPHER: BETTY BIRD  
 DATE: APRIL 27, 1991

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18A 152 TMX 19 25 KODAK 5052 TMX 20 26 KODAK 5052 TMX 21 27 KODAK 5052 TMX 22 28 KODAK 5052 TMX 23 29 KODAK 5052 TMX 24 30 KODAK 5052 TMX



24A 152 TMX 25 31 KODAK 5052 TMX 26 32 KODAK 5052 TMX 27 33 KODAK 5052 TMX 28 34 KODAK 5052 TMX 29 35 KODAK 5052 TMX 30 36 KODAK 5052 TMX



30A 31 31A 32 32A 33 33A 34 34A 35 35A 36 36A

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Survey No. B-4301

Lauraville Historic District - Roll 3

Baltimore City

Photographer: Betty Bird

Date: April 27, 1991

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Survey No B-4301

Lauraville Historic District - Roll 4

Baltimore City

Photographer: Betty Bird

Date: April 27, 1991



Survey No. 4301

Lauraville Historic District

Baltimore City, Maryland

Photographer: Betty Bird

Date: May 29, 1991

Negative: Betty Bird

View of west side of Harford Rd. from  
N on Southern Avenue



Survey No. 4301

Lauraville Historic District

Baltimore City, Maryland

Photographer: Betty Bird

Date: May 29, 1991

Negative: Betty Bird

View of Harford Rd. between Shirey & Ailsa  
showing detracting 7-11 and Senior  
Center. View from south.



LAURAVILLE HISTORIC DISTRICT B-4301

BALTIMORE CITY, MD

BETTY BIRD

APRIL 27, 1991

NORTH SIDE OF PARKVIEW TERRACE FROM EAST

Review/Compliance



LAURAVILLE HISTORIC DISTRICT B-4301

BALTIMORE CITY, MD

BETTY BIRD

APRIL 27, 1991

REAR OF SCHOOL - VIEW FROM SOUTH



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APRIL 27, 1991

GARAGES ON NORTH SIDE OF RUMORE ST. - VIEW FROM EAST



LAURAVILLE HISTORIC DISTRICT B-4301

BALTIMORE CITY, MD

BETTY BIRD

APRIL 24, 1991

SEMI-DETACHED SUBURBAN ROWHOUSES ON THE NORTH SIDE  
OF MARKLEY BETWEEN HARFORD RD. & HAMPNETT AVE.



LAURAVILLE HISTORIC DISTRICT B-4301

BALTIMORE CITY, MD

BETTY BIRD

APRIL 27, 1991

WEST SIDE OF HARFORD ROAD FROM BELOW MONTEBELLO



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NORTH SIDE OF 2400 BLOCK OF COLD SPRING LANE

VIEW FROM INTERSECTION OF GRINDON & COLD SPRING



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BALTIMORE CITY, MD

BETTY BIRD

APRIL 24, 1991

4500-4504 HAMPNETT BETWEEN MONTEBELLO  
TERRACE & MARKLEY AVE.



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APRIL 27, 1991

SOUTHERN AVENUE FROM WEST BETWEEN HARFORD &  
ELSRUDE



LAURAVILLE HISTORIC DISTRICT B-4301

BALTIMORE CITY, MD

BETTY BIRD

APRIL 27, 1991

2900 BLOCK OF OVERLAND AVENUE FROM ELSRODE AVE.



LAURAVILLE HISTORIC DISTRICT

B-4301

BALTIMORE CITY, MD

BETTY BIRD

APRIL 27, 1991

NORTH SIDE OF SOUTHERN AVE. SHOWING CURVED STREET



LAURAVILLE HISTORIC DISTRICT B-4301

BALTIMORE CITY, MD

BETTY BIRD

APRIL 24, 1991

2907-2833 MONTEBELLO TERRACE; SOUTH SIDE OF  
MONTEBELLO

*Review / completion*



LAURAVILLE HISTORIC DISTRICT B-4301

BALTIMORE CITY, MD

BETTY BIRD

APRIL 24, 1991

SEMI-DETACHED SUBURBAN ROWHOUSES ON THE SOUTH  
SIDE OF MARKLEY BETWEEN HARFORD RD. & HAMPNETT AVE.



LAURAVILLE HISTORIC DISTRICT - B-4301

BALTIMORE CITY, MD

BETTY BIRD

APRIL 27, 1991

SOUTHERN AVENUE - VIEW TO EAST FROM ALLEY EAST  
OF MORELLO RD



LAURAVILLE HISTORIC DISTRICT B-4301

BALTIMORE CITY, MD

BETTY BIRD

APRIL 24, 1991

GERMAN LUTHERAN CEMETERY FROM  
GRINDON