

HO-808, House
6415 Loudon Avenue, Elkridge
Howard County
Ca. 1890
Private

CAPSULE SUMMARY

This two-story, frame, gable front and wing Folk Victorian actually presents its side façade to the street and faces south towards the railroad. The house rests on a brick foundation on the east side of Loudon Avenue. It is one of the earliest houses in the Harwood Park subdivision and is one of the best maintained on the exterior. The stacked bay windows on the west façade and the original Victorian porch details are notable features of the house.

The house at 6415 Loudon Avenue is significant under criteria A and C in the areas of architecture and community planning. Architecturally, the house is representative of the style and form common in the late 19th and early 20th century subdivisions. The house is also significant because of its location in the Harwood Park subdivision, one of the earlier subdivisions in Howard County, and a representative example of the type of affordable subdivisions laid out along railroad lines in close proximity to big cities all over the United States.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. HO-808

1. Name of Property (indicate preferred name)

historic House
 other

2. Location

street and number 6415 Loudon Avenue not for publication
 city, town Elkridge vicinity
 county Howard

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

name Toma and Karen Keller
 street and number 6415 Loudon Avenue telephone
 city, town Elkridge state MD zip code 21075

4. Location of Legal Description

courthouse, registry of deeds, etc. Howard County Courthouse tax map and parcel: Map 38, P873
 city, town Ellicott City liber 3156 folio 604

5. Primary Location of Additional Data

- Contributing Resource in National Register District
- Contributing Resource in Local Historic District
- Determined Eligible for the National Register/Maryland Register
- Determined Ineligible for the National Register/Maryland Register
- Recorded by HABS/HAER
- Historic Structure Report or Research Report
- Other

6. Classification

| Category | Ownership | Current Function | Resource Count | |
|---|---|--|--|-----------------|
| | | | Contributing | Noncontributing |
| <input type="checkbox"/> district | <input type="checkbox"/> public | <input type="checkbox"/> agriculture | | |
| <input checked="" type="checkbox"/> building(s) | <input checked="" type="checkbox"/> private | <input type="checkbox"/> commerce/trade | 1 | 1 |
| <input type="checkbox"/> structure | <input type="checkbox"/> both | <input type="checkbox"/> defense | | |
| <input type="checkbox"/> site | | <input checked="" type="checkbox"/> domestic | | |
| <input type="checkbox"/> object | | <input type="checkbox"/> education | | |
| | | <input type="checkbox"/> funerary | 1 | 1 |
| | | <input type="checkbox"/> government | | |
| | | <input type="checkbox"/> health care | | |
| | | <input type="checkbox"/> industry | | |
| | | <input type="checkbox"/> landscape | | |
| | | <input type="checkbox"/> recreation/culture | | |
| | | <input type="checkbox"/> religion | | |
| | | <input type="checkbox"/> social | | |
| | | <input type="checkbox"/> transportation | | |
| | | <input type="checkbox"/> work in progress | | |
| | | <input type="checkbox"/> unknown | | |
| | | <input type="checkbox"/> vacant/not in use | | |
| | | <input type="checkbox"/> other: | | |
| | | | Number of Contributing Resources previously listed in the Inventory | |
| | | | 0 | |

7. Description

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Condition

| | |
|--|---------------------------------------|
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated |
| <input checked="" type="checkbox"/> good | <input type="checkbox"/> ruins |
| <input type="checkbox"/> fair | <input type="checkbox"/> altered |

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

This two-story, frame, gable front and wing Folk Victorian actually presents its side façade to the street and faces south towards the railroad. The house rests on a brick foundation on the east side of Loudon Avenue. It is one of the earliest houses in the Harwood Park subdivision, probably dating to around 1893, and is one of the best maintained on the exterior. The stacked bay windows on the west façade and the original Victorian porch details are notable features of the house.

The front façade of the house (defined as the one that contains the main entrance) is actually the south façade and not the west one that fronts on Loudon Avenue. The front door is centered on the first story of the four bay façade in the wing section. The door is a replacement and has no transom or sidelights. One very tall floor to ceiling window – it appears to be a 4 by 4 wood casement window with very large lights – is located immediately to the left of the door. Two more windows, 6/1 double hung wood sash, are located on the first floor to the right of the door in the front gabled section of the house. On the second story, four more 6/1 windows are vertically aligned above the first story openings. A single story wrap around porch spans the front of the wing section of the house (is therefore located in the 'L') and wraps around the west façade. The porch has turned supports, a plain, low balustrade with square balusters, and decorative sawn brackets.

The west side façade of the house fronts on the street and features stacked bay windows on the gable end of the wing section. There are three windows, all 6/1, in each bay window. In the gable, there was originally an arched 2/2 wood window but all of the glass is now missing and the window is mostly boarded up. The west façade of the gable front section features two 6/1 windows on the second story and one 6/1 on the first story.

The north façade of the house has one 6/1 window on the second floor and 2 6/1 windows on the first floor. A one-story shed roofed addition spans the entire east (rear) façade of the structure.

Most of the windows on the house are the original wood sash but there are several that are vinyl replacements that mimic the original light configuration. The entire west façade of the house, the north façade, and the south façade of the wing section are all clad in wood shingles painted yellow. The south façade of the gable front section and the shed roofed addition on the east façade have aluminum siding. The asphalt shingle roof is pierced by one interior brick stovepipe chimney. The wide, open eave overhang is typical of the period.

A cinderblock garage has been constructed on the southeast corner of the property and is not considered historically significant. The house rests on a quarter acre occupying roughly three lots.

8. Significance

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| Period | Areas of Significance | Check and justify below | | | |
|---|--|---|---|--|--|
| <input type="checkbox"/> 1600-1699 | <input type="checkbox"/> agriculture | <input type="checkbox"/> economics | <input type="checkbox"/> health/medicine | <input type="checkbox"/> performing arts | |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> archeology | <input type="checkbox"/> education | <input type="checkbox"/> industry | <input type="checkbox"/> philosophy | |
| <input checked="" type="checkbox"/> 1800-1899 | <input checked="" type="checkbox"/> architecture | <input type="checkbox"/> engineering | <input type="checkbox"/> invention | <input type="checkbox"/> politics/government | |
| <input type="checkbox"/> 1900-1999 | <input type="checkbox"/> art | <input type="checkbox"/> entertainment/ recreation | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion | |
| <input type="checkbox"/> 2000- | <input type="checkbox"/> commerce | <input type="checkbox"/> ethnic heritage | <input type="checkbox"/> law | <input type="checkbox"/> science | |
| | <input type="checkbox"/> communications | <input type="checkbox"/> exploration/ settlement | <input type="checkbox"/> literature | <input type="checkbox"/> social history | |
| | <input checked="" type="checkbox"/> community planning | | <input type="checkbox"/> maritime industry | <input type="checkbox"/> transportation | |
| | <input type="checkbox"/> conservation | | <input type="checkbox"/> military | <input type="checkbox"/> other: | |

Specific dates ca. 1893 **Architect/Builder** unknown

Construction dates ca. 1893

Evaluation for:

National Register Maryland Register not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance reports, complete evaluation on a DOE Form - see manual.)

The house at 6415 Loudon Avenue is significant under criteria A and C in the areas of architecture and community planning. Architecturally, the house is representative of the style and form common in the late 19th and early 20th century subdivisions. The house is also significant because of its location in the Harwood Park subdivision, one of the earlier subdivisions in Howard County, and a representative example of the type of affordable subdivisions laid out along railroad lines in close proximity to big cities all over the United States.

The Harwood Park subdivision is located in Elkridge bounded by Route 1 on the north, the railroad on the south, and recent industrial parks on the east and west. The historic settlement of Elkridge Landing is located approximately 2 miles to the east along Route 1. Harwood Park was one of several early subdivisions in Howard County platted in the 1890's as part of the expanding wave of suburbanization across the country.

The suburban movement in community planning in the United States traces its roots back to the mid-19th century and the Romantic landscape movement. The suburban ideal consisted of substantial single family houses located on large lots on curvilinear streets in park-like settings. The two developments widely recognized as the prototypes are Llewellyn Park (1857) in New Jersey and Riverside (1869) west of Chicago in Illinois. This ideal appealed greatly to the middle class and inspired an aspiration for semi-rural living away from the noise, crime, and filth of the fast-growing cities, but still close enough to them for commuting purposes. Ease of commuting was the key to early suburban success. As transportation became more advanced and travel became easier and faster, the suburbs moved further and further away from the cities. The earliest suburbs were served by horse-drawn cars and the railroad, then came the electric streetcar, and finally, by the 1920's, the automobile. (1)

The suburban ideal in its highest form was beyond the financial means of most of the middle class and certainly all of the working class, but savvy developers found ways to create more affordable subdivisions while still appealing to the ideal of better living. These affordable developments usually relied on a rectilinear plan in lieu of the curving streets and park-like setting touted by the idealists, and the houses were smaller, though still detached single family dwellings, and located closer together on narrow lots. (2) Advances in building technology also made single-family houses increasingly affordable. Architecturally, the balloon framing method made domestic construction faster and cheaper, and mass produced decorative details popularized by pattern books and turned out in quantity by saw mills across the nation, lent many of the late 19th century developments a similar flavor. The increasing use of the railroad to transport both raw and dimensioned lumber, as well as the finished stock of doors, window sash, porch supports, and decorative brackets contributed to the suburban boom.

Suburban development continued at a steady pace across the nation during the late 19th and early 20th centuries. The proximity of various locales to booming cities and transportation routes determined the rate of suburban growth in those areas. The rise of the automobile during the 1920's made the construction of new suburbs away from the railroads a viable possibility and the population

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Name House

Continuation Sheet

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continued to settle further and further away from the city centers. The big boom in suburban development across the country came post-World War II when the massive numbers of returning soldiers created a seemingly insatiable demand for the independence and middle class status associated with home ownership. Architecturally, the trend in the affordable subdivisions was towards increasingly modest houses built on a small scale with minimal decoration. Particularly during the Depression of the 1930's, the minimal trend helped to keep home ownership affordable for a larger portion of the population. Likewise, post-war subdivisions also exhibit mostly minimal cottages and ranchers affordable for returning soldiers and their young families. (3)

The subdivision of Harwood Park, originally called simply Har-wood, was platted in 1893 on 125 acres of land owned by the Kyne family. Har-wood was one of many suburbs laid out along important transportation routes in the late 19th century; in Howard County, the small subdivision of Anderson, down near Hanover on the Howard County side of the tracks, was laid out beside the railroad around 1871 and the subdivision of North Laurel, located, as the name suggests, just north of Laurel, was platted in 1891. (4) In Har-wood, more than 1000 individual lots were laid out by the Boston Land Improvement Company in the subdivision named for two of the company's owners, William Harmon and Charles Wood. The appeal of the subdivision was certainly its location on the railroad line running into Baltimore. There was a stop on the railroad in the Har-wood development; it is unknown if a proper station was ever built, but the stop was apparently located at the end of Beechfield Avenue. Residents of the neighborhood could commute to both Baltimore and Washington D.C. with ease on the train. (5) In addition, the Washington Turnpike, the major thoroughfare that would become Route 1 in the 1930's, was located on the northern edge of the development, providing residents with easy access to not one but two major transportation routes of the day.

Like many early subdivisions, deed covenants were used to restrict the types of development that could occur in Har-wood, and an 1894 deed states "owners shall not permit to be erected on any part of the assigned ground, or any part thereof, any tavern, saloon, tannery, slaughter house, skin dressing, glue, soap, candle or starch manufacturing establishment, or any other building for offensive purpose or occupation." (6) In addition, houses built in Har-wood had to cost at least \$800. Har-wood was clearly conceived as one of the affordable suburbs mentioned above intended to make the suburban ideal available to a wider portion of the middle class. The rectilinear plan of the streets and numerous small, narrow lots are good indicators of the clientele the developers were hoping to attract. It is unknown how many lots were actually sold and developed during the first decade of the subdivision's existence. There are certainly some dwellings still standing that date to the 1890's, but today a vast majority date to the 1940's and 1950's. According to an elderly resident, there were only around 15 homes built in Har-wood by 1912, and by 1925 only 5 houses were located along all of Athol Avenue. (7) For the first 50 years of its life then, the neighborhood of Har-wood must have retained a very rural feel. The railroad faded from prominence as a mode of transportation during the early 20th century with the development of the automobile and automobile suburbs away from the railroads became increasingly popular. It is notable that the houses constructed in Har-wood became increasingly modest during the early 20th century. There are less than 10 two-story Folk Victorian dwellings in all of Har-wood; those houses constructed in the 20's and 30's were more often minimal one story bungalows or cottages. The upper middle class, those more likely to build large houses in the Victorian or Colonial Revival styles, was obviously looking elsewhere. But Har-wood certainly came into its own during the post-war years of suburban development and the modest cottages and ranchers of this period dominate the landscape. The name of the neighborhood was changed to Harwood Park by 1940.

The house at 6415 Loudon Avenue is an outstanding example of one of the early two-story, Folk Victorian dwellings erected in Harwood Park. Probably one of the earliest houses built in the neighborhood, this dwelling is notable for its retention of original details and materials. Its setting on the lot and the narrow, but highly decorative, side that it presents to the street are probably exactly the image the developers had in mind, and are indicative of the dwelling's suburban nature.

1. David L. Ames and Linda Flint McClelland, NATIONAL REGISTER BULLETIN: HISTORIC RESIDENTIAL SUBURBS (National Park Service, 2002).

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Name House

Continuation Sheet

Number 8 Page 2

2. Ibid.

3. Ibid.

4. For information on Anderson see Maryland Inventory of Historic Properties forms HO-786, HO-787, HO-792, HO-793, and HO-794. For information on North Laurel see form HO-799.

5. All information on the history of Harwood Park is from the Harwood Park Neighborhood Improvement Association website (<http://www.geocities.com/harwoodparkelkrige>), History section, prepared by Betsy McMillion. A hard copy of this section is filed in the Howard County Department of Planning and Zoning with the inventory forms, behind HO-808.

6. Ibid.

7. Ibid.

9. Major Bibliographical References

Inventory No. HO-808

See continuation sheet.

10. Geographical Data

Acreage of surveyed property .25
Acreage of historical setting unknown
Quadrangle name Relay Quadrangle scale 1:24000

Verbal boundary description and justification

Lots 32 and 33 and part of Lot 31 in the Harwood Park subdivision. It is unknown how many lots were originally conveyed with this property.

11. Form Prepared By

| | | | |
|-------------------|---|-----------|----------------|
| name/title | Kristin Hill, Historic Sites Surveyor | | |
| organization | Howard County Department of Planning and Zoning | date | 12/8/03 |
| street and number | 3430 Court House Drive | telephone | 410-313-4335 |
| city or town | Ellicott City | state MD | zip code 21043 |

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville MD 21032
410-514-7600

Maryland Historical Trust Maryland Inventory of Historic Properties Form

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Name House

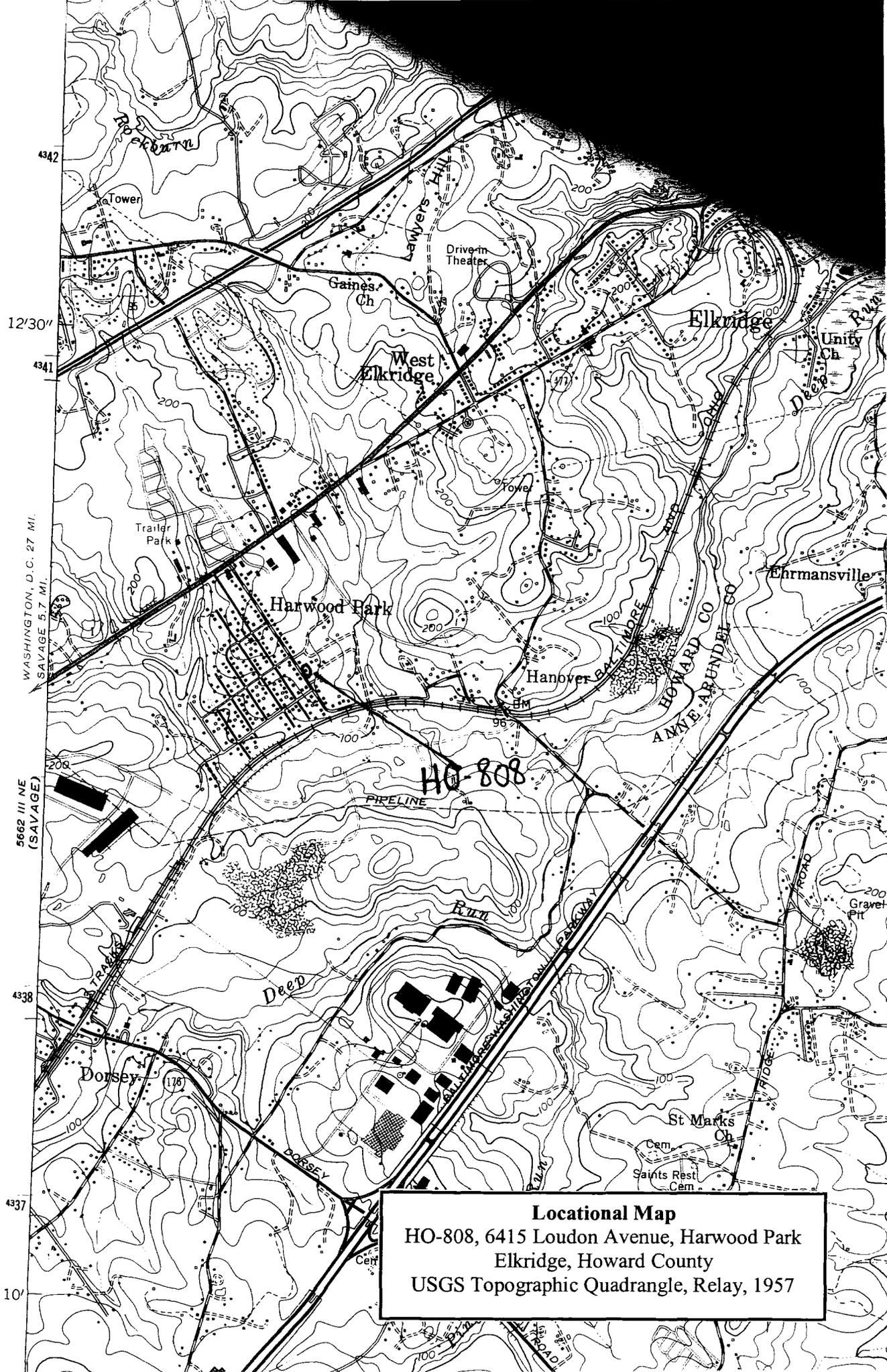
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Maryland Inventory of Historic Properties forms HO-786, HO-787, HO-792, HO-793, HO-794 and HO-799.



WASHINGTON, D.C. 27 MI.
SAVAGE 5.7 MI.

5662 III NE
(SAVAGE)

Locational Map
HO-808, 6415 Loudon Avenue, Harwood Park
Elkridge, Howard County
USGS Topographic Quadrangle, Relay, 1957



HO-808, House

6415 Loudan Avenue, Harwood Park

Elkridge, Howard County, Maryland

Kristin Hill, 12/03

28 21+01 NNNNN 10+12 82

Negative at MDSHPD

SW elevation

1/4



HO-808, House

6415 Loudon Avenue, Harwood Park
Elkridge, Howard County, Maryland

Kristin Hill, 12/03

Negative at MDSHPD

02 21+00 NNNNN 174

West elevation

2/4



Ho. 808, House

6415 Loudon Avenue, Howard Park

Elkridge, Howard County, Maryland

03 21+01 NNNNN 124

Kristin Hill, 12/03

Negative at MDSH000

NW elevation

3/4



HO-808, House

6415 Loudon Avenue, Harwood Park
Elkridge, Howard County, Maryland

Kristin Hill, 12/03

04 21+01 NNNNN 124

Negative at MDSHPD

SW elevation

4/4