NPS Form 10-900
(Oct. 1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1371

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Run Creek, Cold Spring Lane, Charlton Avenue, Halcyon Avenue, Grindon Road, Catalpha Road, and Echodale Avenue ☐ not for publication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 — Date: 11-9-01

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: 12/28/01

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 19TH AND 20TH CENTURY REVIVALS:
Colonial Revival, Classical Revival, Late Gothic Revival, Mediterranean Revival
LATE 19TH AND EARLY 20TH 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.

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

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

9. Major Bibliographical References

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

Previous documentation on 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:

10. Geographical Data

Acreage of Property Approximately 310 acres

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

	Zone	Easting	Northing
1	18	365390	4356750
2	18	364240	4355130
3	18	363550	4355780
4	18	364670	4356960

☐ 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 24th 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.

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).[1] 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 19th 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

[1] 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.

late 19th 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).[2] 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 19th 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

[2] 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.

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

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)

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)

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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)

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)

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

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

1926 study showed that virtually all of the area's residents commuted downtown by streetcar by that date.[3] In further contrast to more centrally planned suburbs, Lauraville's "vast honeycomb of developments"[4] 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.[5]

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.[6] 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.[7] Lauraville was said to be named for the daughter of John Henry Keene, who established the first post office in the area.[8] Keene owned a lumber yard and lumber mill on the east side of Harford Road where the Sack lumber mill was later located.[9] Maps indicate that the name "Lauraville" continued to be applied to a much broader area throughout the early 20th century.

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[3]Kelker, DeLeuw & Company, **Report to the Traffic Survey Commission of Baltimore**.
[4]Scarborough.
[5]1929 Sanborn Map.
[6]Photograph on display at the MacDonald's at Harford Road and Cold Spring Lane.
[7]Katherine Scarborough, "Baltimore's Spreading Suburbs - V: Harford-Belair Roads," **Baltimore Sun**, December 25, 1932.
[8]Mrs. A. Armstrong, "Lauraville's Glorious Fourths," **Baltimore Sun**, July 1, 1956.
[9]Scarborough.

Nomenclature is further complicated by the use of the term "Hamilton" to refer to this section after the Hamilton Post Office opened in 1898.[10] 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;[11] "Hamilton" referred to the area north of Echodale Avenue.[12] 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.[13] The earliest reference to Lauraville appears in the 1851 *Maryland Gazetteer*.[14] 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."[15] A Maryland directory of the early 1880s noted that Lauraville had a population of 500. Of the 97 occupational entries, 44 were farmers.[16]

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.

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[10]**Idem**.
[11]Goodman, Allen C. and Ralph B. Taylor. **The Baltimore Neighborhood Fact Book: 1970 and 1980,** p. 126.
[12]Hamilton has its own distinct identity. Subdivisions north of Echodale were platted and developed as part of Hamilton.
[13]Neal A. Brooks and Eric G. Rockel, **A History of Baltimore County**, p. 326.
[14]Eric Holcombe, "Northeast Baltimore," p. 61.
[15]Thomas J. Scharf, **History of Baltimore City and County**, p.926.
[16]Holcombe, pp. 58-59.

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.[17] 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.[18] 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.[19] 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.[20] 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.[21] In 1906, the courts ordered tolls lifted on Harford Road.[22] By 1912, City Passenger had constructed a new car house on the east side of Harford Road at Montebello.[23] A plat of the List Tract shows that streetcar service extended past List Avenue in 1908;[24] service was extended to Carney, a suburb north of Lauraville, by 1918.[25] 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.[26]

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

[17]Robert Brugger, **Maryland: A Middle Temperament**, p. 789.
[18]Sherry Olson, **Baltimore: The Building of an American City**, p. 217.
[19]Sherry Olson, **Baltimore: The Building of an American City**, p. 217-218.
[20]Pat Ward, "Lauraville Past and Prologue," **Lauraville Improvement Association Newsletter** (March 16, 1964), p. 1.
[21]Michael Farrell, **Who Made All Our Streetcars Go?**, p. 97.
[22]Holcombe, p. 86.
[23]**Ibid.**, p. 117.
[24]Plat Book JWS No. 2, f. 340.
[25]Brooks, p. 326.
[26]Holcombe, p. 86 and 92.

Montebello Park, Lauraville Park, Ailsa Terraces, Halcyon Park, Strathmore, Ridgecroft Terrace, and Ailsa Heights -- names designed to evoke their park-like setting and situation in the heights overlooking the city.[27]

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.[28]

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.[29] 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.[30] 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

[27] 1915 Sanborn Map of Baltimore and Annex Block Map, Plat No. 3 compiled by Superior Court.
[28] 1915 Sanborn Map. The school and church still stand today and the land use pattern established by the fire house and pickle factory remains.
[29] Construction dates taken from Baltimore City Assessment Records.
[30] SCL 3843, f. 127, SCL 2907, f. 203; SCL 4567, f. 436.

minimum sizes for buildings, and provided rights-of-way for sewer and electrical connections.[31] 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.[32] 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.[33]

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.[34] 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!"[35] 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.[36]

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

[31]SCL 3843, f. 127.
[32]These restrictions were in place in Ridgecroft 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)
[33]SCL 2907, f. 203 (1912) and SCL 4001, f. 161 (1923)
[34]**Baltimore News**, March 26, 1910.
[35]Advertisement in Holcombe, p. 199.
[36]Members of E.D.A. and A.D.A. Distributors Associations, Map.

construction of a "new modern building" to accommodate the area's growth.[37] 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.[38]

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.[39] 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.[40] Because Lauraville was comprised of several small developments, these covenants were not applied across the board, as in Roland Park. Some areas like Ridgecroft 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.[41]

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.[42] 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,

[37]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.

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

[39]*Hurd v. Hodge* and *Shelly v. Kramer* established the illegality of restrictive covenants.

[40]SCL 3848, f. 368; SCL 2907, f. 203; SCL 4576, f. 436, SCL 4001, f. 161.

[41]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.

[42]*Afro-American*, May 5, 1917.

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.[43]

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.

[43] Alan Gowans, **The Comfortable House: North American Suburban Architecture 1890-1930**, p. 29.

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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

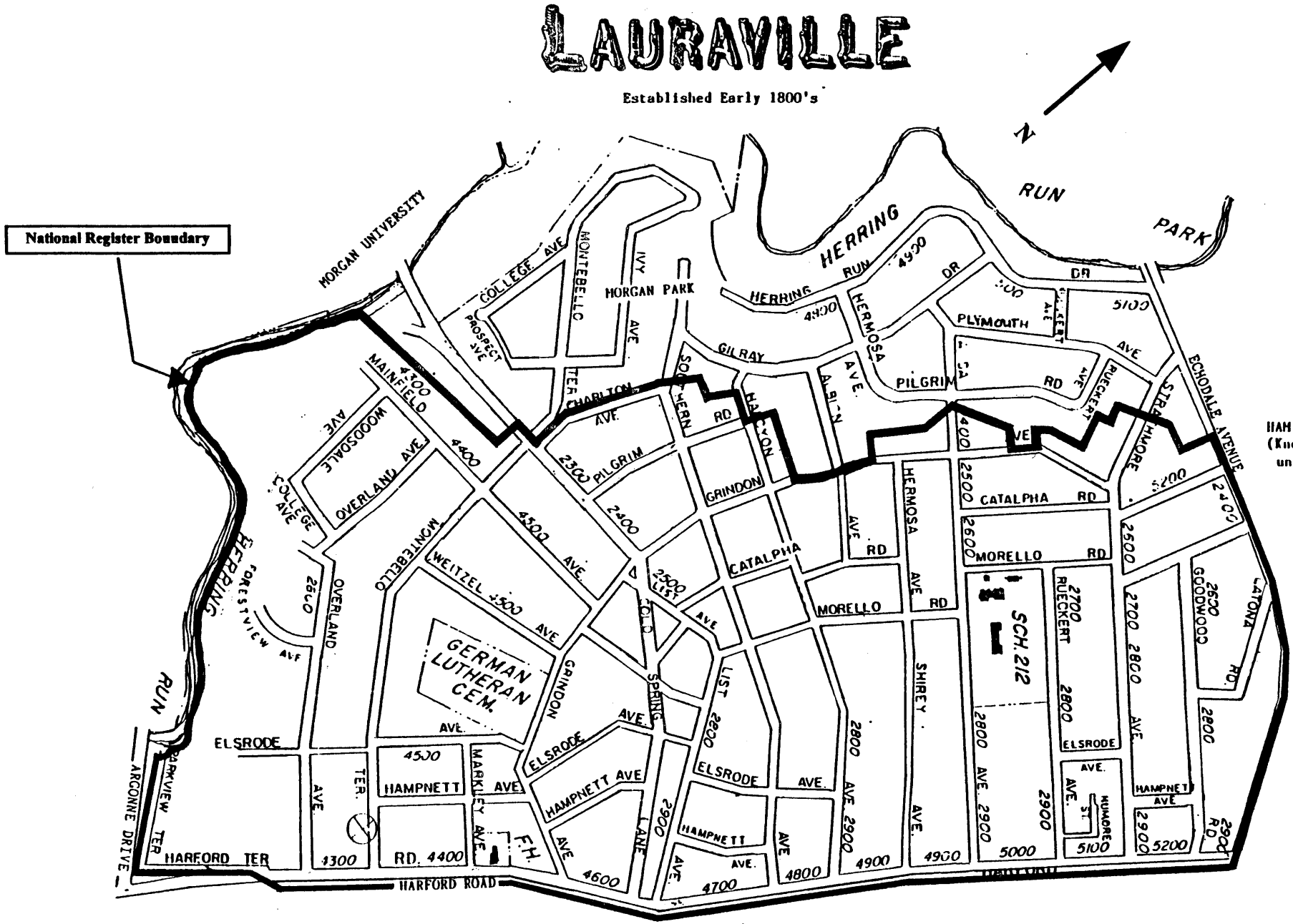
The boundary of the Lauraville Historic District reflects major geographic features, historic patterns of development, and the self-defined identity of Lauraville and surrounding neighborhoods. Harford Road forms the eastern edge of the district. Although demolition and unsympathetic new construction 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

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.

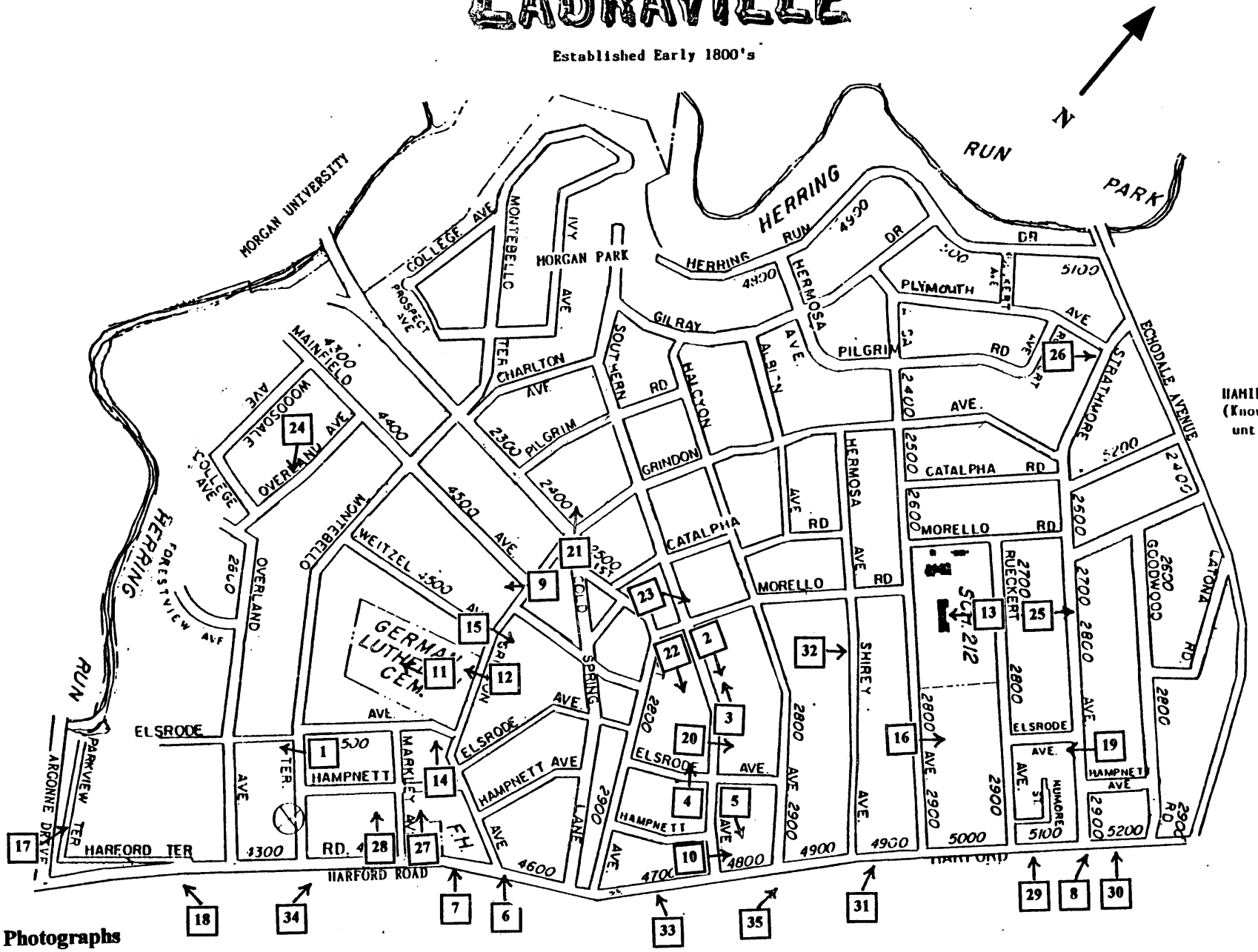


National Register Boundary Map

Lauraville Historic District
Baltimore City, Maryland
B-4301

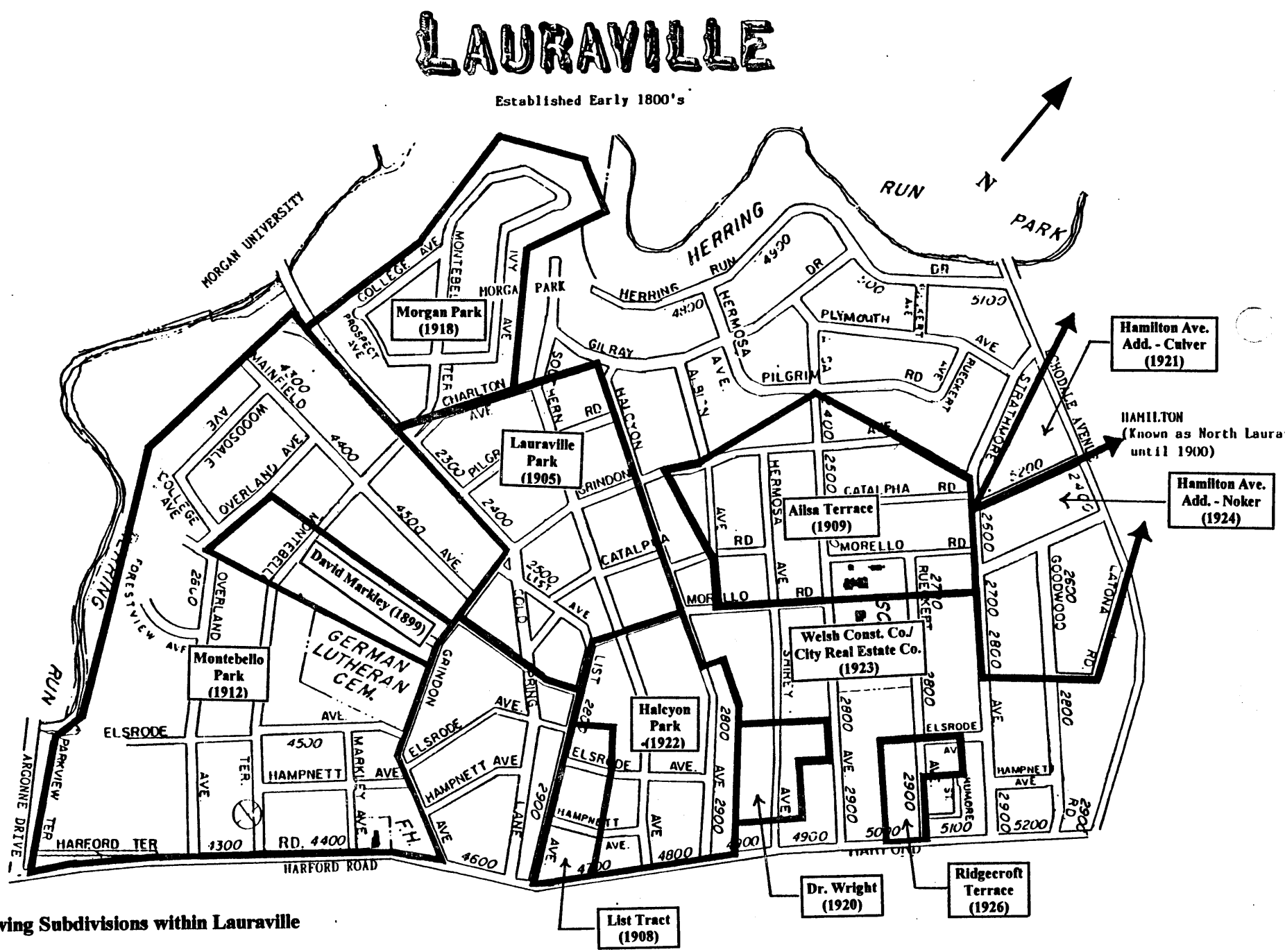
LAURAVILLE

Established Early 1800's



Key to Photographs

Lauraville Historic District
Baltimore City, Maryland
B-4301

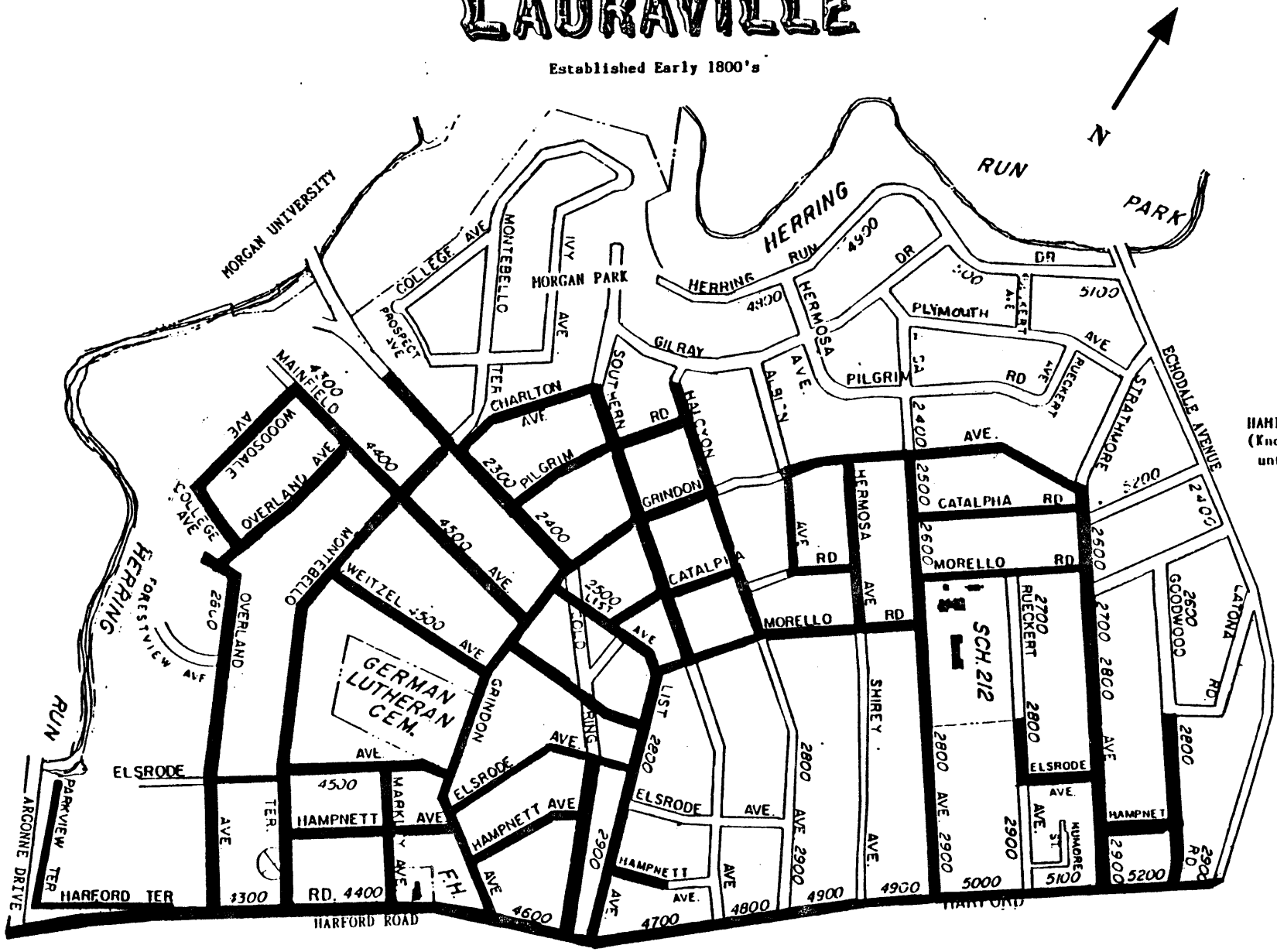


Map Showing Subdivisions within Lauraville

Lauraville Historic District
Baltimore City, Maryland
B-4301

LAURAVILLE

Established Early 1800's

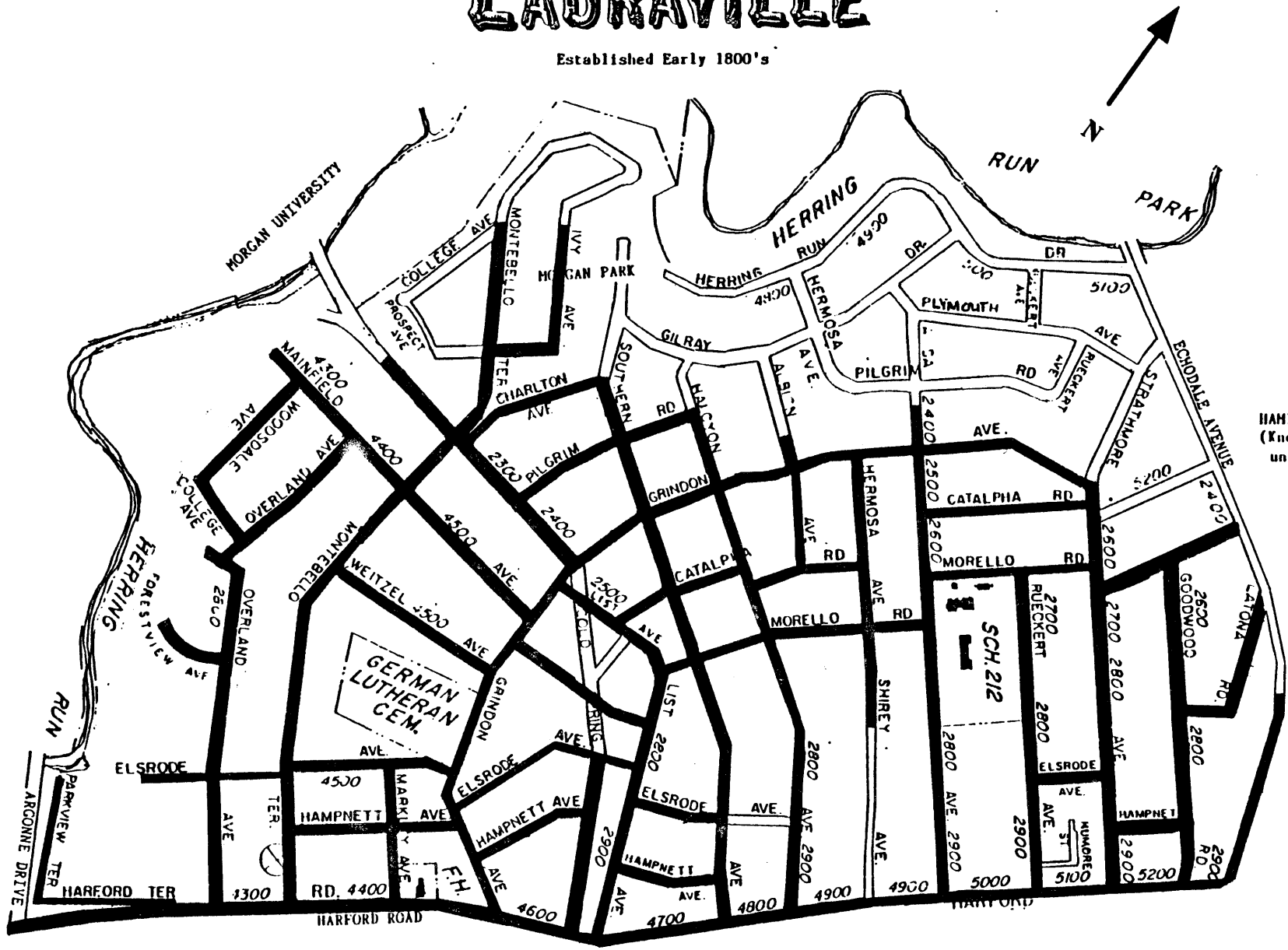


Streets Shown on 1915 Sanborn Map

Lauraville Historic District
Baltimore City, Maryland
B-4301

LAURAVILLE

Established Early 1800's



Streets Shown on 1929 Sanborn Map

Lauraville Historic District
Baltimore City, Maryland
B-4301