

HO-809, House
6615 Highland Avenue, ElkrIDGE
Howard County
Ca. 1890
Private

CAPSULE SUMMARY

This two-story frame tri-gable faces north on the south side of Highland Avenue. The house has a prominent corner lot one block west of Loudon Avenue next to the Harwood Methodist Church. Most of the exterior is clad in vinyl siding with the exception of the first story of the front façade and the second story projecting central bay on the front façade, both of which are clad in wood shingles. The house has a cross-gabled rear wing which appears to have additions on both its east and west sides; the east side addition connects to a front-loading two car garage. The asphalt shingle, side gabled roof is pierced by one corbelled brick chimney at the ridge just to the right of center, while the original portion of the rear wing also has an interior corbelled brick chimney with a decorative top on the rear wall of the wing.

The house at 6615 Highland 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-809

1. Name of Property (indicate preferred name)

historic House

other

2. Location

street and number 6615 Highland Avenue not for publication

city, town Elkridge vicinity

county Howard

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

name John and Carrie Englehart

street and number 6615 Highland 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 2967 folio 17

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	2	
<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	2	0
		<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 checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input 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 tri-gable faces north on the south side of Highland Avenue. The house has a prominent corner lot one block west of Loudon Avenue next to the Harwood Methodist Church. Most of the exterior is clad in vinyl siding with the exception of the first story of the front façade and the second story projecting central bay on the front façade, both of which are clad in wood shingles. The house has a cross-gabled rear wing which appears to have additions on both its east and west sides; the east side addition connects to a front-loading two car garage. The asphalt shingle, side gabled roof is pierced by one corbelled brick chimney at the ridge just to the right of center, while the original portion of the rear wing also has an interior corbelled brick chimney with a decorative top on the rear wall of the wing.

The front (north) façade is three bays wide with a central projecting cross-gabled bay. The front entrance is located in the central bay on the first story and is capped by a transom and has one sidelight. The six-panel door with two upper lights is a modern replacement. The entry is flanked by tall floor-to-ceiling, 4/4 double hung wood windows. Three windows are vertically aligned across the second story, but the windows themselves are all vinyl replacements. A single story, wrap around porch spans the front of the house and wraps around the west façade. The porch has turned supports and lacks a balustrade.

The east side façade of the front section of the house features one window on each story. The windows are vertically aligned and are both vinyl replacements. A two-story addition appears to have been made to the east façade of the rear wing, and a two-car garage with a gabled dormer is attached to the east side of this addition.

The west side façade also features one window on each story in the front section of the house (vertically aligned, both replacements). A full width, two-story addition has been made to the original west façade of the rear wing.

A small, one-story frame outbuilding is located just to the west of the rear wing. This building is clad in wood shingles and has a hipped, asphalt shingle roof with exposed rafter tails. There is a window on the north side of the building and a door on the east side. A breezeway now connects this small building to the rear wing of the main house.

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.1890 **Architect/Builder** unknown

Construction dates ca. 1890

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 6615 Highland 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.

One source states that the house at 6615 Highland Avenue was the Kyne family farm house constructed prior to the creation of the Harwood Park subdivision. (8) This is a possibility and it is believable that the house could have been constructed around 1880 or 1885 but probably no earlier. The form of the house - a tri-gable I-house with a rear wing - is common throughout the last quarter of the 19th century and into the very early 20th. One piece of evidence in favor of this house predating the subdivision is its setting on the lot. Contrary to many of the other houses in the neighborhood, this house does not look as if it was built to fit on a narrow lot, and its wide front façade is a notable departure from the house at 6415 Loudon Avenue (see HO-808). Either way, the house is one of the oldest in the Harwood Park neighborhood and is in excellent, though modernized, condition.

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Name House

Continuation Sheet

Number 8 Page 2

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

9. Major Bibliographical References

Inventory No. HO-809

See continuation sheet.

10. Geographical Data

Acreage of surveyed property ~0.35

Acreage of historical setting unknown

Quadrangle name Relay

Quadrangle scale 1:24000

Verbal boundary description and justification

Lots 277 through 282. It is unknown how much property was originally associated with this dwelling.

11. Form Prepared By

name/title	Kristin Hill, Historic Sites Surveyor		
organization	Howard County Department of Planning and Zoning	date	12/9/03
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

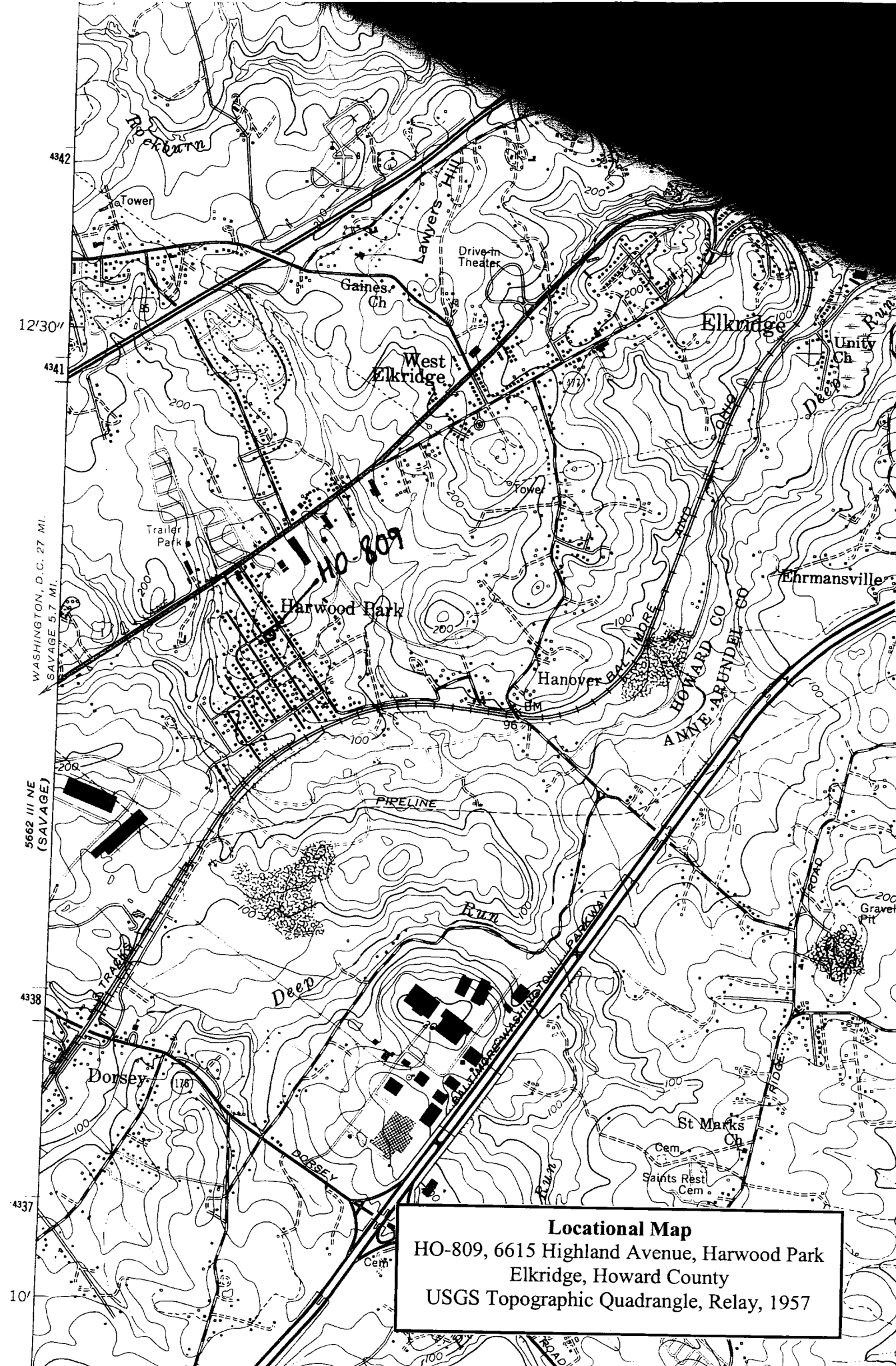
Continuation Sheet

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



Locational Map
HO-809, 6615 Highland Avenue, Harwood Park
Elkrige, Howard County
USGS Topographic Quadrangle, Relay, 1957



HO. 809, House
6615 Highland Avenue, Harwood Park
Elkridge, Howard County, Maryland

Kristin Hill, 12/03

12 21+01 NNNNN 10+12 21

Negative at MDS1402

NW elevation

115



No. 809, House

6615 Highland Avenue, Harwood Park
Elkridge, Howard County, Maryland

Kristin Hill, 12/03

Negative at MDSHPD

North elevation

2/5

14 21+00 NNNNN 00+12 11



No. 809, House

6615 Highland Avenue, Harwood Park

Elkridge, Howard County, Maryland

Kristin Hill, 12/03

Negative at MDSH00

North elevation

3/5



HO-809, House
6615 Highland Avenue, Harwood Park
Elkridge, Howard County, Maryland

Kristin Hill, 12/03

Negative at MDSTPD 721 NNNNN 00+12 ST

NE elevation

4/5



HO-809, House

6615 Highland Avenue, Harwood Park
Elkridge, Howard County, Maryland

Kristin Hill, 12/03

16 21+00 NNNNN 00+12 91

Negative at MDSHPD

West elevation

5/5