Maryland Historical Trust
State Historic Sites Inventory Form

MARYLAND INVENTORY OF HISTORIC PROPERTIES

Survey No. B-1307
Magi No.
DOE __yes _X_no

1. Name (indicate preferred name)

historic

and/or common Ilex Woodworking

2. Location

street & number 1700 Union Avenue ☐ not for publication

city, town Baltimore ☐ vicinity of congressional district

state Maryland county Baltimore City

3. Classification

Category	Ownership	Status	Present Use	
☐ district	☐ public	☒ occupied	☐ agriculture	☐ museum
☒ building(s)	☒ private	☐ unoccupied	☐ commercial	☐ park
☐ structure	☐ both	☐ work in progress	☐ educational	☐ private residence
☐ site	**Public Acquisition**	**Accessible**	☐ entertainment	☐ religious
☐ object	☐ in process	☒ yes: restricted	☐ government	☐ scientific
	☐ being considered	☐ yes: unrestricted	☒ industrial	☐ transportation
	☒ not applicable	☐ no	☐ military	☐ other:

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

name Foundry Building Limited Partnership

street & number 1700 Union Avenue telephone no.:

city, town Baltimore state and zip code 21211

5. Location of Legal Description

courthouse, registry of deeds, etc. Maryland Department of Real Estate and Taxation liber SB 968

street & number accessed online at <http:// www.DAT.state.md.us> folio 141

city, town state

6. Representation in Existing Historical Surveys

title Cultural Resources Investigations for Proposed Construction of Double Track, North Half, Central Light Rail, Baltimore & Baltimore Co., MD

date 1999

depository for survey records Maryland Historical Trust ☐ federal ☒ state ☐ county ☐ local

city, town Crownsville state MD

Capsule Summary

Survey No.: B-1307

Name/Address: Ilex Woodworking

Construction Date: ca. 1940

Town/Vicinity: Hampden-Woodberry

County: Baltimore City

Access: private

Summary Description:

The Ilex Woodworking building is located on the north side of Union Avenue just east of the railroad tracks in Hampden-Woodberry. The current building appears to date to the 1940s. Ilex Woodworking is a one-story, three-bay-wide by ten-bay-long brick factory building laid in a five and six course American bond. The facade, which faces Union Avenue, is treated as a stepped parapet, behind which a monitor roof runs the length of the building. The metal fixed and tilt-sash windows are glazed with wired glass. The facade originally contained two large windows flanking two narrower windows flanking a central single-leaf door. A second door has been added in the western narrow window. A blind stretcher bond brick addition has extended the facade to the east. The north end of the building has a one-story, five-bay addition with a flat roof and terra cotta coping on the flat parapet.

Statement of Significance

Ilex Woodworking was built in the mid-twentieth century on property owned by the Robert Poole Company, a descendant of the Poole & Hunt Union Works which cast architectural and industrial metals from the 1850s into the twentieth century. The Union Works are located west of the railroad tracks, directly opposite the Ilex building. A small foundry building was located on the site of the present building prior to the construction of the Ilex building. The land on which the present building stands was reportedly created by the regular dumping of foundry sand along the banks of the Jones Falls, which is located east of the building. The twentieth century was a period of decline and transition in the Hampden-Woodberry community, which was formed from the nineteenth-century mill villages associated with the cotton duck industry of the Jones Falls valley. The Ilex Woodworking building is an example of twentieth century industrial architecture, and does not manifest unique or innovative design or engineering principles. No known people or events significant to the history of the area, state, or nation are known to be associated with the Ilex building, therefore, the factory does not appear to meet the eligibility requirements for listing in the National Register of Historic Places.

7. Description

Survey No. B-1307

Condition		Check one	Check one	
☐ excellent	☐ deteriorated	☒ unaltered	☒ original site	
☒ good	☐ ruins	☐ altered	☐ moved	date of move
☐ fair	☐ unexposed			

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

Capsule Summary

The Ilex Woodworking is located on the north side of Union Avenue just east of the railroad tracks in Hampden-Woodberry. The current building appears to date to the 1940s. The original building in this location was a small foundry for the Poole & Hunt Company. The land on which the brick factory building stands was reportedly created by the repeated dumping of foundry sand onto this location by Poole & Hunt Union Works.

General Description

The Ilex Woodworking building is a one-story, three-bay-wide by ten-bay-long brick factory building laid in a five and six course American bond. The facade, which faces Union Avenue, is treated as a stepped parapet, behind which a monitor roof runs the length of the building. The metal fixed and tilt-sash windows are glazed with wire glass. The facade originally contained two large windows flanking two narrower windows flanking a central single-leaf door. A second door has been added in the western narrow window. A blind stretcher bond brick addition has extended the facade to the east. The north end of the building has a one-story, five-bay addition with a flat roof and terra cotta coping on the flat parapet.

8. Significance

Survey No. B-1307

Period	Areas of Significance-	Check and justify below	
☐ prehistoric	☐ archeology-prehistoric	☐ community planning	☐ landscape architecture
☐ 1400-1499	☐ archeology-historic	☐ conservation	☐ law
☐ 1500-1599	☐ agriculture	☐ economics	☐ literature
☐ 1600-1999	☐ architecture	☐ education	☐ military
☐ 1700-1799	☐ art	☐ engineering	☐ music
☐ 1800-1899	☐ commerce	☐ exploration/settlement	☐ philosophy
☒ 1900-	☐ communications	☒ industry	☐ politics/government
		☐ invention	

Specific dates: ca. 1940 **Builder/Architect:** unknown

check: Applicable Criteria: ☐A ☐B ☐C ☐D
and/or
Applicable Exception: ☐A ☐B ☐C ☐D ☐E ☐F ☐G

Level of Significance: ☐national ☐state ☐local

Statement of Significance

Ilex Woodworking was built in the mid-twentieth century on property owned by the Robert Poole Company, a descendant of the Poole & Hunt Union Works which cast architectural and industrial metals from the 1850s into the twentieth century. The Union Works are located west of the railroad tracks, directly opposite the Ilex building. A small foundry building was located on the site of the present building prior to the construction of the Ilex building. The land on which the present building stands was reportedly created by the regular dumping of foundry sand along the banks of the Jones Falls, which is located east of the building. The twentieth century was a period of decline and transition in the Hampden-Woodberry community, which was formed from the nineteenth-century mill villages associated with the cotton duck industry of the Jones Falls valley. The Ilex Woodworking building is an example of twentieth century industrial architecture, and does not manifest unique or innovative design or engineering principles. It does not appear to be associated with the traditional industries of the area. No known people or events significant to the history of the area, state, or nation are known to be associated with the Ilex building, therefore, the factory does not appear to meet the eligibility requirements for listing in the National Register of Historic Places.

History

The histories of Baltimore City and County are intertwined. The county, which included present-day Baltimore City until 1850, was established in 1659. At that time, the county encompassed land on either side of the head of the Chesapeake (currently parts of Cecil and Harford counties), and extended west beyond present day Frederick County. After several reductions in area, the county assumed its present form by 1773. Early settlers of the county were concentrated along navigable waterways. David Jones settled on 380 acres on the east side of the eponymous Jones Falls in 1661. In 1729, the Maryland Assembly enacted the establishment of a town named Baltimore near the mouth of the Jones Falls, after which land was purchased and platted on the western bank of the small river (Brugger 1988:66). In 1745, the settlement known as Jones Town east of the falls, merged with settlements west of the falls to become Baltimore Town (Brugger 1988:66).

Baltimore Town emerged in the eighteenth century as a dominant colonial port, earning the title of the fastest growing city in the nascent United States during the 1790s (Brugger 1988:132-133;141). An influx of German settlers brought wheat and grain culture to the county that like so many other Maryland counties, had relied on land-intensive tobacco cultivation. Mills established along the powerful Jones Falls produced flour for the active domestic and export markets. Distilleries processed county rye into whisky.

After the 1807 trade embargo imposed by the U.S. government and aimed at British trade, a burgeoning textiles industry in the Jones Falls Valley wove cotton and wool for domestic consumption (NRHP Mt. Washington Mill). The Mount Washington

(see continuation sheet 1)

Mill built in 1808 as the Washington Cotton Factory, "represents the first major attempt in Maryland to manufacture textile goods" (NRHP 1990; B-1027). The mill was the first in the Jones Falls Valley textile industry which dominated the valley by the mid-nineteenth century. The Whitehall Flour Mill in Hampden converted to textile weaving around the same time (Zembala 1995:103).

Though the county enjoyed an extensive system of roads, alternative forms of transportation were sought. Between 1783 and the 1820s, speculative and abortive canal ventures failed to provide a water-borne trade route from the county's interior to port (Scharf 1971: 342). Roads, however consistently deteriorated, remained the principal means of shipment. The advent of the railroad in the 1830s became the primary catalyst for growth along Jones Falls Valley and north. The railroad's impact is clearly visible in the pockets of suburban and industrial development which relied equally on the success and expediency of the railroad. Baltimore County history parallels that of the railroad's from the second quarter of the nineteenth century into the mid-twentieth century.

During the summer of 1827, York County, Pennsylvania toll road owners consulted with Baltimore business men about the possibility of creating a railroad link between Baltimore and York Haven, above the falls of the Conewingo River near the projected route of the Pennsylvania Canal (Gunnarsson 1991:12-13). A charter for the Baltimore & Susquehanna Railroad (B&S) was granted by the Maryland legislature February 13, 1828, but persistent trade rivalries between Baltimore and Philadelphia prevented the issuance of a charter in Pennsylvania (Gunnarsson 1991:12-14).

Despite the Pennsylvania legislature's denial of a charter, the cornerstone for the Baltimore and Susquehanna Railroad was laid on August 8, 1829, approximately 60 feet from the North Avenue Bridge in Baltimore (Gunnarsson 1991:14; Scharf 1971: 343). To minimize effort through the hilly terrain north of Baltimore, the Jones Falls Valley was chosen as the route northward. Construction started along the west bank of the Jones Falls. The first run between Belvedere Station and Relay, south of present-day Lake Roland, was made on 4 July 1831 (Gunnarsson 1991:15; Scharf 1971: 344), followed in August 1832, by the line's first steam locomotive, the "Herald" (Scharf 1971: 344).

The railroad fostered the development of mid-nineteenth century villages in Baltimore County. As the nineteenth century progressed, industry continued to expand in the county aided by the efficient transportation of industrial products to port via railroad. In 1843, the textile-producing Woodberry Mill of Horatio Gambrill and David Carroll was built east of the B&S railroad tracks. Woodberry was the first mill built in Woodberry specifically for the manufacture of cotton duck, or sailcloth, a material in demand by the clipper ships of Baltimore. Following Woodberry Mill was Clipper Mill (1855; 1865), originally operated as Whitehalll Flour Mill before its conversion to cotton milling; Park Mill (1855) was built for the manufacture of seine twine; Druid Mill (1866) produced textiles until 1917; and Meadow Mill (1877), one of the latest mills in the valley was built for the spinning of cotton into sailcloth (Zembala 1995:100-103).

Surrounding the mills are several self-contained communities of worker housing built by mill owners for use by their employees. The granite ashlar used in the construction of the houses of West Woodberry and the Woodberry, Park Mill, and Druid Mills was quarried near Lake Roland (Hampden-Woodberry 1976:n.p.). Other enclaves of worker housing, such as Brick Hill and Stone Hill, grew up around the mills of Hampden-Woodberry.

The foundry of Robert Poole began operations in Baltimore north of North Avenue, near the former Bolton Shops of the B&S railroad in the 1840s. The Poole & Hunt Union Works relocated to Woodberry in 1853. The foundry cast structural and architectural ironwork, and machine parts for neighboring textile mills (MHT B-1007). Spur lines from the B&S railroad served the foundry and other Hampden-Woodberry mills.

The twentieth century was a period of transition and decline in the traditional mill industries of the Jones Falls valley. In 1932, The Poole Company was created out of the remnants of Poole & Hunt. The company built a factory at the junction of Union Avenue, the railroad corridor, and Clipper Road on land created by Poole & Hunt's consistent dumping of foundry sand in the swampy shore of the Jones Falls (McGrain 1985:222). The Woodberry Mills diversified and sought cheaper labor in the south. The company scaled back operations in Hampden-Woodberry and began operating mills in Tallassee, Alabama (Hampden-Woodberry File, Baltimore Museum of Industry).

8. Significance (continuation sheet 2)

Survey No. B-1307

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ✓ ____ Eligibility not recommended ____

Criteria: ✓ A ___B ✓ C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Comments: _____

Reviewer, Office of Preservation Services — Date 11/1/00

Reviewer, NR Program — Date 11/3/00

9. Major Bibliographical References (continuation sheet 2)

Survey No. B-1307

Lewand, Karen
1989 *North Baltimore: From Estate to Development.* Baltimore City Planning Office and University of Baltimore, Baltimore, MD.

Maryland Historical Trust (MHT)
various years as cited Maryland Inventory of Historic Places Inventory Form, as cited. On file in the library and archives of the Maryland Historical Trust, Crownsville, Maryland.

McGrain, John W.
1985 *From Pig Iron to Cotton Duck: A History of Manufacturing Villages in Baltimore County,* vol. I. Baltimore County Heritage Publications, Baltimore County Public Library, Towson, MD.

National Register of Historic Places (NRHP)
various years as cited. National Register of Historic Places, Washington, D.C.

Scharf, J. Thomas
1881 *History of Baltimore City and County.* [1971 reprint] With new introduction and rearranged index by Edward G. Howard. Regional Publishing Company, Baltimore, MD.

Zembala, Dennis M., editor
1995 *Baltimore: Industrial Gateway on the Chesapeake.* B. Henry Latrobe Chapter of the Society for Industrial Archaeology and the Baltimore Museum of Industry, Baltimore, MD.

9. Major Bibliographical References

Survey No. B-1307

Brugger, Robert J.
1988 *Maryland: A Middle Temperament, 1634-1980.* Johns Hopkins University Press, Baltimore.

Gunnarsson, Robert L.
1991 *The Story of the Northern Central Railway.* Greenberg Publishing Company, Sykesville, Maryland.

Hampden Woodberry
1976 Bicentennial Project. On File in the Research Center of the Baltimore Museum of Industry, Baltimore, MD.

Hampden-Woodberry Community Association
1948 *Souvenir Book of the Hampden-Woodberry 60th Anniversary Celebration, June 12-13-14, 1948.* Hampden-Woodberry Community Association, Baltimore, MD. Copy on file in the Baltimore County Historical Society, Cockeysville, MD.

(see continuation sheet 2)

10. Geographical Data

Acreage of nominated property: 1.6 acres
Quadrangle name Baltimore West 7.5' **Quadrangle scale** 1:24,000
UTM Reference do NOT complete UTM references

zone **easting** **northing**

Verbal boundary description and justification
The boundaries are contiguous with the legal boundaries of the parcel associated with the building.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Kerri Culhane/Project Architectural Historian

organization John Milner Associates, Inc. **date** 10/1999

street & number 5250 Cherokee Avenue, Suite 410 **telephone** 703/354-9737

city or town Alexandria **state** Virginia

The Maryland Historic Sites Inventory 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
DHCP/DHCD
100 Community Place
Crownsville, MD 21032

Inventory No. B-1307

PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS

I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
- ☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- ☒ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- ☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Rural Agrarian Intensification A.D. 1680-1815
- ☐ Agricultural-Industrial Transition A.D. 1815-1870
- ☒ Industrial/Urban Dominance A.D. 1870-1930
- ☒ Modern Period A.D. 1930-Present
- ☐ Unknown Period (☐prehistoric; ☐historic)

III. Historic Period Themes:

- ☐ Agriculture
- ☐ Architecture, Landscape Architecture, and Community Planning
- ☒ Economic (Commercial and Industrial)
- ☐ Government/Law
- ☐ Military
- ☐ Religion
- ☐ Social/Educational/Cultural
- ☐ Transportation

IV. Resource Type:

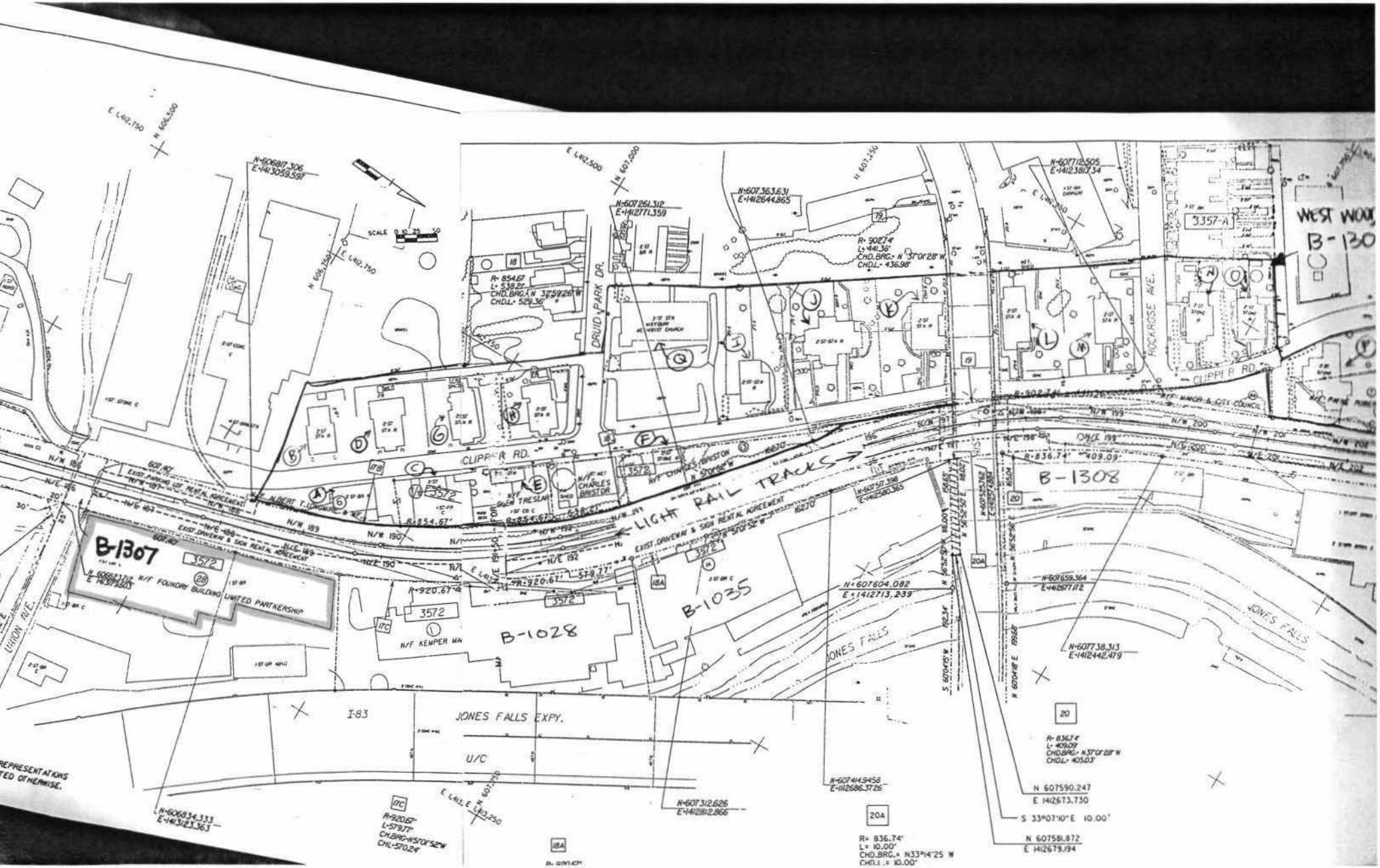
Category: Building

Historic Environment: Village/Urban

Historic Function(s) and Use(s): INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility; mill

Known Design Source: none

B-1307


B-1307
B-1308
B-1035
B-1028
LIGHT RAIL TRACKS
CLIPPER RD.
DRUID PARK DR.
ROCKROSE AVE.
JONES FALLS
JONES FALLS EXPY.
I-83
U/C
UNION AVE.
N/F FOUNDRY BUILDING LIMITED PARTNERSHIP
N/F KEMPER WA
N/F CHARLES BRISTOR
N/F MAYOR & CITY COUNCIL
EXIST. DRIVEWAY & SIGN RENTAL AGREEMENT
SCALE
N 607590.247
E 1412673.730
S 33°07'10" E 10.00'
N 607581.872
E 1412679.194
R= 836.74'
L= 409.09'
CHD.BRG.= N 37°01'28" W
CHD.L.= 405.03'
R= 836.74'
L= 10.00'
CHD.BRG.= N 33°14'25" W
CHD.L.= 10.00'
R= 920.67'
L= 579.77'
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CHD.BRG.= N 37°01'28" W
CHD.L.= 436.98'
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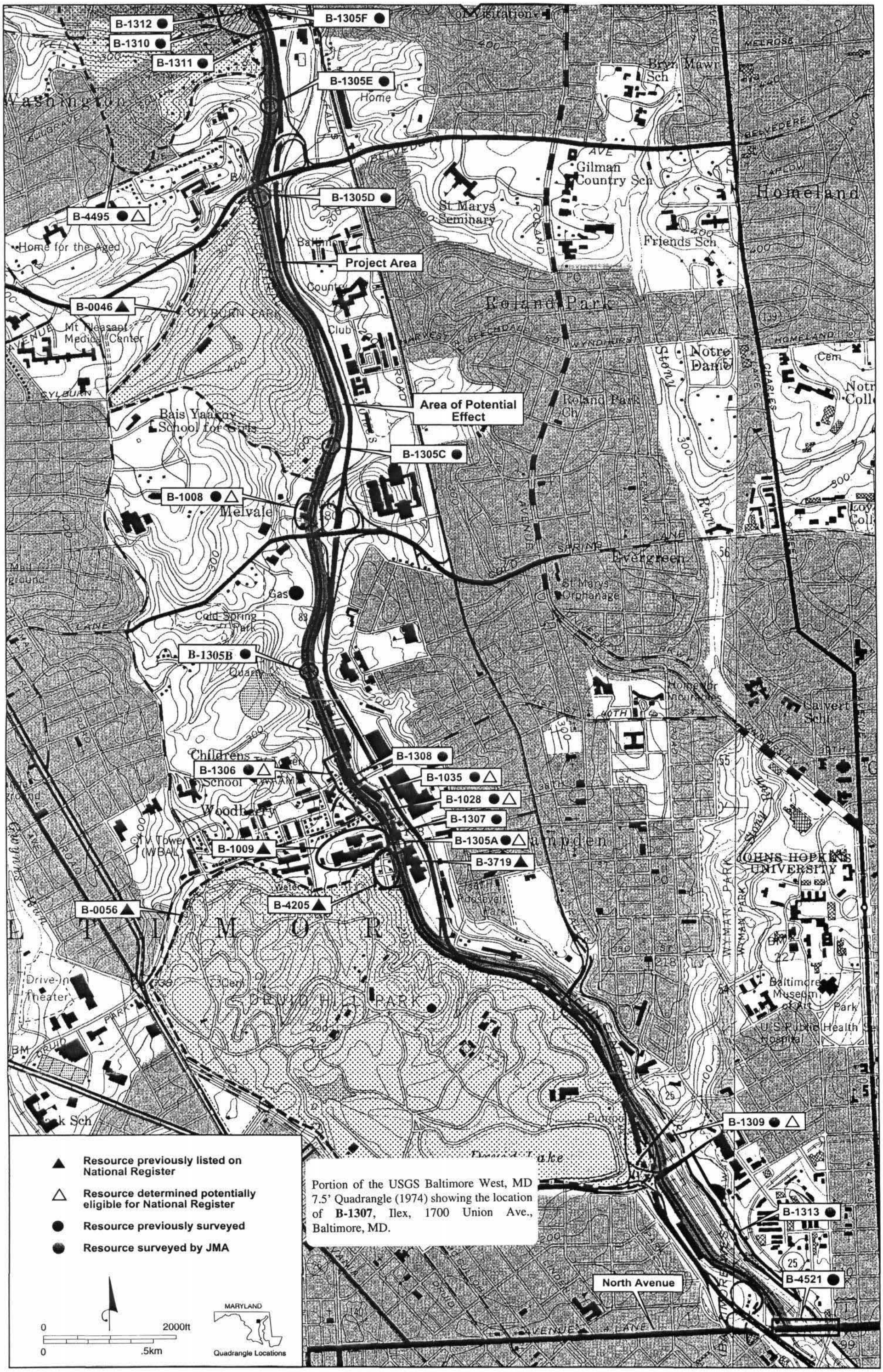
REPRESENTATIONS
TED OTHERWISE.



Portion of the USGS Baltimore West, MD 7.5' Quadrangle (1974) showing the location of **B-1307**, Ilex, 1700 Union Ave., Baltimore, MD.

B-1307

B-1307

Ilex Woodworking, 1700 Union Ave

Baltimore, MD

K. CULLANE

8/1999

MD SHPO

3/4 VIEW TO NW FACADE (S) AND E ELEVATIONS

1/4

UNION
ILEX WOODWORKING
243-6796
MEADOW
AT WOODBE
LEASING 38
STOP

B-1307
Ilex Woodworking, 1700 Union Ave.
Baltimore, MD

K. CULHANE

8/1999

MD SHPO

3/4 VIEW TO NE

2/4

B-1307
Ilex Woodworking, 1700 Union Ave
Baltimore, MD
K. CULLANE
8/1999
MD SHPO

3/4 VIEW TO SW

3/4

Picture Framing

B-1307

Ilex Woodworking, 1700 Union Ave

Baltimore, MD

K. CULHANE

8/1999

MD SHPO

3/4 VIEW TO SE

4/4