

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes   
no

Property Name: Hullsville (Mount Winans) Inventory Number: B-3678

Address: Bounded by former B&O Railroad tracks to north and west and Hollins Ferry Road to east and south Historic district:  yes  no

City: Baltimore Zip Code: 21230 County: Baltimore City

USGS Quadrangle(s): Baltimore West

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Multiple Tax Map Number: Multiple

Project: Vacants to Value Demolition Clusters Agency: Baltimore City DHCD

Agency Prepared By: Baltimore DHCD, HPO Robyn Chrabascz

Preparer's Name: Emma Diehl/AD Marble & Company Date Prepared: 4/2/2013

Documentation is presented in: Hullsville (Mount Winans) Maryland Inventory of Historic Property Form, B-3678, on file at the Maryland Historical Trust, Crownsville, Maryland.

Preparer's Eligibility Recommendation:  Eligibility recommended  Eligibility not recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property: \_\_\_\_\_

Inventory Number: \_\_\_\_\_ Eligible:  yes  no Listed:  yes  no

Site visit by MHT Staff  yes  no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Hullsville (Mount Winans) was previously surveyed on a Maryland Inventory of Historic Properties Form in April 1983 (Turner 1983). The boundary included areas to the east of Puget Street; however, based on historic research and field investigations, this area was not historically part of Hullsville (Mount Winans) and was part of a separate community, with a separate identity and history. Therefore, that portion is not included within this Determination of Eligibility Form.

In addition, approximately 36 properties, four of which have since been demolished, were previously documented on individual MIHP forms in April 1983 as part of the community-wide survey for Hullsville; however, the information provided as part of the 1983 survey was minimal (See the attached building inventory for specific previous survey information).

**Physical Description**

Hullsville, most popularly known as Mt. Winans, is a late-nineteenth through twentieth-century residential settlement located in southwestern Baltimore City, surrounded by mixed residential, commercial, and industrial uses. The land was developed as part of

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"Hulls Southwest Addition," which was originally surveyed and subdivided in 1873. The survey district encompasses approximately 49.0 acres of land and contains approximately 352 properties constructed between ca. 1880 and 1992.

The survey district contains 107 public housing units constructed in 1944, in addition to 98 buildings constructed prior to 1963, and 147 post-1963 dwellings. Dwelling types common in the community include duplexes, rowhouses, and gable forms with minimal stylistic detailing. In addition to dwellings, the community retains a school (vacant), three churches (one vacant), one convenience store, and three recreational areas (one vacant). For additional information, including construction dates and photograph references to specific buildings, please see the attached building inventory.

**General Description**

The survey district is bounded by the tracks of the former Baltimore & Ohio (B&O) Railroad to the northwest, west, and south and Hollins Ferry Road to the northeast, east, and southeast (Photographs 1 through 5). The settlement is laid out in a grid pattern, with Paca Street, Ridgely Street, Huron Street, Puget Street, and Pierpont Street running northeast-southwest, and Atlantic Avenue, Harman Avenue, and Winder Street running northwest-southeast (Photographs 6 through 9). The survey district is bordered by Morrell Park (undeveloped community park) to the northwest, commercial development to the north and west, and public housing to the east. Mount Auburn Cemetery (B-5060), which is listed in the National Register of Historic Places, borders the survey district to the southeast.

The survey district is predominately composed of single-family dwellings. Generally, the earliest dwellings (ca. 1880 - ca. 1900) are situated near the center of the community, along Ridgely, Huron, Puget, and Pierpont streets (Photographs 10 and 11). Dwellings dating to ca. 1925 are situated along the south side of the survey district, adjacent to Hollins Ferry Road (Photograph 12). Sixteen 1944 public housing units consisting of approximately 107 total residences are located along the periphery, near the northeastern and western edges of the community (Photographs 6, 9, and 13). Series of rowhouses dating to the early 1980s are located throughout the survey district, generally concentrated near the northern and eastern edges (Photographs 14 through 20). The 1952 Mount Winans Elementary School, vacant since the late 1990s, is situated near the south-central area of the survey district (Photographs 21 and 22), occupying the largest building lot, and the three community churches are located within the historic core (Photographs 10, 23, and 24). An abandoned community park is situated at the western corner of the survey district, at the western quadrant of the intersection of Atlantic Avenue and Paca Street (Photograph 25). Tennis courts occupy the northern quadrant of the intersection intersection (Photograph 26), with basketball courts and a playground situated at the opposite end of Paca Street, at the northwest quadrant of the intersection of Paca Street and Hollins Ferry Road (Photograph 27). Young's Food Market, the only commercial property within the survey district, is situated near the southern edge of the community, adjacent to Hollins Ferry Road (Photograph 28).

The lot sizes for the residential dwellings are similar, generally measuring 30-foot wide by 100-foot deep. All buildings front the street to which the narrow side of the lot is oriented. The narrow size of the properties also results in small spaces between houses. The average setback of dwellings from the streets varies. The majority of houses are aligned with one another along their block, thereby displaying a generally uniform setback. Poured-concrete sidewalks are located throughout the community, with poured-concrete walkways generally leading from the streets to the buildings. Narrow alleyways used for parking and rear property access run between the rear boundaries of the lots, paralleling the main roadways (Photograph 29).

**Residential Development**

The majority of dwellings within Hullsville measure two stories in height, atop full foundations consisting of brick or concrete, some of which are parged or concealed through exterior wall cladding. Wood frame is the most common structural system, with

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exterior walls clad in vinyl, brick, aluminum, formed stone, wood, asbestos, and asphalt shingles. Concrete and cinder block structural systems, covered in brick veneer at the exterior, are less common but present. The roofs are mostly gabled or hipped, although some dwellings are capped by flat or low-pitched shed roofs. Windows are varied types and sizes, but largely include double-hung, fixed-sash, and some picture windows. The majority of windows within the survey district consist of aluminum or vinyl replacements. Nearly all of the dwellings that pre-date 1963 have brick chimney flues. Wood trim, in the form of porch supports, railings, fascia boards, and boxed eaves is present, although most original wood features have been encased in vinyl or aluminum or competely replaced with modern materials. Overall, most of the dwellings in Hullsville have been altered through the application of modern replacement materials and modern additions and/or porch enclosures. Only a small number of dwellings retain both their original form and materials.

Residential Development, ca. 1890-1925

No buildings or structures from the period prior to the first recorded land subdivision (1873) remain. The earliest dwellings within the survey district date from ca.1880 through ca. 1925, and include gable-front and detached rowhouse types, with some limited architectural detailing. Ninety-two, or approximately 26 percent, of the buildings within the survey district date between ca. 1880 and 1925.

The most common dwellings of this era are frame, measuring two stories in height with narrow footprints of two and three bays in width and at least three bays in depth. It appears most of the dwellings of this era were originally clad in weatherboard siding, although some were clad in brick. The two prominent dwelling types from this period within Hullsville are the National Folk style (gable front subtype) and the flat roof dwellings with Italinete-style detailing mainly at the cornice (2415-2417 Paca Street [Photograph 30]; 2412 Huron Street [Photograph 31]). Less common dwelling types include the cross gable with intersecting gable roofs (2521 and 2601-2603 Huron Street [Photographs 32 and 33]) and pyramidal roof (2503 Ridgely Street [Photograph 10]).

The National Folk style, gable-front subtype dwelling was the most common type of the period. The gable-front type features a side-hall entrance, full façade front porch, and cornice returns at the gable ends. The dwellings at 2602 and 2604 Puget Street (Photograph 34), 2600 Pierpont Street (Photograph 35), and 2511 Huron Street (Photograph 36) are good examples of the two-story gable front, although alterations have been made to the front porches. Although common prior to 1920, this dwelling type was so conducive to narrow lots that the form continued to be used into the mid-twentieth century. Two, one-and-one-half-story examples of the gable-front dwelling are located within Hullsville, at 2640 and 2642 Ridgely Street (Photograph 37). These dwellings exhibit typical features of the period as they measure at least three-bays wide by three-bays deep and feature hipped-roof, full façade porches that were likely historically open but have since been enclosed.

A more elaborate example of the gable-front type was constructed prior to 1920. The two-and-one-half-story cross-gable dwelling is similar in appearance to the gable-front type but includes a two- to two-and-one-half-story adjoining wing. Examples include 2521 and 2601-2603 Huron Street (Photographs 32 and 33). Generally, these dwellings are more prominent and tend to occupy larger lots, often located on corner lots within the survey district.

The flat-, or shed-roof type of dwelling within Hullsville resembles a detached row house and was also one of the most common types of the period. Most of the early shed-roof forms featured Italianate-style detailing, mainly in the form of bracketed cornices; however, the brackets have been concealed or removed from the majority of dwellings. Examples of dwellings that retain the original wood cornice brackets or dentil detailing are 2415-2417 Paca Street (Photograph 30), 2501 Huron Street (Photograph 38), 2512-2514 Huron Street (Photograph 39), and 2414 Puget Street (Photograph 31). Dwellings exhibiting typical flat- or shed-roof style forms devoid of Italianate detailing are found at 2427-2429 Huron Street (Photograph 38) and 2606 through 2616 Pierpont Street (Photograph 40). In addition, the dwellings along the 2600 block of Hollins Ferry Road from this time period are two-story,

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connected, flat-roof structures with faux mansard roofs clad in terra cotta tiling and featuring parged formstone exterior wall cladding (Photograph 12).

The Foursquare, with its four-over-four plan and hipped or pyramidal roof, was a less common dwelling type of the 1910s, 1920s, and 1930s, particularly within urban settings as the wide footprint was not conducive to narrow city lots. One example is found within Hullsville, located at 2503 Ridgely Street (Photograph 10); however, the property contains modified replacement exterior wall cladding, windows, and roofing materials.

Several other isolated dwelling types dating from the ca. 1880 - ca. 1925 period of development are found within Hullsville. This includes a one-and-one-half-story, steeply pitched gable-front cottage, inclusive of a front porch with decorative turned spindle posts and brackets, situated at 2600 Puget Street (Photograph 34). In addition, the steeply pitched shed-roof dwelling at 2624 Puget Street, which was one half of a historically twin dwelling, is the only one of its type located within Hullsville (Photograph 41).

Approximately 10 dwellings dating to this period (six of which were previously individually documented in 1983) located on Huron and Puget streets have been demolished in the last decade.

Residential Development, ca. 1926-1949

One-hundred and ten, or approximately 32 percent, of the buildings within Hullsville date between ca. 1926 and 1949; 96 percent of these buildings consist of the 107 public housing units constructed in 1944. Of the four remaining buildings, two are churches (discussed below), and the third consists of a simple one-story, gable-front cottage with an enclosed one-bay entry porch located at 2649 Ridgely Street.

1944 Public Housing Units

Hullsville contains sixteen sets of public housing units that were constructed in 1944, ranging from three to twelve housing units per complex. Each unit underwent extensive renovations in 1968, including all new roofs and windows (Tartar and Kelly Architects and Planners 1968). Nine of these complexes are vacant, with the former openings (including entries and windows) in-filled with cinder blocks. The remaining seven complexes remain occupied as single-family residences and consequently, have undergone additional alterations and renovations beginning in the 1980s, including replacement windows and doors as well as interior alterations (Krause 1986).

The largest concentration of public housing units consists of four complexes located on the north side of Paca Street. These two- to three-story units contain raised parged concrete foundations, and exterior walls clad in brick laid in common bond (Photographs 6, 42, and 43). Vinyl siding covers the gables. Each unit generally contains a side entrance with single windows in the first story and second story. A continuous side-gable roof, sheathed in asphalt shingles and interspersed by brick chimney flues, caps each complex. The openings, the majority of which are in-filled with cinder blocks, retain simple brick sills and arched brick lintels. Each end unit contains a poured-concrete entry porch featuring poured-concrete walls and railings with decorative scoring and topped by a metal pipe railing. Complexes of similar detailing and design are located on Atlantic Avenue (Photograph 44), Puget Street (Photograph 45), Pierpont Street (Photograph 46), and Hollins Ferry Road (Photograph 5); these complexes are currently vacant.

The public housing units within the complexes on Ridgely Street and Huron Street remain occupied (Photographs 47 through 53). These units overall contain the same form and detailing as those described above. The openings consist of single-leaf steel doors

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and one-over-one light, double-hung, steel-sash windows in the first and second stories and single-light, awning, steel-sash windows in the basement levels. All of the openings are set into a steel surround, painted brown, and framed by the brick sill and arched brick lintel.

**Residential Development, 1950-1963**

Only three buildings within Hullsville, or 0.9 percent, date between 1950 and 1963. The Mount Winan Elementary School (Public School 156), constructed in 1952, is discussed in further detail below. The other two are dwellings, the first of which is a ca.-1950 one-story Minimal Traditional dwelling clad in formstone, located at 2508 Hollins Ferry Road (Photograph 54). The other dwelling is a 1957 Ranch-style dwelling featuring an asymmetrical hipped roof with wide overhanging eaves located at 2638 Ridgely Street (Photograph 55).

**Residential Development, Post 1963**

Approximately 147 buildings, or 42 percent, of the dwellings within the survey district post-date 1963. One-hundred and twenty-five (125) of these dwellings, approximately 85 percent, date to 1981 - 1982 and were constructed as single-family rowhouses (Photographs 14 through 20). These dwellings are scattered throughout the community, with the greatest concentrations situated near the center and northern areas of the survey district, mainly along Paca Street, Winder Street, Harman Avenue, Ridgeley Street, and along the eastern and southeastern edges, on Hollins Ferry Road. These dwellings consist of attached two-story, side-gable rowhouses, with façades stepped instead of flush. In addition, approximately 14 dwellings were constructed in the late 1970s, and the most recent buildings constructed within Hullsville date to 1992. The 1970s and 1992 dwellings, situated on Hollins Ferry Road, Puget, Ridgely and Huron streets, consist of two-story duplexes of similar construction and detailing as those constructed in the early 1980s (Photographs 56 through 58).

**Community Institutions and Recreational Areas**

Community landmarks located within and along the edges of the Hullsville community include the Mount Winans Elementary School (1952) at 2400 Harman Avenue and three churches (2417 Puget Street, 2525 Ridgely Street, 2616 Ridgely Street).

Mount Winans Elementary School (Public School No. 156), constructed in 1952, occupies a 3.22-acre parcel, which is the largest lot within the community. The school has been vacant since the late-twentieth century and is in a serious state of disrepair (Photographs 21 and 22). The Baltimore City Public Schools System declared the vacant property as surplus and future plans propose demolition and redevelopment of the parcel (Baltimore City Department of Planning 2005: 12, 37).

The oldest extant church within the community, the Star of Bethlehem AME Church, is located at 2525 Ridgely Street (Photograph 10). The two-story, gable-front brick building was constructed ca. 1920 and contains a prominent central bell tower. The building occupies four parcels at the southeast intersection of Harman Avenue and Ridgely Street, towards the northeastern edge of the community. The Mount Winans First Baptist Church was constructed in 1948 at 2417 Puget Street (Photograph 23). The building consists of a one-and-one-half-story, gable-front brick structure with minimal stylistic detailing. The Bethany Baptist Church (2616 Ridgely Street) was constructed in 1949 to replace an earlier late-nineteenth-century frame church building at the same location. The 1949 church building consists of a two-story gable-front brick building (Photograph 24); access is through a double ramp into the second story. The church appears to be vacant.

The community includes three recreational areas. The area known as Atlantic Park is situated at the western corner of the community, at the intersection of Atlantic Avenue and Paca Street. The park is vacant and in disuse; however, it retains some

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hardscaping features, including brickwork and poured concrete platforms, as well as fixtures for a central fountain (Photograph 25). Two sets of tennis courts, encircled by a chain-link fence, occupy the northern intersection, directly across Atlantic Avenue (Photograph 26). A basketball court and children's playground are situated at the northeastern end of Paca Street, at the northern corner of the community (Photograph 27).

**Commercial Enterprises**

One commercial building is located within the community of Hullsville. Young's Food Market, located at 2600 Hollins Ferry Road, near the southern edge of the community, was constructed ca. 1925 (Photograph 28). The two-story building occupies the end unit of the rowhouse block. The building was originally constructed as a dwelling but building was converted to a convenience store likely during the mid to late-twentieth century, for which purpose a corner entrance was added.

**Landscape Features**

Landscaping within the survey district is largely informal with some deliberate design treatments in the immediate vicinity of dwellings. Landscaping generally consists of modest foundation plantings along the front and side of dwellings with occasional specimen plantings in yards. Trees line the east-west cross streets west of Harman Avenue, near the western edge of the community. Most streets have deciduous and coniferous trees randomly scattered in front and rear yards. Street curbs are concrete, and sidewalks line most streets. Some of the yards are defined by chain link and wood board fencing.

**Integrity**

The community of Hullsville (Mount Winans) does not retain integrity from the period of construction (ca. 1880 - ca. 1944). Alterations to individual properties have resulted in a loss of integrity of materials and workmanship of the individual components that comprise the community. The relationships between the properties and other features within the community have been altered by post-1963 development, resulting in a loss of integrity of setting, feeling, and association.

Hullsville retains integrity of location and design from the initial period of development. The community retains its historic boundaries, as indicated in the 1873 plat and 1898 atlas (See attached), bounded by the tracks of the former B&O Railroad to the northwest and west and Hollins Ferry [Hollans Ferry] Road to the northeast, east, and southeast. In addition, the overall spatial layout of the grid roadway network, with narrow dwelling lots bisected by rear alleyways, also remains visible, although portions of the roadway network in the eastern corner of the survey district were reconfigured in the early 1950s to accommodate the construction of the Mount Winans Elementary School.

The construction of modern residences and commercial enterprises to the west and east has compromised integrity of setting. The dwellings have undergone significant alterations, including the application of replacement exterior wall cladding, windows, doors, and roofing materials, as well as the alteration and enclosure of original open porches. The lack of historic building materials contributes to the lack of cohesion in the district. These additions and alterations compromise the district's ability to convey integrity of materials and workmanship. Approximately 42 percent of the building inventory consists of dwellings constructed after 1963. Although these dwellings are largely relegated to the periphery of the community, isolated modern dwellings exist within the historic core. In addition, cartographic research notes the location of multiple dwellings dating between ca. 1880 and ca. 1925 that were located on Hollins Ferry Road as well as within the core of the community that have since been demolished. The construction of late-twentieth-century residences combined with the demolition of residences dating from the initial period of construction further detracts from integrity of feeling and association of the community as a late-nineteenth-century and early twentieth-century residential settlement.

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Historical Narrative

The history regarding the community of Hullsville (more commonly known as Mount Winans in the twentieth century) is largely derived from cartographic research, as very little could be found in written documents. A search of the Baltimore City Archives provided no information regarding the 107 public housing units constructed in 1944 within Hullsville/Mount Winans, as the earliest records for Mount Winans within their collection date to 1957. Additional repositories consulted included the Maryland State Archives, Maryland Historical Trust, Enoch Pratt Free Library, Baltimore's Commission on Historical and Architectural Preservation, and the files of the Baltimore City Department of Housing and Community Development.

Early Development of Hullsville (Mount Winans) in the Nineteenth Century

The community of Hullsville, which would later become known as Mount Winans, was originally part of the expansive 2,368-acre tract called the "Georgia Plantation" and later called "Mount Clare." The area was deeded to Dr. Charles Carroll in 1732, and the following year, the majority of the extensive tract was conveyed to the Baltimore Company (Hager n.d.). The Baltimore Company, or Baltimore Company Iron Works, was formed in 1731 by Dr. Charles Carroll, Daniel Dulaney, Benjamin Tasker, and Daniel Carroll. The company thrived well into the nineteenth century, engaging in the entrepreneurial activities of mining, smelting, and forging pig iron ore. At the time of the American Revolution, the company was the largest producer of pig iron. The company began a decline in mid-nineteenth century, and the holdings, including large tracts of undeveloped land, were eventually divided and sold.

In the 1860s, Ross Winans, an engineer for the B&O Railroad, acquired a large portion of the land and subsequently subdivided and developed the land into housing for skilled workers. The land developed by Ross Winans was northeast of Hullsville, across the railroad tracks. Consequently, the approximately 49 acres that comprise Hullsville in 2013 is often mistakenly attributed to Ross Winans and his associated late-nineteenth-century community of Mount Winans when, in fact, Hullsville is a distinct community with a separate historical development. Mount Winans, as developed by Ross Winans in the mid- to late-nineteenth century was located to the northeast of Hullsville, across the B&O Railroad tracks.

Hullsville traces the roots of its development to October 10, 1872, when Chicago-based real estate developer Charles J. Hull acquired approximately 50 acres of undeveloped land from the estate of Robert Dorsey, for \$19,134.59 (Baltimore County Circuit Court 1872). Charles J. Hull (1820-1889) was a wealthy real estate developer and considered one of Chicago's pioneer citizens. He acquired various tracts throughout Baltimore during this time. The 50 acres that Hull acquired from Dorsey's estate was part of the original "Georgia Plantation tract," and adjacent to the acreage acquired by Ross Winans a decade earlier. Hull's acquired land was situated on the "west side of Hollands [Hollins] Ferry Road" and designated as Lots 25 and 5 of the Baltimore Company. The acquisition exempted land "now used and occupied by the Baltimore & Ohio Railroad" (Baltimore County Circuit Court 1872). Hull intended to develop the land and subsequently tasked Simon J. Martenet, Baltimore City Surveyor, with subdividing the approximately 50 acres into 1,012 lots. The subdivision was referred to as "C.J. Hull's Southwest Addition to Baltimore," on Martenet's June 20, 1873 plat (See attached).

"Hull's Southwest Addition" in 1873 appears similar to the existing design of the community in 2013 (See attached). The B&O Railroad tracks line the northeast side of the subdivision, and Hollands [Hollins] Ferry Road forms the northern, eastern, and southern boundaries. The western boundary was formed by the rear of the lots fronting on Atlantic Avenue. The lots are long and narrow, with larger lots adjacent to Paca Street and irregularly shaped lots fronting Hollins Ferry Road. Some of the original street names are still used in 2013, including Paca and Ridgely streets as well as Atlantic Avenue. In 1918, when this section of Baltimore County was annexed by Baltimore City, the remaining names were changed, including Russell Street (present-day Huron

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Street), Warner Street (present-day Puget Street), Eutaw Street (present-day Pierpont Street), and Center Street (present-day Harman Avenue) (Baltimore Urban Renewal and Housing Agency 1968:2).

Hull's 50-acre subdivision became known as "Hull's Village," and thereafter, Hullsville (Ibid.). In 1877, the B&O Railroad constructed a frame passenger station (reputedly designed by E. Francis Baldwin) northwest of Hollins Ferry Road, adjacent to the existing tracks. Known as "Mount Winans Station," the passenger station was the first regular stop west of Camden (Harwood Jr 1994:127). By 1880, residential development was underway, largely serving the skilled workers employed by the B&O Railroad and other nearby industrial establishments, including the Union Stock Yards Company of Baltimore established in 1891 in nearby present-day Morrell Park (Morrell Park website 2013). A cooperative glassworks was established on the northeast side of Paca Street (present location of 1944 public housing units) in October 1885, and employed about 150 men (National Tribune 1885). The dwellings within Hullsville were relatively modest, consisting of two-story, frame, gabled- or flat-roof single-family or attached duplexes suitable for the long, narrow dwelling lots. Stylistic detailing was likely minimal, relegated to Italianate-style cornice brackets and turned-spindle porch posts, as evidenced by the few remaining examples of this detailing in 2013.

By the late-nineteenth century, Hullsville was growing rapidly, fueled by the extension of the B&O Railroad to the southwest, particularly the Mount Clare shop of the railroad, which employed close to 3,000 workers (Baltimore Urban Renewal and Housing Agency 1968:2). The 1898 Atlas of Baltimore County illustrates approximately 151 buildings constructed within "Hull's S.W. Addition" by this time (See attached). The majority of these buildings were frame, with some brick construction illustrated as well. In addition to dwellings, the map illustrates the small complex associated with the "Glass Works," which must have ceased operations by this time as it is noted as such on the map. The map also illustrates the Mount Winans Post Office and Mount Winans Train Station at the northern corner of the community, adjacent to Hollands [Hollins] Ferry Road and the existing B&O Railroad tracks. Neither building remains extant in 2013 (Bromley and Bromley 1898). Most notably, dwellings were located along Morgan Street, in an area unoccupied by buildings in 2013, in addition to numerous dwellings located along Hollands [Hollins] Ferry Road where 1981 and 1982 rowhouses are situated in 2013. A "colored school" (13th District, School No. 12) was shown on Ridgely Street, thereby indicating that Hullsville was predominantly an African-American community (Bromley and Bromley 1898).

**Hullsville (Mount Winans) in the Twentieth Century**

With the exception of cartographic sources, research revealed little regarding the development and growth of Hullsville during the early twentieth century. Sanborn Fire Insurance Maps from 1914 illustrate that development was occurring at a steady rate; however, the majority of lots, particularly along the western and northwestern boundaries of the community remained undeveloped (See attached). In addition, the train station is no longer illustrated, indicating that it was no longer in use by this time. The Mount Winans Post Office was still in operation as late as 1920, but was discontinued sometime prior to 1945 (U.S. Post Office Department 1920: 627; U.S. Post Office Department 1945). The Bethany Baptist Church was constructed adjacent to the school on Ridgely Street by 1914; this building was later replaced by the existing brick structure completed by 1949. By 1920, the Star of Bethlehem AME Church was constructed on the east side of Ridgely Street and Harman Avenue, which remains extant in 2013.

By the time of the United States entry into World War II, the little community of Hullsville was referred to as Mount Winans. At this time, the community became a contentious focal point, as white Baltimore residents protested over the planned construction of housing for African Americans in southwestern Baltimore City. In June 1943, federal officials selected Hullsville/Mount Winans as the possible site for a proposed 1,200 unit housing community for African American workers, "south of the Mount Auburn Cemetery adjoining a small Negro community already there" (Baltimore Sun 1943a). The housing units were to be erected by the Federal Housing Agency to "shelter Negroes who have been here [in Baltimore] for two years or less" (Ibid.). The selected site by the Mayor's council was in Hullsville/Mount Winans, on undeveloped land adjacent to Paca Street and along the community's

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 Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

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periphery, adjacent to the spur of the B&O Railroad. A group of white residents from nearby Lakeland, Morrell Park, and English Consul went to Washington, D.C. to argue before the National Housing Authority against the proposed project. The protestations declared that the construction of the housing units would lower property values and overtax present transportation facilities (Baltimore Sun 1943b). Their arguments were overruled, and by April 23, 1944, approximately \$16 million had been expended on 15 housing projects for Baltimore's African American residents, including 140 units planned in Hullsville/Mount Winans (The Baltimore Sun 1944). The project ultimately included nearly 4,000 housing and apartment units; 2,500 were considered permanent with the remaining 1,500 planned for dismantling after World War II ended. The majority of housing units were constructed in the Cherry Hill section of Baltimore City, between Hanover Street and the Old Annapolis Road at Westport, with other buildings constructed at Turner's Station, Sollers Point, Holabird, and Fairfield (Ibid.)

The 140 public housing units in Hullsville/Mount Winans were constructed of masonry by the Moravia Building Corporation (Ibid.). Upon completion, the units were owned and maintained by the Housing Authority of Baltimore City (HABC). The HABC was created in 1937 to provide adequate shelter for low-income residents. The city's expansion of housing activities led to the creation of the Baltimore City Department of Housing and Community Development in 1968. Research did not uncover plans or other materials related to the 140 public housing units, including where the intended residents were employed. The 1951 Sanborn Fire Insurance Maps illustrate the 107 housing units that remain in 2013; the remaining 33 units of the planned 140 units may not have been constructed, or may have been temporary structures removed after World War II ceased in 1945 (Sanborn Fire Insurance Company 1951).

Development within Hullsville/Mount Winans that succeeded the completion of the public housing units included the construction of the Mount Winans First Baptist Church in 1948, on Puget Street. The African American school located in Hullsville/Mount Winans since at least 1898 was demolished by 1951, likely in anticipation of the Mount Winans Elementary School (Public School No. 156), which was completed in 1952 (Sanborn Fire Insurance Company 1951). The large brick school building was constructed at the northwest intersection of Harman Avenue and Morgan Street on approximately 3.2 acres, the largest lot within the community. The construction of the school necessitated the reconfiguration of the roadways in this area, and consequently, Puget Street was re-routed around the school, and no longer ran as a straight thoroughfare. A 1953 aerial photograph illustrates the school (See attached). In addition, the photograph shows that Paca Street did not continue from Hollins Ferry Road through to Atlantic Avenue as it does in 2013; instead, the street terminated at the northwest of the last public housing unit (2614 Paca Street), at a grove of trees (See attached). A dwelling was shown at the northern end of Paca Street, in the area where the recreational park is located in 2013. In addition, numerous dwellings fronted Hollins Ferry Road on parcels that are either vacant in 2013 or were redeveloped in the early 1980s to accommodate the extant rowhouses. Huron Street hosted the most dwellings, followed by Ridgely Street (Maps, Inc. 1953).

The construction of the elementary school was the last major development within Hullsville/Mount Winans until the late 1970s, as the neighborhood began a decline likely a result of the decline and closure of several industries, including the Baltimore Union Stock Yards (closed in 1967) and the B&O Railroad. The B&O Railroad, like many other railroads, suffered serious financial problems in the 1950s. Consequently, the Mount Winans Train Station ceased operations after 1947 and was subsequently demolished (Harwood, Jr. 1994:401, 419). The B&O continued operations during this time, although it was controlled by the Chesapeake & Ohio (C&O) Railroad by 1963 and later absorbed into the Chessie System in the early 1970s. In April 1987, the B&O was merged into the C&O, which merged into CSX Transportation, Inc. (CSXT) only a few months later (Baltimore and Ohio Railroad Museum website, accessed February 5, 2013), and, in 2013, CSXT retains ownership and operation of the former Baltimore & Ohio Railroad tracks that border Hullsville/Mount Winans.

The decline of nearby industries resulted in Hullsville/Mount Winans becoming more of a suburb than part of the city, as working residents were now forced to travel far out of the neighborhood for employment. As such, the area suffered a significant decline

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and became the focus of urban renewal efforts in the 1960s (Krause 1986:23; Baltimore Urban Renewal and Housing Agency 1968:1-3).

During the 1950s and early 1960s, an urban renewal study board was formed by Baltimore Mayor Theodore R. McKeldin and initially focused on slum clearance and new construction. By the mid 1960s, however, a new emphasis was placed on conservation and rehabilitation work as city officials looked for ways to re-use and update the sound buildings that remained under their ownership (Lefurgy 1984:74). Consequently, in 1968, the public housing units within Hullsville underwent extensive renovations, including all new roofs and windows (Tartar and Kelly Architects and Planners 1968). Beginning in the 1980s and continuing into 2000, several of the units owned and maintained by the HABC were vacated. As a result, nine of the sixteen complexes are vacant in 2013. Their former openings (including doors and windows) have been in-filled with concrete blocks. The remaining seven complexes remain occupied as single-family residences and underwent a \$2.2 million renovation project in the early 1980s. The project was unusual in that it was carried out largely by Mount Winans residents, utilizing the City's program of training low-income skilled workers in rehabilitation using city properties (Krause 1986).

The renovation of the public housing units followed a period of major development within Hullsville, as Harbor Homes, Inc. and S. Gilman Associates oversaw the construction of 125 new dwelling units within Hullsville/Mount Winans in 1981 and 1982 (Baltimore City Circuit Court 1979; 1980). The companies demolished existing homes on Hollins Ferry Road and Ridgely Streets and subsequently constructed the two-story rowhouses that remain in 2013. Additional construction occurred along the southeast side of Paca Street, in areas previously undeveloped and largely forested, resulting in the opening of the roadway continuously from Hollins Ferry Road to Atlantic Avenue. It is also likely that the recreational parks, including the tennis courts and Atlantic Park, were constructed at this time to attract new residents into the community. Since this major period of development, approximately eight additional homes have been constructed within Hullsville, the most recent of which was completed in 1992.

In 2013, Hullsville (Mount Winans) remains a relatively small community of approximately 1,000 residents (City Data.com website 2013). Mount Winans Elementary School (Public School 156) was closed in the 1990s, and the property remains vacant in 2013. The only commercial entity within the community is Young's Food Market, located at 2600 Hollins Ferry Road. The property functions as a mixed-use unit, with a small store on the first floor and living units above; the conversion from a dwelling likely occurred during the late-twentieth century, as the 1951 Sanborn Fire Insurance Map makes no note of a store at this location (Sanborn Fire Insurance Map 1951). Two churches remain within Hullsville: the Star of Bethlehem AME Church on Ridgely Street and the Mount Winans First Baptist Church on Puget Street. The Bethany Baptist Church, the oldest congregation within Hullsville, appears to be vacant in 2013. Approximately 10 dwellings, the majority of which were located on Huron and Puget streets, dating to the initial period of construction (ca. 1880-1925) have been demolished within the last decade. Several of the lots located near the southwestern end of Huron Street are presently slated for redevelopment by Habitat for Humanity.

Significance Evaluation

The community of Hullsville (Mount Winans), located in southwestern Baltimore City, is not eligible for listing in the National Register of Historic Places (National Register) due to a lack of integrity. The community no longer conveys its historic association as a late-nineteenth and early twentieth-century African American settlement that grew along the railroad and later, with the addition of 1944 public housing. The community no longer retains the integrity from the primary period of construction (ca. 1880-1944).

Hullsville is not eligible for listing in the National Register under Criterion A. The community is associated with community development and planning trends; however, the community no longer conveys these associations due to a lack of cohesion caused by extensive post-1963 alterations to individual properties and the community as a whole as well as the loss of the built

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_  
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environment that directly influenced this growth. A comparison of current conditions to historic photographs and mapping indicates that the community has lost a number of buildings through demolition (particularly along Hollins Ferry Road, Huron Street, and Puget Street and Morgan Street), extensive alterations, and redevelopment. In addition, no vestiges remain of the late-nineteenth-century former African American school situated on Ridgely Street, the post office, or the train station; these buildings contributed to the community's integrity of setting, feeling, and association as a late-nineteenth and early twentieth-century African American community that developed adjacent to the railroad. Those buildings that do remain (churches and public housing units) have been extensively altered (as discussed below), resulting in a loss of integrity. Approximately 42 percent of the building inventory post-dates 1963, further resulting in the community's inability to convey trends associated with community development and planning trends from ca. 1880 through to the end of World War II.

In addition, the 107 public housing units constructed within Hullsville are associated with World War II development; however, research did not reveal that the units were constructed solely to house workers for Baltimore-based World War II industries. Furthermore, the public housing units underwent extensive renovations beginning in the late 1960s so that they no longer retain integrity of materials, workmanship, and design. The vacancy of the majority of units beginning in the late 1980s through to 2000 and the in-fill of former openings with concrete block and wood detracts from integrity of feeling and association, as late-twentieth-century alterations combined with the disuse of the buildings detracts from the buildings' ability to convey its association and feeling as World War II-era public housing units.

Hullsville is not eligible for listing in the National Register under Criterion B. Although Charles J. Hull initially owned and oversaw the subdivision of the community, the community does not best represent any associated significant events or trends of the Chicago-based real estate developer. Individuals who lived within the community are not associated with any significant events or trends.

Hullsville is not eligible under Criterion C because it does not contain a collection of exceptional or intact representative examples of a type, period, or method of construction. The grid pattern of development is characteristic of numerous communities throughout Baltimore, and Hullsville does not represent an early example of this type of development nor was it innovative in its design. The community does not represent a significant and distinguishable entity whose components lack individual distinction. Overall, the community lacks integrity of setting, materials, workmanship, feeling, and association. The community lacks cohesion due to post-1963 alterations to properties and post-1963 demolition, construction, and modern in-fill within the community. The buildings within the community largely represent common architectural types, forms, and styles found throughout Baltimore City and Maryland. The buildings do not represent the works of masters, nor do they possess high artistic values. The individual buildings have largely undergone extensive alterations, including the application of replacement exterior siding, windows, doors, various additions, and enclosures of porches. The lack of historic building materials and extensive alterations, additions, and demolitions contributes to the lack of cohesion within the community and compromise's the community's ability convey integrity of workmanship, materials, and ultimately feeling and association as a residential community developed in the late-nineteenth through early twentieth century.

The community was not evaluated under Criterion D as part of the architectural survey and evaluation.

Although Hullsville in its entirety is recommended not eligible for listing in the National Register, individually eligible properties within the community may exist due to local significance and/or reflection of a distinctive architectural style, and retention of medium to high levels of integrity; however, further research would be needed to fully evaluate their eligibility.

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
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Hullsville (Mount Winans) (B-3768)

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Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
B-3678_2013-3-11_01	B-3678	Hullsville (Mount Winans)	Baltimore City	E. Diehl	03/2013	Northwest intersection of Hollins Ferry Road and Paca Street, north corner of Hullsville, view to northwest.	1 of 70
B-3678_2013-3-11_02	"	"	"	"	"	View to west towards west corner of Hullsville, note railroad tracks of former B&O Railroad to right.	2 of 70
B-3678_2013-3-11_03	"	"	"	"	"	View to south along Hollins Ferry Road at eastern edge of Hullsville.	3 of 70
B-3678_2013-3-11_04	"	"	"	"	"	View to west from northeast intersection of Hollins Ferry Road and Waterville Avenue at eastern edge of Hullsville. 2504 Hollins Ferry Road (to right).	4 of 70
B-3678_2013-3-11_05	"	"	"	"	"	View to north along Hollins Ferry Road outside southern edge of Hullsville. Note railroad tracks of former B&O Railroad in center and public housing unit (2624 Hollins Ferry Road, center) and the public housing unit (2622-2632 Pierpont Street to background, left).	5 of 70
B-3678_2013-3-11_06	"	"	"	"	"	View to southwest along Paca Street near northern edge of Hullsville.	6 of 70
B-3678_2013-3-11_07	"	"	"	"	"	View to east along Atlantic Avenue from western edge of Hullsville	7 of 70
B-3678_2013-3-11_08	"	"	"	"	"	View to south from northeast intersection of Paca and Winder streets.	8 of 70
B-3678_2013-3-11_09	"	"	"	"	"	View to northeast along Huron Street from southwestern edge of Hullsville.	9 of 70
B-3678_2013-3-11_10	"	"	"	"	"	View to south from northwest intersection of Ridgely and Winder streets. (From left to right) 2503, 2505, 2507-2509, 2511-2513, 2515-2517, 2519, 2521, and 2525 (Star of Bethlehem AME Church) Ridgely Street.	10 of 70
B-3678_2013-3-11_11	"	"	"	"	"	View to north along Huron Street. (From left to right) 2604, 2602, and 2600 Huron Street.	11 of 70
B-3678_2013-3-11_12	"	"	"	"	"	2612, 2610, and 2608 Hollins Ferry Road, southeast elevations, view to northwest.	12 of 70

Hullsville (Mount Winans) (B-3768)

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B-3678_2013-3-11_13	“	“	“	“	“	View to northwest looking towards 1944 public housing units situated near southern edge of Hullsville on Puget and Pierpont streets.	13 of 70
B-3678_2013-3-11_14	“	“	“	“	“	(From left to right) 2515 through 2501 Paca Street, view to east.	14 of 70
B-3678_2013-3-11_15	“	“	“	“	“	(From left to right) 2319 through 2301 Harman Avenue, view to south.	15 of 70
B-3678_2013-3-11_16	“	“	“	“	“	(From left to right) 2601 through 2613 Paca Street, view to south.	16 of 70
B-3678_2013-3-11_17	“	“	“	“	“	(From left to right) 2300 through 2318 Winder Street, view to west.	17 of 70
B-3678_2013-3-11_18	“	“	“	“	“	(From left to right) 2532 through 2516 and 2514 through 2500 Ridgely Street, view to north.	18 of 70
B-3678_2013-3-11_19	“	“	“	“	“	(From left to right) 2436 through 2426 Hollins Ferry Road, view to northwest.	19 of 70
B-3678_2013-3-11_20	“	“	“	“	“	(From left to right) 2416 through 2400 Hollins Ferry Road, view to south.	20 of 70
B-3678_2013-3-11_21	“	“	“	“	“	Mount Winans Elementary School (Public School 156), south corner, view to north.	21 of 70
B-3678_2013-3-11_22	“	“	“	“	“	Mount Winans Elementary School (Public School 156), northeast elevation, view to southwest.	22 of 70
B-3678_2013-3-11_23	“	“	“	“	“	Mount Winans First Baptist Church, northwest and southwest elevations, view to southeast.	23 of 70
B-3678_2013-3-11_24	“	“	“	“	“	Bethany Baptist Church, southeast and northeast elevations, view to west.	24 of 70
B-3678_2013-3-11_25	“	“	“	“	“	Overview of Atlantic Park situated at western edge of Hullsville, at western intersection of Paca Street and Atlantic Avenue, view to west.	25 of 70
B-3678_2013-3-11_26	“	“	“	“	“	Overview of tennis courts at northern intersection of Paca Street and Atlantic Avenue, view to north.	26 of 70
B-3678_2013-3-11_27	“	“	“	“	“	View to northeast from Ridgely Street looking towards recreational park at northwestern intersection of Paca Street and Hollins Ferry Road.	27 of 70

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B-3678_2013-3-11_28	“	“	“	“	“	Young’s Food Market (2600 Hollins Ferry Road), southeast and northeast elevations, view to west.	28 of 70
B-3678_2013-3-11_29	“	“	“	“	“	View to northeast looking towards alleyway that runs between Paca and Ridgely streets.	29 of 70
B-3678_2013-3-11_30	“	“	“	“	“	2415-2417 and 2419-2421 Paca Street, northeast and northwest elevations, view to south.	30 of 70
B-3678_2013-3-11_31	“	“	“	“	“	2416 and 2414 Puget Street, southeast and northeast elevations, view to west.	31 of 70
B-3678_2013-3-11_32	“	“	“	“	“	2517, 2519, and 2521 Huron Street, northeast and northwest elevations, view to south.	32 of 70
B-3678_2013-3-11_33	“	“	“	“	“	2601-2603 and 2605 Huron Street, northeast and northwest elevations, view to south.	33 of 70
B-3678_2013-3-11_34	“	“	“	“	“	2604, 2602, and 2600 Puget Street, southeast and northeast elevations, view to west.	34 of 70
B-3678_2013-3-11_35	“	“	“	“	“	2600 Pierpont Street, southeast elevation, view to northwest.	35 of 70
B-3678_2013-3-11_36	“	“	“	“	“	2511 and 2513 Huron Street, northeast and northwest elevations, view to south.	36 of 70
B-3678_2013-3-11_37	“	“	“	“	“	2642 and 2640 Ridgely Street, southeast and northeast elevations, view to west.	37 of 70
B-3678_2013-3-11_38	“	“	“	“	“	2427-2429 and 2501 Huron Street, northeast and northwest elevations, view to south.	38 of 70
B-3678_2013-3-11_39	“	“	“	“	“	2414-2412 and 2510-2508 Huron Street, southwest and southeast elevations, view to north.	39 of 70
B-3678_2013-3-11_40	“	“	“	“	“	(From left to right) 2616 through 2606 Pierpont Street, southeast and northeast elevations, view to west.	40 of 70
B-3678_2013-3-11_41	“	“	“	“	“	(From left to right) 2628, 2624, and 2620-2618 Puget Street, southeast and northeast elevations, view to west.	41 of 70
B-3678_2013-3-11_42	“	“	“	“	“	Public Housing Unit (from left to right, 2434 through 2418 Paca Street), southeast and northeast elevations, view to west.	42 of 70
B-3678_2013-3-11_43	“	“	“	“	“	Public Housing Unit (from left to right, 2452 through 2436 Paca Street), southeast and northeast elevations, view to west.	43 of 70

B-3678_2013-3-11_44	“	“	“	“	“	Public Housing Unit (from left to right, 2324 through 2304 Atlantic Avenue), northwest and northeast elevations, view to south.	44 of 70
B-3678_2013-3-11_45	“	“	“	“	“	Public Housing Unit (from left to right, 2633 through 2637 Puget Street), northeast and northwest elevations, view to south.	45 of 70
B-3678_2013-3-11_46	“	“	“	“	“	Public Housing Unit (from left to right, 2601 through 2615 Pierpont Street), northeast and northwest elevations, view to south.	46 of 70
B-3678_2013-3-11_47	“	“	“	“	“	Public Housing Unit (from left to right, 2619 and 2621 Ridgely Street) northeast and northwest elevations, view to south.	47 of 70
B-3678_2013-3-11_48	“	“	“	“	“	Public Housing Unit (from left to right, 2625 and 2629 Ridgely Street) northeast and northwest elevations, view to south.	48 of 70
B-3678_2013-3-11_49	“	“	“	“	“	Public Housing Unit (from left to right, 2624 through 2620 Ridgely Street) northeast and southeast elevations, view to west.	49 of 70
B-3678_2013-3-11_50	“	“	“	“	“	Public Housing Unit (from left to right, 2641 through 2645 Ridgely Street) northwest and northeast elevations, view to south.	50 of 70
B-3678_2013-3-11_51	“	“	“	“	“	Public Housing Unit (from left to right, 2634 through 2626 Ridgely Street) southwest and southeast elevations, view to north.	51 of 70
B-3678_2013-3-11_52	“	“	“	“	“	Public Housing Unit (from left to right, 2629 through 2651 Huron Street) northeast and northwest elevations, view to south.	52 of 70
B-3678_2013-3-11_53	“	“	“	“	“	Public Housing Unit (from left to right, 2630 through 2618 Huron Street) southwest and southeast elevations, view to north.	53 of 70
B-3678_2013-3-11_54	“	“	“	“	“	2508 Hollins Ferry Road, southeast elevation, view to northwest.	54 of 70
B-3678_2013-3-11_55	“	“	“	“	“	2638 Ridgely Street, southeast elevation, view to northwest.	55 of 70
B-3678_2013-3-11_56	“	“	“	“	“	2605-2607 Ridgely Street, northwest elevation, view to south.	56 of 70
B-3678_2013-3-11_57	“	“	“	“	“	2612-2610, 2608-2606, and 2604 Huron Street, view to north.	57 of 70

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B-3678_2013-3-11_59	“	“	“	“	“	2617 Ridgely Street, northeast and northwest elevations, view to south.	59 of 70
B-3678_2013-3-11_60	“	“	“	“	“	View to north from southwest intersection of Huron Street and Harman Avenue (2522, 2520-2518, and 2516 Huron Street to left).	60 of 70
B-3678_2013-3-11_61	“	“	“	“	“	2422, 2420, 2418, and 2416-2414 Huron Street, southwest and southeast elevations, view to north.	61 of 70
B-3678_2013-3-11_62	“	“	“	“	“	View to west from southeast intersection of Hollins Ferry Road and Huron Street (2404-2406, 2408, 2410, and 2412 Huron Street to right)	62 of 70
B-3678_2013-3-11_63	“	“	“	“	“	2403 Huron Street, northeast and northwest elevations, view to south.	63 of 70
B-3678_2013-3-11_64	“	“	“	“	“	2417 and 2421 Huron Street, northeast and northwest elevations, view to south.	64 of 70
B-3678_2013-3-11_65	“	“	“	“	“	View to south from northwest intersection of Harman Avenue and Puget Street (2603 Puget Street to left).	65 of 70
B-3678_2013-3-11_66	“	“	“	“	“	2402 Puget Street, northeast and southeast elevations, view to west.	66 of 70
B-3678_2013-3-11_67	“	“	“	“	“	View to south near northwest intersection of Hollins Ferry Road and Puget Street (2405 and 2407 Puget Street, center)	67 of 70
B-3678_2013-3-11_68	“	“	“	“	“	2404 Puget Street, southeast elevation, view to northwest.	68 of 70
B-3678_2013-3-11_69	“	“	“	“	“	2411 and 2415 Puget Street, northwest and southwest elevations, view to east.	69 of 70
B-3678_2013-3-11_70	“	“	“	“	“	2516 Hollins Ferry Road, northeast and southeast elevations, view to west.	70 of 70

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Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2314 ATLANTIC	Block 6482, Lot 4	1944	Public Housing unit; Vacant	44
2316 ATLANTIC	Block 6482, Lot 5	1944	Public Housing Unit; Vacant	44
2318 ATLANTIC	Block 6482, Lot 6	1944	Public Housing Unit; Vacant	44
2320 ATLANTIC	Block 6482, Lot 7	1944	Public Housing Unit; Vacant	44
2322 ATLANTIC	Block 6482, Lot 8	1944	Public Housing Unit; Vacant	44
2324 ATLANTIC	Block 6482, Lot 9	1944	Public Housing Unit; Vacant	44
2301 HARMAN	Block 7476, Lot 1	1982	part of same complex through 2319 Harman Avenue	15
2303 HARMAN	Block 7476, Lot 1A	1982	part of same complex through 2319 Harman Avenue	15
2305 HARMAN	Block 7476, Lot 1B	1982	part of same complex through 2319 Harman Avenue	15
2307 HARMAN	Block 7476, Lot 1C	1982	part of same complex through 2319 Harman Avenue	15
2309 HARMAN	Block 7476, Lot 1D	1982	part of same complex through 2319 Harman Avenue	15
2311 HARMAN	Block 7476, Lot 1E	1982	part of same complex through 2319 Harman Avenue	15
2313 HARMAN	Block 7476, Lot 1F	1982	part of same complex through 2319 Harman Avenue	15
2315 HARMAN	Block 7476, Lot 2	1982	part of same complex through 2319 Harman Avenue	15
2317 HARMAN	Block 7476, Lot 3	1982	part of same complex through 2319 Harman Avenue	15
2319 HARMAN	Block 7476, Lot 4	1982	part of same complex through 2319 Harman Avenue	15
2400 HARMAN	Block 7471, Lot 23	1952	Mount Winans Elementary School; Vacant	21, 22
2400 HOLLINS FERRY	Block 7472, Lot 1	1981	part of same complex through 2416 Hollins Ferry Road	20
2402 HOLLINS FERRY	Block 7472, Lot 3	1981	part of same complex through 2416 Hollins Ferry Road	20
2404 HOLLINS FERRY	Block 7472, Lot 4	1981	part of same complex through 2416 Hollins Ferry Road	20

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 Building Inventory

Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2406 HOLLINS FERRY	Block 7472, Lot 5	1981	part of same complex through 2416 Hollins Ferry Road	20
2408 HOLLINS FERRY	Block 7472, Lot 6	1981	part of same complex through 2416 Hollins Ferry Road	20
2410 HOLLINS FERRY	Block 7472, Lot 7	1981	part of same complex through 2416 Hollins Ferry Road	20
2412 HOLLINS FERRY	Block 7472, Lot 8	1981	part of same complex through 2416 Hollins Ferry Road	20
2414 HOLLINS FERRY	Block 7472, Lot 9	1981	part of same complex through 2416 Hollins Ferry Road	20
2416 HOLLINS FERRY	Block 7472, Lot 10	1981	part of same complex through 2416 Hollins Ferry Road	20
2420 HOLLINS FERRY	Block 7471, Lot 1	1981	part of same complex through 2424 Hollins Ferry Road	
2422 HOLLINS FERRY	Block 7471, Lot 1A	1981	part of same complex through 2424 Hollins Ferry Road	
2424 HOLLINS FERRY	Block 7471, Lot 1B	1981	part of same complex through 2424 Hollins Ferry Road	3
2426 HOLLINS FERRY	Block 7471, Lot 2	1981	part of same complex through 2436 Hollins Ferry Road	19
2428 HOLLINS FERRY	Block 7471, Lot 2A	1981	part of same complex through 2436 Hollins Ferry Road	19
2430 HOLLINS FERRY	Block 7471, Lot 2B	1981	part of same complex through 2436 Hollins Ferry Road	19
2432 HOLLINS FERRY	Block 7471, Lot 3	1981	part of same complex through 2436 Hollins Ferry Road	19
2434 HOLLINS FERRY	Block 7471, Lot 3A	1981	part of same complex through 2436 Hollins Ferry Road	19
2436 HOLLINS FERRY	Block 7471, Lot 3B	1981	part of same complex through 2436 Hollins Ferry Road	19
2504 HOLLINS FERRY	Block 7471, Lot 5	ca. 1890		4
2508 HOLLINS FERRY	Block 7471, Lot 7	ca. 1950		54
2516 HOLLINS FERRY	Block 7471, Lot 9	ca. 1890		70
2518 HOLLINS FERRY	Block 7471, Lot 10	ca. 1925		
2520 HOLLINS FERRY	Block 7471, Lot 11	ca. 1925		

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Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2524 HOLLINS FERRY	Block 7471, Lot 12	ca. 1925		
2526 HOLLINS FERRY	Block 7471, Lot 14	ca. 1976		
2528 HOLLINS FERRY	Block 7471, Lot 14A	ca. 1976		
2536 HOLLINS FERRY	Block 7471, Lot 15	ca. 1925		
2600 HOLLINS FERRY	Block 7480, Lot 1	ca. 1925	Young's Food Market	28
2602 HOLLINS FERRY	Block 7480, Lot 2	ca. 1925		
2604 HOLLINS FERRY	Block 7480, Lot 3	ca. 1925		
2606 HOLLINS FERRY	Block 7480, Lot 4	ca. 1925		
2608 HOLLINS FERRY	Block 7480, Lot 5	ca. 1925		
2610 HOLLINS FERRY	Block 7480, Lot 6	ca. 1925		
2612 HOLLINS FERRY	Block 7480, Lot 7	ca. 1925		
2614 HOLLINS FERRY	Block 7480, Lot 8	1944	Public Housing Unit; Vacant	
2616 HOLLINS FERRY	Block 7480, Lot 11	1944	Public Housing Unit; Vacant	
2618 HOLLINS FERRY	Block 7480, Lot 12	1944	Public Housing Unit; Vacant	
2620 HOLLINS FERRY	Block 7480, Lot 13	1944	Public Housing Unit; Vacant	
2622 HOLLINS FERRY	Block 7480, Lot 14	1944	Public Housing Unit; Vacant	
2624 HOLLINS FERRY	Block 7480, Lot 15	1944	Public Housing Unit; Vacant	5
2403 HURON	Block 7472, Lot 23	ca. 1900	B-3629; McDaniel House	63
2404 HURON	Block 7473, Lot 8	ca. 1900	B-3627; Redmond House	62

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 Building Inventory

Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2405 HURON	Block 7472, Lot 24		DEMOLISHED; B-3630; Dowell House	
2406 HURON	Block 7473, Lot 9	ca. 1900		62
2408 HURON	Block 7473, Lot 10	ca. 1900		62
2410 HURON	Block 7473, Lot 11	ca. 1880	B-3632; John Brook House	62
2411 HURON	Block 7472, Lot 025A		DEMOLISHED; previously identified as B-3635; Warren W. Parker House (incorrect address in form of 2417 Huron Street)	
2412 HURON	Block 7473, Lot 12	ca. 1880	B-3631; Thomas Brook House	62
2413 HURON	Block 7472, Lot 26	ca. 1880	B-3634; J. H. Dowell House	
2414 HURON	Block 7473, Lot 13	1992		61
2416 HURON	Block 7473, Lot 13A	1992		61
2417 HURON	Block 7472, Lot 27	ca. 1880	B-3636; Short House (incorrect address in form of 2411 Huron Street)	64
2418 HURON	Block 7473, Lot 14	ca. 1880	B-3633; Moore House	61
2420 HURON	Block 7473, Lot 15	ca. 1880	B-3639; Malachi Ross House	61
2421 HURON	Block 7472, Lot 29	ca. 1880	B-3638; J. William Parker House	64
2422 HURON	Block 7473, Lot 16	ca. 1880	B-3640; Mannie Williams House	61
2424 HURON	Block 7473, Lot 17A			

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Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2427 HURON	Block 7472, Lot 32	ca. 1880	B-3641; Ralph White House	38
2429 HURON	Block 7472, Lot 33	ca. 1880	B-3641; Ralph White House	38
2500 HURON	Block 7473, Lot 18	1992		
2501 HURON	Block 7472, Lot 34	ca. 1880	B-3642; 2431 Huron Street (incorrect address in form)	38
2502 HURON	Block 7473, Lot 18A	1992		
2504 HURON	Block 7473, Lot 19	1992		
2505 HURON	Block 7472, Lot 35	1992		58
2507 HURON	Block 7472, Lot 36	ca. 1880	B-3643; Kyler House	58
2508 HURON	Block 7473, Lot 20	ca. 1885	B-3645; Johnson House	39
2509 HURON	Block 7472, Lot 36A	ca. 1890	B-3644; N. Kyler House	58
2510 HURON	Block 7473, Lot 22	ca. 1890	B-3646; Milton Redmond House	39
2511 HURON	Block 7472, Lot 37	ca. 1890	B-3649; Christian House	36, 58
2512 HURON	Block 7473, Lot 23	ca. 1880	B-3647; Hannah Johnson House	39
2513 HURON	Block 7472, Lot 38	ca. 1890	B-3650; George Brook House	36
2514 HURON	Block 7473, Lot 24	ca. 1880	B-3648; Robena White House	39

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Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2516 HURON	Block 7473, Lot 25	ca. 1890	B-3652; James Neale House	60
2517 HURON	Block 7472, Lot 39	ca. 1910	B-3651; Gray House	32
2518 HURON	Block 7473, Lot 26	1991		60
2519 HURON	Block 7472, Lot 40	ca. 1890	B-3653; James Neal House	32
2520 HURON	Block 7473, Lot 26A	1991		60
2521 HURON	Block 7472, Lot 41	ca. 1900	B-3657; Martin Parker House	32
2522 HURON	Block 7473, Lot 27	ca. 1900	B-3656; McCallister House	60
2600 HURON	Block 7477, Lot 1	ca. 1900		11
2601 HURON	Block 7478, Lot 24	ca. 1880	B-3659; Lilian Martin House	
2602 HURON	Block 7477, Lot 2	ca. 1900		11
2603 HURON	Block 7478, Lot 25	ca. 1880	B-3659; Lilian Martin House	
2604 HURON	Block 7477, Lot 3	ca. 1900		11, 57
2605 HURON	Block 7478, Lot 26	ca. 1900		
2606 HURON	Block 7477, Lot 4	1977		57
2607 HURON	Block 7478, Lot 27		DEMOLISHED	
2608 HURON	Block 7477, Lot 5	1977		57
2609 HURON	Block 7478, Lot 28		DEMOLISHED	
2610 HURON	Block 7477, Lot 6	1978		57

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Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2611 HURON	Block 7478, Lot 29		DEMOLISHED; B-3661; Gertrude Parker House	
2612 HURON	Block 7477, Lot 7	1977		57
2613 HURON	Block 7478, Lot 30		DEMOLISHED; B-3661; Gertrude Parker House	
2615 HURON	Block 7478, Lot 31		DEMOLISHED	
2617 HURON	Block 7478, Lot 32		DEMOLISHED	
2618 HURON	Block 7477, Lot 10	1944	Public Housing Unit	53
2620 HURON	Block 7477, Lot 12	1944	Public Housing Unit	53
2622 HURON	Block 7477, Lot 13	1944	Public Housing Unit	53
2624 HURON	Block 7477, Lot 14	1944	Public Housing Unit	53
2626 HURON	Block 7477, Lot 16	1944	Public Housing Unit	53
2628 HURON	Block 7477, Lot 17	1944	Public Housing Unit	53
2629 HURON	Block 7478, Lot 39	1944	Public Housing Unit	52
2630 HURON	Block 7477, Lot 19	1944	Public Housing Unit	53
2631 HURON	Block 7478, Lot 40	1944	Public Housing Unit	52
2632 HURON	Block 7477, Lot 20	1944	Public Housing Unit	53
2633 HURON	Block 7478, Lot 41	1944	Public Housing Unit	52

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Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2634 HURON	Block 7477, Lot 21	1944	Public Housing Unit	53
2635 HURON	Block 7478, Lot 42	1944	Public Housing Unit	52
2636 HURON	Block 7477, Lot 22	1944	Public Housing Unit	53
2637 HURON	Block 7478, Lot 43	1944	Public Housing Unit	52
2639 HURON	Block 7478, Lot 44	1944	Public Housing Unit	52
2641 HURON	Block 7478, Lot 45	1944	Public Housing Unit	52
2643 HURON	Block 7478, Lot 46	1944	Public Housing Unit	52
2645 HURON	Block 7478, Lot 47	1944	Public Housing Unit	52
2647 HURON	Block 7478, Lot 48	1944	Public Housing Unit	52
2649 HURON	Block 7478, Lot 49	1944	Public Housing Unit	52
2651 HURON	Block 7478, Lot 50	1944	Public Housing Unit	52
2415 PACA	Block 7474, Lot 1	ca. 1890		30
2417 PACA	Block 7474, Lot 3	ca. 1890		30
2418 PACA	Block 7483, Lot 16	1944	Public Housing Unit; Abandoned	42
2419 PACA	Block 7474, Lot 4	ca. 1890		30
2420 PACA	Block 7483, Lot 17	1944	Public Housing Unit; Abandoned	42
2421 PACA	Block 7474, Lot 5	ca. 1890		30

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Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2422 PACA	Block 7483, Lot 18	1944	Public Housing Unit; Abandoned	42
2424 PACA	Block 7483, Lot 19	1944	Public Housing Unit; Abandoned	42
2426 PACA	Block 7483, Lot 20	1944	Public Housing Unit; Abandoned	42
2428 PACA	Block 7483, Lot 21	1944	Public Housing Unit; Abandoned	42
2430 PACA	Block 7483, Lot 22	1944	Public Housing Unit; Abandoned	42
2432 PACA	Block 7483, Lot 23	1944	Public Housing Unit; Abandoned	42
2434 PACA	Block 7483, Lot 24	1944	Public Housing Unit; Abandoned	42
2436 PACA	Block 7483, Lot 25	1944	Public Housing Unit; Abandoned	43
2438 PACA	Block 7483, Lot 26	1944	Public Housing Unit; Abandoned	43
2440 PACA	Block 7483, Lot 27	1944	Public Housing Unit; Abandoned	43
2442 PACA	Block 7483, Lot 28	1944	Public Housing Unit; Abandoned	43
2444 PACA	Block 7483, Lot 29	1944	Public Housing Unit; Abandoned	43
2446 PACA	Block 7483, Lot 30	1944	Public Housing Unit; Abandoned	43
2448 PACA	Block 7483, Lot 31	1944	Public Housing Unit; Abandoned	43
2450 PACA	Block 7483, Lot 32	1944	Public Housing Unit; Abandoned	43

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Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2452 PACA	Block 7483, Lot 33	1944	Public Housing Unit; Abandoned	43
2500 PACA	Block 7483, Lot 34	1944	Public Housing Unit; Abandoned	43
2501 PACA	Block 7474, Lot 7	1981	part of same complex through 2515 Paca Street	14
2502 PACA	Block 7483, Lot 35	1944	Public Housing Unit; Abandoned	43
2503 PACA	Block 7474, Lot 8	1981	part of same complex through 2515 Paca Street	14
2504 PACA	Block 7483, Lot 36	1944	Public Housing Unit; Abandoned	43
2505 PACA	Block 7474, Lot 9	1981	part of same complex through 2515 Paca Street	14
2506 PACA	Block 7483, Lot 37	1944	Public Housing Unit; Abandoned	43
2507 PACA	Block 7474, Lot 10	1981	part of same complex through 2515 Paca Street	14
2508 PACA	Block 7483, Lot 38	1944	Public Housing Unit; Abandoned	43
2509 PACA	Block 7474, Lot 11	1981	part of same complex through 2515 Paca Street	14
2510 PACA	Block 7483, Lot 39	1944	Public Housing Unit; Abandoned	43
2511 PACA	Block 7474, Lot 12	1981	part of same complex through 2515 Paca Street	14
2512 PACA	Block 7483, Lot 40	1944	Public Housing Unit; Abandoned	43
2513 PACA	Block 7474, Lot 13	1981	part of same complex through 2515 Paca Street	14
2514 PACA	Block 7483, Lot 41	1944	Public Housing Unit; Abandoned	43

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Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2515 PACA	Block 7474, Lot 14	1981	part of same complex through 2515 Paca Street	14
2516 PACA	Block 7483, Lot 42	1944	Public Housing Unit; Abandoned	43
2517 PACA	Block 7474, Lot 15	1981	part of same complex through 2533 Paca Street	
2519 PACA	Block 7474, Lot 16	1981	part of same complex through 2533 Paca Street	
2521 PACA	Block 7474, Lot 17	1981	part of same complex through 2533 Paca Street	
2523 PACA	Block 7474, Lot 18	1981	part of same complex through 2533 Paca Street	
2525 PACA	Block 7474, Lot 19	1981	part of same complex through 2533 Paca Street	
2527 PACA	Block 7474, Lot 20	1981	part of same complex through 2533 Paca Street	
2529 PACA	Block 7474, Lot 21	1981	part of same complex through 2533 Paca Street	
2531 PACA	Block 7474, Lot 22	1981	part of same complex through 2533 Paca Street	
2533 PACA	Block 7474, Lot 23	1981	part of same complex through 2533 Paca Street	
2600 PACA	Block 7483, Lot 43	1944	Public Housing Unit; Abandoned	
2601 PACA	Block 7476, Lot 40	1982	part of same complex through 2613 Paca Street	16
2602 PACA	Block 7483, Lot 44	1944	Public Housing Unit; Abandoned	
2603 PACA	Block 7476, Lot 41	1982	part of same complex through 2613 Paca Street	16

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Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2604 PACA	Block 7483, Lot 45	1944	Public Housing Unit; Abandoned	
2605 PACA	Block 7476, Lot 42	1982	part of same complex through 2613 Paca Street	16
2606 PACA	Block 7483, Lot 46	1944	Public Housing Unit; Abandoned	
2607 PACA	Block 7476, Lot 43	1982	part of same complex through 2613 Paca Street	16
2608 PACA	Block 7483, Lot 47	1944	Public Housing Unit; Abandoned	
2609 PACA	Block 7476, Lot 44	1982	part of same complex through 2613 Paca Street	16
2610 PACA	Block 7483, Lot 48	1944	Public Housing Unit; Abandoned	
2611 PACA	Block 7476, Lot 45	1982	part of same complex through 2613 Paca Street	16
2612 PACA	Block 7483, Lot 49	1944	Public Housing Unit; Abandoned	
2613 PACA	Block 7476, Lot 46	1982	part of same complex through 2613 Paca Street	16
2614 PACA	Block 7483, Lot 50	1944	Public Housing Unit; Abandoned	
2615 PACA	Block 7476, Lot 47	1982	part of same complex through 2625 Paca Street	
2617 PACA	Block 7476, Lot 48	1982	part of same complex through 2625 Paca Street	
2619 PACA	Block 7476, Lot 49	1982	part of same complex through 2625 Paca Street	
2621 PACA	Block 7476, Lot 50	1982	part of same complex through 2625 Paca Street	

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Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2623 PACA	Block 7476, Lot 51	1982	part of same complex through 2625 Paca Street	
2625 PACA	Block 7476, Lot 52	1982	part of same complex through 2625 Paca Street	
2627 PACA	Block 7476, Lot 53	1982	part of same complex through 2639 Paca Street	
2629 PACA	Block 7476, Lot 54	1982	part of same complex through 2639 Paca Street	
2631 PACA	Block 7476, Lot 55	1982	part of same complex through 2639 Paca Street	
2633 PACA	Block 7476, Lot 56	1982	part of same complex through 2639 Paca Street	
2635 PACA	Block 7476, Lot 57	1982	part of same complex through 2639 Paca Street	
2637 PACA	Block 7476, Lot 58	1982	part of same complex through 2639 Paca Street	
2639 PACA	Block 7476, Lot 59	1982	part of same complex through 2639 Paca Street	
2641 PACA	Block 7476, Lot 60	1982	part of same complex through 2655 Paca Street	
2643 PACA	Block 7476, Lot 61	1982	part of same complex through 2655 Paca Street	
2645 PACA	Block 7476, Lot 62	1982	part of same complex through 2655 Paca Street	
2647 PACA	Block 7476, Lot 63	1982	part of same complex through 2655 Paca Street	
2649 PACA	Block 7476, Lot 64	1982	part of same complex through 2655 Paca Street	
2651 PACA	Block 7476, Lot 65	1982	part of same complex through 2655 Paca Street	

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Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2653 PACA	Block 7476, Lot 66	1982	part of same complex through 2655 Paca Street	
2655 PACA	Block 7476, Lot 67	1982	part of same complex through 2655 Paca Street	
2600 PIERPONT	Bloc 7479, Lot 1	ca. 1900		35
2601 PIERPONT	Block 7480, Lot 19	1944	Public Housing Unit; Abandoned	13, 46
2603 PIERPONT	Block 7480, Lot 20	1944	Public Housing Unit; Abandoned	13, 46
2605 PIERPONT	Block 7480, Lot 21	1944	Public Housing Unit; Abandoned	13, 46
2606 PIERPONT	Block 7479, Lot 4	ca. 1900		
2607 PIERPONT	Block 7480, Lot 22	1944	Public Housing Unit; Abandoned	13, 46
2608 PIERPONT	Block 7479, Lot 5	ca. 1900		
2609 PIERPONT	Block 7480, Lot 23	1944	Public Housing Unit; Abandoned	13. 46
2610 PIERPONT	Block 7479, Lot 6	ca. 1900		
2611 PIERPONT	Block 7480, Lot 24	1944	Public Housing Unit; Abandoned	13, 46
2612 PIERPONT	Block 7479, Lot 7	ca. 1900		
2613 PIERPONT	Block 7480, Lot 25	1944	Public Housing Unit; Abandoned	13, 46
2614 PIERPONT	Block 7479, Lot 8	ca. 1900		
2615 PIERPONT	Block 7480, Lot 26	1944	Public Housing Unit; Abandoned	13, 46
2616 PIERPONT	Block 7479, Lot 9	ca. 1900		
2622 PIERPONT	Block 7479, Lot 12	1944	Public Housing Unit; Abandoned	5

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Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2624 PIERPONT	Block 7479, Lot 14	1944	Public Housing Unit; Abandoned	5
2626 PIERPONT	Block 7479, Lot 15	1944	Public Housing Unit; Abandoned	5
2628 PIERPONT	Block 7479, Lot 17	1944	Public Housing Unit; Abandoned	5
2630 PIERPONT	Block 7479, Lot 18	1944	Public Housing Unit; Abandoned	5
2632 PIERPONT	Block 7479, Lot 19	1944	Public Housing Unit; Abandoned	5
2402 PUGET	Block 7472, Lot 11	ca. 1880	B-3625; Martin House	66
2404 PUGET	Block 7472, Lot 12	ca. 1890	B-3624; James Martin House	68
2405 PUGET	Block 7471, Lot 16	ca. 1880	B-3623; Williams House	67
2407 PUGET	Block 7471, Lot 17	ca. 1890	B-3622; Blocker House	67
2408 PUGET	Block 7472, Lot 13		DEMOLISHED; B-3621; 2408 Puget Street	
2409 PUGET	Block 7471, Lot 19		DEMOLISHED; B-3617; Martin W. Johnson House	
2411 PUGET	Block 7471, Lot 20	ca. 1890	B-3618; Branch House	69
2414 PUGET	Block 7472, Lot 17	ca. 1890	B-3619; Martin House	31
2415 PUGET	Block 7471, Lot 21	ca. 1900	B-3616; Wallace House	69
2416 PUGET	Block 7472, Lot 18	ca. 1900	B-3620; Owens House	31

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Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2417 PUGET	Block 7471, Lot 22	1948	Mount Winans First Baptist Church	23
2600 PUGET	Block 7478, Lot 1	ca. 1925		34
2602 PUGET	Block 7478, Lot 2	ca. 1900		34
2603 PUGET	Block 7479, Lot 21A	ca. 1900		65
2604 PUGET	Block 7478, Lot 3	ca. 1900		34
2608 PUGET	Block 7478, Lot 4	1977		34
2610 PUGET	Block 7478, Lot 5	1977		
2613 PUGET	Block 7479, Lot 25	ca. 1900		65
2615 PUGET	Block 7479, Lot 26	ca. 1900		65
2617 PUGET	Block 7479, Lot 27	ca. 1900		65
2618 PUGET	Block 7478, Lot 9	ca. 1900		41
2619 PUGET	Block 7479, Lot 28	ca. 1900		65
2620 PUGET	Block 7478, Lot 10	ca. 1900		41
2621 PUGET	Block 7479, Lot 29	1944	Public Housing Unit; Abandoned	
2623 PUGET	Block 7479, Lot 31	1944	Public Housing Unit; Abandoned	
2624 PUGET	Block 7478, Lot 12	ca. 1900		41
2625 PUGET	Block 7479, Lot 32	1944	Public Housing Unit; Abandoned	
2627 PUGET	Block 7479, Lot 33	1944	Public Housing Unit; Abandoned	

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B-3678 Hullsville (Mount Winans)  
 Building Inventory

Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2628 PUGET	Block 7478, Lot 14	ca. 1900		41
2631 PUGET	Block 7479, Lot 37	1944	Public Housing Unit; Abandoned	13, 45
2633 PUGET	Block 7479, Lot 39	1944	Public Housing Unit; Abandoned	13, 45
2635 PUGET	Block 7479, Lot 40	1944	Public Housing Unit; Abandoned	13, 45
2637 PUGET	Block 7479, Lot 41	1944	Public Housing Unit; Abandoned	13, 45
2400 RIDGELY	Block 7473, Lot 51	1982	part of same complex through 2420 Ridgley Street	
2401 RIDGELY	Block 7473, Lot 28	1982	part of same complex through 2419 Ridgley Street	
2402 RIDGELY	Block 7473, Lot 51A	1982	part of same complex through 2420 Ridgley Street	
2403 RIDGELY	Block 7473, Lot 29	1982	part of same complex through 2419 Ridgley Street	
2404 RIDGELY	Block 7473, Lot 51B	1982	part of same complex through 2420 Ridgley Street	
2405 RIDGELY	Block 7473, Lot 30	1982	part of same complex through 2419 Ridgley Street	
2406 RIDGELY	Block 7473, Lot 51C	1982	part of same complex through 2420 Ridgley Street	
2407 RIDGELY	Block 7473, Lot 31	1982	part of same complex through 2419 Ridgley Street	
2408 RIDGELY	Block 7473, Lot 51D	1982	part of same complex through 2420 Ridgley Street	
2409 RIDGELY	Block 7473, Lot 32	1982	part of same complex through 2419 Ridgley Street	

\*All are in Ward 25, Secion 04

B-3678 Hullsville (Mount Winans)  
 Building Inventory

Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2410 RIDGELY	Block 7473, Lot 51E	1982	part of same complex through 2420 Ridgley Street	
2411 RIDGELY	Block 7473, Lot 33	1982	part of same complex through 2419 Ridgley Street	
2412 RIDGELY	Block 7473, Lot 51F	1982	part of same complex through 2420 Ridgley Street	
2413 RIDGELY	Block 7473, Lot 34	1982	part of same complex through 2419 Ridgley Street	
2414 RIDGELY	Block 7473, Lot 51G	1982	part of same complex through 2420 Ridgley Street	
2415 RIDGELY	Block 7473, Lot 35	1982	part of same complex through 2419 Ridgley Street	
2416 RIDGELY	Block 7473, Lot 51H	1982	part of same complex through 2420 Ridgley Street	
2417 RIDGELY	Block 7473, Lot 36	1982	part of same complex through 2419 Ridgley Street	
2418 RIDGELY	Block 7473, Lot 51J	1982	part of same complex through 2420 Ridgley Street	
2419 RIDGELY	Block 7473, Lot 37	1982	part of same complex through 2419 Ridgley Street	
2420 RIDGELY	Block 7473, Lot 51K	1982	part of same complex through 2420 Ridgley Street	
2421 RIDGELY	Block 7473, Lot 38	1982	part of same complex through 2439 Ridgley Street	
2423 RIDGELY	Block 7473, Lot 38A	1982	part of same complex through 2439 Ridgley Street	
2425 RIDGELY	Block 7473, Lot 38B	1982	part of same complex through 2439 Ridgley Street	
2427 RIDGELY	Block 7473, Lot 38C	1982	part of same complex through 2439 Ridgley Street	

\*All are in Ward 25, Section 04

B-3678 Hullsville (Mount Winans)  
Building Inventory

Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2429 RIDGELY	Block 7473, Lot 38D	1982	part of same complex through 2439 Ridgley Street	
2431 RIDGELY	Block 7473, Lot 38E	1982	part of same complex through 2439 Ridgley Street	
2433 RIDGELY	Block 7473, Lot 38F	1982	part of same complex through 2439 Ridgley Street	
2435 RIDGELY	Block 7473, Lot 38G	1982	part of same complex through 2439 Ridgley Street	
2437 RIDGELY	Block 7473, Lot 38H	1982	part of same complex through 2439 Ridgley Street	
2439 RIDGELY	Block 7473, Lot 38J	1982	part of same complex through 2439 Ridgley Street	
2500 RIDGELY	Block 7474, Lot 24	1981	part of same complex through 2514 Ridgley Street	18
2502 RIDGELY	Block 7474, Lot 25	1981	part of same complex through 2514 Ridgley Street	18
2503 RIDGELY	Block 7473, Lot 39	1939		10
2504 RIDGELY	Block 7474, Lot 26	1981	part of same complex through 2514 Ridgley Street	18
2505 RIDGELY	Block 7473, Lot 39A	ca. 1900		10
2506 RIDGELY	Block 7474, Lot 27	1981	part of same complex through 2514 Ridgley Street	18
2507 RIDGELY	Block 7473, Lot 40	ca. 1880	B-3662; Casula House	10
2508 RIDGELY	Block 7474, Lot 28	1981	part of same complex through 2514 Ridgley Street	18
2509 RIDGELY	Block 7473, Lot 41	ca. 1880	B-3662; Casula House	10

\*All are in Ward 25, Secion 04

B-3678 Hullsville (Mount Winans)  
 Building Inventory

Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2510 RIDGELY	Block 7474, Lot 29	1981	part of same complex through 2514 Ridgley Street	18
2511 RIDGELY	Block 7473, Lot 42	ca. 1900		10
2512 RIDGELY	Block 7474, Lot 30	1981	part of same complex through 2514 Ridgley Street	18
2513 RIDGELY	Block 7473, Lot 43	ca. 1900		10
2514 RIDGELY	Block 7474, Lot 31	1981	part of same complex through 2514 Ridgley Street	18
2515 RIDGELY	Block 7473, Lot 44	ca. 1900		10
2516 RIDGELY	Block 7474, Lot 32	1981	part of same complex through 2532 Ridgley Street	18
2517 RIDGELY	Block 7473, Lot 45	ca. 1900		10
2518 RIDGELY	Block 7474, Lot 33	1981	part of same complex through 2532 Ridgley Street	18
2519 RIDGELY	Block 7473, Lot 46	ca. 1900		10
2520 RIDGELY	Block 7474, Lot 34	1981	part of same complex through 2532 Ridgley Street	18
2521 RIDGELY	Block 7473, Lot 47	ca. 1900		10
2522 RIDGELY	Block 7474, Lot 35	1981	part of same complex through 2532 Ridgley Street	18
2524 RIDGELY	Block 7474, Lot 36	1981	part of same complex through 2532 Ridgley Street	18
2525 RIDGELY	Block 7473, Lot 48	ca. 1920	Star of Bethlehem AME Church	10

\*All are in Ward 25, Seccion 04

B-3678 Hullsville (Mount Winans)  
 Building Inventory

Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2526 RIDGELY	Block 7474, Lot 37	1981	part of same complex through 2532 Ridgley Street	18
2528 RIDGELY	Block 7474, Lot 38	1981	part of same complex through 2532 Ridgley Street	18
2530 RIDGELY	Block 7474, Lot 39	1981	part of same complex through 2532 Ridgley Street	18
2532 RIDGELY	Block 7474, Lot 40	1981	part of same complex through 2532 Ridgley Street	18
2601 RIDGELY	Block 7477, Lot 34	1977		
2603 RIDGELY	Block 7477, Lot 36	1977		
2605 RIDGELY	Block 7477, Lot 37	1977		56
2607 RIDGELY	Block 7477, Lot 38	1977		56
2608 RIDGELY	Block 7476, Lot 5	1977		
2610 RIDGELY	Block 7476, Lot 6	1977		
2616 RIDGELY	Block 7476, Lot 7	1949	Bethany Baptist Church	24
2617 RIDGELY	Block 7477, Lot 41	ca. 1900		
2619 RIDGELY	Block 7477, Lot 42	1944	Public Housing Unit	47
2620 RIDGELY	Block 7476, Lot 9	1944	Public Housing Unit	49
2621 RIDGELY	Block 7477, Lot 44	1944	Public Housing Unit	47
2622 RIDGELY	Block 7476, Lot 10	1944	Public Housing Unit	49
2624 RIDGELY	Block 7476, Lot 11	1944	Public Housing Unit	49

\*All are in Ward 25, Secion 04

B-3678 Hullsville (Mount Winans)  
 Building Inventory

Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2625 RIDGELY	Block 7477, Lot 47	1944	Public Housing Unit	48
2626 RIDGELY	Block 7476, Lot 13	1944	Public Housing Unit	51
2627 RIDGELY	Block 7477, Lot 49	1944	Public Housing Unit	48
2628 RIDGELY	Block 7476, Lot 17	1944	Public Housing Unit	51
2629 RIDGELY	Block 7477, Lot 50	1944	Public Housing Unit	48
2630 RIDGELY	Block 7476, Lot 18	1944	Public Housing Unit	51
2632 RIDGELY	Block 7476, Lot 19	1944	Public Housing Unit	51
2634 RIDGELY	Block 7476, Lot 20	1944	Public Housing Unit	51
2638 RIDGELY	Block 7476, Lot 22	1957		55
2640 RIDGELY	Block 7476, Lot 26	ca. 1925		7, 37
2641 RIDGELY	Block 7477, Lot 59	1944	Public Housing Unit	50
2642 RIDGELY	Block 7476, Lot 29	ca. 1925		7, 37
2643 RIDGELY	Block 7477, Lot 61	1944	Public Housing Unit	50
2645 RIDGELY	Block 7477, Lot 62	1944	Public Housing Unit	50
2649 RIDGELY	Block 7477, Lot 64	ca. 1940		
2300 WINDER	Block 7474, Lot 6	1982	part of same complex as through 2318 Winder Street	17

\*All are in Ward 25, Secion 04

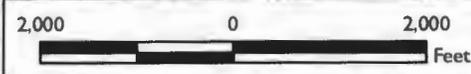
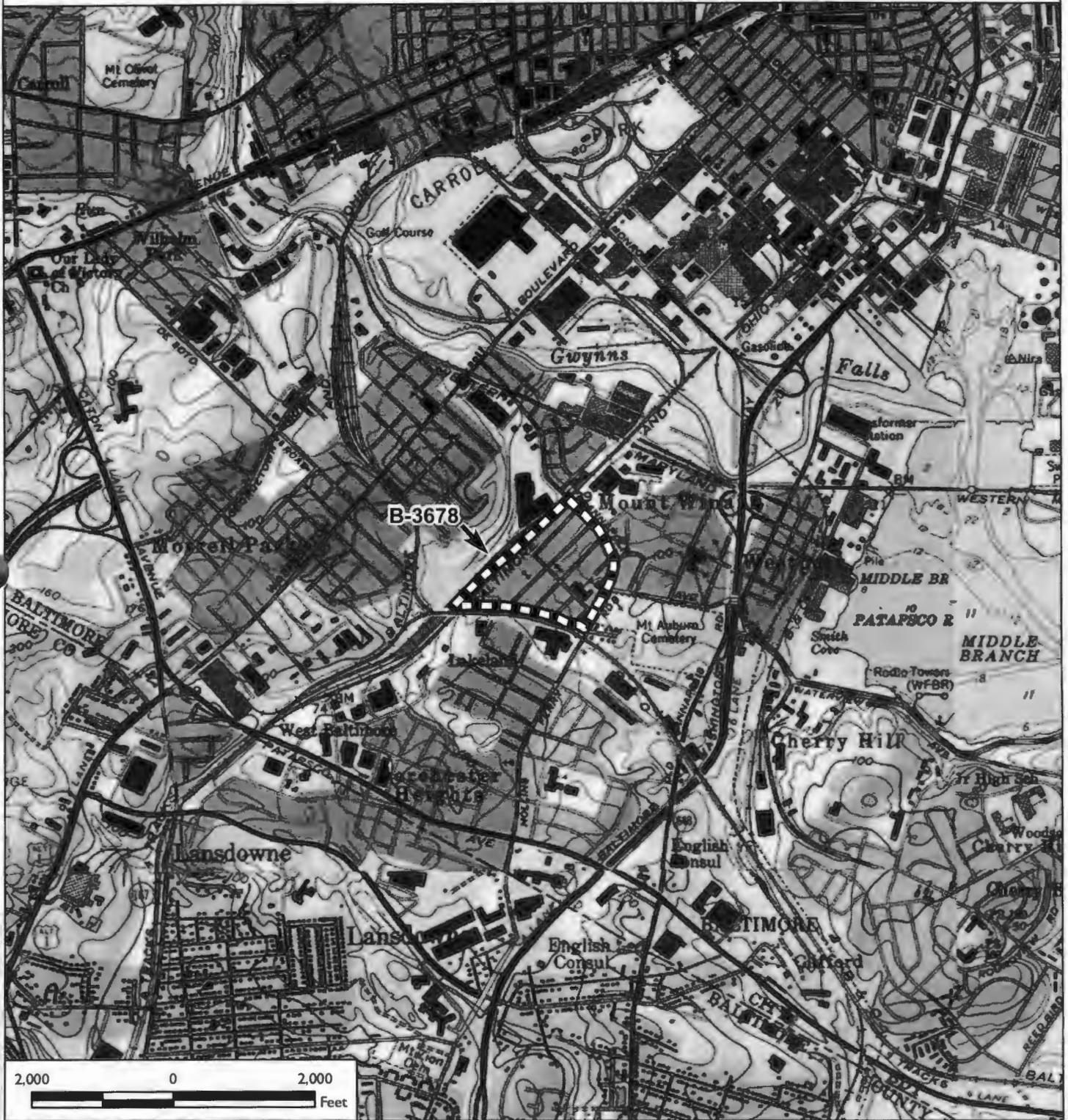
B-3678 Hullsville (Mount Winans)  
 Building Inventory

Property Address	Tax Parcel Information*	Construction Date	Notes	Photograph Number
2302 WINDER	Block 7474, Lot 6A	1982	part of same complex as through 2318 Winder Street	17
2304 WINDER	Block 7474, Lot 6B	1982	part of same complex as through 2318 Winder Street	17
2306 WINDER	Block 7474, Lot 6C	1982	part of same complex as through 2318 Winder Street	17
2308 WINDER	Block 7474, Lot 6D	1982	part of same complex as through 2318 Winder Street	17
2310 WINDER	Block 7474, Lot 6E	1982	part of same complex as through 2318 Winder Street	17
2312 WINDER	Block 7474, Lot 6F	1982	part of same complex as through 2318 Winder Street	17
2314 WINDER	Block 7474, Lot 6G	1982	part of same complex as through 2318 Winder Street	17
2316 WINDER	Block 7474, Lot 6H	1982	part of same complex as through 2318 Winder Street	17
2318 WINDER	Block 7474, Lot 6J	1982	part of same complex as through 2318 Winder Street	17

\*All are in Ward 25, Secion 04

# Resource Location Map

B-3678, Hullsville (Mount Winans)  
City of Baltimore, Maryland



Hullsville (Mount Winans) Boundary

**June 20, 1873**  
**"C.J. Hull's Southwest Addition to Baltimore"**  
 B-3678 (Mount Winans)  
 Baltimore, Maryland

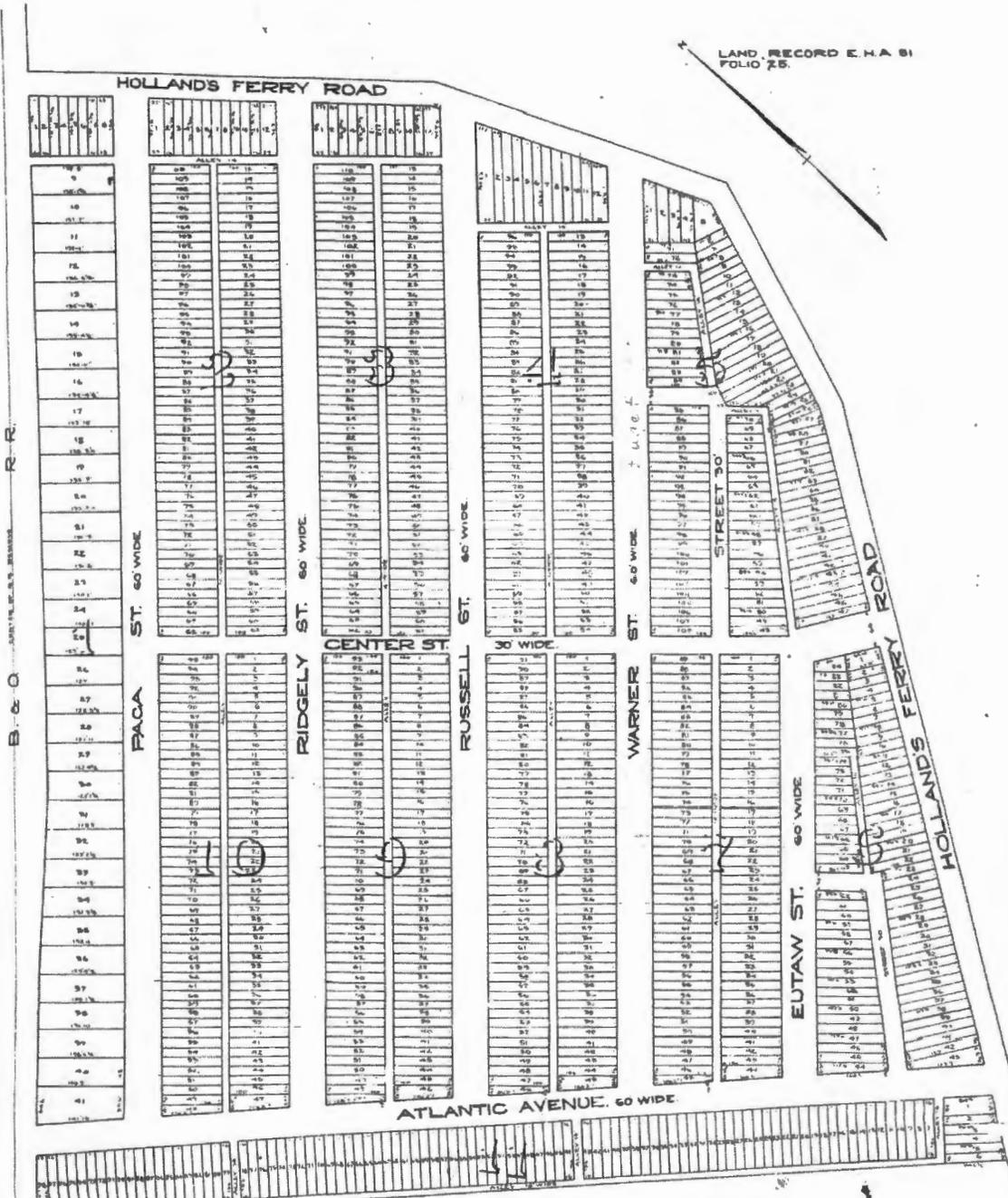
COPY

**C. J. HULL'S**

**SOUTHWEST ADDITION TO BALTIMORE,**

BEING A SUBDIVISION OF ALL OF LOT 25 AND THAT PORTION OF LOT 5 LYING  
 ON THE SOUTHEAST SIDE OF THE BALTIMORE OHIO RAIL ROAD OF THE BALTIMORE CO'S LANDS

LAND RECORD E. H. A. 91  
 FOLIO 25.



I, SIMON J. MARSHALL, CITY SURVEYOR, HEREBY CERTIFY THAT I HAVE SUBDIVIDED FOR C. J. HULL, LOT 25 AND THAT PORTION OF LOT 5 LYING ON THE SOUTHEAST SIDE OF THE BALTIMORE AND OHIO RAIL ROAD, OF THE BALTIMORE COMPANY'S LANDS, AND THAT THIS PLAT IS A CORRECT REPRESENTATION OF THE SUBDIVISION

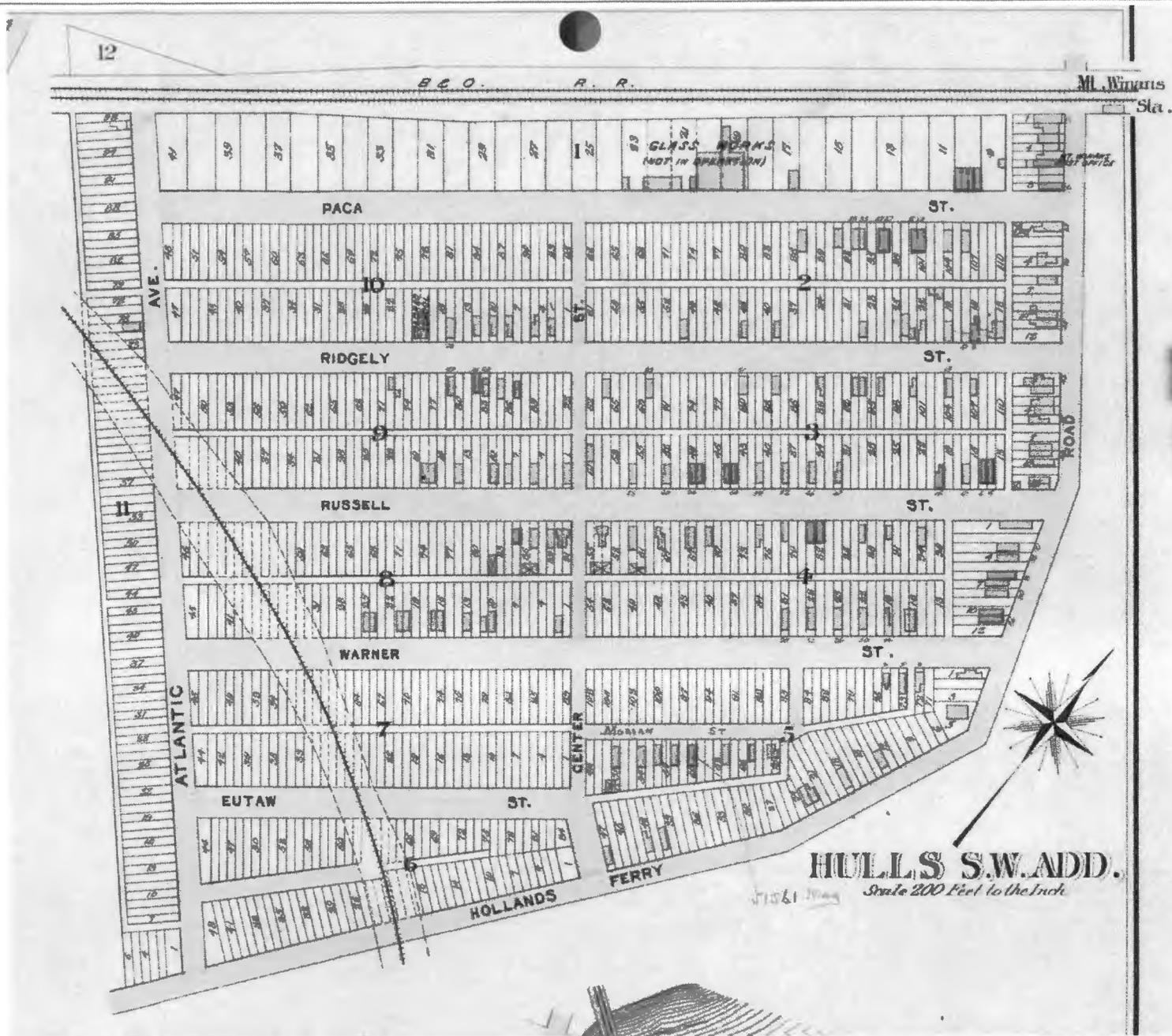
BALTIMORE, JUNE 20, 1873.

SCALE OF 80 FT PER INCH.

*Simon J. Marshall*  
 City Surveyor

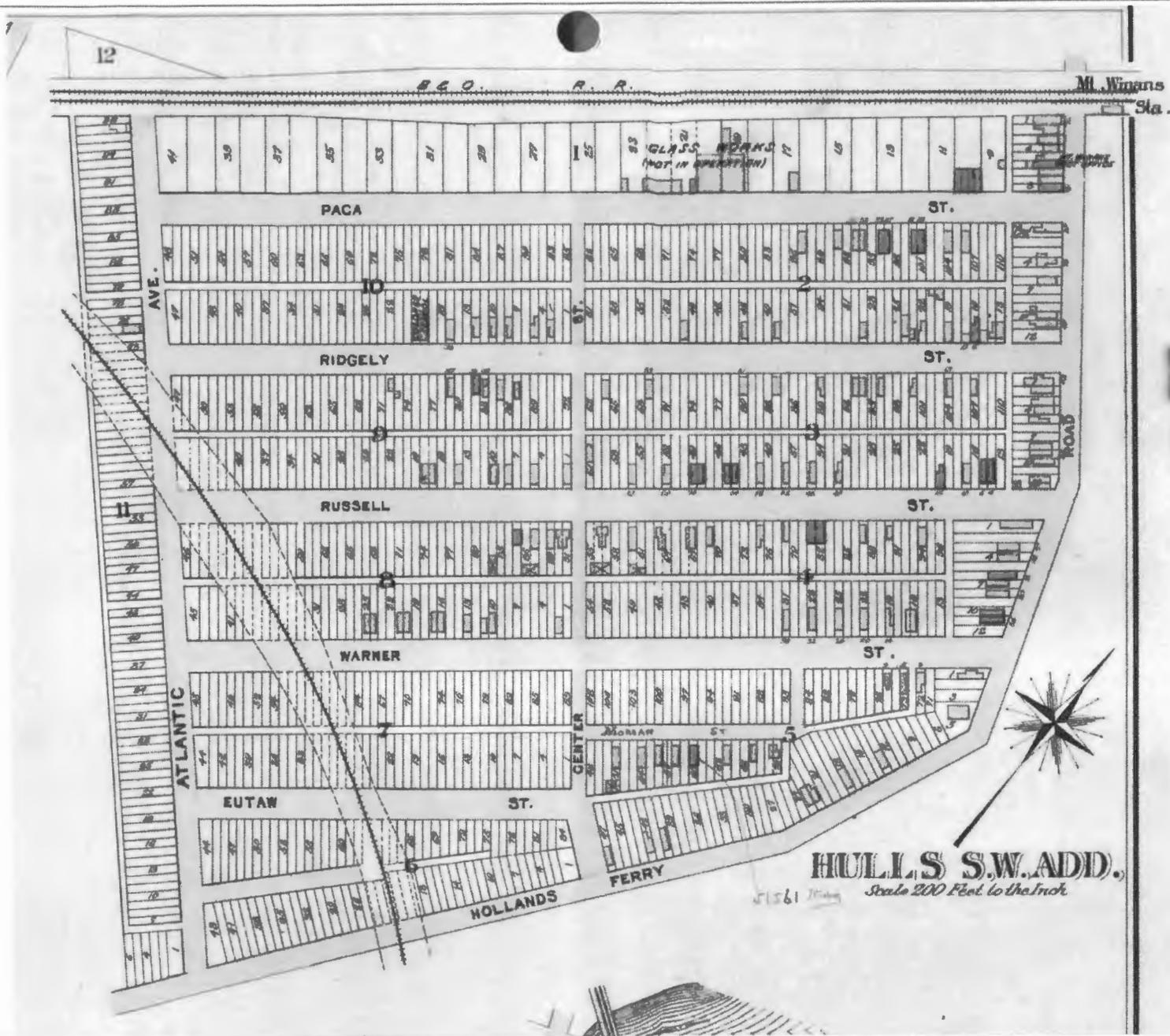
X:\Graphics\Projects\P1386\mapping\1873 CJ Hull SW Addition.indd

**S. C. L. No. 7 - Folio 2**



Not to Scale

**1898 Atlas of Baltimore County**  
**"Hulls S.W. Addition"**  
 B-3678 Hullsville (Mount Winans)  
 Baltimore, Maryland



Not to Scale

**1898 Atlas of Baltimore County**  
**"Hulls S.W. Addition"**  
 B-3678 Hullsville (Mount Winans)  
 Baltimore, Maryland



89

MT. WINANS

S. PACA

CENTER

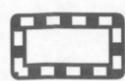
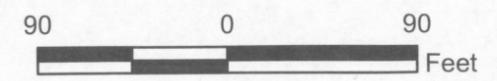
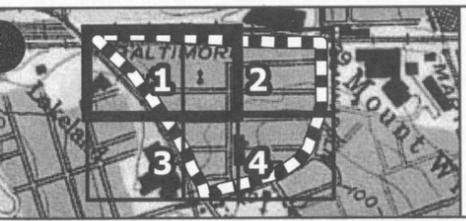
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RUSSELL

ATLANTIC AV.

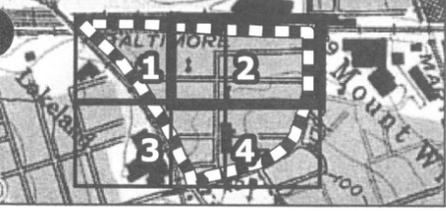
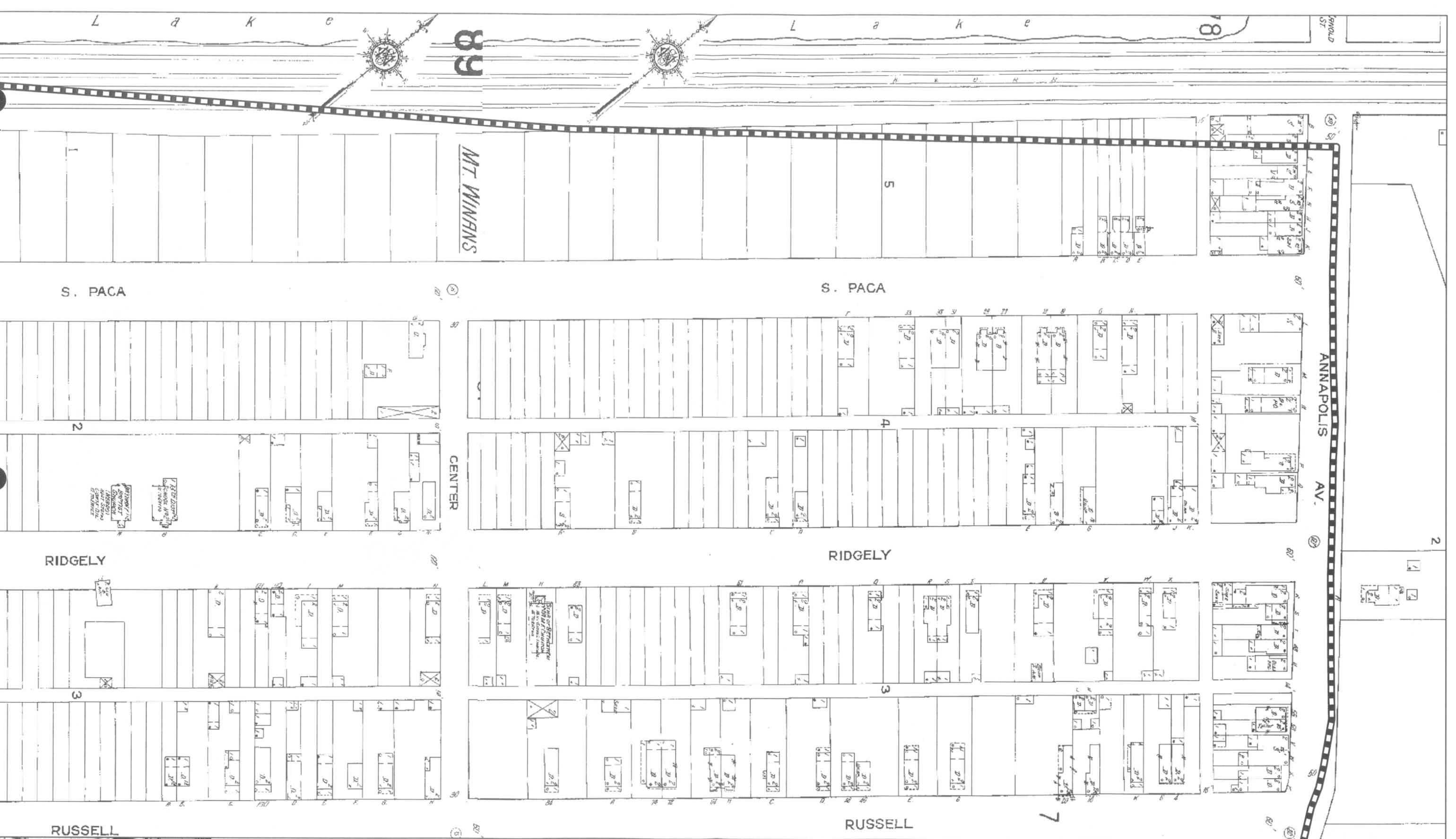
Scale of Feet. 0 50 100 150

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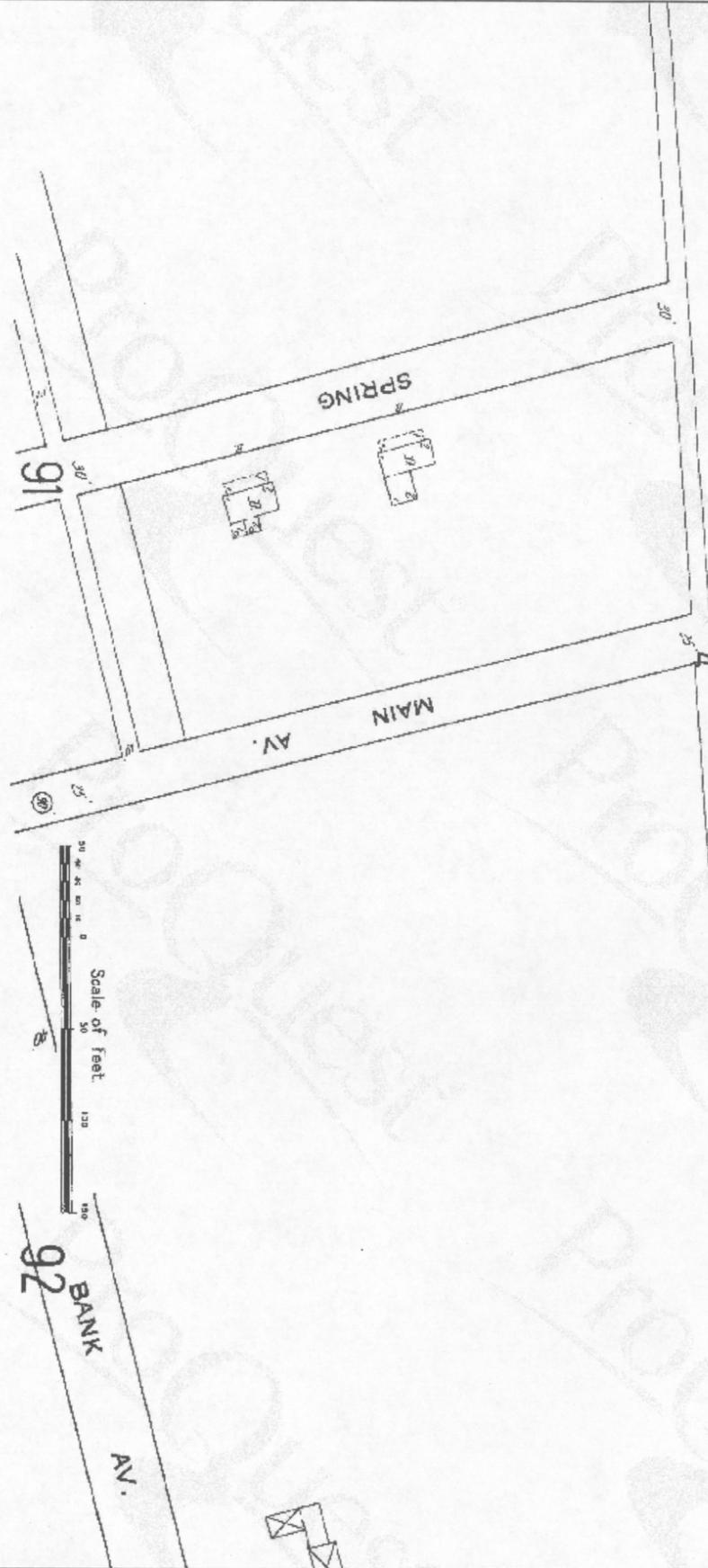
Hullville (Mount Winans) Boundary

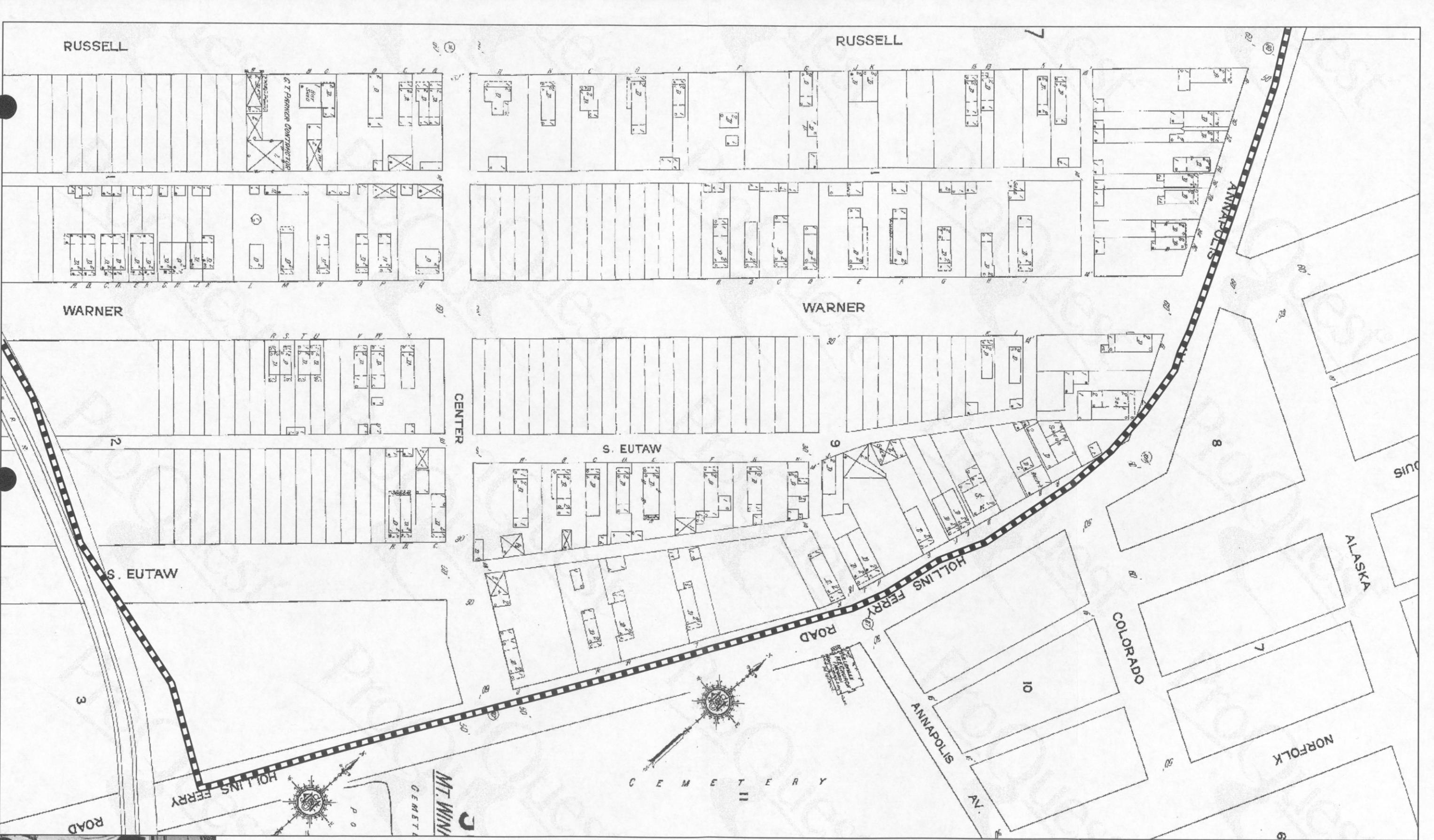
**B-3678**  
**Hullville (Mount Winans)**  
 1914 Sanborn Map  
 City of Baltimore, Maryland  
 Page 1 of 4



Hullville (Mount Winans) Boundary

**B-3678**  
**Hullville (Mount Winans)**  
 1914 Sanborn Map  
 City of Baltimore, Maryland  
 Page 2 of 4





RUSSELL

RUSSELL

WARNER

WARNER

CENTER

S. EUTAW

S. EUTAW

HOLLINS FERRY ROAD

ANNAPOLIS AV.

COLORADO

NORFOLK

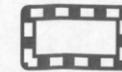
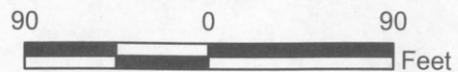
ALASKA

C E M E T E R Y

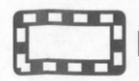
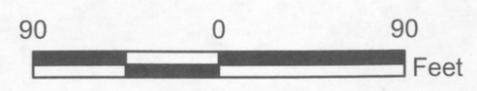
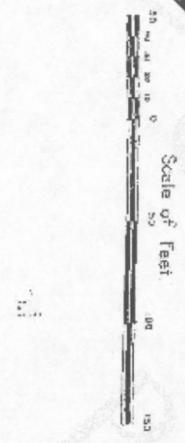
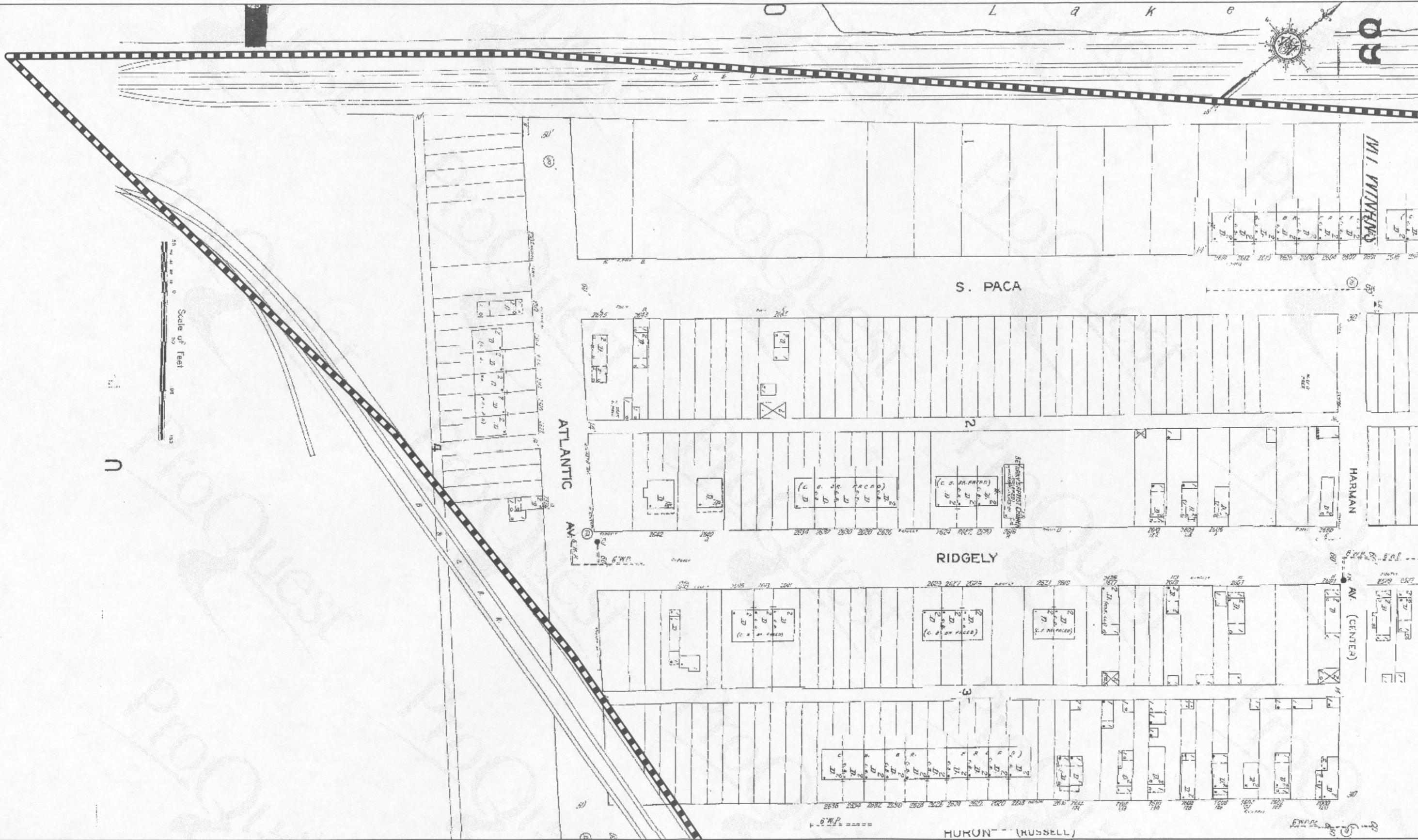
MT. WINANS CEMETERY

**B-3678**  
**Hullville (Mount Winans)**  
 1914 Sanborn Map  
 City of Baltimore, Maryland  
 Page 4 of 4

Source: 1952 Sanborn Fire Insurance Map, City of Baltimore, Maryland.



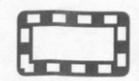
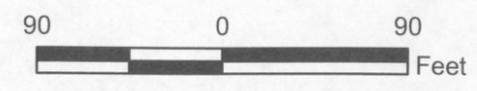
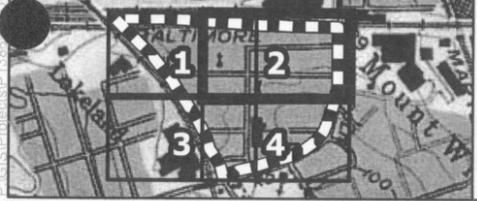
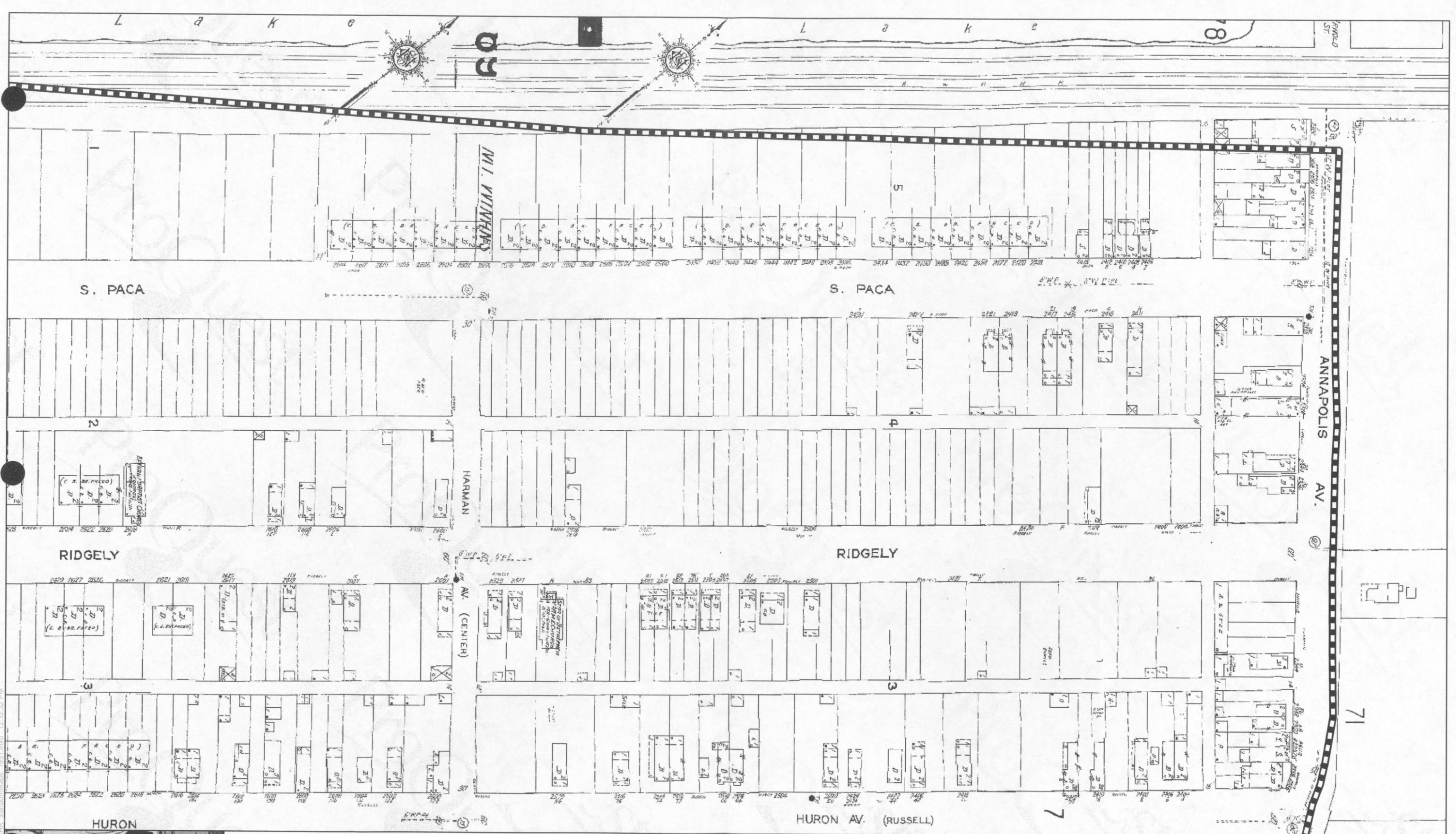
Hullville (Mount Winans) Boundary



Hullville (Mount Winans) Boundary

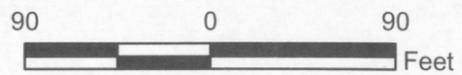
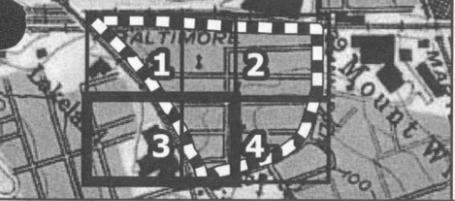
**B-3678**  
**Hullville (Mount Winans)**  
 1951 Sanborn Map  
 City of Baltimore, Maryland  
 Page 1 of 4

Source: 1952 Sanborn Fire Insurance Map, City of Baltimore, Maryland.



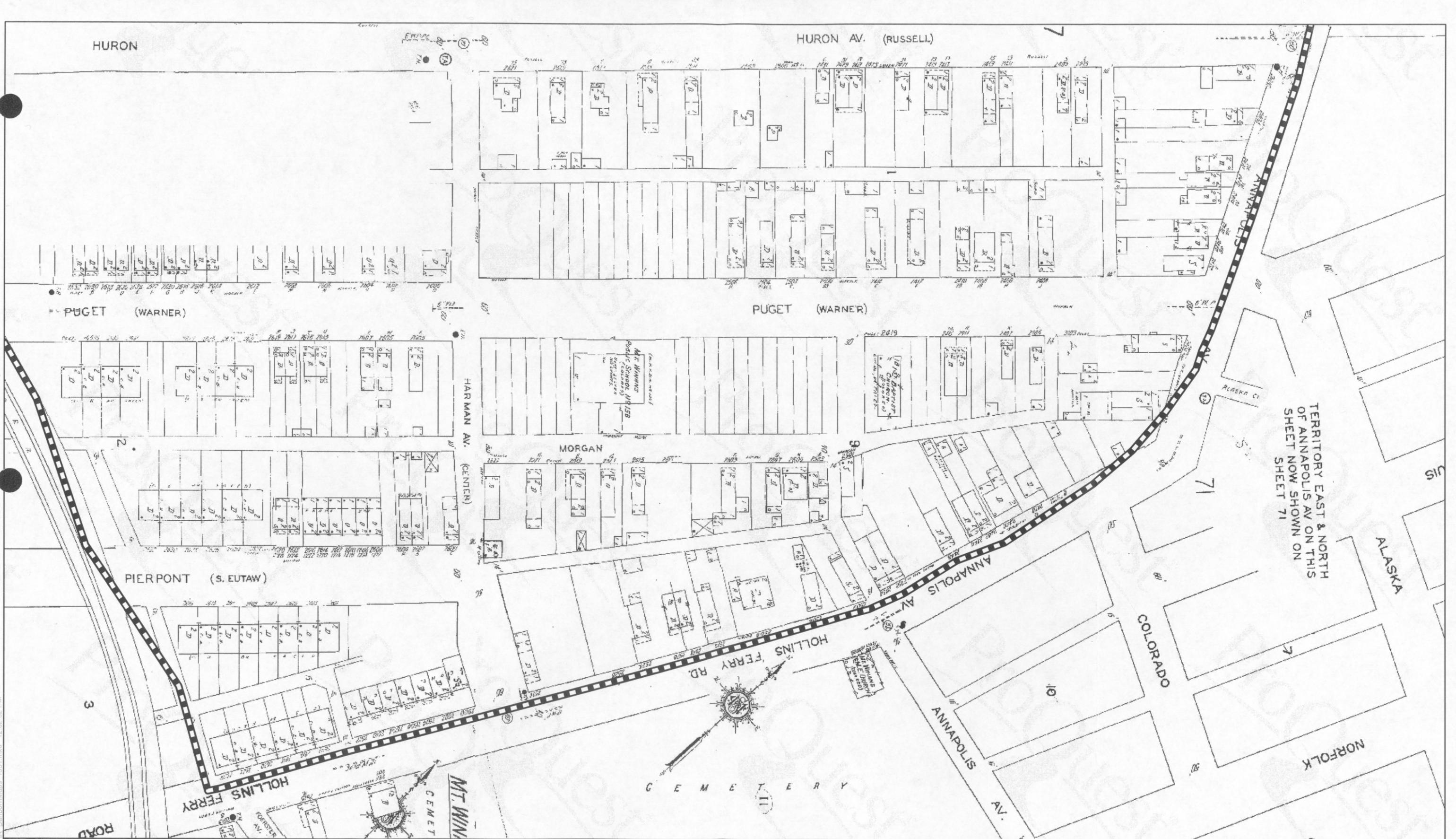
Hullville (Mount Winans) Boundary

**B-3678**  
**Hullville (Mount Winans)**  
 1951 Sanborn Map  
 City of Baltimore, Maryland  
 Page 2 of 4

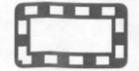
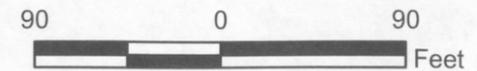
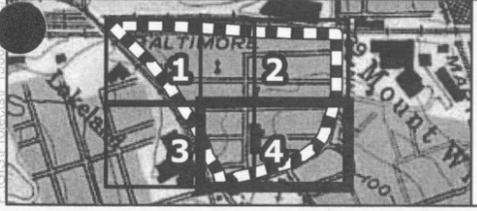


Hullville (Mount Winans) Boundary

**B-3678**  
**Hullville (Mount Winans)**  
 1951 Sanborn Map  
 City of Baltimore, Maryland  
 Page 3 of 4



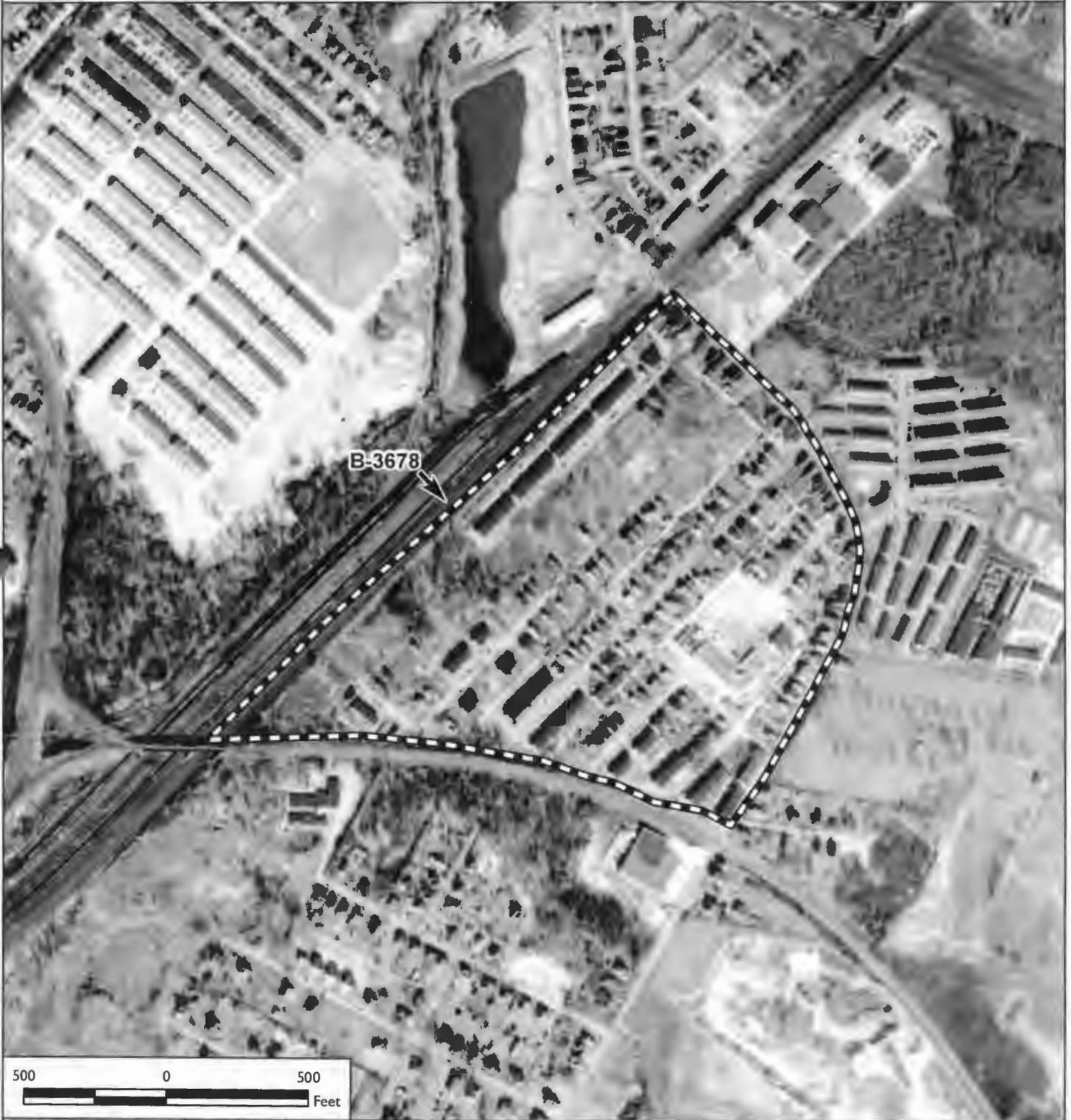
TERRITORY EAST & NORTH  
OF ANNAPOLIS AV ON THIS  
SHEET NOW SHOWN ON  
SHEET 71



Hullville (Mount Winans) Boundary

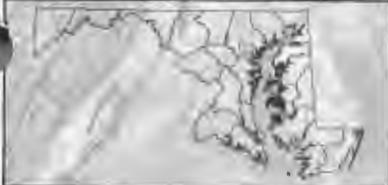
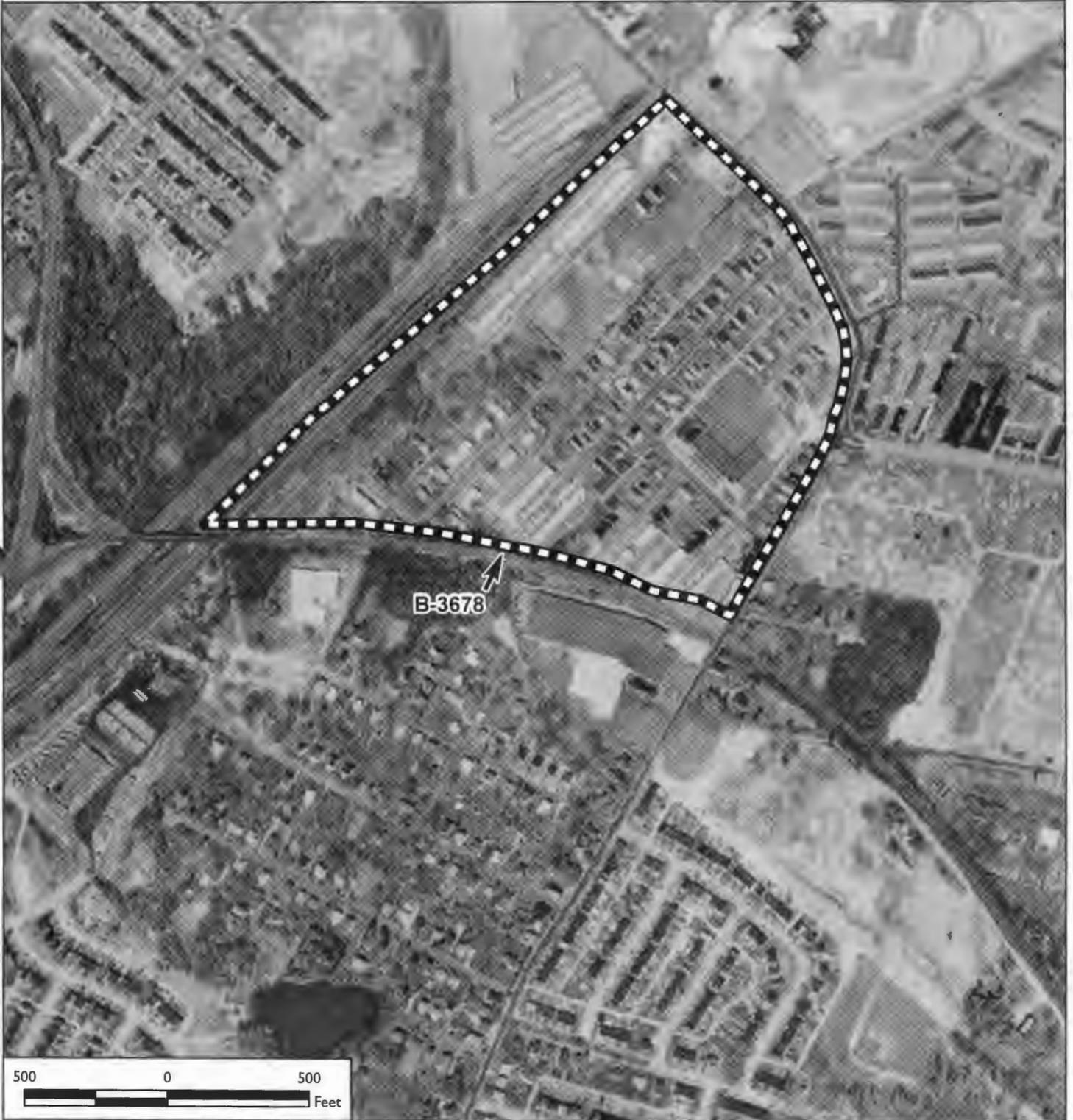
**B-3678**  
**Hullville (Mount Winans)**  
 1951 Sanborn Map  
 City of Baltimore, Maryland  
 Page 4 of 4

**1953 Aerial Photograph**  
B-3678, Hullsville (Mount Winans)  
City of Baltimore, Maryland



Hullsville (Mount Winan's) Boundary

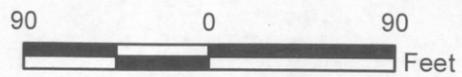
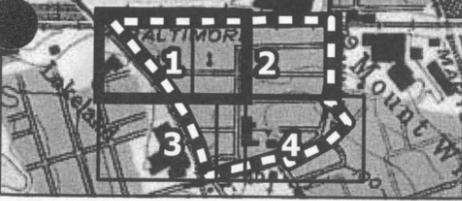
**1972 Aerial Photograph**  
B-3678, Hullsville (Mount Winans)  
City of Baltimore, Maryland



Hullsville (Mount Winans) Boundary

Tracks of former Baltimore & Ohio Railroad [CSX Transportation, Inc.]

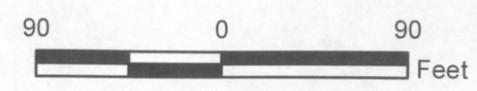
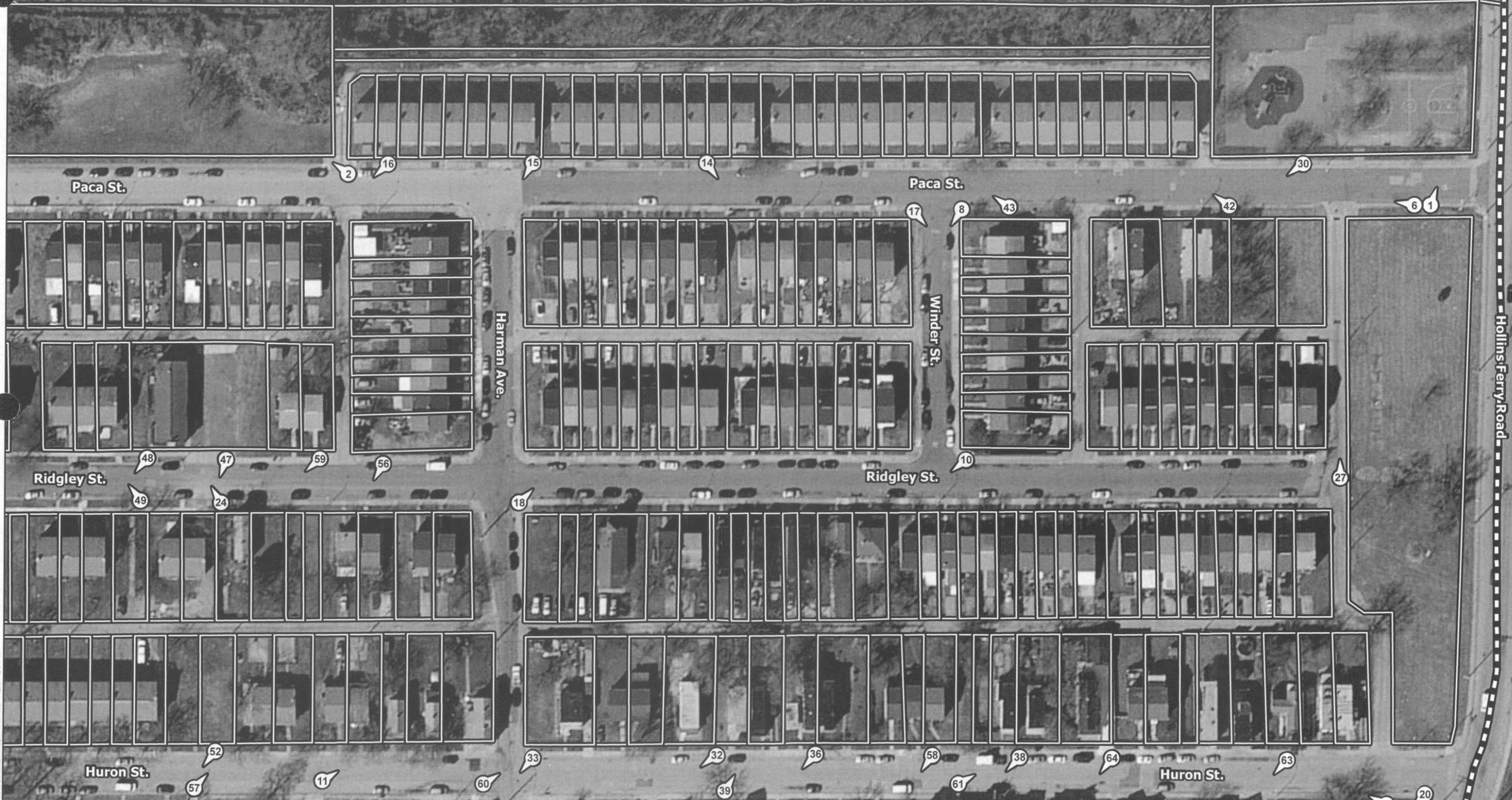
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-  Photograph Location
-  Hullsville (Mount Winans) Boundary
-  Tax Parcels

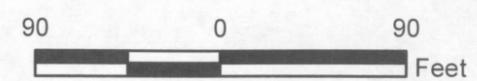
**B-3678**  
**Hullsville (Mount Winans)**  
 Photograph Locations  
 City of Baltimore, Maryland  
 Page 1 of 4

Tracks of former Baltimore & Ohio Railroad [CSX Transportation, Inc.]



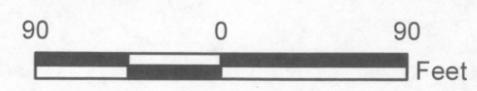
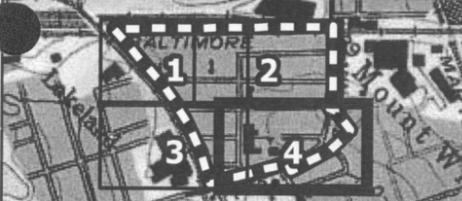
-  Photograph Location
-  Hullsville (Mount Winans) Boundary
-  Tax Parcels

**B-3678**  
**Hullsville (Mount Winans)**  
 Photograph Locations  
 City of Baltimore, Maryland  
 Page 2 of 4



-  Photograph Location
-  Hullsville (Mount Winans) Boundary
-  Tax Parcels

**B-3678**  
**Hullsville (Mount Winans)**  
 Photograph Locations  
 City of Baltimore, Maryland  
 Page 3 of 4



-  Photograph Location
-  Hullsville (Mount Winans) Boundary
-  Tax Parcels

**B-3678**  
**Hullsville (Mount Winans)**  
 Photograph Locations  
 City of Baltimore, Maryland  
 Page 4 of 4



B-3678

Hullsville (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

NORTHWEST intersection of Hollins Ferry ROAD & PACA STREET,  
NORTH CORNER OF Hullsville, view to NORTHWEST.

Photo 1 of 70



B-3678

Hullsville (Mount Winans)

Baltimore City, MARYLAND

E. DIEHL

03-2013

MD SHPO

VIEW TO WEST TOWARDS WEST CORNER OF Hullsville, NOTE  
RAILROAD TRACKS OF FORMER B&O RAILROAD TO RIGHT.

PHOTO 2 of 70



B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E.DIEHL

03-2013

MD SHPO

VIEW TO SOUTH ALONG HOLLINS FERRY ROAD AT EASTERN  
EDGE OF HULLSVILLE

Photo 3 of 70



B-3678

Hullsville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

VIEW TO WEST FROM NORTHEAST INTERSECTION OF  
HOLLINS FERRY ROAD & WATERVILLE AVENUE at eastern edge  
of Hullsville. 2504 Hollins Ferry ROAD (to right)

Photo 4 of 70



B-3678

Hullsville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03. 2013

MD SHPO

VIEW TO NORTH ALONG HOLLINS FERRY ROAD OUTSIDE SOUTHERN  
EDGE OF HULLSVILLE. NOTE RAILROAD TRACKS OF FORMER B&O  
RAILROAD IN CENTER ; PUBLIC HOUSING UNIT (2624 HOLLINS FERRY ROAD)  
(BACKGROUND, CENTER) ; PUBLIC HOUSING UNIT (2622-2632 PIERPONT STREET)  
(BACKGROUND, LEFT).

Photo 5 of 70



B-3678

Hullsville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03.2013

MD SHPO

VIEW TO SOUTHWEST ALONG PACA STREET NEAR NORTHERN  
EDGE OF HULLSVILLE.

Photo 6 of 70



B-3678

HULLSVILLE (MOUNT WINANS)

BAITIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

VIEW TO EAST ALONG ATLANTIC AVENUE FROM WESTERN EDGE  
OF HULLSVILLE.

Photo 7 of 70



B-3678

Hullsville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

VIEW TO SOUTH FROM NORTHEAST INTERSECTION OF PACA &  
WINDER STREETS.

8 of 40



B-3678

HULLSVILLE (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

VIEW TO NORTHEAST ALONG HURON STREET FROM SOUTHWESTERN  
EDGE OF HULLSVILLE

9 of 70



B-3678

Hullsville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

VIEW TO SOUTH FROM NORTHWEST INTERSECTION OF RIDGLEY &  
WINDER STREETS. (FROM LEFT TO RIGHT) 2503, 2505, 2507-2509,  
2511-2513, 2515-2517, 2519, 2521, & 2525 (STAR OF BETHLEHEM  
AME CHURCH) RIDGLEY STREET.

10 of 70



B-3678

Hillsville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPD

VIEW TO NORTH ALONG HURON STREET. (FROM LEFT TO RIGHT)

2604, 2602, & 2600 HURON STREET.

Photo 11 of 70



810

B-3678

Hullsville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2612, 2610, & 2608 HOLLINS FERRY ROAD, SOUTHEAST ELEVATIONS,  
VIEW TO NORTHWEST.

Photo 12 of 70



B-3678

Hullsville (MOUNT WINANS)

Baltimore City, MARYLAND

E. DIEHL

03-2013

MD SHPO

VIEW TO NORTHWEST LOOKING TOWARDS 1944 public housing units situated near southern edge of Hullsville on Puget & Pierpont streets.

Photo 13 of 70



B-3678

Hullsville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPD

(FROM LEFT TO RIGHT) 2515 through 2501 Pacca Street, view to east

Photo 14 of 70



B-3678  
Hullsville (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

(FROM LEFT TO RIGHT) 2319 through 2301 Harman Avenue, view to south

Photo 15 of 70



B-3678

Hullsville (MOUNT WINANS)

Baltimore City, MARYLAND

E. DIEHL

03-2013

MD SHPO

(FROM LEFT TO RIGHT) 2601 through 2613 Paca Street, view to south.

Photo 16 of 70



B-3678

Hullsville (MOUNT WINANS)

Baltimore City, MARYLAND

E. DIEHL

03-2013

MD SHPO

(FROM LEFT TO RIGHT) 2300 through 2318 Winder Street, view to  
WEST.

Photo 17 of 30



B-3678

Hullsville (MOUNT WINANS)

Baltimore City, MARYLAND

E. DIEHL

03-2013

MD SHPO

(FROM LEFT TO RIGHT) 2532 through 2516; 2514 through 2500

RIDGELY STREET, VIEW TO NORTH.

Photo 18 of 70



B-3678

Hullsville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

EDIEHL

03-2013

MD SHPO

(FROM LEFT TO RIGHT) 2436 through 2426 Hollins Ferry ROAD,

VIEW TO NORTHWEST.

PHOTO 19 OF 20



B-3678

Hullsville (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

(FROM LEFT TO RIGHT) 2416 through 2400 Hollins Ferry ROAD,  
VIEW TO SOUTH.

PHOTO 20 of 70



B-3678

Hullsville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

MOUNT WINANS ELEMENTARY SCHOOL (PUBLIC SCHOOL 156), SOUTH CORNER,  
VIEW TO NORTH.

Photo 21 of 70



B-3678  
Hullsville (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

MOUNT WINANS ELEMENTARY SCHOOL (PUBLIC SCHOOL 156), NORTHEAST  
ELEVATION, VIEW TO SOUTHWEST.

Photo 22 of 70



B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

MOUNT WINANS FIRST BAPTIST CHURCH, NORTHWEST & SOUTHWEST  
ELEVATIONS, VIEW TO EAST.

PHOTO 23 of 70



NO PARKING  
MONDAY  
11AM-2PM

EMERGENCY  
REPAIRS

ST. JOHN'S  
METHODIST CHURCH

B-3678

HULLSVILLE (MOUNT WYMAN'S)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SLIP0

BETHANY BAPTIST CHURCH, SOUTHEAST ↗ NORTHEAST ELEVATIONS,  
VIEW TO WEST.

PHOTO 24 OF 70



B-3678

HULLSVILLE (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

OVERVIEW OF ATLANTIC PARK SITUATED @ WESTERN EDGE OF  
HULLSVILLE, AT WESTERN INTERSECTION OF PACA STREET & ATLANTIC AVENUE,  
VIEW TO WEST.

PHOTO 25 of 70



B-3678  
HULLSVILLE (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

OVERVIEW OF TENNIS COURTS AT NORTHERN INTERSECTION OF  
PACA STREET & ATLANTIC AVENUE, VIEW TO NORTH.

PHOTO 26 OF 70



B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03.2013

MD SHPD

VIEW TO NORTHEAST FROM RIDGLEY STREET LOOKING TOWARDS  
RECREATIONAL PARK AT NORTHWESTERN INTERSECTION OF  
PACA STREET & HOLLINS FERRY ROAD.

Photo 27 of 70



**YOUNG'S  
FOOD MARKET**  
100 South Hollins Ferry, Suite 100

**YOUNG'S FOOD MARKET**  
100 South Hollins Ferry, Suite 100

**HOLLINS FERRY**

**Coca-Cola**

B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

08-2013

MD SHPO

YOUNG'S FOOD MARKET (2600 HOLLINS FERRY ROAD), SOUTHEAST  
NORTHEAST ELEVATIONS, VIEW TO WEST.

PHOTO 28 OF 90



B-3678

Hullsville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E.DIEHL

03-2013

MD SHPO

VIEW TO NORTHEAST LOOKING TOWARDS ALLEYWAY THAT RUNS  
BETWEEN FACA & RIDGELY STREETS.

Photo 29 of 70



B-3678

HULLSWILE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2415-2417 ; 2419-2421 PACA STREET, NORTHEAST ; NORTHWEST  
ELEVATIONS, VIEW TO SOUTH.

PHOTO 30 of 70



B-3678

Hullsville (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2416 & 2414 Puget Street, southeast's northeast elevations, view  
to west

Photo 31 of 70



B-3678

Hullsville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2517, 2519, & 2521 Huron Street, northeast & northwest elevations,  
view to south

Photo 32 of 70



DEAD END STREET

DEAD  
END  
STREET

B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2601-2603 ↗ 2605 HURON STREET, NORTHEAST ↗ NORTHWEST

ELEVATIONS, VIEW TO SOUTH

Photo 33 of 70



NO PARKING  
TUESDAY  
5:00 AM - 5:00 PM  
EXCEPT  
FOR DELIVERIES

B-3678  
Houshik (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2604, 2602, & 2600 Puget Street, southeast & northeast elevations,  
view to west.

Photo 34 of 70



B-3678

HOUSSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2600 Pierpont Street, southeast elevation, view to northwest.

Photo 35 of 70



B-3678

HULLSWILE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2511 & 2513 HURON Street, northeast & northwest elevations,  
view to south.

Photo 36 of 70



B-3678

Hullville (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2642 & 2640 Ridgely Street, southeast & northeast elevations,  
view to west.

Photo 37 of 70



B-3678  
Houssville (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND  
E. DIEHL

03-2013  
MD SHPO

2427-2429 & 2501 Huron Street, northeast & northwest elevations,  
view to south.

Photo 38 of 40



B-3678

HULLSILE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2414-2412 & 2510-2508 Huron Street, southwest & southeast  
elevations, view to north.

Photo 39 of 70

PIERPONT ST  
HARMAN AV.



B-3678  
HULLSILE (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO  
(FROM LEFT TO RIGHT)  
2616 through 2606 Pierpont Street, southeast & northeast  
elevations, view to west.

Photo 40 of 70



B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

(FROM LEFT TO RIGHT) 2628, 2624, & 2620-2618 Puget Street,  
southeast & northeast elevations, view to west.

Photo 41 of 70



B-3648

HULLSWILE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

PUBLIC HOUSING UNIT (FROM LEFT TO RIGHT, 2434 through 2418  
PACA Street), southeast & northeast elevations, view to west.

Photo 42 of 70



B-3678

HULLSILE (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND  
E. DIEHL

03-2013

MD SHPO

PUBLIC HOUSING UNIT (FROM LEFT TO RIGHT, 2452 THROUGH 2436  
PACA STREET), SOUTHEAST; NORTHEAST ELEVATIONS, VIEW TO WEST.

Photo 43 of 70



B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

PUBLIC HOUSING UNIT (FROM LEFT TO RIGHT, 2324 through 2304  
ATLANTIC AVENUE), northwest & northeast elevations, view to  
SOUTH.

Photo 44 of 70



PERMIT  
MONDAY  
11AM-2PM  
CITY ENGINEER  
OFFICE

B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

PUBLIC HOUSING UNIT (FROM LEFT TO RIGHT, 2633 through 2637  
Poget Street), northeast & northwest elevations, view to south.  
Photo 45 of 70



B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

PUBLIC HOUSING UNIT (FROM LEFT TO RIGHT, 2601 through 2615 Pierpont Street), northeast & northwest elevations, view to south.

Photo 46 of 70



B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

PUBLIC HOUSING UNIT (FROM LEFT TO RIGHT, 2619 & 2621 Ridgely Street), northeast & northwest elevations, view to south.

Photo 47 of 70



B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

PUBLIC HOUSING UNIT (FROM LEFT TO RIGHT, 2625 & 2629 Ridgely Street), northeast & northwest elevations, view to south.

Photo 48 of 70



B-3678

HULLSILE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

PUBLIC HOUSING UNIT (FROM LEFT TO RIGHT, 2624 THROUGH 2620  
RIDGELY STREET), NORTHEAST & SOUTHEAST ELEVATIONS, NEW TO WEST.

Photo 49 of 70



B-3678

HUNSWILE (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

PUBLIC HOUSING UNIT (FROM LEFT TO RIGHT, 2641 through 2645  
Ridgely Street), northwest; northeast elevations, view to  
south.

Photo 50 of 70



B-3678

HULLSVILLE (MOUNT WINANS)

BAITUMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

PUBLIC HOUSING UNIT (FROM LEFT TO RIGHT, 2634 through 2626  
Ridgely Street) southwest + southeast elevations, new to north.

Photo 51 of 70



B-3678

HULLSILE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

Public Housing unit (from left to right, 2629 through 2651  
Huron Street), northeast & northwest elevations, view to south

Photo 52 of 70



B-3678

HULLSILE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

Public Housing unit (from left to right, 2630 through 2618 Huron Street), southwest & southeast elevations, view to north.

Photo 53 of 70



2508

B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DEHL

03-2013

MD SHPO

2508 Hollins Ferry ROAD, southeast elevation, view to northwest

Photo 54 of 70



2538

NO  
PARKING  
AT ANY  
TIME

B-3678

Houssville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2638 Ridgley Street, southeast elevation, view to northwest

Photo 55 of 70



B-3678

HUNSWILE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2605-2607 Ridgely Street, northwest elevation, view to south.

Photo 56 of 70



B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2612-2610, 2608-2606, + 2604 Huron Street, view to north.

Photo 57 of 70



B-3678

Hullsville (MOUNT WINANS)

Baltimore City, MARYLAND

E. DIEHL

03-2013

MD SHPD

2505, 2507, 2509, & 2511 Huron Street, northeast & northwest  
elevations, view to south.

Photo 58 of 70



091891

72501

B-3678

Hullsville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2617 Ridgley Street, northeast, & northwest elevations, view  
to south.

Photo 59 of 70



B-3678

HULLSWILE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPD

VIEW TO NORTH FROM SOUTHWEST INTERSECTION OF HURON Street  
& WARMAN AVENUE (2522, 2520-2518, & 2516 Huron Street to left)

Photo 60 of 70



B-3678

Hullsville (MOUNT WINANS)

Baltimore City, MARYLAND

E DIEHL

03-2013

MD SHPO

2422, 2420, 2418, & 2416-2414 Huron Street, southwest & southeast  
elevations, view to north.

Photo 61 of 70



2400

HOLLINS FERRY RD

B-3678  
HOUSSVILLE (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

VIEW TO WEST FROM SOUTHEAST INTERSECTION OF HOLLINS FERRY  
ROAD & Huron Street (2404-2406, 2408, 2410, & 2412 Huron Street to right)  
Photo 62 of 70



B-3678

Houssville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPD

2403 Huron Street, northeast & northwest elevations, view to south.  
Photo 63 of 70



B-3678

HOLLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPD

2417 & 2421 Huron Street, northeast & northwest elevations, view  
to south.

Photo 64 of 70



PUGET ST

B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

EDIEHL

03-2013

MD SHPD

VIEW TO SOUTH FROM NORTHWEST INTERSECTION OF HARMAN  
AVENUE & PUGET STREET (2603 Puget Street to left)

Photo 65 of 70



B-3678

HOLLISVILLE (MOUNT WINANS)  
BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPD

2402 Puget Street, northeast + southeast elevations, view to west.

Photo 66 of 70



B-3678

HULLSWILE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHAD

VIEW TO SOUTH NEAR NORTHWEST INTERSECTION OF HOLLINS  
FERRY ROAD & PUGET STREET (2405; 2507 Puget street, center)  
Photo 67 of 70



2404

B-3678  
Hullswike (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

03-2013

MD SHPO

2404 Puget Street, southeast elevation, view to northwest

Photo 68 of 70



N. HANCOCK ST. CHURCH

PARKING  
TUESDAY  
11AM-2PM

PRIVATE  
PROPERTY

B-3678

Hullsville (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEML

03-2013

MD SHPO

2411 & 2415 Puget Street, northwest & southwest elevations,  
VIEW TO EAST.

Photo 69 of 70



B-3678

HULLSVILLE (MOUNT WINANS)

BALTIMORE CITY, MARYLAND

E. DIEHL

13-2013

MO SHPD

2516 HOLLINS FERRY ROAD, NORTHEAST & SOUTHEAST ELEVATIONS,  
VIEW TO WEST.

PHOTO 70 OF 70

# Maryland Historical Trust State Historic Sites Inventory Form

## 1. Name (indicate preferred name)

historic Hullsville (Mt. Winans) Historically Black Settlement

and/or common Mt. Winans Urban Renewal Area, Baltimore

## 2. Location

street & number \_\_\_\_\_ not for publication

city, town Baltimore \_\_\_\_\_ vicinity of \_\_\_\_\_ congressional district

state Maryland \_\_\_\_\_ county

## 3. Classification

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

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

name \_\_\_\_\_

street & number \_\_\_\_\_ telephone no.:

city, town \_\_\_\_\_ state and zip code

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Land Records Room \_\_\_\_\_ liber

street & number Circuit Court, Baltimore City \_\_\_\_\_ folio

city, town \_\_\_\_\_ state

## 6. Representation in Existing Historical Surveys

title \_\_\_\_\_

date \_\_\_\_\_ federal \_\_\_\_\_ state \_\_\_\_\_ county \_\_\_\_\_ local

depository for survey records \_\_\_\_\_

city, town \_\_\_\_\_ state

# 7. Description

Survey No. B-3678

**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved    date of move \_\_\_\_\_

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

# 8. Significance

Survey No. B-3678

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

### Specific dates

### Builder/Architect

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

Applicable Exception:  A  B  C  D  E  F  G

Level of Significance:  national  state  local

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

(See Attached Sheets)



Statement of Historical Significance  
Hullsville (Mt. Winans), Baltimore

## INTRODUCTION

The context of form in the development of Afro-American settlements can not be evaluated outside the framework of slavery and segregation. Although income and prominence within the social/political environment usually operates to obliterate class distinctions in generic societies, the unique position of black Americans politically has produced a consequent uniqueness in terms of aesthetics, morphology and community design. The rational response of a highly regimented group of urban dwellers in this instance is reflected in a high dependency upon a relatively rigid urban form - the grid.

However, upon closer analysis, research on black towns indicates that the grid was certainly a determinant of form both ideally and accidentally. It is still unclear what this pattern of spatial organization means anthropologically. We have extrapolated from Roman conceptions of form, for example, that the grid layout was ideologically responsive to their planar orientation. Our problem is to determine what relationship the various patterns of settlement formation in early black communities had to conceptions of space, time, and good design when these elements were in the control of the builder. Extant, historically black communities are excellent resources for the study of this history. The least that we can do is support the preservation of these districts and the most that can be contributed to urban design is a working knowledge of the ways in which race, class and space are integrally related.

The purpose of this paper is threefold:

1. to outline a framework for identifying the historical context of African-American material culture as it relates to the built environment;
2. to present a possible method for searching for patterns of architectonic and design diffusion within extant communities;
3. to isolate vernacular building techniques as evidence of a conscious attempt to synthesize form within a socio-psychological context of racism and a design concept of grid-patterned-urbanism.

## HISTORICAL SPATIAL CONCEPTIONS

Research in architecture and urban design has typically involved studying the building industry from a high style materials and technology perspective. Designers were not substantively involved in the production of research and data analysis was primarily oriented towards the needs of manufacturers of products utilized in the built environment, or abstract theses relating aesthetics to form. The behavioral sciences have contributed to architectural research an operational vocabulary which presents us with alternative methods for evaluating the spatial needs of users in order to affectuate good design.

An interesting research perspective arises when we invert the design process and attempt to evaluate space from evidence relating how it is used by people. Theoretically, programming ought to prescribe rational solutions to problems inherent within work areas, circulation patterns, storage areas, and so forth, but in reality, people are constantly changing, adapting and modifying their environment in order to suit individual preferences and lifestyles. Any postoccupancy evaluation requires a functional and behavioralistic research approach and its application can help determine the degree to which the built environment works.

An even more intriguing problem arises when we attempt to match some user preferences with sites that have historic significance architecturally; what we find is that we have good, technical information about the physical characteristics of the site, but in many instances, we do not have substantive information regarding the functional needs of the former residents. The problem here is related to developing an understanding of how the image of the built environment affects one's attitudes about society and one's place within it. If this statement is correct, then its corollary must be worthy of mention; i.e., one's image of self in juxtaposition with society, is reflected in one's use of space.

When we reflect upon the sequence of events which brought people of African descent to this nation, it becomes clear that their experience is at best tumultuous and at least traumatic. The way blacks saw themselves in terms of the European society or in terms of their kinspeople is a well documented schism of fear and retaliation. However, one aspect

of this sequence that has not been well documented is the role that blacks have played in shaping the built environment. Ultimately, our reasons for researching this aspect of built environment history is to attempt to fill a void in American history where the culture, values, and ethnocentricity of blacks are presumed to be less sophisticated than the European. Our prevailing liberal ethic precludes us from qualifying the values of slaves and newly freed people in this way, but the evidence of the complexity of the material culture of these Americans has been seriously omitted from traditional architectural research.

Virtually all of the regions in the United States have a proliferation of structures, artifacts, and memorabilia which remind us of the settling of this continent. Traditionally, architectural history and regional studies have identified the physical manifestations of colonization, revolution, and the establishment of the Republic; and we are currently engaged in preserving this evidence for various cultural and educational purposes. In light of this, the record of historical information typically suggests that periods, styles, transitions and location of sites are the most significant aspects of the built environment. This treatment, although critical, is somewhat limited in scope in that historical significance is related to the interpretation of events based upon a perception of one culture that is ethnocentric. In a nation which was founded by voluntary and involuntary immigrants, the accidental acquisition of economic stability and power by any of these possible cultures existing within its borders, and the recognition of sites of historical significance is necessarily dependent upon the amount of information available to historians and researchers of human events. The stylistic aspects of settlement formation are factors which are more dependent upon technology, materials, and financial resources than they are upon skill, intelligence, and social oppression.

Until quite recently, the identification of historic places were described as they related to general interpretations of European-American culture, but there still exists a fundamental gap in the interpretation of historical significance as it relates to events indigenous to the culture of Afro-Americans whose West African as well as European influences are more than merely conjecture. The values, preferences, hopes, and aspirations of Afro-Americans has been derived from the basic conflicting history of human indignation, oppression, pride, and statesmanship.

At the outset, what is needed is an evaluation of what is known about sites that are significantly related to Afro-American history. Such an evaluation requires expanding upon the historic sites inventory which is currently available and providing documentation of spatial relationships, functional characteristics, structural requirements and, in some instances, modifications. Ideally, the findings here would be most significant where we can identify spaces that were utilized by slaves, free blacks, influential black leaders, professionals, working class and poor blacks within a relevant comparative framework.

The most comprehensive documentation on black settlements that has been compiled currently, is the work of Entourage, Inc. an architecture and planning firm in Texas. Their study specifically addresses the physical, spatial, and design components of historically black communities throughout the United States. Since African slaves were by definition excluded from participating in the high style and Anglo derivatives of European planning traditions, the substantive meaning of design in this context fits within the vernacular and folk styles for an extended period of time. A survey of black settlements demonstrates a planning thesis which is predicated upon a neo-Africanism and which culminates in a grid pattern as a form determinant.

The Slave Village is the primal focal point which influenced design imagery as perceived by most African-Americans. The plantation was designed to be a self sufficient interdependent system consisting of the main house, field, work areas and the slave quarters. Within the slave village there was a tight clustering of cabins which were separated from other areas on the plantation. The transient nature of a slave's life prevented the transmission of material culture from one generation to the next. Therefore, the expected means by which free cultures use information to precipitate invention and preserve traditional technologies are rarely evidenced in these villages. However, an intercommunication network of political, social, and religious institutions was precipitated by the form and context of these communities.

The Contraband Camp is another form of early black settlement. "Contraband" blacks were freed slaves who were hunted by white slave owners, returned to a plantation, and then who escaped from these new owners seeking refuge in these squatter - like settlements. The form of these communities was fashioned with a military regimentation since they were expected to be temporary and functional. The tent was used to

accommodate the purpose of these communities in the beginning. As these camps became larger, and more permanent, enlarged slave cabins were organized upon this formalized plan.

Naturally, with the onset of national freedom, blacks purchased and leased lands as soon as they were able to do so. Typically, groups of blacks organized their communities within the framework of a rural village. These villages were usually occupied by several families, were agrarian in purpose, and were cooperatively managed. The layout of the rural community was organic where access roads and the functional topography of the landscape were the determining components. To date, over 500 of these communities have been identified in the southern and south western United States.

The Black Town was a formally conceived community which dotted the American landscape from c. 1870 through the turn of the century. These communities were typically utopian settlements whose specific purpose was to provide an opportunity for blacks to form political and social networks that were based upon a conscious, spatially determined unit. The organizing principle, of course, was white racism, but these were the first black communities that were attempting to use geography pro-actively rather than reactively as in the case of the newly freed settlers. Black towns were not solely dependent upon the agrarian economy for their existence. Both grid and linear plans were developed as their location was determined by the following categories: railroad stop, migration settlements, rural market centers, and urban satellites. In the rural areas, the organic layout was utilized because the house, rather than the semi-public or community center, was the organizing theme.

The Rural Resettlement Program of the 1930's marks the end of the formal attempts to locate and develop black settlements. Although the Resettlement Program was not designed for blacks, per se, a disproportionate number of black farmers were influenced by the program. The program was initiated by the Department of Agriculture in response to the economic depression and the slump following World War I. Federal architects and planners developed landscape plans for rural, poor, farmers which were based on highly rational and scientific planning systems and farm production technology. The forty acre farm landscape was developed along segregated zones such as an aesthetic zone, a special production zone and a general production zone. The house was not the central organizing theme and it was designed for efficiency rather than the family. The program was ambitious but highly suspect in that it was totally non-responsive to the historical and anthropological antecedents of the disenfranchised black farmer. In many instances, the aftermath of the program was debilitating

for the participants.

The Urban Enclave is a black settlement which typically categorizes the early communities that are historically black in urbanized areas. It is probably the most pervasive form of community in cities and its remnants are extant throughout the United States. As blacks migrated towards the city for similar or identical reasons that other ethnic rural migrants opted for urban living, they found that real estate was limited in variety. Usually, a patriarchal community was formed around a "colored" school or church, and houses were built by the families who purchased lots from the patriarch. As cities grew, these communities became annexed by the city and formed the basis of black community planning and development until quite recently. The grid plan is the form determinant although a spatial analysis of the relationship between spaces and nodal axis points which qualify spatial hierarchies is desperately needed.

Black town and community planning history has the advantage of being observable in most American urbanized areas. Unlike other communities where the ethnic orientation can at best be extracted from title searches, wills, and land grants, historically black communities are easily determined by observation. When searching for black communities, the researcher only needs to ask any resident where most black people live and he/she will receive relatively graphic information regarding place and function. The boundaries that define black communities are certainly spatially determined in the long run, but initially they were conceived by an ethos which prescribed social distance within the rubric of racial segregation; a racial segregation which was further sub-classified within the black communities as well ( eg., there are quantifiable communities of black, brown, tan, and near-white blacks).

#### HULLSVILLE, Baltimore, Maryland

Hullsville, in Baltimore is more popularly known as Mt. Winan's. Mt. Winans is actually a misnomer for this community as it refers to a German community which was contiguous to the black settlement during the early twentieth century. The original tract of land southeast of the Inner Harbor of Baltimore City was owned by an A. Hull; having been purchased around 1860. The land records of Baltimore City refer to the area as "Hulls Addition" and the surviving black residents of the town define the community as Hullsville. It was settled in 1853 with the construction of the Sharp Street Memorial African Methodist Church. The community was established by 1878 where home building, roads and service institutions were

defining the community. The conception of the community was defined further by its racial homogeneity (although there were some German families living in the community until the 1940's) and the independent economic status of the men.

A modified grid plan was developed by the community although this system may have been a natural response to previous clearance patterns by earlier settlers. This community is defined by exceptionally wide streets, their axis being determined by natural contours of the land rather than a formal idealized plan. The form of the dominant house type in the early houses is a vernacular, detached row house probably reminiscent of the city image that the founding residents maintained.

#### FORM AND SYNTHESIS

An understanding of the relationship between culture, class, race, and design is dependent upon our ability to understand the meaning of significant and insignificant objects in space. There are at least three vectors that might direct us towards perceiving this pattern of relationships. One direction can be extrapolated from Glassie and Rappoport within the idea of the particularistic context. Herein, we isolate those variables that define the primary socio-psychological conditions for design. A second critical direction that leads us to synthesis is provided by the concept of semiotics - especially with respect to developing a syntax of form that allows us to create generic models of spatial hierarchies among objects. And finally, but substantively, pattern recognition can be discerned by classifying basic forms and the ability of indigenous builders to add or subtract from same.

We usually refer to the particularistic context briefly, making blanket statements about economic status, cultural norms, political conditions, etc. In ethnographic research, this context becomes paramount to the design of the study, so some attempt must be made not to white-wash (as it were) the peculiar affects of race and class on working class communities. Briefly, however if we were to list the kinds of conditions that would be evidenced in African American community space, it would probably contain the following factors:

- Anti-Black Racism
- Anti-Poverty Capitalism
- Slave Self-Hatred
- Residential Segregation
- Rigid context of Grid Formality
- Experimental Freedom
- Craftsmanship
- Servitude, and so forth

Conceptions of form, then, when transposed to an object in space, are enclosed within a box having the following boundaries:

- s<sub>1</sub> - Conceptions imposed from within the perception of self
- s<sub>2</sub> - Conceptions imposed from without upon the perception of self
- s<sub>3</sub> - Conceptions developed from environmental and historical determinants
- s<sub>4</sub> - Conceptions derived from an understanding of the technological and material determinants.

It has already been suggested that the grid form for community plan may be the most important design element that was diffused throughout the African American community. Even though we are lacking extensive empirical evidence of this, Prezios suggests that "A grid of streets is essentially a diagram of relational organization by structures and groups of structures (blocks, neighborhoods) a prescription of significantly appropriate relationships". (p. 38, Semiotics of the Built Environment).

By extending the soci-psychological particulars into a grid form, we can visualize a geometry where symmetry and horizontality would be a rational orientation for architectural competence within an African American community. At this point, the following thesis is postulated regarding the presentation thus far: the space that was being organized by working class, urban, African American builders was conceived to be a limited one - a lot with defined or idealized boundaries; the plan of buildings on these lots was determined by the user who hired or performed the work as carpenter or developer within the particularistic context of African American culture; individuality was expressed by modification of form and ornamentation on the exterior; and, that the context for organization of the space was the real or imagined grid.

Now, we can discuss the third vector, that of patterning or ordering the architectonic elements of the community by "counting the houses" (Glassie). Table 1 presents information about the survey that was done in Hullsville with respect to the intentions of this paper. Five dominant house types have been identified and will be briefly justified below:

- Type I - Detached Row House - this house form is an elongated rectangle that corresponds to the deep length of the grid pattern. It has a flat roof and basically no windows on the side elevations. It looks like a row house (Baltimore) with no rows attached.
- Type II Duplex Row - Again, the horizontal emphasis and alignment with the deep, urban lot, with narrow width accommodates this efficient house form. Usually two or three rows are attached - rather than entire streetscapes - apparently, the repetitive pattern of urbanization was not desired in this community.
- Type III Vertical Gable - This house form appears vertical and is a departure from the row house norm. However, upon closer observation, we notice that the verticality is an aberration and its horizontality which is evidenced by the extending backwards of the mass becomes the dominant design element. Typically, fenestration on the side elevations accommodate an exceptionally elongated depth - in conformance with the lot - even where expansion is permissible, the value is to expand backward and not around the mass.
- Type IV Detached Mini - Several houses in the community are clearly derived from high style or grand houses. They do not conceptually fit within the historic patterning of urbanized row forms, but they are not carbon copies of style types, either. These houses are smaller in scale and perhaps in terms of specific dimensioning, ( see Orlando Rideout's work on black similar house forms in Maryland - unpublished - Maryland Historical Trust) appear to be a miniaturization of the grand house. Even so, with their stylish facade, the expansion is to the rear in this community.

B-3678

TABLE 1 COUNTING THE HOUSES OF HULLSVILLE BY TYPE

Type I	Detached Row	Type II Duplex Row	Type III Vertical Gable	Type IV Detached Mini	Type V Duplex Grand
1.	B3623	B3617	B3616	B3619	B3628
2.	B3625	B3626	B3620	B3621	B3645
3.	B3630	B3625	B3622	B3639	B3655
4.	B3631	B3641	B3624		B3659
5.	B3632	B3648	B3629		
6.	B3638	B3656	B3633		
7.	B3640	B3661	B3634		
8.	B3662	B3642	B3635		
9.	B3643		B3644		
10.	B3652		B3649		
11.			B3650		
12.			B3654		

Type V - Duplex Grand - In those few instances where the larger grand design style home is evident, it is built to scale, then cut in half to provide shelter that is efficient and aesthetically on a different order than the rest of the community.

The following discussion very crudely adapts some of Glassie's typology ( FOLK HOUSING IN MIDDLE VIRGINIA) in attempting to identify how vernacular houses can be used to define a design pattern in this community. Clearly, this is a survey and a presentation about possible procedures - it needs to be substantiated by more careful analysis - measurement. However, even within these limitations, a sense of ordering of basic forms is clearly evident.

I have isolated the following architectonic elements for consideration - the basic form its mass, the piercing of the mass, and the extension of the form upwards or backwards. In addition, the vectors of horizontality and verticality were evaluated in an attempt to synthesize the forms within the grid texture of the town.

#### RELATIONSHIP OF CLASSIFICATION SYSTEM TO ORDERING - A HIERARCHY OF DESIGN CONSIDERATIONS

##### Type I - Detached Row House

Plate 1 - House form B3652 provides the primary order of of the Detached Row House. These structures are two or three bays wide, flat roofed, frame construction with ornamented cornices. A crawl space or cellar or low stone foundation supports the mass. Fenestration is symmetrical and there is usually a porch on the front elevation. The trim on the windows is simple. House B3625 illustrates the horizontal emphasis, note the lack of fenestration on the side elevation.

Plate 2 - The basic form is modified by enclosing the porch, screening the facade with shutters, awnings and obscuring the ornamentation on the cornice. (See Plate 3, B3640).

Plate 4 - Piercing of the mass is accomplished by providing access via the side elevation and adding light by cutting windows into the walls.

Plate 5 - Illustrate how the builder conceptualizes a new form by adding mass and fenestration. We see also an attempt to camouflage the frame and tile structure with rock faced siding. This is a much larger house, three bays wide, note asymmetry in side elevation and two internal chimneys on B3631. ( The side of the house is still not very important.)

Plate 6 - This house illustrates the transformation of the Detached Row Type into a new form where expansion backward by telescoping and horizontal massing moves to sides of the house. All elevations are treated equally with fenestration and additions exhibiting formal presence. This house was raised so that a cellar could be dug under it. Also, the door on the front elevation is not an entrance, to enter, one must open the little gate on the porch and walk around the porch to the "new" entrance on the L side of the facade.

#### Type II - Duplex Row House

Plate 7 - B3642 exhibits how the house was extended to include elements of of the urban row house to the Duplex which utilizes the same form.

Plate 8 - House B3627 exhibits the basic form of the Duplex Row type house with continuation of the horizontal emphasis and de-emphasis of fenestration on the side elevations. It appears inconsistent because the pattern of piercing and massing has been violated - porches are not compatible with the conceptualization of enclosure; awnings do not exhibit a sensitivity to cornices and finishing materials.

B3636 is stark and imposing, but it conforms to the formal presentation of mass for this form. Side elevation piercing is extensive and the symmetry in the front elevation does not detract from the horizontality of the entire mass.

Plate 9 - B3662 extends the horizontal mass of the row house. It emphasizes formality on the facade. The ornamented cornice is a desirable design feature. However, the entire structure is raised deliberately upon a basement, the porch is more open - this hints at hospitality rather than enclosure. The pedimented roof is a radical departure from the norm. This idea is repeated next door and down the street and again, around the corner...

B3661 - The multiplication of the duplex is almost a boring facsimile of an urban street scene in Baltimore. The massing is distorted by the addition of new materials and architectural elements - eg., sewer tiles as building materials, brick bounding for columns and walls and fieldstone and cement for support systems. The wooden ornamented cornice is retained and so is the elongated horizontal emphasis. This house is original in design but historical in concept, the structure moves the row house duplex from a simple statement of urbanity to a complex exhibit of individuality in situ.

### Type III Vertical Gable .

Plate 10 - B3650, B3633 exhibit the basic forms of the two storey gable roofed structure on an urban lot. There is a structural conflict in that these masses stress Verticality while the lot demands horizontality. These houses are typically two or three bays wide with porches exhibiting some ornamentation, ideally they are extended across the front and around one side elevation.

Plate 11 - B3644 and B3624 exhibit two vertical gable type houses, the massing being controlled by an expansion backward on the lot. Piercing is done by adding access on the side elevation although the formal presentation is still towards the street view of the houses.

Plate 12 - B 3622 and B3634 - Perhaps the later idealization of the vertical gable type house is found in these exhibits where both vertical and elongated horizontal emphases are retained. In B3622, ornamented brackets support the roof over the porch and an arched window brings the eye upward on the front elevation. Note the distribution of windows on the side elevation as the mass is extended backwards along the horizontal axis. A detached shed storage area breaks the continuity - formally separating some minor work area from the major functions of the house.

B3634 accumulates all of the elements of verticality, horizontality and enclosure - it brings together formally both the entrance and functional areas - a sort of embracing quality that heightens our awareness of the complete mass.

Plates 13 and 14 - These structures exhibit the vertical gable theme and miniaturizes them, bringing them back into the focus of the scaled down urban lot. They hint at verticality, turn their backs away from the piercing requirements of the larger houses, and place emphasis again upon the "front" and "back". Porches that were once open, (B3649, B3620) become closed (B3635 and B3653). The necessity for windows on the sides is substituted by the creation of larger windows on the front.

#### Type IV - Detached Mini

Plate 15 - B3619 and B3621 have the basic form of the detached mini type house. Utilizing the concept of the urban row, the principle here is one of scale - scale along the lines of the grand design but miniaturized to fit the narrow, long lot. In B3619, the form is defined by ornamented cornice and bric-a-brac bracketing on the lathe turned columns. Note the openness of the porch which extends back along the pierced side wall. Windows are oversized, it seems, but the form does what it's supposed to do - exhibiting "good" design elements in the style of the day, yet complementing the concept of the community.

While, next door, B3621 exhibits a massing that emphasizes volume on a square plan with set up (rather than set back) entrance. The concept is (maybe) Classical Revival or Georgian - the hip roof and Ionic columns suggest some interest in these elements. But what is of interest to us is the smaller scale than expected form - its compliance with the lot requirements.

Plate 16 - The height of verticality is exhibited in B3628, an I house with cross gable at the midpoint which appears, with visual observation, to be narrower in width than its prototype - its five bay, fenestration being turned against the street, and its two rooms deep being turned towards the street. This house is a fine, vernacular grand style made functional for this space by turning the partitions to compliment this urban lot.

Finally, B3639 summarizes the horizontal miniaturization of the grand with this neat little house which is across the street from the founders' house. Its three bays, vaulted roof, and high pitched gable on the front elevation makes the house a complete departure from the design norm - but its size and extension backwards continues to conform to the concept of massing that marks the homogeneity of this town.

#### Type V - Duplex Grand

Plate 17 - The logical extension of the row house's horizontality, the efficiency of the duplex and the miniaturization of the grand house is compiled in the form of the coupled grand mass which is exhibited in the Duplex Grand Type house. The formality of the cross gable I house with its fractional Georgian components and formal frontal symmetry is manifest in B3659.

High fencing and an enclosed porch with bars at the windows on the first storey define the full five bay fenestration of the form B3655. The summation of an effort to define a semantic for an appropriate form in this community is exhibited in the Italianate duplex of B3646, Plate 18. The left half of the house exhibits the original facade of painted red brick, entrance set backs, long windows, and ornamented cornice. Again, the emphasis upon the front elevation in spite of the clear view of the side walls is a dominant feature of the form in this community.

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B3652

Plate 1



B3625

B-3678



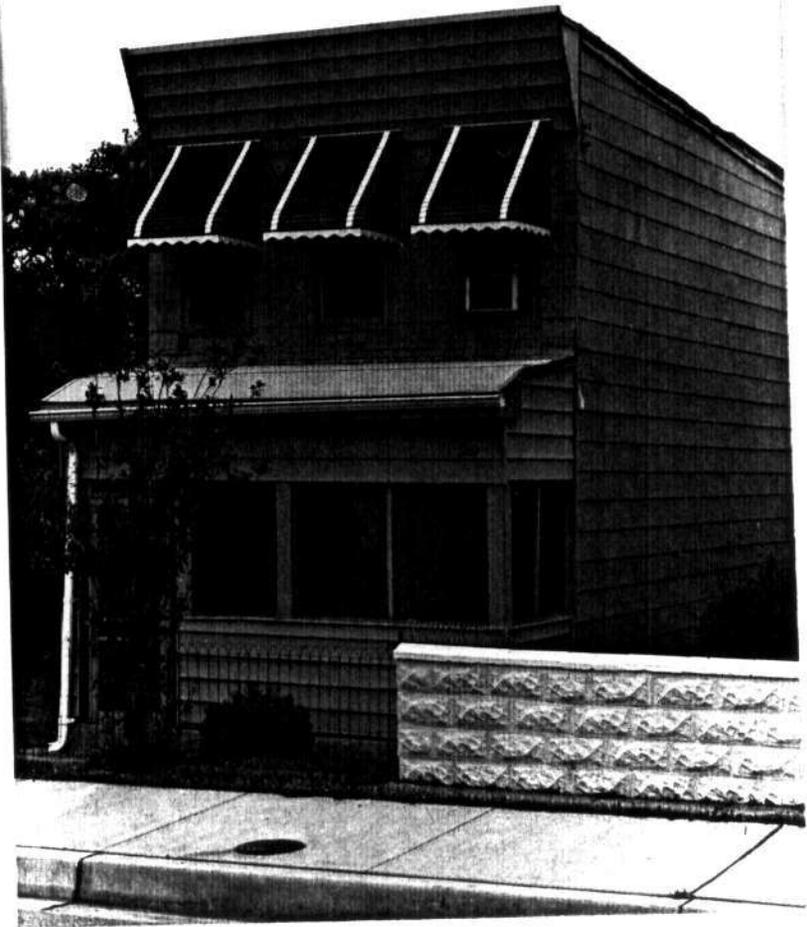
B3656

PLATE 2



B3642

B-3678



B3640

PLATE 3

B-3678



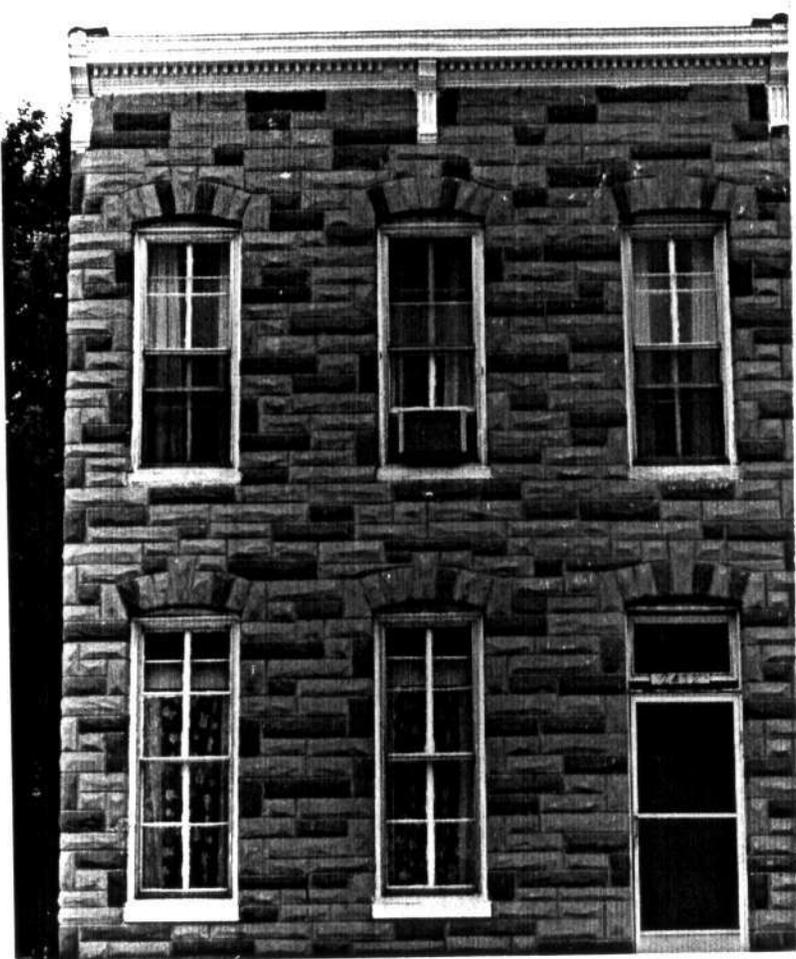
B3623

PLATE 4

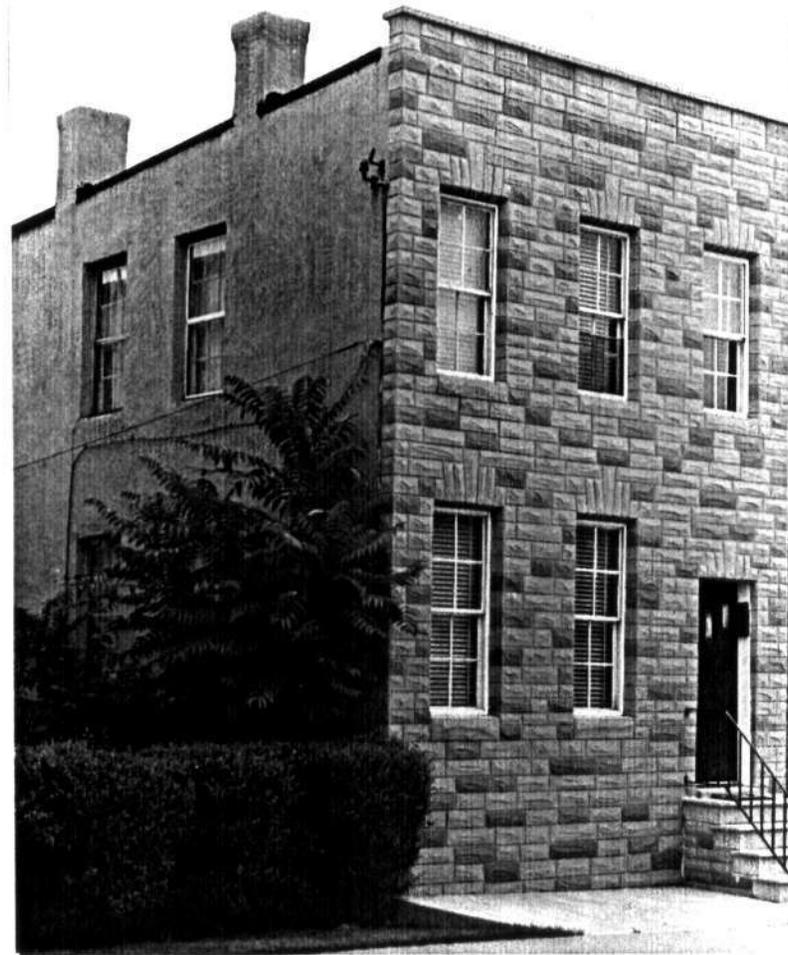


B3630

B-3678



B3632  
PLATE 5



B3631

B-3678



B3638  
PLATE 6

B-3678



B3642

PLATE 7

B-3678



B3627

PLATE 8



B3636

B-3678



B3662

PLATE 9



B3661

6-3678



B3650

PLATE 10



B3633

B-3678



B3544

PLATE 11



B3624

B-3678



B3622

PLATE 12



B3634

B-3678



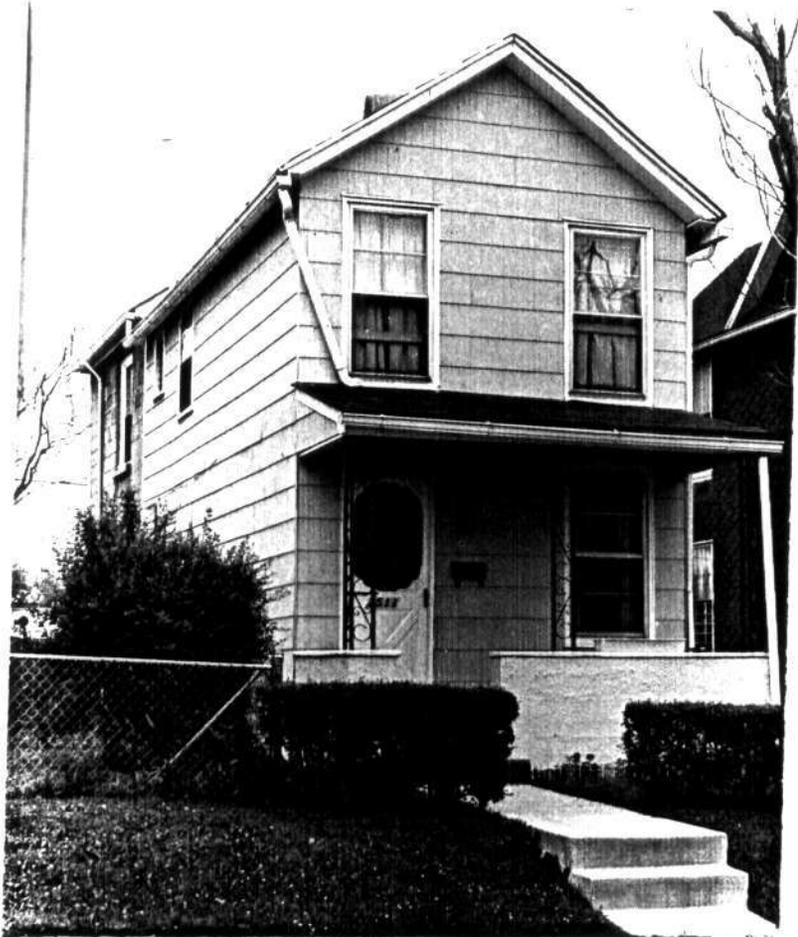
B3635

PLATE 13



B3653

B-3678



B3649  
PLATE 14



B3520

B-3678



B3619  
PLATE 15



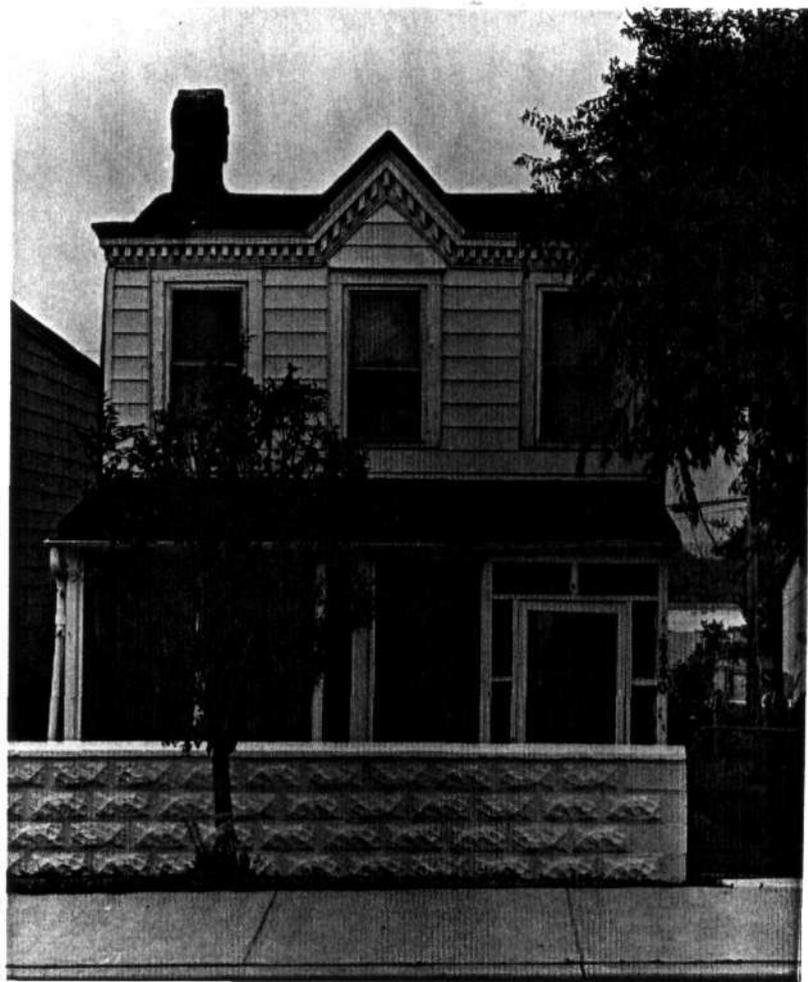
B3621

B-3678



B3628

PLATE 16



B3639

B-3678



B3655

PLATE 17



B3659

B-3678



B3646

PLATE 18

B-3678

B-3678  
Hullsville (Mt. Winans) Historically Black Settlement  
(Mt. Winans Urban Renewal Area, Baltimore)  
Block N/A Lot N/A  
Baltimore City  
Baltimore West Quad.

