

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-1089

## 1. Name of Property (indicate preferred name)

historic

other Clark Road Frame I-House

## 2. Location

street and number 7862 Clark Road \_\_ not for publication

city, town Jessup \_\_ vicinity

county Anne Arundel

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

name Jungmin Kim

street and number PO Box 902 telephone Unknown

city, town Severn state MD zip code 21144

## 4. Location of Legal Description

courthouse, registry of deeds, etc. Deed liber 19651 folio 00001

city, town Annapolis tax map 13 tax parcel 93 tax ID number 6395200

## 5. Primary Location of Additional Data

- Contributing Resource in National Register District  
 Contributing Resource in Local Historic District  
 Determined Eligible for the National Register/Maryland Register  
 Determined Ineligible for the National Register/Maryland Register  
 Recorded by HABS/HAER  
 Historic Structure Report or Research Report at MHT  
 Other: At some time in the past this dwelling was issued an MIHP number. No data was submitted.

## 6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> 5 buildings
<input checked="" type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<input type="checkbox"/> 5 Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input checked="" type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			<b>Number of Contributing Resources previously listed in the Inventory</b>
			<u>1 I-House</u>

## 7. Description

Inventory No. AA-1089

### Condition

excellent       deteriorated  
 good             ruins  
 fair               altered

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

This resource was originally recorded as an I-house within Parcel 93 at 7862 Clark Road. In January 2012 an archeological survey of 5.53 acres within Parcels 93 and 105 identified two sets of ruins within close proximity to one another (Franz and Bodor 2012). The formerly recorded resource is currently recorded as the ruins located within archeological site 18AN1491, the location of the previously recorded I-house. The current recordation also provides some detail relevant to the twentieth century farmstead within the parcel to the west (105) and recorded within the bounds of archeological site 18AN1490 because the two farmsteads may be historically related in ways that are not currently well understood (Attachment 6).

The dwelling originally recorded as AA-1089 is located in a wooded setting in the west portion of Parcel 93 (Attachment 7). This late nineteenth or early twentieth century farmstead includes an I-house ruin and a shed ruin as well as remnant landscaping. The I-house remains in a ruinous condition and only the foundation is visible. The dwelling is located on a slightly sloping hillside that descends to the south towards Clark Road. The house likely faced south towards Clark Road. A small stream is located in a former yard northeast of the house. The house was likely wood frame and the foundation of the main block measures approximately 32 feet east to west by 15 feet north to south. This foundation is composed of uncoursed bog iron rubble mortared with probably locally made mortar. The foundation has been faced with concrete on the east elevation. The west elevation is not visible due to dense undergrowth and debris piles. Brick piles are located in both the east and west sections of the foundation and these may be the remnants of gable end fireplaces or brick flues. The north foundation wall has been replaced with cinder block. Cinder block piers are located within the foundation interior. Burned, regular dimension timbers and sections of asphalt shingle roofing are also apparent within the foundation. The condition of these structural elements suggests the dwelling was burned at some point in the recent past. All visible nails are wire and no handmade bricks are visible. An approximately nine foot by 28 foot porch fronted the main block. Porch size is estimated by the presence of four porch support piers. The two exterior piers are concrete block and the two interior piers are brick. The block piers suggest the possible expansion of the original brick founded porch. The front step leading to the porch is centrally located and constructed of both brick and concrete block.

The main block once featured an approximately 15 foot square, probably wood frame ell that adjoined the east section of the rear of the house. This ell is currently represented by a poured concrete foundation wall that adjoins the cinder block, rear, main block wall. The east wall of the ell foundation has been faced with a modern brick veneer. It is possible that a third, approximately six foot square addition, was affixed to the west section of the north elevation of the ell. This addition is represented by a significant accumulation of brick. This brick pile may also represent the remains of a chimney or flue that heated the ell. Apparent landscaping in the overgrown yards includes accumulations of daffodils, yucca, overgrown boxwoods and ornamental grasses. A driveway trace passes east to west beyond the front of the dwelling.

The ruin of an approximately 12 foot long by eight foot wide, wood frame, southwest facing, probably mid twentieth century shed is located approximately 100 feet northeast of the house (Attachment 7). This shed was constructed of regular dimension lumber. Walls were composed of vertically installed plank and an asphalt shingle covered shed roof sheltered the interior. All visible nails are wire. This building may have functioned as an animal pen or coop. A large domestic trash dump dating to the late twentieth century is located east of the shed.

The farm complex located in Parcel 105 southwest of Parcel 93 is composed of three ruins in a wooded area overlooking and north of Clark Road (Attachment 8). The complex includes a dwelling ruin, a shed or workshop ruin and an unknown outbuilding ruin. The dwelling is a twentieth century house composed of as many as four sections. The main block is represented by an 18 foot square, brick cellar (modern brick- six courses visible, stretcher bond) with south facing cellar entry. The upper floor or floors were probably wood frame and probably collapsed into this cellar as there is evidence of a regular dimensional lumber gable roof with asphalt shingles within the cellar. A few timbers in this area are charred suggesting a house fire. A 12 foot by 20 foot poured concrete wall foundation is located northwest of the northwest corner of the cellar and a circular concrete well is located immediately west of this foundation. A modern brick and clay pipe chimney or flue fall is located at the northwest corner of this addition and it has fallen over top of the well. A third addition may have been located immediately north of the brick cellar. An extremely overgrown wood frame

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

AA-1089

Name  
**Continuation Sheet**

Number 7 Page 1

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debris pile that measures approximately 20 feet by 18 feet adjoins the north cellar wall and the east concrete foundation wall. Cast iron pipe is located in this pile suggesting indoor plumbing. A porch may have been located east of the brick foundation and the possible wood frame addition. This possible porch is represented by an extremely overgrown, approximately five foot by 15 foot concrete wall foundation. A driveway trace passed east to west just north of the dwelling ruin. Additionally, a pile of burned timbers and asphalt shingles surrounded by a few metal fence posts is located approximately 36 feet east of the dwelling. This debris pile may represent a dog house or animal shelter. A square concrete well is located approximately 60 feet southeast of the house and a cluster of daffodils and yucca are also located in this vicinity.

A 15 foot square shed or workshop ruin is located north of the driveway trace and approximately 60 feet northwest of the dwelling (Attachment 8). This building faced south towards the driveway and the road. The walls of this single story building are composed of a combination of concrete block, cinder block and brick. The interior features a poured concrete floor, a now empty 3.50 foot wide doorway was installed in the center of the south wall and a single, three foot square window opening is centrally located in the north, east and west walls. Twin three foot square windows flank the doorway. All window openings are now empty. The bricks used in the construction appear to be modern but they are likely waster bricks as some appear low fired and poorly mixed. A poured concrete step is located immediately south of the entry. The now missing roof was likely a wood frame shed roof that sloped to the northwest. The roof pitch was provided by irregular brick coursing atop the block walls. Brick has also been installed at the base of the doorway threshold. Interestingly, bricks were used as nogging in some sections of wall where blocks were installed with voids facing the exterior. There is no evidence of rebar or any sort of block reinforcement and walls in many locations have separated internally and apart from one another. A stove pipe void is located in the west section of the rear wall. Tool fragments and washing machine parts were located on the floor within this ruin and it is uncertain if this building received electric service.

The very overgrown poured concrete foundation of a probably wood frame outbuilding is located approximately 30 feet southwest of and aligned with the square shed or workshop ruin (Attachment 9). This ruin is composed of approximately one half of a 12 foot by 30 foot poured concrete wall foundation. The long axis faces the southeast towards Clark Road. Demolition debris including concrete chunks and bog iron chunks is scattered within and surrounding the foundation. A clump of daffodils is located south of this ruin.

## 8. Significance

Inventory No. AA-1089

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

**Specific dates** Pre-1907, likely late 19th c. and 20th c. through late 1980s. **Architect/Builder** Unknown

**Construction dates** Pre-1907, likely late 19th c. and 20th c. through late 1980s.

Evaluation for:

National Register

Maryland Register

not evaluated

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

### Significance Statement

The resources located in Parcel 105 and in Parcel 93 are not recommended to be eligible for inclusion in the National Register of Historic Places (NRHP). The buildings and/or occupants have not been linked to events that significantly contribution to any pattern of American history and therefore they are not recommended to be eligible for inclusion in the NRHP under Criterion A. The buildings and/or occupants associated with this resource have not been coupled with persons significant to American history and thus they are not recommended to be eligible for inclusion in the NRHP under Criterion B. The buildings do not feature significant architectural construction or design value and they are not associated with exemplary architects, therefore these resources are not recommended to be eligible for inclusion in the NRHP under Criterion C. The Phase I archeological survey (Franz and Bodor 2012) suggests that the archeological sites linked to these resources (18AN1490 – Parcel 105, 18AN1491 – Parcel 93, AA-1089) do not feature the likelihood to harbor significant archeological information relevant to American history or prehistory and thus they are not recommended to be eligible for NRHP inclusion under Criterion D.

### Historic Background

The Contact and Settlement Period is generally defined as the period between A.D. 1570 and 1750. In 1629, King Charles I granted Maryland to George Calvert, the first Lord Baltimore. Maryland was first colonized in 1634 with the founding of St. Mary's City. The recorded history of Anne Arundel County began in December of 1649 when Richard Bennett led a group of Puritans from Virginia to establish a settlement on the north side of the Severn River near present day Annapolis (Luckenbach 1995). Actual presence predates that as seen by a circa 1630 clay tobacco pipe found on Gibson Island (A. A. County 2004). Small port communities such as Annapolis and London Town served as centers of commerce. Initially the economy of this settlement was focused on the fur trade, although tobacco soon became the primary economic pursuit. The earliest inhabited areas were coastal areas along the Chesapeake Bay and its tributaries

The Rural-Agricultural Intensification Period (1680-1776) covers a period of rapid expansion in Maryland, including Anne Arundel County. By the end of the seventeenth century Anne Arundel County was the wealthiest and most heavily populated county in the Maryland Colony. This period witnessed the creation of large plantations and a diversified economy based on the production of tobacco, grain, and some seafood. Although these plantations were initially located along the eastern portion of the county near the Chesapeake Bay, expansion to the inland areas along the Patuxent River was also taking place. The Patuxent River served as an important means for transporting tobacco crops to market. New settlements along the Patapsco River generated large profits, largely due to the proximity to Elkridge Landing. Water transportation was still the most economical and reliable method of transporting goods to eastern markets. With the 14-foot-deep channel in the upper limits of the Patapsco River, good-sized sailing vessels could be loaded with substantial amounts of cargo (Wesler et al. 1981).

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

AA-1089.

Name  
Continuation Sheet

Number 8 Page 1

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In 1695, the colonial capital of Maryland was moved from St. Mary's City to the new settlement at Annapolis, reflecting a shift of the population center northward. This demographic trend continued as Baltimore City replaced the small port towns as the primary focus of commerce and manufacturing by the late eighteenth century.

Coastal Anne Arundel County played small parts in the Revolutionary War and the War of 1812. Bodkin Point, two miles north of the AA-1089, was the point of a British blockade of the Chesapeake Bay in 1776 and 1777 (A. A. County 2004). During the War of 1812, the British landed at Bodkin Point and conducted raids of the area in August, 1814 leading up to the attack on Fort McHenry in Baltimore (A. A. County 2004).

The Agricultural-Industrial Transition (1776-1870) covers a period of marked increase in industrial expansion. Economic prosperity in the early 1800s was still primarily based upon tobacco and grain production (i.e., wheat), the latter of which attained some prominence owing to soil exhaustion caused by intensive tobacco cultivation. While plantations in Anne Arundel were smaller than those in southern Maryland, ties to Annapolis gave significance and prominence to the county. Although over-cultivation caused periods of economic stagnation, agriculture remained a major source of income for Anne Arundel County, at least until the post-World War I period (Bradford 1977). Between 1815 and 1870, Maryland's economy was gradually transformed from an agricultural economy to an industrial economy. The economic shift continued until the 1930s as cities expanded their influence in social, economic, and cultural life. This transition was notably evident in the development of the northwestern territory of Anne Arundel, which eventually became Howard County in 1851. The area was quickly transformed to an industrial economy by iron manufacturing and milling along the Patapsco River (Bradford 1977).

In the 1830s, innovations in transportation systems, specifically the railroads, began to encroach upon the coastal trade. Although port cities such as Annapolis and Baltimore still thrived as mercantile centers, the silting of deep-water portages became a major concern in many parts of the Chesapeake Bay (Bradford 1977).

In the decade between 1850 and 1860, the population in Annapolis grew by fifty percent (Bradford 1977:3), which likely reflects foreign immigration to the urban centers. Anne Arundel County experienced a decline in population at this time as a result of the declining agricultural productivity of County soils. Slaves comprised approximately 30 percent of the population of Anne Arundel County in 1860 (Newman 1977). As a result of sympathy for the Confederacy by the white populace, Anne Arundel remained under Union military occupation during the Civil War.

The Industrial-Urban Dominance period (1870-1930) represents the continued growth of an industrial economy and urban centers following the Civil War. As a result of the emancipation of slaves, the county's economy remained precariously balanced on the tobacco and grain production until a period of revitalization followed the Civil War (Resnick et al. 1993). This new growth was spurred by an increasingly diversified agricultural economy where tomatoes, watermelons, strawberries, cucumbers, and other crops fed nearby urban markets. In the decade after the Civil War, the economies of the northern and central parts of Maryland proliferated in the wake of industrial and agricultural developments while the residents of southern Maryland, like other areas of the South suffered from Union retaliatory policies and wartime naval operations that devastated the fishing industry.

At this time, Maryland's overall economic basis shifted from a primarily agricultural one to one of industry and commerce. Baltimore remained a hub for shipbuilding, metal production and flour milling, and began to diversify in other industrial enterprises. Renewed industrialization forced the Baltimore & Ohio Railroad to expand its tracts, tying the economies of central and western Maryland to the rest of the nation (Bradford 1977). Anne Arundel County, however, remained largely agricultural through the nineteenth century. By this time, much of the region's soils were depleted as a result of tobacco cultivation, and crops such as fruits and vegetables became the dominant agricultural products. Truck farming emerged as the essential component of the county's agricultural base. With the creation of a well-developed road network and access to the Baltimore & Ohio Railroad, farmers were offered convenient,

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

AA-1089.

Name  
Continuation Sheet

Number 8 Page 2

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inexpensive transportation that ensured greater returns for labor and capital. These agricultural products found ready markets in the urbanized areas of Washington, D.C., Baltimore, and Annapolis

Traffic and tourism soon developed in areas of Anne Arundel County with the expanding populations of Baltimore and the District of Columbia. In the Annapolis area, private developers and railroad companies developed several resorts, including the Bay Ridge Resort, Highland Beach, Gibson Island, and Annapolis Roads. Such resorts also spurred the residential developments, which were now made more accessible by both road and rail travel (McWilliams 1977).

The completion of the Annapolis Short Line Railroad or Baltimore and Annapolis Short Line during this period connected parts of Anne Arundel County directly to Baltimore, Washington, and many distant cities, and greatly enhanced its viability for both recreational and residential housing. The railroad spurred the growth of suburban northern Anne Arundel County. Soon, developments such as Linthicum, Ferndale (originally Wellham), Glen Burnie, Pasadena, and Severna Park, grew in the fields and woods along the Short Lines of Anne Arundel Trails (Harwood 2004-2005). By 1908, its new owners completed an electrification of the line, "providing clean, comfortable, faster, and more frequent service" (Harwood 2004-2005) which further intensified the growth of Anne Arundel County.

The Modern Period represents the period from the 1930s to the present. Proximity to the cities of Baltimore and the District of Columbia ensured both political and economic growth and development within Anne Arundel County. As a result of the emergence of the automobile and improved roads following World War II, the population of Maryland and Anne Arundel County burgeoned with suburban development around Washington, D.C. The economy of Anne Arundel County was further stimulated with the creation of Friendship International Airport in 1950 (now Baltimore-Washington Thurgood Marshall International Airport). These factors have led to the increasing incorporation of Anne Arundel County into the greater Baltimore-Washington metropolitan area. This trend leading towards suburban sprawl development has continued to the present as many of the farms that characterized Anne Arundel County until the early post World War II period have been replaced by residential subdivisions and commercial developments (Resnick et al. 1993). Proposed plans for the project area are a case in point. By the 1950s, the passenger service of the Annapolis Short Line transferred to buses while freight service on the line became more limited as time progressed, with service ending in Annapolis in 1968 (Harwood 2004-2005). However, northern portions of the rail line were incorporated into use by the current light rail system while the remainder has become the B and A recreational trail.

Deed research and an examination of available historical maps was used to determine the occupation of the resources land tracts during the historic period. The property that makes up the proposed Gregor-Kim subdivision includes two distinct tracts, parcels 93 and 105 on Anne Arundel County tax map 13. The chain of title for the properties has been traced back as far as records allow. Historically, the two lots have been small, and do not appear to have been part of the same tract. The results of the chain of title are shown in Tables 1 and 2 below.

The vicinity of the project area tracts has historically been encompassed into large land tracts that dated to the eighteenth century. Prominent families in the area during this period were the Shipley, Disney, Bond, and Jenkins families, all of which were connected by marriage. Deed records indicate that during this period, a Shipley, a Bond, and a Disney each owned at least part of the project area tracts. The 1860 Martenet map is the earliest depiction of the area that provides sufficient detail to determine land ownership. It depicts significant infrastructure development and several buildings or structures in the vicinity of the project area parcels (Attachment 2). Infrastructure may be present due to the presence of iron mines approximately 0.75 miles to the north. Although Annapolis Road (Rt 175), Race Road, and Ridge Road (Rt 713) all appear in their current orientations, Clark Road does not appear to have been established. There are no buildings or structures depicted at the site locations, likely due to the lack of access during this period. Clark Road does appear on the 1878 G. M. Hopkins map but no buildings or structures or landowners appear in the immediate vicinity of the project area parcels (Attachment 3). The 1891 USGS quadrangle map shows Clark Road extending to Ridge Road along its

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

AA-1089.

Name  
Continuation Sheet

Number 8 Page 3

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current route, although no buildings, structures or landowners are depicted. By 1907 the USGS quadrangle for the period reveals that the vicinity of the project area parcels began to be developed by small farms. A building or structure shows up on the map within the project area (likely AA-1089) and several small farm lanes are present on all sides of the parcel, framing it in its present shape (Attachment 4). Analysis of the 1947 quadrangle suggests that little changed between 1907 and 1947, although a second building or structure appears within the project area, likely the dwelling in Parcel 105 (Attachment 5).

During the late twentieth century a residential development was built on Clark Road to the southeast of the project area parcels. More recently, large developments have been built to the north of the project area parcels.

The transfer of small plots of land in areas that are not situated along established roads in the mid-late nineteenth century raises the possibility of African-American land ownership in this portion of Anne Arundel County. The deed for Parcel 105 indicates that this could be a part of one such transaction. The 1887 deed between Roderick and Achsah Shipley and Stephen Culver includes the notation "colored" following Stephen Culver's name. It is also referenced in the subsequent deed between the heirs of Stephen Culver and Maria and Samuel Harris. The 1887 deed is for a tract 16 acres in size. Later deeds show a tract made of three parcels, 0.849 acres, 1.35 acres, and 16 acres. The present project area parcels do not include the 16 acre parcel, which may be the 1887 addition.

The presence of the two buildings and associated landscape features show occupation of the project area parcels during the late historic period. Review of the historic mapping suggests that AA-1089 in Parcel 93 was occupied by 1907 and that the dwelling in Parcel 105 was built and occupied prior to 1947. Examination of the property records shows that the two complexes were part of distinct properties dating to the nineteenth century but being that they are closely located to one another the possibility of interconnectivity, possibly economic or familial, remains a possibility.

The foundations of the buildings and structures suggest dates that are consistent with occupations depicted on historic maps. Historic research and architectural and archeological survey findings suggest that there is no reason to believe that earlier buildings or structures may be present within either parcel. The house ruin in Parcel 93 is the dwelling that has also been identified as AA-1089 (Clark Road Frame I-House). The house ruin in Parcel 105 is individually unrecorded but dates to a period prior to 1947 but after 1907.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

AA-1089.

Name  
Continuation Sheet

Number 8 Page 4

**Table 1: Partial Chain of Title Parcel 93**

Date	Grantor	Grantee	Size	Liber/ Folio
11-6-2007	Estate of Diana C Kimm	Kim Jungmin	3.25 acres	19651/1
6-22-2001	Diana C Kimm	Estate of Diana C Kimm	3.25 acres	10505/423
10-31-1994	Suleiman M Al Romiah	Diana C Kimm		6837/43
7-11-1991	Raymond Nicholson	Suleiman M Al Romiah	3.25 acres	5373/214
12-7-1988	Heirs of Rachel Williams	Raymond Nicholson	3.25 acres	4771/97
4-10-1897	Beverly S Randolph Mary J Randolph L Strother Randolph Fanny R Randolph Emily S Randolph	Rachel Williams	5 acres	GW 7/285
4-5-1886	George W Taylor Elizabeth Taylor	James Randolph	5 acres	SH 28/191
7-4-1882	Elizabeth P Bond Frank A Bond	George W Taylor	5 acres	SH 20/11
7-8-1857	John Kettlewell Ann Lavinia Kettlewell	William B Bond	249.6 acres	NHG 6/427
1-10-1855	Miles White	John Kettlewell Ann Lavinia Kettlewell	249.6 acres	NHG 4/450
5-23-1853	Richard B Beall	Miles White	249.6 acres	NHG 2/195
5-17-1853	Samuel Cecil Mary Cecil Owen Cecil	Richard B Beall	249.6 acres	NHG 2/190
Break in Title				

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

AA-1089.

Name  
Continuation Sheet

Number 8 Page 5

**Table 2: Partial Chain of Title Parcel 105**

Date	Grantor	Grantee	Size	Liber/ Folio
11-3-2010	Catharine T Gregor	Old Ridge Road LC	2.204 acres	22886/495
2-5-2009	Jessica Thacker Samuel E Thacker and Brent K Edwards Jennifer Edwards	Catherine T Gregor	2.204 acres	21821/492 21958/176
8-28-2007	Catherine T Gregor	Jessica Thacker Samuel E Thacker and Brent K Edwards Jennifer Edwards	2.204 acres	19870/545 19870/540
6-26-1968	Ivry M Davidson Ruth Davidson	Paul O Gregor Catharine Gregor	2.204 acres	2184/388
6-9-1968	Lena Marvel	Ivry M Davidson Ruth Davidson	2.62 acres	2184/385
1-8-1952	United Federal Savings and Loan Association of Glen Burnie (after foreclosure)	George H Marvel Lena Marvel	18.6 acres	JHH 670/493
10-31-1898	Ellsworth Culver Leona Sims Georgeanna Gibson	Maria Harris Samuel Harris	8 acres	GW 12/46
3-21-1887	Roderick Shipley Achsah Shipley	Stephen Culver	16 acres	SH 30/423
9-4-1880	John Jones (Trustee of William Disney)	Roderick Shipley	134.5 acres	SH 16/323
12-16-1876	William Disney	Roderick Shipley	51 acres	SH 11/115
Break in Title				

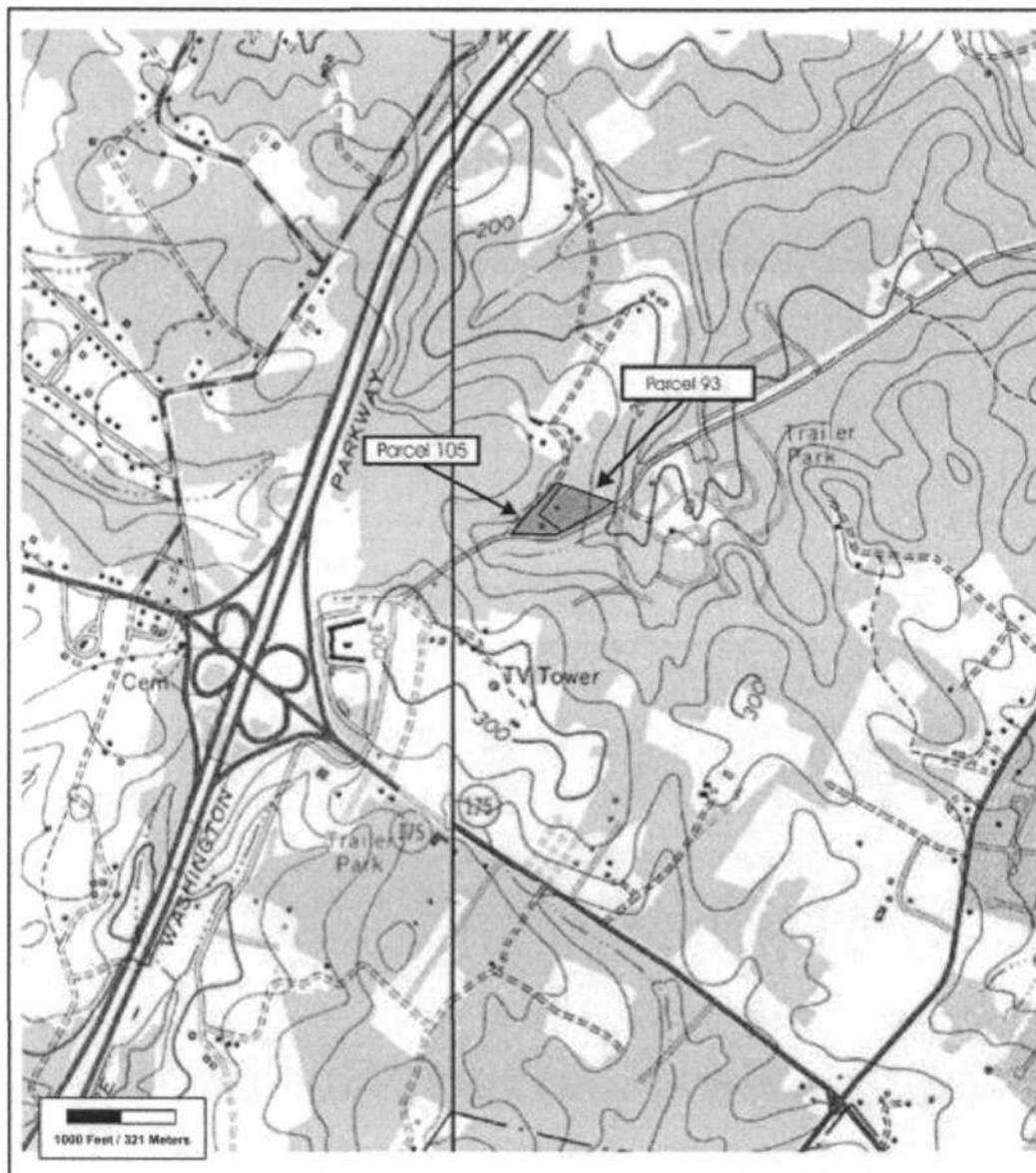
A deed trace indicates that the current 2.2 acre Parcel 105 was subdivided from an 18.5 acre tract in 1968. It apparently has remained separate from the property immediately to the east (Parcel 93- AA-1089) since at least the mid-nineteenth century. A deed trace indicates that the current 3.25 acre Parcel 93 has remained small since 1882, when a 5-acre lot was divided off of the 259-acre William Bond tract and sold to George W. Taylor. It apparently has remained separate from the property immediately to the west (Parcel 105) since at least the mid-nineteenth century. Despite being separate tracts historically, because the two occupations are closely located to one another in a portion of Anne Arundel County that may have featured a history of significant nineteenth century African American land ownership, the prospect of occupation interconnectivity, possibly economic or familial, between the late nineteenth and early to mid twentieth century remains a possibility.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

AA-1089.

Name  
Continuation Sheet

Number 8 Page 6



**THE OTTERY GROUP**  
3420 Morningwood Drive  
Olney, MD 20832  
phone (301) 562-1975  
fax (301) 562-1976

Attachment I.

Parcel Locations on the 1974 USGS  
Relay and Laurel, MD Quadrangles

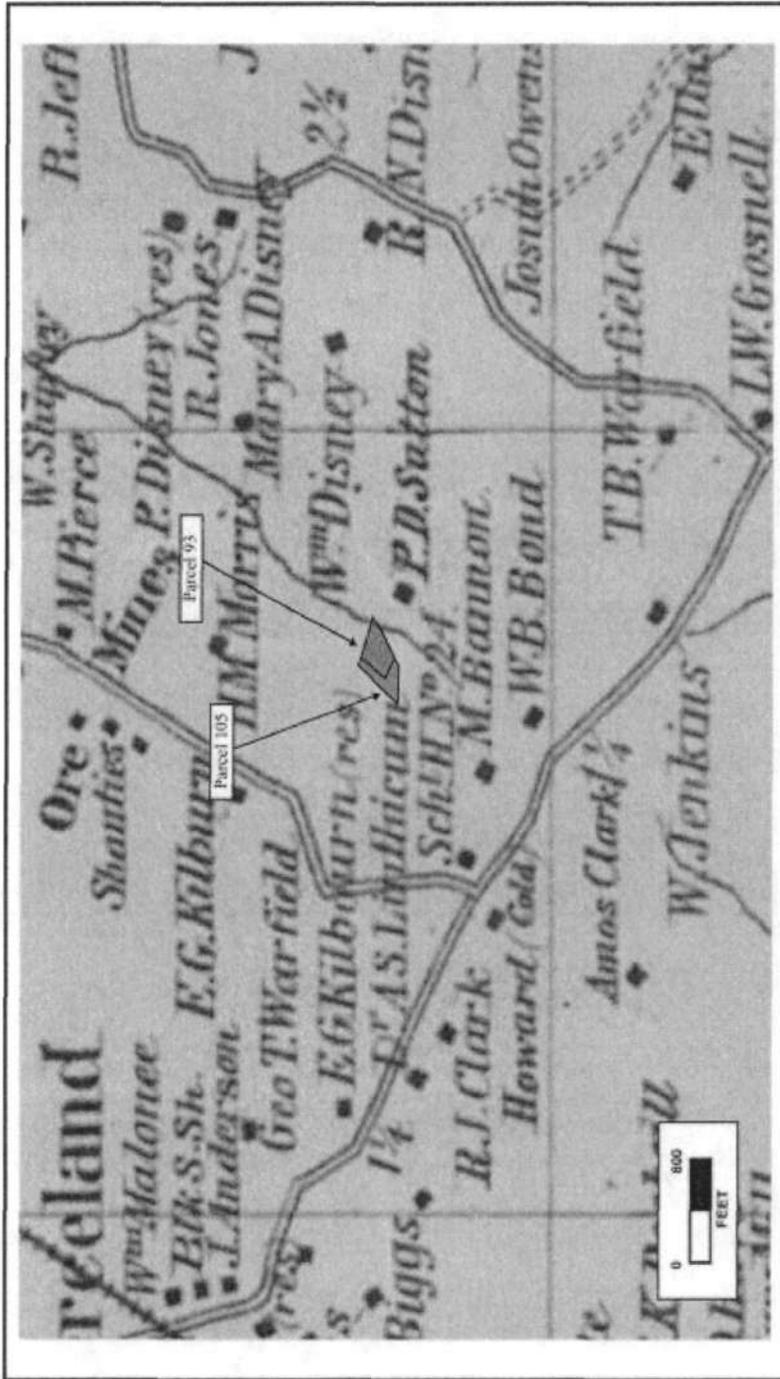


# Maryland Historical Trust Maryland Inventory of Historic Properties Form

AA-1089.

Name  
Continuation Sheet

Number 8 Page 7





**Attachment 2.**  
Parcel Locations on the  
1860 Simon J. Martenet Map of Anne Arundel County



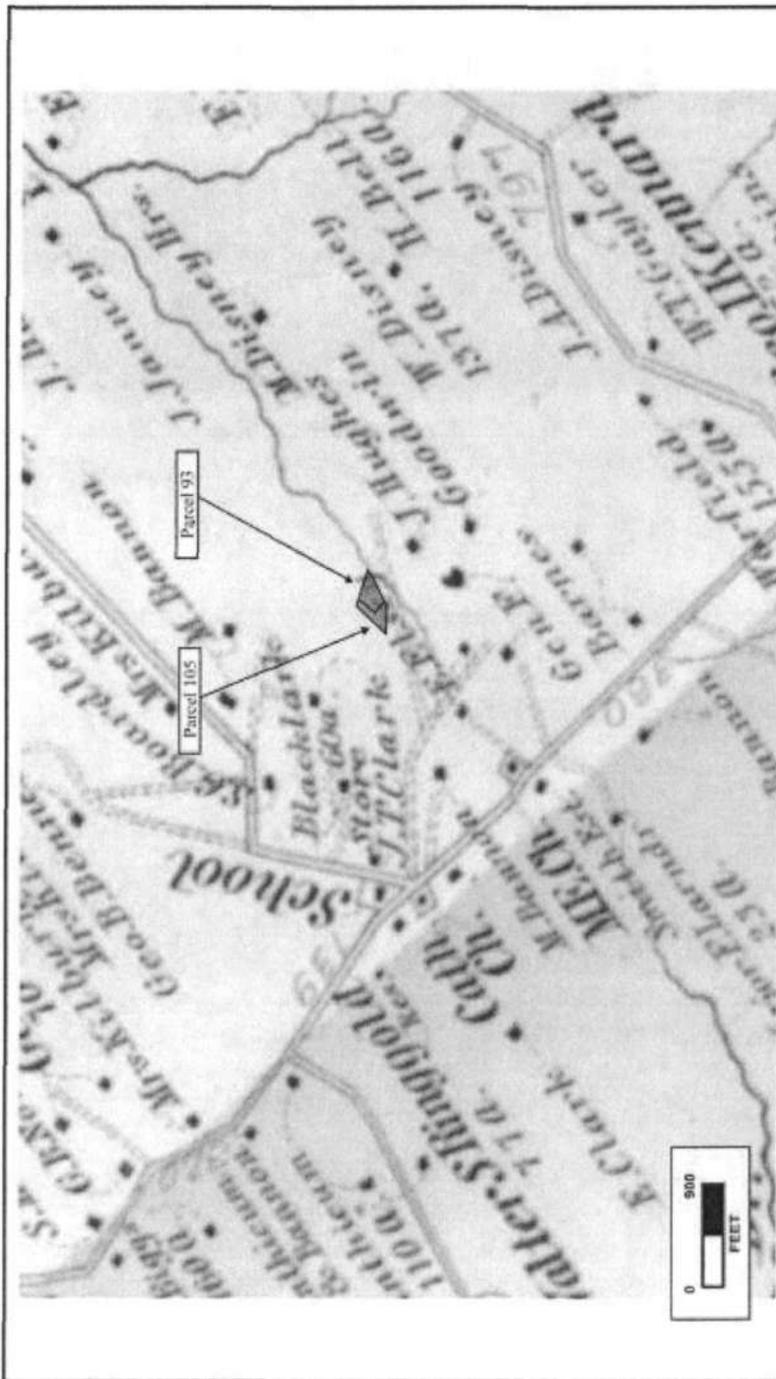
3420 Morningwood Drive  
Gibbs, MD 20832  
phone (301) 962-1375  
fax (301) 962-1376

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

AA-1089.

Name  
Continuation Sheet

Number 8 Page 8



### Attachment 3.

Parcel Locations on the

1878 G.M. Hopkins *Atlas of Anne Arundel County*

THE  
OTTERY GROUP

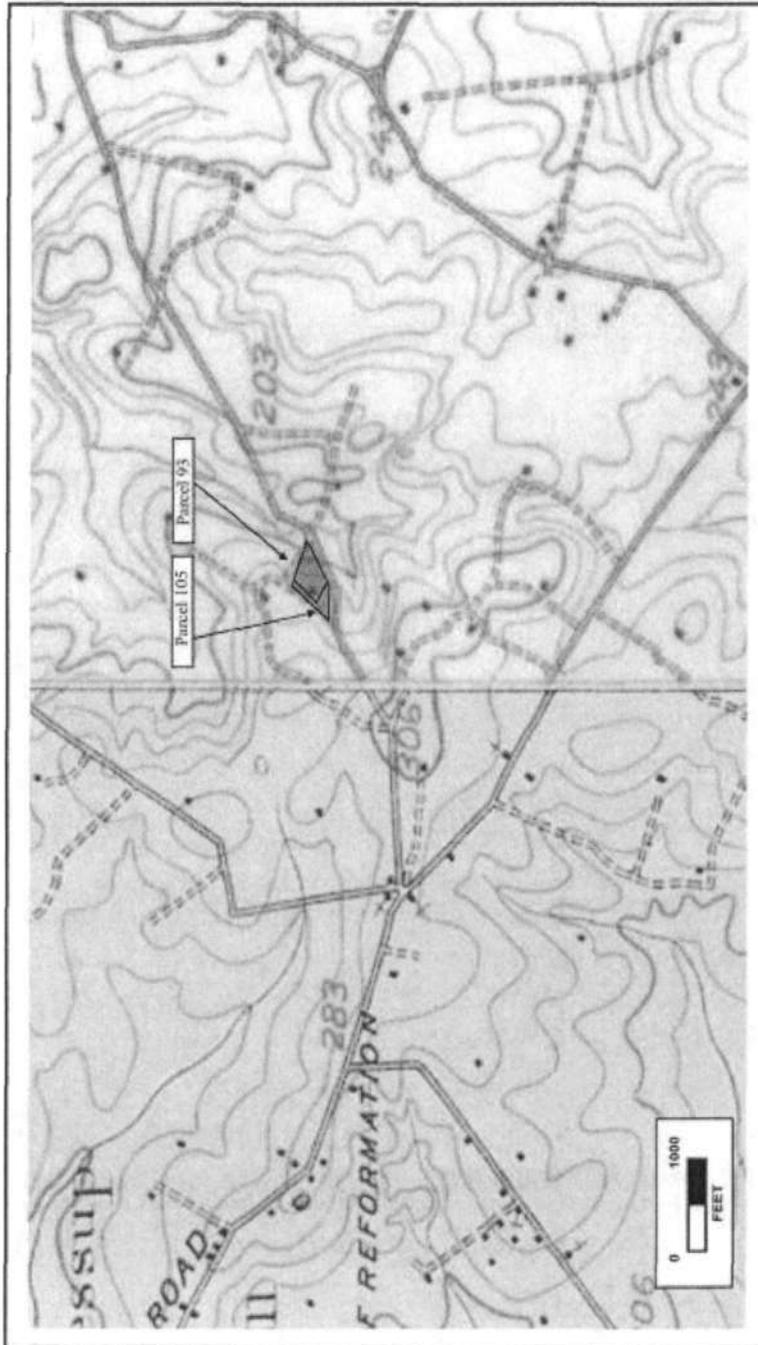
3420 Morningwood Drive  
Olney, MD 20852  
phone (301) 562-1975  
fax (301) 562-1976

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

AA-1089.

Name  
Continuation Sheet

Number 8 Page 9



**Attachment 4.**

Parcel Locations on the

1907 USGS Relay and Laurel Quadrangles

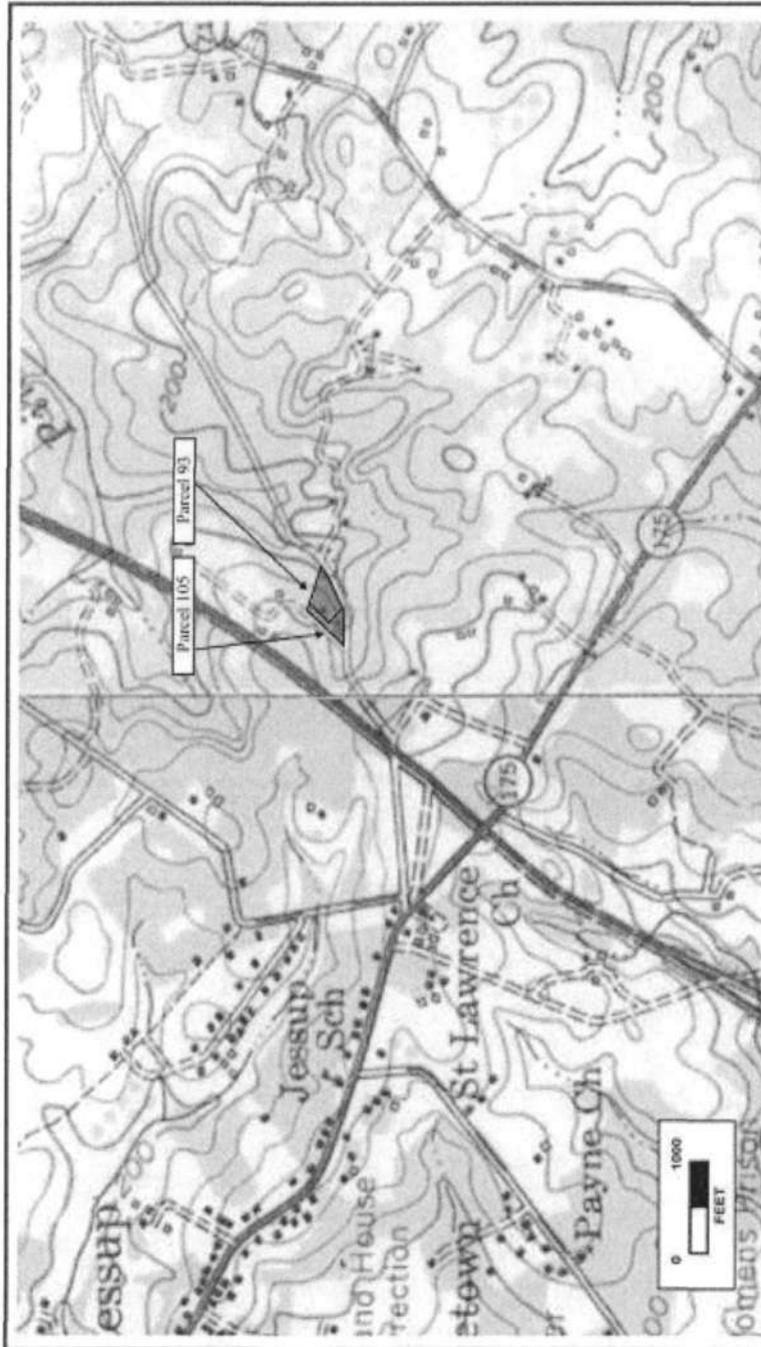
**THE OTTERY GROUP**  
3420 Morningside Drive  
Olney, MD 20832  
phone (301) 562-1976  
fax (301) 562-1976

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

AA-1089.

Name  
Continuation Sheet

Number 8 Page 10



Attachment 5.

Parcel Locations on the

1947 USGS Relay and Laurel Quadrangles

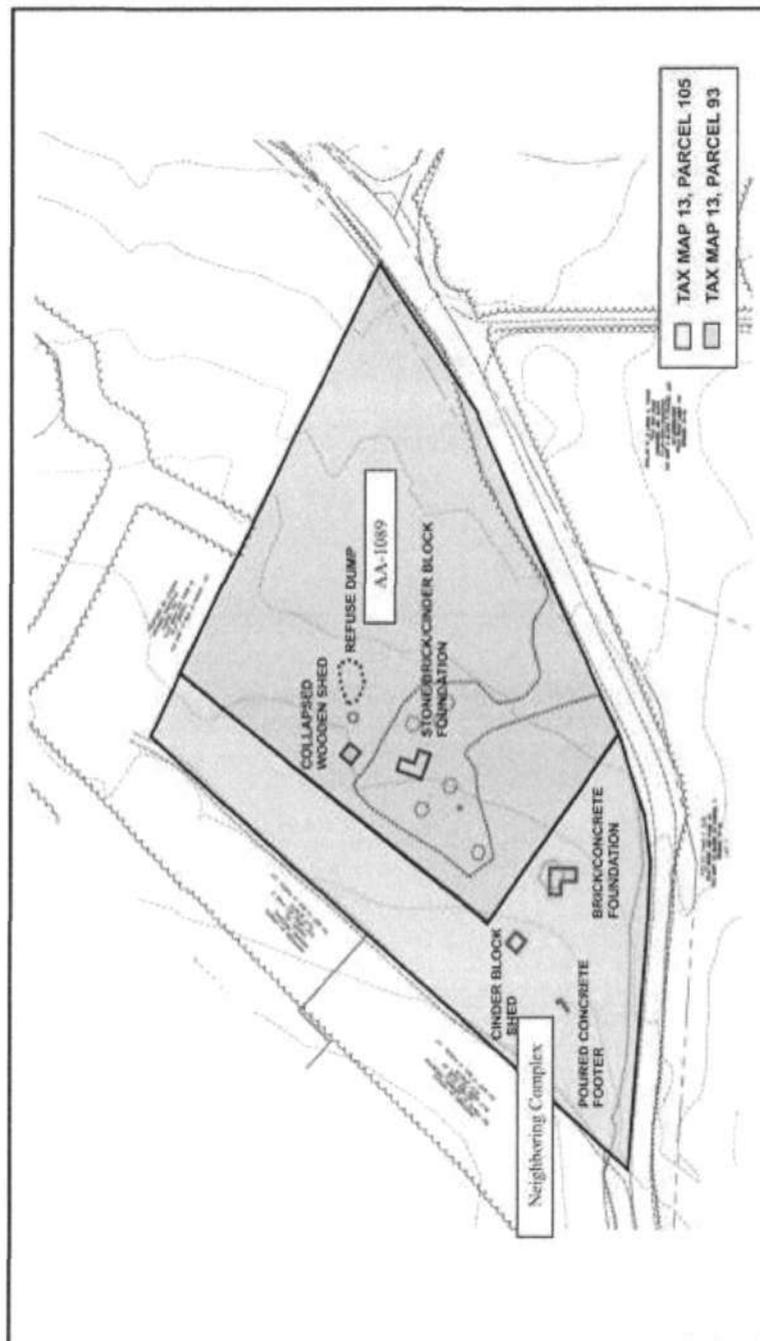
THE OTTERY GROUP  
3420 Morningside Drive  
Owens, MD 20852  
phone (301) 562-1975  
fax (301) 562-1976

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

AA-1089.

Name  
Continuation Sheet

Number 8 Page 11



**The OTTERY GROUP**  
3420 Morningwood Drive  
Olivet, MD 20832  
phone: (301) 562-1375  
fax: (301) 562-1876

**Attachment 6.**  
Parcel Bounds, AA-1089  
and Neighboring Complex

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

AA-1089.

Name  
Continuation Sheet

Number 8 Page 12

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**Maryland Historical Trust**  
**Maryland Inventory of**  
**Historic Properties Form**

AA-1089.

Name  
**Continuation Sheet**

Number 8 Page 13

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## 9. Major Bibliographical References

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Inventory No. AA-1089

See Continuation Sheets.

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## 10. Geographical Data

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Acreage of surveyed property 5.53 acres (Parcels 93 and 105)  
Acreage of historical setting 3.25 acres (Parcel 93)  
Quadrangle name Laurel, MD Quadrangle scale: 1:24,000

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### Verbal boundary description and justification

As noted by Anne Arundel County tax maps, Parcel 93, containing AA-1089, is roughly triangular and Parcel 105 is irregularly L-shaped (Attachment 6). Parcel 93 is located east and north of Parcel 105. The boundary of Parcel 93 includes Clark Road to the south and southeast and wooded areas in all other directions. The boundary of Parcel 105 includes Clark Road to the south and wooded areas in all other directions.

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## 11. Form Prepared by

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name/title	Aaron Levinthal- Architectural Historian		
organization	The Ottery Group	date	4/4/12
street & number	3420 Morningwood Drive	telephone	443-758-7562
city or town	Olney	state	MD

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

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

return to: Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600





AA-1089

Clark Road Frame I house

1/5

Anne Arundel Co., MD

Aaron Levinthal

4/4/12

Foundation, main block. South elevation, stone  
foundation and porch piers. View north.

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AA-1089

Clark Road Frame I-house

Anne Arundel Co., MD

Aaron Levinthal

4/4/12

Shed ruin. View northeast.

2/5

AA-1089\_2012-04-04\_02.tif



AA-1089

3/5

Clark Road Frame I-house

Anne Arundel Co., MD

Aaron Levinthal

4/4/12

Dwelling ruin, Parcel 105. View south.

AA-1089\_2012-04-04\_03.TAF



AA-1089

4/5

Clark Road Frame I-house

Anne Arundel Co., MD

Aaron Levinthal

4/4/12

Shed or Workshop ruin, Parcel 105. View northwest.

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AA-1089

5/5

Clark Road Frame I-house

Anne Arundel Co., MD

Aaron Levinthal

4/4/12

Outbuilding foundation ruin, Parcel 105. View  
northeast.

AA-1089\_2012-04-04\_05.tif