

State Of Maryland

2023 Bond Initiative Fact Sheet

1. Name Of Project		
York Turnpike Toll House BA-190 - Repair and Restoration		
2. Senate Sponsor	3. House Sponsor	
West	Mangione	
4. Jurisdiction (County or Baltimore City)	5. Requested Amount	
Baltimore County	\$320,000	
6. Purpose of Bond Initiative		
the acquisition, planning, design, construction, repair, renovation, reconstruction, site improvement, and capital equipping of the York Turnpike Toll House property		
7. Matching Fund		
Requirements:	Type:	
Grant		
8. Special Provisions		
<input type="checkbox"/> Historical Easement	<input checked="" type="checkbox"/> Non-Sectarian	
9. Contact Name and Title	Contact Ph#	Email Address
Senator Chris West		chris.west@senate.state.md.us
Eleanor Landuer		443-578-8044
10. Description and Purpose of Organization (Limit length to visible area)		
<p>The Stony Run Friends Meeting founded Broadmead as a way to serve the needs of older persons. Opening in 1979 as a private, not-for-profit, Life Plan Community, it continues to operate under the guidance and ownership of a Quaker-guided, not-for-profit corporation. Broadmead's mission is to foster independence, growth, and the opportunities in elderhood by offering broad programing that enlists residents to nurture body, mind and soul through an extensive array of services, amenities, community service and outreach. The Broadmead Historic Preservation Committee's purpose is to administer the Greenfield Historic Preservation Fund and assist Broadmead's management in preserving and maintaining the Maryland Historic Trust designated properties it owns. Properties include the Toll House, three other structures in The Tollhouse Historic District and the Holly House.</p>		

11. Description and Purpose of Project (Limit length to visible area)

The project is to stabilize, repair and preserve The Toll House (BA-190) at 13822 York Road. The structure is rapidly deteriorating with the visible crumbling of the stone foundation on the rear corner of the building. The downward slope of the property has resulted in the misalignment of interior walls and is the most severe and visible issue needing immediate attention and repair. There is also water damage to the ceiling visible in the 1810 kitchen addition. After repair and stabilization of structural conditions, it is planned to restore the building (exterior, interior and adjacent grounds) so that it may be utilized as a museum / historic example of aspects of life in 19th Century Central Maryland highlighting the industry (mills)and transportation (turnpikes).

Round all amounts to the nearest \$1,000. The totals in Items 12 (Estimated Capital Costs) and 13 (Proposed Funding Sources) must match. The proposed funding sources must not include the value of real property unless an equivalent value is shown under Estimated Capital Costs.

12. Estimated Capital Costs

Acquisition	\$0
Design	\$60,000
Construction	\$370,000
Equipment	\$20,000
Total	\$450,000

13. Proposed Funding Sources - (List all funding sources and amounts.)

Maryland Legislative Bond	\$320,000
Maryland Historical Trust (future 2024)	\$100,000
Private contributions from Broadmead Residents (Greenfi	\$30,000
Total	\$450,000

14. Project Schedule (Enter a date or one of the following in each box. N/A, TBD or Complete)			
Begin Design	Complete Design	Begin Construction	Complete Construction
7/3/2023	1/5/2024	3/1/2024	1/30/2025
15. Total Private Funds and Pledges Raised	16. Current Number of People Served Annually at Project Site		17. Number of People to be Served Annually After the Project is Complete
27500.00	N/A		TBD
18. Other State Capital Grants to Recipients in the Past 15 Years			
Legislative Session	Amount	Purpose	
19. Legal Name and Address of Grantee		Project Address (If Different)	
Broadmead, Inc. 13801 York Road Cockeysville, MD 21030		13822 York Road Cockeysville, MD 21030	
20. Legislative District in Which Project is Located	42A - Baltimore County		
21. Legal Status of Grantee (Please Check One)			
Local Govt.	For Profit	Non Profit	Federal
[]	[]	[X]	[]
22. Grantee Legal Representative		23. If Match Includes Real Property:	
Name:	Whiteford, Taylor , Preston	Has An Appraisal Been Done?	Yes/No
Phone:	(410) 832-2000		Yes
Address:		If Yes, List Appraisal Dates and Value	
1 W Pennsylvania Ave STE 300 Towson, MD 21204		1/1/2023	173100.00

24. Impact of Project on Staffing and Operating Cost at Project Site			
Current # of Employees	Projected # of Employees	Current Operating Budget	Projected Operating Budget
0	.5	0.00	36000.00
25. Ownership of Property (Info Requested by Treasurer's Office for bond purposes)			
A. Will the grantee own or lease (pick one) the property to be improved?			Own
B. If owned, does the grantee plan to sell within 15 years?			No
C. Does the grantee intend to lease any portion of the property to others?			No
D. If property is owned by grantee any space is to be leased, provide the following:			
Lessee	Terms of Lease	Cost Covered by Lease	Square Footage Leased
E. If property is leased by grantee - Provide the following:			
Name of Leaser	Length of Lease	Options to Renew	
26. Building Square Footage:			
Current Space GSF	1259		
Space to be Renovated GSF	1259		
New GSF	0		

27. Year of Construction of Any Structures Proposed for Renovation, Restoration or Conversion

Circa 1790 with a 1810 addition

28. Comments

The Toll House, also known as the Fifteen Mile House as it is located at the 15 mile marker on the York Turnpike, in Baltimore County in Cockeysville and across the current York Road from Broadmead. The house was constructed in 1809 on land leased to the Baltimore and York Town Turnpike Company by Joseph Thornburgh. Thornburgh was the owner of the neighboring now demolished Thornton Mill, and the surrounding area on which Broadmead is located. The Toll House was designated for the use of the tollgate keeper at fifteen-mile hill on the York Turnpike. After the company disbanded, the maintenance of the road was turned over to the Maryland State Roads Commission and then to private ownership. The Toll House is significant as one of the last standing tollgate keepers houses on the York Road and as an example of an early 19th century architecture style that was employed in the construction of many tollgate keepers housing. Since tollgate houses tended to be erected close to the road for the ease of collecting tolls, many have not survived the upgrading and widening of the roads to accommodate modern traffic needs. The Fifteen Mile House, with the remnants of the tollgate and a turnpike milestone, is one of the only remaining houses enduring from the time of the Baltimore and Yorktown Turnpike.

The Toll House has its own specific historic designation (BA-190) and is also one of four structures designated as part of the Tollhouse Historic District (BA-2951) in 2001. They were nominated by the State of Maryland as a result of its archeological survey of the area based on proposed road work. The three other structures were built in the mid 1800s.

The district was approved based on the fact that the structures are good example of rural structures depicting a variety of vernacular nineteenth century styles, were associated with the areas mills and turnpike and because the survival of such a cluster of buildings is becoming rare along this portion of York Road near the burgeoning Cockeysville/Hunt Valley area. The entire property, .19 acres total, (map 42, parcel 70) was delineated as its historic environmental setting.

These other three buildings are apparently structurally sound, were occupied as residences until about ten years ago and are used for storage at the current time. Their future use has not yet been determined by Broadmead.

The deteriorating state of the Toll House and the urgent need to repair and restore it is the first priority at this time. The Toll House is in need of immediate structural stabilization as the stone foundation is crumbling causing the building to shift and walls, windows and doors. After its preservation and repair the building will be of added value to this area.

Plans for use as a museum highlighting the industry (mills)and transportation (turnpikes) of Cockeysville and Central Maryland in the 19th Century and other building uses remain under consideration.