

1. What are the specifics regarding the Dorsey TOD Opportunity?

The Maryland Department of Transportation (MDOT) will be seeking responses to a Request for Expressions of Interest (RFEI) from experienced respondents interested in transforming surface parking lots and unimproved land into a dynamic mixed-use Transit Oriented Development (TOD) project in the Elkridge area of Howard County. The approximately 21-acre site sits along US 100 (Exit 7) adjacent to the Maryland Area Regional Commuter (MARC) Dorsey Train Station which averages 530 daily boardings.



2. What is an RFEI?

A Request for Expressions of Interest provides general information about a project. Based on submissions received from qualified respondents, MDOT may proceed with a second phase of documentation and requirements or take no further action.

3. What makes this site so appealing for the TOD concept?

The site is located in one of the fastest growing business corridors in Howard County, US 1 Corridor (Corridor) Redevelopment Area. According to the *Howard County Plan Howard Master Plan 2030*, the Corridor is home to thirty percent (30%) of the County's jobs having a competitive advantage in several key sectors (e.g. financial services, information technology, life sciences industries and cybersecurity support). The site provides an excellent opportunity for expansion of the adjacent Dorsey Business Park, provide commercial uses to support business and residential life or the development residential units for live/work/play with access by commuter rail to Baltimore City or Washington, D.C. within 30 minutes.

4. Has MDOT implemented this concept in similar areas within the region?

Yes. Three projects have been developed adjacent to three different modes of transportation – Metro, MARC and Light Rail. The multi-phased Metro Centre at the Owings Mills Metro Station (Baltimore County) is our signature project comprising a public library, community

college facilities, shared parking garages, multi-family residential units, office space, commercial/retail spaces and pending hotel. Annapolis Junction Town Center at the Savage MARC Station (Howard County) comprises a 700+ space commuter parking garage, multi-family residential units, office space, commercial/retail space and pending hotel. Symphony Center at the State Center Light Rail Station (Baltimore City) is located in the heart of the cultural district adjacent to the Meyerhoff Symphony Center. The project comprises multi-family residential units, office space and residential/office garage parking.



5. How can the public be involved in the process?

Prior to the issuance of the RFEI, MDOT will hold a Public Information Meeting to engage the community in the solicitation process. Then, throughout the process, MDOT will collaborate with the community and respond to questions or concerns.

6. Would persons submitting responses to the RFEI be required to coordinate with the public?

Potential respondents will be encouraged to meet with community leaders, residents and business owners prior to the submission of responses to MDOT. The successful respondent would be encouraged to continue this community coordination.



7. When will the RFEI be issued?

MDOT anticipates issuing the RFEI in the upcoming months of 2019.

8. What criteria is used to evaluate the RFEI?

RFEI responses will be evaluated on the principles of TOD, development concept, development team experience with similar development projects and innovative financing approaches.

9. Given all of the steps in the process, when could we anticipate seeing development begin?

If all components of the project are expedited, construction could begin 3-4 years from the award of the project. TOD projects are much more complex in nature than a typical real estate development due to public, private and rail interest. Many TOD projects are developed in multiple phases over several years.

10. Who is responsible for the overall project and will the State retain ownership of the property?

The Project is being led by the MDOT departments of Real Estate and Economic Development, in collaboration with the MDOT Maryland Transit Administration, MDOT State Highway Administration, MDOT Office of Planning and Capital Programming, other State departments and Howard County. MDOT will work closely with the business and residential community to ensure that a process and project meets the community's collective needs and desires. Regarding the ownership of the property, MDOT's preference is a long-term ground lease in lieu of fee simple disposition.

Transit Oriented Development is defined as a dense, mixed-use deliberately-planned development within a half-mile of transit stations that is designed to promote economic development and to increase transit ridership. It includes residential, office, retail and/or other amenities integrated into a walkable pedestrian friendly neighborhood. TOD can be further defined as a mix of land-uses that is physically and functionally integrated with transit, encourages multi-modal access to the station area, reduces auto dependency, increases pedestrian and bicycle trips, fosters safer station areas, offers attractive public spaces, enhances public transportation ridership, encourages revitalization and smart growth patterns and promotes economic development.



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Direct your questions and comments to:

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