

REQUEST FOR QUALIFICATIONS



ROGERS AVENUE METRO STATION

Joint Development

ISSUE DATE: APRIL 6, 2026

SUBMISSION DEADLINE: MAY 29, 2026

➤ OFFICE OF REAL ESTATE AND
ECONOMIC DEVELOPMENT

TABLE OF CONTENTS

- 1 JOINT DEVELOPMENT OPPORTUNITY 3**
 - 1.1 Executive Summary 4
 - 1.2 Purpose 5
 - 1.3 Transaction Structure and Financial Framework..... 5
 - 1.4 Site Description.....7
 - 1.5 Site Conditions7
 - 1.6 Community and Development Context.....11
 - 1.7 Community and Stakeholder Engagement to Date11
 - 1.8 MDOT’s Strategic Partnerships.....13
 - 1.9 MDOT’s Joint Development Program Goals and Objectives..... 14
 - 1.9 Joint Development Process..... 16

- 2 PROJECT REQUIREMENTS19**
 - 2.1 General Requirements 20
 - 2.2 Transit Infrastructure Improvements..... 20
 - 2.3 Private Infrastructure Improvements.....21

- 3 PROPOSAL OUTLINE 23**
 - 3.1 Cover Letter 24
 - 3.2 Executive Summary 24
 - 3.3 Development Team Qualifications and Experience..... 24
 - 3.4 Financial Capacity..... 25
 - 3.5 Compliance Requirements..... 26
 - 3.6 Submission Requirements27

- 4 EVALUATIONS28**
 - 4.1 RFQ - RFP Process and Schedule..... 29
 - 4.2 RFQ Evaluation Committee 29
 - 4.3 RFQ Shortlisting..... 30
 - 4.4 RFQ Evaluation Criteria 30

- Appendix A: Terms And Conditions31**
- Appendix B: Rogers Avenue TOD Site Strategy 36**



1

**JOINT
DEVELOPMENT
OPPORTUNITY**

1. JOINT DEVELOPMENT OPPORTUNITY

1.1 Executive Summary

The Maryland Department of Transportation (“**MDOT**”), through the Secretary’s Office (“**TSO**”) and the Office of Real Estate and Economic Development (“**ORED**”), is seeking a qualified Joint Development partner (the “**Developer**”) to develop the North Parcel, as shown on Figure 1 – Site Overview Map, located adjacent to the Rogers Avenue Metro Station (the “**Station**”). The development opportunity consists of approximately 9.06-acres of State-owned land located at 4600 N Rogers Avenue, Baltimore, Maryland (the “**Site**”). At the time of this RFQ, it was determined that the developable size of the parcel is approximately 6-acres.

The Developer will be responsible for the design and construction of a meaningfully dense, mixed-use, transit-oriented development (“**TOD**”) that aligns with MDOT’s goals and objectives and seamlessly integrates with the Station and surrounding residential neighborhoods (the “**Project**”). The Developer will also engage key stakeholders including, the Maryland Transit Administration (“**MTA**”), other state agencies, as needed, as well as Baltimore City, and the adjacent community, to support the long-term vision and development of the State-owned property.

In July 2025, MDOT completed the Rogers Avenue TOD Site Strategy (See **Appendix B: Rogers Avenue TOD Site Strategy**) to evaluate redevelopment opportunities on State-owned land at the Station and to identify a path forward for future joint development. Completed in coordination with Baltimore City, the study assessed transit operations, development readiness, market conditions, and station access improvements needed to support new housing and mixed-use development. In April 2026, MDOT released the [Baltimore Region TOD Strategy](#), which identifies priority actions to accelerate TOD and joint development across Baltimore’s Metro and Light Rail network. A key recommendation of both reports was to advance a joint development solicitation for the North Parcel at Rogers Avenue Metro Station to catalyze TOD and unlock the Site’s potential for new housing and community investment.

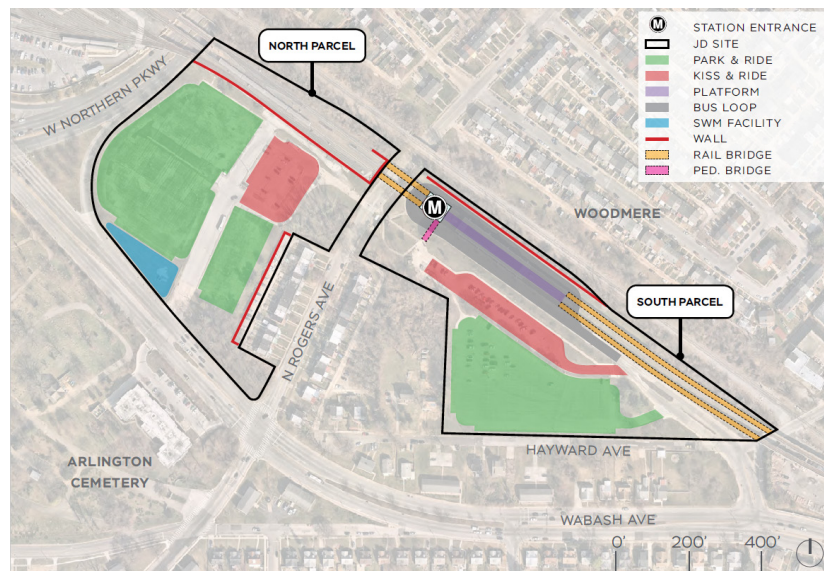


Figure 1 - Site Overview Map. Map depicts the North and South Parcels, existing transit infrastructure, and surrounding street network.

This RFQ is solely for the North Parcel development opportunity. The South Parcel, consisting of approximately 8.43± acres, may be considered by MDOT as a future development opportunity at the Rogers Avenue Metro Station through a separate future solicitation at its discretion. Due to existing transit facilities and infrastructure requirements, the South Parcel is not being advanced as part of this solicitation.

The Rogers Ave TOD Site Strategy highlighted the opportunity to create a moderate density mixed-use community with community- and commuter-serving retail. While the exact configuration, unit count, and mix of uses may vary based on market feasibility and development approach, the Project must demonstrate the Developer's readiness and speed of delivery for the North Parcel.

1.2 Purpose

The purpose of this RFQ is to solicit Statements of Qualifications (“**SOQs**”) from qualified development teams interested in partnering with MDOT to advance a transit-oriented development at the Rogers Avenue Metro Station. MDOT will evaluate SOQs based upon the criteria set forth in Sections 2, 3, and 4 below. Based upon the evaluation of the SOQs, MDOT intends to circulate a Request for Proposals (“**RFP**”), at its discretion, to a shortlist of qualified development teams. The RFP will require Respondents to demonstrate their strategy to conduct site due diligence, engage community stakeholders, identify an executable Development Plan, and provide a financial structure supporting the development of the Project, including the financing and delivery of the Transit Infrastructure Improvements described below. Proposals should leverage the Site's strategic location served by the Metro to promote TOD as an approach to help increase transit ridership, support economic development, and maximize the efficient use of transportation infrastructure. The selected Developer will be the one that most strongly aligns with MDOT's goals, objectives, and requirements as outlined in this RFQ and forthcoming RFP and demonstrates the greatest qualifications and capacity to successfully deliver the project in a timely and effective manner.

1.3 Transaction Structure and Financial Framework

1.3.1 Land Conveyance

The Site will be made available through a long-term ground lease, potentially phased or subdivided in accordance with the approved Development Plan, as proposed by the selected Developer, and agreed upon within the executed Master Development Agreement (“**MDA**”). MDOT strongly prefers ground lease transaction structures over fee simple sales as it creates recurring revenue for MDOT to offset transit operations and enables MDOT to realize long-term value to offset transit infrastructure investment.

Exceptions to this preference may be considered where practical, site, or legal circumstances require an alternative structure. These may include situations where fee simple conveyance is necessary to facilitate homeownership opportunities, or where such a transaction could create significant added value for MDOT or provide upfront capital to fund infrastructure improvements. To ensure continuing control and other federal requirements are met on federally-assisted properties, MDOT will require FTA approval of the joint development agreements as well as certain assurances from the selected developer such as restrictive covenants, as applicable, to ensure property is used for an authorized public transportation purpose, including joint development.

The City of Baltimore and community stakeholders have expressed a preference for incorporating opportunities for homeownership as part of the redevelopment of the Site. MDOT is open to considering such opportunities, including limited fee simple conveyance where appropriate, and so long as it meets MDOT's TOD goals and objectives, particularly as it relates to increased density. As such, MDOT could be open to moderately dense residential forms, such as townhomes, that can be strategically located along the edges of the Site to provide a transition between adjacent lower-density neighborhoods and higher-density transit-oriented development.

1.3.2 Fair Market Value

MDOT is required to receive compensation for the conveyance of the Site at no less than fair market value, in accordance with applicable State and federal requirements. MDOT is willing to explore creative solutions for how compensation may be delivered through a variety of transaction structures to facilitate project delivery more efficiently. MDOT is open to traditional ground lease rent and sale structures, as well as alternative approaches that allow MDOT to participate in the financial performance and long-term value created through the Project. These structures may include recurring ground rent, revenue participation, or other mechanisms that enable MDOT to share the financial benefits generated by the development while ensuring that fair market value is achieved.

1.3.2.1 Participatory Rent Structure

MDOT may consider a participatory rent structure that aligns MDOT's compensation with the financial performance of the Project to accelerate the delivery of the Project and support the State's broader goals and objectives. A participatory rent structure will enable the Developer to retain more financial resources upfront, which fosters a market-driven approach, spurs quick action, and allows the Developer to focus on delivering results without being overly constrained by traditional rent payments. Such structures may include gross revenue participation; development fee share; capital events compensation, or other creative value delivery mechanisms.

1.3.2.2 Transit Infrastructure Improvement Investments

MDOT may consider land value contributions or rent offsets to reduce the Developer's upfront cost of Transit Infrastructure Improvements or other public infrastructure improvements proposed by the Developer that may advance MDOT's TOD goals and objectives, as determined by MDOT in its sole discretion. This structure allows MDOT to maintain fiscal responsibility and preserve the long-term value of the Site while providing flexibility for the Developer to invest upfront in improvements that enhance ridership, access, and long-term economic vitality. Any proposed rent offsets must be clearly described in Respondent's proposal and will be subject to MDOT's approval based on public value, feasibility, and alignment with project goals.

1.4 Site Description

The Rogers Avenue Metro Station is located in Northwest Baltimore City, Maryland, situated between Reisterstown Plaza and West Cold Spring Metro stations on the Baltimore Metro. Downtown Baltimore is approximately 15-minutes from the Station. The Station is located within the Hilltop 4100 Neighborhood Association boundary, as well as the Park Heights Community at large. In addition, the Station abuts the West Arlington and Grove Park communities to the south and the Woodmere community to the north and east. The area around the station is primarily residential, though there is commercial activity at the Northwest Plaza shopping center to the east of the station and along Reisterstown Road to the north. Additionally, Pimlico Race Track is about one mile northeast of the station. MDOT is also advancing the Reisterstown Plaza Metro Station Joint Development project located approximately one mile north, which includes a mixed-use development program of over 800 residential units.

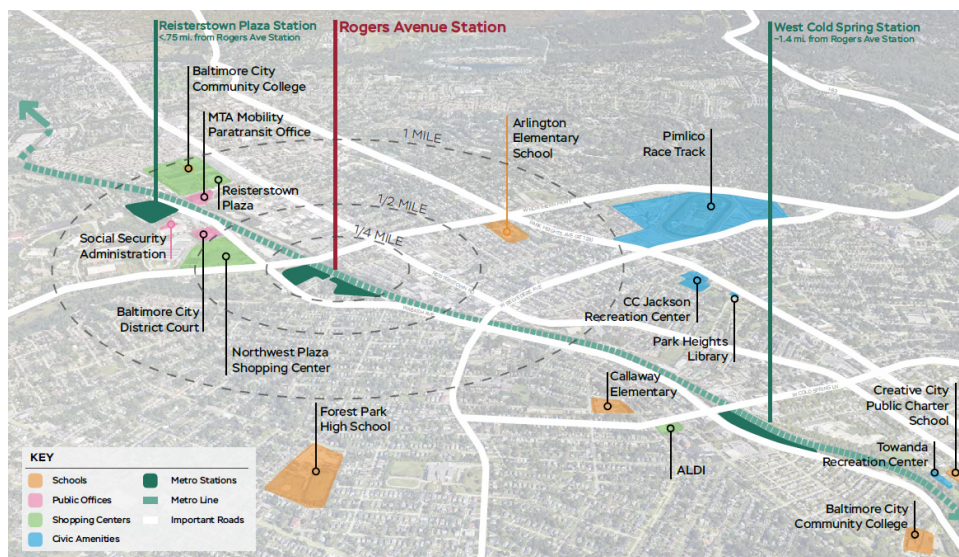


Figure 2 – Rogers Avenue Metro Station Location and Surrounding Context. Map depicts key destinations, land uses, and Metro stations within approximately 1 mile of the Rogers Avenue joint development site.

1.5 Site Conditions

The Site is comprised of State-owned land which is currently a parking lot located at the North Parcel of the Rogers Avenue Metro station shown in Figure 3. The Site is being offered on an “as-is, where-is” basis, and the selected Developer will be responsible for conducting their own due diligence regarding site conditions, development feasibility, and any applicable regulatory requirements. The Site’s topography is relatively flat, supporting efficient site planning and development.

Existing background information on the Site related to zoning, utilities, and easements can be found in **Appendix B: Rogers Avenue TOD Site Strategy**. As part of the RFP, MDOT will provide additional information which will include a title report, ALTA Survey, subsurface utility investigation report, and information on the potential existence of an electrical easement.

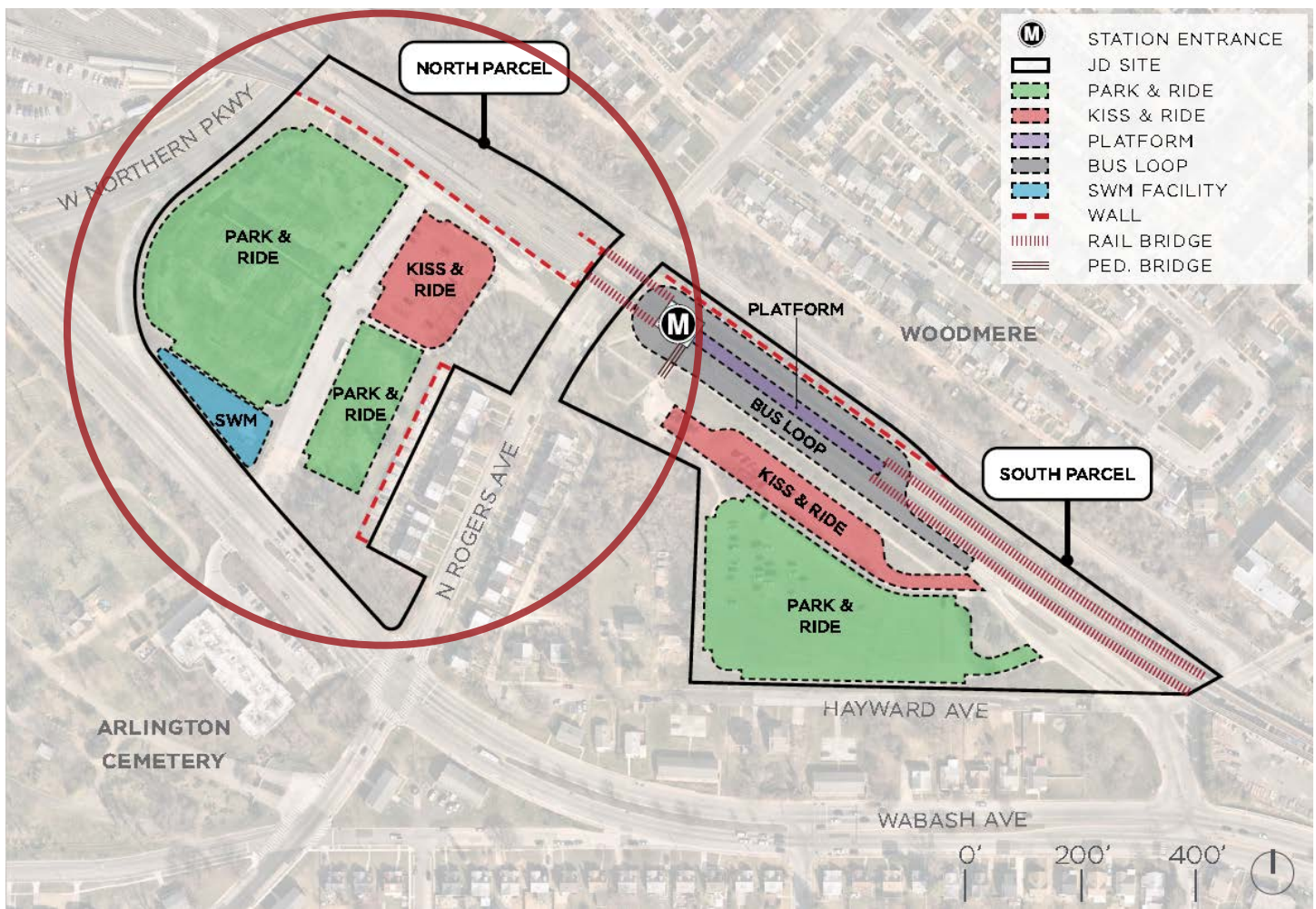


Figure 3 – North Parcel Developable Area Map. Map depicts current park-and-ride, kiss-and-ride, bus loop, platform, and stormwater management infrastructure across the North and South Parcels.

1.5.1 Site Boundary

The Rogers Avenue Metro Station is 17.5-acres in total and consists of two adjacent parcels separated by N Rogers Avenue. The entire station property lies southwest of the Metro corridor and is bounded by Wabash Avenue (south), West Northern Parkway (west) and Hayward Avenue (east). An electrical line easement bisects the Site, as shown in Figure 3.

1.5.2 MTA Facilities

The Rogers Avenue Metro Station South features a central platform with bus facilities located beneath the rail corridor, accessible via a pedestrian bridge connecting to the Station Mezzanine, the existing park & ride, and pathway to N Rogers Avenue. Pick-up and drop-off, ADA parking, and Park & Ride facilities are located on the South Parcel. The North Parcel includes 548 surface parking spaces currently used for bus training and Preakness event parking.

Current parking supply exceeds demand, and with nearly 90% of customers accessing the station on foot, pedestrian, bike, and scooter access will remain the predominant modes. A detailed site and access strategy is provided in **Appendix B: Rogers Avenue TOD Stite Strategy**.

1.5.3 Neighborhood Context and Adjacent Rowhomes

The Site is located within a predominantly residential urban context characterized by established rowhome neighborhoods and low scale neighborhood uses. Of particular note are the existing 2- and 3-story rowhomes along N Rogers Avenue, which represent a stable residential community with a consistent scale, rhythm, and street character.

Priority should be given to ensuring that future development is sensitive to its residential context. Respondents should demonstrate a clear understanding of existing neighborhood conditions and articulate how their proposed approach to design, massing, materials, and construction will respect and respond to the scale and character of adjacent rowhomes. Consideration should also be given to minimizing construction related impacts to adjacent properties and residents.

1.5.4 Zoning

The Site is zoned TOD-1, supporting mixed-use development up to 60 feet and no more than 5 stories, consistent with both the City's 2024 Comprehensive Plan and the Park Heights Master Plan's vision for transit-oriented development at Rogers Avenue. A detailed analysis of permitted uses and development parameters is provided in **Appendix B: Rogers Avenue TOD Site Strategy**.

1.5.5 Utilities

Accessible utility records indicate that all major utilities are available adjacent to the Site along W. Northern Parkway, Wabash Avenue, N. Rogers Ave. and Hayward Ave. Refer to Figure 4.

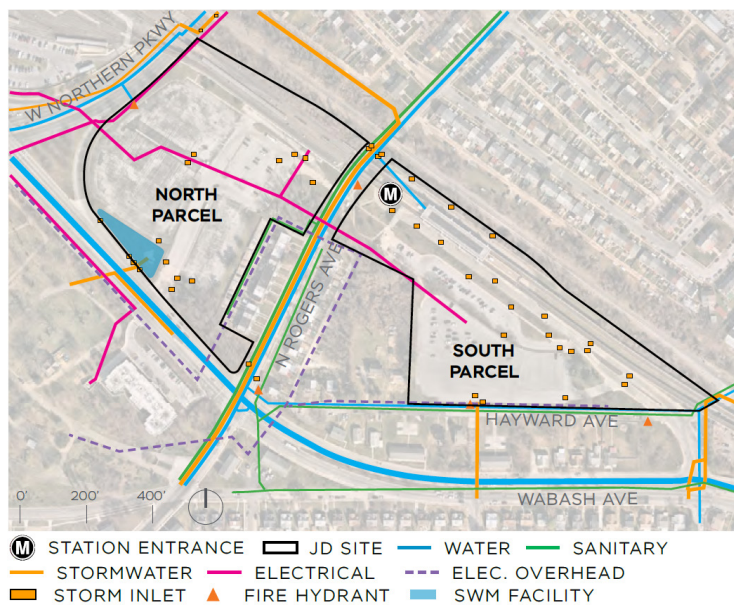


Figure 4 – On Site Utilities. Map depicts existing water, sanitary, stormwater, electrical, and overhead utility infrastructure across the North and South Parcels.

1.5.6 Site Easements

Property records indicate the presence of a stormwater easement at the corner of Wabash Ave. and North Parcel entrance road. The easement is roughly 35 feet wide, covering MTA's on-site stormwater management facility.

An electrical line easement bisects the Site from the north parcel (west of Northern Parkway) to the middle of the South Parcel. MDOT is currently conducting an ALTA survey, title report, and subsurface utility investigations to

determine the existence of the electrical easement and additional information concerning the electrical conduit will be provided within a data room as part of the RFP.

1.5.7 Environmental Status

An initial desktop environmental site conditions report conducted as part of the Rogers TOD Site Strategy did not uncover any environmental risks that may impact future development. The Site is improved predominately as impervious surface with minimal vegetated areas. The Developer will need to formally assess the environmental conditions of the Site to confirm the existence of any wetland or forest conservation areas.

1.5.8 Rail Corridor Setback

For new residential development within the Site, a minimum setback of 50 feet measured from the centerline of the Metro tracks is required; however, this setback may be reduced to approximately 30 feet where an approximately 10-foot-wide service road is provided along the base of the existing wall to accommodate fire, emergency vehicle access, and MTA maintenance operations. This setback applies specifically to residential structures and does not extend to other uses or infrastructure, such as open space, parks, transportation facilities, or other amenities intended to connect to the Station or surrounding network.

The setback requirement is intended to ensure the safety, operational integrity, and compatibility of the development with the adjacent rail corridor, minimizing the potential impacts of noise, vibration, and other operational considerations, while maintaining necessary access for emergency response and ongoing MTA operations.

1.5.9 Project Interfacing

The Developer will be required to coordinate closely with the following adjacent landowners and stakeholders to ensure that the proposed development integrates seamlessly into the broader Rogers Avenue Metro Station area.

- **Maryland Transit Administration:** While the North Parcel is not expected to impact MTA operations located on the South Parcel, the selected Developer will be required to coordinate construction activities, access, and site circulation to ensure there is no disruption to MTA operations, and that pedestrian, park-and-ride/kiss-and-ride, and transit accessibility are preserved throughout all development phases.
- **Baltimore City Department of Transportation (BCDOT):** BCDOT is currently seeking to advance the Wabash Avenue Multimodal Improvements Study. The selected Developer will be required to coordinate and incorporate outcomes of the Study and any other City projects into the Development Plan.
- **Adjacent Private Development:** MDOT is aware of one adjacent private residential development project proposed along Hayward Avenue near the South Parcel, to be developed by Bull Development. While this project is not expected to directly impact the North Parcel, the selected Developer may be required to coordinate certain site planning and design elements with adjacent development projects. This coordination may include consideration of circulation, streetscape, and other interface conditions with development occurring across Rogers Avenue near the South Parcel, as well as edge conditions along adjacent residential areas, including alleys and informal access points, where the Developer may be expected to consider appropriate design treatments and coordination with the community and local agencies.
- **Future South Parcel Redevelopment:** While the South Parcel is not part of this RFQ, MDOT may consider

advancing the redevelopment of the South Parcel through a separate future solicitation. The selected Developer for the North Parcel may be required to coordinate site planning, circulation, infrastructure, and construction considerations with any future redevelopment of the South Parcel to ensure that both parcels function cohesively as part of the Rogers Avenue Metro Station environment.

1.6 Community and Development Context

The Rogers Avenue area benefits from easy access to downtown Baltimore and northern suburbs, which often attracts buyers and renters looking for convenient commuting options. Properties here range from historic rowhouses and single-family homes to small apartment complexes, providing a variety of housing options for different buyers and investors. Transit continues to be a driver of demand. The community is walkable, with a Walkscore of 61, indicating access to groceries, dining options, and services to complete errands.

The area near Rogers Avenue Metro Station has seen increased multifamily investment, with four similar projects delivering 60 to 100 units each, located closer to the West Cold Spring Metro Station.



Woodland Gardens I



Woodland Gardens II



The Terraces at Park Heights



Renaissance Row

1.7 Community and Stakeholder Engagement to Date

MDOT has conducted early outreach and coordination with key stakeholders within the Rogers Avenue Metro Station area to inform the planning and advancement of this Joint Development opportunity. MDOT has met with, briefed, or otherwise informed elected officials representing the surrounding area, including Baltimore

City Council Districts 5 and 6 and members of the District 41 State Delegation. MDOT has also engaged with local community organizations, including the Hilltop4100 Community Association (where the Site is located), the adjacent community associations of West Arlington and Grove Park, and the Park Heights Renaissance Neighborhood Association.

In addition, MDOT has coordinated closely with staff from the Baltimore City Department of Planning and the Baltimore City Department of Transportation, including through the preparation of the Rogers Avenue TOD Site Strategy and related planning activities used to inform community engagement and project planning.

Through these discussions, stakeholders have generally expressed support for advancing transit-oriented development at the Site. Engagement to date has focused on understanding neighborhood context, identifying potential opportunities for community benefit, and informing the development approach prior to solicitation to reduce project risk and improve alignment with local priorities.

Stakeholders have also shared several ideas and priorities for the Site. These items are provided for informational purposes only to help Respondents understand feedback received to date and the broader neighborhood context. These items are not requirements of this RFQ, and MDOT has not committed funding for their implementation. However, Respondents may consider these ideas, where feasible and appropriate, as part of their development approach. Feedback expressed by community stakeholders to date has included:

- Interest in incorporating housing options that support aging in place, such as senior housing or other housing types accessible to older residents.
- Interest in community-serving retail uses that complement, rather than compete with, existing retail nodes in the surrounding area.
- Interest in a community meeting space, event space, or small business center that could be accessible to local residents.
- Interest in neighborhood signage or identity elements for the Hilltop4100 community.
- Interest in removal of invasive trees near the intersection of W Northern Parkway and Wabash Avenue.

The selected Developer will be responsible for preparing and implementing a Community Engagement Plan as part of the Development Plan process and shortlisted respondents will be required to outline their proposed community engagement strategy in response to MDOT's RFP. This plan will identify key stakeholders and outline the approach for continued engagement with the surrounding community throughout the planning and development of the Project.

Stakeholders also raised concerns related to existing infrastructure and mobility conditions in the surrounding area, including reported sewer service capacity constraints, ADA accessibility conditions along Wabash Avenue, and traffic conditions along Northern Parkway and N Rogers Ave. These matters have been communicated to the Baltimore City Department of Planning, Baltimore City Department of Transportation, and MTA for further coordination and follow-up with the community. MDOT understands these concerns are largely related to broader neighborhood infrastructure conditions and are being evaluated outside of the Joint Development opportunity, though the selected Developer will be expected to advance a feasible utility and infrastructure plan for the Site as part of the Development Plan.

1.8 MDOT Anticipated Partnerships

1.8.1 State Partnership for Housing

Baltimore City is in the process of formally designating the Rogers Avenue Metro Station as a TOD Site pursuant to Maryland Transportation Code §7-101, with designation targeted in 2026. This designation establishes the station area as a priority site for strategic, mixed-use development supported by transit access, walkability, and public-private partnership.

As part of the State's commitment to fostering TODs, MDOT and the Maryland Department of Housing and Community Development ("DHCD") are collaborating to advance transit-supportive development projects at TOD-designated sites. In September 2024, MDOT and DHCD executed a *Memorandum of Understanding ("MOU")* to formalize the relationship between the agencies. Through the MOU, both agencies have committed to closely coordinating their efforts, which will enhance opportunities for joint development through programmatic and personnel support.

While pertaining to TOD in the State of Maryland generally, the MOU supports the State's broader interagency alignment around TODs that can yield meaningful benefits for projects located on designated sites. Some benefits of the MOU to support projects in MDOT Joint Development areas and TODs are as follows:

- Help with troubleshooting and advocating for assistance with permitting and approval requests from non-DHCD agencies for projects.
- The provision of bonus points and/or special consideration for housing-related projects and redevelopment in relation to funding rounds for Low Income Housing Tax Credits ("LIHTC") and/or State Revitalization Programs.
- Assistance in the review of applications for DHCD funding programs.
- Eligibility for MDOT's TOD Capital Grant and Revolving Loan Fund.
- Projects located in State TODs receive additional points in competitive application rounds for LIHTC administered by DHCD.

MDOT's TOD Capital Grant and Revolving Loan Fund is a program designed to offer financial assistance to local jurisdictions and development partners to advance equitable and inclusive development of TOD sites. Through this program, MDOT is allocating \$5 million annually for awards up to \$1 million to aid local partners in moving forward with eligible projects, such as design plans and public infrastructure improvements, or gap financing for development within an eligible TOD to development partners with a local jurisdiction as a co-applicant. If designated, this Site will be eligible for MDOT's Capital Grant and Revolving Loan Fund, in which applications for funding would need to be submitted by the Developer in collaboration with Baltimore City's Department of Planning, who would serve as the lead.

1.8.2 Incentive Designations & Funding Eligibility

The Rogers Avenue Metro Station sits within a layered set of state and local incentive designations that expand the financing toolkit available to the selected Developer. The following designations are confirmed or anticipated for the Site.

- **Sustainable Community Designation.** The Site is located within Baltimore City’s designated Sustainable Community (“SC”) area under [Maryland’s Sustainable Communities Act of 2010](#), with Park Heights identified as one of the City’s targeted SC geographies. State-designated TODs are automatically included within SC boundaries. This designation is a prerequisite for DHCD’s core revitalization funding programs, including Community Legacy grants, the Strategic Demolition Fund, Smart Growth Impact Funds, and the Sustainable Communities Tax Credit.
- **Maryland Priority Funding Area.** Baltimore City qualifies in its entirety as a [Maryland Priority Funding Area \(“PFA”\)](#) under the 1997 Priority Funding Areas Act, which directs state investment to established communities. PFA status is a threshold eligibility requirement for several state programs, including the One Maryland Tax Credit.
- **One Maryland Tax Credit / Tier 1 Jurisdiction.** Baltimore City is a Tier 1 jurisdiction under [Maryland’s One Maryland Tax Credit program](#). Qualifying businesses that locate or expand at the Site are eligible for income tax credits of up to \$5 million based on eligible project costs and job creation.
- **Enterprise Zone (Pending).** MDOT has requested that Baltimore City designate the Site as a [Maryland Enterprise Zone \(“EZ”\)](#). If designated, businesses and development partners at the Site would be eligible for a 10-year real property tax credit of up to 80% of increased assessed value from new investment, plus state income tax credits for job creation. MDOT and the City are expected to pursue this designation in coordination.
- **State Designated TOD Site (Pending).** Baltimore City, in coordination with MDOT, is pursuing designation of the Site under Maryland’s State Designated TOD program. If approved, this designation would expand access to State financing tools, including the [TOD Capital Grant and Revolving Loan Fund](#), which can support eligible predevelopment, infrastructure, and development costs.

1.8.3 Advancing District Energy Systems in Maryland

MDOT and the Maryland Energy Administration (“**MEA**”) are seeking to enter into a Memorandum of Understanding to support the potential deployment of district energy systems, including geothermal, within transit-oriented developments like at the Rogers Avenue Metro Station. Under this partnership, MEA has committed to provide up to \$4 million in funding to support the planning, design, and potential implementation of district energy infrastructure associated with the Project. Eligible costs are expected to be limited to those associated with deploying district energy systems that exceed what would typically be required to serve a conventional development. Respondents will be asked to indicate their interest in incorporating district energy as part of their RFQ submission. Shortlisted Respondents who expressed an interest in MEA funding will be expected to provide a narrative as part of the RFP proposal process describing how district energy could be incorporated into their proposed development approach.

1.9 MDOT’s Joint Development Goals, Objectives, and Principles

In May 2025, MDOT approved the [Joint Development Policy](#) for Joint Development Projects on State-owned land with clearly defined goals, objectives, principles, and processes. The following policy goals outline MDOT’s objectives for the Joint Development Program for the State of Maryland. The intent is to promote TOD that maximizes public value, supports local community aspirations, and fosters sustainable growth. Each goal is prioritized to advance MDOT’s Joint Development Program and Governor Moore’s [State Plan](#).

○ **Increase Transit Ridership and Reduce Single Occupancy Vehicle Miles Travelled (“VMTs”):**

MDOT aims to grow transit ridership through new development in station areas facilitated by its Joint Development Program, allowing more station area residents, workers, and visitors to use transit.

○ **Increase Housing Supply (Including Affordable Housing) and Jobs:**

MDOT seeks to foster sustainable regional growth by creating new housing and business opportunities near transit.

○ **Maximize the Return on the State’s Transportation Infrastructure Investments**

Prioritizing higher-density and mixed-use Joint Developments around transit stations to maximize the State’s historic \$2 billion infrastructure investment in MTA’s transit system. TOD increases transit ridership, reduces congestion, and drives economic growth by creating walkable, accessible communities. This approach ensures long-term returns while advancing Governor Moore’s State Plan.

○ **Support Long-Term Economic Development and Revenue Goals**

MDOT’s Joint Development Program is dedicated to advancing economic growth and generating sustainable revenue for the State and local jurisdictions over the long term by generating new state and local taxes on formerly undeveloped and tax-exempt land. MDOT is committed to diversifying equity, building community wealth, and creating local jobs. Long-term economic development goals and ridership generation are considered top priority in implementing Joint Development projects.

○ **Improve Transit Facilities:**

Where improvement, modification, or relocation of transit facilities will allow for a better development program, MDOT may require developers to relocate, reconfigure, or improve transit facilities as part of a Joint Development Project. Additionally, MDOT may also seek to improve or expand transit facilities as part of the Project and seek developers in delivering those facilities. The intent is to enable better development and improved transit facilities. In any case, modification of transit facilities or any aspect of Joint Development should seek to minimize operating costs and seek capital cost avoidance for MDOT, where feasible.

○ **Enhance Station Access and Connectivity:**

New TOD development should integrate seamlessly with the surrounding street and mobility networks, as well as with the surrounding public spaces. Ensuring connectivity to and through TOD to transit infrastructure is a key goal.

○ **Support Local Development Goals and Community Needs:**

MDOT recognizes the importance of aligning Joint Development efforts with local development goals and addressing community needs. Joint Development projects will aim to enhance the quality of life for residents while supporting broader transit and economic objectives.

○ Seek to Minimize Risks:

Joint Development projects should minimize financial, operational, and safety risks to MDOT and its partner-developers, by establishing a predictable and transparent process with clear expectations and requirements.

○ Be a Trusted Business Partner:

MDOT will act as a competent and reliable business partner, retaining risks it can manage most appropriately and effectively and seek out partners with proven track records of quality development.

1.10 Joint Development Process

MDOT will negotiate a Master Developer Agreement (“MDA”) with the selected Developer, with key business terms to be outlined in a Term Sheet and Exclusive Negotiating Privilege Agreement (“ENP”) that will be provided as part of the RFP for shortlisted Respondents to review and markup. The Term Sheet and ENP will be refined and substantially agreed upon prior to final selection and award, and will be executed at the time of award. Additional agreements will include the Master Ground Lease, including the forms for the Phased Ground Lease(s), and the Reciprocal Easement and Operating Agreement(s), and any other agreements necessary for the delivery of the Project, as required.

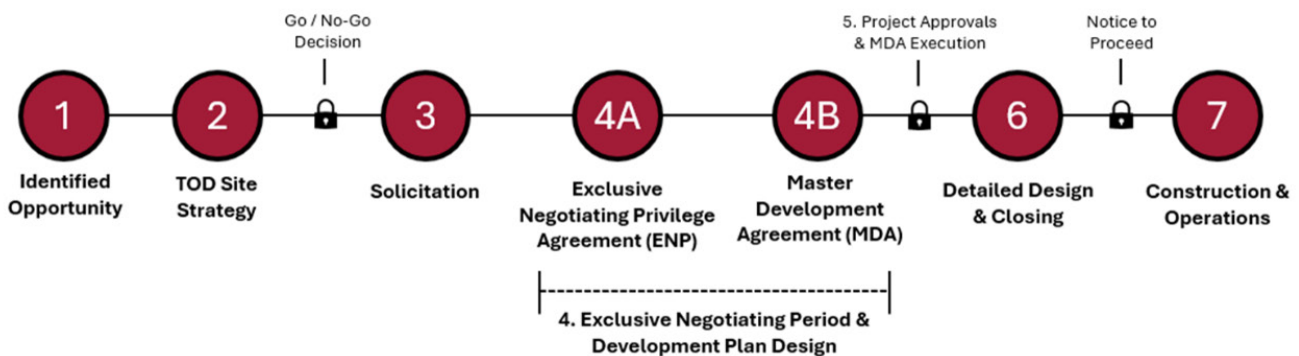


Figure 5 – Joint Development Process. Diagram depicts the 7-step process from site identification through construction and operations, including key decision gates at the Go/No-Go, Project Approvals and MDA Execution, and Notice to Proceed milestones.

1.10.1 Exclusive Negotiating Period

As part of the RFP stage, shortlisted Respondents will be required to review and provide comments on the ENP and Term Sheet, which will form the basis for negotiations leading up to selection. Following selection and notice of award, MDOT and the selected Developer will enter into the ENP, which will include a Right of Entry Agreement. The ENP and Right of Entry will allow the Developer to advance due diligence of the Site and to advance design of the Development Plan. The ENP also sets the agreed upon exclusivity period for the Parties to work together to negotiate and execute the MDA and other applicable legal documents necessary to deliver the Project.

1.10.2 Development Plan

The Development Plan is a comprehensive master plan submission (approx. 30% design development stage) for the entire Site that is submitted to MDOT for review and approval. Upon approval by MDOT, the Development Plan (the “**Approved Development Plan**”) will be appended to the Master Development Agreement and will serve as the basis for compliance throughout the detailed design process and for each future phase of development for multi-phased projects. The Development Plan must address all transit infrastructure improvements, access, utilities, and public infrastructure requirements necessary to deliver the Project.

The Development Plan will be reviewed in alignment with the Joint Development goals and objectives outlined in Section 1.8, as well as MDOT’s Project Requirements detailed in Section 2. All design and construction activities shall comply with the standards and specifications of the “**Authority Having Jurisdiction**”, meaning the governmental organization or agency responsible for enforcing codes, standards, and regulations within the jurisdiction of this Project to ensure public safety and code compliance.

1.10.3 Master Developer Agreement and Project Approval

The MDA is a binding agreement between MDOT and the Developer, outlining the requirements, commercial terms, and value exchange for the Project. It will also include provisions relating to the assembly of any necessary financing, execution of design and construction contracts, securing any necessary permits and entitlements, and completion of approved final designs, in accordance with the Development Plan. Once the MDA and Development Plan have been finalized, MDOT will seek approval of the MDA and related agreements such as the Master Ground Lease from the Board of Public Works (“**BPW**”) and concurrence with the Federal Transit Administration, if applicable. Approval from BPW and concurrence from FTA (if applicable) are legal requirements that must be secured before the MDA and related transaction documents are final and binding on the State.

Following BPW approval, the Developer will prepare and submit detailed designs for each applicable phase of the Development Plan for MDOT’s review and approval and seek to satisfy all closing conditions and deliverables, including relevant transaction documents, prior to MDOT issuing a Notice to Proceed for construction.

	Transaction Phase	Financial Exchange	State Approvals
RFQ Q2 2026	The Request for Qualifications is released competitively to identify qualified teams to design, build, finance, operate, and maintain the Project.		
RFP Q2 2026	The RFP will seek detailed development programs, firm financial commitments, and project timelines from a short-listed group of RFP respondents, in addition to comments on a draft term sheet.		
ENP Q3 2026	The Exclusive Negotiating Privilege outlines confidentiality, right of entry, key business terms, project milestones, exclusivity, and deadlines, as well as diligence responsibilities of the Developer.	Selected Developer funds due diligence, planning, and design activities.	
MDA Q4 2027	The Master Development Agreement is a binding agreement that details the development program, design guidelines, financial commitments, project schedule, State approvals, and rights and responsibilities of each party.	Selected Developer funds entitlement and permitting activities.	Board of Public Works Federal Transit Administration (if applicable)
NTP Q1/2 2028	A Notice to Proceed to construction releases the developer to break ground.	Selected Developer obtains capital to fund construction.	MDOT approves detailed designs and confirms that all conditions to closing are met.

Figure 6 Transaction Documents Summary. Diagram depicts key procurement and transaction milestones from RFQ issuance through Notice to Proceed, spanning Q2 2026 through Q1/2 2028.

Please refer to [MDOT's Joint Development Policy](#) for additional insight into the Joint Development Process.

1.10.4 Proposed Joint Development Schedule

The project schedule below is illustrative and subject to change. Many of the milestones are developer-driven and may be refined or accelerated based on Proposals received during the RFP stage.

Item/Task	Proposed Timeline
RFQ Solicitation	~50 days
Evaluation and Shortlist	~21 days
RFP Solicitation	~90 days
Evaluation, Notice of Selection, & Award	~30 days
ENP Agreement (Incl. Term Sheet) Execution	Concurrent with Award
MDA Negotiations + Development Plan Advancement + Approval	2027 (9 - 12 Months)
BPW & Project Approvals + MDA Execution	Targeting Q1 2028 (3 Months)
Detailed Design & Closing	Targeting Q1 - Q2 2028
Notice to Proceed	Targeting Q3 - Q4 2028

An aerial architectural rendering of a city street scene. The scene features several multi-story buildings with detailed window patterns and flat roofs. A prominent road runs diagonally through the center, with a bus and several cars visible. The area is landscaped with numerous trees and green spaces. The overall style is a detailed line drawing with soft shading, giving it a professional yet artistic appearance. A large, semi-transparent dark grey rectangle is overlaid on the left side of the image, containing the number '2' and the text 'PROJECT REQUIREMENTS'.

2

PROJECT REQUIREMENTS

2. PROJECT REQUIREMENTS

In addition to advancing MDOT's goals and objectives outlined in Section 1.8, the following Project Requirements describe the anticipated scope of work and responsibilities that will apply to the selected Developer. These requirements are provided at the RFQ stage for informational purposes to define the expected scope of the Project. Shortlisted Respondents will be required to address these Project Requirements in greater detail as part of their proposals during the RFP stage.

2.1 General Requirements

The Developer shall be responsible for obtaining all required approvals, licenses and permits. All development and building plans are subject to review and approval of MDOT, Baltimore City, and any other relevant Authority Having Jurisdiction.

All planning and development activities must comply with the applicable requirements of MDOT, Baltimore City, and any other relevant Authorities Having Jurisdiction, including but not limited to:

- MTA [TOD Design Guidelines](#) and [Bus Stop Design Guide](#) (where applicable)
- [MDOT's Joint Development Policy](#)
- [MDOT's Complete Streets Policy](#)
- ADA and universal accessibility standards
- Baltimore City's Zoning Ordinance and Architectural and Design Procedures and Regulations
- Applicable safety, environmental, and zoning requirements
- State and Federal Environmental Regulations (including wetlands, stormwater management, and stream buffer regulations)

The Developer will be responsible for ensuring that both Private Infrastructure Requirements and Transit Infrastructure Requirements (both defined below) are fully and seamlessly integrated into the Site, including the Rogers Metro Station (including the South Parcel), bus stops along N Rogers Avenue, and the existing neighborhood.

Any proposed changes to station operations or transit facilities must be reviewed and receive prior approval from MTA. While MDOT's intent is to minimize disruption to existing transit services during development and construction of the Project, temporary modifications or closures of portions of the Site may be permitted if reviewed and approved by MTA. Any temporary relocation, modification, or protection of transit facilities required to facilitate construction shall be at the Developer's sole cost, unless otherwise agreed to by MDOT. Throughout all phases of construction and site development, the Developer will be expected to maintain safe, continuous, and ADA-compliant access to and from the Station, including providing appropriate alternative access, circulation, and connectivity where temporary disruptions occur.

2.2 Transit Infrastructure Improvements

The Developer will be responsible for the design, construction, and, where applicable, operations, and maintenance of

the following Transit Infrastructure Improvements, in accordance with MTA's standards and specifications to enable the delivery of joint development opportunity. MDOT may consider opportunities to support Transit Infrastructure Improvements, including through land value contributions or rent offsets, in accordance with Section 1.3.2.2.

- A.** Provide convenient, safe, and equitable access throughout the Site that integrates the new development, including dedicated pedestrian access to the South Parcel and connections to the surrounding pedestrian network. Pedestrian connections between the Station, new development, and public access points should be clear, direct, and of the shortest practical distance where feasible. Where sightlines to transit are obstructed by the development, supplemental signage and wayfinding shall be provided.
- B.** Provide direct, ADA-compliant access between the North Parcel, South Parcel, and the Station.
- C.** Provide appropriate wayfinding and signage throughout the Site to support intuitive access to transit facilities.
- D.** The two existing bus stops and associated amenities located along N Rogers Avenue are expected to remain in place. Any proposed reconfiguration of the Site must accommodate these bus stops and amenities or leave them in place, unless otherwise approved by MTA.
- E.** Prior to redevelopment of the North Parcel, the Developer will be expected to coordinate with MDOT and MTA to facilitate identification of an alternative location for bus training operations currently conducted on the North Parcel. Development of the Site cannot proceed until a mutually acceptable alternative location for these operations has been identified and approved by MDOT and MTA.
- F.** Coordinate with MDOT, MTA, and the City as planning and design advance for the Wabash Avenue Improvements Study to ensure pedestrian and cycling improvements, and related connections along W Northern Parkway, N Rogers Avenue, Kennison Avenue, and Hayward Avenue, are integrated with the Site design and circulation network.

2.3 Private Infrastructure Improvements

The Developer will be responsible, at their own expense (unless otherwise agreed upon by MDOT and the Developer) for the design, construction, operation, and maintenance of the following Private Infrastructure Improvements, in accordance with the standards and specifications of the Authority Having Jurisdiction. Where applicable, the Developer will also be responsible for conveying completed streets, utilities, and other infrastructure to the appropriate Authority Having Jurisdiction. This responsibility includes, but is not limited to, the following new on-site infrastructure required to enable the development of the entire Site.

- A.** All buildings, portions of buildings, site amenities, including required infrastructure such as parking for private uses;
- B.** Direct, accessible, barrier-free, safe, and continuous pedestrian and bicycle access, including sidewalks and pedestrian infrastructure, throughout the Site and the existing neighborhood, including the Rogers Ave Metro Station;
- C.** Site demolition, excavation, grading, and preparation;
- D.** All new streets internal to the Site;
- E.** Traffic improvements as required by Baltimore City as a result of the development;

- F.** Parks, public open space, and any proposed amenities that shall be focused around and highlight the entrances and connections to the Station, while integrating the natural features of the Site;
- G.** Utilities and utility connections, including water, sanitary sewer, stormwater management facilities, electricity, communications, and broadband (if applicable);
- H.** Wayfinding and signage internal to the Site, consistent with MTA standards, that seamlessly integrate into the Site and the existing neighborhood, including the Rogers Ave Metro Station. Wayfinding and signage design should incorporate MTA branding standards as appropriate; and;
- I.** Public realm improvements, including landscaping internal to the Site.

While expanding housing supply, including housing affordability, is a priority of the State as reflected in the Governor's housing initiatives and *Housing Starts Here Executive Order*, MDOT does not impose specific affordability requirements for development on the Site and defers to any applicable housing requirements established by Baltimore City. Respondents are expected to comply with any Baltimore City housing policies, zoning requirements, or affordability provisions that may apply to development at the Site.



Figure 7 – Illustrative Rendering. Rogers Avenue Metro Station Joint Development Site, North Parcel. Rendering depicts one conceptual development scenario for the North Parcel for illustrative purposes only and does not represent a proposed or approved design.



3

**PROPOSAL
OUTLINE**

3. PROPOSAL OUTLINE

Respondents shall submit a comprehensive Proposal following the outline below which should structure and clearly identify and separate each section.

3.1 Cover Letter

Developers should include a cover letter introducing the Development Team and briefly summarizing the content of the Proposal.

3.2 Executive Summary

Respondents shall provide a high-level narrative summarizing their qualifications, development experience, and overall approach to the Joint Development opportunity. The Executive Summary should clearly articulate how the Respondent's team, experience, and capabilities align with the goals and objectives outlined in this RFQ and the development opportunity at the Rogers Avenue Metro Station Site. Respondents should highlight relevant experience delivering similar transit-oriented development or joint development projects, as well as key strengths of the proposed team and development approach.

The Executive Summary should also note any assumptions, exceptions, or limitations related to the requirements outlined in this RFQ. The Executive Summary must not exceed three (3) pages and should provide a concise overview of the qualifications and information included in the remainder of the Statement of Qualifications.

3.3 Development Team Qualifications and Experience

3.3.1 Team Structure and Organizational Chart

- Identify the full legal name of the development, design, and other firms or individuals who comprise the Respondent for the purposes of responding to this RFQ ("**Development Team**"). MDOT encourages a diverse and inclusive team composition, including participation from Minority Business Enterprises ("**MBEs**") and Veteran-Owned Small Businesses ("**VSBEs**").
- Identify the Respondent's type of corporate entity and identify the team members who will undertake financial responsibility for the Project.
- Provide an organizational chart that depicts the composition of the team, highlighting key personnel, entity relationships, and reporting structures.
- For Respondents comprised of multiple firms, describe experience of the firms and key personnel successfully working together to deliver relevant development projects. working together to deliver

relevant development projects.

3.3.2 Key Personnel

Identify and describe key personnel proposed to lead or significantly contribute to the project, including roles such as planning, infrastructure, design, development, and community engagement. For each individual the SOQ should clearly indicate their role and relevant experience, especially with projects involving transit-oriented development. At a minimum, proposals should include:

- A summary of the availability of each of the principal members of each firm and their availability to commit to the Project.
- Resume for all key personnel, including a clearly identified project manager, who will serve as MDOT's day-to-day point of contact.
- For teams with multiple firms, include a description of how the Project will be managed and which firm AND individual will serve as MDOT's primary point of contact.

3.3.3 Relevant Project Experience

- Provide up to three (3) examples each of development AND design projects (up to six (6) total examples) completed by the Development Team within the last five years that demonstrate relevant transit-oriented development, joint development, or mixed-use development experience.
 - Provide any projects that were executed with a public partner and required the Respondent to conduct due diligence, plan, finance, design, construct, operate, and maintain mixed-use development properties through alternative financing structures.
 - Transit-oriented developments or joint development project will be highly regarded.
 - For each example, include date and location of work; client; development size by use, and total development cost.
 - Projects in Baltimore City and those that demonstrate the Respondent's success in receiving approvals and other zoning and regulatory entitlements will be highly regarded.
- Provide three (3) business references familiar with the submitting firms and their work on projects described in this section of your submission, including one financial institution. For each reference include: a contact name, company, phone, email, and the types of services provided.

3.4 Financial Capacity

3.4.1 Access to Capital

The Respondent should demonstrate that it has access and the ability to commit sufficient working capital (whether through balance sheet, cash flow reserves or letters of support from financial institutions) to fund pre-development and reserves to address unanticipated challenges associated with this Joint Development Opportunity.

3.4.2 Experience Financing Projects of a Similar Size

Describe the capital stack for each project example above that was developed by the Development Team. List

additional projects demonstrating the Development Team's experience financing projects of a size similar to that proposed at the Site.

3.4.3 Financial Risks

MDOT will evaluate the financial risks posed by each Respondent that may impact the Respondent's ability to successfully execute the Project in a timely manner. Statements of Qualification should include the following information related to financial risks for **each firm comprising the Respondent**:

- **Bankruptcy Information:** Provide a statement indicating whether the contracting and financially responsible entities, any controlling entities, any principal personnel or key development team members, or other proposed equity investors have declared bankruptcy during the past five (5) years and briefly describe the bankruptcies.
- **Pending Litigation:** Provide a statement indicating whether the contracting and financially responsible entities, any controlling entities, any principal personnel or key development team members, or other proposed equity investors are involved in any business-related litigation, liens, or legal claims, and briefly describe such matters.
- **Judgments:** Provide a statement indicating whether the contracting and financially responsible entities, any controlling entities, any principal personnel or key development team members, or other proposed equity investors have had a business-related judgment against it/them during the past five (5) years, and briefly describe each instance.

3.4.4 Financial Stability and Liquidity

Respondents should provide information that will enable MDOT to evaluate the Respondent's financial capability to execute the Project, including: audited financial statements prepared in accordance with GAAP for the years 2022-2025, if applicable, or corporate or individual financial statements certified by an officer of the company. If the entities are publicly owned, provide a copy of the most recent 10K report.

3.5 Compliance Requirements

3.5.1 Irrevocable Letter of Credit

As part of the RFP and award, the selected Developer will be required to provide one (1) irrevocable Letter of Credit that will be held by MDOT until the terms under the Master Development Agreement have been satisfied. If any Developer is unable to provide this Letter of Credit, upon the execution of the ENP, then the award may be nullified by MDOT at its sole discretion, and the Respondent shall not move forward in the development process. If this happens, MDOT shall be free to select an alternative Developer for the Project.

3.5.2 Inclusion of MBEs and VSBEs

Minority Business Enterprise

MDOT is committed to promoting increased opportunities for small, minority, and women-owned businesses. Consistent with that commitment, MDOT desires that businesses owned by socially and economically

disadvantaged individuals, including certified minority business enterprises (“MBEs”), as defined in §14-301 of the State Finance and Procurement Article, have the maximum practicable opportunity to participate in the Rogers Avenue Metro Joint Development project. MDOT encourages the use of firms owned by socially and economically disadvantaged individuals, including MBEs, for contracting and subcontracting opportunities. MDOT encourages contractors to promote and undertake efforts to reach out to firms owned by socially and economically disadvantaged individuals, including MBEs, to maximize their participation in the project. A directory of certified MBEs is maintained by the Maryland Department of Transportation Office of Minority Business Enterprise. The directory is available online at <https://marylandmbe.mdbecert.com/>. Select the “Directory of Certified Firms” tab.

Veteran Small Business Enterprise

Offerors are encouraged to work with subcontractors that are certified veteran-owned small business enterprises (“VSBEs”), as defined in Code of Maryland Regulations 21.11.14. MDOT encourages contractors to promote and undertake efforts to reach out to VSBEs to maximize their participation in the Rogers Avenue Metro Station Joint Development project. VSBEs are verified by the Center for Verification and Evaluation (“CVE”) of the United States Department of Veterans Affairs as a veteran-owned small business. Certification of a VSBE firm can be verified by doing a vendor search through [eMaryland Marketplace \(eMMA\)](#). Certification means that the verified veteran-owned firm has successfully qualified for participation in the VSBE Program by completing the online application in eMMA.

3.6 Submission Requirements

Each Proposal is required to follow the formatting requirements below and be submitted as an electronic copy to the address listed below. Failure to respond with the requisite information may result in a Respondent being deemed non-responsive.

- **Page Limit:** While MDOT does not impose a specific page limit for responses to this RFP, we strongly encourage respondents to be concise. Lengthy submissions exceeding **25 pages** are strongly discouraged, not including cover pages, title pages, table of contents, requested forms/attachments, and financial information. In line with MDOT’s focus on efficiency and speed of delivery, we value clear, direct responses that demonstrate the ability to execute the project efficiently. We hope that this emphasis on efficiency will be reflected in your submission, with a focus on delivering the necessary information without unnecessary detail or redundancy.
- **Page Layout:** All pages other than graphics and financial data should be 8½” x 11”, 1” margins, font size 11-point (Calibri preferred), page numbering required, and in the order as outlined in this RFP.
- **Format:** Searchable Adobe Portable Document Format (PDF) format, unless otherwise noted.
- **Graphics:** Site plans, designs, and renderings should be in PDF format and may be formatted to be 11” x 17”.

To formally submit a proposal in response to this RFQ, please complete the online form and attach your document(s) on the [Rogers Ave Metro Station project website](#). Proposals are due by May 29th, at 5:00 PM Eastern Time.

An aerial architectural rendering of a city street scene. The scene features several multi-story buildings with detailed window patterns and balconies. A street with a bus and cars is visible, along with a green-paved area and trees. The overall style is a detailed line drawing with soft shading and color washes.

4

EVALUATIONS

4. EVALUATIONS

4.1 RFQ - RFP Process and Schedule

The anticipated solicitation schedule for the Rogers Avenue Joint Development opportunity is outlined below. The milestones associated with the RFQ stage are provided for informational purposes to guide Respondents through the qualification process. The RFP milestones are preliminary and are provided for planning purposes only. Additional information regarding the RFP process, requirements, and final schedule will be provided to the shortlisted Respondents as part of the RFP package.

Milestone	Date
RFQ Issuance	April 6, 2026
Pre-Submission Conference Site Visit	April 20, 2026 @11:00am
Respondent Q&A Deadline	April 24, 2026 @5:00pm
MDOT Q&A Responses	May 1, 2026
Deadline for RFQ Response	Friday, May 29, 2026 @5:00pm
Shortlist selection	June 19, 2026
RFP Issuance to shortlisted Teams	June 26, 2026
Deadline for RFP Response	September 30, 2026 @5:00pm
Selection and Award	November 2026

4.1.1 Pre-Submission Conference & Site Visit

A site visit will be held at the Rogers Ave Metro Station, on the date and time listed above. The visit will include a walkthrough of the site and an opportunity for interested Respondents to ask questions in advance of the Q&A period.

Interested Respondents must register for the site visit by completing the [Rogers Ave Metro Station Joint Development Site Registration Form](#).

4.1.2 Question & Answer (Q&A) Period

A Q&A Period will be open for respondents to submit any additional requests for clarification or to ask specific questions regarding the solicitation. All questions must be emailed to: RogersMetroRFP@mdot.maryland.gov. MDOT will respond to these inquiries and post the official responses in the shared folder, accessible to all respondents. The Q&A period will close on the date and time listed above, after which no further questions will be entertained.

4.2 Evaluation Committee

Statements of Qualifications will be reviewed by an evaluation committee consisting of MDOT staff, and may include representatives from partner State agencies or other stakeholders at MDOT's discretion. The evaluation committee

may consult with other stakeholders, including but not limited to the Federal Transit Administration, partner State agencies, and the local jurisdiction, as part of its review. The evaluation committee will evaluate all SOQs in accordance with the criteria outlined in this RFQ and will recommend a shortlist of qualified Respondents to advance to the Request for Proposals stage.

4.2 RFQ Shortlisting

Following completion of the evaluation process, MDOT will identify a shortlist of Respondents who will be invited to participate in the RFP stage of the joint development solicitation. MDOT reserves the right, at its sole discretion, to request additional information, conduct interviews, or seek clarification from Respondents prior to finalizing the shortlist.

The Chief of Transit-Oriented Development, or their designee, will make the final determination of the shortlisted Respondents. MDOT will notify all Respondents of the outcome of the RFQ evaluation process once the shortlisting determination has been finalized.

4.4 RFQ Evaluation Criteria

SOQs will first be reviewed to determine whether they meet the key preconditions, including administrative completeness and submission of all required financial materials. Responsive proposals will undergo a comprehensive, points-based evaluation based on the point allocation set forth below.

Evaluation Criteria	Points
Team Structure & Qualifications	40
Team structure and organization chart, including entities' experience working together	
Key professionals' qualifications	
Project Experience	30
Relevant project experience	
Mixed-use development financing and development experience	
Community engagement experience	
Experience in the Baltimore City and broader region	
Financial Capacity	30
Access to capital internally or through lender and investor relationships	
Experience financing projects of similar size	
Financial risks	
Financial stability and liquidity	

APPENDIX

TERMS AND CONDITIONS

A

AND

1.1 Authorization

By submitting this SOQ, the Respondent affirms that the individual submitting and delivering the SOQ has the legal authority to do so on behalf of the entity and all Development Team members.

1.2 Acceptance of Terms and Conditions

By submitting an SOQ, the Respondent shall be deemed to have accepted all the terms, conditions and requirements in this Solicitation. Any exceptions to this Solicitation shall be clearly identified in the applicable section of the SOQ. All exceptions will be taken into consideration when evaluating the Respondent's SOQ. The State reserves the right to accept or reject any exceptions.

1.3 Press and News Releases

No news release pertaining to this solicitation or the services, study and project to which it relates shall be made without prior written MDOT approval and then only in coordination with MDOT.

1.4 Incurred Expenses

The State will not be responsible for any costs or expenses incurred by any Respondent in connection with this Solicitation. This includes, but is not limited to, the preparation and submission of a Proposal, participation in meetings, demonstrations, or interviews, and any other activities undertaken in response to this Solicitation. Furthermore, if a Respondent is selected for advancement, whether for further development of the Master Development Plan, negotiation of commercial agreements, or preparation of related final documentation, the Respondent shall bear all associated costs and expenses. Under no circumstances shall the State be liable for or reimburse any such expenses, regardless of the outcome of the solicitation or negotiations.

1.5 Continuing Offers

Unless an SOQ is withdrawn in accordance with the terms of this solicitation, each SOQ received will be deemed to be a continuing offer valid for two hundred ten (210) days or until the SOQ is accepted or rejected by MDOT, whichever first occurs.

1.6 Financial Capacity Certification

All submitted information (e.g., references, financials, experience, insurance, bonds) must pertain solely to the Respondent, unless the parent entity provides a signed guarantee of the subsidiary's performance. Such a guarantee must be included in the Proposal and signed by an authorized representative of the parent entity.

A parent entity guarantee does not automatically qualify the Respondent for the parent's experience or credentials. The State will assess the relevance and applicability of the parent's experience, the extent of its involvement in contract performance, and the overall value of its participation.

1.7 Due Diligence Disclaimer Statement

The property is being offered for development on an "as is" basis. The Developer is entirely responsible for conducting a thorough due diligence process regarding the development of the Site. This includes but is not limited to, environmental studies, utility investigations, securing environmental approvals, and obtaining survey and site plan approvals. MDOT

disclaims any responsibility or liability for the completeness or accuracy of any information it provides. Furthermore, MDOT does not guarantee or warrant the condition of the development Site, its suitability for the proposed uses, or the likelihood of obtaining development approvals or permits for those uses. The Developer is solely responsible for obtaining all necessary approvals and permits and for addressing any objections to the proposed uses, regardless of their source. MDOT does not guarantee or commit to providing assistance or support to the Developer in obtaining these approvals or permits, or in resolving any objections from community organizations, activists, elected officials, or those responsible for issuing such approvals and permits. MDOT's Project Manager will collaborate with the Developer to provide the necessary information for obtaining permits. However, other parties retain the right to evaluate, approve, or reject any applications submitted.

1.8 MDOT's Reserved Rights

MDOT reserves the right, without limitation, in its sole and absolute discretion to the following:

- Accept or reject any and all proposals at any time.
- Suspend, discontinue and/or terminate agreement negotiations with the Proposer at any time prior to the actual authorized execution of such agreement by all parties. Until the Master Developer Agreement is negotiated, BPW approved, and executed, the Developer has no vested rights.
- Waive any minor informality or irregularity in Proposals received.
- Reissue the solicitation to any and all potential Respondents.
- Negotiate with a Respondent without being bound by any provision in its Proposal prior to selection.
- Request clarification or obtain additional information about any Proposals or solicitation submissions throughout the evaluation process and submit multiple requests to any Respondent, including follow up requests based on the Respondent's response.
- Issue amendments, supplements, addenda to, and/or cancel any solicitation.
- Request revisions to Proposals based on requests for clarification, to obtain additional information, or as a result of an amendment, supplement, or addenda to the solicitation.
- Issue a conditional selection to a Respondent. The selected Respondent's acceptance of such conditions, either explicitly or by engaging with MDOT to negotiate for the development of the Site, shall be deemed to amend Respondent's Proposal, including the non-binding term sheet, to include such conditions.

1.9 Indemnification

The Respondent will be required to indemnify MDOT against all claims, liabilities, and costs of whatsoever kind and nature, including environmental claims, which may be imposed upon, incurred by, or asserted against MDOT in connection with the selected Developer's performance under the Master Developer Agreement or related agreements. Contractors, subcontractors, and space tenants or subtenants (where applicable) will be required to provide similar indemnification through future agreements executed as part of the Project.

1.10 Insurance Requirements

The selected Developer will be required to procure and maintain insurance coverage in amounts determined solely by MDOT, which may include but is not limited to General Liability, All Risk Property, Builder's Risk, Worker's Compensation, Automobile Liability, Contractors' Pollution Legal Liability, Railroad Protective Liability, Rental Value Insurance, Professional Errors and Omissions Liability, and Boiler and Machinery (during operations only). Contractors and subcontractors will be required to procure and maintain similar insurance coverage as determined appropriate

by MDOT and as set forth in future agreements, including the Exclusive Negotiating Privilege and Master Developer Agreement.

1.11 Applicable Laws

1.12.1 Choice of Law

This RFQ shall be governed by the laws of the State of Maryland.

1.12.2 Federal, State, and Local Jurisdiction

Respondents are responsible for being fully informed of and comply with the requirements of applicable federal, State, and local laws, permits, and regulatory requirements, including the National Environmental Policy Act (“NEPA”) and Federal Transit Administration (“FTA”) Joint Development requirements, as applicable.

1.12.3 Americans with Disabilities Act (ADA)

All Projects shall be constructed in compliance with Titles II and III of the Americans with Disabilities Act, 42 USCA Section 12101, et seq., as amended, and any regulations promulgated thereunder (ADA). Responses shall include a plan indicating how access from the Project to the Station will be provided for persons with disabilities. Additionally, if a Project or any subsequent addition, modification or alteration triggers accessibility-related improvements to the Station, the selected Developer shall be responsible for the costs of such improvements. The only exceptions are when the accessibility-related improvements predate the date of completion of the Project and are required to be made regardless of the Project or constitute accessibility-related improvements that MDOT is implementing at stations in general as part of its system-wide improvements or alterations.

1.12.4 Davis-Bacon Act/Fair Labor Standards Act

The construction of any MDOT replacement facility or MDOT Improvement must comply with the Davis-Bacon Act, 40 USC Section 276a, et seq., and overtime compensation must be paid in compliance with the Fair Labor Standards Act, 29 USCA Section 201, et seq. (1978), as amended. The Davis-Bacon Act applies to any improvements federally funded or assisted.

1.12.5 Nondiscrimination Policy

As a condition of entering into any agreement, the Developer represents and warrants that it will comply with the State’s Commercial Nondiscrimination Policy. As part of such compliance, the company may not discriminate on the basis of race, color, religion, ancestry or national origin, sex, age, marital status, sexual orientation, or on the basis of disability or other unlawful forms of discrimination in the solicitation, selection, hiring, or commercial treatment of subcontractors, vendors, suppliers, or commercial customers, nor shall the company retaliate against any person for reporting instances of such discrimination.

1.12.6 Public Information

The Maryland Public Information Act (PIA), Title 4 of the General Provisions Article of the Annotated Code of Maryland, applies to documents submitted in response to this RFQ. If a Respondent submits information in its SOQ that it believes contains confidential commercial information, confidential financial information, or trade secrets

and should not be subject to disclosure under the PIA, the Respondent must clearly mark such information on each page as “Confidential” and provide a cover sheet identifying each section and page and provide justification why MDOT should not disclose such materials under the PIA. Respondents are advised that, upon request for this information from a third party, MDOT will make an independent determination whether the information may be disclosed under the PIA and Applicable Law.

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**ROGERS AVENUE
TOD SITE STRATEGY**

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ROGERS AVENUE

TRANSIT-ORIENTED DEVELOPMENT SITE STRATEGY

MARCH 2026

CONTENTS

1. Introduction

Existing Station Layout.....	5
Joint Development Opportunity.....	6
Potential Station layout.....	7
Planning Process.....	8

2. Opportunities and Constraints

Site Context	10
Regional Accessibility.....	11
Future Growth	12
Station Utilization.....	13
Existing Circulation Recommendations	14
Development Readiness.....	22
Market Readiness.....	25
Development Pipeline	26

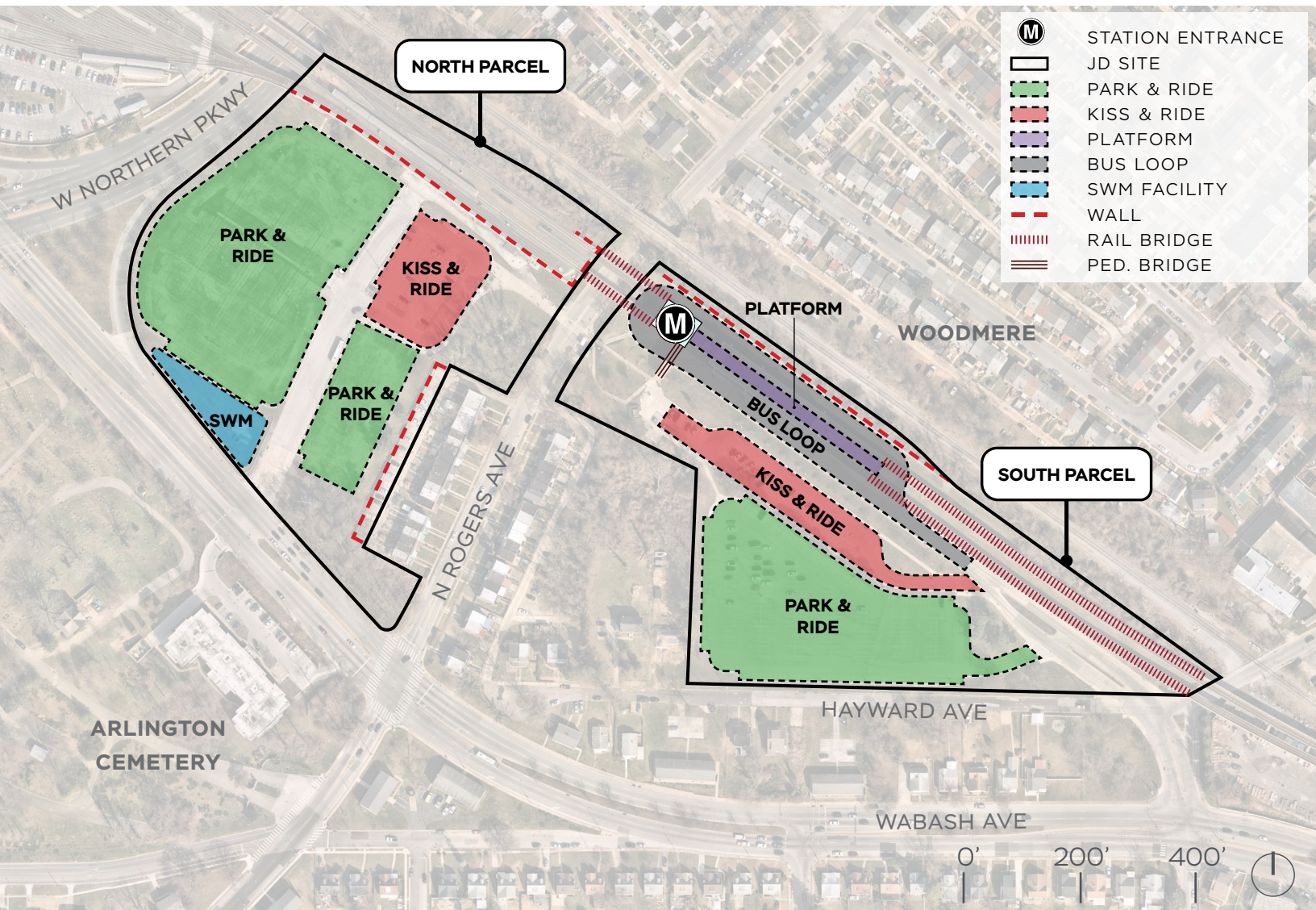
3. Joint Development Concepts

Guiding Principles	28
Overall Development Parcels.....	29
Development Approaches.....	30
Proposed Concept – Test Fit A.....	32
Improved Circulation	33
3D Massings	34
Implementation Framework.....	36

01

Introduction

EXISTING STATION LAYOUT



MDOT seeks, through this report, to provide prospective development partners, jurisdictional partners, and community members an overview of the Joint Development site at the Rogers Avenue station and the opportunity for supporting new investment and housing there. Joint Development refers to a public-private partnership model where both parties collaborate to develop transit-owned land to support public transportation goals while enabling private investment.

The Rogers Avenue station is located in Northwest Baltimore City, Maryland, situated between Reisterstown Plaza and West Cold Spring stations on

the Metro line. Downtown Baltimore is approximately a 15-minute ride from the station.

This elevated (aerial) station features a central platform with bus transit connections provided beneath the structure. Kiss & Ride lots are located directly south of the station and across N. Rogers Ave. The station is accessible via a pedestrian bridge that connects a small plaza to the Mezzanine.

Park & Ride facilities are available both adjacent to the Kiss & Ride to the south and across N. Rogers Ave. to the west. The south parcel is accessible via Wabash Ave. and Hayward Ave., and the north parcel is accessible via Wabash Ave.

JOINT DEVELOPMENT OPPORTUNITY

Station Area Description

Rogers Avenue station lies in an inner suburban community of northwest Baltimore, abutting the West Arlington and Grove Park communities to the south and the Woodmere community to the north and east. The station is included within the Hilltop 4100 Neighborhood Association boundaries as well as the Park Heights Community at large. The area around the station is primarily residential, though there is commercial activity at the NorthWest Plaza shopping center to the east of the station and along Reisterstown Road to the north. Additionally, Pimlico Race Course is about one mile northeast of the station.

Redevelopment Potential

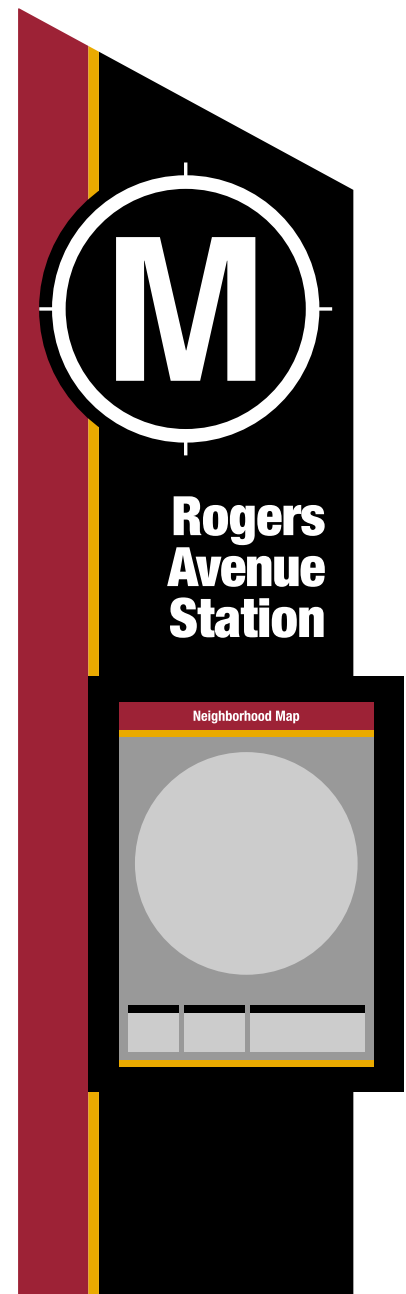
MDOT owns approximately 17.5 acres at the station, which is bisected by N. Rogers Ave. to form two distinct parcels. The southernmost parcel (South Parcel) features the station plaza and tracks, a bus loop, and surface parking. The northernmost parcel (North Parcel) is almost entirely composed of surface parking. Redevelopment of the site could support the creation of more than 700,000 gross square feet (GSF) of multifamily residential while meeting all expected transportation infrastructure needs with a Park & Ride garage and maintaining bus capacity with the exiting bus loop. A conceptual site plan could include four buildings.

Ridership Benefits

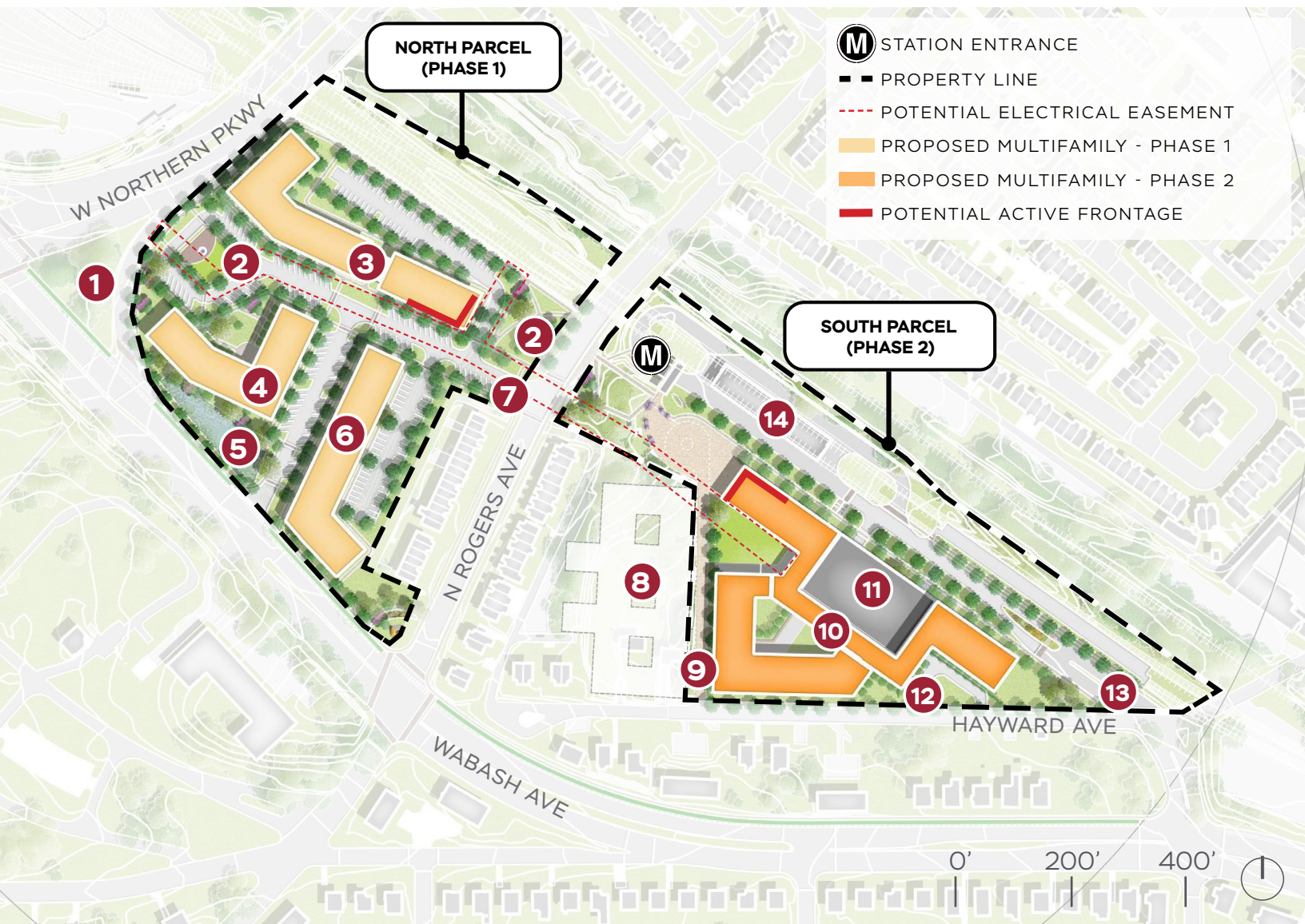
Redevelopment of the Rogers Avenue station site could generate 737 dwelling units and 70 trips per day, totaling \$84,000 of additional fare revenue annually. The creation of walkable development and activation of the station vicinity would improve safety conditions and enhance the customer experience for passengers arriving/ departing by bus, bike, or walking.

Community Benefits

Enhancing the plaza in front of the entrance of the Rogers Avenue station would provide an attractive gathering and civic space for the communities surrounding the tracks. Redevelopment of the site would also increase investment in the area, delivering much needed housing in alignment with local community plans and goals.



POTENTIAL STATION LAYOUT



The potential station layout is meant to demonstrate an approach to the site that MDOT provisionally believes meet all transportation infrastructure needs and is aligned with the guiding principles established for the site. The final design that will be delivered by a private development partner may differ.

- | | |
|---|---|
| 1 Existing slip lane | 8 Proposed development by others |
| 2 Public Park | 9 Emergency access to station |
| 3 Building A - 175 Dwelling Units | 10 Building D - 291 Dwelling Units |
| 4 Building B - 128 Dwelling Units | 11 Shared garage |
| 5 Enhanced Stormwater Pond | 12 Residential Garage Entry |
| 6 Building C - 143 Dwelling Units | 13 Transit Facility Entrance |
| 7 New vehicular connection to Rogers Ave | 14 Existing Bus Loop to remain |

PLANNING PROCESS

Purpose

Maryland Department of Transportation (MDOT) recognizes that for a transit oriented development (TOD) project to be successful, it must fully leverage the presence of transit by integrating meaningful density and better activating station environments. The aim of this study is to support and implement the MDOT Joint Development Policy which is comprised of nine goals:

1. Increase transit ridership and reduce single occupancy Vehicle Miles Travelled (VMT)
2. Increase housing supply and jobs
3. Maximize the return on the State's transportation infrastructure investments
4. Improve transit facilities
5. Enhance station access and connectivity
6. Support long-term economic development and revenue goals
7. Support local development goals and community needs
8. Seek to minimize risks
9. Be a trusted business partner

Inputs

Transit-Oriented Development Site Strategy studies are prepared by consolidating data about transit facility capacity, utilization, current operational performance, and future demands. Quantitative and qualitative data come from a variety of sources, such as MDOT and MTA's rail, bus, and parking data dashboards, jurisdictional service providers, and field observations. Jurisdictional transport and land use studies, plans, and zoning ordinances are also reviewed to identify other strategic planning objectives and determine the development potential of each site. Real estate data are sourced from third-party sources, like CoStar, and through consults with real estate developers to understand market conditions, readiness, and obstacles.

How to Use this Document

COMMUNITIES

Explore what a future vision for MDOT's property could be and how redevelopment can support local goals and objectives, such as:

- Improving station access and safety
- Increasing walkability and bikability
- Connecting divided neighborhoods
- Achieving housing production and economic development goals

JURISDICTIONS

Understand the financial benefits and challenges of redeveloping MDOT properties and identify needs for coordination or further study, such as:

- Intersection modifications
- Curbside management
- Traffic calming measures
- Pedestrian and bike connectivity
- Land use and entitlements
- Capital investment

DEVELOPERS

Gather critical information to evaluate the attractiveness of a private real estate investment, inclusive of:

- Site development readiness and potential
- Real estate market demand
- Functional Station Requirements and Costs

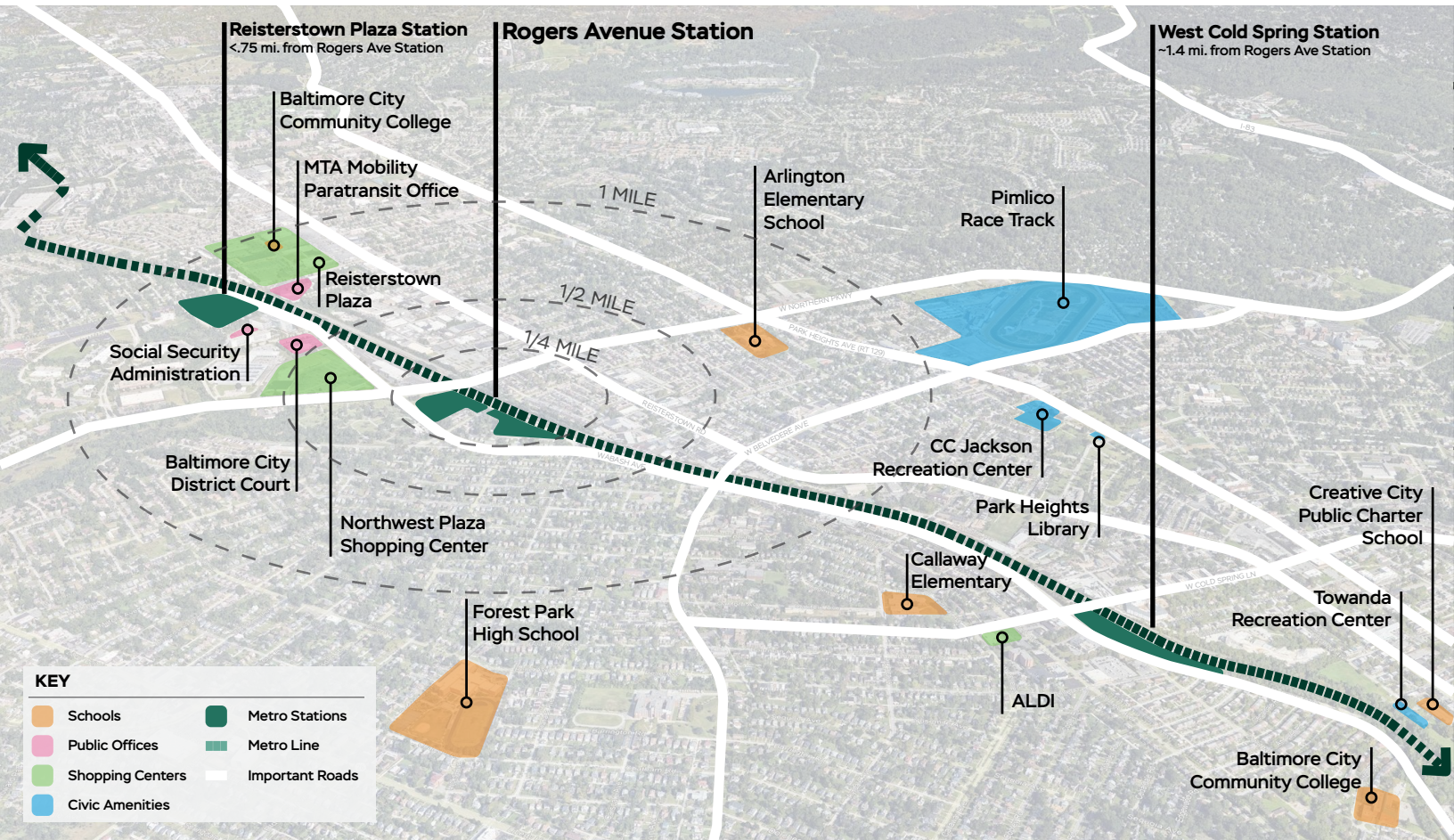
Next Steps

Each site includes a road map for the redevelopment of the site. These include further actions for MDOT, MTA, and jurisdictional undertakings to improve the viability and marketability of a Joint Development opportunity or to validate the design requirements for transit facilities replacement and improvement. Upon completion, the studies are circulated with jurisdictional partners and the development community to gather feedback, refine, and coordinate identified actions.

02

Opportunities and Constraints

SITE CONTEXT



The Rogers Avenue station area (defined as a one-mile radius from the station) sits along the Wabash Avenue corridor and is primarily composed of residential uses with some commercial activity. There is currently one planned residential development within the station area, MDOT's joint development project at the Reisterstown Plaza station. That project, together with the Rogers Avenue site,

can begin supporting connected transit-oriented development and nodes of activity across stations. Just beyond the station area, \$400 million in state bond funding has been committed to redevelop the Pimlico Race Course, suggesting potential opportunity to leverage this activity to generate new investment at the Rogers Avenue site.



Reisterstown Plaza Joint Development

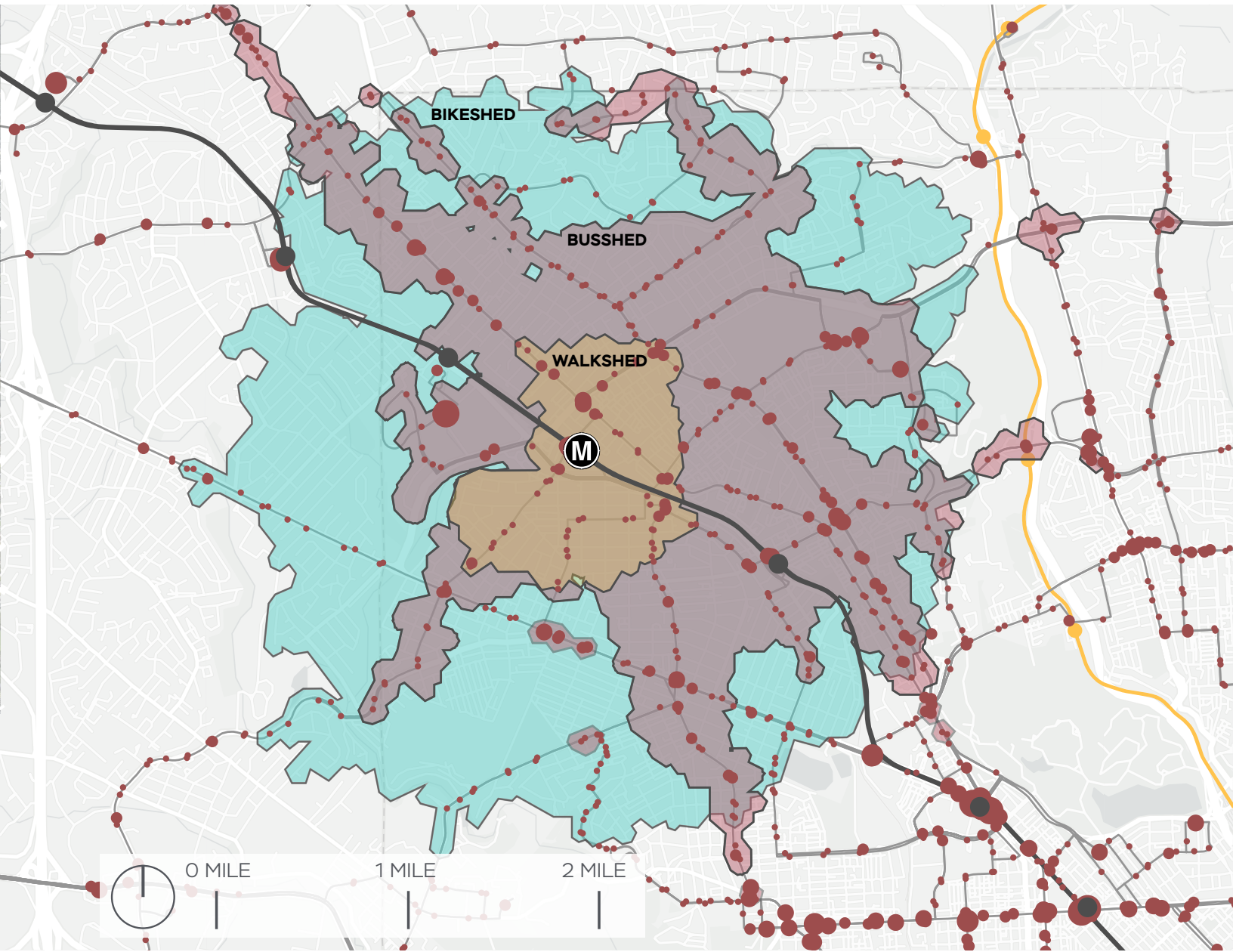


Pimlico Race Track



Wabash Avenue Corridor MDOT Planning Grant

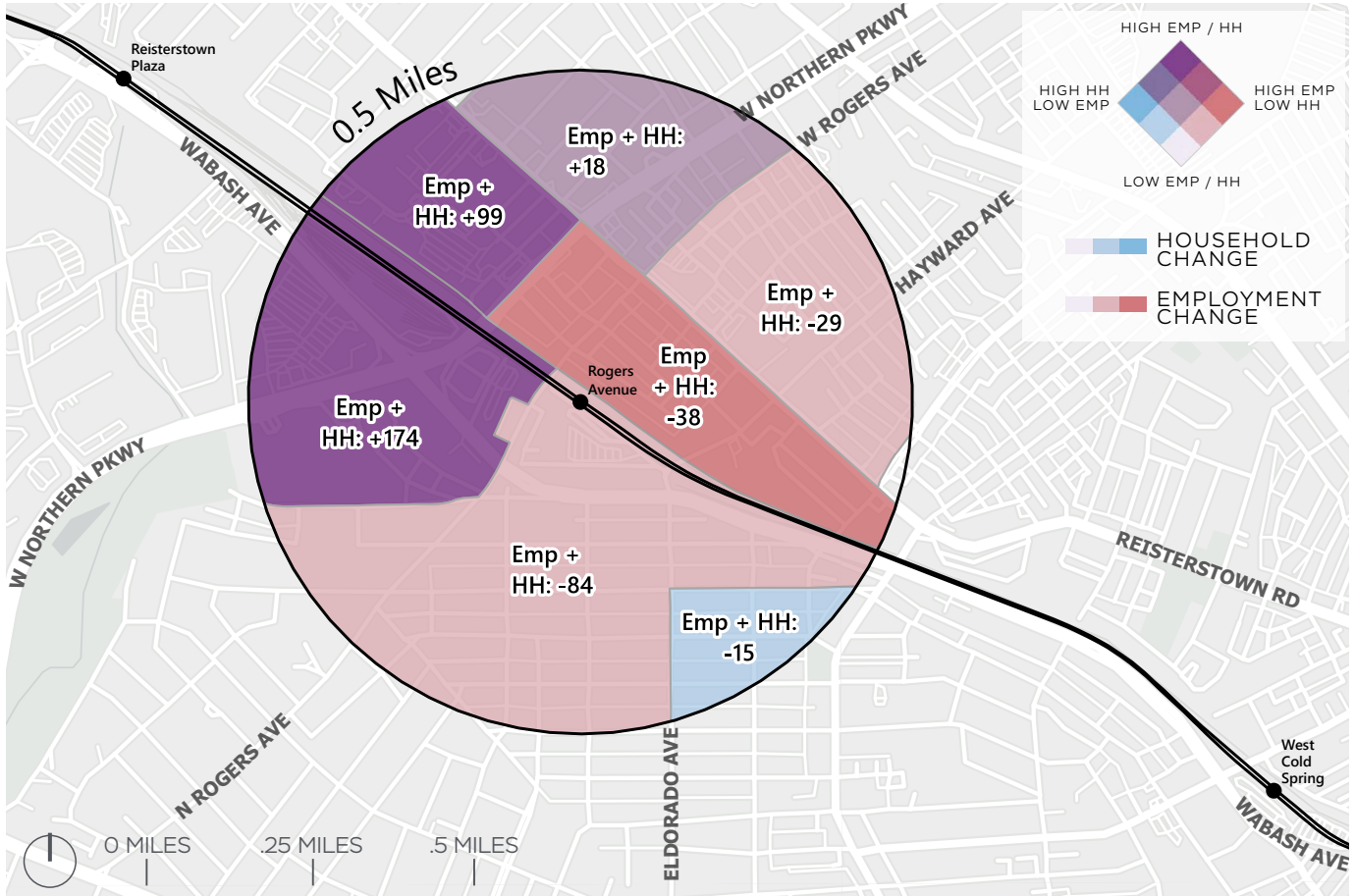
REGIONAL ACCESSIBILITY



Rogers Avenue station functions as a vital transit hub, supporting both high-volume local bus transfers and key connections between bus and rail services. The surrounding walkshed offers generally strong pedestrian access to and from the station, though connectivity is limited to the northwest. Bicycle access is good and is expected to improve further with the planned Wabash Ave. Multimodal Improvements Study.

-  ROGERS AVE STATION
-  METRO STATION
-  RAIL LINE
-  BUS ROUTE
-  DAILY BUS BOARDINGS
-  WALKSHED
-  BUSSHED
-  BIKESHED

FUTURE GROWTH



Sources of Growth

The half-mile area around the Rogers Avenue station is forecast to see modest growth of approximately 2.3 percent through 2025. That growth is driven by a substantial increase in employment in the northwest portion of the station area, with 11.3 percent job growth sufficient to more than offset projected losses in households over that same period. The number of households in the station area is forecast to decline by 252, or 12 percent, by 2050.

Looking beyond the immediate station vicinity, the 2-mile area surrounding the station is projected to see declines in both households and employment, with a few pockets of substantial growth, including the Reisterstown Plaza TOD project.

Jobs



Households



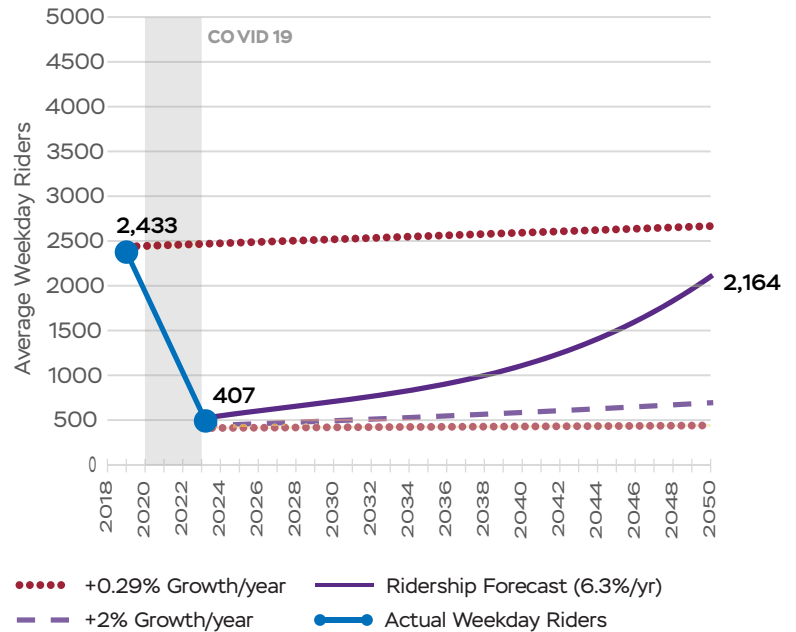
STATION UTILIZATION

Ridership Trends

The Rogers Avenue station had 407 average weekday boardings in 2023, down significantly from 2,433 average weekday boardings prior to the COVID-19 pandemic. Based on an average of three ridership growth scenarios, ridership at the station is forecast to recover to near pre-pandemic levels by 2050.

This projection of approximately 6.3 percent annual growth likely will feature heavier near-term gains as the Metro system continues to rebound from its pandemic-era low point in ridership, with more gradual year-over-year ridership growth towards 2050.

Bus ridership continues to be significant at the station, providing opportunities for bus-to-rail and bus-to-bus transfers. Bus ridership, however, is not included in the station ridership projection.



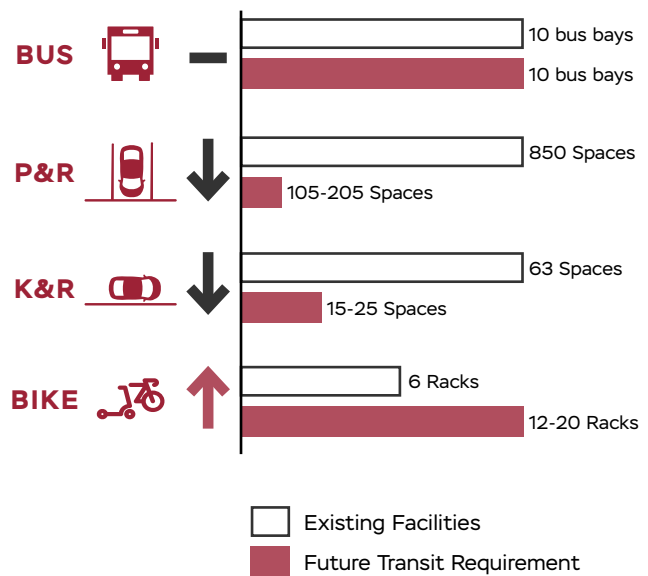
Future Transit Requirements

With nearly 90 percent of customers accessing the station on foot, pedestrian access will remain far and away the predominant mode of access to the station. As such, adequate and comfortable pedestrian facilities are essential to customer satisfaction.

The existing bus loop consists of 10 bus bays which meets the future demand, so no changes to the bus loop need to be made.

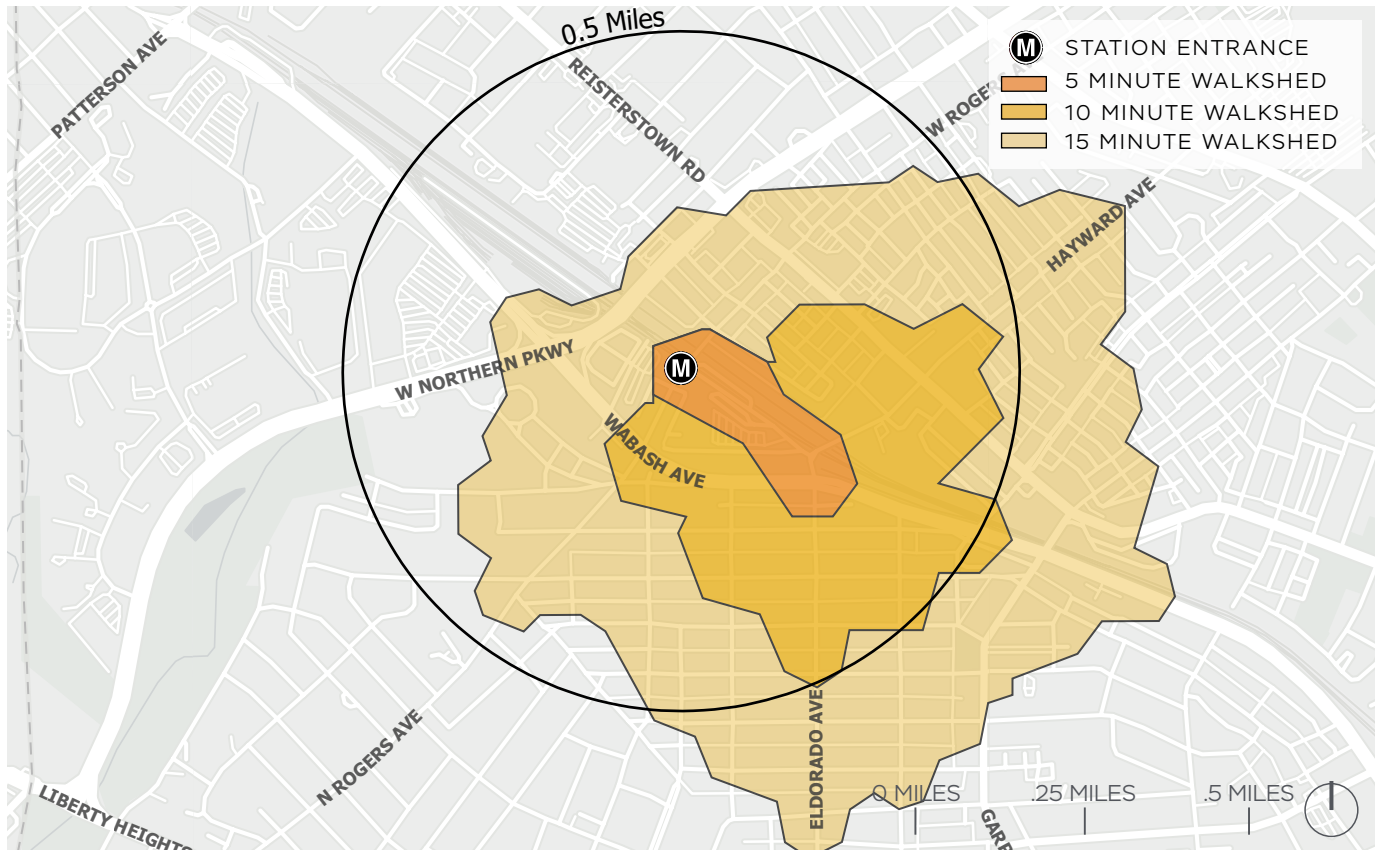
For Park & Ride, and Kiss & Ride—there is more than enough capacity to meet future demand. Park & Ride, in particular, is substantially overbuilt. If joint development proceeds at Rogers Avenue station, it is recommended to reduce Park & Ride capacity from 800 spaces to between 105 to 205 spaces to better align with projected utilization and to maximize the site’s development potential. Kiss & Ride also could be reconfigured and right-sized, with a recommended reduction from 63 to 20 spaces.

Bike and scooter capacity needs will increase and require 12-20 racks to meet future needs.



EXISTING CIRCULATION AND RECOMMENDATIONS

WALKSHED



Walkshed Overview

The greatest connectivity in the existing 5-minute walkshed is provided by Rogers Avenue, where it crosses between the North and South Parcels.

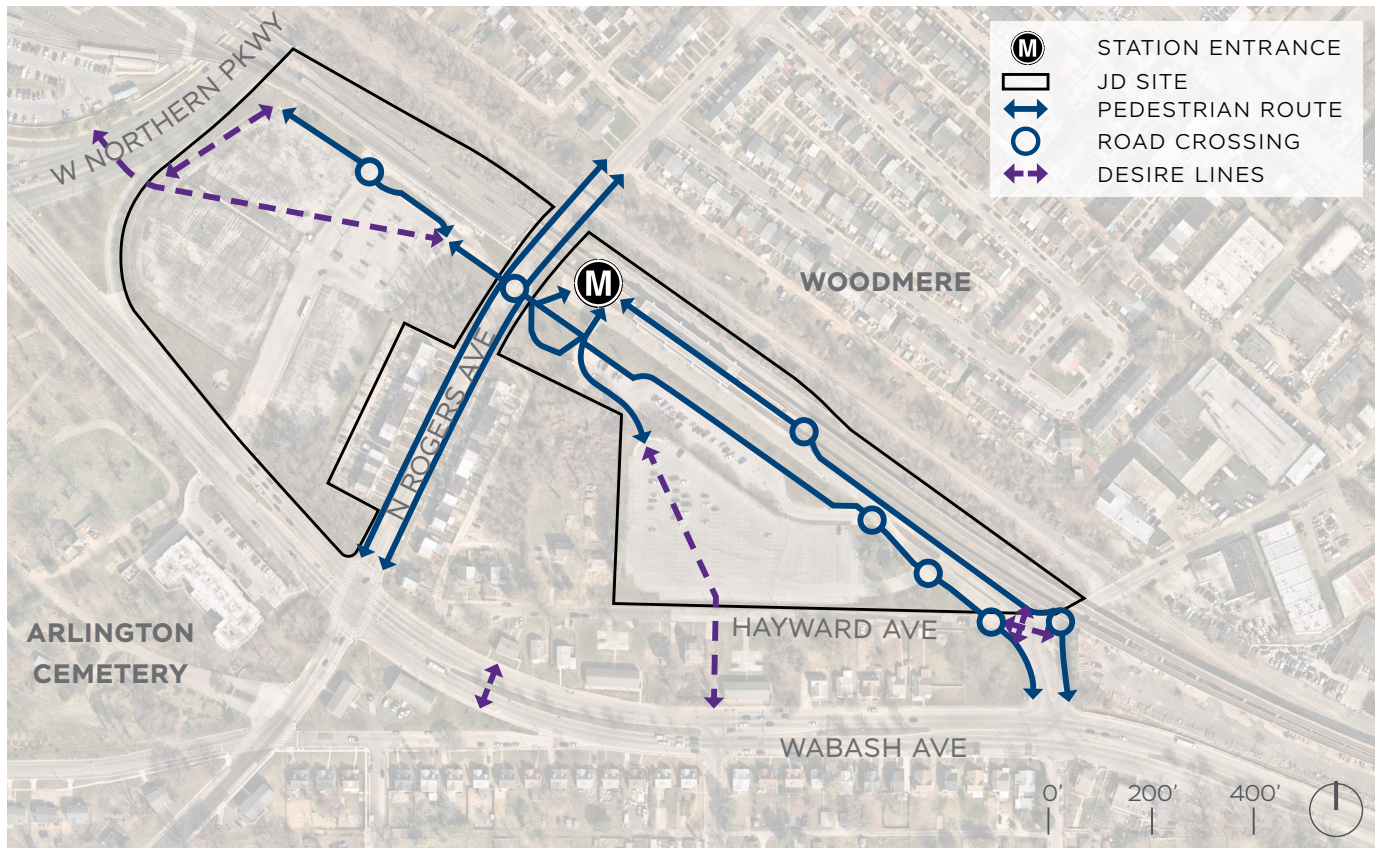
The portion of the 10-minute walkshed along Wabash Avenue has a sidewalk close to the roadway, up to three travel lanes for vehicles in each direction, and a lack of marked crosswalks, making it an uninviting environment for pedestrians.

By contrast, south of Wabash Ave. the residential grid of West Arlington is crisscrossed by sidewalks with some crosswalks and speed humps, offering a more comfortable pedestrian experience.

Constraints:

- Fenced-off or non-walkable areas such as Arlington Cemetery to the west and the MTA Metro Rail Division facility to the north and light-industrial uses to the southeast
- Limited crosswalks at the intersection of Wabash Ave and W Northern Parkway, leading to the only walkable commercial area
- Lack of formal pedestrian routes across the North Parcel/CDL training area to the parkway, and from Hillsdale Road at Wabash up to and across the South Parcel to the station entrance
- At-grade freight rail crossing across Hayward Ave.

PEDESTRIAN CIRCULATION AND DESIRE LINES



Key Takeaways:

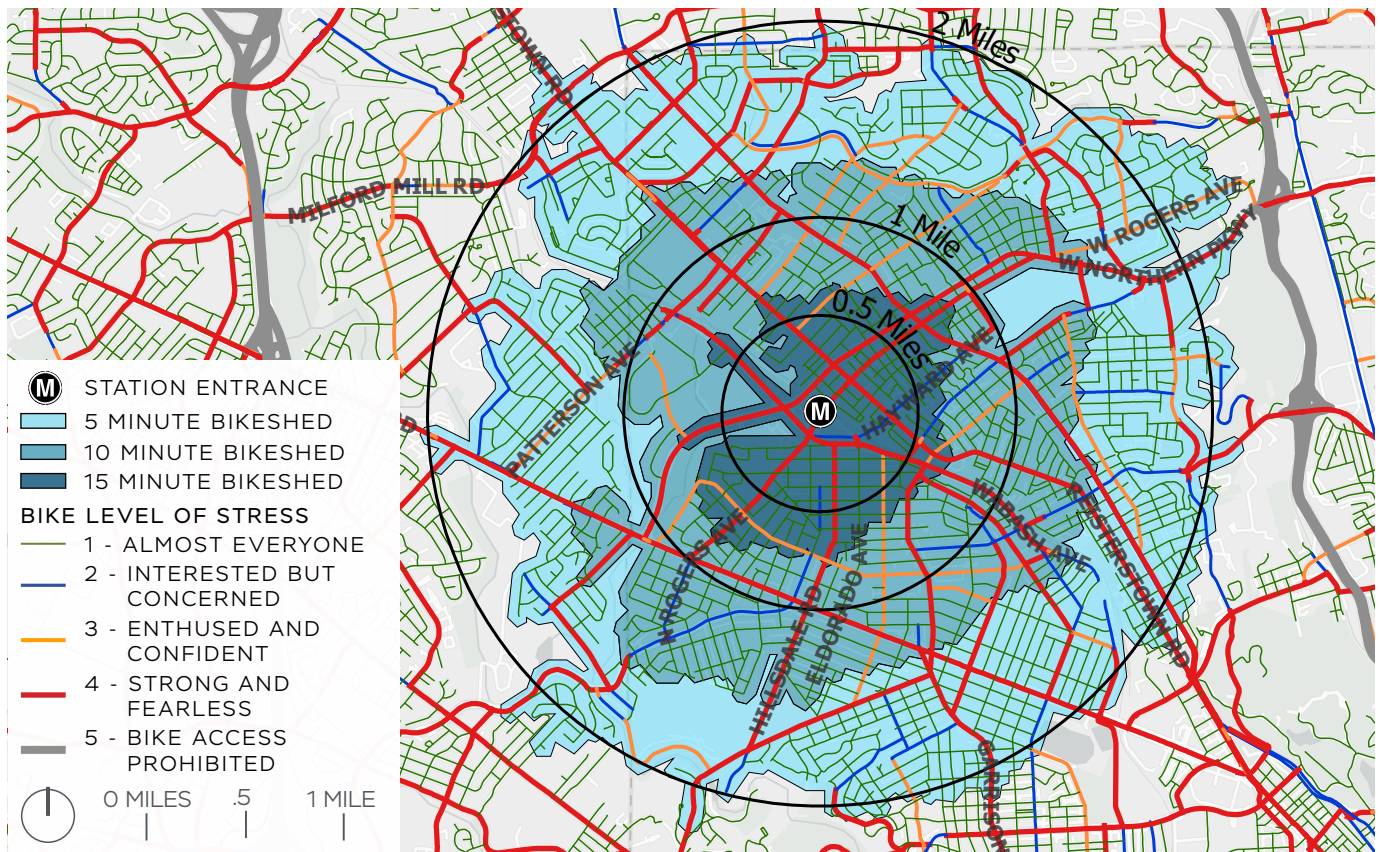
- Pedestrian access to the station from the west, south, and east is poor and requires pedestrians to cross W Northern Parkway or Wabash Ave., both are busy 6-lane divided roadways.
- Access from the north is via the underpass of the rail tracks on N Rogers Ave.; however, the sidewalks narrow under the CSXT tracks.

Recommendations:

- Future development should provide a continuous network of sidewalks and safe crossings, specifically between the W Northern Parkway and Wabash Ave. intersection to the station.
- Concepts should consider how a potential future mid-block pedestrian connection from Wabash Avenue would be accommodated.
- Bike circulation should integrate with the proposed Wabash Avenue Multimodal Improvements Study.

EXISTING CIRCULATION AND RECOMMENDATIONS

BIKESHED



Bikeshed Overview

The Rogers Avenue site has a Bike Score rating of 40/100, defined as somewhat bikeable with “minimal bike infrastructure.”

N Rogers Ave. does have marked sharrows but no separated facility for bicyclists, as preferred by the Baltimore Complete Streets Manual.

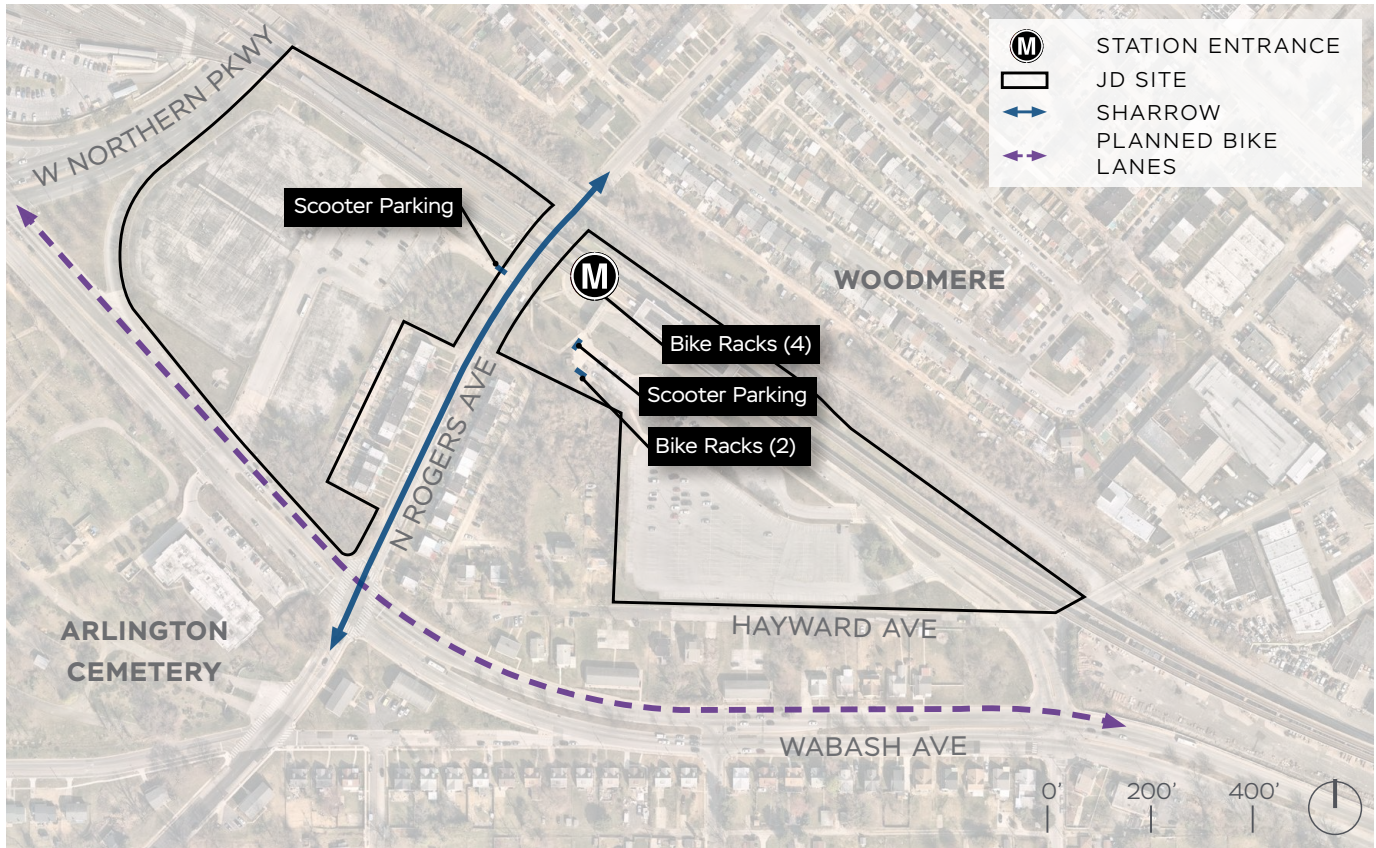
The planned Wabash Avenue Multimodal project will add a separated two-way shared use path south of the station, connecting Reisterstown Plaza station and West Cold Spring station.

This map above shows that many bikers would not feel safe or comfortable biking around the station due to the existing roadway conditions.

Constraints:

- Surrounding roadway configurations do not easily accommodate new bike infrastructure
- Level of stress for bikers within 5 minutes of the station is high

BIKE INFRASTRUCTURE



Key Takeaways:

- A lack of bike infrastructure around the site is not conducive to attracting and growing bicycling as a mode of access; however, separated bike lanes are planned for Wabash Ave.
- MTA and/or the developer will need to coordinate with the Baltimore Department of Transportation to ensure that the Wabash Ave. bike lanes connect to the site safely and intuitively.
- Protected lanes or road-separated trails such as the one planned for Wabash Ave. would be needed to encourage bike use to and from Rogers Avenue station.

Recommendations:

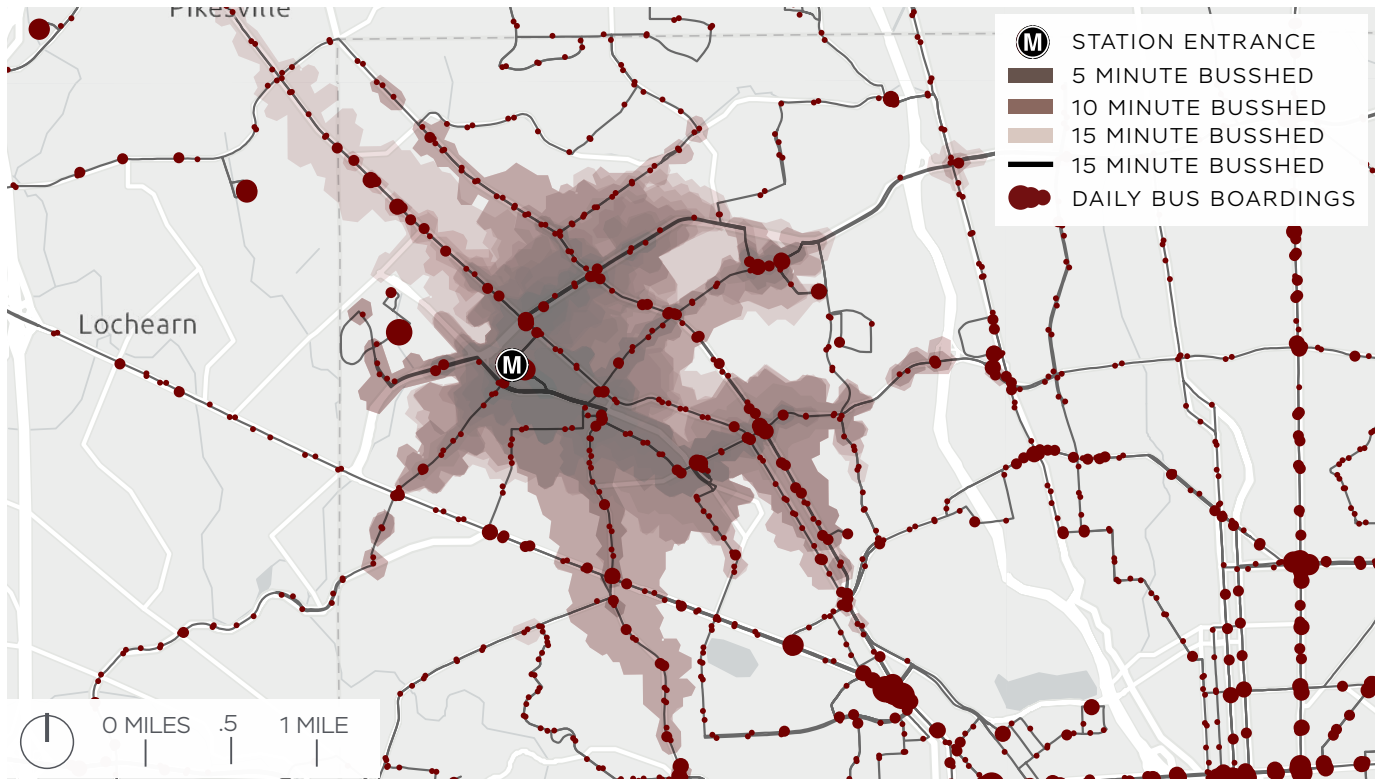
- Future development should be designed to accommodate bike infrastructure to connect to the existing and future bike network.
- Pedestrian and cyclist circulation should coordinate with the Wabash Ave. Improvements and inform future connections and accommodations at adjacent intersections, and along W Northern Parkway, Kennison Avenue and Hayward Ave.

Existing
6 racks

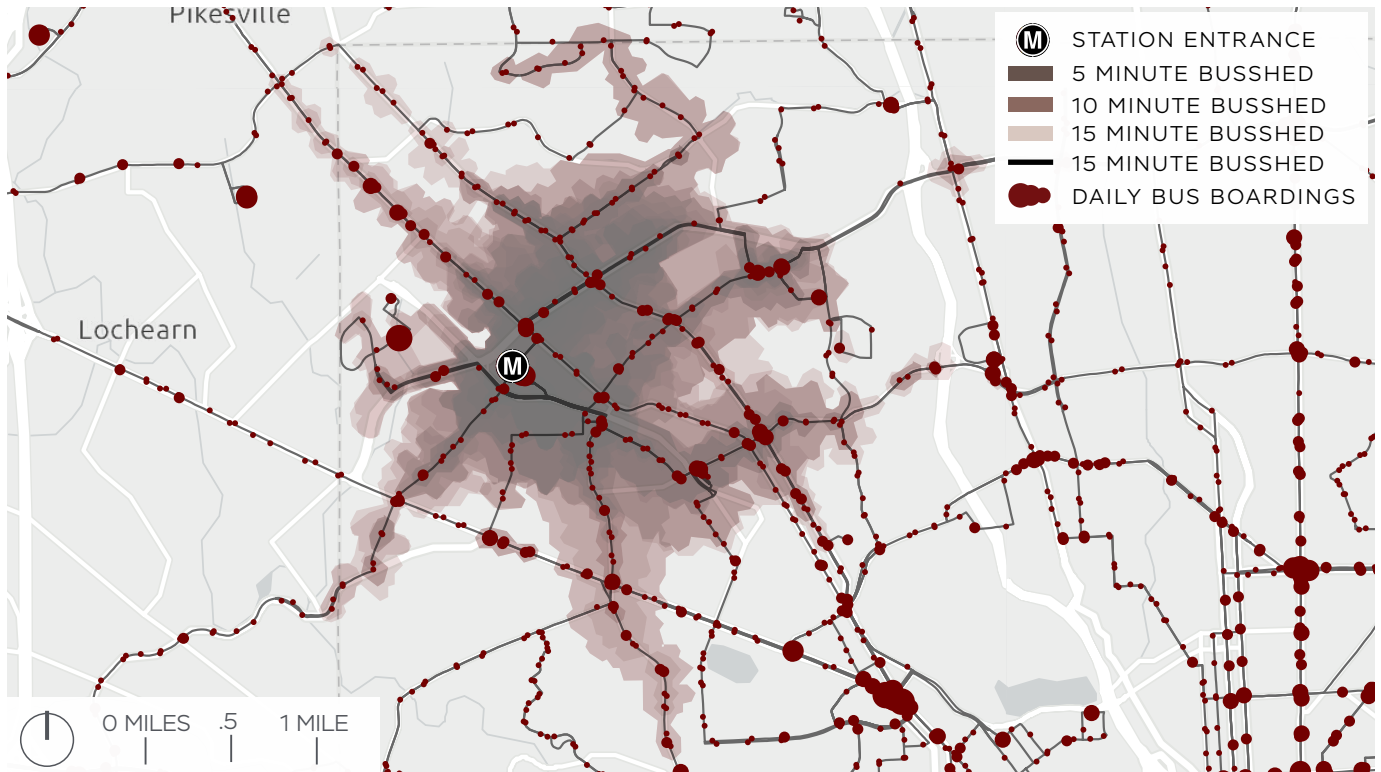
Future
12-20 racks

EXISTING CIRCULATION AND RECOMMENDATIONS

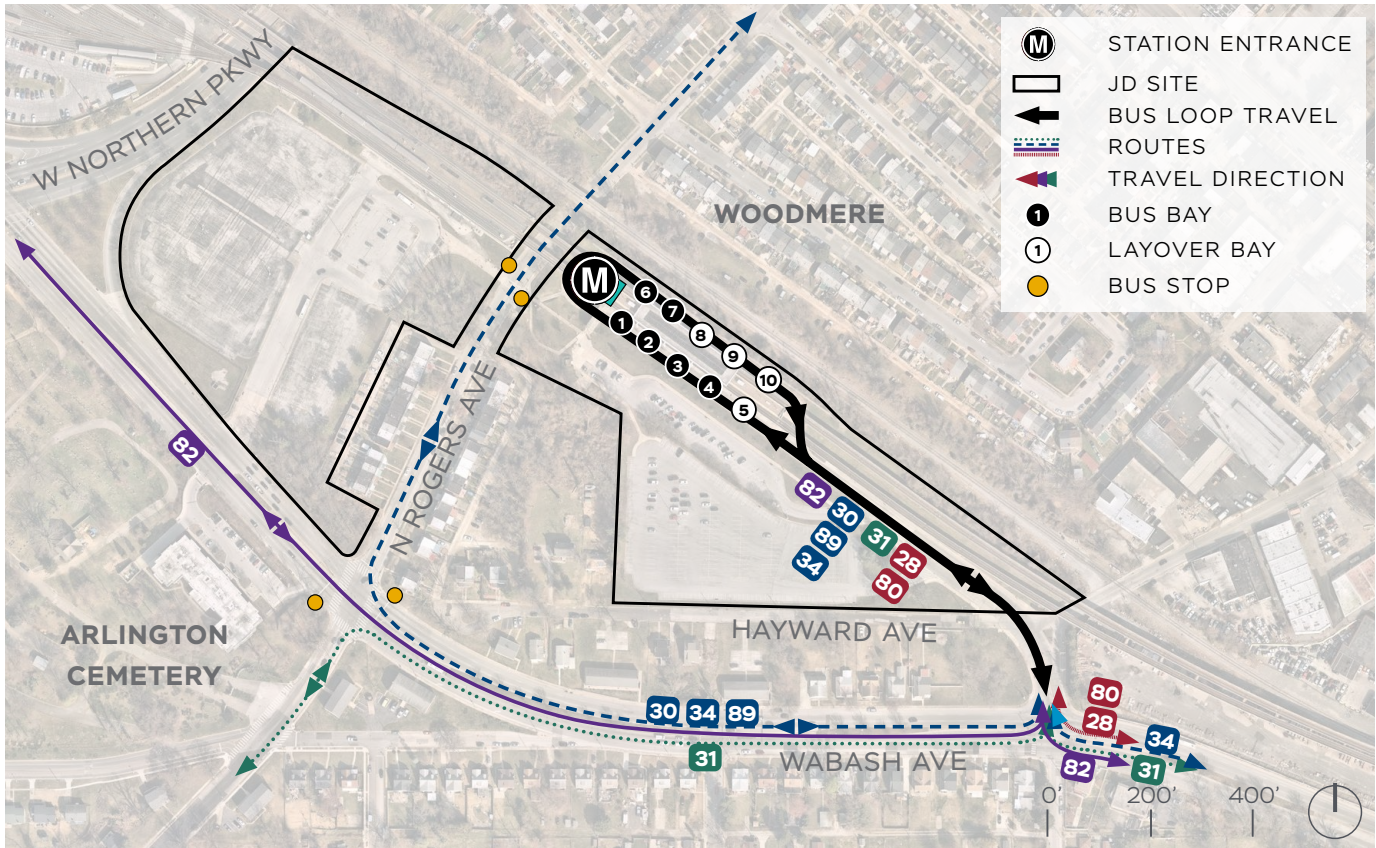
BUSSED - AM



BUSSED - PM



BUS INFRASTRUCTURE



Bus Facilities

All bus facilities at the station have more than adequate capacity to meet current and future forecasted demand. The bus loop is located underneath the station entrance, and is thus not part of the Joint Development study area. Analysis was conducted to ensure future capacity can be met within the existing footprint.

Currently, buses enter and exit the station loop from Wabash Ave. and Eldorado Ave., traveling north parallel to the parking lots and then under the Metro structure. The loop includes ten bus bays of which six bays are signed for specific routes and four are operating as layover bays.

Any alterations to the bus loop should be limited to providing additional access from N. Rogers Ave., if feasible.

Bussed Network Coverage

Bussed areas from the station cover a large area at peak weekday times but on weekends are limited by long headways (wait times for the next bus heading in the same direction). The bussed area encompasses most of the residential development to the south and northeast of the station and extends to the commercial corridors along Wabash Ave. and W. Northern Parkway.

Recommendations:

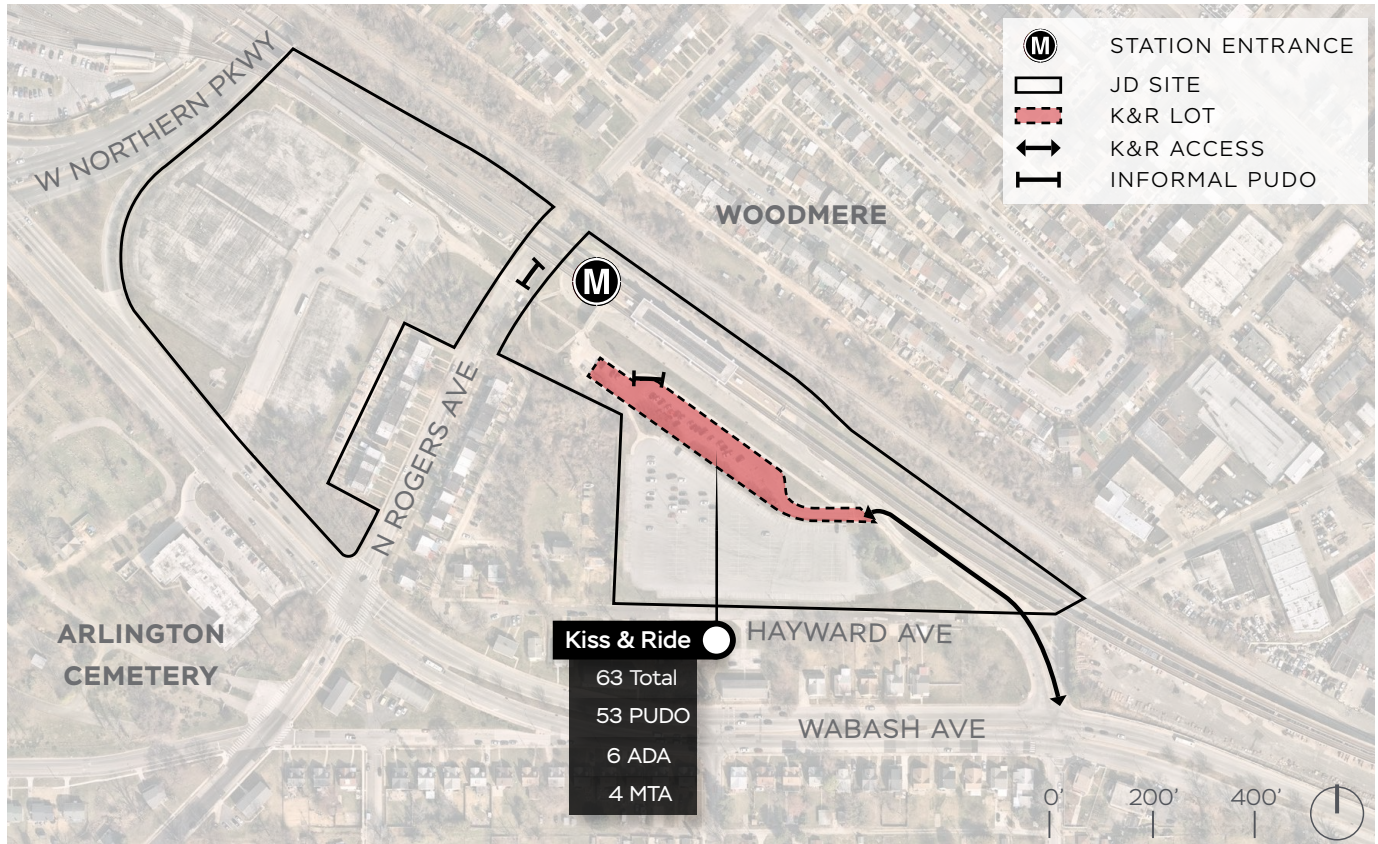
- No proposed changes to the existing facility.

Existing
10 bus bays

Future
10 bus bays

EXISTING CIRCULATION AND RECOMMENDATIONS

KISS & RIDE



Key Takeaways:

- The Kiss & Ride facility is oversized and appears to be used as Park & Ride; weekday observation showed it reached a maximum of 50 percent capacity, with very little turnover.
- Additional Americans with Disabilities Act (ADA) spaces may also be recommended based on high observed demand.
- Most pick-up / drop-off occurred along N. Rogers Ave.

Recommendations:

- The Kiss & Ride facility should be consolidated and resized to accommodate development.
- A more visible and enforced curbside Pick-up and Drop-off (PUDO) area and designated spots for MDOT/MTA staff, police, and maintenance vehicles would minimize congestion in this lot.

Existing
63 spaces

Future
15-25 spaces

PARK & RIDE



Key Takeaways:

- The Park & Ride facilities occupy roughly 7.2 acres of the site and are currently underutilized, particularly the North Parcel
- The station is currently significantly overparked, current utilization is approximately six percent or 50 daily parkers.

Recommendations:

- Future development should these facilities into shared parking structure(s).
- Parking structure should be located on the South Parcel near the station entrance and bus loop.

Existing
850 spaces

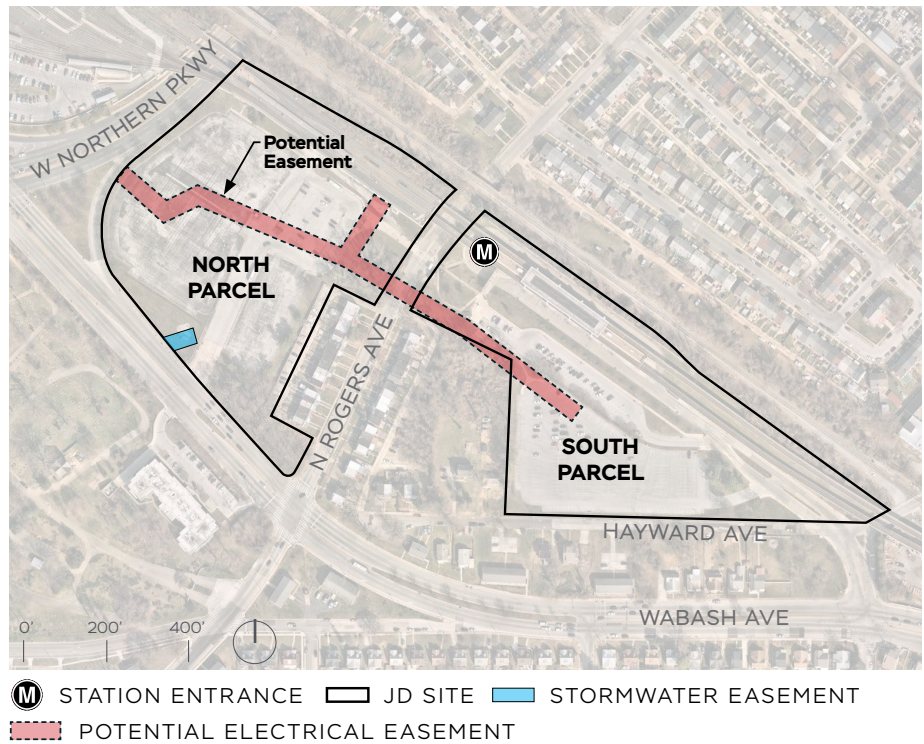
Future
105-205 spaces

DEVELOPMENT READINESS

Site Easements

Property records indicate the presence of a stormwater easement at the corner Wabash Ave. and North Parcel entrance road. The easement is roughly 35-feet wide covering the on-site stormwater management facility.

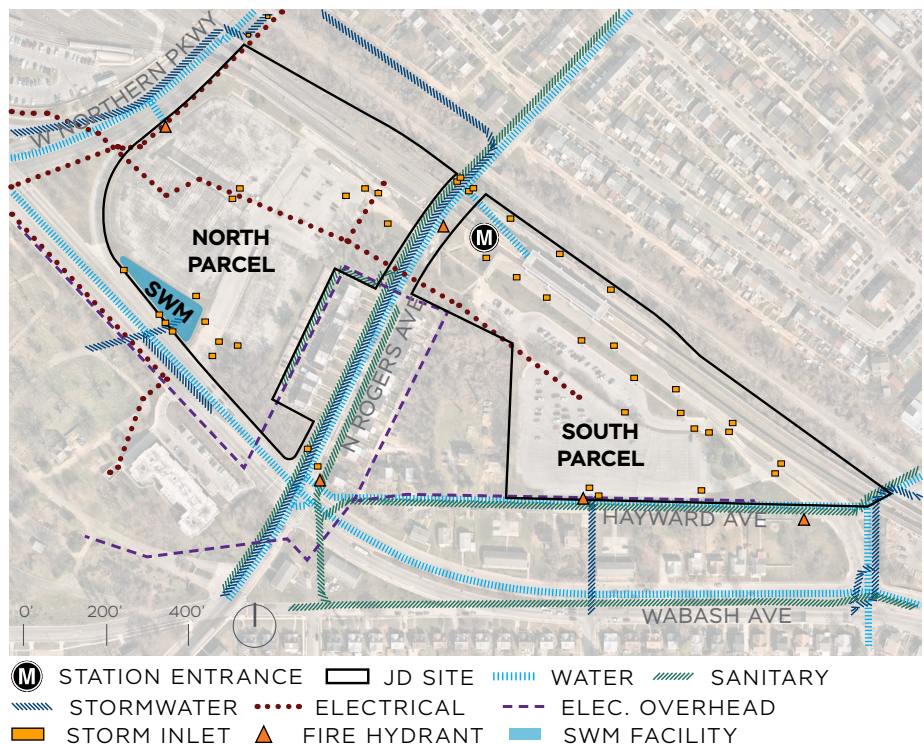
An easement could exist around the electrical line that bisects the sites. Additional survey and title work will need to be completed to confirm. This utility may need to be relocated or avoided by vertical development to accommodate future development.



Utility Overview

Utility records available indicate that all major utilities are available adjacent to the site along W. Northern Parkway, Wabash Avenue, N. Rogers Ave. and Hayward Ave.

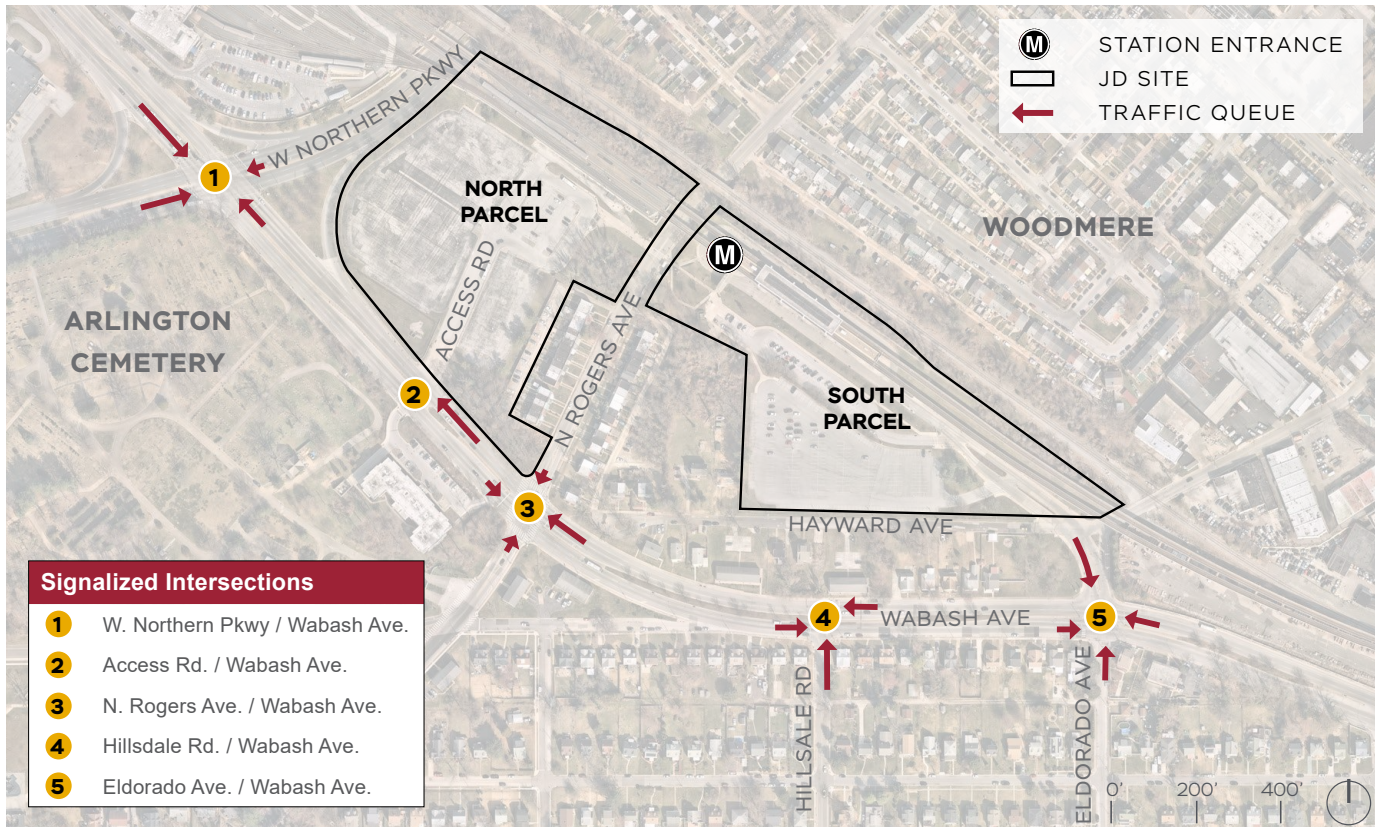
Additional survey work and as-built records will be needed to identify the location of onsite utilities.



DEVELOPMENT READINESS

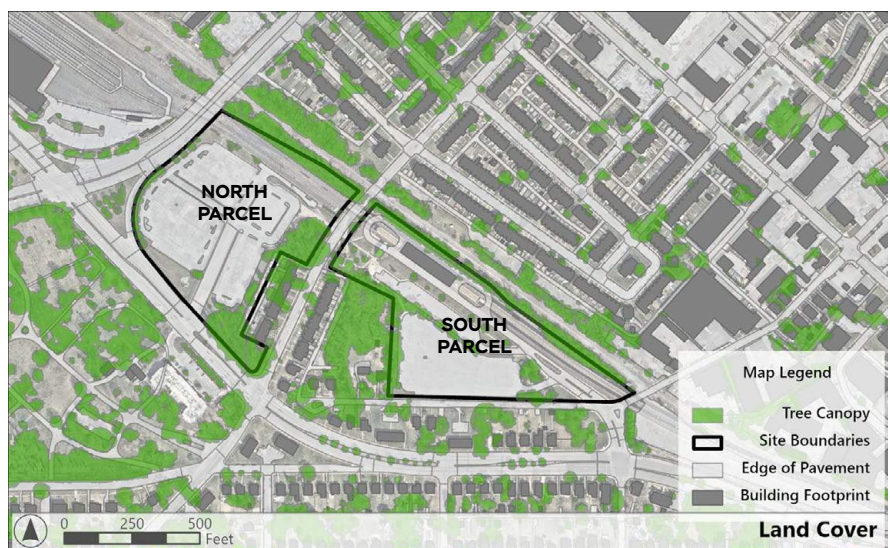
Traffic Operations

The Rogers Avenue station site is bordered by two key thoroughfares – W. Northern Parkway and Wabash Ave. Both streets are six-lane divided bidirectional roadways that carry relatively high traffic volumes, however access to the parcels is not restricted.



Environmental Risks

Initial studies of the site did not uncover any environmental risks that may impact future development. The site is predominately impervious surface with minimal vegetated areas. The developable site's topography is relatively flat with the bus loop roughly 12-feet below and connected by an existing pedestrian bridge.



DEVELOPMENT READINESS

LAND USE PLANS

The City of Baltimore’s comprehensive plan update, “Our Baltimore, Your Baltimore: A Comprehensive Plan for the City of Baltimore”, released in September 2024, encourages mixed-use development around existing and anticipated transit stations, including Rogers Avenue station. Additionally, the Park Heights Master Plan adopted in 2006 and amended in 2008 calls for housing-focused transit-oriented development around the station.



ZONING

Zoning for the site is aligned with the City’s land use plan. The site’s parcels are currently zoned for TOD-1, the least-dense TOD zoning category, intended for mixed-use development with a maximum of 60 feet (approximately 5 stories). A mix of uses are permitted under the zoning designation, including residential, office, and retail. Though, retail uses are limited to a maximum of 5,000 square feet of any structure’s gross floor area.



DEVELOPMENT POTENTIAL

Current zoning is supportive of TOD on the site and does not require changes to support joint development. However, a developer for the site could pursue a different zoning designation with the City if they desire greater housing variety or something not currently provided by existing zoning, so long as the identified TOD goals and guiding principles for the site are addressed.

Zoning Classification	TOD-1
FAR	N/A
Maximum Height	60' and no more than 5 stories
Minimum Height	24' and no more than 2 stories
Minimum Lot Area	300 sq. ft. per dwelling unit
Open Space Requirement	0%
Maximum Front Yard	5'
Maximum Rear Yard	15'
Maximum Side Yard	None
Lot Area of Site	765,131 SF

MARKET READINESS

Conditions

The station area (defined as a one-mile radius from the station), is generally untested for market-rate multifamily development, but achieving rents needed to support market rate development is likely to be a challenge under current conditions without tools or incentives to support development. While rent pricing data for the station area is not available, new construction (“Class A”) projects in Baltimore are averaging rents of \$2.52 per square foot per month. Vacancy rates for both market rate and affordable/workforce uses are healthy and in-line with typical vacancy of around 5%.

Supply and Demand

There is sufficient demand in the station area to support affordable/workforce housing, with unmet demand for 719 affordable/workforce units through 2028. However, for market-rate development, the supply of planned development in the station area will fully meet expected demand there through 2028 with the planned Reisterstown Plaza joint development. Market rate development could potentially be supported in the longer term as the market matures and new supply is absorbed into the market. Overall, the site is positioned to support a strategic mix of market rate and affordable/workforce housing types over time.

Positioning

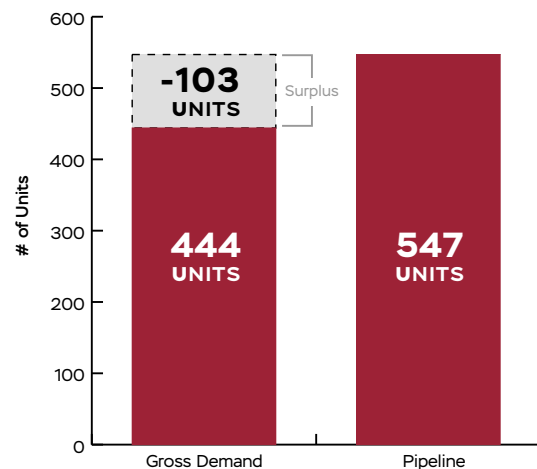
Located 15-minutes from Downtown Baltimore, Rogers Avenue has great accessibility to jobs. The station generally has good walkability and bikeability, with the need for improved connectivity to the NorthWest Plaza shopping center.

	Market-Rate Multifamily Housing	Affordable/ Workforce Multifamily Housing
Total Space/Units	2,870 Units	914 Units
Vacancy	6.6%	3.4%
Avg. Rent (\$/SF)	..1	..1
Avg. Annual Change in Rent (2019–2024)	..1	..1
New Space (Constructed 2019–2024)	0 Units	0 Units
Avg. Annual Absorption (2019–2024)	N/A	N/A

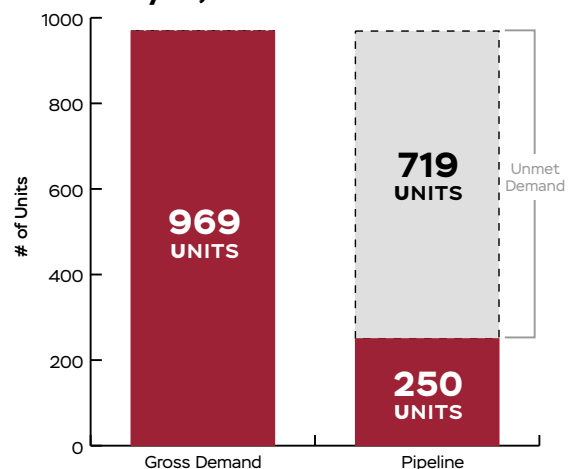
¹Insufficient data on Class A properties in the Station Area, per CoStar

²Affordable/workforce housing is defined as any form of publicly subsidized housing that fixes unit pricing based on income of the occupant.

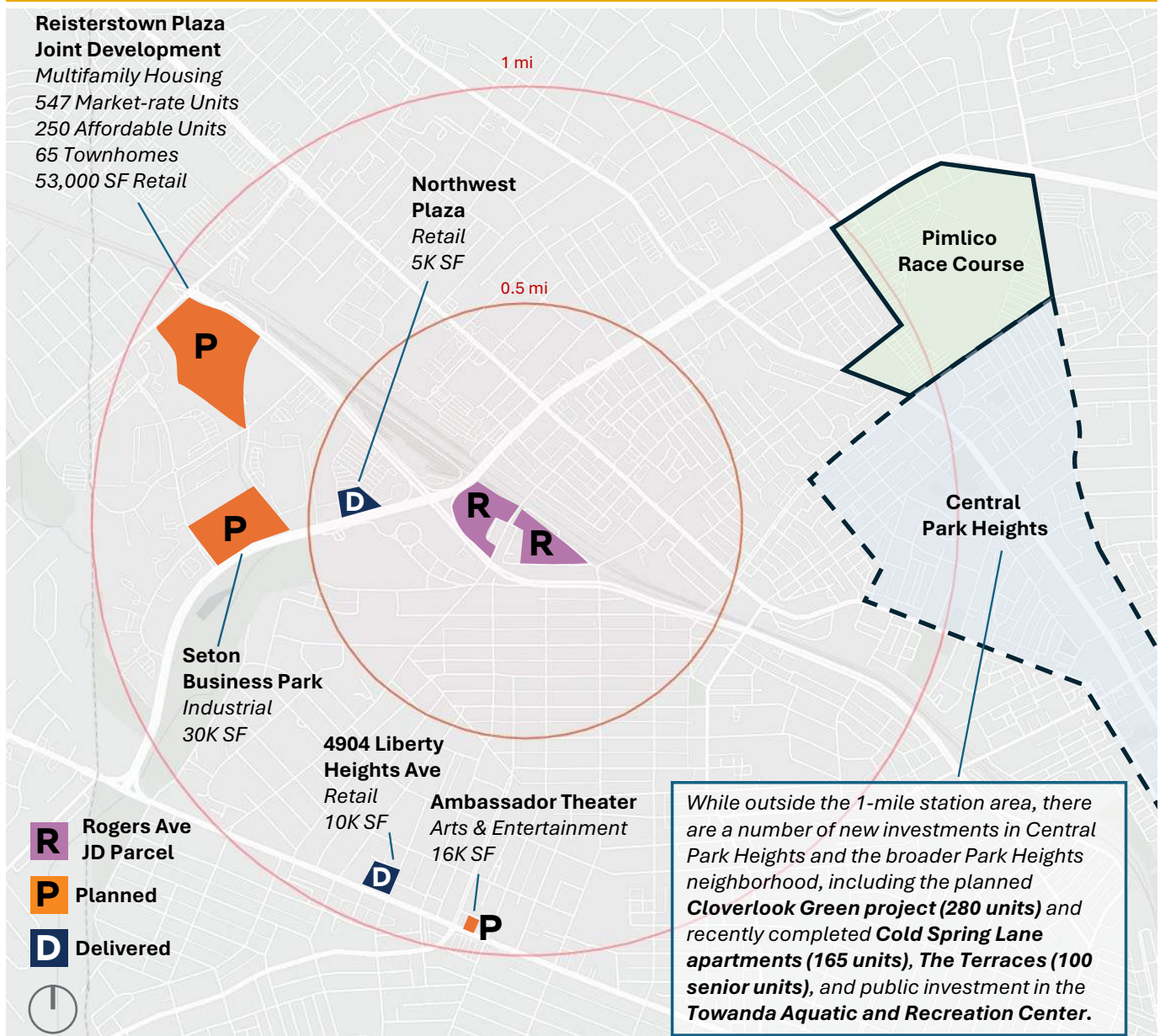
Multifamily Market-rate Residential Demand Analysis, 2024–2028



Multifamily Affordable/Workforce Residential Demand Analysis, 2024–2028



DEVELOPMENT PIPELINE



Name	Use	Units / SF	Stories
RECENTLY DELIVERED PROJECTS (2014-2024)			
Northwest Plaza	Retail (non-TOD)	5,000 SF	1
4904 Liberty Heights Ave	Retail (non-TOD)	10,000 SF	1
PIPELINE PROJECTS			
Reisterstown Plaza Joint Development	Market-rate Multifamily	547 Units	8
	Affordable / workforce residential	250 Units	8
	Townhomes	65 Units	3
	Retail	53,000 SF	N/A
Seton Business Park	Industrial (non-TOD)	30,000 SF	1
Ambassador Theater	Arts & Entertainment	16,000 SF	1

03

Joint Development Concepts

GUIDING PRINCIPLES



Transit-Centered Growth & Connectivity

Prioritize transit-supportive development that maximizes housing production accessible to transit, enhances ridership, maintains bus capacity, and improves multimodal connections, including pedestrian and bike access to better understand the highest and best use of the site to assess the feasibility of a market-driven joint development.



Inclusive & Diverse Housing Options

Support housing production with a strategic mix of market-rate and affordable/workforce housing types to accommodate a variety of residents that aligns with financial viability and supports the density required for transit-oriented development.



Vibrant & Livable Neighborhoods

Provide public amenities such as open spaces, while allowing flexibility to support additional community, such as ground floor retail uses, as market conditions evolve.



Safe, Accessible & Engaging Public Realm

Improve pedestrian and roadway safety while enhancing station facilities, including the Kiss & Ride and Park & Ride, to meet evolving mobility needs. Additionally, leverage public realm improvements and placemaking-focused design to support an active environment around the station.

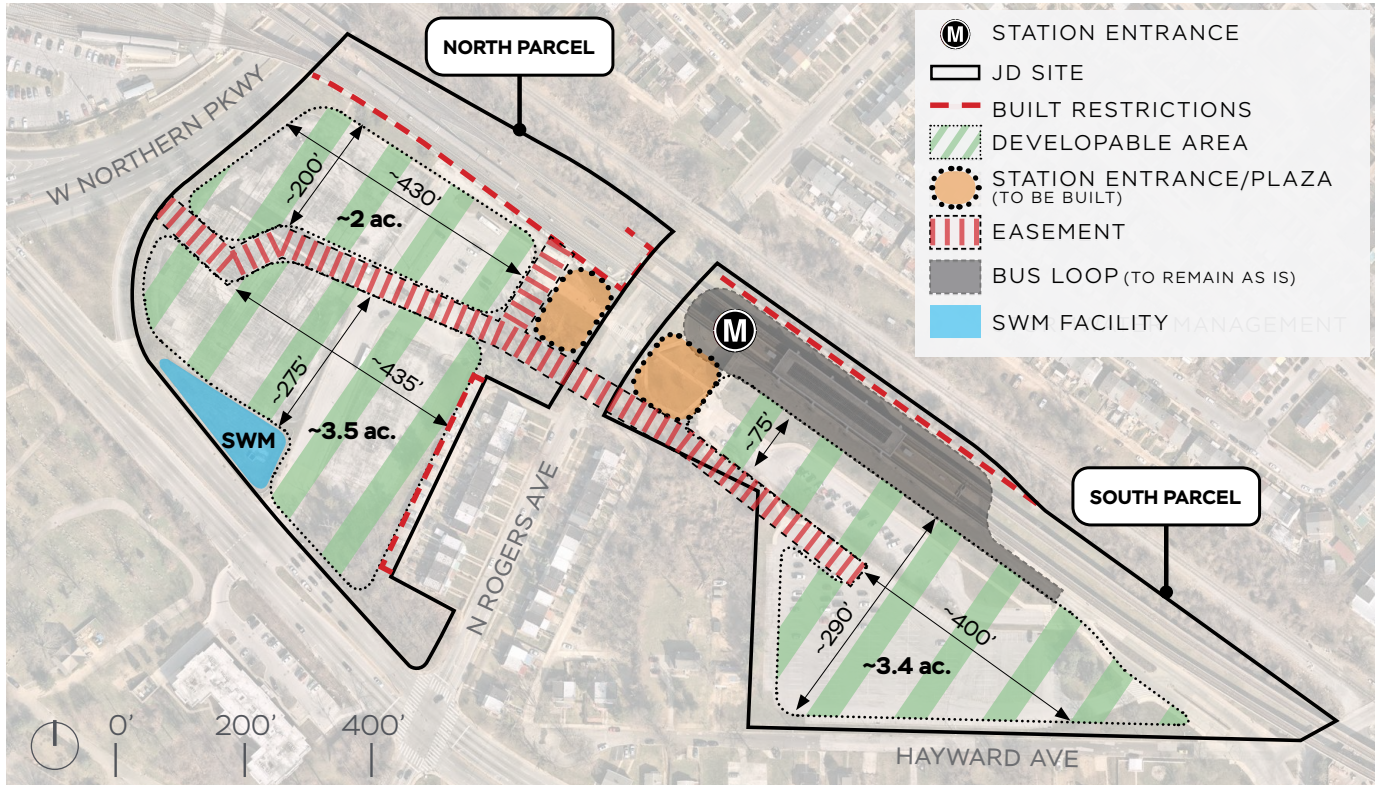


Seamless Community Circulation

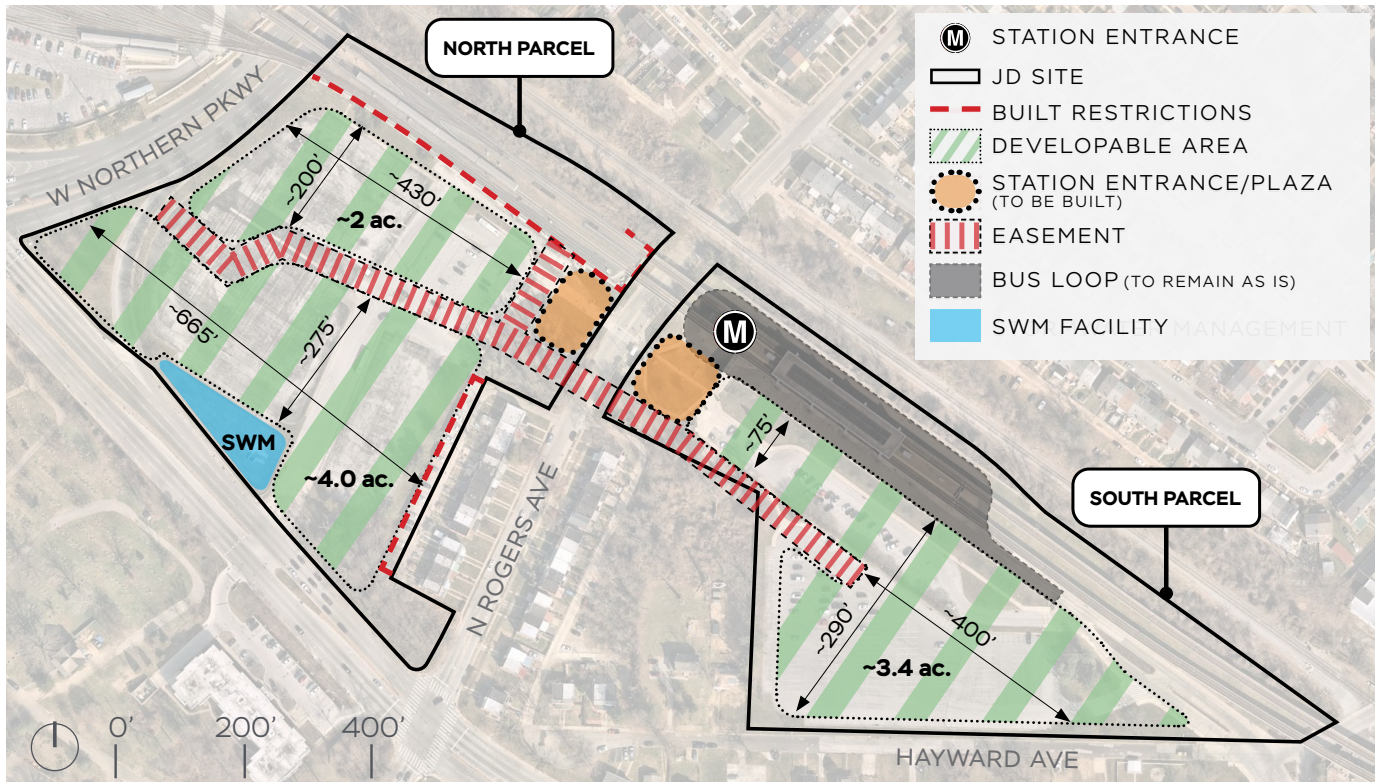
Strengthen connections between the station and surrounding neighborhoods to support accessibility, economic vitality, and a sense of place.

OVERALL DEVELOPMENT PARCELS

EXISTING



WITH SLIP LANE REMOVAL



DEVELOPMENT APPROACHES

To evaluate the technical feasibility of incorporating private uses at Metro stations, MDOT prepares a series of “test-fits” to illustrate the different possible configuration of transit facilities and mixed-use development. This approach allows MDOT and jurisdictional staff to ensure that transit operational needs can be fully maintained. The “test-fits” may not represent the final designs that will be delivered by development partners but are meant to demonstrate potential approaches to the site that MDOT provisionally believes meet all transportation infrastructure needs and are aligned with the guiding principles established for the site.

CONCEPT A



- Electrical easement to remain on both parcels
- Slip lane to remain

NORTH PARCEL:
446 Dwelling Units

SOUTH PARCEL:
291 Dwelling Units

TOTAL PARKING:
569 Spaces
219 Surface / 350 Garage

DEVELOPMENT APPROACHES

CONCEPT B



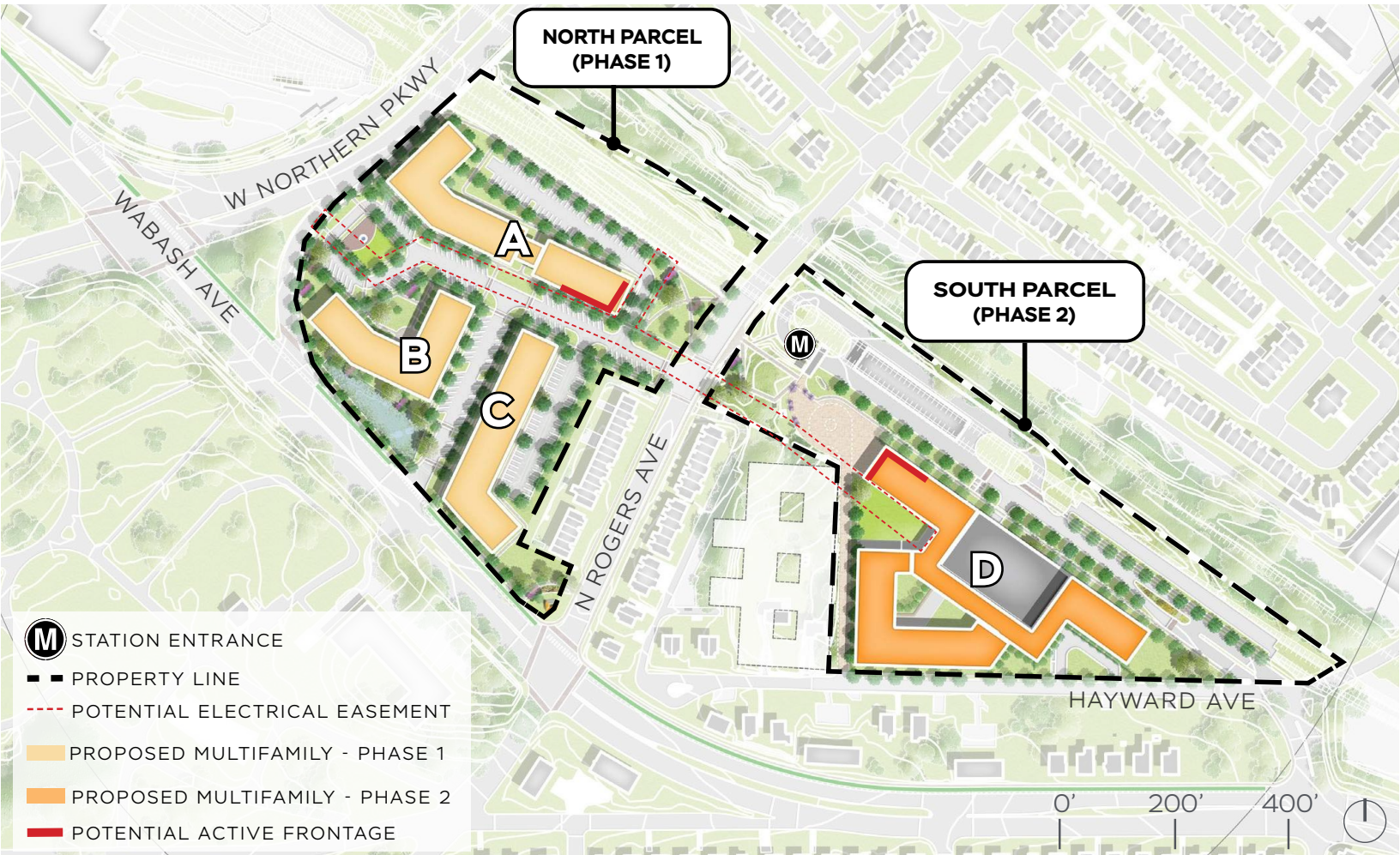
- Electrical easement to remain on both parcels
- Slip lane to be removed

NORTH PARCEL:
543 Dwelling Units

SOUTH PARCEL:
285 Dwelling Units

TOTAL PARKING:
576 Spaces
219 Surface / 350 Garage

PROPOSED CONCEPT - TEST FIT A



Concept Description

- Creates four multifamily residential buildings across two distinct development pads, yielding 737 housing units
- Maintains existing bus loop accessibility.
- Creates a parking garage, which includes 205 spaces for Park & Ride transit users.
- Constructs new surface parking spaces under the rail tracks to provide overflow Park & Ride spaces for transit users.
- Upgrades the plaza area in front of the station entrance through a redesigned open space that can serve as a gathering point for the community.
- Avoids vertical development within the potential utility easement location.
- Allows joint development planning to move forward while maintaining optionality for future slip lane removal at Wabash Ave. and W Northern Pkwy.

NORTH PARCEL (PHASE 1):
 Bldg A: 175 Dwelling Units
 Bldg B: 128 Dwelling Units
 Bldg C: 143 Dwelling Units
Total: 446 Dwelling Units

SURFACE PARKING:
 219 Private Development Spaces

SOUTH PARCEL (PHASE 2):
 Bldg D: 291 Dwelling Units
Total: 291 Dwelling Units

SHARED GARAGE:
 25 Kiss-N-Ride spaces
 205 Park-N-Ride spaces
 120 Residential Spaces

**Parking demand for K&R and P&R provided by VHB Transit and Multimodal Scans.

737 DWELLING UNITS

569 PARKING SPACES

3D MASSINGS

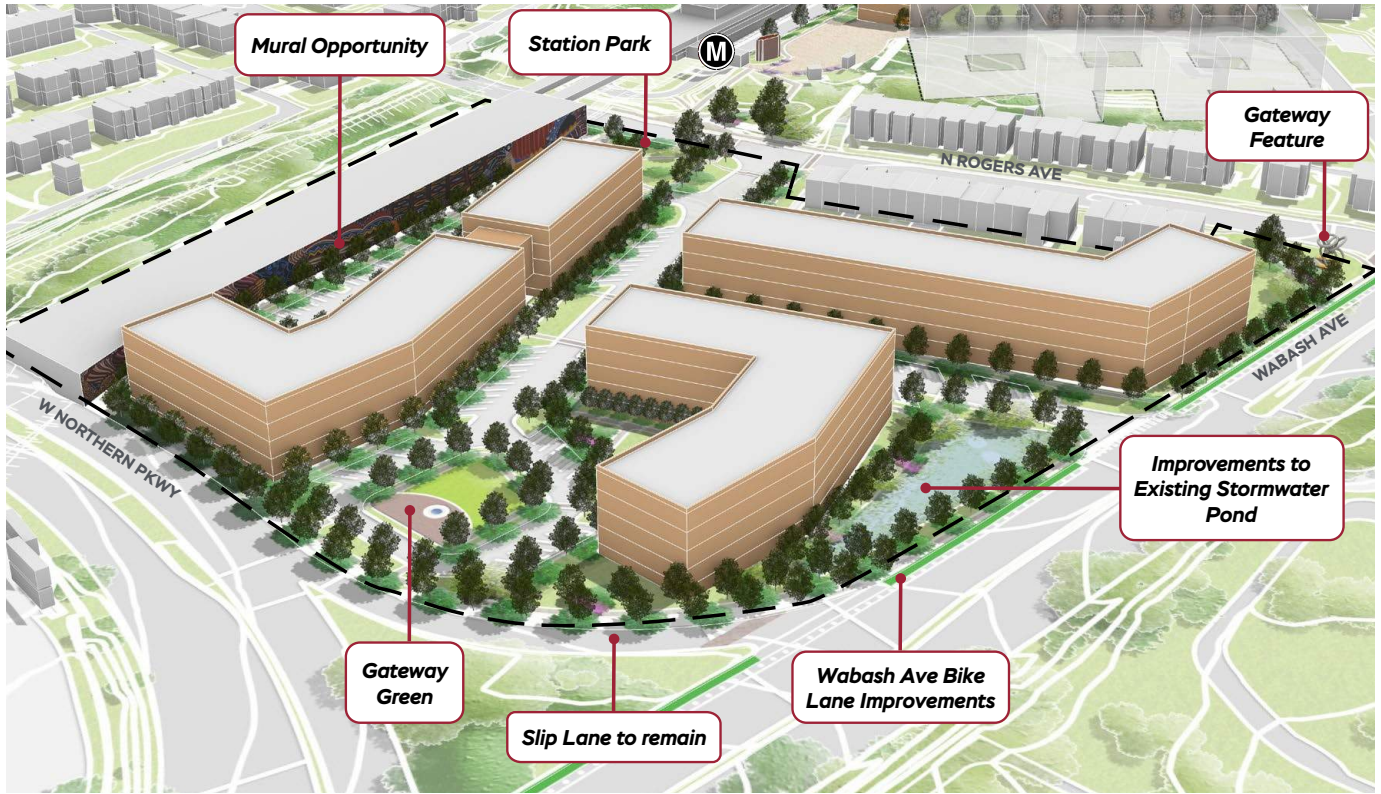
Overall View - from Southwest



Overall View - from Northwest



North Parcel - Phase 1



South Parcel - Phase 2



IMPLEMENTATION FRAMEWORK

To advance Joint Development, MDOT would release a solicitation for the site for prospective private development partners to respond to with proposals. MDOT can also accept unsolicited proposals from prospective development partners.

Based on the findings of this study, MDOT identified several strategic actions for undertaking in advance of and alongside a solicitation. These actions will require close coordination with local partners.

To best position the site for Joint Development, MDOT's initial focus is to advance Joint Development efforts on the North Parcel. Since all identified transportation infrastructure needs can be accommodated on the South Parcel, the costs for transportation infrastructure replacement on the North Parcel are minimal.

In the near term, MDOT will accelerate engagement with the City of Baltimore, Maryland Department of Housing and Community Development (DHCD), and other public agencies to work toward releasing a solicitation for the North Parcel. Following solicitation release and selection of a development partner, the selected partner would enter a joint development agreement with MDOT and participate in the City's process for entitlement of the private development (e.g., Urban Design and Architecture Advisory Panel review).

Key Actions to Support Solicitation

Action Item	Lead Agency
Prior to North Parcel Solicitation	
Conduct a utility location analysis to minimize risk posed to a potential development partner	MDOT
Issue a first solicitation specific to the North Parcel	MDOT
Provide flexibility to remove the existing slip lane on the North Parcel without slowing MDOT advancing joint development efforts	MDOT / BDOT / Development partner
Engage public partners on the potential to locate public facilities (e.g., libraries, community centers, etc.) on public property and as part of joint development efforts on the ground floor of buildings adjacent to the station.	MDOT / City of Baltimore Agencies
After North Parcel Solicitation	
Pursue a property tax abatement to incentivize development	MDOT / Development partner
Apply for local, state, and/or federal discretionary grant to offset infra. costs and support joint development financial feasibility	MDOT / Development partner
Prior to South Parcel Solicitation	
Explore opportunities to reduce onsite parking replacement needs	MDOT
Encourage land assembly or joint development strategies with adjacent property owners	MDOT

ROGERS AVENUE METRO STATION

Joint Development

ISSUE DATE: APRIL 6, 2026

SUBMISSION DEADLINE: MAY 29, 2026



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