
Rogers Avenue Metro Station Joint Development Questions & Answers (May 4, 2026)

Site & Physical Conditions

1. Where exactly does the electrical line easement run across the North Parcel, and has MDOT confirmed whether it is an active or abandoned conduit?

- MDOT is currently conducting an ALTA survey, title report, and subsurface utility investigations to confirm the easement's existence and the status of the conduit. While the SUE is being finalized, preliminary results have determined that the electric conduit and easement are closer to the track which connects to the Metro's Traction Power Substation (TPSS) and runs parallel to the northern wall that separates the parcel from the elevated track as opposed to bisecting the middle of the parcel. Additional information will be made available in the data room as part of the RFP.

2. Is the stormwater management facility on the North Parcel expected to be relocated, or must development work around it?

- The RFQ does not require relocation of this facility. The site is being offered on an as-is basis and the selected developer will be responsible for conducting their own due diligence and advancing a feasible utility plan and stormwater management plan as part of the Development Plan. City or State ownership of the stormwater management pond (SWM) will be confirmed via the title report / ALTA and will be available within the data room as part of the RFP. The selected Development Partner may relocate the SWM at their own expense and must be coordinated with the owner and the authority having jurisdiction.

3. What are the actual dimensions of the 50-foot rail corridor setback, and where does it fall on the developable footprint?

As described in Section 1.5.8 of the RFQ, a minimum 50-foot setback measured from the centerline of the Metro tracks is required for new residential structures. The 50 ft setback applies to residential or commercial structures only and does not extend to open space, parks, transportation facilities, or other station-connected amenities that may be placed within the setback if operational access is maintained. The setback may

be reduced to approximately 30 feet inclusive of a 10-foot-wide service road along the base of the existing wall to accommodate fire, emergency vehicle access, and MTA maintenance operations. For example, the setback could include a shared use path within the setback which would enable MTA and emergency access as well as pedestrian and active modes through the site to the station. The selected development partner will be required to illustrate the setback within the Development Plan which will be reviewed and approved by MTA as part of the Development Plan review process.

Bus Training Operations

4. What is MDOT's timeline expectation for relocating CDL bus training operations, and does MDOT have any candidate relocation sites already identified?

No specific timeline has been established at this time. MDOT and MTA will be responsible for identifying and securing a suitable alternative location for bus training operations. The Developer's role will be limited to coordination, including aligning with the proposed Development Plan and phasing to identify when relocation is required. Development of the Site cannot proceed until an alternative location has been identified and approved by MDOT and MTA.

Transaction Structure

5. What is the anticipated dollar amount of the irrevocable Letter of Credit required at ENP execution?

- The selected Developer will be required to provide two (2) irrevocable Letters of Credit, each in the amount of \$50,000. These Letters of Credit are intended to support timely performance and delivery of the Project, subject to excusable delays. The first Letter of Credit will be returned upon execution of the MDA and approval of the Development Plan, and the second will be returned upon closing of the initial phase of development.

6. Has MDOT established a minimum ground rent floor, or is the participatory rent structure entirely open to developer proposal?

- MDOT has not established a minimum ground rent floor. As outlined in Section 1.3.2 of the RFQ, MDOT is required to achieve fair market value and is open to a range of compensation structures, including ground rent, revenue participation, and other value-sharing mechanisms. Respondents are encouraged to propose a rent and value structure that aligns with the Project's financial performance and objectives, and to demonstrate its feasibility as part of their financial submission. A draft non-binding

Term Sheet will be provided as part of the RFP for shortlisted respondents, which will allow respondents to propose financial terms.

7. Is MDOT open to a phased ground lease structure where Phase 1 (North Parcel) closes independently before any future South Parcel negotiation?

- This RFQ is solely for the North Parcel. RFP respondents will be required to propose a ground lease structure for the North Parcel as part of the financial submission which will be negotiated as part of the Master Development Agreement. Section 1.3.1 of the RFQ details the land conveyance structure for proposals which may include limited fee simple conveyance for homeownership opportunities.

The South Parcel is not being advanced as part of this solicitation due to existing transit facilities and significant infrastructure requirements, including structured parking for MTA use, for which funding has not been identified and is not currently supported by site economics. As noted in Sections 1.1 and 1.3.1 of the RFQ, the South Parcel may be considered by MDOT through a separate future solicitation at its discretion.

8. Is MDOT seeking a fee developer for this opportunity?

- No. MDOT is seeking a principal joint development partner, not a fee developer. The selected development partner is expected to bring the financial strategy and capital sources, assume entitlement and execution responsibility, structure and deliver the project, carry development and operating risk, and participate in the long-term value creation of the site.

Financing & Incentives

9. Has Baltimore City formally designated the site as an Enterprise Zone yet, and what is the expected timeline?

- Baltimore City has not yet formally designated the site as an Enterprise Zone. As noted in the RFQ, MDOT has requested that Baltimore City designate the Site as an Enterprise Zone, and the Baltimore Development Corporation (BDC) is currently reviewing MDOT's portfolio of TOD sites, including Rogers Avenue, for consideration. MDOT and the City are expected to continue coordinating on this designation.

Separately, as of October 1, 2026, the Maryland Transit and Housing Opportunity Act establishes that TOD sites may be eligible for Enterprise Zone designation, subject to

certain conditions and the election of the local jurisdiction. Based on this legislation, the Rogers Avenue site may qualify; however, timing and final designation remain subject to implementation of the Act and coordination with Baltimore City. Additional information on designation status and timing is anticipated to be provided as part of the RFP.

10. Is the State TOD designation expected to be confirmed before or after the RFP submission deadline?

- Baltimore City's application for State TOD Designation is currently under review by MDOT and State partners. The application is expected to be presented to the State's Sustainable Growth Subcabinet for their approval prior to the RFP deadline.

11. Will the MEA district energy MOU be finalized and available for review in the RFP data room?

- It is MDOT's intent to include the Maryland Energy Administration (MEA) district energy MOU in the RFP data room, if available at that time. The MOU is currently being finalized.

12. What does MDOT expect the LIHTC/DHCD coordination process to look like for the selected developer — does MDOT actively facilitate introductions?

- MDOT and DHCD executed an MOU in September 2024 to formalize interagency coordination on TOD projects. Through that MOU, DHCD has committed to providing application assistance, bonus points in competitive LIHTC rounds and State Revitalization Programs, and support navigating State processes. MDOT will facilitate coordination with DHCD as appropriate, while the selected Developer remains responsible for preparing and submitting all funding applications.

In practice, MDOT and DHCD meet regularly to coordinate and track TOD projects and align resources. The agencies have also aligned processes so that the Exclusive Negotiating Privilege (ENP) Agreement provides sufficient site control for the Developer to submit competitive LIHTC and SRP applications, subject to execution of the final MDA. This allows the selected Developer to advance design and due diligence upon selection and better position applications within funding cycles. MDOT will coordinate introductions and working sessions with DHCD, as needed, to support alignment and information sharing throughout the process.

Community & Entitlement

13. Has Baltimore City's Urban Design and Architecture Advisory Panel (UDAAP) been briefed on this site — and what is their preliminary guidance on massing and height?

Baltimore City's Urban Design and Architecture Advisory Panel (UDAAP) has not been formally briefed on this site, and no preliminary guidance on massing or height has been established. The Site is currently zoned TOD-1, which governs allowable density and building form. MDOT and Baltimore City leadership have been meet regularly to coordinate on TOD projects, provide updates, and help resolve issues; however, formal design guidance will be provided through the City's established review and approval processes, including UDAAP. Further, the City has been a key stakeholder to date as part of the Rogers TOD Site Strategy and evaluated the joint development opportunity prior to solicitation. The selected Developer will be responsible for advancing the design and securing all required approvals, including UDAAP review, in coordination with Baltimore City.

14. Are there any deed restrictions, federal FTA covenants, or Title VI obligations on the North Parcel that would constrain the development program?

- Information on deed restrictions, easements, and related title matters will be provided as part of the RFP, including the ALTA Survey and Title Report. As this is a joint development on property that was likely acquired or improved with federal assistance, the project will be subject to applicable Federal Transit Administration (FTA) requirements. These may include restrictive covenants, easements, or other property interests necessary to ensure FTA continuing control and compliance with eligible use requirements consistent with joint development. Title VI requirements are addressed at the agency level as part of MDOT/MTA's federal compliance obligations and are not anticipated to impose project-specific or property-level requirements for this Joint Development.

15. What is the City's current position on potential TOD-2 or TOD-3 upzoning if a developer wanted greater density than TOD-1 allows?

- The Site is currently zoned TOD-1, which permits mixed-use development up to 60 feet and no more than 5 stories, consistent with Baltimore City's 2024 Comprehensive Plan and the Park Heights Master Plan. Any proposal seeking additional density would need to be evaluated in coordination with Baltimore City through applicable planning, entitlement, and community engagement processes.

The Maryland Transit and Housing Opportunity Act, effective October 1, 2026, includes provisions related to State-owned land used for transportation purposes adjacent to rail transit stations, including limitations on local restrictions related to land use classification, height, setback, or similar requirements where the land is subject to a transit-oriented development plan approved by MDOT and developed in coordination with the local jurisdiction. The implementation and applicability of these provisions to the Site are still being evaluated, and additional information may be provided during the RFP phase.

16. Has ORED engaged with the community and what was the outcome of that engagement? What did the neighborhood desire from the proposed development?

- Yes. A full summary of community and stakeholder engagement to date, including feedback received, is provided in Section 1.7 of the RFQ. The selected developer will be responsible for preparing and implementing a Community Engagement Plan as part of the Development Plan process.

Process

17. How many shortlisted teams does MDOT intend to advance to the RFP stage?

- The number of shortlisted firms will depend on the quality of responses received. The intent is to advance up to 3 teams to the RFP stage.

18. Will shortlisted respondents have access to a formal data room — and when will it open?

- Yes. A data room will be made available to shortlisted respondents as part of the RFP stage. The RFP issuance date is June 26, 2026, per the schedule in Section 4.1 of the RFQ.

19. Is MDOT open to unsolicited proposals for the South Parcel concurrent with the North Parcel RFP process?

- MDOT is not soliciting proposals for the South Parcel as part of this solicitation. As noted in the RFQ, the South Parcel presents significant infrastructure and operational constraints, including the need for substantial investment (e.g., an unfunded structured parking garage for MTA use), and is not currently being advanced. Respondents should base their proposals on the North Parcel only.

[MDOT's Joint Development Policy](#) allows for the submission of unsolicited proposals on MDOT-owned land. Respondents may elect to submit a separate, high-level concept proposal for the South Parcel, which would be reviewed independently in accordance with MDOT's Joint Development Policy and outside of this solicitation process. For additional information on MDOT's Joint Development Policy and the unsolicited proposal process, please refer to the [Joint Development website](#).

20. Can respondents submit as part of a larger development team or joint venture?

- Yes. Respondents may submit as part of a larger development team, joint venture, or partnership structure. However, MDOT will transact with a single legal entity, which may include affiliates, joint venture partners, or other approved partners. Any future parceling of development pads or assignment of interests may be permitted but will be subject to MDOT and Board of Public Works approval and must be consistent with the Master Development Agreement and approved Development Plan. Refer to Section 3.3 of the RFQ for full team structure and submission requirements.