



Dorsey MARC Station Transit-Oriented Development Opportunity

Howard County, Maryland

Request for Expressions of Interest
Issuance Date: April 2, 2019
Response Date: May 16, 2019

REQUEST FOR EXPRESSIONS OF INTEREST

The Maryland Department of Transportation (MDOT) is seeking responses to this Request for Expressions of Interest (RFEI) from experienced respondents interested in transforming surface parking lots and unimproved land into a dynamic mixed-use Transit-Oriented Development (TOD). The approximately 20.93 acre site (surface parking lot and unimproved land), owned by the MDOT Maryland Transit Administration (MDOT MTA) and MDOT State Highway Administration (MDOT SHA), is located at 7000 Deerpath Road at Maryland Route 100 (MD100), Elkridge, Maryland 21075 in the Dorsey Community. The development site is served by the Maryland Area Regional Commuter (MARC) Train Service-Camden Line extending from Camden Station in Baltimore City, Maryland to Union Station in Washington, D.C. (refer to Figure 1). The Camden Line serves approximately 4,000 daily passengers on average with approximately 530 daily boardings at the Dorsey MARC Station. The Station is approximately 15 minutes to downtown Baltimore and 30 minutes to metropolitan Washington, D.C.

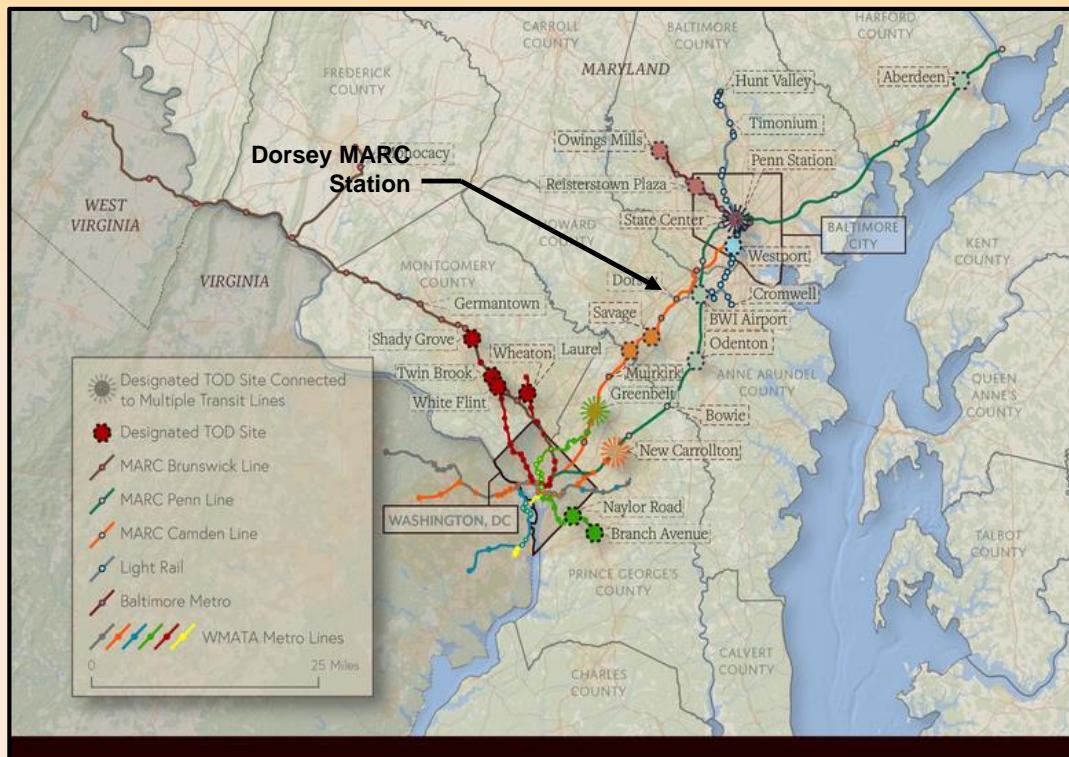


Figure 1: TOD Regional Map

This project represents a significant TOD opportunity for the State of Maryland and Howard County. The Dorsey MARC Station is located adjacent to Maryland US 100 at Exit 7, also known as the Paul T. Pitcher Memorial Highway. The proposed development site will be accessed via Deerpath Road with access to the station for commuters via Rt. 100. The transportation network includes three (3) local bus routes with access to Dorsey MARC Station and easy access to major highways and the Baltimore Washington Thurgood Marshall International (BWI) Airport. Dorsey Station is located in the US 1 Corridor (Corridor) Redevelopment Area. Howard County's PlanHoward 2030 Master Plan describes the Corridor as home to 30% of the County's jobs having a competitive advantage in several key sectors (e.g., financial services, information technology, life science industries, and cyber security support). The Corridor presents opportunities for sustainable growth of the local economy and may present opportunities for targeted development in high-visibility employment areas. The expansion of jobs within the Corridor will also generate additional opportunities for commercial and residential development.

Dorsey TOD Site

MARC Train Service

The MARC rail system consists of three (3) lines in the Baltimore-Washington metropolitan area – Penn, Camden and Brunswick. The MARC Camden Line serves the Dorsey Station, several business parks and residential communities within a short drive (refer to Figure 2). Service is currently available at the station Monday thru Friday with morning service extending approximately 5:00 AM – 9:00 AM and evening service extending approximately 3:00 PM – 7:00 PM. The Camden Line is administered by MDOT MTA and operates on tracks owned by CSX Transportation and the National Railroad Passenger Corporation, doing business as Amtrak. The only commuter parking garage on the Camden Line is located at the Annapolis Junction TOD at the Savage Station, two stops south of Dorsey Station. Currently, all MARC commuter parking, surface or structured, is free of charge.

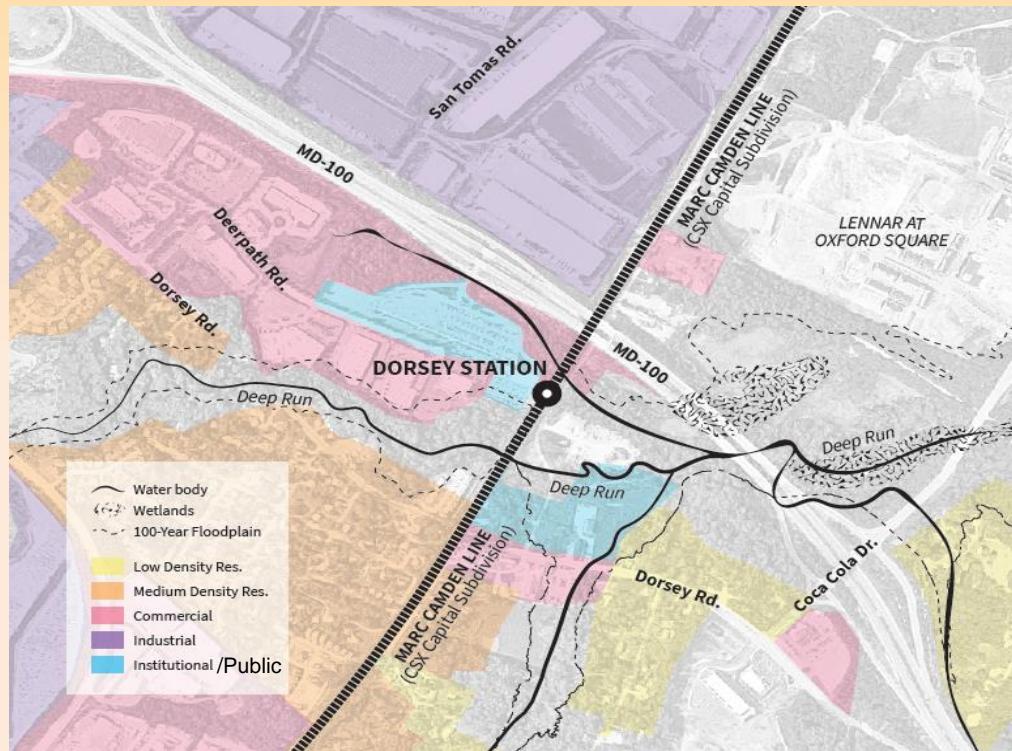


Figure 2: Existing Land Use Map



Figure 3: Southview - Station southbound platform



Figure 4: Northview - Station southbound platform

Dorsey TOD Site

TOD Implementation

Transit-Oriented Development

A Maryland Transit-Oriented Development or (TOD) is a dense, mixed-use deliberately-planned development within a one-half mile of a transit station that is designed to increase transit ridership. It includes residential, office, retail and/or other amenities integrated into a walkable pedestrian friendly neighborhood and should reduce auto dependency, increase pedestrian and bicycle trips, fosters safer station areas, offer attractive public spaces, enhance public transportation ridership, and encourage revitalization and smart development patterns.



Figure 5: Dorsey MARC Station Area

Dorsey TOD Site

Property Information

Section A: Property Information

1. The Dorsey site is 20.93 acres (refer to Figure 5) and is zoned TOD which includes Office, Commercial, and Residential (refer to Figure 7). The site is comprised of three parcels: 1) 9.21 acres estimated as developable, Parcel 600 owned by MDOT SHA; 2) 5.42 acres, Parcel 634, Lot F owned by the MDOT MTA; and 3) 6.30 acres, Parcel 634, Lot G owned by the MDOT MTA (refer to Figure 6).
2. Right-of-way parallel to the rail line is owned by CSX Transportation (CSX) and leased to MDOT MTA. The development site excludes this property, however any right-of-entry for pre-development or construction will require CSX approval.
3. CSX has specialized construction safety and insurance requirements for construction within a 50' setback from their nearest track, therefore CSX must review and approve any proposed construction impacting this area.
4. The development must incorporate the goals and objectives of the Maryland TOD Program which can be found at:
<http://www.mdot.maryland.gov/newMDOT/Planning/TOD/index.html>
5. The development must incorporate MDOT MTA TOD Design Guidelines in collaboration with MTA (available upon request).
6. The development is also subject to Howard County's PlanHoward 2030 which can be found at:
<https://www.howardcountymd.gov/LinkClick.aspx?fileticket=A2GBRU1ww2U%3d&portalid=0>



Figure 6: TOD Development Parcels

Dorsey TOD Site

Property Information

Section A: Property Information (cont.)

7. A portion of Parcel 634, Lot G which is parallel to the Deep Run Stream Basin is within the 100-year floodplain (blue area).
8. Site development is subject to all local, state, and federal permit and regulatory requirements, including the National Environmental Policy Act (NEPA) and Federal Transit Administration (FTA) joint development requirements, etc.
9. All development and building plans are subject to review and approval of the Howard County Department of Planning and Zoning and any other County agencies, as required.
10. In accordance with Howard County's Zoning Code, TODs shall require 1) amenity area or areas that are a minimum of 10% of the net site acreage; 2) 15% of dwellings shall be Moderate Income Housing Units (MIHU); and 3) new development in the TOD Zone is subject to compliance with the Route 1 Corridor Manual.



Figure 7: Zoning Map

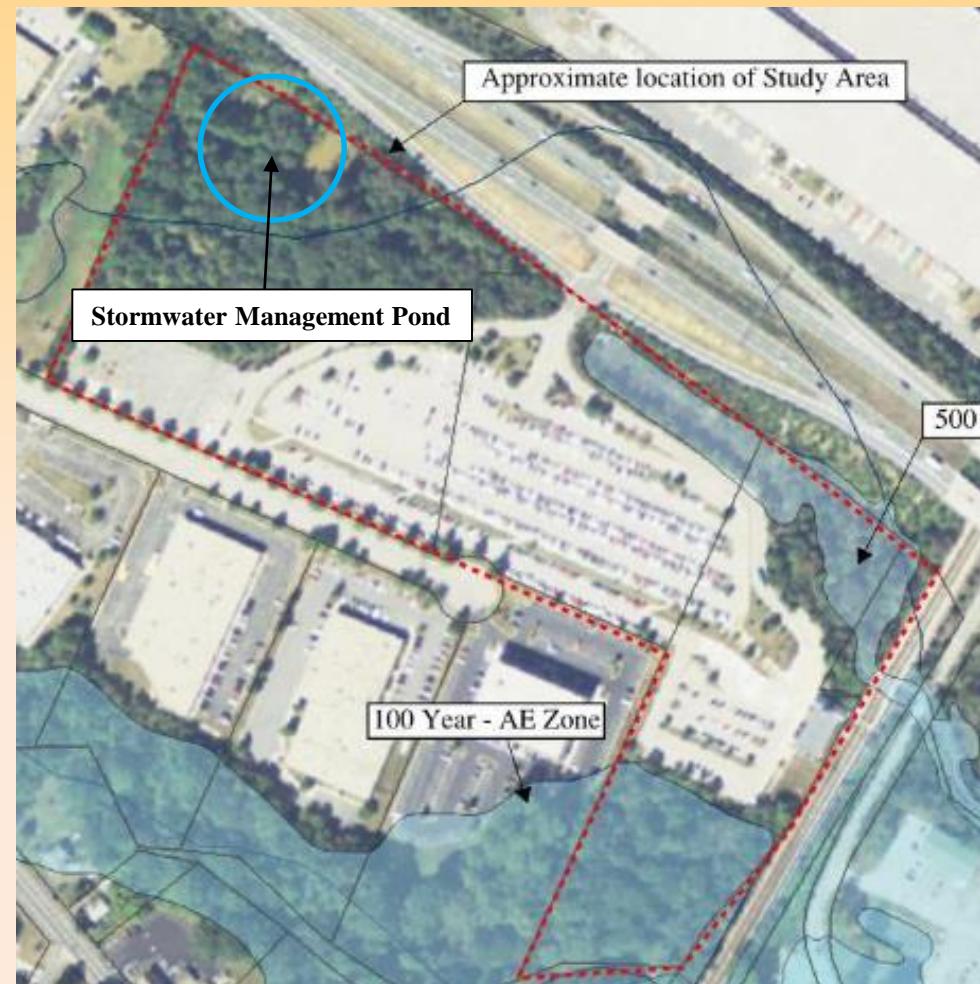


Figure 8: 100 Year Floodplain

Dorsey TOD Site

Property Information

Section A: Property Information (cont.)

11. Parcel 600 (refer to Figure 6) comprises three (3) wetland areas which are fed by an unnamed tributary to Deep Run and groundwater that stems from the remains of a relic springhouse. MDOT SHA will retain ownership of stormwater management (SWM) facility #130204 which is scheduled for rehabilitation in FY19.
12. In 2017, MDOT MTA consultants completed a Wetland and Waterways Delineation Report which identified repairs and improvement required at the MDOT MTA SWM facility #130203 on Parcel 634, Lot F (refer to Figure 9). Repairs to the SWM facility are anticipated to be completed by the MDOT MTA in calendar year 2019 (refer to Figure 9).
13. Parcel 634, Lot F SWM basin shows characteristics indicative of a wetland, but is deemed to be non-jurisdictional.
14. Parcel 634, Lot G (refer to Figure 6) has wetland areas at both the north and south ends of the parcel. Each receives seasonal flooding from the nearby unnamed tributary to Deep Run.
15. In 2017, the Maryland Department of Natural Resources (DNR) approved a Forest Conservation Plan for two (2) areas which have been placed in a conservation easement: 1) 0.48 acres at the SWM facility on Parcel 634, Lot F and 2) 0.16 acres at the property line of Parcel 634, Lot G (refer to Figure 9).

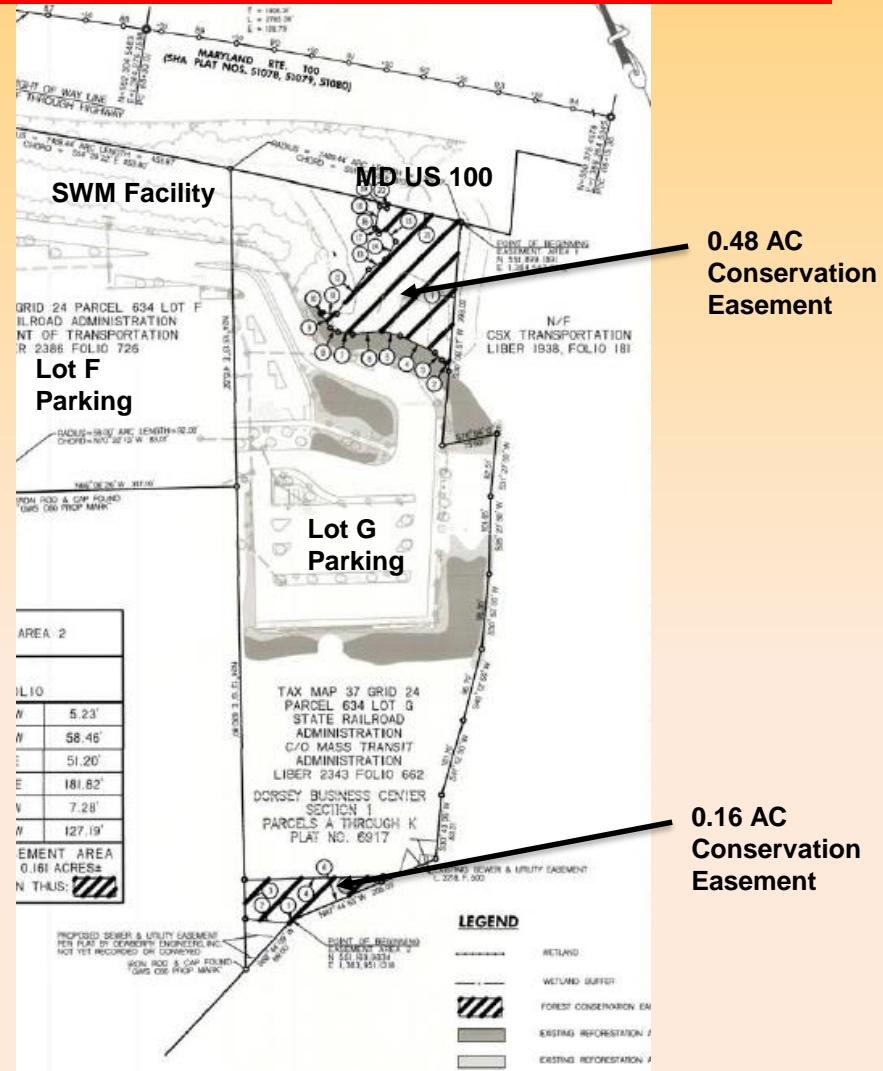


Figure 9: Parcel 634, Lots F and G - SWM Facility and Forest Conservation Easements

Section B: Station Requirements

1. The station and platforms are public facilities to be retained by the MDOT MTA (refer to Figures 3-4 and 10-11). However, the TOD design must include certain public facility and infrastructure improvements to include, but may not be limited to: 1) a hiker/biker trail connection to Dorsey Road; 2) three (3) new bus bays in front of the station which will serve the Regional Transportation Agency of Central Maryland (RTA) bus routes 409 and 501; connecting to the Elkrige and the City of Laurel; and Columbia Mall, and Arundel Mills Mall/Live!Casino and BWI in Anne Arundel County, respectively, the third bus bay will serve MDOT MTA Commuter Bus 201 connecting the City of Gaithersburg with WMATA's Shady Grove Metro Station and BWI; and 3) twenty-four (24) bicycle racks and six (6) bicycle storage lockers must be provided at the transit station in proximity of the new hiker/biker trail.
2. Americans with Disabilities (ADA) compliant sidewalk connections must be provided throughout the site to the station.
3. Any impact to existing traffic will be addressed through Howard County's Adequate Public Facilities Ordinance (APFO). Any impact to MD 100 will be at the cost of the developer.

Section B: Station Recommendations

1. Station recommended infrastructure improvements include, but are not limited to: 1) an ADA compliant stair and elevator tower bridging the south and north platforms; 2) new stairs and ADA ramps that connect the MARC platforms to O'Connor Drive; and 3) a public plaza to serve as a focal point for both the station and any development. The Developer and MDOT MTA will determine the feasibility and cost of such improvements.



Figure 10: Dorsey MARC Station lobby



Figure 11: Dorsey MARC Station at-grade crossing to the northbound platform

Dorsey TOD Site

Property Information

Section C: Access Restrictions

1. There is currently no vehicular access to Dorsey Station Drive from Deerpath Road which terminates with a cul-de-sac (refer to Figure 12).
2. The station and commuter parking lots are accessed via MD US 100, Exit 7 to Dorsey Station Drive (refer to Figure 13-14).
3. The development requires two (2) separate public access points: 1) public facilities including the transit station, commuter parking, three (3) future bus bays, and station operations shall only be accessed via MD US 100 (refer to Figures 13 and 14); and 2) the private development shall only be accessed by Deerpath Road (refer to Figures 6 and 12) via MD US 103 (Dorsey Road) and Douglas Legum Drive.



Figure 12: Deerpath Road cul-de-sac and Dorsey Station Drive



Figure 13: Dorsey Station Drive under MD US 100 – view from Station towards MD US 100 Exit 7 ramps



Figure 14: Dorsey Station Drive – view from MD US 100 towards Station

Section D: Parking Requirements

1. Existing commuter parking comprises a total of 802 commuter parking spaces.
2. Development shall require the replacement of no less than 864 commuter parking spaces to accommodate existing, temporary and future demands for commuter parking spaces. Replacement parking may be provided as on-site surface parking, structured parking or any combination and must have a direct and ADA compliant pedestrian connection to the station and an access road from the existing interchange at MD 100. If a shared parking garage is proposed, private development parking and TOD parking must operate as two facilities with separate ingress/egress traffic.
3. Existing commuter parking utilization requires no less than 700 temporary commuter spaces which must be maintained during construction until replacement parking is available and accessible to commuters (refer to Figure 15).
4. Temporary and permanent parking for the private development must be provided in accordance with Howard County zoning requirements; at developer's cost and must not impact access or the availability of commuter parking.
5. Off-site temporary parking locations, if required, must be identified within a one-half mile radius of the station and approved by MDOT MTA during the pre-development phase of the project. ADA compliant sidewalk connections must be provided between off-site temporary parking locations and the station.
6. Vehicular and pedestrian access must be maintained between commuter parking facilities and the station/platforms during all phases of the development project.

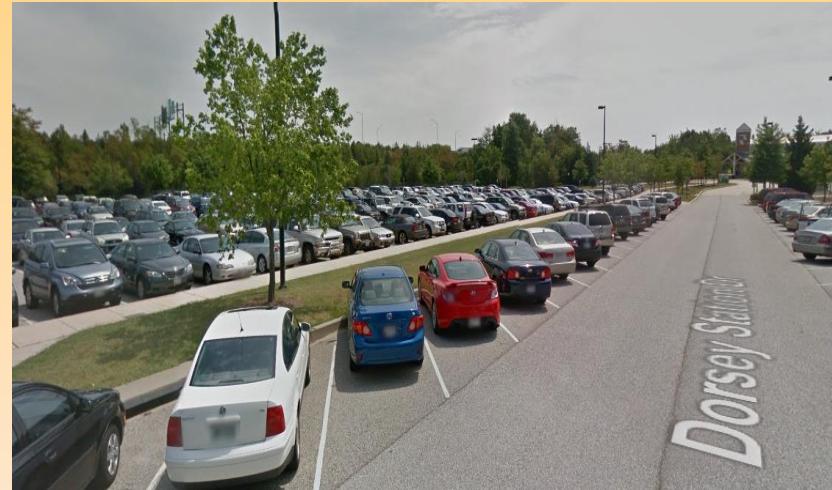


Figure 15: Dorsey Station commuter parking with view towards station

Section D: Parking Requirements (cont.)

7. During all phases of the TOD project, local bus service must be maintained and accessible from the station and all commuter parking facilities.
8. Designated reserved parking spaces close to the station shall be required for special services including ADA compliance; bus and mobility services; and passenger pick-up and drop off area (i.e., Kiss and Ride) during every phase of the project.
9. Designated reserved parking spaces close to the station shall be required for hired cars (i.e., Taxi, Lyft, Uber, etc.) and a minimum of two (2) Electric Vehicle Charging (EVC) stations.

Response Disclaimer



This RFEI is an inquiry only.

No contract or agreement will be entered into as a result of this RFEI process, nor does this RFEI initiate a formal solicitation or represent a commitment to issue a Request for Proposals (RFP) or Request for Qualifications (RFQ) for in the future. Response to this RFEI is not a requirement for any resulting RFQ or RFP. Those choosing to respond to this RFEI will not, merely by virtue of submitting such response, be deemed to be "offerors" for project concepts or proposals nor have any preference, special designation, advantage or disadvantage in any subsequent activities or projects which may arise out of this RFEI. Respondents will not be compensated for preparing and submitting a response to this RFEI.

The information contained in the responses to this RFEI, however, is intended to assist MDOT in refining the approach to project development, including the scope and structure of potential TOD agreements(s).

Industry Outreach

While this RFEI is an inquiry only at this time, MDOT may be providing additional opportunities for industry outreach.

Public Information Act Notice

All responses to this RFEI will be handled in accordance with the Public Information Act (PIA). Respondents should give specific attention to the identification of those portions of their responses that they deem to be confidential, proprietary information or trade secrets and provide any justification why such materials, upon request, should not be disclosed by the State under the Maryland PIA.

How to Respond to the RFEI



Responses shall be informed by the following:

MDOT is requesting that respondents provide options which fulfill project goals. Respondents must not rely on any MDOT capital funding for public facilities or private development. Experience of the respondent in securing conventional financing and utilizing innovative financing approaches for public facilities without solely relying on public investment (federal, state or local jurisdictions).

MDOT's preference is a long term ground lease in lieu of fee simple disposition.

Responses shall include the following:

1. An Executive Summary which includes a vision statement describing the development approach (uses, units, total square footage, project phasing) for an innovative and dynamic TOD site which would be responsive to the needs of MDOT, Howard County and the community. The vision must include the goals and objectives of a TOD.
2. A narrative summarizing the experience of the respondent in executing comparable projects; working with transit agencies; demonstrating a successful management structure and working together as a team. Provide contact information (including telephone number, e-mail and address) for the development team's single point of contact.
3. A narrative explaining the innovative or conventional financing arrangements that may be secured by Respondent to finance this Project including the level of financing that may be needed for the proposed development approach.

Submission Format:

Submit one (1) electronic copy on compact disk or USB flash drive; labeled with the Development Team name and three (3) bound copies in a 8½" x 11" format, packaged, and labeled "Dorsey Station TOD-Response to Request for Expressions of Interest – Attn: Gaylord Dutton" to the address listed below. MDOT reserves the right to accept or reject any and all responses, at its sole discretion, received in response to this RFEI, to waive minor irregularities, and to conduct discussion with any or all Respondents, to serve the best interest of the State of Maryland.

RFEI Responses must be submitted not later than 12:00 noon EST on May 16, 2019

Questions and responses should be sent to:

Gaylord Dutton, Project Manager, Development Services
Maryland Department of Transportation
Office of Real Estate and Economic Development (ORED)
7201 Corporate Center Drive
Hanover, Maryland 21076
Email: gbutton@mdot.maryland.gov
Phone: 410-865-1077