



OFFICE OF REAL ESTATE AND ECONOMIC DEVELOPMENT

Odenton MARC Station

Transit-Oriented Development Request for Qualifications



Release Date: December 3, 2024

Submission Deadline: January 24, 2025

Maryland Department of Transportation – The Secretary’s Office
Office of Real Estate and Economic Development
7201 Corporate Center Drive, Hanover, Maryland 21076
Attn: Darron Cooper, Project Manager
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Table of Contents

- 1 Introduction 4**
 - 1.1 Introduction to Project..... 4
 - 1.2 Purpose of RFQ 4
 - 1.3 Objective of Odenton MARC Station TOD..... 4
- 2 Development Opportunity 6**
 - 2.1 Site Description and Map(s)..... 6
 - 2.2 Anticipated Stakeholder Collaboration 7
 - 2.2.1 Anne Arundel County 7
 - 2.2.2 Maryland Department of Transportation 8
 - 2.2.3 Community Stakeholders 8
 - 2.2.4 Maryland Department of Housing & Community Development 8
 - 2.3 Existing Site Conditions..... 8
 - 2.3.1 TOD Designation..... 8
 - 2.3.2 Specimen Trees 8
 - 2.3.3 Proposed Commuter Garage 8
 - 2.4 Transit Station Overview 10
 - 2.4.1 Location 10
 - 2.4.2 Service..... 10
 - 2.4.3 Potential Expansion 11
 - 2.4.4 Ridership 11
 - 2.4.5 Current Parking 11
 - 2.4.6 Multimodal Connections..... 12
 - 2.5 Community & Market Overview 12
 - 2.5.1 Key Demographic Characteristics 12
 - 2.5.2 Odenton Town Center Characteristics..... 12
 - 2.5.3 Private and Public Investment Related to Odenton Town Center 13
 - 2.6 Zoning..... 14
- 3 Development Guidelines 15**
 - 3.1 Site Vision 15
 - 3.1.1 Penn Line TOD Strategy 15
 - 3.1.2 Housing 17
 - 3.2 Site Planning Objectives 17
 - 3.3 Project Externalities..... 17
 - 3.4 Inclusion of MBEs and NPOs..... 18
- 4 Response Overview 18**



4.1	Cover Letter	18
4.2	Executive Summary	18
4.3	Development Team and Potential Partners	18
4.4	Project Qualifications	19
4.5	Experience Securing Financial Resources	20
5	Solicitation Guidelines	21
5.1	Selection Process Timeline	21
5.2	Evaluation Team.....	21
5.3	Pre-Response Site Visit.....	21
5.4	Meetings with Respondents	21
5.5	Evaluation Criteria	22
5.6	Evaluation Process	22
6	Disclaimers	22

Table of Figures

Figure 1: Odenton Station Concept Rendering	5
Figure 2: General Site Map	6
Figure 3: Existing Mobility Map	7
Figure 4: Planned Commuter Garage Location.....	9
Figure 5: MARC Transit Service Map	10
Figure 6: Percent of Pre-COVID (2019) Daily Ridership	11
Figure 7: Key Demographic Characteristics.....	12
Figure 8: Odenton Town Center Development Activity	13
Figure 9: Odenton Town Center Zoning Districts Map	15
Figure 10: Odenton MARC Station Development Concept	16



Introduction

1.1 Introduction to Project

The Maryland Department of Transportation (“MDOT”), through The Secretary’s Office (“TSO”) and Office of Real Estate and Economic Development (“ORED”), seeks to redevelop state-owned land located at 1400 Odenton Road, Odenton, Maryland 21113 (the “Site”, see Figure 2: General Site Map) for transit-oriented development (“TOD”). The entire state-owned area consists of two lots of unimproved land with surface parking. It is located adjacent to the Odenton MARC Station (the “Station”), totaling approximately 20.46 acres in Anne Arundel County (the “County”). The first lot, the West Lot, is 12.85 acres in total area, of which approximately two acres are committed to a County-owned and constructed commuter parking structure. The second lot, the North Lot, accounts for an additional 7.61 acres.

This solicitation is for the West Lot, which MDOT anticipates will be organized around a long-term ground lease strategy. A separate solicitation for the North Lot (Phase 2) is anticipated for late 2026.

Questions regarding this Request for Qualifications (“RFQ”) should be submitted via email only to the Project Manager, Darron Cooper (dcooper8@dot.maryland.gov), by the date identified in Section 5.1. Respondents shall not direct questions to any other person within MDOT except as advised otherwise within this RFQ. Responses to the questions for the Odenton MARC Station TOD project may be aggregated and posted on MDOT ORED’s [web page](#) at MDOT’s sole discretion.

1.2 Purpose of RFQ

The purpose of this RFQ is to solicit responses from development teams (“Respondents”) experienced in delivering TOD projects that generate long-lasting outcomes for the local community. Responses to this RFQ will focus on Respondents’ expertise, financial capability, and past performances on projects, ideally in delivering TODs, housing, and mixed-use developments. Respondents will be shortlisted to respond to a future Request for Proposals (“RFP”) subject to details specified in Section 5.1. During the RFP stage, MDOT expects Respondents to provide a response that complies with the objectives outlined in Section 1.3 and takes cognizance of MDOT’s indicative development guidelines for the Site as outlined in Section 3. For more details on the specific solicitation requirements, see Section 5.

1.3 Objective of Odenton MARC Station TOD

MDOT is looking to find high-performing, capable teams to consider as potential partners for a transformative joint development opportunity at the Odenton MARC station. This opportunity (the “Project”) represents the collective intentions of the State and the County to advance TOD projects that embrace the following core elements: developing meaningful density, encouraging transit ridership, establishing walkable, mixed-use communities, creating housing opportunities at TODs, and leveraging public property as an economic driver. These objectives align with the [Moore-Miller 2024 State Plan](#) for advancing TOD in Maryland. The conceptual rendering below (Figure 1: Odenton Station Concept Rendering), completed as part of MDOT’S [MARC Penn Line TOD Strategy](#), illustrates one interpretation of MDOT’s and the County’s vision for the Site.



Figure 1: Odenton Station Concept Rendering

MDOT expects the following key objectives to be achieved in the Project:

- A dense mixed-use development with a particular focus on housing, that supports a healthy and competitive Maryland economy;
- An increase in transit ridership;
- Improved safety and security in and around the Odenton MARC Station area;
- Innovative Project amenities;
- Multimodal access to facilitate walking, cycling, shared mobility, auto drop-offs and/or bus transfers; and
- Enhance the connectivity between the Site, Odenton MARC Station, and the existing neighborhood.

The County has undertaken to finance and deliver a commuter parking garage at the Odenton MARC station. This public infrastructure amenity aims to bolster transit ridership and attract activity to the Site. For further details on the planned process for the commuter garage, see Section 2.3.3.



2 Development Opportunity

2.1 Site Description and Map(s)

The West Lot is adjacent to the MARC commuter rail station, constituting approximately 12.85 acres. It is currently utilized as surface parking or otherwise unimproved land (see Figure 2: General Site Map). The Site's address is 1400 Odenton Road in Odenton, Maryland. The Site resides within Odenton Town Center and is bound by Annapolis Road (MD-175) to the north, Town Center Boulevard to the west, the rail tracks to the east, and residential housing along Odenton Road to the south.

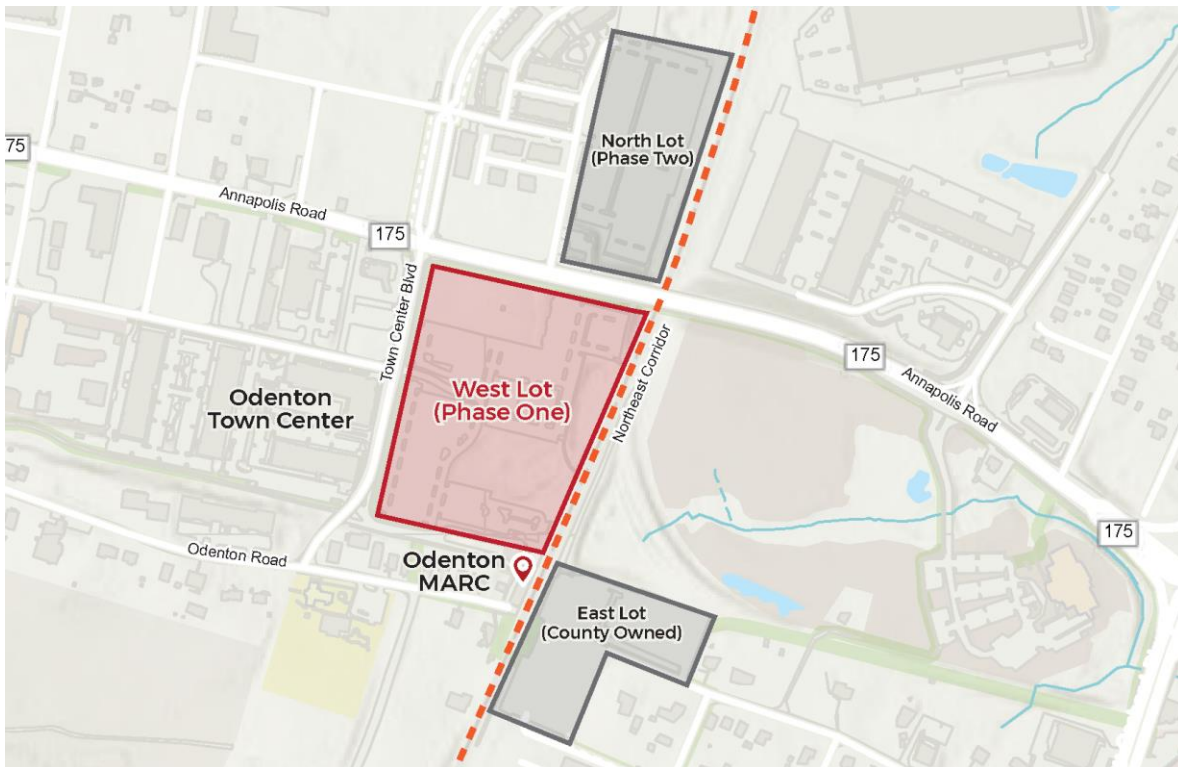


Figure 2: General Site Map

The West Lot is currently accessible via Town Center Boulevard. The Site also has a bus stop located within its perimeter for Anne Arundel County local bus routes 202, 205, and 209, Region Transit Agency (“RTA”) bus route 504, and the National Security Agency (“NSA”) shuttles, which provide connections from Hanover, MD to the north down to Annapolis, MD to the southeast of the station (see Figure 3: Existing Mobility Map).

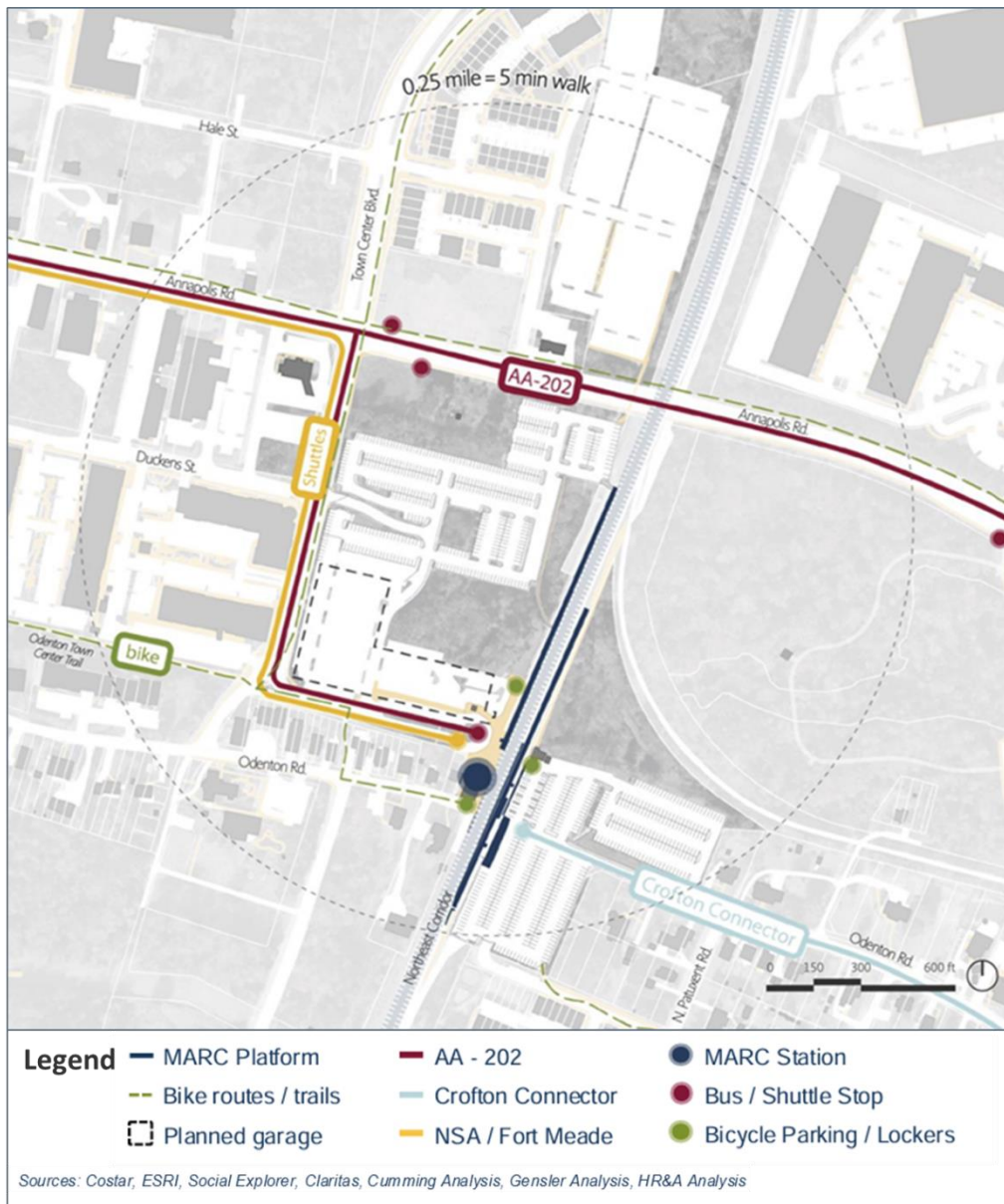


Figure 3: Existing Mobility Map

2.2 Anticipated Stakeholder Collaboration

The Project will require engagement and collaboration with several relevant local stakeholders. The following is an indicative selection of key stakeholders for Respondents to note.

2.2.1 Anne Arundel County

The County, as the local regulatory authority and investment partner for adjacent capital projects, will be a crucial partner for the Respondent in advancing the Project. For further details on planned investments, see Section 2.5.3.



2.2.2 **Maryland Department of Transportation**

MDOT (including the Maryland Transit Administration “MTA” and State Highway Administration “SHA”) will be the counterparty to the expected Development Agreement with the Respondent, of which MDOT anticipates will be organized around a long-term ground lease strategy.

2.2.3 **Community Stakeholders**

MDOT will expect the Respondent to develop an engagement strategy to ensure that the local community is brought into the development process meaningfully. MDOT will expect a Community Engagement Plan from the Respondent during the RFP stage.

2.2.4 **Maryland Department of Housing & Community Development**

Maryland Department of Housing & Community Development (“DHCD”) executed a [Memorandum of Understanding](#) (the “MOU”) with MDOT to formalize the relationship between the agencies in September 2024. Through the MOU, both agencies have committed to closely coordinating their efforts, which will enhance opportunities for joint development through programmatic and personnel support. MDOT expects DHCD’s role within this solicitation will be clarified in the RFP stage.

2.3 **Existing Site Conditions**

The Site has existing conditions that each Respondent should be aware of when considering opportunities at this Site.

2.3.1 **TOD Designation**

The Project Site was designated as a “TOD Designated Site” by MDOT and Anne Arundel County in March 2015. Sites that have received this designation are entitled to various benefits and forms of support. To learn more about MDOT’s TOD Designation process, visit [this link](#).

2.3.2 **Specimen Trees**

The Site has high-quality specimen trees (“Specimen Trees”) that must be documented as part of the Forest Stand Delineation for any subdivision and/or site plan approvals. To the best of their ability, the Respondent should anticipate incorporating the approximately 11 Specimen Trees into the Project or detail a mitigation strategy within the Site for any Specimen Tree that is not retained.

2.3.3 **Proposed Commuter Garage**

The County intends to develop, construct, and operate a parking structure for approximately 1,100 spaces to address current and planned commuter parking demands while supporting TOD efforts. This parking garage will occupy approximately two acres of the Site, replacing the 2,015 surface parking spaces currently in place across three (3) surface lots. The garage will be located along the southernmost portion of the Site, adjacent to the existing station building (see Figure 4: Planned Commuter Garage Location). Currently, parking is set to be free of charge and accessible to transit riders, retail

visitors, and local residents. Delivery of the garage could generate opportunities for the County to develop the East Lot.

The County anticipates commencing construction on the garage in mid-2026 and targeting completion in late 2027. Should the County’s projected timeline not be realized, MDOT shall support the selected Development Team in advancing development at the Site (supporting due diligence work and other preparatory work).



Figure 4: Planned Commuter Garage Location



2.4 Transit Station Overview

Public transit services provide significant value to riders and members of the public, including reducing congestion and delivering critical transportation services in the region. The Maryland Area Regional Commuter (“MARC”) rail service offers a competitive advantage for transit commuters with faster travel times across longer distances, connecting riders from less dense areas to the city and destination areas, fostering access to Washington, D.C., and the Baltimore economic region. Integrating the Odenton MARC Station (the “Station”) into the vision of the Project will be expected, as indicated in the Project’s objectives (see Section 1.3).

2.4.1 Location

The Station, which resides at the southeastern corner of the Site, is located within the core of Odenton Town Center (See Figure 2: General Site Map). The Station is 2 miles southeast of Fort Meade, Maryland’s largest employer. It is bound by the MARC Penn Line tracks to the east, a mix of industrial and residential uses along Odenton Road to the south, Odenton Town Center retail and office uses to the west along Town Center Boulevard, and a surface parking lot on the opposing side of MD 175 to the north.

2.4.2 Service



The Station currently connects to thirteen (13) service stops along the MARC Penn line, which runs on Amtrak-owned tracks going southbound to Washington, D.C., and northbound to the current termination point at Perryville Station (Figure 5: MARC Transit Service Map). The MARC commute from Odenton Station to downtown Baltimore City or Washington, D.C. is approximately 30 minutes, so the station is uniquely situated between metropolises.

Figure 5: MARC Transit Service Map



2.4.3 Potential Expansion

In 2023, MDOT signed a framework agreement with Virginia and Delaware to extend MARC train service into those states as part of a future service expansion. Once implemented, this will enable MARC train service to provide one-seat rides to the Northern Virginia employment areas and other critical destinations.

2.4.4 Ridership

Prior to COVID in 2019, the MARC Penn Line daily ridership was approximately 24,700 on average. According to MTA, daily ridership has been steadily recovering since, with daily ridership in 2023 averaging 46% (11,463) of the 2019 ridership. The MARC Odenton Station has outpaced the MARC Penn Line as a whole, reaching 55% (1,413) of its pre-COVID ridership (2,548) in the same period (see Figure 6: Percent of Pre-COVID (2019) Daily Ridership).

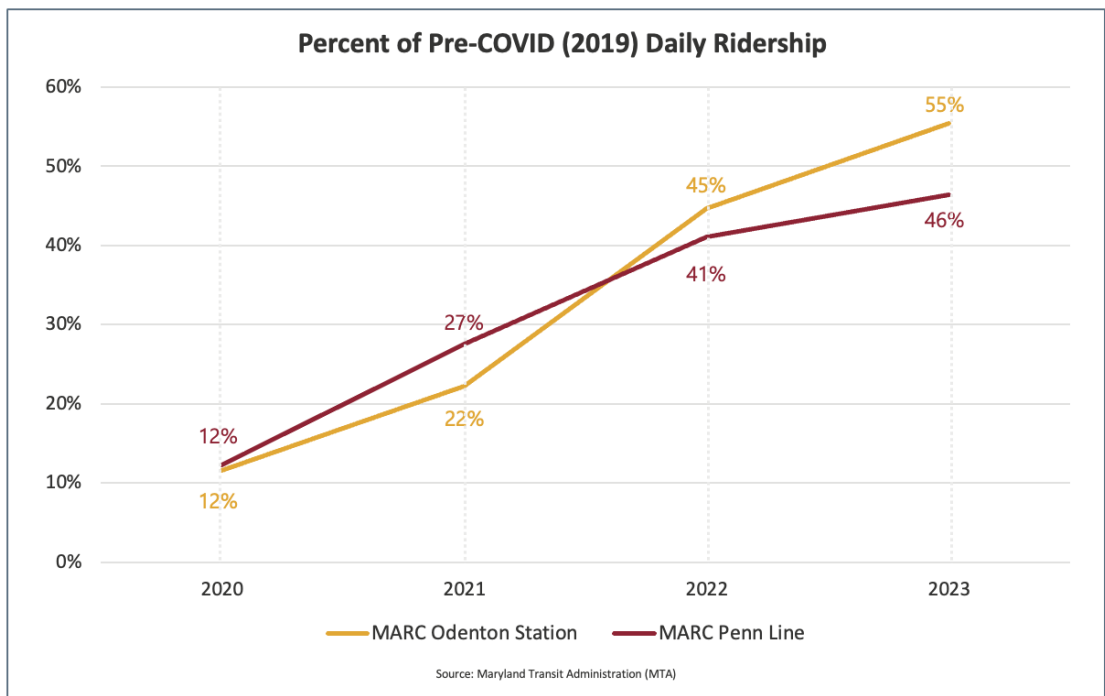


Figure 6: Percent of Pre-COVID (2019) Daily Ridership

2.4.5 Current Parking

The Station has access to 2,015 commuter parking spaces with no parking fees distributed across three surface parking lots. As of 2023, 44% (886) of these spaces were occupied on average per day. Most of these surface parking lots are anticipated to be converted to a County-owned, consolidated commuter parking garage (see Section 2.3.3).



2.4.6 Multimodal Connections

The local buses consist of the Route 202 bus, which provides northern coverage between Odenton MARC Station, Arundel Mills Mall and the Preston Gateway Business Park in Hanover, MD; the Route 205 bus servicing southern stops between the station, the Crofton Country Club, and Westfield Mall in Annapolis, MD; and the Route 209 bus accessing Fort Meade. See Figure 3: Existing Mobility Map for more details.

2.5 Community & Market Overview

The following section provides an overview of key demographic, socioeconomic, and development activity indicators that collectively suggest Odenton could hold latent demand for multifamily housing and retail.

2.5.1 Key Demographic Characteristics

Per the recently released [MARC Penn Line TOD Strategy](#), the area surrounding Odenton MARC Station (“Station Area”) is densely populated by a highly educated, high-earning population with a high share of renters relative to the rest of the MARC Penn Line. The station area is also less than 2 miles from the State of Maryland’s largest employer, Fort Meade. These key characteristics are summarized in Figure 7: Key Demographic Characteristics.

+500	\$101,000
Station Area population change (2010-2023), a 33% increase	Station Area median income
52%	40%
Station Area population with a bachelor’s degree or higher	Share of renters in the Station Area

Figure 7: Key Demographic Characteristics

2.5.2 Odenton Town Center Characteristics

The Station is located within the core of the [Odenton Town Center](#). The Odenton Town Center community includes but is not limited to, the Odenton Library, an array of single-family and townhome units, recently developed multifamily housing, some retail, long-standing industrial facilities (of which many are still in use), and adjacency to Fort Meade – Maryland’s largest employer. The Odenton Town Center Advisory Committee (“OTCAC”) is a County Executive appointed committee, composed of local citizens and businesses, that advocate for the vision, goals, policies, and strategies of the Odenton Town Center Master Plan.



2.5.3 Private and Public Investment Related to Odenton Town Center

Several private development investments within the Odenton Town Center are going through the local planning process with the Anne Arundel County Office of Planning and Zoning. These investments will enhance the residential and commercial footprint of the area's uses (see Figure 8: Odenton Town Center Development Activity). The major development projects within a ½-mile of the Station are as follows:

- **Broadstone at Odenton, Bulk Parcel**
 The project is in the final plan review phase. Its goal is to deliver an 1,890-square-foot Starbucks location at the NW corner of MD-175 and Baldwin Rd.
- **Odenton Town Center at Seven Oaks**
 An 886-unit multifamily development to be located south of MD-32 on vacant land west of Town Center Blvd. It's currently in the Sketch Plan review stage.
- **Odenton Junction**
 110 apartment-style units and 12 over/under multifamily units. The project is in Preliminary Plan Review.

Project details and status for each of the above are found on the County's [Odenton Town Center Master Plan](#) web page.

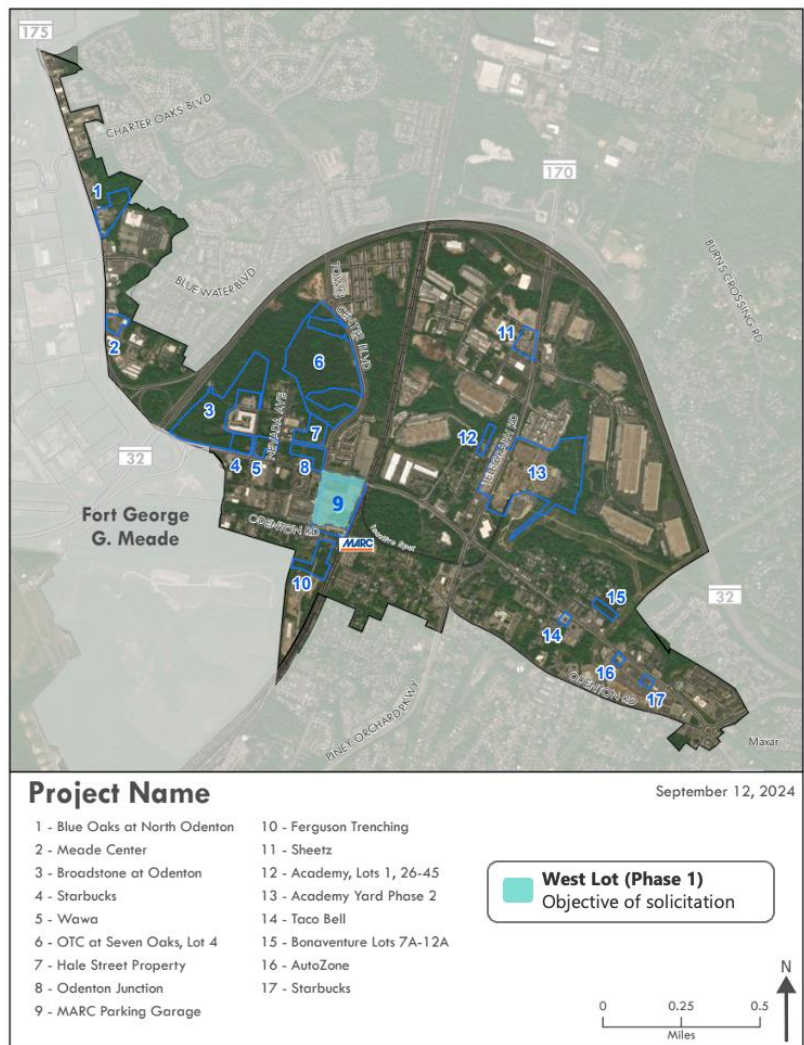


Figure 8: Odenton Town Center Development Activity



Moreover, as an instrumental partner in advancing TOD around the Station, the County has, and continues to make, substantial capital investments into public improvements in the area that substantially improve the local experience and increase the feasibility of MDOT's joint development efforts and intentions. Below are several capital improvement projects being pursued or considered by the State and/or County (FY24-FY28):

- **Odenton MARC Commuter Garage**
See Section 2.3.3.
- **Odenton Grid Streets**
\$25 million project to design, acquire rights-of-way, and construct storm drain improvements and to provide required plans for third-party construction of road improvements, pedestrian and bicycle facilities, and streetscape improvements to grid streets within the Odenton Town Center area. While these improvements are not within the West Lot and will not have material implications for the Project, specifically, they serve to enhance the overall desirability of Odenton Town Center.
- **West County Road Ops Yard**
A \$34.5 million project which includes designing and constructing a West County Road Maintenance and Traffic Operations Facility to replace the existing Odenton Yard located at 1427 Duckens Street.
- **Odenton Library Community Park**
A \$4.6 million project will be used to design and construct a community park adjacent to the Odenton Regional Library in Odenton. The project will be delivered in two phases of development activity. Major elements in the initial phase of development include a playground, sport courts, pavilions and parking.
- **MD 175 Sidewalk**
An Odenton Town Center priority project to complete a final design and construct a sidewalk along the north and south sides of MD-175. It is currently in the Design Development stage with MDOT awaiting Federal approval to continue with the design.

Additional details on these capital projects can be found in the County's [Odenton Town Center Master Plan](#).

2.6 Zoning

The Site is within Odenton Town Center Core (OTC-C) Zoning District, defined by Article 18 of the [Anne Arundel County Code](#) (the "Code"), and is currently zoned for Mixed-Use (see Figure 9: Odenton Town Center Zoning Districts Map).

MDOT has been working alongside the County to assess the implications of the Code for this development opportunity, including the current parking requirements for uses that could be considered at this Site. Today's Code requires developers to satisfy a 1:1 parking space-to-bedroom ratio for multifamily residential projects within Odenton Town Center; however, as demonstrated in the Penn Line TOD Strategy, the development concept for the site assumes an



adjusted parking ratio of 1:1 parking spaces to units. MDOT aims to provide further updates and clarifications to this zoning parameter in relation to ongoing dialog with its local jurisdiction partner, Anne Arundel County, as part of its RFP release in 2025.

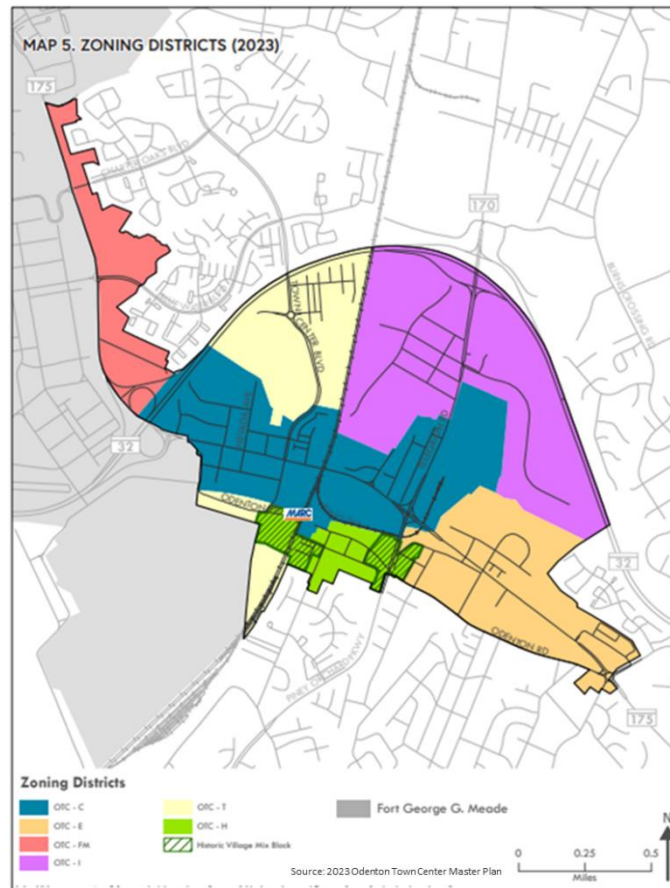


Figure 9: Odenton Town Center Zoning Districts Map

3 Development Guidelines

3.1 Site Vision

The following sections provide an overview of the general Site vision, projected land uses, and planning principles for the Project. These items represent MDOT's baseline expectation for what is achievable at the Site. It will be incumbent on the Respondent to provide a vision during the RFP stage that speaks to and enhances MDOT's vision and/or justifies an alternative vision. It is also worth noting there are Development Guidelines in Chapter 3 of the Odenton Town Center Master Plan.

3.1.1 Penn Line TOD Strategy

On October 10, 2024, MDOT released the [MARC Penn Line TOD Strategy](#) (the "Strategy"), a new effort to spur development along the MARC Penn Line, laying out a vision for denser, mixed-use communities around transit hubs between Washington, D.C.



and Baltimore. The Strategy presents market insights and recommendations for developing 170 acres of undeveloped State-owned land around Penn Line stations, highlighting opportunities and challenges for public and private investment.

The Penn Line Strategy identified Odenton MARC Station as a priority TOD opportunity. As presented in the Strategy, the long-term vision for Odenton Town Center is a mixed-use development with more than 900 new housing units, 1,360 new jobs, \$270 million in state and local tax revenue, and upwards of 117,000 new annual MARC trips at the station. Additionally, this vision aims to contribute to the momentum generated by other recent multifamily and mixed-use construction near Odenton Station (see Section 2.5.3).

The Strategy provides an indicative illustration of the most feasible uses on the Site (see Figure 10: Odenton MARC Station Development Concept). The figure is not envisioned as prescriptive or definitive but to provide a baseline standard of what MDOT believes is achievable. This development concept also includes long-term aspirations for station improvements, which is anticipated to be the public sector's responsibility.

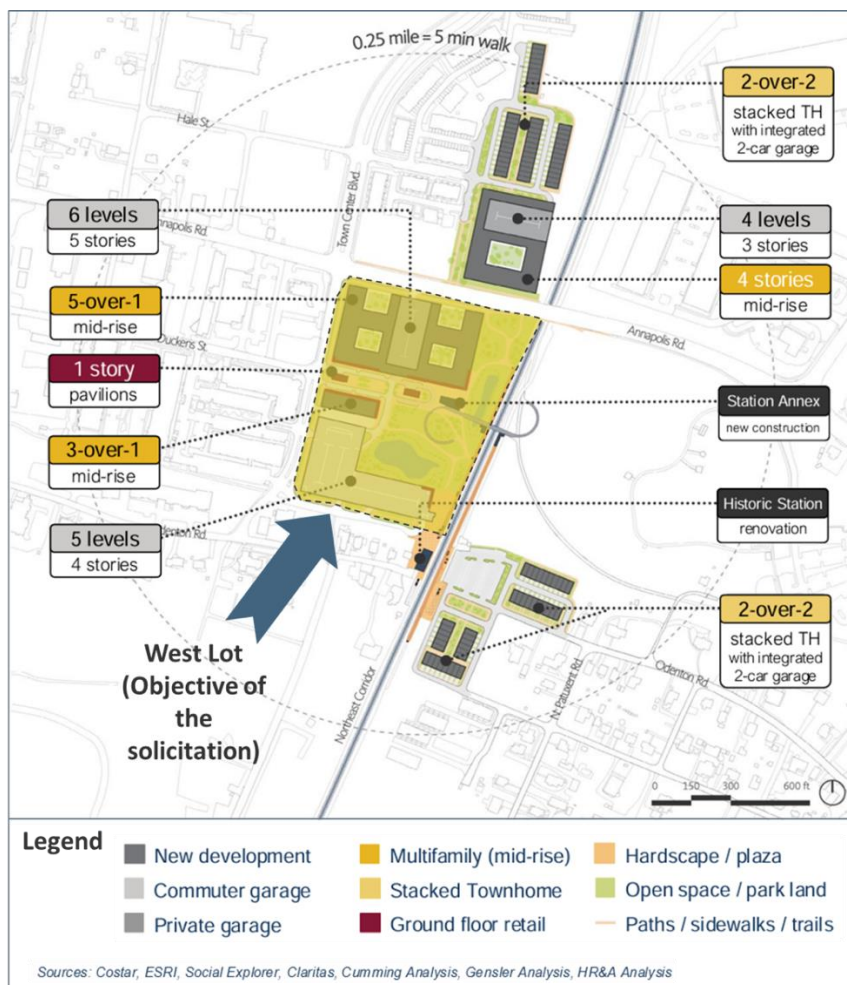


Figure 10: Odenton MARC Station Development Concept



3.1.2 Housing

Respondents should carefully consider the Penn Line Strategy's vision for housing in the area. Housing uses at the West Lot (this solicitation) are expected to be predominately multifamily rental. Additionally, while the State does not have any specific affordable housing requirements, MDOT expects the Respondent to conform to County requirements. This will likely include the recently passed affordable housing legislation known as the "Housing Attainability Act" (Bill 72-24) that will become effective on July 1, 2025. This inclusionary housing policy will require developers of rental and multifamily housing of 20 or more units to commit 15% of the rental units and/or 10% of any for-sale units for moderate-income households. The 15% rental units must be available to renters earning 75% or below the Area Median Income (AMI) (see [Housing Attainability Act Fact Sheet](#) for additional information).

Additionally, MDOT expects that its partnership with DHCD in bringing public investment into the project for affordable housing will be operationalized to the Respondent's benefit (see Section 2.2.4).

3.2 Site Planning Objectives

In addition to the general objectives identified in Section 1.3, MDOT and the County expect the following planning objectives to be achieved by the Project:

- Support Odenton Town Center character goals, including the following of note for the West Lot:
 - Creating higher density, mixed-use focus area on the West Lot;
 - Providing appropriate scale transition to the historic district;
- Improve connectivity and access between development and the proposed Odenton Town Center Park;
- Coordinate with planning agencies, such as the County's [Office of Planning and Zoning](#);
- Streamline access between the station and multimodal connections;
- Create significant on-site open space and attractions adjacent to the station; and
- Establish active frontages along Town Center Blvd. and Annapolis Rd.

3.3 Project Externalities

While the transportation infrastructure around the Site is adequate for the current uses, the Respondent should be prepared during the RFP stage to address the external effects of additional population density resulting from a TOD. For example, the Site is located adjacent to a congested arterial; the Respondent would thus be expected to describe how their vision for the Project could remediate any possible strains on the transportation system.



3.4 Inclusion of MBEs and NPOs

MDOT strongly encourages all Respondents to anticipate the inclusion of Minority Business Enterprises (MBE) and Nonprofit Organizations (NPO) that are focused on housing and community development within their proposed teams. Current regulations set the MBE Program's statewide aspirational goal at 29% across 760 participating agencies and departments.

4 Response Overview

Respondents' submissions should apportion their responses as itemized below and clearly label and separate each section. Submissions should be transmitted as an electronic copy via email in PDF format labeled with the development team's name. The Response package of documents shall be in 8½" x 11" format labeled "Odenton MARC Station – Response to the Transit-Oriented Development Request for Qualifications – Attn: Darron Cooper" as well as the development team's name to the address listed below. Be sure to keep the submission file size under 35MB given MDOT's inbound email size limitations.

Responses must be received no later than January 24, 2025 at 5:00 PM EST to:

Maryland Department of Transportation
The Secretary's Office of Real Estate and Economic Development
7201 Corporate Center Drive, Hanover, MD 21076
Attn: Darron Cooper (dcooper8@mdot.maryland.gov)

4.1 Cover Letter

In no more than one (1) page, provide a cover letter introducing the development team and briefly summarizing the content of the Response.

4.2 Executive Summary

In no more than three (3) pages, provide a brief narrative of the subsequent sections outlined below.

4.3 Development Team and Potential Partners

Respondent must provide details on its proposed core team and potential partners (collectively the "Development Team") based on two capabilities: (1) project experience and (2) financial capacity. The developer of the team should have a clear track record of project delivery concerning the following:

- Developing:
 - Mixed-use developments (developments that encourage walkability by co-locating residential (with emphasis on delivering both market and affordable housing) with other uses such as commercial use (retail and office) and/or civic uses;
 - Transit-oriented developments (developments that leverage and incorporate transit facilities and amenities); and/or
 - Large-scale joint developments (developments on property leased or purchased from public or other large-scale institutional entities).



- Managing zoning and entitlement processes within Anne Arundel County or similarly sized public jurisdictions;
- Implementing comprehensive community development through strategic engagement, delivery of transportation and community amenities, and thoughtful placemaking that leverages historic assets;
- Partnering with public sector entities in realizing transit-oriented development;
- Performing community engagement as part of development projects and gaining community input and consensus;
- Partnering with local, MBE and NPO organizations meaningfully (see Section 3.4).

In no more than five (5) pages, Respondents should describe their Development Team. Respondents should organize their responses in the following manner:

- Describe the Development Team's collective experience and ability to successfully execute the development in the context of objectives articulated in Section 1.3;
- Identify Development Team members committed to this Response and project, denoting their respective role, responsibilities, and bio, as well as their contact information (address, telephone number, and email);
- Provide resumes for each Development Team member committed to the Response, not to exceed two pages (which does not apply towards the page limit); and
- Provide an organizational chart indicating hierarchy and communication channels between the Development Team members and other anticipated stakeholders.

4.4 **Project Qualifications**

In no more than three (3) pages per project, provide detailed information on a total of three (3) to five (5) projects that are responsive to the following categories: (A) mixed-use developments (developments that encourage walkability by co-locating residential (with emphasis on delivering both market and affordable housing) with other uses such as commercial use (retail and office) and/or civic uses); (B) transit-oriented developments (developments that leverage and incorporate transit facilities and amenities); and (C) large-scale joint developments (developments on property leased or purchased from public or other large-scale institutional entities). These projects should be within the last eight (8) years, ideally similar in scope and scale to the Site as detailed in this RFQ. For each project, include the following:

- **Project Description**
 - Project name;
 - Team member(s) on the Development Team that served on this project, including their role;
 - Description of residential elements, including gross square feet (GSF), number of units, average size of unit, where or how much these are market, workforce, and/or affordable units;
 - Description of retail elements, including gross square feet (GSF) and number of stores;



- Description of other elements (e.g. commercial, hospitality, other), including gross square feet (GSF);
- The project timing and phasing from initiation to Certificate of Occupancy (if applicable); and
- Description of how the project promoted walkability and how the transit station (if applicable) benefitted.
- **Project Financial Information**
 - Development costs (budgeted vs. actual) in total and by GSF; and
 - Description of the approach undertaken to secure funding. Include information related to funding sources (including sponsor's own equity, government subsidies/loans or grants), financing sources, loan-to-value, financial guarantees, etc.
- **Project Challenges**
 - Description of any unique challenges of the project and how the Respondent addressed them.
- **Project Photos**
 - At least one (1) exterior and one (1) interior photograph of the project, if possible.
- **Project Reference**
 - The name, role, and contact information (telephone and email address) of one (1) reference for the project. Note: MDOT reserves the right in its sole discretion to contact references not otherwise provided by the Respondent.

4.5 Experience Securing Financial Resources

Respondents should demonstrate experience successfully securing funding and financing to realize mixed-use, transit-oriented, and/or joint development projects (e.g., construction and permanent debt, equity, tax credits, public subsidies, etc.) in the past eight (8) years.

In no more than two (2) pages, the Respondent should demonstrate financial capabilities as outlined in the above paragraph, as well as provide a statement of experience with public funding and financing programs, such as Low-Income Housing Tax Credits (LIHTC) and any experience with Maryland Department of Housing and Community Development's (DHCD) programs.

In addition, and not subject to a page limit, the Respondent should demonstrate the financial capacity of the Development Team (including any affiliates, key equity partner or parent holding company) with evidence of financial standing. Ideally, the respondent should demonstrate that the team has access to 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. Moreover, the Respondent should clarify ownership arrangements if affiliated with other entities or affiliates.



5 Solicitation Guidelines

5.1 Selection Process Timeline

The following items are subject to change.

<u>Item:</u>	<u>Date:</u>
RFQ Issue Date	December 3, 2024
Pre-Response Site Visit	December 16, 2024 at 10:30am EST
Deadline for Receipt of Written Inquiries	December 20, 2024
Written Inquiries Responses	December 30, 2024
Deadline for RFQ Response	January 24, 2025 at 5:00 PM EST
Meetings with Respondents	(at MDOT's discretion)
Announcement of Shortlisted Respondents	March 1, 2025
RFP Issuance to Short List	Spring 2025
RFP Responses Due	May 2025
Notice of Selection	July 2025

5.2 Evaluation Team

MDOT shall designate an internal evaluation team (the "Evaluation Team") to review and evaluate the Responses to this RFQ. MDOT will determine the Evaluation Team at its sole discretion. MDOT may consult professional consultants, advisors, and other stakeholders for technical assistance. The Evaluation Team will evaluate each Response based on the criteria presented below.

5.3 Pre-Response Site Visit

A pre-response site visit may be scheduled for 10:30am on 12/16/2024. Interested Respondents are responsible for checking the Project's [web page](#) for updates and instruction for any pre-response site visit.

5.4 Meetings with Respondents

At MDOT's discretion, the Evaluation Team may meet with all, none, or selected Respondents for an oral presentation and specific discussions about their respective Response(s). Such discussions will include identifying areas of the Respondent's Response that require clarification.



5.5 Evaluation Criteria

The criteria elements itemized in the table below have been presented in order of importance to the State.

No.	Criteria	Section	%
1.	Development Team & Partners	4.3	40
2.	Project Experience It is anticipated that some points will be reserved for the following three categories (As defined in Section 4.3 & 4.4) to be scored independently: A- Mixed-use development B- Transit-oriented development C- Joint development	4.3 & 4.4	30
3.	Experience Securing Financial Resources	4.5	30

5.6 Evaluation Process

After evaluating submissions against the above criteria, the Evaluation Team will shortlist three (3) to five (5) bidders based on responsiveness. MDOT reserves the right to expand the total shortlist at its discretion. The RFP will then be issued to the shortlist by Spring 2025.

6 Disclaimers

The State is not responsible for any inaccurate or misrepresenting statements in this RFQ. Any reference material accompanying this solicitation is for informational purposes only.

Failure to respond with the requisite information may result in a Respondent being deemed non-responsive. In addition, the Respondent should note that all such money expended to submit a response to this RFQ is at their sole risk, and under no circumstances shall MDOT be responsible for reimbursing the same.

MDOT, as the State agency issuing this solicitation, can, at its sole discretion and to serve in the best interest of the State, reserve the right to cancel this RFQ at any time and/or reject in whole or in part any or all Responses. MDOT also reserves the right to waive minor irregularities, and/or conduct discussions with any or all Respondents of this RFQ.