

LAUREL PARK STATION

**Howard County, Maryland
63.3 Acres**

Property Information:

The property consists of approximately 63.3 acres located in Howard County adjacent to US Route 1, immediately north of the City of Laurel, Maryland. The property is bounded by Route 1 to the North/Northwest, the Patuxent River to the South/Southwest, and the main CSX/MARC commuter rail line to the south. The property has served as the overflow parking lot and Howard County/Route 1 entrance to Laurel Park Racetrack. The rail line on the southern boundary of the parcel includes a MARC commuter rail stop of the Camden Line.

The property has a Howard County zoning classification of TOD – Transit Oriented Development District, allowing for high-density mixed-use development. The owner has received sketch and preliminary plan approval from Howard County for the initial development densities and mix as follows:

- 1,000 Multi-Family Residential Units
- 127,000 Square Feet Retail
- 650,000 Square Feet Office

Key Milestones and Approvals:

- 2004 - Property Re-zoned to Transit Oriented Development Classification (TOD)
- August 2010 – Sketch Plan Approval for Laurel Park Station Development
- January 2012 – Preliminary Plan Approval for Laurel Park Station Development
- February 2012 – Open Schools Approval for Laurel Park Station Development
- July 2012 – Maryland Transit Administration (MTA) informs Howard County that MTA would consider Additional Service at the Laurel Park Station if Multiple Improvements are made to the Existing Rail Station/Platform and Parking
- March 2017 – CSX and MTA Enter Agreement to Add 3 MARC Commuter Train Stops in the Morning and 3 Stops in the Evening at Laurel Park Station, CONDITIONED on Multiple Improvements Being Made to the Existing Rail Station/Platform and Parking





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**Laurel Park Station
Special Taxing District Boundary Map**





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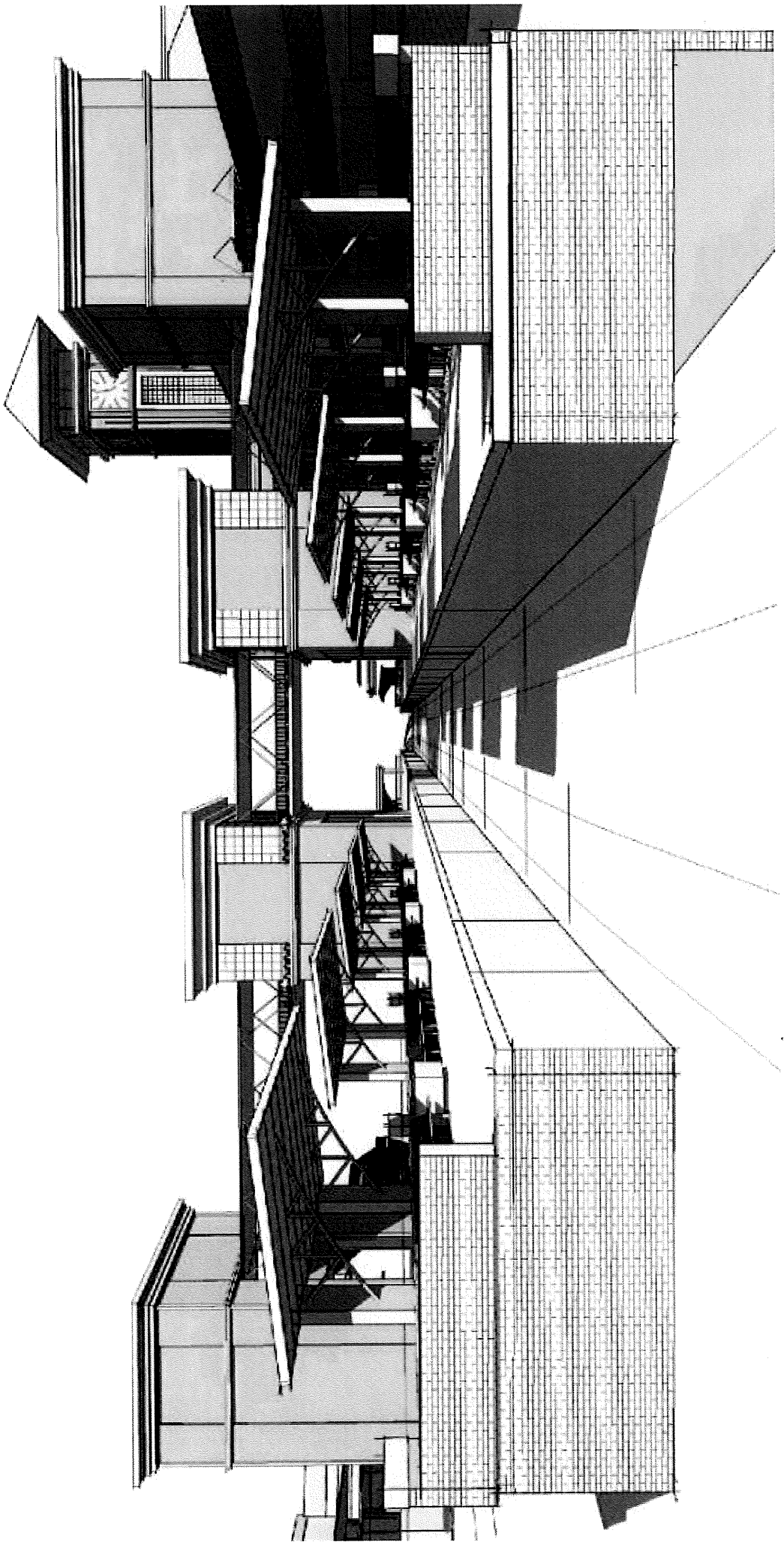




Laurel Park Station
Special Tax District
Development Map

PROPOSED PLAN ON AERIAL





ARTIST'S ILLUSTRATION



**NEW AND REFURBISHED ENTRANCES
WITH NEW BUILDINGS IN BACKGROUND
AS VIEWED FROM RT. 1 SOUTH**

ARTIST'S ILLUSTRATION



REFURBISHED ROUTE 1 SOUTH MAIN ENTRANCE

ARTIST'S ILLUSTRATION



**NEW ROUTE 1 NORTH ENTRANCE
WITH NEW BUILDINGS IN BACKGROUND**

ARTIST'S ILLUSTRATION



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CR111 TIF – Oppose

I don't envy the Council their work this month for sure. I have a Masters in Finance and reading this Resolution made my eyes cross. I understand that TIFs can be helpful when there is a blighted area much in need of development, with none planned, and incentives need to be found to get it done. I understand that even in a non-blighted area, if development is going to be done where large infrastructure improvements are needed, even without the added density needing to be accommodated, that a TIF can help get that infrastructure much faster.

What I do not understand is the degree to which we seem to go to aid projects, that, first of all, are going to be profitable and done regardless. As for CR111, we don't see a problem with the County assisting with public amenity upgrades, but as is stated "financing, reimbursing, or refinancing" parking that is needed, storm water improvements, utility needs, engineering and design, road access, landscaping and permits are all areas for which developers should be just footing their own bill for their project.

This project has very high density. I am not sure if they had to wait a while for allocations from the ability to roll over, which the APFO task force, and DPZ recommended to end, or not, but that is a very big benefit to be able to produce. We understand property rights and following the law, but that's not the case here. Extra financial benefits are being sought. Please consider some limitations as mentioned, or maybe some school funding? 1000 units is going to produce a whole school's worth of students.

Thank you and good luck.