

County Council Of Howard County, Maryland

2020 Legislative Session

Legislative Day No. 1

Resolution No. 13-2020

Introduced by: The Chairperson at the request of the County Executive

A RESOLUTION designating the area of Howard County surrounding and including the Dorsey MARC Station as a Transit-oriented Development in accordance with ~~the Governor's Executive Order 01.01.2009.12~~ and State law.

Introduced and read first time January 6, 2020.

By order Diane A. Jones
Diane Schwartz Jones, Administrator

Read for a second time at a public hearing on January 21, 2020.

By order Diane A. Jones
Diane Schwartz Jones, Administrator

This Resolution was read the third time and was Adopted __, Adopted with amendments Failed __, Withdrawn __, by the County Council on February 3, 2020.

Certified By Diane A. Jones
Diane Schwartz Jones, Administrator

Approved by the County Executive February 5, 2020

Calvin Ball
Calvin Ball, County Executive

NOTE: [[text in brackets]] indicates deletions from existing law; TEXT IN SMALL CAPITALS indicates additions to existing law; Strike-out indicates material deleted by amendment; Underlining indicates material added by amendment

1 **WHEREAS**, Title 7, Subtitle 1 of the Transportation Article of the Annotated Code of
2 Maryland requires that the Maryland Secretary of Transportation and the local government with
3 land use and planning responsibility for the relevant land area designate a Transit-Oriented
4 Development (“TOD”); and

5
6 **WHEREAS**, the area of Howard County surrounding and including the Maryland Area
7 Regional Commuter Dorsey Station (the “Dorsey MARC Station”), as shown in the attached
8 Exhibit A (the “Project”), ~~is a proposed mixed-use TOD with a development plan that has been~~
9 ~~approved by Howard County and is located in a TOD zoning district in Elkridge, Howard~~
10 ~~County, Maryland; and~~ “Property”, is proposed for this joint designation by the Maryland
11 Secretary of Transportation and Howard County, Maryland; and

12
13 ~~**WHEREAS**, the Project is part of a deliberate development plan and strategy for meeting~~
14 ~~and expanding passenger train service from the existing Dorsey MARC Station and its~~
15 ~~development is being coordinated with the Maryland Department of Transportation; and~~

16
17 **WHEREAS**, the Project Property includes (1) a transit station as defined in Section 7-
18 101 of the Transportation Article of the Annotated Code of Maryland; and (2) ~~public and private~~
19 ~~components of a mixed-use real estate development; and~~ (3) public and private infrastructure
20 that is or will be located adjacent to or within one-half mile of the Dorsey MARC Station
21 ~~and that directly or indirectly supports the real estate development; and~~

22
23 **WHEREAS**, on ~~June 18, 2010~~ October 31, 2019 the Maryland Secretary of
24 Transportation ~~designated~~ approved the Project as one of the fourteen TODs in Maryland, with
25 ~~the approval of Governor’s Smart Growth Sub-Cabinet in consultation with the Maryland~~
26 ~~Secretaries of Business and Economic Development, Housing and Community Development,~~
27 ~~the Environment, Planning, and General Services; and~~ Property to become one of eleven jointly
28 designated TODs in Maryland, based on the recommendation of Governor’s Smart Growth Sub-
29 Cabinet; and

1 **WHEREAS**, this designation by Howard County represents a TOD designation pursuant
2 to Maryland Governor's Executive Order 01.01.2009.12 entitled "Locating State Facilities to
3 Stimulate Transit-Oriented Development" as well as provisions of the Annotated Code of
4 Maryland including but not limited to the Economic Development and the Housing and
5 Community Development Articles in accordance with the Transportation Article of the
6 Annotated Code of Maryland; and

7
8 **WHEREAS**, Howard County's designation could potentially bring the project
9 prioritization for funds and resources, financing assistance, prioritization for tax credits,
10 prioritization for the location of State offices, support from State agencies regarding station
11 access and related infrastructure needs.

12
13 **NOW, THEREFORE, BE IT RESOLVED** by the County Council of Howard County,
14 Maryland this 3rd day of February, 2020 that the Project is designated as a Transit-
15 Oriented Development in accordance with ~~the Governor's Executive Order 01.01.2009.12~~ and
16 the Transportation Article of the Annotated Code of Maryland.

Amendment 1 to Council Resolution No. 13-2020

BY: The Chairperson at the request
of the County Executive

Legislative Day 2
Date: February 3, 2020

Amendment No. 1

(This amendment corrects the resolution to clarify that the designation applies to the property, versus a specific project. The amendment also substitutes a revised Exhibit.)

- 1 In the title, after “area” insert “of Howard County” and strike “the Governor’s Executive Order
2 01.01.2009.12 and”.
- 3
- 4 On page 1, in line 6, after “area” insert “of Howard County”.
- 5
- 6 On page 1, strike lines 8 through 10, inclusive and in their entirety and substitute:
7 ““Property”), is proposed for this joint designation by the Maryland Secretary of Transportation
8 and Howard County, Maryland; and”.
- 9
- 10 On page 1, strike lines 12 through 14, inclusive and in their entirety.
- 11
- 12 On page 1, in line 16, strike “Project” and substitute “Property”.
- 13
- 14 On page 1, in line 17, strike the comma and substitute “and” and, in the same line, strike “public
15 and private components of”.
- 16
- 17 On page 1, in line 18, strike “a mixed-use real estate development; and (3)”.
- 18
- 19 On page 1, in line 19, strike “and that directly or”.
- 20
- 21 On page 1, in line 20, strike “indirectly supports the real estate development”.
- 22

ADOPTED February 3, 2020
FAILED _____
SIGNATURE Arlene A. Jones

- 1 On page 1, in line 22, strike “June 18, 2010” and substitute “October 31, 2019” and, in the same
2 line, strike “designated” and substitute “approved”.
- 3
- 4 On page 1, strike lines 23 through 26, inclusive and in their entirety and substitute:
5 “Property to become one of eleven jointly designated TODs in Maryland, based on the
6 recommendation of Governor’s Smart Growth Sub-Cabinet; and”.
- 7
- 8 Strike beginning with “pursuant” on page 1, line 28 down through and including “Articles” on
9 page 2, line 2 and substitute “in accordance with the Transportation Article of the Annotated
10 Code of Maryland”.
- 11
- 12 On page 2, in line 11, strike “the Governor’s Executive Order 01.01.2009.12 and”.
- 13
- 14 Remove the TOD Property Boundary Exhibit attached to the Resolution as Exhibit A and
15 substitute a revised Exhibit A, as attached to this Amendment.

Exhibit A
TOD Property Boundary



County Council Of Howard County, Maryland

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7 Dorsey Station (the “Dorsey MARC Station”), as shown in the attached Exhibit A (the
8 “Project”), is a proposed mixed-use TOD with a development plan that has been approved by
9 Howard County and is located in a TOD zoning district in Belkridge, Howard County, Maryland;
10 and

11
12 **WHEREAS**, the Project is part of a deliberate development plan and strategy for meeting
13 and expanding passenger train service from the existing Dorsey MARC Station and its
14 development is being coordinated with the Maryland Department of Transportation; and

15
16 **WHEREAS**, the Project includes (1) a transit station as defined in Section 7-101 of the
17 Transportation Article of the Annotated Code of Maryland, (2) public and private components of
18 a mixed-use real estate development; and (3) public and private infrastructure that is or will be
19 located adjacent to or within one-half mile of the Dorsey MARC Station and that directly or
20 indirectly supports the real estate development; and

21
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23 Project as one of the fourteen TODs in Maryland, with the approval of Governor’s Smart Growth
24 Sub-Cabinet in consultation with the Maryland Secretaries of Business and Economic
25 Development, Housing and Community Development, the Environment, Planning, and General
26 Services; and

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29 to Maryland Governor’s Executive Order 01.01.2009.12 entitled “Locating State Facilities to
30 Stimulate Transit-Oriented Development” as well as provisions of the Annotated Code of

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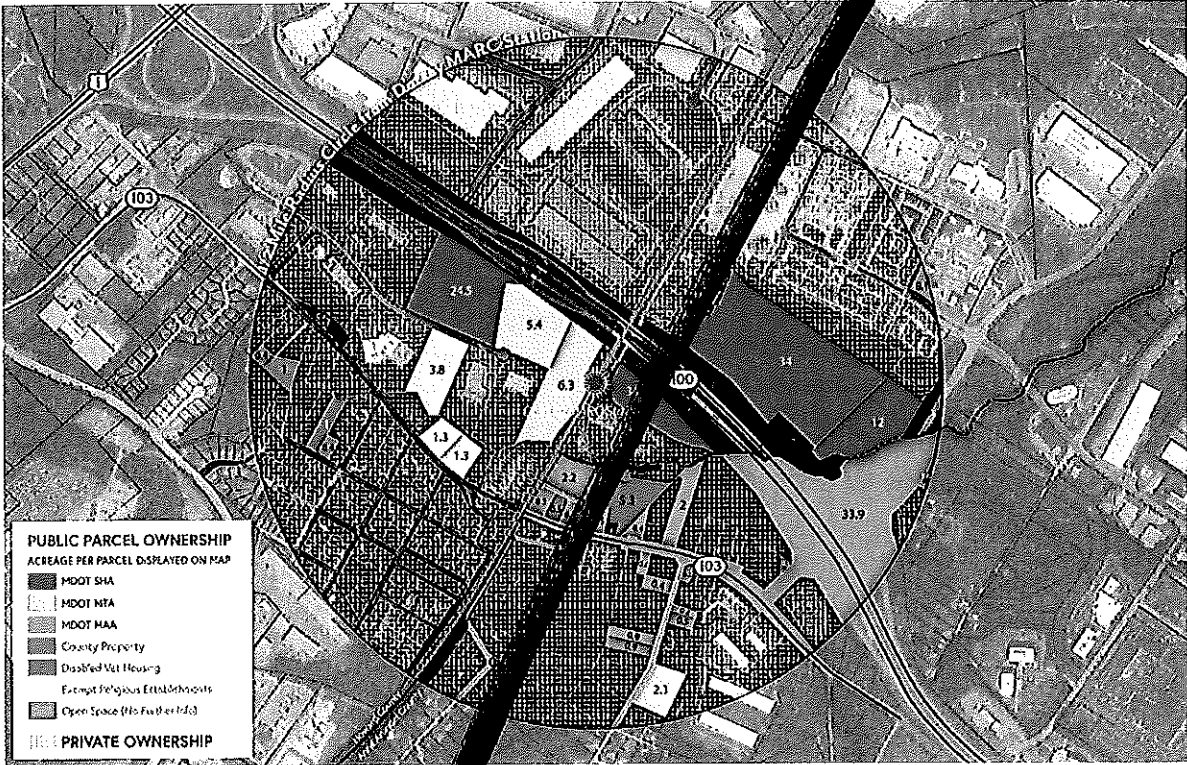
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Exhibit A TOD Property Boundary



DRAFT TEMPORARY ENROLLED

CR13-2020

County Council Of Howard County, Maryland

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HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE
3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2013

Calvin Ball
Howard County Executive
cball@howardcountymd.gov

April 1, 2019

The Honorable Pete Rahn
Office of the Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: FY 2020 Howard County Priority Letter

Dear Secretary Rahn:

Please accept the following "Priority Letter" from Howard County. The letter includes a list of transportation projects Howard County is recommending be included and funded by the Maryland Department of Transportation's (MDOT) FY 2020-2025 Consolidated Transportation Program and includes requests for technical and policy support. The projects requested for funding are listed in priority order.

Howard County also wants to highlight and support MDOT's efforts to:

- Develop a strong Regional Transit Plan through regional stakeholder input that aims to address key corridor gaps in the existing regional transit system.
- Manage the transportation network using Transportation Systems Management & Operations strategies to deliver data driven innovative solutions to address safety, congestion and travel time reliability on state roads in Howard County, including the I-95 Active Traffic Management project.
- Improve capacity and service on the Camden Line via MTA's MDOT's MARC Growth and Investment Plan, including track improvements, new rolling stock and additional service.

Thank You and Acknowledgments

Before listing our requests, please accept our thanks and appreciation for prior and ongoing State funding for the following projects:

- *MD 32 Corridor Improvements*
 - Phase 1: Dualization of MD 32 from MD 108 to Linden Church Road
 - Phase 2: Linden Church Road to I-70, including MD 32/MD 144 intersection improvements
 - Phase 3: Evaluation of the widening MD 32 north of I-70 to the Carroll County line

- Construction of improvements at the US 1 and Kit Kat Road intersection.
- US 29: Bus Rapid Transit (BRT). Planning for enhanced express bus service to Silver Spring along the US 29 BRT corridor.
- Feasibility study for the Ellicott City/Oella Pedestrian Bridge.

We also wish to thank you for the valued and continuing technical assistance provided by MDOT staff, especially the extensive assistance from the Maryland Transit Administration and the State Highway Administration on the following projects:

- Investigation of safety and congestion issues on the MD 99 corridor between Marriottsville Road and US 29/MD 99 intersection
- US 1 Safety Evaluation
- US 1 at Montevideo Road intersection
- Blandair Park interchange on MD 175

Requests for Funding

The following recommendations are the result of review and input by County staff from several departments and offices, as well as by elected and appointed officials. Input also included an extensive public involvement process, including a public meeting held on February 4, 2019, a survey, and written comments. The results of the survey, a summary of comments and public meeting materials can be found at: <https://www.howardcountymd.gov/Departments/County-Administration/Transportation/Transportation-Projects/Priority-Letter>

Design & Engineering Projects

1. *I-70 Corridor*
 - I-70: US 29 to US 40; widen one lane in each direction
 - Upgrade/reconstruct the I-70/Marriottsville Road interchange
 - Design and implement I-70/US 29 interchange capacity enhancements
2. MD 175: Evaluate the improvement of existing access points into Columbia Gateway Drive, including a third access point through the potential extension of MD 108 across MD 175 into Columbia Gateway Drive and direct access to Columbia Gateway Drive from I-95.
3. MD 175: US 1 to Snowden River Parkway; continued comprehensive traffic modeling leading to design alternatives including the US 1/MD 175 and US 1/I-95 interchanges.
4. Pedestrian, ADA access and safety improvements: design and construct pedestrian safety and sidewalk improvements in Howard County's pedestrian master and corridor plans. The county is specifically requesting the state cooperate, support, and fund development of projects identified in the US 1 safety evaluation, including providing safe crossing for pedestrians at the US 1/Guilford Road intersection.
5. MD 108: Guilford Road to Trotter Road; design and construct pedestrian, bicycle, automobile, and streetscape improvements.

6. MD 175: US 1 to Dorsey Run Road; widening and reconstruction including final design and construction of the US 1/MD 175 interchange.
7. MD 103 at US 29: Addition of a third lane along MD 103 onto the ramp towards US 29 northbound.
8. Noise Walls: Design, and construct noise walls at Dunhart Road, at the southwest corner of I-95 and the MD 216 interchange.

Capital & Construction Projects

1. US 29 from the Middle Patuxent River to Seneca Drive, widening including access improvements to the Rivers Edge Community, and accommodations for BRT.
2. Transit Capital Improvements:
 - Purchase rolling stock (buses) to replace vehicles that have exhausted their useful life to maintain a fleet with a state of good repair and to expand service on a number of the most traveled fixed routes.
 - Rolling stock, road, signal improvements and development of high quality BRT stations in Downtown Columbia and future stations for the US 29 BRT system, including funding for Howard County's coordinated efforts with Montgomery County's Flash system to advance enhanced transit service and linkages between Downtown Columbia and Montgomery County.
3. Bike Howard Express: Funding, support and cooperation to implement Howard County's comprehensive strategy to significantly improve bicycle infrastructure during the next 3 years, including the North Laurel connections bicycle route from Savage to North Laurel, new shared-use pathways providing bicycle access into Downtown Columbia, Columbia Gateway and along Dobbin Road, and nearly 14 miles of bike lanes and wayfinding on county roads, including important crossings of state roads.
4. US 1 Sidewalk: Construct sidewalk along US 1 southbound in the median between North Laurel Road and the Prince George's County line.
5. MD 108: Construct intersection improvements along MD 108 at Ten Mills Road.
6. MD 100 and MD 103: Replacement of the existing interchange.

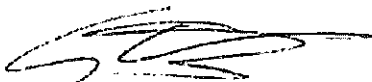
Requests for Technical Assistance and Support

We would like to request MDOT's cooperation and technical support and assistance for several important county led projects and initiatives on state roads and highways. These projects reflect the county's desire to advance projects in coordination with the state to ensure timely and effective project delivery. These projects are:

- US 1 Projects
 - Advancing the Route 1 Corridor Master Plan.
 - MD 175 to just north of Montevideo Road; phased arterial highway reconstruction including pedestrian, transit and streetscape improvements.
 - Construct intersection improvements along US 1 at MD 103 (Meadowridge Road) and Whiskey Bottom Road.
 - Construction of a traffic signal at the entrance of future high school number 13 on US 1.
- Widening of the Marriottsville Road Bridge over I-70 to enable future widening of Marriottsville Road north to MD 99 and south to US 40.
- Continue to support planning for a transitway connecting Downtown Columbia; Oakland Mills, and Columbia Gateway Office Park, including a possible transit bridge over US 29.
- North South Connector/Jug Handle: A major collector planned to connect the US 29/Broken Land Parkway interchange to Little Patuxent Parkway, including a spur off the existing northbound US 29 off-ramp pursuant to the Downtown Columbia Plan.
- MD 108: Construct intersection improvements along MD 108 at Centennial Lane.
- Designation of Downtown Columbia and Dorsey MARC station area as Transit Oriented Developments.
- Design and implementation of road capacity improvements at Broken Land Parkway/Snowden River Parkway and MD 32, including bicycle and pedestrian access improvements to park and ride lots.
- A study to measure the impact and viability of adjusting MTA Commuter Bus 201's route to improve access to BWI Airport via the MD 32/Broken Land Parkway Park and Ride Lot and Downtown Columbia.

Thank you for considering Howard County's priority transportation needs.

Sincerely,



Calvin Ball
County Executive

Thank you for your positive endorsement of Howard County's state transportation projects and priorities.

COUNTY COUNCIL

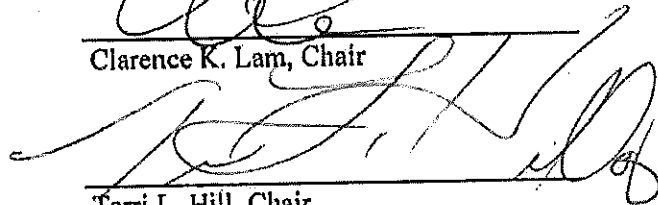


Christiana Mercer Rigby, Council Chairperson

HOWARD COUNTY DELEGATION



Clarence K. Lam, Chair



Terri L. Hill, Chair

Copy:

Howard County Delegation
Howard County Council Members
Lonnie Robbins, Chief Administrative Officer, Howard County Government
James F. Ports Jr., Deputy Secretary for Operations, MDOT
R. Earl Lewis Jr., Deputy Secretary for Policy, Planning, & Enterprise Services, MDOT
Tyson Byrne, Manager of Regional Planning, MDOT
Gregory Slater, Administrator, MDOT SHA
Eric Beckett, Chief, Regional & Intermodal Planning Division, MDOT SHA
John Concannon, District Engineer, District 7 MDOT SHA
Puskar P. Kar, Assistant District Engineer, District 7 MDOT SHA
Kevin Quinn, Administrator, MTA
Holly Arnold, Director, Office of Planning and Programming, MTA
Travis Johnston, Director, Local Transit Support, MTA
Todd Lang, Director of Transportation Planning, Baltimore Metropolitan Council

File: CTP Priority Letter FY 2020-to FY 2025



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary

Office of the Secretary

October 31, 2019

The Honorable Calvin Ball
County Executive
Howard County
George Howard Building
3430 Court House Drive
Ellicott City MD 21043

Dear County Executive Ball:

As requested by Howard County to designate the Dorsey MARC Transit Station area as a Transit-Oriented Development (TOD), the Maryland Department of Transportation (MDOT) presented to the Smart Growth Coordination Committee on August 7, 2019 and the Smart Growth Subcabinet on October 8, 2019 to consider the potential for having the one-half mile radius of the Dorsey MARC Transit Station recommended to be designated as a TOD. Under Transportation Article §7-101(m), Annotated Code of Maryland, sites or areas may be designated by the Secretary of the MDOT and the local government as a TOD after a recommendation by the Smart Growth Subcabinet.

On October 15, 2019, a letter was received from the Office of the Special Secretary of Smart Growth providing the necessary recommendation. To formalize this designation and in keeping with Smart Growth Subcabinet recommendation, I approve the one-half mile radius of the Dorsey MARC Transit Station as a State designated TOD; therefore, a TOD Designation Agreement is enclosed for your execution.

If you have any questions or concerns, please contact Ms. Nimisha Sharma, MDOT Office of Real Estate and Economic Development (ORED) Director, at 410-865-1235 or nsharma@mdot.maryland.gov. Ms. Sharma will be happy to assist you. Of course, you may always contact me directly.

Sincerely,

Pete K. Rahn
Secretary

Enclosure

cc: Ms. Nimisha Sharma, Director, ORED, MDOT



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.

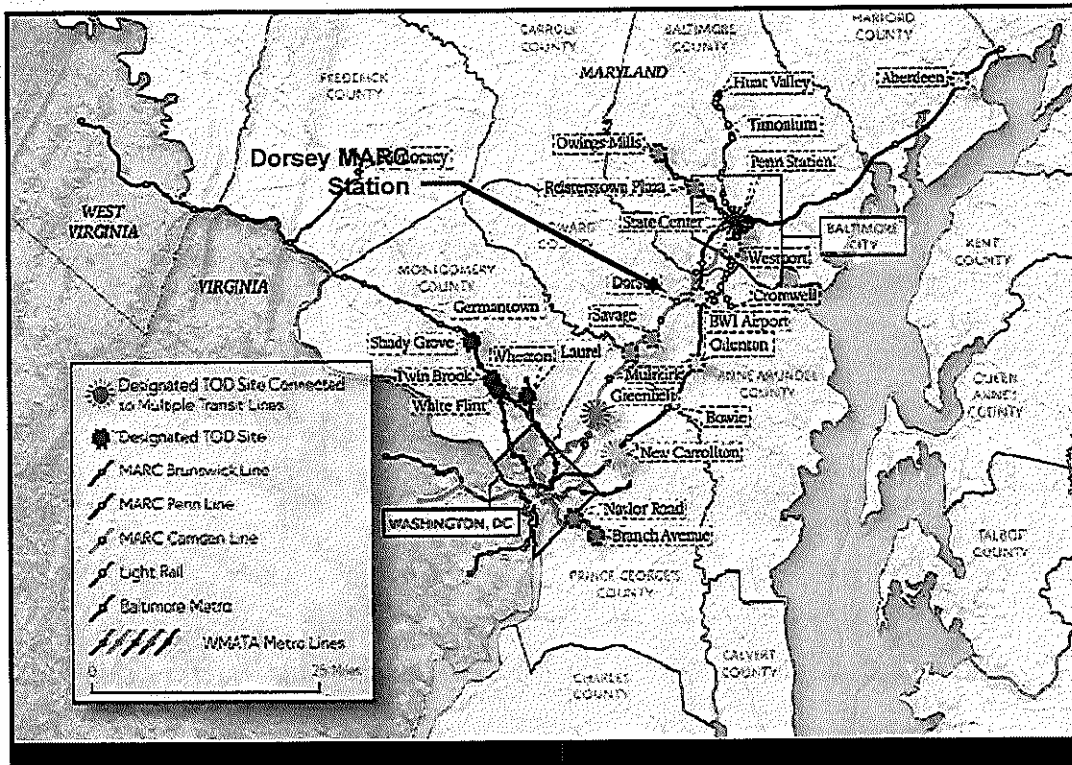


Figure 1: TOD Regional Map

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 3: Southview - Station southbound platform

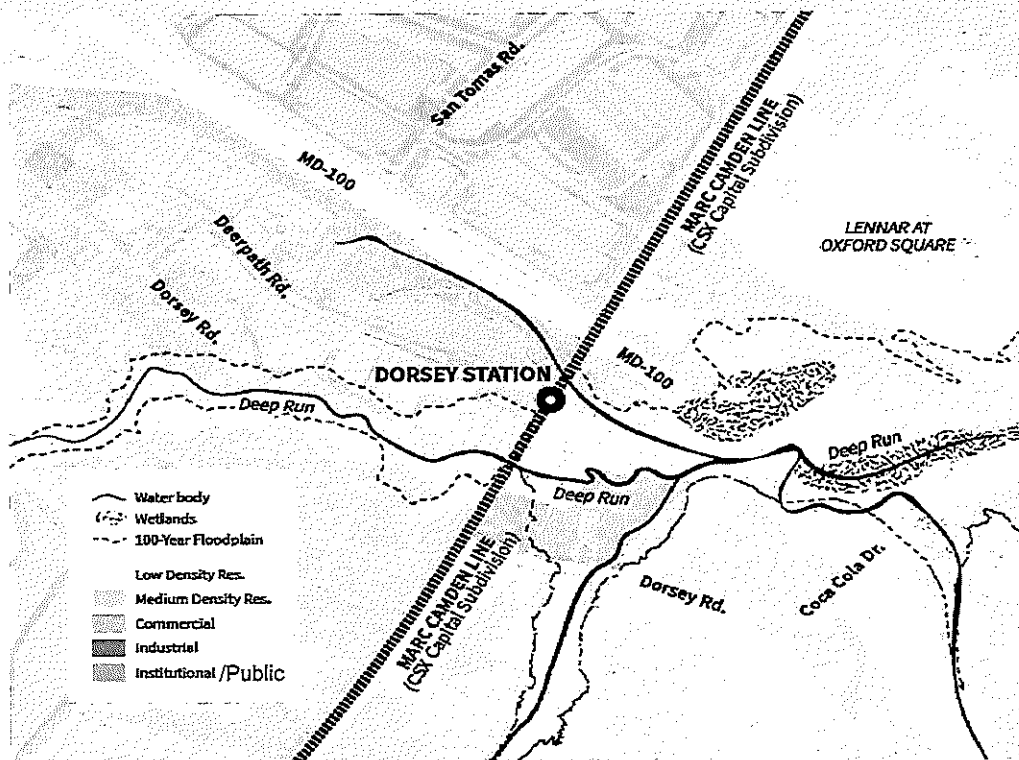


Figure 2: Existing Land Use Map



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.

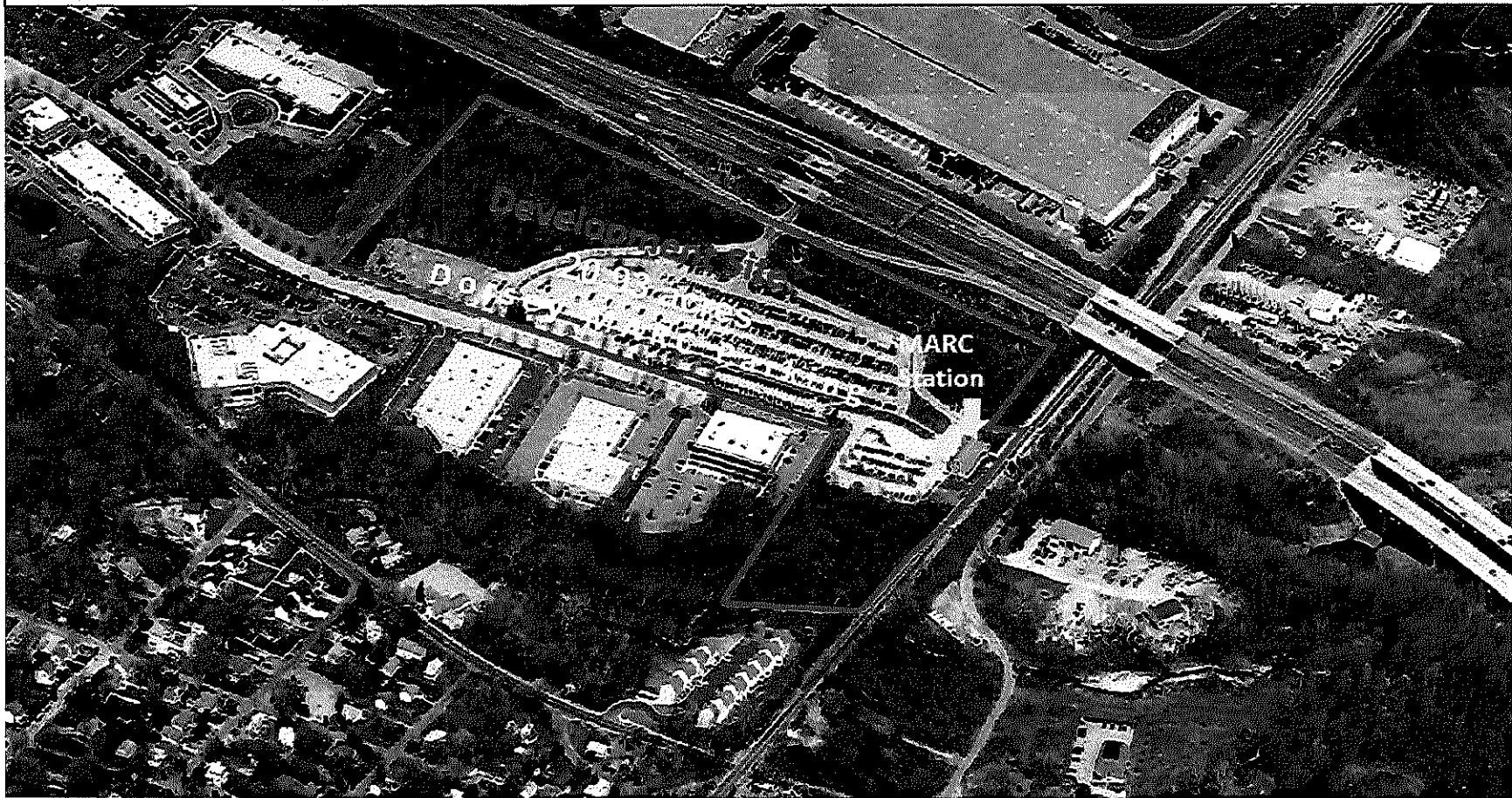


Figure 5: Dorsey MARC Station Area

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=A2GBR U1ww2U%3d&portalid=0>

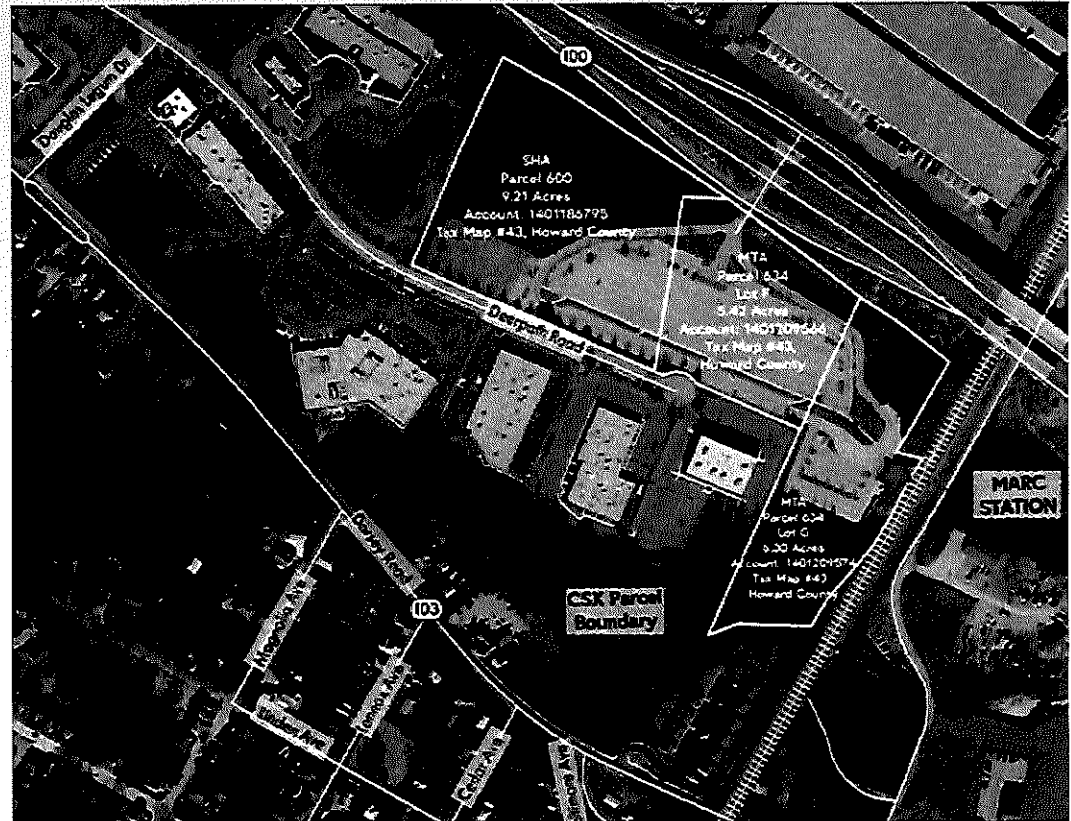


Figure 6: TOD Development Parcels

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

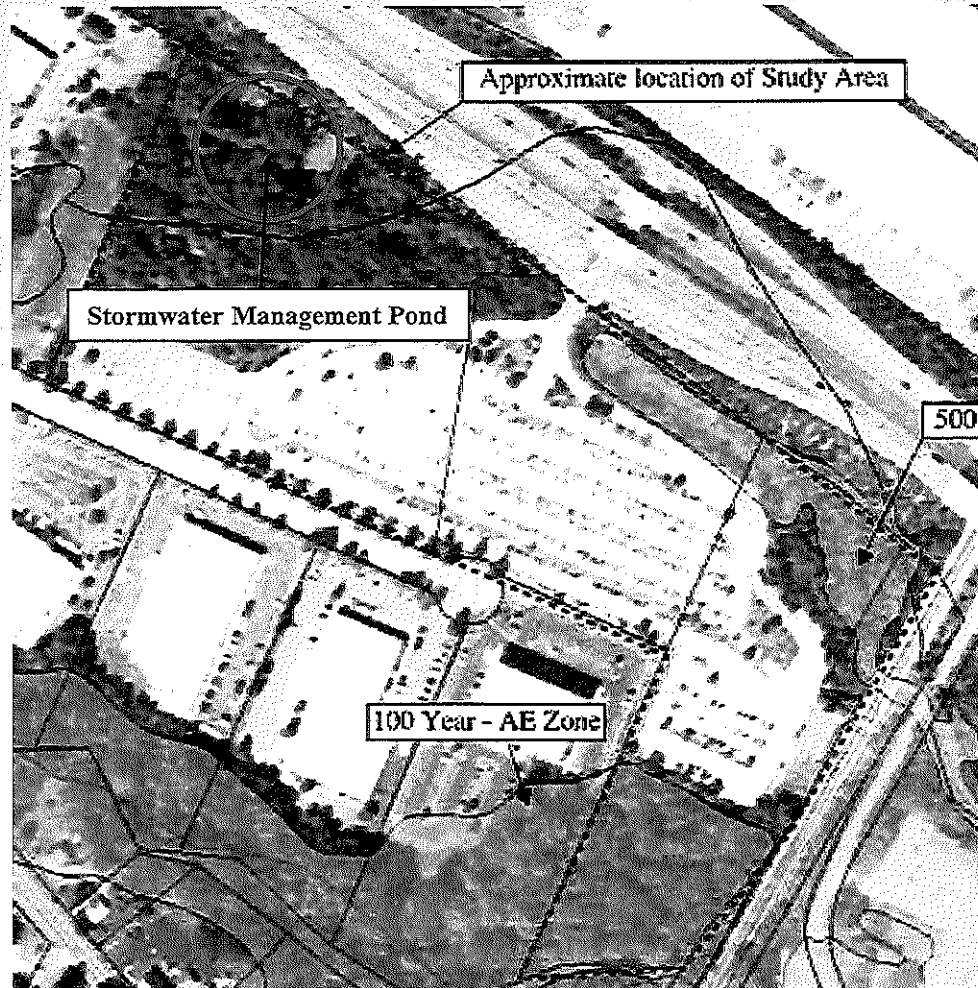


Figure 8: 100 Year Floodplain

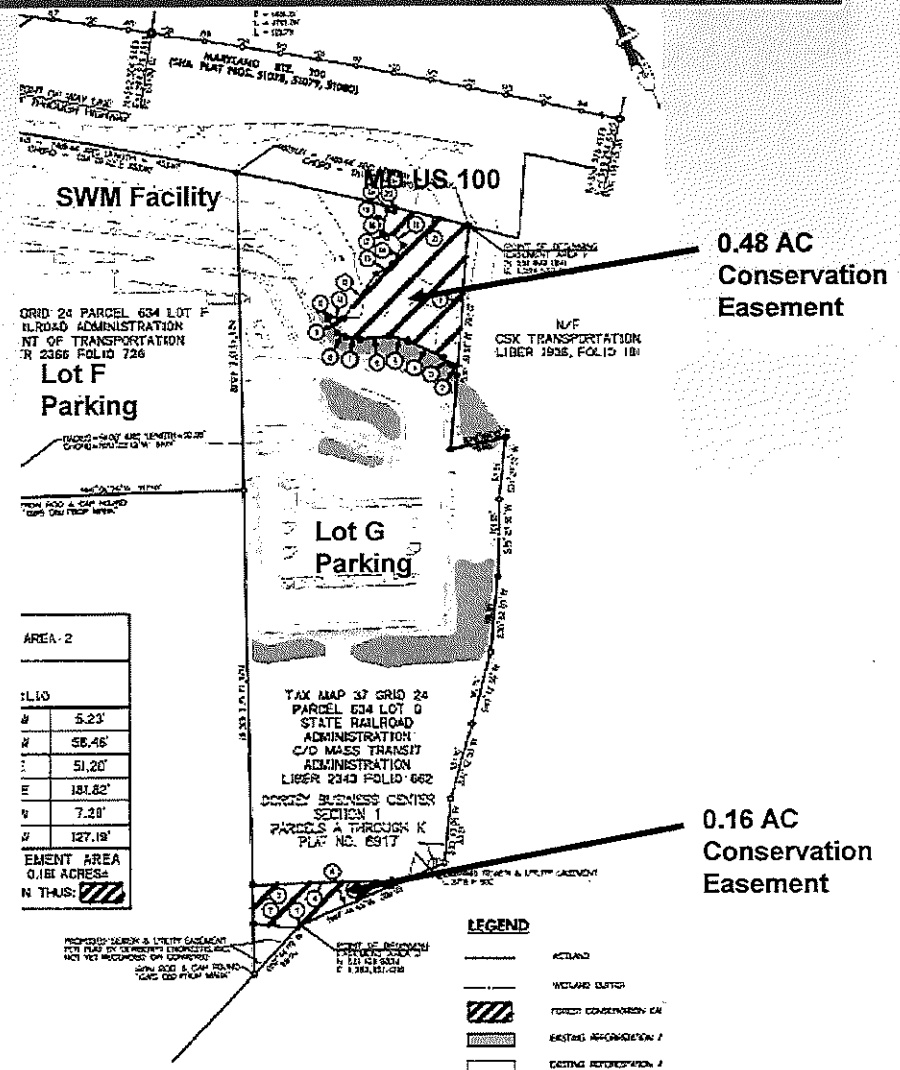
Dorsey TOD Site

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).



Dorsey TOD Site

Property Information

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 Elkridge 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.

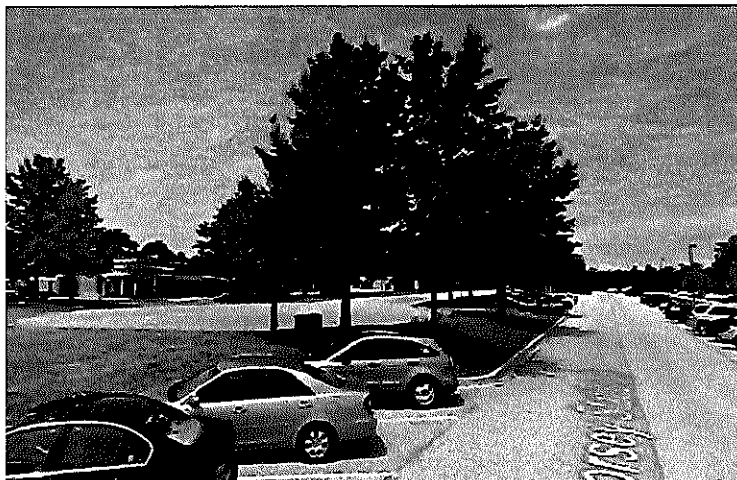


Figure 12: Deerpath Road cul-de-sac and Dorsey Station Drive



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

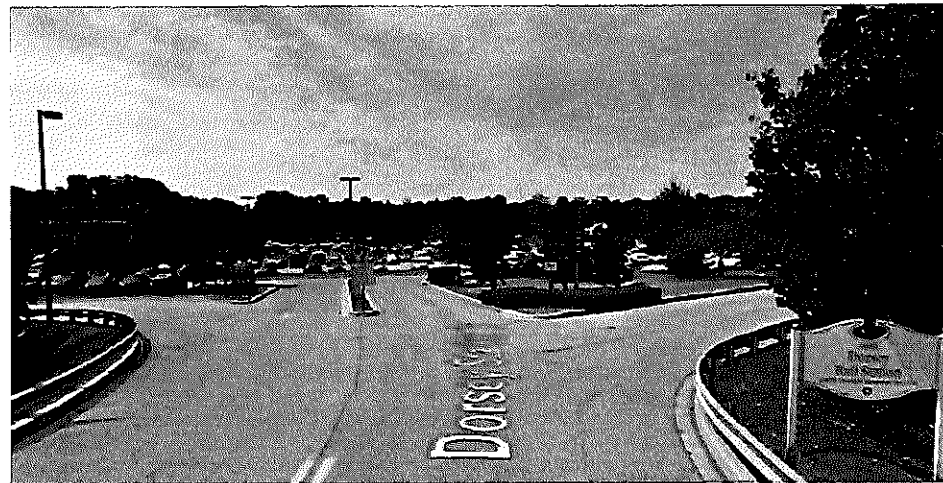


Figure 14: Dorsey Station Drive – view from MD US 100 towards Station

Dorsey TOD Site

Property Information

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: gdupton@mdot.maryland.gov
Phone: 410-865-1077

**Office of the County Auditor
Auditor's Analysis - Revised**

**Amendment 1
Council Resolution No. 13-2020**

Amendment Proposed by: The Chairperson at the request of the County Executive

Introduced: January 6, 2020

Auditor: Owen Clark

Fiscal Impact:

There will be no fiscal impact resulting from this amendment.

Purpose:

The changes introduced by Amendment 1 to Council Resolution 13-2020 include:

- **Per Auditor feedback**, correcting the text to indicate that the proposed Transit-Oriented Development site (TOD) was approved by the Secretary of Transportation on October 31, 2019, and is still a “potential” TOD per the State.
- Replacing all references to a “project” to be developed within the proposed TOD with references to the “property” subject to the TOD designation.
- Revising Exhibit A so the map displays a satellite view of the TOD Property Boundary rather than a map displaying public parcel ownership.

Other Comments:

This amendment revises language in lines 23 through 26 to indicate that this proposed TOD site will become one of eleven “jointly designated” TODs in Maryland. Per inquiry, the Administration has indicated that “jointly designated” TODs refer to those designated by both the Maryland Department of Transportation and a local jurisdiction.

Our original analysis referenced that there are currently sixteen State-designated TODs. However, the Administration has stated that the listing includes those that are not “jointly designated”.

**Office of the County Auditor
Auditor's Analysis**

**Amendment 1
Council Resolution No. 13-2020**

Amendment Proposed by: The Chairperson at the request of the County Executive

Introduced: January 6, 2020

Auditor: Owen Clark

Fiscal Impact:

There will be no fiscal impact resulting from this amendment.

Purpose:

The changes introduced by Amendment 1 to Council Bill 1-2020 include:

- **Per Auditor feedback**, correcting the text to indicate that the proposed Transit-Oriented Development site (TOD) was approved by the Secretary of Transportation on October 31, 2019, and is still a “potential” TOD per the State.
- Replacing all references to a “project” to be developed within the proposed TOD with references to the “property” subject to the TOD designation.
- Revising Exhibit A so the map displays a satellite view of the TOD Property Boundary rather than a map displaying public parcel ownership.

Other Comments:

This amendment revises language in lines 23 through 26 to indicate that this proposed TOD site will become one of eleven jointly designated TODs in Maryland. However, our research has indicated there are sixteen state TOD sites. **We have inquired to the Administration for clarification on this matter.**