

**OFFICE OF FINANCE PROGRAMS  
BRAC REVITALIZATION AND INCENTIVE ZONE PROGRAM  
(BRAC ZONE)**

ANNUAL STATUS REPORT  
TO THE GOVERNOR AND GENERAL ASSEMBLY

CALENDAR YEAR 2011

Economic Development Article  
SECTION 5-1301

Submitted by:

Maryland Department of Business and Economic Development

December 15, 2011

**STATUS REPORT**

**BRAC REVITALIZATION AND INCENTIVE ZONE PROGRAM**

**CALENDAR YEAR 2011**

The BRAC Community Enhancement Act was enacted during the 2008 session of the Maryland General Assembly. The statute establishes a process for designating BRAC Revitalization and Incentive (BRAC) zones. The Department of Business and Economic Development (DBED), in partnership with the Smart Growth Subcabinet, is responsible for designating the zones and administering the program. The intent behind the creation of the BRAC zones is to focus growth in areas that are already designated for growth - otherwise known as Priority Funding Areas (PFAs); provide local governments with financial assistance for public infrastructure in these well-defined areas; and align other State resources and programs to local governments and businesses located in the BRAC zones for a coordinated State effort on making the zones the focus of BRAC growth.

The BRAC Community Enhancement Act focuses on Smart Growth land use and infrastructure needs to support BRAC-impacted areas. Funds must be used for infrastructure improvements in the designated zone. Each year, the amount to be paid to all local jurisdictions is the amount appropriated in the State budget up to \$5,000,000. If the total amount applied for exceeds the cap, each jurisdiction receives its pro rata share.

Failure of local jurisdictions to focus BRAC growth in PFAs will result in growth being deflected into the rural areas resulting in more sprawl development, traffic congestion, loss of natural resources, and negative environmental impacts. The State's interests are best served by focusing BRAC growth in PFAs for better utilization of existing infrastructure as well as encouraging increased transit ridership for BRAC zones that are also transit-oriented developments. The BRAC Revitalization and Incentive zone carries out the goal of focusing growth by providing local governments additional funding and other State resources to provide the public infrastructure necessary to support development or redevelopment of the area.

**Benefits of a BRAC Zone Designation**

Local jurisdiction receives:

- ❖ payment of 100% of State real property tax increment on qualified properties;
- ❖ payment equal to 50% of the local jurisdiction's real property tax increment on qualified properties; and
- ❖ funds can be used to pay back bonds, including Tax Increment Financing (TIF) bonds, issued for infrastructure improvement in the BRAC zone.

Local jurisdiction and business entities receive priority consideration for financing assistance for projects or operations from various State agencies. These benefits are available for the 10-year life of the zone from the date the first property in the BRAC Revitalization and Incentive zone becomes a qualified property.

## **Eligibility and Certification Process**

Jurisdictions may apply April 15 and October 15 each year. After the Secretary's receipt of an application for designation of an area as a BRAC Revitalization and Incentive zone or expansion of an existing zone, the Secretary notifies the members of the County Delegation to the General Assembly for each county in which a zone is proposed to be located. Within 60 days of the submission date the Secretary may designate an area a BRAC zone. The Secretary will consult with the BRAC Subcabinet prior to making a designation. The Secretary is limited to six (6) BRAC zones in a calendar year and a county may not receive more than 2 designations for the duration of the program.

Each jurisdiction must ascertain its application adheres to the guidelines below:

- A county may apply for designation of a BRAC zone, but if any portion of the area is within a municipal corporation, must obtain municipal consent.
- A municipality may apply for designation of a BRAC zone but priority consideration will be given to municipal applicants that receive county support.
- Two or more political subdivisions may jointly apply for designation of a BRAC zone if portions of the proposed area are within each of their common boundaries.
- Area to be designated is located in a PFA.
- Area is served by public or community water and sewer system (or planned to be under the 10-year sewer and water plan).
- Area is designated for mixed-use development that includes residential development
- Area has an average density of at least 3.5 units per acre in the area designated as residential development.
- Jurisdiction entered into good faith negotiations for a PILOT agreement with all private developers of federal enclave property, if applicable.
- Priority is given to an area within one-half mile of present or planned:
  - MARC Station
  - Light Rail
  - Metro Station
  - Subway
- Priority may be given to an area of strategic importance to the economic development interests of the county.

Many other factors are considered during the review process and final designation of a BRAC zone.

## **Designated Maryland BRAC Zones**

### Designation Date: December 15, 2008

- 1) Westport Waterfront Development (Baltimore City)
- 2) Odenton Town Center (Anne Arundel County)
- 3) Andrews Air Force Base - Branch Avenue Corridor (Prince George's County)
- 4) Joint City and County Frederick BRAC Revitalization and Incentive zone (Frederick County)
- 5) City of Laurel Enhancement zone (Prince George's County)

### Designation Date: June 15, 2009

- 6) Aberdeen BRAC Enhancement and Revitalization zone (Harford County)
- 7) Savage Towne Centre (Howard County)

Baltimore City's BRAC zone includes the **Westport Waterfront Development** and the Westport MD-295 Ramp improvements. The 42.9-acre Westport Waterfront project will comprise two million square feet of office space, 300,000 square feet of retail space, 2,000 residential units, and 500 hotel rooms. Construction of the first building pad is in the pipeline to begin in October 2012.

Anne Arundel County's BRAC zone encompasses 776.9 acres near the MARC Odenton Station and along MD-175. The most notable projects at the site include the transit-oriented, mixed-use developments at Village at Odenton and **Odenton Town Center**. The town center designation will assist in creating a strong sense of place with a pedestrian-oriented community, close to public transportation, that offers a destination for shopping, employment, and entertainment.

The **Andrews Air Force – Branch Avenue Corridor** BRAC zone site in Prince George's County encompasses 654.9 acres and includes the Branch Avenue Metro Station and commercial corridors along Auth Road, Suitland Parkway, Branch Avenue, and Allentown Road. The zone supports the Town Center at Camp Springs, a mixed-use project with 1,201 luxury apartments, 60,000 square feet of office space and 71,000 square feet of retail space, with Mixed Use Transit Oriented zoning.

The **Joint City and County of Frederick** BRAC Revitalization and Incentive zone includes 717.4 acres and includes historic downtown Frederick, the Transit Center and Monocacy Boulevard northeast up to and including the Research Park. Frederick plans for office, industrial and warehouse space at Riverside Research Park, 66-acres of mixed-use development at the Frederick Brick Works, and a 1.3 mile mixed-use urban park at Carroll Creek Park.

The **City of Laurel** BRAC Enhancement zone is a 356-acre area that includes redevelopment of Laurel Commons Town Center, Hawthorne Place, a section of Route 1 and the city's Main Street area near the MARC Station. The Laurel Commons Town Center project includes plans for a \$200 million private investment for the redevelopment of Laurel Mall in Prince George's county. The BRAC zone designation will provide much needed transportation infrastructure, brownfield remediation, and mixed-use infill development. The first project is on schedule to begin construction in early 2011.

The **Savage Towne Centre** BRAC zone in Howard County includes 13.5 acres. BRAC zone infrastructure needs include a 704 space parking structure. Howard County will fund the costs of the garage through the issuance of \$17,000,000 in TIF bonds. Other BRAC zone projects include: Savage Towne Centre Transit Oriented Development (TOD) mixed-use development to include market rate and affordable rental housing and projected construction of office space (78,000 square feet); residential - 416 units (350,000 square feet); Retail - two buildings and two restaurants (30,164 square feet); and a Hotel - 152 rooms (120,000 square feet) for a combined total of 578,164 square feet.

The **Aberdeen** BRAC zone in Harford County includes 782.65 acres with extensive infrastructure needs: water and wastewater improvements (\$33 million); transportation improvements (\$66 million); Multimodal Transportation Center to serve commuters on a regional level; redevelopment of Route 40 Commercial Corridor; adequate school capacity; upgraded water and wastewater facilities; improved sidewalks, curbs, and gutters; new community parks and facilities; safe neighborhoods and commercial areas to live and shop in without burdening the existing tax base. Projected Construction: Office - 938,000 square feet; Residential - 168,264 square feet; Retail - 8,590 square feet; Hotel - 66,043 square feet; for an estimated total of 1,180,897 square feet.

## BRAC Zone Activity

DBED received annual status reports as of October 15, 2011 from the seven Maryland designated BRAC zones. The general economic climate is gaining momentum with nine private development projects completed during fiscal years 2010 through 2012. Looking forward, over a dozen more private development projects are moving through the planning and approval pipeline to construction, in anticipation of the huge influx of new government agencies, businesses and residents to Maryland.

### 2011 Disbursements:

After a BRAC Revitalization and Incentive zone is designated by the DBED Secretary, on or before February of each year the appropriate governing body certifies to the State Department of Assessment and Taxation (SDAT) the properties that will be qualified for the next fiscal year and the date that the property became qualified. SDAT then calculates the amounts due the political subdivision for the next fiscal year.

The following Table depicts the historical and projected payments to the respective political subdivisions.

<u><i>BRAC Enhancement and Revitalization zone</i></u> <sup>1</sup>	Payments FY 2010	Payments FY 2011	Expected Payments FY 2012
<u>Anne Arundel County</u>			
Seven Oaks Town Center Office building, 2288 Blue Water Boulevard, Odenton			31,948.82
M&T Bank at Arundel Crossing West	7,443.00	8,305.94	8,236.05
Royal Farm Store #149		4,472.86	4,594.40
Anne Arundel County total	7,443.00	12,778.80	44,779.27
<u>Frederick County</u>			
8490 Progress Drive (Riverside Five)		33,807.89	44,620.71
151 S. East Street (Frederick Visitors Center)		5,445.93	5,445.93
Frederick County total		39,253.82	50,066.64
<u>City of Frederick</u>			
8490 Progress Drive (Riverside Five)		23,477.70	30,986.61
151 S. East Street (Frederick Visitors Center)		3,781.90	3,781.90
City of Frederick total		27,259.60	34,768.51
<u>Aberdeen</u>			
206 Research Boulevard			56,907.85
Hickory Ridge Center , 1104 S. Philadelphia Boulevard			11,390.73
209 Research Boulevard		46,248.72	45,818.45
210 Research Boulevard		47,368.85	45,259.86
Aberdeen total		93,617.57	159,376.89
<b>GRAND TOTAL</b>	<b>\$7,443.00</b>	<b>\$172,909.79</b>	<b>\$288,991.31</b>

<sup>1</sup> Source: Maryland Department of Assessment and Taxation

➤ **Public Infrastructure Projects completed:**

Joint City and County of Frederick, Two Public Infrastructure Projects –

- City Parking Garage #5, 125 E. All Saints Street – 365 space public/private parking garage. Developer – The City of Frederick / Builder - Warner Construction (certificate of occupancy issued June 2010). Cost - \$14.4 million. Tax ID: 1102263971
- Gas House Pike – upgrade 2-lane roadway to 4-lane undivided roadway connection east of Monocacy Boulevard to City limits – serving Riverside and NCI@Riverside. Developer: The City of Frederick (completed 2010). Cost - \$8.8 million.

Prince George's County/Andrews Air Force – Branch Avenue Corridor, Two Public Infrastructure Projects –

- Allentown Road and Suitland Road: Gateway improvements and resurfacing; landscaping; curbs and gutters; sidewalks. Cost - \$1.2 million.
- Allentown and Brinkley Road: Intersection improvements. Cost - \$1.2 million.

➤ **Projects currently under construction and/or approved with an anticipated completion date after February 10, 2012:**

Twelve projects in Anne Arundel County/Odenton Town Center

1. Village of Odenton Station - \$40 million transit-oriented project on 6 acres to include 400,000 sq. ft. (60,000 sq. ft. retail and 235 rental apartments on three floors) next to the MARC Train Station at Town Center Boulevard & Duckins Roads
2. Town Center Commons – 7 acres located at Town Center Boulevard and MD 175 (106-room hotel, 104 townhomes and 204 apartments)
3. Walgreens – 5,000 sq. ft. retail at MD 170
4. Meade Center – 65,000 sq. ft. Class-A office with street level retail and surface parking at MD 175 and Berger Street.
5. Eastern Petroleum/BP – 5,000 sq. ft. retail (including deli, fuel pumping station and 1,300 sq. ft. car wash) located at MD 175 and Charter Oaks Boulevard
6. Winmark Center – Odenton Health & Technology Center; 64,000 sq. ft. 4-story Class-A office building on MD 175
7. Nevamar – brownfield redevelopment mixed–use project on 55 acres (residential, office and retail)
8. Reliable/Broadstone – mixed use development (residential, hotel and retail pad sites)
9. Alta at Town Center/Bonaventure/Hogan Property - mixed use development (175 residential units and 15,000 sq. ft. retail)
10. Columbia Bank
11. Odenton Gateway – Otto Baldwin site; 19 acre site located at the corner of Route 175 & Sappington Road (60,000 sq. ft. medical office building, 252 apartment units and two retail pad sites)
12. 7-11 – 5,000 sq. ft. at the intersection of MD 175 and Odenton Road (former gas station)

Two Private Development projects started in Frederick County/Joint County and City of Frederick BRAC zone

1. 150 S. East Street (Monocacy Valley Canning) – 35,000 sq. ft. historic rehabilitation and additions for office and retail.
2. 8560 Progress Drive (NCI @ Riverside – Advanced Technology Research Facility – ATRF) – 309,000 sq. ft.

Five Public Infrastructure projects in Harford County/Aberdeen BRAC Enhancement and Revitalization zone

1. Enhance Nutrient Removal upgrade at the Aberdeen Advanced Wastewater Treatment Plant at a cost of \$19,500,000. Project is under construction and is 50% complete at this time.
2. Water Booster Station land acquisition and construction at a cost of \$800,000. Project is under construction and is 80% complete at this time.
3. Inflow and infiltration on-going at the Swan Meadows housing development.
4. Reconfigure sewer distribution box at Rigdon Road at a cost of \$100,000.
5. Loop water line from Roosevelt Avenue to East Bel Air Avenue via Polk Street for the Winston's Choice townhouse development at a cost of \$150,000.

➤ **Projects in the pipeline to begin construction within the next 12 months:**

- Two projects in Anne Arundel County/Odenton Town Center
- Two Private Development projects and a Phase 1 Public Infrastructure project in Baltimore City/Westport Waterfront Development
- Five Private Development projects and One Public Infrastructure project in Frederick/Joint city and county Frederick BRAC Revitalization and Incentive zone
- Two Private Development projects in Harford County/Aberdeen BRAC Enhancement and Revitalization zone
- One Public Infrastructure project in Prince George's County/Andrews Air Force – Branch Avenue Corridor
- Three Private Development projects in Prince George's County/City of Laurel BRAC Enhancement zone

Snapshots of each BRAC zone’s annual report follow with details of progress to-date and planned projects for the future.

**Anne Arundel County**

<p><b><i>Odenton Town Center</i></b>  <i>(Designation date: 12/15/2008)</i>                      1. 776.9 acres</p>	
<p><b>Description of development projects that are complete and will be submitted as qualified properties by February 1, 2012. Please provide their parcel numbers.</b></p>	<p>1. <b>Seven Oaks Town Center Office, 2288 Blue Water Boulevard - Lot 2, 11,870 acres, Tax Map 21, Grid 15. Tax I.D.# 04-680-90102515.</b> 68,753 sq. ft. 4-story office building owned by The Halle Companies. <b><u>Parcel 569</u></b></p>
<p><b>Description of development projects that have started construction but won’t be complete before February 1, 2012.</b></p>	<p><b>Twelve (12) projects with anticipated completion after February 1, 2011:</b></p> <ol style="list-style-type: none"> <li>1. <b>Village at Odenton Station:</b> \$40 million transit-oriented project on 6 acres to include 400,000 sq. ft. next to the MARC Train Station at Town Center Blvd. and Duckins Road; 60,000 sq. ft. retail with 235 apartments on three floors overlooking the shops beneath. Developer – The Dolben Company. <b><u>Parcels 149, 510, 157, 187.</u></b></li> <li>2. <b>Town Center Common:</b> 7-acre project located at Town Center Boulevard and MD 175; 106-room hotel at Hale Road and Town Center Blvd; 104 townhomes and 204 apartments. <b><u>Parcels 497, 373, 208, 255.</u></b></li> <li>3. <b>Walgreens:</b> 5,000 sq. ft. retail at MD 170. <b><u>Parcels 442, 175, 180, 390.</u></b></li> <li>4. <b>Meade Center:</b> 65,000 sq. ft. Class-A Office with street level retail and surface parking located at MD 175 and Berger Street. <b><u>Parcels 297, 299, 315.</u></b></li> <li>5. <b>Eastern Petroleum/BP:</b> 5,000 sq. ft., including deli, fuel pumping station and 1,300 sq. ft. car wash at MD 175 and Charter Oaks Boulevard.</li> <li>6. <b>Winmark Center (aka Odenton Health &amp; Technology Center):</b> 4-story Class-A Office (64,000 sq. ft.) on MD175. <b><u>Parcels 113, 187.</u></b></li> <li>7. <b>Nevamar:</b> mixed-use project on 55-acres to include residential, office and retail by Stonebridge Carras. Site has been approved for State’s Voluntary Clean-up Program and carries Brownfield designation by DBED. <b><u>Parcels 55, 52.</u></b></li> <li>8. <b>Reliable/Broadstone:</b> urban development consisting of residential, hotel and retail pad sites. <b><u>Parcels 42, 339.</u></b></li> <li>9. <b>Alta at Town Center/Bonaventure/Hogan Property:</b> mixed use development including 175 residential units and retail (15,000 sq. ft.). <b><u>Parcels 138, 139, 140, 336.</u></b></li> <li>10. <b>Columbia Bank</b></li> <li>11. <b>Otto Baldwin, Odenton East (aka Odenton Gateway):</b> 19-acre site located at the corner of Route 175 &amp; Sappington Road includes medical office building (60,000 sq. ft.), 252 apartment units, and two retail pad sites. <b><u>Parcels 112, 214, 353.</u></b></li> <li>12. <b>7-11:</b> 5,000 sq. ft. retail at the intersection of MD 175 and Odenton Road</li> </ol>
<p><b>Description of development projects that are in the pipeline to begin construction within the next 12 months.</b></p>	<ol style="list-style-type: none"> <li>1. <b>Royal Inn at Fort Meade:</b> approved to develop hotel and office near Fort Meade. <b><u>Parcel 49.</u></b></li> <li>2. <b>Odenton Town Center:</b> in permitting for Phase I to include two 6-story Office buildings each to be 146,000 sq. ft. and structured parking along Town Center Blvd. <b><u>Parcels 775, 353.</u></b></li> </ol>

***Odenton Town Center***

- Continued -

<p><b>Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.</b></p>	<ol style="list-style-type: none"> <li>1. <b>Roads</b> On August 16, 2010 - County Council approved Bill 70-10 authorizing a private-public partnership to provide funding for town center road. Developers Rights and Responsibility Agreement (DRRA) between Anne Arundel County and Halle Development was approved for the construction of Odenton Town Center Boulevard, the spine of Odenton Town Center. Description: roadway and sidewalk from MD 175 through MD32 underpass to Town Center Boulevard in Seven Oaks. Total cost - \$15 million. <b>County estimated contribution - \$6 million in impact fee credits</b></li> <li>2. <b>Sewer</b> New development in all areas of Odenton Town Center is dependent on new and upgraded sewer mains to the Severn Run Pumping Station. County Departments of Public Works and Planning (DPWP) completed Study of service area and Planning Stage of capital project. A second agreement, Bill 71-10, approved August 16, 2010, authorizes the funding for \$12.7 million to substantially upgrade the sewer interceptor system. <b>County estimated contribution - \$6.35 million</b></li> <li>3. <b>Water</b> Under DRRA mentioned above, the County will also fund and construct a needed 36" water interceptor within the Odenton BRAC zone/Town Center. The County DPWP is currently laying a 36-inch transmission main from Old Waugh Chapel Road through the Odenton Town Center to the proposed Disney Road. The portion of the line from Odenton Road to Blue Water Boulevard (Seven Oaks neighborhood) is critical. Halle Development has supported the County DPWP and Planning to engineer the interceptor that will serve development west of the train tracks. <b>County estimated contribution - \$3 million</b></li> </ol>
<p><b>Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?</b></p>	<ul style="list-style-type: none"> <li>• Inclusion of BRAC zone designation in marketing materials</li> <li>• Presentations to prospective developers, brokers, and real estate professionals highlighting the advantages of developments within the BRAC zone, including the additional funding the county receives that are designated for infrastructure improvements only within the BRAC zone.</li> <li>• Presentation at special exhibit of Odenton Town Center and new office and proposed office developments at DISA Annual Conference held in Baltimore – August 15-18, 2011.</li> <li>• Interviews with local and regional media to highlight the benefit of the BRAC zone designation to planned growth.</li> <li>• Leveraging other incentive programs to increase awareness and facilitate development</li> <li>• BRAC zone designation information communicated to business organizations to amplify message (Chambers of Commerce, BWI Business Partnership, Fort Meade Alliance, Economic Alliance of Greater Baltimore, and Greater Washington Initiative).</li> <li>• AAEDC, with supporting partners, has developed and released an Odenton Town Center marketing video. This is being marketed via social networks, hard copy and provided at presentations.</li> <li>• BRAC zone was highlighted in a special magazine publication of the <i>Daily Record</i> released last fall.</li> <li>• Identified in a new Fort Meade Regional Map that is targeted to the defense community and provides site location opportunities for consideration.</li> </ul>
<p><b>Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.</b></p>	<p>The Defense Information Systems Agency (DISA) is in place at Fort George G. Meade as of August 2011. The U.S. Cyber Command Initiative is in place at Fort George G. Meade in proximity to DISA. Estimated new jobs – 1,100 housed in this facility with an additional influx of defense contractors</p> <p><u>Future Projects Under Consideration</u></p> <ul style="list-style-type: none"> <li>• <b>Odenton Town Square:</b> 24-acre transit oriented, mixed-use project surrounding the MARC Train Station to include residential, retail, hotel and office. Under Memorandum of Understanding to December 2009 in joint venture between State, County and developers Bozzuto Group, Osprey Management &amp; Reliable Contracting.</li> <li>• <b>Greenhill Development:</b> Proposed 125 residential units with 40,000 sq. ft. of supporting retail dependent on market conditions.</li> <li>• <b>Berger Square:</b> Housing (types and number to be determined).</li> </ul>

**Baltimore City**

<b>Westport Waterfront Development</b> (Designation date: 12/15/2008) 42.9 acres																																															
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<b>Description of development projects that are in the pipeline to begin construction within the next 12 months.</b>	1) A 200-unit market rate residential building on <b>Parcel L</b> to begin construction in October 2012, assuming the TIF bonds for the building sell. Developer: Landex. Estimated project cost - \$40 million. 2) A 72-unit townhouse complex on Parcel M is also in the pipeline to begin construction in October 2012. Developer: H. Hovnanian.																																														
<b>Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.</b>	Public infrastructure improvements scheduled to begin Q1 2012. Projected cost of Phase 1 improvements - \$22,517,681. Phase 1 construction jobs: 250 (average annual wage - \$66,988.00). Phase 1 wetlands completed in partnership with the National Aquarium and the Chesapeake Bay Trust. The National Aquarium will continue to monitor the survivability of the wetland. <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th colspan="2" style="text-align: center;">Public Improvements/Public Infrastructure</th> </tr> </thead> <tbody> <tr> <td>Curb and gutter, sidewalks/site concrete, asphalt, porous paving, stripling, retaining wall, CSX Crossing</td> <td style="text-align: right;">\$2,806,217</td> </tr> <tr> <td>Water/sewer (includes directional boring)</td> <td style="text-align: right;">2,260,988</td> </tr> <tr> <td>Storm water</td> <td style="text-align: right;">1,018,430</td> </tr> <tr> <td>Landscape</td> <td style="text-align: right;">850,000</td> </tr> <tr> <td>Wetlands</td> <td style="text-align: right;">490,000</td> </tr> <tr> <td>SEC/Demo/Earthwork</td> <td style="text-align: right;">746,671</td> </tr> <tr> <td>Signage, trash receptacles, benches, bike racks</td> <td style="text-align: right;">191,120</td> </tr> <tr> <td>Security cameras (Richter estimate)</td> <td style="text-align: right;">200,000</td> </tr> <tr> <td>Manokin Street Crossing acquisition</td> <td style="text-align: right;">80,000</td> </tr> <tr> <td>Site security, survey and layout, testing and inspections, CM costs and fees</td> <td style="text-align: right;">1,667,517</td> </tr> <tr> <td>Contingency, escalation, administration, Davis Bacon wage scale</td> <td style="text-align: right;">2,823,175</td> </tr> <tr> <td>BGE Electric: Energize street lights and traffic signals (STV estimate)</td> <td style="text-align: right;">456,000</td> </tr> <tr> <td>BGE Gas: demolition and relocation of existing street lights and conduit (estimate)</td> <td style="text-align: right;">200,000</td> </tr> <tr> <td>Permits, fees, inspections, bonds</td> <td style="text-align: right;">2,696,419</td> </tr> <tr> <th colspan="2" style="text-align: center;">Public Improvements/Site Electric (TIF eligible)</th> </tr> <tr> <td>Duct banks/conduit (street lights) and Canto G Street lights</td> <td style="text-align: right;">1,350,000</td> </tr> <tr> <td>Traffic lights</td> <td style="text-align: right;">325,000</td> </tr> <tr> <td>Lighting controls</td> <td style="text-align: right;">1,000</td> </tr> <tr> <td>Temporary electric/phone</td> <td style="text-align: right;">400,000</td> </tr> <tr> <td>Street lights (blades)</td> <td style="text-align: right;">455,144</td> </tr> <tr> <td style="text-align: center;"><b>Public Improvements/DOT Offsite transportation Improvements</b></td> <td style="text-align: right;">3,500,000</td> </tr> <tr> <td style="text-align: center;"><b>TOTAL PUBLIC IMPROVEMENTS</b></td> <td style="text-align: right;"><b>\$22,517,681</b></td> </tr> </tbody> </table>	Public Improvements/Public Infrastructure		Curb and gutter, sidewalks/site concrete, asphalt, porous paving, stripling, retaining wall, CSX Crossing	\$2,806,217	Water/sewer (includes directional boring)	2,260,988	Storm water	1,018,430	Landscape	850,000	Wetlands	490,000	SEC/Demo/Earthwork	746,671	Signage, trash receptacles, benches, bike racks	191,120	Security cameras (Richter estimate)	200,000	Manokin Street Crossing acquisition	80,000	Site security, survey and layout, testing and inspections, CM costs and fees	1,667,517	Contingency, escalation, administration, Davis Bacon wage scale	2,823,175	BGE Electric: Energize street lights and traffic signals (STV estimate)	456,000	BGE Gas: demolition and relocation of existing street lights and conduit (estimate)	200,000	Permits, fees, inspections, bonds	2,696,419	Public Improvements/Site Electric (TIF eligible)		Duct banks/conduit (street lights) and Canto G Street lights	1,350,000	Traffic lights	325,000	Lighting controls	1,000	Temporary electric/phone	400,000	Street lights (blades)	455,144	<b>Public Improvements/DOT Offsite transportation Improvements</b>	3,500,000	<b>TOTAL PUBLIC IMPROVEMENTS</b>	<b>\$22,517,681</b>
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Public Improvements/Site Electric (TIF eligible)																																															
Duct banks/conduit (street lights) and Canto G Street lights	1,350,000																																														
Traffic lights	325,000																																														
Lighting controls	1,000																																														
Temporary electric/phone	400,000																																														
Street lights (blades)	455,144																																														
<b>Public Improvements/DOT Offsite transportation Improvements</b>	3,500,000																																														
<b>TOTAL PUBLIC IMPROVEMENTS</b>	<b>\$22,517,681</b>																																														

**Westport Waterfront Development**

Continued -

<p><b>Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?</b></p>	<p>Baltimore City, led by the Baltimore Development Corporation (BDC), has actively marketed the Westport Waterfront District BRAC zone to prospective companies in the defense and cyber security industries. The BDC has also created a BRAC zone website tool for potential companies and residents to locate within the zone. Please visit: <a href="http://www.baltimoredevelopment.com">www.baltimoredevelopment.com</a></p>
<p><b>Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.</b></p>	<p>As a BRAC zone, Westport is expected to attract a portion of the 45,000 to 60,000 new residents relocating to Maryland by 2012 due to the Federal base realignment program. Westport is an ideal location for new defense-related businesses and employees as it is located halfway between Fort Meade and Aberdeen Proving Grounds, with easy access to MD 295 and I-95. In addition, Westport has been designated a federal HUB zone which gives defense contractors located in Westport higher consideration when competing for federal contracts if a certain percentage of their employees live nearby.</p> <p><b>Transit Oriented Development Designation Update:</b> The City of Baltimore has requested the designation of the Westport Waterfront Development as a Transit Oriented Development (TOD) project under the 2008 TOD legislation introduced by the Maryland Department of Transportation that went into effect in October 2008. The goal of Baltimore’s designation of Westport as a TOD project is to maximize its transit assets for public benefit and leverage these investments towards the realization of broader economic development goals. Westport’s TOD assets include: 1) transit choices – bicycles, pedestrian, transit access and managing the use of the automobile; 2) efficient land use – Westport’s development is compact, mixed-use activity development near transit which efficiently provides convenient access to jobs and daily services; and 3) neighborhood benefits – Westport enhances the character, safety and sense of place near the light rail transit station.</p> <p><b>Fiscal Impact:</b> The fiscal impact of the full build-out of Phase 1 will be a significant new revenue for the City of Baltimore. The Baltimore Development Corporation and Municap’s current projections demonstrate that the City will receive \$24 million each year in incremental real property tax at project build-out. An additional \$28.5 million in annual personal income tax, personal property tax and hotel occupancy tax will be generated for the City. With the full build-out of Westport Waterfront’s vertical development, there will be an estimated 23,000 new full-time jobs brought to the City, with over 8,133 direct office jobs.</p> <p><b>Leveraging Available Funds:</b> Although there has been some improvement in the sale of unrated development district bonds, turmoil in the municipal bond market has made it difficult to sell the Westport Waterfront non-rated, land secured TIF bonds. Westport Development has successfully pursued alternate sources of funding for various components of Phase 1 infrastructure project. Westport was awarded approximately \$230,000 in funding through the Maryland Department of the Environment Water Quality Infrastructure Program Capital Projects grant program. The Westport project was awarded some additional money to build the wetlands. Baltimore DOT has been awarded a \$516,000 grant through the USFTA to create a new transit plaza and streetscape improvements along Kent Street, the main pedestrian artery linking the existing Westport neighborhood to the Light Rail Station and Westport Waterfront. Baltimore DOT has committed a \$500,000 match and has requested MDOT match with a \$700,000 grant to perform Light Rail station upgrades. Westport Development has also asked MDOT to assist with \$2 million in funding for the Light Rail pedestrian bridge. Baltimore DOT applied for a \$16.3 million TIGER grant from the USDOT to fund multi-modal infrastructure improvements to support the Phase 1 build-out. Projects include bridge replacement and ramp upgrades for the MD 295/Waterview Avenue interchange, improvements to Annapolis Road intersections, etc.</p>

**Frederick**

<p><b>Frederick/Joint City and County Frederick BRAC Revitalization and Incentive zone</b>            (Designation date: 12/15/2008)            717.4 acres</p>	
<p><b>Description of development projects that are complete and will be submitted as qualified properties by February 1, 2012. Please provide their parcel numbers.</b></p>	<p>Four qualified projects have received certificates of occupancy by February 1, 2011.</p> <ol style="list-style-type: none"> <li><b>8490 Progress Drive – Riverside Five</b>, 126,151 sq. ft. office building in Riverside Corporate Park. Developer: Matan, Inc. Primary Tenants: SRA international (certificate of occupancy issued April 2009), US Silica (certificate of occupancy issued October 2010), NCI-Frederick. Estimated cost – \$14.2 million. Tax ID: 1102263793</li> <li><b>191 S. East Street – FCPS Central Office</b>, 89,800 sq. ft. office building owned by Sun Trust Equipment &amp; Leasing Co. Primary Tenant: FCPS on a taxable 20-year lease buy back (certificate of occupancy issued September 2010). Estimated cost – \$14.9 million. Tax ID: 1102084427</li> <li><b>126/128 S. Carroll Street and 101/111/113 E. South Street – South Carroll Apartments</b>, 32 residential multi-family units (32,040 sq. ft.), part of Frederick Hope VI Housing. Developer: the Communities Group (certificate of occupancy issued June 2010) Estimated cost – \$2.8 million. Tax ID: 1102084443</li> <li><b>151 S. East Street – Frederick Visitors Center</b>, 6,460 sq. ft. historic building rehabilitation for visitors center and offices. Developer: Tourism Council of Frederick 501(c)6. Primary tenant: Tourism Council of Frederick (certificate of occupancy issued March 2011). Estimated cost - \$2 million. Tax ID: 1102065932</li> </ol>
<p><b>Description of development projects that have started construction but won't be complete before February 1, 2012.</b></p>	<p>Two projects under construction to be completed in mid to late 2012.</p> <ol style="list-style-type: none"> <li><b>150 S. East Street – Monocacy Valley Canning</b>, 35,000 sq. ft. historic rehabilitation and additions for office and retail. Developer – Bert Anderson. Estimated cost - \$2 million. Tax ID: 1102218577</li> <li><b>8560 Progress Drive (Riverside Lot 402) – NCI@Riverside (ATRF)</b>, 309,000 sq. ft. Developer – NCI/SAIC-F &amp; Matan, Inc. Estimated cost - \$250 million. Tax ID: 1102465051</li> </ol>
<p><b>Description of development projects that are in the pipeline to begin construction within the next 12 months.</b></p>	<p>Five pipeline projects with site plan approvals awaiting tenants/financing to begin construction within 24 to 36 months.</p> <ol style="list-style-type: none"> <li><b>The Galleria, 107 S. East Street</b> – 120 residential condominiums and 30,000 sq. ft. commercial space. Developer – The Wormald Companies. Estimated cost - \$24 million. Tax ID: 1102263998</li> <li><b>McHenry's, 300 East Patrick Street</b> – 101,000 sq. ft. new office and commercial building. Developer – Douglas Development Corporation. Estimated cost - \$24 million. Tax ID: 1102088436</li> <li><b>Union Mills, 340 East Patrick Street</b> – 67,000 sq. ft. office and commercial renovation/addition. Developer – Douglas Development Corporation. Estimated cost - \$20 million. Tax ID: 1102083183</li> <li><b>One Commerce Plaza, 111 S. East Street</b> – 80,000 sq. ft. new office/commercial building. Developer – MacRo Ltd. Estimated cost - \$24 million. Tax ID: 1102229021</li> <li><b>McCutcheons Mill, 11. S. Wisner Street</b> – 34,000 sq. ft. new commercial/retail building. Developer – McCutcheon Apple Products. Estimated cost - \$5 million. Tax ID: 1102185938</li> </ol>
<p><b>Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.</b></p>	<p>There are two public infrastructure projects completed:</p> <ol style="list-style-type: none"> <li><b>City Parking Garage #5, 125 E. All Saints Street</b> – 365 space public/private parking garage. Developer – The City of Frederick / Builder - Warner Construction (certificate of occupancy issued June 2010). Cost - \$14.4 million. Tax ID: 1102263971</li> <li><b>Gas House Pike</b> – upgrade 2-lane roadway to 4-lane undivided roadway connection east of Monocacy Boulevard to City limits – serving Riverside and NCI@Riverside. Developer: The City of Frederick (completed 2010). Cost - \$8.8 million.</li> </ol>

**Frederick County/City BRAC zone**

- Continued -

<p><b>Continued:</b>  <b>Public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements</b></p>	<p>One public infrastructure project underway:</p> <ul style="list-style-type: none"> <li>• <b>Monocacy Boulevard – Center Section (Phase I)</b> – new 4-lane undivided roadway connection between Hughes Ford Road and Gas House Pike (2 phase project). Developer – The City of Frederick. Estimated completion date – late 2011/early 2012. Estimated cost - \$14.0 million.</li> </ul> <p>One future public infrastructure project planned for future development in the next 12 to 24 months:  <b>Carroll Creek Park</b> – ½ mile extension of Carroll Creek Park and shared use path from Delaplaine Center to E. Patrick Street. Developer – The City of Frederick. Estimated completion date – 2013. Estimated cost - \$10-12 million</p>
<p><b>Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?</b></p>	<p>2010 plans incorporate the BRAC zone into the area’s marketing strategies.</p>
<p><b>Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.</b></p>	<p>The area is intended to be transit oriented – MARC, Greyhound, TransIT, pedestrian, bicycles, and automobiles. The two areas totaling more than 700 acres located on east side of downtown includes a combination of brownfield and greenfield development. Some of the area is part of the US Small Business Administration HUB zone.</p>

**Harford County**

<p><b><i>Aberdeen BRAC Enhancement and Revitalization zone</i></b>            (Designation date: 6/15/2009)            782.65 acres</p>	
<p><b>Description of development projects that are complete and will be submitted as qualified properties by February 1, 2012. Please provide their parcel numbers.</b></p>	<p>1. <b>Northgate Business Park, 206 Research Blvd., Lot D</b> – 134,684 sq. ft. 4-story Class A Office building owned by COPT Northgate D LLC. Tenants: To be announced. Tax Map: 59. <b>Parcel 5</b>. Zoning: B-3 Highway Commercial District.</p> <p>2. <b>Hickory Ridge Industrial Park (aka Hickory Ridge Technology Campus), 1104 South Philadelphia Blvd, Lot 4</b> – 58,242 sq. ft. Office/Flex Space Building A owned by Hickory Ridge Center 1, LLC. Tenant: MSA Company. Tax Map: 58. <b>Parcel 264</b>. Zoning: M-1 Light Industrial District.</p>
<p><b>Description of development projects that have started construction but won't be complete before February 1, 2012.</b></p>	<p>No development projects to report.</p>
<p><b>Description of development projects that are in the pipeline to begin construction within the next 12 months.</b></p>	<p>Three qualifying projects in pipeline to begin construction within next 12-months</p> <p>1. <b>North Gate Business Park, 202 Research Blvd., Lot H</b> – 134,684 sq. ft. 4-story Class A Office building. Owner/Developer: COPT Aberdeen LLC. Tax Map: 59. <b>Parcel 5</b>. Zoning: B-3 Highway Commercial District.</p> <p>2. <b>North Gate Business Park, 212 Research Blvd., Lot B</b> – 22,328 sq. ft., 3 one-story retail buildings. Owner/Developer: COPT Aberdeen LLC. Tax Maps: 59 and 204. <b>Parcels 5 and 2170</b>. Zoning: B-3 Highway Commercial District.</p> <p><i>NOTE: The North Gate Business Park is located off Maryland Route 22 adjacent to Aberdeen Proving Ground. The land area is 55.37 acres. The property is being developed as a Class A Office Park with nine buildings. The total square footage proposed is 899,000 square feet. 209 and 210 Research Boulevard were issued Certificates of Use and Occupancy in 2010.</i></p> <p>3. <b>Aberdeen Xchange, Lots 1 and 4</b>. Tax Map: 209. <b>Parcels 2579, 2580, 2581, 2583 and 2584</b>. Zoning: B-3 Highway Commercial District. Existing Use – Redevelopment. Proposed Uses – Home 2 Suites (hotel) and Royal Farms (convenience store). Owner/ Developer – IDGAD II, LLC.</p> <p><i>NOTE: The Aberdeen XChange is located off MD Route 715 and Old Philadelphia Road and is in close proximity to Aberdeen Proving Ground. The land area is 8.07 acres. The property is being developed for multiple commercial uses. Development approvals are underway at this time. Major road improvements are required by the City of Aberdeen and the State Highway Administration for this development.</i></p>
<p><b>Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.</b></p>	<p>The public improvement projects listed below are in various stages of completion within the BRAC zone:</p> <p>1. Enhance Nutrient Removal upgrade at the <b>Aberdeen Advanced Wastewater Treatment Plant</b> at a cost of \$19,500,000. Project is under construction and is 50% complete at this time.</p> <p>2. <b>Water Booster Station</b> land acquisition and construction at a cost of \$800,000. Project is under construction and is 80% complete at this time.</p> <p>3. Inflow and infiltration on-going at the <b>Swan Meadows housing development</b>.</p> <p>4. Reconfigure sewer distribution box at <b>Rigdon Road</b> at a cost of \$100,000.</p> <p>5. Loop water line from Roosevelt Avenue to East Bel Air Avenue via Polk Street for the <b>Winston's Choice townhouse development</b> at a cost of \$150,000.</p>
<p><b>Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?</b></p>	<p>The City has marketed the BRAC zone to property owners located within the zone and to potential developers interested in locating in the BRAC zone. The Harford County Office of Economic Development also includes the BRAC Enhancement and Revitalization zone information in their marketing packages.</p>
<p><b>Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.</b></p>	<p>The City staff is working with Harford County Office of Economic Development staff and developers to locate within the BRAC zone. We have also applied for the Sustainable Community designation to include the designated BRAC zone area to the Maryland Department of Housing and Community Development.</p>

**Howard County**

<p><b><i>Savage Towne Centre</i></b>            (Designation date: 6/15/2009)  <i>13.5 acres</i></p>	
<p><b>Description of development projects that are complete and will be submitted as qualified properties by February 1, 2012. Please provide their parcel numbers.</b></p>	<p>No development project work has been completed, or is expected to be completed by February 1, 2012, for properties located in the Savage Towne Centre BRAC zone.</p>
<p><b>Description of development projects that have started construction but won't be complete before February 1, 2012.</b></p>	<p>No development project work is presently underway, or is anticipated to be started by February 1, 2012, for properties located in the Savage Towne Centre BRAC zone.</p>
<p><b>Description of development projects that are in the pipeline to begin construction within the next 12 months.</b></p>	<p>We do not presently have any information that any development project work is likely to begin construction within the next 12 months for properties located in the Savage Towne Centre BRAC zone.</p>
<p><b>Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.</b></p>	<p>We do not presently have any information that any public infrastructure improvements are likely to begin construction within the next 12 months for properties located in the Savage Towne Centre BRAC zone.</p>
<p><b>Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?</b></p>	<p>At the present time, no targeted marketing efforts for the Savage Towne Center BRAC zone are being undertaken. As the development effort moves forward we anticipate marketing efforts will be led by the developer for this project. The County's Economic Development Authority would also provide assistance in the marketing of the project.</p>
<p><b>Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.</b></p>	<p>We appreciate the designation of the Savage Towne Centre as a BRAC zone and look forward to working with the Department for the success of this project. No additional information is available at this time.</p>

**Prince George's County**

<b>Andrews Air Force Base – Branch Avenue Corridor</b> (Designation date: 12/15/2008) 654.9 acres	
<b>Description of development projects that are complete and will be submitted as qualified properties by February 1, 2012. Please provide their parcel numbers.</b>	No development project work has been completed or expected to be completed by February 1, 2012.
<b>Description of development projects that have started construction but won't be complete before February 1, 2012.</b>	No development projects have started construction or will be completed by February 1, 2012.
<b>Description of development projects that are in the pipeline to begin construction within the next 12 months.</b>	There are no development projects within the pipeline for the next 12 months.
<b>Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.</b>	Forestville Ramp at I-95 – Cost: \$2 million: The County is negotiating an MOU with the State on the interim improvement of the ramps at Forestville Road and I-95 to improve the ramps, the intersection at the ramps and access to the potential development adjacent the ramps to help support BRAC and economic development
<b>Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?</b>	<ul style="list-style-type: none"> <li>○ <b>Green Line Legacy Grant</b> – The Branch Avenue, Naylor Road and Southern Avenue stations are part of the Metro Green Line Corridor Action Plan which was awarded a Community Challenge Grant from the U.S. Department of Housing and Urban Development. The HUD grants were established to “coordinate federal housing and transportation investments with local land use decisions in order to reduce transportation costs for families, improve housing affordability, save energy, and increase access to housing and employment opportunities.” The Branch Avenue and Naylor Road stations have also been designated as Transit-Oriented Development sites by the State of Maryland. This designation prioritizes the station area for funds from State agencies, illustrating the importance of the station in reducing sprawl and increasing transit ridership.</li> <li>○ <b>Joint Base Andrews Corridor Revitalization Sector Plan</b> – A Joint Base Andrews Implementation Committee has been meeting monthly since February. Date for upcoming meetings and further information about the Committee’s work can be found on the <a href="http://www.pgplanning.org">http://www.pgplanning.org</a> webpage.</li> <li>○ <b>Central Branch Avenue Corridor Revitalization Sector Plan</b> - The new Central Branch Avenue Corridor Revitalization Sector Plan will focus primarily on Camp Springs, Morningside, and Clinton, looking closely at the economic, land use, and transportation relationships these communities share with each other around Joint Base Andrews and along the Branch Avenue corridor. The plan will examine opportunities for redevelopment, transportation improvements, and strategic public investments that can promote economic development and better connectivity within the plan area. Information about the Center Branch Avenue Corridor Revitalization Sector Plan including maps, individual focus areas, the planning process, and a community feedback page can be found at <a href="http://www.pgplanning.org/projects/ongoing_plans_and_projects/community_plans_and_studies/central_branch_avenue_corridor_revitalization_sector_plan.htm">http://www.pgplanning.org/projects/ongoing_plans_and_projects/community_plans_and_studies/central_branch_avenue_corridor_revitalization_sector_plan.htm</a></li> </ul>
<b>Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.</b>	Completed two Public Infrastructure projects at a cost of \$2.4 million: <ol style="list-style-type: none"> <li>1. Allentown Road and Suitland Road: Gateway improvements and resurfacing; landscaping; curbs and gutters; sidewalks. Cost - \$1.2 million. Completion date: October 2010.</li> <li>2. Allentown and Brinkley Road: Intersection improvements. Estimated Cost - \$1.2 million. Start date – Spring 2011.</li> </ol>

**City of Laurel BRAC Enhancement zone**  
*(Designation date: 12/15/2008)*  
 356 acres

<p><b>Description of development projects that are complete and will be submitted as qualified properties by February 1, 2012. Please provide their parcel numbers.</b></p>	<p>No development project work has been completed or expected to be completed by February 1, 2012.</p>
<p><b>Description of development projects that have started construction but won't be complete before February 1, 2012.</b></p>	<p>No development project work is presently underway, but likely within 2012.</p>
<p><b>Description of development projects that are in the pipeline to begin construction within the next 12 months.</b></p>	<p>Redevelopment of properties within the City: Residential and commercial development; mixed-use in nature - containing mostly multi-family, offices, and ancillary retail and service establishments to avoid the use of automobiles. Density provisions are well above 3.5 dwelling units per acre. Requirements for redevelopment include green building standards, contribution to transit, the availability of ZIP cars to minimize vehicular use, etc.</p> <ol style="list-style-type: none"> <li>1. <b>Laurel Commons Centre</b>, formerly known as Laurel Mall (south edge of BRAC boundary). This project is in the final stages of being redesigned into an outdoor town center complex, consisting of cinemas, restaurants, and updated retail. This new proposal will likely involve the total demolition of the existing Laurel Mall complex. Access improvements through TIF funding, as well as multi-level parking structure costs and immediate off-site traffic improvements to maintain acceptable levels of service will be necessary. Likely BRAC-related projects are the intersection improvement to U.S. Route One, and the main entrance to the next complex. Other structured parking is also proposed. Planned start: early-2011. Estimated cost: \$200,000,000 – 400,000,000.</li> <li>2. <b>Hawthorne Place</b>: A classic brownfields redevelopment (planned and approved by the City). Former 10-acre trucking facility used by Roadway Express. Proposed to be built on a MDE approved platform over the 100-year floodplain. This new facility will contain bus stop and transit connections to the Laurel MARC Station and:       <ol style="list-style-type: none"> <li>a. 1,006 multi-family dwelling units contained within six (6) buildings ranging from 4 to 16 stories</li> <li>b. 140,000 sq. ft. office space, available depending on general and BRAC market needs</li> <li>c. Ancillary recreation space for convenience retail, services and professional needs.</li> </ol> <p>Planned start: late 2012 Estimated cost: \$300,000,000</p> </li> <li>3. <b>Laurel MARC Station Transit Oriented Development</b>: located at Main Street and US Route One; in planning phase by Maryland Department of Transportation (MDOT) Real Estate Division. Requires State regional coordination of other adjacent projects in Howard and Anne Arundel counties that must involve three SHA district offices. Infrastructure needs depends on regional impact of the three combined proposals. This site is also a MDOT designated TOD site as well as a Governor's Smart Site. A mid-rise apartment building with some mixed use is proposed at this time. Planned start: late 2012.</li> </ol>
<p><b>Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.</b></p>	<p>There are a number of infrastructure financing issues with traffic capacity, structured parking, and flood plain mitigation likely with the review process.</p>
<p><b>Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?</b></p>	<p>The City's Revitalization Overlay has met with a great deal of interest from the development community. Since inception six years ago, approximately \$750 million of planned and existing investment has been approved. The City intends to use this new zoning device to facilitate increased investment by new merchants and entertainment facilities within its BRAC zone.</p>

*City of Laurel BRAC Enhancement zone*

- Continued -

**Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.**

The BRAC zone covers much of the area which was designated by the City in its Revitalization Overlay Program. The overlay program is placed on properties located within the Route One Corridor which could be considered brownfield and greyfield (containing distressed commercial and industrial properties). The centerpiece of the BRAC zone is the Laurel Main Street MARC Rail Station, which is currently being planned as a Transit-Oriented Development by the MDOT Real Estate Division. The Laurel MARC Station is also one of the Governor's Smart Sites for increased State coordination. The City is interested in developing a pedestrian/bicycle relationship with the nearby Laurel Racetrack MARC Station with Howard County staff. The City also wishes to invest in improved pedestrian and bicycle improvements to enhance walking opportunities from the city neighborhoods to both the Main Street Business District, and the soon to be redeveloped Laurel Town Centre.