

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

**ANNUAL STATUS REPORT
TO THE GOVERNOR AND GENERAL ASSEMBLY**

CALENDAR YEAR 2009

**Economic Development Article
SECTION 5-1301**

Submitted by:

Maryland Department of Business and Economic Development

December 15, 2009

STATUS REPORT

BRAC REVITALIZATION AND INCENTIVE ZONE PROGRAM

CALENDAR YEAR 2009

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 in partnership with other state agencies (Transportation, Housing and Community Development, Environment, and Planning) 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.

Eligibility and Certification Process

Jurisdictions may apply April 15 and October 15 each year. Within 60 days of the submission date, the Secretary may designate an area a BRAC zone. The Secretary will consult with the Cabinet Secretaries (or designees) of the Departments of Transportation, Housing and Community Development, Environment, and Planning 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.

BRAC zones

Currently, there are seven (7) designated BRAC zones in Maryland. On December 15, 2008, five (5) BRAC zones were designated: the Westport Waterfront development in Baltimore City, an area near MARC Odenton Station in Anne Arundel County, an area near Andrews Air Force Base at the Branch Avenue Metro Station in Prince George's County, an area in historic Frederick and near the Frederick Transit Center, and an area in the City of Laurel along Route 1 and near the Laurel MARC Station in Prince George's County. On June 15, 2009, two (2) BRAC zones were designated: the Aberdeen BRAC Enhancement and Revitalization Zone in Harford County and Savage Towne Centre in 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 was expected to begin in 2009.

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**. With the expected growth from Fort Meade, the 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 **Frederick County/City of Frederick East Side** BRAC zone includes 717.4 acres and includes historic downtown Frederick, the Transit Center and Monocacy Boulevard northeast up to and including the Research Park. The Frederick application includes 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 BRAC zone in the **City of Laurel** 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. The BRAC zone designation will provide much needed transportation infrastructure, brownfield remediation, and mixed-use infill development.

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 **City of Aberdeen** BRAC zone in Harford County includes 782.65 acres with extensive infrastructure needs: 1) water and wastewater improvements (\$33 million); 2) transportation improvements (\$66 million); 3) Multimodal Transportation Center to serve commuters on a regional level; 4) redevelopment of Route 40 Commercial Corridor; 5) 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 existing tax base. The City of Aberdeen infrastructure priorities to be funded

by BRAC zone: 1) Swan Meadows development between APG Road and East Bel Air Avenue: main water and sewer line replacements, replacements of curb, gutter and storm drain, and road reconstruction. 2) James Street storm drainage needs. 3) Edmund Street and US Route 40 Booster Station water lines. 4) City of Aberdeen infiltration and inflow water line upgrade and repair. 5) Alternative water source for additional water capacity. 6) Well suite redevelopment at Aberdeen Water Treatment Plan. 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

The Department of Business and Economic Development (DBED) received annual status reports as of October 15, 2009 from the seven Maryland designated BRAC zones. Overall, the current economic climate has slowed progress by developers on a number of projects due to financial constraints and the sale of TIF bonds. Many projects, however, have continued through the planning and approval pipeline in anticipation of the huge influx of new government agencies, residents and businesses in the coming months. In summary, highlights from the reports indicate:

- Two projects have been completed in 2009 and will be submitted as qualified properties by February 1, 2010:
 - Anne Arundel County/Odenton Town Center – M&T Bank
 - Harford County/Aberdeen BRAC Enhancement and Revitalization Zone – COPT, North Gate Business Park (Lot A)
- Projects currently under construction with an anticipated completion date after February 10, 2010:
 - Seven projects started in Anne Arundel County/Odenton Town Center
 - Four projects started in Frederick County/City of Frederick East Side BRAC Zone
 - One project started in Harford County/Aberdeen BRAC Enhancement and Revitalization Zone
 - Two projects started in Prince George’s County/Andrews Air Force Base
- Projects in the pipeline to begin construction within the next 12 months:
 - Seven projects in Anne Arundel County/Odenton Town Center
 - One project in Baltimore City/Westport Waterfront
 - Five projects in Frederick County/City of Frederick East Side BRAC Zone
 - Two projects in Harford County/Aberdeen BRAC Enhancement and Revitalization Zone
 - Two projects in Prince George’s County/Andrews Air Force Base – Branch Avenue Corridor
 - Three 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><i>Odenton Town Center</i> <i>(Designation date: 12/15/2008)</i> 776.9 acres</p>	
<p>Description of development projects that are complete and will be submitted as qualified properties by February 1, 2010. Please provide their parcel numbers.</p>	<p>M&T Bank – First project completed within the BRAC zone prior to February 2010 – 14,500 sq. ft., \$1.6 million, located at Arundel Crossing West, Lot 3, Parcel 166.</p>
<p>Description of development projects that have started construction but won’t be complete before February 1, 2010.</p>	<p>Seven (7) projects started with anticipated completion after February 1, 2010:</p> <ol style="list-style-type: none"> 1) Walgreens: retail (5,000 sq. ft.) at MD 170. <u>Parcels 442, 175, 180, 390.</u> 2) Meade Center: Class-A Office (43,000 sq. ft.) with street level retail, surface parking adjacent to the gates at Fort Meade. <u>Parcels 297, 299, 315.</u> 3) Eastern Petroleum/BP: retail (5,000 sq. ft.), including deli, fuel pumping station and car wash (1,300 sq. ft.) at MD 175 near the gates at Fort Meade. 4) Royal Farm Store #149: retail (5,000 sq. ft.) at MD 175 near the gates at Fort Meade. 5) Village at Odenton Station: graded for \$40 million transit-oriented project on 6 acres to include 400,000 sq. ft. next to the MARC Train Station at Morgan & Duckins Roads; retail (60,000 sq. ft.); 227 condominiums on three floors overlooking the shops beneath it. <u>Parcels 149, 510, 157, 187.</u> 6) Winmark Center (aka Odenton Health & Technology Center): permitted to construct a 4-story Class-A Office (64,000 sq. ft.) on MD175. <u>Parcels 113, 187.</u> 7) Royal Inn at Fort Meade: approved to develop hotel and office at <u>Parcel 49,</u> near the gates at Fort Meade.
<p>Description of development projects that are in the pipeline to begin construction within the next 12 months.</p>	<ol style="list-style-type: none"> 1) Town Center Common: in permitting for 7-acre project located at Town Center Boulevard and MD 175 to include 106-room hotel at Hale Road and Town Center Boulevard with 70,000 sq. ft. retail and 104 condominium units. <u>Parcels 497, 373, 208, 255.</u> 2) Odenton Town Center: 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 Boulevard. <u>Parcels 775, 353.</u> 3) Otto Baldwin, Odenton East (aka Odenton Gateway): in permitting for 19-acre site located at the corner of Route 175 & Sappington Road in the Odenton Town Center district, to develop 60,000 sq. ft. medical office building, 252 apartment building, and two retail pad sites. <u>Parcels 112, 214, 353.</u> 4) Reliable/Broadstone: planned Urban development consisting of residential, hotel and retail pad sites. <u>Parcels 42, 339.</u> 5) Alta at Town Center/Bonaventure/Hogan Property: mixed use development including 175 residential units and 15,000 sq. ft. retail. <u>Parcels 138, 139, 140, 336.</u> 6) Seven Oaks Town Center Office: The Halle Companies will develop a 3 or 4-story Office building within the footprint of the existing shopping center to support the needs of this growing area. Located on Blue Water Boulevard, <u>Parcel 569.</u> 7) Nevamar: redevelopment of a major industrial site to a mixed-use project on 55-acres to include residential, office and retail; site has been approved for State’s Voluntary Clean-up Program and carries Brownfield designation. <u>Parcels 55, 52.</u>

Odenton Town Center

- Continued -

<p>Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.</p>	<ol style="list-style-type: none"> 1. Roads The County is participating in 50% share in the construction of the road, through a Developers Rights and Responsibility Agreement (DRRA) being drafted between public and private parties. Description: Odenton Town Center Boulevard (roadway and sidewalk from MD 175 through MD32 underpass to Town Center Boulevard in Seven Oaks) County estimated contribution - \$7.5 million 2. Sewer 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. Anne Arundel Economic Development (AAEDC) is working with a developer consortium to negotiate private/public partnership to fund private 50% share of cost. County estimated contribution - \$6.35 million 3. Water New and extended development of Odenton Town Center projects is dependent on upgrading the water interceptor. The project has \$3 million approved through Anne Arundel County’s Capital Program. The Project is ready for construction bid process pending the grant of right-of-way provided by Halle Development. Halle Development has supported the County DPWP to engineer the 36” water interceptor. County estimated contribution - \$3 million
<p>Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?</p>	<ul style="list-style-type: none"> • Inclusion of BRAC zone designation in marketing materials and in information provided to participants in the AAEDC Annual VIP Real Estate Tour of Anne Arundel County. • 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 for infrastructure improvements within the BRAC zone. • Interviews with local and regional media to highlight the benefit of the BRAC zone designation to planned growth. • 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, Greater Washington Initiative).
<p>Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.</p>	<p>Future Projects Under Consideration beyond the next 12 months:</p> <ul style="list-style-type: none"> • Odenton Town Square: 24-acre transit oriented mixed-use project surrounding the MARC Train Station, to include residential, retail, hotel and office. Currently under Memorandum of Understanding to December 2009 in joint venture between State, County and developers Bozzuto Group, Osprey management & Reliable Contracting. • Greenhill Development: Proposed 125 residential units with 40,000 sq. ft. (retail) dependent on market conditions. • Berger Square: Office and retail (dependent on water to site and market conditions). <p>The current pipeline of development projects and the infrastructure improvements being made will spur additional real estate redevelopment and reuse of Odenton Town Center -</p> <ul style="list-style-type: none"> • The new U.S. Cyber Command Initiative has been identified to be placed at Fort George G. Meade in proximity to the new Defense Information Systems Agency (DISA). It is anticipated that there will be over 1,000 new jobs housed in this facility with an additional influx of defense contractors. • Anne Arundel County is in negotiations with State and Private developers on the Transit Oriented Development of a “structured parking facility” at the Odenton MARC Train Station. This development is essential to meet the expected transportation demand.

Baltimore City

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Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.	Public infrastructure improvements scheduled to begin Q4 2010. Projected cost of Phase 1 improvements - \$22,517,681 along with 250 construction jobs (average annual wage - \$66,988.00). <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: left;">Public Improvements/Public Infrastructure</th> </tr> </thead> <tbody> <tr> <td>Curb and gutter, sidewalks/site concrete, asphalt, porous paving, striping, 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> <td colspan="2">Public Improvements/Site Electric (TIF eligible)</td> </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 colspan="2">Public Improvements/DOT Offsite transportation Improvements</td> </tr> <tr> <td></td> <td style="text-align: right;">3,500,000</td> </tr> <tr> <td>TOTAL PUBLIC IMPROVEMENTS</td> <td style="text-align: right;">\$22,517,681</td> </tr> </tbody> </table>	Public Improvements/Public Infrastructure		Curb and gutter, sidewalks/site concrete, asphalt, porous paving, striping, 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	Public Improvements/DOT Offsite transportation Improvements			3,500,000	TOTAL PUBLIC IMPROVEMENTS	\$22,517,681
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Westport Waterfront

- Continued -

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

BRAC – 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.

Transit Oriented Development Designation Update: 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.

Fiscal Impact: 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.

Leveraging Available Funds: The recent and significant turmoil in the municipal bond market has made it difficult to sell the Westport Waterfront non-rated, land secured TIF bonds. With the assistance of Baltimore’s Economic Recovery Team, 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. Westport Development also anticipates the use of \$300,000 that was secured by Senator Cardin through the FY 2008 Transportation, Housing and Urban Development appropriation act to construct the porous-paved, multi-purpose trail along the shore (as opposed to inland along Kloman Street and the Light Rail stop).

Frederick County

<p><i>Frederick County/City of Frederick East Side BRAC Zone</i> (Designation date: 12/15/2008) 717.4 acres</p>	
<p>Description of development projects that are complete and will be submitted as qualified properties by February 1, 2010. Please provide their parcel numbers.</p>	<p>No development projects are complete as of October 15, 2009 or expected to be completed by February 1, 2010.</p>
<p>Description of development projects that have started construction but won't be complete before February 1, 2010.</p>	<p>Four projects currently under construction will likely obtain certificates of occupancy late 2010 or early 2011.</p> <ol style="list-style-type: none"> 1) Monocacy Valley Canning Project (mid-2010). 150 S. East Street – 35,000 sq. ft. historic rehabilitation and additions for office and retail. Developer – Bert Anderson. Estimated cost - \$2 million 2) Board of Education Consolidated Headquarters Facility (mid-2010). 191 S. East Street – 91,000 sq. ft. new office building on 30-year lease buy back arrangement, taxable. Developer – BOE/Warner Construction. Estimated cost – \$16.7 million 3) Hope VI – Housing (mid-2010). 4) NCI @ Riverside/Advanced Tech Center (mid-2011). 8560 Progress Drive (Riverside Lot 402) – 309,000 sq. ft. Developer – NCI/SAIC-F & Matan, Inc. Estimated cost – \$250 million
<p>Description of development projects that are in the pipeline to begin construction within the next 12 months.</p>	<p>Five projects with site plan approvals awaiting tenants/financing to begin construction within 12 to 24 months.</p> <ol style="list-style-type: none"> 1) The Galleria, 107 S. East Street – 120 condominiums and 30,000 sq. ft. commercial space. Developer – The Wormald Companies. Estimated cost - \$24 million 2) McHenry's, 300 East Patrick Street – 101,000 sq. ft. new office and commercial building. Developer – Douglas Development Corporation. Estimated cost - \$24 million. 3) Union Mills, 340 East Patrick Street – 67,000 sq. ft. office and commercial renovation/addition. Developer – Douglas Development Corporation. Estimated cost - \$20 million 4) One Commerce Plaza, 111 S. East Street – 80,000 sq. ft. new office/commercial building. Developer – MacRo Ltd. Estimated cost - \$24 million. 5) McCutcheons Mill, 11. S. Wisner Street – 34,000 sq. ft. new commercial/retail building. Developer – Bob McCutcheon. Estimated cost - \$5 million
<p>Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.</p>	<p>There are a number of public infrastructure projects under construction within the BRAC zone including:</p> <ul style="list-style-type: none"> • City Parking Garage #5, 125 E. All Saints Street – 365 space public/private parking garage. Developer – The City of Frederick/Warner Construction. Estimated cost - \$14.4 million • East Street Extension to I-70. • Monocacy Boulevard – Center Section – new 4-lane undivided roadway connection between Hughes Ford Road and Gas House Pike. Developer – The City of Frederick. Estimated completion date – 2011. Estimated cost - \$60.9 million. • 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. Estimated completion date – 2010. Estimated cost - \$8.8 million.
<p>Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?</p>	<p>To date, the BRAC zone has not been marketed formally but 2010 plans incorporate it into the area's marketing strategies.</p>
<p>Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.</p>	<p>No additional information is available at this time.</p>

Harford County

<p><i>Aberdeen BRAC Enhancement and Revitalization Zone</i> (Designation date: 6/15/2009) 782.65 acres</p>	
<p>Description of development projects that are complete and will be submitted as qualified properties by February 1, 2010. Please provide their parcel numbers.</p>	<p>No development projects are complete as of October 15, 2009; however, one building in the North Gate Business Park is expected to be completed by February 1, 2010.</p> <ul style="list-style-type: none"> Lot A – office building (82,000 sq. ft.) under construction and expected to be completed in January 2010 with an occupancy date scheduled for June 2010.
<p>Description of development projects that have started construction but won't be complete before February 1, 2010.</p>	<p>North Gate Business Park Tax map: 59 and 204. Parcel 5 and Parcel 2170. Zoning: B-3 Highway Commercial District. Existing Use – Agriculture. Proposed Uses – Office and Service/Retail. Owner/Developer: COPT Aberdeen LLC.</p> <p>The North Gate Business Park (proposed 899,000 sq. ft.) located off Maryland Route 22 adjacent to Aberdeen Proving Ground. The land area is 55.37 acres. Property development - Class A Office Park with nine (9) buildings.</p> <ul style="list-style-type: none"> Lot C – office building (83,000 sq. ft.) start of construction in October 2009 with anticipated completion in June 2010. <p>Preliminary estimates from COPT Aberdeen, LLC indicate their infrastructure costs will exceed \$7 million for North Gate Business Park. Major road improvements are required by the State Highway Administration for this development.</p>
<p>Description of development projects that are in the pipeline to begin construction within the next 12 months.</p>	<p>Two qualifying projects in pipeline to begin construction within next 12-months –</p> <ol style="list-style-type: none"> Greenway Business Park Tax map: 58. Parcel 264, Lot 4. Zoning: M-1 Light Industrial District. Existing Use - Undeveloped. Proposed Uses – Office/Flex space/storage. Owner/Developer – Hickory Ridge Center 1, LLC. Greenway Business Park (15.71 acres) is located off US Route 40 close to Aberdeen Proving Ground. Property development: Class A Office Park with three (3) buildings – 135,200 sq. ft. Development approvals received. Hickory Ridge Center 1, LLC is proceeding with necessary public infrastructure improvements and bonding – construction should begin in Spring 2010. Major road improvements are required by the State Highway Administration. Aberdeen Xchange Tax map: 209. Parcels 2579, 2580, 2581, 2583 and 2584. Zoning: B-3 Highway Commercial District. Existing Use – Redevelopment. Proposed Uses – Office, retail, hospitality and convenience. Owner/Developer – IDGAD II, LLC. Aberdeen Xchange (8.07 acres) is located off MD 715 and Old Philadelphia Road close to Aberdeen Proving Ground. The property is being developed for multiple commercial uses. Development approvals are underway. Major road improvements are required by the City of Aberdeen and the State Highway Administration.

Aberdeen BRAC Enhancement and Revitalization Zone

- Continued -

<p>Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.</p>	<p>Two projects currently underway within the BRAC zone.</p> <ol style="list-style-type: none"> 1) Continued upgrade of the Aberdeen Water Treatment Plant. Current cost - \$895,000 2) Replacement of water line at Old Post Road to begin in November 2009. Projected cost - \$300,000 <p>The City also has five (5) stimulus loans awarded to various projects awaiting approval from the Maryland Department of the Environment. These projects are consistent with the upgrade at the Aberdeen Advanced Wastewater Treatment Plant (AAWTP).</p> <ul style="list-style-type: none"> • Water Purchase Agreement with Harford County Government for 300,000 gals./day for \$5,044,079 • Construction for the structural coating of the AAWTP processing tanks to help reduce corrosion – cost \$867,000 • All gravity thickeners will be completely rebuilt to include: motors, gears, drives, and a gear reducer will be replaced at a cost of \$119,000 • Concrete repairs at the AAWTP to mend joint sealants that are causing concrete to deteriorate. This allows water to infiltrate the concrete and enter into the buildings – cost \$248,000 • Methane Gas Management at the AAWTP to restore the system to work properly – cost \$119,000 • Replacement of return activated sludge pumps in connection with the Enhance Nutrient Removal upgrade at AAWTP – cost \$297,000 • Enhance Nutrient Removal upgrade at AAWTP – cost \$32,000,000 • Water Booster Station loan acquisition and construction – cost \$800,000
<p>Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?</p>	<p>A letter has been sent to all businesses that are within the BRAC zone. The letter explained in detail the difference between BRAC zones and Enterprise zones. A map of the BRAC zone at the Aberdeen Chamber of Commerce events informs businesses in and surrounding Aberdeen. Meetings with developers have taken place to generate a Tax Increment Financing District to help business improve infrastructure needs throughout development. The City plans to include the BRAC zone in its Business Resource Guide to help businesses located within the zone. Attendance at the Fort Monmouth Relocation Fair (October 2009) with information available to potential contractors interested in relocating to the BRAC zone.</p>
<p>Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.</p>	<p>The City staff is working with Harford County Office of Economic Development staff and developers to locate within the BRAC zone and to develop a Tax Increment Financing District to complete the public infrastructure to support future development.</p>

Howard County

<p><i>Savage Towne Centre</i> (Designation date: 6/15/2009) <i>13.5 acres</i></p>	
Description of development projects that are complete and will be submitted as qualified properties by February 1, 2010. Please provide their parcel numbers.	No development project work has been completed or expected to be completed by February 1, 2010.
Description of development projects that have started construction but won't be complete before February 1, 2010.	No development project work is presently underway or anticipated to be started by February 1, 2010.
Description of development projects that are in the pipeline to begin construction within the next 12 months.	No development project work anticipated to begin construction within the next 12 months.
Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.	Given current financial market conditions, no public infrastructure improvements are anticipated to begin construction within the next 12 months. If, however, financial market conditions improve, plans for the issuance of TIF bonds to support the construction of a parking garage for the MARC Savage Commuter Rail Station will move forward.
Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?	At present, no targeted marketing efforts for the Savage Towne Center BRAC zone are being undertaken. As the development effort moves forward, marketing efforts will be led by the developer for the project. The County's Economic Development Authority would also provide assistance in the marketing of the project.
Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.	No additional information is available at this time.

Prince George's County

<p>Andrews Air Force Base – Branch Avenue Corridor (Designation date: 12/15/2008) 654.9 acres</p>	
<p>Description of development projects that are complete and will be submitted as qualified properties by February 1, 2010. Please provide their parcel numbers.</p>	<p>No development project work has been completed or expected to be completed by February 1, 2010.</p>
<p>Description of development projects that have started construction but won't be complete before February 1, 2010.</p>	<ol style="list-style-type: none"> 1) Ballowe Property-Hampton Inn, 5000 Mercedes Blvd. Parcel F. Approval Date: 2/3/2009. Land Value - \$738,900 2) Alta Branch, Phase 1, Auth Way and Telfair Blvd. Parcel A-2. Tax Map: 088F-3. Approval Date: 10/30/2008. Land Value - \$1,363,400
<p>Description of development projects that are in the pipeline to begin construction within the next 12 months.</p>	<p>Two (2) projects:</p> <ol style="list-style-type: none"> 1) Evangel Assembly of God, 5900 Old Branch Avenue. Parcel E. Tax Map: 098A-3. Approval Date: 3/5/2009. Land Value - \$3,828,400. (Existing building, no recent improvements. Evangel Assembly is an existing church. The site plan was approved for a 47,500 sq. ft. addition. Building Permit No. 33845-2008CGU is pending approval.) 2) Town Center at Camp Springs, Auth Way 500' NE of Branch Avenue. Parcels: 6. Tax Map: 089A-3. Approval Date: 6/19/2008. Land Value - \$838,500 (value of Parcel C-3; the total land value for all 6 parcels is \$4,211,900).
<p>Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.</p>	<p>These are the infrastructure projects that will take place over the next 12 months within the BRAC zone:</p> <ol style="list-style-type: none"> 1) Allentown Road and Suitland Road: Gateway improvements and resurfacing; landscaping; curbs and gutters; sidewalks. Cost - \$1.2 million. Currently under construction. 2) Allentown and Brinkley Road: Intersection improvements. Cost - \$1.2 million. Start date – Spring 2010. 3) BRAC Intersection Projects (SHA) Design Phase. <ol style="list-style-type: none"> a. MD 337/495 N. off ramps. Cost - \$9.5 million to \$14 million full build-out. Start date – Spring 2010. b. MD 337/Westover/Suitland. Cost - \$25.5 million to \$33 million full build-out. Start date – Spring 2010. 4) TIGER Grant Project Phase II. Application as part of Federal Tiger Grant.
<p>Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?</p>	<p>Yes, many information sessions were held at civic association meetings, the Economic Development Corporation and the Andrews Business and Community Alliances meetings within the area leading up to and after the designation, a public hearing, and briefing held for citizens in the designated area and public officials. While the Joint Land Use Study (JLUS) was underway, teams from Park and Planning also held information sessions for the public on not only the land use study but on implications of the BRAC zone in the Andrews area.</p>
<p>Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.</p>	<p>The BRAC zone designation has generated a lot of publicity that has caused many business people, elected officials and community leaders to become more interested in the BRAC zone area for economic development reasons. As a result of this designation, a major thrust, led by community leaders to garner TOD attention to the area is underway. Plans are underway to have two economic development tours that will highlight BRAC zone incentives for business attraction and retention. The first tour slated for December 7, 2009 will be held to bolster interest by elected officials and the second tour slated for early next year is for developers and businesses. This effort has the full support of the Congressional delegation, State, and local leaders. It is hoped that this concentrated focus will draw even more businesses and commercial development to the front gate of the Base.</p>

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

<p>Description of development projects that are complete and will be submitted as qualified properties by February 1, 2010. Please provide their parcel numbers.</p>	<p>No development project work has been completed or expected to be completed by February 1, 2010.</p>
<p>Description of development projects that have started construction but won't be complete before February 1, 2010.</p>	<p>No development project work is presently underway or anticipated to be started by February 1, 2010.</p>
<p>Description of development projects that are in the pipeline to begin construction within the next 12 months.</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. 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"> 1. Laurel Commons Town Center: formerly known as Laurel Mall (south edge of BRAC boundary). Total remake of a large greyfield shopping center: theaters, improved retail stores and restaurants essential to the population growth expected in the Fort George G. Meade area. The complex will also contain 440 multi-family units mixed with service and retail in its 2nd phase. Transportation improvements via TIF funding; multi-level parking structure costs and immediate off-site traffic improvements to maintain acceptable levels of service. 2. Hawthorne Place: classic brownfields redevelopment (planned and approved by the City). Former 10-acre trucking facility used by Roadway Express. Proposed to be built on a 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"> a. 1,006 multi-family dwelling units contained within 6 buildings ranging from 4 to 16 stories b. 140,000 sq. ft. of office space available depending on general and BRAC market needs c. Ancillary recreation space for convenience retail, services and professional needs. 3. Laurel MARC Station Transit-Oriented Development: located at Main Street and US Route One; in planning phase by Maryland Department of Transportation (MDOT) Real Estate Division.
<p>Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.</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>Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?</p>	<p>The City's Revitalization Overlay has met with a great deal of interest from the development community. Since inception four years ago, approximately \$750 million of planned and existing investment has occurred. The City intends to use this new zoning device to facilitate increased investment by new merchants and entertainment facilities within its BRAC zone.</p>
<p>Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.</p>	<p>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 new Smart Sites for increased State coordination.</p>