

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

ANNUAL STATUS REPORT
TO THE GOVERNOR AND GENERAL ASSEMBLY

CALENDAR YEAR 2010

Economic Development Article
SECTION 5-1301

Submitted by:

Maryland Department of Business and Economic Development

December 15, 2010

STATUS REPORT

BRAC REVITALIZATION AND INCENTIVE ZONE PROGRAM

CALENDAR YEAR 2010

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 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 Enhancement and Revitalization Zone (Frederick County)
- 5) City of Laurel - along Route 1 and near the Laurel MARC Station (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 November 2011.

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 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 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

The Department of Business and Economic Development (DBED) received annual status reports as of October 15, 2010 from the seven Maryland designated BRAC zones. The general economic climate is starting to gain cautious momentum with a few development projects completed and several more moving through the planning and approval pipeline to construction, in anticipation of the huge influx of new government agencies, residents and businesses in the next several months.

➤ **2010 Disbursement:**

One project was completed in 2009 and was submitted as a qualified property by February 1, 2010:

- Anne Arundel County/Odenton Town Center – M&T Bank. *Payment of \$7,443 disbursed in Fiscal Year 2011.*⁽¹⁾

October 2010 Annual Reports of the BRAC Zone Administrators indicate the following projects will be submitted as qualified projects by February for eligibility projects by February 1, 2011 for payment in July, 2011. *Disbursement amounts are estimated to be \$360,558.*⁽¹⁾

➤ **Projects completed or plan completion and will be submitted as qualified properties by February 1, 2011:**

Anne Arundel County/Odenton Town Center, Two Projects –

- M&T Bank at Arundel Crossing West Class A Office Building, Lot 3 Parcel 166 (**completed 2009**).
- Royal Farm Store #149 on MD175 near the gates at Fort Meade, Parcels 475 & 158, 5,000 sq. ft., \$2.03 million.

Joint City and County of Frederick, Four Projects –

- 8490 Progress Drive (Riverside Five) – 126,151 sq. ft. office building in Riverside Research Park owned by Matan – Primary Tenants: SRA International, US Silica.
- 191 S. East Street (FCPS Central Office) – 89,800 sq. ft. office building owned by Sun Trust Equipment & Leasing Co. Primary tenant: FCPS on a taxable 20-year lease.
- 126/128 S. Carroll Street and 101/111/113 E. South (South Carroll Apartments) - 32 Housing Units –The Communities Group (TCG).
- 151 S. East Street (Frederick Visitors Center) – 6,460 sq. ft. visitor center and offices. Primary tenant: Tourism Council of Frederick (501(c)(9) organization).

Harford County/Aberdeen BRAC Enhancement and Revitalization Zone, Two Projects –

- COPT / North Gate Business Park Three-Story Class A Office Building, Lot A, 209 Research Blvd., Tax Map 59, Parcel 5, 82,000 sq. ft. (**completed 2009**).
- COPT / North Gate Business Park Three-Story Class A Office Building, Lot C, 210 Research Blvd., Tax Map 59, Parcel 5, 82,545 sq. ft.

⁽¹⁾Source: Maryland Department of Assessment and Taxation

- **Projects currently under construction and/or approved with an anticipated completion date after February 10, 2011:**
 - Seven projects started in Anne Arundel County/Odenton Town Center
 - Two projects started in Frederick County/Joint County and City of Frederick BRAC Zone
 - Two projects started construction in Harford County/Aberdeen BRAC Enhancement and Revitalization Zone
 - Two projects started in Prince George's County/Andrews Air Force Base – Branch Avenue Corridor

- **Projects in the pipeline to begin construction within the next 12 months:**
 - Six projects in Anne Arundel County/Odenton Town Center
 - One project in Baltimore City/Westport Waterfront
 - Five projects in Frederick County/Joint County and City of Frederick BRAC Zone
 - Three 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, 2011. Please provide their parcel numbers.</p>	<ol style="list-style-type: none"> 1. 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, <u>Parcel 166.</u> 2. Royal Farm Store #149 – Second project completed prior to February 2011: 5,000 sq. ft., \$2.03 million, located on MD 175 near the gates at Fort Meade, <u>Parcels 475 and 158.</u>
<p>Description of development projects that have started construction but won’t be complete before February 1, 2011.</p>	<p>Seven (7) projects started with anticipated completion after February 1, 2011:</p> <ol style="list-style-type: none"> 1. Village at Odenton Station: grading and off site utilities completed for \$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; retail (60,000 sq. ft.); 227 apartments on three floors overlooking the shops beneath it. Developer – The Dolben Company. <u>Parcels 149, 510, 157, 187.</u> 2. Seven Oaks Town Center Office: The Halle Companies is developing 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> 3. Town Center Common: 7-acre project located at Town Center Boulevard and MD 175 under construction: 106-room hotel at Hale Road and Town Center Blvd with 70,000 sq. ft. retail and 204 apartments. <u>Parcels 497, 373, 208, 255.</u> 4. Walgreens: approved to develop retail (5,000 sq. ft.) at MD 170. <u>Parcels 442, 175, 180, 390.</u> 5. Meade Center: approved to develop Class-A Office (65,000 sq. ft.) with street level retail, surface parking located at MD 175 and Berger Street. <u>Parcels 297, 299, 315.</u> 6. Eastern Petroleum/BP: approved to develop retail (5,000 sq. ft.), including deli, fuel pumping station and car wash (1,300 sq. ft.) at MD 175 Charter Oaks Boulevard. 7. 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>
<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. Otto Baldwin, Odenton East (aka Odenton Gateway): approved to develop 19-acre site located at the corner of Route 175 & Sappington Road in the Odenton Town Center district, medical office building (60,000 sq. ft.), 252 apartment building, and two retail pad sites. <u>Parcels 112, 214, 353.</u> 2. Royal Inn at Fort Meade: approved to develop hotel and office near Fort Meade. <u>Parcel 49.</u> 3. 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 Blvd. <u>Parcels 775, 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 retail (15,000 sq. ft.). <u>Parcels 138, 139, 140, 336.</u> 6. Nevamar: Stonebridge Carras 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 by DBED. <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 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. County estimated contribution - \$6 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. A second agreement, Bill 71-10, approved August 16, 2010, authorizes the funding for \$12.7 million to substantially upgrade the sewer interceptor system. County estimated contribution - \$6.35 million 3. Water Under DRRA mentioned above, the County will also fund and construct a needed 36" water interceptor within the Odenton BRAC Zone/Town Center. The \$3 million project was approved through Anne Arundel County's Capital Program. The project is ready for construction bid process. Halle Development has supported the County DPWP and Planning to engineer the interceptor that will serve development west of the train tracks. 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 • 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. • Interviews with local and regional media to highlight the benefit of the BRAC zone designation to planned growth. • Leveraging other incentive programs, such as the Recovery Zone Facility Bond program, to increase awareness and facilitate development • 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). • 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. • BRAC zone highlighted in a special magazine publication of the <i>Daily Record</i> to be release this fall. • Identified in a new Fort Meade Regional Map that is targeted to the defense community and provides site location opportunities for consideration.
<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. 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). • new U.S. Cyber Command Initiative identified for placement at Fort George G. Meade in proximity to the new Defense Information Systems Agency (DISA). Estimated new jobs – 1,100 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.

Baltimore City

Westport Waterfront (Designation date: 12/15/2008) 42.9 acres																																															
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Description of development projects that are in the pipeline to begin construction within the next 12 months.	Construction of 200 unit market-rate residential building on Parcel L to begin in November 2011, assuming the TIF bonds for the building sell. Developer: Landex. Estimated project cost - \$40 million.																																														
Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.	<p>Public infrastructure improvements scheduled to begin Q4 2011. 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. The remainder of the Carr-Lowrey site will be seeded and stabilized.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <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, 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> <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;">Public Improvements/DOT Offsite transportation Improvements</td> <td style="text-align: right;">3,500,000</td> </tr> <tr> <td style="text-align: center;">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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Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?	Baltimore City and the Baltimore Development Corporation (BDC) actively market the Westport Waterfront District BRAC zone to prospective companies in the defense and cyber security industries. BDC is finalizing a comprehensive marketing strategy for the attraction of cyber security companies to the BRAC zone. The BDC marketed the site at the 2010 C4ISR Joint Symposium and Expo (Baltimore Convention Center, Baltimore, MD) August 24 – 26, 2010. It also created a BRAC zone website tool for potential companies and residents to locate within the zone. Please visit: www.baltimoredevelopment.com																																														

Westport Waterfront

- Continued -

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

Westport is expected to attract a portion of the 45,000 to 60,000 new residents relocating to Maryland by 2012. 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 Muncipal’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: 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. 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). 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.

Frederick County

Frederick County/City BRAC Zone (Designation date: 12/15/2008) 717.4 acres	
<p>Description of development projects that are complete and will be submitted as qualified properties by February 1, 2011. Please provide their parcel numbers.</p>	<p>Four qualified projects have or will have received certificates of occupancy by February 1, 2011.</p> <ol style="list-style-type: none"> 8490 Progress Drive – Riverside Corporate Park, 126,151 sq. ft. office building owned by Matan, Inc. Primary Tenants: SRA international, US Silica. Estimated cost – \$14.2 million. Tax ID: 1102263793 191 S. East Street – FCPS/Board of Education Central Office, 89,800 sq. ft. new office building owned by Sun Trust Equipment & Leasing Co. FCPS on a taxable 20-year lease buy back. Estimated cost – \$14.9 million. Tax ID: 1102084427 126/128 S. Carroll Street and 101/111/113 E. South – South Carroll Apartments, 32 residential multi-family units (32,040 sq. ft), part of Frederick Hope VI Housing. Estimated cost – \$2.8 million. Tax ID: 1102084443 151 S. East Street – Frederick Visitors Center, 6,460 sq. ft. historic building rehabilitation for visitors center and offices. Primary tenant: Tourism Council of Frederick. Estimated cost - \$2 million. Tax ID: 1102065932
<p>Description of development projects that have started construction but won't be complete before February 1, 2011.</p>	<p>Two projects under construction to be completed in 2011/2012.</p> <ol style="list-style-type: none"> Monocacy Valley Canning Project. 150 S. East Street – 35,000 sq. ft. historic rehabilitation and additions for office and retail (mid-2011). Developer – Bert Anderson. Estimated cost - \$2 million. Tax ID: 1102218577 NCI@Riverside (ATRF). 8560 Progress Drive (Riverside Lot 402) – 309,000 sq. ft. (2012) Developer – NCI/SAIC-F & Matan, Inc. Estimated cost - \$250 million. Tax ID: 1102465051
<p>Description of development projects that are in the pipeline to begin construction within the next 12 months.</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"> The Galleria, 107 S. East Street – 120 residential condominiums and 30,000 sq. ft. commercial space. Developer – The Wormald Companies. Estimated cost - \$24 million. Tax ID: 1102263998 McHenry's, 300 East Patrick Street – 101,000 sq. ft. new office and commercial building. Developer – Douglas Development Corporation. Estimated cost - \$24 million. Tax ID: 1102088436 Union Mills, 340 East Patrick Street – 67,000 sq. ft. office and commercial renovation/addition. Developer – Douglas Development Corporation. Estimated cost - \$20 million. Tax ID: 1102083183 One Commerce Plaza, 111 S. East Street – 80,000 sq. ft. new office/commercial building. Developer – MacRo Ltd. Estimated cost - \$24 million. Tax ID: 1102229021 McCutcheons Mill, 11. S. Wisner Street – 34,000 sq. ft. new commercial/retail building. Developer – McCutcheon Apple Products. Estimated cost - \$5 million. Tax ID: 1102185938
<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 two public infrastructure projects completed:</p> <ol 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. 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. Estimated completion date – 2010. Estimated cost - \$8.8 million. <p>One public infrastructure project underway:</p> <ul style="list-style-type: none"> Monocacy Boulevard – Center Section (Phase I) – 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 - \$60.9 million. <p>One future public infrastructure project planned:</p> <ul style="list-style-type: none"> Carroll Creek Park – ½ mile extension of Carroll Creek Park and shared use path. Developer – The City of Frederick. Estimated completion date – 2013. Estimated cost - \$10-12 million

Frederick County/City BRAC Zone

- Continued -

Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?	2010 plans incorporate the BRAC Zone into the area's marketing strategies.
Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.	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.

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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, 2011. Please provide their parcel numbers.</p>	<p>Two buildings in the <u>North Gate Business Park (55.37 acres/proposed 899,000 sq. ft.):</u></p> <ol style="list-style-type: none"> 209 Research Blvd., Lot A – 82,000 sq. ft. 3-story Class A Office building owned by COPT Aberdeen LLC. Tenants: The Mitre Corporation; DSA, Inc.; Northrop-Grumman; Symbolic Systems, Inc. Tax Map: 59. <u>Parcel 5.</u> Zoning: B-3 Highway Commercial District. 210 Research Blvd., Lot C – 82,545 sq. ft. 3-story Class A Office building owned by COPT Aberdeen LLC. Tenant: Northrop-Grumman. Tax Map: 59. <u>Parcel 5.</u> Zoning: B-3 Highway Commercial District.
<p>Description of development projects that have started construction but won't be complete before February 1, 2011.</p>	<ol style="list-style-type: none"> North Gate Business Park, 202 Research Blvd., Lot H – 101,013 sq. ft. 4-story Class A Office building. Owner/Developer: COPT Aberdeen LLC. Tax map: 59. <u>Parcel 5.</u> Zoning: B-3 Highway Commercial District. Hickory Ridge Industrial Park / Greenway Business Park, 1104 South Philadelphia Blvd., Lot 4. – 58,242 sq. ft. Office building. Owner/Developer: Hickory Ridge Center I, LLC. Tax map: 58. <u>Parcel 264.</u> Zoning: M-1 Light Industrial District. Major road improvements are required by the State Highway Administration.
<p>Description of development projects that are in the pipeline to begin construction within the next 12 months.</p>	<p>Three qualifying projects in pipeline to begin construction within next 12-months</p> <ol style="list-style-type: none"> Hickory Ridge Industrial Park / Greenway Business Park Office/flex space (2 additional buildings). Owner/ Developer: Hickory Ridge Center I, LLC. Tax map: 58. <u>Parcel 264.</u> Zoning: M-1 Light Industrial District. North Gate Business Park, Lot I, D, B, G, E and F. Owner/Developer: COPT Aberdeen LLC. Tax map: 59. <u>Parcel 5.</u> Zoning: B-3 Highway Commercial District. Aberdeen Xchange Tax map: 209. <u>Parcels 2579, 2580, 2581, 2583 and 2584.</u> Zoning: B-3 Highway Commercial District. Existing Use – Redevelopment. Proposed Uses – Office, retail 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>The public improvement projects listed below are in various stages of completion within the BRAC Zone:</p> <ol style="list-style-type: none"> 1. Contract awarded for the replacement of the water line at Post Road and East Bel Air Avenue. Estimated cost: \$211,068. 2. Feasibility Study prepared by ARRO Consulting, Inc. for the City of Aberdeen for the Swan Meadows Area Infrastructure Improvements. Anticipated improvements to the Swan Meadows Development include water and sanitary sewer line replacement, curb and gutter replacement, storm sewer replacement, and road reconstruction. In final draft stages. Estimated cost of improvements: \$7,884,655. 3. Water Purchase Agreement with Harford County Government for 300,000 gals. /day for \$5,044,079. Completed. 4. Enhance Nutrient Removal upgrade at the Aberdeen Advanced Wastewater Treatment Plant. Estimated cost: \$19,500,000. Under construction – 17% complete. 5. Water Booster Station land acquisition and construction at a cost of \$800,000. Project will be out for bid on 10/11/10. 6. Public sewer pumping station has been designed and permitted by the Maryland Department of the Environment awaiting construction by COPT Aberdeen LLC for the North Gate Business Park. 7. Inflow and infiltration on-going at the Swan Meadows housing development. 8. Replaced 100’ of force main for the Cranberry Run sewer lift station. Completed. <p>The City also has four ARRA stimulus loans awarded for various projects; three of which have been completed. The projects are indicated below:</p> <ol style="list-style-type: none"> 1. Construction for the structural coating of the Aberdeen Advanced Wastewater Treatment Plan processing tanks to help reduce corrosion. Estimated cost: \$199,662. Under construction. 2. Concrete repairs at the Aberdeen Advanced Wastewater Treatment Plant to mend joint sealants that are causing concrete to deteriorate. This allows water to infiltrate the concrete and enter into the buildings at a cost of \$25,375. Completed. 3. Methane Gas Management at the Aberdeen Advanced Wastewater Treatment Plant to restore the system to work properly at a cost of \$109,700. Completed. 4. Replacement of return activated sludge pumps in connection with the Enhance Nutrient Removal upgrade at the Aberdeen Advanced Wastewater Treatment Plant at a cost of \$199,000. Completed.
<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 was included in each letter. The City has also marketed the BRAC Zone at the Aberdeen Chamber of Commerce events to inform businesses in and surrounding Aberdeen</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. The Winston’s Choice Townhouse development recently started up again after being dormant for over a year. The contractor, Clark Turner Homes, LLC has applied for building permits for a 5-unit block of townhouses to be located on Taft Street.</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, 2011. Please provide their parcel numbers.	No development project work has been completed or expected to be completed by February 1, 2011.
Description of development projects that have started construction but won't be complete before February 1, 2011.	No development project work is presently underway or anticipated to be started by February 1, 2011.
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.	No public infrastructure improvements are anticipated to begin construction within the next 12 months.
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.	We appreciate the designation of the Savage Towne Centre as a BRAC zone and look forward to working for the success of this project. 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>	
Description of development projects that are complete and will be submitted as qualified properties by February 1, 2011. Please provide their parcel numbers.	No development project work has been completed or expected to be completed by February 1, 2011.
Description of development projects that have started construction but won't be complete before February 1, 2011.	<ol style="list-style-type: none"> Ballowe Property-Hampton Inn, 5000 Mercedes Blvd. Parcel F. Approval Date: 2/3/2009. Land Value - \$738,900 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
Description of development projects that are in the pipeline to begin construction within the next 12 months.	<ol style="list-style-type: none"> 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. 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.
Description of any public infrastructure improvements to be made by the jurisdiction in the next 12 months and the cost of those improvements.	<ol style="list-style-type: none"> Allentown Road and Suitland Road: Gateway improvements and resurfacing; landscaping; curbs and gutters; sidewalks. Cost - \$1.2 million. Completion date: October 2010. Allentown and Brinkley Road: Intersection improvements. Estimated Cost - \$1.2 million. Start date – Spring 2011.
Has the jurisdiction marketed the location of the BRAC zone to attract and retain businesses in the zone?	Information sessions were held at many 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 was held for public officials and citizens in the designated area. 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. The Andrews Alliance has spent much time and resources marketing the concept of a technology corridor that would encompass parts of the BRAC zone.
Other information that would be useful in assessing the effectiveness of the BRAC zone benefits.	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. One major economic development tour took place in March 2010 that highlighted BRAC zone incentives for business attraction and retention around the Branch Avenue Metro Station. Over 60 companies attended the initial meeting and tour, including the Lt. Governor and many from the Prince George's County delegation. It is hoped that this continued focus will draw even more businesses and commercial development to the front gate of the Base. Also, there is a significant project just outside the zone that has come in for concept. The State is already working with developers and committed \$2 million for widening the ramp at Forestville Road.

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, 2011. Please provide their parcel numbers.</p>	<p>No development project work has been completed or expected to be completed by February 1, 2011.</p>
<p>Description of development projects that have started construction but won't be complete before February 1, 2011.</p>	<p>No development project work is presently underway.</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. 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"> 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, as well as multi-level parking structure costs and immediate off-site traffic improvements to maintain acceptable levels of service. Planned start: mid-2011. 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 six (6) buildings ranging from 4 to 16 stories b. 140,000 sq. ft. office space, available depending on general and BRAC market needs c. Ancillary recreation space for convenience retail, services and professional needs. Planned start: early 2011 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. Planned start: late 2011/early 2012
<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 Governor's Smart Sites for increased State coordination. The City is interested in developing a pedestrian relationship with the nearby Laurel Racetrack MARC Station (Howard County).</p>