

NORTH BETHESDA JOINT DEVELOPMENT

QUESTIONS & ANSWERS

AUGUST 26, 2024

The following questions have been received through the project website, during the Pre-Proposal Conference or at the Site Visit. Please see the answers below.

The questions and answers are organized into the following groups:

- I. The Opportunity – vision, goals, public support (funding and Institute for Health Computing)**
 - II. Site Information and Project Requirements**
 - III. Proposal submission – criteria, process, negotiations**
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I. The Opportunity – vision, goals, public support (funding and Institute for Health Computing)

- 1. Has the Montgomery County Planning Department agreed to designate the project for its “Speed to Market Initiative,” to assist strategic economic development projects?

On August 20, 2024, Montgomery Planning designated the North Bethesda Joint Development Project for the Speed to Market Initiative, which streamlines and consolidates planning and land-use approvals. The letter from Montgomery Planning has been uploaded to the project website.

- 2. Is the UMD life science component intended to be a single tenant facility or multi-tenant facility with Industry?

The Institute for Health Computing (IHC) is in the early stages of programming and planning requirements for their future headquarters. It is currently renting 27,491 square feet of space, but we anticipate that to grow over time as the Institute grows.

- 3. Is there an idea now how much area/SF the Institute for Health Computing (IHC) will require?

The IHC is in the early stages of programming and planning requirements for their future headquarters. It is currently renting 27,491 square feet of space, but we anticipate that to grow over time as the Institute grows.

- 4. Will a program of requirements for the IHC be delivered prior to selection of the development team?

As mentioned in response above, the IHC is still in the early stages of programming and planning. A program of requirements will not be completed by the time the Selected

Developer is identified. This effort will be an important part of the Selected Developer's stakeholder engagement plan

5. Is the institute looking for lab and/or data center space as part of their program?

Please refer to answers above.

6. What is the delivery timeline for the UMD commitment?

There is no timeline for delivery of the IHC at the moment. A project schedule has not been published, yet. As detailed in Section 3(e) of Appendix F: Institute for Health Computing MOU, if the future headquarters is not ready within 5 or 6 years of a temporary leased space, the IHC may extend the lease or sign another lease in North Bethesda until the headquarters is ready.

7. Is it known what size the Institute will be, how much area it will require, within the new development?

Please refer to the answer above.

8. Is it known yet whether the Institute has a data center or if they have specialty requirements regarding equipment, stand-by power, etc.?

Please refer to answers above.

9. Can you provide more detailed requirements or expectations for the life sciences hub, including any specific types of facilities or amenities that are essential or preferred?

Please refer to answers above.

10. Are the funding commitments related to the UMD facility inclusive of real estate costs and if so, are dollars specifically earmarked for rent, operating expenses, etc.?

The current funding commitments for the IHC are for start-up and operating costs, as well as a \$3 million grant to plan its future headquarters.

11. Do any of the committed funding sources for infrastructure and site work trigger Davis Bacon prevailing wage requirements?

Davis Bacon and other federal funding requirements will apply to projects receiving federal funds. Montgomery County has secured federal funding intended to be used for the North Entrance project. Additionally, as stated in Section 8 of Appendix B: "The construction of any WMATA Replacement Facility or WMATA Improvement must comply with the Davis-Bacon Act, 40 USC Section 276a, et seq., and overtime compensation must be paid in compliance with Section 64 of the WMATA Compact and the Fair Labor Standards Act, 29 USCA Section 201, et seq. (1978), as amended. This requirement applies even if the remainder of the Project is not subject to these requirements."

12. Is the \$21.8M funded by the County or is that by the USDOT RAISE Grant?

The \$21.8 million is a combination of County and State funding, as well as the \$5 million Federal earmark. The project is not a recipient of a RAISE grant. Please refer to Appendix E: Life sciences and TOD support MOU for additional information.

13. Can you confirm that the projected costs and public funds allocated-to-date for the construction of the new metro entrance includes soft costs (including construction management and development management related costs and fees)?

Based on Metro's conceptual cost estimate for the new North Bethesda Station entrance connection, Metro has included a 20% contingency for professional services applied to the overall project cost to cover planning, preliminary engineering, design, and construction services. Metro's conceptual cost estimate formed the basis of the funds to be allocated for the project.

14. Are there any new funding mechanisms that are being pursued by the county?

For information on the county's intent to support the project, See Appendix E – Life Sciences and TOD Support MOU.

II. Site Information and Project Requirements

1. Is there a minimum density expectation?

The RFQ does not include a specific minimum density requirement but Metro envisions a high-density transit-oriented development, while recognizing that this needs to be financially feasible and phased over time, as described in the Development Plan Requirements. The Evaluation Criteria for proposals includes a compelling vision for the development program aligned with the Development Plan Requirements.

2. Are there any special smart/sustainability goals such as renewable energy, LEED ratings, smart building/neighborhood etc.?

Metro Joint Development projects must adhere to Metro's Joint Development Guidelines. These include a requirement that projects meet green building or sustainability standards of the local jurisdiction, or in the absence of such a local standard, then a nationally recognized standard such as the U.S. Green Building Council's LEED-Silver certification for neighborhood development and/or for individual buildings. There are no further requirements specific to this project.

Any infrastructure that will be owned and operated by Metro (i.e., the entrance connection) shall achieve all sustainability and environmental requirements and obligations including designing to United States Green Building Council ("USGBC") Leadership in Energy and Environmental Design ("LEED") Silver, or equivalent. LEED credits pursued must be approved

by Metro prior to design and construction as Metro has sought to achieve all new and 'significantly renovated' facilities to achieve LEED Platinum.

3. While the project is targeted at life science and associated uses, are there restrictions on leasing space to non-life science, health science, medical research and associated users?

No, there are not such restrictions. However, please note the emphasis placed on life science and innovation uses, as described in the Project Vision & Goals, Developer Requirements, Development Plan Requirements and Evaluation Criteria.

4. Is there any additional affordable housing requirement other than what county requires?

There are no other requirements for affordable housing other than what Montgomery County requires.

5. Does Metro have a target goal for retail SF? Is the vision for the site plan to have a similar feel to Pike & Rose?

There is no target for retail square footage. The vision for this project is an active, transit-oriented, mixed-use, live, work, learn, play development, anchored by life science uses. Retail is anticipated to be included in support of the achievement of that vision. Please refer to the Project Vision & Goals, and Development Plan Requirements for further information.

6. Are the alignments for the first phases of infrastructure work related to McGrath and Chapman fixed/when is grading and construction planned to begin?

As depicted in Figure 4 in the RFQ on page 8, the blue grading and yellow road trajectory have been designed based off of the previously approved preliminary plan. Design is currently progressing. Construction is projected to begin in 2025.

7. What design has been done on the site regarding grading and street construction and can we get a copy of this information?

The intent of the project is implement the previously approved Preliminary Plan provided in Appendix I, as well as subsequent filings with MNCPPC. Design is progressing. Design sets may be shared on the project webpage in the near future.

8. How are Chapman and McGrath Roads going to be configured relative to the existing topography of the site?

Please refer to answers above.

9. Will MD 355 need to be widened to accommodate the streetscape and mass transit plans for the area along the project site?

MCDOT requires additional right-of-way for the MD355 FLASH BRT along Rockville Pike (MD355) to enable the future BRT, pedestrian, and pick-up drop-off facilities. Further coordination and project interfacing between the Developer and MCDOT will be required as the design for the Joint Development and MD355 BRT plans advance. For more information

*about the MD355 FLASH BRT, please visit MCDOT's website at:
<https://www.montgomerycountymd.gov/dot-dte/projects/MD355BRT/>*

10. Has there been any consideration for a MARC station given the vicinity to the tracks?

This has not been considered as part of this project.

11. Can you provide LCOR's tree study, or a summary of the conclusions?

Metro has provided LCOR's Forest Conservation Plan as a point of reference. As noted in Appendix B: General Conditions and Requirements, Metro disclaims all responsibility and liability for the completeness or accuracy of any information that it provides. Any error or omission will not constitute grounds or reason for nonperformance by a Developer or be grounds for a claim for allowance, refund or deduction.

12. Which architect(s) prepared the renderings that were included in the RFQ? Are there additional renderings that we could review?

The renderings were developed in consultation with WSP which illustrates Metro's and Montgomery County's proposed infrastructure projects on Metro's property and the surrounding area. Please note that the renderings are conceptual in nature and that the Selected Developer will be responsible for advancing design in accordance with Metro's requirements, standards, and specifications.

13. On the Appendix I pdf 'Preliminary Plan' there are proposed underground stormwater management facility areas identified. Was any of this ever built?

Not as included on the Preliminary Plan. See Appendix I.6 As-builts for storm water management vault.

14. Can you provide JLL's feasibility study that is referenced in State-Funded White Flint Redevelopment Infrastructure (P502315)?

Metro is not providing this feasibility study, which was completed several years ago and does not reflect current market conditions.

15. What is the capacity of the METRO garage, and how many excess spaces could a developer factor into their overall parking requirements for the site? Can you share current utilization?

The parking garage at North Bethesda Metro Station has 1,270 parking spaces. Current weekday utilization rates are approximately 37%. Metro is open to exploring shared parking solutions to potentially reduce the total required parking for the project. The Selected Developer will be required to provide Metro with a shared parking strategy with the necessary analysis to determine sufficient parking utilization for Metro customers, which shall consider time-based analysis and Metro's long-term ridership forecasts. The shared parking strategy and analysis will be delivered as part of the future Development Plan submission and will be

subject to Metro's review and approval. Prior to advancing the analysis, the Selected Developer will be required to coordinate with Metro staff to determine the long-term ridership forecasts and planning horizon for the analysis.

16. Please share pedestrian counts and traffic studies for all MDOT-planned improvements

MCDOT has provided traffic studies for the Old Georgetown Road Buffered Bike Lane and the intersection improvements.

Please contact MCDOT for further questions about planned improvements for the intersection at Rockville Pike and Old Georgetown Road (Rebecca.park@MCDOT.com) and for the MD355 FLASH BRT project (Zouli.bereddad@montgomerycountymd.gov).

17. We understand that Metro performs noise and vibration studies for their stations. Has such a study been performed for this site, and assuming so, will Metro make the study available?

Noise and vibration studies are not currently available for the North Bethesda Metro Station. If applicable, the Selected Developer will be required to complete the due diligence in accordance with Metro's requirements, standards, and specifications which will be further defined within the Division 01 – General Requirements. The Division 01 – General Requirements will be included as an exhibit to the Joint Development Agreement to inform the design and construction of the new entrance connection and related Metro infrastructure improvements.

18. Does the site pose any unique risks or challenges outside the normal development process/what has been listed in the appendices?

Metro is not aware of any risks or challenges outside of the normal development process or what has been provided in the appendices.

19. Are there any preliminary environmental impact assessments or studies available, and will further assessments be required as part of the project?

The Phase I ESA has been provided in Appendix I.

20. Are there any existing documents for the Metro garage/office building that will help an understanding of below-grade structural systems?

This information is not readily available to share at this time.

21. Is there flexibility in altering the suggested alignment for either Chapman and/or McGrath?

As described in answers above, this is under design and projected for construction in early 2025.

22. Are there any preliminary traffic/pedestrian studies that Metro has gathered that could be shared.

Metro has not conducted any traffic or pedestrian studies.

MCDOT has provided traffic studies for the Old Georgetown Road Buffered Bike Lane and the intersection improvements. There was also a traffic operations analysis conducted as part of the North Bethesda (White Flint) Sector Plan, which is linked here: https://www.montgomerycountymd.gov/dot-dte/Resources/Files/WhiteFlintTISFinalReport_April2014.pdf

23. Are there any additional requirements associated with the anticipated BRT line extension, which should be contemplated in the development and construction plans for the North Bethesda Station?

MCDOT requires additional right-of-way for the MD355 FLASH BRT along Rockville Pike (MD355) to enable the future BRT, pedestrian, and pick-up drop-off facilities. Further coordination and project interfacing between the Developer and MCDOT will be required as the design for the Joint Development and MD355 BRT plans advance. For more information about the MD355 FLASH BRT, please visit MCDOT's website at: <https://www.montgomerycountymd.gov/dot-dte/projects/MD355BRT/>

24. Are any improvements required to be made to the existing south metro entrance?

There are no Metro requirements for improvements to the south metro entrance, unless the proposed Development Plan modifies or impacts the existing entrance.

25. Are there any coordination requirements or operating restrictions related to the FDA occupied building adjacent to the site?

Metro is unaware of any coordination requirements or operating restrictions.

26. Have there been any geotechnical or subsurface or soils investigations or reports that can be made available?

No current geotechnical, subsurface, or soils investigations or reports have been conducted by Metro. If applicable, the Selected Developer will be required to complete the due diligence in accordance with the Joint Development Agreement and/or Metro's requirements, standards, and specifications which will be further defined within the Division 01 – General Requirements as included as an exhibit to the Joint Development Agreement.

27. How are the schedules and deadlines between Montgomery Co, Metro, University of Maryland, and the State of MD synchronized?

- a. For instance, is there an expected deadline for the initiation of construction on the new metro station entrance?

- b. Is there a deadline for initiating construction on the Institute of Health Computing Headquarters Building, or the other contemplated buildings?
- c. Additionally, are there deadlines for the deployment of the funds allocated for the above uses?

There are no schedules or deadlines at this time. Respondents are expected to propose a phasing strategy that is feasible and ensures the success of the overall project. Metro is interested in understanding the details of a viable first phase, the overall Development Plan, and when the new North Entrance would be delivered as part of that plan. The delivery of the North Entrance will likely be contingent on deadlines associated with public funding received.

III. Proposal submission – criteria, process, negotiations

- 1. Is there intended to be an RFP after the RFQ stage?

No there will not be an RFP stage after this RFQ. Metro will select a development team based on qualifications and progress through design and development in collaboration with the Selected Developer.

- 2. Will the site disposition be made to a single group or multiple?

Metro is planning to award this opportunity to one developer team.

- 3. How will cost sharing be handled, particularly in regard to public infrastructure such as the covered bus drop-off

At this time, there are no bus facility or pedestrian crossing requirements envisioned as part of Metro's infrastructure requirements. The County intends to seek any additional funding needed to complete the North Entrance project, which includes infrastructure to support the Air Rights Development.

The intent of the County and Metro in supporting infrastructure costs is described in the Life Sciences TOD support MOU. In addition to addressing the transit infrastructure, it also describes the parties' commitments to site infrastructure. Following creation of the Development Plan and a phasing plan for the Project, the Selected Developer will negotiate agreements for the Initial Public Site Infrastructure that cannot be funded by the private development or land value contributions, as described in the MOU. See Appendix E and the Transaction Structure Section.

- 4. Are there precedent examples of terms and conditions, that can be provided, for Metro sharing in capital events and project revenue? Are there past formulas or concepts that can be provided to assist in shaping such terms?

Metro is interested in reviewing Respondents' creative approaches to delivering value to Metro.