Maryland Thoroughbred
Racetrack Operating Authority

RACING & TRAINING CENTER DEVELOPMENT REPORT - 01.05.2024

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Contents

01/

Executive Summary

Executive Summary

Introduction
The Maryland Thoroughbred Racetrack Operating Authority has been tasked by the Senate Budget and Taxation Committee, the House Appropriations Committee and the House Ways and Means Committee to study the feasibility of establishing at least two alternative Thoroughbred training facilities in the State, and a review of best practices for Thoroughbred racing industry operating models and recommendations for operating models in the State.

Maryland Thoroughbred Racetrack Operating Authority
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Craig Thompson
Maryland Economic Development Corporation
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Joe Franco, Laurel
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Gavin Stoles, Bowie

Consultant Team
Populous
RK&K
Crossroads Consulting
Rider Levett Bucknall (RLB)

Guiding Principles
At the outset of the study, the consulting team worked with the MTROA to establish a set of Guiding Principles which include the following:

1. **Planning Parity**
   The planning options studied shall have programming parity to ensure that the cost models can be directly and fairly evaluated among the options.

2. **Modern, Consistent and 'Synthetic-Ready' Tracks**
   The racing surfaces at Pimlico shall include at least a 1-mile dirt track and 7/8-mile turf track with modern transition turns and uniform width the distance of the tracks. The dirt track shall be engineered to be "synthetic-ready" allowing the quick and economical transition from dirt cushion to a synthetic cushion.

3. **Identical Track Geometry at Both Sites**
   The training surfaces at a proposed training center shall include both dirt and turf tracks that are identical to the proposed Pimlico tracks.

4. **1,200 minimum total racing stalls**
   Total racing stables shall not be less than 1,200, not including receiving stabling, pony stabling and other required stabling. Ideally the horse population would be split equally between Pimlico and the training center.

5. **Maximum 800 stalls for Two Tracks**
   If more than 800 racing stables are allocated at one site, the requirement for a third track at that site will be triggered to ensure that appropriate training capacity is equally available for all trainers and horses.

6. **Veterinary Center**
   Both Pimlico and the training center shall include veterinary facilities capable of providing services for the day-to-day healthcare of all horses on the sites including lameness examinations, drug testing, radiology, standing procedures, and more, with the ability to expand to include rehabilitation and other services if desired.

7. **5,000 Pimlico Clubhouse Capacity (Indoor/Outdoor)**
   The target capacity for a new Pimlico clubhouse shall be 5,000 including both indoor and outdoor spaces.

8. **70,000 Preakness Stakes Capacity**
   The target capacity for the Preakness Stakes shall be 70,000 including both permanent facilities and event overlay.

Mitchell Farm Training Center Candidate

- 97 acre site
- Two training tracks
- **One Tunnel**
- 1-mile Dirt and 7/8-mile Turf
  - + Synthetic ready base and drainage infrastructure for the 1-mile dirt track
- 640 Stalls (Resident Racing & Training)

Additional considerations:

- Equine Wellness Research Center
- Dormitories (150 total rooms)

Shamrock Farm Training Center Candidate

- 155 acre site
- Two training tracks
- **No tunnels**
- 1-mile Dirt and 7/8-mile Turf
  - + Synthetic ready base and drainage infrastructure for the 1-mile dirt track
- 640 Stalls (Resident Racing & Training)

Additional considerations:

- Equine Wellness Research Center
- Dormitories (150 total rooms)

Bowie Option 01 Training Center Candidate

- 131 acre site
- Two training tracks
- Tunnel
  - + Pedestrian and Emergency Vehicles for private infield access
- 1-mile Dirt and 7/8-mile Turf
  - + Synthetic ready base and drainage infrastructure for the 1-mile dirt track
- **600 Stalls** (Resident Racing & Training)
  - + **This results in less than 1,200 total stalls**

Additional considerations:

- Equine Wellness Research Center
- Dormitories (150 total rooms)
- **Infield Recreational Fields**

Bowie Option 02 Training Center Candidate

- 97 acre site
- Two training tracks
- **Two Tunnels**
  - + Vehicular and Equestrian
- 1-mile Dirt and 7/8-mile Turf
  - + Synthetic ready base and drainage infrastructure for the 1-mile dirt track
- 640 Stalls (Resident Racing & Training)

Additional considerations:

- Equine Wellness Research Center
- Dormitories (150 total rooms)

Pimlico Option 01

- Two new tracks in existing orientation
  - + 1-mile Dirt and 7/8-mile Turf
  - + Consistent 70’ width for entire length
  - + Synthetic ready base and drainage infrastructure for the 1-mile dirt track
- 560 Stalls (Resident Racing & Training)
  - + **320 stalls in Renovated Existing Barns**
  - + 676 Total Stalls including Preakness Compound, Receiving and Pony Barns
- New 5,200 capacity Clubhouse & Paddock
  - + Indoor venues: 2,450 people
  - + Outdoor venues: 2,750 people
- **15.25 acres of Development Parcels**
  - + 2.5 dedicated for hotel on homestretch
  - + Does not include area dedicated for parking garage

Additional considerations:

- Parking Garage
- **Public Park Parcel (0.75 acres)**
- Worker housing off site
- Equine Wellness Research Center
- Hotel w/ below ground parking

Pimlico Option 02

- Two new tracks in rotated orientation
  - + 1-mile Dirt and 7/8-mile Turf
  - + Consistent 70’ width for entire length
  - + Synthetic ready base and drainage infrastructure for the 1-mile dirt track
- 560 Stalls (Resident Racing & Training)
  - + **All New Barns**
  - + 676 Total Stalls including Preakness Compound, Receiving and Pony Barns
- 5,200 capacity Clubhouse & Paddock
  - + Indoor venues: 2,450 people
  - + Outdoor venues: 2,750 people
- **16.25 acres of Development Parcels**
  - + 2.5 dedicated for hotel on homestretch
  - + Does not include area dedicated for parking garage

Additional considerations:

- Parking Garage
- Worker housing off site
- Equine Wellness Research Center
- Hotel w/ below ground parking

Preakness Stakes

- 71,000 capacity, including both permanent and overlay facilities

02/

Process Summary

Process Summary

The Maryland Thoroughbred Racetrack Operating Authority has been tasked by the Senate Budget and Taxation Committee, the House Appropriations Committee and the House Ways and Means Committee to study the feasibility of establishing at least two alternative Thoroughbred training facilities in the State, and a review of best practices for Thoroughbred racing industry operating models and recommendations for operating models in the State.

The proposed scope of services to be provided by the Consultant below shall result in information and analysis which will be used by the MTROA in its preparation of their report which is due on or before December 1, 2023 as a condition of Senate Bill 720.

Populous, RKK, Crossroads Consulting and RLB have been involved in various studies, analysis and programming since 2016. These efforts have involved collaboration and engagement with the Maryland Stadium Authority, the Maryland Jockey Club, The Stronach Group, the Maryland Thoroughbred Horsemen's Association, the Maryland Department of Agricultureas well as local and state government officials.

2. Training Center Site Identification and Evaluation
Working with the Authority, eight candidate sites for the off-site training center were identified for consideration. These sites including the following:

- Rosecroft Raceway
- Bowie Training Center
- Timonium Race Track at the Maryland State Fairgrounds
- Laurel Race Track
- Naval Dairy Farm in Gambrills
- Fair Hill Natural Resources Area and the Fair Hill Training Center
- Mitchell Farm a greenfield site near the Aberdeen Proving Ground
- Shamrock Farm a greenfield site near Sykesville, Maryland

- The consultant team acquired and prepared necessary site information for objective evaluation and facility test fits.

- In collaboration with the Authority, the team determined objective criteria on which to evaluate and score the candidate sites. These criteria included location, natural resources, topography, transportation & access, utility infrastructure, jurisdiction approvals, size, acquisition cost, and relative cost of development.

- Evaluation and analysis of candidate sites in order to identify the 2-3 most qualified candidate sites to proceed with facility test fits and costing analysis. The site evaluations are presented in Section 4 of this document.

3. Training Center Site Plan Test Fits
Utilizing site information gathered in Task 2 and information from a programming workshop with the Authority, the consultant team developed site plan test fits for the training facilities on the three top scoring candidate sites. The test fits are presented in Section 5 of this document.

4. Pimlico Master Plan Update Concepts
The consultant developed updated site plan concepts for the Pimlico site to include the year around racing program requirements as determined in the programming workshop. The Pimlico site concepts analysis included both track rotation and non-rotation scenarios and the concepts are presented in Section 6.

5. Pimlico Clubhouse Programming Update

During the programming workshop, the Authority and consultant team determined that the previously proposed Pimlico Clubhouse design did not meet the needs of year around live racing, taking into consideration both the proposed permanent facility and temporary Preakness Stakes overlay. As a result, the consultant team developed an updated program and blocking/stacking diagrams for the proposed clubhouse based on the revised program requirements. The updated programming and concept is also presented in Section 6.

6. Project Cost Estimates

RLB utilized the site data, programming, and site test fits to generate opinions of probable cost for the off-site race training center options and the Pimlico concepts. Separate estimates were developed for each site and utilize data from previous Pimlico project estimates to ensure parity among the options.

7. Thoroughbred Racing Industry Best Practices Analysis

The review of best practices for Thoroughbred racing industry operating models and recommendations for operating models in the State was conducted by Crossroads Consulting as follows.

- Crossroads met with the Authority to develop an understanding of the key issues related to the project; confirm the study scope and objectives; understand the role and operating objectives of MTROA related to other entities involved in thoroughbred racing; and review existing documentation related to the project including the current live racing agreement that is in place, and any other relevant studies and analyses that have been collected by MTROA.

- Crossroads consulted with representatives of key stakeholders such as the Maryland Racing Commission, Maryland Thoroughbred Horsemen's Association, Maryland Horse Breeders Association, Horseracing Integrity and Safety Act ("HISA") Authority, etc. to obtain their perspective on potential operating models.

- Crossroads profiled a select number of operating models used in the thoroughbred industry in the U.S. which are presented in the form of case studies. Crossroads and MTROA jointly agreed on which entities were profiled. Crossroads then compiled information on different racing entities based on direct conversations with management and other available data from industry resources and other secondary sources which included the following: legal structure, track oversight role, number of operating racetracks, race dates, attendance, purses, subsidized/gaming revenue streams, racing and breeding tax incentive structures, high-level financial operating data, and unique approaches to horse health.

- Based on this information, Crossroads outlined lessons learned and best practices and provided comment on how these may or may not be applicable to thoroughbred racing in Maryland.

03/

Alternative Training Facility Programming

Training Center Program Summary

The following program are minimum facilities required to operate a Thoroughbred Racing Training Center for 640 horses.

SITE DEVELOPMENT		
Main Track	1 mile Dirt	Synthetic Ready
Inner Track	7/8 mile Turf	
Camera Towers	4	
Clocker's / Viewing Platform Outrider Shelter	1	Include restrooms. Outrider shelter is covered space below
Outrider Shelters	1	
Pony Barn	16 stalls	
Vendors / Track Contractors	2 acres	Bedding, tack, feed
Trailer Parking	27 trailers	1 trailer : 24 stalls minimum
Car Parking - Barn Area	180 cars	1 car : 3.75 stalls min. 9.5'x18.5'
Car Parking - Dorm Area	100 cars	1 car : 1.5 rooms
Car Parking - Office & Clubhouse	120 cars	
Dorms	offsite	150 rooms

TRAINING BARNS		
Total Stalls	640	12'x12'
Large Barn Module	80 stalls	Divided into tow(2) 40 stall air spaces under one roof
Small Barn Module	40 stalls	
Wash Stalls	1:10 stalls	11'x12'
Offices / Tack Rooms	1:5 stalls	
Feed / Hay Storage	1:10 stalls	
Restrooms	2	Individual Men & Women
Laundry / Utility	2	Water Heater, Fly Spray, Fire Riser/Pump
Fire Riser / Pump	1	
Rolling Boxes	1:40 stalls minimum	40' diameter

VETERINARY CENTER		
Veterinary Building	4,500sf	
Vet Exam Room	1	
Stalls	4	
Office	1	
Lab	1	
Storage / Support	1	
MEP	1	
Horse Walkers	2	60’ diameter
Isolation / Quarantine Barn	12 stalls	

TRAINING CENTER ADMINISTRATION		
Offices	1	3 offices, Reception, Storage, Conference Room, Restroom
Kitchen & Dining	1	
OTB Simulcast / Lounge / Multipurpose	1	
Viewing Tower / Observation	1	
Restrooms	2	Men & Women

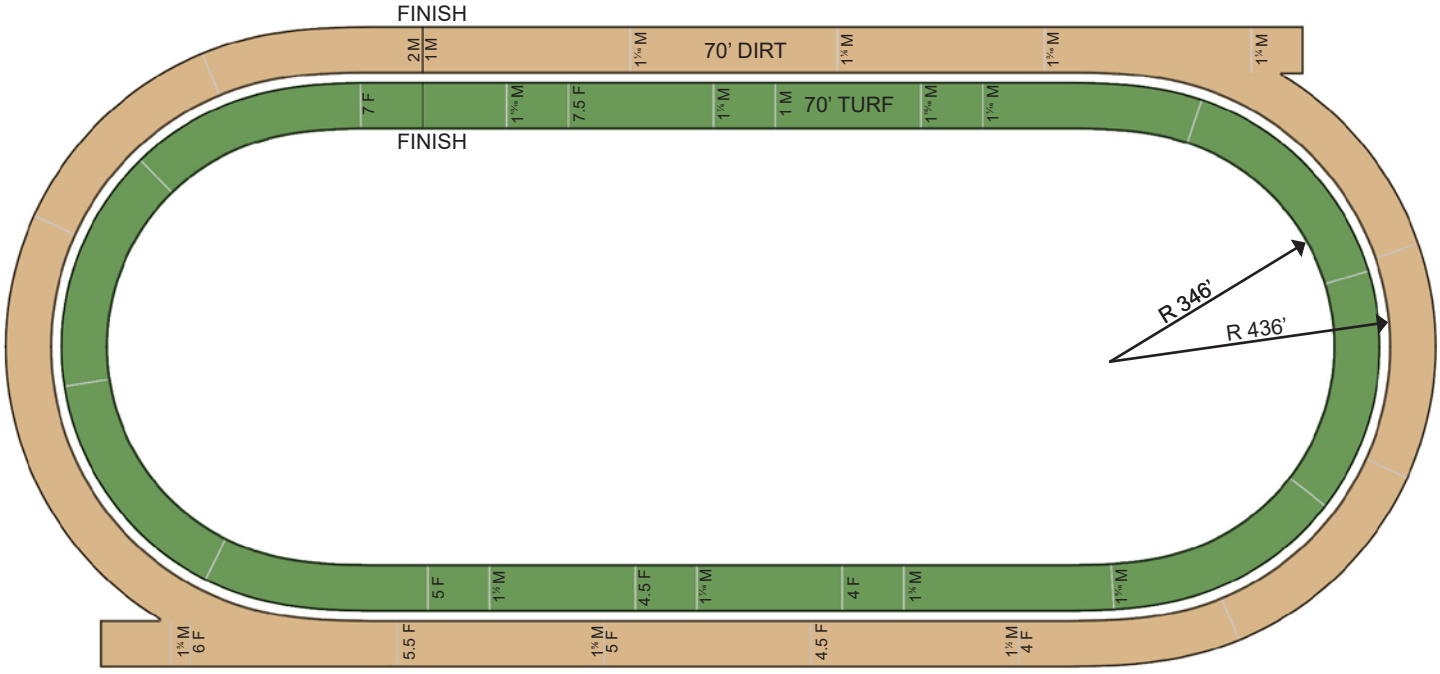
MAINTENANCE		
Track Maintenance Building	13,500sf	
Harrow Yard	1.5 acres	
Site Maintenance	13,500sf	
Synthetic Cushion Storage	7,200sf	
Fuel Station	1	
Water Station	1	
Manure Management / Transfer	6,400sf	

Tracks

The geometry of the proposed tracks include spiral (or transition) curves going into and out of the turns. This is a development in race track geometry that has been used on most new tracks built in the last 20 years. This allows for a smoother transition from the straight stretch to the full curve/turn and coming out of the curves/turns. The new tracks will incorporate a minimal cross slope in the straights and transition to a steeper super elevated banking in the turns. The combination of the spiral and super elevated turns helps to maintain speed through turns and makes it easier for the horses to maintain balance. It is ideal that the tracks at both the Training Center and Pimlico have the same geometry and surfaces so that there is consistency between racing and training, maximizing preparation and safety.

The existing Pimlico Race Course consists of a 1-mile dirt track and a 7/8th-mile turf course. Each of the existing tracks are approximately 70 feet wide in the straights and reduce to approximately 55 feet in the turns. The proposed geometries for the tracks is based off of collaboration with and approval from the MJC, the MTHA and 1/ST Racing(The Stronach Group), creating consistent widths throughout the length of the tracks and more gradual turns.

Currently each site is proposed to have two tracks, consisting of a 1-mile dirt surface and a 7/8-mile turf surface. As we are not exceeding 800 horses for future training center expansion, we do not anticipate the need for a third surface. However the base and infrastructure for the dirt track will be built ‘synthetic ready’, as shown in the pictures below from Belmont Park in New York.



PROPOSED 1 MILE DIRT TRACK		
DISTANCE	RUNUP (FT)	GRADED & MARYLAND MILLION STAKES
4F	35	
4.5F	35	
5F	35	
5.5F	35	
6F (C)	30	Miss Preakness / MS Sprint / Chick Lang / Maryland Million Sprint / Maryland Million Nursery / Maryland Million Lassie
1M	35	
1-1/16M	35	
1-1/8M	35	Black-Eyed Susan / DuPont Distaff / Maryland Million Classic
1-3/16M	35	Preakness
1-1/4M (C)	30	Pimlico Special
1-1/2M	35	
1-9/16M	35	
1-5/8M	35	
1-11/16M	35	
1-3/4M	35	
2M	35	

PROPOSED 7 FURLONG TURF TRACK		
DISTANCE	RUNUP (FT)	GRADED & MARYLAND MILLION STAKES
4F	35	
4.5F	35	
5F	35	
7F	35	
7.5F	35	
1M	35	
1-1/16M	35	Gallorette / Dinner Party
1-1/8M	35	Maryland Million Ladies / Maryland Million Turf
1-5/16	35	
1-3/8M	35	
1-7/16M	35	
1-1/2M	35	
1-9/16M	35	
1-13/16M	35	
1-7/8M	35	
1-15/16M	35	
2M	35	

Notes:
(C) Indicates start in chute.
Runup is approximate distance from gate location to actual start
M = Mile
F = Furlong

Conceptual Barn Module - 40 stalls

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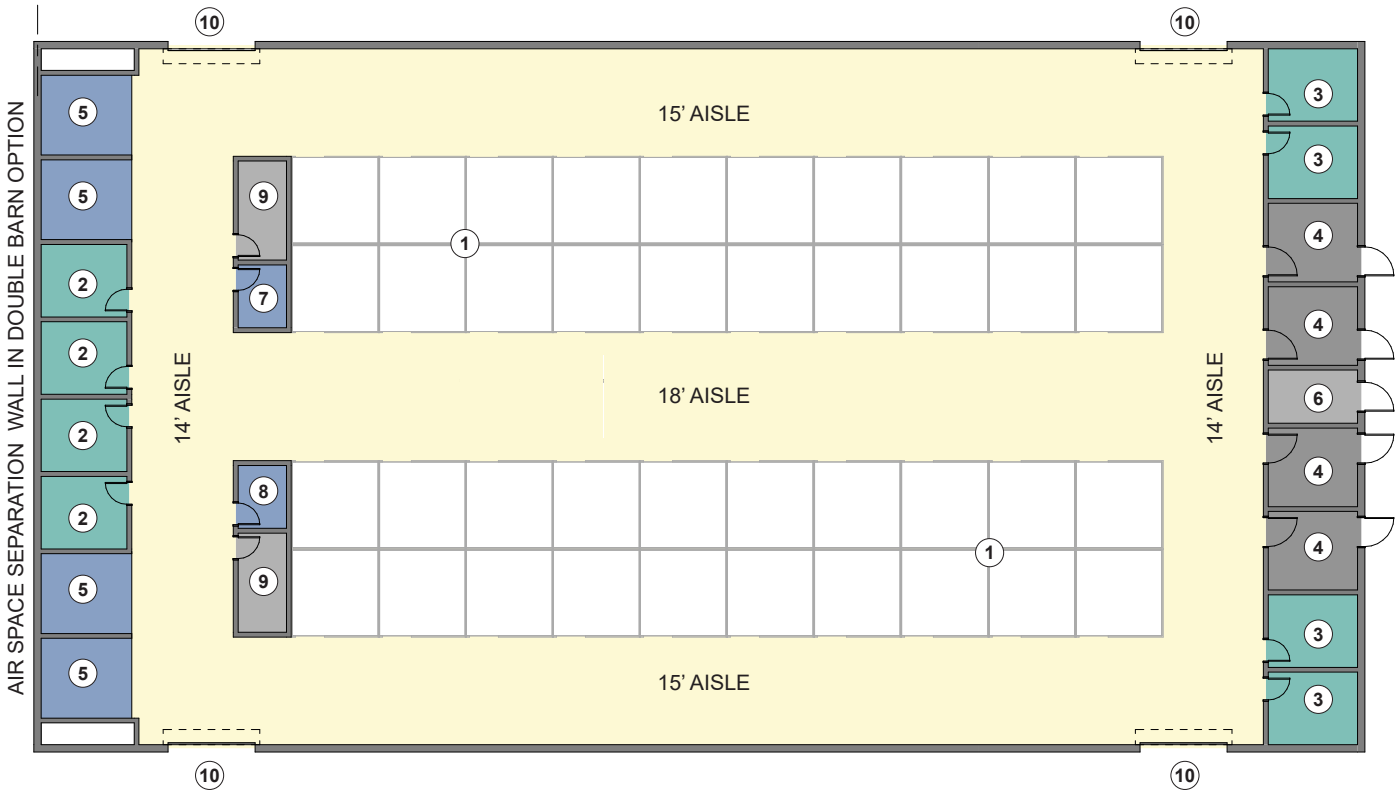

Key

1. Stalls (12'-0"x12'-0")
2. Office / Tack Room (10'-0" x 11'-8")
3. Office / Tack Room (10'-0"x12'-4")
4. Feed / Hay Storage (10'-0"x12'-4")
5. Wash Stalls (11'-0"x12'-0")
6. Fire Riser / Pump Room
7. Men's Restroom
8. Women's Restroom
9. Laundry / Utility / Fly Spray
10. Overhead Door (12'-0"x12'-0")

The proposed 40-stall barns are identical to the 2021 concept developed in collaboration with the Maryland horsemen and women. The plan is careful not to house too many horses under one roof, and has addressed bio-security concerns in several ways. Including, but not limited to the following:

- The new stables will be equipped with automatic insect control systems to help create fly-free zones and greatly diminish vector control concerns.
- If combined to create larger 80-stall barns, they will have a center bulkhead wall creating separate air, washing and circulation spaces.
- Wider than normal center shedrow aisle limiting physical contact among horses

The materials of the building are a hybrid between high tensile strength, PVC membrane and steel building. The PVC roof is considered to reduce cost, but will be equipped with proper exhaust to reduce the condensation in the winter time. Additionally the roof will have ice break/ snow guards to prevent shedding of snow in large sheets. With a focus on longevity and ease of maintenance, there will be more durable materials at the base and around the perimeter of the barns. An HDPE/plastic lumber base will be applied to 4'-0", with metal wall panel above. The natural daylighting that is brought in from the fabric roof will also be enhanced by sectional operable doors on the sides with transparent plastic infill panels. These doors can be opened to facilitate ventilation, that will be complimented by high-volume low speed fans.

Trainers will have private offices, tack and feed storage rooms inside the barns vs. the free-standing storage sheds frequently used at Pimlico and Laurel. Additionally the barns will be fully fire-protected as required by code.

Conceptual Isolation Barn - 12 stalls

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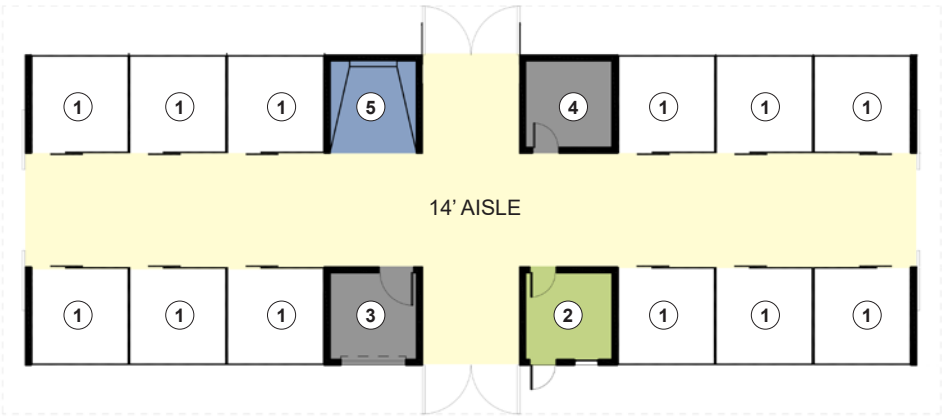
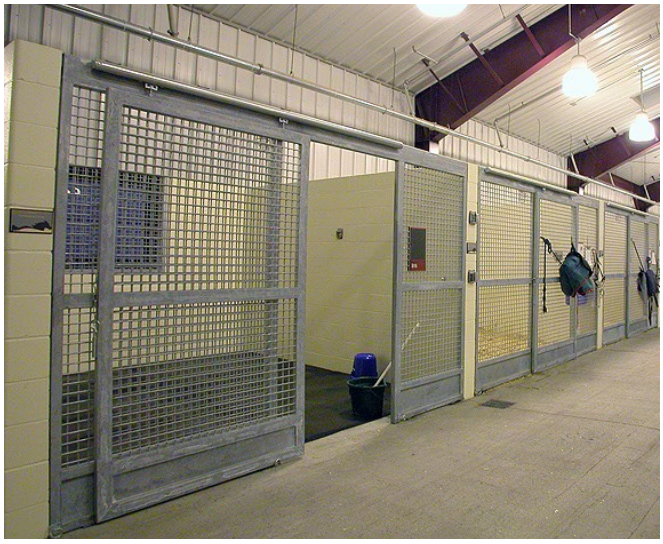


Key

1. Stalls (12'-0"x12'-0")
2. Office (12'-0" x 12'-0")
3. Feed (12'-0"x12'-0")
4. Storage (12'-0"x12'-0")
5. Wash Stalls (12'-0"x12'-0")

The 12-stall Isolation Barn can also serve as a receiving barn when not occupied in an isolation capacity. The barn will be located at least 200 meters from the resident horse population for vector control. The barn features 12'x12' stalls with masonry walls, galvanized stall fronts and permanent rubber flooring with floor drains in order that the barn can be completely sterilized as required. Other spaces include a wash area, small office, feed room and storage in order that the barn can be fully self-sufficient.



Conceptual Training Center Administration Level One

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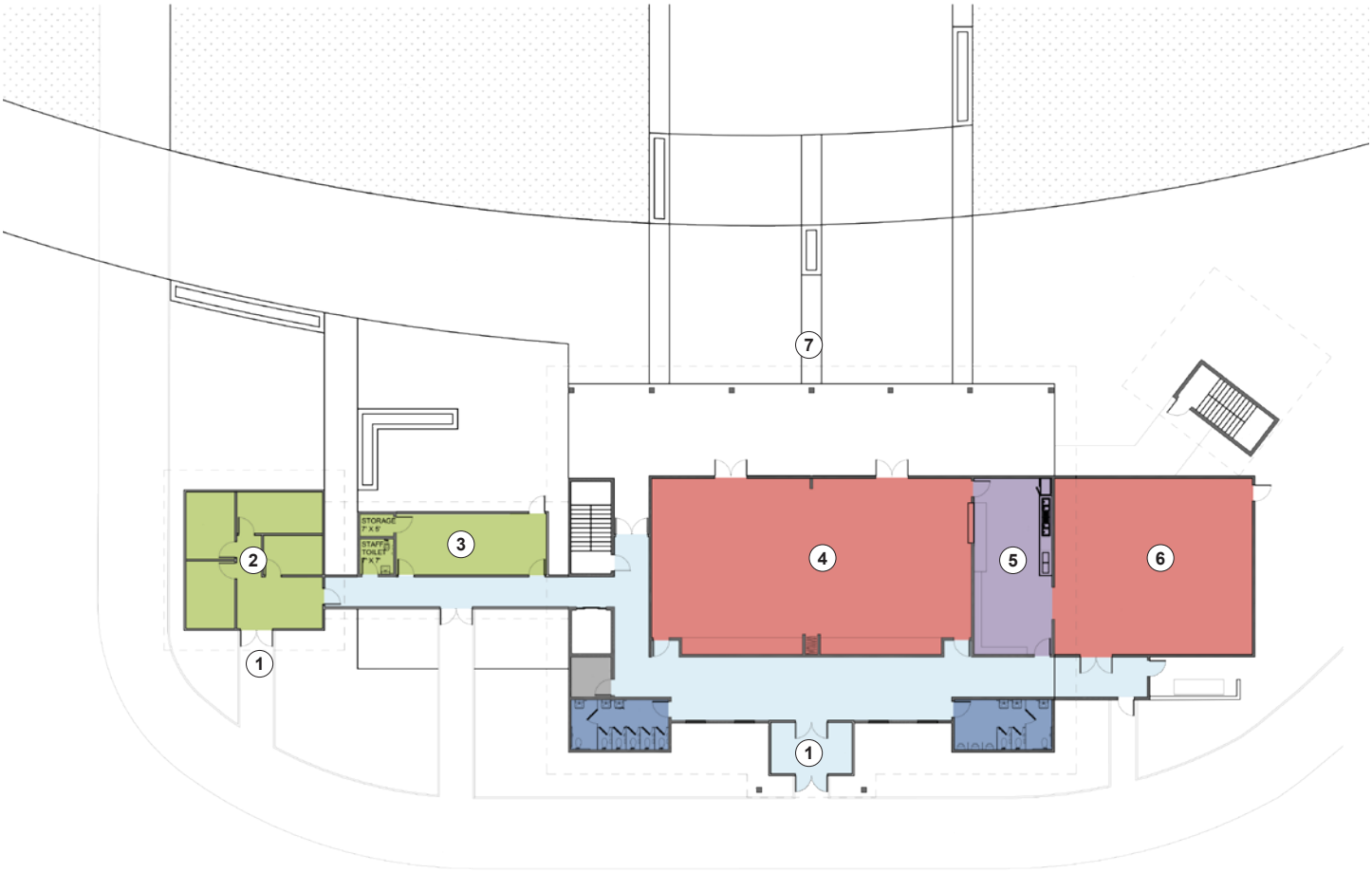

Key

1. Entry
2. Racing Office
3. Conference Room
4. Lounge / OTB / Simulcast / Flex
5. Kitchen
6. Staff Dining
7. Viewing Plaza

The Training Center Administration Offices and Clubhouse building is programmed to house the facility management offices, conference room, on-track dining for employees and visitors as well as multi-use event spaces and elevated track observation platforms. A centralized kitchen supports both the day-to-day track dining area seating approximately 50 and the multi-use space which can seat approximately 100 in a dining configuration and 200 in a classroom/ meeting configuration, making it an ideal location for industry meetings, education events and possibly private events. Additionally, the multi-use room is divisible and features a large covered outdoor terrace overlooking the tracks.

The second level includes approximately 2,400 square feet of meeting and function space and outdoor terrace with commanding views of the training tracks. A third-level observation platform provides standing space for 12-15 people and provides 360-degree views of the entire training center.

Conceptual Training Center Administration Level Two

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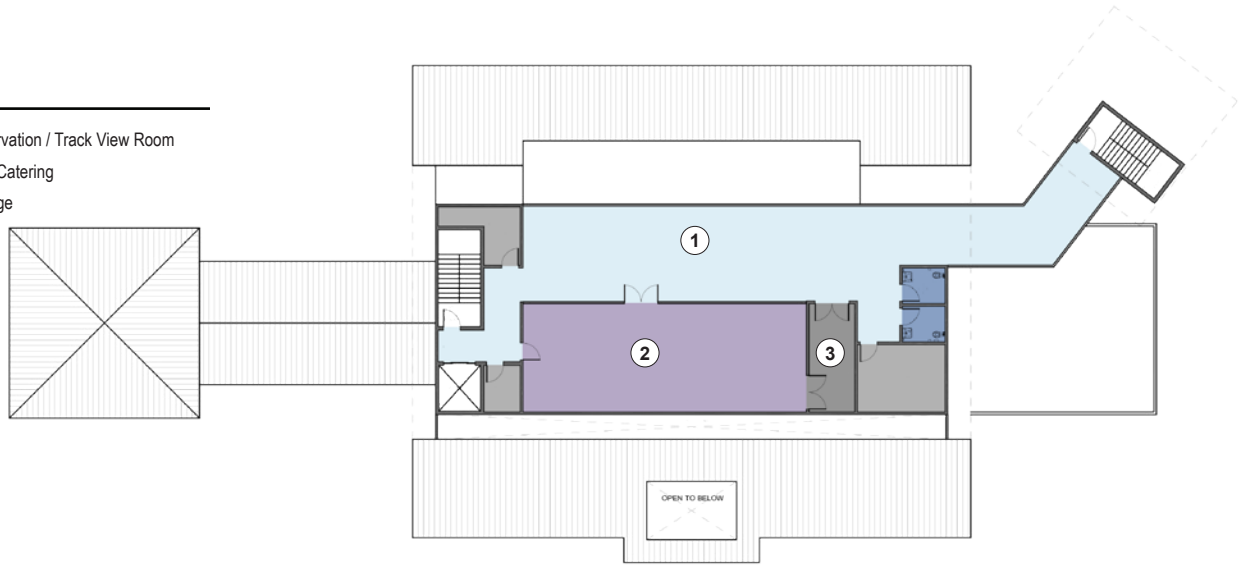
Key

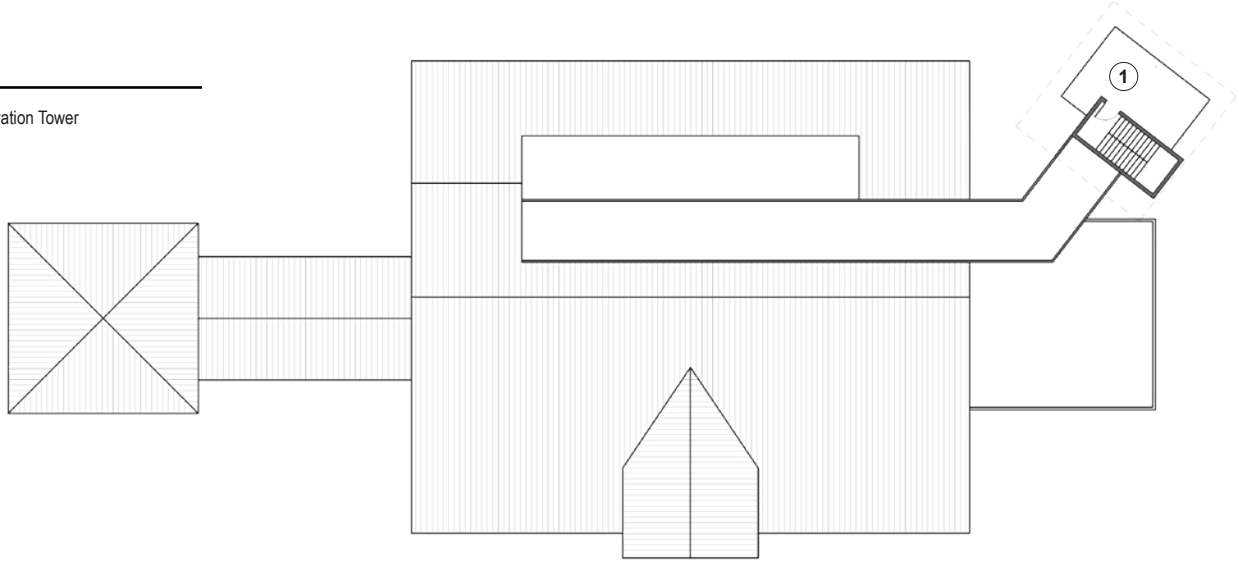
1. Observation / Track View Room
2. Bar / Catering
3. Storage



Level Three

Key

1. Observation Tower



Conceptual Veterinary Center

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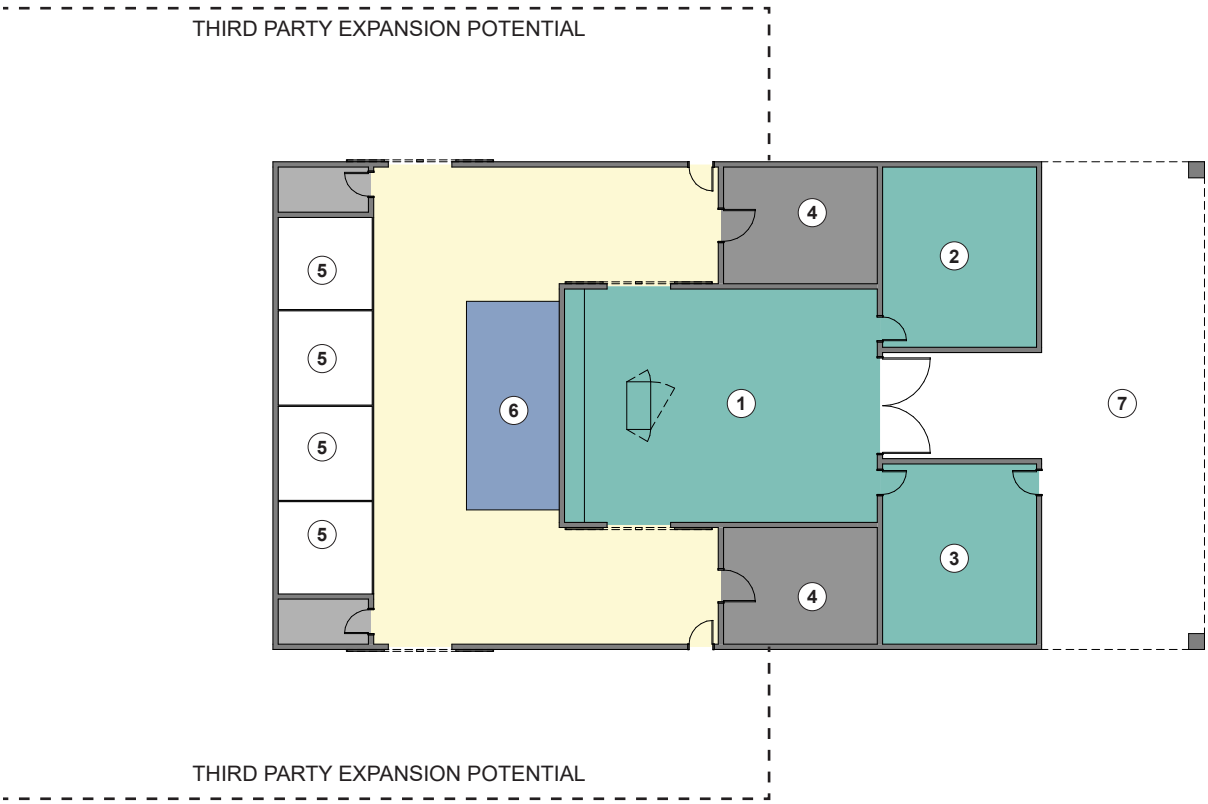

Key

1. Veterinary / Exam Room
2. Laboratory
3. Office
4. Storage
5. Holding Stalls (12'-0"x12'-0")
6. Wash Rack
7. Covered Driveway

The proposed Veterinary Center is programmed and intended to provide day-to-day services for the resident horses. The veterinary center is approximately 4,500 square and includes a large exam room with stocks for standing procedures, lab, office, four holding stalls, wash area, storage and other support spaces. It will provide diagnostic capability and data collection in collaboration with the Horseracing Integrity and Safety Authority(HISA).

The veterinary facility will serve as a triage facility for major injuries and other equine health issues that require transportation to full equine surgical centers such as those at Fair Hill or the Marion DuPont-Scott Equine Medical Center. The veterinary center may be expanded in the future to include surgery, rehabilitation, submerged treadmills or other amenities.

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Training Center Candidate Site Evaluations

Training Center Candidate Site Evaluations

Working with the Authority, eight candidate sites for the off-site training center were identified for consideration.

- The consultant team acquired and prepared necessary site information for objective evaluation and facility test fits.

- In collaboration with the Authority, the team determined objective criteria on which to evaluate and score the candidate sites. These criteria included location, natural resources, topography, transportation & access, utility infrastructure, jurisdiction approvals, size, acquisition cost, and relative cost of development.

- Evaluation and analysis of candidate sites in order to identify the 2-3 most qualified candidate sites to proceed with facility test fits and costing analysis. The site evaluations are presented in Section 4 of this document.

Utilizing site information gathered in the above tasks and information from a programming workshop with the Authority, the consultant team developed site plan test fits for the training facilities on the three top scoring candidate sites. The evaluation criteria scoring categories are:

- Location
- Natural Resources
- Topography
- Transportation & Access
- Utility Infrastructure
- Jurisdiction Approvals
- Size
- Acquisition Cost
- Relative Cost of Development

List and location of Training Center Candidate sites:

Mitchell Farm Training Center
1642 MD-159
Aberdeen, Maryland 21001

Shamrock Farm Training Center
4926 Woodbine Road
Woodbine, Maryland 21797

Bowie Race Track Training Center
8311 Race Track Road
Bowie Maryland 20715

Laurel Park Training Center
8311 Race Track Road
Bowie Maryland 20715

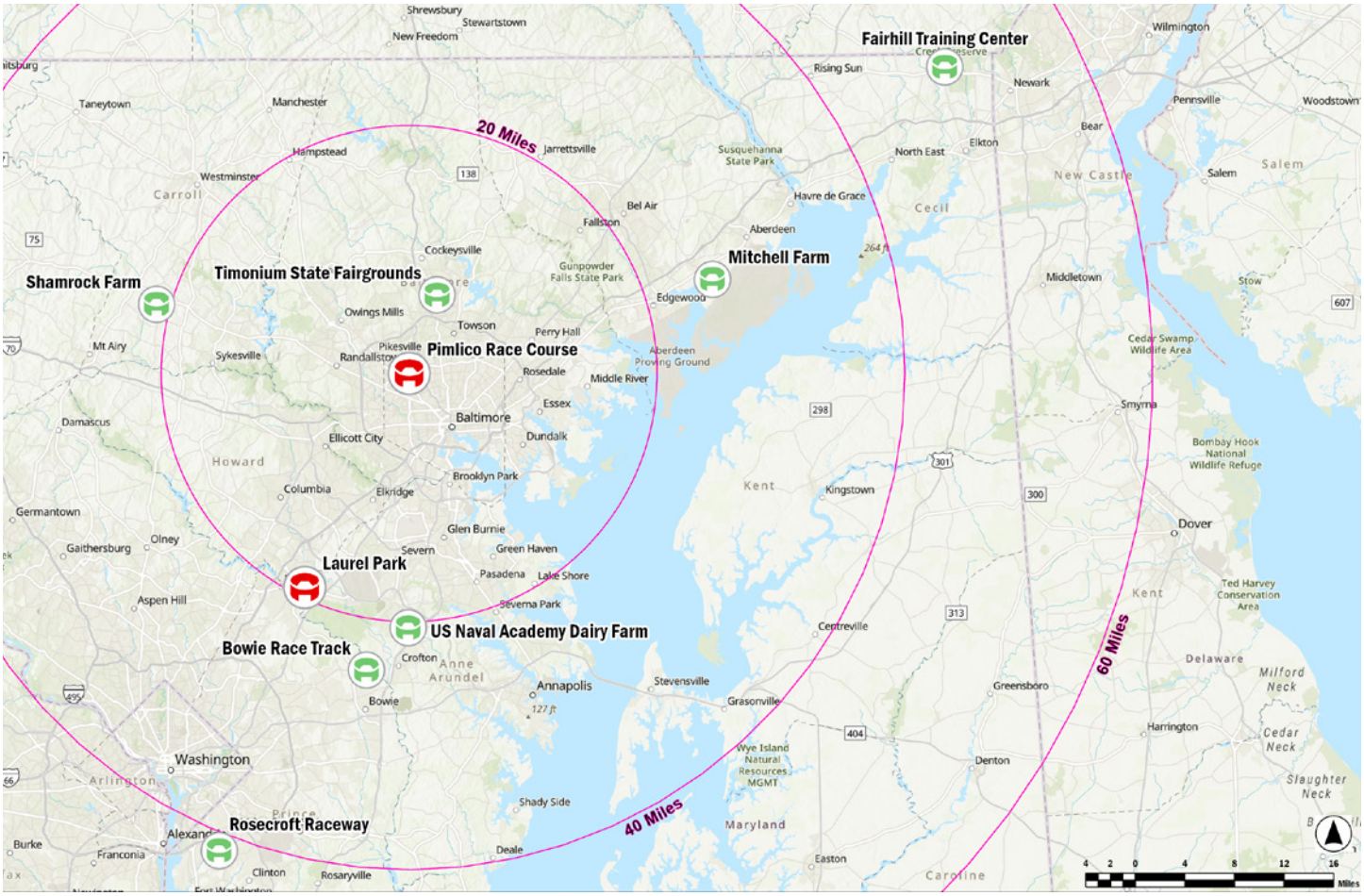
US Naval Academy Dairy Farm
100 Dairy Lane
Gambrills, Maryland 21054

Fair Hill Training Center
719 Training Center Drive
Elkton, Maryland 21921

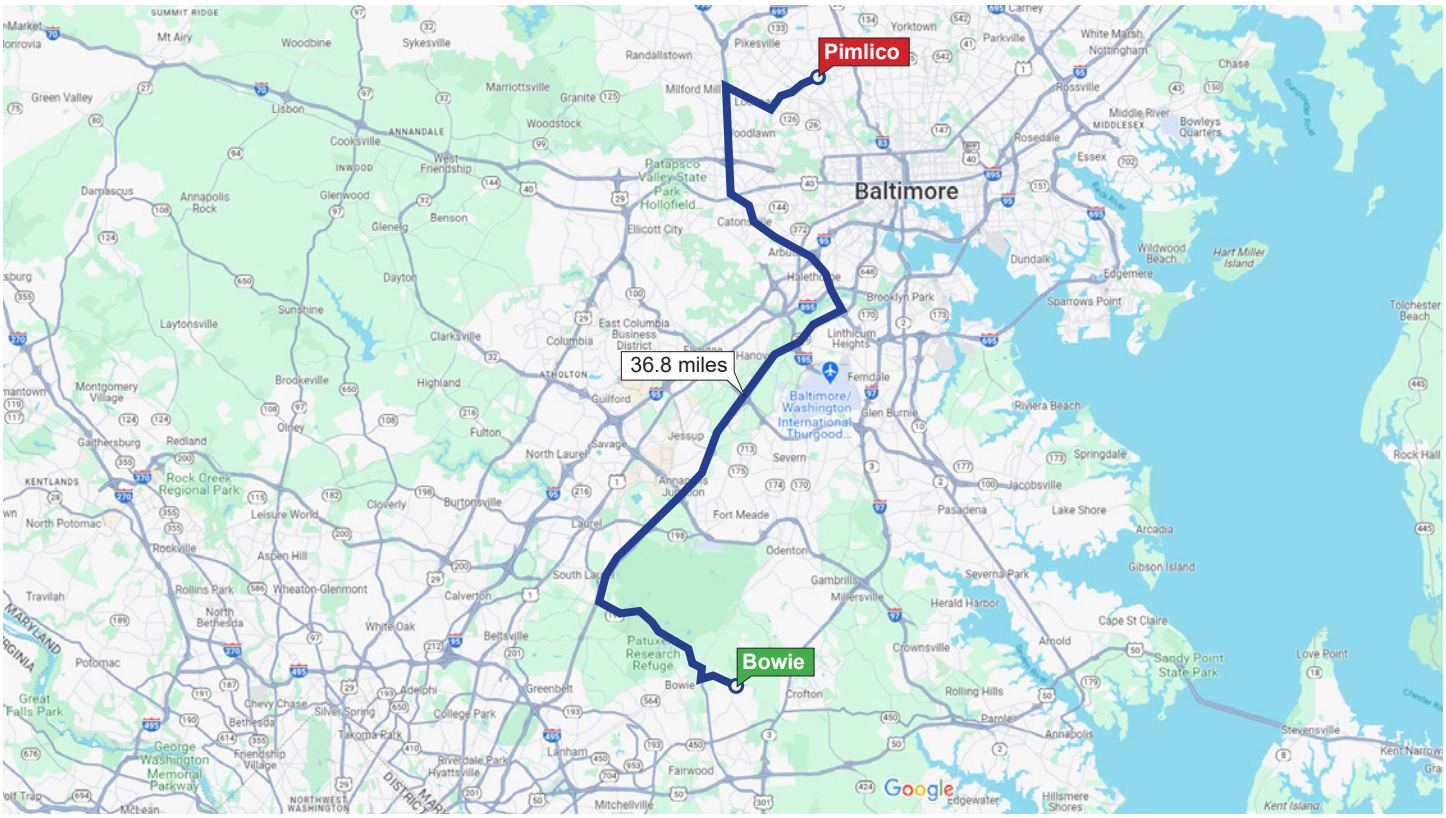
Rosecroft Raceway
6336 Rosecroft Drive
Fort Washington, Maryland 20744

Timonium Maryland State Fairgrounds
2200 York Rd
Timonium, Maryland 21093

Vicinity Map



Bowie Race Track



Journey Map

Transportation Considerations/Challenges

- Further from Pimlico than Laurel
- For hauling horses back and forth for live racing, the transport will have to travel on two different highways to get to Pimlico.
- Depending on time of day there could be traffic delays on 695
- County road borders project area
- Existing ingress/egress points but may require improvement
- Internal road network exists but likely fully reconstructed due to limited site area

Natural Resource Conditions/Challenges

- Patuxent River & Horse Pen Branch floodplain/ wetlands/buffers along the northern boundary of site
- May require site layout revisions to avoid buffers subject to Authority Having Jurisdiction feedback
- Minimal existing forest cover but tree clearing anticipated
- Approximately 1/3 site flagged as potential “Habitat Protection Area” abutting stream/forested areas

Topographic Considerations/Challenges

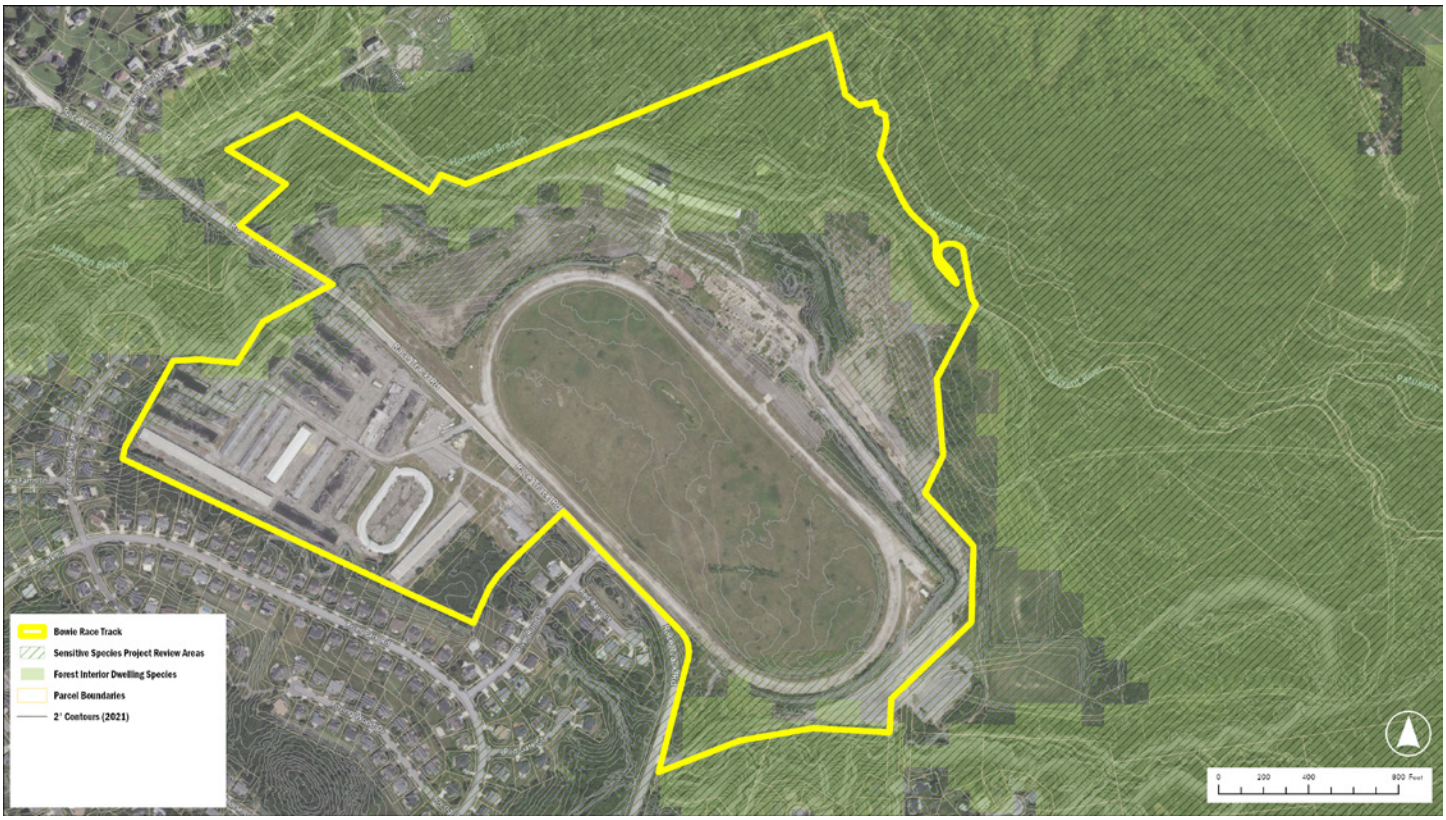
- Developed site but in poor condition so anticipating full redevelopment required
- Portion of site adjacent to waterways with significant sloping terrain

Regulatory Considerations/Challenges

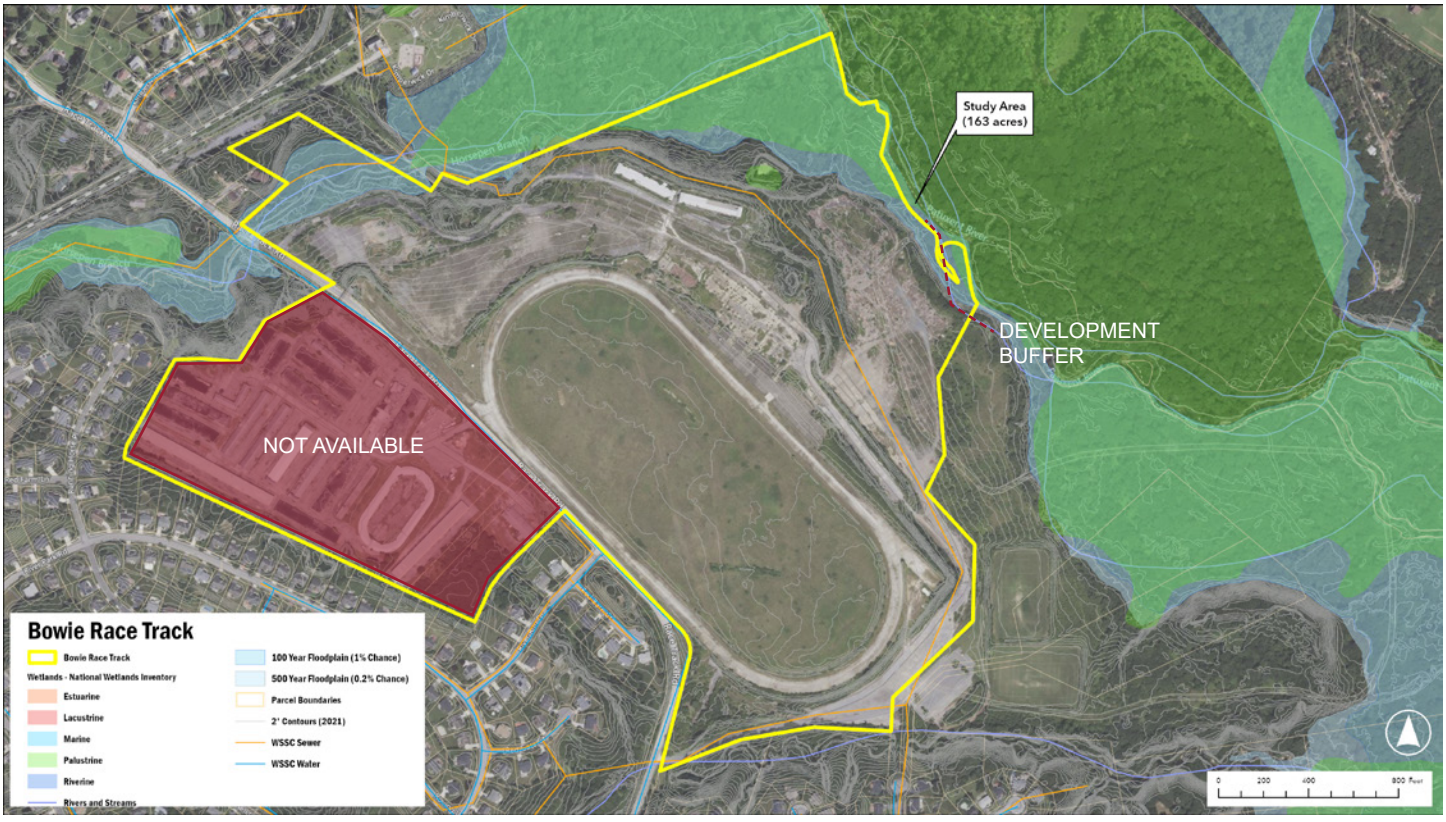
- Forest Conservation requirements with some potential for on-site mitigation
- Higher potential for MDE/USACE JPA approvals due to proximity to waterways
- Significant MDE Stormwater Management requirements anticipated (quantity and quality control)
- Coordination with local stakeholders (Bowie State University and adjacent communities) for potential future shared use elements (i.e. recreational, educational, etc)

Utility Infrastructure

- Potential for off-site utilities (power, telecom, water and sanitary); however, available capacity undetermined

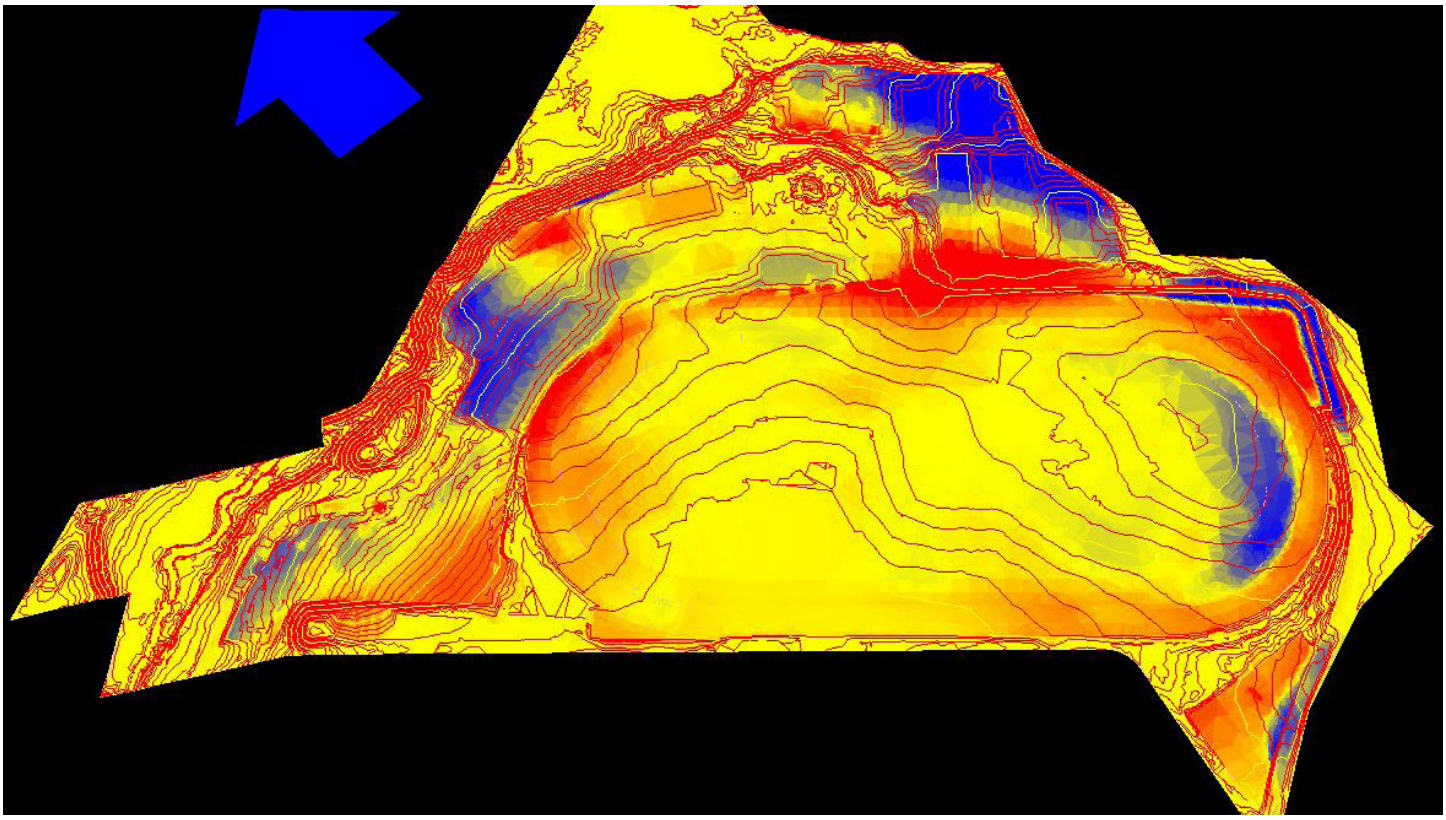


Living Resources



Topography, Wetland Inventory, and Utilities

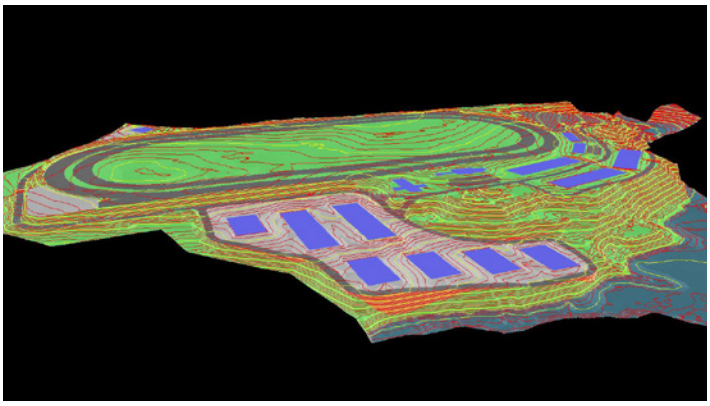
Bowie Race Track OPTION 01



Cut & Fill Heat Map

Rough Grading Analysis (cubic yards)	
Earth Cut	167,292.30 cy
Fill	167,449.00 cy
Import	156.70 cy
Export	0.00 cy

Rough Site Development Costs	
Clearing & Topsoil	$1,031,859.20
Cut & Fill	$588,030.90
Retaining Wall	$159,422.50
Paving	$2,308,021.70
Curb	$124,303.70
TOTAL	**$4,513,496.30**



3D Analytical Model

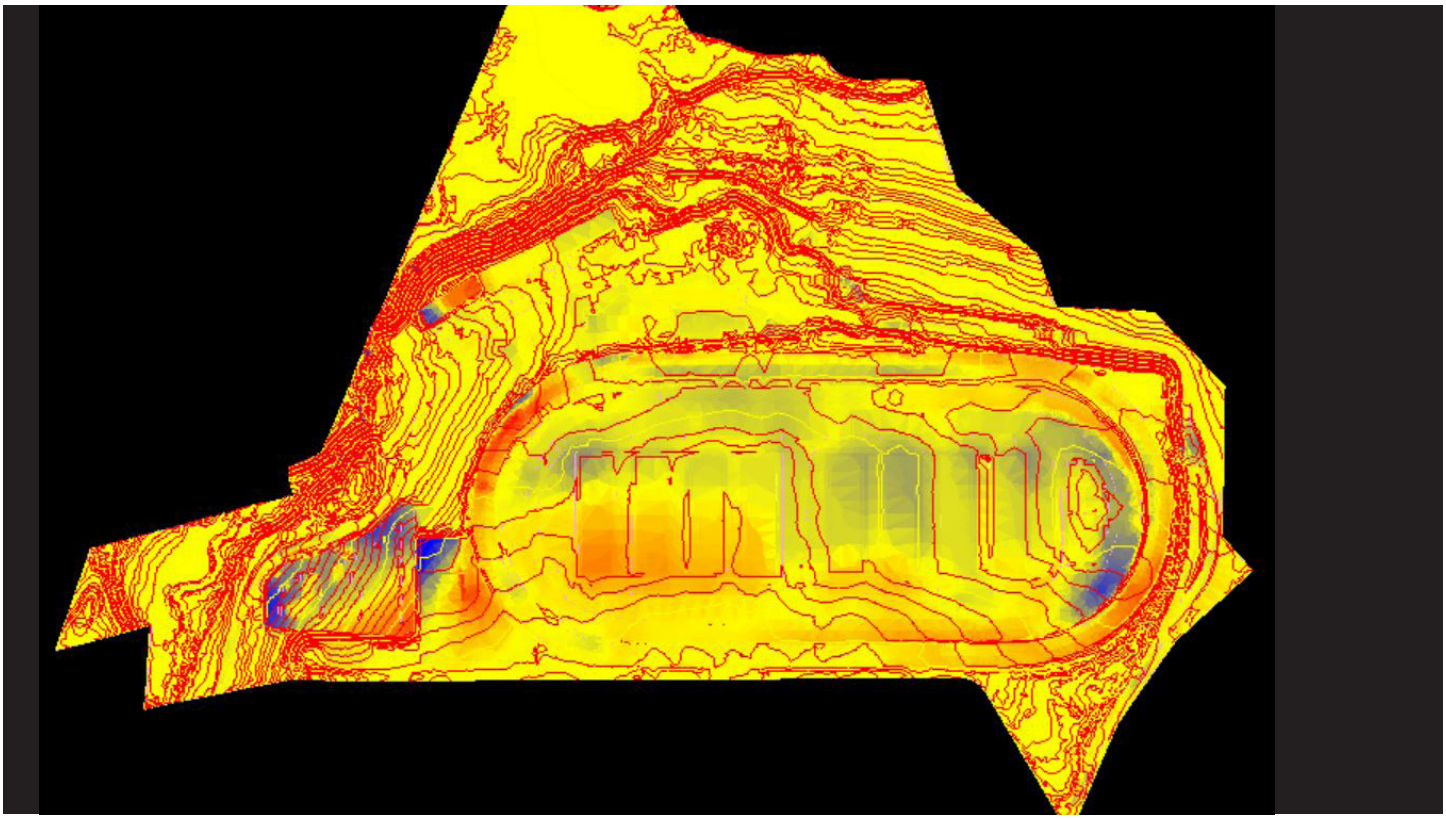
Pros

- Anticipate more community support by providing shared use facilities
- Potential for suitable access to public utilities/ transportation facilities more likely given prior-use and urban environment

Cons

- Significant earthmoving needed to work layout into slope along northern limits of site
- Potential impacts to natural resources and buffers may require site layout revisions to tighten up overall footprint

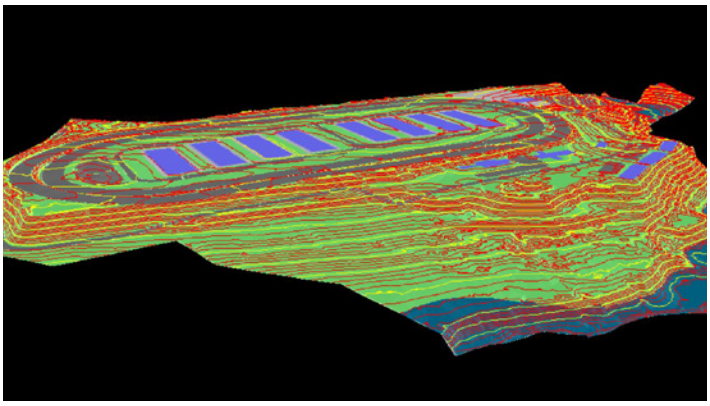
Bowie Race Track OPTION 02



Cut & Fill Heat Map

Rough Grading Analysis (cubic yards)	
Earth Cut	67,159.20 cy
Fill	67,140.50 cy
Import	0.00 cy
Export	18.70 cy

Rough Site Development Costs	
Clearing & Topsoil	$934,121.80
Cut & Fill	$235,174.10
Retaining Wall	$3,397.60
Paving	$2,193,550.50
Curb	$85,188.70
TOTAL	**$3,731,028.20**



3D Analytical Model

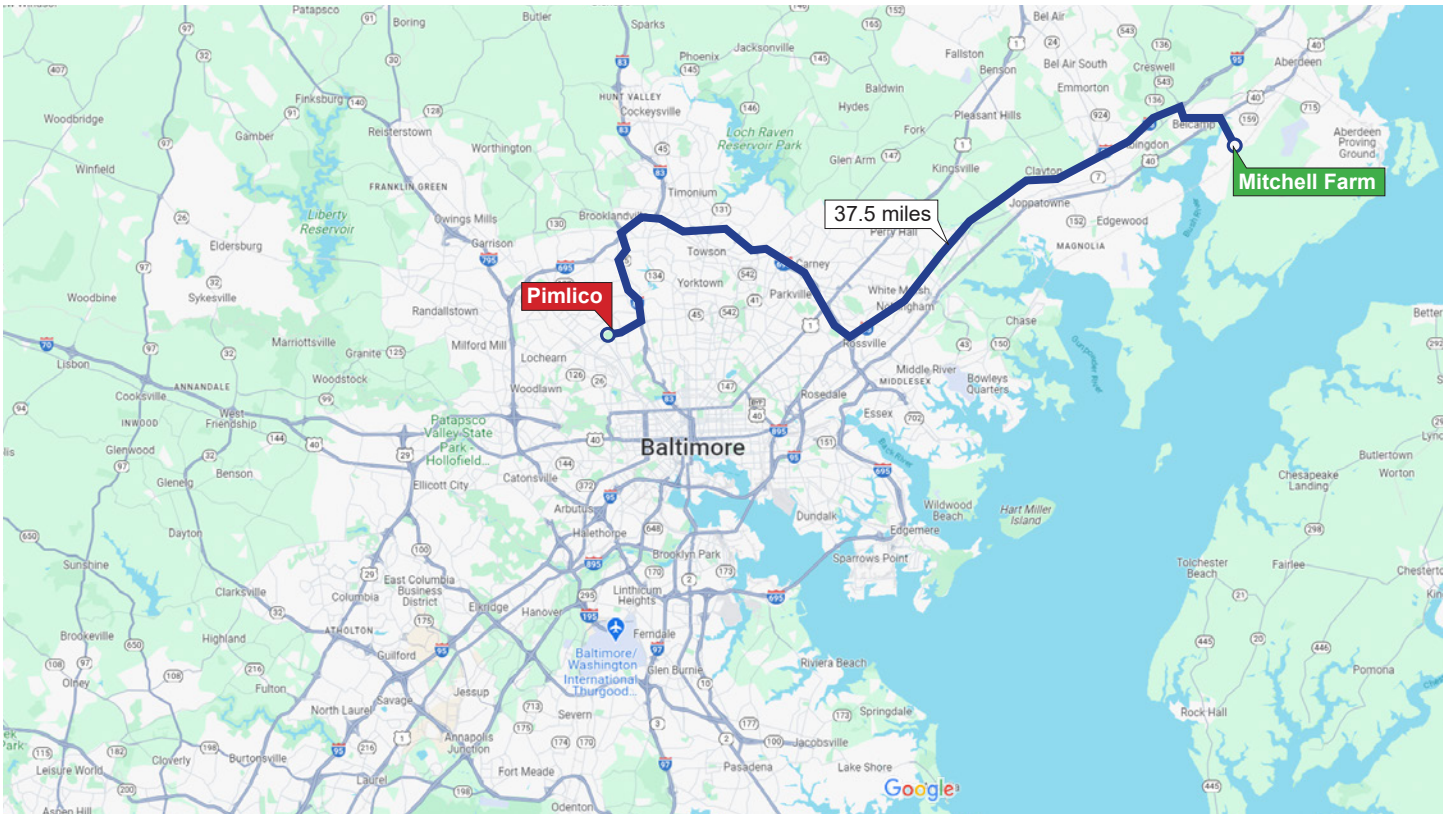
Pros

- Reduced (compared to Bowie Option 1) natural resource and buffer impact potential with more opportunities for on-site mitigation
- Reduced earthmoving given minimized work along slopes on northern limits of site
- Potential for suitable access to public utilities/ transportation facilities more likely given prior-use and urban environment

Cons

- Potential for more community opposition with reduced shared-use facilities (i.e rec fields)

Mitchell Farm



Journey Map

Transportation Considerations/Challenges

- Furthest from Pimlico of the final three candidate sites
- Transporting to Pimlico requires traversing I-95, I-695 and I-83.
- Proximity to I-95 & Rt 40 with smaller rural roads providing direct access to Training Site
- New ingress/egress points required. Coordinate pending industrial development.
- If construction is parallel with or after industrial development, the warehouse project and capital budget will pay for road improvements
- New on-site roadway network required

Natural Resource Conditions/Challenges

- Existing waterways/wetlands identified on mapping obtained with likely impacts (wetlands)
- Forest cover exists within proximity of site with tree clearing potential
- “Habitat Protection Area” within vicinity of site area

Topographic Considerations/Challenges

- Existing agricultural site with minimally sloping terrain
- Coordination with proposed light industrial complex developer

Regulatory Considerations/Challenges

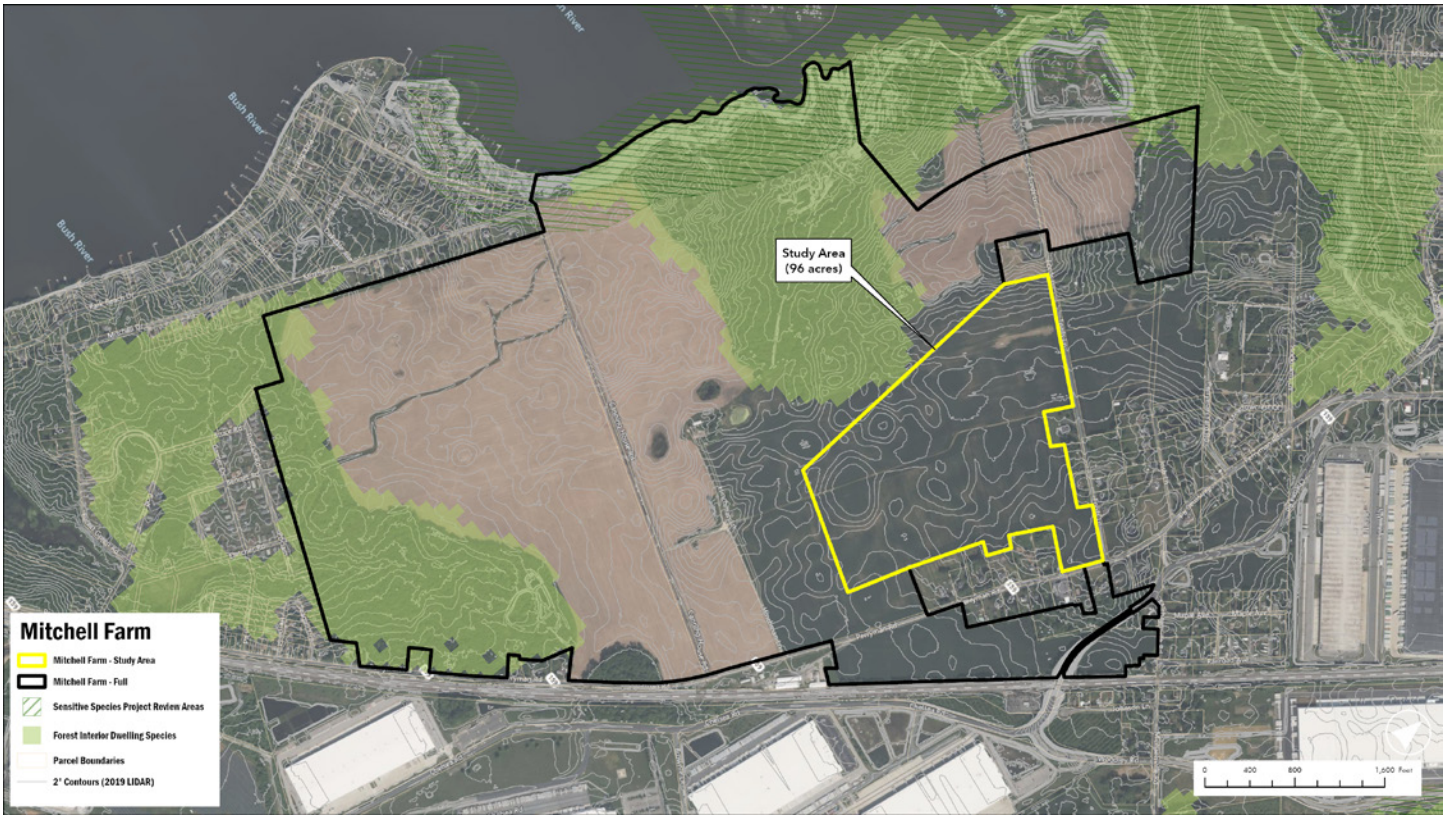
- Forest Conservation requirements with some potential for on-site mitigation
- MDE/USACE JPA approvals anticipated due to likely wetland impacts
- Significant MDE Stormwater Management requirements anticipated (quantity and quality control)
- MDE Water Appropriation Permit process may be required for hydrogeologic demands

Utility Infrastructure

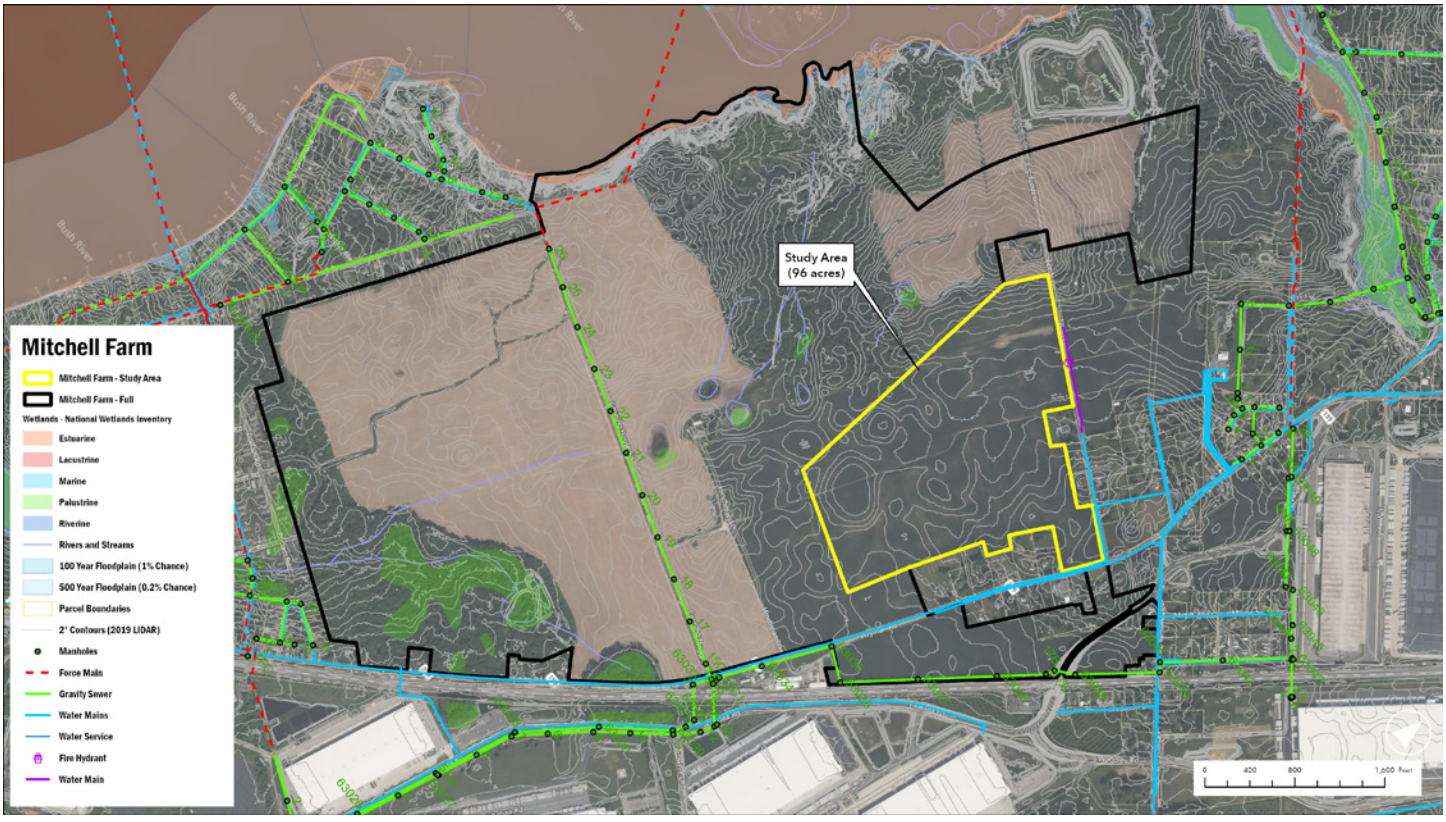
- Good water access / supply
- Adjacent industrial development may provide potential for shared use of utility upgrades

Other Considerations

- Artillery and explosives set off at nearby Aberdeen Proving Ground could be a distraction to training horses. Although it is understood that some of the artillery sites are closing.
- The design team was originally challenged with only 60 available acres, but political and neighborhood issues has increased the amount of developable area. While the team analyzed two options, one of which was the minimum size to support the program, we only refined the larger site option.

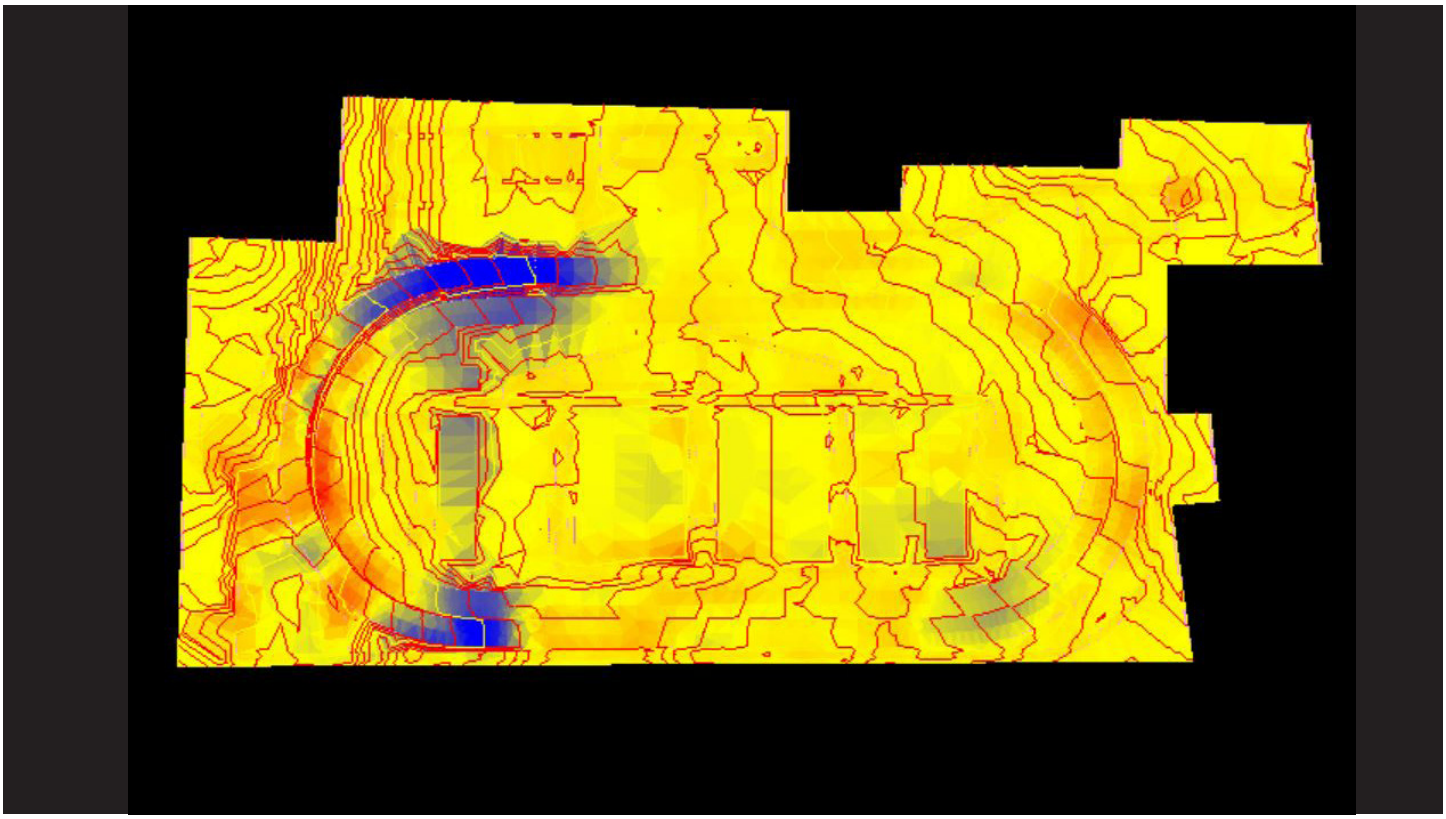


Living Resources



Topography, Wetland Inventory, and Utilities

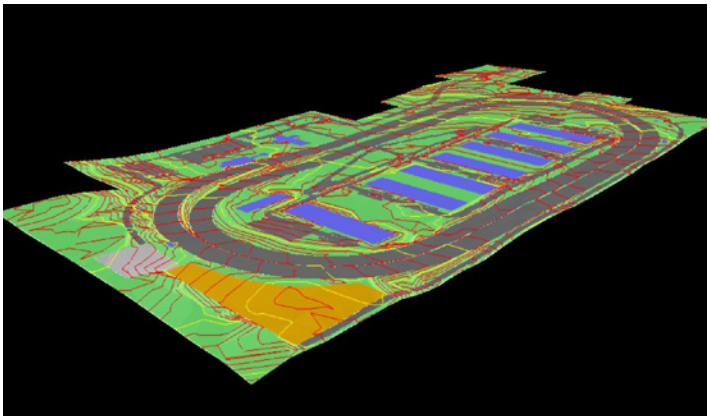
Mitchell Farm Option 01 *(Analyzed for initial concept but not refined because of more land availability)*



Cut & Fill Heat Map

Rough Grading Analysis (cubic yards)	
Earth Cut	46,020.60 cy
Fill	46,141.80 cy
Import	121.20 cy
Export	0.00 cy

Rough Site Development Costs	
Clearing & Topsoil	$796,844.60
Cut & Fill	$163,011.30
Retaining Wall	$3,663.40
Paving	$2,078,312.50
Curb	$66,212.90
TOTAL	**$3,350,729.20**



3D Analytical Model

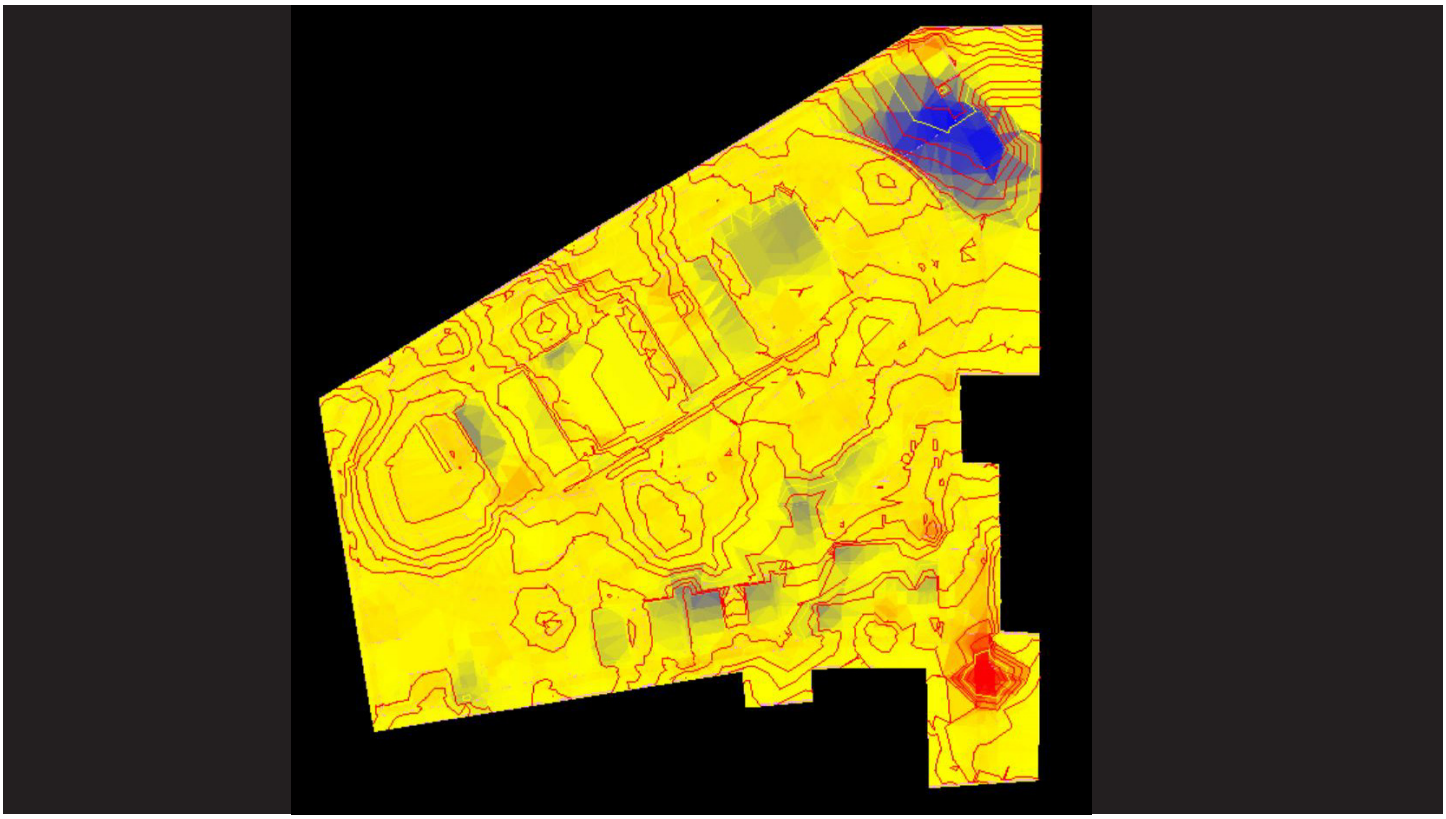
Pros

- Minimal habitat protection zones with potential impacts
- Less earthmoving compared to Bowie options
- Industrial development may provide potential infrastructure upgrade synergies

Cons

- Potential wetland impact mitigation required
- Potential need for off-site transportation infrastructure improvements
- All new site infrastructure required and potential need for off-site extensions
- Forest impacts – planting requirements likely more significant than Bowie options (afforestation vs reforestation)

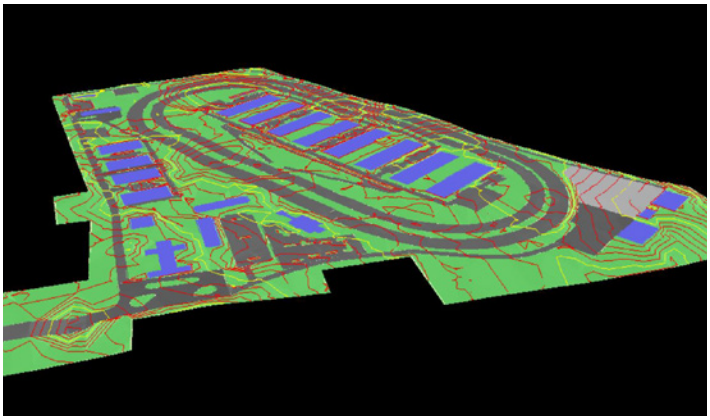
Mitchell Farm Option 02



Cut & Fill Heat Map

Rough Grading Analysis (cubic yards)	
Earth Cut	46,712.70 cy
Fill	46,628.80 cy
Import	0.00 cy
Export	83.90 cy

Rough Site Development Costs	
Clearing & Topsoil	$957,153.50
Cut & Fill	$164,019.00
Retaining Wall	$664.90
Paving	$2,321,458.20
Curb	$51.40
TOTAL	**$3,784,614.80**



3D Analytical Model

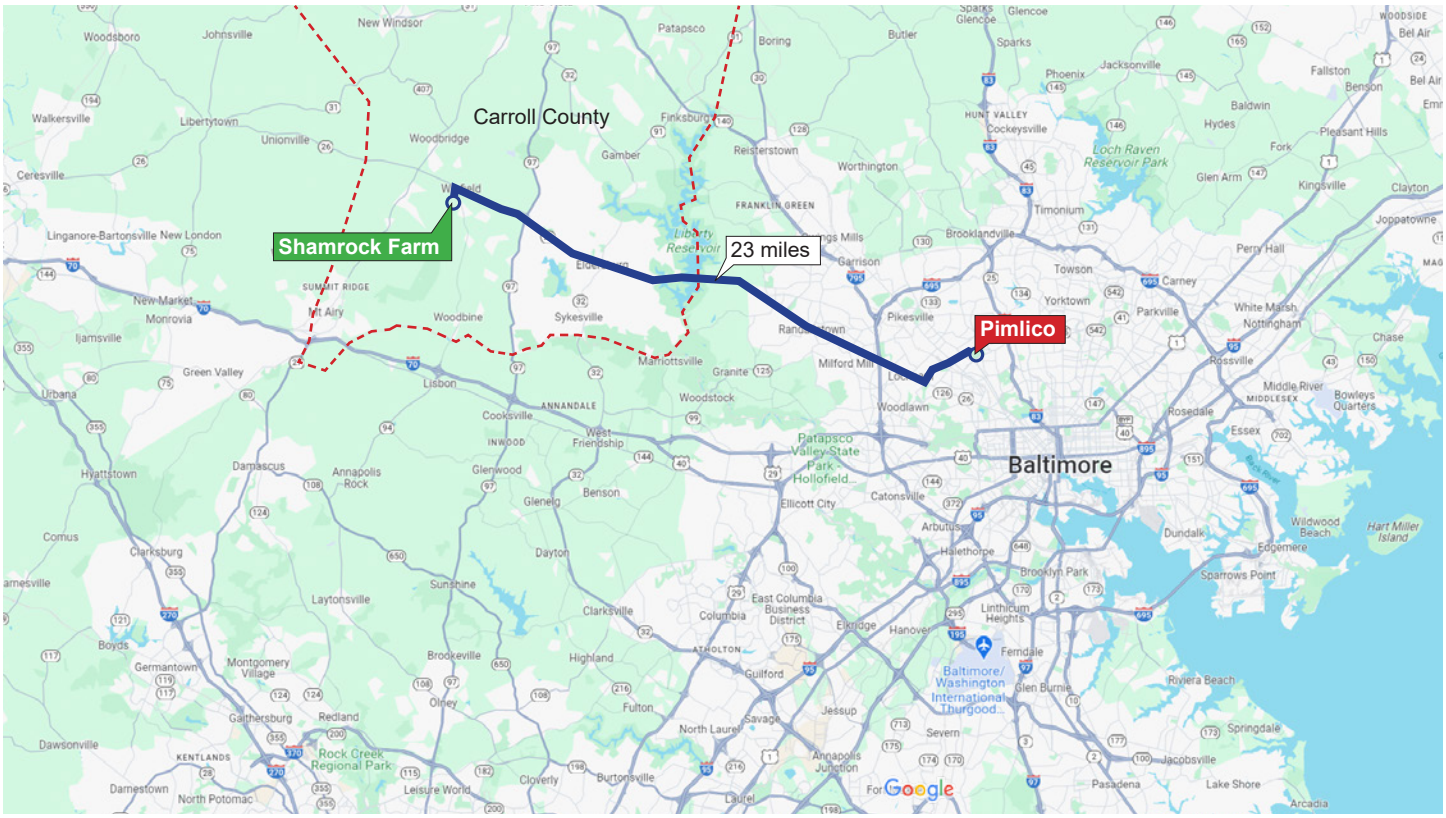
Pros

- Minimal habitat protection zones with potential impacts
- Less earthmoving compared to Bowie options
- Industrial development may provide potential infrastructure upgrade synergies
- No wetland impact mitigation required

Cons

- Potential need for off-site transportation infrastructure improvements
- All new site infrastructure required and potential need for off-site extensions
- Forest impacts – planting requirements likely more significant than Bowie option, but less than Mitchell Farm Option 01.

Shamrock Farm



Journey Map

Transportation Considerations/Challenges

- Proximity to Rt 26 with smaller rural roads providing direct access
- Rt 26 connects directly to Northern Parkway, and then a right turn onto Winner Ave for straight access into the planned backstretch and receiving zones for both Pimlico options.
- Transport to Pimlico can avoid the interstate highways
- New on-site roadway network required

Natural Resource Conditions/Challenges

- Existing waterways identified (Gillis Falls) on mapping adjacent to proposed training site
- Forest cover exists within proximity of site along waterway. Tree clearing not likely.

Topographic Considerations/Challenges

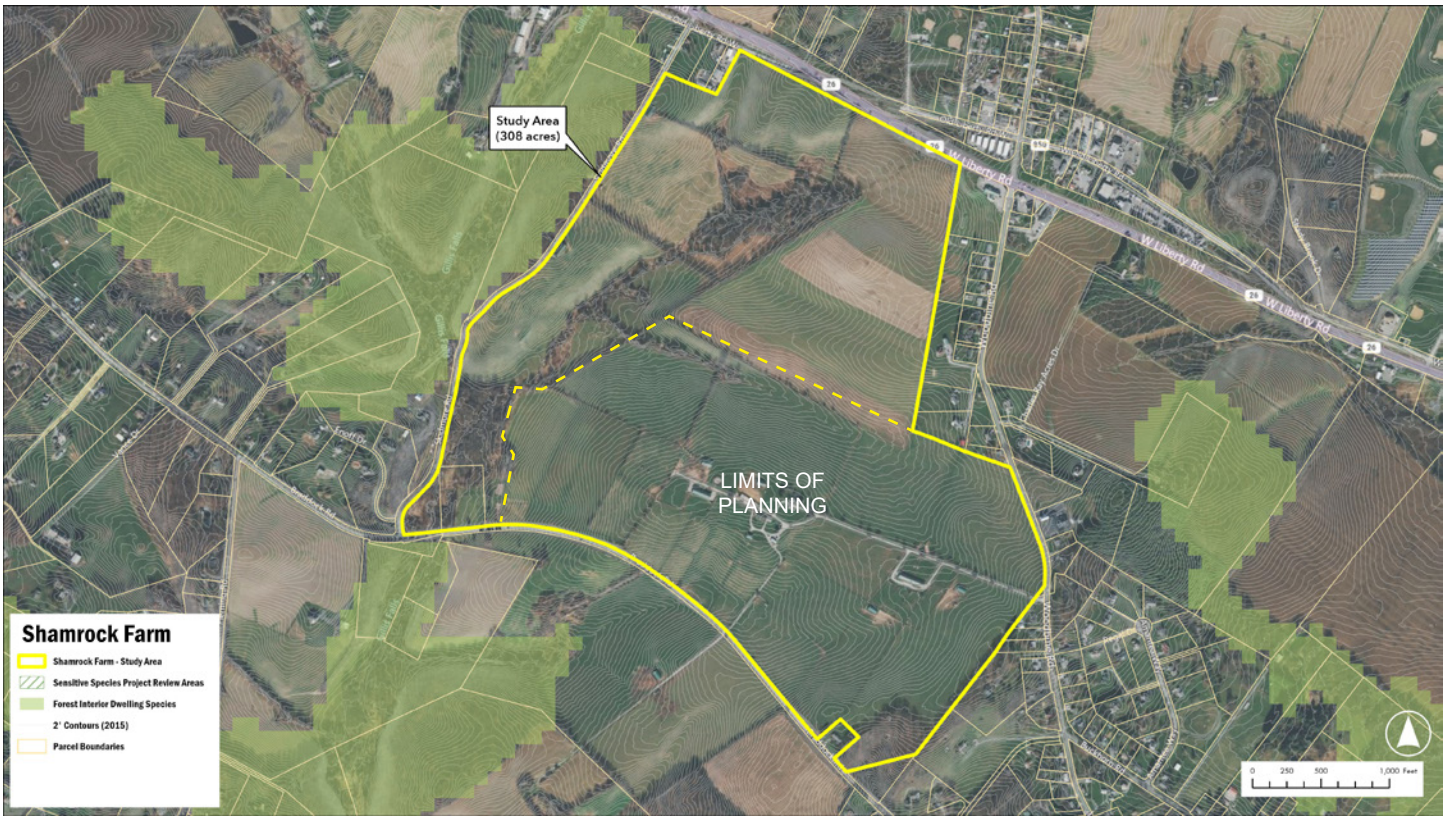
- Existing agricultural site with sloping terrain and some steep grades

Regulatory Considerations/Challenges

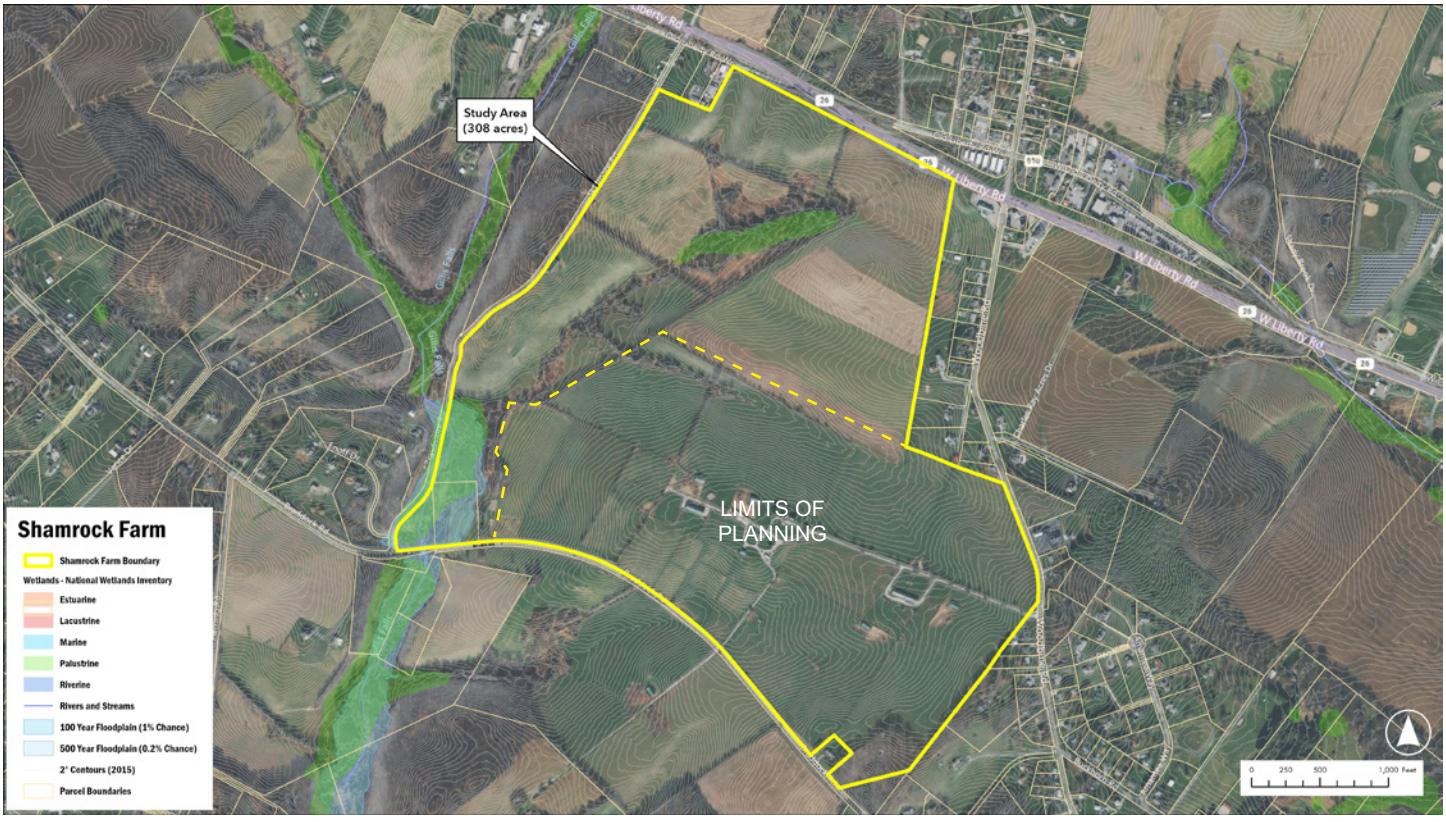
- Significant MDE Stormwater Management requirements anticipated (quantity and quality control)
- Forest Conservation requirements with potential for on-site mitigation
- Forest Conservation requirements with some potential for on-site mitigation

Utility Infrastructure

- Outside planned water and sewer public service areas. Well and Septic required.
- Electric and telecom available via overhead power poles
- Outside Gas service area

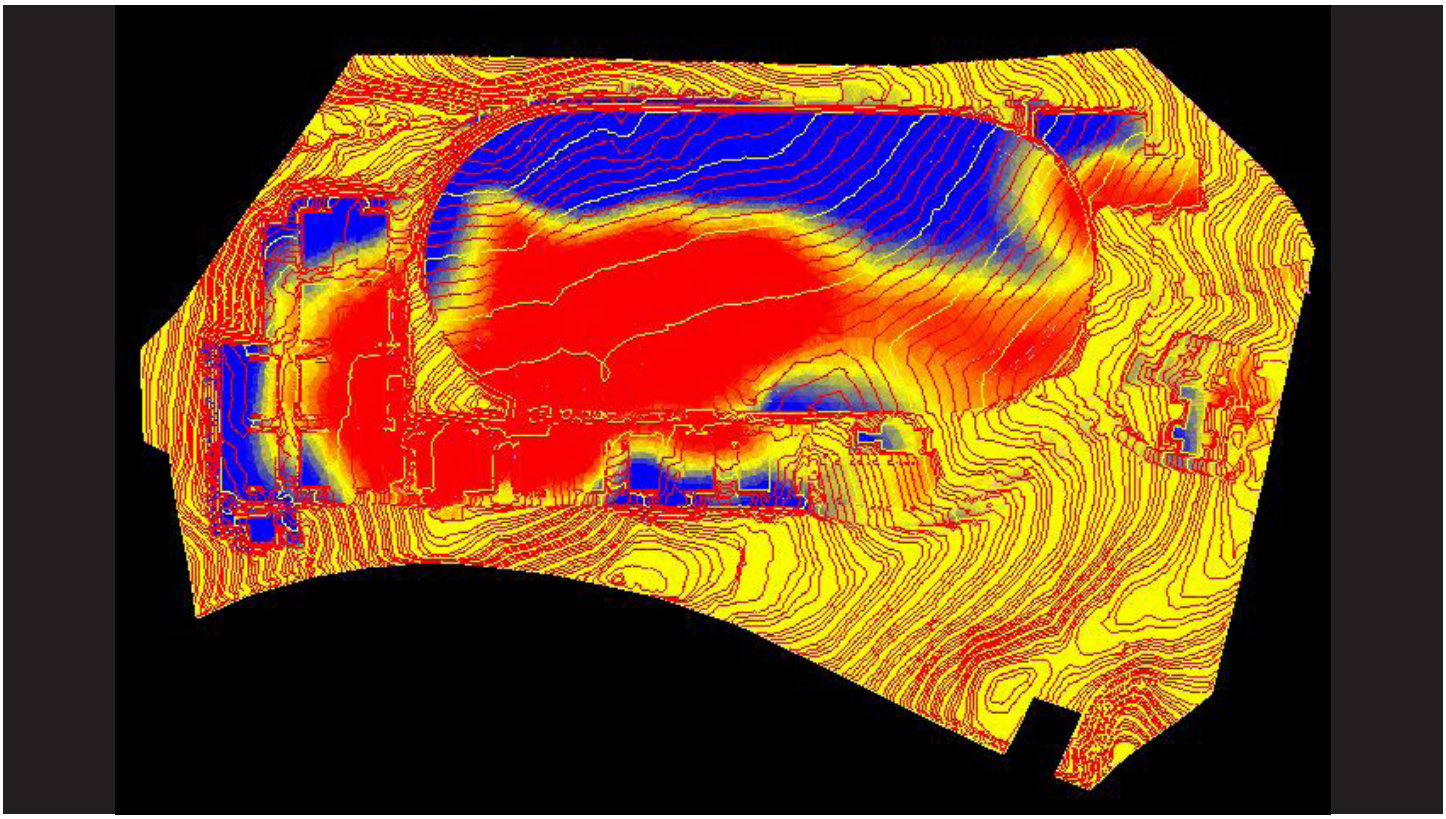


Living Resources



Topography, Wetland Inventory, and Utilities

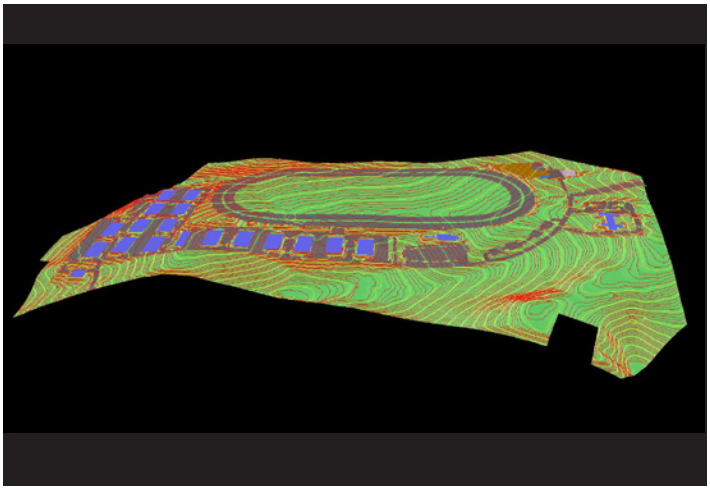
Shamrock Farm



Cut & Fill Heat Map

Rough Grading Analysis (cubic yards)	
Earth Cut	510,619.80 cy
Fill	510,121.80 cy
Import	0.00 cy
Export	497.90 cy

Rough Site Development Costs	
Clearing & Topsoil	$1,060,348.10
Cut & Fill	$1,790,281.20
Retaining Wall	$39,430.00
Paving	$2,545,949.20
Curb	$39,729.20
TOTAL	**$5,785,219.30**



3D Analytical Model

Pros

- Minimal habitat protection zones identified
- Current use is already tied to the thoroughbred industry, and located in an agriculture and farming county.
- Proximity to both Maryland trainers in adjacent counties, and ease of shipping to live racing at Pimlico

Cons

- Earthwork costs are more significant than Bowie or Mitchell sites
- Forest impacts – planting requirements likely more significant than Bowie options (15% afforestation)
- All new site infrastructure required and potential need for off-site extensions
- Potential need for off-site transportation infrastructure improvements

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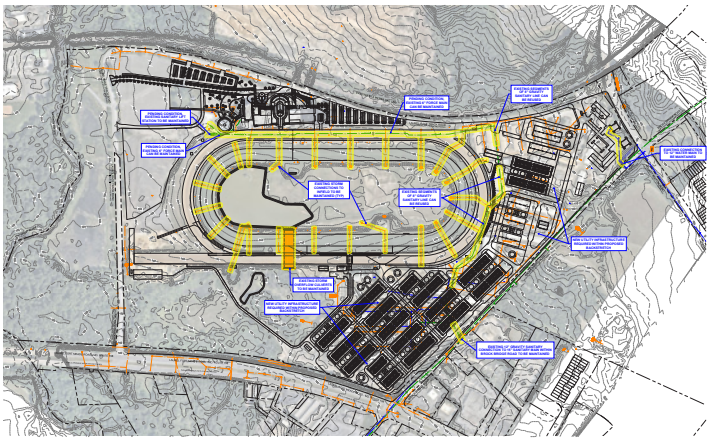
Laurel Park

As previously determined in the Maryland Stadium Authority's 2021 Facility Assessment, a majority of existing barns and backstretch facilities have exceeded their service lives and need to be replaced. Additionally the Clubhouse and site has a number of outstanding life safety and accessibility violations as well as significant deferred maintenance. During the MSA's 2021 Programming and Due Diligence efforts, it was also determined that any redevelopment of facilities will require significant stormwater and wetland mitigation. Development is also limited by portions of the site being in the flood plain.

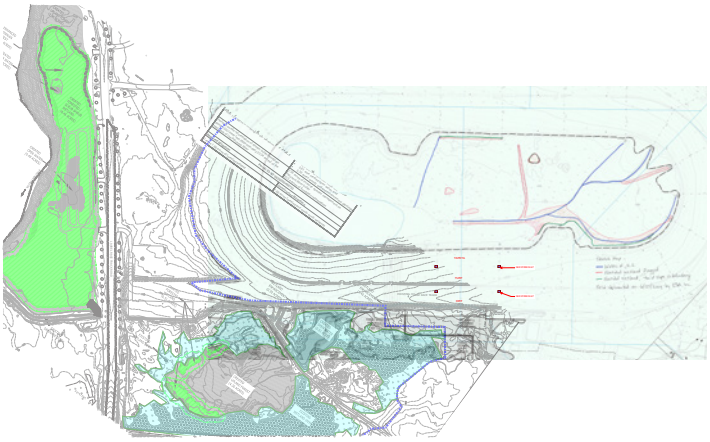
The Laurel Park site as well as adjoining Brock Bridge property has been studied multiple times by various parties in the last decade, and more intensely since 2019 with the 2020 Racing and Community Development Act envisioning relocating the Pimlico horses to Laurel. Scenarios have explored accommodating as many as 1,600 horses on both Race Track and Brock Bridge sites, and up to four racing surfaces. Throughout the 2021 MSA Programming, Due Diligence and Concept Planning it was determined that redevelopment of the Race Track site alone could support just over 1,000 horses.

Existing Conditions

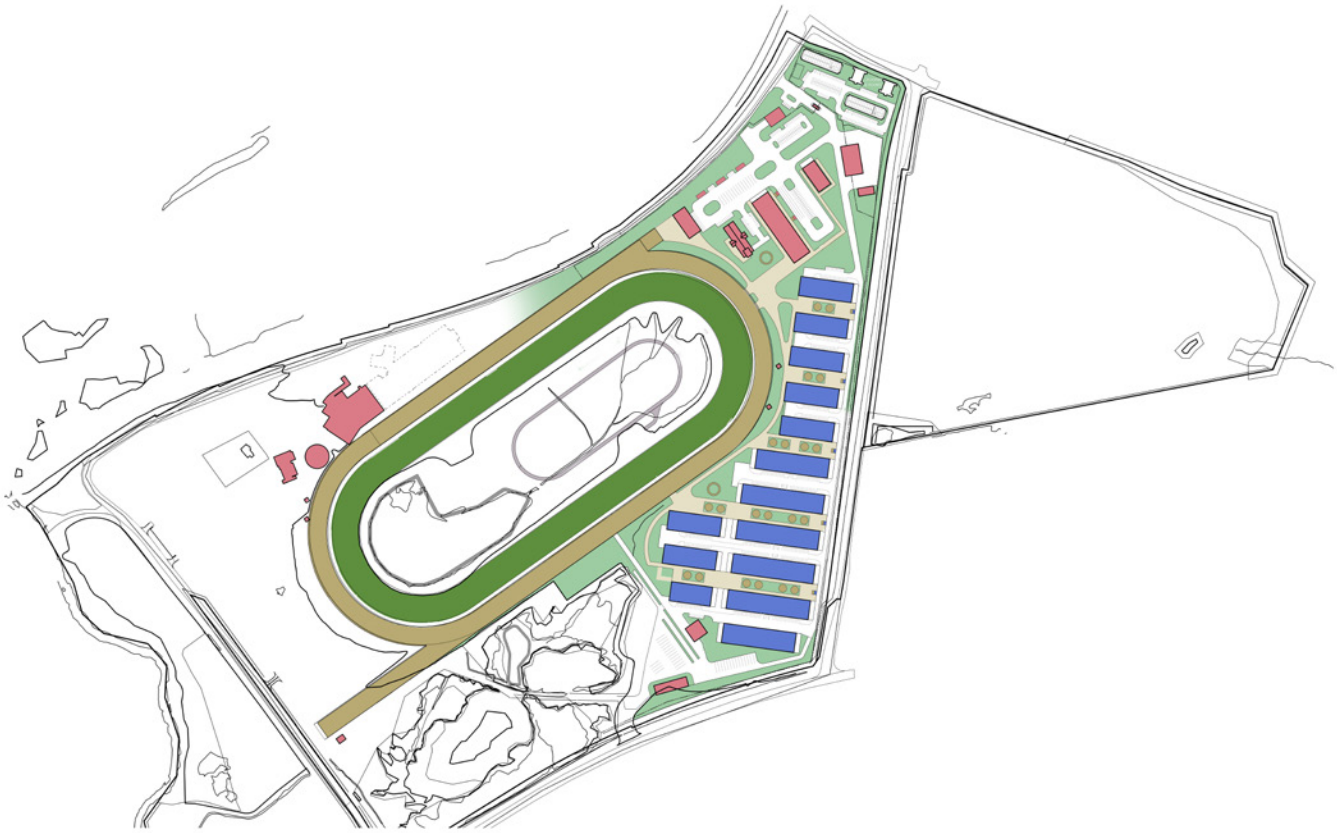
Utility Exhibit



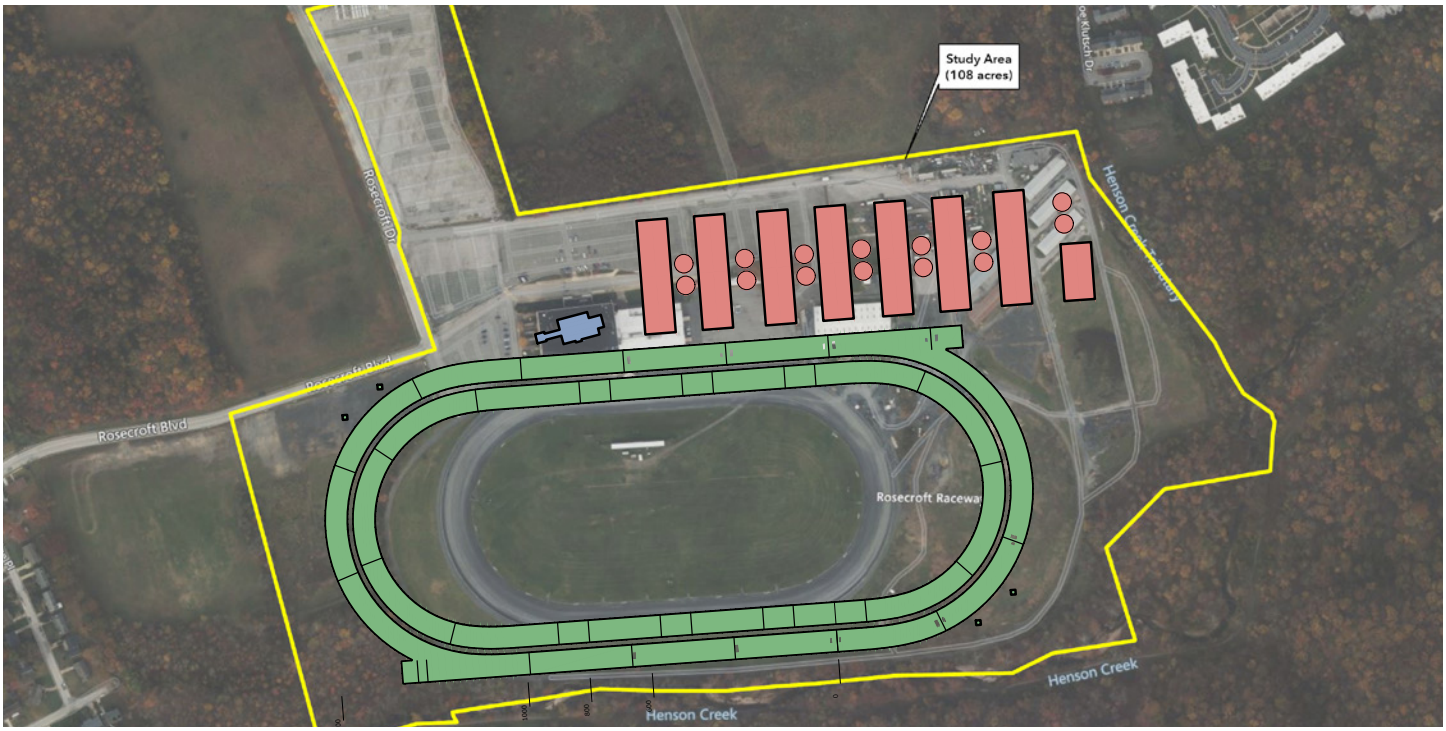
Wetlands & Floodplain Exhibit



2022 Racetrack Site Concept Plan - 1,040 RACING & TRAINING STALLS

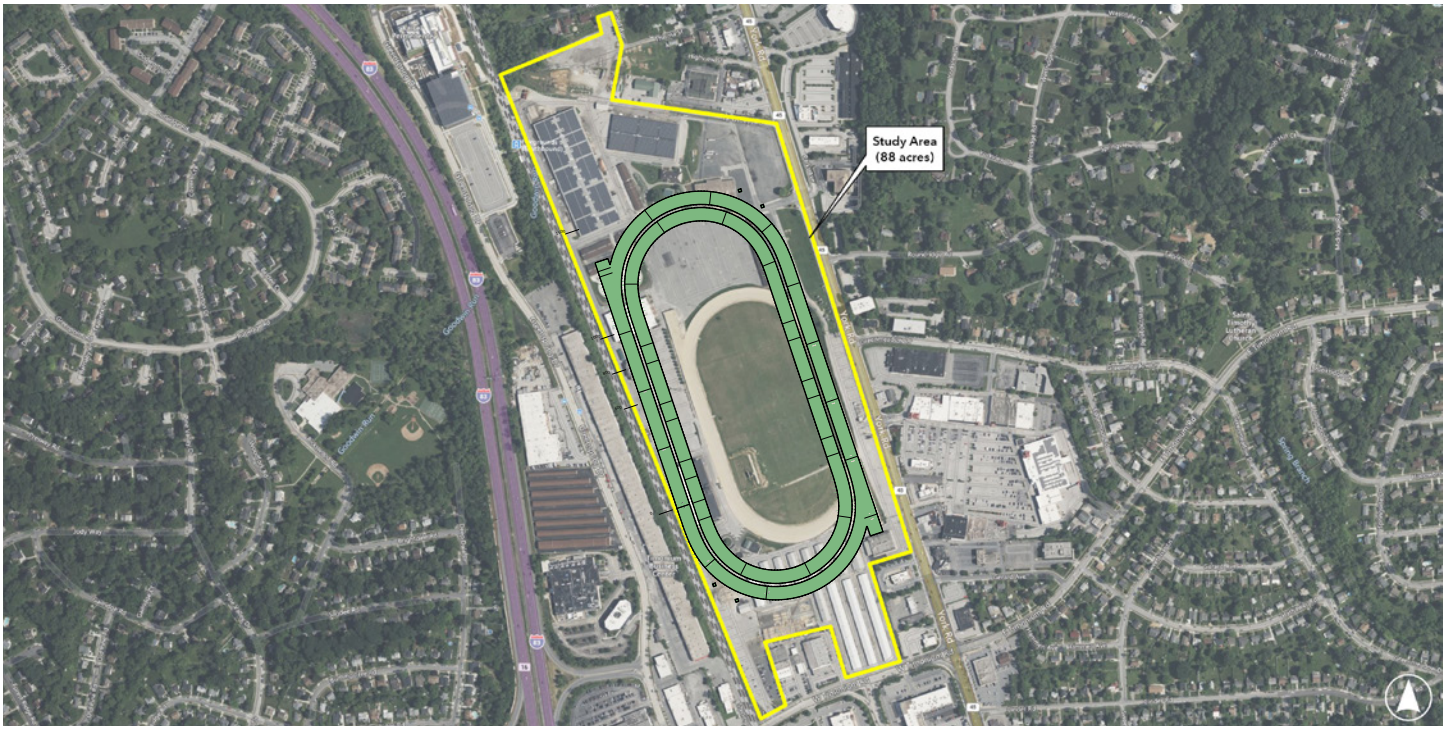


Rosecroft Raceway Test Fit



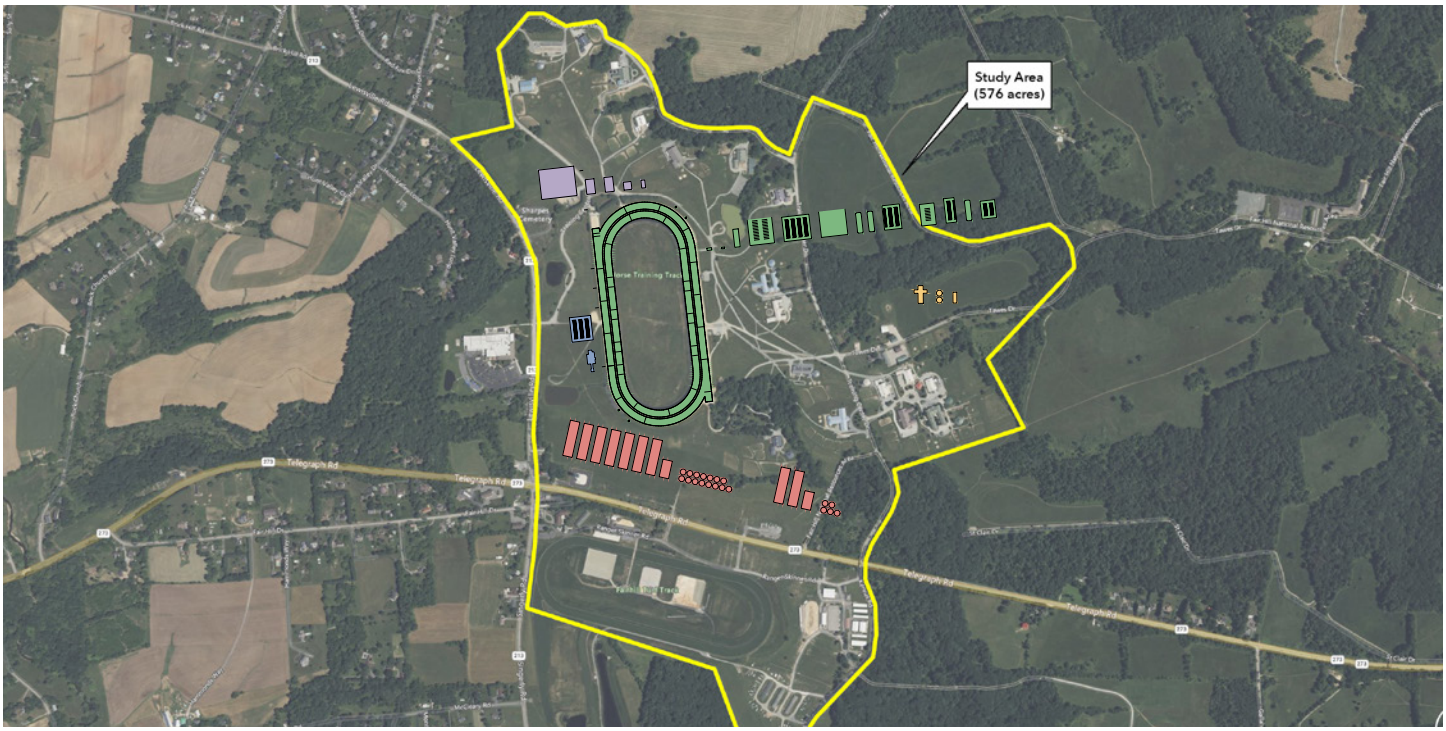
Rosecroft was studied and determined that it could fit the minimum required Training Center program; however, because of the high cost of acquisition and the long distance from Pimlico, no further concept refinement or site development analysis was pursued. Travel time of over an hour for ship-in to live racing is not acceptable.

Timonium State Fairgrounds Test Fit



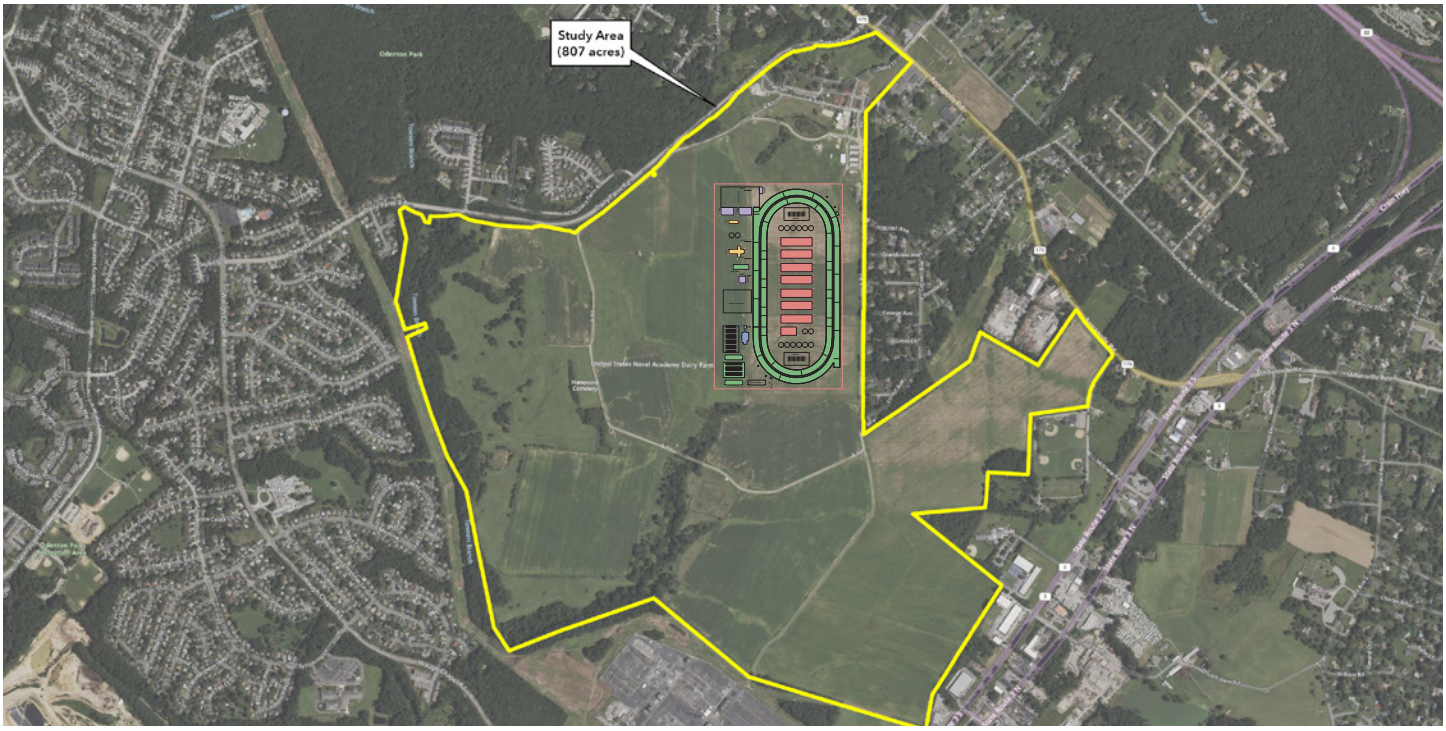
While the proposed 1-mile and 7 furlong racetracks will fit on the site, it would require the elimination and relocation of State Fairgrounds facilities, which is cost prohibitive. There is little room for other required program and the congested urban site would be difficult for circulation of trailers and operational vehicles.

Fair Hill Training Center Test Fit



Fair Hill Training Center already has 600 horses on site. Doubling the horse population would require rebuilding of the main tracks to incorporate wider lanes. The site is the furthest from Pimlico, and also inconvenient location for the majority of horesemen in the state. DNR permitting requirements are extensive and would extend construction schedule.

US Naval Academy Dairy Farm Test Fit



While the US Naval Academy Dairy Farm is in an ideal location, is under an hour travel distance from Pimlico, and physically could accommodate the training program with minimal site development costs, the site has a limit of 50 acres for any development on the site. The development restriction of 50 acres disqualifies this site from further study.

Site Evaluation Summary

Working with the Authority, eight candidate sites for the off-site training center were identified for consideration.

Planning Parity
- only differences being the size of the property and the Bowie option that considered community development in the infield. That Bowie option results in a net horse population of 1,160, which is 40 less than the desired minimum.

Evaluation criteria and key findings:

1. **Location**
   There are three main considerations in the evaluation and scoring of location:
   i. Distance from Pimlico. For ship in and ship out of the live racing venue, it is recommended that the transit time from the Training Center to the Live Racing site is no longer than one hour.
   ii. Proximity to trainers, staff, grooms, and horsemen that currently train at Laurel Park. There is a current routine and familiarity of the population commuting to and from Laurel Park. Additionally there is another population of horesemen that reside near the Fair Hill Training Center, which houses over 600 horses. It is recommended to not consolidate too much of training resources in one part of the state.
   iii. Compatibility with surrounding land use. The training center would ideally be located on agricultural land in an agricultural community where there would be convenient access to feed, tack and other supplies. Urban and overdeveloped areas may create more congestion and limit conveniences of a pastoral and agrarian site.

2. **Natural Resources**
   There are a variety of sensitive natural resources in the State of Maryland that are protected, including watersheds, wetlands, forests and habitats. Where these protected resources are present requires careful attention during the permitting process, which can add time to the construction schedule. If any of the resources are disturbed the project will need to mitigate the disturbance with costly site development.

3. **Topography**
   The racing and training tracks take up a large footprint that wants to be relatively flat. If a site has steep slopes and variation of grades, then there will be more cost in earth movement to develop the site to required specifications.

4. **Transportation & Access**
   This looks at how convenient the site is to get to, proximity to major roadways, condition and size of adjacent roads as well as how convenient it is to haul horses to Pimlico.

5. **Utility Infrastructure**
   The condition, capacity and existence of items such as sewer, power, gas, and water. While Bowie was previously operated as a training center, the development of the adjacent neighborhoods may have tapped out the utilities.

6. **Jurisdictional Approvals**
   These include any entity that has influence over how and what can get built in a certain location including community groups, neighbors and homeowners associations, government and civic officials, building officials, competing developments and politics. If there are entities that have a different vision for their community than incorporating a thoroughbred training center, then this could extend the approval and construction schedule, costing the project more money than an area with a favorable view and quicker timeline. A worst case scenario is that the moving forward in an unfavorable area could stall the development of the training center and adversely affect the entire project and industry.

7. **Size**
   The minimum target of stalls between the Pimlico and Training Center sites is 1,200 stalls. The design team studied the Training Center program and determined that 85 acres is the minimum area to fit all of the components of the program. With more facilities needed at Pimlico to host live racing, there is most likely more constraints on achieving an evenly balanced 600 stalls at Pimlico and 600 stalls at the Training Center.

8. **Acquisition Cost**
   With limited funding resources, and a responsibility to provide the best thoroughbred racing facilities possible, it is preferred to spend as much money on the development of the racing and training resources and facilities. The more money spent on acquiring a site means less money invested in the future of thoroughbred racing.

   Rosecroft, Laurel and Timonium have the highest cost of acquisition, leaving the least amount to dedicate to facilities out of all the options.

	Bowie Race Track	Fair Hill Training Center	Laurel Park	Mitchell Farm	U.S. Naval Academy Dairy Farm	Rosecroft Raceway	Timonium *Maryland State Fairgrounds*	Shamrock Farm
Location	5	0	5	4	4	0	2	5
Natural Resources *Permitting / Mitigation*	4	3	3	4	3	4	4	4
Topography	4	3	4	5	3	5	5	3
Transportation & Access	4	2	4	3	4	2	3	4
Utility Infrastructure	3	1	4	3	2	3	4	3
Jurisdiction Approvals	2	3	3	5	3	4	2	5
Size	5	5	5	4	0	3	0	5
Acquisition Cost	3	5	0	5	0	0	0	5
Relative Cost of Development	4	1	2	4	3	3	1	3
TOTAL	**34**	**23**	**30**	**37**	**22**	**24**	**21**	**37**

05/

Training Center Illustrative Site Plans

Mitchell Farm - 97 acres

Key

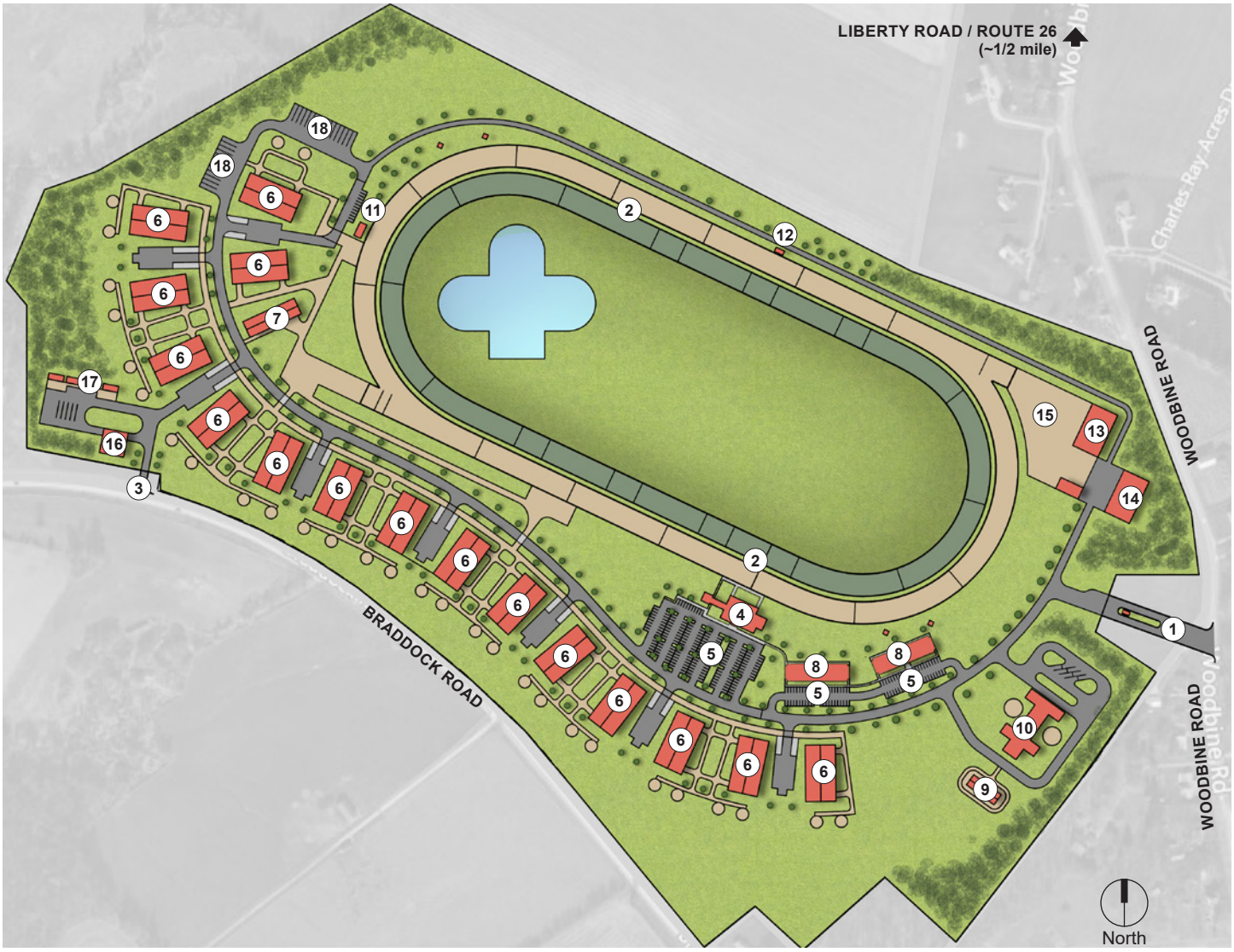
1. Primary Entry
2. Tracks (1 mile Dirt + 7 furlong Turf)
3. Service / Emergency Entry
4. Training Center Administration
5. Paved Parking
6. Stall Barn (40 stalls Each) +640 Stalls Total
7. Pony Barn (16 stalls)
8. Dormitory (75 rooms)
9. Isolation Barn (12 stalls)
10. Veterinary Center
11. Clocker's Building / Outrider Shed
12. Outrider Shed
13. Track Maintenance
14. Site Maintenance
15. Harrow Yard
16. Manure Transfer Building
17. Vendors / Track Contractors
18. Trailer Parking
19. Tunnel - Vehicular & Equestrian
20. Future Barn Sites

The Mitchell Farm site consists of 97-acres south of Perryman in Hartford County. This site is adjacent to a larger property development focused on logistics and warehousing. This site is ideal for the proposed training center as it is relatively flat and has no natural resource challenges.

To limit the amount of acreage required, the 640 training stables are located at the infield in double 40-stall barns with bulkheads providing for separate air spaces. The stable area is organized with separate vehicle circulation/parking and horse circulation zones between every other pair of barns for safety. Vehicle and horse tunnels provide access to both tracks and the exterior.

This site is unique in that it offers adequate area to add up to 160 training stables adjacent to the training tracks and access tunnel.

Shamrock Farm - 155 acres



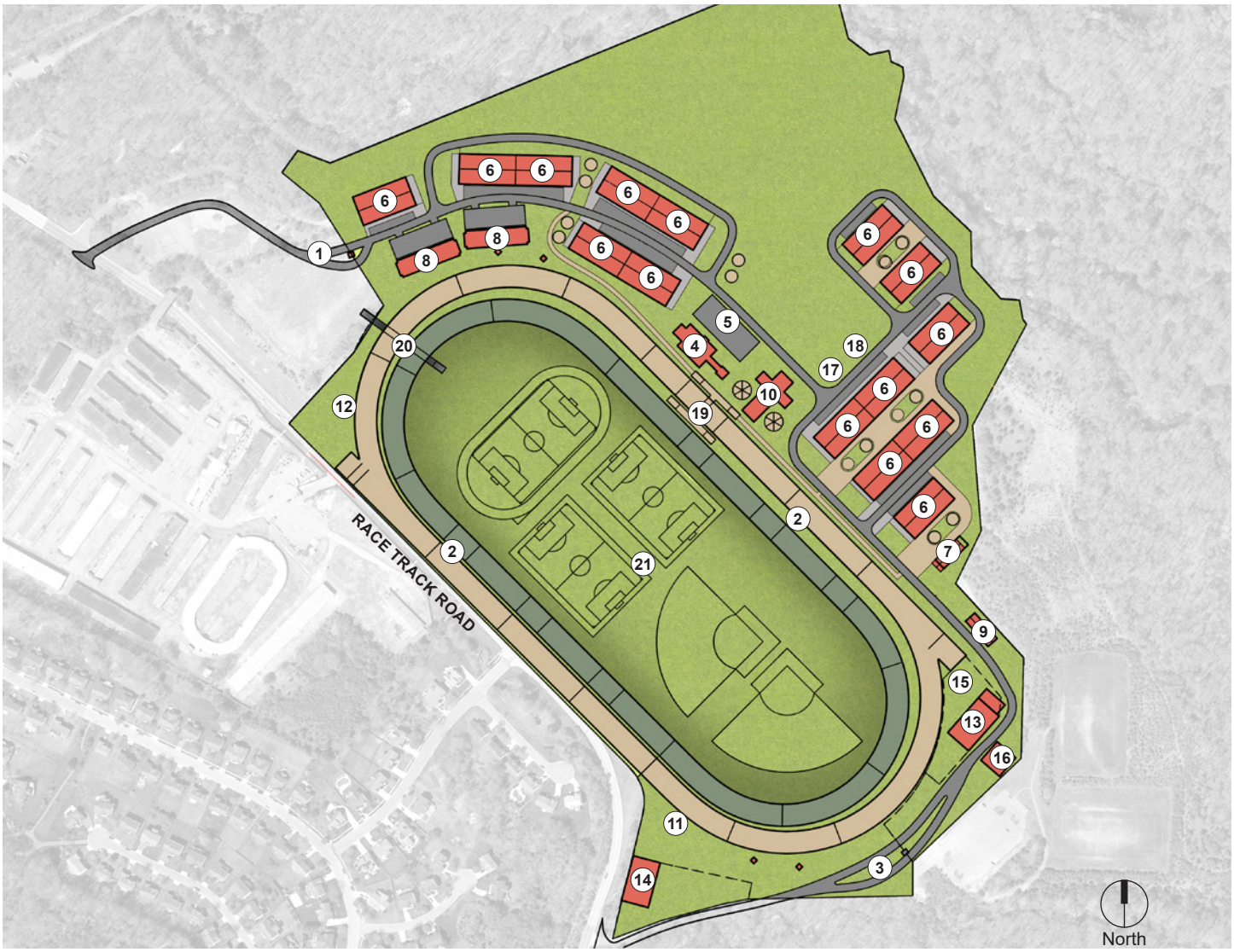
Key

1. Primary Entry
2. Tracks (1 mile Dirt + 7 furlong Turf)
3. Service / Emergency Entry
4. Training Center Administration
5. Paved Parking
6. Stall Barn (40 stalls Each) +640 Stalls Total
7. Pony Barn (16 stalls)
8. Dormitory (75 rooms)
9. Isolation Barn (12 stalls)
10. Veterinary Center
11. Clocker's Building / Outrider Shed
12. Outrider Shed
13. Track Maintenance
14. Site Maintenance
15. Harrow Yard
16. Manure Transfer Building
17. Vendors / Track Contractors
18. Trailer Parking

Shamrock Farm is an existing thoroughbred breeding farm located amongst the pastoral agriculture and farming communities of Carroll County. The selected area of study, which is a portion of the roughly 600 acre farm, has relatively no natural resource challenges. It is in convenient proximity to both where the majority of Maryland trainers live, south of the site, and to live racing at Pimlico. Liberty Road/ Route 26 connects the directly to Northern Parkway and Pimlico less than 40 miles east.

While rolling topography will require more earthwork to grade the flat tracks than other sites, it can be balanced through a more generous spacing of the training barns. Located on the outside of the track, there is no requirement to build tunnels for operational access to the barns or for the horses to circulate to train. This organic spacing will create an experience more consistent with smaller private horse farms, with more space to add up to 160 more stalls. Out of all the sites, Shamrock offers an idyllic setting where horses can live like horses.

Bowie Option 01



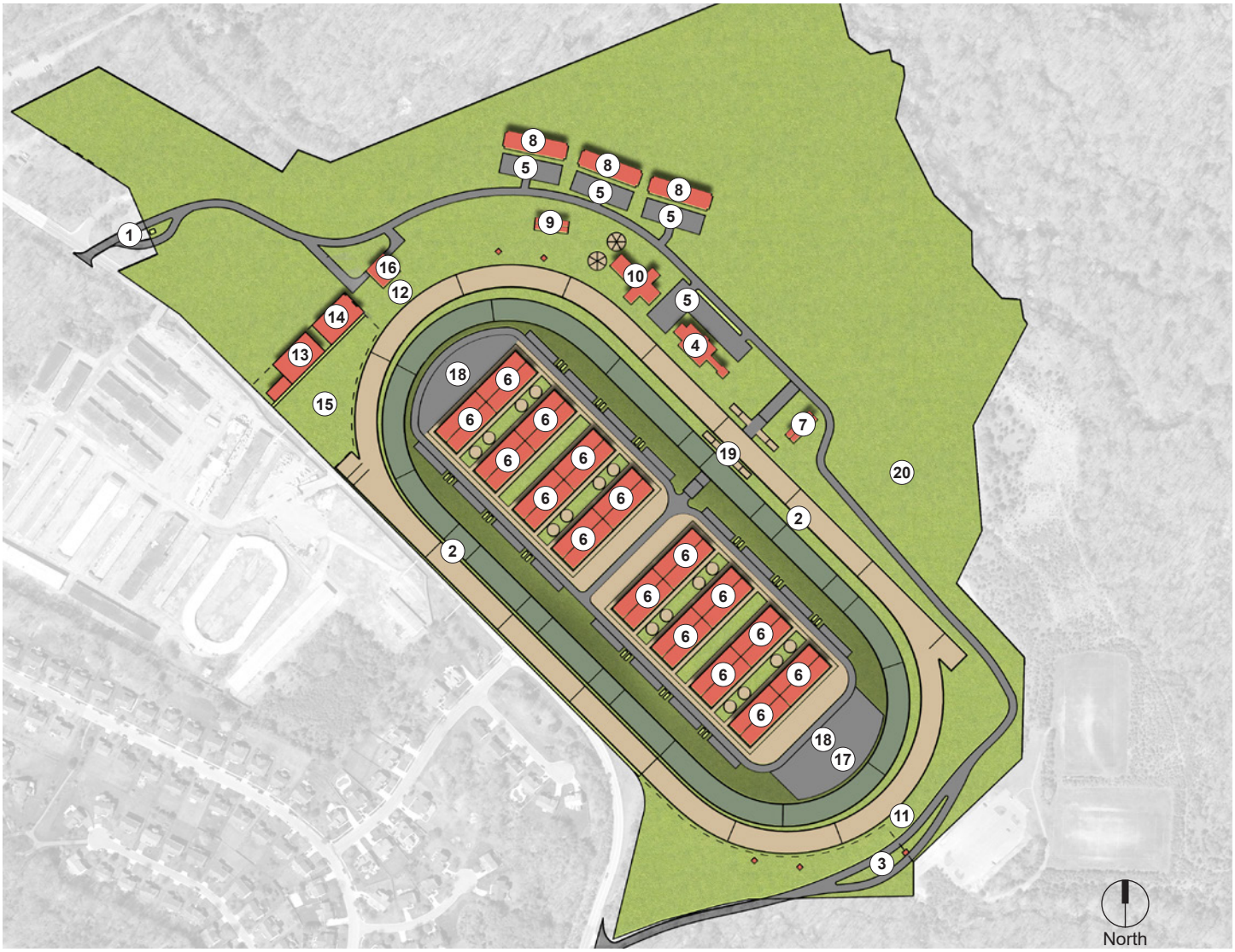
Key

1. Primary Entry
2. Tracks (1 mile Dirt + 7 furlong Turf)
3. Service / Emergency Entry
4. Training Center Administration
5. Paved Parking
6. Stall Barn (40 stalls Each) +600 Stalls Total
7. Pony Barn (16 stalls)
8. Dormitory (75 rooms)
9. Isolation Barn (12 stalls)
10. Veterinary Center
11. Clocker's Building / Outrider Shed
12. Outrider Shed
13. Track Maintenance
14. Site Maintenance
15. Harrow Yard
16. Manure Transfer Building
17. Vendors / Track Contractors
18. Trailer Parking
19. Tunnel #1 Equestrian
20. Tunnel #2 Pedestrian
21. Recreation & Sporting Fields (By others)

Bowie Option 1 takes into consideration potential partnership with Bowie State University to utilize the infield property for sports fields. **This option presents several challenges including the timing of the infield activities to not interfere with training operations, security of the training surfaces to ensure no hazards have incidentally accessed the surfaces** (pets, children, balls, etc.), **ongoing operations of both facilities with potential disturbance to the horses, and the cost to develop the infield venues, public access tunnel and parking.**

Additionally, the racing stables and support facilities are required to be located outside the track on the backstretch area which has significant grading requirements and some natural resource challenges. **This will limit the stabling to 600 with no expansion capability and also requires the distribution of maintenance facilities which would otherwise be grouped for efficiency.**

Bowie Option 02



Key

1. Primary Entry
2. Tracks (1 mile Dirt + 7 furlong Turf)
3. Service / Emergency Entry
4. Training Center Administration
5. Paved Parking
6. Stall Barn (40 stalls Each) +640 Stalls Total
7. Pony Barn (16 stalls)
8. Dormitory (50 rooms)
9. Isolation Barn (12 stalls)
10. Veterinary Center
11. Clocker's Building / Outrider Shed
12. Outrider Shed
13. Track Maintenance
14. Site Maintenance
15. Harrow Yard
16. Manure Transfer Building
17. Vendors / Track Contractors
18. Trailer Parking
19. Tunnel - Vehicular & Equestrian
20. Future Barns

Bowie Option 2 utilizes the infield for the training stables with each block featuring horse circulation, rolling boxes and landscape, with all vehicle circulation outside the stable blocks for safety. The barns are arranged in pairs of 40-stall units with bulkheads between to separate the air spaces. A 2-lane vehicle and 2-lane grade-separated horse tunnel provides access to the infield as well as the outside rail of the two training tracks. The back stretch area outside the track can support training stable expansion of 160 stalls.

Access is provided at both ends of the tracks and all the way through the site, with the north entrance being the primary secured entry point. This concept eliminates the challenges of Option 1 by eliminating the infield sports venues and limiting the development on the northeastern edge of the site where grading and natural resource permitting may create time and cost challenges.

06/

Pimlico Programming, Clubhouse and Illustrative Site Plans

Pimlico Program Summary

SITE DEVELOPMENT		
Main Track	1 mile Dirt	Synthetic Ready
Inner Track	7/8 mile Turf	
Camera Towers	4	
Dorms	Off-site, in the community	DHCD partnership
Preakness Winner's Circle		Historic cupola
Tote / Video Board	1	

CLUBHOUSE / GRANDSTAND		
Clubhouse	**137,085sf**	**INDOOR TOTAL**
Assembly & Spectators	107,650sf	5,200 spectators. Includes indoor and outdoor spaces. Public Restrooms
Circulation	28,915sf	Lobbies, Stairs, Elevators, Escalators
Food Service	11,650sf	Main Kitchen, Distributed F&B, Offices
Administration	4,600sf	
Operations & Support	29,820sf	Docks, Security, Storage, Parimutuel/Money, MEPT
Racing Operations	4,700sf	Officials, Stewards, Trainers, Media
Jockey's Quarters	12,000sf	
Paddock	16 stalls	
Walking Ring	1	
Winner's Circle	1	
Preakness Winner's Circle	1	Contains Historic Cupola
Horsemen's Offices & Lounge		

MAINTENANCE		
Track Maintenance Building	13,500sf	
Harrow Yard	1.5 acres	
Fuel Station	1	
Water Station	1	
Site Maintenance	13,500sf	

RACING OPERATIONS		
Total Racing/Training Stalls	560	12'x12'
Large Barn Module	80 stalls	Divided into tow(2) 40 stall air spaces under one roof
Small Barn Module	40 stalls	
Wash Stalls	1:10 stalls	11'x12'
Offices / Tack Rooms	1:5 stalls	
Feed / Hay Storage	1:10 stalls	
Restrooms	2	Individual Men & Women
Laundry / Utility	2	Water Heater, Fly Spray, Fire Riser/Pump
Fire Riser / Pump		
Preakness Stable Compound	20 horse stalls	20 Tack, Feed, and Storage Wash Stalls. Walking Ring
Receiving Barn	80 stalls	
Holding Barn	14 stalls	
Pony Barn	16 stalls	
Testing	4 stalls	
Isolation / Quarantine	12 stalls	
Clocker's / Viewing Platform Outrider Shelter	1	Include restrooms. Outrider shelter is covered space below
Outrider Shelter(s)	1	
Vendors / Track Contractors	2 acres	Bedding, tack, feed
Trailer Parking	24 spaces	1:24 stalls
Racing Office	1	
Kitchen and Dining	1	

Pimlico Clubhouse, Paddock & Customer Experience

The originally proposed Pimlico clubhouse program was developed to service a limited number of live racing days around the annual Preakness Stakes. As such, it did not include some support and patron spaces required for day-to-day racing operations. The consultant team revisited the original programming and that created for the 2021 Laurel master plan concept to create the updated program and diagrammatic plans presented here. Some of the key operational spaces that are now incorporated include jockey's facilities, broadcasting, mutuels/money room, racing administration, media facilities, spaces to accommodate daily live racing patrons, and other spaces.

With all of that said, the diagrams and photos that follow are intended for pricing and utilization. They do not represent architectural plans of what will be built in any way.

People want to be as close as possible to the scenes and the action in an event, whether it is the finish line, starting gate, the winner's circle, the paddock and walking ring, or the track. They desire to feel like they have experienced the whole package; as if they participated in the event, in the win or loss.

For the design concept, we have made the Paddock and the Winner's Circle a focal point, creating a theater connecting people and horses. The venue straddles the paddock offering two programmed venues at once. The venue offers the capacity to host large and small events including but not limited to large racing events, off track betting, full-service food and beverage, and community and private events. This provides the opportunity to maximize flexibility and revenue streams.

For a large racing event, both sides of the new clubhouse will operate simultaneously as one venue, offering a distinct experience blending the spaces together. For day-to-day operations, only the smaller south side will be activated to minimize staffing and operations costs and providing space availability in the north side to host other revenue-generating events.

The programmed capacity of the new clubhouse is 2,450 indoor and 2,750 outdoor including elevated terraces, terraces around the walking ring and the track apron.

The Clubhouse and Paddock experience will look to curate and incorporate the historical elements from the existing facilities such as the bas relief of 'The Great Race', timbers from the Old Grandstand, as well as other sculptures, artwork and murals, and other unique artifacts.

Clubhouse & Paddock Program

A. Clubhouse

Room / Functional Space	amount	sf	Occupants
Indoor Space			
Assembly Facilities	-	47,600	-
01 - OTB Simulcast	-	-	300
01 - Bar	-	-	200
01 - Flex Assembly / Hall	-	-	500
01 - Boxes	10	-	250
02 - Flex Hall	-	-	230
02 - Boxes	10	-	180
02 - Sports Bar Dining & Sports Book	-	-	250
03 - Sports Bar Dining	-	-	150
03 - Flex Assembly / VIP		-	390
Public Restrooms	-	9,800	
Food Service	-	11,650	-
Circulation - Customer Facing	-	28,915	-
Administration & Guest Services	-	4,600	-
Racing Support	-	4,700	-
Operations & Support / MEPT	-	29,820	-
Sub-Total		**137,085**	**2,450**
Outdoor Space			
Level 01 - Outdoor Terraced Seating	-	14,500	800
Level 02 - Outdoor Terraced Seating	-	7,450	330
Level 03 - Outdoor Terraced Seating	-	4,300	470
Level 03 - Open Terrace	-	5,000	250
Rooftop	-	19,000	900
Sub-Total		**50,250**	**2,750**
TOTAL GSF		**187,335**	**5,200**

B. Paddock & Racing Operations

Room / Functional Space	amount	sf	Occupants
Facilities			
Jockey's Quarters	-	12,000	-
Saddling Stalls (Racing & Outriders)	16	2,500	-
Owners / Trainers / MTHA	-	2,400	-
TOTAL GSF		**16,900**	**-**

Conceptual Diagram Basement Level

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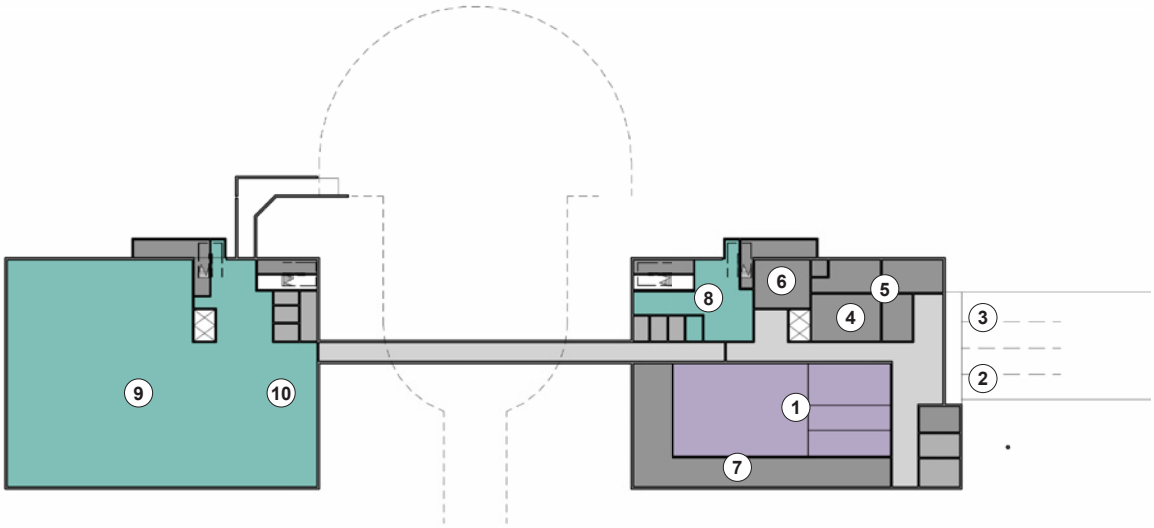

DAY-TO-DAY VENUE

SPECIAL EVENT VENUE

Programming

- Public Circulation
- Restrooms
- Spectator Facilities
- Food Service
- Retail
- Assembly & Hospitality
- Media Facilities
- Team and Event Facilities
- Administration
- Operations and Support
- M/E/P/T
- Support Circulation

Key

1. Commercial Kitchen
2. Loading Docks
3. Trash & Recycle
4. Security
5. Money, Vault & Sally Port
6. Laundry
7. Storage
8. Broadcast & IT Servers
9. Jockey's Quarters
10. Trainers, Owners, MTHA Lounge

The Basement Service Level includes Jockey's Quarters The Jockey's Quarters are re-imagined as a best-in-class full service athlete support facility with direct connection to the Paddock above. Owners, Trainers and Horsemen will also have a lounge accommodating race day socialization, operations and business.

On the Special Event Venue side is a full service commercial kitchen located directly below large, flexible event spaces at levels one, two, three and the rooftop.

Conceptual Diagram Level One

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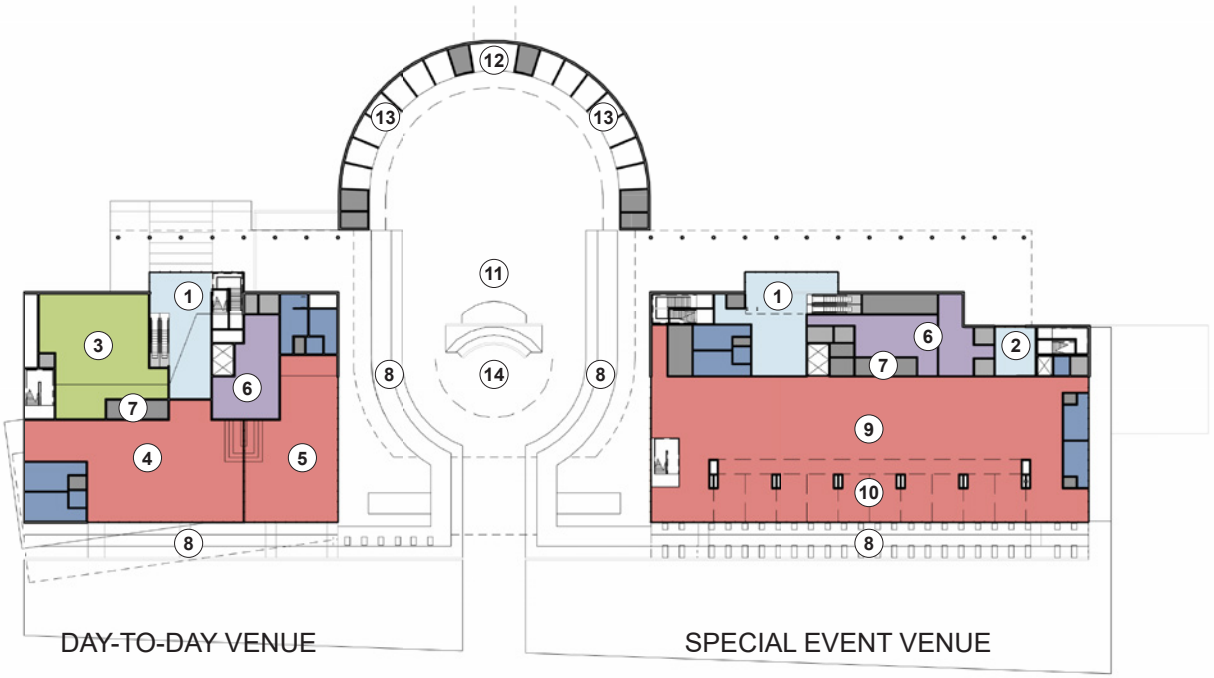

Programming

- Public Circulation
- Restrooms
- Spectator Facilities
- Food Service
- Retail
- Assembly & Hospitality
- Media Facilities
- Team and Event Facilities
- Administration
- Operations and Support
- M/E/P/T
- Support Circulation

Key

1. Main Entry & Gallery
2. Secondary Entry
3. Administration
4. OTB Simulcast
5. Bar
6. Kitchen
7. Mutuels
8. Outdoor Terraced Seating
9. Flexible Assembly / Event Hall
10. Flexible and Divisible Boxes
11. Paddock and Walking Ring
12. Saddling Stalls (14 total)
13. Outriders
14. Winner's Circle

The Main Level is designed to allow sports betting, tiered open aired paddock space and a multi-use flex space that can accommodate boxes through operable partition walls. This allows the venue to scale appropriately for race day and non-race day. There can be as many as 10 private boxes, or a combination of boxes create group party rooms, or when the walls are recessed, the space transforms into a large event hall accommodating 750 people. For a 500 person event, the flexible boxes can be used as breakout meeting rooms.

While the winner's circle is located within the Paddock & Walking Ring area, creating a dynamic space for pre and post race, the railings and tiers are envisioned to be portable to be able to more efficiently host non-racing community events.

Conceptual Diagram Level Two

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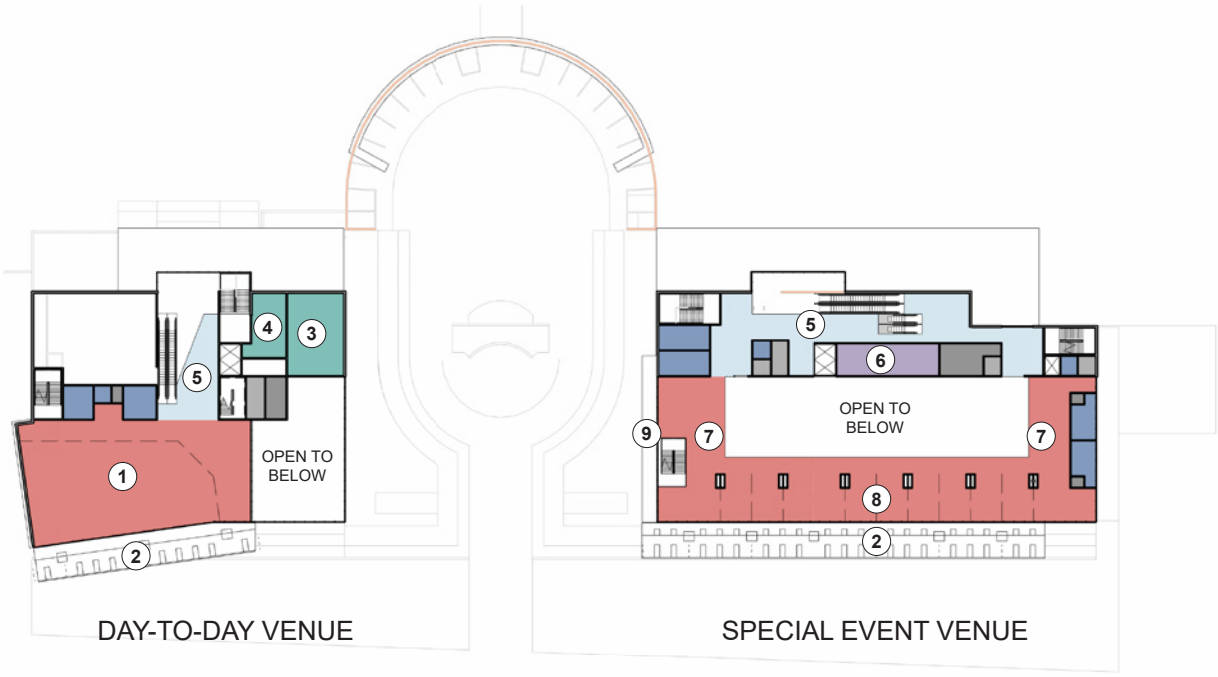


Programming

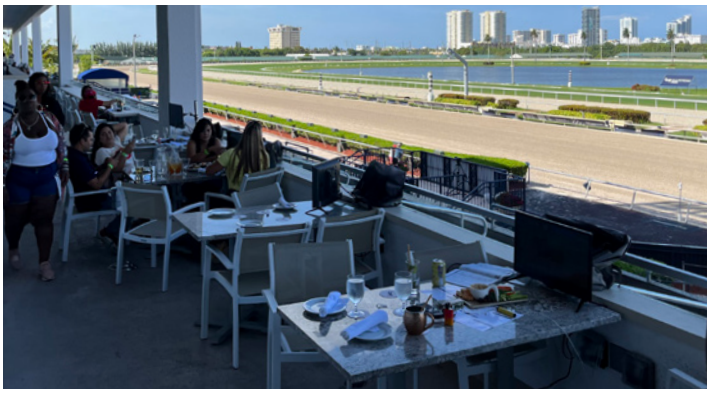
- Public Circulation
- Restrooms
- Spectator Facilities
- Food Service
- Retail
- Assembly & Hospitality
- Media Facilities
- Team and Event Facilities
- Administration
- Operations and Support
- M/E/P/T
- Support Circulation

Key

1. Sports Bar Dining & Sports Book
2. Outdoor Terraced Dining & Seating
3. Broadcast Studio
4. Broadcast Control
5. Lobby & Gallery Space
6. Kitchen
7. Flex Hall
8. Flexible & Divisible Boxes
9. Balcony

On the day to day side, a Sports Bar & Sports Book has convenient access up the escalators from the main entry, with overlooks into the bar below as well as out into the paddock venue. With views to both the track and paddock, the guests are immersed in the horse experience.

More boxes created with operable partitions are located on the Special Events side to accommodate owners, trainers and horsemen, with access to outdoor tiered seating terraces. When the operable partitions are removed, the venue transforms into a 410 person event space. With the large opening in the floor to below, there is potential to create a combined experience for over 1,000 people in a theater style setting.



Conceptual Diagram Level Three

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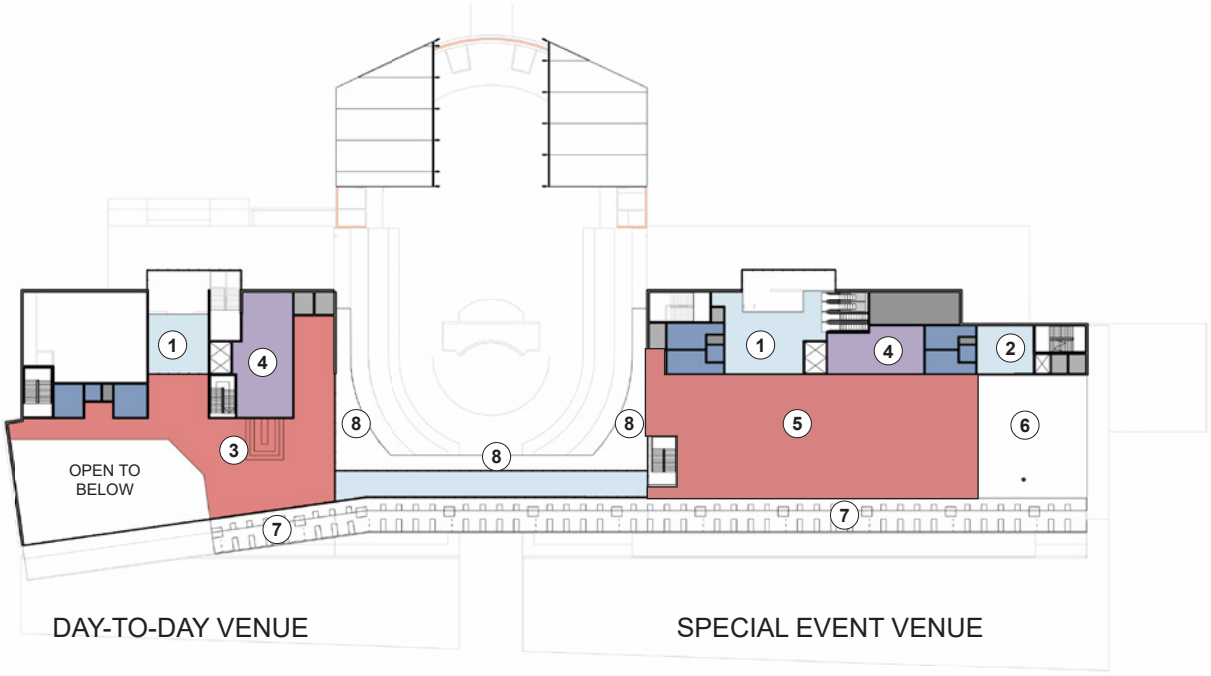


Programming

- Concourse / Prefunction
- Restrooms
- Spectator Facilities
- Food Service
- Retail
- Assembly & Hospitality
- Media Facilities
- Team and Event Facilities
- Administration
- Operations and Support
- M/E/P/T
- Support Circulation

Key

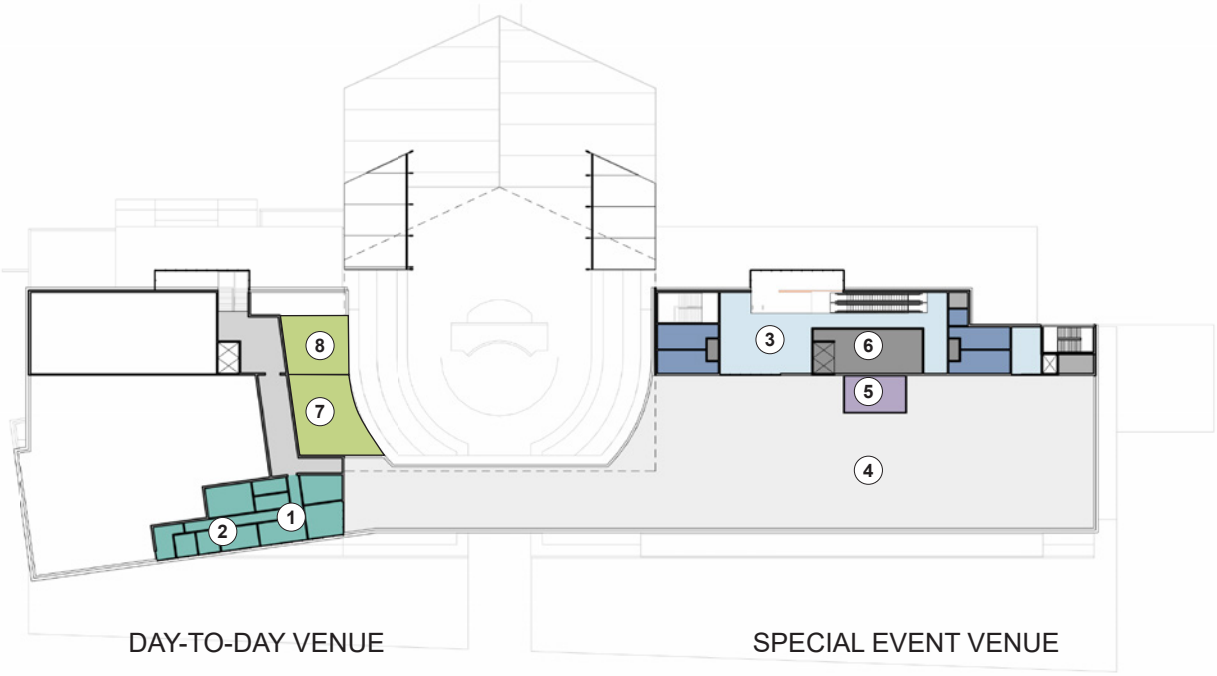
1. Lobby & Gallery Space
2. Secondary Entry
3. Sports Bar Dining
4. Kitchen
5. Upscale Dining & Flex Event Hall
6. Outdoor Event Deck
7. Outdoor Tiered Dining Terraces
8. Balcony

The third level provides more premium dining experiences on both sides of the venue. The Sports Bar Dining provides a more intimate setting, while still maintaining views to the track, the paddock, the sports book. Balconies on the paddock side and tiered seating on the track side allow for a full experience of the pageantry and excitement of a day at the races.

On the Special Events side a more exclusive and upscale venue is provided to accommodate up to 390 guests. An outdoor deck provides dramatic views of horses coming down the homestretch, and both venues have access to outdoor tiered dining terraces.

Conceptual Diagram Rooftop Level

FOR REFERENCE ONLY. THE CONTENT PROVIDED IS FOR CONCEPTUAL DEVELOPMENT AND DO NOT REFLECT FINAL ARCHITECTURAL SOLUTIONS



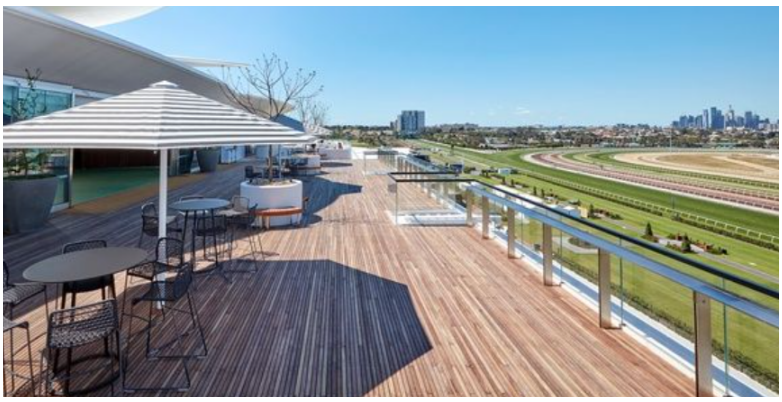
Programming

- Concourse / Prefunction
- Restrooms
- Spectator Facilities
- Food Service
- Retail
- Assembly & Hospitality
- Media Facilities
- Team and Event Facilities
- Administration
- Operations and Support
- M/E/P/T
- Support Circulation

Key

1. Stewards / Officials / Judges
2. Announcer / Timer / Camera / Press
3. Lobby & Gallery
4. Rooftop Event Space
5. Bar
6. Storage
7. MTROA Office
8. MTHA/MEDSTAR Office

The racing operations, judges, timer, stewards and officials are situated over the day to day building and centered on the finish line. The rooftop can accommodate over 900 guests and also provides both track and paddock views. Permanent amenities are limited to code minimums, but to provide a strong backbone for other food and beverage hospitality with temporary overlay during the Preakness and other large, but infrequent events.



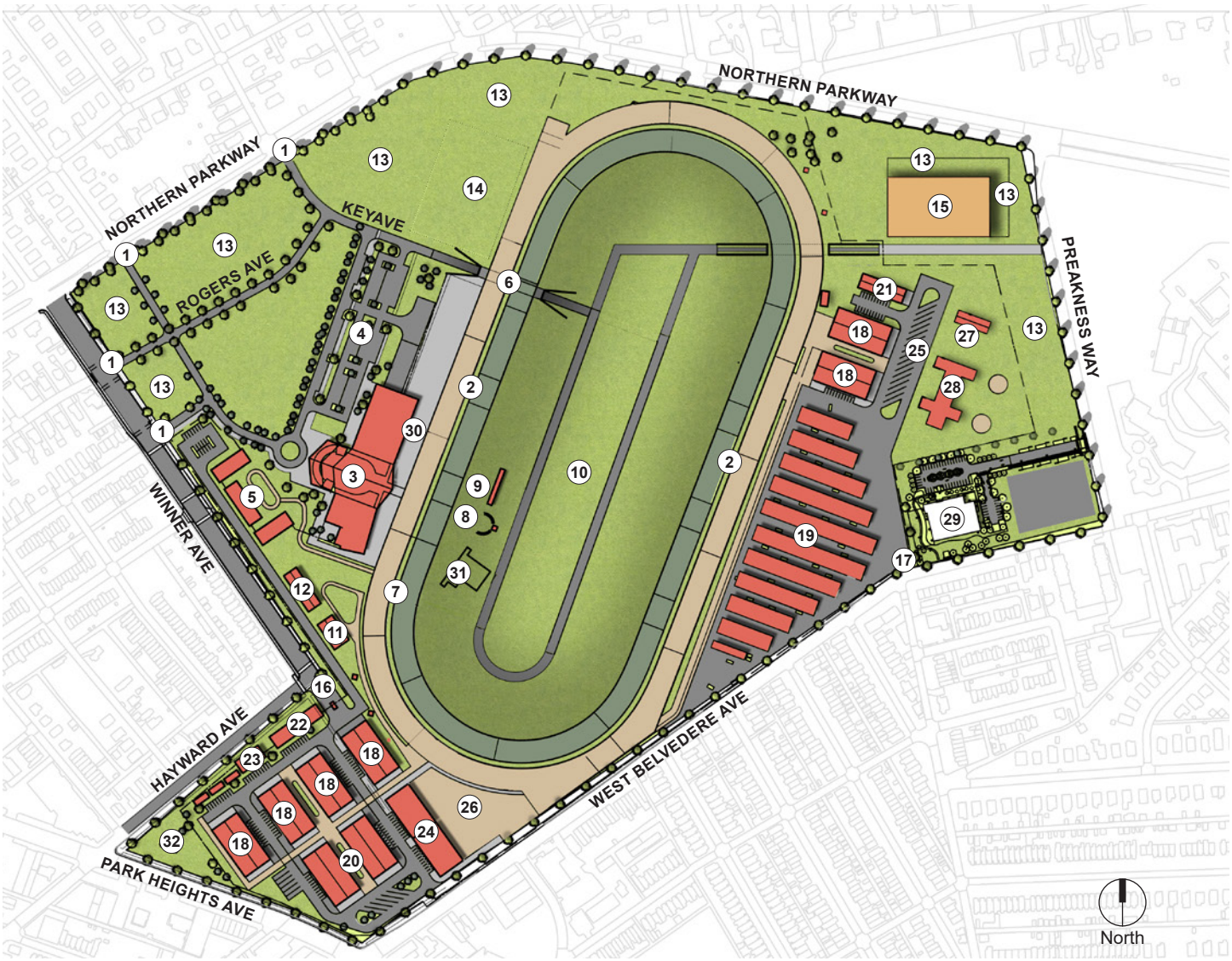
Preakness Program

The original target for Preakness capacity in multiple previous studies was 70,000 people.

TOTAL SITE/ FESTIVAL CAPACITY		71,000
CLUBHOUSE	**TOTAL CAPACITY:**	**16,200**
INDOOR ASSEMBLY		
Level 01 - OTB Simulcast	4,400	300
Level 01 - Bar	3,100	200
Level 01 - Flex Assembly / Bet Hall	9,300	500
Level 01 - Boxes	4,500	250
Level 02 - Flex Hall	4,600	230
Level 02 - Boxes	3,400	180
Level 02 - Sports Bar Dining & Sports Book	5,900	250
Level 03 - Sports Bar Dining	5,400	150
Level 03 - Upscale Dining / VIP	7,000	390
SUB-TOTAL	**47,600**	**2,450**
OUTDOOR ASSEMBLY		
Level 01 - Outdoor Terraced Seating	14,500	800
Level 02 - Outdoor Terraced Seating	7,450	330
Level 03 - Outdoor Terraced Seating	4,300	470
Level 03 - Open Terrace / VIP	5,000	250
Rooftop	19,000	900
Apron	47,700	6,500
Hotel Apron	40,200	4,500
SUB-TOTAL	**138,150**	**13,750**

INFIELD OVERLAY		
VIP HOMESTRETCH		4,800
INFIELD TURN 1		5,000
INFIELD TURN 3		5,000
INFIELD FESTIVAL		40,000
SUB-TOTAL		**54,800**

Pimlico Option 01



Key

1. Primary Entry
2. Tracks (1 mile Dirt + 7 furlong Turf)
3. Clubhouse & Paddock
4. Paved Parking
5. Preakness Compound (20 stalls)
6. Tunnel #1 Vehicular
7. Tunnel #2 Pedestrian
8. Preakness Winner's Circle
9. Tote / Video Board
10. Infield
11. Test Barn (4 Stalls)
12. Holding / Assembly Barn (14 stalls)
13. Future Development Parcels +12.75 total acres
14. Future Hotel Parcel (2.5 acres)
15. Future Parking Garage +200 cars/floor
16. Backstretch Entry
17. Service / Emergency Entry
18. Stall Barn (40 stalls Each) +240 Stalls Total
19. Renovated Stall Barns +320 Stalls Total
20. Receiving Barns (80 stalls)
21. Pony Barn (16 stalls)
22. Racing Office
23. Track Kitchen
24. Track & Site Maintenance
25. Trailer Parking
26. Harrow Yard
27. Isolation Barn (12 stalls)
28. Veterinary Center
29. Lifebridge Center for Hope
30. Apron
31. Existing Chalet
32. Future Public Park Parcel +0.75 total acres

The 110-acre Pimlico Race Course site is located primarily within residential neighborhoods, and is bordered by Sinai Hospital on the east. In 2016, LifeBridge Health purchased 20 acres from Maryland Jockey Club(MJC) on the east side of Pimlico Road. In 2022, LifeBridge completed construction of the Center for Hope at the corner of Pimlico Road and West Belvedere, utilizing approximately 4-acres of the 20-acres purchased. As a stakeholder in this planning process, LifeBridge favors connectivity to and through a redeveloped Pimlico. LifeBridge has further expressed willingness to exchange real estate and adapt their plan to enable the redevelopment of the Pimlico site as proposed, which could include the remaining 16-acres purchased from the MJC.

Given the changes in the proposed redevelopment program for Pimlico, specifically the desire to be a year around racing and training venue and the desire to house at least half of the required racing program's horses at Pimlico, the consultant team decided to take a step back from previous studies and reconsider changes to the existing track orientation. Although the **pinch points created between the track and Northern Parkway and Belvedere Avenue continue to restrict public circulation around the site and to the LifeBridge Health campus,** the team felt that re-examining the existing site layout could yield new opportunities or potentially significant development cost savings.

As previously determined in the Maryland Stadium Authority's Phase One and Phase Two studies of Pimlico, **all existing facilities, with the exception of the racing barns on the corner of Belvedere and Pimlico Road, have exceeded their service lives and need to be replaced.** This plan does contemplate the **renovation of approximately 320 existing stalls on the backstretch,** with all other facilities being newly constructed.

The tracks would remain in their existing location, orientation and length, however the tracks would be fully reconstructed to correct irregularities in the current geometry and incorporate modern transition turns, in an effort to create the safest possible racing conditions. Additionally, **it is recommended that the outer dirt track be engineered and constructed to be "synthetic-ready" in order to be quickly and economically converted to a synthetic cushion in the future.** The track infield would remain largely as it is today with minor improvements related to supporting the Preakness Stakes event overlay and the addition of a pedestrian tunnel at turn three connecting the infield to the proposed parking structure.

The new clubhouse will be positioned on the finish line roughly in the same location as the existing clubhouse, with an integrated paddock and walking ring as previously described.

Two points of public entry from Northern Parkway take visitors to the main clubhouse entry on the south and to the infield tunnel on the north on Key Avenue. Rogers Avenue would remain in its existing location to support parking and possible future development on the western edge of the site along Northern Parkway. Surface parking sufficient for day-to-day racing and event attendance will be developed adjacent to the new clubhouse. Further down the stretch near the exit of turn four is reserved for the future development of a track-side hotel. Outside of turn three at the intersection of Northern Parkway and Preakness Way is a proposed 1,000 space parking structure, serving both the needs of LifeBridge Health and Pimlico. The parking structure site is sufficient to include commercial/ retail wrapping the garage. **Other potential development acreage totals 15.25 acres, which is less than Option 2.**

The remainder of the Pimlico site is required for the racing operations programming, including the 560 racing stables, 80 receiving stalls, 20-stall stakes compound, and other support facilities. **The racing stables include 320 renovated stables** and 240 new stables split between the backstretch and the south end of the track at the corner of Hayward and Park Heights. **The track pinch point at West Belvedere bifurcates the stable area which is not ideal and the distance from the renovated and new backstretch stables to the holding/test barn and paddock is in excess of one-half mile from the north end, with much of that distance required to be covered on the dirt track which is not ideal.**

This master plan scenario presents several operational, experiential and land-use challenges that cannot be overcome through design:

1. **The new clubhouse faces a residential neighborhood vs. Northern Parkway making the creation of a grand public entrance difficult.**
2. **The track orientation creates pinch points at Northern Parkway and Belvedere, making on-site circulation difficult. If presented with this program and site as a greenfield, the consultant team would not orient the tracks as they are in this concept (the existing orientation).**
3. **The pinch points bifurcate the racing stables, replicating racing operations challenges currently faced at Pimlico, requiring long walking distances to the holding/test barn, paddock, and other facilities.**
4. **Keeping the tracks in their current location/ orientation does not save redevelopment cost since the tracks must be fully rebuilt in any scenario.**
5. **The maximum stabling capacity is 560 with 320 being the existing racing stables renovated to maintain the existing layout and capacity. These stalls may be of lower quality than the new racing stables.**

Pimlico Option 02

Key

1. Primary Entry
2. Tracks (1 mile Dirt + 7 furlong Turf)
3. Clubhouse & Paddock
4. Paved Parking
5. Preakness Compound (20 stalls)
6. Tunnel #1 Vehicular
7. Tunnel #2 Pedestrian
8. Preakness Winner's Circle
9. Tote / Video Board
10. Infield
11. Test Barn (4 Stalls)
12. Holding / Assembly Barn (14 stalls)
13. Future Development Parcels +13.75 total acres
14. Future Hotel Parcel (2.5 acres)
15. Future Parking Garage +200 cars/floor
16. Backstretch Entry
17. Service / Emergency Entry
18. Stall Barn (40 stalls Each) +560 Stalls Total
19. Clocker's Tower
20. Receiving Barns (80 stalls)
21. Pony Barn (16 stalls)
22. Racing Office
23. Track Kitchen
24. Track & Site Maintenance
25. Trailer Parking
26. Harrow Yard
27. Isolation Barn (12 stalls)
28. Veterinary Center
29. Lifebridge Center for Hope
30. Apron

The Pimlico Option Two concept revisits the 2021 master plan developed for the Maryland Stadium Authority. In this original planning concept, the racing operations were focused on the requirements to host the Preakness Stakes and a short racing festival utilizing a haul-in operations scenario for all horses other than those in the Preakness Stakes. The significant change in this Option Two concept is the addition of all the facilities required to support day-to-day training and year around racing operations,

The tracks are rotated to be parallel with Northern Parkway and West Belvedere, eliminating the current pinch points that inhibit on-site and off-site circulation. **The tracks would be fully reconstructed to correct irregularities in the current geometry and also incorporate modern transition turns, all in an effort to create the safest possible racing conditions.** Additionally, it is recommended that the outer dirt track be engineered and constructed to be "synthetic-ready" in order to be quickly and economically converted to a synthetic cushion in the future. The track infield would remain largely as it is today, open ground with infrastructure to supporting the Preakness Stakes event overlay and the addition of a pedestrian tunnel at turn three connecting the infield with the proposed parking structure.

The new clubhouse will be positioned on the finish line with a grand entry road bringing visitors from Northern Parkway directly to the main entry of the clubhouse. A second point of entry from Northern Parkway will take service vehicles and visitors directly to the infield tunnel at the north end of the homestretch. Surface parking sufficient for day-to-day racing and event attendance will be developed adjacent to the new clubhouse and have an alternate entry from Winner Avenue. Further down the stretch near the exit of turn four is reserved for the future development of a track-side hotel. Outside of turn three along Preakness Way is a proposed 1,000 space parking structure which would serve both the needs of LifeBridge Health and Pimlico. The parking structure site is sufficient to include some commercial/ retail wrapping the garage if desired. **Other potential development acreage totals 16.25 acres, which is more than Option 1.**

The remainder of the Pimlico site is required for the racing operations programming, including 560 racing stables, 80 receiving stalls, pony barn, holding/test barn, Pimlico Stakes compound, offices, veterinary center, maintenance, harrow yard and other support facilities. **The racing stables area features all new stables in a contiguous zone between the backstretch and West Belvedere.** Walking distance for all horses to the holding/test barn is less than one-half mile on horse paths outside the racing surfaces.

The receiving barns are located near the holding/test barn and paddock for the convenience of the haul-in horses and trainers and separation from the resident horse population. **All of the key support areas including the offices, veterinary center, holding/test and receiving barn are conveniently located between the racing stables and the clubhouse/paddock.**

This master plan scenario is the most efficient use of the available land while also resolving some of the key challenges of the Option 1 concept:

1. **The rotation of the tracks parallel with Northern Parkway and West Belvedere eliminate the pinch points both inside the site and in the public right of way.**
2. **The rotation of the tracks allows the new clubhouse entry to face Northern Parkway and the development of a grand entry experience.**
3. **The stable area features all new facilities within a contiguous zone with the farthest stable within one-half mile from the paddock.**
4. **The receiving barns can be better situated for easy day-of-racing access and separation from the resident horse population.**
5. **The veterinary center, stable offices, holding/test and other racing ops support spaces are better centralized and accessible in the Option 2 plan.**
6. **The potential development parcels along Northern Parkway are more uniform and the available acreage is at least one acre greater than the Option 1 concept.**

07/
Cost Estimates

Cost Estimates

The level of pricing of this cost estimate is representative of current day costs of construction for each of the proposed sites located in the Maryland area. It assumes a fair and reasonable rate of return for overhead and profit for the general contractor and subcontractors.

This cost estimate has been developed for comparative purposes and measurements are based on approximate quantity surveys as detailed as possible, relative to the level of design and available documentation. Where quantities are not available, assumptions have been made on historical references to similar projects recently estimated by RLB.

This cost estimate is an opinion of probable costs based on fair market value and is not a prediction of the anticipated low bid. RLB has no control over the costs of labor, material, the GC's or any subcontractor's method of determining price or competitive bidding and market conditions.

Assumptions: It is assumed construction will take place during normal hours.
Project will be bid by two separate contractors.
Procurement will be CM at risk.

Contingency: We include 10% for design contingency. This percentage will decrease as the design progresses.

Escalation: We include escalation to the start of construction. Escalation will is calculated using 6.5% per annum for 2023, 4.5% per annum for 2024 and 3.5% per annum for 2025. With an anticipated construction start date of 6/2025 for Pimlico, escalation is calculated at 7.32%. With an anticipated construction start date of 7/2024 for the training sites, escalation is calculated at 3.7%.

Exclusions: We do not include the following items in this estimate:

- Architectural Design Fees or other consultant fees.
- Site Acquisition Costs
- Impact or other Government costs.
- Costs resulting from owner requested changes or design changes.
- Utility company charges.
- Rock excavation.
- Any special testing requirements or inspection costs.
- Owner's commissioning/testing agent/third party services
- Swing space.
- Office/Dining/Bar furniture and equipment.
- Audio/visual devices, wiring, equipment. (rough-ins are included)
- Incoming fiber optics to site
- BGE transformers or primary circuits
- Sports betting equipment/system.
- Broadcasting/video/Scoreboard system & equipment.
- Timing System.
- Parking/event payment systems.
- After hours work.
- Historic preservation.
- Traffic light work.
- Starter equipment.
- Horse equipment (scales, etc.)
- Site Furnishings (benches, trash receptacles, bus shelter)
- Chalet relocation
- Artwork.

Additional Considerations: The following items are not included in the cost estimates but have been priced for reference:

- Parking Garage (MEDCO Partnership) = $29,205,000
- Workforce Housing (DCHD Partnership) = $25,000,000 for 150 rooms

Pimlico Option 01		
Item	Cost	Comments
Demolition	$11,219,967	
Clubhouse & Paddock	$87,054,862	
New Racing & Training Barns	$9,146,340	*240 Stalls*
Renovated Racing & Training Barns	$7,090,000	*320 Stalls in existing barns*
Other Fixed Structures	$18,982,520	*Backstretch buildings, tunnels, Preakness compound, etc*
Earthwork & Erosion Control	$4,846,083	
Racetracks (Existing Orientation)	$12,546,919	*Includes tote/video board. Costs for irrigation, drainage & synthetic ready base are included in Site Development*
Site Development	$47,956,472	*Utilities, lighting, irrigation, landscaping, paving, etc*
Sub-Total	$198,843,163	
General Requirements	$2,584,961	
General Conditions	$10,071,406	
Escalation	$15,481,766	
Design Contingency	$22,698,130	
Bonds & Insurance	$4,494,230	
Construction Manager Fee	$7,625,210	
Construction Contingency	$13,089,943	
Sub-Total	$76,045,646	
TOTAL	**$274,888,809**	

Pimlico Option 02		
Item	Cost	Comments
Demolition	$11,336,985	*Includes demolition of all buildings*
Clubhouse & Paddock	$87,054,862	
Racing & Training Barns	$21,341,460	*560 New Stalls in New Stall Barns*
Other Fixed Structures	$19,875,581	*Backstretch buildings, tunnels, Preakness compound, etc*
Earthwork & Erosion Control	$4,796,970	
Racetracks (Rotated)	$12,591,999	*Includes tote/video board. Costs for irrigation, drainage & synthetic ready base are included in Site Development*
Site Development	$47,826,771	*Utilities, lighting, irrigation, landscaping, paving, etc*
Sub-Total	$204,824,628	
General Requirements	$2,662,720	
General Conditions	$10,374,367	
Escalation	$15,947,478	
Design Contingency	$23,380,919	
Bonds & Insurance	$4,629,422	
Construction Manager Fee	$7,854,586	
Construction Contingency	$13,483,706	
Sub-Total	$78,333,199	
TOTAL	**$283,157,826**	

Training Center Sites

Mitchell Farm		
Item	Cost	Comments
Demolition	$210,737	
Clubhouse	$6,739,850	
Racing & Training Barns	$24,390,240	*640 Stalls*
Other Fixed Structures	$11,353,260	*Includes Vehicular and Equine Tunnels*
Earthwork & Erosion Control	$3,325,729	
Racetracks	$10,951,488	*Costs for irrigation, drainage & synthetic ready base are included in Site Development*
Site Development	$29,364,037	
Sub-Total	$84,671,085	
General Requirements	$1,100,724	
General Conditions	$4,288,590	
Escalation	$3,332,235	
Design Contingency	$9,339,263	
Bonds & Insurance	$1,849,174	
Construction Manager Fee	$3,137,432	
Construction Contingency	$5,385,925	
Sub-Total	$28,433,343	
TOTAL	**$113,104,428**	

Shamrock Farm		
Item	Cost	Comments
Demolition	$462,839	
Clubhouse	$6,739,850	
Racing & Training Barns	$24,390,240	*640 Stalls*
Other Fixed Structures	$7,066,260	*No tunnels*
Earthwork & Erosion Control	$8,501,876	
Racetracks	$10,776,888	*Costs for irrigation, drainage & synthetic ready base are included in Site Development*
Site Development	$28,986,913	
Sub-Total	$86,924,866	
General Requirements	$1,130,023	
General Conditions	$4,402,744	
Escalation	$3,420,932	
Design Contingency	$9,587,857	
Bonds & Insurance	$1,898,396	
Construction Manager Fee	$3,220,945	
Construction Contingency	$5,529,288	
Sub-Total	$29,190,185	
TOTAL	**$116,115,051**	

Bowie Option 01		
Item	Cost	Comments
Demolition	$574,619	
Clubhouse	$6,739,850	
Racing & Training Barns	$22,865,850	*600 Stalls (40 less than the other training center options)*
Other Fixed Structures	$12,636,070	*Includes Vehicular, Equine & Public Tunnels*
Earthwork & Erosion Control	$5,528,259	
Racetracks	$10,956,288	*Costs for irrigation, drainage & synthetic ready base are included in Site Development*
Site Development	$25,743,368	
Sub-Total	$85,044,304	
General Requirements	$1,105,576	
General Conditions	$4,307,494	
Escalation	$3,346,932	
Design Contingency	$9,380,430	
Bonds & Insurance	$1,857,325	
Construction Manager Fee	$3,151,262	
Construction Contingency	$5,409,666	
Sub-Total	$28,560,685	
TOTAL	**$113,602,978**	

Bowie Option 02		
Item	Cost	Comments
Demolition	$574,619	
Clubhouse	$6,739,850	
Racing & Training Barns	$24,390,240	*640 Stalls*
Other Fixed Structures	$11,689,260	*Includes Vehicular and Equine Tunnels*
Earthwork & Erosion Control	$3,509,295	
Racetracks	$10,956,288	*Costs for irrigation, drainage & synthetic ready base are included in Site Development*
Site Development	$26,801,102	
Sub-Total	$84,660,654	
General Requirements	$1,100,589	
General Conditions	$4,288,062	
Escalation	$3,331,824	
Design Contingency	$9,338,113	
Bonds & Insurance	$1,848,946	
Construction Manager Fee	$3,137,046	
Construction Contingency	$5,385,262	
Sub-Total	$28,429,842	
TOTAL	**$113,090,496**	

08/

Appendix & Resources

Training Center Site Analysis Data Sources

Bowie

GIS Document Research
- Collected
  - + State of Maryland GIS (Natural Resource Data)
  - + Prince George's County GIS (WSSC Utilities)
- Unavailable
  - + Utilities - Storm Drain, Gas & Dry Utilities
  - + Hazmat
- Other information sources
  - + Site Visit/Survey/Geotech Reports
  - + Previous Facility Managers
  - + Prince George's County (Infrastructure)
  - + MD State Highway Administration
  - + WSSC/Private Utility Companies
  - + Maryland Historic Trust

Mitchell Farm

GIS Document Research
- Collected
  - + State of Maryland GIS (Natural Resource Data)
  - + Harford County GIS (water, sewer)
- Unavailable
  - + Utilities - Storm Drain, Gas & Dry Utilities
  - + Hazmat
- Other information sources
  - + Property Owner
  - + Site Visit/Survey/Geotech Reports
  - + Pending Site Development Plans
  - + Harford County (Infrastructure)
  - + MD State Highway Administration
  - + Private Utility Companies
  - + Maryland Historic Trust

U.S. Naval Academy Dairy Farm

GIS Document Research
- Collected
  - + State of Maryland GIS (Natural Resource Data)
  - + Anne Arundel County GIS (water, sewer, storm)
  - + Maryland Horsepark Study (circa 2005)
- Unavailable
  - + Utilities - Dry Utilities
  - + Hazmat
- Other information sources
  - + Site Visit/Survey/Geotech Reports
  - + USNA/DOD Site Managers
  - + AnnCounty (Infrastructure)
  - + MD State Highway Administration
  - + Private Utility Companies
  - + Maryland Historic Trust

Fair Hill

GIS Document Research
- Collected
  - + State of Maryland GIS (Natural Resource Data)
  - + Cecil County GIS (WSSC Utilities)
  - + MD DNR Special Event Zone Construction Documents
- Unavailable
  - + Utilities - Dry Utilities
  - + Hazmat
- Other information sources
  - + Site Visit/Survey/Geotech Reports
  - + MD DNR Site Managers
  - + Existing Training Facility Managers
  - + Cecil County (Infrastructure)
  - + MD State Highway Administration
  - + MES (Fire Suppression System)
  - + MDE (Water Appropriations)
  - + Private Utility Companies
  - + Maryland Historic Trust

Shamrock Farm

GIS Document Research
- Collected
  - + State of Maryland GIS (Natural Resource Data)
  - + Carroll County GIS (Utilities)
- Unavailable
  - + Utilities - Storm Drain, Gas & Dry Utilities
  - + Hazmat
- Other information sources
  - + Site Visit/Survey/Geotech Reports
  - + Property Owner
  - + Carroll County (Infrastructure)
  - + MD State Highway Administration
  - + Maryland Historic Trust

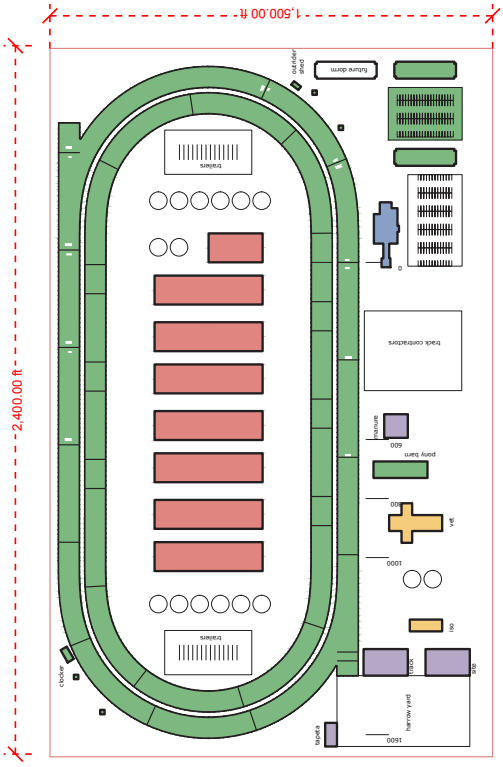
Minimum Training Center Site - 85 acres

When the Mitchell Farm property was proposed to be a candidate site for further study, there was only around 64 acres that was initially available. The design team studied what the minimum acreage would be to accommodate a 1 mile track, stables for 600 racing and training horses and the other recommended training center program to accommodate those horses and horsemen. It was determined that approximately 85 acres was the bare minimum.

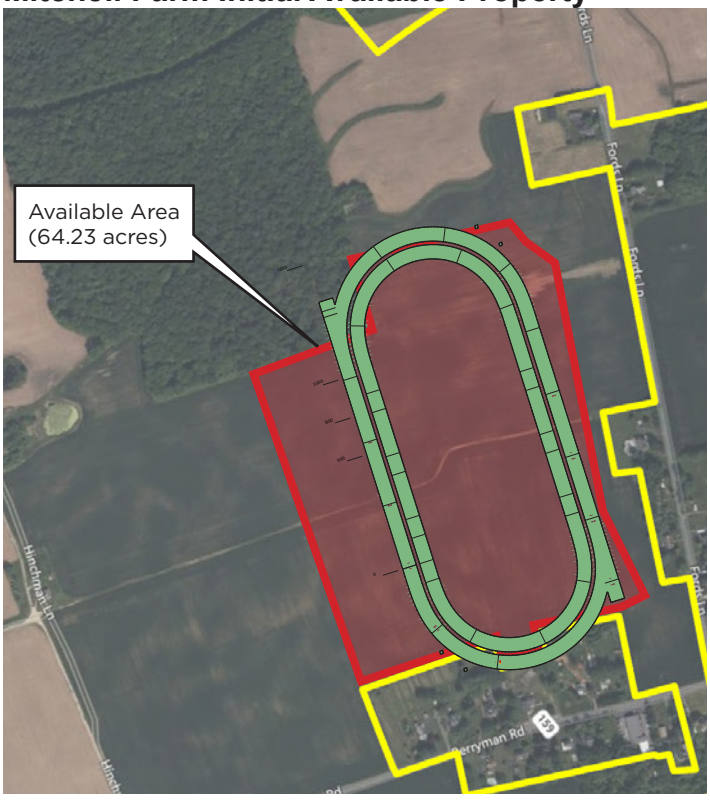
Through discussions with the owner the team learned that the originally proposed mega-warehouse district was not well received by the community and that the owner was revising his plan to accommodate light industrial. At the time of the report the development is under a moratorium and can't move forward without approval from the community, which would like to see preservation of green space and non-industrial projects. These factors has loosened the owner's restriction of the development site so while we studied the 85-acre option, it was not ideal due to wetland and natural resource mitigation requirements.

A larger site boundary gives the property more flexibility in laying out the track and program components. With around 100 acres of available land, there's potential for growth. The design team and other sources feel there may be more acreage to add to this candidate site to help the landowner sell/lease the remainder of the property.

Toolkit Test Fit



Mitchell Farm Initial Available Property

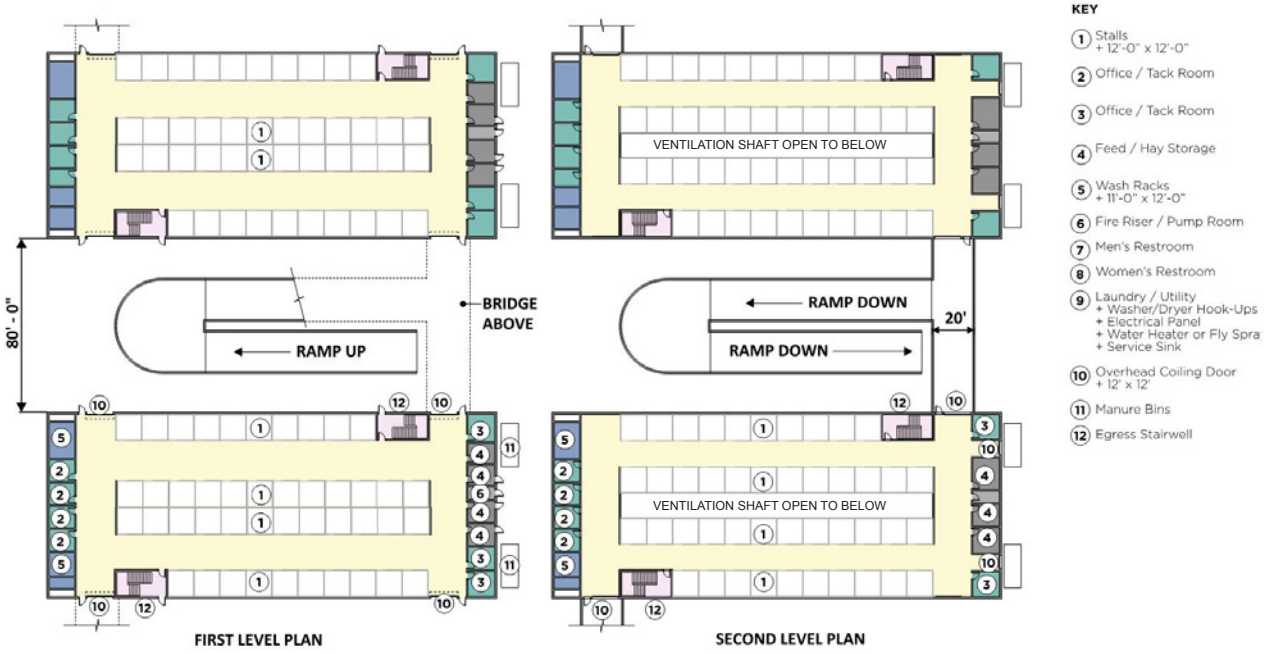


Mitchell Farm 85 acre option

Two-Story Barn Study

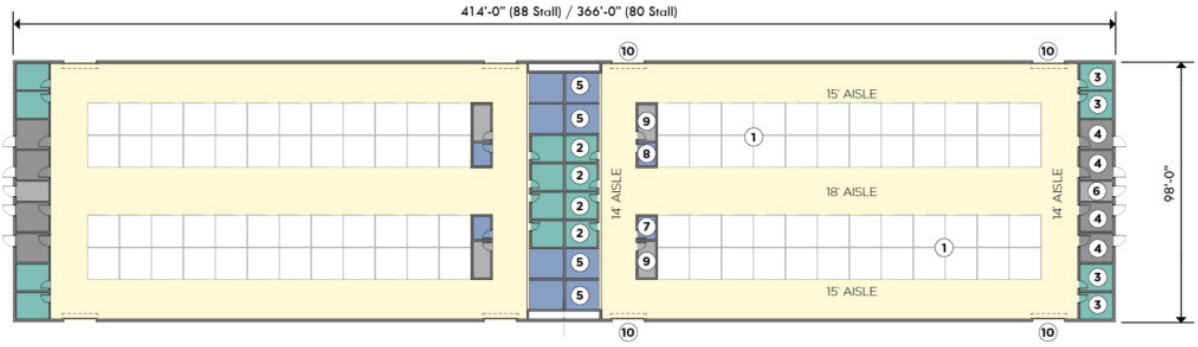
88 Stall 2-Level Racing/Training Barn Plan

FOR REFERENCE ONLY. THE CONTENT PROVIDED IS FOR CONCEPTUAL DEVELOPMENT AND DO NOT REFLECT FINAL ARCHITECTURAL SOLUTIONS



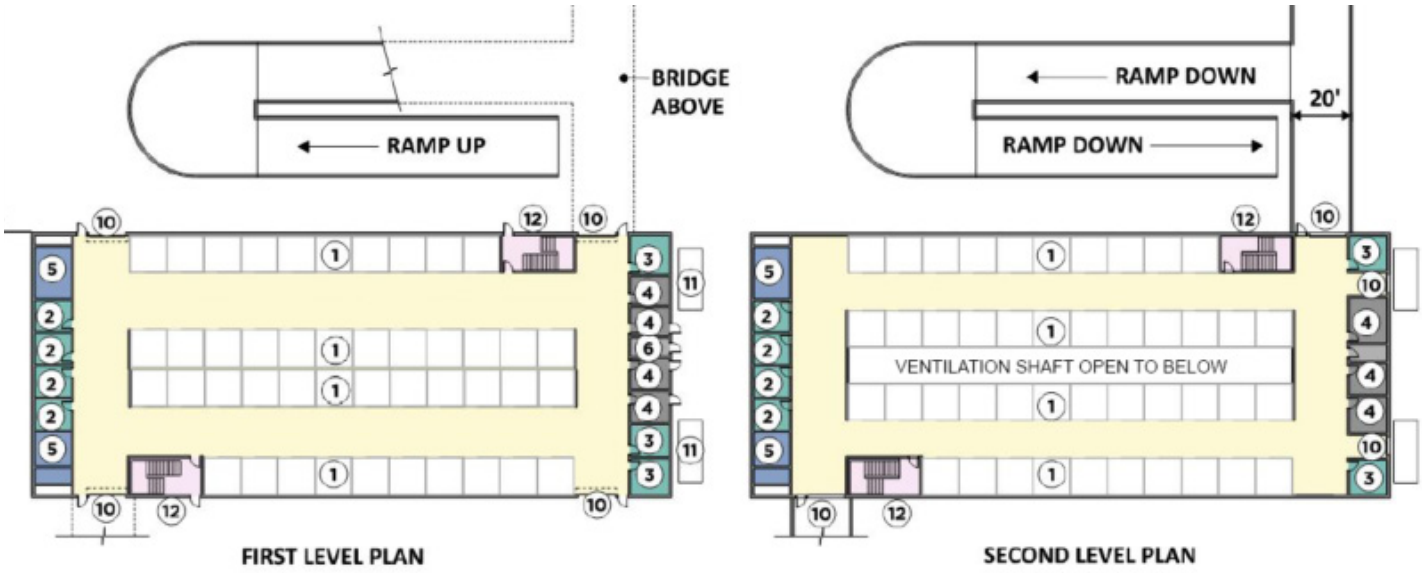
88 Stall 2-Level Racing/Training Barn

Two-Story vs. One-Story Barn Cost Comparison



Single Level
Pre-Engineered Structure / Fabric Roof

$39,032/stall
1,000 Stalls = $39,032,000

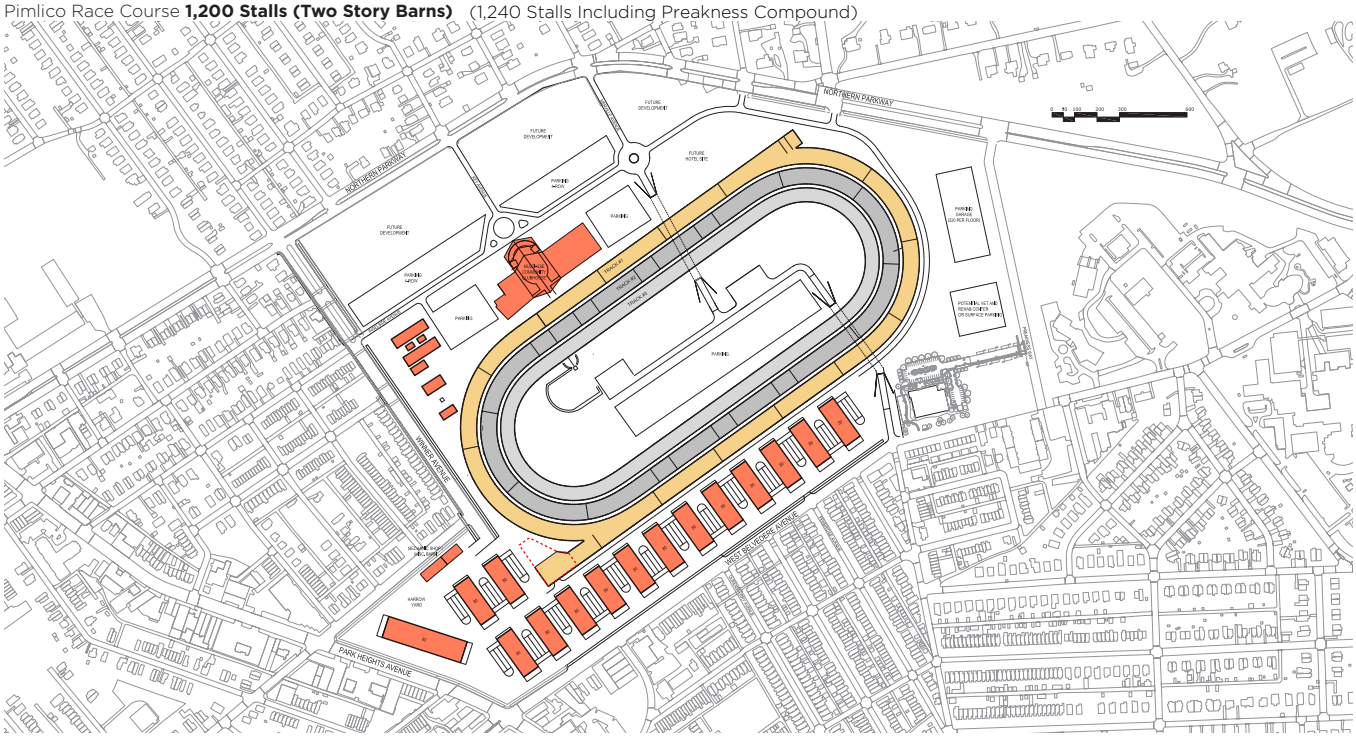


Two Level
Concrete Structure / Pre-Engineered Roof

$65,873/stall
1,000 Stalls = $65,873,000
Delta = $26,841,000

Pimlico Studies

Pimlico Race Course **1,200 Stalls (Two Story Barns)** (1,240 Stalls Including Preakness Compound)



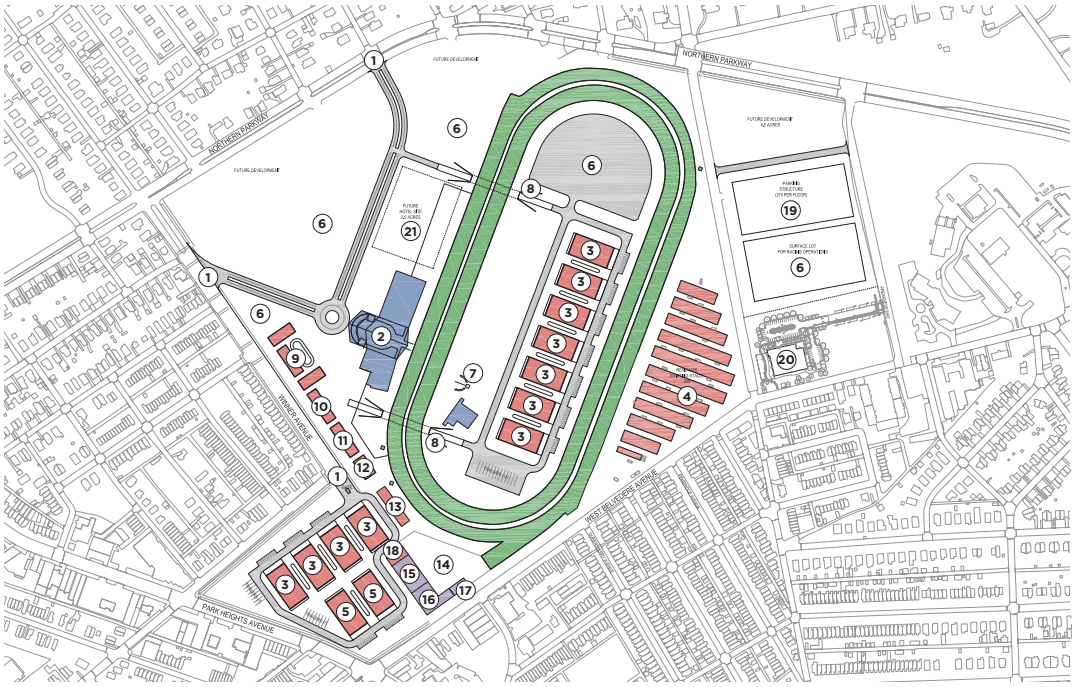
Maryland Thoroughbred Racetrack Operating Authority Consultant Team Update 09.08.23

POPULOUS

Pimlico Race Course **Non-Rotated Track - 894 Stalls**

KEY

1. Primary Points of Entry
2. Clubhouse
3. Stall Barn (40 Stalls Each) +440 Stalls Total
4. Renovated Stall Barns +320 Stalls Total
5. Receiving Barn (80 Stalls)
6. Paved Parking Lot
7. Preakness Winner's Circle
8. Infield Tunnel
9. Preakness Compound (20 Stalls)
10. Pony Barn (16 Stalls)
11. Holding Barn (14 Stalls)
12. Test Barn/ Vet Building (4 Stalls)
13. Racing Office
14. Harrow Yard (1.4 acres)
15. Track Maintenance
16. Site Maintenance
17. Tapeta
18. Kitchen
19. Parking Structure (288 per floor)
20. Lifebridge Center for Hope
21. Future Hotel Site (2.5 acres)



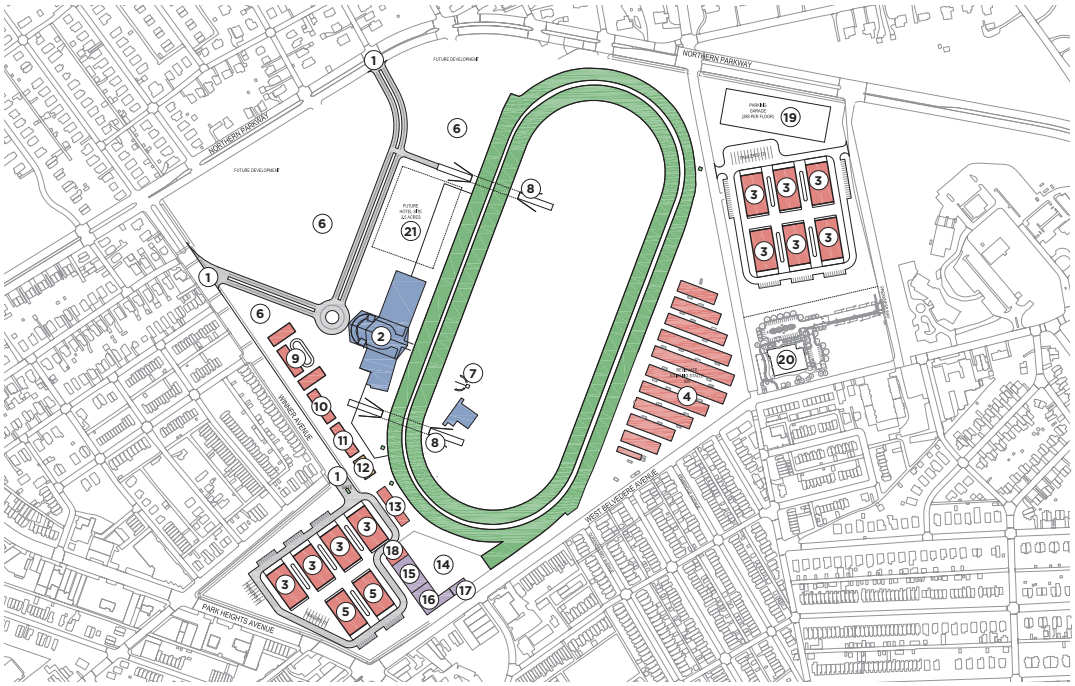
Maryland Thoroughbred Racetrack Operating Authority Site Plan 10.5.23

POPULOUS

Pimlico Race Course **Non-Rotated Track - 854 Stalls**

KEY

1. Primary Points of Entry
2. Clubhouse
3. Stall Barn (40 Stalls Each) +400 Stalls Total
4. Renovated Stall Barns +320 Stalls Total
5. Receiving Barn (80 Stalls)
6. Paved Parking Lot
7. Preakness Winner's Circle
8. Infield Tunnel
9. Preakness Compound (20 Stalls)
10. Pony Barn (16 Stalls)
11. Holding Barn (14 Stalls)
12. Test Barn/ Vet Building (4 Stalls)
13. Racing Office
14. Harrow Yard (1.4 acres)
15. Track Maintenance
16. Site Maintenance
17. Tapeta
18. Kitchen
19. Parking Structure (288 per floor)
20. Lifebridge Center for Hope
21. Future Hotel Site (2.5 acres)



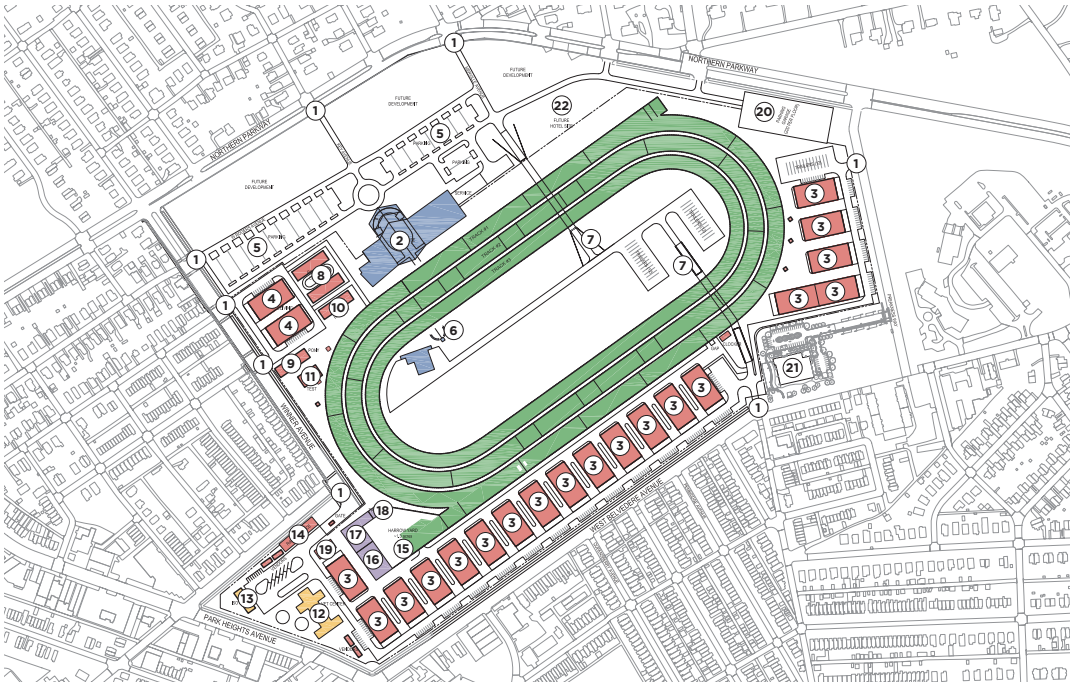
Maryland Thoroughbred Racetrack Operating Authority Site Plan 10.5.23

POPULOUS

Pimlico Race Course **902 Stalls**

KEY

1. Primary Points of Entry
2. Clubhouse
3. Stall Barn (40 Stalls Each) +760 Stalls Total
4. Reciving Barn (80 Stalls)
5. Paved Parking Lot
6. Preakness Winner's Circle
7. Infield Tunnel
8. Preakness Compound (20 Stalls)
9. Pony Barn (16 Stalls)
10. Holding Barn (14 Stalls)
11. Test Barn (4 Stalls)
12. Vet Center
13. Isolation Barn (8 Stalls)
14. Racing Office
15. Harrow Yard (1.3 acres)
16. Track Maintenance
17. Site Maintenance
18. Tapeta
19. Kitchen
20. Parking Structure (220 per floor)
21. Lifebridge Center for Hope
23. Future Hotel Site



Maryland Thoroughbred Racetrack Operating Authority Site Plan 10.5.23

POPULOUS