

# The Opportunity for a Renovated MARC Station at The Maryland Jockey Club at Laurel Park

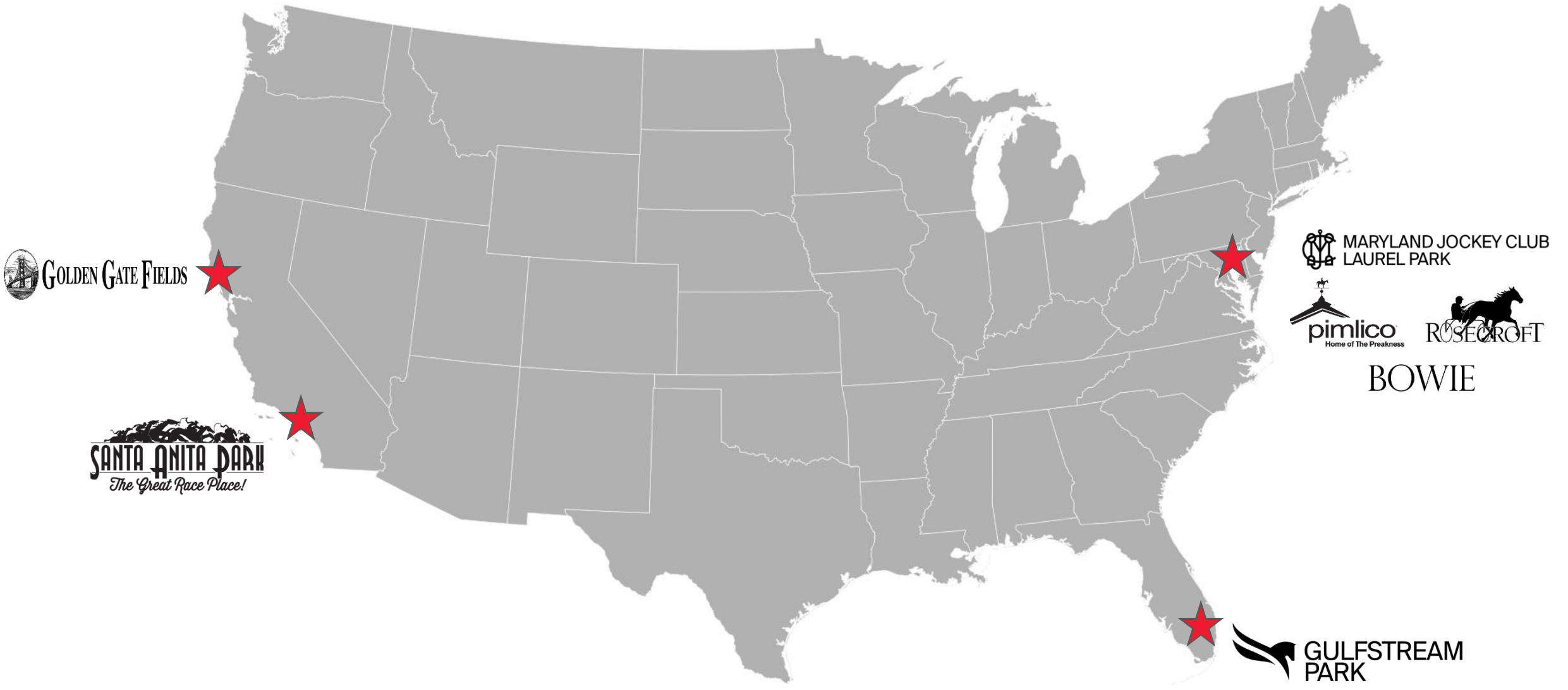
Presented by Mark Thompson  
1/ST Properties



1/ST PROPERTIES

# 1/ST Properties

# 1/ST RACING: A NATIONAL PORTFOLIO OF TOP RACE TRACKS





# 1/ST Properties

# 1/ST RACING: COMPETITIVE STRATEGY

1/ST Racing provides...

→ Industry-leading, experiential entertainment

→ Modernized racing facilities

→ Cutting edge digital horse wagering

1/ST Properties develops...

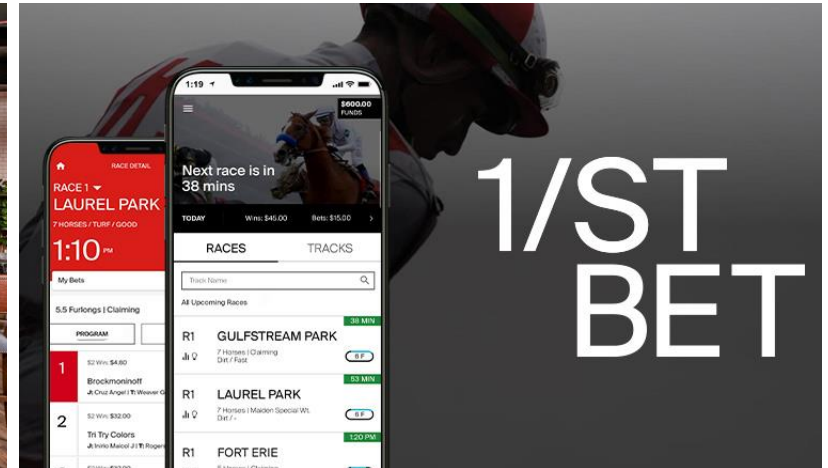
→ Active entertainment communities that create synergy with our core business



EXPERIENTIAL ENTERTAINMENT



MODERN FACILITIES

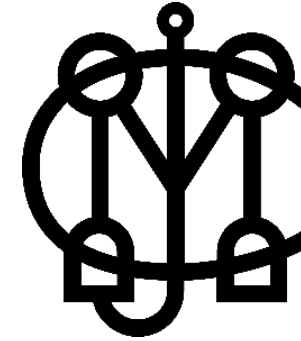


DIGITAL WAGERING

# 1/ST Properties



## THE MARYLAND JOCKEY CLUB

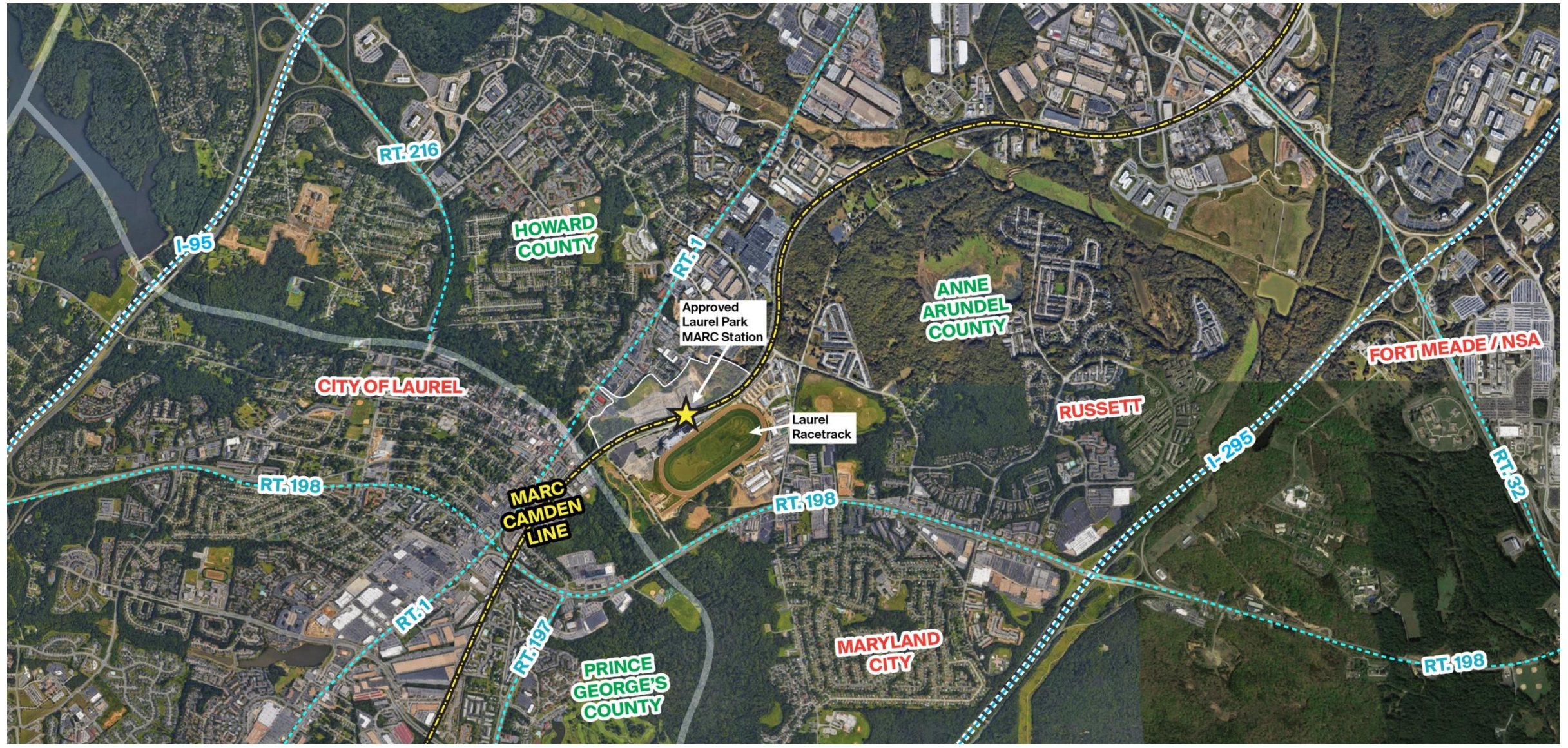


Pimlico / Laurel Park / Rosecroft / Bowie

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- Founded in 1743
- Presidents George Washington & Andrew Jackson were members
- Owns the Preakness Stakes, Pimlico, Maryland Jockey Club at Laurel Park, Bowie Training Track, and Rosecroft Raceway
- Owned & operated by The Stronach Group since 2007
- The Stronach Group is investing and growing racing in Maryland









**ACRES**

Total: 350

→ Howard: 63

→ Anne Arundel: 287

**CLUBHOUSE**

→ Built in 1911

→ 412,000 SF

**OPERATIONS**

→ Open Days: 362

→ Racing Days: 168

→ Training Days: 363

→ MJC Employees: 440

→ Backstretch Employees: 600-800

→ Equine Athletes: 900+





## Scale

One of the largest contiguous parcels in HoCo:

- 63 Total Acres
- 25 Acres of Open and Recreation Space

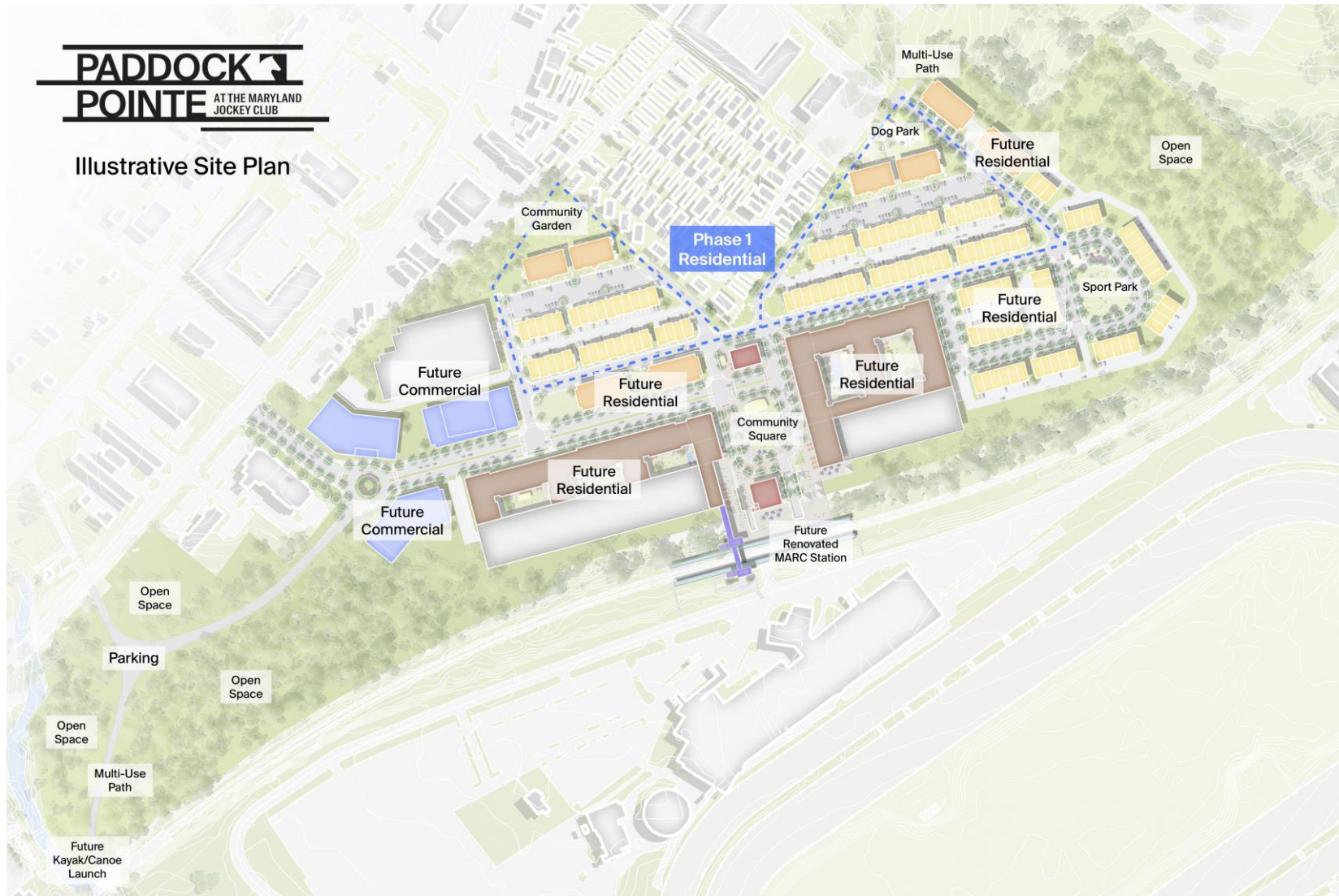
## Program

Transit Oriented Development Zoning:

- 1,000 Residential Units
- 650,000 Square Feet of Commercial Uses
- 127,000 Square Feet of Retail Uses







## PHASE 1 RESIDENTIAL

- 64 Elevator Building Condos
- 156 2-over-2 Townhouse Style Condominiums
- 220 Units Total
- Community Garden

## PHASE 2 RESIDENTIAL

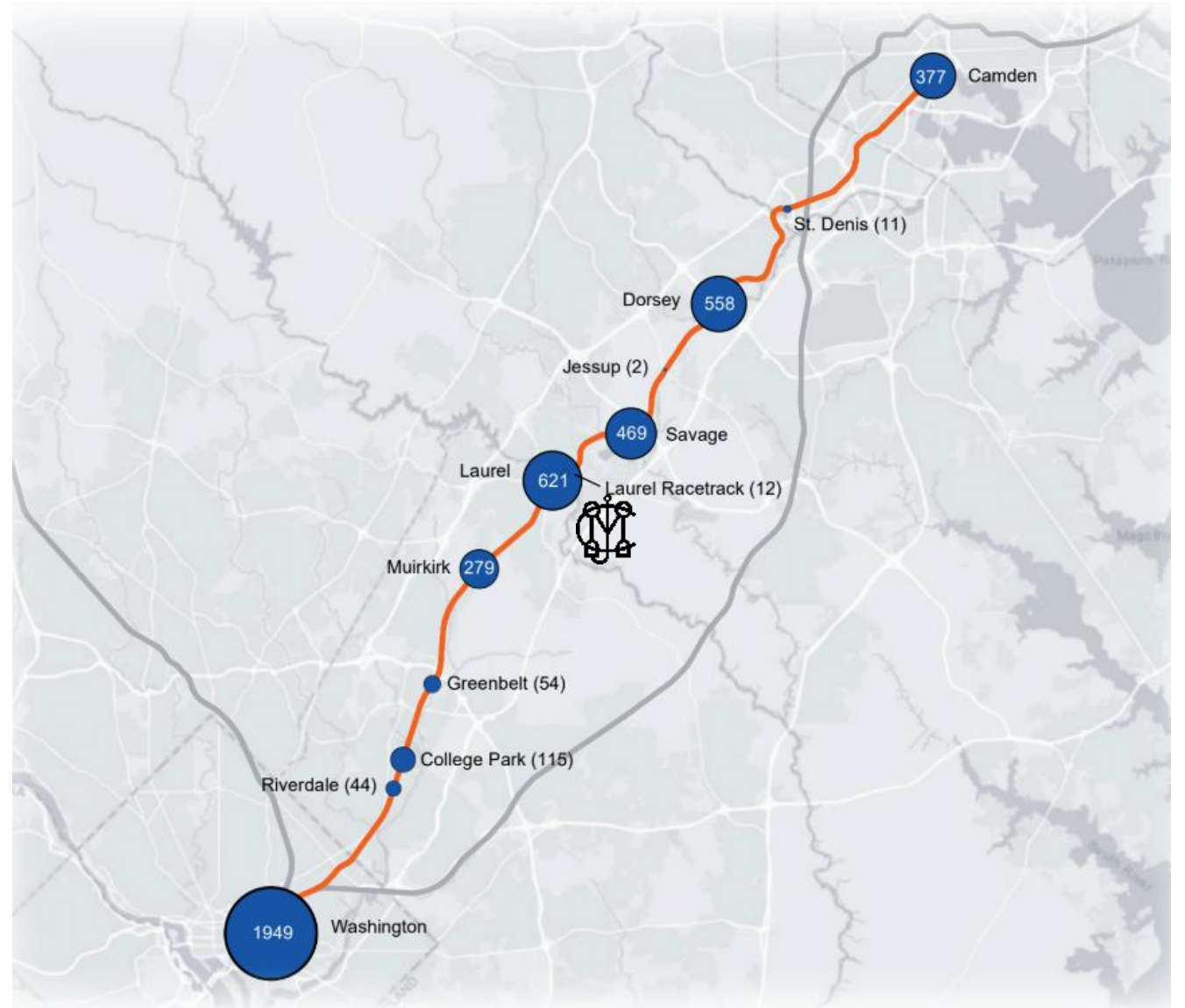
- 260 Multi-family Rental Units
- Community Square

## ADDITIONAL AMENITIES

- Kayak/Canoe Launch on Patuxent River
- Dog Park
- Fitness Park
- Multi-use Paths
- Redeveloped Maryland Jockey Club
- Renovated MARC Station



- The Maryland Jockey Club at Laurel Park is located centrally between Baltimore and Washington, DC making it ground zero for commuters.
- There is a lack of north-south transit options to each of these major job centers.





# 1/ST Properties

## MARC Train Service in the City of Laurel

- The City of Laurel station is the busiest non-terminal station with average weekday boardings of 621 passengers.
- Ridership growth, however, is limited by a lack of adequate parking. Thirty percent of commuters cite parking problems at this station.
- Currently, the City of Laurel MARC stop has 1.4 riders per parking spot, one of the highest oversubscription rates in the MARC system.
- Furthermore, parking lots periodically flood from the adjacent Patuxent River.





## An Opportunity for Ridership Growth



- There is an underutilized, existing “flag” station at the Maryland Jockey Club at Laurel Park one half mile to the north.
- A Memorandum of Understanding between CSX and MTA has been executed for renovations to the station and upgraded service to include 3 designated stops to Washington D.C. in the morning and 3 returns in the evening.
- New capacity will result in added ridership and supplement the existing over-crowded station at the City of Laurel.



# 1/ST Properties



## New Demand Drivers

→ A renovated station will be supported by the adjacent development of Paddock Pointe with a dense mix of residential, retail and commercial uses. This major redevelopment will spur additional improvements and growth in North Laurel along the Route 1 corridor.



→ In 2020, state legislation was passed that will fund the redevelopment of the Maryland Jockey Club at Laurel Park. The \$150 million program will include a new clubhouse, new track surfaces and redeveloped backstretch facilities.



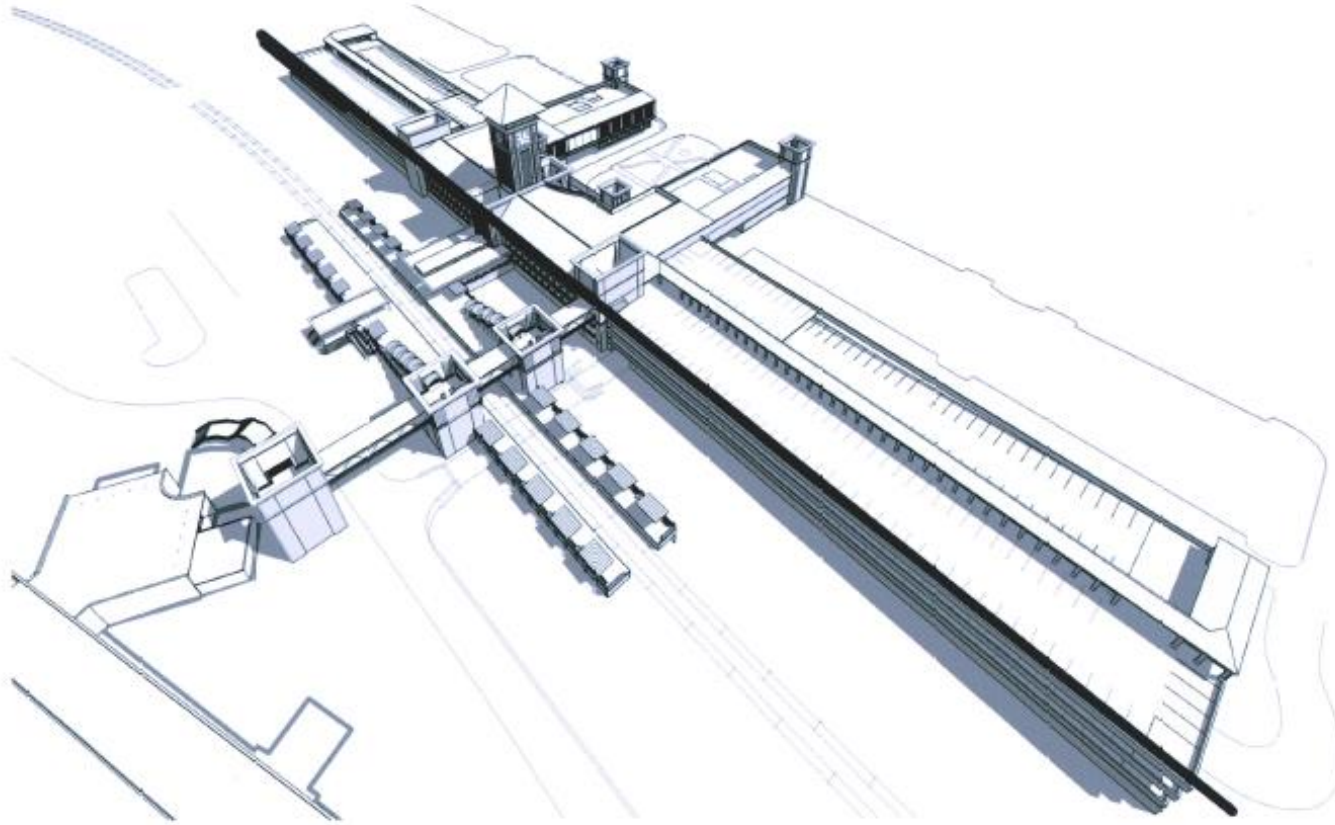
## Current Conditions: Deplorable!



- The existing Laurel Race Track station is in poor condition and doesn't meet current customer expectations.
- A lack of consistent service has limited ridership growth.



## Design Evolution: Original Concept



- Initial plans called for an extensive buildout featuring a 145,000 square foot office building with 1,000 parking spaces. It proposed a series of overhead bridges between the tracks and the clubhouse.
- This vision would require a significant contribution of TIF funding (\$60M).



## Design Evolution: Next Generation



- The next generation of plans called for a free-standing station with a pedestrian bridge across the tracks. Safety and accessibility were key drivers with elevators in each tower.
- Initial budget estimates were \$25 million.
- The construction schedule would exceed 2 years and result in significant service interruptions for CSX.



## Design Evolution: Current Thinking



- Limited service (3 morning southbound departures/3 evening returns) and new economic/fiscal realities, make a basic upgrade that leverages existing passenger and vehicle tunnels a more prudent investment.
- Improved accessibility, new platforms, and passenger canopies will dramatically improve the commuter experience.
- The total estimated budget of \$25M would be significantly reduced with this option.
- Construction times would also be shortened which will limit service interruptions to CSX.





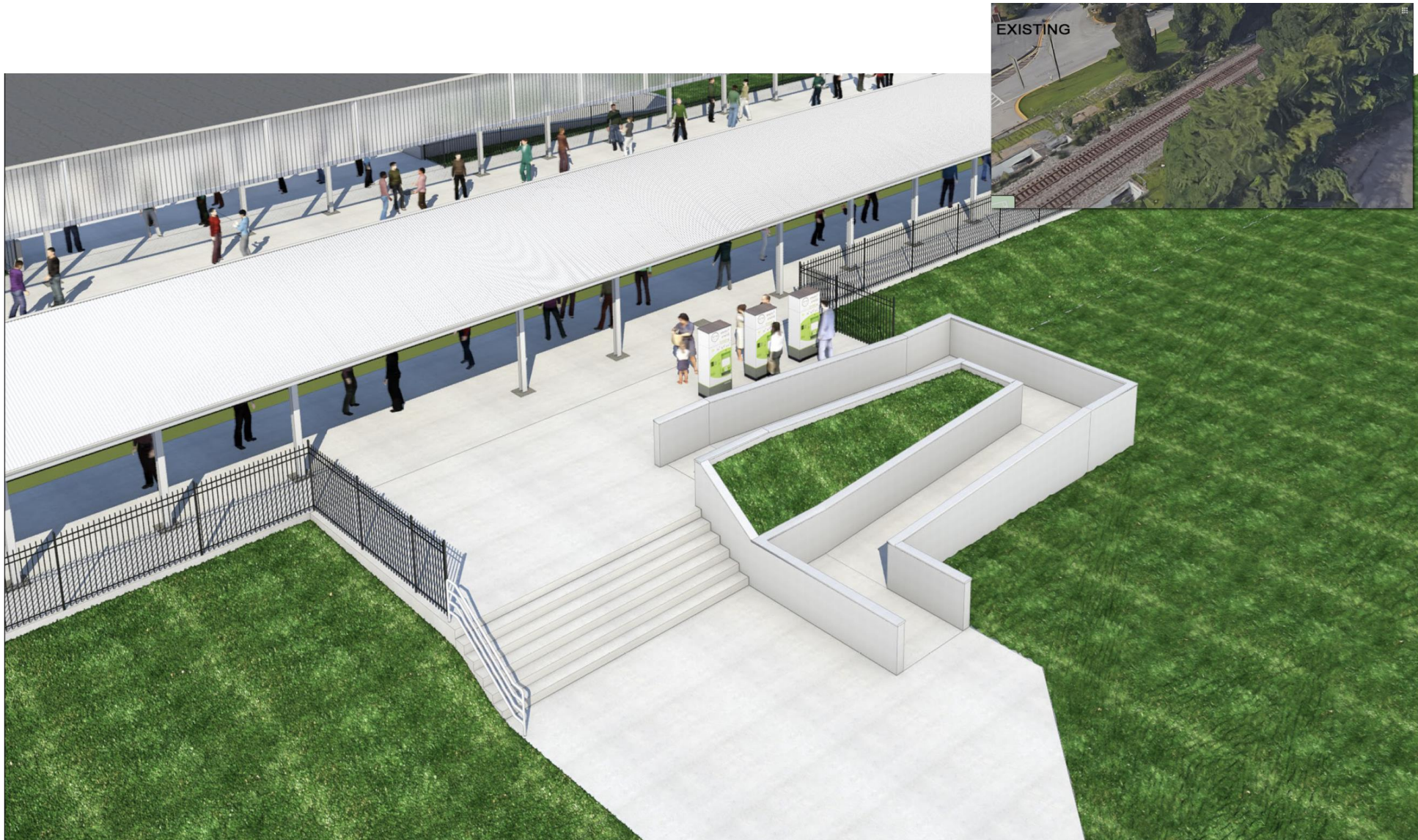














- To date, 1/ST Properties has invested hundreds of thousands of dollars on engineering and design.
- 1/ST Properties will contribute parking to serve commuters from both Anne Arundel and Howard Counties.
- Leveraging existing infrastructure along with the significant growth directly adjacent to the station makes this investment economically sound.







→ The Laurel Race Track Station sits directly on the Howard County/Anne Arundel County line, which would allow for easy access for residents of both counties.

→ Given the central location and ability to serve a wide customer base, a multi-jurisdictional funding program that would include Anne Arundel County, Howard County, the state and the federal government is appropriate and the most effective form of public investment.



## Leadership Support for Investment in Transit

→ “Transportation planning is not just about moving cars. It’s really about moving people. When we do transit, rather than just investing in roads, what we’re really doing is improving the health of our residents ... we’re improving the environment when we get cars off the road and we’re addressing what it costs to live in our county and in our region,” said *Anne Arundel County Executive Steuart Pittman* in February, 2020.

→ “Howard County residents have a shared interest in solving our transportation challenges. Traffic and transit is a top concern for our residents ... Despite our location between two major metropolitan areas, Baltimore and D.C., the MARC-Camden line is the only all-day, long-distance transit service in the county,” said *Howard County Executive Calvin Ball* in Oct. 2019.”



## Contact Information

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