

NARRATIVE REPORT

For
Case Z2003115

Special Use Permit

For the

Arizona Motorsports Park
15402 W. Camelback Road
Litchfield Park, Arizona 85340

NEC Camelback Road and Reems Road
(Litchfield Park and Goodyear)

NARRATIVE REPORT

Case Z2003115

Special Use Permit

for the

Arizona Motorsports Park

PURPOSE OF REQUEST

This is the Narrative Report for the Arizona Motorsports Park (AMP or Facility). It is being submitted as part of the owner's Application and Stipulations for a Special Use Permit on a 148-acre parcel located at the northeast corner of Camelback and Reems Roads (directly south of Luke Air Force Base).

DESCRIPTION OF PROPOSAL

Arizona Motorsports Park consists of a Road Course and a Driving Pad. The approximate length of the Road Course is 2.23 miles and the size of the Driving Pad is 14.7 acres (640,000 feet square). Approximately 150 feet on the east side has been reserved for a future expansion of 2.7 acres. In addition AMP already has 12 acres of asphalt-paved parking lots. A restroom facility and sewage disposal system have been constructed on the site.

The facility also contains a portable construction trailer and eight steel shipping containers used for storage as well as 2 steel vehicle shade structures located in the main parking lot. Besides the Driving Pad and Road Course, the facility has 2 parking lots and one picnic/catering area.

FACILITY OPERATIONS BUILDING

AMP is currently working with Cawley Architecture to design a state of the art facility operations building that will be located in the main parking lot. See site plan. This building would consist of classrooms for driving schools and Ride & Drive events as well as many other educational purposes. The building would also have a Timing & Scoring office, administration offices and bathrooms. The facility would require 3 facility maintenance employees and 2 to 3 office personnel. AMP is budgeting \$800,000.00 for this project.

FACILITY MAINTENANCE BUILDING

AMP has future plans to build a Maintenance Building that would be located just west of the Driving Pad Parking lot. This building would be simple in design and similar to a warehouse and would store facility maintenance equipment. AMP is budgeting \$100,000.00 for this project.

PICNIC /CATERING AREA

The Picnic/Catering Area is a general use area. The bathroom building and concessions are located on the east side of this area. A 4-foot chain link fence for safety purposes currently encloses the area. The

area is asphalt paved. Several large Ride & Drive events utilize this area for catering, audio and visual demonstrations and training. AMP currently has no future plans for this area.

LANDSCAPING/RETENTION AREAS/WATER WELL

AMP would work closely with Luke Air Force Base with regards to its concerns of any landscaping that would attract wildlife, particularly birds. AMP would not landscape any portion of the facility without Luke Air Force base approval. There are no future plans for any additional landscaping except for the existing natural landscaping on Camelback Road. Due to the many birds and other wildlife that are attracted to the abundant lakes and trees on the Falcon Golf Course adjacent to the Arizona Motorsports Park, AMP has signed an agreement with the United States Department of Agriculture Wildlife Services to monitor and eliminate any wildlife at the facility.

Regarding the retention and drainage areas AMP has constructed retention basins to hold run off per the 100-year flood plain. Two storm drains have been installed.

There is a well located in the northwest corner of the facility. Falcon Golf Course uses the well and pumps ground water at the rate of 1600 gallons per minute 8 to 10 hours per day irrigating the golf course. Falcon Golf Course does not use reclaimed water.

FUTURE DEVELOPMENT

There are future plans to construct 24 to 48 rental vehicle storage sheds located west of the Driving Pad. Also future plans may include an above ground fuel storage and dispensing area to be used by the facility and its customers. AMP does not have a budget for these future projects at this time.

EXAMPLES OF TYPES OF RENTERS

The facility would be rented for events conducted by amateur car, motorcycle and bicycle clubs, vehicle manufacturers, classic car owners, exotic car owners, professional teams, and drivers' educational training schools. In addition the facility would be available to charitable organizations (i.e. Make a Wish, Boys and Girls Clubs and Home Base, etc.) for the purpose of other events and fundraisers.

OPERATIONAL OUTLINE AND EVENT TYPES

No vehicles of event participants would be operated on the Road Course or Skid Pad other than between the hours of 8am – 5pm, Monday thru Friday and 9am - 5pm on Saturday and Sunday, except for personnel preparing the Road Course and/or Skid Pad for use. All of these times would remain the same, regardless of use. These times have been established to address the needs of the surrounding neighbors and the needs of those who rent the facility. In addition, the facility would not necessarily be in operation for large events as an every day occurrence. The facility would be rented, for income producing purposes, for not more than 265 days out of any year. The use would depend on those who rent the facility and the needs they have. While the facility is designed to be rented to clubs, companies and groups for use, it is important to note that the facility would always be under the management and control of AMP to ensure compliance with all requirements of Maricopa County. During non-event days, any use of the facility would remain governed by all requirements and stipulations imposed as a condition of granting the Special Use Permit but would be of a much less intense usage such as for charitable or personal purposes.

In addition to the limited number of hours of operation, the facility mandates, and through stipulation to this SUP request, that all vehicles using the Road Course and Driving Pad be equipped with mufflers to ensure compliance with noise standards referenced herein. This requirement would mitigate noise generated from the facility during event days.

In addition to the muffler requirements, the following noise limits would also be enforced: Saturdays, Sundays and all state/federal Holidays, the Road Course would be limited to a maximum level of 78 dB(A)

between 9:00 a.m. and 11:00 a.m., and a maximum level of 82 dB(A) between 11:01 a.m. and 5:00 p.m. using the following monitoring equipment settings: leq, fast response, 3 dB exchange rate, no thresholds with a two (2) minute interval setting. On weekdays the Road Course would be limited to a maximum of 82 dB(A) from 8:00 a.m. to 5:00 p.m. under the same monitoring scenario. AMP would install a noise monitoring system at the approximate location of 33 31.142N and 112 23.261W. This system would be capable of giving an amber light warning when noise limit is within 2 dB(A), measured as a Leq over a two minute interval, of the limit and red flashing light when the limit has been exceeded for a two minute period. In addition, the system must begin digital recording when noise exceeds 75 dB(A) measured as a Leq over a two minute interval. All data must be stored on site and automatically forwarded to Maricopa County Code Enforcement Division. The applicant shall also, as part of an annual Status Report, list each over limit noise event (OLE) by date and time and shall describe what if any action was taken to prevent reoccurrence. In addition to the annual report, there shall be installed a real time reporting system. Each OLE occurrence would send an alert e-mail to the Maricopa County Code Enforcement Division. Also, the facility would display real time recording data on its website to permit viewing of data by any interested party.

Recognizing the need to be good neighbors, AMP would require that all vehicles remain under 97 decibels and any vehicle exceeding this would be removed from the Road Course. To ensure all users of the facility are aware of the noise limitations, AMP would post a conspicuous sign on the facility with the vehicle limits established in these stipulations. Should the facility experience three OLE during any calendar month, not caused by aircraft noise, AMP recognizes that such would be considered grounds for the staff of the Maricopa County Planning and Development Department to schedule the Special Use Permit for revisitation by the Planning and Zoning Commission who may consider initiating revocation of the Special Use Permit.

The number of people in attendance would not exceed 500 people. In addition to this figure, there would be approximately 6 employees of AMP at the site during the event days. Although the facility could have this many people present, it is important to note that this does not necessarily mean all in attendance would be participants. Many of those in attendance would be friends or family of those participating in a given events. While this may seem like a lot of people at any given event, if one assumes that each participant may have with them one or more other persons, including a friends, a pit crew, a spouse and possible children, it is not difficult to see how that total number of persons could be present at a given event. It would, however, be AMP's responsibility to see that the total number never exceeds 500 at the facility.

It is also important to note that AMP does not advertise to the general public or encourages spectators. In addition, no overnight camping would be permitted and no transient residence in recreational vehicles would be permitted at the facility. Furthermore, off-site parking would not be allowed and AMP would ensure compliance with this in all reasonable manners.

Listed below are a few examples of the types of events and descriptions of the events that would take place at the facility by its customers and the types of vehicles that use the facility. Also listed, are the approximate numbers of participants that each event is likely to have, although it should be understood that these are estimates and should not be viewed as actual numbers. However, all events would be in compliance with the maximum number of allowable attendees.

AMATEUR CAR, MOTORCYCLE AND BICYCLE CLUBS

To participate in these types of club activities you must be a member of the club as well as pay an event fee to the Club who rented the facility. Club events are typically held on the weekends for its members. Many of the Road Course and Driving Pad events held are driver education and/or practice oriented while at times a small portion of each day of the event is competition or racing based. For example: ASRA would rent the road course and parking lot. ASRA is Arizona's oldest amateur car club and a past customer of the facility. The renter is charged a rental fee for the specific times and dates as specified in the contract. AMP requires the renter to secure a 2 to 5 million-dollar insurance policy for the specified dates and to have Fire/Rescue and Ambulance services onsite for the specific dates rented. AMP does not provide any of the above services. AMP only provides the facilities, which are the Road Course,

Driving Pad and Parking Lots. It is the Clubs' responsibilities to secure these services. AMP would not allow the event to start without these services secured. Each club has a membership base that is allowed to participate in the clubs' activities. The word "participant" means the club member who actually drives their vehicle on the Road Course or Driving Pad during an event.

A typical club day consists of a small set-up staff approximately 10 to 20 people arriving an hour or so before commencement of the event to set up the event, including timing and scoring, handling registration, etc. The participants arrive an hour or more before commencement of the event to unpack, register, etc. Participants usually stay all day so a wide array of gear is needed. The Club requires the participants vehicle pass a safety inspection before using the Road Course or Driving Pad. The Club typically would allow approximately 50 to 200 participants per day. Because everyone has different driving skill levels, the participants are split up into different groups such as Beginning, Intermediate, Advanced, etc. Each group is allowed 15 to 25 minutes of session time at different times throughout the day. Typically in between each group there is a 5 to 10 minute delay before the next session as well as a one-hour lunch break. The participants (club members) may bring to the facility someone or invite someone from the following: family, friends and/or pit crew to provide mental and/or physical support. AMP would not charge an entry fee to enter the facility. However the renter of the facility has the right to charge an entry fee into the area which the club has rented. The renters are allowed vendors of their choice to service their events with the exception of food concessions. Typical vendors are Tire Sales, Merchandise, Massage, Vehicle Parts vendors, etc. The facility does not provide any of these services. The facility does not allow its renters to bring its own food concessions vendors. The facility has used Drivers Grill from Litchfield Park for all food concessions. Drivers Grill has all the proper permits and was inspected by the Health Department several times during 2003. AMP does not allow alcohol or the sale of any kind alcohol on the property. Another type of club event that utilizes the Driving Pad is auto-crossing or Solo. The club sets up a coned course on the Driving Pad with a timing system at the start and finish and the participants try getting the fastest time. Only two or three cars are on the coned course on the driving pad at a time. These are low speed events, typically 45-50 mph.

VEHICLE MANUFACTURERS

The Road Course and Driving Pad are rented by vehicle manufacturing companies such as BMW, Ford, Nissan, Honda, Chrysler, Porsche, GMC, Audi, Subaru and others for the purpose of new car introductions, car comparisons, dealer education days and vehicle prototype testing. Typically these events are weekday events. For example: Honda rented AMP for 2 weeks and held a National and International debut of a new motorcycle at the facility. National and International Press were invited from around the world to learn and test-drive the new product. Many local hotels such as the Wigwam and Hampton Inn benefited from large corporate functions like these. Another example of a Ride & Drive event would be Ford Dealer Days. This event would consist of training Ford employees how to service, sell and market Fords new products. Typically 100 to 150 people are invited daily to participate in different types of training seminars. Tire companies such as BF Goodrich, Kuhmo and others also rent the Road Course and Driving Pad for the purpose of new tire introductions and comparisons. Another example is Porsche of North America, which rented the facility for 3 weeks for a new vehicle launch. The event consisted of approximately 100 people each week from across the country staying at the Wigwam and learning about Porsche's new vehicle at the facility. Since the AMP did not have a Facility Operations building, Porsche used portable tents for audio and visual demonstrations. These types of events are very private events similar to corporate business seminars. Generally these events are closed to everyone except their employees and invited guests.

VARIOUS CAR OWNERS

The facility would be rented for testing and tuning to classic car owners, exotic car owners, and professional race teams who are in need of Arizona Motorsports Park's high quality, safe and obstacle-free Road Course and Driving Pad. These events typically happen during weekdays. These events are extremely small in nature with approximately 1 to 8 cars at the facility for the entire day. A typical professional race team would go out on the Road Course for 15 minutes and return to the pit for 20 to 30 minutes to make adjustments and repeat this type of scenario throughout the day. These types of testing

events are very unique and don't occur on a regular basis. However, the national and local publicity of these testing sessions draws local and national news reporters and a few race fans to the West Valley.

DRIVERS' EDUCATIONAL TRAINING SCHOOLS

The Driving Pad and Road Course would be available for law enforcement, fire department, military and others for the purpose of vehicle control exercises. The Driving Pad is currently licensed and certified by the Arizona Department of Transportation – Motor Vehicle Division for Motorcycle Safety Foundation (MSF) operator's license training. For example: Team Arizona would hold classes on the Driving Pad to train motorcycle riders at very slow speeds how to operate a motorcycle. Another example is Skip Barber Driving School. Skip Barber is a high performance driving school that is very similar to Bob Bondurant's High Performance Driving School curriculum that teaches several different types of driver educational classes. These types of events typically occur during the weekdays. AMP also would like to make the facility available free of charge to High School Drivers Education programs as scheduling permits.

In addition to the above events and educational opportunities, AMP would provide time on the Road Course or Driving Pad, to any city, county, state, Luke AFB or other municipality, fire departments, police departments, ambulance services, etc. and all driver education oriented programs, courtesy of the facility owner as scheduling permits. The facility would be committed to being available for such uses.

FINAL STIPULATIONS FOR SUP

Finally, AMP wishes to see the following incorporated into its request for the SUP:

The Special Use Permit shall expire 30 years from the date of approval by the Board of Supervisors, or upon termination of the use, whichever occurs first. Any request of extension of the Special Use Permit must be submitted to the Maricopa County Planning and Development Department at least six months prior to the expiration date.

Non-compliance with the regulations administered by the Maricopa County Environmental Services Department, Maricopa County of Transportation of the Maricopa County Flood Control District may be grounds for initiating a revocation of this Special User Permit as set forth in the Maricopa County Zoning Ordinance.

Major changes to this Special Use Permit (site plan and Narrative report), or the conditions of approval, shall be processed as a revised application in the same manner as the original application, with final determination made by the Board of Supervisors following recommendation by staff and the Planning and Zoning Commission. The staff of the Planning and Development Department may administratively approve minor changes.

The facility would coordinate with the Community Initiatives Team of Luke Air Force Base to ensure that facility events do not conflict with the military operations.

In addition to the above, County Staff has stipulated that "development of the site shall include half-street improvements to ultimate width for Camelback Road adjacent to the site." While AMP agrees to abide by this stipulation, AMP would request that bonding be permitted to address these street improvements. The rationale for requesting this is that the areas surrounding the facility are currently vacant and therefore the need for such improvements is not currently present. AMP has no objection to providing the road improvements, as the need arises. In our conversations with MCDOT, they have advised that they would be willing to consider this and AMP respectfully asks that this be seriously considered.

While the above, as well as the information contained in the text of this narrative, are detailed in addressing key areas, the applicant is willing to work with Maricopa County in addressing any issues that have not been addressed.

RELATIONSHIP TO SURROUNDING PROPERTIES

AMP is a 148-acre parcel located at the northeast corner of Camelback and Reems Roads. Directly north of this property is the runway for Luke Air Force Base. Directly east of this site is Falcon Golf Course. Directly west of the site is vacant farmland and south of this site is an approved master plan for Palm Valley. It is important to note that AMP is entirely under the noise contour lines of Luke Air Force Base. In addition, the Palm Valley master plan shows commercial and industrial uses nearest to AMP.

LOCATION AND ACCESSIBILITY

AMP is located on Camelback Road and is a short distance from the Loop 303. As a result of this location, accessibility would be of relative ease to those using the facility.

CIRCULATION SYSTEM

Off-site circulation for the site is via a gated road with access from Camelback Road. On-site circulation is accessed from the private road into the main parking area. The vehicles using the Road Course would gain access to the Road Course via an access entrance located at the north end of the main parking area. In addition, the picnic and catering area are accessed via the main parking as well.

DEVELOPMENT SCHEDULE

Because this is a reapplication for an SUP, the site is already constructed. However, there are plans to do away with the current temporary operations building and to construct a permanent Facility Operations Building and a Maintenance Building. There is also future development contemplated to address the needs of the facility (24 to 48 rental vehicle storage sheds, above ground fuel storage and dispensing area, expansion of the Skid Pad, other restroom facility, shade structure, picnic amenities, etc).

COMMUNITY FACILITIES AND SERVICES

AMP is, in and of itself, a recreational facility. However, because it is a private facility and would be in limited use through out the year, there is no need to be concerned with schools, parks and other amenities. However, because of its location and proximity to both the City of Goodyear and the City of Litchfield Park, these areas are the nearest providers of those services.

PUBLIC UTILITIES AND SERVICES

AMP would be served by the following providers: Water would be provided by either an independent supplier and hauled to the site or, pending completion of a line to the Falcon Golf Course, services would then be provided by LYPSCO. Wastewater would be handled via a septic system and this is shown on the site plan. Electric utilities would be provided by APS. Phone service provided by Qwest Communications. Gas would be provided by separate tank. Finally, police service would be provided by Maricopa County Sheriff's office and fire service would be provided by Rural Metro.

PERSONAL STATEMENT OF DAN MALONEY

My racing roots were first planted in Sports Car Club of America (SCCA) Solo events, often set up on parking lots or any place with a large expanse of pavement, which are all about a driver's ability to accurately and precisely maneuver around a pylon-marked course in the fastest time possible. After years of Solo events, I started participating in High Performance Driving Education programs at racetracks such as Firebird Raceway and Phoenix International Raceway, in my everyday streetcars. As my level of expertise grew so did my appetite for additional venues to test my new found driving skills. I started club racing with groups such as, SCCA, Pro Auto Sports, NASA, and Ferrari Challenge all the while continuing Solo. As a track participant and club racer, I quickly discovered that the tracks in the Phoenix area had severe safety issues. I saw small driver mistakes take horrendous tolls on machinery

and sometimes on drivers, including the life of a racing friend at Phoenix International Raceway. What started as a pursuit to find a parcel of land on which to build a flat driving pad on an expanse of pavement, grew into an all-out quest to build a safe track facility in Arizona for high performance driving, track day participants, Solo events and also club racers, like myself. Arizona Motorsports Park came to be after finding the right piece of property at the present site. My seven-year search was now over. With the procurement of the original Special Use Permit from Maricopa County, I began the hard work of designing, and building one of the safest facilities in the United States. My satisfaction was immense especially seeing users of my facility, with grand smiles on their faces, making driving errors, going off track and not damaging cars and human bodies. I cannot adequately describe the overwhelming pride I have in this accomplishment.