



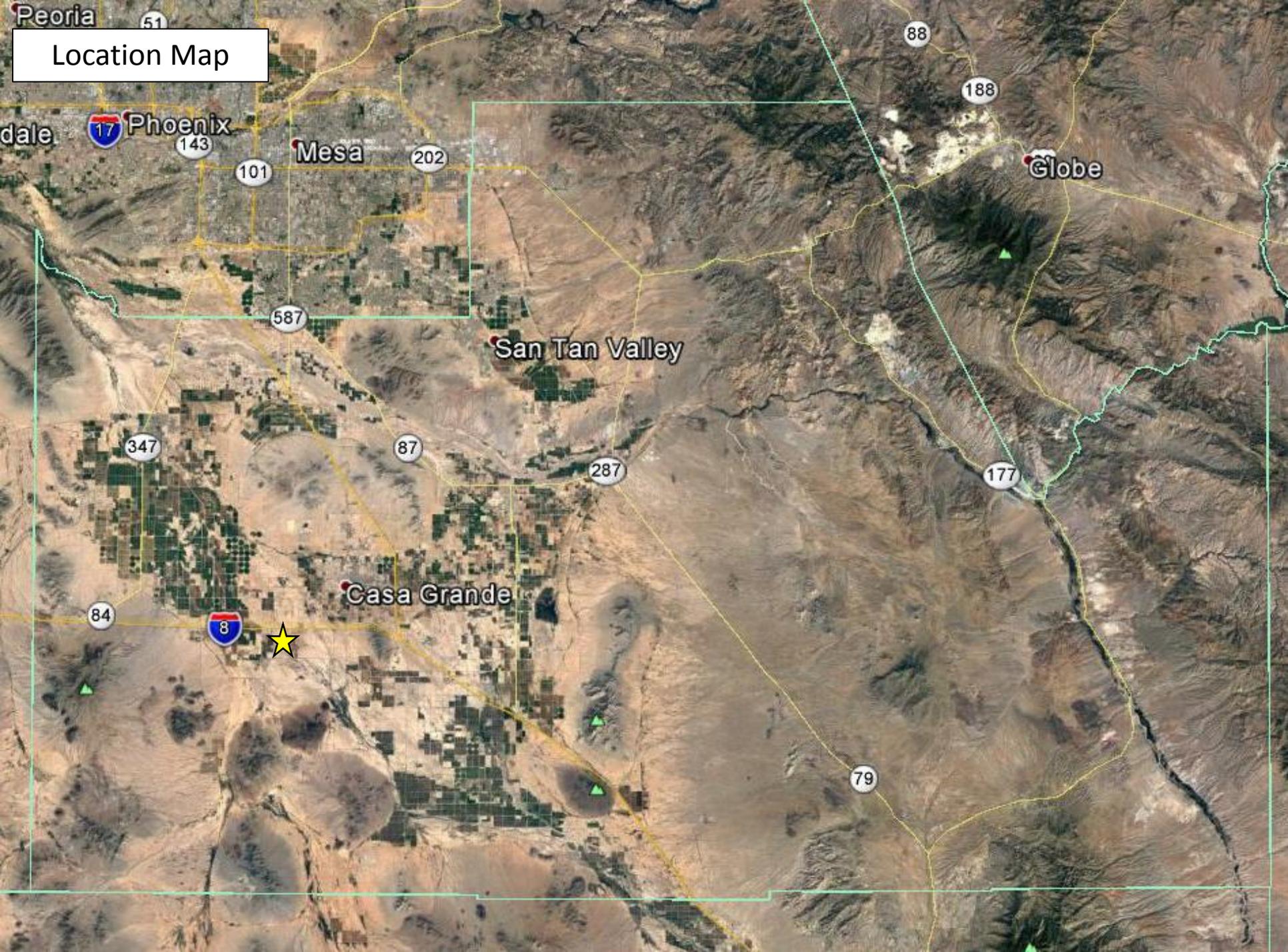
ATTESA

PZ-PA-003-16



Peoria 51

Location Map



sdale

Phoenix 143

Mesa 202

Globe

San Tan Valley

Casa Grande



84

8

87

287

177

79

88

188

51

101

587

347



Hanna Rd



2,360 Acres

A Regional Employment Core

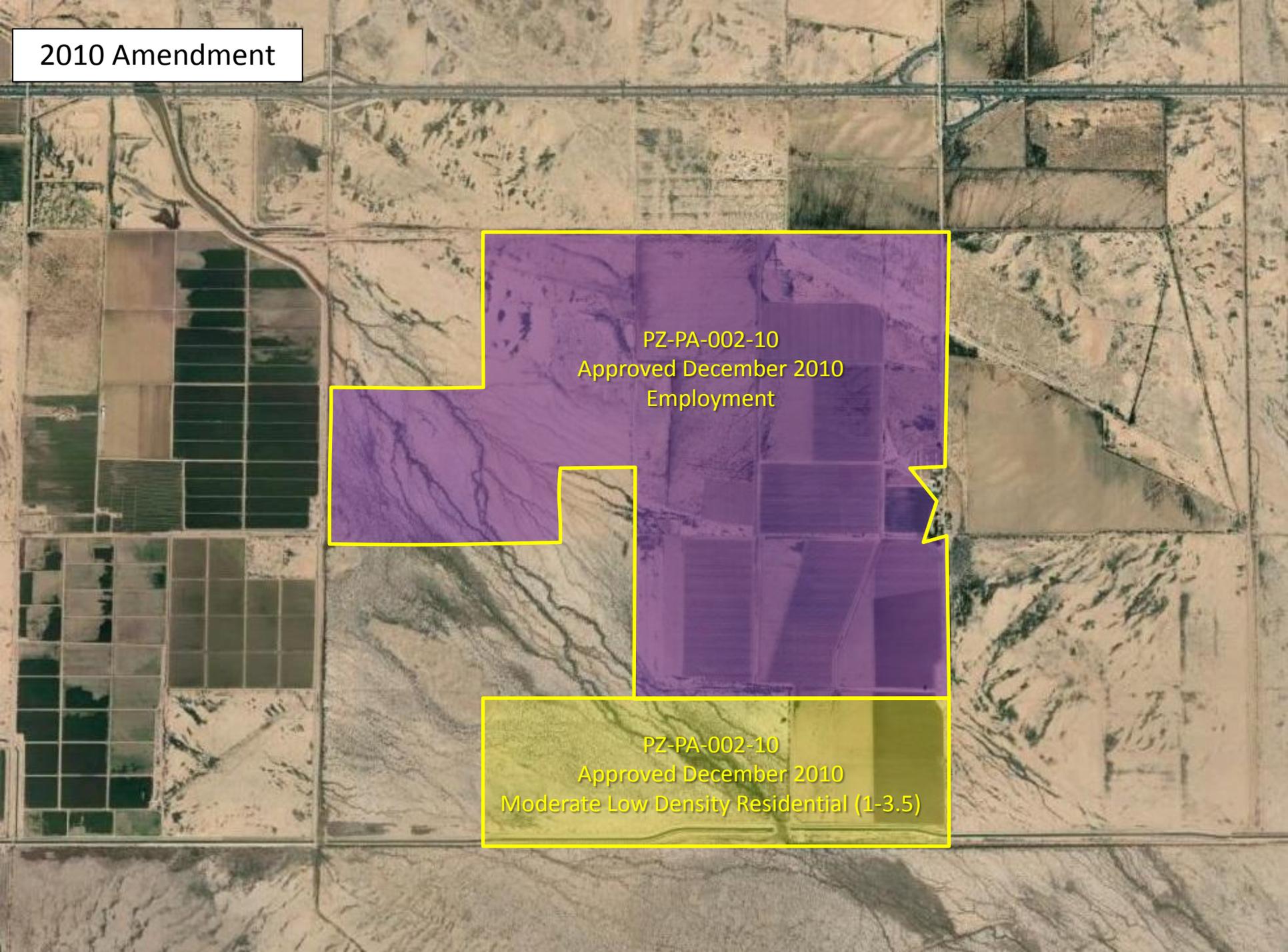
Focused on Motorsports Activities, Testing,
Advanced Technology, Entertainment and
Supporting Uses

Montgomery Rd

Bianco Rd

Tohono O'odham Nation

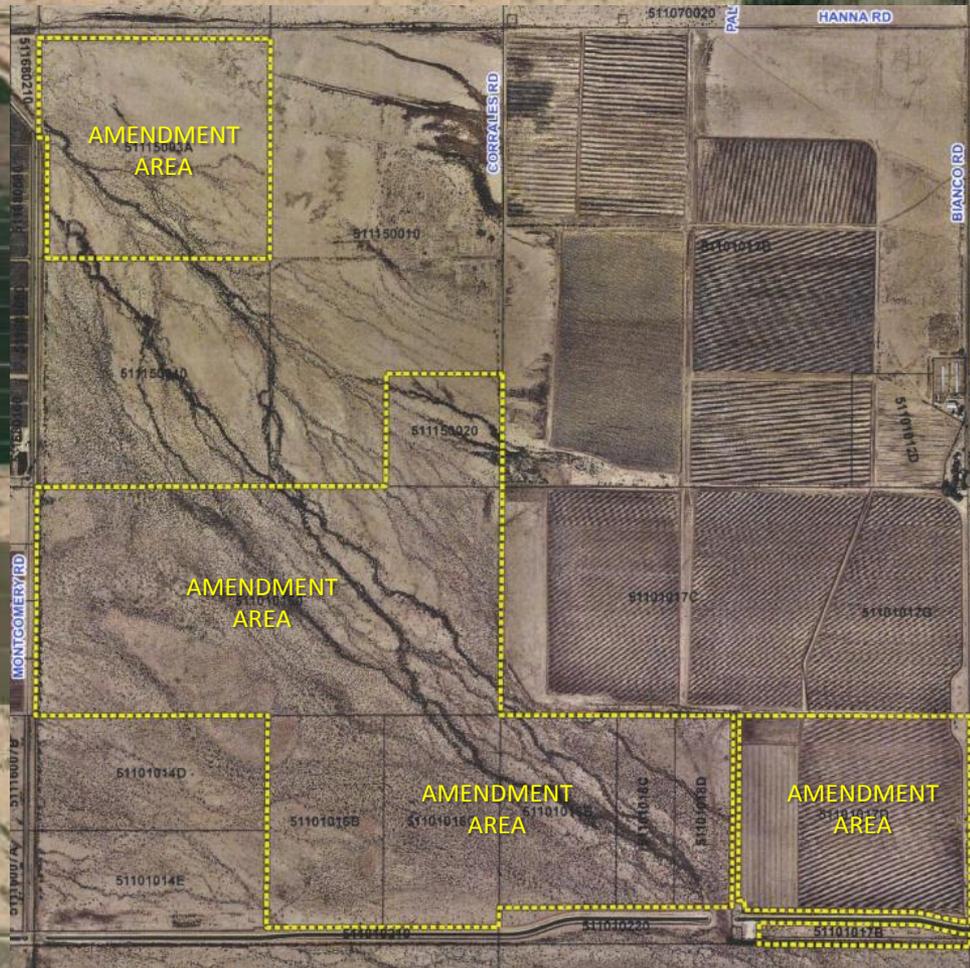
2010 Amendment



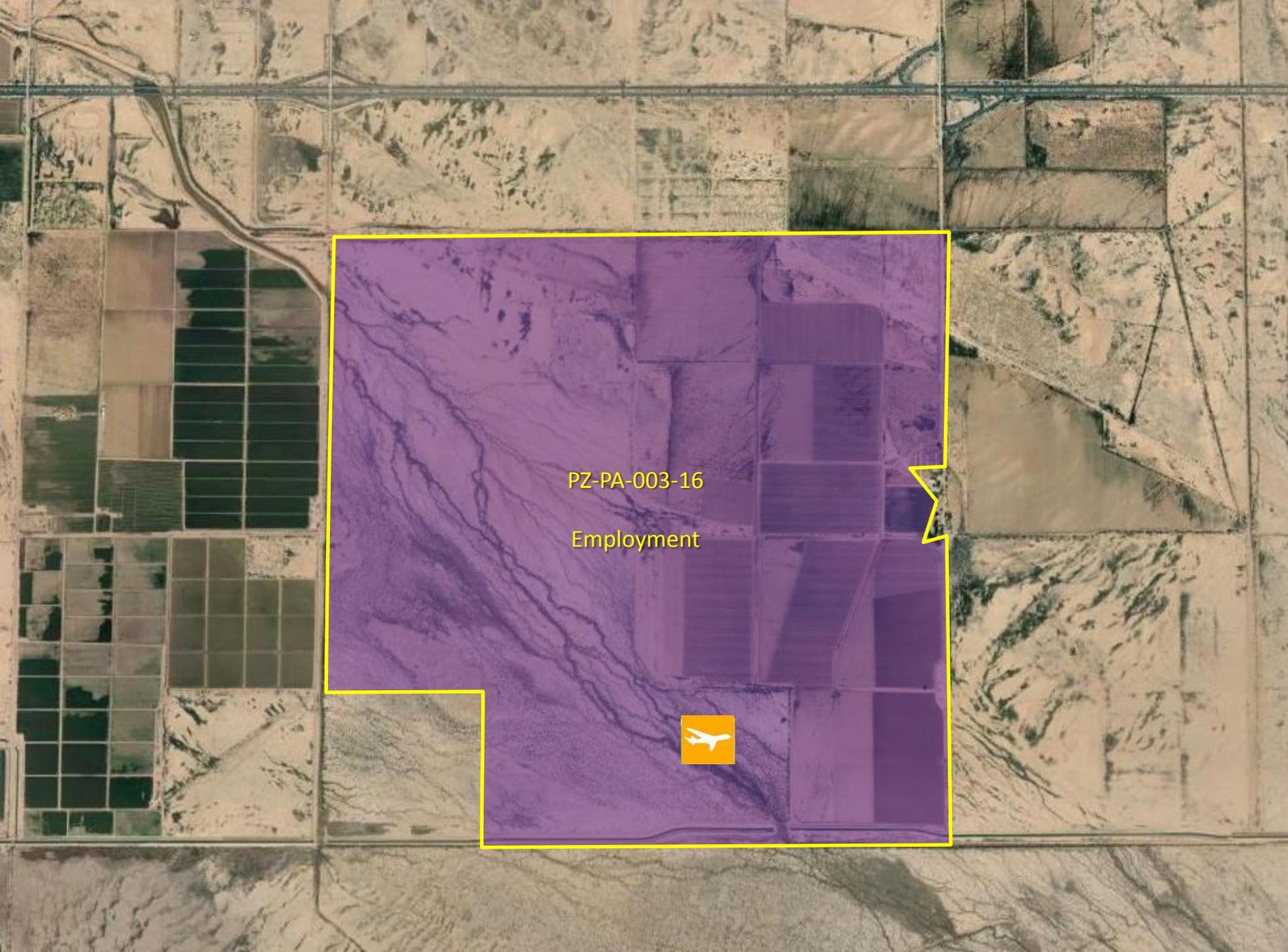
PZ-PA-002-10
Approved December 2010
Employment

PZ-PA-002-10
Approved December 2010
Moderate Low Density Residential (1-3.5)

2016 Amendment



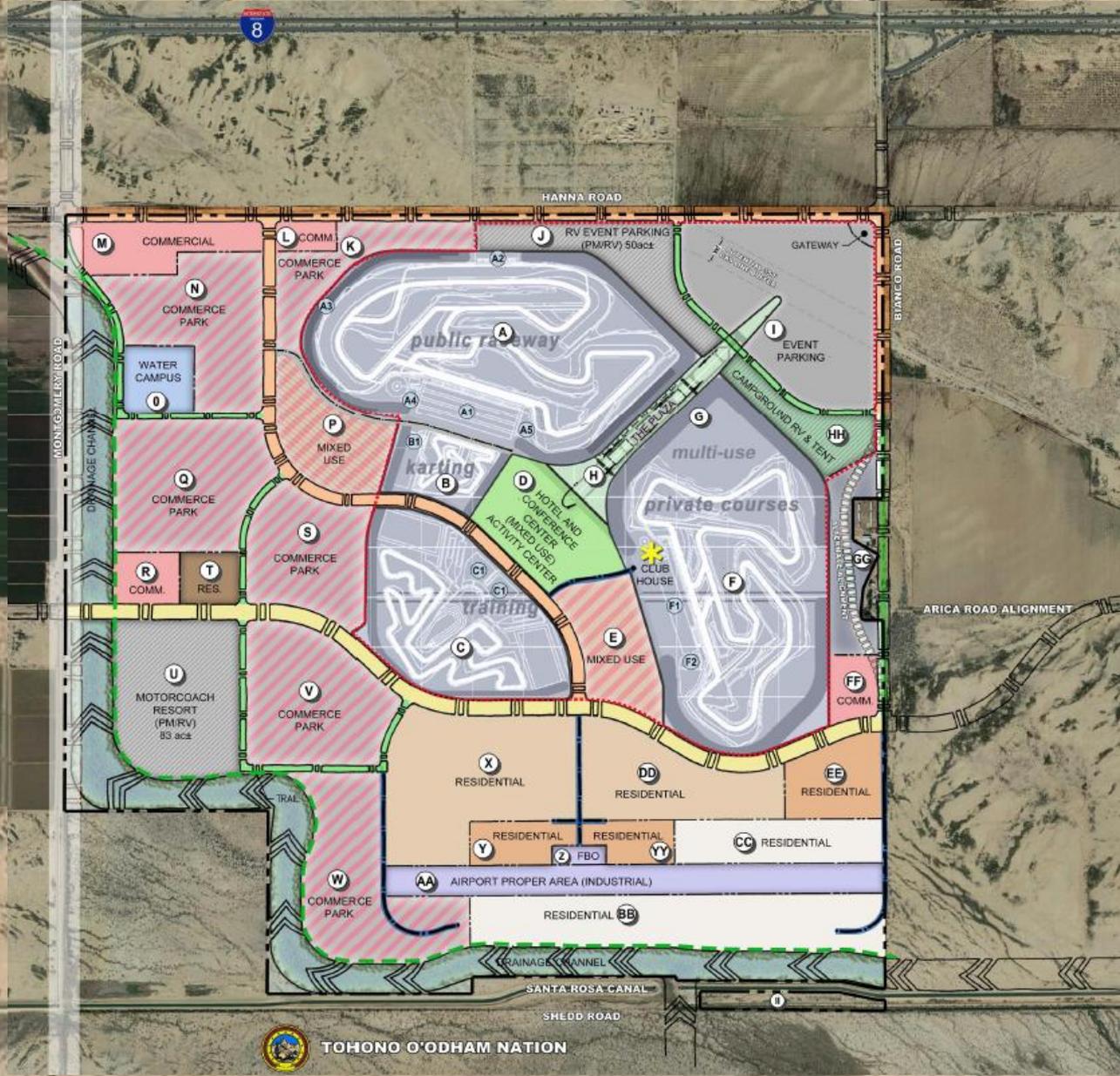
AMENDMENT AREA = 937 ACRES



PZ-PA-003-16

Employment





**Economic Impact of Construction by Land Use
Attesa Motorsports Park
Pinal County
(2016 Dollars)**

	Person Years of Employment				Wages (\$ millions)				Economic Output (\$ millions)			
	Direct	Indirect	Induced	Total	Direct	Indirect	Induced	Total	Direct	Indirect	Induced	Total
Racetrack	511	54	35	601	\$17.8	\$2.4	\$1.1	\$21.3	\$70.0	\$5.5	\$4.8	\$80.3
Commercial	5,021	217	354	5,592	\$193.3	\$11.3	\$11.1	\$215.6	\$648.2	\$26.8	\$48.0	\$723.0
Single Family Residential	1,304	241	81	1,626	\$38.9	\$7.8	\$2.5	\$49.3	\$173.2	\$20.1	\$11.0	\$204.3
Multi Family Residential	171	46	13	229	\$5.8	\$1.4	\$0.4	\$7.7	\$27.7	\$3.7	\$1.7	\$33.1
Other Non-residential	1,292	136	89	1,517	\$45.0	\$6.0	\$2.8	\$53.7	\$176.8	\$13.9	\$12.1	\$202.8
TOTAL	8,298	694	573	9,565	\$300.8	\$28.9	\$17.9	\$347.6	\$1,095.9	\$70.0	\$77.5	\$1,243.4

1/ The total may not equal the sum of the impacts due to rounding. All dollar figures are in constant dollars. Inflation has not been included in these figures.

Source: Frost Motorsports, Hunden Strategic Partners; HigartWilson; Elliott D. Pollack & Company; IPLAN

3.2 Economic Impact of Construction

Based on the cost of construction, the economic impact of the full project development is significant. The direct impact on the local economy is estimated to be \$1.1 billion. In total, construction of the facility will generate an estimated 8,298 direct person years of employment with \$300.8 million in wages. Person years of employment represent the aggregate of each construction job that is recreated year after year throughout the construction period. To derive the annual average, employment, wages, and economic output is divided by the number of years it takes to complete the development. These economic impacts are expressed as a total impact, irrespective of how long construction takes to complete.

An additional 1,267 indirect and induced person years of employment are created from ripple effects throughout the economy. A total of 9,565 direct, indirect, and induced person years of employment are created during the construction period with \$347.6 million in wages and \$1.2 billion in economic activity.

**Fiscal Impact of Construction
Attesa Motorsports Park
State of Arizona
(2016 Dollars)**

Impact Type	Primary Revenues		Secondary Revenues					Total Revenues
	Construction Sales Tax	Speculative Builder's Tax	Employee Spending Sales Tax	Employee Income Tax	Vehicle Licence Tax	Unemp. Tax	HURF Tax	
Direct	\$28,991,300	\$6,232,100	\$7,557,500	\$4,778,400	\$1,213,600	\$1,568,400	\$637,400	\$50,978,700
Indirect	N/A	N/A	\$671,600	\$498,200	\$101,500	\$131,200	\$53,300	\$1,455,800
Induced	N/A	N/A	\$491,400	\$284,800	\$83,700	\$108,200	\$44,000	\$1,012,100
Total	\$28,991,300	\$6,232,100	\$8,720,500	\$5,561,400	\$1,398,800	\$1,807,800	\$734,700	\$53,446,600

1/ The figures are intended only as a general guideline as to how the State could be impacted by the project. The above figures are based on the current economic structure and tax rates of the State.
Source: Frost Motorsports, Hunden Strategic Partners; HilgartWilson; DanRick Builders LLC; EDPCo; ATRA; ADOR

**Total Value of Construction
Attesa Motorsports Park
(2016 Dollars)**

Value of Construction	
Description	
Raceway / Karting	\$70,000,000
Commerce Park	\$462,498,300
Commercial	\$104,805,360
Single Family Residential	\$173,191,194
Multi Family Residential	\$27,654,750
Mixed Use / Residential	\$80,946,085
Camping / Motorcoach	\$14,343,394
Hotel & Conference Center	\$66,385,440
Aviation Commerce Center	\$19,947,935
Parking / Water Campus / Drainage	\$76,100,568
	\$1,095,873,026
Value of FF&E	
Raceway / Karting	\$10,000,000
Multi-family residential	\$4,250,000
Hotel & conference center	\$10,000,000
	\$24,250,000

Source: Frost Motorsports, Hunden Strategic Partners; HilgartWilson LLC; DanRick Builders LLC; EDPCo

**Fiscal Impact of Construction
Attesa Motorsports Park
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1/ The figures are intended only as a general guideline as to how the State could be impacted by the project. The above figures are based on the current economic structure and tax rates of the State.

Economic Impacts

- ❖ With a projected construction cost of \$1.1 billion, the master planned Park would create a total of 9,565 direct, indirect, and induced person years of employment during the construction period with \$347.6 million in related wages and an estimated \$1.2 billion in economic activity.
- ❖ The entire master plan is projected to employ 15,053 direct full and part-time employees. This includes 204 full-time equivalents at the racetrack, 9,250 manufacturing jobs and 3,877 commercial jobs. The ripple effect of these operations throughout the economy would generate an additional 1,722 indirect and induced jobs in Pinal County with a total of \$293.5 million in annual wages. Total economic activity would average \$1.8 billion each year.
- ❖ Estimated attendance for five major events in year one along with daily track rentals are 270,000 and 101,200 visitors, respectively. Total spending of the overnight and daytrip visitors is projected to be \$40.0 million including lodging.
- ❖ Throughout the region, visitor spending would support 510 jobs with wages of \$11.8 million and total annual economic output of \$41.8 million

Economic Impact Summary Attesa Motorsports Park

Construction

Person years of employment	9,565
Wages	\$347,600,000
Economic Output	\$1,243,420,000

Operations (at buildout)

Jobs	15,053
Wages	\$293,469,600
Economic Output	\$1,779,104,600

Tourism (at buildout)

Jobs	510
Wages	\$11,834,400
Economic Output	\$41,859,000

1/ The total may not equal the sum of the impacts due to rounding. All dollar figures are in constant dollars. Inflation has not been included in these figures.

Sources: Frost Motorsports, Hunden Strategic Partners; Hilgart Wilson LLC; EDPCo; IMPLAN; ADOR; ATRA

Fiscal Impact Summary Attesa Motorsports Park (2016 Dollars)

Construction (over all phases)

<i>Primary impact</i>	<u>State of Arizona</u>	<u>Pinal County</u>
Construction sales tax	\$28,991,300	\$6,449,200
Speculative builder's tax	\$6,232,100	\$1,386,300
Secondary impact from employees	\$18,223,200	\$4,410,000
Total impact from construction	\$53,446,600	\$12,245,500

Operations (annual at buildout)

<i>Primary impact</i>	<u>State of Arizona</u>	<u>Pinal County</u>
Retail sales tax	\$15,154,400	\$3,885,900
R&B sales tax	\$6,181,900	\$1,585,200
Bed tax	\$1,260,200	\$274,500
Resident spending tax	\$1,317,500	\$253,400
Utility tax	\$1,042,300	\$267,300
Residential property tax	N/A	\$641,000
Commercial property tax	N/A	\$4,823,700
State shared revenues from new resident	N/A	\$601,300
Secondary impact from employees	\$18,034,000	\$7,148,810
Total annual impact from operations	\$42,990,300	\$19,481,110

Tourism (annual at buildout)

<i>Primary impact</i>	<u>State of Arizona</u>	<u>Pinal County</u>
Sales tax	\$971,100	\$172,200
Bed tax	\$701,700	\$152,800
Secondary impact from employees	\$617,500	\$151,400
	\$2,290,300	\$476,400

❖ During construction, the State will collect an estimated \$53.4 million including both construction sales taxes and secondary revenues generated by employees

❖ Operating revenues from the racetrack as well as surrounding development would be an estimated \$43.0 million each year for the State and \$19.5 million for Pinal County

❖ In addition, the spending of visitors to the Park each year would generate \$2.3 million in tax revenue for the State of Arizona and \$476,400 for Pinal County

NOTE: All of the above figures are representative of the major revenue sources for the State and County. The figures are intended only as a general guideline as to how the State and County could be impacted by the project. The above figures are based on the current economic structure and tax rates of the State and County.

Sources: Frost Motorsport, Hunden Strategic Partners; Hilgart Wilson LLC; DanRick Builders LLC; EDPCo; IMPLAN; ADOR; ATRA



PZ-PA-003-16



This Major Comprehensive Plan Amendment...

...is needed and necessary at this location and at this time...

Yes.

To support the future rezoning for the Attesa project, the “Employment” category with Secondary Airport is necessary.

This location is ideal for the proposed facility and surrounding development, with good access, a unified development site of 2,360 acres and close proximity to Casa Grande.



This Major Comprehensive Plan Amendment...

...will not negatively impact adjacent properties...

Yes.

Motorsports facilities will be surrounded by berms to reduce noise impacts.

The project will establish new roadways, water and sewer infrastructure and provide jobs, which will benefit surrounding properties.

Regional drainage improvements will be constructed, providing enhanced storm water management benefiting surrounding property owners.



This Major Comprehensive Plan Amendment...

...will promote orderly growth and development of the County...

Yes.

The project is a 2,360 acre master plan.

Estimated economic impact of \$1.8 billion.

Estimated job creation of 13,365 direct full and part-time employees.

Events will attract tourists to the County.

Detailed phasing, infrastructure and land use planning will be performed with the forthcoming rezoning application.



This Major Comprehensive Plan Amendment...

...will be compatible and consistent with the applicable goals and policies of the Pinal County Comprehensive Plan.

Yes.

This request expands prior “Employment” designated areas for consistency with the prior approval.

Attesa will bring tourists, capital investment, a large number of jobs and significant financial benefits to the County.

The project is compatible and consistent with a number of goals and policies as described in the project narrative.

Public Circuit

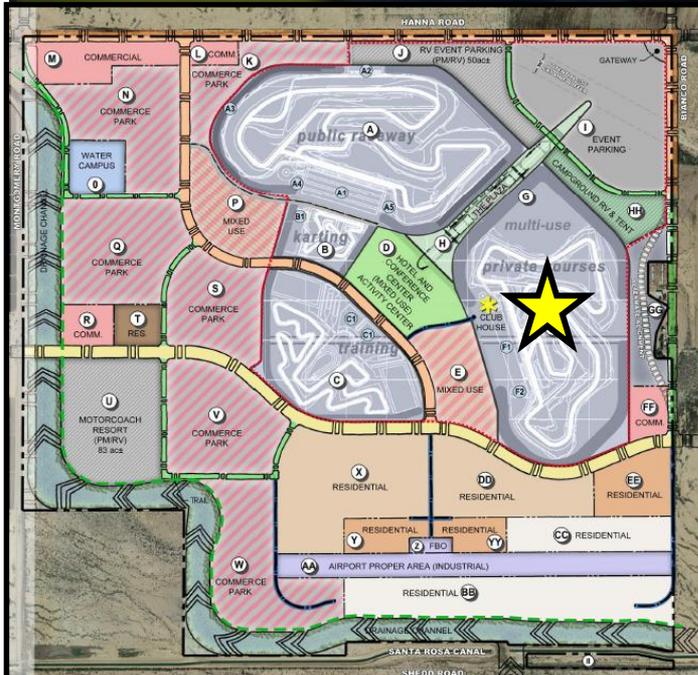
Designed to meet the most demanding requirements of racing participants, the FIA Grade 2 and FIM Grade

A public circuit at Attesa will provide the racing community with unparalleled excitement and guest amenities. The 2.8-mile circuit will feature unique elevation changes coupled with numerous passing zones and high speed sectors to test the skills of both seasoned professional and amateur drivers. And while racing at Attesa is important, the needs of the testing, research and development community are equally high priority. Attesa is incorporating thru the gate access for research park tenants and will provide priority track time to these manufacturers, race teams and aftermarket suppliers to both simplify their testing programs and substantially lower the costs.



Private Circuit

The private course at Attesa has been designed to FIA Grade 2 standards for the exclusive use of members. Developed for maximum driver enjoyment, the 4.5-kilometer or 2.8-mile track will offer a challenging and pass-friendly circuit with 30-plus feet of elevation change that promotes technical improvement. Members will also enjoy exclusive access to the luxury clubhouse featuring fine and casual dining, locker room, spa, fitness center and more.



Karting Circuit

The karting circuit has been designed to achieve an international CIK license allowing it to host all categories of the sport, including World Championship events. The track will be approximately 1.2 km (3/4 mile) in length, fast and flowing, created to challenge the drivers and promote competition. It will feature elevation changes and corner banking.



Driver Experience

Attesa's driver experience center is situated on 129 acres and designed to meet the needs of manufacturers who wish to showcase their various products in a real world environment including on and off-road surfaces, a skid pad and more.



Event Plaza

In between the public and private tracks at Attesa will be a 300,000 sq. ft. event plaza, much of it covered by solar canopy, designed to host a wide variety of programmed experiences including racing festivals, car and motorcycle shows, new product introductions, corporate functions, farmers markets and entertainment. Adjacent to the plaza will be a multi-use area suitable for major concerts, dirt racing, motocross, off-road racing and more.



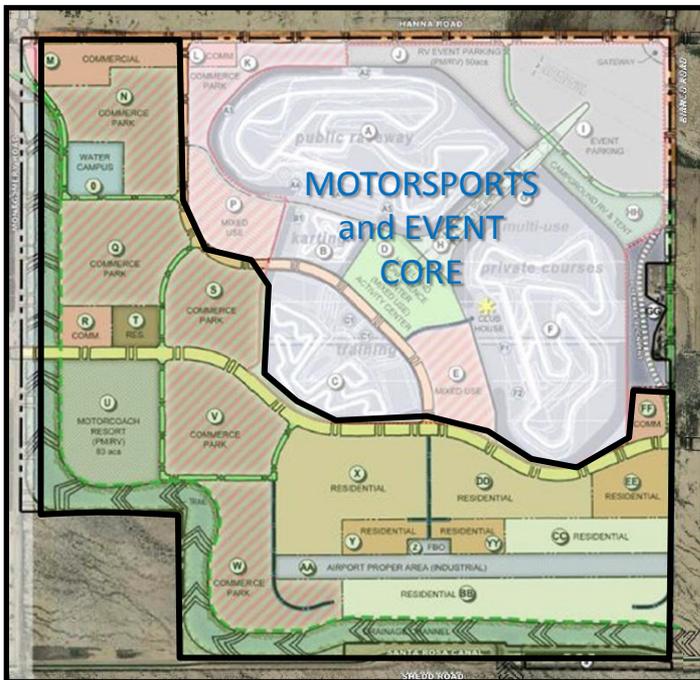
Around the Motorsports/Event Core:

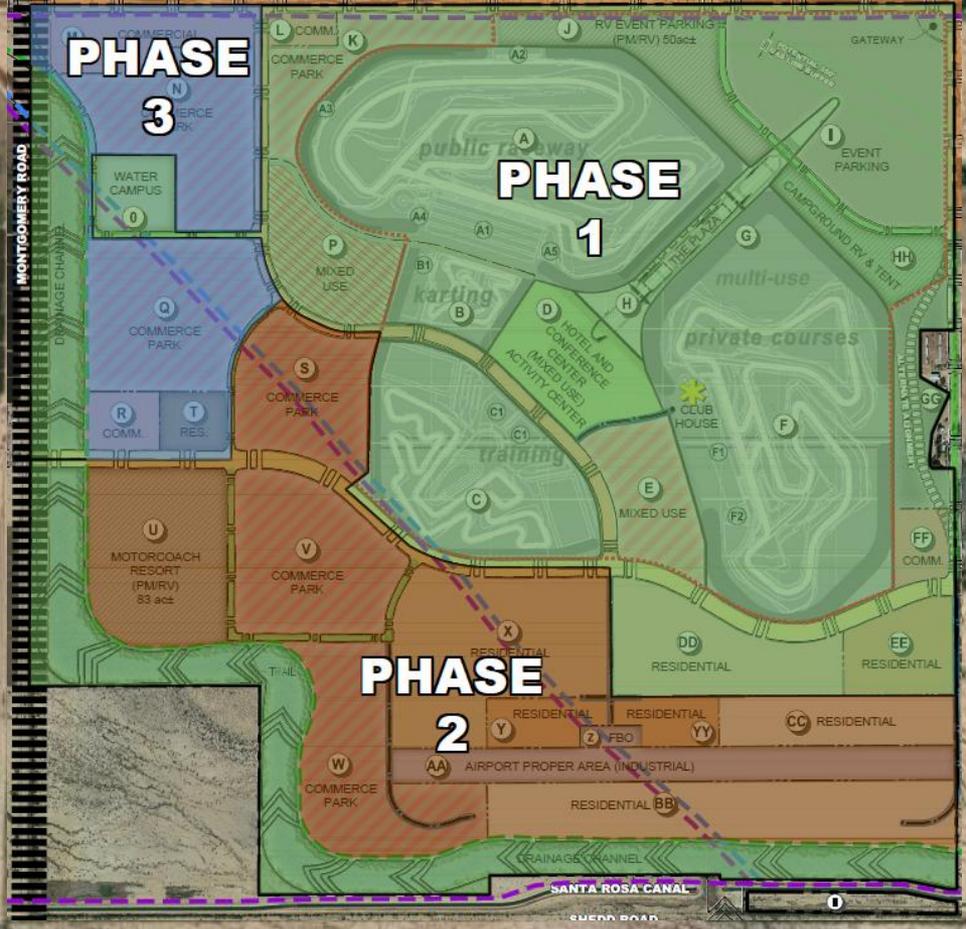
Commerce Park – Manufacturers, Research/Development, Parts

Commercial – Supporting Retail, Office and Restaurant Uses

Residential – 2nd Homes with Private Track Access, Homes for Employees

Airport – Access for Racers, Fans and Residents, Corporate Use

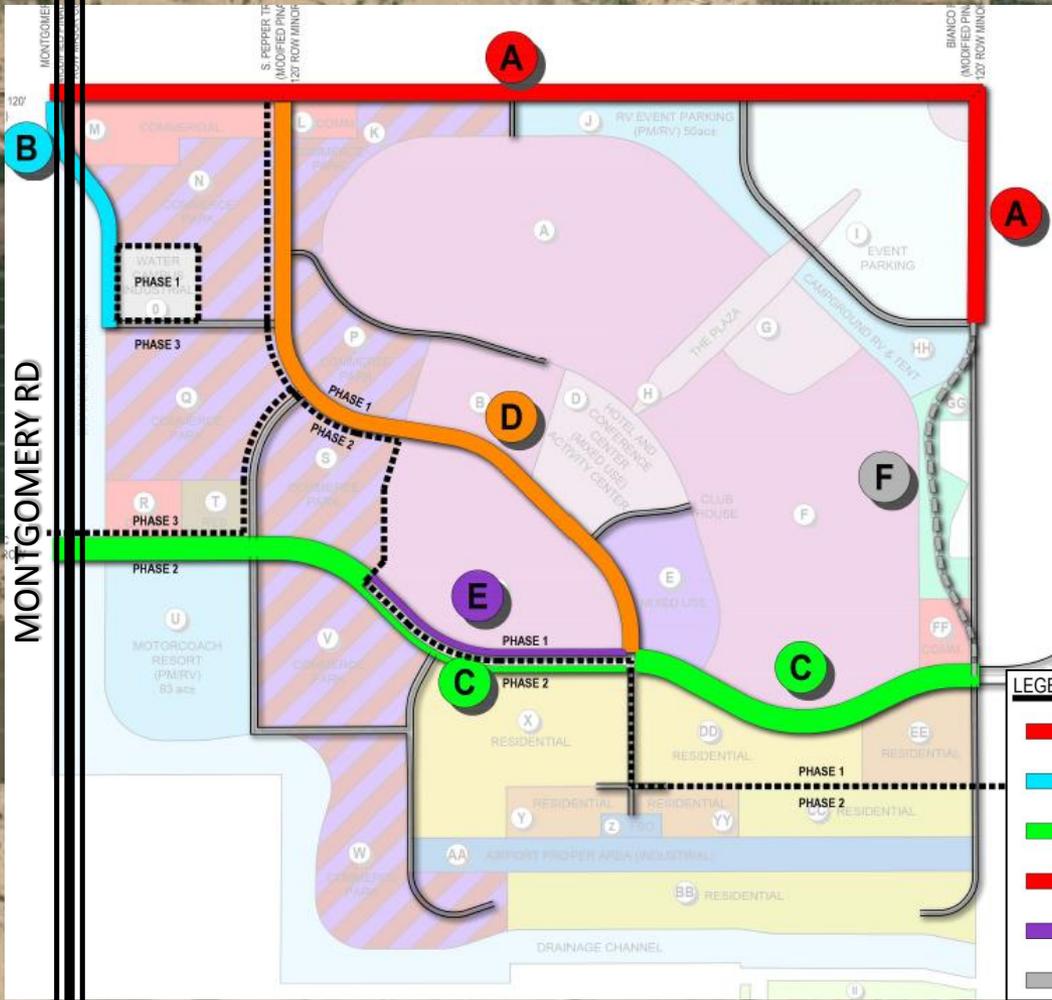




PROPOSED PHASING MAP

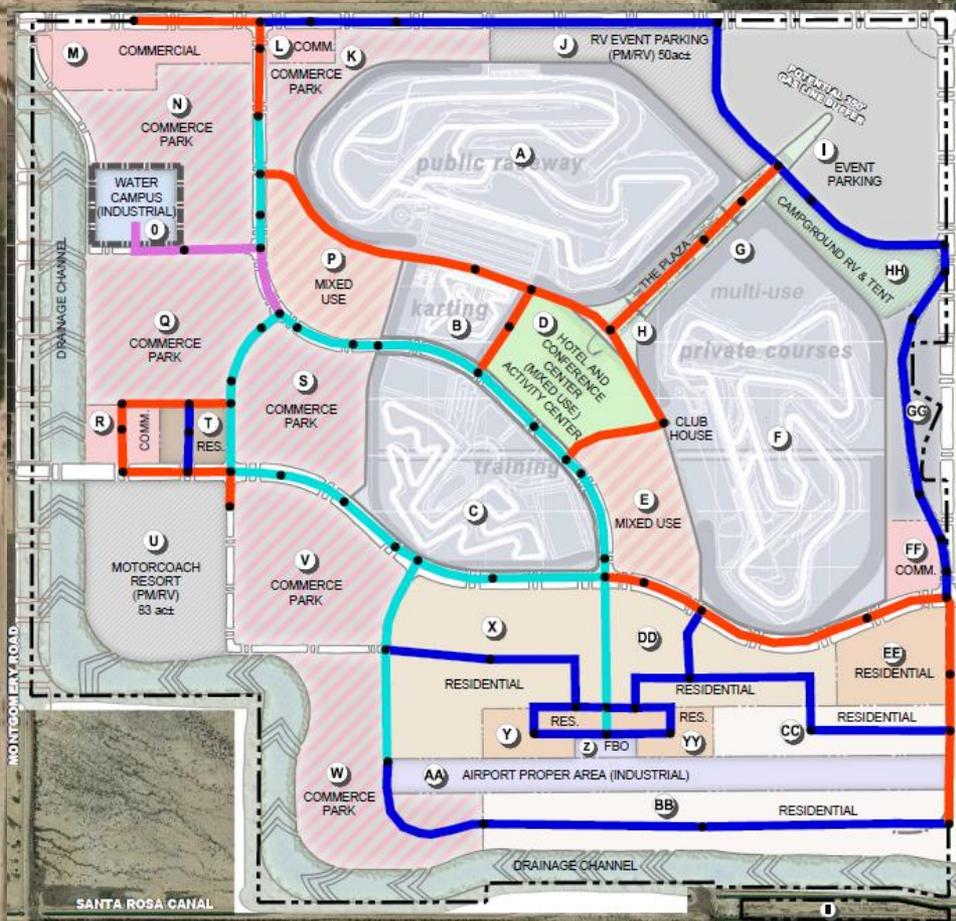


MAJOR NORTH/SOUTH CONNECTOR
MONTGOMERY RD



LEGEND	
	(A) MODIFIED PINAL COUNTY 120' ROW MINOR ARTERIAL HANNA ROAD/BIANCO ROAD
	(B) MODIFIED PINAL COUNTY 96' ROW MAJOR COLLECTOR MONTGOMERY ROAD
	(C) REGIONALLY SIGNIFICANT ROUTE 150' ROW PRINCIPAL ARTERIAL ARICA ROAD
	(D) MODIFIED PINAL COUNTY 110' ROW MINOR ARTERIAL S. PEPPER TREE LANE
	(E) MODIFIED PINAL COUNTY 150' ROW MAJOR ARTERIAL (HALF STREET INTERIM CONDITION) PHASE 1 ARICA ROAD
	(F) BIANCO ROAD - ALTERNATE ALIGNMENT

Vehicular Circulation Plan

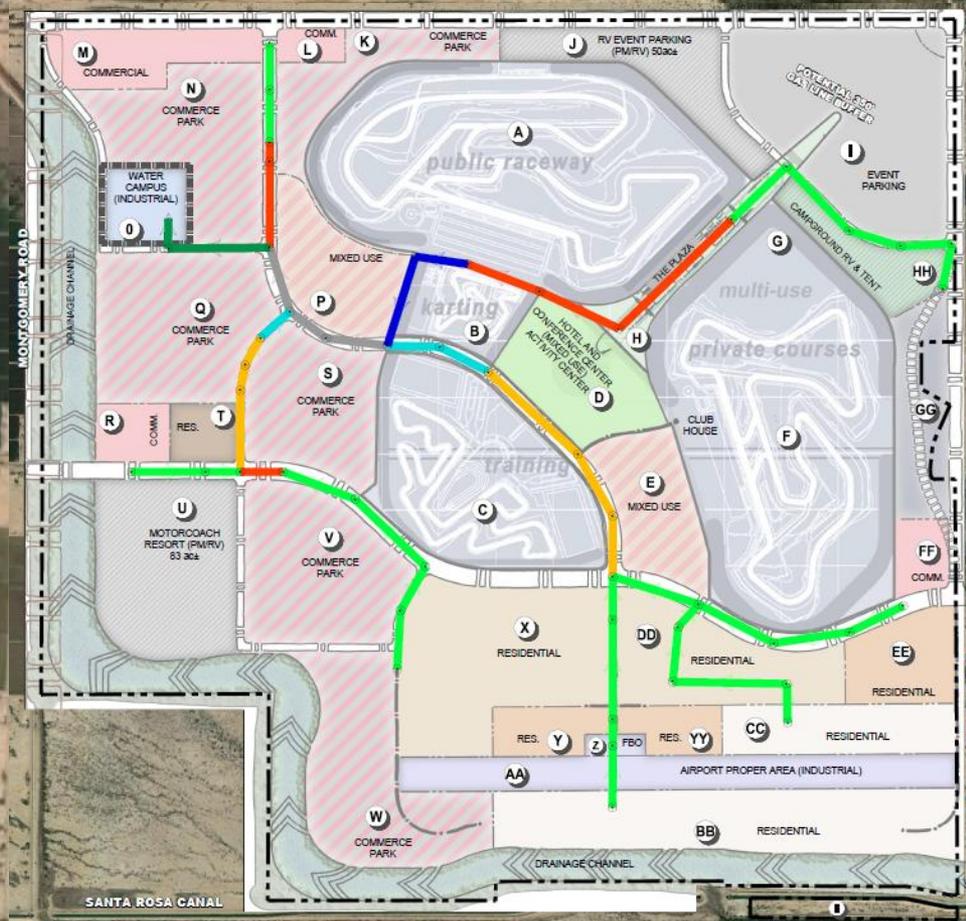


LEGEND

- PROPERTY BOUNDARY 
- PROPOSED WATERLINE 
- EXISTING WATERLINE 
- JUNCTION 
- RESERVOIR 
- PUMP 

PIPE DIAMETERS

-  8.0 INCHES
-  12.0 INCHES
-  16.0 INCHES
-  24.0 INCHES

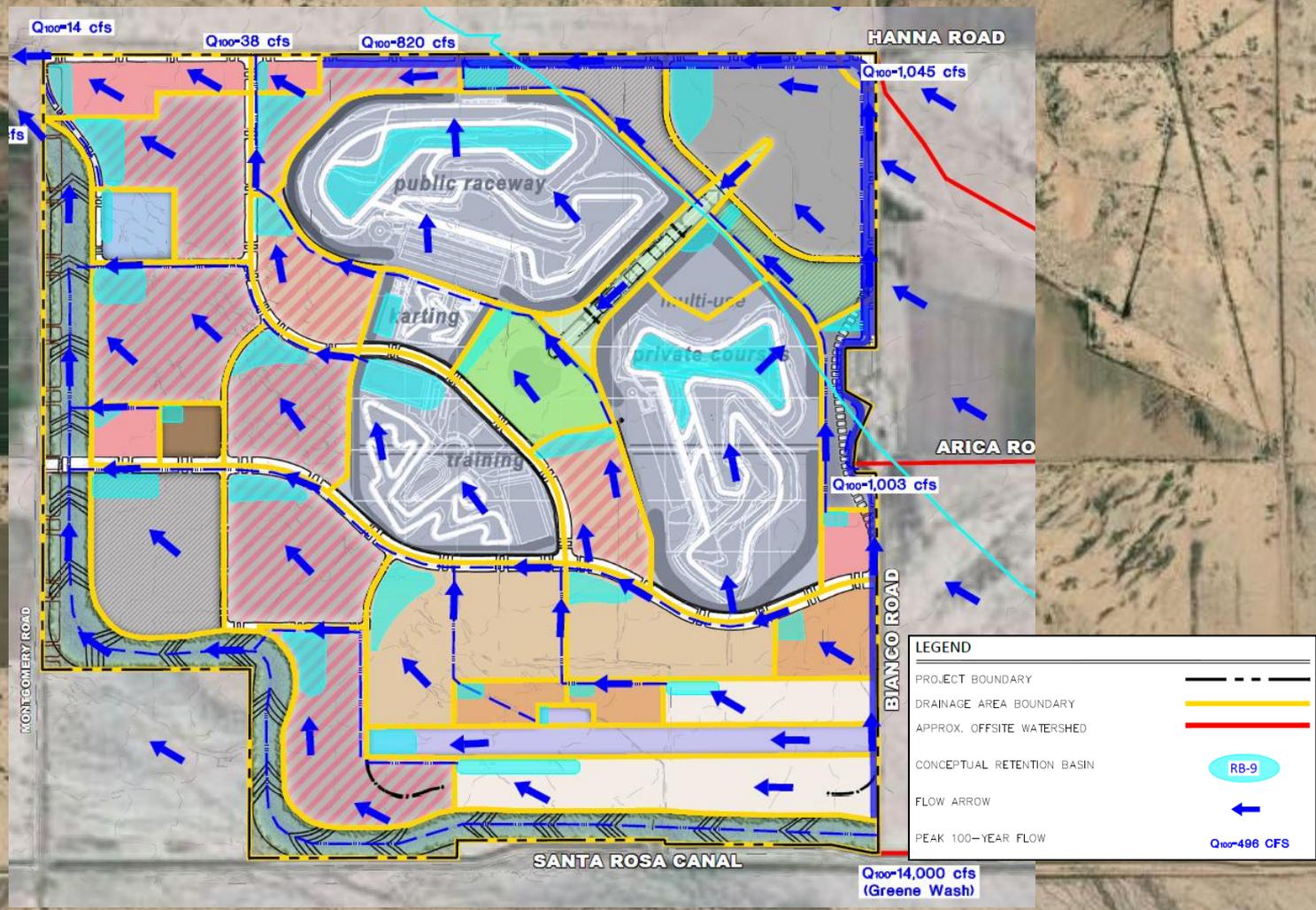


LEGEND

- PROPERTY BOUNDARY 
- PROPOSED GRAVITY MAIN 
- EXISTING GRAVITY MAIN 
- PROPOSED SEWER MANHOLE 
- PROPOSED OUTFALL 

SEWER PIPE DIAMETERS

-  8-INCH
-  10-INCH
-  12-INCH
-  15-INCH
-  18-INCH
-  21-INCH
-  24-INCH
-  30-INCH



LEGEND	
PROJECT BOUNDARY	--- (dashed black line)
DRAINAGE AREA BOUNDARY	— (thick yellow line)
APPROX. OFFSITE WATERSHED	— (thick red line)
CONCEPTUAL RETENTION BASIN	○ (blue circle with RB-9)
FLOW ARROW	← (blue arrow)
PEAK 100-YEAR FLOW	Q100=496 CFS

DEVELOPED CONDITIONS HYDROLOGY MAP

Parcel	Comprehensive Plan Land Use	Land Use	Area (ac) Gross	Land Use Total Area (AC) Gross
77	Employment	Public Raceway	246.9	Racing/Tracks 664.0
		Karting	32.9	
		Training	129.7	
		Private Courses	230.7	
		Multi-Use	23.8	
E	Mixed Use-Residential Focused	Mixed Use	44.8	Commercial 4
				Residential 8.8
				Residential 13.8
				Residential 18
K, N, Q, S, V, W	Employment/General Commercial	Commerce Park	41.4	Commerce Park 424.7
			76.6	
			81.8	
			62.3	
			82.1	
80.5				
L, M, R, FF	Commercial	Commercial	9.8	Commercial 80.2
			40.5	
			15.8	
			14.1	
BB, CC	Low Density Residential	Residential	89.8	Residential 126.8
			37.0	
DD, X	Moderate Low Density	Residential	64.6	Residential 168.4
			103.8	
Y, EE	Medium Density Residential (3.5-8 du/ac)	Residential	17.2	Residential 65.4
			14.7	
T	High Density Residential (8-24 du/ac)	Residential	15.1	Residential 15.1
			33.5	
P*	Mixed Use-Residential Focused	Mixed Use	46.1	Residential (10%) 4.61
				Commercial (90%) 41.49
U	**	Motorcoach Resort	83.3	Camping/ Motorcoach 163.7
HH	Restricted Use Open Space	Campground RV & Tent	30.3	
J	**	RV Event Parking	50.1	
D, H	Hospitality & Tourism Activity Center	Hotel and Conference Center (Mixed Use) Activity Center	50.8	Activity/Entertainment 82.6
		The Plaza	27.7	
I	**	Event Parking/Gateway	128.4	Parking 128.4
O	General Public Facilities & Services	Water Campus	22.6	Water Campus 22.6
Z, AA	Aviation Based Commerce Center	Fixed-Base Operator Airport Proper Area	4.2 60.4	Airport Related 64.6
GG, II	Existing/Planned Open Space	Drainage Way/Trail	223.7	Drainage 223.7
		Undefined	31.5	
II	Recreation/Conservation	Remnant Parcel	12.2	Miscellaneous 43.7
Total			2,360.6	





September 12, 2016

Mr. Patrick Johnson
Ms. Lisa Mitchell
DANRICK BUILDERS
4492 W Kitty Hawk
Chandler, AZ 85225

Patrick.Johnson@danrickbuilders.com
Lisa.Mitchell.az@gmail.com

Patrick / Lisa:

Per our discussion, several issues were discussed during the course of the public hearings. The following are the issues:

1. Impacts of Channel Downstream – The proposed channel ties into the existing channel just upstream of the northwest property corner. Velocities in this area are relatively low, due to backwater from the freeway bridge. The downstream impacts of the channel are to remove approximately 430 acres of property north of the Attesa site, north and south of the freeway, from the current floodplain, assuming the study is accepted by FEMA.

Nuisance water flows in the area downstream from the irrigated area onsite will be reduced downstream by a biological filter on the downstream end of the channel.

2. Maintenance of the Channel – The channel will require very little maintenance in the future. The assumptions on the channel design are that the channel will be fairly overgrown with native vegetation ($n = 0.045$). The only maintenance will be to monitor the sediment buildup. If that occurs, it will most likely be in the low flow channel. If required, that would need some soil removal occasionally. The property will have a maintenance agreement with the Midway Flood Control District through their tax levee.

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Please contact me should we need to clarify these issues.