

APEX Motor Club

Planned Area Development Narrative

NWC Warren Road & State Route 238

Case Number: PAD24-07



Applicant:



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I. DESCRIPTION OF REQUEST

A. Introduction

Private Motorsports Group, LLC (the “Owner” or “PMG”) is thrilled to submit this PAD request for expansion of its existing premier motorsports facility located at the northwestern corner of Ralston Road and Highway 238. In April 2017, the City approved a Conditional Use Permit (CUP17-01) to allow the construction and operation of a world-class motorsport facility to include a 2.3-mile race track course, clubhouse facility, premium garage condominiums, and a multi-purpose building for on-going operations and sales. In 2019 the initial phases of the APEX Motorsports Club opened and delivered to the state and city this first of its kind motor club. Proposed now are added improvements to the development, including the implementation of an expanded racetrack, installation of paddock garages, and providing for private villas. Additionally, instead of operating under a CUP, it is now proposed to establish a PAD for the development which will help guide long term development of the site.

PMG has invested in the community of Maricopa and the state of Arizona by creating an elevated quality of life for residents and visitors as well as providing economic sustainability for the City. In this visionary development, a world-class driving experience, along with the finest country club style amenities available, will provide the city with new investment, high-end consumers, and increased tax revenues.

APEX Motor Club (“APEX” or the “Club”) is a private automotive club that offers a multi-configurable road circuit designed by award winning racetrack designers from Motorsports Service International. The Club is dedicated to providing enthusiasts with a comprehensive platform for exploring and experiencing the world of motorsports. Through a range of meticulously organized events and services, the club facilitates opportunities for members to engage in high-performance driving, professional coaching, and camaraderie within a supportive community. From track days and autocross competitions to educational workshops and social gatherings, APEX Motorsports Club caters to individuals seeking to enhance techniques and indulge in their passion for automotive excellence. With a commitment to safety and facilitating a vibrant enthusiast culture, the Club strives to empower members to elevate their driving abilities while cultivating lifelong connections with fellow motorsports enthusiasts.

B. Specific Request

The entire site is zoned CI-2 with a CUP (Conditional Use Permit) overlay. To allow the future development of the APEX Motor Club, PMG is requesting to rezone the Properties from CI-2 (Industrial Zone) with a CUP (Conditional Use Permit) overlay to a PAD (Planned Area Development) zoning designation. **Exhibit C – Zoning Map** depicts the existing and proposed zoning designations.

II. SITE CONTEXT STUDY

A. Location

The Property consists of four contiguous parcels. The parcels are identified as Pinal County Assessor parcel numbers: 510-80-003D, 510-80-003E, & 510-80-003F (the “Property”), and comprises approximately 263 gross acres. The 263-acre property is the first high-quality motorsports facility in the country to be positioned so closely to a major metropolitan area.

The Property is depicted in **Exhibit A – Vicinity Map**. A legal description for the Property is included in **Exhibit B – Legal Description**. Relevant details relating to the Property are located below in **Table A: Site Data**.

Table A: Site Data

Site Area:	263 Gross Acres
Current Land Use:	APEX Motor Club
Existing Zoning:	CI-2 (Industrial Zone)
Proposed Zoning:	Planned Area Development (PAD)
Existing General Plan Land Use:	Employment & Commercial
Flood Zone:	Not within a flood zone
Parcel Numbers:	<ul style="list-style-type: none">• 510-80-003D• 510-80-003E• 510-80-003F• 510-80-0050

B. Existing Landscape & Topography

The Property is relatively flat and does not have any meaningful topographical deviation. Approximately 149 acres of the 263-acre Property is developed and includes the 2.27-mile race track, pit area, 48 private luxury car garage condominiums, a clubhouse, and helicopter landing pad. The existing track and improvements are located on the south side of a drainage channel which bisects the Property. The northern portion of the site, which is proposed for improvements under this PAD, is currently vacant agricultural land.

C. Existing Grading & Drainage

Prior to the Phase I construction improvements the property was a farm field graded at an average southwest to northeast slope of 1% to 2%. An unnamed channel conveys flows diagonally across the property in a man-made feature that approaches the site from the west along the north side of SR 238, crosses Warren Road at grade and flows from the southwest to the northeast corner of the property and continues to the east into GRIC land upon exiting the property. The construction of improvements did not and will not modify the channel alignment. The channel watershed is comprised of desert rangeland with runoff that originates in the southern slopes of the Sierra Estrella Mountain Range that is conveyed south in shallow washes that are intercepted by the channel along SR 238.

Outside of the SR 238 channel there are shallow washes that approach the west boundary of the property. Flows in these channels are intercepted by berms along the Warren Road alignment and conveyed in a channel around the site. The improvements do not anticipate impacting this channel along Warren Road. Additional grading and drainage information can be found in the Drainage Reports created for this project.

D. Adjacent Land

The Property is located within the limits of the City of Maricopa in northwest Pinal County. It is bounded on the south side by SR 238, the Gila River Indian Community (GRIC) on the north side, the N Warren Road alignment on the west and Ralston Road on the east. The site is bisected diagonally by an unnamed channel that flows from southwest to northwest. The Property is relatively flat and does not have any meaningful topographical deviations. The current surrounding land uses include:

North – The area adjacent directly north of the Property is sovereign Gila River Indian Community (GRIC) land. It is undeveloped agricultural land.

East – East of the Property is Ralston Road, adjacent to a roofing company and technologies company.

South - South of the Property is SR 238 and land used for agricultural purposes.

West – Immediately west of the Property is the N Warren Road alignment.

III. CONFORMANCE WITH THE GENERAL PLAN

The General Plan Land Use designation is largely Employment / Industrial with a segment of the southwest corner earmarked for Commercial purposes. The site is also located within the targeted Growth Area of the City. The Employment and Commercial land use designations allow for a broad range of uses with the primary objective of promoting the economic development of the City of Maricopa. APEX is consistent with this purpose because it will attract members and visitors who will:

- 1) Make investments in the City of Maricopa through real property purchases (condominium garages);
- 2) Pay rental taxes on leased garages;
- 3) Pay fuel and transaction privilege taxes on eligible purchases on the property; and
- 4) Spend money at existing and future Maricopa businesses.

Importantly, the project will also create many new jobs for residents in and around the City of Maricopa.

In addition, economic development interests will be further served as APEX Motor Club gains national recognition and brings new attention to the City of Maricopa and its willingness to host this world-class facility.

The subject site is surrounded with land designated as Employment with the exception of a small portion on the Northeast corner of Warren Road and Maricopa Casa-Grande Hwy which is designated as Commercial. The City has intended to redesignate the Northeast corner to Employment.

The location, size, design, and operating characteristics of the proposed project are consistent with the General Plan because:

- 1) Location: The site is in a primarily industrial/employment area located away from residential development. In 2017, a sound study was completed which described the potential noise impact and concluded that no nuisance noise will be generated to nearby existing and planned residential developments.
- 2) Size/Design: The site is appropriate for the proposed use, as it allows for the preservation of open space and mountain views.
- 3) Operating Characteristics: The Club will enable members to socialize, enjoy their vehicles, and enhance their skills in a safe environment.

The PAD – and the uses proposed herein – are consistent with the goals and objectives of the land use chapter of the General Plan, with specific relevance to the following:

Goal A2: Achieve a balance in the community between jobs and housing.

Objective A2.1: Support land use requests that improve the balance between housing and employment within the Maricopa Planning Area.

Many jobs will be created by APEX, allowing residents in Maricopa and the surrounding area to work closer to home.

Objective A2.3: Encourage, through land use controls, the development of hospitality uses including hotels, resorts and restaurants.

The Club attracts new visitors to the City of Maricopa and may help spurn the development of additional hospitality uses within the community.

Goal B1.2: Develop Maricopa as a collection of villages and districts with distinct community names, themes, and unique character to reflect the variety of character, culture, and history that makes each area of Maricopa unique.

Objective B1.2.1: Proactively manage future development and partner with developers to create distinctive communities.

Other recreation type activities have naturally located in this general area such as the skydiving operation west of the site, and Southern Dunes Golf course located just east of this proposed site. The APEX facility contributes to this area becoming a recreation activity corridor attracting other similar type businesses.

Goal B1.4: Minimize conflicts between land uses.

***Objective B1.4.1:** Address land use compatibilities and incompatibilities when considering zone changes and development approvals.*

The Property is surrounded by primarily vacant land and agricultural uses in an area called out in the general plan for employment and related uses. As such, it is entirely compatible with existing and planned conditions. Additionally, the project will feature adequate buffers achieved through landscaping, site plan layout, and fencing.

***Objective B1.4.7:** Seek appropriate buffers and land use transitions along Native American Community boundaries. Support lower density/intensity land uses along Native American Community boundaries.*

The site plan is ‘low-density’ in nature and will be sensitive to the Gila River Indian Community lands to the north.

IV. PROPOSED PAD ZONING

A. Proposed Land Use

The City of Maricopa is a thriving market in close proximity to the Phoenix Metropolitan area, providing convenient access to a diverse professional base in sectors such as financial services, medical, technology and construction industries as well as senior-level executives and retirees. A significant portion of the area’s winter residents are comprised of retired executives from around the country. The Phoenix Metropolitan Area has some of the largest auto manufacturer fan clubs nationwide encompassing prestigious brands such as Ferrari, Porsche, Lamborghini, Jaguar, Corvette, and Mustang. Moreover, Phoenix hosts several marquee automotive entertainment events such as the Barrett-Jackson Collector Car Auction, Gooding and Company, RM Auctions, Russo and Steele, two (2) NASCAR races, one (1) NHRA event, one (1) Indy Race, as well as the Cars and Coffee and Saturday Night Cruise-In at the Pavilions. PMG is certain the Phoenix market can support the facility, and that demand in the City of Maricopa – only 30 miles from Phoenix Sky Harbor Airport – will be robust.

The intent of this PAD is to allow for a premier motorsports club. Although the APEX Motor Club is currently operating under an approved Conditional Use Permit (CUP17-01), the PAD will enable the club to function within a zoning framework crafted for the Clubs distinctive use. Additionally, this proposal introduces the concept of “Motor Club Luxury Villas” entailing up to 60 meticulously designed, high-end individual 7,500 square foot lots for short term stays.

Below is additional detail regarding the amenities which will be provided within the PAD:

- **Race Track** – The current 2.27-mile track towards the southeast will be followed by a secondary 2.49-mile track towards the northwest which can be combined to offer a 4.76-mile race quality road course. On this course, drivers are provided an opportunity to test their skills and experience the true capabilities of their cars on a safe, professionally-designed course created with the utmost attention to detail in road dynamics, track features and driver experience. The track is designed for drivers of all experience levels and vehicle types, and is Arizona’s fastest and most sophisticated, multi-configurable road circuit.

- **Clubhouse** – APEX will feature a high-quality clubhouse, where members can relax and socialize with each other. The facility will include motorsports TV programming throughout the clubhouse and include spaces for networking and work. The clubhouse will also feature a pro shop, where members may purchase apparel items and driving gear, and a snack bar with refreshments and light snacks.
- **Paddock Garages** – Eighty-six (86) private ‘for-sale’ storage garages are currently under construction at the facility.
- **Garage Condominiums** – APEX will offer up to 96 garage units for sale or lease. These car condominiums are the only trackside car garages in the United States and will provide complete autonomy to owners who may personalize and outfit them to their individual needs and tastes. Half of these units are premium units which front onto the track. They are multi-configurable and can be joined together by members that want a larger footprint.
- **APEX Villas** – The PAD envisions providing premium lots for Club members. These individually owned, private villas allow car enthusiast members the chance to wake up and race or watch racing conveniently and to stay on site during race events. These residential lots are not intended for full-time occupancy and overnight stays will be limited to a certain number of days per year. They will be provided with varying upscale architecture and provide Club members more opportunities to visit and stay in the City of Maricopa while having direct access to the APEX facilities. The lots are proposed at a minimum of 7,500 square feet and will be developed in conformance with the City’s RS-5 Medium Density Residential development standards except as modified herein. The lots will be subdivided and individually owned.
- **Helicopter Landing Pad** – Many members of the Motor Club utilize helicopter travel to visit the Property. Helicopter travel will be in full compliance with local, state, and national aviation standards.
- **Industrial Space** – Spaces for vehicle repair, customization, parts supply and other related automotive services will be available on the Site.
- **Skid Pad** – A skid pad will be offered, which will allow driver training and various tests of a car’s handling on an all asphalt area.
- **Support Uses** – APEX will feature every amenity that owners of the finest automobiles would expect to find onsite, including fuel, basic maintenance services, cleaning and detail services, and general technical inspections.

B. Permitted Uses

The proposed Planned Area Development (PAD) will allow for development as described in the Proposed Land Use section above. The Primary Use under the PAD is for a private race track to include private garages available for members to store vehicles, areas provided for vehicle display and maintenance, residential villas for private members to stay near the track, and other amenities directly related to the APEX Motor Club. Table B below is a specific list of allowed uses which is provided as a reference to the existing City of Maricopa land use descriptions. Table B is not intended to expand the permitted uses beyond the scope of the Proposed Land Use section above.

Table B: Permitted Uses

PAD Permitted Uses	
Primary Uses in accordance with the uses provided in the Proposed Land Use Section.	
	Amusement or recreational enterprise (outdoor)
	Auto rental garage
	Auto repair, mechanical or steam wash racks, battery service (no body or fender work, painting or upholstery, except as incidental)
	Automobile or trailer assembling, painting, upholstering, rebuilding, reconditioning, sale of used parts, truck repair or overhauling, tire rebuilding or recapping, battery manufacture and the like.
	Club: Athletic, private, social, sport or recreational (operated for profit) except sports stadium or field
	Heliport
	Motorcycle or motor scooter repair or storage
	Race tracks
	One-family dwelling unit, conventional construction (APEX Villas, not Full-time Occupancy)
	Sale, rental or display of Automobiles
Accessory Uses only as a support to the Primary Uses per the Proposed Land Use Section and not as a separate use.	
	Bar, cocktail lounge, night club, tavern
	Barber or beauty shop
	Café, lunch room
	Garage equipment
	Gasoline service station (incidental repairing only)
	Gift, curio, novelty, toy or hobby shop
	Hotel
	Ice cream shop
	Museum
	Personal Storage
	Refreshment stand
	Restaurant, Full Service
	Accessory Uses as approved by the zoning administrator
	Temporary Uses for the PAD Permitted Uses

It is probable that the current list of permitted uses outlined in both the Zoning Ordinance and this Planned Area Development (PAD) may not comprehensively encompass unforeseen or emerging uses. Therefore, the provided list serves as a descriptive guide and may not encompass all allowable uses. Property owners, developers or their representatives shall request an interpretation from the Zoning Administrator if a specific use is not listed in Table B: Permitted Uses, the Zoning Administrator reserves the authority to administratively approve the use. Notwithstanding this application, PMG reserves all rights to use the Property as allowed within all applicable codes.

C. Development Standards

The proposed PAD provides for uses which include commercial, industrial, and residential qualities. Table C: Development Standards prescribes the development regulations for the PAD which intends to follow the general development standards within the General Industrial (GI) zoning district while allowing appropriate use specific deviations.

Table C: Development Standards

Development Standards	District
	PAD
Lot and Density Standards	
Minimum Lot Area (s/f) (Single Unit Detached Residential)	7,500
Minimum Lot Area (s/f) (Nonresidential Uses)	625
Minimum Lot Width (ft.) (Single Unit Detached Residential)	60
Minimum Lot Depth (ft.) (Single Unit Detached Residential)	125
Minimum Lot Width (ft.) (Nonresidential Uses)	24
Minimum Lot Depth (ft.) (Nonresidential Uses)	24
Maximum Lot Coverage (%) (Single Unit Detached Residential)	65
Maximum Overall PAD Density (units/net acre)	0.8
Maximum Density (Total Residential Units)	60
Building Form and Location	
Maximum Building Height (ft.)	40
Perimeter Building Setbacks (ft.)	
Front	35
Side	25
Rear	20
Perimeter Landscape Setbacks (ft.)	
Front	35
Side	20

Development Standards	District
	PAD
Rear	20
Residential Lot Setbacks (ft.)	
Front	15
Side	5
Rear	10
Building Separation (ft.)	10

The on-site parking and loading requirements set forth in Chapter 18.105 of the Zoning Ordinance shall apply to development within the PAD.

Any structure over thirty feet (30') in height will require two access roads and an arterial apparatus access road to one full side of each building over thirty feet.

V. PROPOSED DEVELOPMENT PLAN

A. Site Plan

This PAD establishes certain generalized plans describing development themes, development standards, guidelines, and allowed uses. Unless modified or otherwise stated in this PAD, development within the APEX Motor Club PAD shall conform to the Maricopa Zoning Ordinance. Except where indicated in this document, development within the Motor Club shall conform to the PAD Permitted Uses and applicable sections of the Zoning Ordinance related to the district as it exists at the time of the approval.

The development plan for the project is driven (literally) by the track design. The goal from the beginning of the project's inception was for the track to be a special experience for the driver. This goal and how to effectively manage the bisecting channel through the site motivated many of the site planning decisions. The primary entry from Ralston Road cohesively fits with the track design, and with this entry alignment allows drivers to be funneled to the center of the track maximizing a track design with long straightaways.

The two entries off of the private Ralston Road are controlled via a gated access and lead to the centrally located clubhouse which is flanked by the premium garage condominiums. To the east of these key buildings is a parking field that accommodates truck and trailers for race day vehicles and crew, a zone for tents on expo days, as well as general car and vehicle parking as necessary. Further to the east from the center club house is a general maintenance building, a fueling station for cars and vehicles, and then a block of non-track side car storage condominiums.

Visibility from SR 238 is mitigated with the use of a landscape hedge which runs the entire length of the south property line. Retention basins provide for a natural setback to the skid pad/paddock garages and the industrial campus along Ralston Road.

The motor club villas will be primarily accessible from Warren Road and placed on the northern and western perimeter of the site. A circular private road provides access from the villas to the central hub of the development and to Ralston Road.

B. Architecture

The architecture for the project is based on an integration of industrial and desert forms to create a unique style and theme for the overall development. The concrete masonry elements of the building will have a desert stylized pattern that are juxtaposed with the metal panel, steel, and glass creating a comfortable contemporary feel for each of the buildings. The multi-purpose building has served as the main club house, sales, and operations building until the other phases of the project are developed.

The track side condominium buildings feature direct access to the track pit area with doors on both sides of the units. All of the track side condos feature elevated mezzanines. The club house will have features and amenities similar to that of a golf club house with track side viewing areas, and a second floor viewing deck to take advantage of track side views. As noted above, the architecture of the project integrates masonry as well as more traditional metal building materials to allow for both building types to reside on the project and be connected in color, material, and style. The other buildings located on the site plan beyond those provided in this submittal package will be designed and developed to be related to these key buildings and therefore in substantial conformance to these initial designs.

C. Landscape

The plans adhere to a desert palette and meet the City's buffer landscape requirements with vegetation and fencing standards including the existing exterior fencing already constructed on site. Additional landscape information can be found in **Exhibit E – Landscape Plan**.

D. Signage

Future monument signage will be sought at a future date in accordance with the City of Maricopa sign regulations.

E. Phasing

Flexibility in the timing of development has yielded excellent current conditions for the project. Future development is proposed to have similar flexibility but it is anticipated that the Development and land use configurations outlined in this PAD are presented as conceptual. Additional landscape information can be found in **Exhibit F – Phasing Plan**.

F. Noise Mitigation

The maximum noise generated at the racetrack will be 120 decibels. This high decibel level is a reality of the proposed use and public and private users of the Motor Club are aware of the sounds inherent to the race track. The site is in a primarily industrial/employment area located away from residential development. In 2017, a sound study was completed which described the potential noise impact and concluded that no nuisance noise will be generated to nearby existing and planned

residential developments. Zero (0) noise complaints have been received by the owners since the 2017 approval of the CUP and operations of the race track have begun.

The noise level, measured 50' from the middle of the track, shall not exceed 115 dBA. Any new residential homeowners of homes built within the PAD will be provided a disclosure informing them of the risk of noise of living on site with a commercial track.

G. Operational Detail

Visitors and members of the APEX community are embracing car culture and move here because they enjoy the sound and constant activity of high-performance vehicles. The homeowners association will regulate hours of operation and these unique uses shall not be governed by any specific standard of the City.

VI. UTILITIES & INFRASTRUCTURE

A. Domestic Water

Potable water is provided from the Global Water Resources (GWR) water-campus located on the north-east section of the site. Global Water is planning to construct a portable water line as soon as summer of 2025, with construction expected to take approximately 6 months to complete. A pump feeds a domestic water main through the proposed developed site area. Building services will be provided from this main. The domestic water is also used for landscaping.

B. Sanitary Sewer

The sanitary sewer service for the proposed buildings is provided via a private sewer septic system. Each building or platted lot is to be serviced via a private septic system as the property is in the "No-Coverage" area of the City of Maricopa. The Pinal County Aquifer Protection Division regulates and issues permits for septic systems. All additions or revisions to the sanitary sewer for this project shall be reviewed and permitted by the County.

C. Fire Suppression

Fire suppression is provided from the GWR water-campus located on the north-east section of the site. The developed site area fire suppression is provided via a private fire system. Building fire sprinkler services onsite fire hydrants are provided from this main. Fire hydrants are spaced approximately 500 feet apart throughout the portion of the developed site containing buildings and occupied structures. Fire suppression for the racetrack portion of the project is handled by mobile fire suppression units.

D. Stormwater Retention

The required 100yr – 2hr stormwater retention is and will be provided via multiple surface retention basins throughout the site. Retention basins that store less than 12" of stormwater will not require mechanical bleed-off mechanisms. The retention basins at the southeast corner of the site will be maximized to the available storage area around the track as they will store runoff from the developed portion of the site. Proposed retention basins are anticipated at the northeast corner

of the site to retain the proposed large paved apron planned at these locations. The retention basins will not occupy more than 50% of the required front and side yard setback areas.

E. Off-Site Stormwater (Existing Channel)

Off-site stormwater flows enter the site from the southwest corner of the site and run northeast through the existing wash to the northeast corner of the development. The need for 100yr – 2hr retention for the private race track is not normal as the track will not be utilized in heavy storm conditions. It is anticipated that the majority of the flow will be contained within the existing channel, however there may be some areas where it overtops and may even wet the track. No racing would occur during these times. It is understood that the track will be cleaned prior to use.

The existing wash has been determined to be non-404 and therefore no additional 404 permits will be required.

F. Police

Police services are provided by the City of Maricopa Police Department.

G. Public Improvements

All public roadway dedications and infrastructure improvements for Warren Road and State Route 238 shall be in accordance with the current City of Maricopa standards and Area Transportation Plan, and as approved by the Director of Public Works or City Engineer. The improvements to be completed along SR 238 will include sidewalk, curb, gutter, pavement, streetlights, dedication of right-of-way, public utility easements, drainage easements and improvements, signing and striping. Installation of irrigation and landscape materials along SR238 will be provided within a 12-month period after water service from Global Water is available to any of the parcels within the PAD. Half street improvements for Warren Road will include installation of landscape, sidewalk, curb, gutter, pavement, streetlights, dedication of right-of-way, public utility easements, drainage easements and improvements, signing and striping.

VII. CONCLUSION

The proposed APEX Motor Club aims to provide an elite automotive enthusiast experience with world-class amenities for both local and visiting residents of Arizona. This supreme development features a collection of elements, including 4.76 miles of premier race-track, country-club style amenities, a clubhouse for private members, car condominiums, 96 for-sale luxury garages, APEX villas, and a unique social experience. The Property is set within the surroundings of Arizona's native beauty, utilizing a desert landscape palette and serves as an activation point for Maricopa. We look forward to furthering investment in the area by continuing to develop the Property. The requested PAD will allow APEX Motor Club to expand and operate with the assurance it needs and we look forward to collaborating with the City of Maricopa's staff, officials, and residents, to further develop this premier community asset.