

PROPOSAL



Speedway & Family Recreation Area

Presented by:

City of Marysville

Snohomish County

Snohomish County

Economic Development Council

April 2004

Table of Contents

LETTER OF INTEREST

EXECUTIVE SUMMARY 1

SECTION 1—SITES 5

SECTION 2—PROPERTY ASSEMBLY 17

SECTION 3—FINANCE AND LEGISLATION 19

SECTION 4—PERMITTING 20

SECTION 5—COMMUNICATIONS 23

APPENDICES

Appendix A

Proximity to Airport

Infrastructure

Environmental

Recreation

Appendix B

Contact List



April 5, 2004

International Speedway Corporation
1801 West International Speedway Boulevard
Daytona Beach, Florida 32114

Re: Conceptual Proposal for a Speedway and Family Recreation Area in Snohomish County, Washington

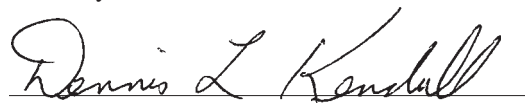
Ever since the International Speedway Corporation (ISC) contacted us about the opportunity to locate a NASCAR facility in our community, we have been convinced that we may have one of the best sites in the Pacific Northwest for such a racing venue. *As time went on your vision for this project became our vision.* Today we submit our proposal for your continued consideration.

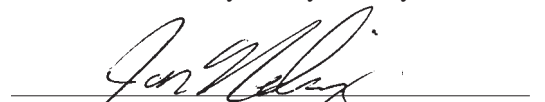
Our vision is one of a regional, perhaps national, family destination recreation facility. The vision focuses on the ISC race track, surrounded by commercial establishments. Integrated into the design of the site are numerous family recreation and entertainment facilities. To appeal to the values of the Northwest clientele, an existing salmon rearing stream would be enhanced to demonstrate how future regional development could be used to advance the environmental priorities of the community and the design requirements of the various regulatory agencies.

We believe our proposal will provide a winning combination for ISC, our citizens, and our communities. This conceptual proposal represents our good faith effort to work with you as partners, to explore the opportunity to develop a local NASCAR facility, and enter into discussions to complete such a proposal. We appreciate the need to define the site and the critical elements of our partnership at a later date, as you may deem appropriate.

Please feel free to direct questions to Paul Roberts, Executive Director, Snohomish County Executive's Office (425-388-3123) or Mary Swenson, City Administrator, City of Marysville (360-651-5022). We thank you in advance for your time and look forward to your response.


Sincerely,


Dennis Kendall, Mayor, City of Marysville


John Nehring, Mayor Pro-tem, City of Marysville


Aaron Reardon, Snohomish County Executive


John Koster, Snohomish County Council Chair


Deborah Knutsen, President and CEO,
Snohomish County Economic Development Council



Executive Summary

WE SHARE A COMMON VISION

We are excited about the opportunity for the International Speedway Corporation (ISC) to locate a Speedway and Family Recreation Area (S/FRA) in our north Puget Sound community. We envision a partnering relationship with ISC and our region to create a model recreational amenity. With this proposal, we lay the framework to turn this vision into a reality.

THE SITES

The sites we propose for consideration provide an outstanding recreational opportunity for ISC and our community. They offer spectacular views of the Cascade and Olympic Mountains, as well as Puget Sound—excellent as a television backdrop. Transportation access is directly off of Interstate-5 (I-5), the primary corridor serving Vancouver B.C. to the north, and Seattle and Portland to the south. Five million people live within a three-hour drive-time radius. The sites are 600-800 acres, relatively flat, and surrounded by properties that can support complementary uses and future expansion. Infrastructure capacity exists to serve both the racing facility and the surrounding uses.

Paine Field, with its capability of handling aircraft of any size (including 747-sized aircraft) is conveniently located less than 25 minutes away from the S/FRA site. The Arlington Airport, a local general aviation airport, is less than two miles away. Commercially scheduled service with direct flights from many parts of the world is provided at SeaTac International Airport, a short commute south on I-5.

Amtrak service runs along the site. Major multi-modal sites linking together transit, bus, rail, and vehicular traffic are located in Everett, and contemplated at the I-5/116th Street NE interchange, which would extend service to the Tulalip Casino and the S/FRA site.

OUR PARTNERSHIP COMMITMENT

The City of Marysville and Snohomish County are prepared to move forward in a financial partnership with ISC and Washington State. The terms of our partnership with ISC will depend upon the site chosen and the site characteristics. We are prepared to begin these discussions at the convenience of the ISC.

In addition to financial considerations, we are eager to work as partners regarding property assembly, site design, permitting, and other issues that may arise. We will contact the State Office of Regulatory Assistance and the Governor's Office to work with us on this project.

A HISTORY OF SUCCESSFUL PUBLIC/PRIVATE PARTNERSHIPS

The north Puget Sound region maintains strong relationships between governments and the private sector, and relies on these relationships to meet our economic development and infrastructure needs. Marysville, Arlington, and Snohomish County regularly coordinate shared responsibilities and services to benefit businesses and local residents. Examples of locally successful public/private partnerships include:

- Boeing 7E7 project
- Everett Navy Homeport
- I-5/172nd Street NE (SR531) interchange
- Numerous local and regional transportation projects

Coordination and cooperation between city governments, Snohomish County, Washington State, the Tulalip Tribes, and our state Congressional delegation has accelerated many regional projects. Private sector support and financing has been instrumental in securing state and federal grants for a number of these critical regional efforts.

As planning, permitting, construction, and operation of the speedway complex proceeds, ISC will benefit from these partnerships that will serve as a foundation for ISC's collaboration with local agencies.

WE WELCOME ISC TO OUR REGIONAL TEAM

The City of Marysville, Snohomish County, and the north Snohomish County region represent a "can do" community that has a strong vision of its own destiny. We know what we want, what we need to do to get there, and how to achieve success. We look forward to welcoming ISC, as the newest member of our successful regional team.



Section 1 — Sites

The S/FRA sites are ideally located near Seattle between the major population centers of British Columbia, Washington, and Oregon. The S/FRA site is within 45 minutes of the Seattle metropolitan area with its 3.3 million people, and about 90 minutes from over 2 million people in the Vancouver, BC metropolitan area. The Portland metropolitan area and its 2 million people are just to the south on I-5. It is projected that this site will draw race fans from as far as 600-800 miles away.

This proposal identifies two potential sites for the location of the S/FRA. Both hold a strategic location with close proximity to I-5 and the 172nd Street NE (SR531) interchange. The area east of I-5 is called the Smokey Point community. The area on the opposite side of I-5 is called Lakewood.

SITES A/A1: SMOKEY POINT

This site is approximately 600 acres and is located west of 51st Avenue NE, south of commercial/industrial development within the City of Arlington, east of undeveloped properties within the City of Marysville and north of 152nd Street NE. The Burlington Northern Santa Fe (BNSF) Railroad borders the property to the east. Industrial developments in the City of Arlington lie north of the site. To the west lies 51st Avenue NE with 152nd Street NE to the south. Site A can be easily expanded to the west to include another 148 acres, as shown in site A1 on Pages 9 and 11. Site A1 has direct access to the west to Smokey Point Boulevard, a major north/south arterial.

Surrounding properties to the south, east and west are lightly developed sites in unincorporated Snohomish County and the Cities of Marysville and Arlington.

SITE B: LAKEWOOD

Located within the Lakewood Community west of I-5, Site B consists of approximately 618 acres located south of 156th Street NE and west of the BNSF Railroad in unincorporated Snohomish County. Like Site A/A1, Site B is surrounded by hundreds of acres of undeveloped or only lightly developed land. The character of the surrounding properties is rural residential and agricultural land uses.

The North Marysville area has plenty of new land available for your consideration. We would be happy to work with the ISC team in selecting the ideal site.

PREFERRED SITE PROPOSAL

Our initial evaluation of these two sites indicates that Site A/A1 has significant advantages over Site B. Both sites meet the needs of an ISC facility; however this conceptual planning phase shows Site A/A1 as the preferred site. The following list provides reasons that support our recommendation of Site A/A1:

Topography (Flat)

Currently in sod farms for the most part, Site A/A1 will require very little site and building pad preparation.

Soils

Underlying soils are uniform in character, consisting primarily of fine-grain sands that are structurally sound. The depth of these sands has been bored to 25-50 feet, and may be as deep as 200-300 feet in places.

Parcel Characteristics

Parcels are typically large, although there are a number of smaller parcels. A significant number of these parcels are under a single ownership.

Adjacent Land Characteristics

Additional adjacent land is available. Over 1,000 acres of vacant and/or readily developable land, lies within a two-mile radius of the A/A1 site.

Agency Coordination

The City of Marysville and Snohomish County are prepared to work with ISC, state and federal agencies, and the Tulalip Tribes to coordinate the review procedures for this site. Marysville intends to initiate annexation proceedings, supported by the

County, which will result in a single jurisdiction addressing all permit and design issues. All parties will work together to streamline the permit process. As previously noted, the City of Marysville and the County have experience working in this manner on similar projects of regional significance.

Environmental and Site/Design Issues

Washington State has a complex environmental permit and regulatory review structure. The County and City of Marysville have experience in addressing complex permit matters and will bring that experience to this project. Moreover, the State of Washington has a Permit Assistance Center that will be used to coordinate state and federal agency reviews of the project submittals.

The City of Marysville also has considerable data and site information that can and will be used to assist this project. This information includes detailed drainage and soils data, as well as infra-structure, including water, sewer, transportation, natural gas, electrical power, and telecommunications.

Permitting

The City of Marysville employs a creative one-stop-shopping approach to permitting. This shortens normal permitting timeframes, reduces costs and project delays, and adds certainty to permitting, project review, and approval processes.

Access and Convenience

Transportation facility improvements are underway that provide the support and capacity to serve this site. Accommodating topography and good soils provide easy construction for expansion of the road network. Users can easily access the site from all directions. It is located near the geographic center of the four principal arterial routes of the area: I-5, Highway 9, 172nd Street NE, and 152nd Street NE. The adjacent rail line can provide access to Amtrak or other rail services. Plans are also in the works for a regional public transit rail hub near 116th Street NE in Marysville.

LAYOUT CONCEPTS FOR SITE A/A1

This proposal presents three alternative site layouts for the proposed race track. Each alternative accommodates a 150-acre race track and supporting facilities, for a total of 600 or more acres. There is parking for 20,000 cars with room for

future expansion to 40,000 parking spaces, should that prove necessary.

Site A/A1 offers excellent access being located just off of I-5 via 152nd Street NE and 172nd Street NE (SR531). It also is directly accessible from Highway 9 via 172nd Street NE (SR531) and 51st Avenue NE. The latter traverses the site in a north/south direction. The race track's alignment on a north/south axis provides spectators in the western grandstands with the beautiful backdrop of the Cascade Mountain Range.

Alternative 1: Ring Road Layout

In this concept, the minor realignment of 51st Avenue NE accommodates the proposed race track. There are two main entrances to the site; one is at the intersection of 51st Avenue NE and 152nd Street NE, the other is at the intersection of 51st Avenue NE and 172nd Street NE (SR531).

This layout places the corporate village, grandstands, shuttle bus parking, handicap parking, RV parking, and reserved parking west of the track. These are within the inner ring road. A radial layout for general parking is proposed that will encircle the track. Future expansion of parking is planned off the outer ring road. These parking areas can remain as fields and be used by the community for sports fields and outdoor recreation.

A 300-foot buffer preserved along the BNSF Railroad provides an opportunity to re-route Edgcomb Creek in an environmental mitigation/enhancement project for salmon.

Alternative 2: Orthogonal Layout

In this concept, 51st Avenue NE maintains its existing alignment. Like Alternative 1, the two main entrances are off of 152nd Street NE and 172nd Street NE (SR531).

The race track is positioned west of 51st Street. Provision for future commercial development at the intersection of 152nd Street NE and 51st Avenue NE is proposed. The concentration of retail at this intersection will compliment the corporate village and energize the main entry to the race track.

Shuttle bus pick-up and drop-off, reserved parking, handicap parking, RV parking, and helipads are conveniently located next to the race track. General parking, vendor parking and additional RV parking is located to the east of 51st Avenue NE. Future

parking expansion may be located in the north and east portions of the site.

At the northeast corner of the site, a proposed buffer with trails connects to existing rural conservation land to the east of the railroad.

A 300-foot buffer preserved along the BNSF Railroad provides space to re-route Edgecomb Creek. A proposed pedestrian and bike trail will meander along this creek and provide a community recreation amenity.

Alternative 3: Direct Site Access via 158th Street

This concept is a spin off of Alternative 1. What sets this concept apart from the Alternative 1 and 2 is its direct access off of I-5 via 158th Street NE. The race track sits at the end of the main entrance drive on 158th Street NE, with additional access to the site via 152nd Street NE and 172nd Street NE (SR531).

Like Alternative 1, the facility has an overall radial layout. For convenience, the race track's supporting facilities (corporate village and parking for competitors, VIPs, handicap and vendors) are located within the inner ring road.



Section 2 — Property Assembly

Site A contains 599 acres of land, with a total of 18 owners and at an assessed value of over \$7 million, including land and improvements. If the additional 148 acres (shown in Site A1) is included, an additional seven landowners are involved and the total assessed value of the 747-acre parcel is \$14.5 million.



Section 3 — Finance and Legislation

The location of an auto racing facility will require a partnership between ISC, and state and local governments, as well as actions by the Washington State Legislature in the 2005 session.

We are committed to enter into a partnership with ISC to address the financing of a racing facility in Snohomish County, and to seek legislation authorizing such a partnership. We appreciate that there will need to be a significant public financial element in the successful development of this facility.

We are prepared to begin immediate work with ISC's representatives in Washington State to define the financial relationships between ISC, state, and local partners to insure a successful outcome in the 2005 session. The legislative proposals will include at least the following:

A. PUBLIC FINANCING

A financial package that permits the issuance of bonds for a number of the project components, and to capture tax revenue, tax increment financing, or other means, to pay the debt service on the bonds is an essential component for a partnership between ISC and the local community.

B. TRANSPORTATION FINANCING

Depending upon the site selected, there will be transportation demands that will need to be funded and that do not currently exist in the State's transportation funding plans. We will work with the transportation committees of both houses of the legislature, as well as the Governor's Office and the Washington State Department of Transportation, to identify funding to meet these needs. Once ISC has decided on a specific site location, we can focus more specifically on transportation issues.

Washington State has specific constitutional limitations on the use of public funding for private development. Within these limits, we are prepared to work creatively with ISC to examine various aspects of a financial partnership between ISC and the local community. This may include assistance for services for infrastructure, roads, water, sewer, public safety concerns, and other matters related to the provision of utilities and municipal services.

SNOHOMISH COUNTY HAS EXPERIENCE IN PUBLIC/PRIVATE PARTNERSHIPS

Snohomish County played a major role in the successful passage of legislation to keep the Boeing Company in Washington State and to decide to build the new 7E7 airplane in Everett in 2003. Further, we were successful in passing significant legislation to assist and support our military facilities (including Naval Station Everett) in the recently concluded 2004 Legislative session. We have the track record and the confidence that we can assemble and pass a significant legislative package with the assistance of ISC representatives.



Section 4 — Permitting

It is anticipated that the selected site will be annexed to the City of Marysville to allow for a consolidated review of permitting and capital facilities project construction.

The City of Marysville will provide the full range of permitting services (water, sewer, right-of-way, grading, land use permitting) for the selected site(s). Marysville has worked closely with the Snohomish County Economic Development Council, as a member of its Model Permit System Project, to streamline permitting within local city government. The improvements and current permit turnaround times reflect the City's commitment to customer service. The commitment to expediting permit review includes land use applications, civil plan review, and construction inspection services. If one of the proposed north Snohomish County sites is ultimately selected, a dedicated interdisciplinary team would be committed to this project to work with ISC on site development and permitting at local, state and federal levels. Jurisdictional boundaries currently within Sites A/A1 are shown in the following graphics.



Section 5 — Communications

We believe the ISC race facility will be widely supported by the public. Our approach will be to identify and work with these groups early in the design process.

We will work closely with you and your legal and public information team members to develop a Communications Plan and strategy for the public. Activities will include developing key messages, seeking forums to present information about the project, and communicating its benefits to various audiences.

Upon site selection, we will work with your team to coordinate meetings with our state representatives to encourage support of the legislative actions that will be needed to make the project successful. We will enlist the help of the state legislators in promoting the advantages of the speedway to their constituents.

INVITATION TO ISC EXECUTIVES TO SPEAK

While we will be actively working locally on your behalf, targeted presentations by ISC to selected audiences will further engage the local citizens and will aid in our concerted effort to get the ISC story told. It is a compelling story and one that will reap benefits for the State of Washington, Snohomish County, and the communities of Marysville and Arlington.

EDITORIALS IN LOCAL NEWSPAPERS

The communities in Snohomish County enjoy a wide array of local newspapers. This hometown newspaper environment allows a well-conceived letter writing campaign to reach a wide audience. We firmly believe that the location of the ISC facility in Marysville will mean increased economic development opportunities for the City and many of our neighbors — this is the story we want to tell.

E-NEWSLETTERS

Upon site selection, we will work with you to keep interested parties up to date regarding the project's progress through the Snohomish County Economic Development Council (EDC) monthly newsletter and other publications. In addition, the City of Marysville publishes a quarterly e-newsletter — the Marysville Messenger. We will endeavor to keep our citizens informed of the racing facility progress through these and other publications.

These are only a few of the approaches we expect to use to get word of the local benefits of the ISC project out to the public. We expect to integrate these techniques with those proposed by your public relations specialists to ensure this is a successful project.



Appendix A

PROXIMITY TO ARLINGTON AIRPORT

A Speedway and Family Recreation Area (S/FRA) venue located at Sites A/A1 would put the Arlington Airport within the current Temporary Flight Restriction (TFR) boundary associated with certain major sporting events imposed by the Homeland Security Department. This TFR applies to Major League Baseball, National League Football, NCAA Division One football, and “...Major Motor Speedway Event(s)...” The blanket restriction extends from the racetrack to a distance of three miles and vertically to 3,000 feet from one hour before to one hour after an event. Initial conversations with FAA, Homeland Security, the Washington State Department of Transportation (WSDOT) Aviation Division, and the City of Arlington Airport Manager have indicated a willingness to work through this and other issues related to airport operation and airspace restrictions. The goal would be to develop a Memorandum of Understanding (MOU) between all parties that would allow the airport to remain in operation during these events. Some strategies that have been discussed to enhance safety including operating a temporary control tower during a S/FRA event, coordinating the parking areas to allow an available, unused strip for emergency landings, adjustment of normal traffic patterns during race events to avoid over-flying the stadium, and potentially other strategies. Developing a workable MOU will require close coordination between Homeland Security, FAA, WSDOT, NASCAR, and various airport user groups.

INFRASTRUCTURE

Traffic and transportation

Site Access

The regional transportation system provides excellent access to the proposed S/FRA site (Site A/A1). The site is located between I-5 and SR9. These two transportation routes are the major north-south transportation corridors in the north Puget Sound region and serve as significant links between the population and activity centers of the region.

The new S/FRA interchange on I-5 at 152nd Street NE will provide direct access to the speedway. A multi-lane arterial (152nd Street NE) will link the new interchange to SR9 to complete a transportation grid around the Speedway consisting of I-5, 172nd Street NE (SR531), SR9, and the new Speedway Boulevard (152nd Street NE). There are four existing interchanges on I-5 that provide supplemental access to the proposed site. These are at 172nd Street NE (SR531), SR530, 116th Street NE, and 88th Street NE. Similar supplemental access points from SR9 are at 172nd Street NE (SR531), SR530, 108th Street NE, and 84th Street NE.

Supplemental Parking Options

WSDOT and regional transit agencies have developed a system of park-and-ride facilities along the I-5 corridor within the Puget Sound area. Parking for 6,000 vehicles within Snohomish County park-and-ride lots along with an additional 10,000 stalls in outlying areas provides supplemental off-site parking.

S/FRA Transportation Improvements

Transportation system improvements in the vicinity will further enhance access to the S/FRA. Some of these projects are already under construction, while others are in various stages of development.

Current development plans for the area will provide a catalyst for improvements that further support the S/FRA. Some of these selected transportation projects include:

- Two additional lanes on I-5 through Everett will improve capacity between the S/FRA and the Seattle metropolitan area by about 70 percent.
- Speedway Interchange (I-5/152nd Street NE) — Preliminary studies are complete for this interchange and the City is ready to move to the next stage of securing state and federal approval for this new interchange.

- Speedway Boulevard (152nd Street NE) Extension — As part of the program to construct the Speedway Interchange on I-5, a five-lane arterial would connect the new interchange with SR9, and provide a direct link to the S/FRA.
- 172nd Street NE Interchange Reconstruction — Capacity improvements at the interchange will begin in the spring of 2004 will increase capacity by about 100 percent.
- 116th Street NE Interchange Reconstruction — Capacity improvements now in design will significantly increase capacity of that nearby interchange.
- 172nd Street NE (SR531) Improvements — Capacity improvements between I-5 and SR9 will increase capacity by about 100 percent.
- Smokey Point Boulevard Improvements — Design work is underway for widening Smokey Point Boulevard between 136th Street NE and 172nd Street NE (SR531) that will increase capacity by about 100 percent.

Utilities

Water

The City of Marysville is the water purveyor from Smokey Point south to the southern city limits. The City has its own reservoirs and water utility. This supply is a combination of water purchased from Everett and City owned well sources. Current water rights and supply are more than sufficient to serve the S/FRA development project and surrounding future development.

Watermain installation along 152nd Street NE in 2003 provides water to the site. This main will connect to the proposed three-million-gallon Sisco Reservoir to enhance fire flow within the area.

Sewer

The City of Marysville provides sewer service in this area. Extension of existing mains is necessary to serve the parcels.

The City of Marysville owns, operates and maintains a sewerage system (collection, treatment and outfall) serving the Smokey Point and Lakewood areas. The Marysville sewer service area is approximately 12 square miles, and includes the corporate limits of Marysville, Smokey Point, Lakewood, and surrounding unincorporated areas within Marysville's Urban Growth Area.

The wastewater treatment plant and conveyance system has adequate capacity to support the development of the S/FRA.

Drainage and Water Quality

The impact of development on the natural drainage features is a key consideration in the Pacific Northwest. The potential drainage impacts of developing the S/FRA facility in the North Marysville area are well understood and can be easily accommodated by the regional facilities already under design and construction by the City.

A number of permitting agencies have already reviewed and approved many of these design concepts proposed for this area, as part of the North Marysville Master Drainage Plan. Such an approach will substantially assist in the permitting review and approval processes, saving the ISC both time and money.

The City of Marysville has identified regional detention and water quality treatment opportunities for new development in north Marysville. A number of sites are well suited to provide regional detention and water quality treatment facilities for the proposed S/FRA sites. The construction of the first in a series of regional facilities serving over 220 acres of commercial development in the Smokey Point Channel sub-basin is scheduled for completion this summer.

The soils underneath the proposed parking areas (450 acres) have high infiltration rates. This will allow the parking areas to remain as grass and be used for additional activities. To keep the parking areas dry at the beginning and end of the season, a series of under-drains can convey stormwater to the closest regional detention facility. The subsurface drainage network would provide controlled release from the parking area to the downstream system and would allow management of the water table. This ensures that the parking areas would be dry in the Spring and late Fall.

Roadway widening and interchange construction will require detention and treatment facilities to reduce runoff to pre-development rates and volumes. Each of these regional detention facilities will discharge directly into a nearby stream. These facilities will allow management of stormwater from road improvements and cumulative development attracted by the S/FRA project to meet regulatory requirements.

Electric Power

Snohomish County Public Utility District #1 (PUD) provides electrical power to all sites. The PUD purchases electricity from Bonneville Power Administration and distributes it through the

service area. Currently the PUD has distribution lines to all North County sites.

The district has a 115-kV transmission line that runs parallel with the railroad tracks bordering the eastern boundary of the Lakewood site (Site B). The district also has a 115-kV transmission line that runs east/west along 152nd Street NE bordering the southern boundary of Site A in Smokey Point and extending to 67th Avenue NE. The District has a 115-kV transmission line that runs parallel with 67th Avenue NE between 172nd Street NE (SR531) and 152nd Street NE.

Distribution and transmission lines are located in public rights-of-way and on easements over private properties. The PUD has capacity in its system to meet future 20-year growth projections.

Natural Gas

The Olympia Pipeline Company provides natural gas service to the Study Area. The natural gas distribution network consists of high-pressure mains and distribution lines through the service area. A major transmission main traverses the preferred site that may require relocation to permit the ISC development project.

Communications

Verizon delivers telecommunication services to each of the two proposed sites.



ENVIRONMENTAL: WETLANDS, STREAMS, AND FISHERIES

Wetlands

The City of Marysville has conducted a streams and wetlands analysis of the Smokey Point and Lakewood areas. A report dated September 2001, identifies potential wetland locations within the study area. All sites will require additional analysis to ascertain the presence or absence of wetlands. The preferred site (Site A) contains hydric soils and is known to have high groundwater tables throughout much of the year. Although much of the area is currently in sod farms, numerous small wetlands are scattered throughout the site.

Streams

Streams located within Sites A/A1 drain into Quilceda Creek and ultimately into the Snohomish River and Puget Sound. Quilceda Creek has a mainstem and three west tributaries. The Smokey Point Channel of the Middle Fork of Quilceda Creek runs along the western boundary of Site A. Edgecomb Creek is also located within Site A. The West Fork of Quilceda Creek runs along the eastern boundary of Site B. Major portions of these stream systems have been channelized during past agricultural practices.

Priorities of Protection

The protection of headwater wetlands, spawning areas and water quality in drainages on the eastern and western slopes of the basin are a high priority. The Smokey Point drainage lacks the spawning potential of the other Quilceda sub-basins. This reduces productivity potential and allows for consideration of

mitigation in other Quilceda basins. The channelized stream systems in the general project area all have the potential to be moved to a protected stream/wetland complex corridor.

Creating an environmentally sensitive, community supportive image for the ISC with the residents of the Pacific Northwest is absolutely critical to the acceptance and success of any ISC venture in the Northwest. Most of us are here because of the unique natural beauty of the region. It is truly an outdoor recreation paradise. It is important that the ISC recognize and capitalize on the passion that we have for our region and its natural amenities.

Potential for Restoration

There is an enormous potential for a large scale restoration project, that could be proposed as mitigation for the development of the race track on Site A. The current state of the wetland and stream systems within all sites is highly altered from historical agricultural practices and enhancement by this project would be favorably viewed by the various regulatory agencies. Minimal natural vegetation or riparian cover remains at either of the sites. In many instances, current agricultural uses are adversely affecting fish habitat, wildlife diversity, and water quality.



RECREATION — IN THE POLE POSITION: Marysville's Recreational Enthusiasm and Professional Auto Racing — A Natural Fit

The greater Marysville area is ideally situated in the Puget Sound region, an area renowned for its unrivaled natural beauty. For the people who call Marysville and the Great Northwest home, we convey a relaxed attitude, contrary to our “latte-lust”, but above all, *we like to get outside and play*. The breathtaking vistas and boundless recreational opportunities bring out the active spirit in everyone — professional auto racing is a natural fit for our already enthusiastic brand of lifestyle.

Beyond racing events, RV shows, boat exhibitions and antique car shows are planned for 210 days of the year. Other potential entertainment venues designed to accommodate race-goers and their families near the race track in Marysville are miniature golf courses, amusement parks and fairgrounds.

The race track will contribute to and benefit from future development along I-5, 172nd Street (SR531) and 152nd Street, ensuring that both local diehard racing fans and visitors have easy access to shopping, dining and lodging opportunities within reach of the racing grounds, and for getaways to other places around the region to round out their visit.

A wide variety of unique sites, attractions and recreational opportunities exist within the immediate vicinity, mere minutes away or less than two hours by car or ferry that point to the Marysville area as a premier destination for the most fervid auto racing fans and families. Marysville is conveniently located between the major metropolitan cities of Seattle (20 minutes south) and Vancouver, British Columbia, Canada (90 minutes north) for day trips.

Tourism and Recreational Opportunities Mere Minutes' Drive

Marysville lies on the north crescent of the Snohomish River Delta estuary in north Snohomish County, amid a lush and green landscape ringed by rolling hills, rugged snow-capped mountains, pristine lakes and rivers, and the clear waters of Puget Sound. This panorama offers a picturesque backdrop for some of the region's most popular activities.

Tulalip Tribes Quilceda Village and Casino (within 5 minutes)

The Tulalip Tribes' Quilceda Village complex is the most ambitious retail and casino center developed in Washington state. The recently completed 227,000-square-foot casino has set attendance records and is the anchor for additional retail development including premier outlet stores and national restaurants within the next few years. In addition to gaming tables and slots, the casino provides fine dining, gift shops, RV parking and live entertainment.

Boeing Tour Center (within 20 minutes)

Showcasing the world's largest airplane and world's largest building, this fascinating tour is the most visited in the Puget Sound, drawing throngs of visitors from around the world. The



tour includes a video about The Boeing Company, an exhibit detailing Boeing's colorful history, a visit inside the factory to watch airplane assembly, and a drive along the flight line where completed 747, 767, and 777s are tested. The Boeing Tour Center will soon also be home to the Museum of Flight.

Jennings Memorial/Jennings Nature Parks, Marysville (within 10 minutes)

Discover the pleasures that Marysville offers the outdoor spirit in everyone. The 51-acre green, rolling hillsides of Jennings Memorial/Jennings Nature Park provides a wonderful oasis of green space amid urban Marysville. It is a wonderful place any time of year to stroll, picnic, play ball or admire the Allen Creek environs. Also site of Rotary Ranch Petting Zoo, Gehl House Museum Jennings Dinosaur Park.



Championship Golfing (within 15-30 minutes)

Some of the finest public golf courses in the Pacific Northwest are found in Snohomish County, all located within a 15 to 30-minute drive. In all, 18 scenic courses pose a challenge for every level of golfer, where you can enjoy wooded areas or wide open green spaces any month of the year. Kayak Golf

Course in Stanwood, managed by the Arnold Palmer Company, is consistently voted one of the nation's Top 50 municipal golf courses, and Cedarcrest Golf Course in Marysville earned a four-star rating from *Golf Digest* Magazine in 2003. Battle Creek Public Golf Course in Marysville, Camaloch Golf Course on Camano Island and Gleneagle Golf and Country Club in Arlington are also a short distance away.

Pilchuck Glass School (within 30 minutes)

This world famous school and working art center was founded by Dale Chihuly. The vision of Chihuly was a retreat that would offer artists an opportunity to work with and learn about glass amid the spectacular beauty of the Pacific Northwest. Today, Pilchuck is the world's largest and most comprehensive educational center for artists working with glass and an international model for arts education.

Air Station Museum (within 10 minutes)

Arlington Airport gives visitors a chance to touch, climb on and watch performances by some of history's famous aircraft.

The Marysville-Snohomish County area has unlimited assets to entice race fans to choose this area as a family vacation destination. In addition to the ideas mentioned above, here are some others: precision mountain climbing, alpine hiking, camping, fresh water and saltwater fishing with friends or via charter boat, kayaking through tranquil marshlands in the Snohomish River Delta or on white-water mountain river rapids, canoeing, beachcombing, bird watching to catch glimpses of the 350 known bird species here, seeing the area by glider, and biking are just some of the other possibilities that await outdoor enthusiasts.

Around the Compass:

Sites and Attractions Within 30 Minutes to 2 Hours

Now that you have a palette of recreational ideas to choose from that don't steer too far from the track, no visit is complete without exploring the countless not-too-distant locales, attractions and opportunities that will leave lasting impressions of the Great Northwest in your memories, and draw you back year after year.

Whichever direction the compass points, Marysville is centrally-located for day trips, or longer excursions. Thousands of recreational opportunities are within minutes or less than

two hours of the site due to Marysville's proximity to Interstate 5, various state highways, via rail or bus. A brief trip south points you to the All-America City of Everett, then to Seattle, the "Emerald City"; escape northbound for a 90-minute drive to the incomparable city of Vancouver in "Super, Natural" British Columbia, Canada; cross the Cascade Mountains eastward and in a little over an hour you will arrive in the truly authentic Bavarian hamlet of Leavenworth; or travel north by northeast via ferry to visit the lovely San Juan Islands, a peaceful archipelago of 172 islands that showcase many creatures of the land, sky and sea that are uniquely Pacific Northwest.

South from Marysville



Seattle (within 30 minutes)

The Emerald City is located thirty minutes south of Marysville via I-5. Seattle's natural beauty inspires even the most committed traveler. Add the inherent heartiness of the natives, and it is obvious why REI and Eddie Bauer found their niche here. After all, this is home to the likes of twin brothers Jim and Lou Whittaker, among the most famous American mountain climbers of the 20th century, who stroll up and down Mount Rainier about as often as most of us go out for a latte. The best in urban recreation is at your toes and at your fingertips around Seattle—spectacularly scenic golf, kayaking and canoeing, fishing and clamming, hiking, urban parks and Woodland Park Zoo. Seattle is home to professional sports teams the Mariners, Seahawks, Supersonics and Storm, and horse racing at Emerald Downs.

Seattle features many world renowned attractions that are only 30-45 minutes away. They include:

Space Needle

The Space Needle is located at the Seattle Center. At a height of 605 feet, the Space Needle is a must for first-time visitors to

Seattle. When the Space Needle was built in 1962, it was the tallest building west of the Mississippi River.



Pike Place Market

The Market is a nine-acre National Historic District, and home to more than 100 farmers, 150 craftspeople, 300 commercial businesses, 500 residents, a few salmon-tossers, and 50 street performers.

Experience Music Project

Explore American popular music at EMP through hands-on exhibits, cool artifacts, audio guided tours, workshops, and live music nightly.

The Museum of Flight

From the Wright brothers to the Space Age — the past, present and future of flight comes alive in a world-class collection, rich exhibits and special programs.

Seattle Art Museum

The region's largest art museum houses more than 21,000 art objects, ranging from Northwest Native American art to Old Master paintings and contemporary art.

Everett (within 10 minutes)

Everett is the county seat of one of the fastest-growing counties in the nation. This waterfront community in 2003 opened the Everett Events Center, a new civic arena, and has initiated a complete revitalization of its historical waterfront, which houses the second largest boating marina on the entire West Coast. Only four miles south of Marysville, Everett truly compliments and adds to the menu of attractions in the area. A new performing arts center, concerts, rodeos, Minor League Baseball's Everett Aquasox, the Western Hockey League's



newest expansion team and Division Champions in their first season, Everett Silvertips, Art Festivals and more.

North from Marysville

Vancouver, British Columbia (within 1 ½ hours)

Vancouver is the largest city in the province of British Columbia, the third largest city in Canada, and site of the 2010 Winter Olympics, sharing billing with Whistler, the No. 1 ski resort in North America. Vancouver is surrounded by water on three sides and is nestled alongside the Coast Mountain Range. Vancouver is home to spectacular natural scenery and a bustling metropolitan core. It also boasts one of the mildest climates in Canada. The City of Vancouver supports a wide range of activities — from more than 190 parks to three different civic theatres — that are interesting places to visit for tourists and residents alike.

Victoria, British Columbia (within 2 ½ hours)

This intimate, seaside city is the vacation capital of Canada and a premier tourist spot in the Pacific Northwest. Victoria is situated on the southern tip of Vancouver Island and sparkles in one of Canada's mildest climates. This area is the sunniest spot in the province. Victoria's unique character is deeply rooted in its 150-year history. The city's British colonial heritage is still much in evidence, displayed in the Fairmont Empress Hotel, Royal B.C. Museum, Royal London Wax Museum, etc. However, contemporary Victoria has a distinctly Pacific Northwest flavor. Victoria is the capital city of British Columbia. Butchart Gardens, tucked into a serene 130-acre country estate on the southeast corner of Vancouver Island, is a garden of earthly delights in every season.

Bellingham (within 1 hour)

Bellingham is a relaxed city and southern departure port for trips up the Alaskan Inside Passage, the protected boat route between Washington and Alaska. The ferry makes a week-long voyage through Alaska's Inside Passage, important for travelers interested in visiting the last frontier of Alaska. Bellingham is a gateway to majestic Mount Baker, and home to Western Washington University. Try some challenging ice climbing on a glacier flanking or settle into a sleek kayak and paddle around the coves along picturesque Chuckanut Drive. Bellingham was named "Trail Town U.S.A." nearly 10 years ago by the National Park Service and American Hiking Society. The Bellingham Mt. Baker region has more public golf courses than any area in Oregon, Washington and Idaho, according to *Golf Digest* magazine. Bellingham runs seasonal passenger ferries to Orcas and San Juan Island, and to Victoria on Vancouver Island - British Columbia

West-Northwest from Marysville

San Juan Islands (within 2 hours)

Natural beauty and a laid-back atmosphere make this 172-island archipelago in the Strait of Juan de Fuca one of the most popular getaway destinations in the region. The gentle landscape and rural roads make the islands a haven for bicyclists and walkers. You can get there by ferry (walk-on or drive-on), private boat or floatplane. The best in nature watching is found observing the San Juan Islands three Orca Whale Pods, more than 85 nesting pairs of eagles, great blue Heron, dolphins and many other creatures of the land, sky and sea. Accommodations are sometimes booked well in advance, so plan ahead.

San Juan Island

This is the best island for passengers, cyclists or day visits. The ferry pulls into quiet Friday Harbor, placing you steps away from artisan shops, galleries, restaurants, island tours, whale and natural wildlife watching tours, cycling and an aquarium.

Orcas Island

Orcas is the largest of the San Juans, with the most varied terrain. Visitors can travel to Deer Harbor, Orcas Village, 5,000 acres of mountains in Moran State Park for an intermediate climb of Mt. Constitution at 2,409 feet elevation, offering views on a clear day of British Columbia and Mt. Rainier. Rosario

Resort, on the National Register of Historic Places, is now a full-service resort.



La Conner (within 30 minutes)

Nestled between internationally renowned tulip fields and the breathtaking San Juan Islands is historic La Conner. La Conner is the logical destination for the city dweller or the traveler who needs a place to relax for awhile, maybe browse through some interesting shops, many art galleries, talk to the locals, watch waterfront activity, or sample one of La Conner's fine restaurants. La Conner is the centerpiece of the world famous Skagit Valley Tulip Festival, which attracts thousands of visitors annually.

East from Marysville



Leavenworth (within 1 hour)

Life in Leavenworth is a festival. This unique world-class destination Bavarian Village hosts millions of visitors annually due to its truly unique visitor entertainment value. In less than a two-hour drive through the neighboring Cascade Mountains, Leavenworth will charm everyone with one of its monthly festivals, Bavarian breweries and restaurants, year-round hotels and hundreds of outdoor activities enjoyed by all ages including, skiing, hiking, golf, rafting, horseback riding, mountain lake or river fishing or tours.

National Forests (within 1 hour)

Several National and State managed Forests also provide visitor experiences. These include Mt. Baker –Snoqualmie National State Forest, Olympic National Forest, Mount Saint Helens National Volcanic Monument, Okanogan National Forest, Colville National Forest, Gifford Pinchot National Forest and Wenatchee National Forest. Robe Canyon

Cascade Loop Scenic Highway (within 30 minutes)

This breathtaking scenic highway begins 28 miles north of Seattle and puts you thick into the Cascade Mountains, winding through spectacular wilderness scenery, and offering unique attractions and fresh air activities along a comfortable driving route.

We invite race car fans to discover Marysville, the postcard-perfect Puget Sound region and all the attractions, recreational activities and unsurpassed natural beauty it has to offer. No matter which direction the road leads, there are worthwhile family destinations and unexpected surprises at the finish.

** Photos courtesy of Snohomish County Tourism Bureau and City of Marysville*

Appendix B

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