



Pima County Clerk of the Board

Robin Brigode

Julie Castañeda
Deputy Clerk

Administration Division
130 W. Congress, 5th Floor
Tucson, AZ 85701
Phone: (520)724-8449 • Fax: (520) 222-0448

Document and Micrographics Mgt. Division
1640 East Benson Highway
Tucson, Arizona 85714
Phone: (520) 351-8454 • Fax: (520) 791-6666

May 4, 2016

Jared M. Rohatinsky, Vice President
Brooksee, L.L.C.
11968 Ithica Drive
Highland, UT 84003

RE: Appeal of Pima County Transportation Department's Decision on a Special Event Permit Application for the REVEL Mt. Lemmon Marathon and Half Marathon

Dear Mr. Rohatinsky:

Please be advised that we are in receipt of your request to appeal the decision of the Transportation Department regarding a Special Event Permit Application. A hearing has been scheduled before the Pima County Board of Supervisors on Tuesday, May 17, 2016, at 9:00 a.m. or thereafter, at the following location:

Pima County Administration Building
130 W. Congress, 1st Floor
Board of Supervisors Hearing Room
Tucson, AZ 85701

If you have any questions concerning this hearing, please contact this office at 724-8449.

Sincerely,

A handwritten signature in cursive script that reads "Robin Brigode".

Robin Brigode
Clerk of the Board

c: Priscilla Cornelio, Transportation Director



BOARD OF SUPERVISORS AGENDA ITEM REPORT

Requested Board Meeting Date: May 17, 2016

Title: Request to Appeal Permit Denial

Introduction/Background:

The Pima County Traffic Engineering Division denied a Special Event Permit Application for the REVEL Mt. Lemmon Marathon and Half proposed for March 25, 2017 from 6:30 A.M. to 1:00 P.M. The proposed special event was to start in the Summerhaven area and end at Tanque Verde High School. The promoter of this event wishes to appeal the denial decision to the Board of Supervisors per Ordinance 2007-114.

Discussion:

A meeting was held to discuss the proposed REVEL Mt. Lemmon Marathon and Half Special Event Permit Application with representatives from public service entities that govern Mt. Lemmon. This meeting brought to light several issues with the proposed event from an emergency services perspective to roadway characteristic concerns.

Conclusion:

Based on the meeting discussion, including the impacts and logistical issues, the Pima County Traffic Engineering Division issued a letter of denial for the Special Event Permit Application to the promoter of the REVEL Mt. Lemmon Marathon and Half. After receipt of the denial letter, the promoter timely informed Pima County Traffic Engineering Division of the intent to appeal the decision. The promoter has requested that the appeal be heard at the May 17, 2016 Board of Supervisor's Hearing.

Recommendation:

Pima County Traffic Engineering Division recommends denial of the appeal for the March 25, 2017 REVEL Mt. Lemmon Marathon and Half.

Fiscal Impact:

Minimal.

Board of Supervisor District:

☐ 1 ☐ 2 ☐ 3 ☒ 4 ☐ 5 ☐ All

Department: Traffic Engineering Division, Robert Lane, P.E. ^{*Propane*} Telephone: 520-724-2601

Department Director Signature/Date: *Anthony Alvarez* 4/11/16

Deputy County Administrator Signature/Date: *Mr. [Signature]* 4/11/16

County Administrator Signature/Date: *C. Deibelberg* 4/13/16

ATTACHMENT 1



DEPARTMENT OF TRANSPORTATION
 Traffic Engineering Division
 Attn: Special Events
 1313 S. Mission Road
 Tucson, AZ 85713
 (520) 740-2601

TA # 31589

Office Use Only	
Permit No.	2018-01
Resolution No. (If Applicable)	

Per Ordinance No. 2007-114, **SPECIAL EVENT PERMIT APPLICATION (SEPA)**

Title of Event: REVEL Mt Lemmon Marathon & Half

The undersigned makes application for a permit to enter upon a portion of the public highway, street, alley or drainage way for an organized special event

The SEPA must be submitted 90-Days prior to the event date. The SEPA must be accompanied by the,

- ☐ \$45.00 permit fee (payable to Pima County Treasurer)
- ☐ Certificate of Insurance: Commercial General Liability not less than \$1,000,000.00. Pima County named as Certificate Holder.
 Policy Statement: Pima County is named as an additional insured with respect to claims arising from the operations or acts of the permit holder with regards to the event named in the permit application.
- ☐ Traffic Control Plan (At a minimum, a sketch of the route with any barricades, signs, volunteers, or off-duty Law Enforcement)
 Note: more complex events require more complex plans that will require additional time to review and may require meeting(s) of all personnel and agencies involved.

Event Date(s) 03/25/17		Event Hours 6:30 AM - 1:00 PM	
Event Location or Route Traveled: Marathon begins in Summerhaven area on Mt Lemmon, runs down Mt Lemmon Hwy, and ends at Tanque Verde High School			
Individual or Company Full Legal Name (if applicable) Brooksee, LLC		Title of Representative Vice President	
Name of Representative (First, Middle Initial, Last) Jared M Rohatinsky		E-Mail Address jared@brooksee.com	
Address 11968 Ithica Dr Highland, UT 84003		Phone No. 801-830-0624 Fax No. Mobile No. 801-830-0624	
Traffic Control Plan	Name of Barricade Company Southwest Barricades		
	Address 4674 N Hwy Dr Tucson, AZ 85705		Phone No. 520-690-2222
	Mobile No.		

Estimated Number of Participants: 1,300 **Estimated Number and Type of Vehicles:** 10 Race Support vehicles

Age Group of Participants: 12-80 (all ages welcome)

Check all that apply:

- ☐ **Off-Duty Law Enforcement Required** No ☐ Yes ☒
 If yes, indicate name of agency, address, & phone number AZ Highway Patrol & Pima County Sheriff
- ☐ **Road Closure:** ☐ No ☒ Yes Mt Lemmon Hwy from Summerhaven to Snyder Rd (northbound lane)
 If yes, indicate the road(s) beginning/ending points and date? Also Melpomene Way. Date: 03/25/17
- ☐ **Assemble and disassemble staging areas:** Full Marathon: Sawmill Run restaurant parking area.
 Location and description Half Marathon: Cypress picnic area. Finish venue: Tanque Verde High School parking lot
- ☐ Will there be any Parking Restrictions No ☐ Will this be a timed or racing event Yes, race will be timed
- ☐ Will there be Collections, Acceptance of Gratuities or Fees for the event Yes ☐ Will there be Sales of Food, Beverages, or Merchandise Yes
- ☐ Will there be Sales of Alcohol No

*All pertinent permits, as required by law, related to the above items are the sole responsibility of the applicant.

NOTES

- Applicant will provide the insurance requirements as provide In Pima County Code 10.45.080.
- If the event passes through any state right-of-way or other roadway under the jurisdiction of another municipality, the applicant is responsible to obtain any and all necessary permits from each jurisdiction
- Clean up of the route will be the responsibility of the Applicant and will be done following the event
- The applicant will provide reasonable means for informing all interested persons and all persons participating in the special event of the terms and conditions of such special event permit and applicable laws thereto.
- The special event will not unduly interfere with the orderly operation, and accessibility to either persons with disabilities and persons without disabilities, or public roadways, hospitals, parks, schools, or other public and quasi-public institutions in the county.

STANDARD CONDITIONS

- The applicant shall agree to indemnify, defend and hold harmless Pima County, its boards, commissions, officers, employees and agents from all suits, actions, damages or claims to which they may be subjected of any kind or nature whatsoever resulting from, caused by, arising out of or as a consequence of the special event and the activities permitted in connection therewith.
- Applicant will submit a traffic control plan and will contract for the proper barricades and warning devices as required on the approved traffic control plan on file with the Traffic Engineering Division.
- Applicant has not knowingly, or with intent to deceive, made any false, misleading or fraudulent statement of material fact in the application for special event permit or in any other document required pursuant to this chapter
- Applicant has met the standards in this chapter and paid in advance any and all fees required, and agreed to such conditions as are imposed in the special event permit
- Concentration of persons and/or equipment will not unduly interfere with proper fire and police protection, or ambulance service to special event and areas contiguous to such special event

Applicant Signature Jared Rohatinsky

Date: 01/26/16

STANDARDS OF ISSUANCE (Pima County office use only)

- ☐ Obtained and provided written proof of the issuance
- ☐ Paid special event permit fee: Check# Amount Paid Received by
- ☐ If any state right-of-way is part of the area to be used for a special event, the applicant is responsible to obtain any and all necessary permits from the Arizona State Department of Transportation and the Arizona State Department of Public Safety.
- ☐ If the route passes through, or is on a road located on the boundary of an incorporated municipality, or municipalities, the applicant is responsible to obtain the pertinent permit required for the special event by each municipality.
- ☐ Issuance of this special event permit does not relieve the applicant of the responsibility of acquiring any other permits required by law
- ☐ Applicant has contracted with the Pima County Sheriff's Department or others approved by the Pima County Sheriff's Department to provide any additional off duty law enforcement deemed necessary
- ☐ Applicant contracted for the proper barricades and warning devices as required in the traffic control plan submitted to and approved by the Traffic Engineering Division of the Pima County Department of Transportation

ADDITIONAL REMARKS

PERMIT ISSUED DATE:

Pima County Engineer or designated representative

By: _____
Pima County Department of Transportation
1313 S. Mission Rd., Tucson, AZ 85713
(520)740-2601

ATTACHMENT 2



201 NORTH STONE AVENUE, FOURTH FLOOR
TUCSON, ARIZONA 85701-1207

PRISCILLA S. CORNELIO, P. E.
DIRECTOR

(520) 724-6410
FAX (520) 724-6439

March 10, 2016

Mr. Rohatinsky
REVEL Mt Lemmon Marathon and Half Marathon

RE: REVEL Mt. Lemmon Marathon and Half Marathon Special Event Permit Application

Mr. Rohatinsky:

PCDOT Traffic Engineering received a Special Event Permit Application for The REVEL Mt. Lemmon Marathon and Half Marathon to be held on March 25, 2017.

A meeting was held with representatives from public service entities that govern Mt. Lemmon. This meeting brought to light several issues with the proposed event from an emergency services perspective and roadway characteristic concerns. Some of these items include:

1. Logistics of a pilot car system over a 26 mile stretch
2. Ability to monitor each driveway/intersection/pullout along the route.
3. Ability to maintain radio or cell phone communication/contact
4. Financial impact to businesses in the area
5. Impacts to residents and visitors not associated with the event
6. Crowd/spectator control at staging points and along the route
7. Date of the proposed event during a peak usage time for Mt. Lemmon
8. Sight distance for multiple corners/turns along the narrow mountainous roadway
9. Lack of participant tracking
10. Lack of an Incident Management Plan

Based on the items noted above, the Special Event Permit Application for The REVEL Mt. Lemmon Marathon and Half Marathon to be held on March 25, 2017 is denied. We thank you for considering holding your event in Pima County. If you have any questions please let me know.

Sincerely,

Ricardo Martinez

ATTACHMENT 3



11968 North Ithica Drive
Highland, Utah 84003

March 15, 2016

TO: Ricardo Martinez, PCDOT Traffic Engineer
FROM: Jared Rohatinsky, REVEL Race Series
RE: REVEL Mt Lemmon Marathon & Half

Dear Mr. Martinez,

I would like to formally and respectfully state my intent to appeal the decision made by the Pima County Department of Transportation with respect to the special event permit for the proposed REVEL Mt Lemmon Marathon & Half.

Kindest Regards,

Jared Rohatinsky

Jared Rohatinsky
jared@brooksee.com
801-830-0624

Response to PCDOT Concerns

REVEL Mt Lemmon Marathon & Half

The following responses have been prepared in reference to the letter of denial issued by PCDOT for the special event permit of the REVEL Mt Lemmon Marathon & Half.

1. **Logistics of a pilot car system over a 26-mile stretch**

The pilot car system we propose will consist of multiple pilot cars rather than just one. At any given time during the event, 5+ pilot vehicles will be traveling up the mountain with escort trains, and 5+ pilot vehicles will be traveling down the mountain with escort trains. This dramatically decreases the wait time for vehicles attempting to travel up and down the mountain.

The system works as follows: one law enforcement officer holds all vehicles at the bottom of the mountain, not allowing any vehicles to travel up Mt Lemmon Hwy until an escort vehicle is available to take them up. Another law enforcement officer similarly holds all vehicles at the top of the route (following behind the last-place runner), not allowing any vehicles to travel down Mt Lemmon Hwy until an escort vehicle is available to take them down. At the start of the event, 5+ pilot officers will be stationed at the bottom of the mountain and an additional 5+ will be stationed at the top. Every 10 minutes (or less) one pilot officer will leave the top/bottom of the route and begin to escort all vehicles that have been waiting up/down the mountain. When a pilot officer reaches the top/bottom of the route, they then turn around and head back up/down the route with the new line of vehicles that are waiting. This system is repeated during the entire event. As the event draws to a close and the length of route that must be piloted becomes shorter and shorter, the pilot officers may be dismissed one by one as necessary.

The obvious concern with this plan is what happens when two opposing pilot escort trains meet each other going in opposite directions. The protocol is as follows: the two pilot cars will come to a stop. The northbound pilot will then slowly move into the northbound lane (the lane occupied by the runners) and slowly escort his vehicles past the stopped southbound escort train. Each time this happens, the runners narrow to a single-file line and continue running down the northbound lane, allowing the northbound escort train to pass them by.

We have successfully implemented this system at two of our other REVEL events over the past 4 years.

- The REVEL Big Cottonwood Marathon takes place in Big Cottonwood Canyon near Salt Lake City, Utah. That particular canyon is 18 miles long and is home to hundreds of residents, several businesses, and numerous popular outdoor/recreational attractions including campgrounds, waterfalls, parks, wedding venues, etc. The canyon experiences very high traffic volumes all year, including the season in which our race is held. Each year we successfully execute the multi-car pilot car system explained above.
- The REVEL Canyon City Marathon takes place in Los Angeles County, California. That particular canyon is 24 miles long and is part of the Angeles National Forest, which just

recently became a national monument. The ANF is literally the most heavily-visited national forest in the United States, due to its proximity to the Los Angeles population. This canyon is also home to many residents, businesses, campgrounds, etc. The multi-car pilot car system explained above is also successfully executed at this event.

2. **Ability to monitor each driveway/intersection/pullout along the route**

The principal concern of the REVEL Race Series is the safety of the public and the safety of our participants. We therefore spare no expense when it comes to ensuring that completely safe conditions are maintained along our route. We will pay for law enforcement officers to be stationed at all driveways, intersections, and pullouts that are deemed necessary by PCDOT. The function of these officers will be to ensure that no vehicles enter the route without being escorted by a passing pilot car.

3. **Ability to maintain radio or cell phone communication/contact**

This is an issue that we have dealt with at all of our other events in the REVEL Race Series, due to the nature of the venues in which we operate. The solution we have employed is to use radios and cell phones wherever possible, and pilot cars in all other situations. The frequencies built in to most law enforcement vehicles are able to reach at least several miles even in mountainous terrain. Any information that needs to be communicated is therefore relayed up/down the route by using the law enforcement channels.

4. **Financial impact to businesses in the area**

We are very proud of our history of making a positive impact on the local businesses along our event routes. At our existing events, we partner with businesses along the route to provide them free advertising to our participants. We do this in a variety of ways, including (1) emailing offers/advertisements to our participants from the businesses; (2) running social media campaigns targeted at our participants which advertise and promote the products or services of the businesses; (3) include hardcopy promotions/advertisements in the race kit that is given to all of our participants. It should be remembered that due to the continuous pilot escort plan, patrons of Mt Lemmon businesses should not experience extremely long delays. It should also be remembered that the event will be completely clear of Mt Lemmon Hwy by 12:30 PM, thus leaving half of the business day entirely uninfluenced by the event.

5. **Impacts to residents and visitors not associated with the event**

Due to the continuous pilot escort plan, residents and visitors to the Mt Lemmon area should not experience extremely long wait times to gain access up or down the mountain. In addition to the Variable Message Signs (VMS boards) that will be placed along the route in the days/weeks leading up to the event, we plan to take all possible steps to inform the public of our event. At all of our events we employ the use of the US Postal Service's EDDM (Every Door Direct Mailer) service. This allows us to send direct mailers to all residents who live in or around the Mt Lemmon area. The mailers contain information about the event, the traffic control procedures, and our contact information. We also make every effort to coordinate with the administrators of local social media forums to post on the social media websites about the event.

All REVEL Race Series events have a charitable donation associated with the race. A portion of all race entry fees get donated directly to the communities in which we operate. Over the past four years we have donated over \$60,000 directly to charitable and non-profit groups surrounding our race venues. Earlier this year we became aware that a group with ties to the Mt Lemmon community applied for a grant to mitigate Cheatgrass growing in the area to help with fire safety. We plan to donate funds from this event to causes such as this Cheatgrass mitigation project.

6. Crowd/spectator control at staging points and along the route

The solution to this is very simple: spectators are not allowed at the staging (starting) venues, nor at any point along the course. This message is laid out very clearly to our participants, and they and their well-wishers know that at REVEL events you simply cannot gain access to the canyon portion of the course. At the many events we have produced in similar venues, we have never had issues with spectators along the course. The finish venue is set up with a party-like atmosphere to entertain spectators while they wait for their runners to finish the race.

It should also be noted that no participants are allowed to drive to or be dropped off at the staging venues. All participants understand that they must take the event busses to the staging venues. Thus, the only vehicles present at the staging venues or along the route associated with the race are the busses and race support vehicles. The busses all exit the area before the race begins.

7. Date of the proposed event during a peak usage time for Mt Lemmon

Before planning the date for this event, we called and spoke with several businesses and other organizations in the Mt Lemmon area. The general message that was given to us was that Winter (Dec-Feb) and Summer (June-Aug) were the highest peak times for the mountain. The reason seemed to be that visitors enjoyed recreating in the snow during the winter, and escaping the heat in the summer.

It is important to us to hold this event at a time when (a) it is not terribly cold at the top of the mountain for the start of the race, and (b) it is not terribly hot at the finish venue in Tanque Verde. Mid-March therefore seemed to be the best time.

8. Sight distance for multiple corners/turns along the narrow mountainous roadway

This is also an issue at our other REVEL events. In particular, the REVEL Canyon City race in Los Angeles County has perhaps even more turns with limited sight distance than Mt Lemmon Hwy. The solution is to not let any vehicle travel up or down the route unescorted. This is accomplished through the pilot car operation and the stationing of officers at all driveways, intersections, and pullouts, as noted above. Officers performing the pilot escorts must be in constant communication with each other by use of their in-car radios to ensure that they are always aware of the positions of other escort trains.

9. Lack of participant tracking

Of the tens of thousands of participants we have had at all of our previous events, we have never once had a participant become lost. This race will be a timed event. People are extremely motivated to move themselves down the route as quickly as possible. There is no reason whatsoever for them to leave the roadway or wander off on their own.

All participants wear a race bib that has an RFID tag placed on the back of it. This allows us to ensure that all participants who start the race also finish it, as their tag is read by the timing equipment at the start and finish lines. Additionally, the back side of all participant bibs contains emergency contact information for the participant.

10. Lack of an incident management plan

In our experience, the best way to create an incident management plan is for us to sit down together with all of the necessary parties (fire, EMS, law enforcement, etc) during the planning phases of an event to create a joint plan with input from all of those parties. We will bring to the table our many years of experience in event execution, and work together with the parties who are intimately familiar with incident management on Mt Lemmon to create a robust plan to respond to foreseeable incidents.

As noted in the event Operations Plan, we will contract a 3rd-party medical provider such as American Medical Response to oversee the placement of ambulances (ALS) and emergency medical personnel and supplies along the route.

On behalf of the REVEL Race Series, I sincerely appreciate the consideration and patience of PCDOT in reviewing this matter.

Sincerely,

Jared Rohatinsky
VP – REVEL Race Series
jared@brooksee.com
801-830-0624

ATTACHMENT 4



May 4, 2016

Jared Rohatinsky
VP-REVEL Race Series
jared@brooksee.com
801-830-0624

SUBJECT: REVEL Mt. Lemmon Marathon and Half Response to PCDOT Concerns

Mr. Rohatinsky:

Thank you for your letter responding to Pima County Department of Transportation (PCDOT) concerns regarding your proposed event on Mount Lemmon on March 25, 2017. We appreciate that you provided more information regarding concerns voiced in our March 10, 2016 letter of denial.

A meeting was held with representatives from public entities that serve the Mt. Lemmon area to discuss your response. A meeting was also held with the business owners that would be affected. There are still concerns regarding the logistics and ability to provide a safe event both for participants and the traveling public. These concerns are related to your responses of the previous items:

1. Logistics of the multi-vehicle pilot car system: Due to communication issues and potential conflicts between vehicles and runners, the group still has issues with this pilot car plan.
2. Monitoring: No concerns.
3. Communication: There is no dependable cell phone coverage. Two-way radio coverage is limited. Law Enforcement radio coverage is limited, as well, and will not be available to support this event.
4. Business impact: The response letter states that businesses are offered free advertising and promotion of products or services. Previous events have shown that regardless of coupons or otherwise, the businesses do not receive much benefit from events that end at the top of the mountain because participants just ran 26 miles and want to go home or back to their hotel. This event starts at the top and ends at the bottom, away from the businesses. The pilot car system will add a minimum of 30 minutes to the 45 minute drive. Even with minor traffic delays, the mountain currently experiences social media stigmatization. Also, employees would be delayed by the pilot car system, forcing the businesses to open later, if they are able to open at all.
5. Impacts to residents and visitors: This is a recreational area that is usually accessed early in the morning so that visitors can have a day on the mountain. Even if the event is over by 1p.m., the affect to facilities and the businesses would be felt. Residents will have to contend

Traffic Engineering Division

Jared Rohatinsky

SUBJECT: REVEL Mt. Lemmon Marathon and Half Response to PCDOT Concerns

May 4, 2016

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with the noise and disruption from multiple buses and 800-900 participants staging for over an hour at the top of the mountain in the early morning.

6. Crowd/Spectator control: If the road is open, there is little that can be done to prevent people from staging along the route.
7. Date of proposed event: While March might not be the busiest month on Mt. Lemmon, there are a limited number of weekends for businesses to be open. Any impact to the road affects the businesses and the use of Mt. Lemmon. This past year, the road was closed due to weather towards the end of March.
8. Sight distance issues: As listed, constant communication is not feasible on much of the roadway.
9. Lack of participant tracking: No concerns.
10. Lack of incident management plan: Our expectation for an event of this size is for a completed incident management plan to be turned in with the event permit application. This is the event planning stage.

Based on the noted items above, we recommend that the permit denial be upheld at the hearing. We thank you for considering Pima County as an event location. If you have any questions, please feel free to contact me.

Sincerely,



Robert Lane

Civil Engineering Manager-Traffic Studies

Robert.lane2@pima.gov

cc: Public Entities:
Mt. Lemmon Fire District, Randy Ogden
USFS, Mindi Lehew
PCSD, Erick Maldonado
PCSD, Teresa Wilson
PC Risk, Sarah Horvath
PC Traffic, Seth Chalmers
PC Traffic, Lauren Fecteau
PC Traffic Ricardo Martinez

ATTACHMENT 5

F. ANN RODRIGUEZ, RECORDER
 RECORDED BY: MRB
 DEPUTY RECORDER
 1562 PE1

P0230
 PIMA CO CLERK OF THE BOARD
 PICKUP



DOCKET: 13207
 PAGE: 1582
 NO. OF PAGES: 6
 SEQUENCE: 20072460316
 12/21/2007
 ORDIN 15:01
 PICKUP
 AMOUNT PAID \$ 0.00

ORDINANCE NO. 2007- 114

**AN ORDINANCE OF THE PIMA COUNTY BOARD OF SUPERVISORS
 ESTABLISHING A SPECIAL EVENTS ORDINANCE FOR THE
 UNINCORPORATED AREAS OF PIMA COUNTY, ARIZONA. (All Districts)**

WHEREAS, the Board of Supervisors of Pima County, Arizona ("the Board"), has the authority under Arizona Revised Statutes (A.R.S.) Section 11-251 to operate, regulate, manage and maintain the public rights of ways in Pima County, and

WHEREAS, the Board has determined it to be necessary for security and safety of the citizens of Pima County to adopt regulations for the management of public events within County rights of way,

NOW THEREFORE, IT IS HEREBY ORDAINED by the Board of Supervisors of Pima County, Arizona, that:

SECTION 1. Title 10 of the Pima County Code is hereby amended to add a new section, **Chapter 10.45. SPECIAL EVENTS IN COUNTY RIGHTS OF WAY** as follows:

Chapter 10.45

SPECIAL EVENTS IN COUNTY RIGHTS OF WAY

Sections:

- 10.45.010. Purpose.**
- 10.45.020. Special event defined.**
- 10.45.030. Person defined.**
- 10.45.040. Permit required.**
- 10.45.050. Permit application.**
- 10.45.060. Standards for issuance.**
- 10.45.070. Conditions for issuance of permit.**
- 10.45.080. Insurance requirements.**
- 10.45.090. Permit fees.**
- 10.45.100. Safety protection.**
- 10.45.110. Claims.**
- 10.45.120. Review of application; decision.**
- 10.45.130. Compliance.**
- 10.45.140. Notice of issuance; denials.**
- 10.45.150. Appeals.**

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Written notice of the issuance or denial of a special event permit shall be provided to the applicant by the Pima County Engineer or designated representative within thirty calendar days of receipt of an application or as soon as practicable if received less than thirty days in advance of the proposed date of the special event.

10.45.150. Appeal of permit denial.

If the special event permit is denied by the Pima County Engineer or designated representative, the applicant may, within five working days, appeal in writing the denial to the Pima County Board of Supervisors through the Pima County Engineer or designated representative. The Board of Supervisors shall hear the appeal at the next available regularly scheduled Board meeting. The decision of the Board of Supervisors regarding the appeal shall be final.

10.45.160. Penalty for violations.

Any person violating any provision of this ordinance shall be guilty of a petty offense and subject to a fine of three hundred dollars per person per violation ARS 13-802(D).

10.45.170. Revocations.

Any special event permit for a special event issued under this chapter may be summarily revoked at any time by the Pima County Engineer or designated representative, following consultation with the Pima County Board of Supervisors or the Pima County Sheriff's Department when, by reason of disaster, public calamity, public safety, or other emergency, the County Engineer or designated representative determines that the safety of persons and property demands such revocation.

SECTION 2. For purposes of implementing this ordinance, the Board authorizes a permit processing fee in the amount of \$45.00 to be charged for each application for a special events permit.

SECTION 3. The Board has determined that this ordinance shall become effective 30 days after the date of adoption of the Board of Supervisor.

SECTION 4. The various County officers and employees are authorized and directed to perform all acts necessary or desirable to give effect to this ordinance.

PASSED AND ADOPTED this 18th day of December 2007

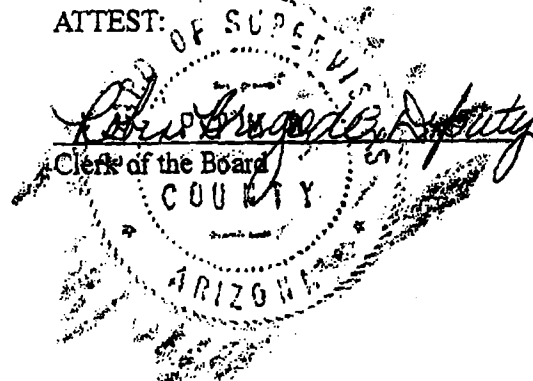
PIMA COUNTY BOARD OF SUPERVISORS


Chairman, Board of Supervisors

Approved as to form:


Deputy County Attorney

ATTEST:



03179-07