



A G E N D A

Town of Chino Valley
Planning & Zoning Commission

January 6, 2026



Commissioner's Regular Meeting Agenda
Planning & Zoning Commission
Chino Valley Town Hall
202 N. State Route 89
January 6, 2026, 6:00 p.m.

- A. CALL TO ORDER
- B. PLEDGE OF ALLEGIANCE
- C. CONSENT CALENDAR – All items listed under the Consent Calendar will be approved by one motion. There will be no separate discussion of these items unless the Commission or a member of the audience wishes to speak about an item. In which case, the Chair will pull the item from the Consent Calendar to be heard.
 - C.1. APPROVAL OF MINUTES – DECEMBER 2, 2025 REGULAR MEETING
 - C.2. APPROVAL OF MINUTES – DECEMBER 16, 2025 STUDY SESSION
 - C.3. WITHDRAWALS BY APPLICANT – NONE
 - C.4. CONTINUANCES – NONE
 - C.5. APPROVALS – NONE
- D. PUBLIC HEARINGS – ONE
 - D.1 **ZC-2025-03 & CUP-2025-05** – This is a request by Heidi Short on behalf of Perkins Ranch Inc for a rezone of approximately 390 acres of land from Single Family Residential, minimum 2-acres (SR-2) to Agricultural Residential, minimum 36-acres (AR-36) and a request for a conditional use permit for the construction of a privately owned and operated airfield and associated uses. Located east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley Arizona 86323.
- E. ACTION ITEMS - NONE
- F. INFORMATION ITEMS
 - F.1 Staff
 - F.2 Commission
 - F.3 Chairman
 - F.4 Public
- G. ADJOURN

Zoom Instructions: Please use the link to join the webinar: <https://us02web.zoom.us/j/82610810673>, or by phone: 1 888 788-0099 (Toll Free) or 1 877 853-5247 (Toll Free); Webinar ID: 826 1081 0673

A copy of the agenda packet is available for viewing 12 days prior to the Planning Commission Public Hearing date, at the Marion Lassa/Chino Valley Library, 1020 W. Palomino Road, Chino Valley, Arizona.

The Town endeavors to make all public meetings accessible to persons with disabilities. With 72 hours advance notice, special assistance can also be provided for sight and/or hearing impaired persons at public meetings. Please call 636-2646 (voice) or use 711 (Telecommunications Arizona Relay Service) to request accommodation to participate in this meeting.

Planning and Zoning Commission Meeting Minutes December 2, 2025

A regular meeting of the Town of Chino Valley Planning and Zoning Commission was held on Tuesday, December 2, 2025, at the Town of Chino Valley Council Chambers, 202 N. State Route 89, Chino Valley, Arizona.

PLANNING AND ZONING COMMISSION MEMBERS present: Vice-Chair Gary Pasciak, Commissioner Michael Ditta, Commissioner Teena Meadors, Commissioner Jeffrey Pizzi, Commissioner William Welker, and Alternate Commissioner Joseph Morabito. Chair Chuck Merritt and Commissioner Richard Zamudio were absent.

STAFF MEMBERS present: Laurie Lineberry, Development Services Director, Will Dingee, Assistant Director, Jessica Barragan, Senior Planner, Terri Denemy, Town Manager, Gerreann Froberg, Senior Processing Coordinator, and Nicholas Harwick, Audio/Video.

CALL TO ORDER: Vice-Chair Pasciak called the meeting to order at 6:00 p.m. A quorum was declared. The Commission meeting began with the Pledge of Allegiance led by **Vice-Chair Pasciak**.

CONSENT CALENDAR – A motion was made by Commissioner **Meadors** to accept the consent agenda. The motion was **seconded** by Commissioner **Ditta** and passed unanimously by a 6-0 vote.

PUBLIC HEARING #D.1 – FP-2025-01 – This is a request by Gilbert and Robert Campbell, on behalf of The Robert M. Campbell Family Trust, The Gilbert A Campbell Revocable Living Trust, Jody Lynn Olfers and William Thomas Carver Jr., to subdivide approximately 22 acres of land into 4-lots for the Wineglass Lane Estates Final Plat. The property is located at 1170 E Road 4 North, Chino Valley, AZ.

Vice-Chair Pasciak asked if anyone on the Commission had a disclosure to declare regarding this item. There were none.

Jessica Barragan, Senior Planner, presented the staff report and stated one of the applicants was in attendance. She explained that the subject property was split several times since 2022 without Town approval and the applicants' request would bring the property into conformance. She brought up a slide showing the location of the 22-acre property, and a site plan of the proposed configuration of the four lots, with a minimum of five acres each, which meets the requirements for the current AR-5 Zoning District. She explained that the lots would be served by well and septic. **Barragan** shared that a Neighborhood Meeting was held on October 28, 2025, at the site with five neighbors in attendance. The neighbors expressed concerns regarding potential noise, odors, or complaints from the existing industrial uses to the West. Staff had received no written comments from the public. Staff recommended holding a public hearing and that the Commission forward a recommendation of approval to the Town Council.

Pasciak asked the Commission if they had any questions for staff.

Ditta asked why the staff was recommending approval.

Barragan replied that the applicants met all the criteria found in Section 5 of the Unified Development Ordinance (UDO).

Pasciak asked the applicant if he wished to speak.

Gilbert Campbell, applicant, declined to speak.

Pasciak opened the meeting for public comments. There were no comments from the public.

Pasciak closed the public portion of the meeting.

Motion was made by Morabito, seconded by Meadors, to approve FP-2025-01, as presented, subject to the staff report, and information provided during the hearing, and the conditions of approval in Attachment A. A voice vote was taken and the motion passed with a 6-0 vote.

PUBLIC HEARING #D.2 – TA-2025-07 - A request to amend the Town of Chino Valley Unified Development Ordinance, Chapter 154, Chapter 5, Sections 5.3.3 and 5.3.4 to remove the water and sewer connection exemptions for minor and rural subdivisions.

Will Dingee, Assistant Director, presented the staff report and stated that the Text Amendment was initiated by Town staff, and was a request to amend Sections 5.3.3 and 5.3.4 of the UDO, which pertained to private wastewater and well systems. He explained that prior to September 1, 2025, properties were exempt by Town Code from mandated Town water and sewer connections for lot splits with three lots or less, or minor rural subdivisions, and could utilize on-site well and septic. This Text Amendment was to remove the exemption because the September 1, 2025, deadline for submittal had passed. Staff recommended holding a public hearing and that the Commission forward a recommendation of approval to the Town Council.

Pasciak asked the Commission if they had any questions for staff.

Ditta asked if the prior case just heard was exempt, and whether anyone could have septic and wells.

Dingee replied that the Final Plat for the Wineglass Lane Estates had been submitted prior to the September 1, 2025, deadline and was exempt. He explained that the Text Amendment referred to no septic and wells only in reference to a new subdivision, and not new development on a single lot. An Ordinance was passed by the Town Council in 2024 that all new subdivisions were mandated to connect to Town water and sewer.

Pasciak opened the meeting for public comment. There were no comments from the public.

Pasciak closed the public portion of the meeting.

Motion was made by Pizzi, seconded by Ditta, to approve TA-2025-07, as presented, subject to the staff report, and information provided during the hearing. A voice vote was taken and the motion passed with a 6-0 vote.

ACTION ITEMS: There were no action items for this meeting.

INFORMATION ITEMS – FROM STAFF: **Dingee** updated the Commission that on November 18, 2025, Town Council approved Ordinance 2025-959, adopting the Town of Chino Valley Building and Technical Code Amendments, 2024 Edition, and amending Town Code Chapter 150, effective January 1, 2026. **Dingee** also stated that the Commission would be meeting for a Study Session on December 16, 2025, to discuss the upcoming case being heard by the Commission in January 2026, CUP-2025-05 – Perkins Ranch Airfield.

INFORMATION ITEMS – FROM THE COMMISSIONERS: none

INFORMATION ITEMS – FROM THE VICE-CHAIR: none

INFORMATION ITEMS – FROM THE PUBLIC: none

ADJOURN – A motion was made by **Meadors** and seconded by **Morabito** to adjourn the meeting at 6:13 p.m.

Gary Pasciak – Vice-Chair

Prepared By: Gerreann Froberg

Planning and Zoning Commission Study Session Minutes Study Session – December 16, 2025

A study session meeting of the Town of Chino Valley Planning and Zoning Commission was held at 6:00 p.m. on Tuesday, December 16, 2025, at the Town of Chino Valley Chambers, 202 N. State Route 89, Chino Valley, Arizona.

PLANNING AND ZONING COMMISSION MEMBERS present: Chair Chuck Merritt, Vice-Chair Gary Pasciak, Commissioner Michael Ditta, Commissioner Teena Meadors, Commissioner Jeffrey Pizzi, Commissioner William Welker, and alternate Commissioner Joseph Morabito. Commissioner Richard Zamudio was absent

STAFF MEMBERS present: Laurie Lineberry, Development Services Director; Will Dingee, Assistant Director, Jessica Barragan, Senior Planner, Terri Denemy, Town Manager, and Nicholas Harwick, Audio/Video.

Also present was Council member Bob Schacherer.

CALL TO ORDER: Chair Merritt called the meeting to order at 6:00 p.m. A quorum was declared. The Commission meeting began with the Pledge of Allegiance led by Commissioner **Welker**.

The following topics were discussed at the December 16, 2025 Study Session:

Discussion: ZC-2025-03 & CUP-2025-05 – Discussion was held regarding potential Perkins Ranch Airfield.

ACTION ITEMS: There were no action items for this meeting.

INFORMATION ITEMS – FROM STAFF: Lineberry encouraged the public to contact the Development Services Staff if they had any further questions on this project that could be answered before the January 6, 2026, public hearing.

INFORMATION ITEMS – FROM THE COMMISSIONERS: Pizzi shared an app that could be downloaded, Flight Tracker 24, which would identify any aircraft flying over your house.

INFORMATION ITEMS – FROM THE CHAIR: Merritt explained the process for speaking with the Commission for the upcoming January 6, 2026 public hearing.

INFORMATION ITEMS – FROM THE PUBLIC: none.

ADJOURN – A motion was made by Ditta and seconded by Pasciak to adjourn the meeting at 7:08 p.m.

Charles Merritt - Chair

Prepared By: Gerreann Froberg



TOWN OF CHINO VALLEY
Planning Commission Staff Report
January 6, 2026
File Number ZC-2025-03 & CUP-2025-05
Zone Change and Conditional Use Permit

PROJECT DESCRIPTION

ZC-2025-03 – This is a request by Heidi Short on behalf of Perkins Ranch Inc for a rezone of approximately 390 acres of land from Single Family Residential, minimum 2-acres (SR-2) to Agricultural Residential, minimum 36-acre (AR-36). Generally located east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley Arizona, 86323

CUP-2025-05 – This is a request by Heidi Short on behalf of Perkins Ranch Inc for a conditional use permit over 390 acres for the construction of a privately owned and operated airfield and associated uses. Generally located east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley Arizona, 86323

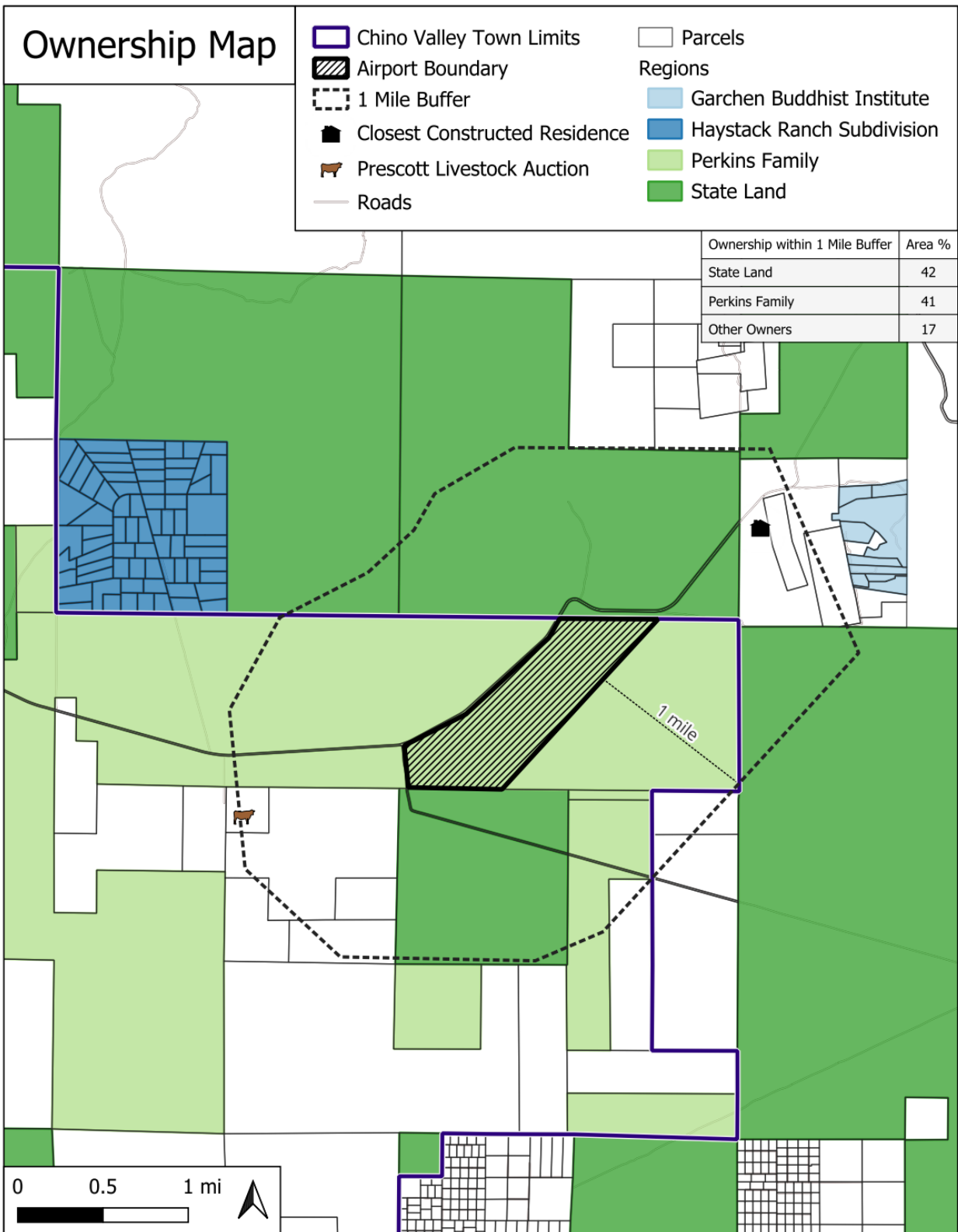
(Note - Acreage figures referenced in earlier application materials were approximate. Following completion of a boundary survey and exclusion of existing public right of way, the total project area is approximately 390 acres)

LOCATION DATA

	Existing Zoning	Use(s) on-site	General Plan Designation
Site	Single Family Residential – 2acre Minimum (SR-2)	Ranch Land/Vacant	Ranch Agricultural
North	RCU-2A (COUNTY)	Ranch Land/Vacant (owned by State of Arizona)	COUNTY
South	STATE and Single Family Residential 2-Acre Minimum (SR-2)	Ranch Land/Vacant (Portion of Land owned by Perkins Ranch)	Ranch Agricultural
East	RCU-2A	Vacant/Ranch Land/Homestead	COUNTY
West	Single Family Residential – 2acre Minimum (SR-2) and Agricultural Residential 4acre Minimum (AR-4)	Ranch Land/Vacant (Portion of Land owned by Perkins Ranch)	Ranch Agricultural

The Ownership Map on the next page identifies percentage of landholdings within 1 mile of the proposed airfield, and, nearby locations of interest.

- Percentage of land owned by the Perkins Family
- Percentage of land owned by the State
- Percentage of land owned by other owners
- Prescott Livestock Auction
- Closest Constructed Residence
- Garchen Buddhist Institute
- Haystack Ranch Subdivision



PRIOR SITE ACTIONS:

Annexed - September 27, 2001

STAFF RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission forward to the Town Council a recommendation of **APPROVAL** for the Rezoning and Conditional Use Permit

SUGGESTED MOTION:

Move to **APPROVE** Zone Change ZC-2025-03 as presented, subject to the staff report and information provided during this hearing, and the Conditions of Approval in Attachment A ZONE CHANGE

Move to APPROVE Conditional Use Permit CUP-2025-05 as presented, subject to the staff report and information provided during this hearing, and the Conditions of Approval in Attachment A CONDITIONAL USE PERMIT

EFFECT OF THE APPROVAL:

By approving the Zone Change and Conditional Use Permit, the Planning and Zoning Commission is recommending approval to Town Council for the Zone Change and Conditional Use Permit, for the property generally located east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley Arizona, 86323, subject to the staff report and information provided during this hearing, and affirmatively finds that the CUP request is in conformance with the Rezone for the parcel.

Project Overview

The Perkins Ranch application includes a request to rezone the property from Single Family Residential, minimum two acres (SR-2), to Agricultural Residential, minimum thirty-six acres (AR-36), together with a Conditional Use Permit to allow a privately owned airfield and associated aviation-related and aviation-support uses within the AR-36 zoning district. Embry-Riddle Aeronautical University is proposed as the primary user of the airfield for flight training operations. The Conditional Use Permit establishes the general categories of aviation and aviation-oriented uses permitted across the project site and approves the master site plan as the conceptual framework for phased development.

As described in the application materials, Phase One consists of the runway, taxiway, apron, and associated aviation facilities necessary to support Embry-Riddle flight training operations. The applicant indicates an anticipated volume of approximately fifty flights per day and three hundred flights per week. The application does not define or quantify the number of individual aviation operations that may occur within each flight such as takeoffs, landings, or touch-and-go activity. The definition of a flight, the definition of an operation, and the method by which operational activity is counted, monitored, and regulated will be required to be clearly established and mutually agreed upon through a Development Agreement prior to commencement of operations.

Phases Two, Three, and Four, as shown on the master site plan, represent the long-term build-out of the Perkins Ranch site beyond the initial Phase One airfield. These phases are conceptual and are intended to illustrate how the property could expand. Future development may include additional aviation-related uses, as well as aerospace, research, education, manufacturing, and support activities. Phase Two generally focuses on aviation support uses that build directly off the Phase One airfield—such as hangars, aircraft maintenance, training facilities, and other operational support functions. Phases Three and Four reflect a broader and more diversified expansion of the site that could include research and development, advanced manufacturing, education, and related support uses.

As later phases are developed and new aviation-oriented or aerospace tenants are introduced, additional air traffic will occur. However, Embry-Riddle flight training is expected to remain the primary source of air traffic associated with the airfield. Based on the applicant's long-term vision, Embry-Riddle-related operations are anticipated to account for the substantial majority of aviation activity, with other future uses playing a secondary and complementary role. Any additional tenant or use proposed within later phases that would introduce new or materially different air traffic/craft, or increase the overall level of aviation activity, will be subject to review and approval by the Town Council. That review will evaluate the nature and intensity of the proposed air traffic, potential operational and compatibility impacts, and consistency with the assumptions established for the project, prior to authorization of the tenant or use.

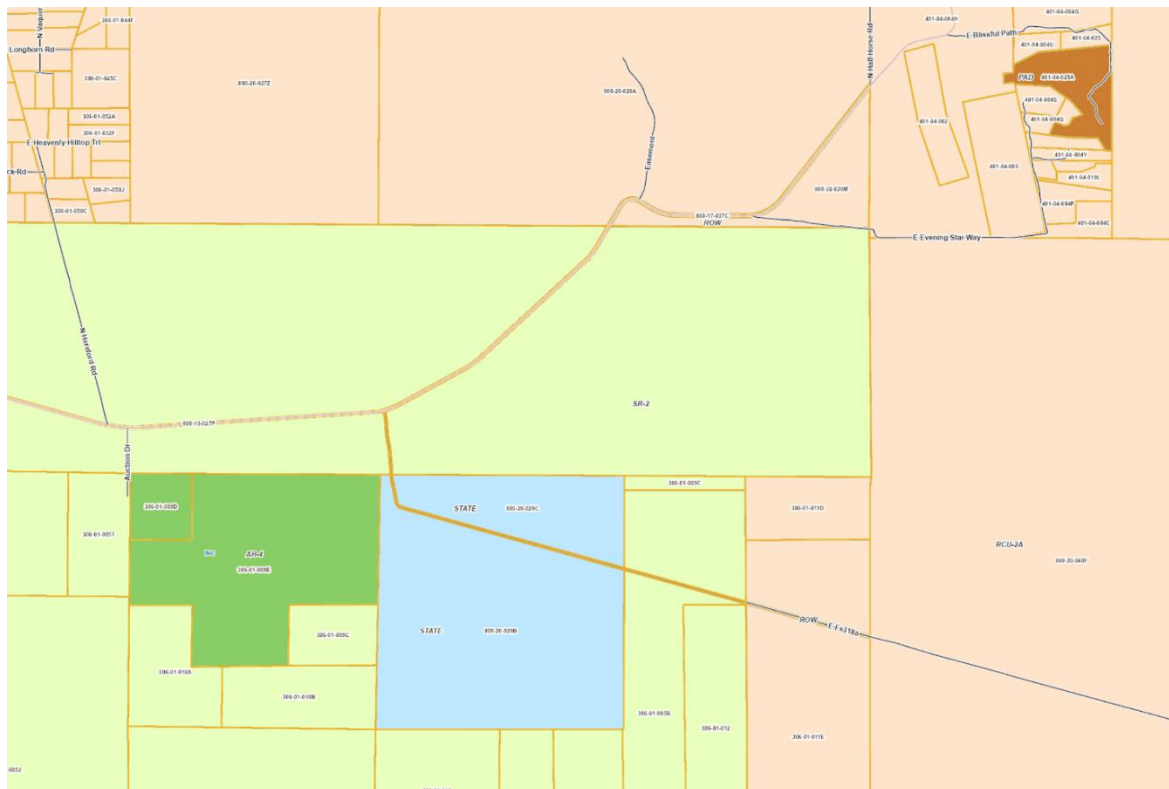
Approval of the Conditional Use Permit does not authorize any specific buildings, tenants, operational characteristics, or level of activity within Phases Two through Four. The Conditional Use Permit establishes only the land-use entitlement and approves the master site plan as a conceptual framework. The master site plan identifies general locations and an overall development concept but does not approve development intensity or operational details. Any development proposed within later phases will require separate review and approval by the Town Council through one or more Development Agreements prior to construction or operation.

Due to the scale, operational complexity, and ongoing nature of Phase One aviation activities, the Town is requiring a Development Agreement as a condition of approval for Phase One. The Development Agreement will serve as the legally binding instrument that translates the conceptual approval granted by the Conditional Use Permit into enforceable obligations, standards, and limitations. Unlike a Conditional Use Permit, which runs with the land and is enforced primarily through zoning compliance, a Development Agreement is a contractual document approved by the Town Council and the applicant that provides greater clarity, durability, and enforceability.

The Development Agreement will address operational matters not fully resolved through the Conditional Use Permit process including the definition of flights and operations, operational volume limits, monitoring and reporting requirements, mitigation measures, noise limitations, and enforcement mechanisms. While the applicant may, at their own risk, proceed with permitting and construction of the Phase One airfield improvements prior to execution of the Development Agreement, final authorization to commence Phase One flight operations shall be expressly contingent upon approval and execution of the Development Agreement by the Town Council.

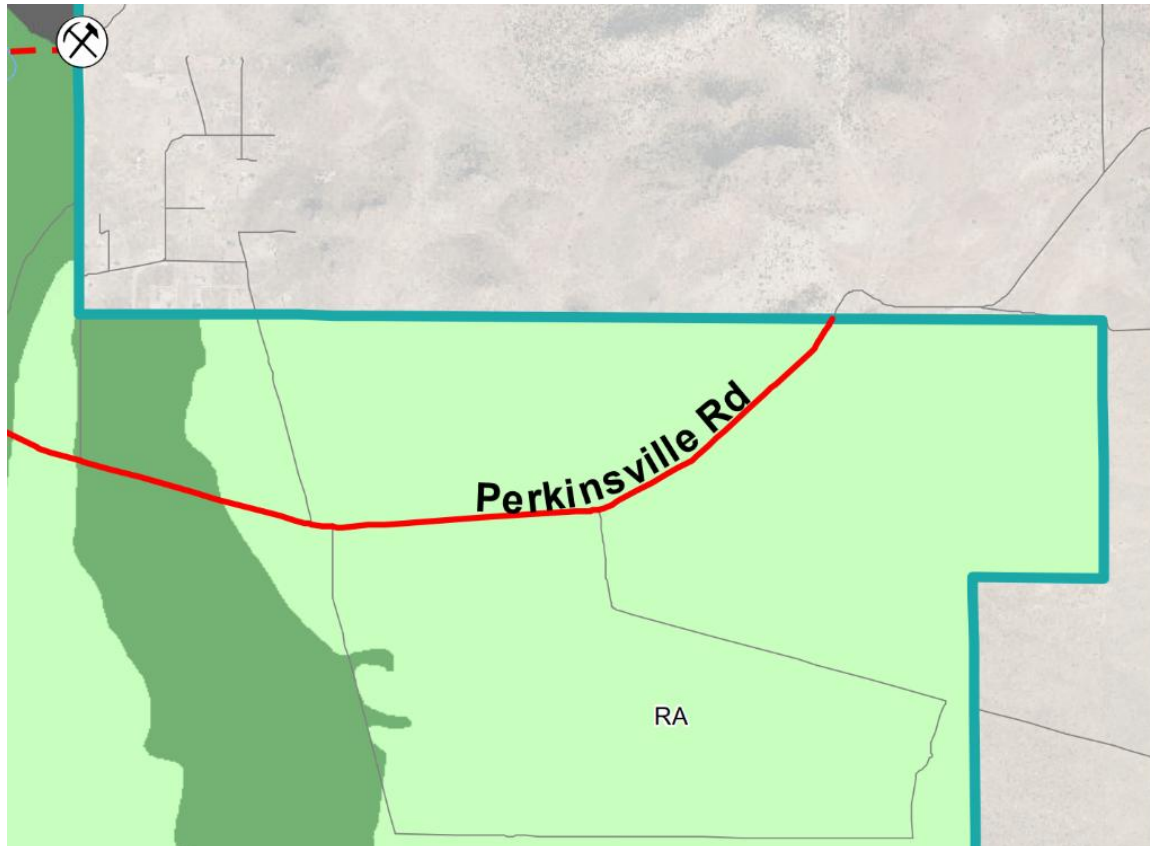
Zoning

The subject property is currently zoned Single Family Residential, minimum two acres (SR-2). This zoning designation was applied when the property was annexed into the Town of Chino Valley on September 27, 2001. The area surrounding the subject property includes three Town zoning districts and one Yavapai County zoning designation. To the west and south, the adjoining properties are zoned SR-2 and are owned entirely by Perkins Ranch. To the southwest, the property is zoned Agricultural Residential, minimum four acres (AR-4), and is owned by Running W Ranch LLC. Directly south, the land is zoned STATE and is owned by the State of Arizona. To the north and east, outside Town limits, the surrounding properties carry the Yavapai County RCU-2A zoning designation, which functions as the county equivalent of the Town's SR-2 district.



General Plan

The 2040 General Plan designates this property, along with the surrounding Town parcels, as Ranch Agricultural. That designation is meant for large-acreage, low-density rural areas with very limited residential intensity, generally one home per four acres or more. The request to rezone from SR-2 to AR-36 fits within that intent by keeping the property in a large-parcel, low-intensity land use pattern consistent with the General Plan's direction for this part of the community.



Land Use Category	Maximum Gross Density (per 1 acre)	Description	Allowed Zoning Districts (as of 2023)
Ranch/ Agricultural (RA)	0.25 du/acre (1 du/4 acres)	This category supports the continuation of rural agricultural functions customary in Chino Valley on large parcels. Densities are very low to preserve open space and views and to minimize infrastructure needs. This category applies to areas that should not be intensified or developed by 2040. All lots are required to be greater than four acres. Detached single-family homes and accessory dwelling units are allowed along with related garages, sheds, barns, silos, and other agricultural structures. Storage and use of farm implements, equipment, vehicles and materials, livestock, and agricultural elements including animals, pastures, croplands, vineyards, apiaries, "you-pick" farms, solar energy development, agritourism, and agricultural product retail sales are also allowed.	AR-36 AR-5 AR-4 PL

Conditional Use Permit

A Conditional Use Permit is a land use mechanism that allows certain uses to occur within a zoning district only after additional review by the Planning and Zoning Commission and the Town Council. These uses require a higher level of scrutiny because they carry characteristics that warrant case-specific evaluation and the ability to impose conditions that ensure the proposed use remains compatible with other permitted uses in the district and in the surrounding area. In the AR-36 Agricultural Residential zoning district, the Unified Development Ordinance identifies airports, aircraft landing fields, and ancillary buildings as conditional uses, meaning they may be authorized on properties zoned AR-36 only after a formal public review process. The request for this Conditional Use Permit is being made in conjunction with the rezoning of the property from SR-2 to AR-36. Conditional uses run with the land once approved, subject to any conditions established through the public hearing process.

The Conditional Use Permit request before the Town applies to the development and operation of the airfield identified in Phase One of the applicant's narrative and the footprint for future uses that will need to be approved in phases through a development agreement once the specific uses are identified. As outlined in the application materials, the airfield represents the foundational infrastructure for a larger multistage project that anticipates future manufacturing, research, and advanced technology components. The applicant has provided an overall site plan that illustrates the long-term layout of Phases One through Four, the Conditional Use Permit only approves the Phase One airfield and the general footprints of the future phases. The specific uses, buildings, tenants, and activities proposed within Phases Two, Three, and Four are not being approved with this action. The narrative explains that each subsequent phase must return to the Town Council through a separate development agreement to confirm the actual uses for approval. At this stage, only the Phase One airfield improvements are being considered; all future phase uses will undergo their own full review and approval process.

Surrounding Uses/Notification

State Law requires a 300' notice radius of the proposed project, staff expanded that notification area to 5280' (one mile). Within one mile of the subject property, only three parcels contain existing development. Two developed parcels lie to the northeast under County jurisdiction, identified as APNs 401-04-002 and 401-04-004H and owned by V7 LLC. Representatives of these parcels attended the neighborhood meeting and offered no comment, and as of the date of this report, staff has not received any written correspondence from these owners. The third developed parcel within the one-mile area is the Prescott Auction Barn, located southwest of the subject property, and no comment has been received from that owner. All remaining properties within a one-mile radius of the site are vacant. Perkins Ranch owns approximately 41 percent of the land area within this radius, while the State of Arizona owns approximately 42 percent. Written comments related to the proposed use have been received from the following nearby property owners; the State of Arizona, Running W Ranch LLC, and a representative of the Sikh Dharma of Oregon. These comments are included in Attachment F

Staff Analysis:

The request before the Town is a rezoning from SR-2 to AR-36 and a Conditional Use Permit to allow an airfield as Phase One of the Perkins Ranch project. For this phase, the applicant is seeking approval to construct and operate the runway, taxiway, apron, and associated aviation facilities described in their narrative. The overall site plan also identifies the footprint of the later phases so the Town can understand how Phase One fits within the larger concept. While approved with this CUP,

Phases Two, Three, and Four will still require separate development agreements and future Council review once specific uses are identified for each phase. Each will be evaluated independently when formally submitted.

Staff's review follows the standards and criteria established in the Unified Development Ordinance and the Town's adopted planning documents. The rezoning component is evaluated for consistency with the purpose and intent of the AR-36 district and the broader land use direction of the general plan. The Conditional Use Permit is evaluated under the findings required for airports and aircraft landing fields, focusing on whether the proposed airfield can operate in a manner that remains compatible with surrounding properties, maintains public health and safety, and can be conditioned to address potential impacts. This framework relies on zoning district intent, allowable uses, performance requirements, and measurable information provided by the applicant, allowing the Town to objectively determine whether the Phase One airfield meets the regulatory thresholds for both the rezoning and the Conditional Use Permit.

Zoning Consistency and District Intent

The AR-36 Agricultural Residential district is intended for large-acreage rural properties that support low-density residential, agricultural operations, and specialized uses that require substantial buffers due to their size or operational characteristics. Airports, aircraft landing fields, and ancillary aviation facilities are listed as conditional uses within this district, meaning they may be appropriate when the site provides enough land area, separation, and operational space to mitigate conflicts with surrounding properties.

The subject property meets the base intent of the AR-36 district in both size and context. The Perkins Ranch parcel exceeds the minimum acreage requirements and sits within an area characterized by large tracts of open land, agricultural operations, and low residential density. These conditions create an environment where an airfield can be evaluated for compatibility without the constraints typically found in more developed or subdivided areas. The applicant's proposed Phase One improvements are consistent with the types of uses the AR-36 district anticipates, and the submitted site plan reflects an aviation layout that utilizes the property's large acreage to maintain the necessary buffers from surrounding uses.

While the applicant's larger vision includes future phases beyond the airfield, those components will require separate review. At this stage, zoning consistency is evaluated solely on whether the proposed Phase One airfield aligns with the purpose of AR-36 and the uses allowed under a Conditional Use Permit. The property's scale, rural setting, and historic agricultural character provide the framework for the district's intent, allowing the Town to consider the airfield within the parameters established for this zoning classification.

Land Use Compatibility and Surrounding Area Context

The Perkins Ranch property is surrounded by large-acreage rural parcels, low residential density, and a mix of agricultural and open land, creating a development pattern with substantial separation between individual uses. Key neighboring properties include the Garchen Buddhist Institute to the northeast and the Haystack Ranches subdivision to the northwest, both of which value the area's rural setting and quieter landscape. Additional surrounding lands, including State-owned property and other ranch holdings, reinforce the low-intensity character of this part of the community.

Within this context, the proposed Phase One airfield is situated in a portion of the ranch that provides meaningful buffering to surrounding residences and sensitive uses. The scale of the property and its open terrain provide the physical space necessary to evaluate an aviation use without introducing immediate conflicts. The applicant's layout directs operations over undeveloped areas where possible and maintains significant distance from established homes.

Noise Impact Analysis

Noise considerations for the Phase One airfield focus on the type of aircraft proposed, the projected volume of operations, flight patterns, and the physical distance between the runway and surrounding development. The applicant's narrative identifies training aircraft such as the Cessna 172 and Diamond DA42, which produce significantly lower noise levels than commercial jets or turbine aircraft. FAA noise-contour information provided by the applicant indicates that the 65 dB contour, the threshold commonly used to identify areas of potential noise sensitivity, does not extend beyond approximately two thousand feet from the end of the runways under typical operating conditions. Average daily activity is projected at roughly fifty takeoffs and landings, which is well below the FAA's threshold requiring a formal noise study.

The surrounding area's low density and large parcel sizes provide substantial physical buffering that helps limit direct noise exposure to nearby properties. The airfield's location and orientation within the ranch allows operations to be directed over open land to the south and east, reducing potential impacts on the Garchen Institute and Haystack Ranches. While aircraft noise will be noticeable during takeoff and landing within the expected noise contour area, the operational characteristics of the training aircraft, the projected activity level, and the available separation distances allow staff to evaluate the airfield's impacts with the focus being on compatibility with surrounding properties, public welfare, and the ability to apply conditions to address potential impacts. Future phases will undergo separate review and may require additional noise analysis depending on the uses proposed for that phase.

Traffic and Access Analysis

Traffic impacts associated with the Phase One airfield are limited due to the operational model described in the applicant's narrative. Flight training activity relies primarily on students and instructors arriving by aircraft, resulting in minimal daily vehicle trips to and from the site. Ground personnel for Phase One consist of a small number (3) of field attendants and support staff. As a result, Phase One does not trigger roadway improvements or capacity upgrades on Perkinsville Road or the adjoining forest service road segments serving the property.

Access to the site will occur from East Perkinsville Road and Forest Road 318A, both of which are capable of supporting the limited traffic associated with the airfield's initial operations. The applicant has acknowledged that any future phases involving manufacturing, research, or additional personnel will require updated traffic assessments and, if warranted, proportional roadway improvements through separate development agreements. For Phase One, the level of expected vehicular activity remains low, and the existing access network is adequate to accommodate the airfield's operational needs.

Infrastructure, Emergency Services, and Public Safety

The infrastructure needs for the Phase One airfield are limited and focused solely on supporting basic flight operations. Initial water and wastewater demands will be handled through portable systems,

with a transition to an on-site well and septic system or private water/package plant occurring in later phases and subject to full review by ADEQ and Yavapai County Environmental Services. Electrical service will be extended to the site at the applicants' expense through APS. These improvements support only the runway, taxiway, apron, and related operational areas identified in the application, and do not create impacts that require expanded municipal infrastructure at this stage.

Emergency and fire protection services for Phase One will be provided through the Central Arizona Fire and Medical Authority. The airfield will include basic aviation safety equipment, such as extinguishers and spill response kits, and the limited level of staffing and operations does not trigger the need for a dedicated fire station. A CAFMA fire station will be constructed as a part of Phase Two, but that improvement is tied to future development agreements and is not required by Phase One. Law enforcement needs for the initial airfield operations remain minimal as well. The site will not house students, employees, or facilities that require a police presence, and calls for service would be handled under normal rural-response protocols. As later phases introduce more employees, structures, or higher-value uses, the applicant anticipates providing private on-site security to avoid creating an ongoing burden on the Chino Valley Police Department. This approach ensures that increased security needs tied to future development are addressed by the project rather than municipal staffing.

Environmental and Site Conditions Review

Environmental information for the Phase One airfield was reviewed using the applicant's submitted materials and the Arizona Game and Fish Department's (AZGFD) Environmental Review Tool results. According to AZGFD's October 30, 2025 screening, the project area consists primarily of open ranch pasture within a landscape characterized by upland habitat, dispersed drainage features, and existing wildlife movement corridors. AZGFD's data show no federally designated critical habitat within the project footprint, though the broader vicinity intersects with a Conservation Opportunity Area identified for regional wildlife connectivity. The screening identifies several Species of Greatest Conservation Need that may occur in the general area, including pronghorn, burrowing owls, golden eagles, bats, and various migratory birds, but does not document any special-status species occurrences directly on the project site.

AZGFD's recommendations emphasize maintaining natural drainage patterns, avoiding impacts to wildlife movement, and minimizing lighting effects on nocturnal species. The Phase One airfield design accommodates these considerations through its placement on previously disturbed pastureland, the absence of proposed grading or construction in riparian areas, and the lack of barriers that would impede wildlife permeability across the broader ranch property. Runway and taxiway lighting will be evaluated for compliance with the Town's lighting standards, and AZGFD guidance related to shielding and low-temperature lighting to reduce wildlife impacts. Additional recommendations related to nesting bird surveys, vegetation removal timing, and noise-sensitive species apply primarily to construction activity and can be addressed as conditions of approval, if needed. Based on the information provided, no significant environmental constraints have been identified for the Phase One airfield, and remaining wildlife-related considerations can be managed through standard best practices and coordination with AZGFD as the project advances.

Airspace and Aviation Operations Considerations

The Phase One airfield has been designed to operate within the established regional airspace system without creating conflicts for existing aviation users. According to the applicant's narrative, the

site is located approximately eight nautical miles northeast of Prescott Regional Airport and sits just outside the airport's Class D airspace boundary. This location allows ERAU training operations to occur without entering controlled airspace unless necessary and ensures that the facility can operate under visual flight rules (VFR) without requiring a control tower. Coordination between the project team and the Prescott Air Traffic Control Tower has already occurred, with the Tower indicating a preference for runway alignment that parallels Prescott's primary runway. This alignment reduces the potential for converging traffic paths and supports consistent traffic flow between the two facilities.

The airfield is designed to FAA B-II standards, which accommodate small training aircraft such as the Cessna 172 and the Diamond DA42 used by ERAU. These aircraft operate at comparatively low approach speeds and produce lower noise and wake turbulence profiles than larger or turbine-class aircraft. Phase One operations will be limited to these training aircraft. Training flights will use standard left-hand traffic patterns, oriented to direct overflight toward open land where possible rather than residential areas. No instrument approaches, navigation towers, or ground-based guidance systems are planned, and all operations will be conducted under VFR. With these operating characteristics, the airfield's activity level remains within the envelope typically managed safely in rural, uncontrolled airspace environments. The proposed design and operational plan are consistent with FAA standards for this aircraft category and reflect coordination with regional airspace users to promote safe and predictable flight operations.

Lighting and Visual Impact Considerations

Lighting associated with the Phase One airfield falls into two categories: aviation-required lighting and site lighting governed by the Town's standards. Runway, taxiway, threshold, and beacon lighting are mandatory components of an operational airfield and cannot be eliminated or significantly reduced without compromising aviation safety. These systems are designed to meet FAA standards so aircraft can identify the runway environment during low-light conditions, approach safely, and maintain situational awareness. As a result, the airfield will generate some level of nighttime visibility that differs from typical rural development. The applicant has not proposed any lighting beyond what is required for safe flight operations, and no high-mast lighting is included in the Phase One design.

Outside of the federally required aviation lighting, all other lighting on the site will be subject to the Town's outdoor lighting and dark sky provisions. Support-area fixtures, such as apron lighting, parking illumination, and building-mounted fixtures, must be fully shielded, downward-directed, and limited to the minimum intensity needed for operational safety. The large acreage surrounding the runway provides substantial natural buffering that reduces long-distance light visibility, and additional conditions may be applied to ensure color temperature, fixture height, and timing controls meet dark sky best practices.

Future phases that introduce buildings, manufacturing uses, research facilities, or additional site infrastructure will undergo separate review through development agreements. Each of those phases will be required to demonstrate compliance with the Town's dark sky standards and ensure that any new lighting is designed to avoid incremental increases in light pollution. This approach allows the Town to manage visual impacts as the project builds out, ensuring that non-aviation lighting remains consistent with rural expectations and the community's dark sky goals.

Public Welfare and Community Impact Evaluation

The public welfare analysis for Phase One focuses on the operational characteristics of the proposed airfield and how those characteristics may influence surrounding properties and community expectations. Phase One is limited to small training aircraft, minimal on-site staffing, and low daily vehicle activity. The large acreage of the Perkins Ranch property provides meaningful separation between the airfield and surrounding uses, which helps moderate the primary impacts associated with aviation activity such as noise, lighting, and traffic. The applicant's operational description indicates that Phase One does not introduce demands on municipal services or infrastructure beyond what is typical for large rural parcels.

Public input received during the neighborhood meeting highlighted concerns about aircraft noise, roadway conditions, and the long-term buildout of the property. The Garchen Buddhist Institute expressed that aviation noise could interfere with their retreat activities, while residents of Haystack Ranches emphasized maintaining the quiet rural setting. These concerns are acknowledged and inform staff's understanding of community expectations in this area. With respect to future phases, the Town has established a mandatory development agreement process that requires each subsequent phase, including any manufacturing, research, or expanded aviation facilities, to return to Town Council for review and consideration. That process allows the Town to evaluate the specific impacts, mitigation measures, and operational details of each phase before any additional development can proceed. This ensures that long-term community impacts are not predetermined by Phase One and remain subject to Town oversight.

In addition to the comments received during the neighborhood meeting, staff received written correspondence from two nearby property owners. Mr. Robert Jutras, a Yavapai County resident north of the project area, submitted a list of questions related to runway length, long-term operational volume, airspace safety, target shooting activities, roadway impacts, potential aviation noise exposure, and whether larger or jet aircraft could ultimately use the facility. Staff also received a letter from Running W Ranch, LLC, which owns land to the southwest of the site. Their correspondence outlines concerns regarding the potential for unintended buffer effects on their property, the placement and extent of any future aviation easements, the need to avoid shifting drainage or utility burdens across parcel boundaries, adherence to dark sky lighting practices at the project's edges, and maintaining future development access along Perkinsville Road. The Arizona State Land Department (ASLD), which holds State Trust Land directly north and south of the project area, submitted comments noting that airfield operations may require aviation easements if they impose height, use, or development restrictions on State Trust parcels. ASLD requested coordination should any aviation surfaces or operational limitations affect the future disposition or development potential of State Trust Land. Their input is included both as a reviewing agency and as an adjacent landowner with property potentially impacted by flight operations. All written comments have been included in this staff report at time of publication.

Consideration of Future Phasing and Development Agreements

The Master Site Plan submitted with this request illustrates the applicant's long-term vision for the Perkins Ranch property, including conceptual areas for research and manufacturing facilities, commercial and office uses, educational buildings, a future fire station site, and a potential runway extension. These graphic elements are included to provide transparency regarding how the Phase One

airfield fits within the broader development concept. Only the airfield and its associated improvements are under consideration with this request. All other components shown on the Master Site Plan remain conceptual and will be further refined through future Development Agreements.

As a condition of the Conditional Use Permit, any development proposed in Phases Two, Three, or Four will be required to return to the Town through a separate development agreement. This ensures that each phase will undergo a complete land use review, including analysis of noise, traffic, lighting, environmental factors, infrastructure demand, and compatibility with surrounding properties, based on detailed plans that do not yet exist.

The applicant has received a number of letters of interest from avionics-related companies for Phases 3 and 4. Applicant's narrative references the long-term possibility of a Fixed Base Operation (FBO), a small restaurant, and a museum honoring the Perkins family's history. These concepts reflect the applicant's desired full buildout but do not create any entitlement or expectation of approval. None of these uses can proceed without separate development agreements, and each will be evaluated independently based on detailed plans, projected impacts, and the Town's adopted policies. The applicant has stated that no phase beyond the Phase 1 airfield is commercially viable without the runway in place, underscoring the need for phased review rather than preapproval of future components.

The process outlined for review and approval allows the Town to understand the overall vision today while maintaining full authority and discretion over each subsequent development phase.

Staff Summary and Findings

Based on the materials submitted by the applicant, the supporting technical documents, and the applicable requirements of the Unified Development Ordinance, staff evaluated the proposed Conditional Use Permit for the Perkins Ranch Airfield as a multi-phase project encompassing all four phases and the full range of proposed aviation-related and associated uses. The Conditional Use Permit establishes the overarching land use entitlement for the entire project within the AR-36 zoning district. While the CUP approval applies to the full project area and all identified phases, individual uses and improvements within each phase will be subject to separate analysis, detailed review, and additional conditions of approval as future development applications are submitted.

The size of the property, its rural surroundings, and the large-lot land use context provide substantial buffering that moderates operational impacts commonly associated with aviation activity, including noise, lighting, and traffic. The overall airfield concept, anticipated aircraft types, and operational characteristics are consistent with the conditional uses contemplated within the AR-36 zoning district. At full buildout, the site can accommodate the proposed range of uses without exceeding available infrastructure or emergency service capacity, provided that subsequent phases are reviewed independently and conditioned appropriately.

Public input received during the neighborhood meeting included concerns regarding noise, roadway conditions, and long-term site development. Staff acknowledges these concerns and notes that the Master Site Plan submitted with the application is intended to provide transparency regarding the applicant's long-range vision. Approval of the Conditional Use Permit does not authorize construction or operation of all future phases or uses. Each phase and each individual use including research and development facilities, manufacturing and office buildings, educational uses, fixed base operator

facilities, restaurants, museums, or other aviation-related components will require separate development approvals, development agreements, and permits, as applicable. These future reviews will include phase-specific analysis of noise, traffic, lighting, environmental impacts, infrastructure demands, and compatibility with surrounding properties.

Staff's evaluation concludes that the Perkins Ranch Airfield project, considered as a phased development, is consistent with the intent of the AR-36 zoning district and is capable of operating in a manner compatible with the surrounding land use context when subject to appropriate conditions. The phased development structure preserves the Town's authority to evaluate and regulate each phase independently and ensures that approval of the Conditional Use Permit does not predetermine the intensity, design, or approval of future uses. The findings presented in this report provide the basis for consideration of the Conditional Use Permit as an overarching entitlement framework, while retaining full discretionary review over subsequent phases and individual uses as they are proposed.

PUBLIC COMMENTS RECEIVED: See Attachment F

EXTERNAL AGENCY COMMENTS: See Attachment B

NEIGHBORHOOD MEETING See Attachment C

COMMENTS:

PROPOSED CONDITIONS DELIVERED

TO APPLICANT ON:

☐
☐
☐

Applicant agreed with all of the conditions of approval on (Insert Date)

Applicant did not agree with the following conditions of approval: (list #'s)

If the Planner is unable to make contact with the applicant – describe the situation and attempts to contact.

ATTACHMENTS:

A	B	C	D	E	F
Conditions of Approval	External Agency Comments	Neighborhood Meeting Comments	Site Plan & Exhibits	Staff Research	Public Comment

PREPARED BY:

DATE:


WILL DINGEE, ASSISTANT DIRECTOR
928-636-3472

12/22/2025

APPROVED BY:


LAURIE LINEBERRY, AICP
DEVELOPMENT SERVICES DIRECTOR

ATTACHMENT A
CONDITIONS OF APPROVAL

The following conditions have been found to have a reasonable nexus and are roughly proportionate to the impact of the proposed conditional use for the site:

Development Services Comments:

Laurie Lineberry, Director, 928-636-3471

1. The Applicant shall comply with all conditions listed below, along with all applicable State, County, and Town codes, rules, fees, and regulations that are applicable to this action.
2. The Applicant shall sign a Waiver of Claims form, which the Town will provide and record with the Yavapai County Recorder's Office, prior to the public hearing and final decision of this item by the Town Council.

Will Dingee, Assistant Director, 928-636-3472

3. As a condition of approval of this Conditional Use Permit, the applicant shall enter into a legally binding Development Agreement approved by the Town Council. The Conditional Use Permit authorizes only the Phase One airfield in concept. All enforceable obligations, limitations, and mitigation measures shall be memorialized in the Development Agreement. At a minimum, the Development Agreement shall expressly provide for the following:

- The Development Agreement shall establish an agreed upon airspace use and aviation operations associated with the Phase One airfield as follows:
 - Definition of Flight and Operations.
For purposes of this Development Agreement, a "flight" shall mean a single aircraft departure followed by a corresponding landing. A "touch and go" shall constitute one landing and one takeoff and shall be counted as two operations. Each takeoff or landing shall constitute one operation.
 - Operational Volume.
Phase One operations shall be limited to the operational levels described in the approved project narrative. Total operations shall not exceed the maximum hourly, daily, or weekly volumes presented to the Town as part of the Phase One approval without prior Town review.
 - Training Activity Location.
All flight training activities, including pattern work, maneuvers, and practice approaches, shall be conducted primarily over undeveloped or sparsely developed areas to the maximum extent practicable. Training routes shall be designed to avoid repetitive overflight of developed residential areas.
 - Minimum Overflight Altitudes.
Except as required for takeoff, landing, or safety related maneuvers, aircraft conducting training operations shall maintain a minimum altitude over developed areas sufficient to minimize noise impacts. Repetitive low altitude training maneuvers over developed areas are prohibited.

ATTACHMENT A
CONDITIONS OF APPROVAL

- Traffic Pattern Management.
Standard traffic patterns shall be utilized and oriented to direct aircraft over undeveloped land wherever feasible. Deviations from established patterns for training purposes shall be limited and conducted in a manner that minimizes impacts to developed areas.
- Hours of Operation.
Airfield operations shall be limited to the hours of 5:30 AM to 11:00 PM with the majority of flights occurring in the morning hours. Training activity during early morning and late evening hours shall be reduced relative to daytime operations and shall avoid repetitive pattern work to the extent practicable.
- Operational Distribution by Time of Day.
The Development Agreement shall identify anticipated ranges of flight activity by time period, including early morning, daytime, evening, and late evening operations. The intent of this provision is to ensure that the highest concentration of training flights occurs during daytime hours.
- Changes to Operational Profile.
Any material change to aircraft type, training methodology, flight paths, operational intensity, or hours of operation that may increase noise or overflight impacts shall require prior written notice to the Town.
- Compliance and Coordination.
All aviation operations shall comply with applicable Federal Aviation Administration requirements. Compliance with FAA regulations shall not preclude the Town from enforcing the agreed upon operational limitations and mitigation measures established in this Development Agreement.
- The Development Agreement shall strictly limit all uses authorized under this Conditional Use Permit to the Phase One airfield only, as depicted on the Master Site Plan dated November 3, 2025. No buildings, facilities, infrastructure, or operations associated with Phases Two, Three, or Four may occur unless and until a separate Development Agreement for the applicable phase has been reviewed and approved by the Town Council.
- The Development Agreement shall prohibit the establishment of any tenant, subtenant, or use associated with later phases of development without prior Town Council approval. This includes, but is not limited to, research facilities, manufacturing uses, commercial space, fixed base operator services, restaurants, or museums.
- The Development Agreement shall require that all non aviation lighting comply with the Town's outdoor lighting and dark sky standards, including shielding, color temperature, and intensity limits. Aviation lighting required by the Federal Aviation Administration may be

ATTACHMENT A
CONDITIONS OF APPROVAL

permitted but shall be limited to the minimum necessary for safe operations and shall not be expanded beyond FAA requirements.

- The Development Agreement shall require coordination with the Arizona Game and Fish Department prior to construction activities to address wildlife movement, lighting impacts, and vegetation clearing timing, consistent with the Department's review comments and recommended best management practices.
- The Development Agreement shall require the provision of on site fire safety equipment for Phase One consistent with CAFMA requirements. For any later phase involving buildings, expanded staffing, or increased operational activity, the Development Agreement shall require private on site security or other mitigation measures sufficient to ensure no increased demand is placed on the Chino Valley Police Department.
- The Development Agreement shall expressly prohibit use of the property under this Conditional Use Permit beyond Phase One airfield improvements unless expanded through a subsequent Development Agreement approved by the Town Council.
- The Development Agreement shall require coordination with the Arizona State Land Department regarding any airspace, height, lighting, or operational impacts affecting adjacent State Trust Land. If airfield operations create conditions requiring an aviation easement or similar restriction on State Trust Land, the Development Agreement shall require that such easements be obtained directly from the Arizona State Land Department prior to commencement of operations or any expansion triggering the requirement.
- The Development Agreement shall require the applicant to obtain all Town, county, state, and federal permits necessary for construction and operation of the Phase One airfield. No building permits, grading permits, utility permits, or other development approvals shall be issued for any improvement within Phases Two, Three, or Four unless a Development Agreement applicable to that phase has been approved by the Town Council.
- The Development Agreement shall require ongoing coordination with the Chino Valley Police Department prior to construction and throughout operations regarding site security plans and enforcement measures appropriate to the scale and nature of the approved use.
- The Development Agreement shall require the applicant to provide semi annual reports/presentations to the Town Council summarizing airfield operations, including total operations by time of day, compliance with Development Agreement provisions, development status, and any proposed changes to facilities or activities.

Public Works/Engineering:

Steve Sullivan, Town Engineer, (928) 636-3401

4. The applicant shall provide A Traffic Impact Statement (TIS) for Phase 1. A development agreement for the subsequent phases will require a full Traffic Impact Analysis (TIA) and address potential impacts, improvements, potential right-of-way dedication, and maintenance of roadways.

ATTACHMENT B
EXTERNAL AGENCY COMMENTS

STAFF RECEIVED NO COMMENTS FROM EXTERNAL AGENCIES.

Town of Chino Valley – Water Resources

Mark Holmes, Water Consultant, 928-277-5253, mark.holmes.llc@gmail.com

1. Regarding fire suppression foams – the airport shall not utilize fire suppressing foams that contain PFAS surfactants of any kind or other hazardous materials. Water and other safe and effective fire fighting suppression materials shall be deployed.

APS

Colleen Boge, Customer Project Representative Sr., Colleen.Boge@aps.com

There is no electrical power within the vicinity of this project site. If the customer needs electrical power, please contact Arizona Public Services for an application

Arizona Game and Fish Department (AZGF)

Arianna Hartsock, Habitat Specialist, 928-263-88563, ahartsock@azgfd.gov

The Department has generated an Environmental Review Tool Report (ERT) for the Perkins Airfield Project review; included in this email. Within this report you can find links to the Departments Wildlife Friendly guidelines. These include improving design structures for development (fences, roadways, culverts and structures), as well as additional information for project consideration. After reviewing the application, we found that the project design already incorporates the Department's standard best management practices related to wildlife and habitat considerations, including:

- The facility design incorporates appropriate buffers and setbacks adjacent to natural wildlife corridors to the east, minimizing habitat disruption for pronghorn, while allowing permeability throughout the ranch property boundary for pronghorn movement.
- No on-site permanent hazardous materials storage (i.e. fuel) would occur.
- No alterations to riparian corridors, ephemeral washes, or natural drainage patterns are anticipated.
- No wildlife waters or other features are present that would attract wildlife to the airfield area.
- No noise-sensitive land uses within 2,000 feet of the proposed runway.
- Commitment to environmental stewardship best management practices, such as wildlife-exclusion fencing and pre-flight monitoring.
- Operational protocols would incorporate wildlife awareness and reporting procedures.

Pronghorn are sensitive to changes on the landscape, which can affect pronghorn recruitment (fawning). To further minimize potential wildlife impacts, particularly to pronghorn and migratory birds we further recommend the following:

- The Department recommends scheduling construction activities outside the fawning season for American pronghorn, April 1 to June 30, with peak fawning occurring during the middle of May.

ATTACHMENT B
EXTERNAL AGENCY COMMENTS

- The Department recommends that a qualified biologist survey for nesting birds within the project area prior to construction activities that occur during the breeding season, which runs from mid-March through late July.

Because the applicant has already addressed these considerations in their project narrative, the Department elected not to submit formal comments. We appreciate the opportunity to review this project area.

ATTACHMENT B
EXTERNAL AGENCY COMMENTS



Central Arizona Fire and Medical Authority
8603 E. Eastridge Road
Prescott Valley, Arizona 86314
Phone: (928) 772-7711
Fax: (928) 772-8800
www.cazfire.gov

October 27, 2025

Scott Gesele
1 Aerospace Blvd
Daytona Beach, FL

Re: Fire Department Requirements and Concerns – Perkins Ranch Airfield / Embry-Riddle Aeronautical University Auxiliary Flight Training Facility

Dear Mr. Gesele

The Central Arizona Fire and Medical Authority (CAFMA) has reviewed the preliminary narrative for the proposed Perkins Ranch Airfield project submitted by Embry-Riddle Aeronautical University. The Authority appreciates the opportunity to provide input regarding emergency services and fire protection requirements for the proposed development.

Based on the information provided, CAFMA has the following requirements and concerns:

Future Fire Station Site Requirement:

CAFMA will require a dedicated 2-3 acres of land either within or adjacent to the project site for a future fire station. Between phases 2 and 3, it has been agreed that a fire station will be constructed. This is a temporary projection and can be adjusted. This site should be accessible from the main roadway network and designed to ensure sufficient emergency response coverage for both the airfield and surrounding areas as development advances. The timing for constructing and staffing a permanent fire station will need to be discussed and decided as the project moves through future development phases and operational needs increase.

Fire Suppression Systems:

All hangars and aircraft storage facilities shall be equipped with automatic fire suppression systems that comply with the International Fire Code (IFC) and NFPA 409: Standard on Aircraft Hangars. These systems must be designed to address the specific hazards associated with aircraft fueling, maintenance, and storage operations. A fire sprinkler system will be required. Plans will be a deferred submittal to CAFMA

Water Supply and Fire Flow:

Adequate fire flow must be established according to the International Fire Code (IFC) and Town of Chino Valley Fire Protection Standards. This involves installing fire hydrants, static water tanks, or a comparable water storage system capable of supporting both aircraft and structural fire suppression needs. Collaboration with CAFMA is necessary during the design phase to ensure compliance.

Emergency Access:

ATTACHMENT B
EXTERNAL AGENCY COMMENTS

Page 2 of 2

The site must have all-weather access roads capable of supporting fire apparatus' weight and turning radius, in accordance with IFC Section 503. Clear access routes should be maintained around hangars, fuel storage areas, and operational facilities. Provide a Knox box with an e-core, which can be purchased at www.knoxbox.com.

Emergency Response Services:

CAFMA will provide fire suppression, rescue, and emergency medical services to the Perkins Ranch Airfield site as part of its regional response area. Coordination will continue with Embry-Riddle Aeronautical University and the Town of Chino Valley to ensure proper access, response planning, and communication systems are in place to support safe and effective emergency operations.

Operational Safety Coordination:

CAFMA requests ongoing collaboration throughout all project stages to maintain alignment with emergency operations, response planning, and mutual aid protocols. Early discussions should identify designated access control points, staging areas, and procedures for incidents involving aircraft or hazardous materials.

CAFMA supports ongoing review and development of this project, provided these requirements are included in the site design and development agreements. CAFMA is also available to meet with the project team and Town staff to discuss fire protection planning and how to incorporate emergency response capabilities into the development plan.

If you have any questions, please feel free to contact me.

Thank you,

Darrell Tirpak

Fire Marshal
Central Arizona Fire and Medical Authority
8603 E. Eastridge Drive
Prescott Valley, AZ 86314
(928) 772-7711 (O)
(928) 848-2781 (C)

ATTACHMENT B
EXTERNAL AGENCY COMMENTS

Will Dingee

From: Rhonda Buss <rbuss@azland.gov>
Sent: Monday, December 1, 2025 9:17 AM
To: Will Dingee
Cc: Karen Dada
Subject: ASLD Comments - Perkins Airfield - ZC-2025-03 & CUP-2025-05

Dear Will Dingee,

Thank you for the public notice regarding the proposed Perkins Ranch Airfield. There is State Trust Land (STL) near the subject site. Any land use restrictions to STL associated with airfield operations will require an aviation easement. Please contact ASLD ROW at rws@azland.gov for easement information or me directly at rbuss@azland.gov if the project will cause restrictions to future development of STL.

Thank you,



**Rhonda Buss, AICP
Planner III**

[1110 W. Washington St
Phoenix, AZ 85007](#)

602-542-3126
[land.az.gov](#) | [Facebook](#) | [Twitter/X](#)

ATTACHMENT B
EXTERNAL AGENCY COMMENTS

Will Dingee

From: Max Kamen <Max.Kamen@yavapaiaz.gov>
Sent: Wednesday, October 29, 2025 4:34 PM
To: Will Dingee
Subject: RE: Perkins Ranch Airfield - PA-2025-34 Pre-Application Meeting 306-01-005J (Heidi Short - Embry Riddle)
Attachments: Table 1.pdf

Hello,

Comments for this project-

-A Site Investigation will need to be done before any wastewater system can be designed.
AAC R18-9-A310(B) Site investigation. An applicant shall ensure that an investigator qualified under subsection (H) conducts a site investigation consisting of a surface characterization under subsection (C) and a subsurface characterization under subsection (D). The applicant shall submit the results in a format prescribed by the Department. The site investigation shall provide sufficient data to: 1. Select appropriate primary and reserve disposal areas for an on-site wastewater treatment facility considering all surface and subsurface limiting conditions in subsections (C)(2) and (D)(2); and; 2. Effectively design and install the selected facility to serve the anticipated development at the site, whether or not limiting conditions exist.

-Flows into the septic system need to be typical strength. Sampling may be needed for commercial generated wastewater to confirm the wastewater strength.
AAC R18-9-A309(A)(7) 7. A person shall design and operate the permitted on-site wastewater treatment facility so that: a. Flows to the facility consist of typical sewage and do not include any motor oil, gasoline, paint, varnish, solvent, pesticide, fertilizer, or other material not generally associated with toilet flushing, food preparation, laundry, or personal hygiene; b. Flows to the facility from commercial operations do not contain hazardous wastes as defined under A.R.S. § 49921(5) or hazardous substances; c. If the sewage contains a component of nonresidential flow such as food preparation, laundry service, or other source, the sewage is adequately pretreated by an interceptor that complies with R18-9-A315 or another device authorized by a general permit or approved by the Department under R18-9-A312(G); d. Except as provided in subsection (A)(7)(c), a sewage flow that does not meet the numerical levels for typical sewage is adequately pretreated to meet the numerical levels before entry into an on-site wastewater treatment facility authorized by this Article; e. Flow to the facility does not exceed the design flow specified in the Discharge Authorization; f. The facility does not create an unsanitary condition or environmental nuisance, or cause or contribute to a violation of either a Aquifer Water Quality Standard or a Surface Water Quality Standard; and g. Activities at the site do not adversely affect the operation of the facility.

-For all the future development if the flows are above 3000GPD please follow AAC R18-9-E323.
AAC R18-9-A309(A)(10) Cumulative flows. When there is more than one on-site wastewater treatment facility on a property or on a site under common ownership or subject to a larger plan of sale or development, the Director shall determine whether an individual permit is required or whether the applicant qualifies for coverage to discharge under a general permit based on the sum of the design flows from the proposed installation and existing on-site wastewater treatment facilities on the property or site. a. If the sum of the design flows is less than 3000 gallons per day, the Department will process the application under R18-9-E302 through R18-9-E322, as applicable. b. If the sum of the design flows is equal to or more than 3000 gallons per day but less than 24,000 gallons per day, the Department will process the application under R18-9-E323. c. If the sum of the design flows is equal to or more than 24,000 gallons per day, the project does not qualify for coverage under a Type 4 General Permit and the applicant shall submit an application for an individual permit under Article 2 of this Chapter.

ATTACHMENT B
EXTERNAL AGENCY COMMENTS

-Flows are based off of type of use. See attached document.

AAC R18-9-A314(4)(c) For other than a single-family dwelling, the design liquid capacity of a septic tank in gallons is 2.1 times the daily design flow into the tank as determined from Table 1, Unit Design Flows. If the wastewater strength exceeds that of typical sewage, additional tank volume is required.

Please let me know if you have any questions.

Regards,

Max Kamen
Environmental Health Specialist III
1120 Commerce Dr.
Prescott, AZ 86305
928-442-5408



Please visit our Facebook page for information about training opportunities, current events and hot topics at Development Services.

<https://www.facebook.com/Yavapai-County-Development-Services-Department-191783054764161/>

Take a moment to fill out our Customer Service Survey. Thank you!

<https://surveymonkey.com/r/devservcustsat>

Please note that Development Services staff cannot give legal advice. You should seek legal advice from a licensed attorney in order to determine compliance with statutes, codes, ordinances or other laws. Any statements in this email about compliance with statutes, codes, ordinances, or other laws are limited to the specific circumstances discussed in the email. Any statement that something would comply with a particular statute, code, ordinance, or other law should not be construed to mean that thing complies with all statutes, codes, ordinances or other laws. Any factual statements that you have made may affect this discussion. If you provide incomplete or inaccurate information, the response by Development Services cannot be relied upon.

ATTACHMENT C
NEIGHBORHOOD MEETING COMMENTS

Neighborhood Meeting Summary

Date and Time: November 26, 2025, at 5 PM

Location: Chino Valley Town Hall, 202 North State Route 89

A total of twenty-five individuals attended the neighborhood meeting. Town staff present included Will Dingee, Assistant Director of Development Services, and Laurie Lineberry, Development Services Director. Mayor Jack Armstrong was also in attendance. The applicant, represented by attorney Heidi Short, provided the primary presentation. Embry-Riddle Aeronautical University was represented by Keaton Ziem. Four representatives of the property owner, Perkins Ranch, were present: Tom Perkins, his wife, his daughter, and Danny Perkins.

No attendees were residents of the Town of Chino Valley. All neighbors present reside outside of the town limits. Thirteen attendees signed in, and seven provided email addresses for follow-up materials.

Staff opened the meeting with an introduction to the rezoning and conditional use permit requests, then turned the presentation over to the applicant. The applicant delivered an overview of the proposed airfield and phased development plan. The majority of questions from attendees focused on the condition of Perkinsville Road and anticipated noise from aircraft operations.

Regarding road conditions, the applicant and staff explained that Phase 1 of the project is expected to generate minimal vehicular traffic, as students and instructors will primarily arrive by aircraft. Improvements to Perkinsville Road are not triggered in Phase 1. Staff clarified that later phases will require Development Agreements reviewed by Town Council, and those agreements will include traffic impact studies and any roadway improvements proportional to impacts created by those phases.

Noise concerns were raised by nearly all attendees. The applicant presented FAA-based noise contour information illustrating expected noise levels at takeoff, which is where most sound is generated. This information appeared to address the concerns of residents from the Haystack Ranch subdivision. The representative from the Garchen Buddhist Institute stated that the proposed airfield would be detrimental to their operations and described the project as catastrophic for their institute.

A positive item of note discussed during the meeting concerned Phase 2 of the development. As part of that phase, a CAFMA fire station is planned for construction. This station would serve the airfield and associated buildings while also providing broader regional benefit by improving emergency response coverage for Haystack Ranches, the Garchen Buddhist Institute, and the surrounding area.

The meeting concluded after all questions were addressed and follow-up materials were offered to attendees who provided contact information.

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ATTACHMENT D
SITE PLAN AND EXHIBITS

APN# - PORTION OF 306-01-005J

Address: Property located on the Generally located east of the intersection of East Perkinsville Road
and Forest Service Road 318a, Chino Valley Arizona, 86323
Chino Valley, Arizona.

Application Packet Submitted by Applicant at Point of Submission



Town of Chino Valley
Development Services
1982 Voss Drive, Chino Valley, Arizona 86323
Phone: (928) 636-4427
Email planning@chinoaz.net

LAND ACTION APPLICATION

Case Number: _____

****Public Records Disclaimer** – This application and any document supplied as a part of this application is considered a public record and may be disclosed pursuant to A.R.S 39-121 or displayed electronically by the Town of Chino Valley.

Requested Action				
Pre-Application Case Number: PA-2025-34		Please attach meeting notes		
☐ Pre-Application Meeting	☐ Site-Plan Review	☐ Zone Change		
☐ Planned Area Development	☒ Conditional Use Permit	☐ Temporary Use Permit		
☐ SUBDIVISION (UDO 5.1.7)	☐ Land Division (Lot Split)	☐ Preliminary Plat		
☐ Final Plat – Major	☐ Final Plat – Minor	☐ Final Plat – Amendment		
Subdivision Name: N/A				
Total Acres:	Total Lots: N/A	Min Lot Size: N/A	Max Lot Size: N/A	Avg Lot Size: N/A
☐ Major General Plan Amendment		☐ Minor General Plan Amendment		

Project Description - Narrative
Please attach if additional space is required: Please see attached narrative.

Property Information	
Subject Property Address(es) or Location: Please see attached survey.	Existing Use and/or Current Zoning: Vacant/SR-2 Requested Use and/or Zoning: Airfield/AR-36
Assessor's Parcel Number(s) (APN): 306-01-005J	Area (Acres/Square Feet): Please see attached

Owner, Applicant and Design Professional Information	
Property Owner(s) Name: Perkins Ranch Inc.	Agent / Applicant Name: Heidi Short
Address: PO Box 403	Address: 201 E. Washington Street, Ste 1200
City: Chino Valley State: AZ Zip: 86323	City: Phoenix State: AZ Zip: 85004
Phone: 602-262-0237	Phone: 602-262-0237
E-mail: heidi.short@wbd-us.com	Email: heidi.short@wbd-us.com
Design Professional Name: G. Scott Gesele	Address: 1 Aerospace Blvd., Daytona Beach, FL
Phone: 386-226-6251	Email: geseleg@erau.edu

PROPOSITION 207 WAIVER OF CLAIMS: OWNER(S) HEREBY WAIVES AND RELEASES CITY FROM ANY AND ALL CLAIMS UNDER ARIZONA REVISED STATUTES §12-1134, ET SEQ., INCLUDING ANY RIGHT TO COMPENSATION FOR REDUCTION TO THE FAIR MARKET VALUE OF THE PROPERTY OR ANY PORTION THEREOF, AS A RESULT OF TOWN'S APPROVAL OR FAILURE TO APPROVE THIS LAND USE ACTION REQUEST. THE TERMS OF THIS WAIVER SHALL RUN WITH THE LAND AND SHALL BE BINDING UPON ALL SUBSEQUENT LANDOWNERS, ASSIGNEES, LESSEES AND OTHER SUCCESSORS. OWNER ACKNOWLEDGES THERE MAY BE A REQUEST TO EXECUTE A SEPARATE WAIVER OF CLAIMS DOCUMENT, SUITABLE FOR RECORDING.

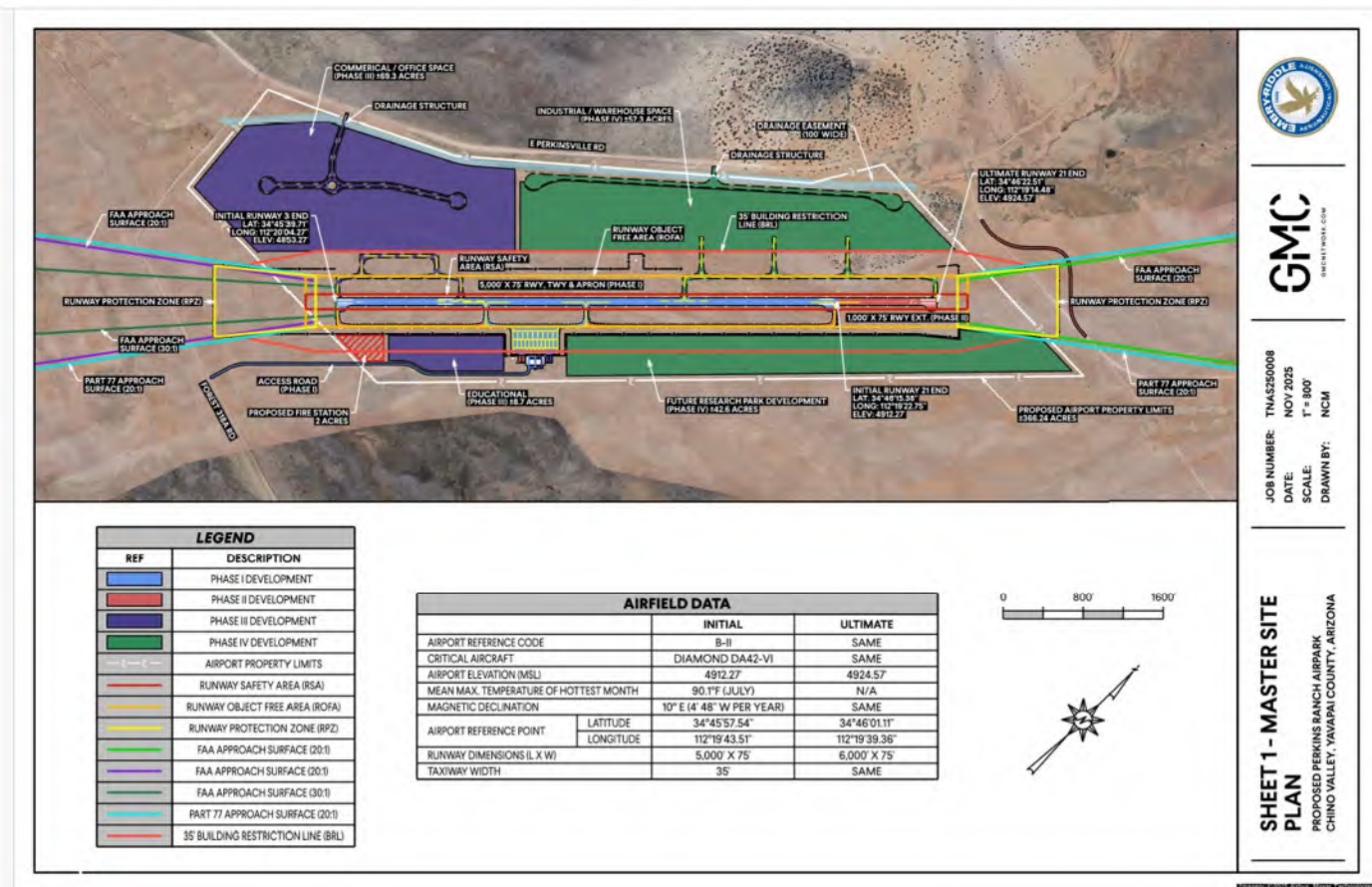
DocuSigned by:
Signature of Owner: Thomas D. Perkins Date: 11/4/2025
Signature of Agent / Applicant: Heidi Short Date: 11.05.25

Town of Chino Valley

Conditional Use Permit Narrative

Perkins Ranch Airfield

with Embry-Riddle Aeronautical University Auxiliary Flight
Training Facility



November 5, 2025

Project Team

Title	Contact Information
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Owner

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Mr. Tom Perkins

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I. Introduction and Purpose of Request

Perkins Ranch Inc. and Embry-Riddle Aeronautical University (ERAU) respectfully submit this Conditional Use Permit (CUP) application for the development of the Perkins Ranch Airfield. This request is made pursuant to the Town of Chino Valley Unified Development Ordinance (UDO) Section 1.9.3, which permits Conditional Uses within the Agricultural Residential 36-acre minimum (AR-36) zoning district for "Airports, Aircraft landing Fields, and Ancillary buildings." The property is concurrently being considered for rezoning from Single Family Residential 2-acre minimum (SR-2) to the AR-36 district, which is explicitly designed to accommodate uses of this nature.

The proposed Perkins Ranch Airfield is envisioned as a modern, multi-phased project that will serve as an auxiliary flight training facility for Embry-Riddle Aeronautical University, and concurrently, as the foundational infrastructure for a broader "Ecosystem of Innovation": a research and manufacturing campus. This initiative is designed to respect the rural character of the community, including its valuable residential and natural assets, while providing significant, high-wage economic opportunities.

This narrative provides a comprehensive description of the project, demonstrating how its design and operational plan ensure it will not be materially detrimental to persons residing or working in the vicinity adjacent to the property, to the neighborhood, or to the public welfare, and that the proposed use is reasonably compatible with uses permitted in the surrounding area.

Founded in 1925, Embry-Riddle Aeronautical University has established itself as the world's premier institution for aviation education, training over 30,000 students annually and producing some of the country's most skilled pilots and aviation professionals. The university's Prescott campus, established in 1978, currently enrolls thousands of students in over 100 degree programs across aviation, applied science, business, computer science, engineering, security, intelligence, safety, and space studies, operating under the rigorous accreditation authority of SACSCOC, AABI, and the Federal Aviation Administration.

The proposed Perkins Ranch Airfield represents an important infrastructure investment that addresses the unprecedented national demand for qualified aviation professionals. Simultaneously, it will serve as the initial catalyst for a broader economic development strategy. This phased approach will provide substantial economic benefits to the local community through construction investment, direct and indirect employment opportunities, and increased business activity within high-growth aerospace, aviation, and advanced manufacturing sectors.

By strategically participating in the development of this airfield, Embry-Riddle will enhance its capacity to train the next generation of aviation professionals and establish Chino Valley as a leading hub for aviation education and technological innovation, all while integrating with the community's agricultural heritage and rural values.

II. Project Location and Site Characteristics

The proposed airfield will be strategically located on the historic Perkins Ranch property, encompassing approximately 366 acres of land within Chino Valley. This site was selected for its optimal characteristics including clear approaches, favorable terrain, distance from residential areas to minimize community impact, single landowner facilitating efficient development, and previous FAA approval as a potential airport site. The property consists predominantly of open pasture with minimal low shrub vegetation and no significant tree coverage, offering sufficient space for both initial flight training operations and ultimate development into a broader aviation innovation campus, with limited environmental disturbance required.

The Perkins family has a documented history of aviation development on their property, having completed a comprehensive Airport Layout Plan in 2006 that demonstrated the site's exceptional suitability for aviation operations, with construction beginning in 2007 before being temporarily halted. This expansive, rural setting is ideal for an auxiliary flight training facility, ensuring minimal disruption to existing residential areas, and also provides the necessary acreage for the future, carefully planned, economic development phases to unfold without compromising the community's rural character.

The surrounding area is characterized by large-acreage parcels and includes unique community assets such as the Garchen Institute Retreat Center and the Haystack Ranches subdivision. The Garchen Institute, nestled in the forested foothills, offers a setting of natural beauty for spiritual retreats, emphasizing tranquility. Haystack Ranches is a premier residential community known for its "Homes with Views Topo location," providing residents with breathtaking panoramic views, spacious, well-appointed homes on large lots (7 to 10+ acres), and a lifestyle focused on luxury living and natural splendor, often including equestrian activities. The presence of these neighbors underscores the importance of maintaining a serene environment and preserving scenic vistas, which has been a significant consideration in the site selection and low-impact design of the Perkins Ranch Airfield.

The site is located approximately eight nautical miles northeast of Prescott Regional Airport, positioned just outside of its Class D airspace to avoid operational conflicts. Coordination between GMC, ERAU, and Prescott's Air Traffic Control Tower has been completed to ensure airspace compatibility and establish optimal runway alignment. Prescott's Tower has indicated a preference for parallel alignment to Prescott's primary runway, which will minimize conflicts with existing arrival and departure flows while supporting safe integration of training operations into the broader airspace system.

III. Regulatory Framework and Compliance

This project requires several concurrent regulatory approvals from the Town of Chino Valley. The property is currently zoned Single Family Residential 2-acre minimum (SR-2) and requires

rezoning to the Agricultural Residential 36-acre minimum (AR-36) district. A land division/lot split will also be required to create a dedicated airfield parcel from the larger Perkins Ranch property; this process will be completed prior to the rezoning and Conditional Use Permit (CUP) hearings. The core aviation use, as defined, requires this Conditional Use Permit specifically for airports, aircraft landing fields, and ancillary buildings as provided for in the Town's zoning ordinance.

To optimize site design and provide necessary development flexibility for both the flight training facility and future innovation campus phases, the project will likely incorporate a Planned Area Development (PAD) overlay district (or development agreement in lieu of a PAD). This approach will allow for modification of select underlying development standards and allow for compatibility with surrounding rural land uses and maintaining the agricultural character that defines this region. The project team is committed to addressing all applicable Town of Chino Valley ordinances.

IV. Phased Development Approach: Building an Ecosystem of Aviation Innovation

The Perkins Ranch Airfield project is envisioned as a comprehensive, multi-phased development designed to responsibly grow from a flight training facility into a dynamic aviation innovation campus. This approach ensures efficient construction sequencing, optimal resource allocation, and responsive adaptation to operational needs and market conditions, all while maintaining compatibility with surrounding land uses and community values. This phased strategy respects the rural character of Chino Valley by allowing controlled, incremental growth that brings significant economic opportunities.

The project will unfold in four distinct phases that may be developed at any time, or order, according to market conditions, adjacent land uses, and existing or proposed infrastructure supported by the project:

- Phase 1: Foundational Infrastructure (Auxiliary Flight Training Airfield)
 - Focus: Establish core airfield infrastructure and support facilities necessary for safe and efficient flight training operations.
 - Timeline: Anticipated to span five years or more, subject to construction timelines and ERAU's evolving training requirements.
 - Comprehensive site grading and drainage systems designed to accommodate both initial and ultimate development plans, with a detailed drainage report provided by an Arizona Registered Civil Engineer.
 - Construction of a 5,000-foot by 75-foot runway built to Federal Aviation Administration B-II design standards (this design standard corresponds to aircraft with approach speeds of less than 121 knots and wingspans up to 79 feet.), using either concrete or asphalt surface material based on economic considerations. The runway orientation was justified by prevailing winds and obstacle analysis.

- A partial-parallel taxiway measuring 1,000 feet by 35 feet constructed of matching surface material to ensure operational compatibility and maintenance efficiency.
- Aircraft operations will be supported by a dedicated parking apron capable of accommodating up to twenty-five training aircraft, with appropriate tie-down facilities and clear separation from active taxiway and runway areas.
- Essential navigational and safety equipment will include Precision Approach Path Indicators (PAPI) for both runway ends, a rotating airport beacon required for night operations, a segmented circle with wind cone, and comprehensive runway and taxiway edge lighting systems including Medium Intensity Runway Lights (MIRL) and Medium Intensity Taxiway Lights (MITL) along with threshold lighting to support safe operations during extended operational hours. A basic Automated Weather Observing System (AWOS) will be installed to provide essential real-time weather information for pilots. No complex ground-based navigational aids (like VOR) or a control tower are planned; flight operations will be conducted under visual flight rules (VFR).
- Facilities: Vehicle parking areas constructed to meet code requirements (e.g., 10'x20' standard, 11'x20' with 5' aisle for handicapped spaces, minimum 24' drive aisles), recognizing that staffing will be minimal and most facility users will arrive via aircraft rather than ground transportation. Parking areas will be paved with approved materials, and a Geotechnical Report will provide pavement recommendations.
- An access road will be constructed to provide safe and efficient vehicular access to the facility while meeting emergency vehicle requirements including appropriate turning radii for fire trucks and other emergency response equipment.
- Flight Operations (Phase 1): 10-20 students at any single time; transient Cessna 172 aircraft; operating hours 0530 to 2330 daily; training for all certificate and rating courses (Private Pilot (60%), Instrument, Commercial Single/Multi, CFI, CFII); anticipated flight activity of max 20 landings + 20 takeoffs per hour (touch-n-go), average 50 landings/takeoffs daily, 300 weekly.
- Economic Impact: Represents a fifteen-million-dollar investment, generating construction jobs and establishing operating capacity for anchor tenants like Dillon Aero, a Department of Defense contractor known for providing high-paying, skilled employment opportunities.
- Phase 2: Manufacturing & Applied Research
 - Focus: Expand airfield capabilities and introduce elements of the broader innovation ecosystem, attracting aerospace, aviation, and advanced-manufacturing firms, bringing high-quality jobs to Chino Valley.

- Facilities: Construction of up to a 10,000 square foot hangar and administrative building or multiple smaller buildings designed to serve multiple functions including emergency aircraft maintenance, administrative offices, restrooms, tool storage, mechanical spaces, and classroom facilities to support on-site training activities. All hangar and aircraft storage facilities complying with the International Fire Code (IFC) and NFPA 409.
 - Innovation Campus Development:
 - Construction of additional hangar clusters and light-manufacturing bays, all designed per building code.
 - Development of Research Park-style suites to house aerospace, aviation, and advanced-manufacturing firms.
 - Construction of an R&D building for testing and prototyping.
 - Expansion of vehicle parking areas to support increased operational activity and staffing levels.
 - Development of connector roads and extended utilities to service new facilities.
- Central Arizona Fire and Medical Authority (CAFMA) Requirements for Phase 2: As development advances, CAFMA will require a dedicated 2-3 acres of land either within or adjacent to the project site for a future fire station, accessible from the main roadway network. It has been agreed that this fire station will be constructed between Phases 2 and 3, accessible from the main roadway network.
- Flight Operations (Phase 2 / Ultimate Phase): 20-40 students at any single time; up to 10 housed Cessna 172 aircraft with transient Diamond DA42NG; 2 full-time field attendants supplemented by up to 5 part-time support personnel; flight activity remains consistent with Phase 1 projections.
- Economic Impact: Will introduce direct jobs for technicians, assemblers, engineers, and logistics personnel, with expected salaries in the \$60,000 to \$100,000+ range, consistent with Arizona's high-value aerospace occupations.
- Phase 3: Research & Innovation Campus
 - Focus: Full realization of the "Ecosystem of Innovation," establishing Chino Valley as a prominent hub for aviation and advanced technology research and development.

- Components: Development of 3-4 multi-tenant buildings for aerospace and tech companies; creation of dedicated incubator space; establishment of expansion corridors for suppliers; integration of R&D labs to facilitate innovative research.
- Economic Impact: Leverages Embry-Riddle's robust workforce pipeline (over 95% graduate employment), strong government partnerships (NASA, FAA), and an innovation ecosystem attractive to innovative companies. This development will bring high-paying jobs, tens of millions in household income and local sales, and an ecosystem linked to Embry-Riddle and Arizona's targeted aerospace and defense sectors.
- Phase 4: Advanced Manufacturing & Specialized Logistics Campus
 - Focus: Strategic expansion providing essential infrastructure for businesses that support and grow the established aerospace and advanced technology ecosystem.
 - Components: Development across approximately 57.3 acres and 42.6 acres in distinct, thoughtfully planned sections; construction of modern facilities specifically designed for advanced manufacturing, precision assembly, and specialized logistics; focus on attracting high-value enterprises requiring controlled environments and just-in-time supply chain support. Architectural standards will prioritize a campus-like aesthetic blending with natural surroundings, with naturalistic landscaping and sustainable design. All facilities will be equipped with appropriate fire suppression systems per code.
 - Operational Characteristics: Operations characterized by a highly skilled workforce and specialized transport requirements, avoiding high-volume, conventional warehouse movements. Daily vehicular movements will be carefully managed to support efficient workflow without generating significant traffic.
 - Economic Impact: Significantly contributes to Chino Valley's economic diversification by creating additional high-wage employment opportunities in advanced technical fields, fostering regional economic resilience through quality jobs and targeted services rather than high-volume traffic.

This carefully planned, phased approach ensures responsible growth that adapts to changing operational needs and market opportunities, maintaining compatibility with surrounding land uses and values, and preserving Chino Valley's unique rural character.

V. Conditional Use Permit Findings: No Material Detriment

The proposed Perkins Ranch Airfield will not be materially detrimental to persons residing or working in the vicinity adjacent to the property, to the neighborhood, or to the public welfare. This is demonstrated through comprehensive planning, rigorous operational standards, and site-specific design considerations across all phases:

1. Noise Impact Mitigation (Specific to Sensitive Neighbors):

- The site was specifically chosen to ensure no noise-sensitive land uses (including the tranquil Garchen Institute Retreat Center and the residential properties within Haystack Ranches) exist within 2,000 feet of the proposed runway location, effectively eliminating significant noise impacts.
- FAA-approved noise studies for similar facilities indicate the 65-decibel noise contour does not extend beyond 2,000 feet.
- Initial flight school operations average only 50 daily (18,250 annually), significantly below the FAA's 90,000-operation threshold for formal noise analysis.
- Training aircraft (Cessna 172, Diamond DA42NG) generate substantially less noise than agricultural equipment or highway traffic.
- Operations are primarily conducted during daylight hours when ambient noise levels are higher, with limited evening operations conducted with heightened sensitivity to the surrounding community, particularly the Garchen Institute's need for a serene environment and Haystack Ranches' emphasis on peace and tranquility.

2. Traffic Impact Management:

- Flight school operations in Phase 1 involve minimal ground staff and students primarily arriving by aircraft, resulting in very low vehicular traffic. This low impact is consistent with the traffic patterns of the Garchen Institute (concentrated for events) and the desire for peaceful country living in Haystack Ranches.
- Future phases, including advanced manufacturing and specialized logistics, are designed for high-value enterprises characterized by specialized transport requirements and a skilled workforce, rather than high-volume, conventional warehouse movements. Daily vehicular movements will be carefully managed.
- A comprehensive Traffic Impact Analysis (TIA) will be conducted for all project phases to recommend any necessary improvements to E Perkinsville Rd, Forest 318A Rd, and internal drives, ensuring safe and efficient vehicular access and circulation without overburdening local roads or disrupting the rural character of the area for residents of Haystack Ranches.

3. Environmental Stewardship and Compliance:

- Comprehensive environmental due diligence (Phase I ESA, Cultural Resources, Biological Resources, Jurisdictional Water, FEMA floodplain mapping) has been completed, identifying no significant environmental impediments or risks.

- The property is located in FEMA Zone X, indicating minimal flood risk.
- Stormwater management will preserve existing natural drainage patterns and incorporate engineered controls for developed areas, detaining flows to historic rates and preventing adverse impacts on downstream properties.
- No PFAS-containing fire suppression foams will be utilized; water and other safe, effective materials will be deployed.
- Hazardous materials generation will be minimal in early phases, with primary maintenance at Prescott Regional Airport and professional disposal for any on-site waste. Any fuel storage (small, double-walled tank) will adhere to an approved fuel capture and preparedness plan to prevent spills to soils or groundwater, protecting the local environment.
- The Arizona Game and Fish Department (AZGFD) has reviewed the project and confirmed that its design already incorporates standard best management practices related to wildlife and habitat considerations. This includes appropriate buffers and setbacks, no on-site permanent hazardous materials storage, no alterations to riparian corridors or natural drainage, and wildlife-exclusion fencing.

4. Safety and Emergency Response Capabilities:

- Safety is paramount, with comprehensive on-site firefighting equipment (e.g., Air-Kwik systems) and professionally trained personnel. All training aircraft are equipped with fire extinguishers.
- Hangar and ramp areas will have emergency response equipment (spill containment kits, large fire extinguishers) compliant with ADEQ and CAFMA requirements. ERAU does not plan to conduct hazardous material mixing or storage onsite in the early phases of development.
- ERAU maintains existing response agreements with the Yavapai County Sheriff's Office (YCSO) and operates internally trained response teams for aircraft accidents and incidents.
- Central Arizona Fire and Medical Authority (CAFMA) will provide comprehensive fire suppression, rescue, and emergency medical services to the site. Close coordination with CAFMA and the Town will ensure proper access (all-weather roads, Knox box), robust response planning, and effective communication systems, adhering to IFC and NFPA 409 standards.
- Wildlife management will be addressed through installation of eight-foot-high wildlife fencing around the entire runway, taxiway, and apron areas to prevent animal incursions that could pose safety hazards to aircraft operations. The Arizona Game and Fish Department (AZGFD) has reviewed the project and

confirmed that the project design already incorporates standard best management practices related to wildlife and habitat considerations, including appropriate buffers and setbacks adjacent to natural wildlife corridors, minimizing habitat disruption for pronghorn while allowing permeability throughout the ranch property boundary for pronghorn movement. There will also be no alterations to riparian corridors or natural drainage patterns, and no wildlife waters or features that would attract wildlife to the airfield area. Pre-operational runway sweeps will be conducted to ensure removal of foreign object debris, and operational procedures will incorporate wildlife awareness and reporting protocols. The facility design incorporates appropriate setbacks from natural wildlife corridors to minimize habitat disruption while maintaining operational safety.

5. Utilities and Infrastructure:

- Water supply will transition from portable facilities to a professionally designed water well system, with legal water rights (Type I or Type II) addressed with ADWR. This approach respects the local water resources.
- Wastewater management will transition from initial portable facilities to a permanent on-site septic system, compliant with ADEQ and Yavapai County Environmental Services (YCES) requirements, including site investigations, confirmation of typical sewage strength, and adherence to specific guidelines for cumulative flows.
- Electrical service will be extended, with coordination with Arizona Public Service (APS) for power needs.
- All new utility lines will be installed underground in compliance with UDO Section 150.81, maintaining aesthetic and operational quality.

6. Visual and Aesthetic Compatibility:

- The project's design emphasizes a low-impact, campus-like aesthetic that integrates with the rural surroundings. Architectural standards will blend thoughtfully with the natural landscape, incorporating generous setbacks and naturalistic landscaping.
- Outdoor lighting will comply with UDO Section 4.24 to minimize light pollution and glare, preserving the dark skies valued in rural areas and by institutions like the Garchen Institute and residents of Haystack Ranches who appreciate panoramic views. The low-profile nature of the airfield infrastructure will also minimize visual intrusion on the scenic landscape.

VI. Conditional Use Permit Findings: Reasonable Compatibility with Surrounding Uses

The proposed Perkins Ranch Airfield and Aviation Innovation Facility is reasonably compatible with uses permitted in the surrounding area, particularly within the AR-36 zoning district and the broader rural character of Chino Valley, including its unique natural, spiritual, and residential assets.

1. Alignment with AR-36 Zoning District:

- The AR-36 zoning district was specifically established by the Town Council to accommodate specialized agricultural and aviation uses, explicitly listing "Airports, Aircraft landing Fields, and Ancillary buildings" as conditional uses. This project directly aligns with the intended purpose and permitted uses of this district.

2. Respect for Rural Character and Agricultural/Natural/Residential Heritage:

- The expansive 366-acre property provides substantial natural buffers, ensuring the facility integrates without encroaching upon or altering the fundamental rural character of adjacent properties.
- The project's phased development approach, with its low-impact design, naturalistic landscaping, and controlled growth, is specifically crafted to maintain compatibility with surrounding agricultural and large-acreage residential uses, such as Haystack Ranches, as well as the natural wilderness setting and tranquility of the Garchen Institute Retreat Center.
- The proposed flight school aviation training operations naturally align with the historical incorporation of aviation activities in rural areas for operational efficiency, while being managed to minimize disturbance to the tranquil environments sought by both the Garchen Institute and the residents of Haystack Ranches.

3. Low Intensity and Density:

- Even at its ultimate phases, the facility's operational intensity and building density will remain low relative to the expansive site, ensuring it does not create an urbanizing effect.
- Flight operations, averaging 50 daily, are minimal and specifically designed to be compatible with a rural environment, as detailed in the noise assessment. The project avoids the high-volume traffic and continuous activity that would be incompatible with a retreat center or a luxury rural residential community.

4. Economic Benefits without Overburdening Infrastructure:

- The project provides significant economic opportunities through high-wage job creation and private investment in advanced sectors, contributing to the community's economic health.
- These benefits are achieved through specialized, high-value operations that generate a controlled level of traffic and demand on local infrastructure, rather than the high-volume impacts typically associated with more conventional commercial or industrial developments. This approach ensures that economic growth enhances the community without disrupting the quality of life for existing residents and institutions.

5. Community Values and Education:

- As a world-renowned educational institution, Embry-Riddle brings prestige and a commitment to community partnership, including potential collaborations with local schools and STEM education.
- The facility trains future aviation professionals, addressing a national workforce need, which is a public welfare benefit that aligns with forward-thinking community values, while recognizing and respecting the diverse values, including spiritual, contemplative, and rural residential ones, held by community members and institutions like the Garchen Institute and Haystack Ranches.

VII. Economic Impact and Community Benefits: Launching an Ecosystem of Innovation

The development of Perkins Ranch Airfield represents a substantial economic investment in the Chino Valley community, generating significant construction activity during both initial and ultimate development phases while providing ongoing operational benefits through employment, service contracts, and substantial point-of-sale economic impact. This project is designed to launch an "Ecosystem of Innovation," leveraging Embry-Riddle Aeronautical University's leadership in aerospace to attract private investment and create high-quality jobs that drive growth in the community, region, and state.

Embry-Riddle's Research Park in Daytona Beach, Florida, serves as a proven model for this success: an innovation hub where academia, industry, and government converge to incubate and launch tomorrow's technological breakthroughs. Over eight years, the Research Park has incubated 25 startup firms, generated \$171 million in GDP, \$38 million in annual fiscal revenue, and contributed \$372 million in total economic impact to Florida's economy.

A parallel research and manufacturing campus project in Chino Valley, Arizona, can expect to replicate this success through its four-phased approach. If similar outcomes are achieved, the

project, when fully developed through all phases, could support \$25–\$100 million in total annual economic impact.

- Phase 1 Economic Impact (Foundational Infrastructure):
 - The initial phase construction, anticipated to require six to nine months, represents a fifteen-million-dollar initial investment. This will provide immediate opportunities for local contractors, materials suppliers, and service providers, with the potential for local sourcing of construction materials.
 - Construction workers will purchase fuel, food, and goods from local stores, generating substantial point-of-sale revenue for local businesses.
 - This phase will establish operating capacity for an anchor tenant such as Dillon Aero, a Department of Defense contractor with quality, high-paying jobs.
- Phase 2 Economic Impact (Manufacturing & Applied Research):
 - This phase will add hangar clusters, light-manufacturing bays, and possibly R&D buildings, attracting aerospace, aviation, and advanced-manufacturing firms.
 - This phase will also introduce direct jobs, including technicians, assemblers, engineers, and logistics personnel and ongoing flight school operations will create direct employment opportunities.
 - These are high-value jobs, with aerospace engineers in Arizona earning an average annual salary of \$135,000 and software/web developers over \$140,000 (US Bureau of Labor Statistics, May 2023). The broader Aerospace & Defense sector averages about \$109,000 nationally. Direct jobs at the Chino Valley campus are expected to fall within the \$60,000 to \$100,000+ range.
- Phase 3 Economic Impact (Research & Innovation Campus):
 - The long-term development of 3-4 multi-tenant buildings, incubator space, and expansion corridors for suppliers will further solidify Chino Valley as a leading tech cluster.
 - This phase will leverage Embry-Riddle's robust workforce pipeline (over 95% of graduates employed within a year), strong government partnerships (NASA, FAA), and an innovation ecosystem attractive to innovative companies in uncrewed aircraft systems, advanced air mobility, next-generation aeronautics, and commercial space.
 - The Research Park model has proven attractive to investors, with companies at Embry-Riddle's Research Park generating \$150 million in external funding.

- This development will bring high-paying jobs, tens of millions in household income and local sales, and an ecosystem linked to Embry-Riddle and Arizona's targeted aerospace and defense sectors.
- Phase 4 Economic Impact (Advanced Manufacturing & Specialized Logistics Campus):
 - This strategic expansion will significantly contribute to Chino Valley's economic diversification by creating additional high-wage employment opportunities in advanced technical fields.
 - The attraction of specialized production, precision assembly, and logistics firms will bring further private investment and foster regional economic resilience.
 - The nature of these operations, focused on high-value components and specialized processes, ensures that economic growth is achieved through quality jobs and targeted services rather than high-volume traffic.

Embry-Riddle's commitment to community partnership extends beyond immediate economic benefits to include potential educational collaborations with local schools, aviation career pathway development, and enhancement of STEM education opportunities in the region. The university's reputation for excellence and innovation brings prestige and recognition, positioning Chino Valley as a forward-thinking community that supports higher education, workforce development, and a diversified economic future.

VIII. Regulatory Compliance and Federal Coordination

All aspects of airfield development and operations will comply with applicable federal, state, and local regulations governing aviation facilities. Federal Aviation Administration (FAA) coordination will include completion of Form 7460-1 Notice of Proposed Construction or Alteration and Form 7480-1 Notice for Construction, Alteration and Deactivation of Airports during the design phase, development of appropriate Airport Layout Plans, and compliance with all applicable design standards and safety requirements. The facility will be designed and constructed to FAA B-II standards to ensure optimal safety.

Coordination will be ongoing with the Arizona Department of Transportation (ADOT) Aeronautics Group, Arizona Department of Real Estate, Yavapai County Public Works, Yavapai County Development Services, Central Arizona Fire and Medical Authority (CAFMA), and Arizona Game and Fish Department, among other agencies. Environmental permits will be obtained from the Arizona Department of Environmental Quality (ADEQ) as required for septic system installation and water well development, ensuring compliance with all applicable water quality and wastewater management regulations. Building code compliance will be ensured through professional design and construction oversight, with particular attention to fire codes for hangar facilities storing aircraft with fuel, adhering to the most currently adopted codes, specifically the 2024 IBC, IRC, IMC, IPC, IFGC, 2012 IECC, and 2023 NEC, along with specific design criteria for snow load, frost depth, 105 MPH wind-3 second gust, and seismic zones.

Ongoing coordination with the CAFMA Fire Marshal ensures that all fire safety requirements are met and that local emergency response capabilities are appropriately integrated with facility operations. The facility may be incorporated into the fire district boundary upon development commencement to provide comprehensive emergency services coverage.

IX. Project Timeline

Embry-Riddle Aeronautical University has demonstrated its commitment to providing world-class aviation education facilities through substantial investments in infrastructure and programs that serve students from around the world. As a growing university with exceptional facilities and an outstanding reputation, ERAU's flight program continues to attract students seeking professional aviation careers, providing stable and predictable funding for this essential training infrastructure investment. The university's financial strength and commitment to excellence ensure the successful development and long-term operation of this facility.

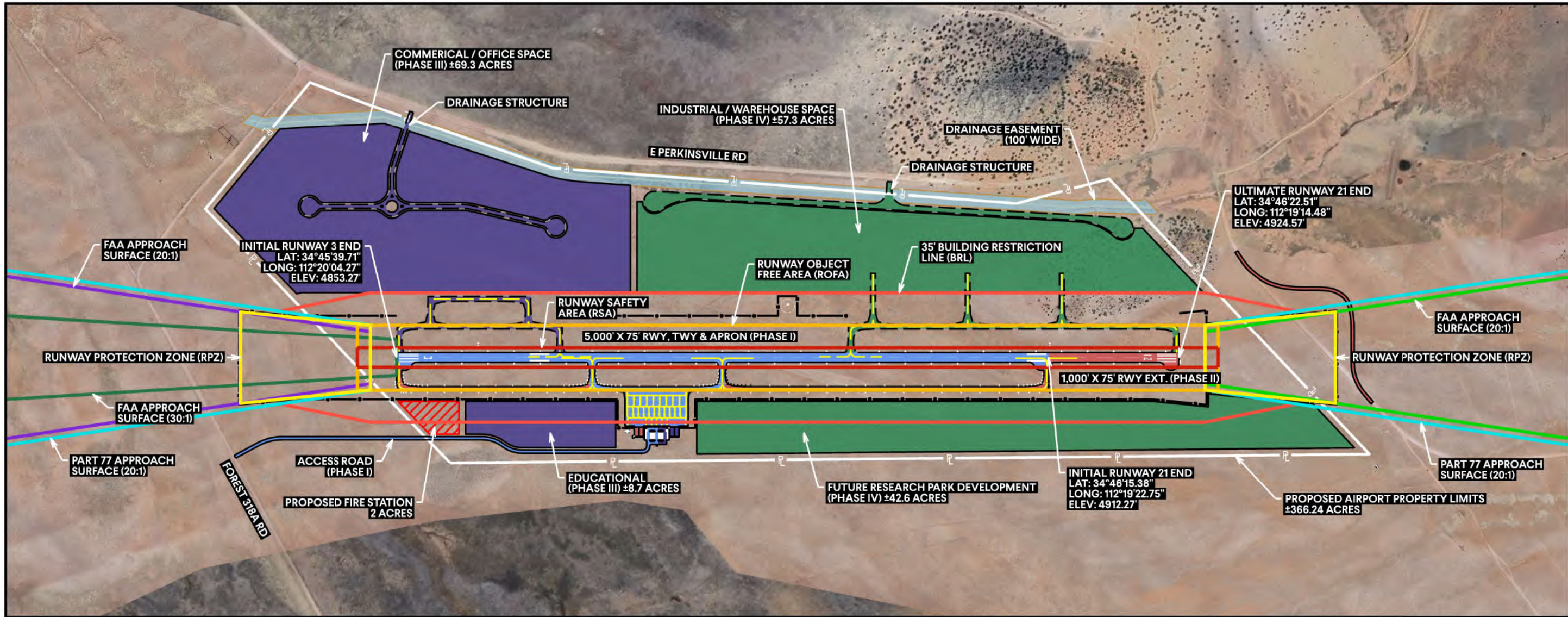
The project is currently in the due diligence phase, with comprehensive technical studies completed and site feasibility confirmed. Full design development is anticipated to commence in 2026, with construction beginning once design and permit approvals are obtained. Flight operations are projected to begin in late 2026 or early 2027, depending on construction progress and operational readiness factors, bringing immediate economic benefits to the community through construction activity and ongoing operations. The subsequent phases of the innovation campus will follow a strategic timeline, adapting to market demand and tenant acquisition, building incrementally on the foundational infrastructure established in Phase 1.

X. Conclusion

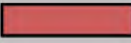
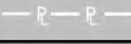
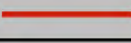
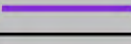
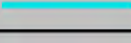
The proposed Perkins Ranch Airfield represents a unique opportunity for Chino Valley to partner on an exciting project for this region. Embry-Riddle Aeronautical University is one of the world's most prestigious aviation universities, and the proposed facility will generate significant economic benefits, create quality employment opportunities, and enhance the region's reputation as a center of aviation excellence. This project is specifically planned to preserve the rural character of the community, including its sensitive natural, spiritual, and residential assets like the Garchen Institute and Haystack Ranches, through professional, low-impact design and a carefully considered phased development approach, while simultaneously providing significant economic opportunities through the creation of a dynamic aviation innovation ecosystem.

The facility's design reflects careful consideration of community values, environmental stewardship, and operational excellence. The phased development approach ensures responsible growth that can adapt to changing needs while maintaining compatibility with surrounding land uses and respecting the agricultural heritage that defines this region. Professional management and operational standards will ensure that the facility operates as a model for successful integration of aviation training with rural communities, serving as a valuable community asset while training the next generation of aviation professionals who will serve the growing global demand for skilled pilots and aviation technicians.

The proposed use is compatible with the surrounding large-acreage agricultural and residential uses, offering a balanced approach that honors both the educational mission of Embry-Riddle Aeronautical University and the rural character and values of the Chino Valley community. This partnership will benefit both the university and the local community for generations to come, creating an accelerated future of innovation, job creation, advanced manufacturing, and economic growth in Chino Valley. The applicant is confident that the information provided demonstrates that this Conditional Use Permit will not be materially detrimental to persons residing or working in the vicinity, to the neighborhood, or to the public welfare, and that the proposed use is reasonably compatible with uses permitted in the surrounding area.

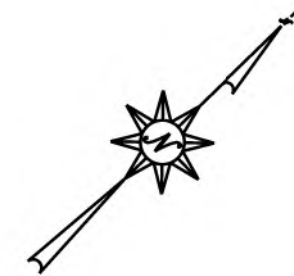
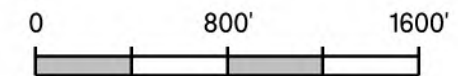


LEGEND

REF	DESCRIPTION
	PHASE I DEVELOPMENT
	PHASE II DEVELOPMENT
	PHASE III DEVELOPMENT
	PHASE IV DEVELOPMENT
	AIRPORT PROPERTY LIMITS
	RUNWAY SAFETY AREA (RSA)
	RUNWAY OBJECT FREE AREA (ROFA)
	RUNWAY PROTECTION ZONE (RPZ)
	FAA APPROACH SURFACE (20:1)
	FAA APPROACH SURFACE (20:1)
	FAA APPROACH SURFACE (30:1)
	PART 77 APPROACH SURFACE (20:1)
	35' BUILDING RESTRICTION LINE (BRL)

AIRFIELD DATA

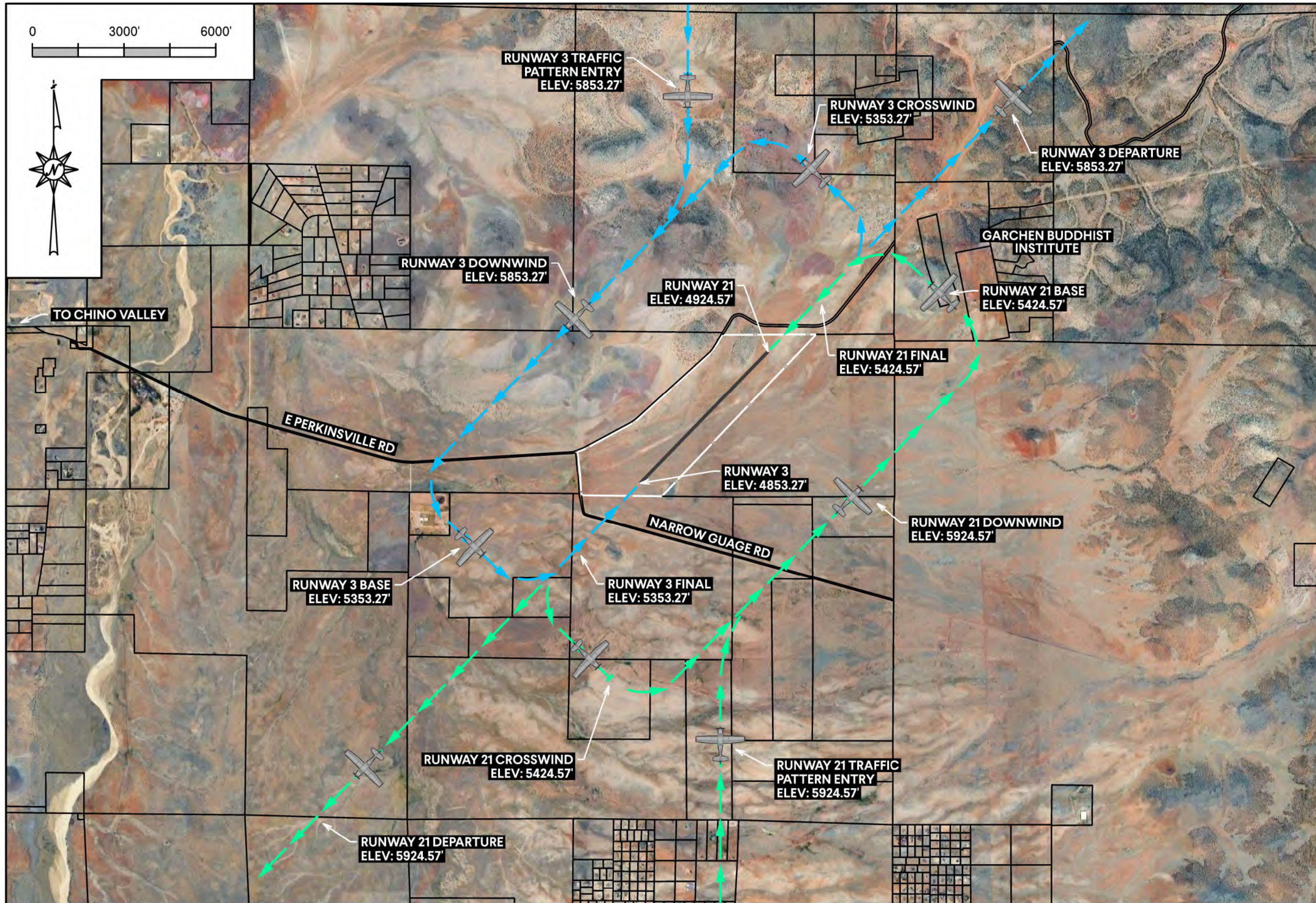
			INITIAL	ULTIMATE
AIRPORT REFERENCE CODE			B-II	SAME
CRITICAL AIRCRAFT			DIAMOND DA42-VI	SAME
AIRPORT ELEVATION (MSL)			4912.27'	4924.57'
MEAN MAX. TEMPERATURE OF HOTTEST MONTH			90.1°F (JULY)	N/A
MAGNETIC DECLINATION			10° E (4' 48" W PER YEAR)	SAME
AIRPORT REFERENCE POINT	LATITUDE		34°45'57.54"	34°46'01.11"
	LONGITUDE		112°19'43.51"	112°19'39.36"
RUNWAY DIMENSIONS (L X W)			5,000' X 75'	6,000' X 75'
TAXIWAY WIDTH			35'	SAME



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JOB NUMBER: TNAS250008
DATE: NOV 2025
SCALE: 1" = 800'
DRAWN BY: NCM

SHEET 1 - MASTER SITE PLAN
PROPOSED PERKINS RANCH AIRPARK
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

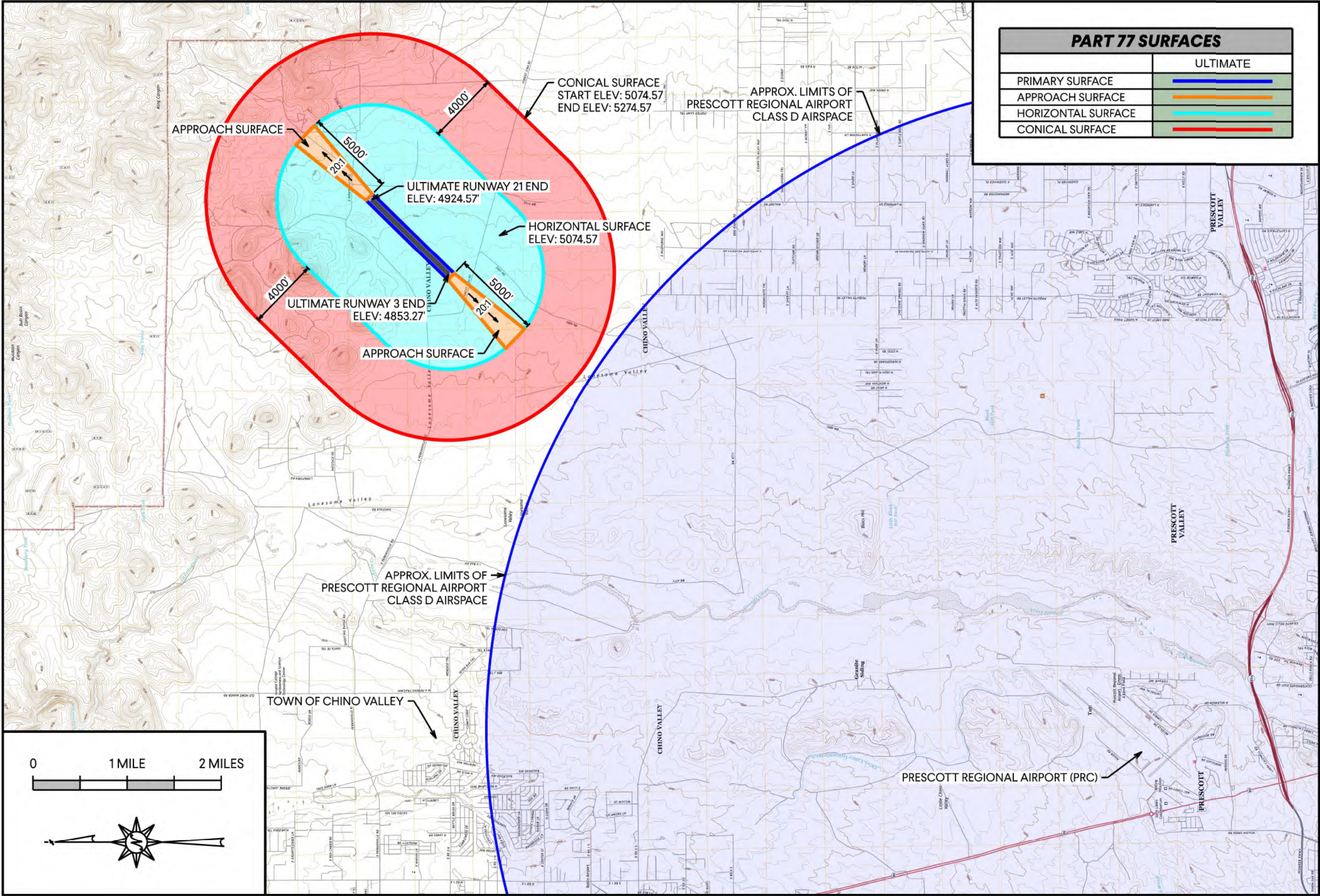


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JOB NUMBER: TNAS250008
DATE: DEC 2025
SCALE: 1" = 3000'
DRAWN BY: NCM

AIRPORT TRAFFIC PATTERN

PROPOSED PERKINS RANCH AIRPARK
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA



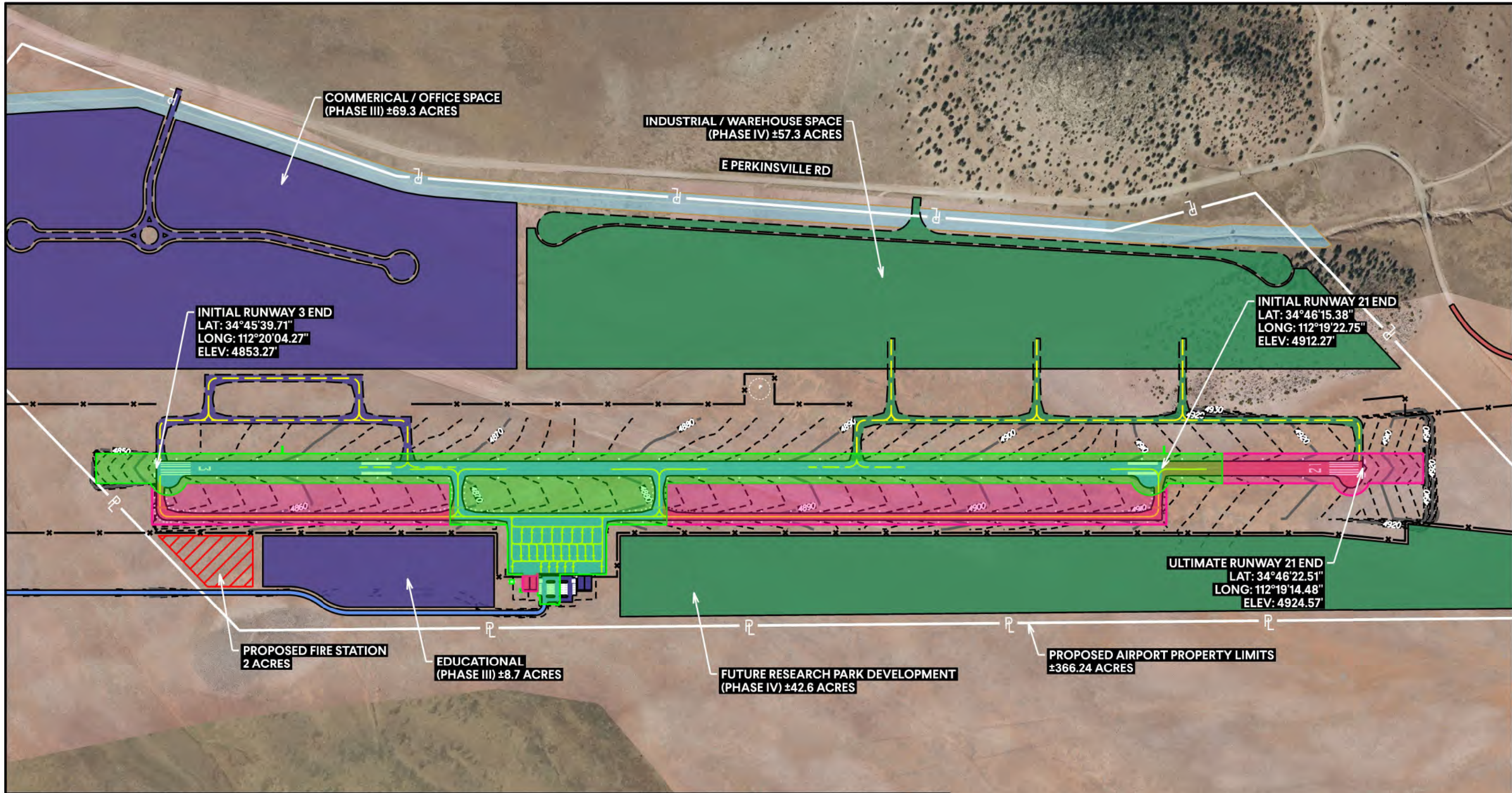
PART 77 SURFACES	
	ULTIMATE
PRIMARY SURFACE	
APPROACH SURFACE	
HORIZONTAL SURFACE	
CONICAL SURFACE	

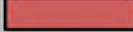


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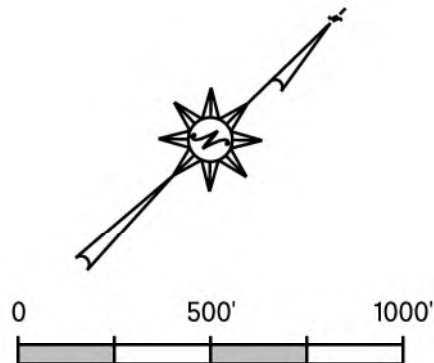
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DATE: NOV 2025
SCALE: 1" = 1 MILE
DRAWN BY: NCM

**SHEET 5 - AIRSPACE
DRAWING**
PROPOSED PERKINS RANCH AIRPARK
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA



LEGEND	
REF	DESCRIPTION
	PHASE I DEVELOPMENT
	PHASE II DEVELOPMENT
	PHASE III DEVELOPMENT
	PHASE IV DEVELOPMENT
	AIRPORT PROPERTY LIMITS

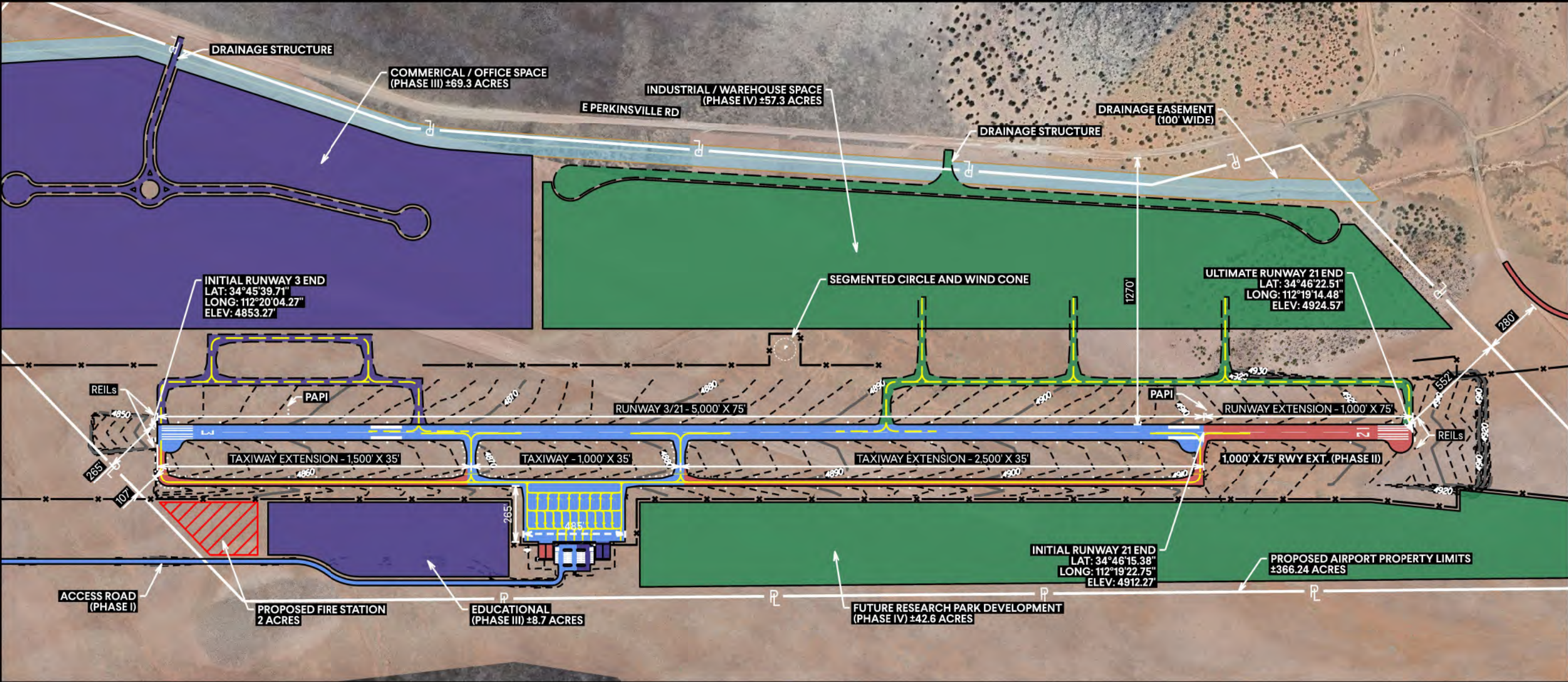
ACREAGE		
REF	PHASE	AREA
	PHASE I	27.882 ACRES
	PHASE II	22.014 ACRES
		TOTAL: 49.896 ACRES



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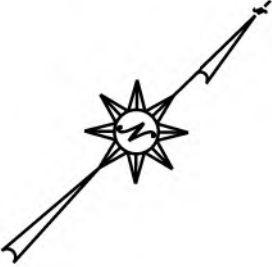
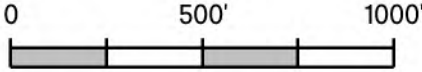
JOB NUMBER: TNAS250008
DATE: NOV 2025
SCALE: 1" = 500'
DRAWN BY: NCM

**SHEET 7 - AIRFIELD
ACREAGE**
PROPOSED PERKINS RANCH AIRPARK
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA



LEGEND	
REF	DESCRIPTION
	PHASE I DEVELOPMENT
	PHASE II DEVELOPMENT
	PHASE III DEVELOPMENT
	PHASE IV DEVELOPMENT
	AIRPORT PROPERTY LIMITS

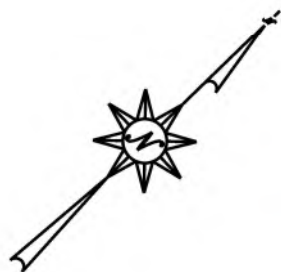
AIRFIELD DATA		
		INITIAL
AIRPORT REFERENCE CODE		B-II
CRITICAL AIRCRAFT		DIAMOND DA42-VI
AIRPORT ELEVATION (MSL)		4912.27'
MEAN MAX. TEMPERATURE OF HOTTEST MONTH		90.1°F (JULY)
MAGNETIC DECLINATION		10° E (4' 48" W PER YEAR)
AIRPORT REFERENCE POINT	LATITUDE	34°45'57.54"
	LONGITUDE	112°19'43.51"
RUNWAY DIMENSIONS (L X W)		5,000' X 75'
TAXIWAY WIDTH		35'
		ULTIMATE
AIRPORT REFERENCE CODE		SAME
CRITICAL AIRCRAFT		SAME
AIRPORT ELEVATION (MSL)		4924.57'
MEAN MAX. TEMPERATURE OF HOTTEST MONTH		N/A
MAGNETIC DECLINATION		SAME
AIRPORT REFERENCE POINT	LATITUDE	34°46'01.11"
	LONGITUDE	112°19'39.36"
RUNWAY DIMENSIONS (L X W)		6,000' X 75'
TAXIWAY WIDTH		SAME



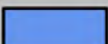
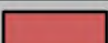
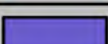
JOB NUMBER: TNAS250008
DATE: NOV 2025
SCALE: 1" = 500'
DRAWN BY: NCM

SHEET 2 - AIRFIELD CONFIGURATION
PROPOSED PERKINS RANCH AIRPARK
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

0 600' 1200'



LEGEND

REF	DESCRIPTION
	PHASE I DEVELOPMENT
	PHASE II DEVELOPMENT
	PHASE III DEVELOPMENT
	PHASE IV DEVELOPMENT
	AIRPORT PROPERTY LIMITS

COMMERICAL / OFFICE SPACE
(PHASE III) ±69.3 ACRES

DRAINAGE STRUCTURE

INDUSTRIAL / WAREHOUSE SPACE
(PHASE IV) ±57.3 ACRES

E PERKINSVILLE RD

DRAINAGE EASEMENT
(100' WIDE)

DRAINAGE STRUCTURE

5,000' X 75' RWY / TWY / APRON
(PHASE I)

1,000' X 75' RWY / TWY EXT.
(PHASE II)

FUTURE RESEARCH PARK DEVELOPMENT
(PHASE IV) ±42.6 ACRES

ACCESS ROAD / HANGAR
(PHASE II)

EDUCATIONAL
(PHASE III) ±11.0 ACRES

PROPOSED AIRPORT PROPERTY LIMITS
±366.24 ACRES

FOREST 318A RD



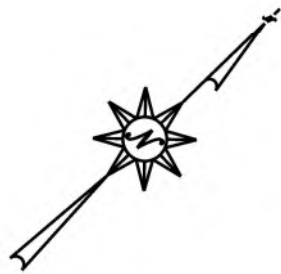
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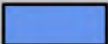
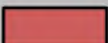
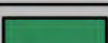
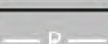
JOB NUMBER: TNAS250008
DATE: OCT 2025
SCALE: 1" = 600'
DRAWN BY: NCM

AIRFIELD DEVELOPMENT OPPORTUNITIES

PROPOSED PERKINS RANCH AIRFIELD
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

0 600' 1200'



LEGEND	
REF	DESCRIPTION
	PHASE I DEVELOPMENT
	PHASE II DEVELOPMENT
	PHASE III DEVELOPMENT
	PHASE IV DEVELOPMENT
	AIRPORT PROPERTY LIMITS

COMMERICAL / OFFICE SPACE
(PHASE III) ±69.3 ACRES

DRAINAGE STRUCTURE

INDUSTRIAL / WAREHOUSE SPACE
(PHASE IV) ±57.3 ACRES

E PERKINSVILLE RD

DRAINAGE EASEMENT
(100' WIDE)

DRAINAGE STRUCTURE

5,000' X 75' RWY / TWY / APRON
(PHASE I)

1,000' X 75' RWY / TWY EXT.
(PHASE II)

FUTURE RESEARCH PARK DEVELOPMENT
(PHASE IV) ±42.6 ACRES

EDUCATIONAL
(PHASE III) ±8.7 ACRES

PROPOSED AIRPORT PROPERTY LIMITS
±366.24 ACRES

PROPOSED FIRE STATION
2 ACRES

ACCESS ROAD
(PHASE I)

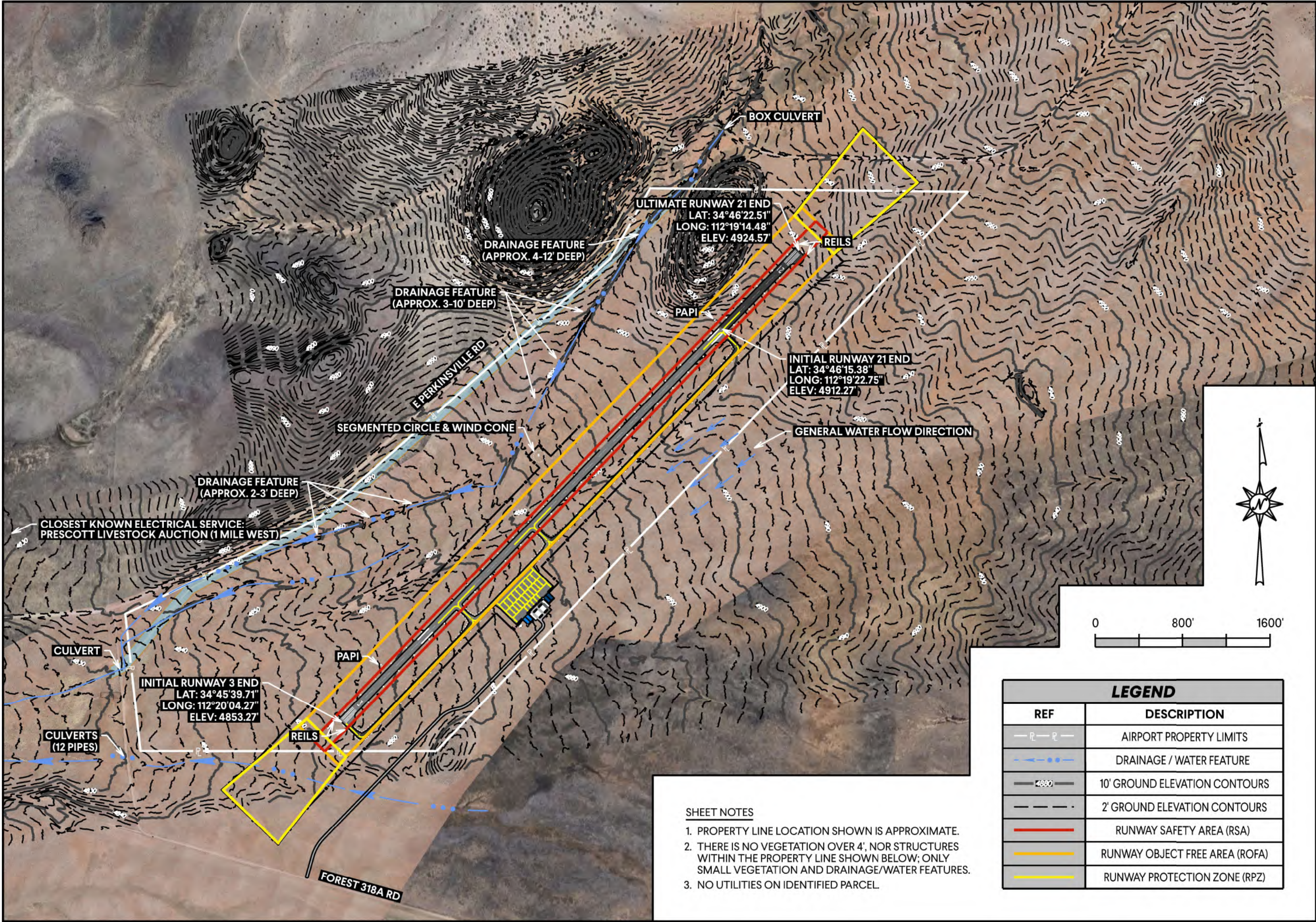
FOREST 318A RD



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JOB NUMBER: TNAS250008
DATE: NOV 2025
SCALE: 1" = 600'
DRAWN BY: NCM

**SHEET 11 - AIRFIELD
DEV. OPPORTUNITIES**
PROPOSED PERKINS RANCH AIRFIELD
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA



SHEET NOTES

1. PROPERTY LINE LOCATION SHOWN IS APPROXIMATE.
2. THERE IS NO VEGETATION OVER 4', NOR STRUCTURES WITHIN THE PROPERTY LINE SHOWN BELOW; ONLY SMALL VEGETATION AND DRAINAGE/WATER FEATURES.
3. NO UTILITIES ON IDENTIFIED PARCEL.

LEGEND	
REF	DESCRIPTION
	AIRPORT PROPERTY LIMITS
	DRAINAGE / WATER FEATURE
	10' GROUND ELEVATION CONTOURS
	2' GROUND ELEVATION CONTOURS
	RUNWAY SAFETY AREA (RSA)
	RUNWAY OBJECT FREE AREA (ROFA)
	RUNWAY PROTECTION ZONE (RPZ)



JOB NUMBER: TNAS250008
DATE: NOV 2025
SCALE: 1" = 800'
DRAWN BY: NCM

**SHEET 10 - EXISTING
CONDITIONS PLAN**
PROPOSED PERKINS RANCH AIRPARK
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA



Town of Chino Valley
Development Services
1982 Voss Drive
Chino Valley, Arizona 86323
Phone: (928) 636-4427
Email: planning@chinoaz.net

HOUSING IMPACT STATEMENT FOR ZONE CHANGE REQUESTS (A.R.S. § 9-462.01)

Case No. PA-2025-34

Applicant (if applicable): _____

1. General estimate of the Ordinance's probable impact on the average cost to construct housing for sale or rent.

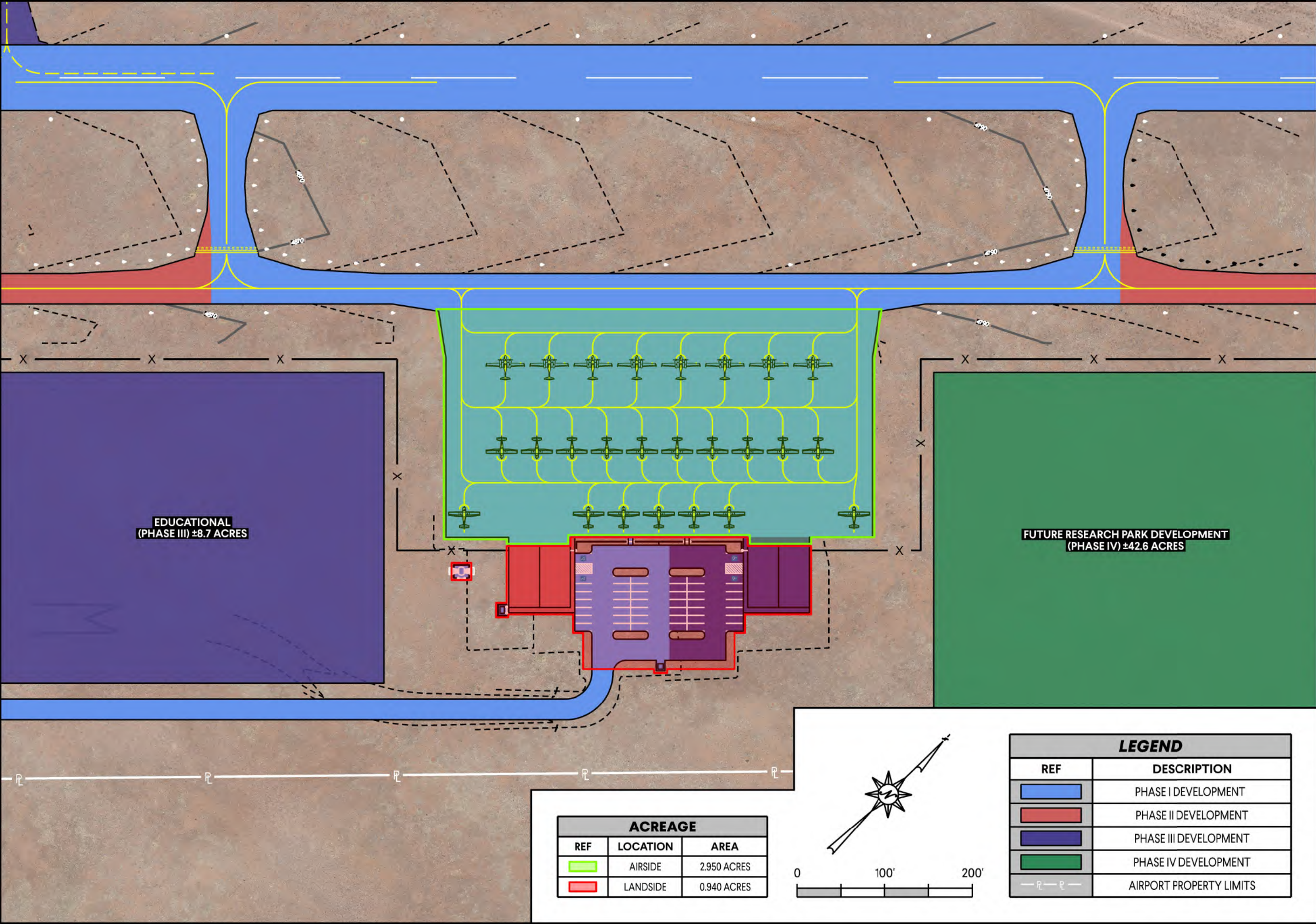
The proposed zone change from SR-2 to AR-36 pertains to a 366-acre parcel designated for an auxiliary flight training facility and aviation innovation campus, which does not include residential development. The Ordinance's direct impact on the average cost to construct housing for sale or rent is estimated to be negligible, as this specific land is being removed from potential traditional residential development in favor of a specialized non-residential use. The economic opportunities generated by the project, however, are anticipated to indirectly support the broader local housing market through job creation and increased economic activity.

2. Describe any data or reference material on which the Ordinance is based.

This statement is based on the project's comprehensive Rezoning Application Narrative and Site Plan, which clearly define the non-residential nature and phased development of the Perkins Ranch Airfield and Aviation Innovation Campus. The proposed AR-36 zoning district itself was established to accommodate specialized uses compatible with Chino Valley's rural character, including aviation facilities. Reference is also made to the economic impact analysis within the project narrative, which details job creation and economic benefits without direct housing provision.

3. Describe any less costly or less restrictive alternative methods of achieving the Ordinance's purposes.

The purpose of this rezoning is to enable the establishment of a specialized aviation training and innovation campus, a use not accommodated by the existing SR-2 zoning. Given the specific site requirements for an auxiliary airfield (e.g., clear approaches, large acreage, distance from dense residential areas), and the strategic vision for an aviation innovation ecosystem, there are no less costly or less restrictive alternative methods of achieving the Ordinance's purposes that would still allow for the safe and effective development of this essential aviation infrastructure and economic driver. Developing this site for traditional housing would be inconsistent with the unique operational needs of the proposed aviation facility and the long-term economic development vision for this specific parcel.



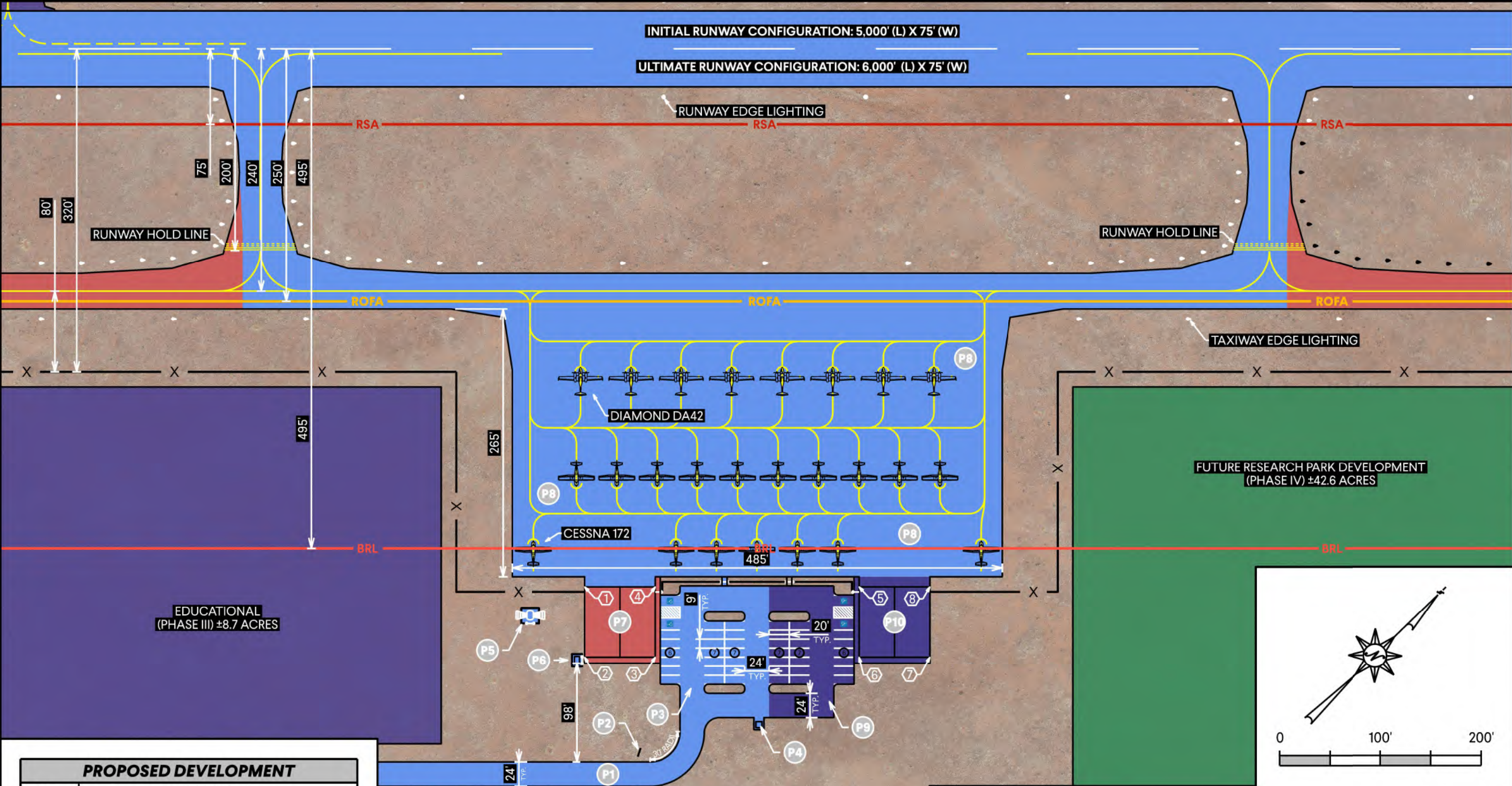
ACREAGE		
REF	LOCATION	AREA
■	AIRSIDE	2.950 ACRES
■	LANDSIDE	0.940 ACRES

LEGEND	
REF	DESCRIPTION
■	PHASE I DEVELOPMENT
■	PHASE II DEVELOPMENT
■	PHASE III DEVELOPMENT
■	PHASE IV DEVELOPMENT
— P — P —	AIRPORT PROPERTY LIMITS



JOB NUMBER: TNAS250008
DATE: NOV 2025
SCALE: 1" = 100'
DRAWN BY: NCM

SHEET 6 - LANDSIDE AREA
ACREAGE
PROPOSED PERKINS RANCH AIRPARK
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA



PROPOSED DEVELOPMENT	
REF #	DESCRIPTION
P1	VEHICLE ACCESS DRIVE (GRAVEL)
P2	ENTRANCE & EXIT SIGNS
P3	INITIAL VEHICLE PARKING LOT (2 ADA, 20 STANDARD)
P4	GARBAGE DUMPSTER
P5	ROTATING BEACON
P6	ELECTRICAL VAULT
P7	5,000 SQ. FT. BUILDING
P8	AIRCRAFT PARKING APRON
P9	ULT VEHICLE PARKING LOT (2 ADA, 20 STANDARD)
P10	5,000 SQ. FT. BUILDING

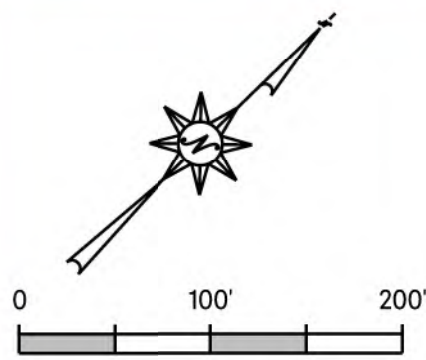
BUILDING LOCATION		
REF #	LATITUDE	LONGITUDE
P1	34°45'49.05"	112°19'44.54"
P2	34°45'48.57"	112°19'43.94"
P3	34°45'49.07"	112°19'43.36"
P4	34°45'49.55"	112°19'43.96"
P5	34°45'50.99"	112°19'42.28"
P6	34°45'50.51"	112°19'41.68"
P7	34°45'51.01"	112°19'41.10"
P8	34°45'51.49"	112°19'41.70"

LEGEND	
REF	DESCRIPTION
[Blue Box]	PHASE I DEVELOPMENT
[Red Box]	PHASE II DEVELOPMENT
[Purple Box]	PHASE III DEVELOPMENT
[Green Box]	PHASE IV DEVELOPMENT
[X-X]	AIRPORT PROPERTY LIMITS
[Red Line]	RUNWAY SAFETY AREA (RSA)
[Yellow Line]	RUNWAY OBJECT FREE AREA (ROFA)
[Red Line]	35' BUILDING RESTRICTION LINE (BRL)

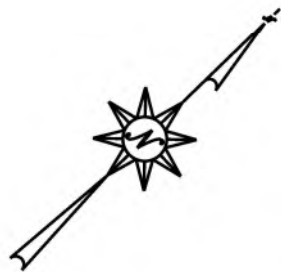


JOB NUMBER: TNAS250008
DATE: NOV 2025
SCALE: 1" = 100'
DRAWN BY: NCM

SHEET 3 - LANDSIDE DEVELOPMENT
PROPOSED PERKINS RANCH AIRPARK
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA



0 700' 1400'



SHEET NOTES:

1. NOISE DATA IS DERIVED FROM A NOISE STUDY COMPLETED BY THE PERKINS FAMILY, DATED 2003.

LEGEND

REF	DESCRIPTION
	65 DNL NOISE CONTOUR
	70 DNL NOISE CONTOUR
	PHASE I DEVELOPMENT
	PHASE II DEVELOPMENT
	PHASE III DEVELOPMENT
	PHASE IV DEVELOPMENT
	AIRPORT PROPERTY LIMITS

COMMERICAL / OFFICE SPACE
(PHASE III) ±69.3 ACRES

INDUSTRIAL / WAREHOUSE SPACE
(PHASE IV) ±57.3 ACRES

70 DNL NOISE CONTOUR

3268'

FUTURE RESEARCH PARK DEVELOPMENT
(PHASE IV) ±42.6 ACRES

65 DNL NOISE CONTOUR

PROPOSED FIRE STATION
2 ACRES

EDUCATIONAL
(PHASE III) ±8.7 ACRES

PROPOSED AIRPORT PROPERTY LIMITS
±366.24 ACRES



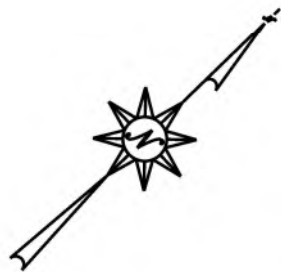
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JOB NUMBER: TNAS250008
DATE: NOV 2025
SCALE: 1" = 700'
DRAWN BY: NCM

SHEET 12 - NOISE CONTOUR MAP

PROPOSED PERKINS RANCH AIRFIELD
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

0 700' 1400'



SHEET NOTES:

1. NOISE DATA IS DERIVED FROM PRESCOTT REGIONAL'S (KPRC) AIRPORT MASTER PLAN, DATED 2018.

LEGEND

REF	DESCRIPTION
	65 DNL NOISE CONTOUR
	70 DNL NOISE CONTOUR
	PHASE I DEVELOPMENT
	PHASE II DEVELOPMENT
	PHASE III DEVELOPMENT
	PHASE IV DEVELOPMENT
	AIRPORT PROPERTY LIMITS

COMMERICAL / OFFICE SPACE
(PHASE III) ±69.3 ACRES

INDUSTRIAL / WAREHOUSE SPACE
(PHASE IV) ±57.3 ACRES

70 DNL NOISE CONTOUR

FUTURE RESEARCH PARK DEVELOPMENT
(PHASE IV) ±42.6 ACRES

65 DNL NOISE CONTOUR

PROPOSED FIRE STATION
2 ACRES

EDUCATIONAL
(PHASE III) ±8.7 ACRES

PROPOSED AIRPORT PROPERTY LIMITS
±366.24 ACRES

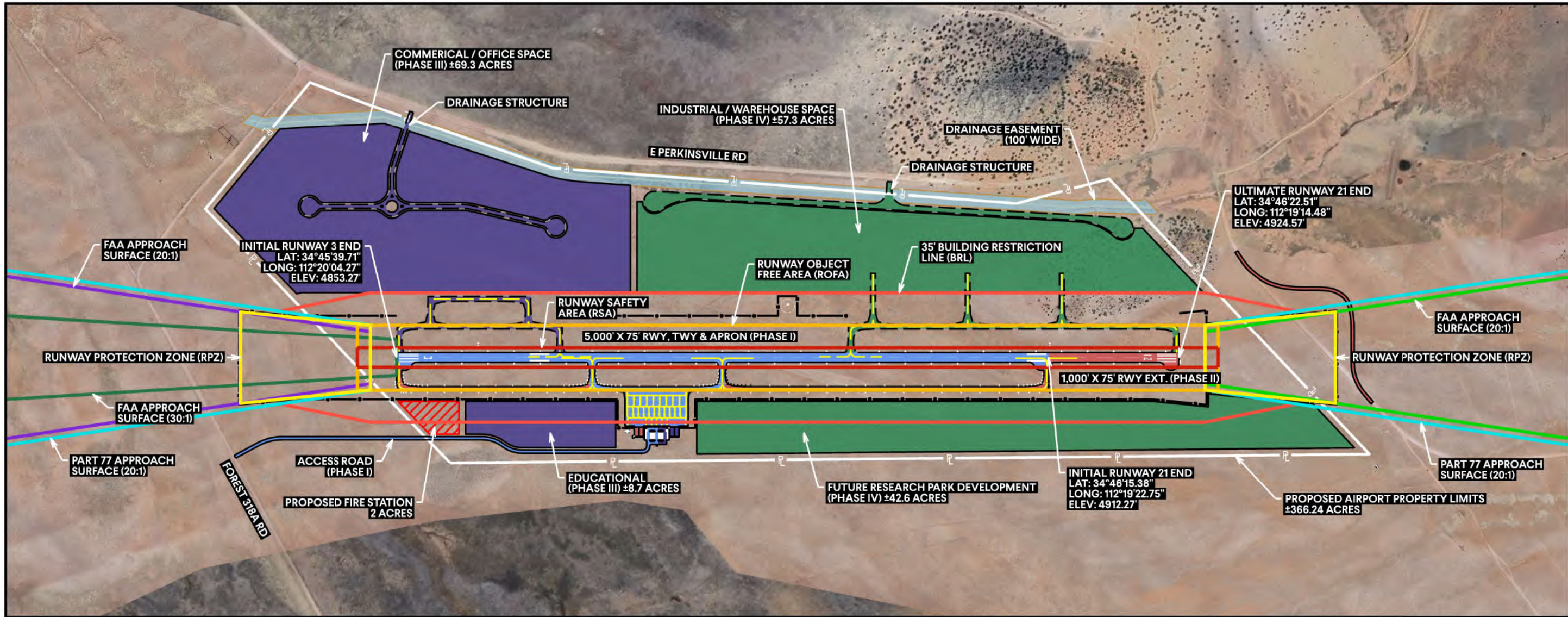


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JOB NUMBER: TNAS250008
DATE: NOV 2025
SCALE: 1" = 700'
DRAWN BY: NCM

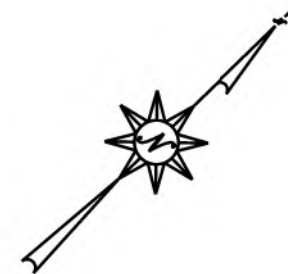
SHEET 13 - NOISE CONTOUR MAP

PROPOSED PERKINS RANCH AIRFIELD
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA



LEGEND	
REF	DESCRIPTION
	PHASE I DEVELOPMENT
	PHASE II DEVELOPMENT
	PHASE III DEVELOPMENT
	PHASE IV DEVELOPMENT
	AIRPORT PROPERTY LIMITS
	RUNWAY SAFETY AREA (RSA)
	RUNWAY OBJECT FREE AREA (ROFA)
	RUNWAY PROTECTION ZONE (RPZ)
	FAA APPROACH SURFACE (20:1)
	FAA APPROACH SURFACE (20:1)
	FAA APPROACH SURFACE (30:1)
	PART 77 APPROACH SURFACE (20:1)
	35' BUILDING RESTRICTION LINE (BRL)

AIRFIELD DATA			
		INITIAL	ULTIMATE
AIRPORT REFERENCE CODE		B-II	SAME
CRITICAL AIRCRAFT		DIAMOND DA42-VI	SAME
AIRPORT ELEVATION (MSL)		4912.27'	4924.57'
MEAN MAX. TEMPERATURE OF HOTTEST MONTH		90.1°F (JULY)	N/A
MAGNETIC DECLINATION		10° E (4' 48" W PER YEAR)	SAME
AIRPORT REFERENCE POINT	LATITUDE	34°45'57.54"	34°46'01.11"
	LONGITUDE	112°19'43.51"	112°19'39.36"
RUNWAY DIMENSIONS (L X W)		5,000' X 75'	6,000' X 75'
TAXIWAY WIDTH		35'	SAME



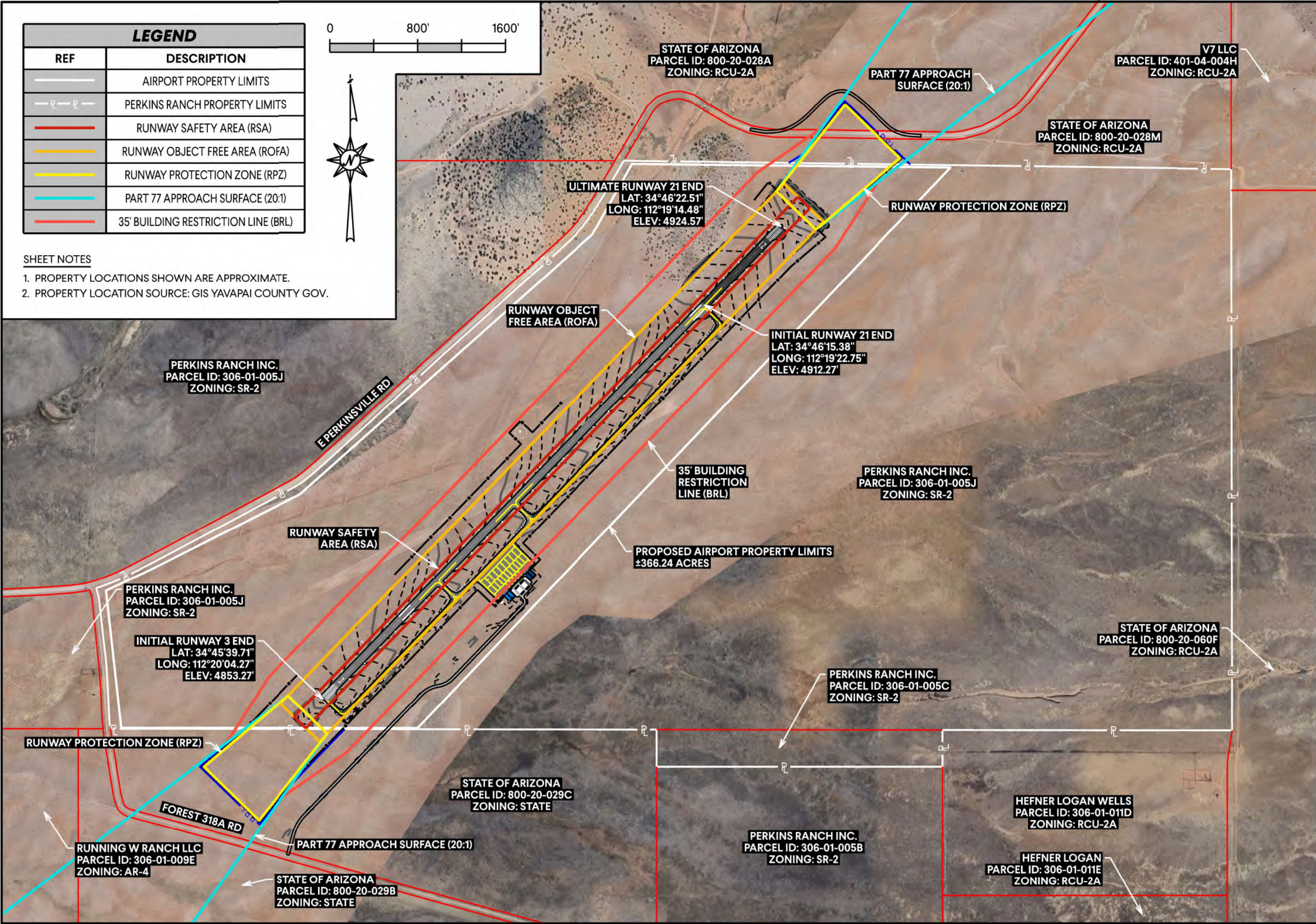
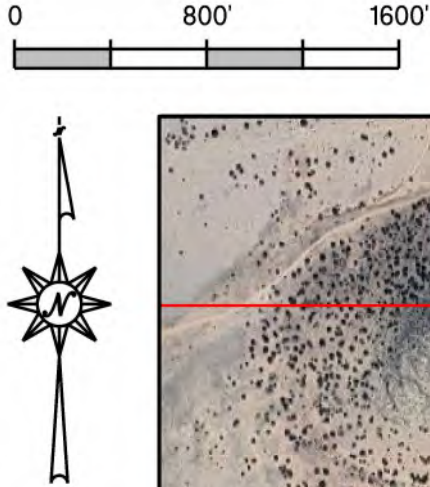
GMC
GMCNETWORK.COM

JOB NUMBER: TNAS250008
DATE: NOV 2025
SCALE: 1" = 800'
DRAWN BY: NCM

SHEET 1 - MASTER SITE PLAN
PROPOSED PERKINS RANCH AIRPARK
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

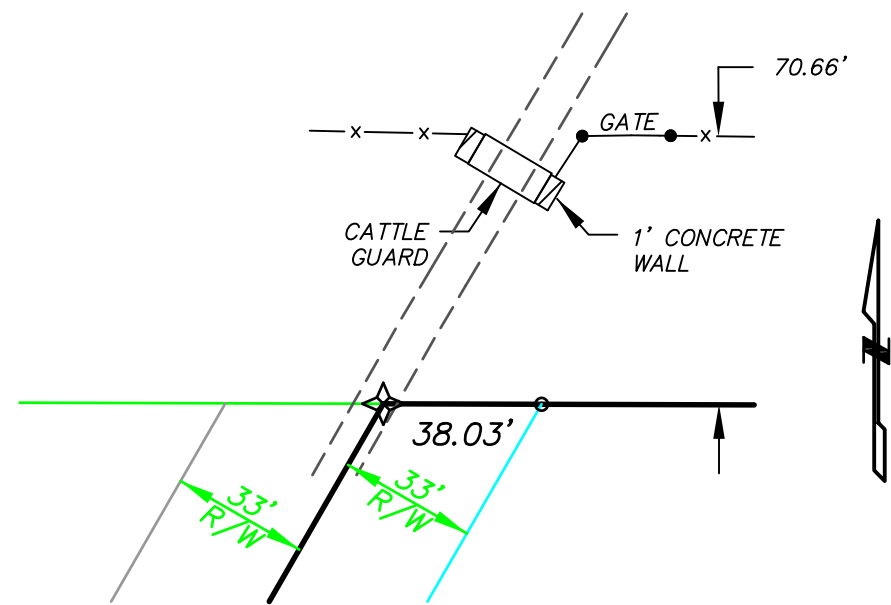
LEGEND	
REF	DESCRIPTION
	AIRPORT PROPERTY LIMITS
	PERKINS RANCH PROPERTY LIMITS
	RUNWAY SAFETY AREA (RSA)
	RUNWAY OBJECT FREE AREA (ROFA)
	RUNWAY PROTECTION ZONE (RPZ)
	PART 77 APPROACH SURFACE (20:1)
	35' BUILDING RESTRICTION LINE (BRL)

- SHEET NOTES
1. PROPERTY LOCATIONS SHOWN ARE APPROXIMATE.
 2. PROPERTY LOCATION SOURCE: GIS YAVAPAI COUNTY GOV.

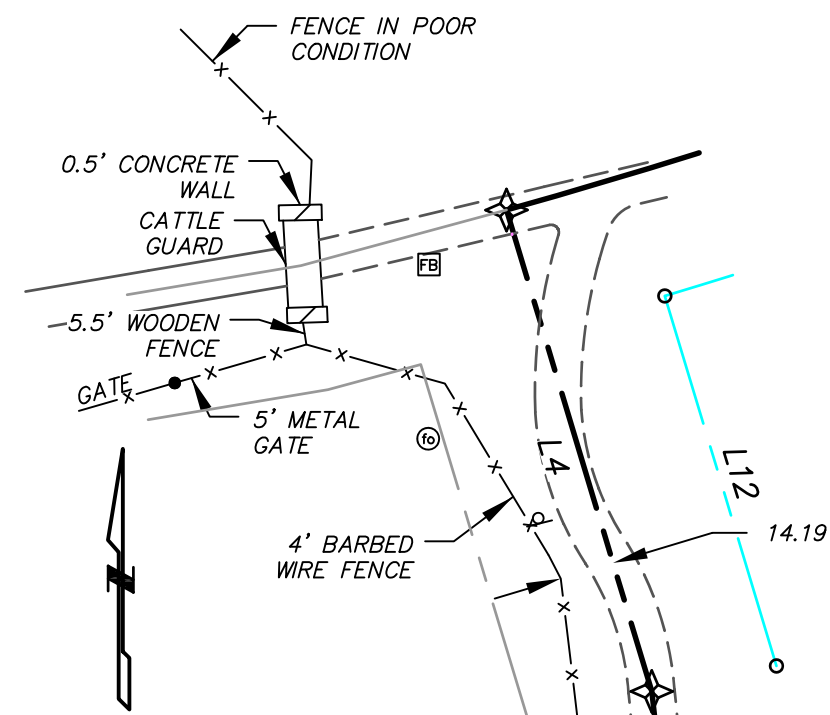


JOB NUMBER: TNAS250008
 DATE: NOV 2025
 SCALE: 1" = 800'
 DRAWN BY: NCM

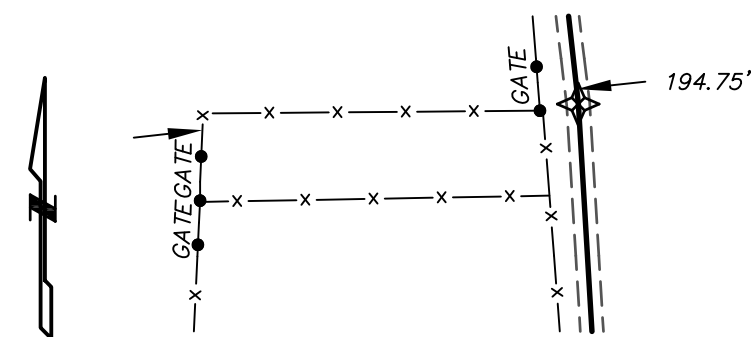
**SHEET 9 - SURROUNDING
 PROPERTY**
 PROPOSED PERKINS RANCH AIRPARK
 CHINO VALLEY, YAVAPAI COUNTY, ARIZONA



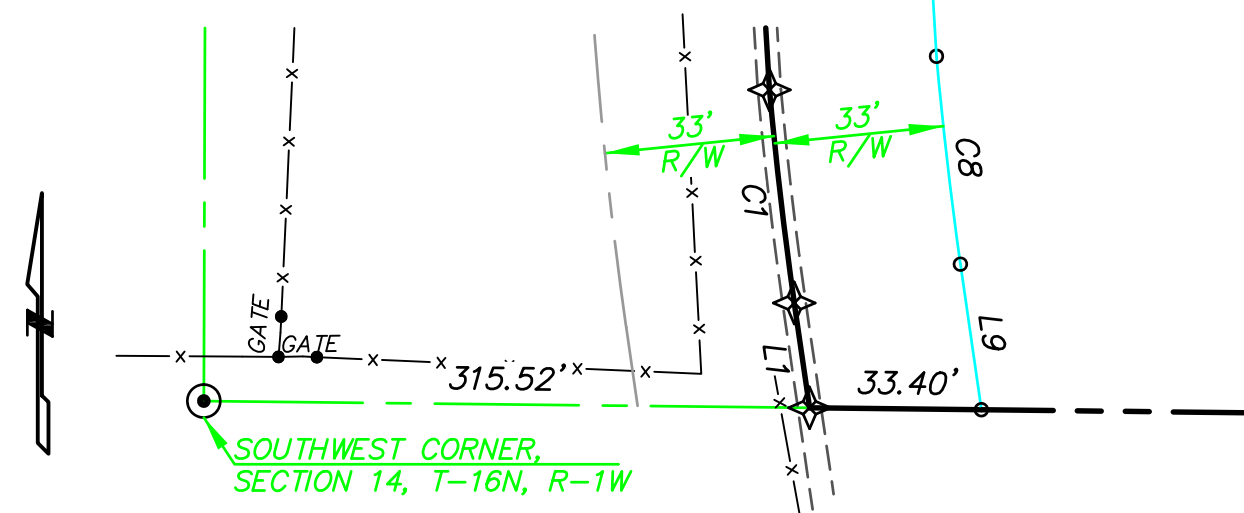
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DETAIL "B"
NOT TO SCALE



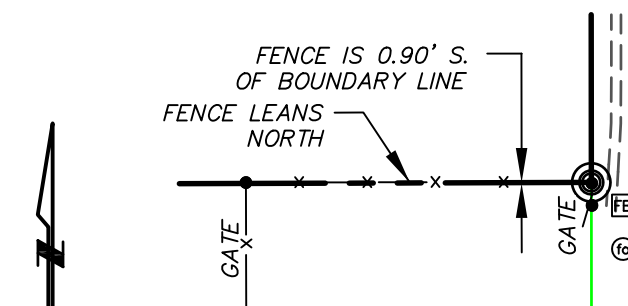
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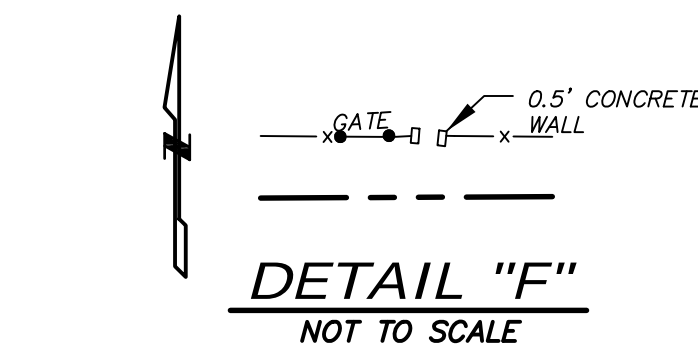
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BOUNDARY SURVEY SWC PERKINSVILLE ROAD & EVENING STAR WAY

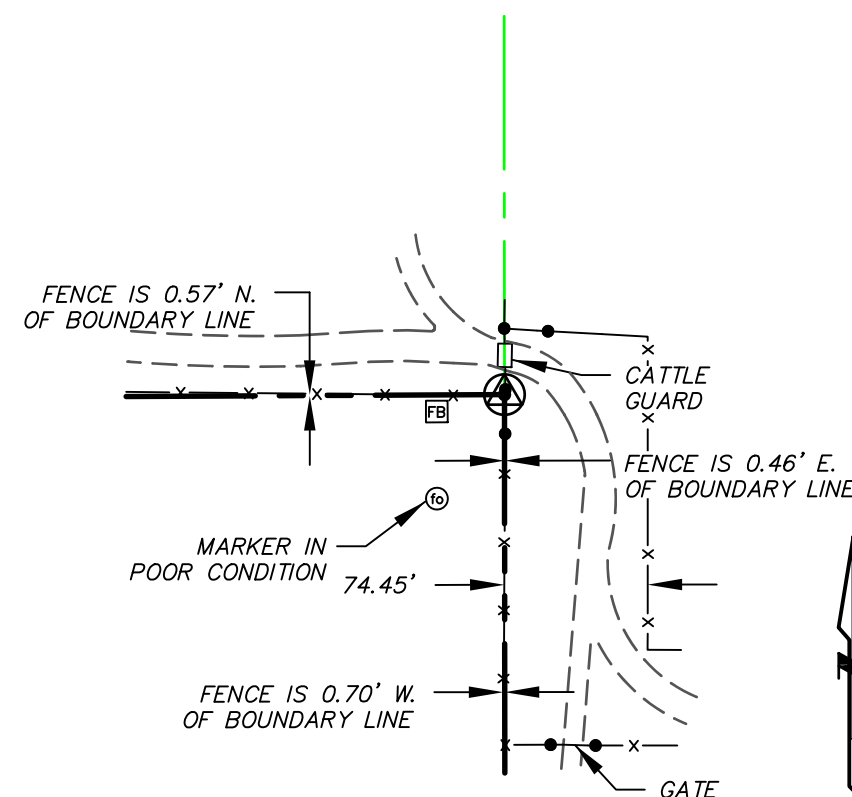
A PORTION OF SECTIONS 13 AND 14,
TOWNSHIP 16 NORTH, RANGE 1 WEST OF THE GILA AND SALT
RIVER BASE AND MERIDIAN, YAVAPAI COUNTY,
ARIZONA



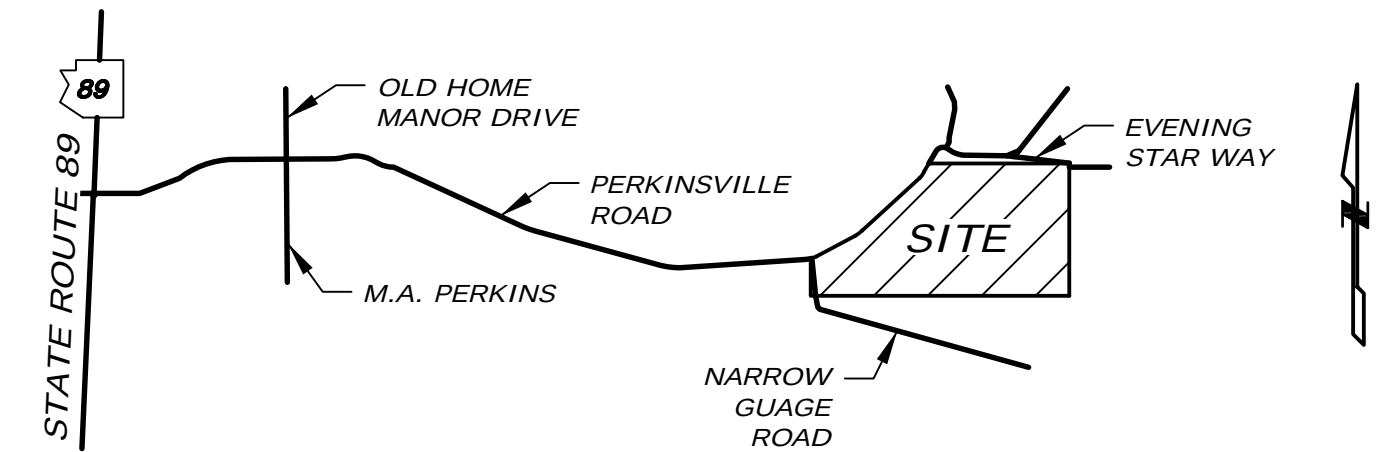
DETAIL "E"
NOT TO SCALE



DETAIL "F"
NOT TO SCALE



DETAIL "G"
NOT TO SCALE



VICINITY MAP
NOT TO SCALE

OWNER
A.P.N.: 306-01-005J
OWNER: PERKINS RANCH INC
DEED UNAVAILABLE
AT TIME OF SURVEY

REFERENCES

GENERAL LAND OFFICE RECORDS ON FILE WITH THE U.S. DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT
WARRANTY DEED IN BOOK 4726 OF DEEDS, PAGE 221, YAVAPAI COUNTY RECORDS
WARRANTY DEED FEE NUMBER 2023-0024225, YAVAPAI COUNTY RECORDS
EASEMENT FOR INGRESS AND EGRESS IN BOOK 3087, PAGE 757, YAVAPAI COUNTY RECORDS
EASEMENT FOR INGRESS AND EGRESS IN BOOK 3087, PAGE 753, YAVAPAI COUNTY RECORDS
DECLARATION OF SURVEY IN BOOK 54 OF LAND SURVEYS, PAGE 68, YAVAPAI COUNTY RECORDS
RECORD OF SURVEY IN BOOK 173 OF LAND SURVEYS, PAGE 42, YAVAPAI COUNTY RECORDS
RECORD OF SURVEY IN FEE NUMBER 2014-0058374, YAVAPAI COUNTY RECORDS
RECORD OF SURVEY IN BOOK 31 OF LAND SURVEYS, PAGE 4, YAVAPAI COUNTY RECORDS
RESULTS OF SURVEY IN BOOK 187 OF LAND SURVEYS, PAGE 62, YAVAPAI COUNTY RECORDS
RESULTS OF SURVEY IN BOOK 146 OF LAND SURVEYS, PAGE 52, YAVAPAI COUNTY RECORDS

SIGNIFICANT OBSERVATIONS

PER ARIZONA DEPARTMENT OF FORESTRY - RIGHT OF WAY DEPARTMENT, THE WIDTH OF THE PUBLIC RIGHT OF WAY IS 66.00', BEING 33.00' ON EITHER SIDE. RIGHT OF WAY OF PERKINSVILLE ROAD ESTABLISHED FROM MEASUREMENTS OBTAINED IN THE FIELD USING LIMITS OF DIRT ROAD. MONUMENTS SET ALONG CENTERLINE OF ROAD.

DESCRIPTION

ALL OF SECTION 13; AND
THAT PORTION OF SECTION 14, LYING SOUTH OF PERKINSVILLE ROAD;
ALL LOCATED IN TOWNSHIP 16 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, YAVAPAI COUNTY, ARIZONA.

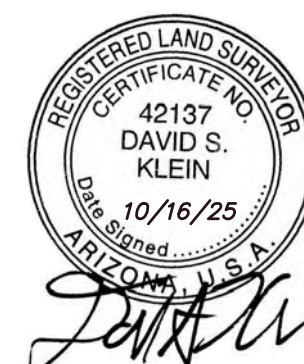
NOTES

- THE BASIS OF BEARING IS THE SOUTH LINE OF THE SOUTH HALF OF SECTION 13, USING A BEARING OF SOUTH 89 DEGREES 48 MINUTES 56 SECONDS WEST, PER THE "RESULT OF SURVEY" IN BOOK 187 OF LAND SURVEYS, PAGE 62, RECORDS OF YAVAPAI COUNTY, ARIZONA.
- THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT, AND IS SUBJECT TO ALL EASEMENTS OF RECORD.
- THE SURVEYOR HAS NOT OBTAINED ANY INFORMATION RELATING TO, AND HAS NO KNOWLEDGE OF ANY PROPOSED RIGHT OF WAYS, EASEMENTS, OR DEDICATIONS THAT ANY MUNICIPALITY, INDIVIDUAL OR GOVERNMENTAL AGENCY MAY REQUIRE.
- USE OF THE INFORMATION CONTAINED IN THIS INSTRUMENT FOR OTHER THAN THE SPECIFIC PURPOSE FOR WHICH IT WAS INTENDED IS FORBIDDEN UNLESS EXPRESSLY PERMITTED IN WRITING IN ADVANCE BY SUPERIOR SURVEYING SERVICES, INC. SUPERIOR SURVEYING SERVICES, INC. SHALL HAVE NO LIABILITY FOR ANY SUCH UNAUTHORIZED USE OF THIS INFORMATION WITHOUT THEIR WRITTEN CONSENT.

CERTIFICATION

I, DAVID S. KLEIN, HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR IN THE STATE OF ARIZONA AND THAT THE SURVEY SHOWN HEREON WAS COMPLETED UNDER MY DIRECT SUPERVISION DURING THE MONTH OF OCTOBER, 2025, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THE MONUMENTS SHOWN ACTUALLY EXIST.

DAVID S. KLEIN
R.L.S. #42137



BOUNDARY SURVEY
SWC PERKINSVILLE ROAD & EVENING STAR WAY
CHINO VALLEY, AZ 86323

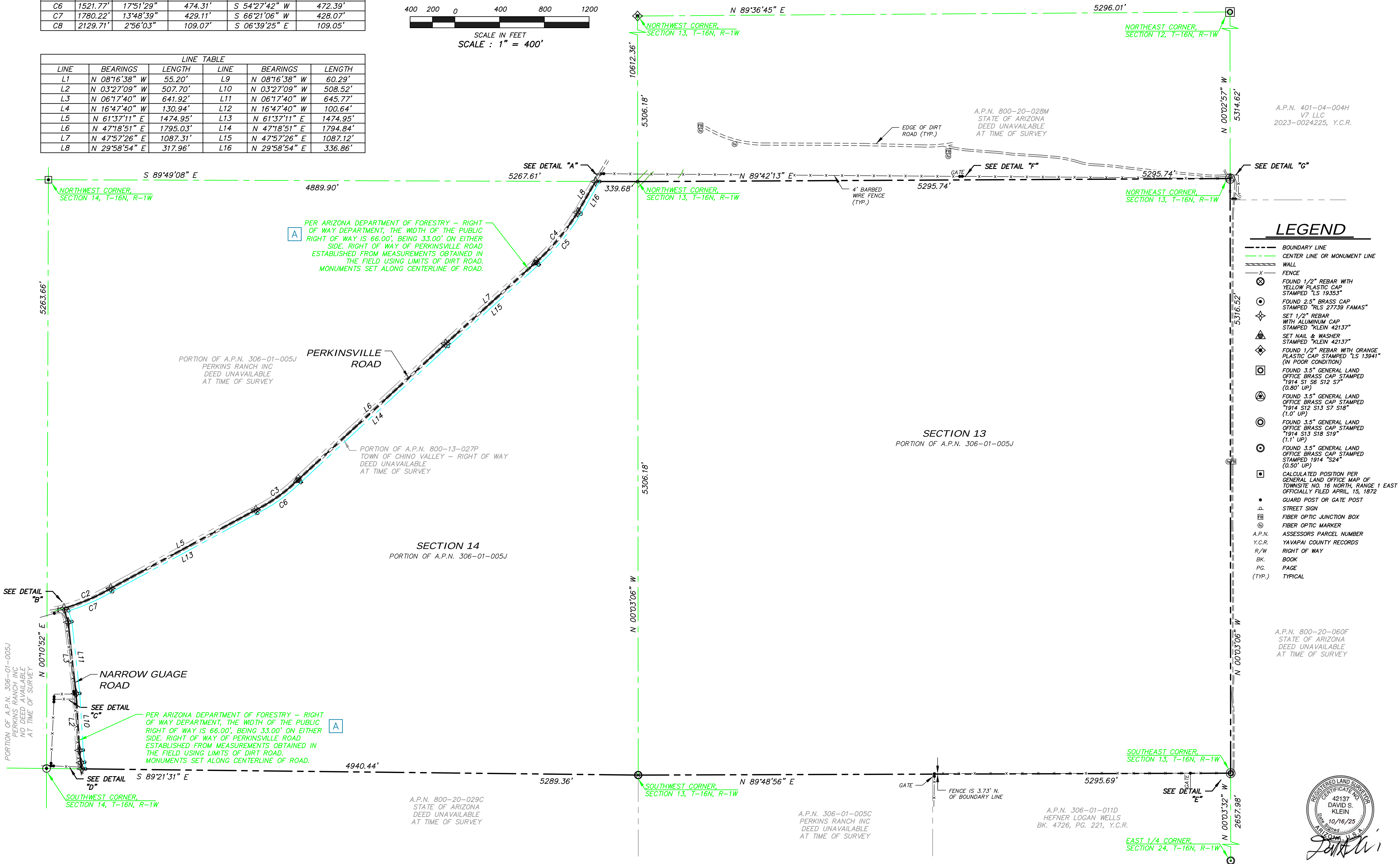
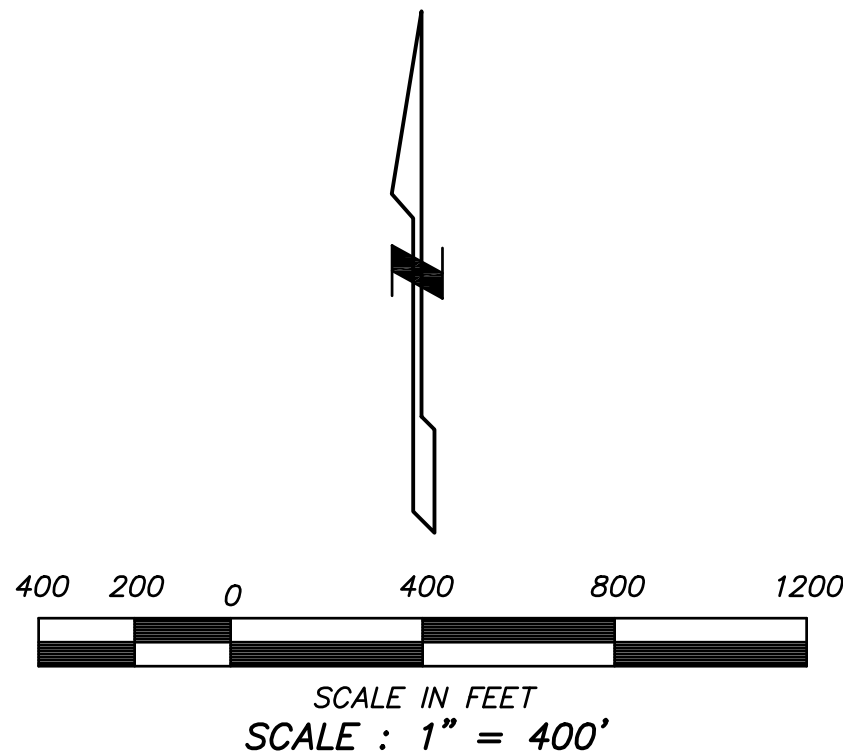
2122 W. Lone Cactus Drive, Suite 11
Phoenix, AZ 85027
623-869-0223 (office) 623-869-0726 (fax)
www.superiorsurveying.com
info@superiorsurveying.com

SUPERIOR
SURVEYING SERVICES, INC.

DWN: SP CHK: DB
SHEET 1 OF 2
DATE: 10/16/2025
JOB: 202509066

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD BEARING
C1	2162.71'	2°57'39"	111.76'	N 06°38'37" W
C2	1748.93'	14°55'14"	455.44'	N 66°52'32" E
C3	1489.44'	17°55'44"	466.07'	N 54°27'49" E
C4	2086.37'	15°59'59"	582.61'	N 39°48'19" E
C5	2118.52'	16°02'12"	592.96'	S 39°52'48" W
C6	1521.77'	17°51'29"	474.31'	S 54°27'42" W
C7	1780.22'	13°48'39"	429.11'	S 66°21'06" W
C8	2129.71'	2°56'03"	109.07'	S 06°39'25" E

LINE TABLE					
LINE	BEARINGS	LENGTH	LINE	BEARINGS	LENGTH
L1	N 08°16'38" W	55.20'	L9	N 08°16'38" W	60.29'
L2	N 03°27'09" W	507.70'	L10	N 03°27'09" W	508.52'
L3	N 06°17'40" W	641.92'	L11	N 06°17'40" W	645.77'
L4	N 16°47'40" W	130.94'	L12	N 16°47'40" W	100.64'
L5	N 61°37'11" E	1474.95'	L13	N 61°37'11" E	1474.95'
L6	N 47°18'51" E	1795.03'	L14	N 47°18'51" E	1794.84'
L7	N 47°57'26" E	1087.31'	L15	N 47°57'26" E	1087.12'
L8	N 29°58'54" E	317.96'	L16	N 29°58'54" E	336.86'



LEGEND

- BOUNDARY LINE
- CENTER LINE OR MONUMENT LINE
- WALL
- FENCE
- FOUND 1/2" REBAR WITH YELLOW PLASTIC CAP STAMPED "LS 10353"
- FOUND 2.5" BRASS CAP STAMPED "RLS 27739 FAMAS"
- SET 1/2" REBAR WITH ALUMINUM CAP STAMPED "KLEIN 42137"
- SET NAIL & WASHER STAMPED "KLEIN 42137"
- FOUND 1/2" REBAR WITH ORANGE PLASTIC CAP STAMPED "LS 13941" (IN POOR CONDITION)
- FOUND 3.5" GENERAL LAND OFFICE BRASS CAP STAMPED "1914 S1 S6 S12 S7" (0.80' UP)
- FOUND 3.5" GENERAL LAND OFFICE BRASS CAP STAMPED "1914 S12 S13 S7 S18" (1.0' UP)
- FOUND 3.5" GENERAL LAND OFFICE BRASS CAP STAMPED "1914 S13 S18 S19" (1.1' UP)
- FOUND 3.5" GENERAL LAND OFFICE BRASS CAP STAMPED 1914 "S24" (0.50' UP)
- CALCULATED POSITION PER GENERAL LAND OFFICE MAP OF TOWNSITE NO. 16 NORTH RANGE 1 EAST OFFICIALLY FILED APRIL, 15, 1872
- GUARD POST OR GATE POST
- STREET SIGN
- FIBER OPTIC JUNCTION BOX
- FIBER OPTIC MARKER
- A.P.N. YAVAPAI COUNTY RECORDS
- R/W RIGHT OF WAY
- BK. BOOK
- PG. PAGE
- (TYP.) TYPICAL

A.P.N. 800-20-060F
STATE OF ARIZONA
DEED UNAVAILABLE
AT TIME OF SURVEY

A.P.N. 800-20-028M
STATE OF ARIZONA
DEED UNAVAILABLE
AT TIME OF SURVEY

A.P.N. 401-04-004H
V7 LLC
2023-0024225, Y.C.R.

A.P.N. 800-20-029C
STATE OF ARIZONA
DEED UNAVAILABLE
AT TIME OF SURVEY

A.P.N. 306-01-005C
HEFNER LOGAN WELLS
BK. 4726, PG. 221, Y.C.R.

A.P.N. 306-01-005J
PERKINS RANCH INC
DEED UNAVAILABLE
AT TIME OF SURVEY

A.P.N. 306-01-005J
PERKINS RANCH INC
NO DEED AVAILABLE
AT TIME OF SURVEY

REGISTERED LAND SURVEYOR
42137
DAVID S. KLEIN
10/16/25
Arizona

David S. Klein



10/30/2025

Case Number: PA-2025-34

Heidi Short
201 E. Washington Street
Suite 1200
Phoenix Arizona, 85004

UPDATED COMMENT SET

RE: Pre-Application Meeting for a portion of parcel 306-01-005J for the construction of an auxiliary flight training facility for Embry Riddle.

The following are comments with respect to the above-referenced project. This list may not be all-inclusive; it is intended as a general guideline for planning the site development.

Development Services - Planning

Will Dingee, Assistant Director, wdingee@chinoaz.net, 928-636-3472,

1. General Comments

a. Requested use requires rezoning and conditional use permit.

- i. Property is currently Zoned Single Family Residential 2-acre minimum (SR-2).
- ii. Rezoning to Agricultural Residential 36-acre minimum (AR-36) is required as Conditional Uses within this district allow for:
Airports, Aircraft landing Feilds, and Ancillary buildings
- iii. Rezoning and Conditional use permit can be applied for concurrently.

b. Land Division/Lot Split required

- i. Once the final site has been identified a land division will need to be submitted.
- ii. This process is administrative but will need to be completed prior to the rezoning and CUP going to hearing.

2. As the project progresses and submittals are more detailed these comments will expand.

Development Service - Building

Dan Trout, Chief Building Official, 928-636-4427, dt Trout@chinoaz.net

- All Building Plans are required to be designed by an Arizona Licensed Design Professional
- All Building Permit Applications, Civil Plans, Construction Plans, and all other associated documents to be submitted online using the citizenserve access portal through the Town of Chino Valley website **www.chinoaz.net**



- All Building Contractors must be commercially licensed through the Arizona Registrar of Contractors
- I-10G State Contractors License required for Manufactured and/or Factory Built Building sets.
- All Contractors listed must have a current Town Business License.

Building Design Criteria

- 2024 IBC, IRC, IMC, IPC, IFGC, 2012 IECC, and 2023 NEC
- 30lb. Non Reducible Roof Snow Load
- 43lb. Ground Snow Load
- 18" Frost Depth
- 105 MPH Wind-3 Second Gust
- Exposure Category - C
- Seismic Zone - C

Public Works - Engineering

Steve Sullivan, Assistant Engineer, 928-636-3402, ssullivan@chinoaz.net

1. Additional outside agency coordination (may not be all inclusive):
 - a. Federal Aviation Administration (FAA)
 - b. Arizona Department of Transportation (ADOT) Aeronautics Group
 - c. Arizona Department of Real Estate
 - d. Yavapai County Public Works
 - e. Yavapai County Development Services
 - f. Central Arizona Fire and Medical Authority (CAFMA)
 - g. Arizona Game and Fish.
2. The Town doesn't have nearby water or sewer service. The applicant shall satisfy Yavapai County Environmental Services for wastewater and the Arizona Department of Water Resources (ADWR) for water.
3. UDO 4.22.4 (B)(2) New construction and conversion of a residence to a commercial use: subject to the provisions contained in this subsection B., all required parking and loading spaces, maneuvering areas, driveways, and fire lanes shall be paved with asphaltic concrete over an A.B. base, concrete or masonry to a thickness and structure that will support the type and intensity of vehicular traffic generated by the proposed use. As the requirements may vary the paving cross section will require approval by the Town Engineer. The Town Engineer may also approve alternative surfacing such as "chip seal".
4. A Geotechnical Report that provides recommendations for all pavements / road cross-sections will be required.



5. UDO 4.22.2(A) For all uses except single-family residential uses, vehicular parking for a standard vehicle shall be in the form of a rectangle not less than ten (10) feet by twenty (20) feet, excluding driveways or aisles, with access to a public thoroughfare. Drive aisles/backup areas shall be a minimum of twenty-four (24) feet.
6. UDO 4.22.8 (M) Handicapped Parking Space(s) dimensions: 11' x 20' with a 5' aisle
Necessary quantity per town code. Stall improvements shall conform to federal ADA standards which includes, but not limited to, striping and signage.
7. UDO §4.22.8(G) Parking lots shall be separated from the sides of buildings by a raised walkway (with a minimum width of six (6) feet).
8. A Traffic Impact Analysis will be required, encompassing all project phases, that provides recommendations for improvements to E Perkinsville Rd, Forest 318A Rd, Vehicle Access Drive, and AWOS Access Road.
9. During Technical Review, the applicant shall provide grading plans and a drainage report by an Arizona Registered Civil Engineer in accordance with Town code and all other applicable rules and regulations. The project shall detain to historic rates and discharge at the same location. Off-site flows on-site need to be accommodated.
10. UDO §150.81 Underground Utility Lines: Except as exempted in § 150.082, all existing and new utility and telephone lines, electric utility distribution lines, cable television lines and all other communication and utility lines adjacent to or within new residential, commercial or industrial subdivisions or other areas to be developed within the town shall be installed underground at the time of development of the property as part of the required off-site and on-site improvements. The developer of the property shall be responsible for the costs of the underground construction in accordance with the underground policy of the serving utility.
11. UDO §150.082 Exceptions:
The following construction may occur without meeting the underground installation requirements:
 - (A) Transmission lines and betterment to existing utilities together with related switch yards, substations and related equipment;
 - (B) Repair or improvement of existing utility poles and wires by the serving utility, provided that activity is not initiated on request of or by a developer;
 - (C) Installation of new utility poles and wires or relocation of existing utility poles and wires not initiated by a developer;
 - (D) Pad-mounted transformers or pull boxes, service terminals, pedestal type telephone terminals, telephone splice closures or similar on-the-ground facilities



- attached to existing overhead facilities which are used for the purpose of connecting an underground system with the existing facilities;
- (E) Temporary service facilities, such as facilities to furnish emergency service during an outage, facilities to provide service to construction sites or other service of a limited duration, such as to a fair, carnival, outdoor exhibit or function where the facilities will be installed for a temporary period only; and
 - (F) New service drops or improvement of existing service drops from existing overhead lines to single family residential customers, except when underground service is required by the Town of Chino Valley subdivision regulations.

12. Public Works: Engineering plan / report review and inspection fees can be found on page #13 of the Town of Chino Valley Consolidated Fee Schedule effective 7/1/25 here: <https://www.chinoaz.net/DocumentCenter/View/10727/Consolidated-Fee-Schedule---July-2025>

Town of Chino Valley – Water Resources

Mark Holmes, Water Consultant, 928-277-5253, mark.holmes.llc@gmail.com

1. Has the applicant obtained all the appropriate Federal environmental and airport permits applicable i.e., NEPA and other environmental and wildlife permits, and flight path environmental or wildlife assessments and requirements.
2. What will be the water supply for the airport, fire flows and other water demands? Will an existing well or wells be utilized or will new wells be needed. Are the existing or new wells fall within the characterization of an exempt (35 gallons per minute or less) or non-exempt well (greater than 35 gallons per minute). If a non-exempt well(s) is or will be utilized, does the applicant have the legal water rights Type 1 or Type II water rights in ownership in order to obtain a drilling license for a new non-exempt well or install a pump greater than 35 gallons per minute in an existing well. Legal water documents shall be provided to the Town for review and approvals and the file.
3. Regarding fire suppression foams – the airport shall not utilize fire suppressing foams that contain PFAS surfactants of any kind or other hazardous materials. Water and other safe and effective fire fighting suppression materials shall be deployed.
4. Will fuel be stored at the proposed airport. If so, there will need to be a fuel capture and preparedness plan created to ensure no fuels can be spilled to soils, washes, drains or the groundwater system. All hazardous materials shall be stored, dispensed, used in accordance with an approved safety and contamination prevention plan. Also, water and other fire-retardant materials used for emergencies that lead to fuels or other hazardous materials from a fire that contact soils washes, or lands shall be abated in accordance with an emergency hazardous cleanup and remediation plan.
5. How will wastewater be addressed?



Central Arizona Fire and Medical Authority

Darrell Tirpak – Fire Marshal, dtirpak@cazfire.gov, 928-772-711

UPDATED LETTER IS ATTACHED

APS

Colleen Boge, Customer Project Representative Sr., Colleen.Boge@aps.com

There is no electrical power within the vicinity of this project site. If the customer needs electrical power, please contact Arizona Public Services for an application

Please coordinate with this agency regarding this project

Arizona Game and Fish Department (AZGF)

Arianna Hartsock, Habitat Specialist, 928-263-88563, ahartsock@azgfd.gov

Thank you for reaching out regarding the Perkins Ranch Airfield application and the concern for wildlife within the project boundary.

While the Department can analyze projects and offer technical guidance when applicable, we are not a regulatory authority and cannot take a position for or against proposed land uses on private property.

The Department has generated an Environmental Review Tool Report (ERT) for the Perkins Airfield Project review; included in this email. Within this report you can find links to the Departments Wildlife Friendly guidelines. These include improving design structures for development (fences, roadways, culverts and structures), as well as additional information for project consideration. After reviewing the application, we found that the project design already incorporates the Department's standard best management practices related to wildlife and habitat considerations, including:

- The facility design incorporates appropriate buffers and setbacks adjacent to natural wildlife corridors to the east, minimizing habitat disruption for pronghorn, while allowing permability throughout the ranch property boundary for pronghorn movement.**
- No on-site permanent hazardous materials storage (i.e. fuel) would occur.**
- No alterations to riparian corridors, ephemeral washes, or natural drainage patterns are anticipated.**
- No wildlife waters or other features are present that would attract wildlife to the airfield area.**
- No noise-sensitive land uses within 2,000 feet of the proposed runway.**



- Commitment to environmental stewardship best management practices, such as wildlife-exclusion fencing and pre-flight monitoring.
- Operational protocols would incorporate wildlife awareness and reporting procedures.

Pronghorn are sensitive to changes on the landscape, which can affect pronghorn recruitment (fawning). To further minimize potential wildlife impacts, particularly to pronghorn and migratory birds we further recommend the following:

- The Department recommends scheduling construction activities outside the fawning season for American pronghorn, April 1 to June 30, with peak fawning occurring during the middle of May.
- The Department recommends that a qualified biologist survey for nesting birds within the project area prior to construction activities that occur during the breeding season, which runs from mid-March through late July.

Because the applicant has already addressed these considerations in their project narrative, the Department elected not to submit formal comments. We appreciate the opportunity to review this project area. Please feel free to reach out with any questions that may arise during the scoping process.

Yavapai County Environmental Department

Max Kamen, max.kamen@yavapaiaz.gov, 928-442-5408

~~-A Site Investigation will need to be done~~ before any wastewater system can be designed.

AAC R18-9-A310(B) Site investigation. An applicant shall ensure that an investigator qualified under subsection (H) conducts a site investigation consisting of a surface characterization under subsection (C) and a subsurface characterization under subsection (D). The applicant shall submit the results in a format prescribed by the Department. The site investigation shall provide sufficient data to: 1. Select appropriate primary and reserve disposal areas for an on-site wastewater treatment facility considering all surface and subsurface limiting conditions in subsections (C)(2) and (D)(2); and; 2. Effectively design and install the selected facility to serve the anticipated development at the site, whether or not limiting conditions exist.

-Flows into the septic system need to be typical strength. Sampling may be needed for commercial generated wastewater to confirm the wastewater strength.

AAC R18-9-A309(A)(7) 7. A person shall design and operate the permitted on-site wastewater treatment facility so that: a. Flows to the facility consist of typical sewage and do not include any motor oil, gasoline, paint, varnish, solvent, pesticide, fertilizer, or other material not generally associated with toilet flushing, food preparation, laundry, or personal hygiene; b. Flows to the facility from commercial operations do not contain hazardous wastes as defined under A.R.S. § 49921(5) or hazardous substances; c. If the sewage contains a component of nonresidential flow



such as food preparation, laundry service, or other source, the sewage is adequately pretreated by an interceptor that complies with R18-9-A315 or another device authorized by a general permit or approved by the Department under R18-9-A312(G); d. Except as provided in subsection (A)(7)(c), a sewage flow that does not meet the numerical levels for typical sewage is adequately pretreated to meet the numerical levels before entry into an on-site wastewater treatment facility authorized by this Article; e. Flow to the facility does not exceed the design flow specified in the Discharge Authorization; f. The facility does not create an unsanitary condition or environmental nuisance, or cause or contribute to a violation of either a Aquifer Water Quality Standard or a Surface Water Quality Standard; and g. Activities at the site do not adversely affect the operation of the facility.

-For all the future development if the flows are above 3000GPD please follow AAC R18-9-E323. AAC R18-9-A309(A)(10) Cumulative flows. When there is more than one on-site wastewater treatment facility on a property or on a site under common ownership or subject to a larger plan of sale or development, the Director shall determine whether an individual permit is required or whether the applicant qualifies for coverage to discharge under a general permit based on the sum of the design flows from the proposed installation and existing on-site wastewater treatment facilities on the property or site. a. If the sum of the design flows is less than 3000 gallons per day, the Department will process the application under R18-9-E302 through R18-9-E322, as applicable. b. If the sum of the design flows is equal to or more than 3000 gallons per day but less than 24,000 gallons per day, the Department will process the application under R18-9-E323. c. If the sum of the design flows is equal to or more than 24,000 gallons per day, the project does not qualify for coverage under a Type 4 General Permit and the applicant shall submit an application for an individual permit under Article 2 of this Chapter.

-Flows are based off of type of use. See attached document.

AAC R18-9-A314(4)(c) For other than a single-family dwelling, the design liquid capacity of a septic tank in gallons is 2.1 times the daily design flow into the tank as determined from Table 1, Unit Design Flows. If the wastewater strength exceeds that of typical sewage, additional tank volume is required.

Arizona Department of Transportation

Richard Perez, ADOT Prescott Permits Supervisor, 928-777-5861, RPerez2@azdot.gov

No response provided for Pre-application meeting.



Development Services Department
1982 N. Voss Drive #203
Chino Valley, AZ 86323

928-636-4427
928-636-6937
www.chinoaz.net

Upcoming Submittal Deadlines

November 5 - Complete Application for January P&Z and Council

December 3 - Complete Application for February P&Z and Council.



Central Arizona Fire and Medical Authority
8603 E. Eastridge Road
Prescott Valley, Arizona 86314
Phone: (928) 772-7711
Fax: (928) 772-8800
www.cazfire.gov

October 27, 2025

Scott Gesele
1 Aerospace Blvd
Daytona Beach, FL

Re: Fire Department Requirements and Concerns – Perkins Ranch Airfield / Embry-Riddle Aeronautical University Auxiliary Flight Training Facility

Dear Mr. Gesele

The Central Arizona Fire and Medical Authority (CAFMA) has reviewed the preliminary narrative for the proposed Perkins Ranch Airfield project submitted by Embry-Riddle Aeronautical University. The Authority appreciates the opportunity to provide input regarding emergency services and fire protection requirements for the proposed development.

Based on the information provided, CAFMA has the following requirements and concerns:

Future Fire Station Site Requirement:

CAFMA will require a dedicated 2-3 acres of land either within or adjacent to the project site for a future fire station. Between phases 2 and 3, it has been agreed that a fire station will be constructed. This is a temporary projection and can be adjusted. This site should be accessible from the main roadway network and designed to ensure sufficient emergency response coverage for both the airfield and surrounding areas as development advances. The timing for constructing and staffing a permanent fire station will need to be discussed and decided as the project moves through future development phases and operational needs increase.

Fire Suppression Systems:

All hangars and aircraft storage facilities shall be equipped with automatic fire suppression systems that comply with the International Fire Code (IFC) and NFPA 409: Standard on Aircraft Hangars. These systems must be designed to address the specific hazards associated with aircraft fueling, maintenance, and storage operations. A fire sprinkler system will be required. Plans will be a deferred submittal to CAFMA

Water Supply and Fire Flow:

Adequate fire flow must be established according to the International Fire Code (IFC) and Town of Chino Valley Fire Protection Standards. This involves installing fire hydrants, static water tanks, or a comparable water storage system capable of supporting both aircraft and structural fire suppression needs. Collaboration with CAFMA is necessary during the design phase to ensure compliance.

Emergency Access:

The site must have all-weather access roads capable of supporting fire apparatus' weight and turning radius, in accordance with IFC Section 503. Clear access routes should be maintained around hangars, fuel storage areas, and operational facilities. Provide a Knox box with an e-core, which can be purchased at www.knoxbox.com.

Emergency Response Services:

CAFMA will provide fire suppression, rescue, and emergency medical services to the Perkins Ranch Airfield site as part of its regional response area. Coordination will continue with Embry-Riddle Aeronautical University and the Town of Chino Valley to ensure proper access, response planning, and communication systems are in place to support safe and effective emergency operations.

Operational Safety Coordination:

CAFMA requests ongoing collaboration throughout all project stages to maintain alignment with emergency operations, response planning, and mutual aid protocols. Early discussions should identify designated access control points, staging areas, and procedures for incidents involving aircraft or hazardous materials.

CAFMA supports ongoing review and development of this project, provided these requirements are included in the site design and development agreements. CAFMA is also available to meet with the project team and Town staff to discuss fire protection planning and how to incorporate emergency response capabilities into the development plan.

If you have any questions, please feel free to contact me.

Thank you,

Darrell Tirpak

Fire Marshal

Central Arizona Fire and Medical Authority

8603 E. Eastridge Drive

Prescott Valley, AZ 86314

(928) 772-7711 (O)

(928) 848-2781 (C)

Arizona Environmental Online Review Tool Report



*Arizona Game and Fish Department Mission
To conserve Arizona's diverse wildlife resources and
manage for safe, compatible outdoor recreation
opportunities for current and future generations.*

The Department requests further coordination to provide project/species specific recommendations. Please use the [Project Evaluation Form](#) to submit your project to the Project Evaluation Program at PEP@azgfd.gov.

Project Name:

Perkins Ranch Airfield

Project Type:

Transportation & Infrastructure, Airports, Construction of new runways, terminals/concourses, other facilities

Project ID:

HGIS-26624

User Project Number:

Town of Prescott LUA PA-2025-34

Project Description:

The proposed airfield will be located approximately 6 miles east of central Chino Valley on the Perkins Ranch property, 450 acres. Previously approved by the FAA as a potential airport site, the property already has a previous airfield runway, (7500 foot by 75 foot). Vehicle access will be via the East Perkinsville Road and Forest Road 354/318A. The site is located on private property in predominately open ranch pasture alongside the Perkinsville Road.

Contact Person:

Dee Kephart

Organization:

AZGFD

On Behalf Of:

AZGFD

Disclaimer:

1. This Environmental Review is based on the project study area that was entered. The report must be updated if the project study area, location, or the type of project changes.
2. This is a preliminary environmental screening tool. It is not a substitute for the potential knowledge gained by having a biologist conduct a field survey of the project area. This review is also not intended to replace environmental consultation (including federal consultation under the Endangered Species Act), land use permitting, or the Departments review of site-specific projects.
3. The Departments Heritage Data Management System (HDMS) data is not intended to include potential distribution of special status species. Arizona is large and diverse with plants, animals, and environmental conditions that are ever changing. Consequently, many areas may contain species that biologists do not know about or species previously noted in a particular area may no longer occur there. HDMS data contains information about species occurrences that have actually been reported to the Department. Not all of Arizona has been surveyed for special status species, and surveys that have been conducted have varied greatly in scope and intensity. Such surveys may reveal previously undocumented population of species of special concern.
4. Arizona Wildlife Conservation Strategy (AWCS), specifically Species of Greatest Conservation Need (SGCN), represent potential species distribution models for the State of Arizona which are subject to ongoing change, modification and refinement. The status of a wildlife resource can change quickly, and the availability of new data will necessitate a refined assessment.

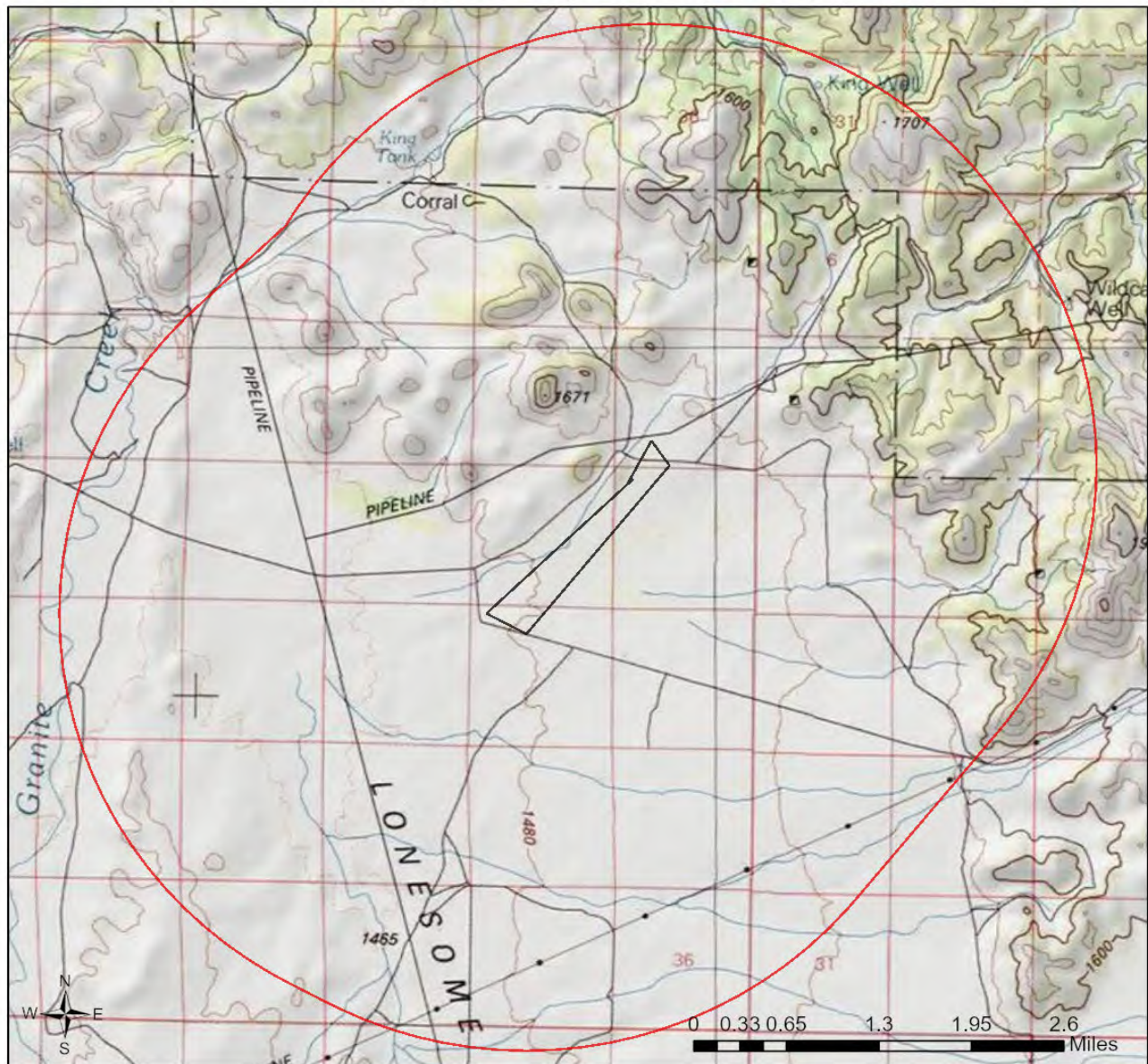
Locations Accuracy Disclaimer:

Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Report is solely responsible for the project location and thus the correctness of the Project Review Report content.

Recommendations Disclaimer:

1. The Department is interested in the conservation of all fish and wildlife resources, including those species listed in this report and those that may have not been documented within the project vicinity as well as other game and nongame wildlife.
2. Recommendations have been made by the Department, under authority of Arizona Revised Statutes Title 5 (Amusements and Sports), 17 (Game and Fish), and 28 (Transportation).
3. Potential impacts to fish and wildlife resources may be minimized or avoided by the recommendations generated from information submitted for your proposed project. These recommendations are preliminary in scope, designed to provide early considerations on all species of wildlife.
4. Making this information directly available does not substitute for the Department's review of project proposals, and should not decrease our opportunity to review and evaluate additional project information and/or new project proposals.
5. Further coordination with the Department requires the submittal of this Environmental Review Report with a cover letter and project plans or documentation that includes project narrative, acreage to be impacted, how construction or project activity(s) are to be accomplished, and project locality information (including site map). Once AGFD had received the information, please allow 30 days for completion of project reviews. Send requests to:
Project Evaluation Program, Habitat Branch
Arizona Game and Fish Department
5000 West Carefree Highway
Phoenix, Arizona 85086-5000
Phone Number: (623) 236-7600
Fax Number: (623) 236-7366
Or
PEP@azgfd.gov
6. Coordination may also be necessary under the National Environmental Policy Act (NEPA) and/or Endangered Species Act (ESA). Site specific recommendations may be proposed during further NEPA/ESA analysis or through coordination with affected agencies.

Perkins Ranch Airfield USA Topo Basemap With Locator Map



-  Buffered Project Boundary
-  Project Boundary

Project Size (acres): 224.23

Lat/Long (DD): 34.7657 / -112.3286

County(s): Yavapai

AGFD Region(s): Kingman

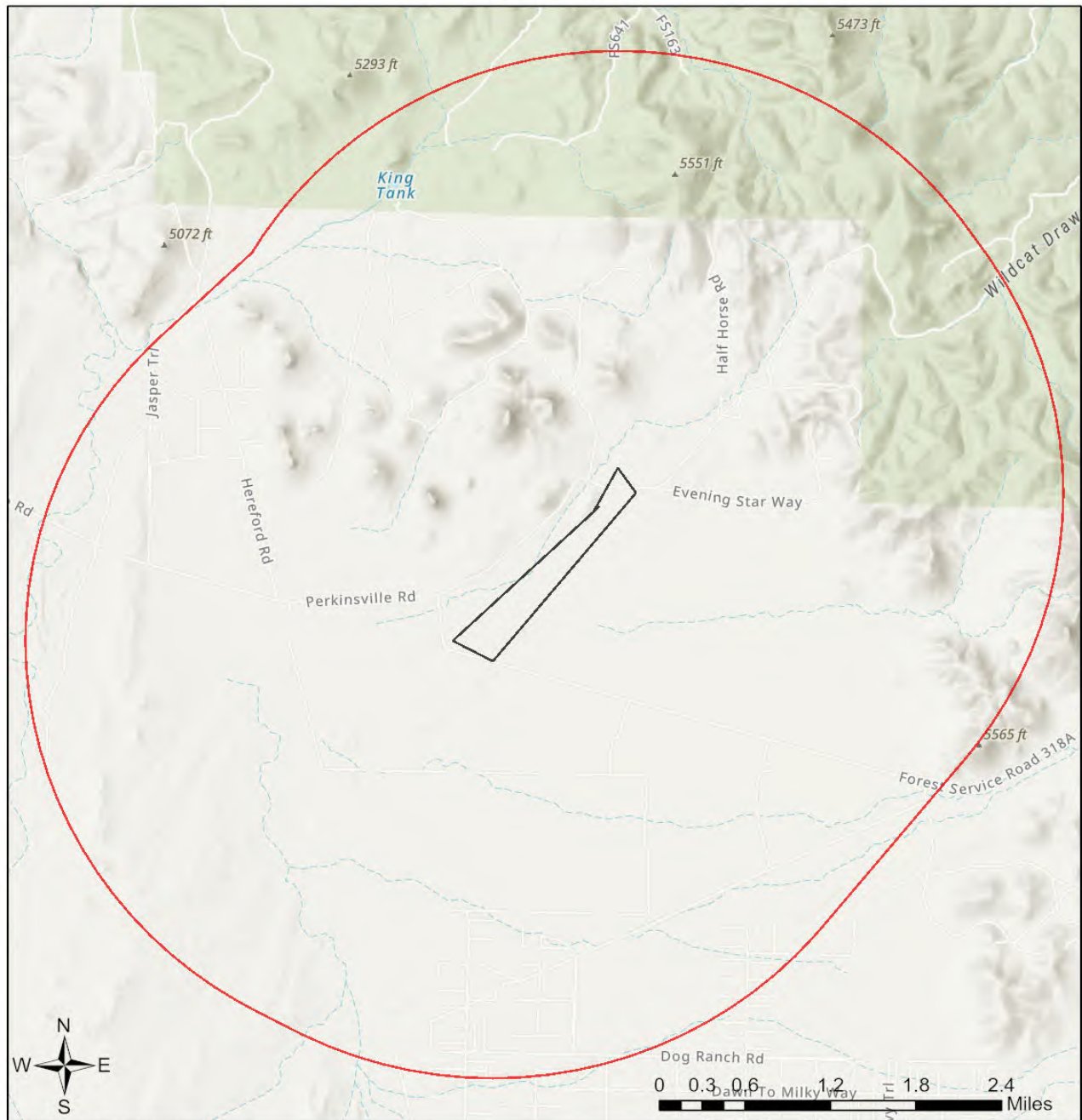
Township/Range(s): T16N, R1W

USGS Quad(s): KING CANYON

County of Yavapai, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS
Copyright:© 2013 National Geographic Society, i-cubed
Esri, USGS



Perkins Ranch Airfield Important Areas

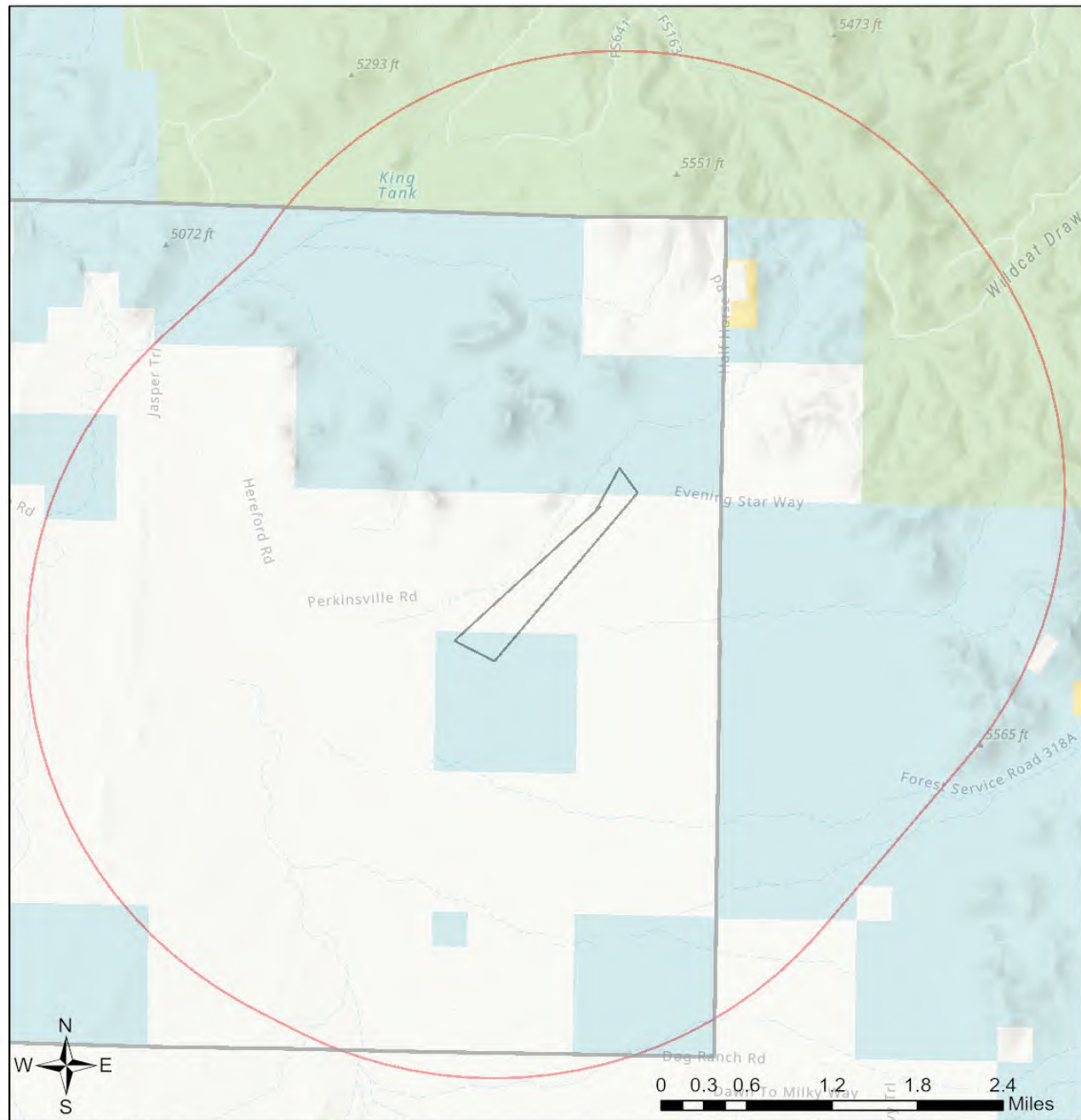


- Buffered Project Boundary
- Project Boundary
- Important Bird Areas
- Critical Habitat
- Pinal County Riparian
- Wildlife Connectivity

Project Size (acres): 224.23
 Lat/Long (DD): 34.7657 / -112.3286
 County(s): Yavapai
 AGFD Region(s): Kingman
 Township/Range(s): T16N, R1W
 USGS Quad(s): KING CANYON

County of Yavapai, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS, Esri, NASA, NGA, USGS, FEMA

Perkins Ranch Airfield Township/Ranges and Land Ownership



- | | |
|--|---|
| Buffered Project Boundary | Mixed/Other |
| Project Boundary | National Park/Mon. |
| AZ Game & Fish Dept. | Private |
| BLM | State & Regional Parks |
| BOR | State Trust |
| Indian Res. | US Forest Service |
| Military | Wildlife Area/Refuge |
| | Township/Ranges |

Project Size (acres): 224.23
Lat/Long (DD): 34.7657 / -112.3286
County(s): Yavapai
AGFD Region(s): Kingman
Township/Range(s): T16N, R1W
USGS Quad(s): KING CANYON

County of Yavapai, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS
Esri, NASA, NGA, USGS, FEMA

Special Status Species Documented within 3 Miles of Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Buteogallus anthracinus	Common Black Hawk					2
Crotalus cerberus	Arizona Black Rattlesnake					2
Danaus plexippus	Monarch	PT		S		
Eremophila alpestris	Horned Lark					2

Note: Status code definitions can be found at <https://www.azgfd.com/wildlife-conservation/on-the-ground-conservation/state-wildlife-action-plan/state-wildlife-action-plan-status-definitions/>.

Special Areas Documented that Intersect with Project Footprint as Drawn

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Canis lupus baileyi	10J Area Zone 2 for Mexican Wolf	LE,XN				
Central Yavapai County	Conservation Opportunity Area					
Mustela nigripes	10J Area for Black-footed Ferret	LE,XN				

Note: Status code definitions can be found at <https://www.azgfd.com/wildlife-conservation/on-the-ground-conservation/state-wildlife-action-plan/state-wildlife-action-plan-status-definitions/>.

Species of Greatest Conservation Need Predicted that Intersect with Project Footprint as Drawn, based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Ammodramus savannarum perpallidus	Western Grasshopper Sparrow					2
Anthus spragueii	Sprague's Pipit					2
Antilocapra americana americana	American Pronghorn					2
Aquila chrysaetos	Golden Eagle	BGA		S		2
Artemisiospiza nevadensis	Sagebrush Sparrow					3
Athene cunicularia hypugaea	Western Burrowing Owl		S	S		2
Baeolophus ridgwayi	Juniper Titmouse					3
Buteo regalis	Ferruginous Hawk			S		2
Buteo swainsoni	Swainson's Hawk					2
Calcarius ornatus	Chestnut-collared Longspur					2
Chordeiles minor	Common Nighthawk					2
Corynorhinus townsendii pallescens	Pale Townsend's Big-eared Bat		S	S		1
Crotalus cerberus	Arizona Black Rattlesnake					2
Cynomys gunnisoni	Gunnison's Prairie Dog			S		1
Elgaria kingii	Madrean Alligator Lizard					2
Empidonax wrightii	Gray Flycatcher					2
Eumops perotis californicus	Greater Western Bonneted Bat			S		2
Falco mexicanus	Prairie Falcon					2
Falco peregrinus anatum	American Peregrine Falcon		S	S		1
Falco sparverius	American Kestrel					2

Species of Greatest Conservation Need Predicted that Intersect with Project Footprint as Drawn, based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Gymnorhinus cyanocephalus	Pinyon Jay	UR		S		2
Haemorhous cassinii	Cassin's Finch					2
Lanius ludovicianus	Loggerhead Shrike					2
Lasiurus cinereus	Hoary Bat					2
Mustela nigripes	Black-footed Ferret	LE,XN				1
Myadestes townsendi	Townsend's Solitaire					2
Myotis thysanodes	Fringed Myotis					2
Myotis velifer	Cave Myotis			S		2
Myotis yumanensis	Yuma Myotis					2
Neotamias cinereicollis	Gray-collared Chipmunk					2
Neotamias minimus	Least Chipmunk		S			2
Neotoma stephensi	Stephen's Woodrat					2
Nyctinomops femorosaccus	Pocketed Free-tailed Bat					2
Nyctinomops macrotis	Big Free-tailed Bat					2
Passerculus sandwichensis	Savannah Sparrow					2
Poocetes gramineus	Vesper Sparrow					2
Rhynchophanes mccownii	McCown's Longspur					2
Spizella breweri	Brewer's Sparrow					2
Tadarida brasiliensis	Brazilian Free-tailed Bat					2
Vireo vicinior	Gray Vireo		S			2

Species of Economic and Recreation Importance Predicted that Intersect with Project Footprint as Drawn

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Antilocapra americana americana	America Pronghorn					
Callipepla gambelii	Gambel's Quail					
Odocoileus hemionus	Mule Deer					
Patagioenas fasciata	Band-tailed Pigeon					
Pecari tajacu	Javelina					
Puma concolor	Mountain Lion					
Zenaida macroura	Mourning Dove					

Project Type: Transportation & Infrastructure, Airports, Construction of new runways, terminals/concourses, other facilities

Project Type Recommendations:

During the planning stages of your project, please consider the local or regional needs of wildlife in regards to movement, connectivity, and access to habitat needs. Loss of this permeability prevents wildlife from accessing resources, finding mates, reduces gene flow, prevents wildlife from re-colonizing areas where local extirpations may have occurred, and ultimately prevents wildlife from contributing to ecosystem functions, such as pollination, seed dispersal, control of prey numbers, and resistance to invasive species. In many cases, streams and washes provide natural movement corridors for wildlife and should be maintained in their natural state. Uplands also support a large diversity of species, and it is important to identify and conserve upland wildlife movement corridors. In addition, maintaining biodiversity and ecosystem functions can be facilitated through improving designs of structures, fences, roadways, and culverts to promote passage for a variety of wildlife species. Guidelines for many of these can be found at:

<https://www.azgfd.com/wildlife-conservation/planning-for-wildlife/planning-for-wildlife-wildlife-friendly-guidelines/>.

Consider impacts of outdoor lighting on wildlife and develop measures or alternatives that can be taken to increase human safety while minimizing potential impacts to wildlife. Artificial lighting could impair the ability of nocturnal animals to navigate (e.g., owls, migratory birds, bats, and other nocturnal mammals) and may affect wildlife behavior and populations. The AZGFD recommends using only the minimum amount of light needed for safety, especially in areas immediately adjacent to open space or undeveloped lands. The AZGFD encourages the use of motion sensing lighting and narrow spectrum lighting (amber or warm tones typically 2700 Kelvin or lower) wherever possible to lower the range of species affected by lighting. Also, please consider shielding, canting, or cutting all lighting, where possible, to ensure that light reaches only areas needing illumination and to minimize impacts to nocturnal wildlife.

Consider tower designs and/or modifications that reduce or eliminate impacts to migratory birds (i.e. free standing with no guy wires, no more than 199 feet above ground level, minimally lighted structures). If the tower will be guyed, install Aircraft Warning Markers (AWMs) near the tops of all outer guy wires to increase visibility to pilots. It is recommended that Bird Flight Diverters (BFDs) are also installed at regular intervals along the full length of all outer guy wires to increase visibility of wires to birds. Please refer to the U.S. Fish and Wildlife Service's (USFWS) [Recommended Best Practices for Communication Tower Design, Siting, Construction, Operation, Maintenance, and Decommissioning](https://www.fws.gov/media/recommended-best-practices-communication-tower-design-siting-construction-operation) (<https://www.fws.gov/media/recommended-best-practices-communication-tower-design-siting-construction-operation>.)

Evaluate potential impacts to wildlife and fish species due to changes in access to water, water quality, quantity, chemistry, temperature, and alteration to flow regimes (timing, magnitude, duration, and frequency of floods). Minimize impacts to springs, in-stream flow, and consider irrigation improvements to decrease water use. If dredging is a project component, consider timing the project to minimize impacts to spawning fish and other aquatic species. Wash, drain, and dry equipment to reduce the spread of exotic invasive species. AZGFD recommends early coordination with the Project Evaluation Program (PEP@azgfd.gov) for projects that could impact water resources, wetlands, streams, springs, and/or riparian habitats.

The AZGFD recommends that wildlife surveys are conducted to determine if noise-sensitive species, such as birds or mammals, occur within the project area. Avoidance or minimization measures could include conducting project activities outside of breeding seasons.

The AZGFD recommends that a qualified biologist conduct a survey for nesting birds within the project area prior to removal or trimming of trees/vegetation, if the removal or trimming occurs during the breeding season (the Project Evaluation Program can be contacted at PEP@azgfd.gov or 623-236-7600 to determine the appropriate breeding season within the project area). Trees and/or vegetation within the project area may provide nesting opportunities for avian species that are regulated under the Migratory Bird Treaty Act (MBTA) and protected under state law. If it is anticipated the project will not be in compliance with MBTA, the AZGFD recommends contacting the U.S. Fish and Wildlife Service (<https://www.fws.gov/office/arizona-ecological-services>) for technical assistance. The USFWS will provide options to comply with the MBTA.

Project Location and/or Species Recommendations:

Analysis indicates that your project is located in the vicinity of an identified **Conservation Opportunity Area (COA)**. While there are many areas in Arizona that present abundant conservation opportunities, COAs are specific areas on the landscape that the Department identified as having the greatest potential for conservation efforts. COAs were identified using species and habitat data, the presence of unique landscape features, and Departmental expertise. COAs range in size, scope, and focal species and/or habitats and are strictly a non-regulatory conservation tool for the public and our conservation partners to consider. For more information regarding this particular COA near your project area and the Department's suggestions for potential conservation efforts, please visit the COA profile at <https://awcs.azgfd.com/conservation-opportunity-areas>.



STATE OF ARIZONA
County of Yavapai

15389

INDEXED

I do hereby certify that the within instrument was filed and recorded at request of W. H. Fanning on Dec 22 A.D. 1965
at 3:35 o'clock P.M., Book 382, Official Records, Page 522-525 (incl)
Records of Yavapai County, Arizona.

WITNESS my hand and official seal the day and year first above written.

FRANK C. BAUER, County Recorder.

By Evelyn D. Jaro Deputy



QUITCLAIMDEED

THIS INDENTURE, made this the 15th day of December, 1965,
between M. N. PERKINS, Sr., husband of EVELYN E. PERKINS,
dealing with his sole and separate property, Grantor, and THE PERKINS
RANCH, Inc., an Arizona Corporation, Grantee,

WITNESSETH:

That the said Grantor, for and in consideration of the sum
of TEN and No/100 DOLLARS (\$10.00), and other good and valuable
consideration, the receipt whereof is hereby acknowledged, has released
and quit claimed, and by these presents does release and quit claim unto
the said Grantee, its successors and assigns forever, all of the right,
title, claim and demand which the said Grantor has in and to that cer-
tain real property, together with the improvements thereon situate,
located in Yavapai County, Arizona, and more particularly described on
Exhibit "A" attached hereto and made a part hereof by such attachment.

TO HAVE AND TO HOLD the same, together with all of the
appurtenances thereunto belonging, and together with all water and water
rights appurtenant thereto, unto the Grantee, its successors and assigns
forever.

Grantor herein is an heir of Fannie Perkins, Deceased, and has
heretofore made, executed and delivered to the Grantee an Assignment
of all of the right, title and interest of Grantor in and to the Estate of

BOOK 382 PAGE 522

Fannie Perkins, Deceased, presently the subject of probate proceedings in the Superior Court of Yavapai County, Arizona, in Cause Number 8691. This Quit Claim Deed is executed in consideration of such Assignment, it being the intent of the Grantor to convey to the Grantee all right, title and interest of Grantor in and to any and all real property or interest therein, which the said Fannie Perkins, Deceased, may have owned or been possessed of as of the date of her death.

IN WITNESS WHEREOF, Grantor herein has executed this instrument as of the day and year first above written.

M. N. Perkins, Sr.

STATE OF ARIZONA :
County of Yavapai :

On this, the 15th day of December, 1965, before me, the undersigned Notary Public, personally appeared M. N. PERKINS, Sr., husband of EVELYN E. PERKINS, dealing with his sole and separate property, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged that he executed the same for the purposes therein contained.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal.

Notary Public

My Commission expires:

19-1966

EXHIBIT "A"

DESCRIPTION OF REAL PROPERTY

TOWNSHIP SIXTEEN NORTH, RANGE ONE WEST

<u>SUBDIVISION</u>	<u>SECTION</u>
East Half of the Southeast Quarter of	Eight
ALL of	Thirteen
ALL of	Fourteen
ALL of	Fifteen
ALL of	Sixteen
The Southeast Quarter; the East Half of the	
Northeast Quarter; and the Southwest Quar-	Seventeen
ter of the Northeast Quarter of	Twenty, EXCEPT
ALL of	the Southwest Quarter of the South-
	west Quarter, and the West Half of
	the West Half of the Southeast Quarter
	of the Southwest Quarter
ALL of	Twenty-one
The Northwest Quarter and the West Half	
of the Southwest Quarter of	Twenty-four
The South Half of the Southeast Quarter; the	
South Half of the Southwest Quarter; and the	
West Half of the Northwest Quarter of	Twenty-five
The Northwest Quarter of	Twenty-six
ALL of	Twenty-eight

TOWNSHIP EIGHTEEN NORTH, RANGE TWO EAST

Lot Two; the Southeast Quarter of the North-	
west Quarter; and the Southwest Quar-	
ter of the Northeast Quarter; LESS 2.70	
acres heretofore deeded to the Santa Fe	
Railroad of	Thirty-one

**REAL PROPERTY OWNED BY THE STATE OF ARIZONA
AND EMBRACED BY GRAZING LEASE NUMBER
G-1039 ISSUED BY THE STATE OF ARIZONA**

TOWNSHIP SIXTEEN NORTH, RANGE ONE WEST

<u>SUBDIVISION</u>	<u>SECTION</u>
Lots One, Two, Three and Four; the East Half of the Southwest Quarter and the Southeast Quarter of the Northwest Quarter, of	Eighteen
Lots One, Two, Three and Four, and the East Half of the West Half, of	Nineteen
ALL of	Twenty-three
Lots One, Two, Three and Four, and the East Half of the West Half, of	Thirty
ALL of	Thirty-six

ALL right, title and interest of Grantor in and to any and all range and range rights and improvements situated on the aforesaid land owned by the State of Arizona, together with all right, title and interest of Grantor in and to improvements of every class, nature and description, including by way of illustration and not by way of limitation, all fences, corrals, cabins, buildings, wells and pumping equipment and springs, pipes, windmills, troughs and tanks and every other improvement of every class, nature and description situated on the aforesaid area and utilized in connection with the ownership, use and operation of the grazing Lease embracing the same.

**REAL PROPERTY OWNED BY THE UNITED STATES
OF AMERICA AND LYING WITHIN THE
PRESCOTT NATIONAL FOREST**

ALL of the right, title and interest of Grantor in and to any and all range and range rights and improvements situated on the Prescott National Forest within the area under the Forest Grazing Preference on the Munds Draw Grazing Allotment, together with all right, title and interest of Grantor in and to improvements of every class, nature and description, including by way of illustration and not by way of limitation, all fences, corrals, cabins, buildings, wells and pumping equipment and springs, pipes, windmills, troughs and tanks and every other improvement of every class, nature and description situated on the aforesaid area within the Prescott National Forest and utilized in connection with the ownership, use and operation of the aforesaid grazing preference on the Munds Draw Grazing Allotment.

STATE OF ARIZONA
County of Yavapai

15390

INDEXED

I do hereby certify that the within instrument was filed and recorded at request of A. J. Zarem on Dec 20 A.D. 1965
at 3:35 o'clock P.M., Book 382 Official Records, Page 526-529 Final
Records of Yavapai County, Arizona.

WITNESS my hand and official seal the day and year first above written.

FRANK C. BAUER, County Recorder

By Evelyn D. Zard Deputy

QUIT-CLAIM DEED

THIS INDENTURE, made this 30th day of November, 1965,
between BETTY JEAN PERKINS, a single woman, Grantor, and THE
PERKINS RANCH, INC., an Arizona corporation, Grantee,

WITNESSETH:

That the said Grantor, for and in consideration of the sum of
TEN DOLLARS (\$10.00), and other good and valuable consideration,
the receipt whereof is hereby acknowledged, has released and quit
claimed, and by these presents does release and quit claim unto the
said Grantee, its successors and assigns forever all of the right,
title, claim and demand which the said Grantor has in and to that cer-
tain real property, together with the improvements thereon situate,
located in Yavapai County, Arizona, and more particularly described
on Exhibit "A" attached hereto and made a part hereof.

TO HAVE AND TO HOLD the same, together with all of the
appurtenances thereunto belonging, and together with all water and
water rights appurtenant thereto, unto the Grantee, its successors and
assigns forever.

The Grantor is an heir of Fannie Perkins, Deceased, and has
heretofore made, executed and delivered to the Grantee an assignment
of all of the right, title and interest of the Grantor in and to the Estate
of Fannie Perkins, Deceased, presently the subject of probate proceed-
ings in the Superior Court of Yavapai County, Arizona, in Cause Number

BOOK 382 PAGE 526

8591. This Quit Claim Deed is executed in consideration of such assignment, it being the intent of the Grantor to convey to the Grantee all right, title and interest of the Grantor in and to any and all real property or interest therein, which the said Fannie Perkins, Deceased, may have owned or been possessed of as of the date of her death.

IN WITNESS WHEREOF, the Grantor has executed this instrument as of the day and year first above written.

Betty Jean Perkins
Betty Jean Perkins

STATE OF ARIZONA)
County of Yavapai) ss.

On this, the 30th day of November, 1965, before me, the undersigned Notary Public, personally appeared BETTY JEAN PERKINS, a single woman, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged that she executed the same for the purposes therein contained.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal.

Rose Mary W. W. W.
Notary Public



DESCRIPTION of REAL PROPERTY

TOWNSHIP SIXTEEN NORTH, RANGE ONE WEST

<u>SUBDIVISION</u>	<u>SECTION</u>
East Half, Southeast Quarter	Eight
All	Thirteen
All	Fourteen
All	Fifteen
All	Sixteen
Southeast Quarter; East Half, Northeast Quarter and Southwest Quarter, Northeast Quarter	Seventeen
All	Twenty, except Southwest Quarter, Southwest Quarter and West Half, West Half, Southeast Quarter, Southwest Quarter
All	Twenty one
Northwest Quarter and West Half Southwest Quarter	Twenty four
South Half, Southeast Quarter; South Half, Southwest Quarter and West Half, Northwest Quarter	Twenty five
Northwest Quarter	Twenty six
All	Twenty eight

TOWNSHIP EIGHTEEN NORTH, RANGE TWO EAST

Lot Two; Southeast Quarter, Northwest Quarter; and Southwest Quarter, Northeast Quarter, less 2.70 acres heretofore deeded to the Santa Fe Railroad	Thirty one
---	------------

**REAL PROPERTY OWNED BY THE STATE OF ARIZONA
AND EMBRACED BY GRAZING LEASE NUMBER
G-1039 ISSUED BY THE STATE OF ARIZONA**

TOWNSHIP SIXTEEN NORTH, RANGE ONE WEST

SUBDIVISION

SECTION

Lots One, Two, Three and Four;
East Half, Southwest Quarter and
Southeast Quarter, Northwest
Quarter

Eighteen

Lots One, Two, Three and Four
and the East Half, West Half

Nineteen

All

Twenty three

Lots One, Two, Three and Four
and the East Half, West Half

Thirty

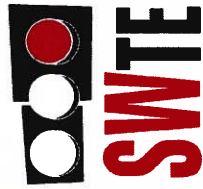
All

Thirty six

All right, title and interest of Grantor in and to any and all range and range rights and improvements situated on the afore described land owned by the State of Arizona, together with all right, title and interest of Grantor in and to improvements of every class, nature and description, including, by way of illustration and not by way of limitation, all fences, corrals, cabins, buildings, wells and pumping equipment and springs, pipes, windmills, troughs and tanks and every other improvement of every class, nature and description situated on the aforesaid area and utilized in connection with the ownership, use and operation of the grazing lease embracing the same.

**REAL PROPERTY OWNED BY THE UNITED STATES
OF AMERICA AND LYING WITHIN THE
PRESCOTT NATIONAL FOREST**

All of the right, title and interest of Grantor in and to any and all range and range rights and improvements situated on the Prescott National Forest within the area under the Forest Grazing Preference on the Munds Draw Grazing Allotment, together with all right, title and interest of Grantor in and to improvements of every class, nature and description, including, by way of illustration and not by way of limitation, all fences, corrals, cabins, buildings, wells and pumping equipment and springs, pipes, windmills, troughs and tanks and every other improvement of every class, nature and description situated on the aforesaid area within the Prescott National Forest and utilized in connection with the ownership, use and operation of the aforesaid grazing preference on the Munds Draw Grazing Allotment.



SOUTHWEST TRAFFIC
ENGINEERING, LLC

TRAFFIC IMPACT STATEMENT

PERKINS RANCH AIRFIELD PHASE 1

FOREST SERVICE ROAD 318A/PERKINSVILLE ROAD

12 DECEMBER 2025



PREPARED FOR

GMC

**6 CADILLAC DRIVE, SUITE 350
BRENTWOOD, TENNESSEE 37027**

SOUTHWEST TRAFFIC ENGINEERING, LLC
3838 NORTH CENTRAL AVENUE, SUITE 1810
PHOENIX, AZ 85012
T 602.266.SWTE (7983) F 602.266.1115



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Appendix

Traffic Count Data

Prepared By:

Andrew Smigielski, PE, PTOE, PTP

Amy Forsythe, PE



TRAFFIC IMPACT STATEMENT PERKINS RANCH AIRFIELD – PHASE 1 FOREST SERVICE ROAD 318A/PERKINSVILLE ROAD

Project Description

The Perkins Family is proposing a new airfield project located on the southeast corner of Forest Service Road 318A/Perkinsville Road in Chino Valley, Arizona. The vicinity of the project is shown in **Figure 1**. The proposed project will include a single airfield strip with a 5,000 square-foot operations building which will be served by one proposed access point as shown in **Figure 2**.

The purpose of this traffic impact statement is to:

- Establish a baseline of existing vehicle classifications, speeds, and volumes along Perkinsville Road from SR 89 to Old Manor Home Drive.
- Estimate the traffic generation associated with the project.
- Identify the possible impacts of the site on the immediate project area.

The author of this report is a registered Professional Engineer (Civil) in the State of Arizona having specific expertise and experience in the preparation of traffic impact analyses/statements.

Study Methodology

In order to analyze and evaluate the potential traffic impacts of the proposed development, the following tasks were undertaken:

- Field observation of the proposed site and surrounding area was conducted to evaluate the existing physical and operational characteristics of the adjacent roadway network.
- Site traffic volumes generated by the proposed site were calculated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, 2025*.
- Vehicle classification, speed, and volume data was collected along Perkinsville Road.

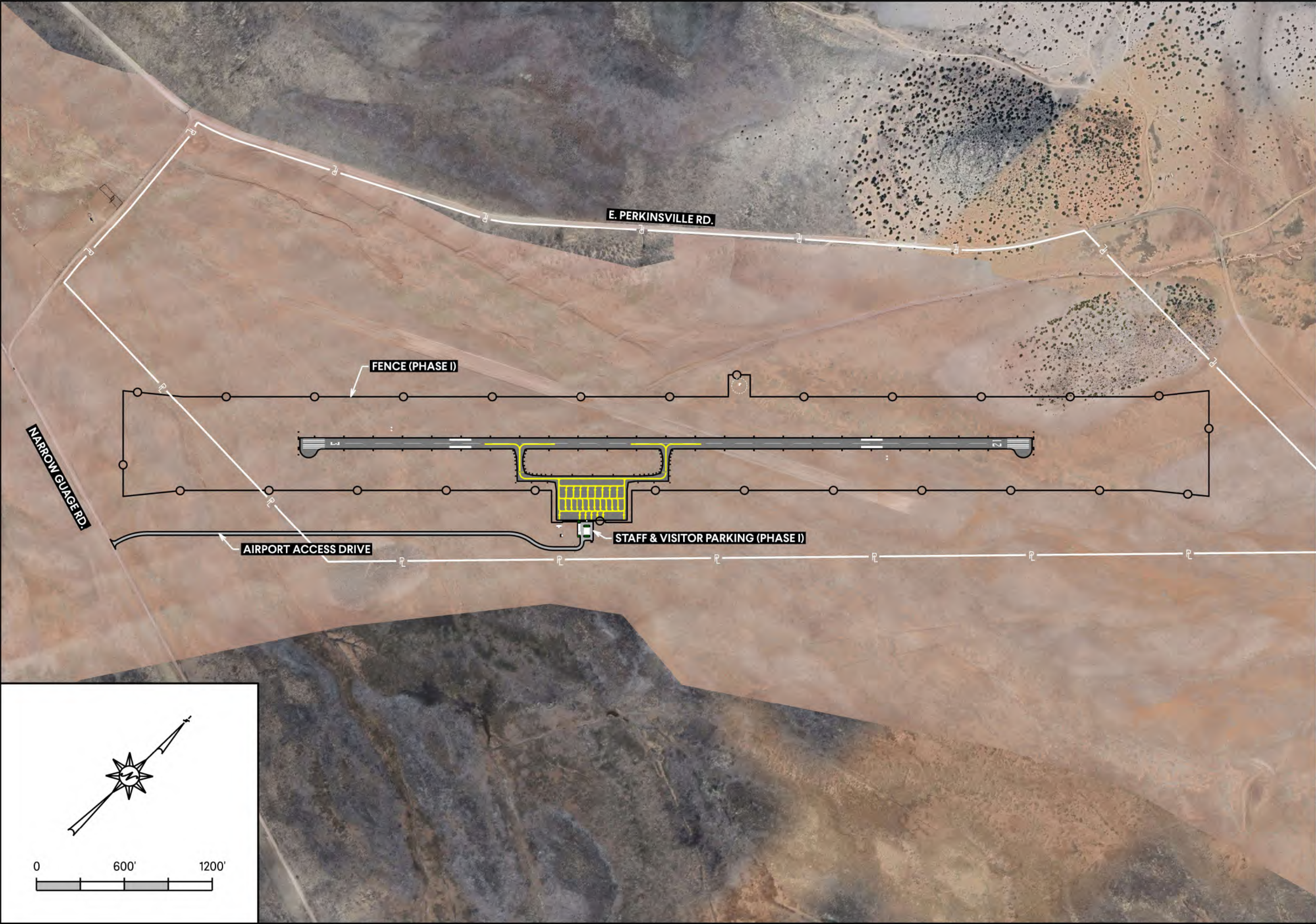


Figure 1 – Vicinity Map



LEGEND:

- = Existing Road
- = Dirt Road
-  = Project Site



JOB NUMBER: TNAS250008
DATE: NOV 2025
SCALE: 1" = 600'
DRAWN BY: NCM

PHASE I DEVELOPMENT
PROPOSED PERKINS RANCH AIRPARK
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA



Existing Conditions

The proposed project will be located on undeveloped land on the southeast corner of Forest Service Road 318A/Perkinsville Road in Chino Valley, Arizona.

State Route 89 (SR 89) passes through the center of Chino Valley and serves as a connection to Interstate 40 (I-40) to the north and Prescott to the south. In the vicinity of Perkinsville Road, SR 89 offers two through lanes in each direction separated by a two-way center left turn lane. There is a posted speed limit of 45 miles per hour (mph) on SR 89.

Perkinsville Road is an undivided east/west aligned roadway that provides one through lane in each direction. Approximately three miles east of SR 89, Perkinsville Road transitions into a dirt road that is also known as Forest Service Road 354. The posted speed limit is 25 mph west of Road 1 East, 30 mph between Road 1 East and Jerome Junction Road, and 35 east of Jerome Junction Road.

Road 1 East is an undivided north/south aligned roadway that provides one through lane in each direction of travel. The posted speed limit along Road 1 East is 30 mph.

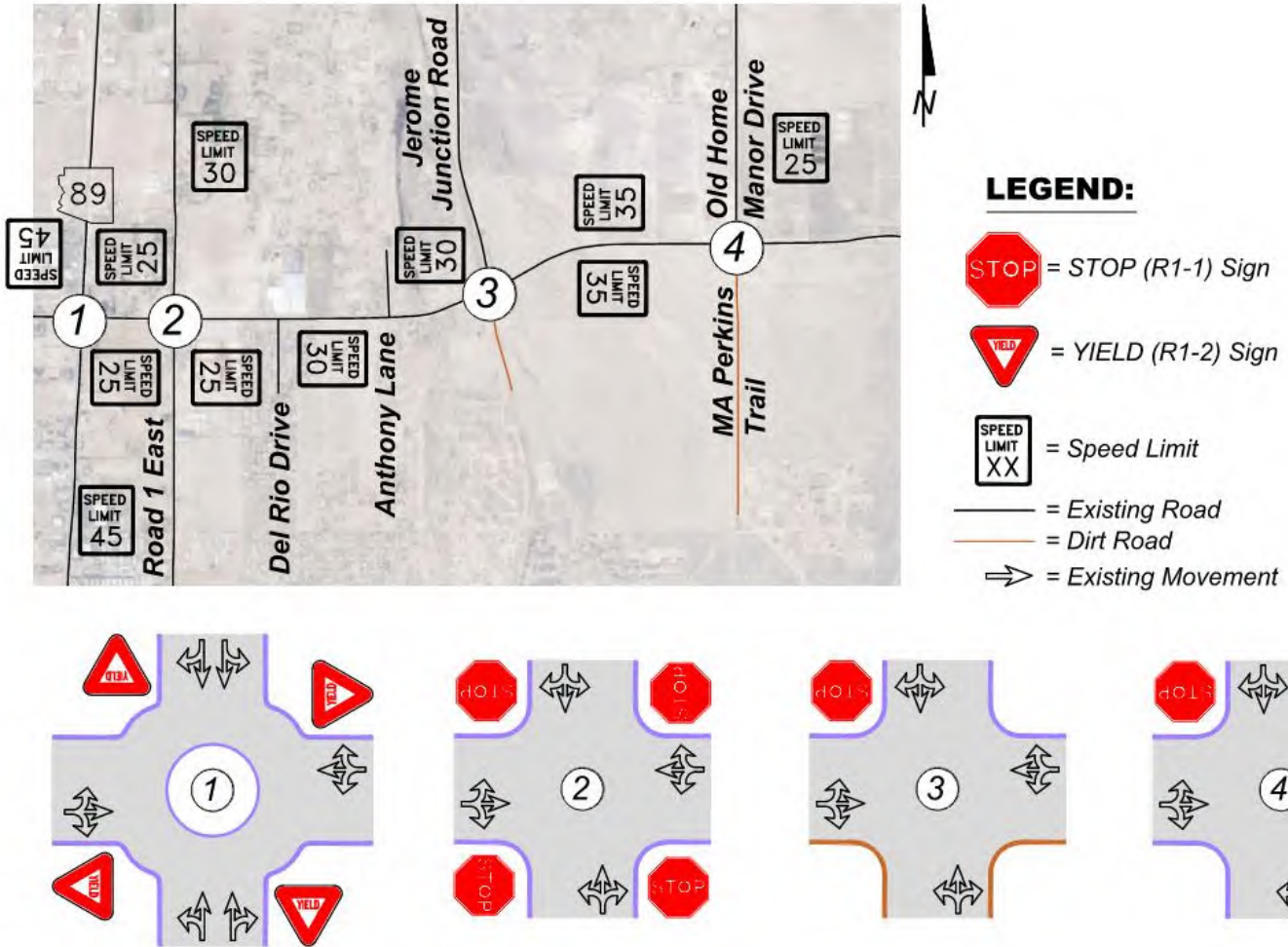
Jerome Junction Road extends north from Perkinsville Road as a two-lane roadway. This road continues north for a little over one mile and ends at Colorado Way. South of Perkinsville Road, Jerome Junction Road is an unpaved road that serves two single family homes, ending after approximately 1,700 feet. There is no posted speed limit on Jerome Junction Road.

Old Home Manor Drive is a two-lane roadway that begins at Perkinsville Road and extends north for approximately one mile, ending at a gate where the roadway transitions into a private road. M.A. Perkins Trail aligns with Old Home Manor Drive and extends to the south as a dirt residential road. The posted speed limit on Old Home Manor is 25 miles per hour.

Forest Service Road 318A (also known as Narrow Gauge Road) extends south from Perkinsville Road near the northwest corner of the site as a two lane dirt roadway. Approximately 2,000 feet south of Perkinsville Road, Forest Service Road 318A turns to the east in a southeasterly direction. There is no posted speed limit on Forest Service Road 318A.

The study intersection locations, lane configurations, and intersection control are shown in **Figure 3**.

Figure 3 – Existing Lane Configurations and Traffic Control





Existing Traffic Data

In order to form a basis for analysis of the project impacts, weekday 24-hour turning movement counts were conducted at the following intersections:

- Perkinsville Road/SR 89
- Road 1 East/ Perkinsville Road
- Jerome Junction Road/Perkinsville Road
- Old Home Manor Drive/Perkinsville Road

The weekday peak hours were found to generally occur at these intersections between 6:30 AM and 9:30 AM and between 2:00 PM and 5:00 PM. The existing weekday traffic volumes are shown in **Figure 4**. Complete traffic count data can be found in the Appendix.

In addition, weekday 24-hour bi-directional traffic volume, vehicle speed, and vehicle classification counts were taken at the following locations:

- Perkinsville Road between SR 89 and Road 1 East
- Perkinsville Road between Road 1 East and Del Rio Drive
- Perkinsville Road between Anthony Lane and Jerome Junction Road
- Perkinsville Road between Jerome Junction Road and Old Home Manor Drive

The results of the weekday 24-hour vehicle classification and speed counts are shown in **Tables 1** and **2**.

The vehicle classification summary in **Table 1** shows relatively consistent modes of transportation across Perkinsville Road, with two exceptions. The percentage of passenger vehicles on eastbound Perkinsville Road between Jerome Junction Road and Old Home Manor Drive appears to be significantly lower when compared to the westbound observations in this roadway segment. Conversely, the percentage of westbound passenger vehicles on Perkinsville Road between Road 1 East and Del Rio Drive are notably higher than in the eastbound direction. This irregularity is likely a function of passenger vehicles utilizing different routes when traveling in one direction versus the other, rather than only traveling along Perkinsville Road. For example, drivers can use westbound Perkinsville Road to northbound M.A. Perkins Trail to access the residential homes approximately one mile south of Perkinsville Road. When these passenger vehicles are traveling to the residential community located on M.A. Perkins Trail (approximately one mile south of Perkinsville Road), they are likely utilizing Road 2 North (a parallel east-west route approximately three-quarter miles south of Perkinsville Road) instead of Perkinsville Road.



Figure 4 – Existing Weekday Peak Hour Traffic Volumes

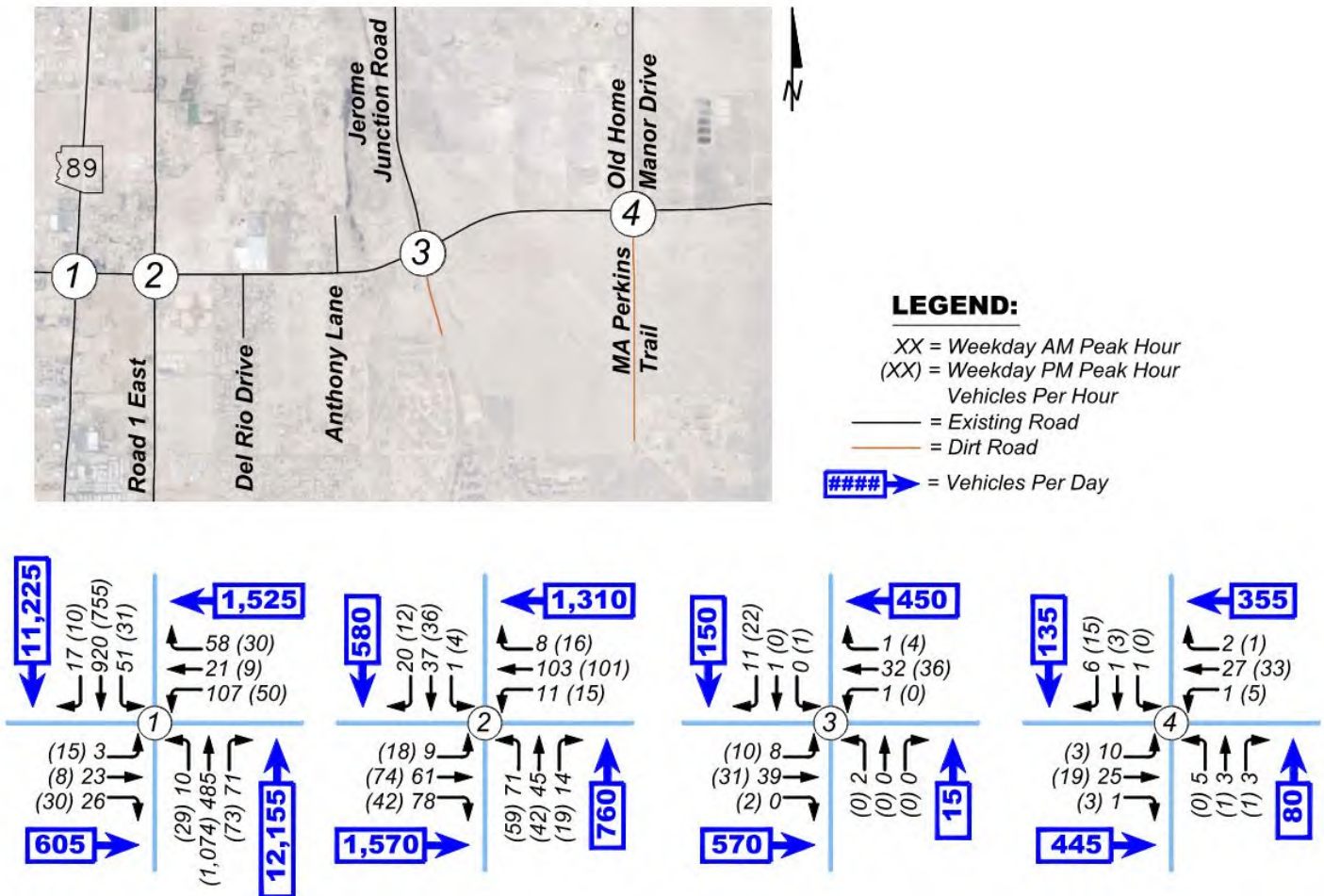




Table 1 – Vehicle Classification Summary

Location	% of Bikes	% of Passenger Vehicles	% of Buses	% of Heavy Vehicles
Perkinsville Road, between SR 89 and Road 1 East				
Eastbound	0.1%	78.8%	1.3%	21.2%
Westbound	0.7%	83.8%	1.8%	15.4%
<i>Combined</i>	0.4%	81.3%	1.6%	18.3%
Perkinsville Road, between Road 1 East and Del Rio Drive				
Eastbound	0.3%	89.2%	0.5%	10.6%
Westbound	0.2%	71.8%	1.2%	27.9%
<i>Combined</i>	0.3%	80.5%	0.9%	19.3%
Perkinsville Road, between Anthony Lane and Jerome Junction Road				
Eastbound	0.0%	68.2%	2.3%	29.5%
Westbound	0.4%	71.3%	1.4%	28.3%
<i>Combined</i>	0.2%	69.8%	1.9%	28.9%
Perkinsville Road, between Jerome Junction Rd and Old Home Manor Dr				
Eastbound	2.2%	61.8%	0.9%	36.0%
Westbound	1.1%	84.5%	0.2%	14.4%
<i>Combined</i>	1.7%	73.2%	0.6%	25.2%

Table 2 – Vehicle Speed Distribution Summary

Location	Posted Speed Limit (mph)	Average Speed (mph)	% of vehicles over speed	
			> 5 mph over Posted Speed Limit	> 10 mph over Posted Speed Limit
Perkinsville Road, between SR 89 and Road 1 East				
Eastbound	25	32	59%	20%
Westbound		29	35%	7%
<i>Combined</i>		30	47%	14%
Perkinsville Road, between Road 1 East and Del Rio Drive				
Eastbound	25	30	43%	8%
Westbound		32	57%	20%
<i>Combined</i>		31	50%	14%
Perkinsville Road, between Anthony Lane and Jerome Junction Road				
Eastbound	30	35	43%	12%
Westbound		34	40%	13%
<i>Combined</i>		35	42%	12%
Perkinsville Road, between Jerome Junction Rd and Old Home Manor Dr				
Eastbound	35	39	42%	16%
Westbound		37	34%	11%
<i>Combined</i>		38	38%	14%



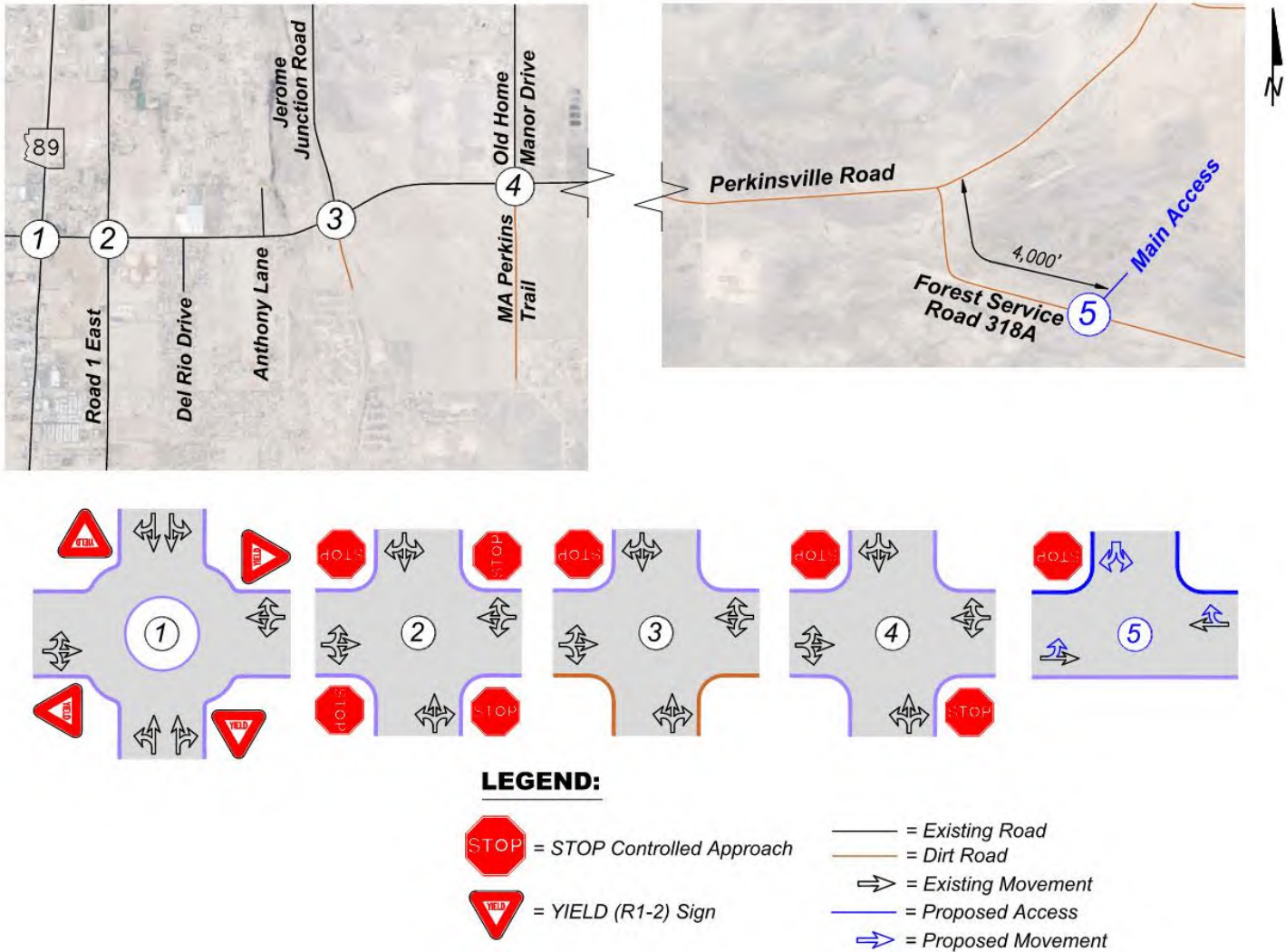
Access

The project will be served by one proposed access point (Main Access) on the east side of Forest Service Road 318A, approximately 4,000 feet south of Perkinsville Road. This driveway will offer full access to the site.

Westbound vehicles exiting the site at the intersection of Main Access/Forest Service Road 318A will be offered a shared left turn/right turn lane. Northbound vehicles at Main Access/Forest Service Road 318A will make use of a shared through/right turn lane while southbound vehicles will be provided with a shared left turn/through lane. Westbound vehicles exiting the site will be STOP controlled while traffic on Forest Service Road 318A will operate under free flow conditions.

Figure 5 shows the locations, geometry, and spacing for the existing and proposed intersections that will serve the site.

Figure 5 –Access Point and Intersection Configuration Assumptions





Trip Generation

Trip generation for the project was estimated based on data provided by the operator of the site. There is expected to be three part-time employees managing the site during the typical weekday for the first phase of the project. In order to provide a conservative analysis, it was assumed that the three employees would arrive and depart during the peak hours of the day. The weekday daily and weekday AM and PM peak hour trip generation for the proposed site is shown in **Table 3**.

Table 3 – Weekday Project Site Generated Trips

Time Period	Proposed Single Airfield Strip
Average Daily, Inbound (vtpd)	3
Average Daily, Outbound (vtpd)	3
Total Daily	6
AM Peak Hour, Inbound (vtph)	3
AM Peak Hour, Outbound (vtph)	0
Total AM Peak	3
PM Peak Hour, Inbound (vtph)	0
PM Peak Hour, Outbound (vtph)	3
Total PM Peak	3

vtpd - vehicle trips per day, vtph - vehicle trips per hour

Conclusion

Phase 1 of the Perkins Ranch Airfield project is predicted to generate minimal vehicle trips to the adjacent street network (less than 10 vehicle trips during a typical weekday) and is not expected to have a significant impact on the surrounding roadway system. The proposed access point is expected to adequately accommodate vehicular trips generated by the site.

ATTACHMENT E
STAFF RESEARCH



STAFF RESEARCH –ZONE CHANGE AND CONDITIONAL USE PERMIT - AIRFIELD
CASE #: ZC-2025-03 and CUP-2025-05
CASE PLANNER: WILL DINGEE

PROJECT NARRATIVE: ZC-2025-03 & CUP-2025-05 – This is a request by Heidi Short on behalf of Perkins Ranch Inc for a rezone of approximately 390 acres of land from Single Family Residential, minimum 2-acres (SR-2) to Agricultural Residential, minimum 36-acres (AR-36) and a request for a conditional use permit for the construction of a privately owned and operated airfield and associated uses. Located east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley Arizona 86323

I. PROJECT DATA

Project Location:	East of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley Arizona 86323				
Parcel Number(s):	Portion of 306-01-005J				
Parcel Size(s):	390 Acres				
Total Acreage:	390 Acres				
Proposed Dwelling Units:	0				
Address:	N/A				
Applicant:	Perkins Ranch Inc.				
Applicant's Agent:	Heidi Short				
Conforms to G.P. Land Use Conformity Matrix:	Yes		No	X	Rezoning for conformity
Zoning Overlay	PAD	N/A			
Within ½ Mile of SR89?	Yes		No	X	If yes, Property is restricted – site-built only

	Existing Zoning	Use(s) on-site	General Plan Designation
Site	SR-2	Existing Unimproved Airstrip/Vacant	RA – Ranch Agricultural (1 du/4 ac)
North	SR-2 & RCU-2A(COUNTY)	Vacant/Ranch Land	RA – Ranch Agricultural (1 du/4 ac)
South	SR-2 & State	Vacant/Ranch Land	RA – Ranch Agricultural (1 du/4 ac)
East	RCU-2A (COUNTY)	Vacant/Ranch Land	RA – Ranch Agricultural (1 du/4 ac)
West	SR-2 & AR-4	Vacant/Ranch Land	RA – Ranch Agricultural (1 du/4 ac)

Prior Cases or Related Actions:	PA-2025-34				
Type	Cases, Actions or Agreements				
Pre-Annexation Agreement	Yes	X	No		Pre-Annexation Development Agreement Dated 9/27/01
Annexation	Yes	X	No		Annexed 09/27/01
General Plan Amendment	Yes		No	X	
Development Agreement	Yes	X	No		Pre-Annexation Development Agreement Dated 9/27/01
Rezone	Yes		No	X	
Subdivision	Yes		No	X	
Conditional Use Permit	Yes		No	X	

ATTACHMENT E
STAFF RESEARCH

Pre-Application Meeting	Yes	X	No		PA-2025-34
Enforcement Actions	Yes		No	X	
Land Division Status:	Yes	X	No		Parcel will be divided as part of CUP request.

II. TOWN OF CHINO VALLEY GENERAL PLAN

Land Use Element:											
Land Use Designation:		RA – Ranch Agricultural									
Is Project larger than 25 AC or 50 d.u.?		L.U. Policy 2.1		X		PRN Policy 2.8					
Issues:		CUP will require a development agreement									
Circulation Element:											
Road Classification		Arterial			Existing Row		N/A		Required Row		
Issues:		Perkinsville Road is a Private Road at this location									
Parks, Recreation, and Natural Resources Element:											
Closest Park:		Old Home Manor									
Within 1 mile of the Peavine Trail?		No									
Flooding?		FEMA Flood Plain Designation			No		Town Flood Map		No		
Issues:		Not in a mapped area									
Community Services and Facilities Element:											
Water Source:		Town				Well		X		Prescott	
Sewer:		Town				Septic		X			
Issues:		Area outside of Town's Service Area									
Economic Development Element:											
SR-89 Corridor?		No		Enhancement: Goal ED-6							
Old Home Manor?		No		Goal ED-2							
Issues:		N/A									

NOTIFICATION

- Legal Ad Published: (12/09/2025)
- 5280' Vicinity Mailing: (11/13/2025)
- **Reviewing Agencies Noticed:** (11/19/2025)
- **Neighborhood Meeting:** (11/26/2025)
- **Comments Due:** (12/09/2025)
- **Hearing Dates:** (01/06/2026)

External List (Comments)	Response Received	Date Received	"No Comment"	Written Comments	Comments Attached
Samantha Alvarez – APS	X				X
Richard Perez - A.D.O.T.			X		
Darrell Tirpak - CAFMA	X				X
Max Kamen – YC ENV	X				X
Monica Kriner – YC Health			X		

ATTACHMENT E
STAFF RESEARCH

SparkLight Cable			X		
LUMEN (Previously Centurylink)			X		
External List (Comments)	Response Received	Date Received	"No Comment"	Written Comments	Comments Attached
Unisource Gas			X		
CVUSD			X		
United States Postal Service			X		
Mark Holmes – Water Advisor	X				
Karan Dada – State Land	X				X
Town of Chino Valley Internal List (Conditions)	Response Received	Date Received	"No Conditions"	Written Conditions	Comments Attached
Jessica Barragan – Senior Planner – Development Services			X		
Will Dingee – Assistant Director – Development Services					X
Laurie Lineberry – Director – Development Services					X
Steve Sullivan – Assistant Public Works Director/Town Engineer – Public Works					X
Dan Trout – Chief Building Official – Development Services			X		
Frank Snowney or Glenn Dally – Code Enforcement – Development Services			X		
Joshua McIntire – Chief of Police -Police			X		

ATTACHMENT F
Written Public Comment

The following is the written public comments that Town Staff has received
at the time of this staff reports publication.

Will Dingee

From:
Sent: Friday, November 28, 2025 1:30 PM
To: Will Dingee
Cc: Pam Hanno-Woodhurst; Clint Skeens; robbiscoe@gmail.com
Subject: Re: Airfield Information - Perkins Ranch - Initial Input on CUP-2025-05

Assistant Director Dingee,

Our family owns 346.18 acres of vacant land (APN 306-01-009E) immediately southwest of, and within the flight path of, the property identified for the proposed Perkins Ranch Airfield / Embry-Riddle auxiliary flight training facility and Innovation Campus (CUP-2025-05).

Thank you for sending my sister, Pam Woodhurst, the information concerning this proposed project. We recognize that this application is in an initial, unapproved stage. At this point we are not taking a position for or against the project as a whole. Our purpose in writing is simply to get on record early that, if the plan moves forward, we obviously would want to minimize negative impacts on the future value and use of our property.

With that in mind, we respectfully ask the Town to keep the following principles in mind as you review and condition CUP-2025-05:

1. **No de-facto “buffer” status for our land -**

Please avoid conditions, overlays, or policy changes that would effectively turn APN 306-01-009E into a permanent noise/visual buffer for the airfield or campus, or materially reduce our future development options, without our consent and fair compensation.

2. **Encumbrances should match documented impacts -**

The applicant’s noise contour materials show the 65 dB DNL contour contained within the airport property, not extending onto our acreage. We understand that, as adjacent owners, we may need to disclose the proximity of the airfield and its operations to any future buyers or lenders.

We ask, however, that any aviation easements, “no-complaint” covenants, or height/land-use restrictions be:

- Limited to areas actually within mapped noise/safety surfaces, and
- Not applied as a blanket condition to our parcel simply because it lies immediately southwest of the site, or simply to create a broader “no-complaint” area that could materially affect resale value and financing.

3. **Project infrastructure should not shift physical burdens onto our property -**

Grading, stormwater, wildlife fencing, and other project-driven improvements should be contained within the project site. If any facilities must cross our southwest boundary, we ask that this occur only through negotiated easements with appropriate compensation, not unilateral conditions that reduce the usability or value of APN 306-01-009E.

4. **Lighting and edge design should respect adjoining properties -**

We ask that runway/campus lighting and edge building/site design be conditioned to meet dark-sky standards and avoid excessive glare or visually harsh edges toward our land, so that our property remains viable for future rural residential or other compatible uses.

5. **Utility planning should allow reasonable future connections for our property -**

The CUP materials reference extending new utilities (power, wells/water systems, wastewater solutions, and a future fire station) to serve the airfield and campus. We ask that any utility mains and backbone infrastructure installed for this project be sized and routed in a way that allows practical future connections from APN 306-01-009E, should we seek development approvals later.

6. **Roadway changes should provide reasonable access and corridor value -**

We understand that E. Perkinsville Road will likely be improved and may carry additional traffic as part of this project. We ask that:

- Any cross-section, turn lanes, or access control adopted for E. Perkinsville not eliminate or severely limit the ability to achieve safe, direct access to our property in the future (for driveways or subdivision streets), and
- Road access points and intersections be planned with an eye toward coordinated, logical access on the south side of E. Perkinsville Road, so that decisions made now for the airport do not unintentionally constrain or devalue APN 306-01-009E over the long term.

If CUP-2025-05 and any associated projects and rezonings move forward, we would appreciate being included in future discussions about how the project area is treated, so that our long-term interests can be coordinated with the project(s) and with the Town.

Thank you, Will, for eliciting our input at this early planning stage. We appreciate your desire to gather input from area property owners who will likely be significantly impacted by this proposed project.

Sincerely,

Robert Biscoe, Manager
Running W Ranch, LLC
25418 N 44th Drive
Phoenix, AZ 85083

CC: Pam Woodhurst, Clint Skeens

----- Forwarded message -----

Date: Wed, Nov 26, 2025, 11:16 AM
Subject: Re: Airfield Information - Perkins Ranch
To: Will Dingee <wdingee@chinoaz.net>

Thank you for the information.

On Wed, Nov 26, 2025, 11:10 AM Will Dingee <wdingee@chinoaz.net> wrote:

Will Dingee

From:
Sent: Tuesday, December 16, 2025 1:55 PM
To: Will Dingee
Subject: Question: Proposed Rezone and Conditional Use Permit

Categories: Embry Riddle Project

Mr Dingee,

Regarding the Perkins Ranch Airfield Project. Has ERAU staff disclosed to the Town administration that they intend to use this field for Unmanned Aerial Systems (UAS) training? I believe this is planned and they are withholding this information from the public. This would mean unmanned airplanes of unknown quantity, size, type and capabilities. Additionally I believe there are rumored plans to conduct training for Air Traffic Control Training students at this location.

Two things I suggest the Town consider.

I have also been told by a reliable source that they have a 2nd site in mind if this one falls through.

Regards,

Don Crowe
2675 W Road 4 N
Chino Valley, AZ 86323

Will Dingee

From:
Sent: Tuesday, December 16, 2025 8:02 PM
To: Will Dingee
Subject: Perkinsville Ranch Airfield Project info meeting

Categories: Embry Riddle Project

Hello

During the meeting I heard someone say that there is no benefit to Chino Valley.

Is it feasible to:

- Propose a percentage of jobs to CV residents (even if they're short term positions there's an opportunity for training and resume building)
- Infrastructure: Sounds like you already involved APS. While the ground is open to construction why not lay fiber/cable/redundancy (I'm sure that's a requirement but why not invest in more for future use)?
- Are cell towers planned for later phases (cell service stinks out here) and then charge for leasing land?

I see this as an opportunity to use other people's money (ground breaking by Emery and CV invest in jobs/infrastructure).

Regards

Will Dingee

From:
Sent: Tuesday, December 16, 2025 5:03 PM
To: Will Dingee
Subject: Airport Study

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Categories: Embry Riddle Project

Hello Mr. Dingee. I'm a Chino Valley resident and formerly owned an empty lot and considered building a home in Clarkdale. I followed the Cottonwood Airport controversy for years. From everything I could gather, Embry Riddle was a terrible neighbor in that situation. Planes would start circling the Cottonwood Airport at dawn and do touch and gos for hours. Why the Cottonwood mayor and city council didn't help in that matter, God only knows. I say, "Follow the money," and that gives you your answer on most civic matters. The mayor of Clarkdale has recently stepped in to try and help where Cottonwood would not. Please don't take my word on this - contact the mayor of Clarkdale. Likely you'll come up with the same conclusion I did - Embry Riddle cares not for the local citizens but just running their planes as much as possible. If you even consider for a second building an air strip in Chino that Embry Riddle would use, put it as far away from human habitation as possible. Thank you.

Tom Orem

Sent from my iPhone

Will Dingee

From:
Sent: Tuesday, December 16, 2025 7:49 PM
To: dpadmin; Will Dingee
Subject: Question on ERAU/Perkins airport project - define what 'Flight' means.

Categories: Embry Riddle Project

The presentations today answered a lot of questions but I have one that may bear on the Cottonwood airport concerns.

What EXACTLY does ERAU mean by a 'flight' and '50 flights a day, max 20 per hour'. Is a flight one airplane with a pilot (and instructor) out for one training session? If so, that may mean a lot more traffic at the new runway than people think.

I think a lot of people assume a 'flight' is one takeoff and landing, but if a student is practicing touch-and-gos at the auxiliary field they may make many cycles in the 30 or so minutes they have to train before they return to Prescott to land, refuel, and hand the airplane off to the next student.

Thank you for your time and effort working on this very polarizing project

Richard Tengdin

Proposed Perkins Ranch Airpark Concerns

Robert Jutras

- 1) Why do you need a 6000-foot runway if the planes flying in and out are Cessna 172 and the Diamond DA42NG?
- 2) Wouldn't a 3000-to-4000-foot runway be more than adequate?
- 3) Has there been any consideration to put the runway closer to the Chino Valley Business Park?
- 4) I believe it was Tom Perkins that mentioned a couple of times, both Scottsdale and Deer Valley Air Parks. As I remember, the point was to show how much growth each brought to the surrounding areas. In 2024 Scottsdale averaged 456 operations daily with one runway. Deer Valley has averaged through September of 2025, about 1395 operations daily with two runways.
- 5) How many take-offs (operations) and landings will there be each day total, including private planes and Embry Riddle aircraft? **This was answered in the PowerPoint presentation.**
- 6) How long will the above last?
- 7) How many daily operations are expected 5 years after going into service?
- 8) How many daily operations are expected 10 years after going into service?
- 9) What is the projected dates of all four phases to be completed?
- 10) Will there be a control tower when all four phases have been completed?
- 11) Who are the owners of Perkins Ranch Airpark?
- 12) What will "The Absolute Altitude" of the planes doing touch and go training be?
- 13) Are there concerns for people that target shoot just north of the proposed airpark?
I marked an area in yellow on slide 12 where target shooting is very common.
- 14) Can I still practice long range target shooting on my property? Normally 300 to 1000 yards. **See purple line slide 12 where I normally practice.**
- 15) Will you provide a map that shows existing homes and structures that will be affected by the planned flight paths?
- 16) Is there a plan in place to purchase homes that are most affected by the current flight plans?
- 17) Are there plans or talks for takeoff, landing, and or training larger planes?
- 18) Are there guarantees that jet planes will not use this airport?
- 19) Will there be guarantees that Perkinsville Rd will be improved?
- 20) What will the improvements be?
- 21) When will the improvements start and be finished?
- 22) Where on Perkinsville Rd will the improvements start and where will they end?
- 23) Wouldn't it make more sense to expand Prescott airport?