



A G E N D A

Town of Chino Valley
Planning & Zoning Commission

February 3, 2026



Commissioner's Regular Meeting Agenda
Planning & Zoning Commission
Chino Valley Town Hall
202 N. State Route 89
February 3, 2026, 6:00 p.m.

AMENDED AGENDA – updates to Item C3 and D1

- 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 – JANUARY 6, 2026 REGULAR MEETING
 - C.2. WITHDRAWALS BY APPLICANT – NONE
 - C.3. CONTINUANCES – **PLANNING & ZONING COMMISSIONER ELECTIONS**
 - C.4. APPROVALS – NONE
- D. ACTION ITEMS - ONE - CONTINUED FROM JANUARY 6, 2026 MEETING – **FOR DELIBERATION AND DECISION**
 - 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. PUBLIC HEARINGS – TWO
 - E.1 **CUP-2025-06** – This is a request by Signs Plus, on behalf of Sheets Investments LLC, for the approval of a Conditional Use Permit to allow for construction of a free-standing electronic message center sign for Ace Hardware Store, located at 1395 S State Route 89, Chino Valley, Arizona.
 - E.2 **TA-2025-09** – A request to amend the Town of Chino Valley Unified Development Ordinance, Chapter 154, Chapter 5, Subdivision to allow the administrative approval of subdivision plats.
- F. ACTION ITEMS - NONE
- G. INFORMATION ITEMS
 - F.1 Staff
 - F.2 Commission
 - F.3 Chairman
 - F.4 Public
- H. ADJOURN

Zoom Instructions: Please use the link to join the webinar: <https://us02web.zoom.us/j/86748269686>, or by phone: 1 888 788-0099 (Toll Free) or 1 877 853-5247 (Toll Free); Webinar ID: 867 4826 9686

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. Citizens will have access to the meeting room 30 minutes prior to the start time of each meeting

Planning and Zoning Commission Meeting Minutes January 6, 2026

A regular meeting of the Town of Chino Valley Planning and Zoning Commission was held on Tuesday, January 6, 2026, at the Town of Chino Valley Council 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 Richard Zamudio, and Alternate Commissioner Joseph Morabito. Commissioners Teena Meadors and William Welker were absent. Commissioner Jeffrey Pizzi resigned on December 17, 2025.

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: 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 **Zamudio**.

CONSENT CALENDAR – A motion was made by Vice-Chair **Pasciak** to accept the consent agenda. The motion was **seconded** by Commissioner **Ditta** and passed unanimously by a 5-0 vote.

PUBLIC HEARING #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.

Chair Merritt asked if anyone on the Commission had a disclosure to declare regarding this item. Vice-Chair **Pasciak** disclosed that he had spoken to staff, Commissioner **Zamudio** disclosed that he had spoken to staff, and Chair Merritt disclosed that he had spoken to staff, Mayor Armstrong, Town Council, the Garchen Buddhist Institute, and the public regarding this item.

Will Dingee, Assistant Director, presented the staff report, showed a slide of the 390-acre site plan and project location. He gave an overview of the zone change request and stated that the proposed zone change would bring the property into conformance with the Town's 2040 General Plan. He demonstrated with a slide that the general area around the site was unincorporated Yavapai County residential, Arizona State land, a few residential Chino Valley properties, the Garchen Buddhist Institute, Running W Ranch, and additional property owned by the Perkins family. He showed the General Plan category for Ranch/Agricultural (RA) uses, which supports the Agricultural Ranch-36 (AR-36) zoning district as an allowable district. **Dingee** went on to show the Conditional Uses for AR-36, which included airports, aircraft landing fields, and ancillary buildings. He gave an overview of the proposed CUP showing a slide of the site plan with the four phases of development.

Lineberry explained that the CUP covered the use itself, generally the uses are not as intensive as this proposed project and the entirety of the uses are known before the start. The proposed project has a lot of unknown participants in Phases 3 and 4, potential participants, avionics related, but the Town does not have those details yet, therefore cannot condition those uses at this time. The proposed CUP would approve the site plan for the entire project, which identified general types of uses. She explained that each Phase would have a Development Agreement attached to it, which is a contractual agreement, and much easier for the Town to enforce than the CUP. Each Development Agreement would go before the Town Council for approval.

Dingee introduced **Heidi Short**, applicant.

Heidi Short, applicant, stated that she represented the Perkins family, who were working with Embry-Riddle Aeronautical University (ERAU). She introduced **Tom Perkins** with Perkins Ranch, **Ken Witcher** with ERAU, **Scott Gazelle** with ERAU, and **Mark Paslick** with Goodwyn Mills Cawood. She shared that the vision for the property was to create a phased Airfield that generates an ecosystem of innovation in Chino Valley that would foster economic opportunities. She shared a slide of the site location and stated that the site location was between the Garchen Buddhist Institute and Haystack Ranches Subdivision, and was chosen for its clear approaches, favorable terrain, and distance from dense residential areas. She reiterated that the project would unfold in four phases, with each phase requiring a Development Agreement to be considered by the Town Council, and development of phases could occur in a different order based on market conditions and infrastructure, with the airstrip being the first improvement. **Short** explained that Phase 1 was anticipated to span five years or more, with flight operations projected to begin late 2026 to early 2027. Key infrastructure would include a 5,000-foot by 75-foot runway, partial-parallel taxiway, aircraft parking apron (with tie-downs for safety protocol), and essential safety equipment. ERAU trains future pilots and the typical aircraft used for training is the Cessna 172 Skyhawk, a single-engine, propeller driven plane. The largest aircraft used for advanced training would be the Diamond DA42NG, a twin-engine, propeller-driven plane. Operations proposed in Phase 1 include 20 takeoffs and 20 landings hourly with operating hours of 5:30 a.m. to 11:30 p.m., primarily during daylight hours with peak being between 6:00 a.m. to noon. There would be no Control Tower on site, all flights would be visual operations only, and the flight patterns were designed to direct aircraft over undeveloped areas as much as possible. **Short** went on to explain that the training aircraft were substantially quieter than commercial jets or even some agricultural equipment, and that based on the traffic pattern and existing houses, aircraft should be above 1,000' in elevation. She explained that Phase 1 would have very low vehicular traffic, with three part-time field attendants and students primarily arriving by aircraft. ERAU completed comprehensive studies for Environmental Site Assessment, Cultural, Biological, and Floodplain, with unremarkable findings. Arizona Game & Fish (AGF) reviewed the proposed project and confirmed the design incorporated AGF's **standard best management practices for wildlife and habitat**. Later phases would incorporate a well system and on-site septic. Central Arizona Fire and Medical Authority (CAFMA) would provide comprehensive emergency services with a future fire station planned between Phases 2 and 3. **Short** shared the economic benefits to the Town, which included a \$15 million initial investment for the runway, generating local construction activity, and in later phases, high-quality jobs in aerospace, aviation, and advanced manufacturing sectors, including anchor tenants like Dillon Aero, establishing Chino Valley as a center of aviation excellence, and potential collaborations with local schools, aviation career development, and STEM education.

Dingee shared that a Neighborhood Meeting was held on November 26, 2025, and although the State of Arizona mandates that notification for a Zone Change is 300', the staff went beyond that and notified all properties within one mile. Upon staff's recommendation, the applicant also reached out to the Haystack Ranch community as well as the Garchen Buddhist Institute. Twenty-five individuals attended the Neighborhood Meeting. Their primary concerns were about impact to surrounding properties, impact and improvements to Perkinsville Road, and clarification of future phases. He shared that ERAU held test flights on January 5, 2026, in which three planes flew the proposed flight patterns to show the impact to the surrounding area. The staff attended and observed at five separate locations, with decibel readings ranging from 45-62 decibels. Staff recommended holding a public hearing and that the Commission forward a recommendation of approval to the Town Council for ZC-2025-03, subject to the staff report and information provided during the hearing, and that the Commission forward a recommendation of approval to the Town Council for CUP-2025-05 subject to the staff report and information provided during the hearing, and the Conditions of Approval.

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

Zamudio asked ERAU if the proposed airfield would be in addition to the Prescott Airport.

Witcher replied yes.

Pasciak stated that he would like the Planning & Zoning Commission to review development agreements for each phase and provide recommendations to the Council for their consideration. He felt the definition of flight and operation in the presentation sounded like exactly the same thing and he saw it as a flight

would have a number of operations. He would like to see what the new entry route for runway 21 looked like on the airport traffic pattern. He stated that the staff's reading of 45-62 decibels, for education of the public, would be like normal speech. He felt any change of operation should have Town Council approval, and semiannual reporting was not sufficient, he would like more frequent, quarterly or monthly, with logs of flight data. He asked if there would be fueling operations at the airfield and wanted to see a firmer requirement in the Development Agreement that ERAU would provide private on-site security so that the Town did not have any negative financial impact. He felt the airfield would be positive for the Town. He asked about the minimum altitude over developed areas and requested a mandate that less construction activity occur during the pronghorn fawning season with a peak during mid-May.

Dingee replied that no fueling at the airfield would occur during Phase 1 and noted the Commissioner's comments for addition into the Development Agreement and/or Conditions of Approval. He stated that ERAU would address many of his concerns.

Ditta asked that if ERAU's reports showed that they went over the number of operations proposed, would there be a mechanism for repercussions, and would it include fines or a contract.

Dingee replied that it would need to be put into the Development Agreement.

Pasciak asked that if the Development Agreement was violated by either the Town or Embry Riddle, what would be the ramifications.

Lineberry replied that they would be written into the Development Agreement.

Merritt stated he felt the definition of flight and operations was confusing. He would like to see it stipulated that no rotary wing or jet aircraft would be allowed ever, and to limit the size of the aircraft to the Cessna, the twin engine 175, and the twin engine Diamond, or aircraft with the same class and noise footprint. He felt that the CUP should have a timeframe established for review to mitigate any issues that appear during the first year of operation. He added that the Planning & Zoning Commission should have a study session at every Development Agreement phase to provide an additional layer of oversight, comments, and questions to deliver to the Town Council and public. He felt that any CAFMA coverage expenses should be covered by Embry Riddle and the Perkins family, starting with the minimal fire protection needed at the start of the project, with no CAFMA tax funds used for any development. He stated that noise mitigation should be a top priority, with perhaps Sundays having a later start and earlier finish. He wanted to make sure the airfield remained a private airfield and not be expanded in the future to a public airfield. He stated the Town was obligated to the Perkins Ranch with a water connection commitment because the Perkins family agreed to be annexed into the Town, and the Town would not be able to meet that obligation, and he asked if the Perkins family would consider some relief from that obligation. **Merritt** stated he wanted more definition of altitude of flight patterns and did not want any auditing of flights to verify compliance to be at the Town's expense. He also wanted a time limit on the CUP and stated that the benefit to the Town during Phase 1 included fixing portions of Perkinsville road and construction taxes, and that the Town needed more sales tax and permit fees to continue to operate.

Perkins responded that the family would be willing to relieve the Town from the water obligation.

Merritt opened the meeting for public comments and shared the rules for speaking to the Commission.

Sherry Klein, 690 Newton, Chino Valley resident – *"Hi, I am Sherry Klein and I live out in Bright Star. I bought my house new 13 years ago. I wanted a smaller house after having cancer and completing radiation. I have no living family. My family was killed 22 years ago so I have no one to really help me. Well when I moved here, I had a handyman help me. He and his friend, and he since died. And I thought, well, this is going to be my last house. So I thought, I'm going to make it how it's going to be nice for me. I put in \$85,000 in upgrades on the house, and like security screens for each window, \$1,100 to \$1,300 each window. Security screen on front door, security on the back slider. The window film on all windows that keep the glass from breaking if someone decides to break in the house and the light fixtures were from A House of Lights. All the doorknobs, two lever knobs, Talavera wall plate switches, they're the ones where you put the plug in. Those are like \$35 each. New bathroom custom cabinets with Silestone on them, and I did the kitchen the same way, with the backsplash on, new faucets, the 10x12 Tough Shed, a 12x12 American bandstand gazebo, tiles floor throughout the house.*

That's just the beginning of the list. If that airstrip is built, I would probably have to sell this house and it wouldn't go any higher than someone who didn't do any upgrades because they just want all that stuff for free. And if I stay there, I will have the noise and pollution of the airplanes. There is also the danger if the students stop their engine and they can't get it restarted, they crash and usually burn. There was one a couple of weeks ago, a Cessna that crashed. Killed a man and his wife and two kids and many times several of the homes are affected. So there's no reason for my house, which has been here 12 plus years, to have to put up with this noise and inconvenience of an airport that hasn't even been built yet. So vote no, thank you.

Gary Bowers, 9085 E Kolbe Way, unincorporated County resident – “Good morning Mayor, Councilmembers, and neighbors. My name is Gary Bowers. I live in Mingus Meadows in the County at the North end of Coyote Springs Road and very close to this project. I want to be clear at the outset. This is not an argument against aviation, education, or Embry Riddle as an institution. This is about location, scale, and impact and whether this project is appropriate for this community. The proposal before you requests a zoning change for 390 acres of land currently designated residential and less than three miles from Mingus Meadows and other nearby communities. The proposal seeks to build a 5,000-foot private flight training airport. That is not a small airstrip. It is a 15 million multi-phase commercial training facility operating from 5:30 in the morning to 11:00 at night with up to 50 or more flights per day. This is a fundamental change to the character of this area. Training airports are not quiet. Repeated takeoffs, landings, touch and go patterns, and low altitude flight paths are very different from occasional recreational aviation. Noise is not an inconvenience. It is and has a daily cumulative impact on residents, retirees, families, wildlife, and property values. Traffic and safety must be addressed honestly. Increased vehicle traffic on Perkinsville Road, fuel delivery, different from emergency response capacity and all safety over the residential and recreational areas are not minor considerations. Once zoning is changed and infrastructure is built, those impacts are permanent. Perhaps most concerning is the pace of this proposal. Decisions are moving quickly, yet many nearby residents are only now learning about the scope of what is being proposed. Meaningful public input requires time, transparency, and full disclosure, not after approval is granted, but before. Zoning exists for a reason. When land designated for residential use is converted to industrial aviation use, it sets a precedent that cannot be undone. This is not simply one project. It is a long-term land use decision that will shape this area for decades. I respectfully ask the council to slow this process down, require a comprehensive noise and safety impact study, and seriously consider whether the flight training airport belongs this close to established communities and treasured rural outdoor areas like Mingus Meadows and others. Growth should be smart, development should be compatible, and residents deserve to be heard before the irreversible decisions are made. Thank you for your time and consideration.”

Christina Lundberg, 9995 E Blissful Path, Garchen Buddhist Institute – “Good evening. My name is Christina Lundberg, I am the Executive Director of the Garchen Buddhist Institute in Chino Valley. For nearly 30 years, our 100-acre sanctuary has overlooked this magnificent valley and is located just 1.2 miles from the proposed airstrip. We are more than a local landmark. We are a global beacon of peace serving thousands of people from 32 nations. To date, we have provided a sacred refuge for over 55,000 individuals seeking serenity. Beyond our mission, we are an economic engine for Chino Valley. We have invested over \$5 million into our campus comprised of 40 buildings constructed with local labor. We continue to drive tourism, support local businesses and the fire department. The proposed airstrip's economic benefit does not begin to match the established value the Institute brings to this community. This 30-year legacy is now under immediate threat. The proposed airport would not just be an annoyance; it would be a death knell for our sanctuary. The flyover demonstration yesterday proved that it wasn't even accurate. They flew 500 feet higher than what the actual elevation would be. The actual would be far worse and not decibel readings were taken as previously stated tonight. With operations proposed from 5:30 a.m. to 11:30 p.m. 7 days a week, this constant noise would be like a permanent wasp nest overhead. This shatters the silence essential for meditation, which is both detrimental to our religious use and crippling to our economic viability. Furthermore, the environmental impact of lead toxins aviation fuel emitted would threaten the health of the entire region, creating long-term health challenges and we are in that 70% of the time flight pattern. I am also concerned by the lack of response to our invitation to Council and committee members and Embry Riddle representatives to visit the Institute to understand the impact of this development. You must see what is at stake, especially since we have the

most to lose. It is difficult to reconcile Embry Riddle's public commitment to spiritual diversity with its current actions. The University's website still highlights our Institute as a local place of worship and spiritual resource. How can the University promote the Institute as a resource while simultaneously being the cause of its destruction? This inconsistency threatens the inclusive values Embry Riddle claims to uphold. We love this County and we support pilot training. Fortunately, we live in an enormous valley with viable alternate locations for the airstrip that would not destroy an established religious refuge or radically degrade the quality of life for thousands of residents. We firmly oppose this application and urge the committee to vote against this proposal. Finally, aviation is not the only beneficial use for this land. If this airfield is found incompatible, the Garchen Buddhist Institute is prepared to potentially purchase the property from Perkins Ranch to preserve it for uses consistent with the quiet rural character of Chino Valley. Thank you for your time and for your careful consideration this evening."

Elizabeth Prather, 9995 E Blissful Path, Garchen Buddhist Institute – *"Hello, my name is Elizabeth Prather. I'm the General Manager at the Garchen Buddhist Institute. I've been coming to the Garchen Institute as a community member for 20 years to take advantage of the peace and quiet, the tranquility of the center to engage in meditation practices and enjoy the U.S. and international community that comes to visit there. Meditation requires quiet outer conditions which are so hard to find in this world. The wilderness surrounding the Institute brings us closer to nature as well, another great catalyst for spiritual growth. I was able to engage in a three-year silent meditation retreat at the Institute. I can truly tell you that any noise from an airport in the valley would make that type of spiritual endeavor impossible. We currently have a group of people in their second year of their three-year retreat at the center right now. As General Manager for the past three years, I have seen so many people feel the power and blessings of that land in the center, including local people from Chino Valley, Prescott, Prescott Valley, and Phoenix and beyond. Just today, we had seven local people visit. Putting in this airstrip would create noise and air pollution, which would destroy the peace and quiet which is the hallmark of this sacred land that benefits so many. I beg you not to approve this project. Thank you so much."*

Debbie Strader, Chino Valley resident – *"Hello committee, I'm fourth generation Perkins family. Perkins family came here and settled in 1900. That's how long we've been here. Tonight, I really wanted to talk about my dad, Tom Perkins. He's always been a good steward of the land, our whole family has. We're going now currently on our sixth generation running the ranch, fifth and sixth together, and that'll continue. But my dad, Tom, was approached by the Chino Valley Mayor in 1999 and wanted us to come into the Town, to be annexed into the Town, and I think most of us in the family thought why should we do that? I mean we're fine in the County, and Dad said no. He said we've always been involved in Chino and Chino's our home, we need to be annexed into Chino and any development, should there be any, needs for Chino to see that gain. So, in 2000 we were annexed into Chino. I think that Dad today would see that joining with Embry Riddle would be very beneficial to the Town. This airstrip is on the very Eastern edge of the Town, it's not really that close to any developments at all, and the majority of the ranch will still be intact for the pronghorn, cows and all the other animals. That's all I have to say, thank you."*

Alan Schaible, 4001 E Perkinsville Road, Chino Valley resident – *"My name is Alan Schaible. I live at 4001 E Perkinsville Road. I support this decision here, I am the closest house living in the Town of Chino Valley. So, I do support this proposition."*

JoAnn Savage, 870 Terra Verde Drive, Chino Valley resident – *"My name is JoAnn Savage and I live in the Bright Star community. It is my understanding that the Town Council and this Planning Commission is considering a proposal to put in the Embry Riddle airstrip on Perkinsville Road in a location which will be about four miles east of the Bright Star community, which is where my home is. There is substantial evidence this will lower the value of our home, not to mention an increase in the noise and environmental pollution that will come with airplanes coming and going to the airstrip. There is a rare but possible potential for the airline to crash into a home. It's my understanding that the land is currently zoned residential 2-acre minimum and there are some arguments that if the land is developed that it will increase traffic. The airstrip and what I understand are future research and manufacturing business anticipated for the area, if rezoned will increase traffic. So that is an invalid reason in my opinion. There is also arguments that this will increase available jobs for Chino Valley residents. I imagine that Embry Riddle has existing employees that live in the Prescott area. It's doubtful that existing employees will quit because they have an additional 5 to 10-mile drive to work. I would venture to guess the majority of the*

people here in Chino Valley primarily purchase their property or housing intentionally away from the built-up areas to get away from the hustle and bustle of the City of Prescott and Prescott Valley. If a person purchases property near an airport, they should expect to have increased air traffic and noise over time. Whereas those of us who prefer the rural atmosphere and surroundings expect it to stay rural with less noise. While it may make sense to Embury Riddle, it is entirely unfair to those of us who moved to Chino Valley to be away from built-up area and airport. Thank you for your time."

Kendall Magnussen, 9995 E Blissful Path, Garchen Buddhist Institute – "Hi, my name is Kendall Magnussen and I'm a volunteer at Garchen Buddhist Institute, so, for now, that's my residence. I just wanted to speak to the very, very precious commodity that Chino Valley has, which it advertises on the Chino Valley website, which is peace. Come to Chino Valley and experience peace and expansive vistas and starry night skies, and that we take our development ideas and take that into consideration for Chino Valley, and that is part of the reason why Garchen Buddhist Institute came to Chino Valley, because of its peace, it's peaceful environment and its qualities of solitude and freedom to express. And one of the things that Garchen Buddhist Institute does is it takes that opportunity of peace and quiet to allow people to discover the nature of their own minds which is love and divinity, and everybody is welcome to come to Garchen Buddhist Institute. It's not just a Buddhist place, it's a place for everybody, and so we encourage everyone to come there. I understand that there's another flyover on January 17th, please come and experience that at the Garchen Buddhist Institute. It will blow your mind. I was there yesterday during the demonstration, for which we got two hours' notice. So maybe Garchen Buddhist Institute is being considered in this plan but certainly not consulted or included in the process. I was watching the planes come and go, you might have seen that there's 20 an hour they're supposed to come. That's in, that's five minutes per flight, and if you think of a flight coming towards you and going away from you, it takes about five minutes for the sound to come into full strength and to fade back away. So you never really get a break, and while I was watching those planes, I decided to walk around the Institute and see just how it felt in general to have these planes flying, and what I noticed is that the flight path that was being operated flies directly over the Institute and around it, it's like we're being attacked, that's how it felt to my nervous system, to my ears. I don't care what the decibel readings were saying, I can tell you as a human being experiencing that, it was like a lawn mower or a leaf blower in my ears all the time. It definitely changed the environment and is quite stressful. Please do not approve this, at the very least please postpone and do a lot more research and study that we can all participate in. Thank you."

Lyn Major, 11835 N Cielo Grande, Prescott, Perkins family member – "My name is Lyn Major, I'm also a Perkins, and I just want to say I highly support this project. I think it will be a very good benefit for the Town of Chino Valley financially. And looking at the roads and everything internally, I think we need some finance coming into Chino to help support the roadways. Thank you."

Peter Kohl, 1202 Linden Road, Prescott, non-Chino Valley resident – "Good evening, my name is Peter Kohl. To keep this brief, I'm going to concur with everything that's been said in opposition to this proposal. But I will add that there has been flight training already going on at the Cottonwood Municipal Airport, and it's been a point of contention for nearby residents, and they say that the noise has eroded their peace and enjoyment of their home. So, I ask the Planning & Zoning Commission to weigh this decision very carefully and consider the unnecessary impact of choosing this site. Surely there are other reasonable options for an alternative site that would be far less intrusive. Thank you for your time."

Danny Major, 11835 N Cielo Grande, Prescott, Perkins family member – "I'm also in favor of the airport out there. One of the things that I see is more noise than could possibly be from these airplanes, is these side by sides that run up and down Perkinsville Road. The motorcycles going twice as fast as what they need to, and I'm sure that affects the people on the far East side of the Town. Also, I run cattle just starting about two miles Southwest of airport all the way to the Prescott airport. And everyday I'm out there with the cattle, I run cattle at the end of the airport at Prescott. I've leased that ranch for 20 years, and I watch stop and goes all the time out there, one after another. It's very little sound really with a smaller aircraft. We work cattle out there all the time, we don't hardly hear any noise at all and until one of the bigger planes come over like the United flight from Denver, and that's right in the pathway over and higher, the bigger jets that land there at the airport. That's the only noise I hear out there, they don't disturb my cattle, so I think the noise issue is a moot point. Thank you."

Jason Kinkela, 26750 N Sun Hawk Road, Paulden, non-Chino resident – *“Hello, my name is Jason Kinkela, from Paulden, Arizona, and I am for the airstrip. Embry-Riddle brings a lot of employment to the area, not just Prescott, but Chino and everywhere around here. It would be beneficial to that. As far as Perkinsville Road goes, it’s in need of a lot of improvements, and I think that that would be Phase 2, I believe, that they were talking about to improve the roads. It would be highly beneficial to everybody, and I’m just for the project, it should bring a lot to this area, and as far as the noise, very little noise comes from airplanes. And as far as the danger of an airplane landing on somebody’s house, you’re more apt to get in a car wreck by far. Thank you for your consideration.”*

Alexandra Keating, 3700 Will Creek Road, Prescott, Embry-Riddle student – not present to speak.

Shirley Simmonds, 680 Newton Way, 680 Newton Way, Chino Valley resident – *“My name is Shirley Simmonds, I live in the Bright Star community, and I concur with the opposition of the airstrip, everyone said what I wanted to say. Thank you.”*

Zoe White, 3700 Willow Creek Road, Prescott, Embry-Riddle student – *“Hi, my name is Zoe White, I’m Thomas Perkins’ daughter. I go to Embry-Riddle Aeronautical University, and I live there as well. I’m speaking on behalf of most of my people at Embry-Riddle, who are all for the airstrip, and Alexandra who left before. She is not a Buddhist, but she went to Buddhist Academy in Hawaii, and I sort of want to speak on her behalf. She does not agree with what some of the things that a lot of the Buddhists have been coming up here and saying. She says that people should find the peace within themselves and not be so affected by the outside factors. And also, whenever people say things like flying planes around them sound like hornets, I think it would be beneficial to view them as people and not like bugs, because we are learning up there. It’s not just like, it’s not bugs. We’re learning and I think it would be very enriching to have people accept that. Thank you.”*

Matt Behl, 1614 Granite Creek, non-Chino resident – *“Good evening Chair, Vice-Chair, thanks for giving me the opportunity to speak today. My name is Matt Behl, I live here in Chino Valley on the East side near Perkinsville Road. I’m a pilot currently flying out of Prescott Regional Airport, so I experience aviation growth and its impacts firsthand. I also own and operate several successful businesses, have experience working in public/private partnerships, where long-term community protection depends entirely on how agreements are structured from the beginning. I understand that Embry-Riddle’s proposed private airstrip in Chino Valley on land owned by the Perkins family under long-term lease. I want to be clear upfront, I am not opposed to aviation, I don’t disagree with the residents who will speak tonight about the noise, traffic, and growth concerns. Those concerns are valid. That said, I also want to be realistic. I believe the city may approve this project in some form regardless, and if that’s the case, my goal tonight is not to stop it, it is to make sure Chino Valley is protected from day one, not trying to regain control years from now after a private facility is already operating. That is why I’m asking the Commission to consider a city governed municipal airport structure, even if the land itself remains privately-owned by the Perkins family under a long-term ground lease. Across the country, many municipal airports operate privately-owned land through long-term leases while the city owns and governs the airport operations. In that structure, the Perkins family retains land ownership, Embry-Riddle remains a long-term tenant, and the city retains operational authority. That authority will allow the city to establish and enforce rules of use, control who can land at the airport through published restrictions and notice to airmen, set noise abatement procedures, limit operating hours, approve or deny further extension. Those tools are extremely difficult to recover once an airport is built and operating as a purely private facility. I also think it is important to talk about who this primarily serves, Embry-Riddle is a global university, significant portion of its student population comes from outside Arizona and outside the United States. There is nothing wrong with that, but it means the operational impacts would be born by Chino Valley residents while many of the direct beneficiaries are not from this community. A city governed airport framework answers that question now before it becomes a problem later, the CUP can state the airstrip shall operate under a city approved governance framework that establish municipal oversight of airport operations, including, but not limited to, the rules of use operational limitations and enforcement authority regardless of underlying land ownership. To the residents who speak against this project, I hear you, I don’t disagree with you, my concern is that outright opposition may still result in approval, and the worst possible outcome would be a private airport with limited oversight and no long-term protections. Thank you.”*

Joy Perkins, 3955 E Perkinsville Road, Perkins family member – “Good evening, I married into the Perkins family, my daughter attends Embry-Riddle. We looked at a lot of flight schools, they are by far the best, they are the number one aviation school in the world, with campuses here, in Daytona and Singapore. And you talk about crashes like you’re worried about your home values, I’ll worry about my daughter. I want her in the best school there is, and if you look at the facilities at Riddle, they are number one. Their safety is unparalleled. Furthermore, calling them wasps, crippling, destructive, degrade the quality of life, I respect that. I trained as a yoga instructor in a Buddhist area of Thailand, it was on a busy street, as were all the temples. I believe that enlightenment or meditation should come from within regardless of external circumstances if there was a wasp or airplane in your face. Furthermore, my husband was in the military for 30 years, we retired in Fort Campbell, which if you saw the Venezuela situation, that was our guys. They fly right over our house, Chinooks, Blackhawks, C130s, C17s, I love it. It’s a sound of freedom; it’s all how you look at it. When I see the planes around Prescott and the property values, we would love to buy something for Zoe. Sorry, Dr. Witcher, the dorms are a bit cramped. There are million-dollar properties on that airport, we can’t afford it. So, I have to believe that it would only increase the property values here. We would love to build a place here, we would love to build a hanger on the airport one day, for our aviation business. I love this community. The Buddhist Institute, they said there’s 55,000 visitors, I would like to see what they are doing also for roadway improvements, not just our family. Thanks.”

Fred Ferguson, 3256 Wendigo Trail, Chino Valley resident – “Thank you for the chance to talk, I’m Fred Ferguson, Chino Valley resident, live east of the end of 2 North, so pretty close to the airport that you’re talking about. I’m a pilot and everybody’s been talking about the approach zones and the patterns and everything around the airport, but keep in mind that when students are training, they don’t just do touch and goes, they do a lot of training besides touch and goes, and the FAA requirements for over congested residential area is 1,000 AGL, which means 1,000 above ground level. So, the noise level that everybody’s talking about, a lot of people are saying it’s no big deal, it certainly that’s a personal thing, but I think a lot of people moved to Chino Valley because of the peace and quiet. I think they have the expectation to have that continued, and to throw an airport that people who don’t like that noise are going to have to live with, is not fair. You’re changing the entire concept of why they bought their houses here to begin with, and I think that goes beyond the payout of what they deserve, and so I can understand people. The last lady talked about growing up in the military, I grew up on an Air Force base, or several Air Force bases, and they’re loud, they’re noisy, and if it doesn’t bother you, fine, but if it does bother you, you have an expectation, I think, to expect you guys to take that into as much consideration as you can. So, that’s it, thanks.”

Helga Firnschild, 2905 N Koolridge Way, non-Chino resident – “I have been a Chino-ite for 25 years. I moved into Chino Valley in 2001, and I chose Chino Valley because I was in search of a small-town environment and a rural lifestyle. One of the things I looked for in moving here was a peaceful environment, and up until recently, I’ve been able to enjoy that. For some reason, this past summer, the increase in Embry-Riddle’s flight patterns have really affected my lifestyle, my ability to enjoy my outside space, because of the noise. I started noticing the amount of flights that were going right over my house, and I started writing down, just timeframes and days of the week. I’ll just give you a brief idea, this is on a Wednesday from 9:30 in the morning to 10:45 in the morning, 11 flights went over my house. On a Tuesday morning from 8:45 to 11:00 a.m., 13 planes went over my house. Thursday 8:15 to noon, 14 planes flew over my house, it was at the point of being totally distracting me from anything that I wanted to do outside, and I came here, I invested everything I had to leave Phoenix, to come have that small-town feel, and have the peace and quiet that a rural lifestyle I anticipated would offer me, and I feel now that I’m being deprived of that. The noise issue, you can Google things, and there is, noise is considered a public nuisance. Excessive or unreasonable noise is a public nuisance, defined as something offensive to the senses or interfering with the comfortable enjoyment of life or property for a considerable number of people, and is regulated by state laws, local city county ordinances, often setting specific decibel limits and time restrictions. While noise is also recognized as a serious public health hazard, legal action usually addresses specific, disruptive, and persistent noise levels rather than general ambient sound. So, my opinion of having this type of activity going on here is really creating a public nuisance and there are legal steps that can be taken in the way of noise abatement actions. So, I definitely oppose this proposal. Thank you.”

Rhonda Ceremony, 450 S Firesky Lane, Chino Vally resident – “Hello, my name is Rhonda Ceremony and I live on Firesky Lane in Chino. I have several concerns regarding the proposed project and zoning change. First is emergency services, at this time CAFMA responds to fire and medical emergencies, or if CAFMA were to respond to fire and medical emergencies on the runway, it would take approximately 20 minutes, weather and road conditions permitting, until a fire station is constructed at the location. Emergency coverage would significantly be delayed in the Town of Chino Valley. This means existing fire protection resources would be diverted away from Chino residents for extended period of time, requiring response units from other stations to backfill coverage. Additionally, approving a project like this will likely result in a future tax increase to the CAFMA Fire District to cover the cost of staffing, equipment, apparatus needed for a new station at the airfield without the voters getting a say. Embry-Riddle should pay for the station fully 100%. The type of business, the second one is the type of business activity described in Phase 2 and beyond cannot be supported without adequate infrastructure. Large water tanks alone are not sufficient for fire suppression at an airfield. Without a reliable water supply, businesses cannot meet fire code requirements and insurance costs would be prohibited due to high ISO ratings. This raises serious questions about whether any commercial development could realistically occur. Additionally, it is unclear whether proposed septic systems would be adequate to handle the anticipated usage. Third is the road, there has been no clear explanation on who would be responsible for improvements to the Perkinsville Road, including graveling, chip sealing, or paving, especially since portions of that road are currently dirt. In conclusion, I do not believe this project provides any meaningful benefit to the Town. It prioritizes interest of a limited group while placing financial, safety, and infrastructure burdens on surrounding residents and the community as a whole. Thank you for your time.”

William Knotts, 3700 Willow Creek Road, Embry-Riddle student, was not present to speak.

April Durnez, 1519 Florida Lane, Chino Valley resident – “My name is April Durnez, I am a resident of Chino Valley, I reside at 4 North and Arizona Way, close enough to this proposed airfield to be directly affected. I think the whole Town is going to be directly affected by this. So let me move forward into this, I agree with the noise problems, I already am having planes going over my home all hours of the day and night, and they do produce a noise level that’s kind of irritating and I can understand that, and I agree with it. I am a former employee of Embry-Riddle, I worked there for over 10 years, I’m retired from there, and I have to say I do not believe that this should come to our community. We have no guarantees what Phase 2 or Phase 3 is actually going to bring to us, and I think that we really need to consider the people that are already here, have already invested their lives here, and I don’t think that they should be disregarded for something that does not yet exist. I’m also a board member of the Chino Valley Equestrian Park, and I have to say that they also disagree with this being planned for our area. I don’t understand truly why it’s being put out there, but I believe that there could be some other accommodations made in some other ways to the airport that already exists. They talked about how there’s not going to be a traffic pattern by the, by the studying pilots, and that they’ll be coming in by flight, and if I got that right, I don’t understand that, that doesn’t make any sense to me. If they’re coming in, if they’re being flown into the airport out here, then why are we even bothering? Does that make any sense to anybody else, it doesn’t make any sense to me. So, there will be a traffic pattern change, there will be development coming to this community, but I think we need to look at it more closely. Thank you very much for your time.”

Lisa Smith, 12925 N Bent Spur Court, non-Chino Valley resident – “Good evening, my name is Lisa Smith, I live in Mingus Meadows, unincorporated Yavapai County. Thank you for the opportunity to speak tonight. I would like to touch on the noise aspect, in Bullet one of the noise impact mitigation provided in the Conditional Use Permit narrative, it states the site for the airstrip was specifically chosen to ensure no noise sensitive areas are impacted and a 65-decibel contour reference is used. It’s not that simple. This statement might lead someone to believe that a simple sound level reading kept at or below 65 decibels within 2,000 feet from the airport runway is within FAA standards, and along with the projected low number of operations, the airport does not reach the threshold requiring any mitigation. However, I assume this is a reference to Code of Federal Regulations Part 150, which established the daylight average sound level DNL as the FAA metric used for community noise impacts. For DNL computations, the decibel in 65, the decibel in 65 decibels is actually dba where a stands for the awaited measurement, you actually have when adding together several factors, such as environment, day and time of the year, distance from the source, etc. By definition, DNL takes into account both the amount of noise for each

aircraft operation as well as the total number of operations throughout the day, and it adds 10 decibels, it adds 10 decibels to each of those operations being measured at night. Nighttime being established as between 10:00 a.m. and 7:00 p.m. As an example, there could be 100 events, say 100 takeoffs per day, each with a sound level exposure of 94.5 decibel dBA. This could still be within the so-called threshold of DNL65, but the actual number of operations per day being projected for this airstrip well exceeds these numbers and would therefore probably require formal noise analysis. Thank you for your time.” She handed Gerreann Froberg some handouts.

Eric Roof, 3700 Willow Creek Road, Embury-Riddle student – was not present to speak.

Annie Perkins, 2069 E Perkinsville Road, Perkins family member – “Good evening everybody, and the 80 people on Facebook at home cannot hear the speakers, so please speak up. My name is Annie Perkins, and I married into the Perkins family. I was formerly Annie Lane and served on Planning & Zoning and Town Council before. I want to speak in favor of history and this family. I know everyone is in favor of their personal property rights, I’m in favor of everybody’s personal property rights. The Perkins family, this land has been theirs for over a hundred years. So, with that being said, I appreciate everyone who moved to Chino Valley for the rural aspect and the rural lifestyle, I don’t know why my voice is shaking, it doesn’t normally. I appreciate that, and I respect everybody’s investment in the Town. That does not outweigh the Perkins family investment in the community, in this Town, in the land, in their products, in the family, in the generations, in everything. That we’re talking 390 acres out of thousands, and this is what their legacy is. I read a comment online from someone who said they moved here six years ago, and they wanted to build a legacy for their family. Well, not only is ranching the Perkins legacy, but this airstrip has been a dream for the family for generations. So this, I am in favor of, not only as Annie Perkins, but also as just Annie, because it’s their land. Personal property rights still mean something, it’s their personal property. That’s all there is to it in my opinion, I said that 10 years ago, I say it today. I’m in favor of this project. Thank you.”

Fred Defibaugh, 1875 W Road 3 South, non-Chino Valley resident, asked that the map of the airstrip be brought up on the screen. “The things I had concerning is when they leave this airspace and go into Prescott, it’s Class B, now they want to go to Class C, you got to get permission to enter that airspace, so I was wondering where they’re going to hold to do that. Because to me it almost looks like they got to hold over Chino or over by Coyote Springs. Well, I know it’s preliminary and all that, but that was a concern is just coming in here and going out, and the other Fred that was up here too, when you’re training, you got to do turns around the point. And I’m a 20,000-hour pilot and I’ve got ATPs, CFIs, and all that stuff, but the thing is, it’s more than touch and goes, they’re going to start doing other stuff, and I don’t know where they train at. But I rent a hanger out at the airport, I got kind of crowded out of there from all the traffic, so I’m real close on the list to go to Cottonwood, I’m going to move my operation over there. That’s it, I know about the noise and all that, the noise doesn’t bother me, I’ve been in aviation my whole life, it’s just the fact that if they have to hold up, if they have to hold here or over there to get in the airspace, because you get four or five students, you got to wait, and then if I bring a helicopter or something in there, they make me go over 300 feet or enter the pattern, and then you got to do the 360 for spacing and all that. So, and then I only train like for friends and stuff, but I do it in Cottonwood because it’s such a mess here, you sit on the ground waiting, and you’re the students paying the money. That’s all I got.”

Chris Pirone, 12960 N Lodestar Road, non-Chino Valley resident, asked for the flight plan map to be brought up on the screen. “Good evening, we’ve been here before. My name is Chris Pirone and I’m here to speak about the proposed airport that is basically directly behind my home. If you see here on the map, the path is directly over my home, that’s my property. They’re coming in here, they’re circling right back behind. Their projected elevation, their downwind elevation is 5924.57 feet. My elevation on my property is 4996 feet, that puts them about 900 feet on approach right over my home at the rate of 20 to 30 per hour. They currently run about 70 flights per hour out of Prescott Airport and it’s planning on expanding. This, it’s unacceptable, we will lose everything we moved to Antelope Meadows for, the peace, the quiet, the mountain views. I urge you to take a few things into account. I question everyone here, if this was happening over your home, how would you react? Can anyone on this board tell me again what Chino Valley’s General Plan is? This is in direct conflict with Chino Valley’s General Plan, the plan for Chino Valley was focusing on preserving its rural, small town feeling, supporting sustainable

growth and providing a high quality of life through safety, community, and preserving its heritage. Also to protect expansive vistas, grasslands, starry skies, and agricultural equestrian traditions. This land is currently zoned residential AG2, I believe. If they want to sell their land and have home built on it in two-acre parcels, that's a lot better than an airport, especially coming over my house. If this does go through and it is passed through Chino Valley, I can guarantee you there will be multiple lawsuits against Chino Valley. I will be the first one on the list. We've been down this road before with solar, let's not do this again. Let's protect the General Plan for Chino Valley, and the residents that are directly in that flight path. Thank you."

Greg Kalbaugh, 205 Sunset Drive, Sedona, non-Chino resident – "My name is Greg Kalbaugh, I'm a resident of Sedona, and I was, I'm retired, I was in the insurance business, business insurance for over 40 years, a risk manager for university, a broker for, Vice-President for a large brokerage firm, claims manager, and an underwriter. I think we all know, it's easy to AI Google that what the mental health and property values negative impact can be with this type of operation, so that's kind of a given. It's also a death nail to Garchen Institute. But from an insurance standpoint, insurance, the ISO, which is a rating organization, this type of risk is high risk in fire, pollution, it's high risk in those impact areas, so fire rates are made by the ISO. So, the ISO is going to, any underwriter gets their grips on this, they're going to have, they all pull, just like your car insurance is pulled, your rates are high even though you're a good driver because it's, it's because of your area. So, these fire rates could go up because of this operation, to trickle down into the business community and possibly into the private sector fire rate. You could see an increase in insurance cost because of its impact. I'm going to make it short and just say just be aware of short-term gain and long-term loss. Thank you."

Laura Chan, 9060 Twilight Ridge Road, non-Chino Valley resident – "Thank you for letting me speak, my name is Laura Chan, and I live in unincorporated Yavapai County. The flying community has been such an important part of my life. As a former United States Air Force flight nurse, spent a lot of time on a lot of airstrips, and we've owned a couple planes with my husband, and we just love flying, and we love that world, and I appreciate the need for quality pilot training and I really value encouraging our new pilots and new generation. However, the people and their communities are here first. The residential areas are here first. The Perkins Ranch airfield location is not acceptable as it will negatively impact the quality of life for thousands of residents living along traffic patterns, and in the vicinity of the airport. Regardless of whether you call it an airstrip, airfield, or airport, planes will take off and land. Planes are noisy and disruptive. For those people who said small planes don't make a lot of noise, they do. On Monday afternoon, I observed Embry-Riddle's demonstration flights from the Garchen Institute. This experience highlighted the detrimental impact this airstrip and Embry Riddle's training activities would have for our community. I can't even imagine how loud it would be when the planes were actually flying at the proposed flight pattern. They would be so much closer than the Garchen Institute and the other residences. I wonder if that's why they didn't fly the proposed pattern altitude. Although the need for dedicated training airport for Embry-Riddle students is needed with the increase to 1300 students, the proposed location is not the solution. Why bring all the known issues that have significantly impacted Cottonwood and Clarkdale to our area. There are other established airports nearby like Seligman and Bagdad. It is not our role to sacrifice our quality of life for their training needs and cost. We were here first. The Perkins Ranch airfield rezone and CUP package is incomplete as it does not address the proposal's negative impacts. While incomplete, I am urging the Planning & Zoning Commission to send to Town Council with the recommendation to not approve, since even a proper demonstration by Embry-Riddle would just result in even greater negative impact and noise to what we saw on Monday. Thank you so much for your time."

Keng Chan, 9060 E Twilight Ridge Road, non-Chino resident - "Good evening Commissioners, my name is Keng Chan. I live in unincorporated Yavapai County. The leaders of Chino Valley are being asked to approve a zoning change and CUP that will affect its future without being given all the information. I like to think it's kind of like first getting married and then after the fact discussing whether where you are going to live, whether it's open or closed, whether you even have a prenup. Now, my background is as a retired fire chief with operational authority at a major international airport and a law enforcement pilot, and it led me to ask a few questions. Well, let's look at the proposed number of flights. Well, we've projected 1,300 students that are required to fly three times a week. How many actual operations can we expect at the proposed airport? I'm sure it'll take a lot more than the roughly projected 50 takeoffs and landings each

day, that when you already plan on accommodating additional 25 aircraft there at some point in Phase 2. Now, do you really expect us to believe that the majority of operations at Cottonwood won't move over to the much closer projected airport? We can already see the impact to the communities at Cottonwood and Clarkdale at VVAIR.org. How would this be different? Can you actually imagine that it would be different? The noise study from 2003 also never addresses the communities that you'll be overflying at less than 2,000 feet. Won't this exceed the 65db repeatedly? How about the CAFMA firehouse proposed? Please understand that the cost of building a firehouse is negligible. Now, the cost of staffing, however, is significant, being well over a million dollars each year in perpetuity. So, are you actually, Embry-Riddle, asking the Council to approve a tax increase for everyone in the fire district just to fund a private project? Let's talk about the potential income from the industry. Are we supposed to believe that because of a small uncontrolled runway, all of a sudden, the aviation industry wants to make Chino Valley the hub of technological innovation? Wow, how does that happen? Well, why then wouldn't they consider Prescott that already has a Class D airport, firehouses, and infrastructure in place? Yesterday, Embry-Riddle conducted a flight demonstration that wasn't announced to the public. Questions, why were you flying patterns to the landing to the North when the prevailing winds are clearly from the South? Since you couldn't land since because there's no airstrip there, why didn't you demonstrate a low pass with the aircraft slowing to landing phase with flaps deployed than going missed from 50 feet instead of orbiting at 1,000 feet while barely varying the throttle? Is that reflective of what happens around an airport? Absolutely not. Why didn't you fly the runway 21 less standard pattern that you show in your proposal? Was it all just a performance intentionally orchestrated to avoid showing Council and staff in some of the actual impacts? Embry-Riddle, I'm sure that the multiple suits as result of the project would create more headlines than news of your last agreement with the military. But since you believe that there would be no hazard impact to the communities, I'm sure you would be willing to indemnify the Town of Chino Valley against any and all damages as a result of ARS 12-1134. Thank you."

Lee Divelbiss, 12632 N Antelope Meadows Drive, non-Chino Valley resident – "Good evening Commission, my name is Lee Divelbiss, I live in unincorporated Yavapai County, specifically at Antelope Meadows, at the end of Antelope Meadows. In fact, the approach for the airplane here at the very bottom near the checkboards where you see all the different little lines at the bottom of the screen is showing the airplanes flying directly in front of my home that we purchased, or actually purchased the property about five years ago, and then built a home to be our retirement home. Of course, I had a speech prepared, but most people have already touched on all of this stuff, so I'm just going to ignore that. But I want to talk real quick, I happen to be the President of Association at Antelope Meadows, and one of the primary things that the President or the board of the Association is to do is to help protect property values, and one of the things with property values, just drives me crazy, is that government has so much authority over what we can do or cannot do with our property. But it's necessary, it's necessary so that you don't have people or individuals, or group of individuals create disturbances so that you cannot enjoy your property, and in this case, I believe this airfield, this proposed airfield produces a nuisance for many people, not only in Antelope Meadows, but Poquito Valley, Coyote Springs, the Haystack, as well as Brightstar, and if you look at State statue, what a nuisance is, it's very well defined and described there. I'm not going to read it, I have it on my phone, but I would encourage the Commission to look at that, and take a look at what that nuisance is, and how that can be interpreted by individuals or group of individuals. And I believe that you approving this would be an error and that you need to deny and push back and ask more questions, and make sure, I also think that this map is unfair, the flight pattern was much closer to the houses when they were making this Southwestern turn, it was actually flying over, the planes were actually flying over some of the houses there at that very edge of that property. With that, I'm going to yield my time, but I would like to say please deny this, push back, ask more questions, make good decisions. Thank you."

Jenelle Perkins, 848 Paricum Drive, Perkins family member – "Hi everyone, I am the granddaughter of the matriarch of the family, and we've lived here my entire life. I lived on the ranch for most of my life but recently moved out and I live right by the airport, I live right across from the golf course, the caddy corner. I've been a student who needs a lot of peace and quiet to study. I've been a student and I still am, I'm in college for nursing, which is not easy, and so I do need a lot of peace and quiet just studying, and things of that nature, and I live directly next to the airport. I've never had an issue, I've had new neighbors move in recently, they don't have any issue. My family bought the house there, there's never been a problem

and no one in the community that are close to the airport have ever said anything about the sound, or it impeding what they have to do in their everyday life. There's lots of retirees there, there's lots of people who are just there to have a peaceful life, and they've never had an issue with the airport being there. I also would urge you to consider not only this generation that this airport would be good for, but the generations to come after and what that would bring to people of my generation as well. So I am in support of the airport. Thank you."

Silver Stapleton, 9015 E Twilight Ridge Road, non-Chino Valley resident – "Good evening gentlemen, my name is Silver Stapleton, I live in unincorporated Yavapai County. Indulge me just a moment to quote the Chino Valley General Plan, which states, haven't heard anybody else talk about it this evening. Chino Valley is a peaceful rural community that supports recreation and regional tourism. We are committed, let me emphasize, we are committed to preserving our community's expansive vistas, endless grasslands, and starry night skies while supporting limited and sustainable growth. Our proud agriculture and equestrian tradition makes Chino Valley a desirable place to build a future. And with the previous decisions of the Council, it has done just that. I lived in Flagstaff and Phoenix when I was a young adult, I knew I'd come back to retire someday, and I did, seven years ago. I retired as a private investigator running my own business for more than 30 years. I worked long hard hours as many of us retirees here have. We've paid our dues to retire in this peaceful, I'm quoting, peaceful rural community that supports equestrian tradition. I settled here buying a home adjacent to State land, I specifically bought where I did, paying a bit more so I could ride my horse in open spaces. I have greatly enjoyed the ability to do so. My home would be one of the closest homes South of the proposed runway, apparently in the flight pattern, and I'm voicing my opposition. This project will affect and limit my riding and that of many other equestrians who live locally in a number of ways. When student pilots are practicing touch and go landings, not only will our riding area be limited because of proximity to runways, but I'm concerned about my safety, that my safety may be at risk while riding on my own property or even in my neighborhood, because of overhead noise and motion of planes, which may or may not be at 1,000 feet as they approach my home. They do not seem to be in, there do not seem to be any recent actual facts on altitude or noise as it pertains to specific neighborhood locations that may be affected. I hope you are adamant those facts need to be established before making a referral to Council. Full throttle getting to altitude possibly 100 to 150 times daily causes me great concern for my safety, and I'm riding a young horse, as well as my general sense of peace and quiet. When noise impact studies were made in 2003 or even later in 2018, the surroundings were very different. Let me make a statement in response to Annie, and to those who were born Perkins, I wonder how many of the older Perkins, who you inherited your property from, would be in favor of this project. How would they have envisioned their legacy? "

Donna Sheehan 3640 N Mearns Place, non-Chino Valley resident - "Hello, my name is Donna Sheehan, and I live in Chino Valley. I appreciate the opportunity to speak today. If approved, Embry-Riddle flight students would be using this airstrip to practice touch and goes. I come from a community with a private airstrip where my husband and I lived for 23 years. He was instrumental in obtaining renewal of the Conditional Use Permit for the airport. One of the things that was strictly prohibited was the practice of pilots doing touch and goes because of the proximity of homes, and the inherent danger that that represented. These resident pilots were experienced, some of them flying for major airlines. One of the most dangerous operations is the touch and go procedure, and in my opinion, the danger to the surrounding environment is heightened by the inexperience of student pilots. I'm also concerned this would be an uncontrolled airport with students not having a tower to guide them. We lived near the Prescott Regional Airport for three years by choice. The flight training noise is awful. Between Embry-Riddle and the helicopter flight schools, it is non-stop, starting in the early morning until late evening. I was very glad to move from there, we sold our home on Wineglass Drive after many months on the market with a modest profit, barely enough to pay our realtor. Yes, I'm concerned about the noise and disruption of life as we know it. I'm more concerned about safety as most people in the aviation community are. I believe this airfield would be unsafe. I think the Perkins family should be able to do with the land what they please, but not at the detriment of their neighbors. I am very sympathetic to their dilemma. I urge all that have views either similar to mine or in direct opposition to it, to express your feelings. It is only by listening to all views that our city leaders will be able to make a decision that benefits the majority of their constituents. Thank you for the opportunity to speak."

Steve Willing, 5087 N Desert Lane, non-Chino Valley resident – “My name is Steve Willing, I’m a resident of Prescott Valley, thank you for taking our comments. In the Agendas and Minutes posted on the Town website for this hearing, one thing that comes up frequently is that the number of flight operations is an average of 50 per day. For example, it is stated in CUP findings that quote, flight operations averaging 50 daily are minimal and specifically designed to be compatible with the rural environment. The project avoids the high-volume traffic and continuous activity that would be incompatible with a retreat center or a luxury rural residential community. So, it is acknowledged that a high volume of traffic would be incompatible with existing developments and homes, such as the Garchen Institute and Haystack Ranches. But it gives the assurance that the proposed average of only 50 operations per day would not be incompatible. This number is also used to determine that no formal noise study should be required, since 50 operations per day is below the FAA threshold. However, the 50 operations per day are referred to elsewhere in the same documents as merely the initial number, and it is stated that under Phase 2, if approved, there’s an anticipated maximum of 40 operations per hour. That would be a huge increase in operations is sustained for more than one of, one out of the 18 daily hours of operation proposed. If the number of operations is to be significantly increased at a later date, that would greatly increase the impact on existing properties, and it would also invalidate the reasoning for avoiding a formal noise study. So, if a Conditional Use Permit is granted, it should be made explicit that the proposed average of 50 operations per day is never to be increased in the future, and if that number is expected to be increased, then a formal noise study should be required before the zoning change is approved. Thank you.”

Nicholas Borja, 1300 N Moon Shadow Road, non-Chino Valley resident, was not present to speak.

K. Greg Murray, 5164 Porter Creek Drive, non-Chino Valley resident – “Hi, thanks for giving everybody the opportunity to address the Commission today. I’m Greg Murray and I’m representing the Central Arizona Wildlife Alliance. I’m a conservation biologist and ecologist by training and I’m here today to speak against the proposal to construct this airport. At the outset, CAWA, our organization, believes that this is not a good idea for wildlife and probably not for people either seeking to coexist with wildlife, one of the features of this community, and it’s especially bad for pronghorn which are also sometimes called antelope. The extension of the grassland habitat South into Chino Valley and Prescott Valley from farther North comprises a large proportion of the highest quality pronghorn habitat in the whole State of Arizona, and the parcel in question is part of that contiguous habitat. That parcel is substantially surrounded on three sides by Arizona State trust land, and that whole part of Chino Valley is frequented by pronghorns, it is not unusual to see at least 30 to 40 pronghorns in that area at one time, and through one of our citizen science initiatives, we’ve collected data that show exactly that. Moreover, all of the land in that part of Chino Valley has been identified by the Arizona Game and Fish Department as a conservation opportunity area, and we believe that the area governments could do more to take advantage of that very opportunity. A recent article in the Prescott Courier newspaper noted that at least 40 articles over the last 25 years describing again and again how area governments have been confronted with the demise of pronghorn herds in our area, with knowledge of the factors that are responsible for that demise, and with the knowledge of policies that would allow us to keep pronghorns on our landscape coexisting with people. But again and again, decisions have been made that fragmented natural habitats and subdivided the pronghorn herds into smaller and smaller units that could not survive. We know a lot more now about how wildlife populations work, and we can do better with our land management decisions, especially if we get the advise of people that have expertise in wildlife biology. So, I realize that this is a different point that most other speakers have noted, but in a land where development is proceeding and squeezing wildlife into smaller and smaller areas, this is a real concern. And remember, Chino Valley has pronghorn right on its logo. Thank you.”

Paul V. Marshall, 10820 E Tessa Lane, non-Chino Valley resident – “Thank you for the opportunity to speak. As most people have already mentioned, you know, about the noise issues, so I won’t dwell on that a lot. But I live in the Prescott Prairie subdivision, and a lot of people move there because of the quiet neighborhood, also the dark sky, which would be degraded, I think, by the aircraft, the airport lighting. Also, I have a friend that has an observatory on his property, on the Northern part of Antelope Meadows, and this would be, he said it would basically destroy his ability to observe with the traffic going to 11:00 at night, the airflights, that the time window. Also, there is potential with airports with the ground pollution, and I know when they use the firefighting foam, I think there’s a lot of what’s called forever

chemicals involved in that, and that seeps in. It takes awhile for it to impact the water table, but there is concern that, and I don't know how often that would be used. Hopefully not very many wrecks or crashes, but I don't know if there's training involved with the firefighters there. Also, potential for gas spills and things like that, I know initially they're not talking about having refueling at the airport. I think that I'll give up the rest of my time, I think the noise issue has been covered pretty well. Thank you."

Cindy Dicus, 238 S Firesky Lane, Perkins family member – "My name is Cindy Dicus and I was born and raised in Chino Valley, Arizona. I went to school here from kindergarten to 9th grade, then we were bused into Prescott to finish up our high school years. Talk about rural, talk about quiet and peaceful, and then everybody else moved in, which was their right to move in. We've got all these new homes around us, we've got all these new people around us, new cars, lots of traffic in this area. My last name was Perkins as I grew up, and this is my family. And we were very honored to grow up in this Town, and somebody asked what my grandparents, great-grandparents would have thought about this. They thought it was great to watch our family grow, and to stay in this area. I also served time as the 911 dispatcher for the fire department for 18 years. I still continue to serve on our fire board. So, we're very involved in the community, and during the 18 years that I was a fire dispatcher, I don't remember a whole lot of aircraft accidents. I remember two, one was actually at the airport, and one was off towards Mingus Mountain. Not saying there wasn't more because I didn't work all the time, but I worked a lot of time. But these people who have moved into our Town, the people who were born and raised here, you didn't hear our family complaining about them coming in, getting jobs, doing what they wanted to do in their homes, and that's what we would like to do. And none of these churches around here have 24 hours silence and peace. I mean, it's part of life. So, I am very much in favor of this, and so are my kids, and so are my grandkids, and so are my siblings and my mom. Thank you for your time."

Tiffany Chiaravalloti, 2755 W Road 4 North, non-Chino Valley resident – "Thank you guys for staying this late, I appreciate that, really do. So, I'm an unincorporated County resident, and I just want to say that I concur with those opposing the zoning change, and I really implore this Commission to listen to their residents, and those who have bared their hearts and hopes tonight. Thank you."

Adrienne Diga, 2630 N Navajo Place, non-Chino Valley resident, was unavailable to speak.

Patricia Crout, 9995 E Blissful Path, Garchen Buddhist Institute – "Hello, thank you, my name is Patricia Crout and I live and work at Garchen Institute in Chino Valley. Like many at Garchen Institute, I packed up my life and belongings and relocated because I truly believe in the mission of the Institute, and in providing a place of peace and refuge in a world that's becoming ever more chaotic and divisive. Part of my role at Garchen Institute is meeting and welcoming visitors. Last Sunday, two days ago, I had the pleasure of meeting a man who lives in Prescott. He recently lost his wife to cancer. He came to Garchen Institute seeking a haven of peace and solitude so he could make some sense of his loss and find some answers to help resolve his grief. He left Garchen Institute with a renewed hope and sense of healing. A few weeks ago, I met a lady who came to the Institute, and she broke down crying as she shared with me that she had been sexually abused. She came also seeking peace, and a way to make sense of what had happened to her. She was able to find some resources to help her on her path to healing and again left with a sense of hope. These are only two examples of many who have come to Garchen Institute, not just seeking peace but seeking healing. Healing cannot happen when our nervous systems are continually bombarded with the loud sound of planes taking off and landing. Garchen Institute is a beacon of healing and peace for people locally, nationally and globally. I ask the Planning & Zoning Commission today, how do we put a price on human development? How do we put a price on healing and quality of life? There are very few places we can go in the world today and be completely transformed for the better. Garchen Institute is one of these places. I ask the committee to seriously consider what kind of world you want to be responsible for creating, not just for this generation, but for many generations to come. Thank you."

Joy Haulot, 1990 E Perkinsville Road, Chino Valley resident – "I'm Joy Haulot, first I want to say waiting to get in here, I heard several comments about the Perkins family. I'd like to say these people have said stuff, you don't know them, it's best not to say anything. They're my neighbors and they're great people. I moved up here 24 years ago for peace and quiet and less pollution. I lived in Phoenix for 50 years, so I

know about noise and pollution. So, the reason I'm, you know, here is I'm against the runway. Thank you."

Matthew Vasquez, 2560 E Allen Road, non-Chino resident - "Good evening Chair and members of the Commission, thank you for this opportunity to speak. My name is Matthew Vasquez and I'm also speaking on behalf of my wife, Rachael Hopkins. We reside in Tucson, we've been visiting Chino Valley and the Garchen Buddhist Institute since its inception in 1999, recharging our work weary minds and bodies in the natural beauty and open space and blue skies here. We've been long-term steady patrons of Chino Valley businesses in conjunction with extended stay in-residence visits to the Institute. This can also be said of thousands of others who come as returned visitors, pilgrims, tourists, and sometimes even dignitaries and movie stars. Over these past 26 years, the Institute as a destination has drawn people from just about every state in the country, as well as internationally. Asia's six regions, Europe, North and South America, we commonly meet people who may be at war with one another in their countries such as Ukraine and Russia. However, here in Chino Valley at the Garchen Institute, they spend time together in peace and harmony. It seems that the ice block that can exist at home for all of us, myself included, melts away and we learn a little, we learn to be a little bit easier to get along with. I drove up from Tucson today on behalf of Rachel and myself to oppose the rezone from single family ranch to agricultural residential, as well as the associated Conditional Use Permit for the proposed airfield. We don't see how this squares with the General Chino Valley Plan 2040, which places a particular emphasis on the local rural beauty, peace and tranquility as a draw for future smart and sustainable growth. It is clearly incompatible to place an airfield with its well-documented detrimental impacts into the midst of pre-existing homes, neighborhoods, and businesses that produce far less noise pollution current, and currently generate income for Chino Valley. The difficulty to control, stem or limit negative impacts are unfortunately pervasive and already well documented by neighboring communities of Cottonwood and Clarkdale, now in dispute with ERAU due to a pattern of broken agreements related to level and frequency of use. It is dramatically impacting their small-town peaceful living experience. Why would Chino Valley choose to be next in line for a decreased quality of life? While we understand the need for ERAU to train pilots, the impact of choosing this location places an unreasonable burden on pre-established residents, businesses, and the Garchen Institute. Once again, we are opposed to the rezoning and the associated Conditional Use Permit. Thank you."

Nancy Silver, 2002 Rocky Dells Drive, non-Chino Valley resident, choose not to speak.

Selina Handy, 11369 N Tevy Trail, non-Chino Valley resident - "Good evening, my name is Selina Handy and I am a resident of the unincorporated part of Yavapai County. I'm representing my husband as well as quite a few of my neighbors who were outside. I wish you guys had a camera in here to see the hundreds of people that have left because not being able to get in here. We are writing the formal, to formally express our strong opposition to the proposed airstrip. We chose to move to this community specifically because of its rural character, tranquility, and high quality of life. These qualities were central to our decision to live here and invest in our property. The introduction of an airstrip would fundamentally undermine those conditions and permanently alter the nature of the area. The anticipated noise from aircraft operations would significantly disrupt daily life, interfere with the enjoyment of our homes, and negatively affect health and well-being. This noise would not be occasional, but ongoing and unavoidable for nearby residents. Such disruption is incompatible with the residential and agricultural community. The hours of operation, from 5:30 a.m. to 11:00, are unheard of, even construction can't start till after 7:00 or 8:00 in the morning, and we want to allow flights at 5:30. In addition, we are deeply concerned with, about the impact of local wildlife and livestock. The area supports native wildlife whose habitats would be disrupted or endangered by aircraft activity. Furthermore, neighbors keep horses on their property and sudden repetitive aircraft noises pose serious risk to their safety and well-being. Loud and unexpected sounds can cause horses to spook, increasing the likelihood of injury to both animals and people and making routine care and riding unsafe. Beyond these specific impacts, the airstrip would irreversibly change the character of our community from peaceful residential equestrian environment into one dominated by aviation activity and incompatible use for this location. We respectfully urge the city Council to prioritize the quality of life, safety, and environmental integrity of existing residents by rejecting the proposed airstrip. Development should enhance a community, not diminish the very qualities that draw people here. Thank you for your time and consideration."

John W. Garden, 849 Sycamore Lane, Chino Valley resident, was not present to speak.

Baylee Perkins, 2009 E Perkinsville Road, Perkins family member - *Hi, I'm Baylee Perkins and I'm sixth generation of the Perkins Ranch, and I'm currently working alongside my dad's chain, running the cattle that my great-grandfather and his grandfather before that, ran the cattle and maintained the land. My family has been here since the year 1900, which is over a hundred years, much longer than anyone in this room. My family helped build this Town and we are doing this airport to benefit the upcoming pilots who will serve this Country in many ways. The Town is growing by leaps and bounds whether we like it or not. It would be great to see positive growth. Alongside that, many people talk about how loud it is, but I've been horseback working cattle, learning how to read cattle and watch the way they react. And many people can agree, horses are very sensitive to touch and sound. So why do the loud planes, larger than what will be used through Embry-Riddle, not spook our horses? My little brother rides unbroke colts who are just getting used to all these sounds and noises, don't even spook from these airplanes. If it is not affecting them, then how loud can it be? I have also rode through antelope, and the noise doesn't even bother them. I have worked these pastures since I was little, learning every part of it. So, I've been under all of these planes that were flying over, and it has not once bothered us or the cattle, and these planes are right above us. This is private property, so other than the terrible noise people claim the planes to have, it has not taken anything from them. My great-grandfather, Tom Perkins, wanted this land to stay in the family, and work for what took care of his family. That was his dream. He told us it is not our place to tell others what they can and cannot do with their land, and we have stood by that. So, we are for this. Thank you."*

Amy Wolken, 9801 E Evening Star Way, non-Chino Valley resident – *"Amy Wolken, 9801 E Evening Star, Chino Valley. I'll begin with a nugget of wisdom. When people and institutions show you who they are, believe them. Two local big boys proposed this project for their own economic benefit and their own convenience. For Embry-Riddle, a nearby location for flight training operations, thousands of them yearly. For the Perkins Ranch, a stream of rental income. So, two benefit. This proposal brings no economic benefit to the Town, and it significantly devalues property while destroying the peaceful home environments of thousands of residents who will be living under these daily overhead flights between 5:30 a.m. And 11:00 p.m. Also, Garchen Buddhist Institute, who you've heard about, is a 25-year-old ongoing business concern, which does bring economic benefit every year to Chino Valley via thousands of visitors and retreat participants, and this runway is aimed directly at them and will decimate their very existence. It's an interesting fact, isn't it? At the April 2nd Board of Supervisors meeting, residents of Cottonwood and Clarkdale stated that Embry-Riddle is not a good neighbor. And our friends there have been suffering to the point of literally begging the Board of Supervisors to use their power as leverage to get some relief from the unrelenting noise. An official from Embry-Riddle at that meeting stated, our main goal is to get students across the commencement stage. Perhaps what was left unsaid was regardless of who our goal impacts. So we have an actual living example of who they are and what this means for us when we look to the residents of Cottonwood and Clarkdale. We don't even have to guess what this might be. Do you really want to sacrifice a big part of our existing natural resources for no economic benefit just to provide income and convenience to these two entities while destroying the quality of life and property value of the current residents of Chino Valley and the surrounding communities? This all flies in the face of the Chino Valley General Plan. Pun intended. Again, when people show you who they are, believe them. Thank you"*

Frank Nelson, 9500 E Perkinsville Road, non-Chino Valley resident – *"Frank Nelson, unincorporated County. On this map here, that's where I live, right there, we have this going around there. I, when my wife and I got married in 1977, her parents had moved to Chino Valley off a Red Cinder Road, Road 3 North and quaint community. We enjoyed it, and so we made plans to perhaps retire here because of my business, it was in different places, but we bought land here about 15, 16 years ago, and first my children and then my grandchildren, we brought them here, and the beauty of it was the quiet, the dark skies, the quiet. And to be honest, I was getting piloting lessons, I'm not against airplanes. They're not that loud, but the, so I was pondering and I was looking at my con, our contract when we bought the land, and that are you guys familiar with Arizona Revised Statutes 28 8485, it actually says that if you are selling your land you must disclose, and let me quote it here, as being in an airport influence area. As I'm seeing this battle going on my first thoughts are, are you guys familiar with Blake Ranch? It's up by Kingman. I bet the Perkins are aware of Blake Ranch and they're good people. We live close to them, and I can tell like*

has been said many times, generations have done and been here together. And so, I respect that you can do what you want to with your land. I would never want to buy land and have someone else come in and tell me what I could do. But as I watch this whole story unfold, I think about I'm watching the airplanes fly over, they're not that loud, but they do make a noise. It's not quite as peaceful as it used to be, but I am worried that it goes right at the Institute. I've always been respectful of that. I think that's a really good thing. And so the one thing just said a minute ago I think is what is my bottom line on this is that how does the city of Chino Valley benefit, and if we just do this for the benefit of Embry-Riddle Aeronautical University. I don't resent Perkins doing something with their land at all. However, it does affect things, and I think we need to pay attention to that, and I would like it to benefit the community to, you know, a little more than it appears to be in this first step. Thank you."

Dan Kells, 9320 E Mystic River Way, non-Chino Valley resident - "Good evening, so my name is Dan Kells, I'll try to make this brief and try not to reiterate on what's already been spoken. So, we've heard person after person after person come up here and lodge their complaints. Primary complaint seems to be noise. I work in aviation for 40 years of my life. I get it, you know, my wife gets it because she has to yell at me all the time because I'm pretty much deaf from working in the industry. There you go. So, I'm up here to talk about two things. One, I'm up here to talk about, or talk for those who don't have a voice. And I'll get into that in a minute, and then I'm up here to talk about an alternative. There's always, always an alternative. Being in aviation for 40 years, I understand Embry-Riddle's stance. Hugh convenience for them, really is, but obviously there's a price to be paid for convenience. I've had the pleasure of living in this State since 1982, and I'm an outdoorsman. I'm a hunter, I'm a hiker, and I remember the days that I used to drive through Chino, and now I'm going to be talking about those that can't speak for themselves. But I remember the days that I used to drive through Chino, you see antelope all over the place. Now you drive through Chino and it's like, oh, there's one, wow, you know, huge, huge reduction in the herd of antelope up here. So much so that the Game and Fish have actually relocated herds due to urban sprawl up here. You continue to implement projects like this runway, that's the seal of the Town of Chino Valley that we on that rug that we all walked across when we came into this building tonight, the most prominent thing on that seal, pronghorn antelope. You keep implementing projects like this, you might as well take that antelope off that seal because you're, you think the noise bothers human beings, that's birthing ground out there. Those antelope will vacate that property in a minute. You won't see them out there anymore. So, I'm just here to speak for those who can't speak. Secondly, the alternative, you've got Seligman, Arizona, you've got a 4800-foot hard surface runway up there that I believe Embry-Riddle paid a lot of money to have that project done so they could continue their training up there. Take that \$15 million that they want to spend over here, put it into infrastructure up there and use the facility that's already present. That's just my point of view. Thank you."

Randy Brown, 920 Heather Lane, Chino Valley resident - "Hello, Randy Brown, I'm from Chino Valley, and I'm here today in opposition to the airport. Most of it's been said already, so I'll just give you a personal experience. We moved here from Prescott, we lived in the Pinion Oaks neighborhood, and we had these same planes taking off over our house from 6:00 in the morning till after 10:00 at night, all day every day. It drove us nuts. We finally sold our house and moved up here to get away from it. Now it seems like it is following us, and we're on this end of Town, the other end of Town. But the way I understand it is once they start flying out of there, there's no rules about where they can fly, they can fly over this whole valley constantly. They're going to annoy everybody, not just the people over there. So, I ask you to vote against it. Thank you."

Wyatt Marquez, 9500 E Perkinsville, non-Chino Valley resident - "Hello, thank you for the opportunity, my name is Wyatt Marquez. I currently live in Prescott Valley, Arizona. Between me and my dad, we've got about 80 acres right past on mile marker 9 on Perkinsville Road. I grew up down Perkinsville. I was born in YMC in Prescott, my parents took me home and I've lived out there for the vast majority of my life. Every memory I have is out in the seclusion of Perkinsville Road. We enjoyed the outdoors and the peace and quiet. It, my family was fairly secluded even for people who live like that. We didn't know people in the community at all really. I've never met any of the Perkins family myself personally. I have nothing bad to say about anybody. I am in staunch opposition to this. My dad's going to go ballistic, truth be told, if this thing goes down. I worry about his mental health. That being said, I obviously everything's pretty much been gone over at this point. The flight path, the alternate flight path, does go pretty much right over our property. Just the metrics of the whole thing seem a little fishy to me. Embry-Riddle's thing

with Cottonwood, we saw how that went down. I mean, I've done a ton of reading on the whole thing and it seems like the same spit and handshake promises that they made there, they're attempting to make here, and we all know how that goes. I got a feeling within just a few years it'd be just as nasty as things got down there. I do love this Town, and I love everybody who lives out there. Personally, I think it's a great place and I think if you like to live that kind of life, it's a wonderful place to be and I think this would definitely affect that in a serious way. I do want to say one thing though, just because I know none of them would because they're too nice. I did hear a direct slight towards somebody in the Garchen Buddhist Institute, and I will say that I think the rest of us would have a lot easier time internalizing our piece if we all had a fat lease check coming our way as well. Thank you."

David Wolken, 9801 E Evening Star Way, non-Chino Valley resident – "Thank you for having me. I just have a lot of questions about liability to the Town. I don't expect answers, but I'm going to ask them. How would the Town of Chino Valley be impacted by Prop 207, the Private Property Rights Protection Act? Has the Town considered that it may face many lawsuits from the residents suing for compensation for reduced values and other issues such as mental anguish and other health issues? Did you know that under ARS Title 12, a property owner may be awarded their legal fees as well? To protect our property and our legacy, Amy and I will seek damages and will encourage everyone affected to do the same. Does the Town of Chino Valley, does your insurance carrier know you're getting into the airfield business? I would think by approving this change, the Town of Chino Valley would likely be named in any litigation. Has Chino Valley thought about the possibilities of air accidents around an airfield, they approved. Has the Town considered, God forbid if an accident occurs and young students are killed. That could possibly run into tens of millions of dollars. How about people and property on the ground? What about fires? What if these planes crossing into Prescott Regional's departure and approach corridors leads to a collision with a jet carrying a 100 or more people? How much money are we talking about then? Does Chino Valley have the legal expertise and the funds to fight these lawsuits? How many more attorneys will you need? How far will your insurance carrier go to pay for any judgments, let alone to defend these lawsuits? Could this lead to the financial ruin of Chino Valley? Amy and I have invested a great deal of money our entire life as have others in the area to provide for future generations. We will protect our future and theirs. All these problems can simply be averted by telling Emby-Riddle no. Thank you."

Jocelyn Barnhart, 3300 W Tortoise Lane, non-Chino Valley resident - "I just want to thank you guys for just sitting here and hearing all this. I mean, I got there later because there were so many people and I stood out in the cold for a good hour. At least 150 people left because they couldn't get in. So, and they weren't here in favor of the airstrip. They came out to oppose it, just so you know. And I only heard about this last week. I think there are many thousands of people in Chino Valley who have no idea what's going on here tonight. No clue, but they will find out. And you are our representatives. It's up to you. You guys, I appreciate all that you've done here tonight listening to all of this stuff. I know you already know what the right decision is. You guys already know. I don't envy you your position, but you know how detrimental and negatively this proposal would impact our community if you allow the zoning to be changed and you allow it to move forward. You already know. I yield the rest of my time. Thank you so much."

Dieter D. Taliaferro, 3025 N Diablo Road, non-Chino Valley resident – "Thank you, I'm not from a liberal area, probably one the newest people to move to this Town. We just closed towards the latter part of November. Took a great risk, we had no family up here, but mainly did it for our children and wanted a future and really just left it to a higher power that this was the right thing to do. Recently I was over at the bar and learned of this in the newspaper and unfortunately where we are we're not far off from that where this development is being proposed being ultimately decided on. There was two iron or not necessarily ironies but two things that were kind of hitting me as I was waiting out front coming in. I was looking at the Town crest on rug where it said looking to the future. While looking at this I was thinking of this would be a compromise to my kid's future. And I really appreciate hearing about six generations and the legacy that that leaves. What I sacrificed so much to help to do for my own family and hopefully I can still be welcomed here as a new person, not an encroachment. One of the things while we were acquiring our property was a fire assessment risk and it increased to 1% probability. It made it extremely difficult to us to secure homeowners' insurance. I know fire has been brought up and I won't spend too much time speaking of that, but will my rates further go up or will I actually be no longer eligible for insurance down

the road should an accident happen? Murphy's a interesting person. Also, I took the, really wanted to see stars, really wanted to enjoy open spaces kind of more connected with nature not as a hippie but I do feel that this Phase 1, the discussion on table today is a slippery slope as Rush Limbaugh would say and I took a picture while I was waiting out there just to capture the sunset and if I may share it I'm willing to but it's not just about noise it's not just about monetary gain. It's about all aspects of like what I feel many appreciate what's happening. And with that, I thank you for all your time and I hope that we find another solution. Thank you."

Mary Brown, 920 Heather Lane, Chino Valley resident - "Hello, I'm Mary Brown, I live in Chino Valley, and I am going to talk about the noise, but I kind of want to, I want, I know all of you must live here and I just want you to realize how real it is. And I don't know where the Perkins live, but you know, everyone sounds like, oh, it's just noise. It's only going to be over here. I do not trust Embry-Riddle, and I just want you to know I moved from Pinion Oaks. I knew the airport was there when we moved and it was fine for the first year. The last two years the flights were constant. We couldn't even go in our backyard. It was so stressful. We had so much anxiety even in the house. We had to keep the windows shut to watch TV. It never stops, and I just want everyone here to know that eventually it will be going around the entire Town. I honestly believe that. Embry-Riddle cares only about Embry-Riddle. They do not care about any of us. Okay? So, they don't care about the Perkins, and I know the Perkins are lured in by this money, but I do want you guys to realize this could affect you. It could affect your animals, your all of our entire lives. So, we moved here after reading the Town's vision is to make Chino Valley a desirable place to live, grow, and thrive. But I ask you, do you feel that this fits into that plan? I do not. Is disruptable, is disruptive desirable for anyone living here. If we look at the Cottonwood and Clarkdale residents, their lives seem like they are ruined. And I know you guys keep hearing this, but you really have to think how it is going to affect you someday. I think you love Chino Valley. I absolutely love it here. And I just want you to know it's not a few people who I feel very sorry for that it's going to affect right off the bat. Okay? So, I just want you to know that I urge you to vote no on this plan. And I feel the choice of one large property owner does not negate the choice of all our smaller property owners. Thank you very much for your time. I appreciate it."

Margaret Perkins, 3955 E Perkinsville Road, Perkins family member – "My name is Margaret Perkins. I'm the matriarch of the Perkins family. I would like to give you a little of the history of our family. Marian Alexander Perkins had a herd of cattle that he left with from Fort Davis, Texas to come to Arizona. He had bought a ranch here by Mr. Campbell. So, he started out in 1898 and it took him two years to drive that herd of cattle here. He settled here in 1900. His son Nick was 11 when he started, rode the whole way, and was 13 when he got here. Nick eventually married Evelyn Duncan and they had four sons. Number three son was Tom. He and I were married in 1954 by Franklin Parker who I understand started the little community church here in Chino Valley. Tom and I had six children, three girls and three boys. They all were born here. They all went to school here. Three of them still live in Chino Valley as I do. We have always supported the community, and I am a woman of great faith. I pray to my Lord every day and I know he hears my prayers even if there's a bunch of airplanes above me. My son Tom, who sits at the end of this table with Embry-Riddle, served his Country for 30 years in the United States Army. While he was in Iraq, his aircraft was hit with enemy fire. He took the controls, he landed that plane and saved not only himself but his co-pilot. And the only way he could do that was through good training. Embry-Riddle can train young men and women the same way, even if they're military for in the private sector. Embry-Riddle is one of the greatest universities, aeronautical universities in the world and we do need good, trained pilots. Yes, it will be a financial boost to the Town of Chino Valley. Maybe not in this year ahead of us, maybe not two years, but you all have to look to the future because it will help our Town in the future. So, I'm asking you for a unanimous vote for this airstrip. It will be one of the best decisions made for our Town. Thank you."

Merritt asked the owner if he wished to speak.

Tom Perkins, owner, declined to speak, and stated he had nothing to add that had not already been said.

Merritt asked the applicant, ERAU, to respond to public comments and questions.

Merritt asked the Commission if they had any questions for the applicant.

Pasciak asked about alternate viable sites and wanted to know if ERAU had looked into those.

Witcher responded that they explored five different sites and were still exploring several of those. He explained that the proposed Perkins family site was one that they found worth pursuing.

Merritt stated the main concerns that had been expressed were the noise issue, repetitive flight issue, and the disruption of the quiet, peaceful area and asked what could be done to mitigate these concerns.

Witcher responded that he was not a noise expert and would like to rely on the research provided to get the exact amounts and any of the measurements that were taken over that time. He stated that there were things that they do in operations to minimize noise and they would be willing to do those things here. Traffic pattern altitude is standard and important for a training environment. One example of what could be done would be “full stop taxi backs” to get off the runway earlier instead of “touch and goes” (which puts aircraft over the threshold of the end of the runway at a little lower altitude), which could reduce the noise for the community.

Merritt reiterated that a complete landing and takeoff would be quieter than a touch and go.

Witcher replied that “full stop taxi backs” have the benefit of putting the aircraft at a higher altitude over the threshold which usually reduces the noise immediately but would make the pattern a bit larger circle flown. It would slow down the pattern. ERAU limits the pattern to two - four aircraft at one time.

Merritt stated that he had witnessed the demo flight from the Buddhist Institute and questioned why the aircraft were not at the lower altitude to simulate a touch and go (perhaps for a safety concern) and asked if there would be a way to set up a more realistic demo of what a flight would look like. He wanted to see the next demo later in the day with more public notice. He asked if ERAU would be open to improving the road to the airfield.

Witcher stated that with no runway, that would limit their altitude and how close they could get to the ground for safety, but that the traffic pattern altitude was safe for that area. He stated ERAU would be happy to coordinate the next demo to be later in the day with more public notice. **Witcher** stated that they were not talking about road improvements at this stage, but if any damage was done to the road during construction, they would take care of fixing it.

Merritt closed the public hearing portion of the meeting and called to continue the item to the February 3, 2026 meeting.

Ditta asked why there was a need for a 5000-foot runway, when he understood the CS172's runway requirements were half that. He stated that the requirement from the manufacturer is 4100 feet for our height, width, length and wind, but that it could be potentially dangerous. He asked if the Diamond aircraft was planned for Phase one, or if it needed the extended runway.

Witcher responded that the 5,000-foot runway served the purpose for the initial stage to operate the 172 Cessna, with future expansion to 6,000 feet to bring in the Diamond DA42s and would also give the Perkins family some options as they look forward to the future.

Paslick explained that the length of the runway comes from the FAA's advisory circuit that goes by mean maximum temperature and also elevation. They plug in the type of aircraft, and it tells them what the runway length needs to be, and the Cessna falls into the B2 category which puts the length of the runway to be around 5,000 feet for that type of aircraft. So, it is designated by FAA's advisory circular, does not go by the manufacturer's recommendations, but has their own formula for a safety factor that is added into that.

Witcher affirmed that the Diamond aircraft would be brought in at a later phase, once the runway was expanded.

Pasciak requested for the next meeting that a list be provided of all potential operations, stalls, and impact on noise. He asked if lead toxin fuel would be used. He requested that staff provide information to explain the Cottonwood and Clarkdale concerns. He explained that the State had a mandate on the timeframe for these applications. He stated that the Perkins family had been here since 1900 and asked

if the Perkins family had ever objected to anybody coming into this area and ruining their views. He wanted it on record some of the public were stating that they were established communities.

Witcher responded that they still used 101 low lead for piston aircraft.

Perkins responded that when he grew up here, there was nothing east of them, that Old Home Manor was owned by Billy Wells at that time, Lara Morgan owned the land where Haystack was, and Gil Bizjack had the corn stand, all of that open land was gone now, it was all houses now. He stated that Logan Wells still owned property near the proposed site and was looking forward to an increase in his property value as the project matured. He shared that he listened to and understood the concerns from the public but thinks that this is a great project for the Town of Chino Valley. He stated that as long as he was alive and the President of the Ranch, that he would work with anyone who wanted to make this community better and make the future of our children better. He stated he would be available to talk anytime. He lived in Tennessee right now, but would build a house and move back here to participate in Chino Valley's growth, some of which he liked and some he didn't, but all of it was a part of life and a part of this community. He asked that anybody who worked on the project, if approved, that it be done well, done right, and as it grows, that the community could be very proud of it. He added that it would not just be an airstrip, it would slowly grow into what he hoped was something the Town could rely on for revenue for education and something that we could all be proud of.

Pasciak thanked him for his comments.

Merritt stated he appreciated him stepping up to the podium and speaking, that it puts a face to the project.

Morabito asked if Daytona Beach started with a dirt lot. He felt that this would start with an airstrip, and in 15-20 years, grow towards Chino Valley, which could be the greatest thing ever. It could bring growth like they found in Daytona Beach

Witcher replied that ERAU moved to Daytona Beach in 1965, from Miami. He shared that ERAU now celebrated their 100-year anniversary and was almost 50 years in Prescott. They started in Daytona Beach as a small program and now had 8900 students. They had introduced a micro-plex center in Daytona Beach, that included large industries that support aviation, aerospace, and space industry, that love the talent and students that ERAU produce. It brought high-paying jobs to that community, with original equipment manufacturers (OEMs) bringing in 400 engineers. **Witcher** felt that Chino Valley could experience that kind of growth and economic development in Phases 3 and 4. ERAU was a big piece of what brought growth to Daytona Beach.

Merritt asked staff about the Clarkdale and Cottonwood difficulties working with ERAU and stated that he had watched the Board of Supervisors meeting. He asked that staff explain how this project would be different. He felt that this project would be a more solid and controllable entity.

Dingee explained the difference between the proposed project site and the situation at Cottonwood and Clarkdale, was the nearby density of population.

Lineberry added that Chino Valley would use a Development Agreement which would be a legal and binding contract to regulate the project. Cottonwood / Clarkdale is a public airport and very different. They did not have a Development Agreement.

Ditta asked if there would be a Development Agreement for Phase One.

Dingee replied there would be.

Motion was made by Pasciak, seconded by Ditta, to continue ZC-2025-03 and CUP-2025-05 to the February 3, 2026, meeting for Commission discussion, deliberation, and recommendation. A voice vote was taken and the motion passed with a 5-0 vote.

Merritt stated he would give his questions to the Town staff and asked the Commission to send any questions they had to staff, so that as many questions could be answered at the next meeting from ERAU about the noise mitigation and runway information. He asked that the January 17th flight

demonstration be a more accurate look at what people are going to be seeing, with more notice of times, and be coordinated through staff.

Lineberry stated that anyone who attended the meeting and shared their email address, would be sent information on the January 17th flight demonstration, and encouraged the public to provide their information before they left.

ADJOURN – A motion was made by **Pasciak**, and seconded by **Ditta** to adjourn the meeting at 9:51 p.m.

Charles Merritt - Chair

Prepared By: Gerreann Froberg

DRAFT

Gerreann Froberg

From: Erin Deskins
Sent: Tuesday, January 6, 2026 6:38 AM
To: Gerreann Froberg; Laurie Lineberry; Will Dingee
Subject: FW: Protest Against Airstrip

Importance: High

Good morning, all.
Please share the below with our P&Z Commissioners.

Erin N. Deskins, CMC
Town Clerk, Town of Chino Valley
928.636.3131

To ensure compliance with the Open Meeting Law, recipients of this message should not forward it to other members of a Board. Members of a Board may reply to this message, but they should not send a copy of their reply to other members.

-----Original Message-----

From: Rebecca Schmidt <rebeccas3838@gmail.com>
Sent: Monday, January 5, 2026 2:32 PM
To: Erin Deskins <edeskins@chinoaz.net>
Subject: Protest Against Airstrip

Hi Erin Deskins,

My name is Rebecca Schmidt and I am a resident of Chino Valley. I live in the Perkinsville/ CastleRock neighborhood by the Safeway, on Meta Road.

I would like to submit a formal comment (complaint?) about the potential airstrip for Embry Riddle. I am vehemently opposed as this is my first house and I really don't want a huge drop in property value. I also really don't want an airstrip in or near my town, as the noise will upset my animals and myself.

I am against this move for Chino, please vote against it. Chino is great just the way it is.

Can you please forward this email to all Planning & Zoning Commission members – to ensure my comment is included in the written record? Please and thank you.

Kind regards,
Rebecca Schmidt

Gerreann Froberg

From: Erin Deskins
Sent: Tuesday, January 6, 2026 6:41 AM
To: Gerreann Froberg; Laurie Lineberry; Will Dingee
Subject: FW: Opinion on Perkins Ranch Airstrip, Chino Valley

Good morning, all.

Please forward the below to our Planning & Zoning Commissioners. Thanks!

Erin N. Deskins, CMC

Town Clerk, Town of Chino Valley

928.636.3131

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From: Mark Puchalski <sailplaner@gmail.com>
Sent: Monday, January 5, 2026 4:17 PM
To: Erin Deskins <edeskins@chinoaz.net>
Subject: Opinion on Perkins Ranch Airstrip, Chino Valley

Hi Erin.

Can you please forward this email to members of the Planning and Zoning Commision? I wasn't sure how else to get it to them.

My name is Mark Puchalski and I live in Chino Valley.

The subject of this email is to express my opposition to the proposed Perkins Ranch Airstrip in Chino Valley. I don't intend to speak at the Planning and Zoning Committee meeting 6 January, 2026 but I wanted to make sure that the Planning and Zoning Committee is aware of my opinion.

I don't believe a private airstrip in Chino Valley designated for use by the Perkins family and Embry-Riddle Aeronautical University (ERAU) will be of any benefit to the community of Chino Valley. In fact, I believe it will end up being a nuisance and degrade the general living conditions of local residents in the community.

The additional air traffic of student pilots, noise from the additional aircraft and eventual street traffic will erode the rural feel and appearance of Chino Valley. It has been shown that airstrips and airports near residential areas rarely help to increase property values for local residents.

I'm also a member of the Chino Valley Flyers radio control model aircraft club. Our flying field is off Perkinsville Rd at the same turn off as the Chino Valley 9/11 Memorial. This is about 3.5 miles from the proposed airtrip location. The club has 150 members. The flying field is active nearly seven days a week.

It will only take one report to the FAA that a model aircraft came too close to a full size aircraft and our flying field will be shut down.

The Power Point presentation submitted to the Planning and Zoning Committee paints a rosy picture. The examples, numbers, and eventual completion of Phase Four all indicate a medium to low effect on the local community. I find this to be at best disingenuous but I also understand the Perkins family and ERAU want to build an airstrip close to an established community.

When I was a kid and my brothers and I took advantage of something our Dad let us do, he had a phrase he liked to use. "Give them an inch and they'll take a mile." Even though each future Phase must be voted on by the Town Council, if Phase One of this project is approved, each additional phase will feel like a scratch. In the end this airstrip with all its additional air traffic, noise and additional street traffic will amount to a gaping wound to the residents and community of Chino Valley.

Please help the rural community of Chino Valley retain as much of its rural nature as possible.
Please vote NO on the airstrip proposal.

Thank you for your time and consideration.

Mark Puchalski
918 Kristin St
Chino Valley, AZ

Gerreann Froberg

From: Erin Deskins
Sent: Tuesday, January 6, 2026 7:57 AM
To: Gerreann Froberg; Laurie Lineberry; Will Dingee
Cc: Terri Denemy
Subject: FW: No to Proposed ERAU Airstrip

Hello again,

Please share the below with our Planning & Zoning Commissioners. Thanks!

Erin N. Deskins, CMC

Town Clerk, Town of Chino Valley

928.636.3131

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From: patricia urarro <polly_o@q.com>
Sent: Monday, January 5, 2026 3:50 PM
To: Erin Deskins <edeskins@chinoaz.net>
Subject: No to Proposed ERAU Airstrip

To whom it may concern:

I have been a resident of the Town of Chino Valley for the past 26 years, along with my husband, Roy. We have lived in the state of Arizona for approximately 36 years. When we came to the Quad City area to find a home 26 years ago we decided against Prescott Valley because of the congestion and strip mall appearance. Prescott was too touristy. We fell in love with Chino because it was removed from the congestion, noise, and shopperama atmosphere of the other two. We eventually got horses and enjoyed life on our five acres. A RURAL atmosphere with little noise pollution, aside from residential traffic. Black night skies, where you can still see the stars. I can sit on my back porch at night and it's relatively quiet aside from an occasional dog barking, cattle mooing, or donkey braying.

If ERAU builds their training air strip as proposed it would be very sad for the many of us who moved to this area, by choice, to enjoy what we currently have. I understand the Rights of sellers to sell their land to the highest bidder for profit. That being said, I have 5 acres in town zoned Residential/Light Commercial which means, for all intents and purposes I could sell my property to a methadone clinic. Centrally located, lots of parking. Would I impose that on my Rural neighbors?...No.

I was told the family selling their property has the right to sell to whomever they want and their family was founding fathers and go back 100 years in Chino. My guess is their forefathers would be spinning in their graves if they were aware of the trajectory this Town has chosen to even entertain. It would be a shame that this long-standing family's name, which I have held in high regard, will be destroyed and hated by so many residents of Chino Valley and surrounding areas if this proposed nightmare comes to fruition.

Thanking you for your time and consideration,

Pat and Roy Urraro
375 N Road 1 E
Chino Valley, Az 86323

928-899-6273

*****Please forward this e-mail to all Town Council members, All members of Planning & Zoning
Commitee, and the Mayor of Chino Valley*****

Thank you, again

Gerreann Froberg

From: Erin Deskins
Sent: Tuesday, January 6, 2026 4:26 PM
To: Gerreann Froberg; Laurie Lineberry; Will Dingee
Cc: Terri Denemy
Subject: FW: No Airfield in Chino Valley

Hi all-

Please forward the below to our Planning & Zoning Commissioners. Thanks!

Erin N. Deskins, CMC

Town Clerk, Town of Chino Valley

928.636.3131

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From: April Gilbert <akgilbert64@gmail.com>
Sent: Tuesday, January 6, 2026 4:16 PM
To: Erin Deskins <edeskins@chinoaz.net>
Subject: No Airfield in Chino Valley

Erin Deskins
Town Manager
Chino Valley

Erin,

I live in unincorporated Yavapai County.

I would like to share my concerns regarding the Perkins Ranch Airfield Project and ERAU.

FACT. ERAU has outgrown the Prescott area and has decided to increase its student pilot program from 1000 to 1300 student pilots.

Noise. Constant noise pollution due repetitive training patterns all day, every day between the hours of 5:30 am and 11 pm.

Chronic exposure to noise has been linked to stress, sleep disturbance, higher blood pressure, cardiovascular issues and annoyance.

Quality of Life. Noise and low flying planes impact ability to enjoy one's own property inside and/or outside. Please see vvaair.org to learn the detrimental impact that ERAU has had on the VerdeValley. An example is low flying aircraft over houses or nearby every 30 seconds. The residents can't enjoy their outdoor spaces and some wear headphones indoors because it is that bad. The Clarkdale Mayor and Council Members have tried unsuccessfully for 3 years to get some relief with ERAU and to date not one resolution has occurred. This is the bad neighbor that ERAU is. They do not care.

Decreased property value. No one purchased in Chino Valley near an airfield. If one goes in, there goes their property value immediately. That isn't right or fair. People moved out in the rural areas to enjoy peace and quiet and many to enjoy a rural lifestyle.

This doesn't just affect Chino Valley, it also affects many of the surrounding areas as flight patterns can and will change.

I do not want an airfield in Chino Valley. ERAU has other options. Please keep Chino Valley peaceful, rural and quiet.

Please forward my email to all Planning and Zoning Commission Members so it will be written in the records.

Thank you,

April Gilbert

Good evening, members of the Planning and Zoning Commission and Town Staff, My name is Bob Flusher and I currently live here in Chino Valley.

My wife and I are still haunted by the nightmare we endured living in Davidson Homes at Deep Wells Ranch in Prescott - directly under the relentless flight paths of Embry-Riddle's pilot training program.

From 6:00 am until 11:00 pm a solid line of flights from morning to night, day after day planes roared overhead – It was nonstop takeoffs and landings, often screaming by as low as 250 -500ft, close enough to see faces of the pilots. The deafening noise during the time we lived there, shattered our peace of mind, there were no quiet mornings on the porch, no relaxing evenings in our backyard, there was no escape, indoors or outdoors from the constant vibration and roar that invaded every moment of our lives.

It broke us. We sold our dream home just 3 months after moving in, swallowing a devastating \$50,000 loss.

We thought we'd finally found our sanctuary in our new home in Chino Valley. But now, this proposed airstrip at Perkinsville Ranch – only 1.9 miles away, threatens to drag us back into that Hell that we previously went through.

Please, don't inflict this suffering on our families, our neighborhoods, our children, the wildlife and our simple cherished Quiet way of life.

I've lived the devastation – lost sleep, lost joy, lost our dream home. Please Spare others that pain we endured.

I beg you: Vote NO on this project. Thank you for listening.

Gerreann Froberg

From: Erin Deskins
Sent: Wednesday, January 7, 2026 6:45 AM
To: Gerreann Froberg; Laurie Lineberry; Will Dingee
Cc: Terri Denemy
Subject: FW: Oppose the rezoning proposal of Perkins Land

Hi again,

Please forward the below email to our Planning & Zoning Commissioners. Thanks!

Erin N. Deskins, CMC

Town Clerk, Town of Chino Valley

928.636.3131

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From: Rachel Hopkins <rachelahop@gmail.com>
Sent: Tuesday, January 6, 2026 7:57 PM
To: Erin Deskins <edeskins@chinoaz.net>
Subject: Oppose the rezoning proposal of Perkins Land

Dear Edie Deskins,

My name is Rachel Hopkins and I live in Tucson, Az. I have been a frequent and long time visitor to Chino Valley and Garchen Buddhist institute since 1999.

I am writing to express my concern regarding the proposed airfield and associated proposal in Chino Valley. I do not see it as compatible with the Chino Valley General Plan of peace and quiet, small town living.

I strongly oppose the rezoning from single family ranch to residential and also oppose the conditional use permit.

The residents and businesses including revenue generating Garchen Buddhist Institute would be forced to carry an unreasonable burden for this airstrip and associated additional projects. The Institute's ability to function in its capacity as a peaceful sanctuary would be impossible - effectively putting them out of business.

Please forward my email to all Planning & Zoning Commission members.

Thank you,
Rachel Hopkins

Sent from my iPhone



Planning Commission
February 3, 2026
ZC-2025-03 & CUP-2025-05
Perkins Ranch Airfield

Supplemental Memo

January 6, 2026 – Planning and Zoning Commission

At the Planning and Zoning Commission hearing, staff presented an overview of the proposed Perkins Family Airfield, including the requested rezoning, Conditional Use Permit, and Development Agreement framework. The presentation addressed the project location, proposed phasing, operational limits, aircraft types, hours of operation, and mitigation measures intended to address noise, lighting, and compatibility with surrounding rural land uses. Staff also outlined the review process, the role of the Development Agreement in enforcing conditions, and the requirement for additional approvals for any future phases beyond the initial airfield improvements. The applicant and representatives for Embry Riddle Aeronautical University provided additional information regarding the purpose of the airfield, proposed flight training operations, anticipated aircraft types, and the general approach to flight patterns and operational practices. The applicant discussed the private nature of the airfield, the phased structure of the project, and the intent to limit development to aviation related uses while maintaining the balance of their ranch as open ranch land. The hearing included extensive public comment from a large number of speakers. After all individuals wishing to speak were given the opportunity to do so, the public hearing was formally closed. The Commission then began discussion and deliberation; however, based on the volume of information presented and the need for additional clarification, the Commission voted to continue the item to the February 3, 2026 meeting. A complete record of public comment and Commission discussion is contained in the official meeting minutes from January 6th. **(See January 6th Staff Report)**

General Plan Conformance

In reviewing the proposed Perkins Family Airfield, staff has evaluated the project in the context of the Town's General Plan Vision Statement, which describes Chino Valley as a peaceful, rural community that values expansive open space, dark skies, agricultural tradition, and limited, sustainable growth. Staff recognizes that the term "rural" can mean different things to different members of the community. However, the General Plan frames rural character not as the absence of all activity or infrastructure, but as the preservation of large open landscapes, avoidance of suburban development patterns, and careful management of growth in a way that maintains the Town's long-term character and identity. The proposed rezoning of approximately

390 acres from SR-2 to AR-36 is intended to better align the property with the General Plan's rural and ranch-oriented framework. AR-36 zoning preserves large parcel sizes and discourages residential subdivision, which is consistent with maintaining open ranch land and avoiding incremental residential development over time. The applicant has stated that there is no intent to sell or develop their remaining thousands of acres of property within the Town of Chino Valley that many residents and visitors associate with the Town's expansive grasslands, wildlife corridors, and overall rural character. The goal is to retain the land in long-term family ownership, with development limited to the proposed private airfield and associated aviation related uses. Under this approach, the majority of the property would remain open and undeveloped, supporting expansive vistas, dark sky conditions, and the rural landscape described in the General Plan Vision Statement.

The proposed airfield is structured as a private, phased project with clearly defined limits on operations, aircraft types, hours of activity, and future development. Growth beyond the initial airfield improvements would require separate Development Agreements and additional review, ensuring continued evaluation of General Plan consistency over time. When considered in this broader context, the project supports the General Plan's vision by allowing limited and sustainable growth while preserving rural character, avoiding residential subdivision pressure, and maintaining the open ranch landscape that defines this area of Chino Valley.

Conditions of Approval and Development Agreement Framework (Attachment I)

The CUP Conditions of Approval are meant to clearly lay out what is being approved and, just as importantly, what is not. The Conditional Use Permit identifies up to four potential phases of development, the subsequent development agreement would only authorize Phase One, the initial airfield improvements. The airfield is required to remain private, and the site is limited to a single flight training school. Any development beyond Phase One, whether that includes buildings, hangars, or other aviation related uses, would require a separate Development Agreement approved by Town Council. Approval of the CUP does not allow the site to fully build out without accompanying Development Agreement.

A large portion of the conditions focus on how the airfield would operate on a day-to-day basis. These conditions set clear limits on hours of operation, define what counts as an aircraft operation, and cap the number of operations both hourly and annually. Aircraft types are limited based on noise profiles, and seasonal restrictions are included. Training flights are required to follow standard patterns and be conducted in a way that minimizes impacts to surrounding areas as much as practicable. Lighting is addressed, with non aviation lighting required to comply with the Town's dark sky standards and aviation lighting limited to what is required for safety. These conditions are intended to create clear, enforceable boundaries rather

than relying on informal practices. The conditions address public safety and ongoing coordination. Fire protection requirements are tied to CAFMA, and coordination with the Chino Valley Police Department is required for site security and operations. The applicant is required to coordinate with state agencies to address airspace, wildlife, and environmental considerations. All operational limits, mitigation measures, and obligations are required to be formalized through a legally binding Development Agreement, which gives the Town an enforcement tool and ensures continued oversight as the project moves forward and additional phases are proposed.

Flight Path and Airspace (Attachment II)

Since the January 6th hearing, staff has received additional clarification through coordination between Embry-Riddle Aeronautical University, Prescott Regional Airport, and the FAA regarding how flight operations would occur during Phase One. Under the proposed operating plan, aircraft would depart Prescott Airport and travel north through Prescott airspace using an already established and existing arrival and departure corridor. This corridor exists today and is actively used regardless of whether the proposed Perkins Family Airfield is approved. Aircraft would follow this existing pathway over largely undeveloped land until exiting Prescott airspace.

Once outside of Prescott airspace, aircraft conducting touch and go operations would enter the proposed Perkins airspace using one of two planned corridors, depending on the traffic pattern being flown. These corridors have been intentionally planned to either generally follow the alignment of Perkinsville Road or traverse undeveloped State Trust land. It is important to note that neither of the proposed corridors passes over existing residential development, and the surrounding land is largely undeveloped. Following completion of touch and go operations, aircraft would depart the Perkins airspace using one of the same corridors and either return to Prescott airspace via the existing established corridor or proceed to other training locations before ultimately returning to Prescott Airport.

Based on additional coordination with Embry-Riddle, Prescott Airport staff clarified that the operational plan does not result in aircraft flying over developed areas commonly referred to as North Prescott Valley. Earlier conceptual depictions led to questions about this possibility; however, further review confirmed that the protected Arrival and Departure Corridor reserved for Prescott Airport intersects that assumed pathway. This protected corridor functions as a no-cross area for flight operations and is actively managed by the Prescott Airport control tower. The corridor is also expected to accommodate additional traffic in the future associated with the proposed runway extension at Prescott Airport, which further reinforces the need to route training flights away from this area. The primary corridors used as part of this operation already

exist today, and the proposed corridors for the Perkins Airfield are intended to concentrate flight activity over undeveloped land to the greatest extent practicable.

Other Flight Training Activities (Attachment III)

In addition to takeoffs, landings, and touch and go operations, Embry-Riddle flight training includes other required maneuvers, such as stall recovery and airwork exercises. These activities are not conducted in the immediate vicinity of the proposed Perkins Ranch Airfield and are performed in designated training areas within the broader regional airspace, as shown on the airspace quadrant maps included as an exhibit. The construction of the proposed airfield would not change where these training activities occur. These maneuvers are already being conducted today in established training areas, and that would remain the case regardless of whether the Perkins Ranch Airfield is approved or constructed.

Additional Airspace Considerations

Additional discussion has also occurred regarding the Chino Valley Flyers (model aviators) and Compass Training, both of which operate at the Town- owned Old Home Manor property. Staff, the applicant, and Embry Riddle have discussed whether the creation of the proposed Perkins Family Airfield would require the closure or relocation of either of these existing uses. Based on those discussions, neither use would be impacted, as both are located completely outside of the proposed airspace associated with this project.

While it is acknowledged that any future expansion or modification of airspace, whether related to Prescott Airport or other facilities, could require additional evaluation of surrounding uses, that scenario is not part of the current proposal. Town staff have been advised that the proposed Perkins airspace would remain Class G uncontrolled airspace, with no plans now or in the future to modify or expand it. In addition, the project has been conditioned such that any change to the proposed airspace configuration would require further review and approval by the Town prior to taking effect. Under the proposed operating plan, pilot training activities at the Perkins Ranch Airfield can coexist with the model aviation and shooting range uses at Old Home Manor without conflict.

Why This Location? (Attachment IV)

Staff have received ongoing questions from members of the public regarding why this project is being proposed in Chino Valley and why similar facilities were not pursued in other locations such as Seligman, or Bagdad. While staff does not control where or when applications are submitted, it is appropriate to evaluate whether the proposed location presents different or lesser impacts when compared to other existing airfields and communities. Although staff does not have access to detailed land use or occupancy data for each of these communities, staff

does have access to building footprint data showing structures constructed within a two mile radius of each existing airstrip/airport. For purposes of this comparison, staff assumed that any structure eight hundred square feet or greater represents some level of occupancy, whether residential or commercial. This approach provides a consistent and conservative method for comparing potential exposure to surrounding development across locations.

Based on this comparison, the number of structures within a two-mile radius of the proposed Perkins Ranch Airfield is substantially lower than the number of structures surrounding comparable airfields in Cottonwood, Seligman, and Bagdad. While this analysis does not account for specific land uses, it does demonstrate that the proposed location is surrounded by significantly less development. From a land use compatibility standpoint, this supports staff's conclusion that the Perkins Ranch location presents fewer potential conflicts with existing development than other communities where aviation operations already occur.

CAFMA and Fire Protection Considerations

Questions have also been raised regarding fire protection and the potential involvement of CAFMA. At this time, it is important to clarify that there is no CAFMA facility, staffing increase, or service expansion associated with Phase One as it is limited to initial airfield improvements and does not include construction of a fire station. Discussion regarding a new fire station relates to a future Phase Two concept and will be evaluated separately when that phase is proposed. As discussed with the applicant and Embry-Riddle, the general concept would involve the applicant constructing a facility and providing necessary equipment, with the potential for that facility to be operated by CAFMA. Any such arrangement would be subject to separate agreements, CAFMA review, and Town approval, and would not be exclusive for the Perkins Ranch Airfield. The intent would be for the station to serve the airfield as well as surrounding areas, including Haystack and development to the northeast, such as the Garchen Institute.

Because this discussion is tied to a future phase, staff cannot provide specific details regarding staffing, funding, or operational impacts at this time. Those items would need to be fully evaluated by CAFMA and the Town when Phase Two is formally proposed. Staff has been advised that any future agreement would be structured to ensure costs are allocated fairly and proportionately among those who directly and indirectly benefit from the facility. At this stage, however, there is no CAFMA commitment with Phase One of the project.

ATTACHMENTS:

I	II	III	IV	V
Updated Conditions of Approval	Prescott - Perkins Airspace Map	Flight Training Map	Yavapai County Airfields/Airports	Suggested Motion

PREPARED BY:

DATE:

WILL DINGEE, ASSISTANT DIRECTOR

1/29/2026

928-636-3472

WDINGEE@CHINOAZ.NET

APPROVED BY:

LAURIE LINEBERRY, AICP

DEVELOPMENT SERVICES DIRECTOR

LLINEBERRY@CHINOAZ.NET

ATTACHMENT I
UPDATED - CONDITIONS OF APPROVAL

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. The CUP consists of 4 phases of site improvements:
 - Phase 1 - 5000' Airstrip
 - Phase 2 - Fire Station, Tie Downs, Classroom/Hanger
 - Phase 3 – Aviation-Related Industrial/Assembly/Warehouse Space
 - Phase 4 – Aviation-Related Commercial/Office Space (including a possible Fixed Base Operation)
4. The airfield shall remain private for the life of the airfield.
5. There shall only be one flight training school allowed on this site.
6. Each Phase of development shall comply with dark sky lighting provision, for all non-FAA required lighting
7. Construction of the project shall be in general conformance with the site plan provided with the application for this CUP.
8. Signage for each Phase requires Town review, approval, and construction permits.
9. Construction of the Fire Station is required prior to vertical construction on the site or at the requirement of CAFMA.
10. General types of uses allowed in Phases 2 through Phase 4 include: Fire Suppression, Classrooms, Airplane Hangers, Fueling Facilities, Airplane Tie-Downs, Fixed Base Operation, FAA-required Safety and Communication structures/equipment/lighting, Aviation-related uses, Aerospace and Avionics-related Research and Manufacturing, Research and Development, Original Equipment, Manufacturing, Education, Aeronautical Engineering and related support services.
11. The airspace shall remain consistent with the airspace map provided with the application for this CUP.

ATTACHMENT I
UPDATED - CONDITIONS OF APPROVAL

12. Construction for Phase 1 shall commence within 2 years of the approval of the required Development Agreement. Construction for Phase 3 and/or Phase 4 shall commence within 10 years of completion of the runway. If either of these deadlines is not met, the CUP will return to the Planning Commission for review and recommendation to Town Council.
13. As a condition of approval of this Conditional Use Permit, the applicant shall enter into a legally binding Development Agreement approved by Town Council (with review and comments for consideration from the Planning Commission), for each Phase of development of the site. All enforceable obligations, limitations, and mitigation measures shall be memorialized in the Development Agreements. At a minimum, the Development Agreement for Phase 1 shall address the following:
- a. Standard Hours 5:30am to 11:30pm
 - b. A Touch and Go is defined as a single landing and take off
 - c. The average number of Touch and Go's shall not exceed 40 per hour
 - d. The average number of Touch and Go's will be 110 per day
 - e. The total number of Touch and Go's shall not exceed 40,150 Touch and Go's per year
 - f. For conditions c, d and e compliance shall be determined using a rolling three year average.

ATTACHMENT I
UPDATED - CONDITIONS OF APPROVAL

g. Operations shall adhere to the following distribution:

Time Period	% of Operations Representing Daily Total
5:30 AM to 6:00 AM	<u>Minimal Operations</u> representing 0-5% of daily total
6:00 AM to Noon	<u>Peak Operations</u> Weekdays representing 65-75% of daily totally 45% -55% on weekends
Noon to 8:00 PM	<u>Moderate Operations</u> representing 20-30% of daily total
8:00 PM to 11:30 PM	<u>Minimal Operations</u> representing 0-5% of daily total

Notes:

- **Weekend operations typically represent 60-70% of weekday volume due to reduced training schedules**
- **Approximately 15% of the days (1 in 7) there will not be airplanes in the pattern based on weather (winds and/or cloud cover).**
 - h. Winter hours shall have operations conclude before 10:00pm
 - i. ERAU Training Operations shall be limited being conducted in a Cessna Skyhawk 172 and Diamond DA42NG OR similar aircraft with a noise profile equal to or less than their noise footprint.
 - j. At no time shall more than four (4) aircraft be simultaneously engaged in touch and go operations.
 - k. The property shall not be used beyond Phase One airfield improvements unless expanded through a Council approved Development Agreement.
 - l. The applicant shall coordinate with the Arizona State Land Department on any airspace, height, lighting, or operational impacts affecting State Trust Land and obtain required easements
 - m. The applicant shall coordinate with the Chino Valley Police Department on site security plans before and during operations
 - n. Training flights shall be conducted primarily over undeveloped or sparsely developed areas to the maximum extent practicable.
 - o. Training routes shall be designed to avoid repetitive overflight of residential neighborhoods.

ATTACHMENT I
UPDATED - CONDITIONS OF APPROVAL

- p. Standard traffic patterns shall be utilized and oriented over undeveloped land whenever feasible.
- q. Deviations from established flight patterns shall be limited and conducted to minimize impacts to developed areas.
- r. Aircraft shall maintain sufficient altitude over developed areas to minimize noise impacts, except as required for safety, takeoff, or landing.
- s. Repetitive low altitude training maneuvers over developed areas are prohibited.
- t. No buildings, facilities, infrastructure, or operations associated with Phases Two, Three, or Four shall occur without a separately approved Development Agreement.
- u. The property shall not be used beyond Phase One airfield improvements unless approved by the Town Council.
- v. Lighting shall be shielded and limited in color temperature and intensity as required by Town code.
- w. Aviation lighting required by the FAA shall be limited to the minimum necessary for safe operations.
- x. The applicant shall coordinate with the Arizona Game and Fish Department prior to construction.
- y. Coordination shall address wildlife movement, lighting impacts, and vegetation clearing schedules.
- z. All construction shall follow recommended best management practices.
- aa. Phase One shall include on-site fire safety equipment consistent with CAFMA requirements.
- bb. Later phases involving buildings, staffing, or expanded operations shall include private security or mitigation measures.
- cc. Operations shall not increase demand on the Chino Valley Police Department.
- dd. The applicant shall coordinate with the Arizona State Land Department regarding airspace, height, lighting, and operational impacts.
- ee. Any required aviation easements or restrictions affecting State Trust Land shall be obtained prior to operations or expansion.
- ff. The applicant shall obtain all Town, county, state, and federal permits required for construction and operation.
- gg. No permits for Phases Two, Three, or Four shall be issued without an approved Development Agreement.
- hh. The applicant shall coordinate with the Chino Valley Police Department prior to construction and throughout operations.

ATTACHMENT I
UPDATED - CONDITIONS OF APPROVAL

- ii. Site security plans shall be maintained and updated as appropriate.
- jj. In addition to authorized Embry-Riddle flight training operations, Phase One shall allow no more than fifty (50) non-ERAU flights to the Perkins Airfield per calendar year.

Public Works/Engineering:

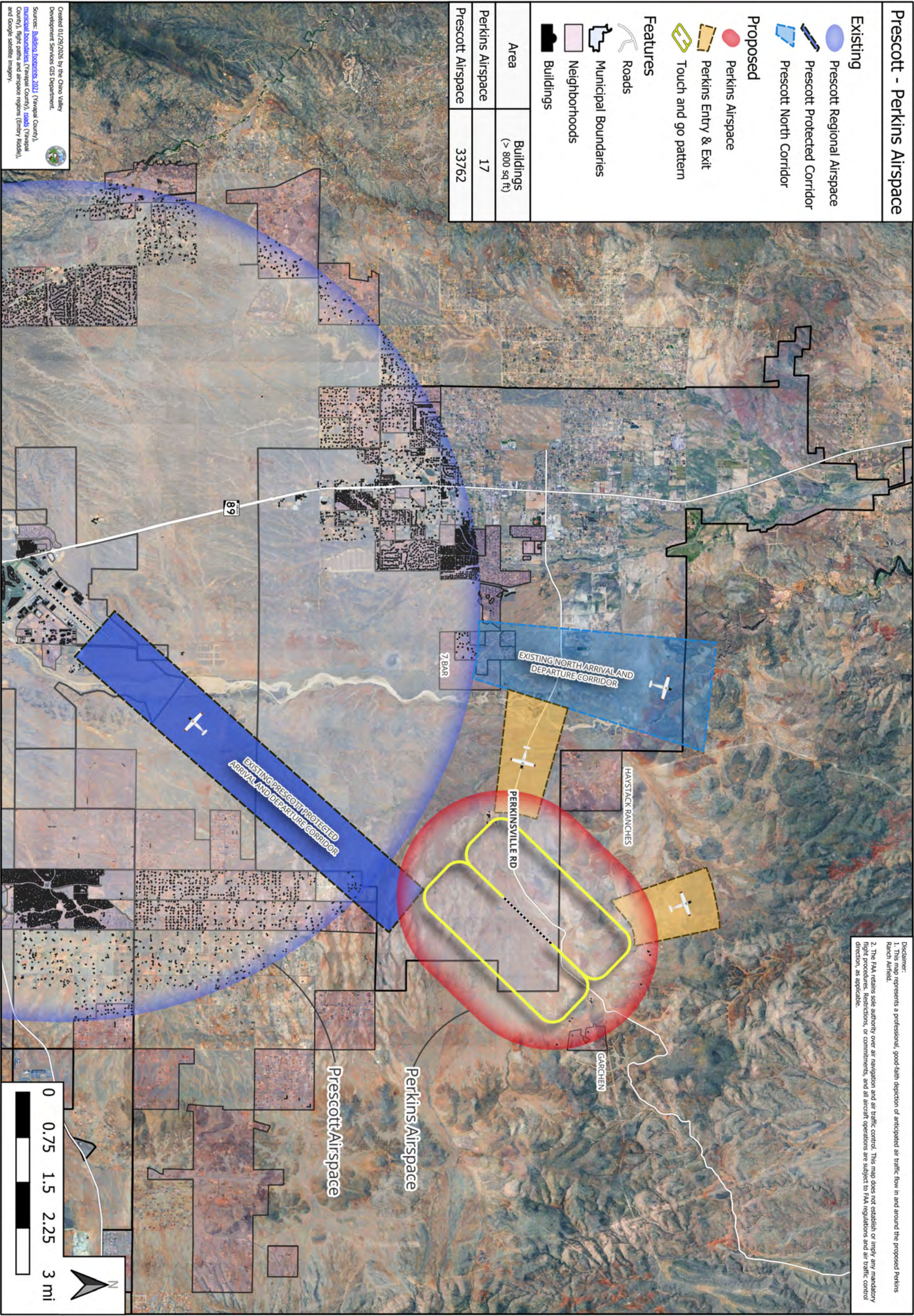
Steve Sullivan, Town Engineer, (928) 636-3401

14. 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.

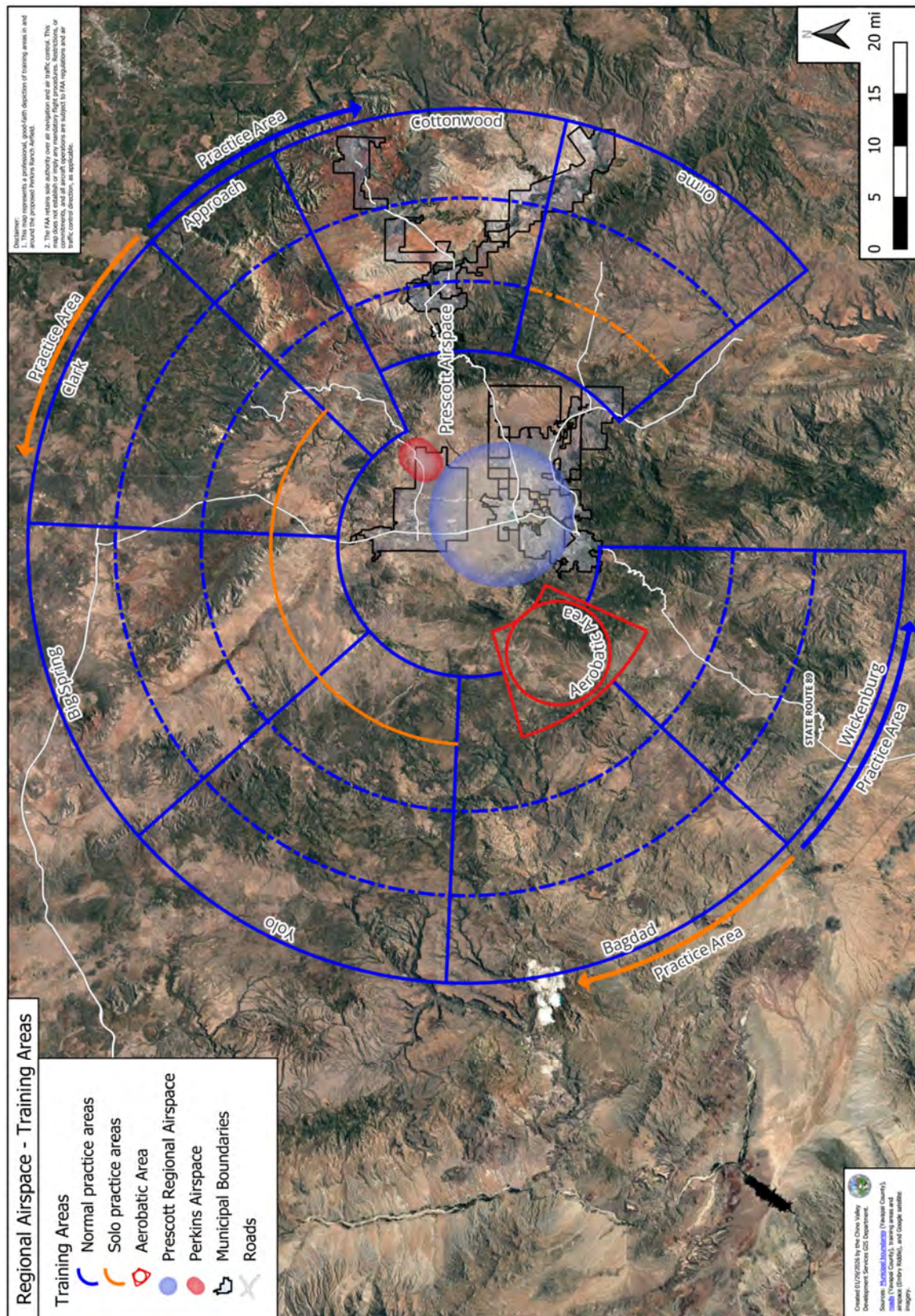
Planning and Zoning Commission

15. Each draft Development Agreement Shall be shared with the Planning and Zoning Commission at Special Study Session. Detailed Minutes containing questions, suggestions, comments and discussions shall be provided to the Town Council for consideration in their deliberation of the final Development Agreement.

ATTACHMENT II
PRESCOTT – PERKINS AIRSPACE MAP

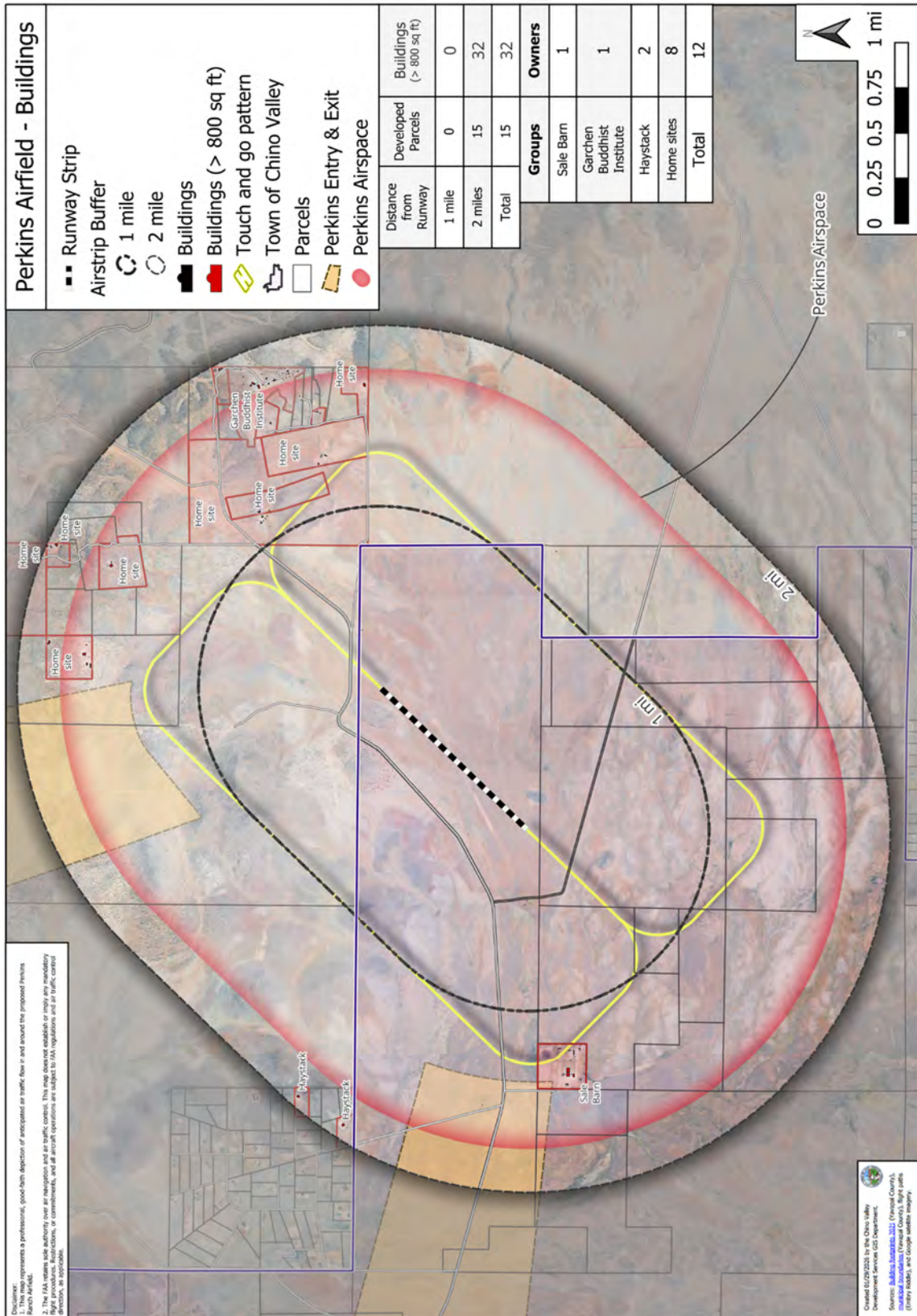


ATTACHMENT III FLIGHT TRAINING MAP



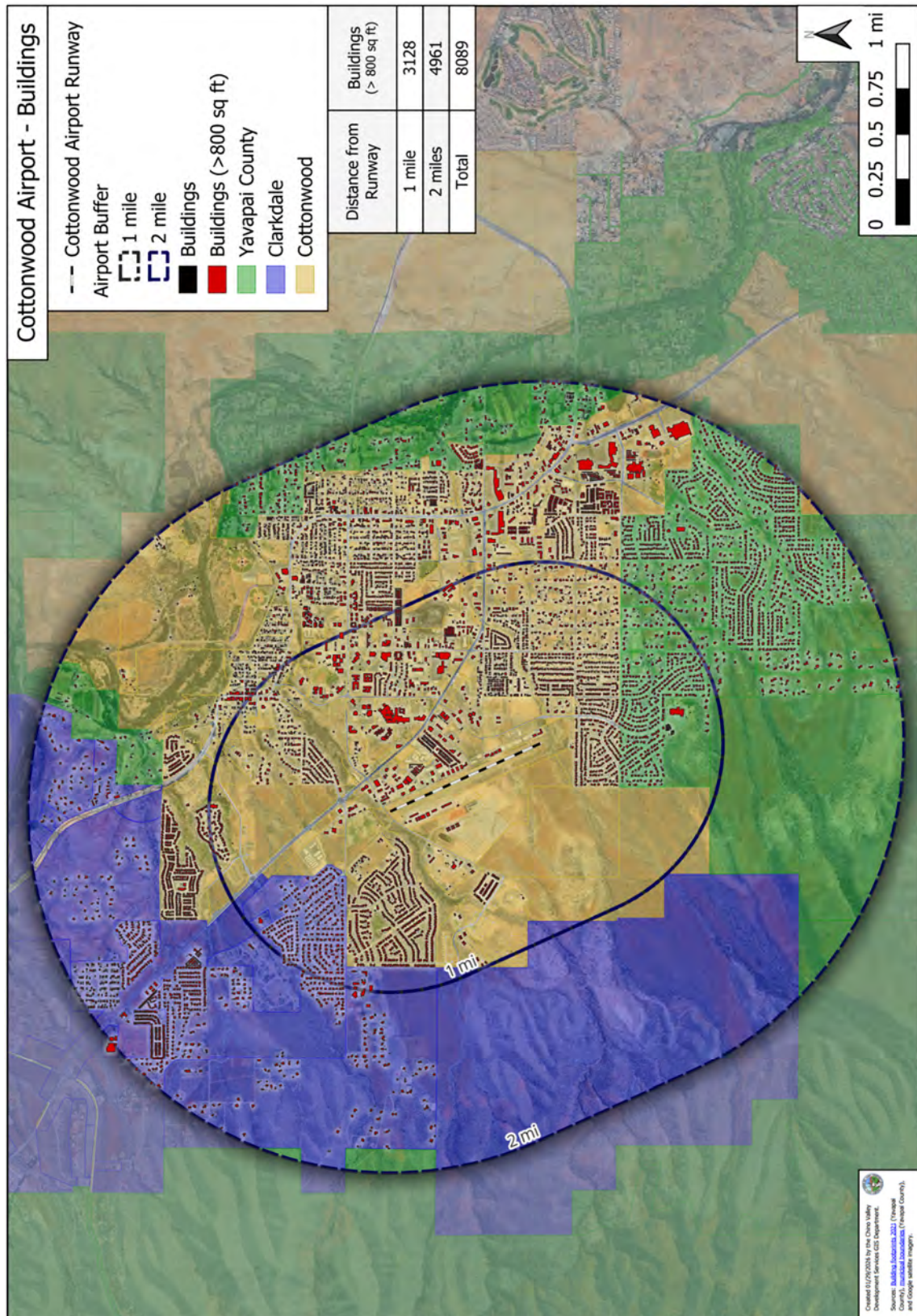
ATTACHMENT IV

YAVAPAI COUNTY AIRFIELDS/AIRPORTS

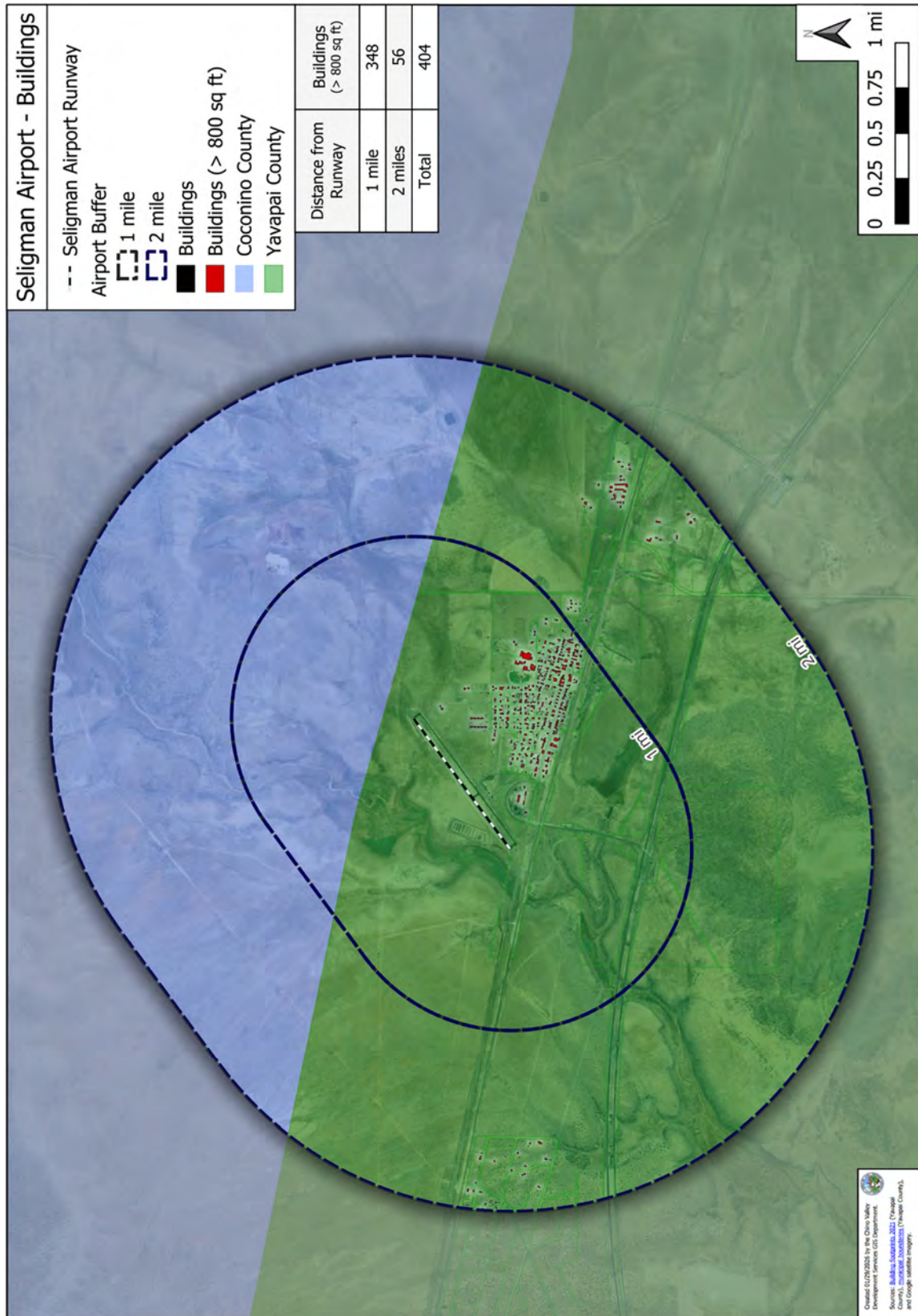


ATTACHMENT IV

YAVAPAI COUNTY AIRFIELDS/AIRPORTS

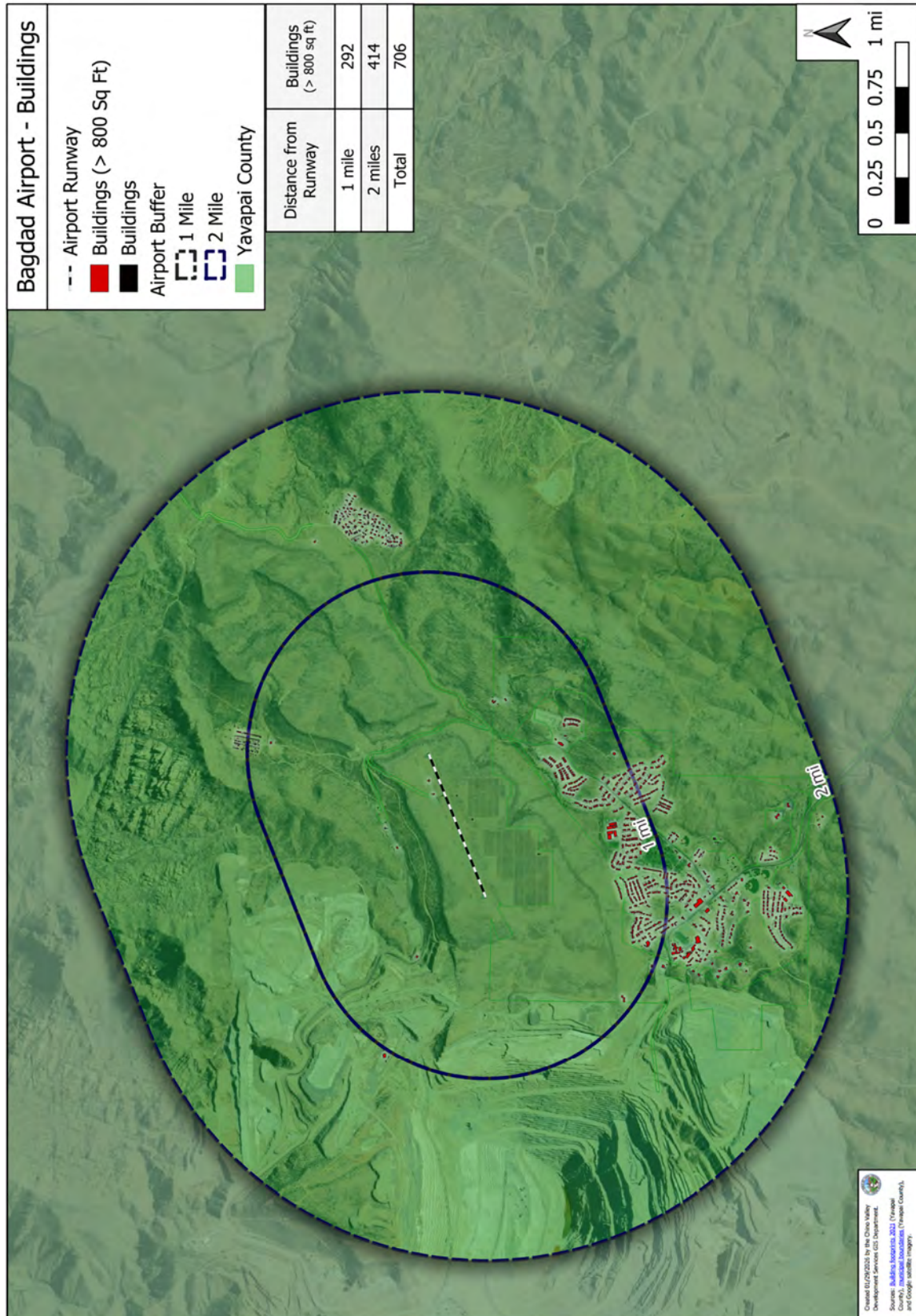


ATTACHMENT IV YAVAPAI COUNTY AIRFIELDS/AIRPORTS



ATTACHMENT IV

YAVAPAI COUNTY AIRFIELDS/AIRPORTS



ATTACHMENT V
SUGGESTED MOTION

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
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SUGGESTED MOTION: Move to **APPROVE** Zone Change ZC-2025-03 as presented, subject to the staff report and information provided during this hearing

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 I
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.
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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

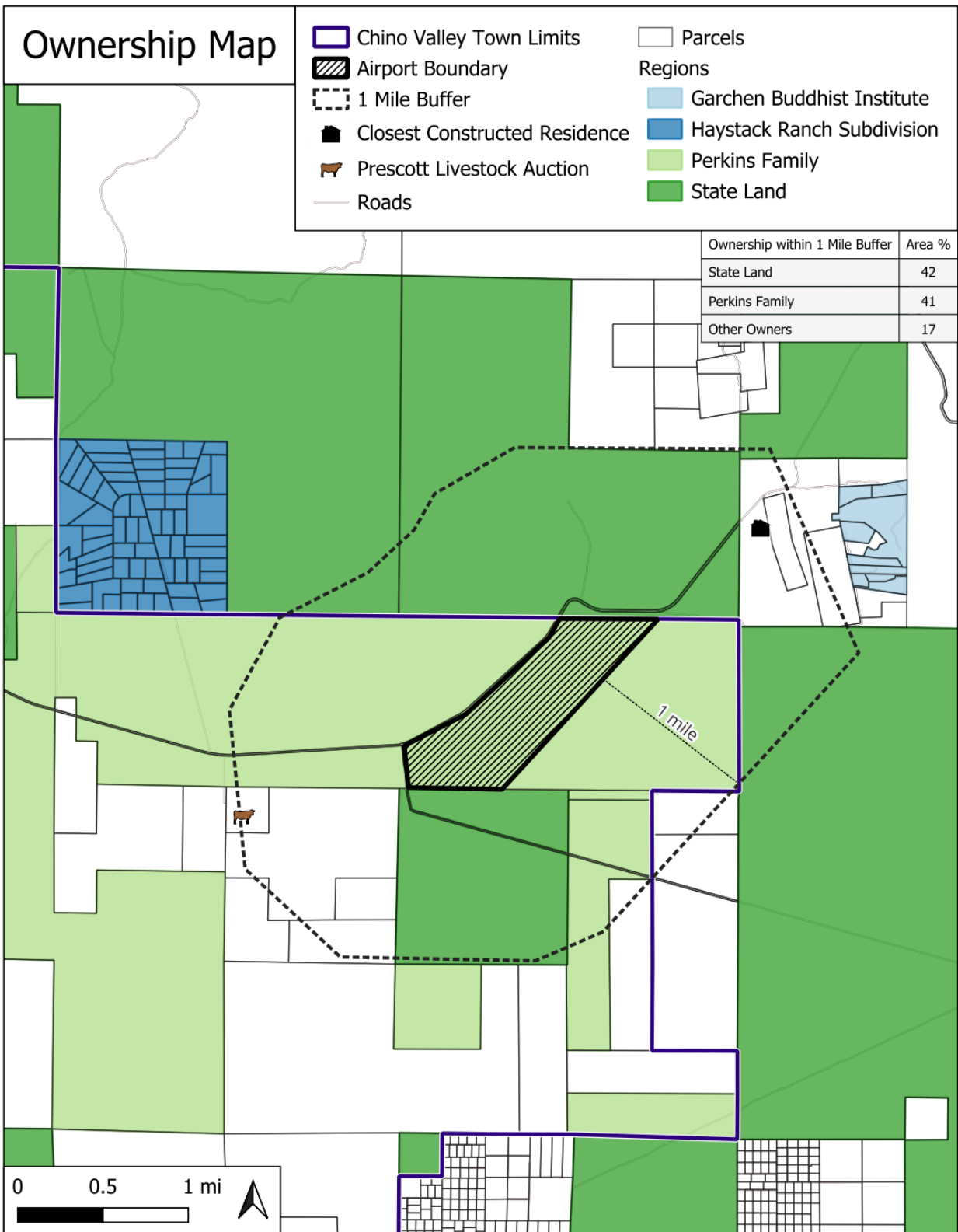
(Note - Acreage figures referenced in earlier application materials were approximate. Following completion of a boundary survey and exclusion of existing public right of way, the total project area is approximately 390 acres)

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.

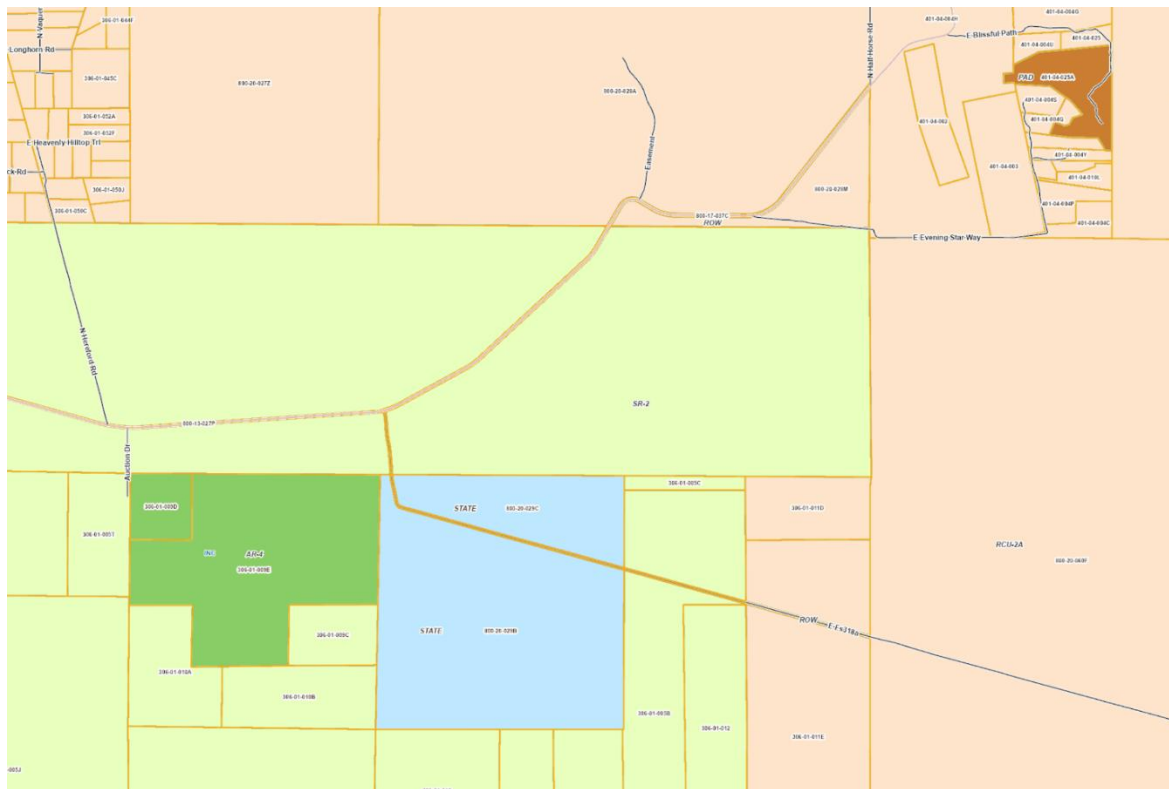
Approval of the Conditional Use Permit does not authorize any specific buildings, tenants, operational characteristics, or level of activity within Phases Two through Four. The Conditional Use Permit establishes only the land-use entitlement and approves the master site plan as a conceptual framework. 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.

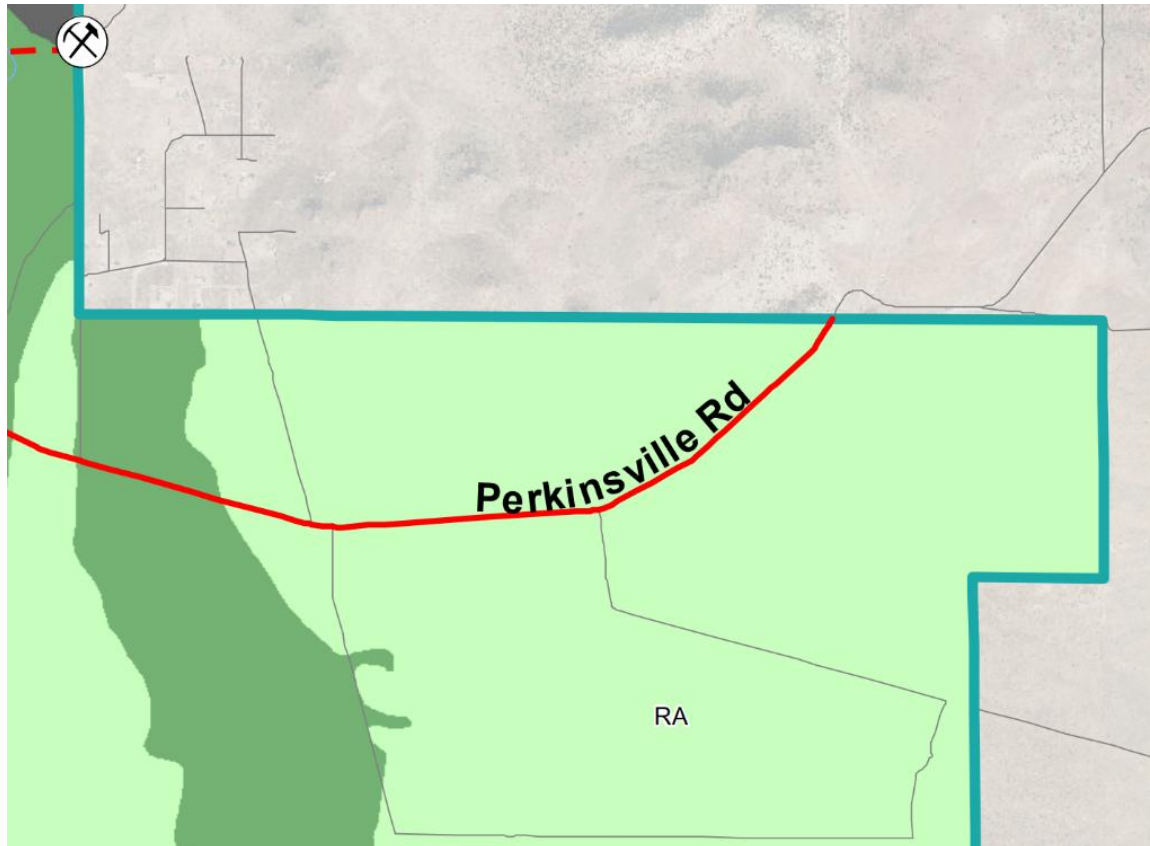
Zoning

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:

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EXTERNAL AGENCY COMMENTS

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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.

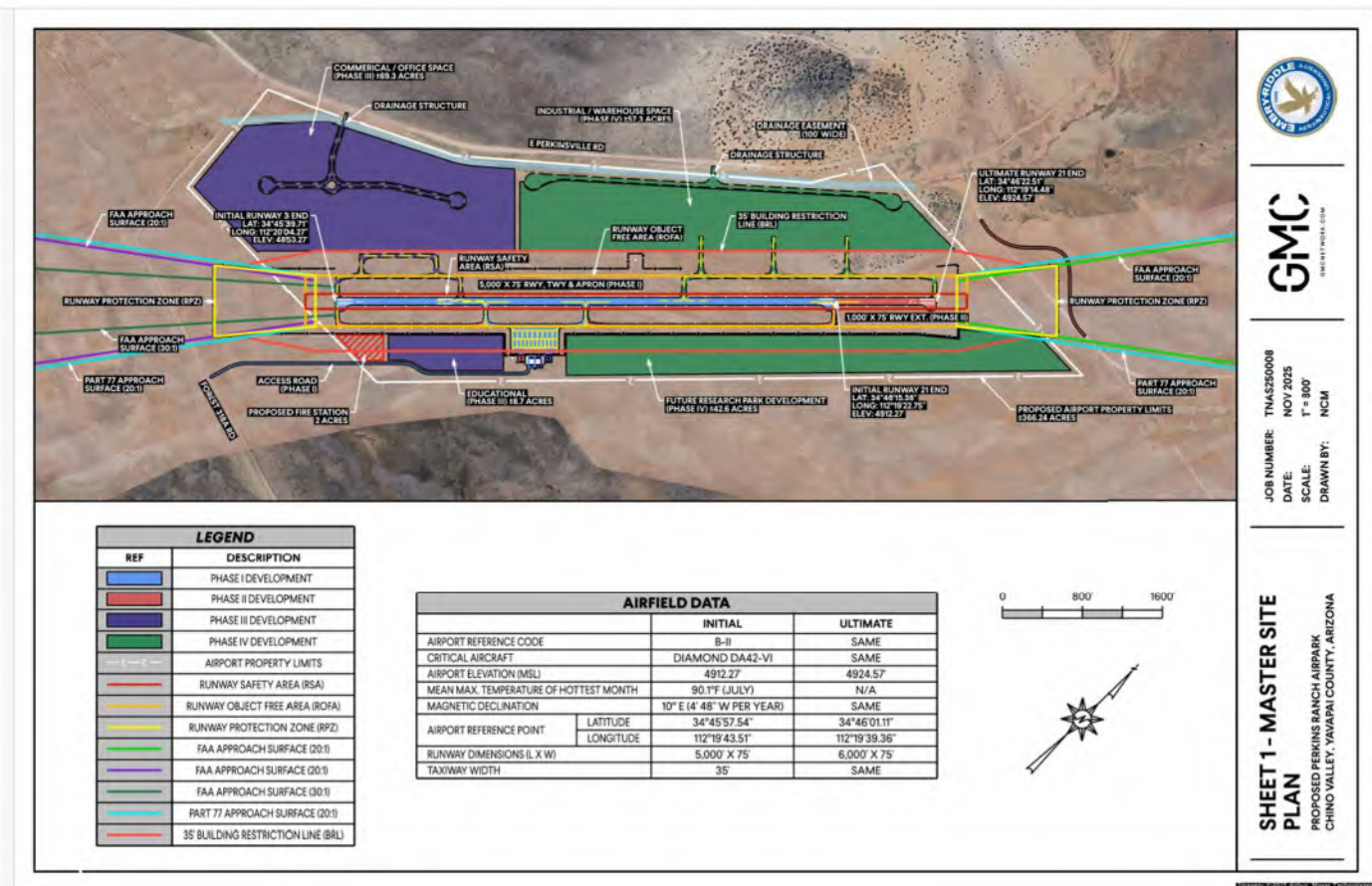
DocuSigned by:
Signature of Owner: Thomas D. Perkins Date: 11/4/2025
Signature of Agent / Applicant: Heidi Short Date: 11.05.25

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
Developer Embry-Riddle Aeronautical University	G. Scott Gesele, P.E. Vice President for Facilities Embry-Riddle Aeronautical University 1 Aerospace Boulevard Daytona Beach, FL 32114-3900 geseleg@erau.edu W: 386.226.6251 Embry-Riddle Aeronautical University Florida Arizona Worldwide
Developer Counsel Embry-Riddle Aeronautical University	Charlie Sevastos, J.D. <i>Vice President and General Counsel</i> <i>Legal Department</i> 1 Aerospace Boulevard Daytona Beach, FL 32114-3900 386.323.8812 direct charlie.sevastos@erau.edu Embry-Riddle Aeronautical University Florida Arizona Worldwide
Designer GMC	Mark Paslick Vice President T (615) 614-0121 C (615) 397-1586 E mark.paslick@gmcnetwork.com W gmcnetwork.com 6 Cadillac Drive, Suite 350 Brentwood, TN 37027 

Owner

Perkins Ranch Inc.

Mr. Tom Perkins

Land Use Counsel

Womble Bond Dickinson US LLP

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d: 602-262-0237

Surveyor

Superior Surveying

Derek Barrett
Project Manager



2122 W. Lone Cactus Drive, Suite 11
Phoenix, AZ 85027
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Fax: 623-869-0726
derek@superiorsurveying.com
www.superiorsurveying.com

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.

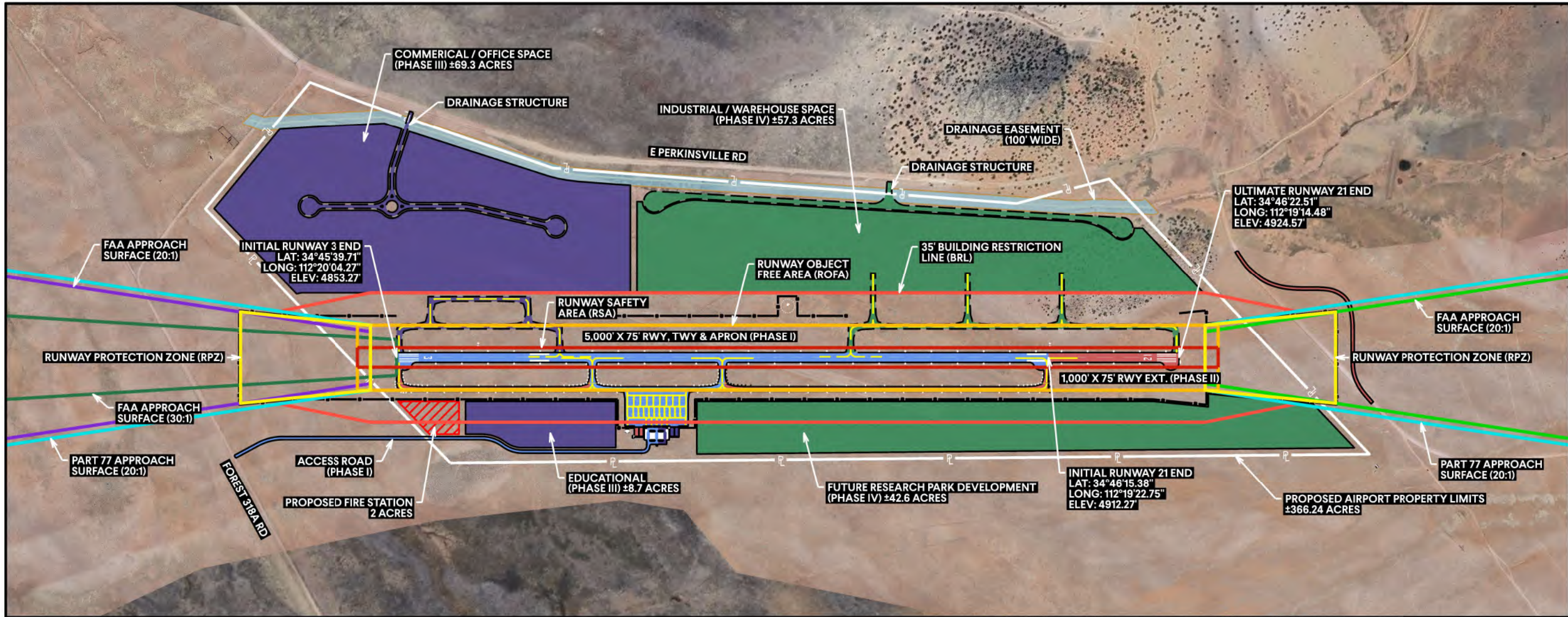
The project is currently in the due diligence phase, with comprehensive technical studies completed and site feasibility confirmed. Full design development is anticipated to commence in 2026, with construction beginning once design and permit approvals are obtained. Flight operations are projected to 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.

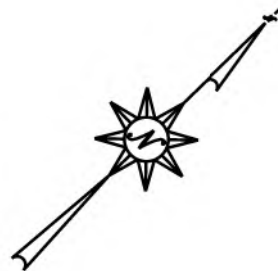
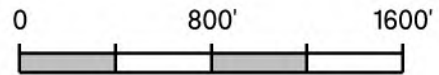
The facility's design reflects careful consideration of community values, environmental stewardship, and operational excellence. The phased development approach ensures responsible growth that can adapt to changing needs while maintaining compatibility with surrounding land uses and respecting the agricultural 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)

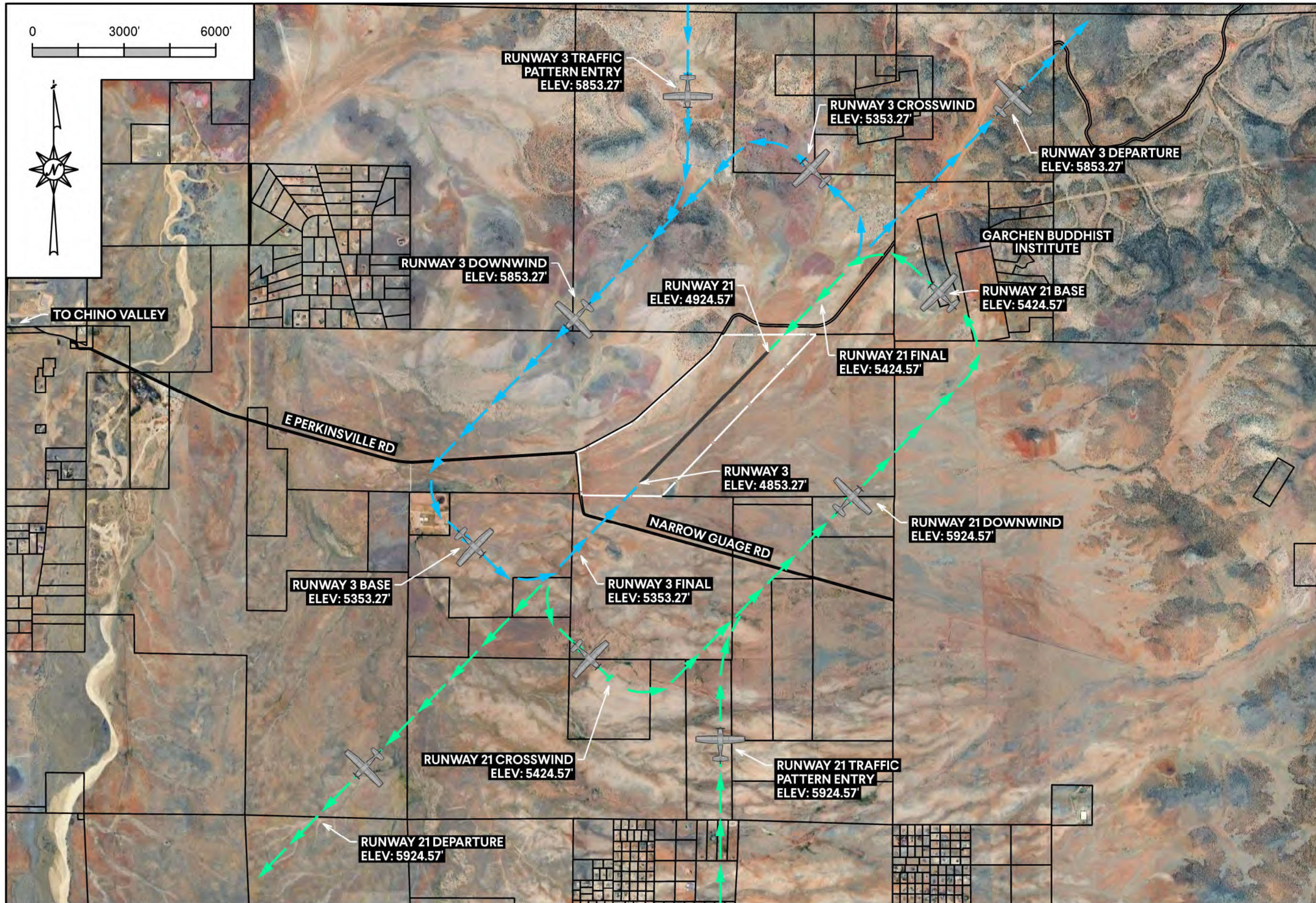
AIRFIELD DATA			
		INITIAL	ULTIMATE
AIRPORT REFERENCE CODE		B-II	SAME
CRITICAL AIRCRAFT		DIAMOND DA42-VI	SAME
AIRPORT ELEVATION (MSL)		4912.27'	4924.57'
MEAN MAX. TEMPERATURE OF HOTTEST MONTH		90.1°F (JULY)	N/A
MAGNETIC DECLINATION		10° E (4' 48" W PER YEAR)	SAME
AIRPORT REFERENCE POINT	LATITUDE	34°45'57.54"	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

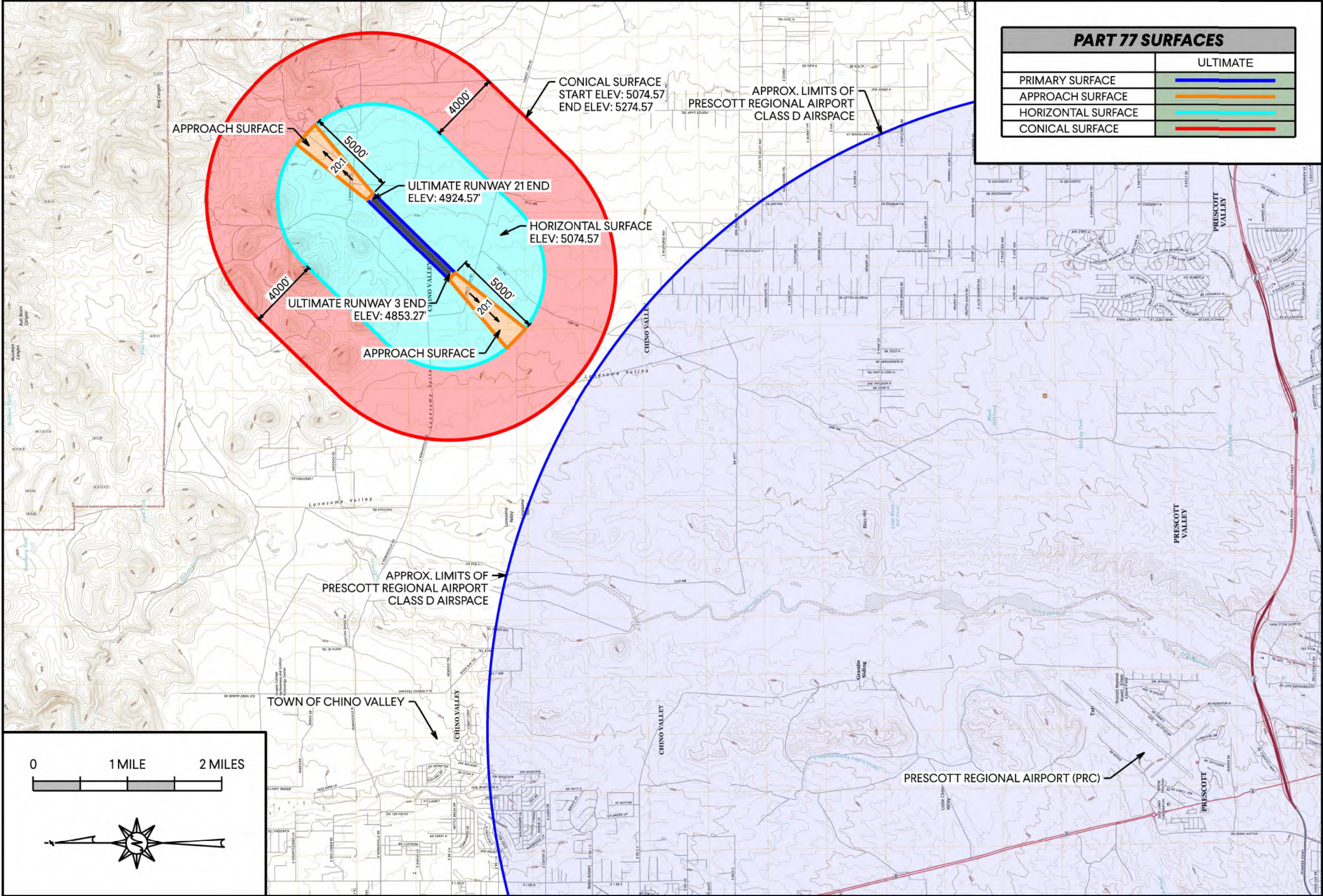
SHEET 1 - MASTER SITE PLAN
PROPOSED PERKINS RANCH AIRPARK
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA



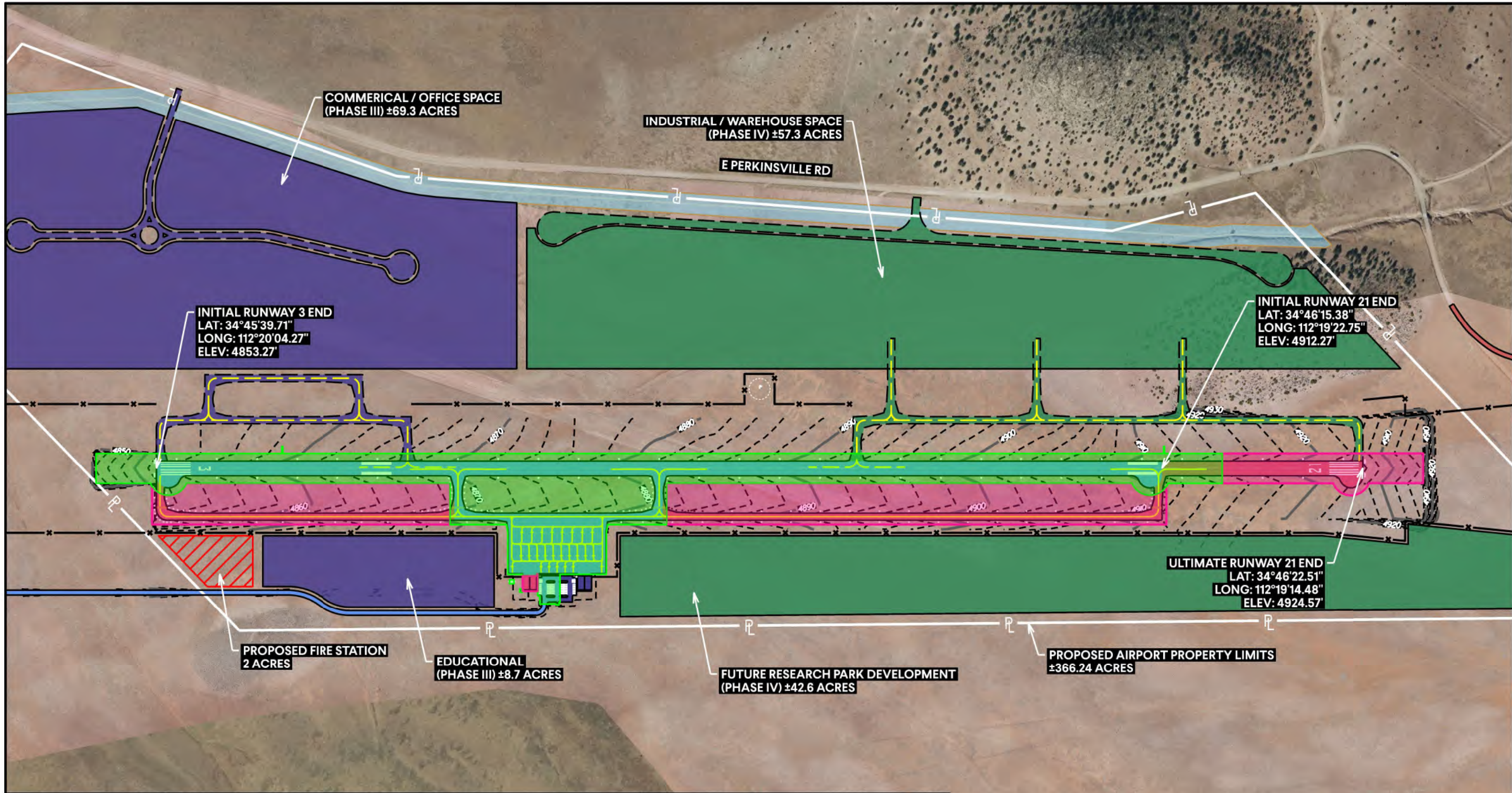
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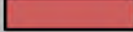
AIRPORT TRAFFIC PATTERN

PROPOSED PERKINS RANCH AIRPARK
 CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

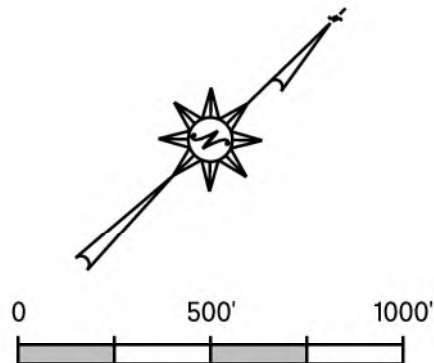


PART 77 SURFACES	
	ULTIMATE
PRIMARY SURFACE	
APPROACH SURFACE	
HORIZONTAL SURFACE	
CONICAL SURFACE	



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

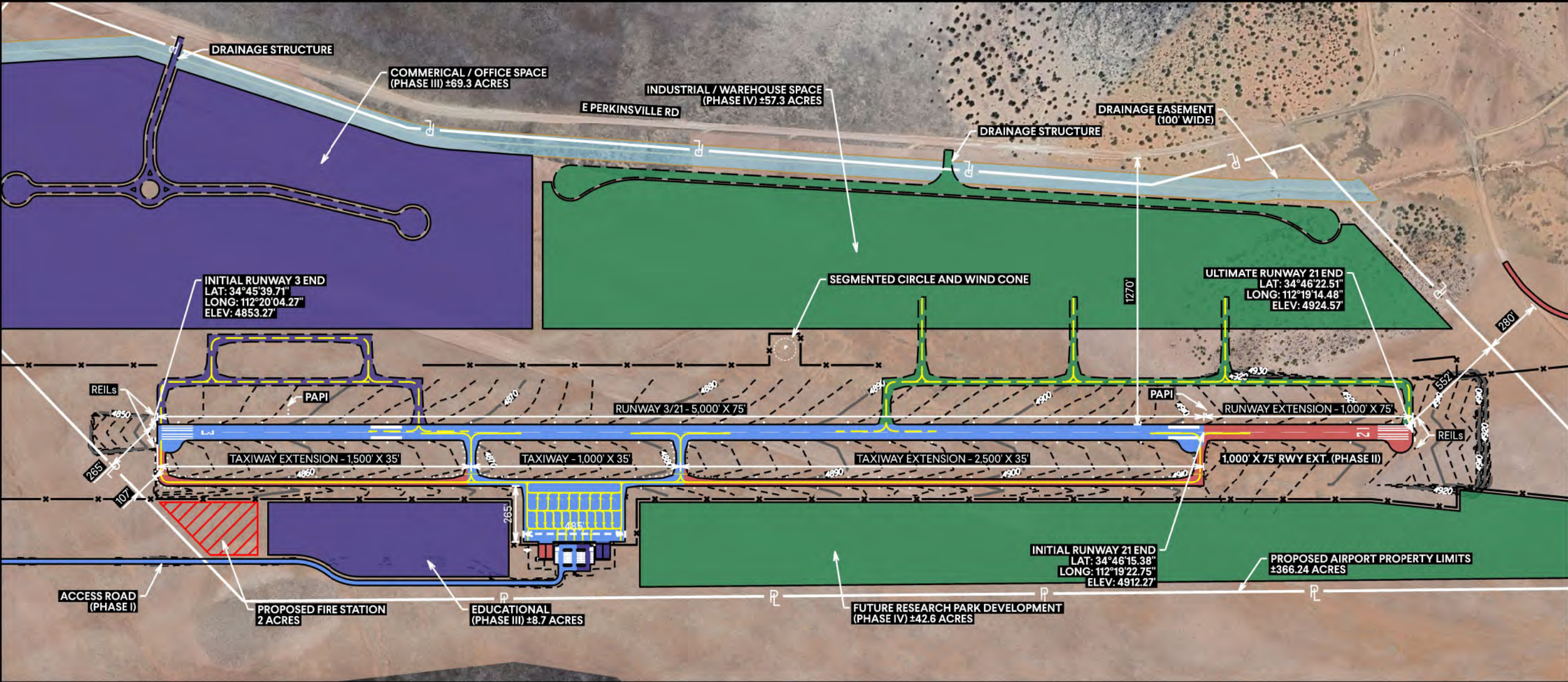
ACREAGE		
REF	PHASE	AREA
	PHASE I	27.882 ACRES
	PHASE II	22.014 ACRES
		TOTAL: 49.896 ACRES



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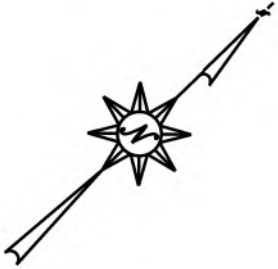
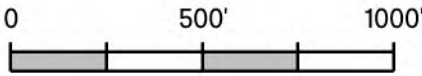
JOB NUMBER: TNAS250008
DATE: NOV 2025
SCALE: 1" = 500'
DRAWN BY: NCM

**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

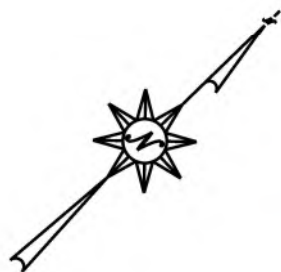
AIRFIELD DATA		
		INITIAL
AIRPORT REFERENCE CODE		B-II
CRITICAL AIRCRAFT		DIAMOND DA42-VI
AIRPORT ELEVATION (MSL)		4912.27'
MEAN MAX. TEMPERATURE OF HOTTEST MONTH		90.1°F (JULY)
MAGNETIC DECLINATION		10° E (4' 48" W PER YEAR)
AIRPORT REFERENCE POINT	LATITUDE	34°45'57.54"
	LONGITUDE	112°19'43.51"
RUNWAY 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



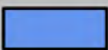
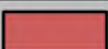
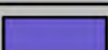
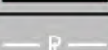
JOB NUMBER: TNAS250008
DATE: NOV 2025
SCALE: 1" = 500'
DRAWN BY: NCM

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



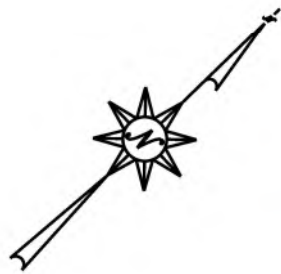
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GMCNETWORK.COM

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



GMC
GMCNETWORK.COM

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

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

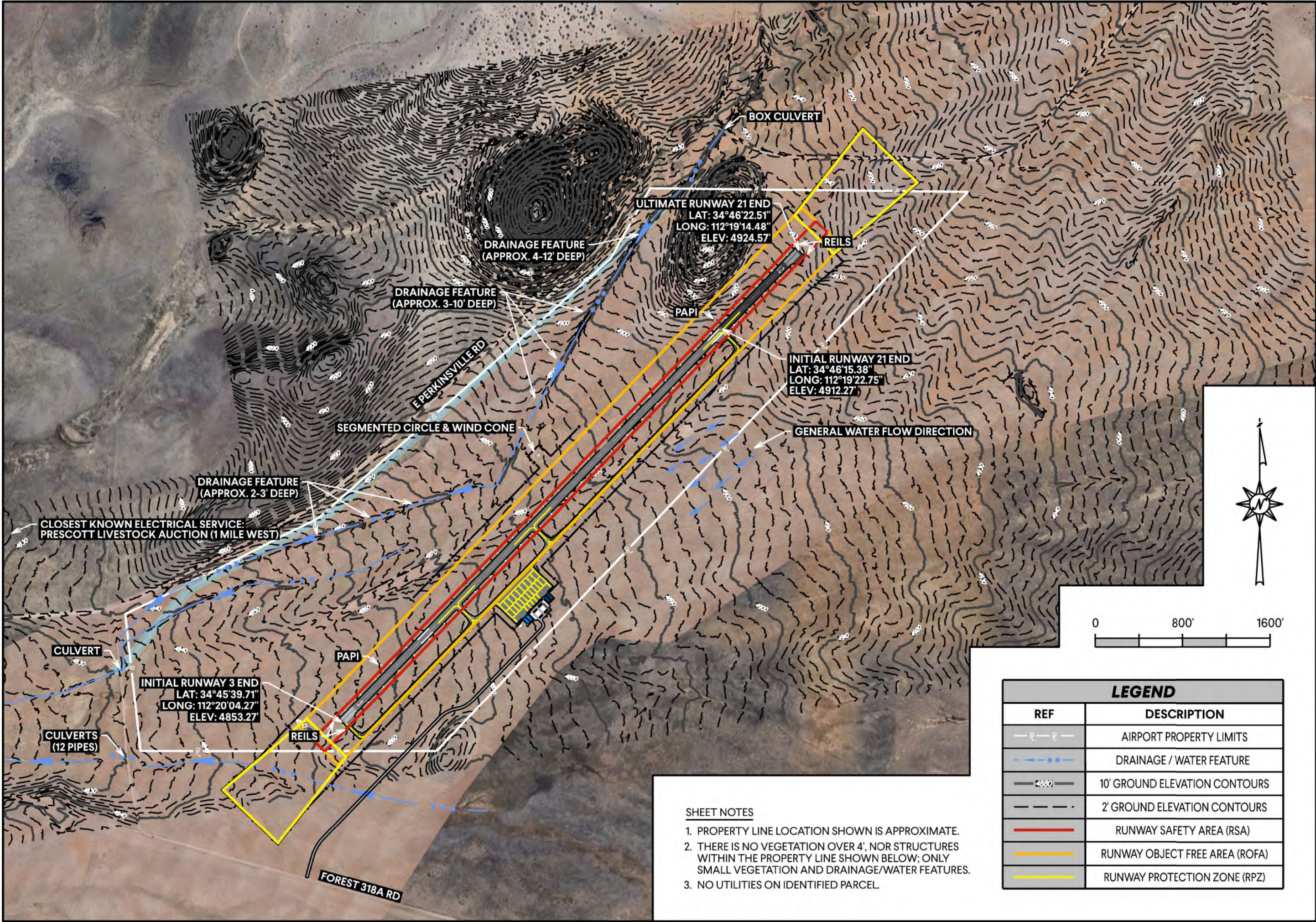
ACCESS ROAD
(PHASE I)

PROPOSED FIRE STATION
2 ACRES

EDUCATIONAL
(PHASE III) ±8.7 ACRES

PROPOSED AIRPORT PROPERTY LIMITS
±366.24 ACRES

FOREST 318A RD



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.

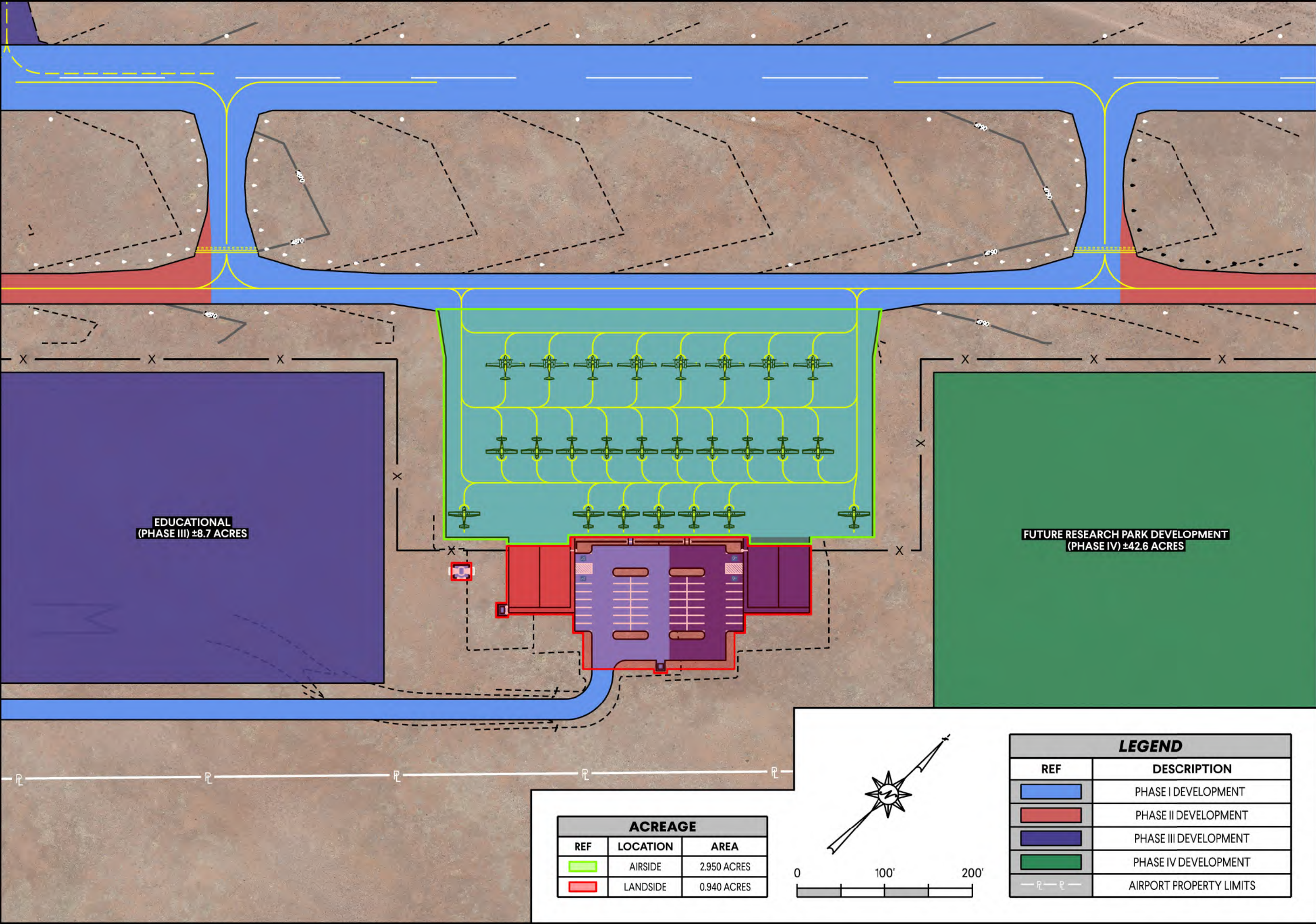
The proposed zone change from SR-2 to AR-36 pertains to a 366-acre parcel designated for an auxiliary flight training facility and aviation innovation campus, which does not include residential development. The Ordinance's direct impact on the average cost to construct housing for sale or rent is estimated 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.



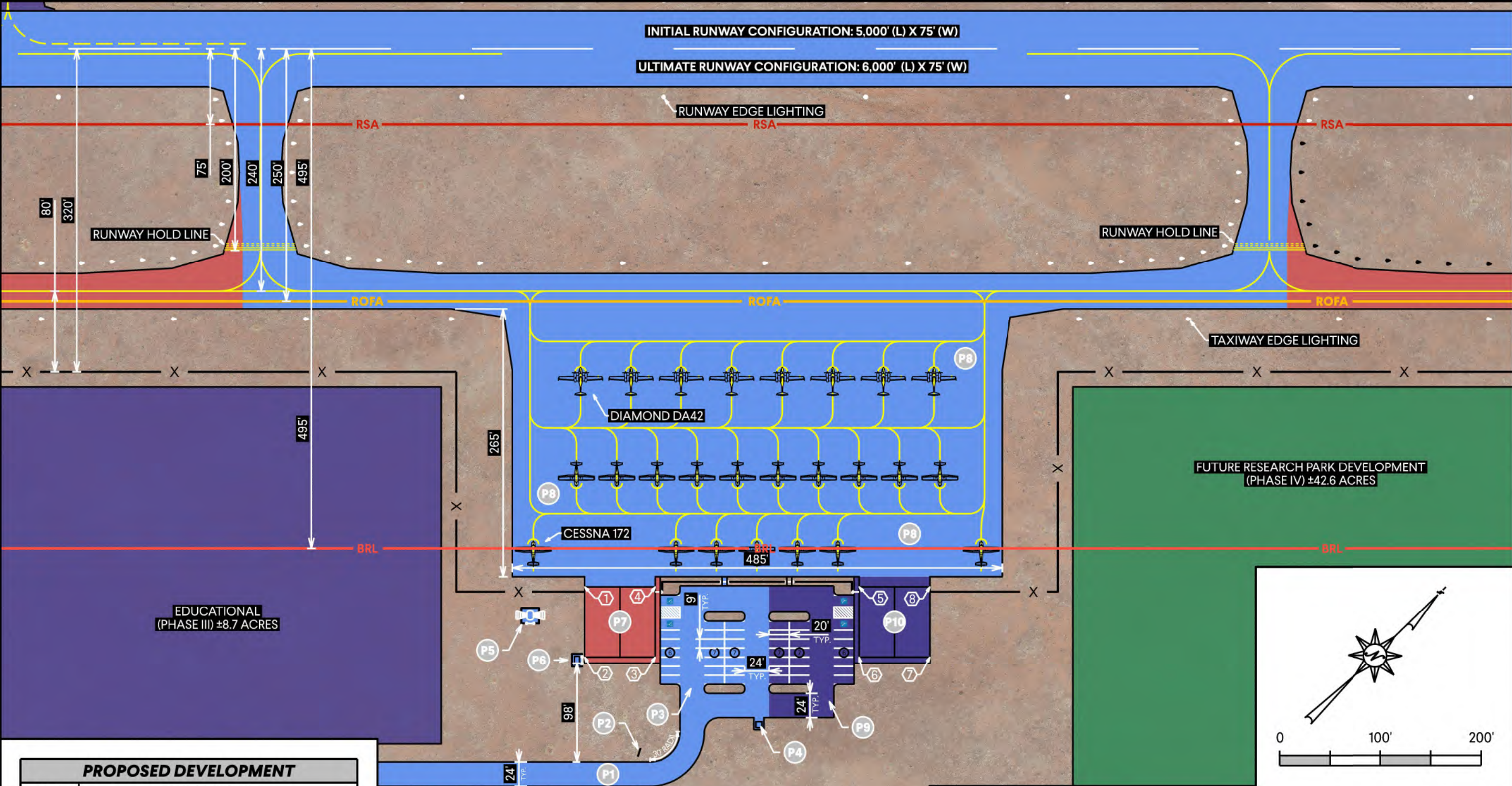
ACREAGE		
REF	LOCATION	AREA
■	AIRSIDE	2.950 ACRES
■	LANDSIDE	0.940 ACRES

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 AIRPORT
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA



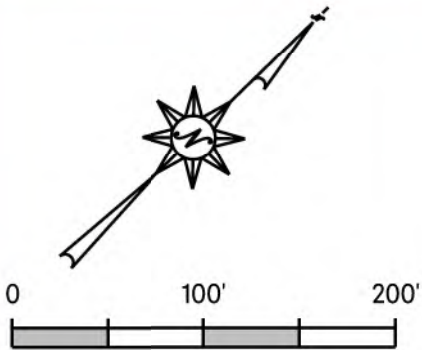
EDUCATIONAL
(PHASE III) ±8.7 ACRES

FUTURE RESEARCH PARK DEVELOPMENT
(PHASE IV) ±42.6 ACRES

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"

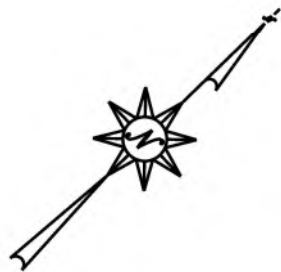
LEGEND	
REF	DESCRIPTION
[Blue Box]	PHASE I DEVELOPMENT
[Red Box]	PHASE II DEVELOPMENT
[Purple Box]	PHASE III DEVELOPMENT
[Green Box]	PHASE IV DEVELOPMENT
[X-X Line]	AIRPORT PROPERTY LIMITS
[Red Line]	RUNWAY SAFETY AREA (RSA)
[Yellow Line]	RUNWAY OBJECT FREE AREA (ROFA)
[Red Line]	35' BUILDING RESTRICTION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



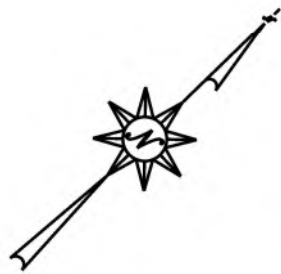
GMC
GMCNETWORK.COM

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

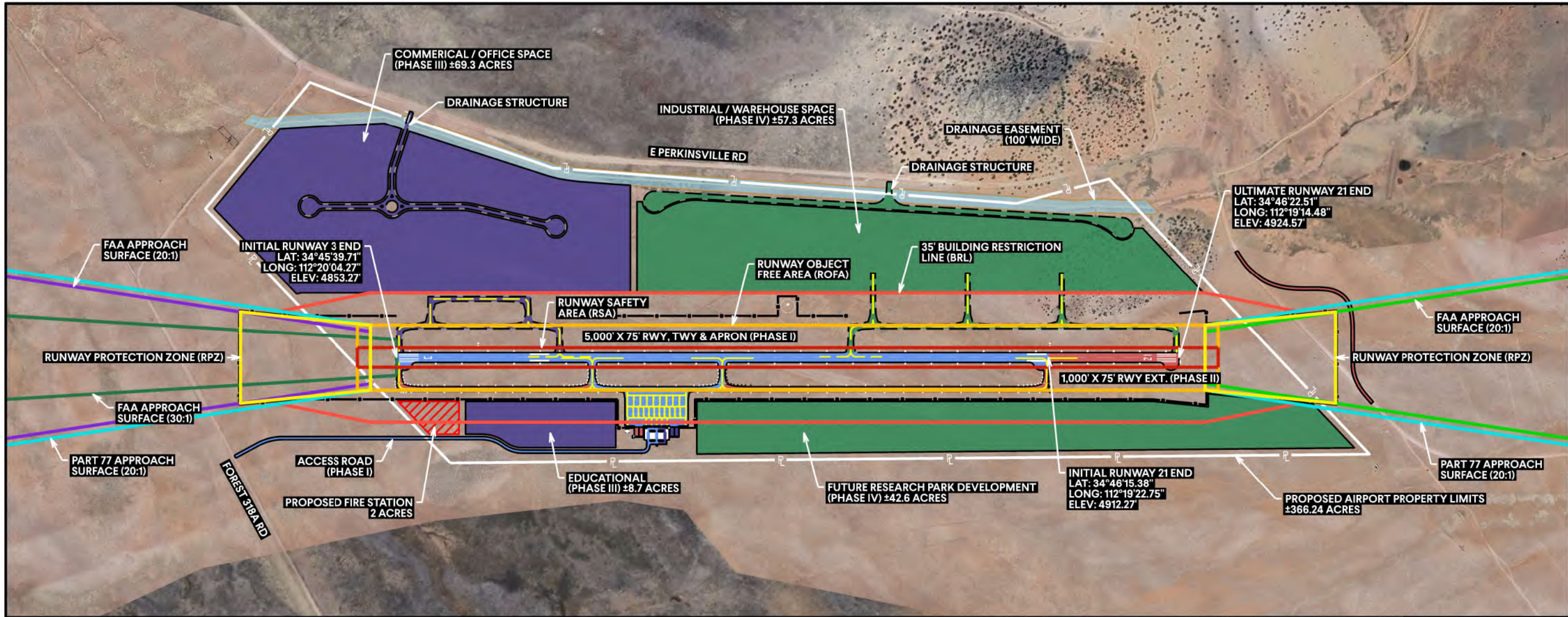


GMC
GMCNETWORK.COM

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

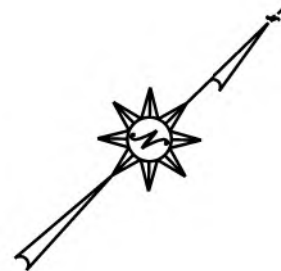
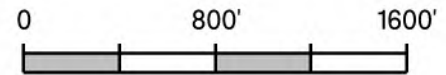


GMC
GMCNETWORK.COM

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

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)

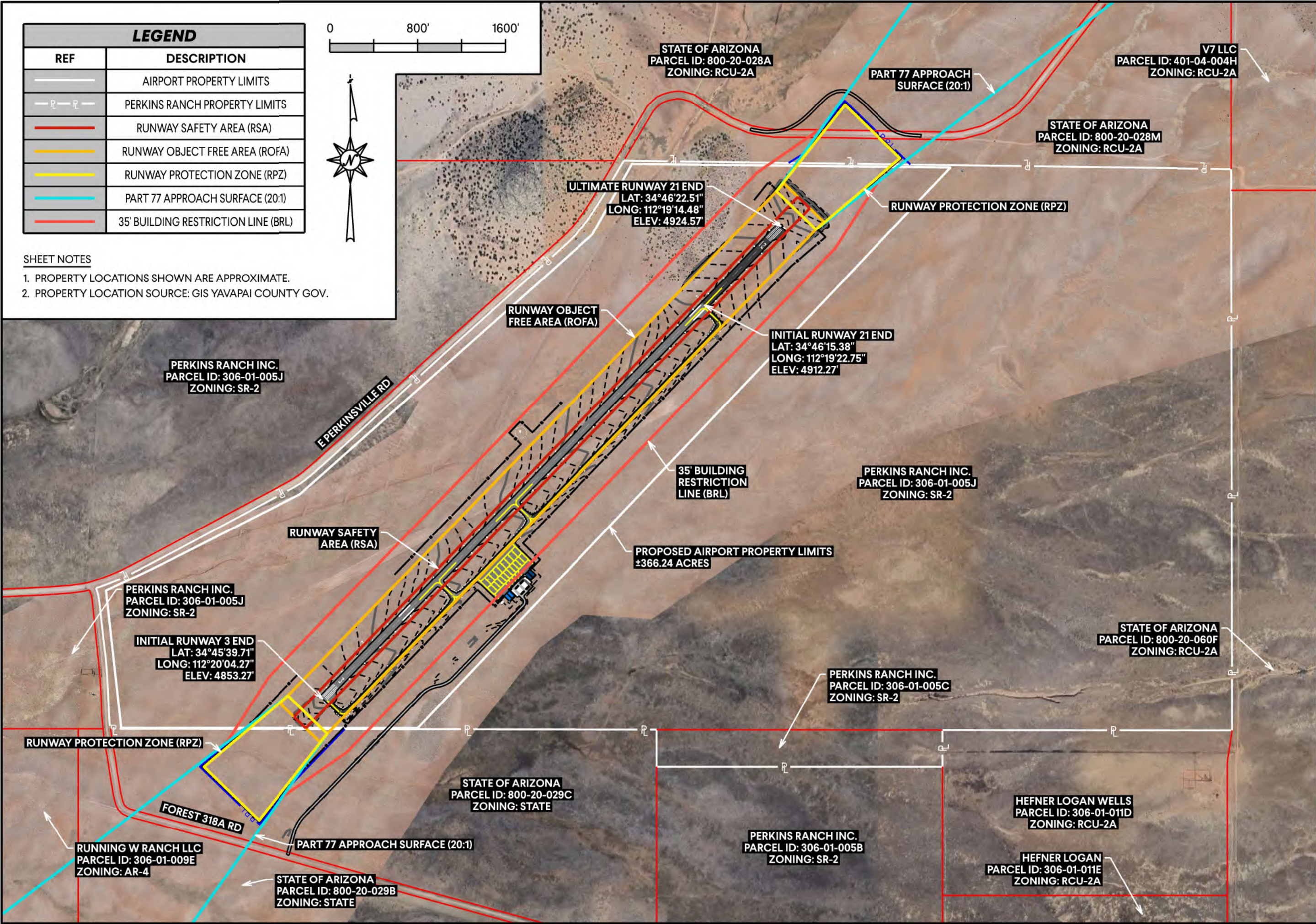
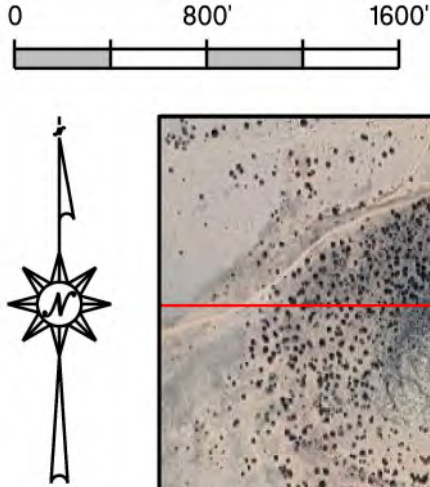
AIRFIELD DATA			
		INITIAL	ULTIMATE
AIRPORT REFERENCE CODE		B-II	SAME
CRITICAL AIRCRAFT		DIAMOND DA42-VI	SAME
AIRPORT ELEVATION (MSL)		4912.27'	4924.57'
MEAN MAX. TEMPERATURE OF HOTTEST MONTH		90.1°F (JULY)	N/A
MAGNETIC DECLINATION		10° E (4' 48" W PER YEAR)	SAME
AIRPORT REFERENCE POINT	LATITUDE	34°45'57.54"	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



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

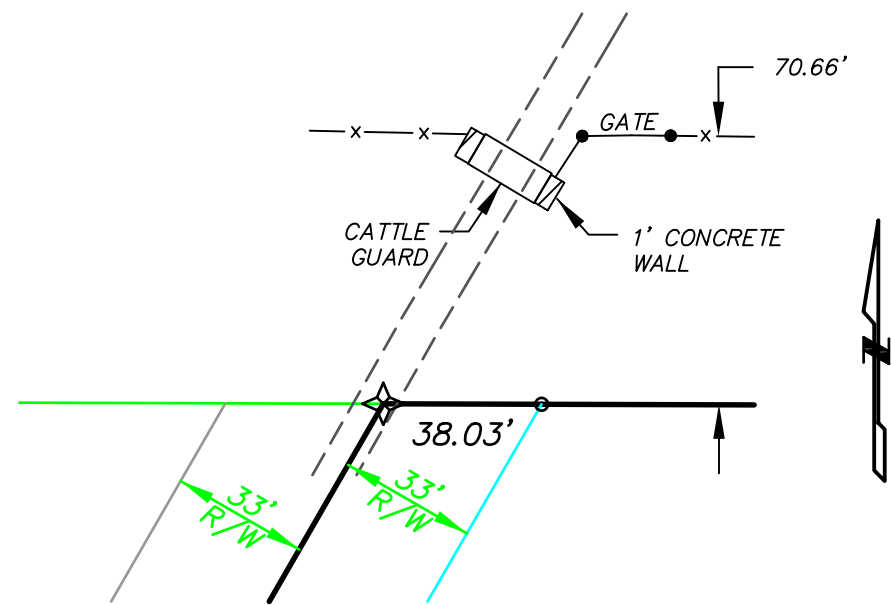
LEGEND	
REF	DESCRIPTION
	AIRPORT PROPERTY LIMITS
	PERKINS RANCH PROPERTY LIMITS
	RUNWAY SAFETY AREA (RSA)
	RUNWAY OBJECT FREE AREA (ROFA)
	RUNWAY PROTECTION ZONE (RPZ)
	PART 77 APPROACH SURFACE (20:1)
	35' BUILDING RESTRICTION LINE (BRL)

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

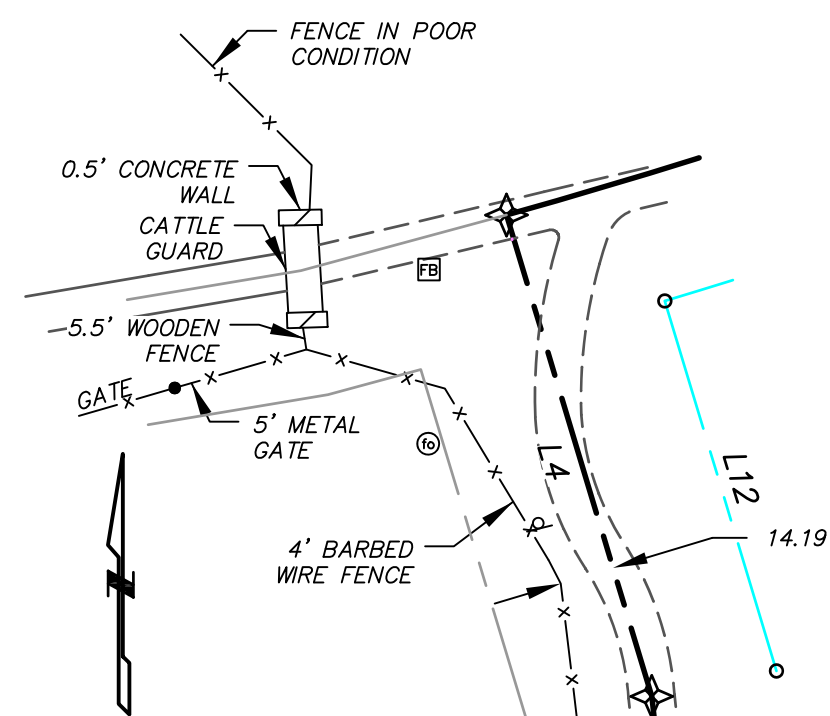


JOB NUMBER: TNAS250008
 DATE: NOV 2025
 SCALE: 1" = 800'
 DRAWN BY: NCM

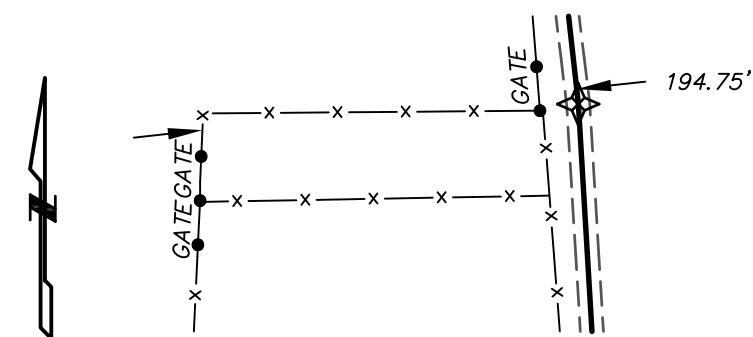
**SHEET 9 - SURROUNDING
 PROPERTY**
 PROPOSED PERKINS RANCH AIRPARK
 CHINO VALLEY, YAVAPAI COUNTY, ARIZONA



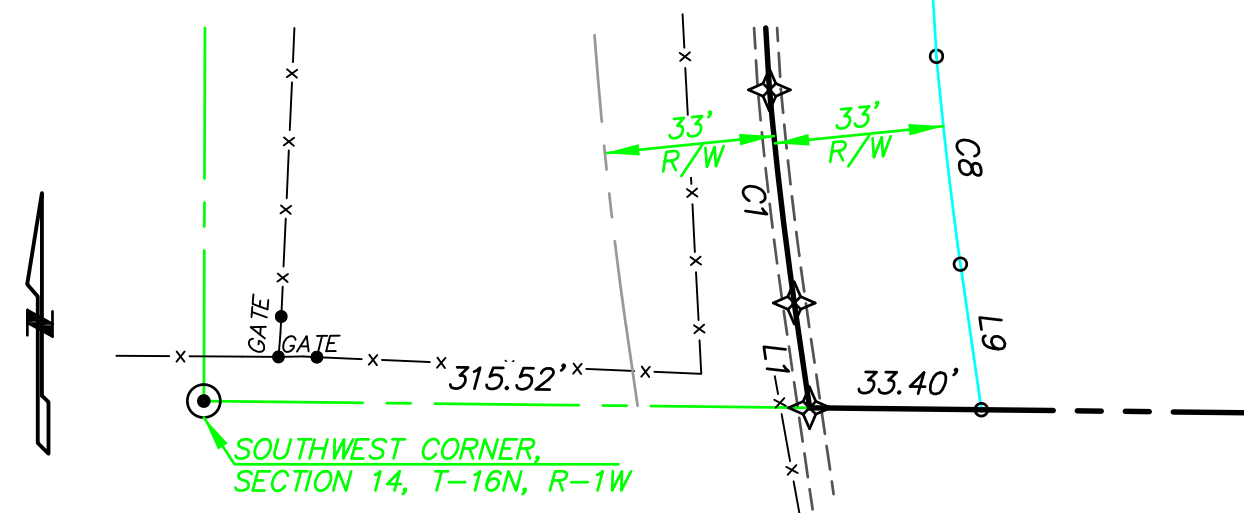
DETAIL "A"
NOT TO SCALE



DETAIL "B"
NOT TO SCALE



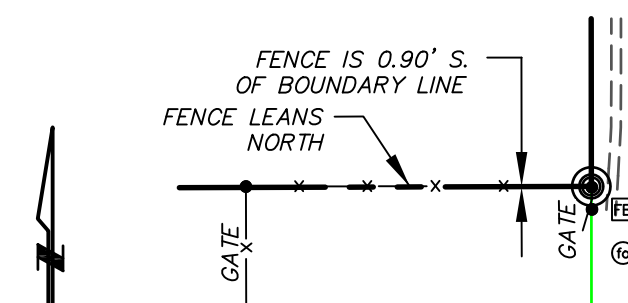
DETAIL "C"
NOT TO SCALE



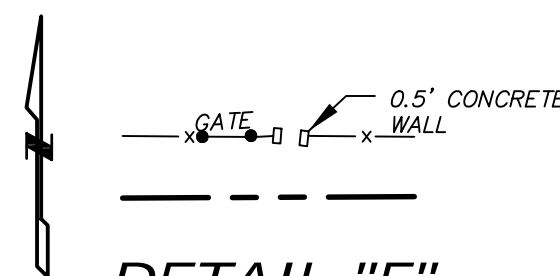
DETAIL "D"
NOT TO SCALE

BOUNDARY SURVEY SWC PERKINSVILLE ROAD & EVENING STAR WAY

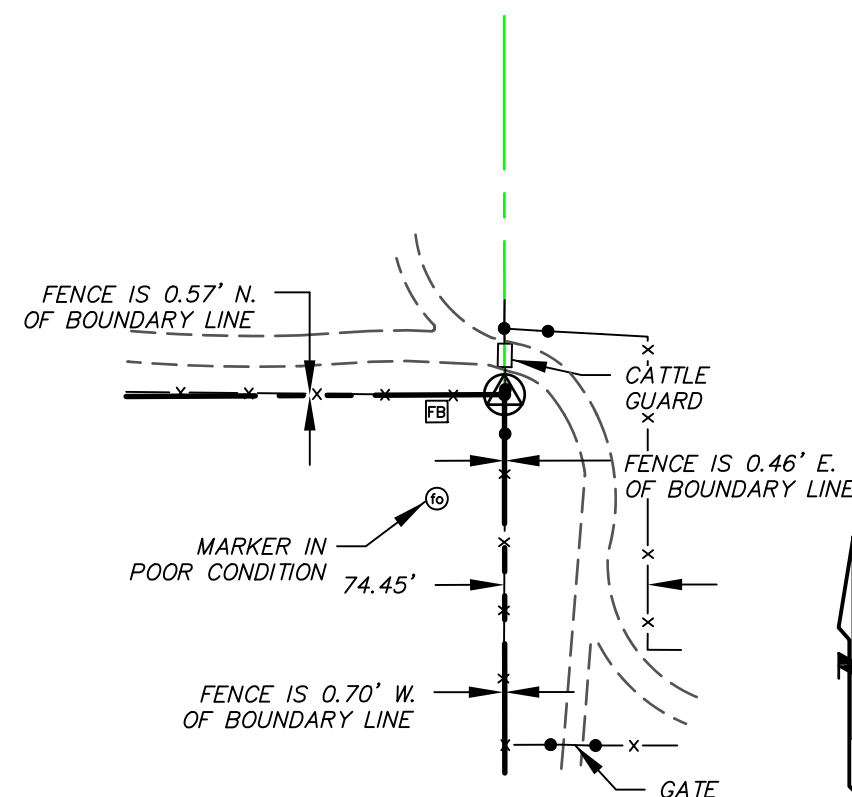
A PORTION OF SECTIONS 13 AND 14,
TOWNSHIP 16 NORTH, RANGE 1 WEST OF THE GILA AND SALT
RIVER BASE AND MERIDIAN, YAVAPAI COUNTY,
ARIZONA



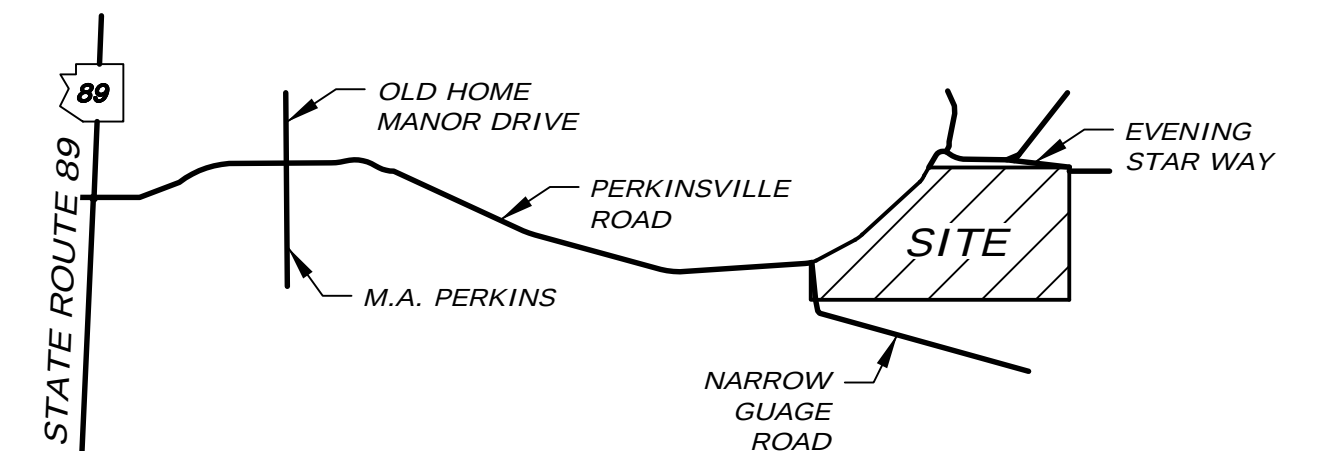
DETAIL "E"
NOT TO SCALE



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

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

- 1) 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.
- 2) THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT, AND IS SUBJECT TO ALL EASEMENTS OF RECORD.
- 3) 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.
- 4) 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.

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.

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

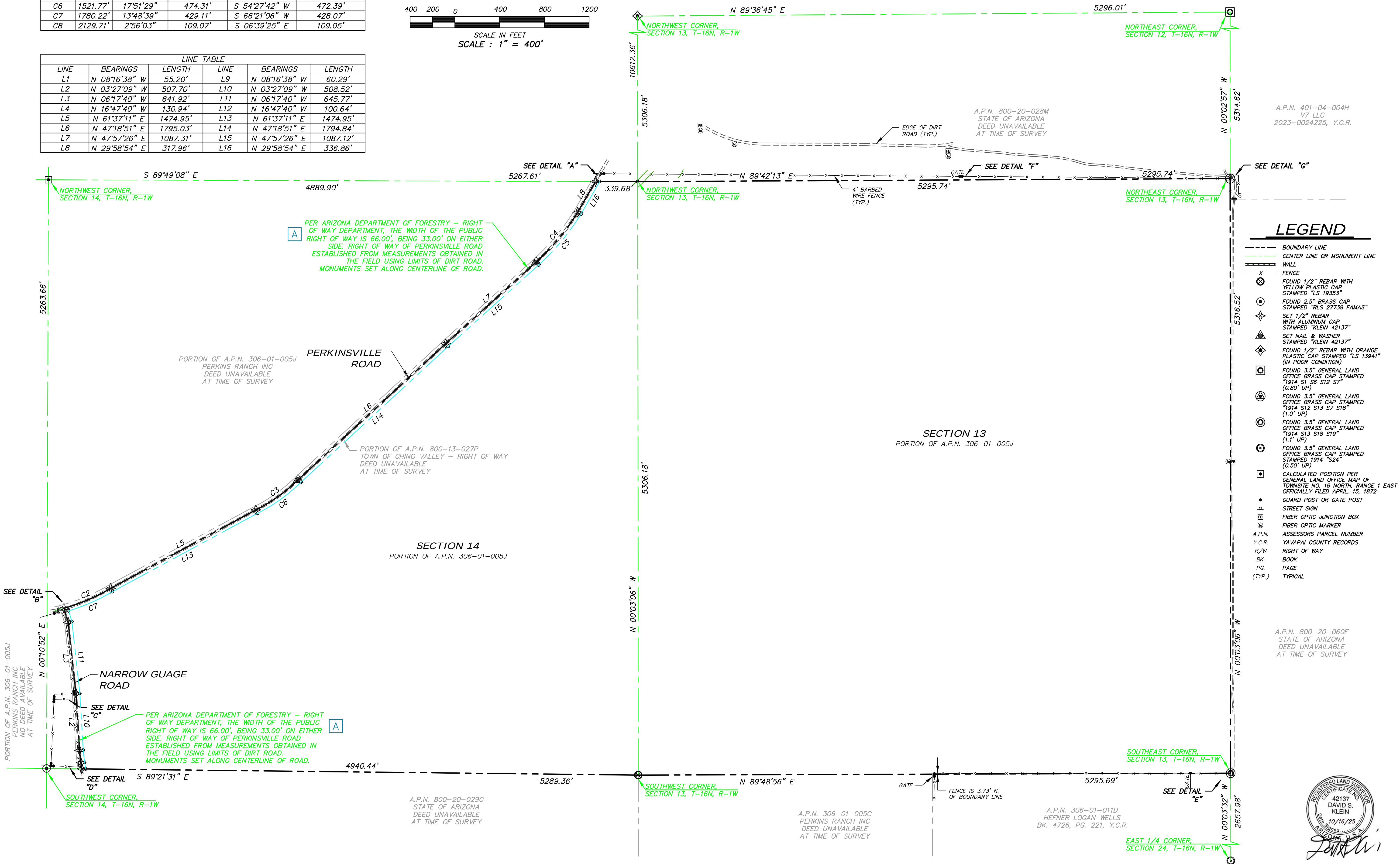
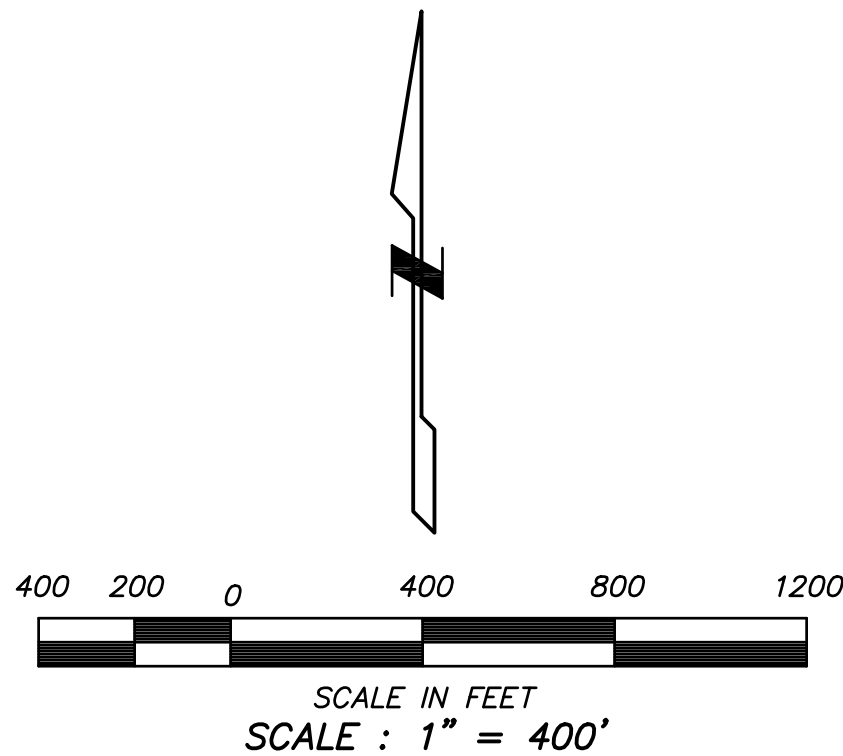
2122 W. Lone Cactus Drive, Suite 11
Phoenix, AZ 85027
623-869-0223 (office) 623-869-0726 (fax)
www.superiorsurveying.com
info@superiorsurveying.com

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

x

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

⊙

ASSESSORS PARCEL NUMBER

⊙

YAVAPAI COUNTY RECORDS

⊙

RIGHT OF WAY

⊙

BOOK

⊙

PAGE

⊙

TYPICAL



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.

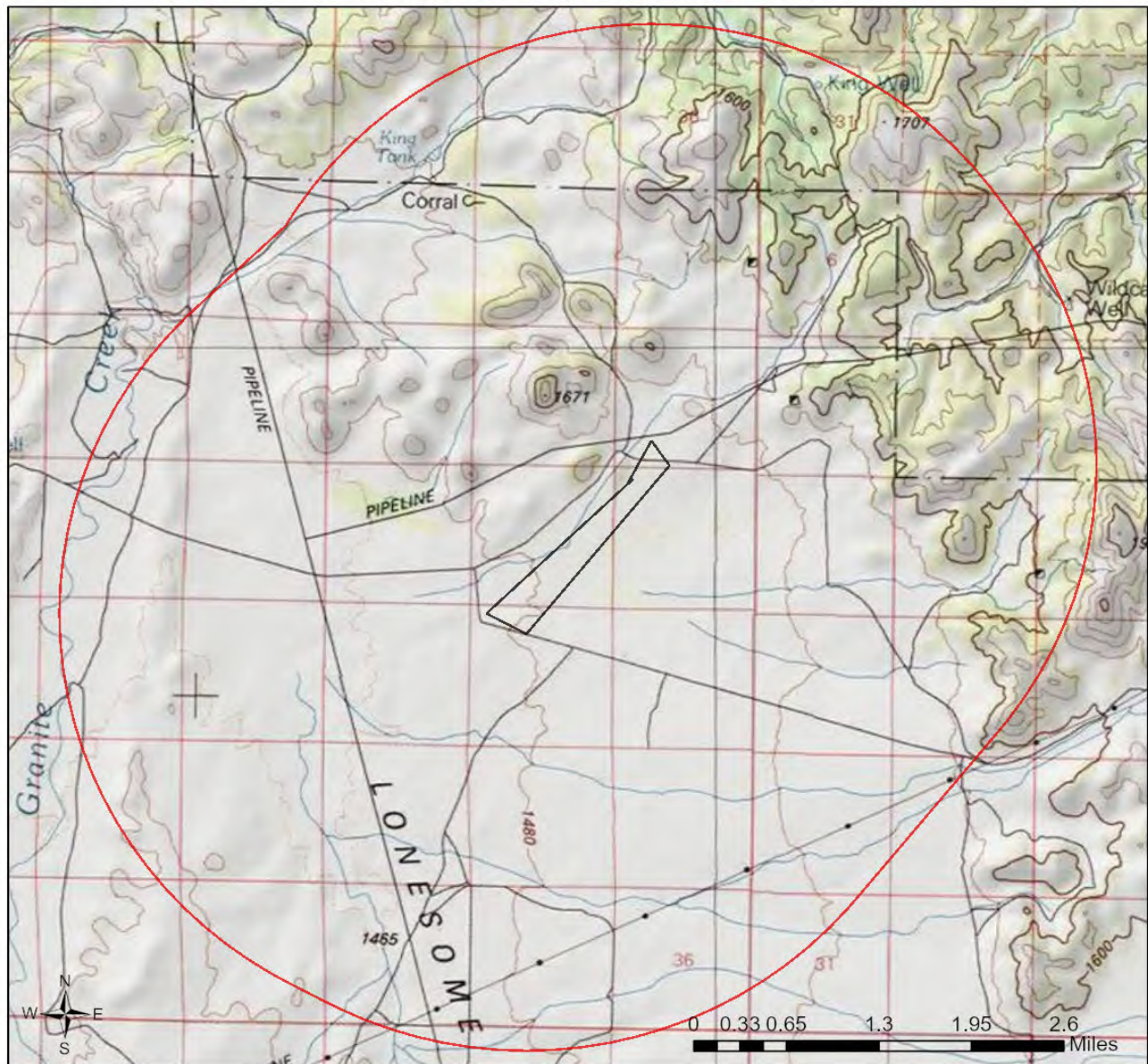
Locations Accuracy Disclaimer:

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

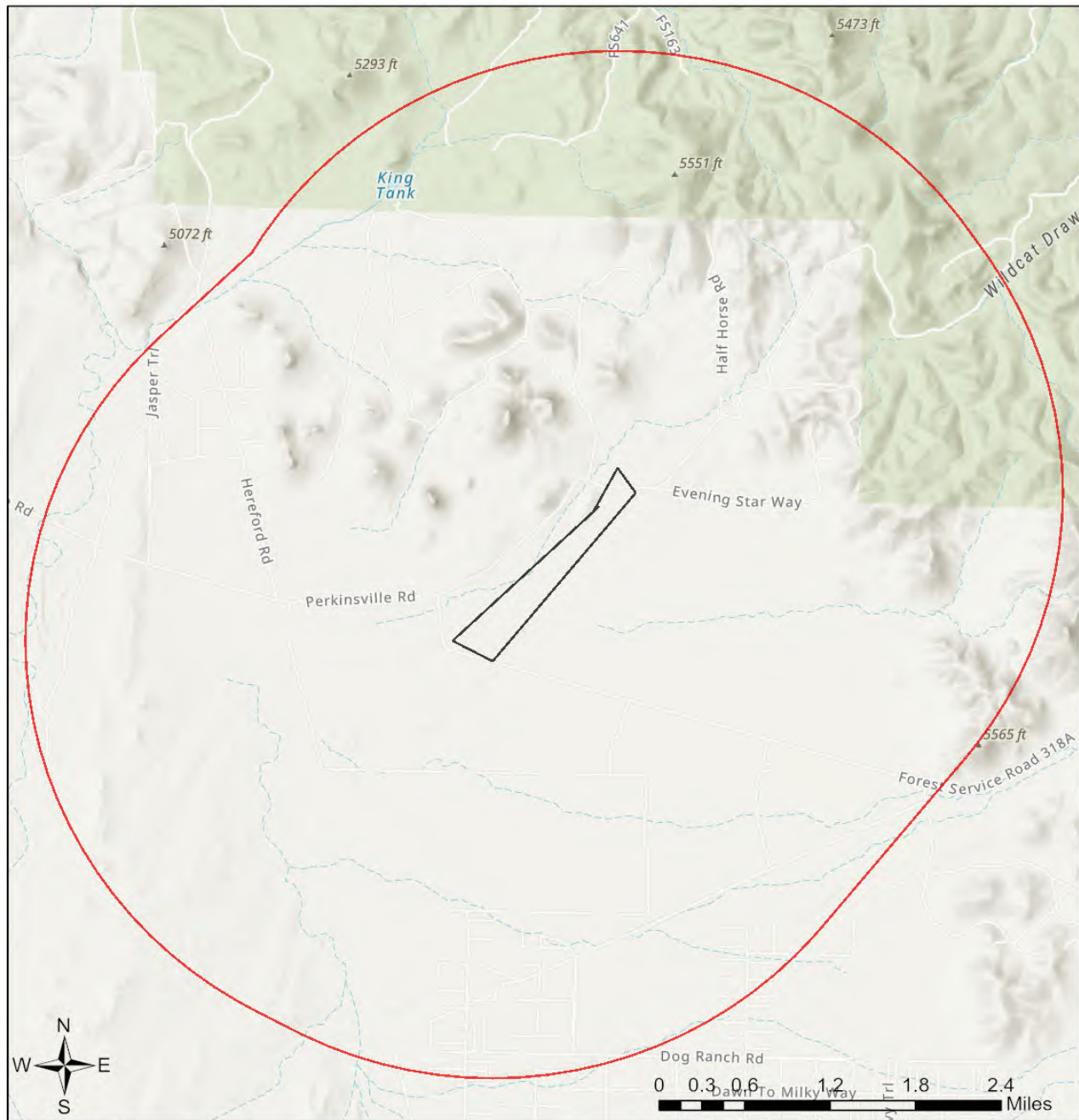
Township/Range(s): T16N, R1W

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

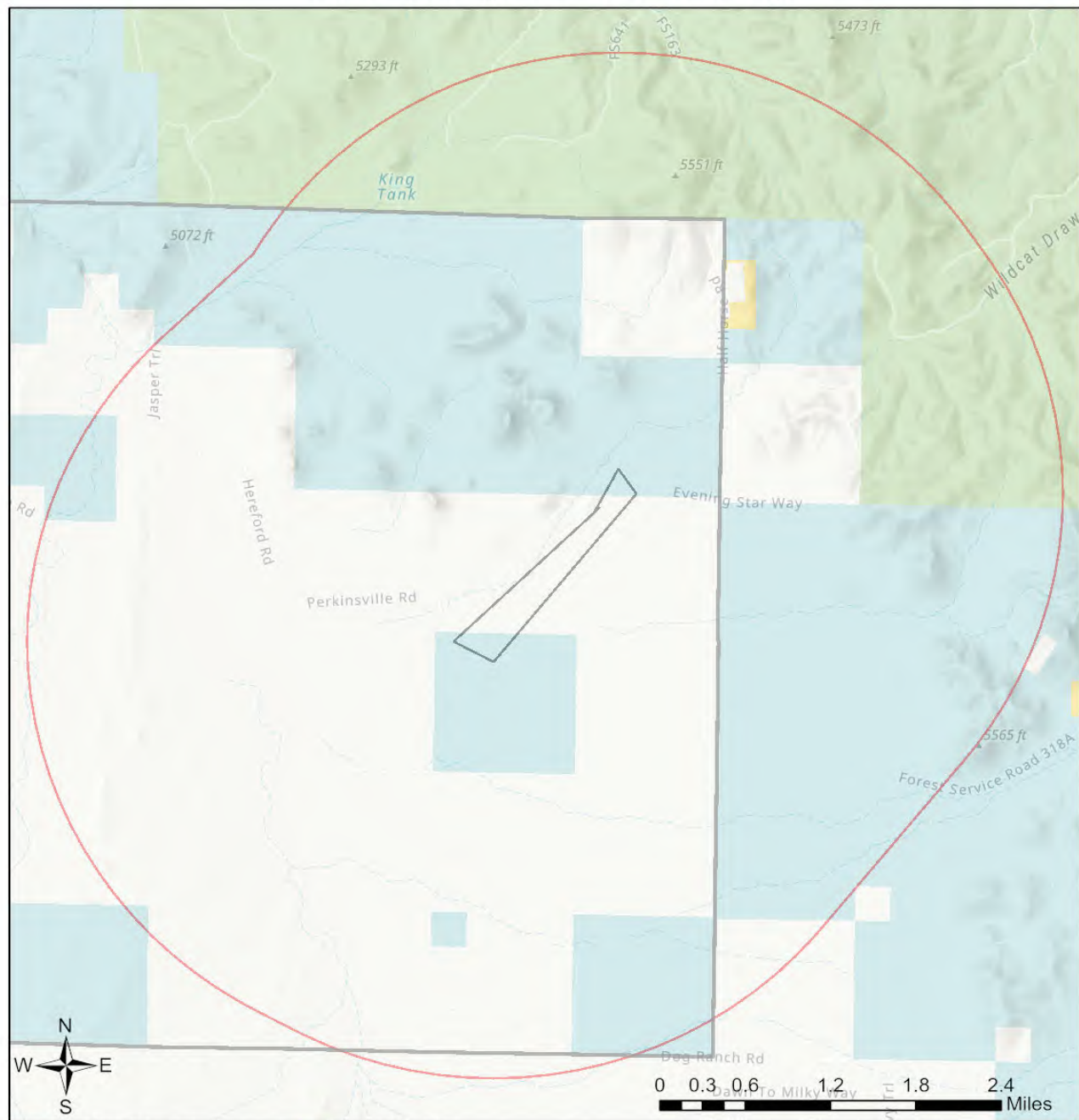


- Buffered Project Boundary
- Project Boundary
- Important Bird Areas
- Critical Habitat
- Pinal County Riparian
- Wildlife Connectivity

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 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 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.
M. N. Perkins, Sr.

STATE OF ARIZONA :
: ss
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.

[Signature]
Notary Public



My Commission expires:

12-19-1966

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



My Commission expires:
12/13/67

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

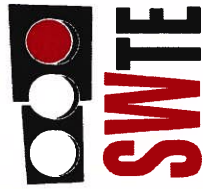
All

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.

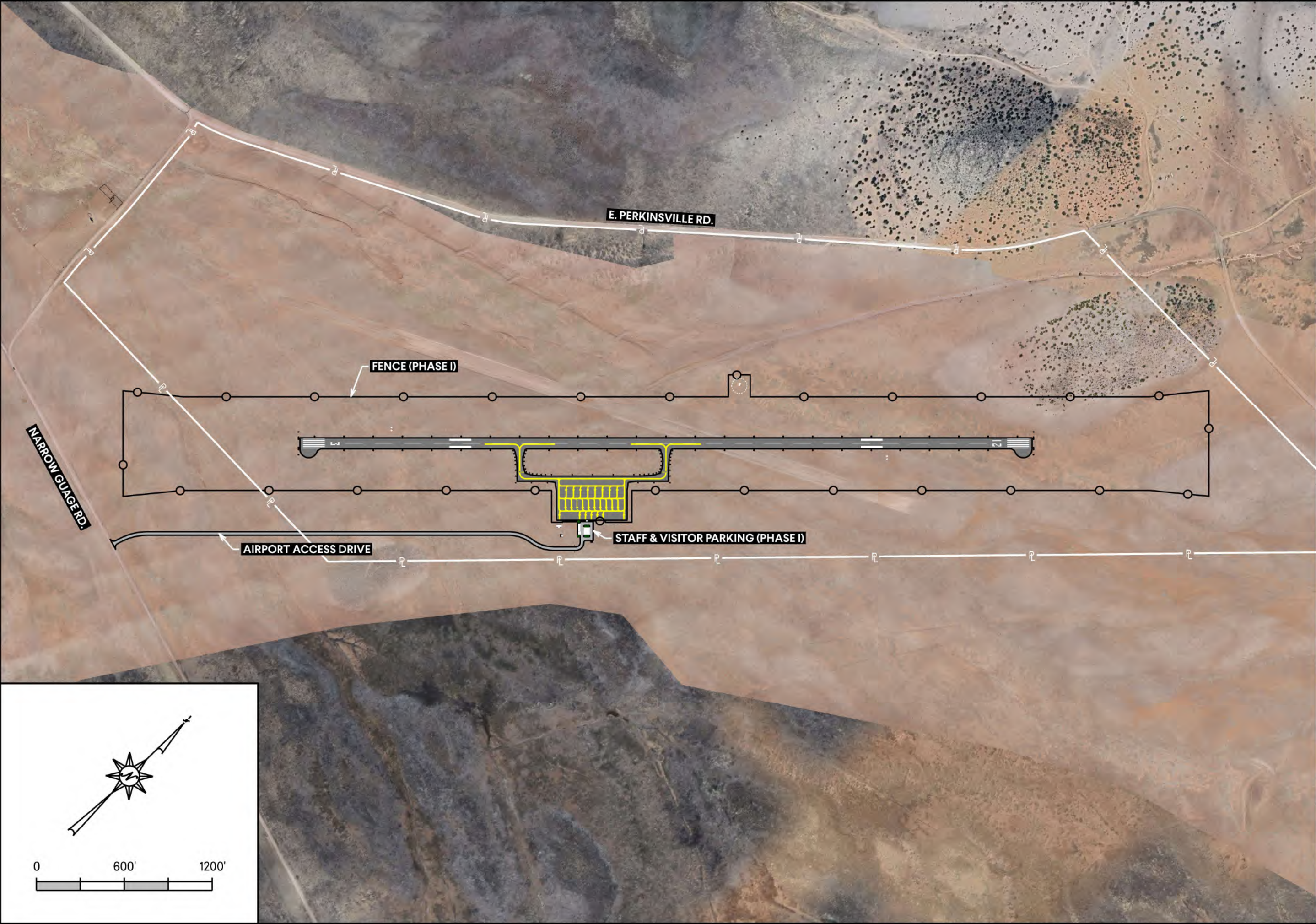


Figure 1 – Vicinity Map



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.

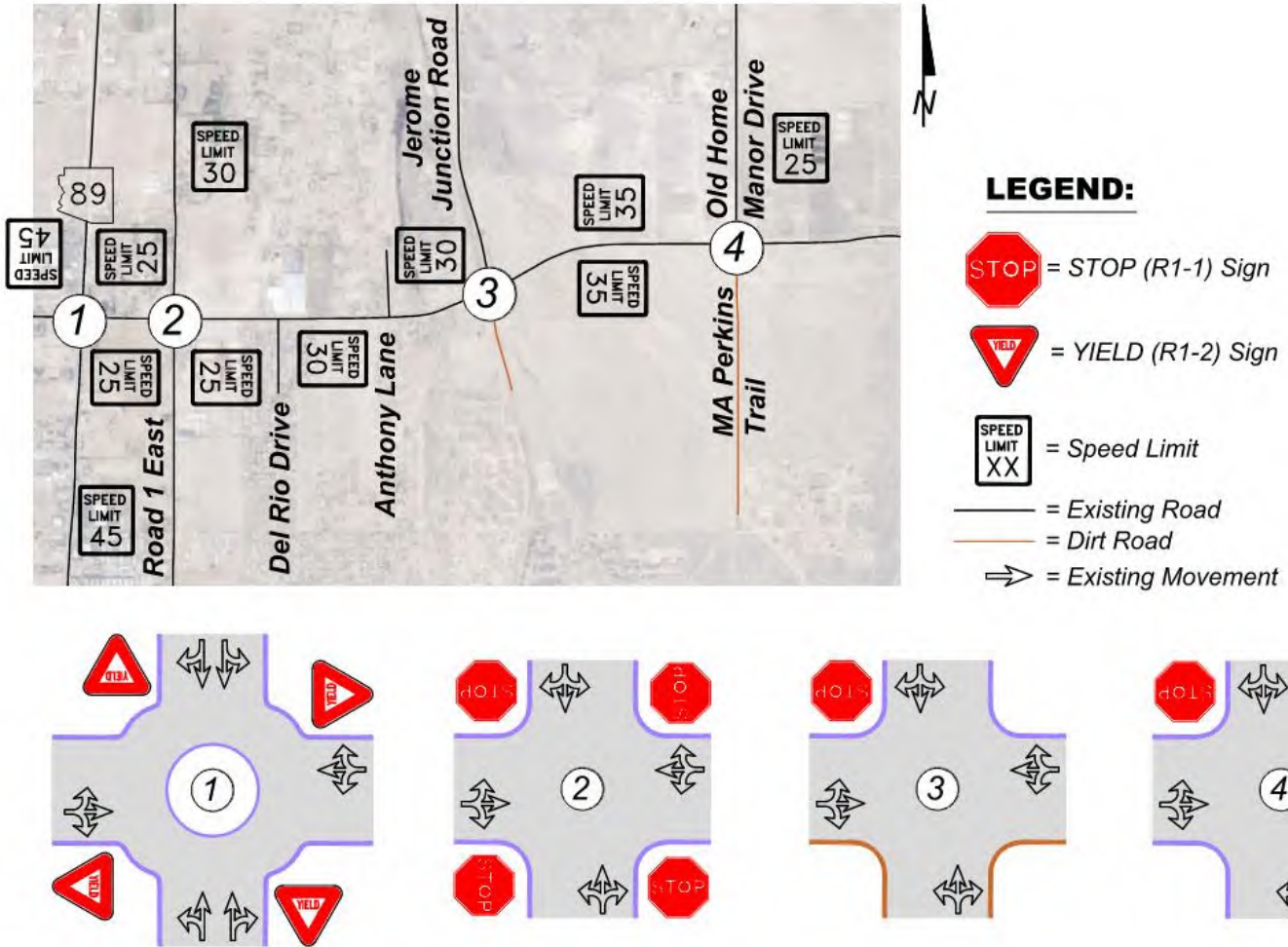
Jerome Junction Road extends north from Perkinsville Road as a two-lane roadway. This road continues north for a little over one mile and ends at Colorado Way. South of Perkinsville Road, Jerome Junction Road is an unpaved road that serves two single family homes, ending after approximately 1,700 feet. 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

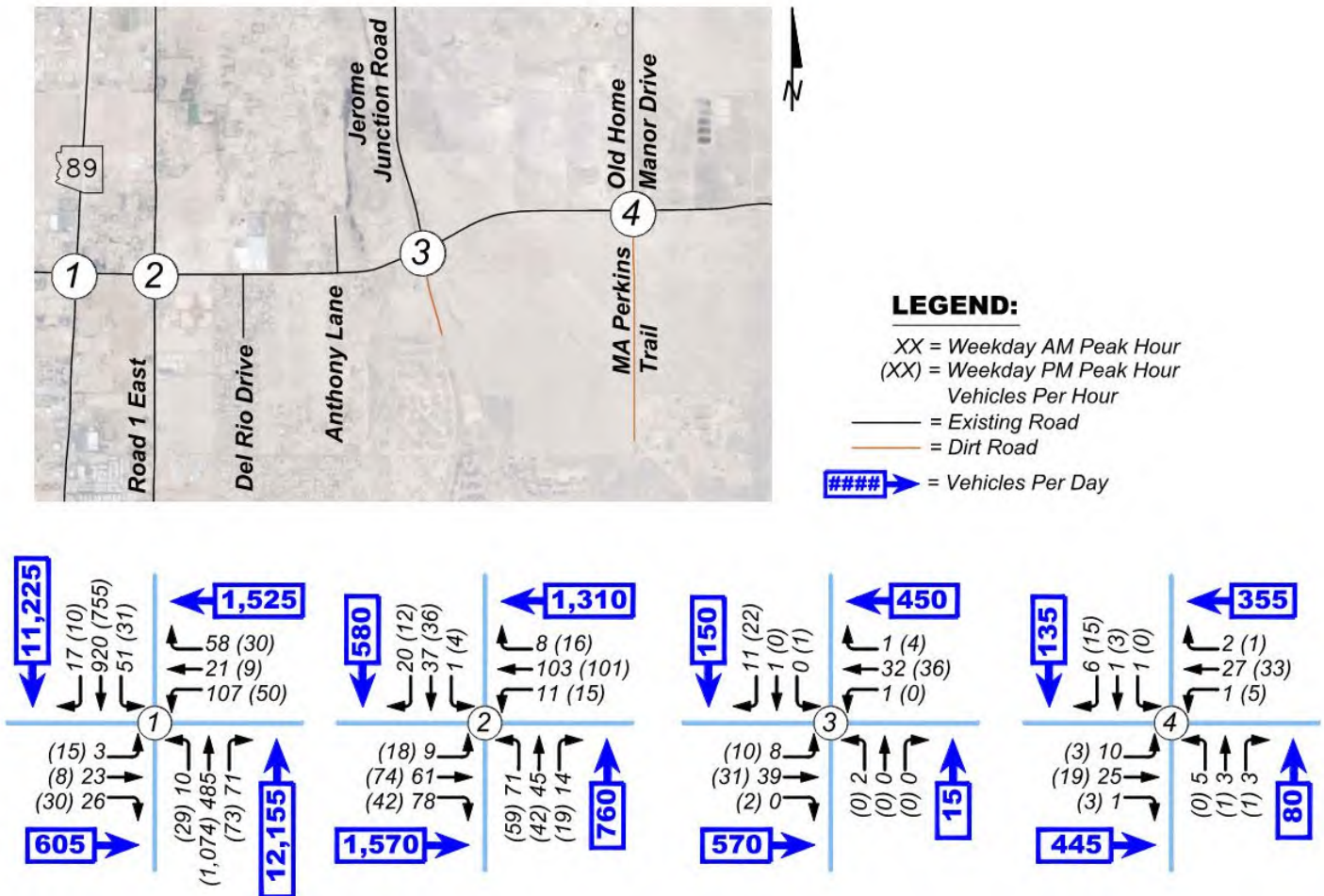




Table 1 – Vehicle Classification Summary

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

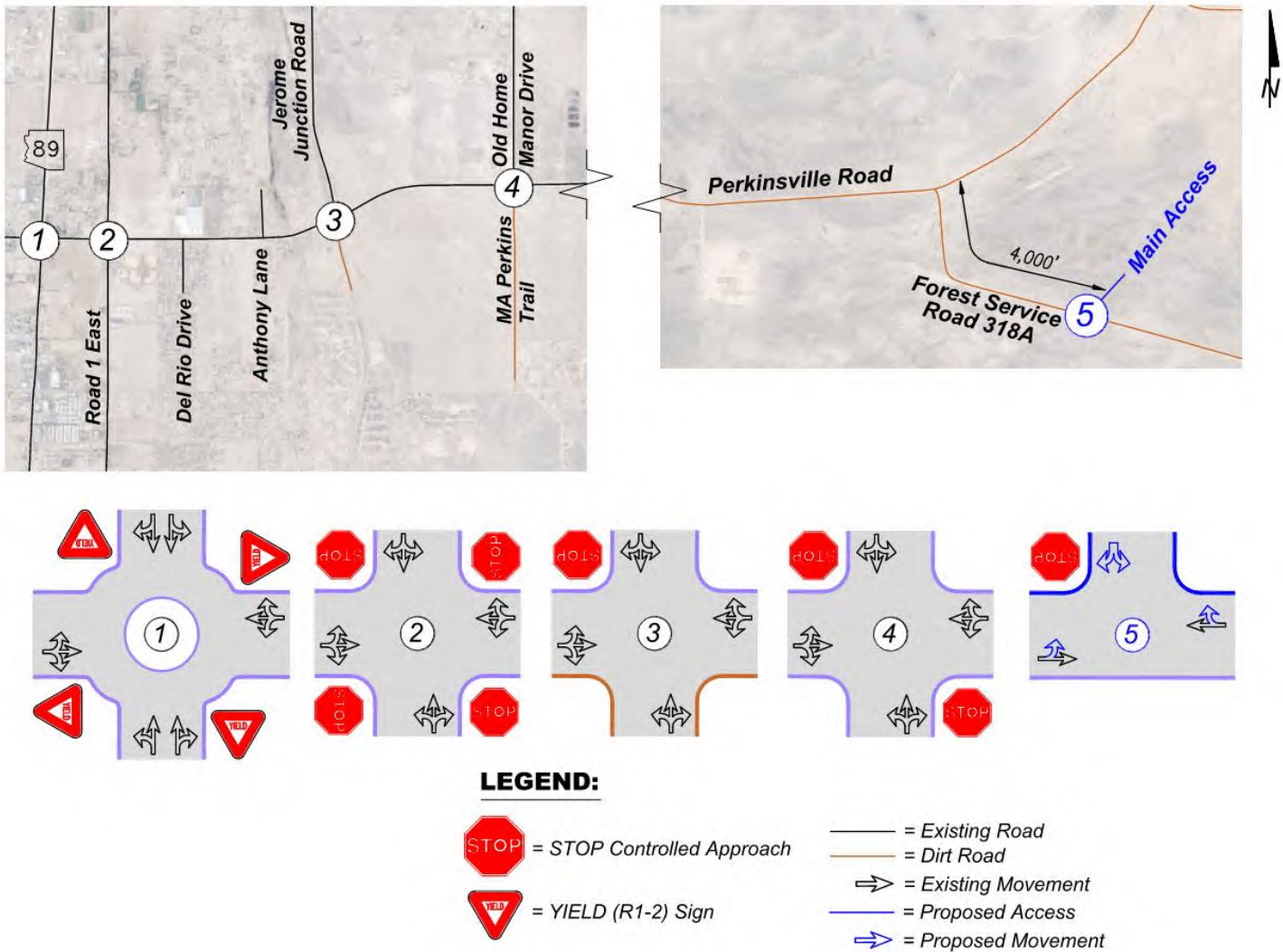
The project will be served by one proposed access point (Main Access) on the east side of Forest Service Road 318A, approximately 4,000 feet south of Perkinsville Road. This driveway will offer full access to the site.

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		Private System:	
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)
- Neighborhood Meeting: (11/26/2025)
- 5280' Vicinity Mailing: (11/13/2025)
- Comments Due: (12/09/2025)
- Reviewing Agencies Noticed: (11/19/2025)
- 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?



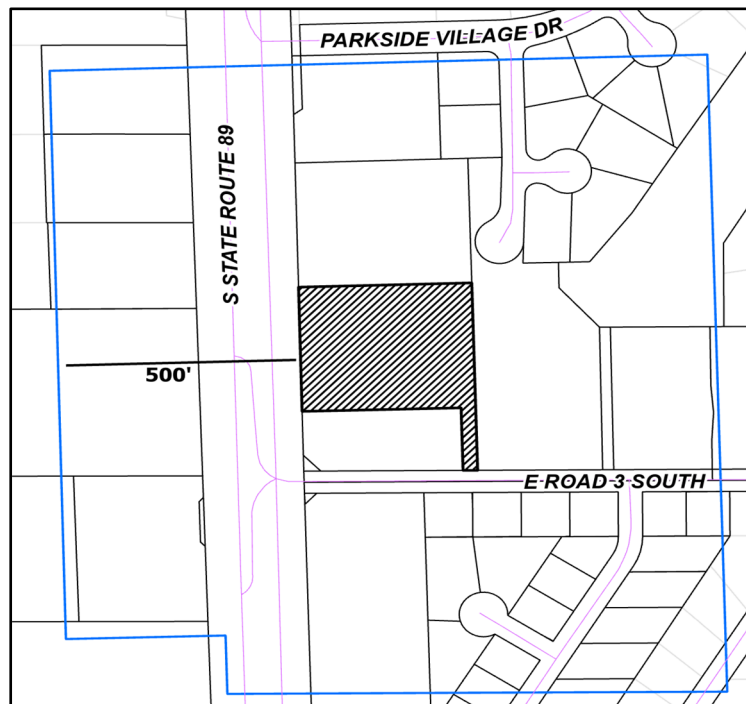
TOWN OF CHINO VALLEY
Planning Commission Staff Report
February 3, 2026
File Number: CUP-2025-06
Conditional Use Permit

PROJECT DESCRIPTION This is a request by Signs Plus, on behalf of Sheets Investments LLC, for the approval of a Conditional Use Permit to allow for construction of a free-standing electronic message center sign for Ace Hardware Store, located at 1395 S State Route 89, Chino Valley Arizona 86323.

LOCATION DATA

	Existing Zoning	Use(s) on-site	General Plan Designation
Site	"CH" – Commercial Heavy	Ace Hardware Store	NR– Neighborhood Residential
North	"CH" – Commercial Heavy	Vacant	NR– Neighborhood Residential
South	"CL" – Commercial Light	American Legion Post 40	NR- Neighborhood Residential
East	"MR" – Multi-Family Residential	Tract A of Parkside Village Subdivision	NR– Neighborhood Residential
West	"CH" – Commercial Heavy	Single- Family Residence	RC– Regional Commercial

LOCATION MAP



PRIOR SITE ACTIONS: None

STAFF RECOMMENDATION: Staff recommends that the Planning and Zoning Commission forward to the Town Council a recommendation of **APPROVAL** for the Conditional Use Permit to allow for the installation of a freestanding electronic message center sign within the CH zoning District subject to Conditions of Approval found in Attachment A.

SUGGESTED MOTION: Move to **APPROVE** Conditional Use Permit CUP-2025-06 as presented, subject to the staff report and information provided during this hearing, and the Conditions of Approval in Attachment A

EFFECT OF THE APPROVAL: By approving this Conditional Use Permit, the Planning and Zoning Commission is recommending approval to Town Council for the installation of a freestanding electronic message center sign, located at 1395 S State Route 89, Chino Valley, Arizona., subject to the staff report and information provided during this hearing, and affirmatively finds that the request is in conformance with the approved zoning on the parcel.

Staff Analysis:

The applicant is requesting a Conditional Use Permit (CUP) to allow the installation of a double-sided, freestanding Electronic Message Center (EMC) sign for the ACE Hardware Store located at 1395 S. State Route 89. The request is subject to discretionary review pursuant to UDO Sections 1.9.3 and 4.21.5(C), which regulate Conditional Use Permits and electronic message center signage.

An existing nonconforming monument sign located south of the driveway entrance off SR-89 will be removed and properly disposed of. All exterior lighting fixtures associated with the proposal will be retrofitted to comply with the Town's dark sky standards.

The proposed EMC will be located approximately nine (9) feet from the front property line abutting SR-89, exceeding the minimum sign setback requirements of UDO Section 4.21.3(D). The EMC is not anticipated to create adverse impacts to adjacent properties or the surrounding area. The sign is appropriately scaled, professionally designed, and will bring the site's signage into compliance with current Town standards.

The applicant has also committed to turning off the EMC by 11:00 p.m. in accordance with the Town's outdoor lighting regulations (UDO Section 4.24).

Zoning

The proposed sign is designed to meet all applicable CH district standards, including:

- Maximum height of 14 feet and maximum area of 32 square feet for EMCs in CL zoning (UDO 4.21.5.C)
- Minimum 8-foot clearance to the bottom of the sign panel
- Minimum message display time of 6 seconds
- No flashing or animated messages
- Dark-sky compliant lighting, with dimming schedules and automatic ambient light sensors (as confirmed by the manufacturer's certification)

Conditional Use Permit

The Conditional Use Permit is subject to discretionary approval by Council if the location and context of the site is suitable for the requested use. Staff recommends that the following stipulations be attached to this Conditional Use Permit:

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.
3. The applicant shall complete all necessary site improvements and, if applicable, submit an outdoor lighting plan for review and approval by the Development Services Department.
4. The applicant shall remove any non-conforming signage.
5. If the Town receives complaints regarding excessive brightness or glare during nighttime hours, the applicant shall submit a revised lighting plan to the Development Services Department for review and approval to ensure compliance with dark-sky standards and community expectations.
6. Any deviation from the approved sign plan or failure to comply with the conditions of this Conditional Use Permit shall render the CUP null and void.
7. The applicant shall submit for building permit review and commence construction of the EMC sign within one (1) year from the date of Town Council approval. Failure to do so will result in expiration of the CUP.
8. The sign shall be Dark-Sky compliant with dimming schedules and automatic ambient light sensors (as confirmed by the manufacturer's certification) and the applicant shall maintain the sign in compliance with Dark Sky provisions.
9. The electronic message center (EMC) shall display content exclusively related to activities and events occurring on the subject property. Off-site commercial advertising is prohibited in accordance with A.R.S. §§ 28-2901 through 28-2915, A.A.C. §§ R17-3-701 and R17-3-701.01, and the Town's sign regulations.

Neighborhood Meeting

All property owners within a 500-foot radius were notified by postcard on December 15, 2025, about the neighborhood meeting held at the Ace hardware store.

Meeting Summary

- **Date:** January 5, 2026, 2:00 PM
- **Location:** Ace Hardware Store – 1395 S State Route 89
- **Attendees:** Michael Donada (Applicant), Jessica Barragan (Senior Planner)

Planning staff and applicant discussed basic CUP conditions, process and meeting dates for hearings. No neighbors attended. No written or verbal opposition was received.

EXTERNAL AGENCY COMMENTS: See Attachment B

NEIGHBORHOOD NOTIFICATION: Staff noted that all properties within the 500-foot radius were notified by postcard on January 6, 2026, about the Planning and Zoning Commission and Town Council meetings.

PROPOSED CONDITIONS DELIVERED January 7, 2026

TO APPLICANT ON:

X	Applicant agreed with all of the conditions of approval on (01/07/2026)
	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
Conditions of Approval	External Agency Comments	Applicants Site Plan & Exhibits	Dark Sky Cert	Staff Research

PREPARED BY:

DATE:



JESSICA BARRAGAN, SENIOR PLANNER

(JBARRAGAN@CHINOAZ.NET)

928 636-3473

JANUARY 7TH, 2026

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 Permit for the site:

Development Services Comments: Laurie Lineberry, Director, 928 636-4427- x1217

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.

Planning: Jessica Barragan, Senior Planner (928) 636-3473

3. The applicant shall complete all necessary site improvements and, if applicable, submit an outdoor lighting plan for review and approval by the Development Services Department.
4. The applicant shall remove any non-conforming signage.
5. If the Town receives complaints regarding excessive brightness or glare during nighttime hours, the applicant shall submit a revised lighting plan to the Development Services Department for review and approval to ensure compliance with dark-sky standards and community expectations.
6. Any deviation from the approved sign plan or failure to comply with the conditions of this Conditional Use Permit shall render the CUP null and void.
7. The applicant shall submit for building permit review and commence construction of the EMC sign within one (1) year from the date of Town Council approval. Failure to do so will result in expiration of the CUP.
8. The sign shall be Dark-Sky compliant with dimming schedules and automatic ambient light sensors (as confirmed by the manufacturer's certification) and the applicant shall maintain the sign in compliance with Dark Sky provisions.

Arizona Department of Transportation (ADOT): Courtney Mowrer, Program Administrator, (602) 290-8776

9. The electronic message center (EMC) shall display content exclusively related to activities and events occurring on the subject property. Off-site commercial advertising is prohibited in accordance with A.R.S. §§ 28-2901 through 28-2915, A.A.C. §§ R17-3-701 and R17-3-701.01, and the Town's sign regulations.

Any questions or comments regarding the Conditions of Approval as stated above should be directed to the staff member who provided the comment. Name and phone numbers are provided.

ATTACHMENT B
EXTERNAL AGENCY COMMENTS

DATE:	12/22/2025	NAME:	COURTNEY MOWRER	TITLE:	PROGRAM ADMINISTRATOR
AGENCY:	ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT)			PHONE	602-290-8776
Information displayed on the electronic sign shall be exclusive to activities and events that occur only on the premises, in compliance with ADOT regulations (A.R.S. §§ 28-2901 through 28-2915 and A.A.C. §§ R17-3-701 and R17-3-701.01) and the Town’s prohibition of off-site commercial signs.					

ATTACHMENT C
APPLICANTS SITE PLANS AND EXHIBITS

SITE PLAN

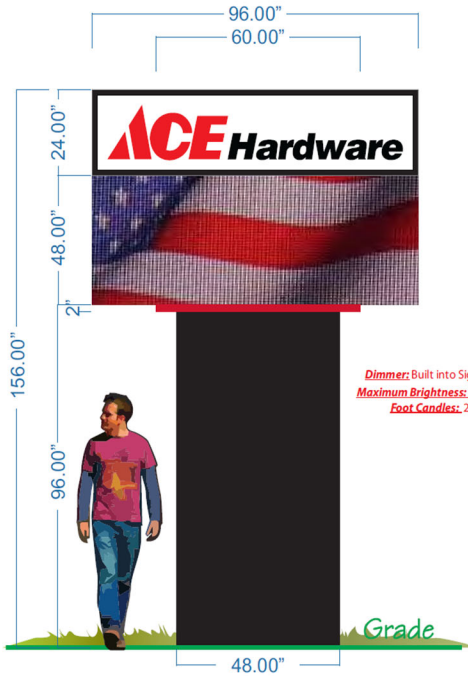


ATTACHMENT C

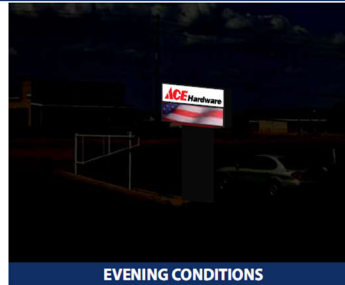
APPLICANTS SITE PLANS AND EXHIBITS

ELEVATIONS AND DAY/NIGHT TIME VIEWS:

ACE Hardware
1395 AZ-89
Chino Valley, AZ 86323
Parcel #303-33-002A



Dimmer: Built into Signage Face
Maximum Brightness: 8500 CD/m²
Foot Candles: 265.88



NOTES:
- Sign will remain static for at least (8) seconds with a transition time of no greater than (2) seconds
- Sign will be turned off at 11:00 pm or when the business closes, whichever is later.
- All signs & sign structures, conforming & nonconforming, shall be maintained in good order, repair, & appearance at all times so as not to constitute a danger or hazard to the public safety or create visual blight as determined by the Zoning Administrator or his/her designee.



Illuminated Double Sided Pylon Sign LED Readerboard

Cabinets:
Fabricated Aluminum
Extrusion Painted Black

Faces:
White Polycarbonate w/ Applied
Red & Black Vinyl

Cabinet Interior:
Gloss White

Internal Illumination:
White LED's

Illumination:
Open of Business to Close
The brightness can also be
automatically dimmed based on
time of day and related events and is
applicable to every pixel on the display.
The display will also come with
a physical sensor to adjust accordingly
based on ambient light conditions.
The display will be limited to a maximum
brightness level of 300 Nits between
dusk and dawn and no more than 0.3 foot
candles above ambient light at all times,
as measured using a foot candle meter at
a preset distance depending on sign size.

Support Structure:
6" Squared Aluminum Posts
13 Ft. from Grade

Mounting:
Engineered Footer, Concrete
as Necessary

Sq. Ft. Signage:
ACE Cabinet - 16.00
LED - 32.00
Total: 48.00

Sq. Ft. Allowance:
Speed Limit Table 4.21.5.B-1
Max Area - .5 sqft per linear ft of
lot frontage;
not to exceed 48 sqft.

LED Reader Board Specifications:

Module: Blade M 9mm module LED Color: 1R1G1B Full Color Pixel Pitch: 9 mm	Display Configuration: (2) Single Side Units Mounted Back to Back Total Square Feet (per face): 16 SF	Display Dimensions: 2 feet tall x 8 feet wide Viewing Angle: 160° Horizontal / 90° Vertical Viewing Area: 2 feet tall x 8 feet wide	Display Matrix: 24 x 96 Total Weight: 202.32 lbs Average Continuous Power: 698.80 watts	Max Current @ 220V: 9.85 amps Input Voltage: 110V-265V Ventilation: Fan-Less	Frames Per Second: 60fps Dimming: Scheduled or Manual Estimated LED Lifetime: 100,000 Warranty: 5 Years
Claude Ballbe - BH 919-552-8689 08.05.25	claude@signsunlimitedusa.com www.signsunlimitedusa.com Underwriters Laboratories Inc.® UL File #E225070	Approval Signature:		Please check all spelling, quantities, colors, and materials before approving	
		Notes:		SIGNS UNLIMITED communicate your identity 6801 Mount Hermon Church Rd, Building C Durham, NC 27705	

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ATTACHMENT C
APPLICANTS SITE PLANS AND EXHIBITS

EXISTING FREESTANDING SIGN TO BE REMOVED:

ACE Hardware
1395 AZ-89
Chino Valley, AZ 86323
Parcel #303-33-002A

Monument Removal

EXISTING MONUMENT TO BE REMOVED



Claude Ballbe - BH	claude@signsunlimitedusa.com	Approval Signature:	Please check all spelling, quantities, colors, and materials before approving	SIGNS!UNLIMITED communicate your identity 6801 Mount Hermon Church Rd, Building C Durham, NC 27705
919-552-8689	www.signsunlimitedusa.com			
06.20.25	 Underwriters Laboratories Inc.® UL File #E225070	Notes:		

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ATTACHMENT D
DARK SKY LIGHTING CERTIFICATION



To whom this may concern:

Cirrus LED is a US-based manufacturer of LED displays. We bring the world's first suite of turnkey interconnected tools for optimizing on-site marketing with software and hardware systems to help businesses or organizations look its best.

As Sales Director of Cirrus Systems, Inc. **I can certify that the display, can be configured to meet the expected guidelines/ordinances.** Light intensity has been factory pre-set not to exceed the levels specified within this ordinance. The max nit level is protected from end-user manipulation and can only be accessed by engineering at Cirrus Systems, Inc.

The brightness can also be automatically dimmed based on time of day and related events and is applicable to every pixel on the display. The display will also come with a physical sensor to adjust accordingly based on ambient light conditions.

Our integrated cloud software can verify the specifications have been met upon display installation. The digital sign has a default mechanism that will freeze the sign in one position if a malfunction occurs. The software also has the ability to maintain a static image for a duration required by any city ordinance.

Slide scheduling/playing can be adjusted in any one second increment. Options to hold an image for a certain amount of time or to turn the the display black can easily be accomplished through the ScreeHub software.

Our displays are also manufactured to the highest standards, using premium components to work in the harshest conditions... direct sunlight, rain, snow, ice or any other type of environment. Each LED module has a water/dust ingress protection of IP67.

Also, the display will be limited to a maximum brightness level of 300 Nits between dusk and dawn and no more than 0.3 foot candles above ambient light at all times, as measured using a foot candle meter at a preset distance depending on sign size.

Measuring distances shall be as follows:

- 1). 0-100 square foot sign to be measured from 100 feet from the source
- 2). 101-300 square foot sign to be measured 150 feet from source

Please reach out anytime if further dialogue would be helpful to answer any other questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Kerluke', is positioned above the printed name.

Dan Kerluke
Sales Director
415-851-0511
dkerluke@cirrusled.com

ATTACHMENT E
STAFF RESEARCH

	STAFF RESEARCH – CONDITIONAL USE PERMIT CASE #: CUP-2025-03 – ACE HARDWARE EMC SIGN CASE PLANNER: JESSICA BARRAGAN
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PROJECT NARRATIVE: This is a request by Signs Plus, on behalf of Sheets Investments LLC, for the approval of a Conditional Use Permit to allow for construction of a free-standing electronic message center sign for Ace Hardware Store, located at 1395 S State Route 89, Chino Valley Arizona 86323.

I. PROJECT DATA

Project Location:	1395 S State Route 89				
Parcel Number(s):	306-33-002A				
PARCEL SIZE(s):	108,900 SF				
Total Acreage:	2.5				
Proposed Dwelling Units:	0				
Address:	1395 S State Route 89				
Applicant:	Signs Plus on behalf of Sheets Investments				
Applicant's Agent:	Signs Plus – Michael Donada				
Conforms to G.P. Land Use Conformity Matrix:	Yes	X	No		
Zoning Overlay	PAD	n/a			
Within ½ Mile of SR89?	Yes	X	No		If yes, Property is restricted – site-built only

	Existing Zoning	Use(s) on-site		General Plan Designation
Site	"CH" – Commercial Heavy	Ace Hardware Store		NR– Neighborhood Residential
North	"CH" – Commercial Heavy	Vacant		NR– Neighborhood Residential
South	"CL" – Commercial Light	American Legion Post 40		NR- Neighborhood Residential
East	"MR" – Multi-Family Residential	Tract A of Parkside Village Subdivision		NR– Neighborhood Residential
West	"CH" – Commercial Heavy	Single- Family Residence		RC– Regional Commercial

Prior Cases or Related Actions:					
<u>Type</u>	<u>Cases, Actions or Agreements</u>				
Pre-Annexation Agreement	Yes		No	X	
Annexation	Yes	X	No		Original Town – 9/21/1970
General Plan Amendment	Yes		No	X	
Development Agreement	Yes		No	X	

ATTACHMENT E
STAFF RESEARCH

Rezone	Yes		No	X	
Subdivision	Yes		No	X	
Conditional Use Permit	Yes		No	X	
Pre-Application Meeting	Yes	X	No		PA-2025-05, 3/12/2025
Enforcement Actions	Yes		No	X	
Land Division Status:	Yes		No	X	
Irrigation District - CVID					

II. TOWN OF CHINO VALLEY GENERAL PLAN

Land Use Element:							
Land Use Designation:		NR– Neighborhood Residential					
Is Project larger than 25 acres or 50 dwelling units?		L.U. Policy 2.1	n/a	PRN Policy 2.8	n/a		
Issues:		None					
Circulation Element:							
Road Classification		SR-89	Existing Row	200'	Required Row	200'	
Issues:		None					
Parks, Recreation, and Natural Resources Element:							
Closest Park:		Center Street Park					
Within 1 mile of the Peavine Trail?		No					
Flooding?	FEMA Flood Plain Designation	n/a	Town Flood Map	n/a			
Issues:		None					
Community Services and Facilities Element:							
Water Source:		Town	Well	X	Prescott	Private System:	
Sewer:		Town	Septic	X			
Issues:		None					
Economic Development Element:							
SR-89 Corridor?		Yes	Enhancement: Goal ED-6		Yes		
Old Home Manor?		No	Goal ED-2	n/a			
Issues:		None					

NOTIFICATION

- Legal Ad Published: (01/06/2026)
- Neighborhood Meeting: (01/05/2026)
- 500' Vicinity Mailing: (12/15/2025)
- Hearing Dates: (02/03/2026 & 02/24/2026)
- Reviewing Agencies Noticed: (12/22/2025)
- Agency Comments Due: (01/06/2026)
- Site Posted: (01/08/2026)

ATTACHMENT E
STAFF RESEARCH

External List (Comments)	Response Received	Date Received	"No Comment"	Written Comments	Comments Attached
Colleen Boge – APS					
Courtney Mowrer - A.D.O.T.	X	12/31/25		X	X
Ralph Baker – C.V.I.D.					
Darrell Tirpak - CAFMA	X	12/31/25	X		
Dawn Capotosi – YC ENV					
Monica Kriner – YC Health					
Lauren Hildebrand – ADEQ					
United States Postal Service					
Mark Holmes – Water Advisor					
Town of Chino Valley Internal List (Conditions)	Response Received	Date Received	"No Conditions"	Written Conditions	Comments Attached
Jessica Barragan – Senior Planner – Development Services	X	12/23/25		X	X
Will Dingee – Assistant Director – Development Services					
Laurie Lineberry – Director – Development Services	X	12/31/25		X	X
Steve Sullivan –Town Engineer – Public Works	X	12/31/25	X		
Dan Trout – Chief Building Official – Development Services					
Glenn Dally – Code Enforcement – Development Services					
Josh McIntire – Chief of Police - Police					



TOWN OF CHINO VALLEY
Planning Commission Staff Report
February 3, 2026
File Number TA-2025-09
Text Amendment

PROJECT DESCRIPTION

TA-2025-09 - A request to amend the Town of Chino Valley Unified Development Ordinance, Chapter 154, Chapter 5, Subdivision to allow the administrative approval of subdivision plats.

This is a text amendment to bring the Town Unified Development Ordinance in compliance with House Bill 2447, signed by the Governor on March 31, 2025 and effective January 1, 2026, which requires Preliminary and Final Plats to be approved administratively (by staff).

In an effort to help alleviate the housing crisis facing the state by speeding up the review process done by cities, towns, and counties, the 2025 Arizona State Legislature approved a bill that removed the requirement for public hearings for Preliminary Plats, Final Plats, and Amended Plats. In that same bill, it required town administrative personnel (Planning staff), instead of the Planning Commission and Town Council, to review and approve Preliminary Plats, Final Plats, and Amended Plats.

The process for staff review of plats will not change. What changes is the decision piece. Plats will go through the standard review process, but instead of the Planning Commission and then Council reviewing and approving, the Zoning Administrator will review and make a determination on each submitted plat. An appeal of any administrative decision on a plat will be heard by the Planning Commission.

STAFF RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission forward to the Town Council a recommendation of **APPROVAL** for the Text Amendment.

SUGGESTED MOTION:

Move to **APPROVE** Text Amendment 2025-09 as presented, subject to the staff report and information provided during this hearing.

EFFECT OF THE APPROVAL:

By approving this Text Amendment, the Planning and Zoning Commission is recommending approval to Town Council for the Subdivision Code to be amended to require staff to administratively approve Preliminary and Final Plats for the Town of Chino Valley, in accordance with House Bill 2447.

ATTACHMENTS:

Attachment A - Chapter 5 Reflecting Edits

Attachment B - Chapter 5 with Changes Incorporated.

Attachment C - Text of HB 2447

PREPARED BY:



LAURIE LINEBERRY, AICP

DEVELOPMENT SERVICES DIRECTOR

DATE: January 13, 2026

ATTACHMENT A
CHAPTER 5 REFLECTING EDITS

**2025 AMENDMENTS TO CHINO VALLEY TOWN CODE CHAPTER 154 REGARDING
ADMINISTRATIVE PLAT APPROVALS**

SECTION 1. Chino Valley Town Code, Title XV, Land Usage, Chapter 154, Unified Development Ordinance (the “UDO”), Section 1, Administration and Procedures, is amended as follows:

1.1 Section 1.4.2 is amended to read as follows:

1.4.2 POWERS AND DUTIES

A. The Commission shall have the following powers and duties:

1. Recommend to the Town Council a General Plan and amendments thereto;
2. Annually review progress towards implementation of the General Plan and recommend to the Town Council changes desired due to new legislation, development trends, and changing economic, social, and environmental conditions;
3. Review and make ~~recommendation~~recommendations to the Town Council on proposals to amend the Town zoning map or the ~~provisions of the~~ Unified Development Ordinance;
4. Initiate changes to the Town zoning map or the ~~provisions of the~~ Unified Development Ordinance;
5. Review and recommend approval to the Town Council of design guidelines or standards of development.
6. Hear and decide appeals from the Zoning Administrator's decisions to approve, approve with conditions, or deny final plats.

1.2 Sections 1.6.2 and 1.6.3 are amended to read as follows:

1.6.2 POWERS AND DUTIES

The Zoning Administrator and Assistant Zoning Administrator shall perform the following functions:

1. Enforce this Ordinance by ensuring that all activities, construction, and development within the Town are in conformance with the Town zoning regulations.
2. Accomplish all administrative tasks required by this Ordinance, including receiving and processing applications for all persons requesting a rezone, use permit, plan review, Zoning Administrator, appeal, or other action of the Commission, Board of Adjustment, or Town Council.
3. Subject to the policies of the Commission and Town Council, interpret this Ordinance to members of the public, Town departments, and other branches of government.
4. Serve as planning staff to Council and Commission, and, as necessary, attend meetings of these and other organizations and agencies.

5. Administer the Town's Development Guidelines as may be adopted from time to time by the Town Council.
6. Review and approve, approve with conditions, or deny preliminary and final plats without a public hearing.

1.6.3 ZONING ADMINISTRATOR

~~Wherever~~Unless the context clearly indicates or requires otherwise, wherever the term "Zoning Administrator" appears in ~~the~~this Ordinance, ~~this term is amended to include both it includes~~ the Zoning Administrator ~~and~~, the Assistant Zoning Administrator, and their designees.

SECTION 2. UDO Section 5, Subdivision Regulations, is amended as follows:

- 2.1 Section 5.1 is renumbered as 5.1.1 and relocated under a new Subsection 5.1, titled "General."

- 2.2 Section 5.1.3 is amended to read as follows:

5.1.3 AUTHORITY

The Subdivision Regulations are authorized by Title 9, Chapter 4, Articles 6.2 ~~and~~, 7, and 8 of the Arizona Revised Statutes.

- 2.3 Section 5.2.1 is amended to read as follows:

5.2.1 GENERAL PROVISIONS

- A. In General: Every land division shall conform to the goals and objectives of the General Plan, Unified Development Ordinance, and other ordinances adopted by Council and laws of the State of Arizona that specifically relate to subdivisions and the development of land.
- B. Owner/Agent Authorization: Applications shall only be submitted by property owners or their authorized representatives. The Zoning Administrator may require proof of ownership/agency prior to accepting an application.
- C. Zoning Standards: Proposed subdivisions must be designed to meet the specific requirements of the zoning district in which they are located. ~~In the event that~~If a change in zoning is required to enable the development to be built as proposed, any necessary zoning amendment must be initiated by the property owner (or authorized agent) in accordance with the procedures for processing applications for changes in zoning set forth in the Town's Unified Development Ordinance. No subdivision plat for which a zone change is required may be considered ~~by~~until the Council ~~until~~has adopted the required zone change ~~has been adopted by the Council~~. The applications for both the requested zoning amendment and the preliminary plat may be filed concurrently.

- D. Dedication or Reservation of Public Land: Where a tract to be subdivided contains all or any part of a planned park, recreation facility, school, open space, water facility, wastewater facility, public safety facility, flood control facility, or other area shown on the General Plan as a public area, or required by Council as a public area, such site shall be dedicated to ~~the Town of appropriate public entity~~, or reserved for acquisition by, the Town or the appropriate public entity within a specified time period. The applicant and the Town or appropriate public ~~agency~~entity shall reach an agreement regarding dedication or acquisition of the property for such purpose prior to consideration of the final plat ~~by the Council~~. If a parcel of property is to be reserved rather than dedicated, the Town may require the Subdivider to designate the reserved area on the final plat, subject to the following conditions:
1. The land reserved shall be in the size and shape as to permit the remainder of the land area in which the reservation is located to develop in an orderly and efficient manner.
 2. The public entity for whose benefit an area has been reserved shall have a period of one year after the recording of the final subdivision plat to enter into an agreement to acquire such reserved land area. The purchase price shall be the fair market value thereof at the time of the filing of the preliminary plat, plus the taxes against such reserved area from the date of the reservation, and any other costs incurred by the subdivider in the maintenance of such reserved area, including interest costs incurred on any loan covering such reserved area.
 3. If the public entity for whose benefit an area has been reserved does not exercise the reservation agreement set forth in paragraph 5.2.1(D)(~~32~~) above, ~~within the agreed-upon period of~~agreed-upon time, the reservation of such area shall terminate unless a mutually agreeable time extension is executed between the entity and the subdivider.
- E. Outline of the Review Process: The preparation, review, and approval of subdivisions within the Town ~~Limits~~limits shall proceed through the following progressive stages, as more particularly outlined in Sections 5.2.2, 5.2.3, and 5.2.4:
1. ~~Pre-Application Conference~~Pre-application conference with Town staff;
 2. Preliminary plat ~~submittal: The preliminary plat will be reviewed by Town staff to ensure it is complete and consistent with these Subdivision Regulations; the complete preliminary plat submittal is then considered by Planning and Zoning Commission and Council;~~review and approval, approval with conditions, or denial by the Zoning Administrator without a public hearing.
 3. Subdivision Technical Review ~~—considered and reviewed by Town Staff and pertinent outside public service and utility agencies;~~
 34. Final plat ~~submittal —Includes review by the Town staff to ensure the Final Plat meets the requirements of these Subdivision Regulations and Subdivision Technical Review by Town staff and pertinent outside public service and utility agencies, all prior to consideration of the Final Plat by the Council;~~review and approval,

approval with conditions, or denial by the Zoning Administrator without a public hearing.

2.4 Section 5.2.2(C) is amended to read as follows; subsections 1-7 remain unchanged:

- C. Subdivision Referral and Approval Process: Within ~~fifteen (15)~~ calendar days after the pre- application conference, the Zoning Administrator ~~or his/her designee~~ will send a written notice to the subdivider with staff's recommendations related to preparation and submittal of a preliminary plat by developer to be considered by the ~~Planning and Zoning Commission and the Council~~Administrator, and with a determination as to whether a Development Master Plan will be required pursuant to 5.2.2(D) of these Subdivision Regulations. If the proposed subdivision does not require a Development Master Plan, the subdivider may proceed with the preparation of a preliminary plat to be considered by the ~~Planning and Zoning Commission and the Council~~Administrator. As a prerequisite of preliminary plat review by the Development Services Director and the Public Works Director, the subdivider shall submit copies of letters written to the following agencies informing them of the intent to subdivide and to learn the general ~~requirement~~requirements for public utilities and public dedications applicable to the ~~subdivision~~subdivision's needs:

2.5 Section 5.2.3(C) is amended to read as follows:

C. Preliminary Plat Review and Approval

1. Upon acceptance of an application for approval of a preliminary plat, the Zoning Administrator ~~or his/her designee~~ will have five ~~(5)~~ working days to advise the applicant if the submittal is complete. Copies of complete applications will be forwarded to the Town departments and to utility and public safety agencies ~~that~~ serve/serving the area for their review and comment.
2. The reviewing agencies and departments shall transmit their comments and recommendations to the Zoning Administrator ~~or his/her designee~~. ~~The Zoning Administrator or his/her designee will then summarize the comments and recommendations, prepare a staff report, and present it to the Commission.~~
3. The ~~Commission~~Zoning Administrator shall consider the proposed preliminary plat ~~at a properly posted and advertised public meeting. The Commission shall provide a recommendation to the Council to approve the preliminary plat and~~ administratively approve it as submitted, ~~to approve the preliminary plat~~ it with conditions, or ~~to deny it~~. The Zoning Administrator may request modifications to the preliminary plat and may approve conditions consistent with these Subdivision Regulations and any other applicable codes, plans, and standards deemed necessary to protect public health, safety, and welfare.
4. ~~After the Planning and Zoning Commission has forwarded its recommendation to the Council, the Council shall consider the proposed preliminary plat at a properly posted and advertised public meeting. The Council may approve the preliminary plat as submitted, approve the preliminary plat with conditions as recommended by~~

~~the Commission, approve the preliminary plat with additional or modified conditions, or deny the preliminary plat.~~

~~54.~~ Preliminary plat approval constitutes authorization for the subdivider to proceed with the preparation and submittal of engineering plans and specifications for public infrastructure improvements and the final plat. Preliminary plat approval does not ensure final plat approval.

~~65.~~ Each approved preliminary plat shall expire if a final plat for that property has not been submitted within three ~~(3)~~ years of the preliminary plat approval.

2.6 Section 5.2.4(A)(4)(b) is amended to read as follows:

- b. The Zoning Administrator shall neither approve, approve with conditions, nor deny the final plat ~~shall not be presented to Council until all engineering plans have been approved by~~ until the Development Services Director, the Public Works Director, and all other applicable review agencies have approved all engineering plans.

2.7 Section 5.2.4(B)(5) is amended to read as follows:

5. ~~Completion~~ A completion date for the construction of the improvements. ~~Council~~ The Zoning Administrator shall approve the completion date as part of the final plat approval. The completion date for the improvements should not exceed two ~~(2)~~ years from the date of such approval. If the subdivider fails to complete the improvements by the completion date, the Council may, in its sole discretion, draw upon the assurances described hereafter to complete the improvements.

2.8 Section 5.2.4(B)(12)(a) is amended to read as follows:

- a. ~~In order to~~ To ensure proper installation of subdivision improvements, the subdivider shall designate the type of assurance in a form and method acceptable to the Town Attorney and approved by ~~Council~~ the Town Engineer in conjunction with the Zoning Administrator's review of the final plat. A final copy of the assurance shall be submitted to the Zoning Administrator within ~~ninety (90)~~ calendar days of ~~Council~~ final plat approval, and prior to the recordation of any final plat approved by ~~Council~~ the Zoning Administrator.

2.9 Section 5.2.4(B)(12)(b)(4) is amended to read as follows:

- (4) Alternative Assurances. In lieu of providing cash, a letter of credit, or a surety bond, if the Town Attorney ~~may approve and recommend to Council such~~ deems alternative assurances ~~that it deems~~ sufficient to guarantee and assure construction of the required improvements, the Town Engineer may approve such alternative assurances in a form and method acceptable to the Town Attorney.

2.10 Section 5.2.4(B)(14) is amended to read as follows:

14. Final plat Review and Approval

- a. Complete Application: Upon acceptance of an application for approval of a final plat, the Zoning Administrator ~~or his/her designee~~ will have five ~~(5)~~ working days to advise the applicant if the submittal is complete. Copies of complete applications will be ~~sent~~forwarded to the Town departments and ~~to~~ utility and public safety agencies ~~that serve~~serving the area for their review and comment. No application shall be deemed complete unless it includes all ~~of the~~ required items ~~set forth~~listed above.
- b. The ~~Commission~~Zoning Administrator shall consider the final plat ~~at a properly posted and advertised public meeting. The Commission shall provide a recommendation to the Council to approve the final plat, and administratively approve it~~ as submitted, ~~to approve~~ final plat it with conditions, or ~~to deny the final plat. it.~~ The Zoning Administrator may request modifications to the final plat and may approve conditions consistent with these Subdivision Regulations and any other applicable codes, plans, and standards deemed necessary to protect public health, safety, and welfare.
- ~~c. After the Planning and Zoning Commission has forwarded its recommendation to the Council, the Council shall consider the proposed final plat at a properly posted and advertised public meeting. The Council may approve the final plat as submitted, approve the final plat with conditions as recommended by the Commission, approve the final plat with additional or modified conditions, or deny the final plat.~~
- c. Upon receipt of the Zoning Administrator's decision, an applicant has 14 days to appeal the decision or any approval conditions. If the applicant files such an appeal, Town staff shall prepare an appeal report and schedule it for a hearing before the Commission. The Commission shall hear and decide the appeal at a properly posted and advertised public meeting and may approve the final plat as originally submitted to the Zoning Administrator, approve it with conditions, or deny it. The Commission may request modifications to the final plat and may approve conditions consistent with these Subdivision Regulations and any other applicable codes, plans, and standards deemed necessary to protect public health, safety, and welfare. A copy of each approved final plat shall be submitted to the Council for roadway dedication and acceptance.
- d. Recordation: Upon receipt of the required assurances, ~~and~~ proof of adequate water supply, the Zoning Administrator ~~or his/her designee~~ will have the final plat recorded and provide a recorded copy of the plat to the applicant.
- e. Each approved final plat shall expire if not recorded within one ~~(1)~~ year of ~~receiving~~ approval ~~from the Town Council~~.

2.11 Section 5.2.5(A) is amended to read as follows; subsections 1-5 remain unchanged:

- A. Replat: The following activities shall be considered a replat and require an application and processing with the Final Plat procedures and subsequent approval by the ~~Council~~Zoning Administrator:

2.12 Section 5.2.5(B) is amended to read as follows; subsections 1-4 remain unchanged:

- B. Lot Line Adjustment: The following activities shall be considered a lot line adjustment and shall require an application ~~in accordance~~ and processing in accordance with the Final Plat procedures, but may be administratively approved by the Development Services Director. Notwithstanding the above, the Development Services Director may request, and the ~~Council~~Zoning Administrator may direct, that any re-plat request be acted on by the ~~Council~~Zoning Administrator.

2.13 Section 5.2.7(A) is amended to read as follows:

- A. Preliminary Plats. Subdividers of minor subdivisions shall be permitted to seek final plat approval in a single stage, without the need for a preliminary plat approval by the ~~Commission~~Zoning Administrator.

Summary report:	
Litera Compare Cloud 11.14.0.41 Document comparison done on 1/7/2026	
3:05:39 AM	
Style name: Default Style	
Intelligent Table Comparison: Active	
Original filename: 2025 PLAT APPROVAL AMENDMENTS (for comparison only).docx	
Modified filename: CODE - UDO - Administrative Plat Approvals (HB2447).docx	
Changes:	
<u>Add</u>	89
Delete	87
Move From	2
<u>Move To</u>	2
<u>Table Insert</u>	0
Table Delete	0
<u>Table moves to</u>	0
Table moves from	0
Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
Total Changes:	180

ATTACHMENT B
CHAPTER 5 WITH CHANGES INCORPORATED

**2025 AMENDMENTS TO CHINO VALLEY TOWN CODE CHAPTER 154 REGARDING
ADMINISTRATIVE PLAT APPROVALS**

SECTION 1. Chino Valley Town Code, Title XV, Land Usage, Chapter 154, Unified Development Ordinance (the “UDO”), Section 1, Administration and Procedures, is amended as follows:

1.1 Section 1.4.2 is amended to read as follows:

1.4.2 POWERS AND DUTIES

A. The Commission shall have the following powers and duties:

1. Recommend to the Town Council a General Plan and amendments thereto.
2. Annually review progress towards implementation of the General Plan and recommend to the Town Council changes desired due to new legislation, development trends, and changing economic, social, and environmental conditions.
3. Review and make recommendations to the Town Council on proposals to amend the Town zoning map or the Unified Development Ordinance.
4. Initiate changes to the Town zoning map or the Unified Development Ordinance.
5. Review and recommend approval to the Town Council of design guidelines or standards of development.
6. Hear and decide appeals from the Zoning Administrator’s decisions to approve, approve with conditions, or deny final plats.

1.2 Sections 1.6.2 and 1.6.3 are amended to read as follows:

1.6.2 POWERS AND DUTIES

The Zoning Administrator and Assistant Zoning Administrator shall perform the following functions:

1. Enforce this Ordinance by ensuring that all activities, construction, and development within the Town are in conformance with the Town zoning regulations.
2. Accomplish all administrative tasks required by this Ordinance, including receiving and processing applications for all persons requesting a rezone, use permit, plan review, Zoning Administrator, appeal, or other action of the Commission, Board of Adjustment, or Town Council.
3. Subject to the policies of the Commission and Town Council, interpret this Ordinance to members of the public, Town departments, and other branches of government.
4. Serve as planning staff to Council and Commission, and, as necessary, attend meetings of these and other organizations and agencies.
5. Administer the Town’s Development Guidelines as may be adopted from time to time by the Town Council.

6. Review and approve, approve with conditions, or deny preliminary and final plats without a public hearing.

1.6.3 ZONING ADMINISTRATOR

Unless the context clearly indicates or requires otherwise, wherever the term “Zoning Administrator” appears in this Ordinance, it includes the Zoning Administrator, the Assistant Zoning Administrator, and their designees.

SECTION 2. UDO Section 5, Subdivision Regulations, is amended as follows:

- 2.1 Section 5.1 is renumbered as 5.1.1 and relocated under a new Subsection 5.1, titled “General.”**

- 2.2 Section 5.1.3 is amended to read as follows:**

5.1.3 AUTHORITY

The Subdivision Regulations are authorized by Title 9, Chapter 4, Articles 6.2, 7, and 8 of the Arizona Revised Statutes.

- 2.3 Section 5.2.1 is amended to read as follows:**

5.2.1 GENERAL PROVISIONS

- A. In General: Every land division shall conform to the goals and objectives of the General Plan, Unified Development Ordinance, and other ordinances adopted by Council and laws of the State of Arizona that specifically relate to subdivisions and the development of land.
- B. Owner/Agent Authorization: Applications shall only be submitted by property owners or their authorized representatives. The Zoning Administrator may require proof of ownership/agency prior to accepting an application.
- C. Zoning Standards: Proposed subdivisions must be designed to meet the specific requirements of the zoning district in which they are located. If a change in zoning is required to enable the development to be built as proposed, any necessary zoning amendment must be initiated by the property owner (or authorized agent) in accordance with the procedures for processing applications for changes in zoning set forth in the Town’s Unified Development Ordinance. No subdivision plat for which a zone change is required may be considered until the Council has adopted the required zone change. The applications for both the requested zoning amendment and the preliminary plat may be filed concurrently.
- D. Dedication or Reservation of Public Land: Where a tract to be subdivided contains all or any part of a planned park, recreation facility, school, open space, water facility, wastewater facility, public safety facility, flood control facility, or other area shown on the General Plan as a public area, or required by Council as a public area, such site shall be dedicated to, or reserved for acquisition by, the Town or the appropriate public entity

within a specified time period. The applicant and the Town or appropriate public entity shall reach an agreement regarding dedication or acquisition of the property for such purpose prior to consideration of the final plat. If a parcel of property is to be reserved rather than dedicated, the Town may require the Subdivider to designate the reserved area on the final plat, subject to the following conditions:

1. The land reserved shall be in the size and shape as to permit the remainder of the land area in which the reservation is located to develop in an orderly and efficient manner.
 2. The public entity for whose benefit an area has been reserved shall have a period of one year after the recording of the final subdivision plat to enter into an agreement to acquire such reserved land area. The purchase price shall be the fair market value thereof at the time of the filing of the preliminary plat, plus the taxes against such reserved area from the date of the reservation, and any other costs incurred by the subdivider in the maintenance of such reserved area, including interest costs incurred on any loan covering such reserved area.
 3. If the public entity for whose benefit an area has been reserved does not exercise the reservation agreement set forth in paragraph 5.2.1(D)(2) above within the agreed-upon time, the reservation of such area shall terminate unless a mutually agreeable time extension is executed between the entity and the subdivider.
- E. Outline of the Review Process: The preparation, review, and approval of subdivisions within the Town limits shall proceed through the following progressive stages, as more particularly outlined in Sections 5.2.2, 5.2.3, and 5.2.4:
1. Pre-application conference with Town staff.
 2. Preliminary plat review and approval, approval with conditions, or denial by the Zoning Administrator without a public hearing.
 3. Subdivision Technical Review.
 4. Final plat review and approval, approval with conditions, or denial by the Zoning Administrator without a public hearing.

2.4 Section 5.2.2(C) is amended to read as follows; subsections 1-7 remain unchanged:

- C. Subdivision Referral and Approval Process: Within 15 calendar days after the pre-application conference, the Zoning Administrator will send a written notice to the subdivider with staff's recommendations related to preparation and submittal of a preliminary plat by developer to be considered by the Zoning Administrator, and with a determination as to whether a Development Master Plan will be required pursuant to 5.2.2(D) of these Subdivision Regulations. If the proposed subdivision does not require a Development Master Plan, the subdivider may proceed with the preparation of a preliminary plat to be considered by the Zoning Administrator. As a prerequisite of preliminary plat review by the Development Services Director and the Public Works Director, the subdivider shall submit copies of letters written to the following agencies

informing them of the intent to subdivide and to learn the general requirements for public utilities and public dedications applicable to the subdivision's needs:

2.5 Section 5.2.3(C) is amended to read as follows:

C. Preliminary Plat Review and Approval

1. Upon acceptance of an application for approval of a preliminary plat, the Zoning Administrator will have five working days to advise the applicant if the submittal is complete. Copies of complete applications will be forwarded to the Town departments and to utility and public safety agencies serving the area for their review and comment.
2. The reviewing agencies and departments shall transmit their comments and recommendations to the Zoning Administrator.
3. The Zoning Administrator shall consider the proposed preliminary plat and administratively approve it as submitted, approve it with conditions, or deny it. The Zoning Administrator may request modifications to the preliminary plat and may approve conditions consistent with these Subdivision Regulations and any other applicable codes, plans, and standards deemed necessary to protect public health, safety, and welfare.
4. Preliminary plat approval constitutes authorization for the subdivider to proceed with the preparation and submittal of engineering plans and specifications for public infrastructure improvements and the final plat. Preliminary plat approval does not ensure final plat approval.
5. Each approved preliminary plat shall expire if a final plat for that property has not been submitted within three years of the preliminary plat approval.

2.6 Section 5.2.4(A)(4)(b) is amended to read as follows:

- b. The Zoning Administrator shall neither approve, approve with conditions, nor deny the final plat until the Development Services Director, the Public Works Director, and all other applicable review agencies have approved all engineering plans.

2.7 Section 5.2.4(B)(5) is amended to read as follows:

5. A completion date for the construction of the improvements. The Zoning Administrator shall approve the completion date as part of the final plat approval. The completion date for the improvements should not exceed two years from the date of such approval. If the subdivider fails to complete the improvements by the completion date, the Council may, in its sole discretion, draw upon the assurances described hereafter to complete the improvements.

2.8 Section 5.2.4(B)(12)(a) is amended to read as follows:

- a. To ensure proper installation of subdivision improvements, the subdivider shall designate the type of assurance in a form and method acceptable to the Town Attorney

and approved by the Town Engineer in conjunction with the Zoning Administrator's review of the final plat. A final copy of the assurance shall be submitted to the Zoning Administrator within 90 calendar days of final plat approval, and prior to the recordation of any final plat approved by the Zoning Administrator.

2.9 Section 5.2.4(B)(12)(b)(4) is amended to read as follows:

- (4) Alternative Assurances. In lieu of providing cash, a letter of credit, or a surety bond, if the Town Attorney deems alternative assurances sufficient to guarantee and assure construction of the required improvements, the Town Engineer may approve such alternative assurances in a form and method acceptable to the Town Attorney.

2.10 Section 5.2.4(B)(14) is amended to read as follows:

14. Final plat Review and Approval

- a. Complete Application: Upon acceptance of an application for approval of a final plat, the Zoning Administrator will have five working days to advise the applicant if the submittal is complete. Copies of complete applications will be forwarded to the Town departments and to utility and public safety agencies serving the area for their review and comment. No application shall be deemed complete unless it includes all required items listed above.
- b. The Zoning Administrator shall consider the final plat and administratively approve it as submitted, approve it with conditions, or deny it. The Zoning Administrator may request modifications to the final plat and may approve conditions consistent with these Subdivision Regulations and any other applicable codes, plans, and standards deemed necessary to protect public health, safety, and welfare.
- c. Upon receipt of the Zoning Administrator's decision, an applicant has 14 days to appeal the decision or any approval conditions. If the applicant files such an appeal, Town staff shall prepare an appeal report and schedule it for a hearing before the Commission. The Commission shall hear and decide the appeal at a properly posted and advertised public meeting and may approve the final plat as originally submitted to the Zoning Administrator, approve it with conditions, or deny it. The Commission may request modifications to the final plat and may approve conditions consistent with these Subdivision Regulations and any other applicable codes, plans, and standards deemed necessary to protect public health, safety, and welfare. A copy of each approved final plat shall be submitted to the Council for roadway dedication and acceptance.
- d. Recordation: Upon receipt of the required assurances and proof of adequate water supply, the Zoning Administrator will have the final plat recorded and provide a recorded copy of the plat to the applicant.
- e. Each approved final plat shall expire if not recorded within one year of approval.

2.11 Section 5.2.5(A) is amended to read as follows; subsections 1-5 remain unchanged:

- A. Replat: The following activities shall be considered a replat and require an application and processing with the Final Plat procedures and subsequent approval by the Zoning Administrator:

2.12 Section 5.2.5(B) is amended to read as follows; subsections 1-4 remain unchanged:

- B. Lot Line Adjustment: The following activities shall be considered a lot line adjustment and shall require an application and processing in accordance with the Final Plat procedures, but may be administratively approved by the Development Services Director. Notwithstanding the above, the Development Services Director may request, and the Zoning Administrator may direct, that any re-plat request be acted on by the Zoning Administrator.

2.13 Section 5.2.7(A) is amended to read as follows:

- A. Preliminary Plats. Subdividers of minor subdivisions shall be permitted to seek final plat approval in a single stage, without the need for a preliminary plat approval by the Zoning Administrator.

ATTACHMENT C
TEXT OF HB2447

1 Be it enacted by the Legislature of the State of Arizona:
2 Section 1. Section 9-500.49, Arizona Revised Statutes, is amended
3 to read:
4 9-500.49. Administrative review and approval;
5 self-certification program; expedited approval;
6 definitions
7 A. Notwithstanding any other law, the legislative body of a city or
8 town ~~may~~ SHALL by ordinance do the following:
9 1. Authorize administrative personnel to review and approve site
10 plans, development plans, land divisions, lot line adjustments, lot ties,
11 preliminary plats, final plats and plat amendments without a public
12 hearing.
13 2. Authorize administrative personnel to review and approve design
14 review plans based on objective standards without a public hearing.
15 ~~3. Adopt a self-certification program allowing registered~~
16 ~~architects and professional engineers to certify and be responsible for~~
17 ~~compliance with all applicable ordinances and construction standards for~~
18 ~~projects that the ordinance identifies as being qualified for~~
19 ~~self-certification.~~
20 ~~4.~~ 3. Allow at-risk submittals for certain on-site preliminary
21 grading and drainage work or infrastructure.
22 ~~5.~~ 4. Allow applicants with a history of compliance with building
23 codes and regulations to be eligible for expedited permit review.
24 B. NOTWITHSTANDING ANY OTHER LAW, THE LEGISLATIVE BODY OF A CITY OR
25 TOWN MAY BY ORDINANCE ADOPT A SELF CERTIFICATION PROGRAM ALLOWING
26 REGISTERED ARCHITECTS AND PROFESSIONAL ENGINEERS TO CERTIFY AND BE
27 RESPONSIBLE FOR COMPLIANCE WITH ALL APPLICABLE ORDINANCES AND CONSTRUCTION
28 STANDARDS FOR PROJECTS THAT THE ORDINANCE IDENTIFIES AS BEING QUALIFIED
29 FOR SELF-CERTIFICATION.
30 ~~C.~~ C. Applications for a license pursuant to this section are
31 subject to chapter 7, article 4 of this title.
32 ~~D.~~ D. For the purposes of this section: ~~—~~
33 1. "LICENSE" HAS THE SAME MEANING PRESCRIBED IN SECTION 9-831.
34 2. "Objective" means not influenced by personal interpretation,
35 taste or feelings of a municipal employee and verifiable by reference to
36 an adopted benchmark, standard or criterion available and knowable by the
37 applicant or proponent.
38 Sec. 2. Effective date
39 This act is effective from and after December 31, 2025.

APPROVED BY THE GOVERNOR MARCH 31, 2025.

FILED IN THE OFFICE OF THE SECRETARY OF STATE MARCH 31, 2025.