

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 Vally 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 Embry 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 on 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.

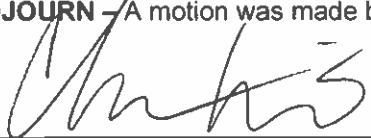
Motion was made by Pasciak, seconded by Ditta, to continue ZC-2025-03 and CUP-2025-05 to the February 3, 2026, meeting for Commission discussion, deliberation, and recommendation. A voice vote was taken and the motion passed with a 5-0 vote.

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