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## TOWN COUNCIL NOTICE & AGENDA

### REGULAR MEETING TUESDAY, FEBRUARY 24, 2026 6:00 PM

**COUNCIL CHAMBERS | 202 N. STATE ROUTE 89 | CHINO VALLEY, ARIZONA 86323**

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*A majority of the Councilmembers may attend a private invocation in the Council Conference Room immediately prior to the Council meeting. No Town business will be discussed.*

### AGENDA

- 1. CALL TO ORDER; PLEDGE OF ALLEGIANCE; ROLL CALL**
- 2. INTRODUCTIONS, PRESENTATIONS, AND PROCLAMATIONS**
  - a. Presentation and update from Brian Sutton, President, and Mark Lipp, Special Events Coordinator with the Chino Valley Flyers in advance of their upcoming contract renewal.
  - b. Presentation on America's 250th Anniversary and Route 66 Centennial — Town participation, planning, and branding and proposed logo and tagline to be used consistently across Town materials and events for the remainder of the year.
- 3. CALL TO THE PUBLIC - Individuals requesting to speak, please complete a Speaker Comment Card and return to the Clerk.**

*Call to the Public is an opportunity for the public to address the Council on any issue within the jurisdiction of the Council. Public comment is at the discretion of the Council and not required by law. Individuals are limited to speak for three (3) minutes, yielding of time will not be permitted. The total time for Call to the Public may be up to 30 minutes per meeting. Council action taken as a result of public comment on items not on the agenda will be limited to directing staff to study the matter, scheduling the matter for further consideration and decision at a later date, or responding to criticism. Public comment is invited and encouraged, however, personal attacks on individuals is not appropriate. Disrespectful behavior will not be tolerated; this includes loud outbursts, profanity, and disruptive discussions among our audience.*

- 4. CURRENT EVENT SUMMARIES AND REPORTS**

*This item is for information only. The Mayor, any Councilmember, or Town Manager may present a brief summary or report of current events. If listed below, there may also be a presentation on information requested by the Mayor and Council and questions may be answered. No action will be taken.*

- a. Status reports by Mayor and Council regarding current events.

- b. Status report by Town Manager Terri Denemy regarding Town accomplishments, and current or upcoming projects.

## 5. CONSENT AGENDA

*All those items listed below are considered to be routine and may be enacted by one motion. Any Councilmember may request to remove an item from the Consent Agenda to be considered and discussed separately.*

- a. Consideration and possible recommendation to approve the application from Agent Gregory Collins for a Permanent Extension of Premises for Lucy's Place, located at 3020 North Highway 89, Chino Valley.
- b. Consideration and possible action to approve Resolution No. 2026-1299 approving a Call of Election for Fall 2026, designating election dates and purpose, voter registration deadlines, and the place and last date for candidates to file nomination papers.
- c. Consideration and possible action to acknowledge scrivener's correction on Ordinance No. 2026-962 approved on January 27, 2026, pursuant to Town Code § 10.20 Authority to Correct Scrivener's Errors.
- d. Consideration and possible action to approve the January 26, 2026, study session minutes.
- e. Consideration and possible action to approve the January 27, 2026, regular meeting minutes.

## 6. ACTION ITEMS

*The Council may vote to recess the public meeting and hold an Executive Session on any item on this agenda pursuant to A.R.S. § 38-431.03(A)(3) for the purpose of discussion or consultation for legal advice with the Town Attorney. Executive sessions are not open to the public and no action may be taken in executive session.*

- a. Consideration and possible action on Resolution 2026-1302 for a Conditional Use Permit (CUP 2025-06) to allow for the construction of a freestanding electronic message center sign at the Ace Hardware Store located at 1395 South State Route 89, Chino Valley, Arizona 86323.

**Recommended Action:** i) Hold a Public Hearing  
ii) Approve Resolution 2026-1302 for a Conditional Use Permit (CUP 2025-06) to allow for the construction of a freestanding electronic message center sign at the Ace Hardware Store located at 1395 South State Route 89, Chino Valley, Arizona 86323.

- b. Consideration and possible action on Ordinance No. 2026-965 to rezone approximately 390 acres of land located generally east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley, Arizona, from single-family residential, 2-acre minimum, to agricultural/residential, 36-acre minimum.

**Recommended Action:** Approve Ordinance 2026-965 for Zone Change ZC-2025-03 to

rezone approximately 390 acres of land located generally east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley, Arizona, from single-family residential, 2-acre minimum, to agricultural/residential, 36-acre minimum.

- c. Consideration and possible action on Resolution No. 2026-1303 for Conditional Use Permit 2025-05, establishing a footprint of all phases for a privately owned and operated airfield and associated uses of approximately 390 acres located generally east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley, Arizona, 86323.

**Recommended Action:** Approve Resolution No. 2026-1303 for Conditional Use Permit 2025-05, establishing a footprint of all phases for a privately owned and operated airfield and associated uses of approximately 390 acres located generally east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley, Arizona, 86323.

- d. Consideration and possible action to approve Ordinance 2026-963, amending the Town of Chino Valley Unified Development Ordinance to authorize administrative personnel to review and approve preliminary and final plats without a public hearing, as required by state law.

**Recommended Action:** i) Hold a public hearing  
ii) Approve Ordinance 2026-963 amending the Town of Chino Valley Unified Development Ordinance to authorize administrative personnel to review and approve preliminary and final plats without a public hearing, as required by state law.

## 7. ADJOURNMENT

Dated this 19th day of February, 2026.

By: *Erin N. Deskins, Town Clerk*

The Town of Chino Valley endeavors to make all public meetings accessible to persons with disabilities. Please call 928-636-2646 (voice) or 711 (Telecommunications Arizona Relay Service) 48 hours prior to the meeting to request reasonable accommodation to participate in this meeting. Citizens will have access to the meeting room 30 minutes prior to the start time of each meeting.

Council meetings are live-streamed on Town of Chino Valley website, [www.chinoaz.net](http://www.chinoaz.net).

### CERTIFICATION OF POSTING

The undersigned hereby certifies that a copy of this notice was duly posted at Chino Valley South Campus, Chino Valley Post Office, and Chino Valley North Campus in accordance with the statement filed by the Town Council with the Town Clerk.

Date: \_\_\_\_\_

Time: \_\_\_\_\_

By: \_\_\_\_\_

Erin N. Deskins, Town Clerk



## TOWN COUNCIL AGENDA ITEM STAFF REPORT

**AGENDA ITEM #** 5a  
**MEETING DATE:** 2/24/2026  
**CONTACT PERSON:** Sara Burchill, Deputy Town Clerk  
**ITEM TYPE:** Consent Item

**AGENDA ITEM TITLE:**

Consideration and possible recommendation to approve the application from Agent Gregory Collins for a Permanent Extension of Premises for Lucy's Place, located at 3020 North Highway 89, Chino Valley.

**SUMMARY:**

Liquor Licenses are granted to specific establishments and only allow alcohol to be served within a specified boundary of space as provided by the approved floor plan in the liquor license application. Pursuant to A.R.S. § 4-207.01, any change to include additional space to a licensed premise requires an Application for Extension of Premises/Patio Permit to the Arizona Department of Liquor Licenses and Control, who also requests a recommendation from the local government body or its designate.

Lucy's Place currently holds a Series 12 Restaurant Liquor License. They have applied to the State Liquor Board to permanently extend their licensed premises to include additional patio space.

The Police, Planning, and Fire Departments have reviewed the application and recommended approval with no comments.

**PREVIOUS ACTION:**

Lucy's Place applied for a Permanent Extension of Premise for the current use of the patio, which Council unanimously recommended for approval on April 25, 2023.

**STAFF RECOMMENDATION:**

Recommend approval of the application from Agent Gregory Collins for a Permanent Extension of Premises for Lucy's Place, located at 3020 North Highway 89, Chino Valley.

**FISCAL IMPACT?**

N/A

**ATTACHMENTS:**

1.	Application & map - REDACTED
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Town Clerk's Office

BY: LA

Arizona Department of Liquor Licenses and Control  
https://www.azliquor.gov  
(602) 542-5141

DLLC USE ONLY



**PERMANENT EXTENSION OF  
PREMISES/PATIO PERMIT**  
NON-REFUNDABLE \$50.00 FEE WILL APPLY

Job #:
Date Accepted:
LC:
License #:

**\*OBTAIN APPROVAL FROM LOCAL GOVERNING BOARD BEFORE SUBMITTING TO THE DEPARTMENT OF LIQUOR\***

**\*\*Notice: Allow 30-45 days to process permanent change of premises\*\***

License#: 06130065

Specific purpose for change: To add permanent additional patio  
coverage for weddings and events

1. Agent Name: Collins Gregory Stephen  
Last First Middle

2. Business Name: Lucy's Place LLC

3. Business Location Address: 3020 North Highway 89 Chino Valley AZ 86323  
Street City State Zip Code

4. Mailing address: [Redacted] Chino Valley AZ 86323  
City State Zip Code

5. Email Address: [Redacted] @gmail.com

6. Business Phone Number: 928-636-7314 Contact Phone Number: [Redacted]

7. Is extension of premises/patio complete?  N/A  Yes  No

If no, what is your estimated completion date? \_\_\_\_\_

8. Do you understand Arizona Liquor Laws and Regulations?  Yes  No

9. Does this extension bring your premises within 300 feet of a school?  Yes  No

10. Have you received approved Liquor Law Training?  Yes  No

11. What security precautions will be taken to prevent liquor violations in the extended area?  
any time we have the event temporary fencing  
will be set forth that time we will have employees  
outside during the whole event checking IDs and  
making sure all is secure and no going out of boundaries  
IT will only be used to adjoin the already permit  
patio that is approved when need for more room  
for an event we have to cater for food & drink  
such as Weddings meetings, Robins, are etc

**IMPORTANT**

**MUST ATTACH A DIAGRAM**, clearly depicting your licensed premises along with the new extended area, **if the extended area is not outlined and marked "extension" we cannot accept the application.**

**BARRIER**

Barrier Exemption: an exception to the requirement of barriers surrounding a patio/outdoor serving area may be requested. Barrier exemptions are granted based on public safety, pedestrian traffic, and other factors unique to a licensed premises. List specific reasons for exemption:

\_\_\_\_\_

\_\_\_\_\_

Approval  Disapproval by DLLC: \_\_\_\_\_

**SIGNATURE**

**Declaration:**

I, (Print Name) Gregory Stephen Collins, declare under penalty of perjury that I am authorized to submit this application. I have read the contents of this application, and to the best of my knowledge believe all statements made on this application to be true, correct and complete.

Gregory Stephen Collins  
Signature

**GOVERNING BOARD**

After completion, and **BEFORE** submitting to the **Department of Liquor**, please take this application to your local Board of Supervisors, City Council or Designate for their recommendation. This recommendation is not binding on the Department of Liquor.

Approval  Disapproval

\_\_\_\_\_  
Authorized Signature Title Agency Date

**DLLC USE ONLY**

Investigation Recommendation:  Approval  Disapproval by: \_\_\_\_\_ Date: \_\_\_/\_\_\_/\_\_\_

Director Signature required for Disapprovals: \_\_\_\_\_ Date: \_\_\_/\_\_\_/\_\_\_

2.9 acres  
Cows arena & parking

Parking

Gate / fence



Parking

Drive way

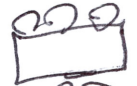
fence

Back Bar  
Entrance to Back patio

Back Bar

BAR

000



Back patio area

Approved Back patio

Drive way



entrance front

Cows approved front patio

High 89

ways 06130065

Entrance exit drive to ways

Ways Bar & grill  
Ways place  
Ways place 06130065

Buildings  
Kitchen area  
Storage

Rdymark



## TOWN COUNCIL AGENDA ITEM STAFF REPORT

**AGENDA ITEM #** 5b  
**MEETING DATE:** 2/24/2026  
**CONTACT PERSON:** Erin Deskins, Town Clerk  
**ITEM TYPE:** Consent Item

**AGENDA ITEM TITLE:**

Consideration and possible action to approve Resolution No. 2026-1299 approving a Call of Election for Fall 2026, designating election dates and purpose, voter registration deadlines, and the place and last date for candidates to file nomination papers.

**SUMMARY:**

The town's next election is scheduled for Fall 2026, with the Primary Election on July 21, 2026, and the General Election on November 3, 2026. As the election is in conjunction with the federal and state elections, this will *not* be a vote-by-mail-only ballot election.

Proposed ballot items include the election of a mayor (2-year term) and three councilmembers (4-year terms).

Candidate packets are available from the Town Clerk's Office. Candidates have between February 21st to March 23rd, 2026, to file their nomination papers.

**PREVIOUS ACTION:**

This item was continued from the January 27th regular meeting in anticipation of a new Primary Election date.

**STAFF RECOMMENDATION:**

Approve Resolution No. 2026-1299 approving a Call of Election for Fall 2026, designating election dates and purpose, voter registration deadlines, and the place and last date for candidates to file nomination papers.

**FISCAL IMPACT?**

N/A

**ATTACHMENTS:**

1.	RES 2026-1299 - Call of Election English
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**CALL OF ELECTION**

**RESOLUTION NO. 2026-1299**

**A RESOLUTION OF THE MAYOR AND COMMON COUNCIL OF THE TOWN OF CHINO VALLEY, ARIZONA, DESIGNATING ELECTION DATES AND PURPOSE, VOTER REGISTRATION DEADLINES, AND THE PLACE AND LAST DATE FOR CANDIDATES TO FILE NOMINATION PAPERS.**

**BE IT RESOLVED** by the Mayor and Common Council of the Town of Chino Valley, Arizona, as follows:

**SECTION 1.** Election Dates. Tuesday, July 21, 2026, has been set as the date for holding the Primary Election. If necessary, Tuesday, November 3, 2026, has been set as the date for holding the General Election.

**SECTION 2.** Election Purpose. The Primary Election will be held to nominate candidates for Mayor and three Councilmember positions, whose names shall, if necessary, appear on the ballot at the General Election. Any candidates receiving a majority of all the votes cast at the Primary Election will be declared elected and will not appear on the ballot in the General Election. The General Election will be held to elect candidates, if any, who did not receive a majority of all the votes cast at the Primary Election.

**SECTION 3.** Voter Registration Deadlines. Yavapai County registration and voting lists will be used for the municipal election. To be qualified to vote in the Primary Election, one must be registered by June 22, 2026. The last day to register for the General Election will be October 5, 2026.

**SECTION 4.** Date and Place to File Candidate Nomination Papers. Candidates seeking municipal office can obtain nomination papers and related materials from the Town Clerk's Office located at Town Hall, 202 N. State Route 89. To have their names appear on the Primary Election ballot, candidates must file their completed nomination papers and related materials with the Town Clerk's Office between February 21, 2026, and 5:00 p.m. on March 23, 2026.

(SIGNATURES FOLLOW)

**PASSED AND ADOPTED** by the Mayor and Common Council of the Town of Chino Valley, Arizona, this 24th day of February 2026.

\_\_\_\_\_  
Tom Armstrong, Mayor

ATTEST:

\_\_\_\_\_  
Erin N. Deskins, Town Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Andrew J. McGuire, Town Attorney  
Gust Rosenfeld P.L.C.

I hereby certify that the above foregoing Resolution No. 2026-1299 was duly passed by the Council of the Town of Chino Valley, Arizona, at a regular meeting held on February 24, 2026, and that quorum was present thereat and that the vote thereon was \_\_\_\_ ayes, \_\_\_\_ nays, and \_\_\_\_ abstentions. \_\_\_\_ Council members were absent or excused.

\_\_\_\_\_  
Erin N. Deskins, Town Clerk



## TOWN COUNCIL AGENDA ITEM STAFF REPORT

**AGENDA ITEM #**            5c  
**MEETING DATE:**        2/24/2026  
**CONTACT PERSON:**    Erin Deskins, Town Clerk  
**ITEM TYPE:**             Consent Item

**AGENDA ITEM TITLE:**

Consideration and possible action to acknowledge scrivener's correction on Ordinance No. 2026-962 approved on January 27, 2026, pursuant to Town Code § 10.20 Authority to Correct Scrivener's Errors.

**SUMMARY:**

Town Code § 10.20 grants authority to the Town Attorney and Town Clerk to correct scrivener's errors in the Town Code, Unified Development Ordinance, and ordinances, resolutions, and minutes adopted by Council or other public body without the need for re-adoption. Paragraph (C) provides that any such corrections shall be reported within three months of such correction at a regular meeting of the Council.

There is one scrivener's correction to report: Ordinance No. 2026-962 approved on January 27, 2026, passed and adopted date stated at the top of page 2.

**PREVIOUS ACTION:**

N/A

**STAFF RECOMMENDATION:**

Accept the acknowledgement of scrivener's correction on Ordinance No. 2026-962 approved on January 27, 2026.

**FISCAL IMPACT?**

N/A

**ATTACHMENTS:**

1.	Scriveners Error ORD 2026-962
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**ORDINANCE NO. 2026-962**

**AN ORDINANCE OF THE MAYOR AND COMMON COUNCIL OF THE TOWN OF CHINO VALLEY, ARIZONA, AMENDING THE CHINO VALLEY TOWN CODE, TITLE XV, LAND USAGE, CHAPTER 154, UNIFIED DEVELOPMENT ORDINANCE OF THE TOWN OF CHINO VALLEY, SUBSECTIONS 5.3.3 AND 5.3.4, TO REMOVE OUTDATED WATER AND SEWER CONNECTION EXEMPTIONS; AND PROVIDING FOR SEVERABILITY.**

**WHEREAS**, the Mayor and Common Council of the Town of Chino Valley (the "Town Council") desires to amend Chino Valley Town Code Title XV, Land Usage, Chapter 154, Unified Development Ordinance of the Town of Chino Valley (the "UDO"), subsections 5.3.3 and 5.3.4, to remove outdated water and sewer connection exemptions (the "Amendment"); and

**WHEREAS**, the Town Council has determined that the Amendment is not in conflict with the Town of Chino Valley General Plan or any applicable specific area plan, neighborhood plan, or other plan; and

**WHEREAS**, in accordance with Article II, Sections 1 and 2 of the Constitution of Arizona, the Town Council has considered the individual property rights and personal liberties of the residents of the Town before adopting this ordinance; and

**WHEREAS**, in accordance with A.R.S. § 9-462.01, the Town Council has considered a housing impact statement that includes the information required by A.R.S. § 9-462.01(J)(1)-(3); and

**WHEREAS**, the Town of Chino Valley Planning and Zoning Commission held a public hearing on the Amendment and recommended its approval; and

**WHEREAS**, the Town Council finds that the Amendment recommended by the Planning and Zoning Commission is appropriate and in the Town's best interests.

**NOW, THEREFORE, BE IT ORDAINED** by the Mayor and Common Council of the Town of Chino Valley, Arizona, as follows:

**SECTION 1.** The foregoing recitals are hereby referred to, adopted, and made a part hereof as if fully set forth herein.

**SECTION 2.** The bodies of UDO Subsections 5.3.3, Water Facilities Design, and 5.3.4, Sewer Facilities Design, are hereby amended to read, "See Town Code Title V for regulations."

**SECTION 3.** If any section, subsection, sentence, clause, phrase, or portion of this Ordinance or any part of the amendments adopted herein by reference is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

**SECTION 4.** The Mayor, the Town Manager, the Town Clerk, and the Town Attorney are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this Ordinance.

**PASSED AND ADOPTED** by the Mayor and Common Council of the Town of Chino Valley on this ~~9th day of December 2025~~<sup>27<sup>th</sup> Day of January 2026</sup>.

\_\_\_\_\_  
Tom Armstrong, Mayor

ATTEST:

\_\_\_\_\_  
Erin N. Deskins, Town Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Andrew McGuire, Town Attorney  
Gust Rosenfeld P.L.C.

I hereby certify that the above foregoing Ordinance No. 2026-962 was duly passed by the Council of the Town of Chino Valley, Arizona, at a regular meeting held on January 27, 2026, and that quorum was present thereat and that the vote thereon was \_\_\_\_ ayes, \_\_\_\_ nays, and \_\_\_\_ abstentions. \_\_\_\_ Council members were absent or excused.

\_\_\_\_\_  
Erin N. Deskins, Town Clerk

**Commented [SB1]:** Scrivener's Error correction, pursuant to Town Code §10.20, scrivener's error on Ordinance No. 2026-962, passed and adopted date corrected on February 3, 2026, and being reported to Council at the February 24, 2026, regular meeting.

**Formatted:** Superscript



## TOWN COUNCIL AGENDA ITEM STAFF REPORT

**AGENDA ITEM #** 5d  
**MEETING DATE:** 2/24/2026  
**CONTACT PERSON:** Erin Deskins, Town Clerk  
**ITEM TYPE:** Consent/Minutes

**AGENDA ITEM TITLE:**

Consideration and possible action to approve the January 26, 2026, study session minutes.

**STAFF RECOMMENDATION:**

Approve the January 26, 2026, study session minutes.

**ATTACHMENTS:**

1.	2026 01 26 CC SS MND wWM
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**MINUTES OF THE STUDY SESSION OF THE  
TOWN COUNCIL OF THE TOWN OF CHINO VALLEY  
MONDAY, JANUARY 26, 2026**

**1:00 PM**

**COUNCIL CHAMBERS | 202 N. STATE ROUTE 89 | CHINO VALLEY,  
ARIZONA 86323**

**1. CALL TO ORDER, ROLL CALL**

Mayor Armstrong called the meeting to order at 1:02 p.m.

**Present:** Mayor Tom Armstrong, Vice-Mayor Eric Granillo, Councilmember John McCafferty, Councilmember Sherri Phillips, Councilmember Larry Holt, Councilmember Robert Switzer

**Absent:** Councilmember Robert Schacherer

**Staff Present:** Town Manager Terri Denemy, Executive Analyst Jessi Sorteberg, Executive Assistant Mike Coomer, Human Resources Director Laura Kyriakakis, Town Engineer/Assistant Public Works Director Steven Sullivan, Development Services Director Laurie Lineberry, Assistant Development Services Director Will Dingee, IT Manager Spencer Guest, IT Support Technician Sandra Santos, Town Magistrate Angela Bradshaw-Napper, Finance Director Katie Pehl, Police Chief Josh McIntire, Community Services Director Cyndi Thomas, Economic Development Manager Maggie Holmberg, Deputy Town Clerk Sara Burchill, Town Clerk Erin N. Deskins

**2. DISCUSSION ITEMS**

- a. Town Council will engage in strategic planning and discussion to determine priorities which will guide the 2025/26 budget process.

Terri Denemy, Town Manager, presented the following:

- Gave a broad overview of the Town's revenue and discussed challenges and strategies in finding additional funds and managing the Town's budget amidst the impact of inflation.
- Discussed possible plans for street repairs for this fiscal year and different approaches to take in that regard.

Katie Pehl, Finance Director, presented the following:

- This meeting would give staff an opportunity to present the items they see as upcoming needs for the budget season and get a good idea of where Council stands and what their priorities are.
- Discussed the objective of the budget, including aligning the budget with community goals, ensuring fiscal responsibility, and finding long-term sustainability.
- Gave an overview of the budget process thus far and upcoming steps and meetings to be held, including meetings and recommendations from the Capital Improvement Program Citizen Advisory Committee (CIPCAC).

- Staff would be working to schedule replacements of things like PD vehicles so that not everything comes at one time.
- Gave an overview of the Community Budget Priorities Survey Results including demographics, key priorities, satisfaction with the current state of local streets, streets that need to be addressed (stars indicate that staff plans to put them in this budget), familiarity with the Chino Connected App, budget priorities, biggest challenges, and comments received.
- Reviewed the Town's current strategic priorities and invited discussion about if Council still felt those were accurate or if anything needed to be adjusted.
- Discussed possible ways to cut the Town budget and what that would look like for services while keeping inflation in mind.
- Gave an overview of the Town's future financial outlook including challenges (high interest rates affecting affordable housing, moderating personal income growth, elevated construction costs, etc.) and positive indicators (low unemployment, population growth, steady housing demand).
- Reviewed the Town's debt and projections of such through 2047.
- Discussed the status of the WIFA loans that Council has been working on. Those plans have needed to change based on the terms of the WIFA programs and loans changing. Staff discussed ways to pivot using the IWMP, which may provide a different vision than staff saw five years ago.
- Discussed future considerations for the Town's aging infrastructure, PFAS and PFOS treatment, potential impact on revenues depending on proposed legislation, PSPRS unfunded liability, potential new businesses, and plans for Old Home Manor. Retail revenue went up by 3%, and restaurant and bar revenue went up by 12%.

Meeting recess at 2:23 p.m.

Meeting resumed at 2:35 p.m.

*Community Services*

Cyndi Thomas, Community Services Director, presented the following:

- Gave an overview of the department, including statistics on participation and growth in various Town programs and events.
- Discussed the various facilities and programs for practical and budgetary needs.
- Community Services was not asking for any additional funding for big ticket items other than capital improvements that have recently been discussed.

*Development Services*

Laurie Lineberry, Development Services Director, presented the following:

- Discussed the functions of Development Services and what they were currently working on.
- Reviewed the department's priorities, including upgrading a current code enforcement position to manager to free up the Assistant Development Services Director.
- The department was asking for funds for General Plan implementation funds for a footprint of Horizontal Multi-Use centers.
- Discussed future plans for succession to move the Assistant Director to Director and downgrade the Assistant Director to a Principal Planner position to be over the Senior

Planner. These changes would increase personnel expenditures for one year, but they would balance back out once the Assistant Director position was vacated.

#### *Finance*

Katie Pehl, Finance Director, presented the following:

- Reviewed the functions and successes of the finance department.
- The department was not seeking an increase in funding.

#### *Human Resources*

Laura Kyriakakis, Human Resources Director, presented the following:

- Discussed the department's mission and its critical role in driving business success.
- The department was not requesting anything for this fiscal year.
- Reviewed the department's priorities for the fiscal year, including stabilizing low turnover, improving performance management, and completing a compensation and classification study.
- Gave an overview of the future outlook on human resources in the public sector with changes in workforce planning, technology enhancements, flexible work-models, employee development, and employee experience.

#### *IT*

Spencer Guest, IT Manager, presented the following:

- Outlined the various functions of the department.
- Discussed the items the department would be focusing on for the next year, including security, workflow automation, and on-premise server migrations.
- Provided a future outlook for the department.
- It is unclear at this point whether the department would need an increase in funds for this fiscal year as a drop in hardware may compensate for increases in security services.

#### *Municipal Court*

Angela Bradshaw-Napper, Town Magistrate, presented the following:

- Reviewed the functions of the department.
- Outlined priorities for this fiscal year including filling a part-time position, security improvements, technology improvements, etc.
- Discussed possible complications with needing more indigent services.

#### *Police Department*

Josh McIntire, Chief of Police, presented the following:

- Reviewed the functions of the police department.
- Outlined priorities for this fiscal year including achieving accreditation, public communication, officer advanced training and leadership development, etc.

#### *Public Works*

Steven Sullivan, Town Engineer/Assistant Public Works Director, presented the following:

- Listed the functions of the Public Works department

- Outlined the priorities of the Public Works department for the next fiscal year including the streets improvement project, water reclamation facility improvements, purchase of a vactor truck, Town Hall re-roof, etc.
  - Staff discussed the vactor truck in more detail.
- Gave a brief overview of the future outlook of the department.

*Town Clerk*

Erin Deskins, Town Clerk, presented the following:

- Business would remain as usual. The department was not asking for any additional budget items going forward.
- Discussed the possibility of needing additional funds for a special election as there have been rumors of a referendum.

*Town Manager*

Terri Denemy, Town Manager, presented the following:

- She did not have slides for her department or Council as their budgets were fairly static and there were no planned changes.
- Last year's staffing decisions had been a great benefit to the department.

Maggie Holmes, Economic Development Manager, presented the following:

- Gave a brief overview of the department's function and objectives.
- Briefly discussed grocery store talks and developments in the surrounding area, and the challenges for economic development in Chino Valley.
- Discussed the department's funding needs, which would be cross-departmental, to increase data-driven decision-making.

Council and staff discussed the following:

- Councilmember Holt asked for an update on the request for the Boys & Girls Club to come to Chino.
  - Staff stated that they had meeting with the Boys & Girls Club and the school and it would have duplicated programs that were already in the school system and they wanted to use school resources and facilities, so it didn't work out.
- Councilmember Switzer inquired if the Town should add some of the roads to the construction plans that were requested in the survey.
  - Staff stated that they were already getting everything ready to bid the job and wouldn't be able to get it done this year if they had to start over now. Staff suggested continuing with the current plan, but discussing options, including the requested roads, in future meetings.
- Councilmember Switzer suggested Mike make a video regarding the Chino Connected app to increase engagement like he did with Town notifications.
- Council discussed their individual opinions regarding the Town's strategic priorities.
  - Councilmember Holt stated that Economic Development should be placed under financial stability.
  - Councilmember Switzer suggested changing Prosperous Community to Economic Development.
  - Discussion ensued regarding other ways to connect the community to Town notices.

- Staff discussed expanding the priorities to make them less vague.
- Mayor Armstrong asked for an update about the previously proposed message center sign.
  - Staff stated they are working to find some funding for a permanent sign and would put one in a supplemental budget for Council consideration.
- Discussion ensued regarding the lack of property tax and what the Town might be able to gain from having one.
- Councilmember McCafferty discussed the lack of fire suppression as a consideration in economic development and felt the Town still needed to place some focus on that.
- Councilmember Switzer discussed economic development and suggested development agreement provisions to make developers commit to a more solid timeline.
- Councilmember Holt inquired if Pinal County was losing a portion of revenue that they were getting before San Tan Valley incorporated.
  - Staff stated that there are different portions for counties, cities and towns.
- Councilmember Switzer felt that the pool fees were very low, and the matter should be revisited.
  - Staff stated that they can put some options out for Council to consider. Staff further stated that Prescott Valley does not charge an entrance fee, and even though Chino Valley does, the Town gets a significant number of Prescott Valley residents attending.
- Councilmember McCafferty inquired at what scale the requested Code Manager would be.
  - Staff stated that a supervisor is typically two to three steps above their subordinate.
- Councilmember Switzer inquired about the agenda item he had submitted about how to handle out-of-range employees.
  - Staff stated they were working on the policy and would be bringing it to Council to formalize the policy in the future.
  - Staff discussed different philosophies on how to structure the matter.
- Councilmember McCafferty inquired about updates to the code of conduct.
  - Staff stated that would be addressed with the attorney about what they can do before moving forward.
- Councilmember McCafferty inquired how the police department is doing with lateral transfers.
  - Staff stated that it's hard right now because within the county, Chino Valley is fifth for starting pay. In spite of that, Chino Valley has become an employer of choice because the Town has a desirable culture.
- Councilmember Switzer inquired if the Town could look into a contract with Prescott to use their vector trucks.
  - Staff stated they could look into that. Staff was concerned about having the truck experience a critical failure that would remove any potential resale value.
  - Councilmember Holt suggested a GSA contract.
- Vice-Mayor Granillo inquired what the Town Hall re-roof would cost.
  - Staff estimated the project would be more than \$50,000.
  - Councilmember McCafferty inquired what was wrong with the roof.
    - Staff stated leaks started this year and could be heard hitting the light fixtures. Staff was trying to go through the Town building methodically to keep up on maintenance items like roofs and parking lots.
- Vice-Mayor Granillo inquired how much a special election would cost.
  - Staff stated about \$25,000 to \$30,000.
- Councilmember Switzer inquired if anyone had reached out to Olsen's to expand their business and possibly move to Old Home Manor.

- Staff stated they had not reached out, but heard that was something they were thinking about.
- Staff provided discussion starting points to facilitate Council discussion regarding their priorities.
- Mayor Armstrong suggested waiting until staff had actual numbers to get further into budget discussions and decisions.
- Vice-Mayor Granillo inquired about wholesale taxes that the Town would receive in terms of development of Phase 2 of the proposed airstrip.
  - Staff stated they would be receiving retail taxes.
  - Staff stated that military contracts where they are not reselling the product would give tax to the Town based on where the order was being taken.
  - Discussion ensued regarding how tax dollars are distributed on various products depending on location and point of delivery.
  - Discussion ensued regarding possible requirements for the development agreement.
- Discussion ensued regarding potential legislation to reduce food tax and how that would impact the Town.
- Vice-Mayor Granillo inquired how many Prescott Valley residents would stop using the pool if the Town increased the fee.
  - Staff stated they believed they would still attend.
  - Discussion ensued about what the fee could change to and ways to analyze that.
- Vice-Mayor Granillo inquired if the Town was still leasing the fields for little league and softball to Urnaments.
  - Staff stated they were. The average fee for little league was about \$3,000 for their season.
- Councilmember Switzer stated the following:
  - Economic development was the #1 priority over roads and everything else, and felt that a hotel would take priority over a grocery store.
  - From 2020 - 2024 the Town had a 40% increase in staff and benefits and salaries increased by 52%, but the population only went up 8%. He felt there needed to be a cap on staff salaries.
  - He felt the Town would not survive without a property tax.
- Councilmember Holt stated the following:
  - Economic development and roads were priorities because that's what the public wants. He felt the Town would get a lot more done for same amount of money with the new repaving strategy.
  - He ran a survey on [Goodparty.org](http://Goodparty.org). 500 surveys went out, and he only got 28 responses, but one response had a good idea for an equestrian event center at Old Home Manor.
- Councilmember Phillips agrees with the other councilmembers and commended staff on the work they do.
- Councilmember McCafferty stated the following:
  - There was no greater priority than the water reclamation facility EQ basins.
  - He likes the idea of restructuring Development Services.
  - Economic Development comes down to a lot of infrastructure and he felt the Town needed to earmark money to expand infrastructure.
- Councilmember Switzer inquired if staff felt they needed to fill in some of the canceled meetings with everything that staff has to do.
  - Staff stated they would get through the budget and then reevaluate in May or June.

- o Further discussion ensued regarding future meetings and what would be discussed.

**3. ADJOURNMENT**

Mayor Armstrong adjourned the meeting at 4:23 p.m.

\_\_\_\_\_  
Tom Armstrong, Mayor

ATTEST:

\_\_\_\_\_  
Erin N. Deskins, Town Clerk

CERTIFICATION:

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Study Session of the Town Council of the Town of Chino Valley, Arizona held on the 26<sup>th</sup> day of January, 2026. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Erin N. Deskins, Town Clerk



## TOWN COUNCIL AGENDA ITEM STAFF REPORT

**AGENDA ITEM #** 5e  
**MEETING DATE:** 2/24/2026  
**CONTACT PERSON:** Erin Deskins, Town Clerk  
**ITEM TYPE:** Consent/Minutes

**AGENDA ITEM TITLE:**

Consideration and possible action to approve the January 27, 2026, regular meeting minutes.

**STAFF RECOMMENDATION:**

Approve the January 27, 2026, regular meeting minutes.

**ATTACHMENTS:**

1.	2026 01 27 CC RG MND wWM
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**MINUTES OF THE REGULAR MEETING OF THE  
TOWN COUNCIL OF THE TOWN OF CHINO VALLEY**

**TUESDAY, JANUARY 27, 2026**

**6:00 PM**

**COUNCIL CHAMBERS | 202 N. STATE ROUTE 89 | CHINO VALLEY,  
ARIZONA 86323**

**1. CALL TO ORDER; PLEDGE OF ALLEGIANCE; ROLL CALL**

Mayor Armstrong called the meeting to order at 6:00 p.m. and led the Pledge of Allegiance.

Present: Mayor Tom Armstrong, Vice-Mayor Eric Granillo, Councilmember John McCafferty - remote, Councilmember Sherri Phillips, Councilmember Robert Schacherer, Councilmember Larry Holt - remote, Councilmember Robert Switzer

Absent:

Staff Present: Town Manager Terri Denemy, Town Attorney Andrew McGuire, Officer Keith Hurtt (Sgt. at Arms), Executive Analyst Jessi Sorteberg, Executive Assistant Mike Coomer, Human Resources Director Laura Kyriakakis, Development Services Director Laurie Lineberry, Assistant Development Services Director Will Dingee, Senior Planner Jessica Barragan, Town Engineer/Assistant Public Works Director Steven Sullivan, Finance Director Katie Pehl, Judge Angela Bradshaw-Napper, Police Chief Josh McIntire, Community Services Director Cyndi Thomas, Economic Development Manager Maggie Holmberg, IT Manager Spencer Guest, IT Support Technician Matt Widner, Audio Visual Technician Nicholas Harwick, Deputy Town Clerk Sara Burchill, Town Clerk Erin N. Deskins

**2. INTRODUCTIONS, PRESENTATIONS, AND PROCLAMATIONS**

- a. Presentation and update by Judge Angela Bradshaw Napper on Municipal Court Operations.

Judge Angela Bradshaw-Napper presented the following:

- Gave an overview of matters the court handles, hours of operation, and the court's schedule for various hearings and administrative procedures.
- Discussed the importance of being part of the community both outside the organization of the Town and within.
- Provided statistics on the Court including charges filed and case completion.
- Reviewed court staffing and the need to fill the open part-time position.
- Discussed court security and its importance amongst the current national climate of violence towards law enforcement and officers of the court. Also discussed updates that can be made to enhance staff safety.
- Discussed technology and changes the court is making to align with technology goals to increase efficiency and accessibility.
- Gave an overview of future goals and considerations to improve efficiency, security, and relationships with town and community partners.

Council and staff discussed the following:

- Councilmember McCafferty stated he was glad the Council selected Judge Bradshaw-Napper.
- Mayor Armstrong inquired what COJET Training is, and how many second language staffers the Court has.
  - Judge stated it is Continuity of Judicial Education Training. One clerk speaks spanish.
  - One staffer speaks Spanish, but is not certified to be a court interpreter. The Court has a contract through the Superior Court for interpreters. For other languages they use a language line.

- b. Presentation by Terri Denemy, Town Manager, on an emergency purchase relating to the Bright Star Subdivision.

Terri Denemy, Town Manager, presented the following:

- Staff was bringing this item to Council for full transparency.
- The Bright Star development had a crushed culvert discovered by a contractor that was doing other work out there. Rather than go out to bid, the Town accepted the contractor's offer to do the work for half the cost.
- The Town Manager approved that expenditure.

Council and staff discussed the following:

- Councilmember Switzer inquired what caused the collapse.
  - Staff stated it was on the shoulder and had probably been there for a while, likely due to truck traffic. Concrete will prevent future collapse.

**3. CALL TO THE PUBLIC - Individuals requesting to speak, please complete a Speaker Comment Card and return to the Clerk.**

*Call to the Public is an opportunity for the public to address the Council on any issue within the jurisdiction of the Council. Public comment is at the discretion of the Council and not required by law. Individuals are limited to speak for three (3) minutes, yielding of time will not be permitted. The total time for Call to the Public may be up to 30 minutes per meeting. Council action taken as a result of public comment on items not on the agenda will be limited to directing staff to study the matter, scheduling the matter for further consideration and decision at a later date, or responding to criticism. Public comment is invited and encouraged, however, personal attacks on individuals is not appropriate. Disrespectful behavior will not be tolerated; this includes loud outbursts, profanity, and disruptive discussions among our audience.*

Rhonda Ceremony, Town of Chino Valley resident, presented the following:

- She lives on Firesky, and she had a few questions regarding the Perkins airstrip fire station including:
  - How many homes are in the Chino Valley fire district?
  - How much will each resident be charged when the Perkins firehouse is built and operational?
  - How does Council plan to inform residents of Chino Valley and Paulden of upcoming tax increases if approved?

- Is it illegal to impose a tax increase without voter comment?
- Will there be a larger venue for the P&Z meeting on February 4, 2026, and the Council meeting on February 24, 2026?

Mayor Armstrong asked the Town Manager to address the questions.

Keng Chan, not a Town of Chino Valley resident, presented the following:

- He was disappointed in the process of the airfield proposal and felt the Town took intentional acts to silence people and elected officials were engaging in misinformation regarding noise.
- He requested a DNL noise study and a real flight demonstration in Seligman where planes can land and requested that all councilmembers be present.
- He requested a real traffic pattern map with approaches into the pattern.

Mayor Armstrong asked that the Town Attorney address some of the charges.

Amy Wolken, not a Town of Chino Valley resident, presented the following:

- She was the administrator of the Facebook group opposing the airfield and stated they have corrected misinformation posted there. She stated the members of the group were growing increasingly frustrated and angry with the proposal, P&Z members, and members of Council.
- She stated there was a general feeling that there were unknown facts or promises made between the Town and the applicants. She stated there has been discussions of litigation, a referendum, and an organized boycott of Chino Valley businesses.
- She stated not having a larger venue for the February 3, 2026, P&Z meeting silences people even though there would be no comment at the meeting. She requested a larger venue for the upcoming Town Council meeting.
- She stated that open meeting law violations have been filed with the Attorney General's office.

Mayor Armstrong asked that the Town Manager address the stated concerns.

#### 4. **CURRENT EVENT SUMMARIES AND REPORTS**

*This item is for information only. The Mayor, any Councilmember, or Town Manager may present a brief summary or report of current events. If listed below, there may also be a presentation on information requested by the Mayor and Council and questions may be answered. No action will be taken.*

- a. Status reports by Mayor and Council regarding current events.

Mayor Armstrong presented the following:

- He attended the Prescott Valley State of the Town address and stated it was nicely done.
- Kay Lauster presented a historical talk about the Del Rio property. There were about 100 people there.

- b. Status report by Town Manager Terri Denemy regarding Town accomplishments, and current or upcoming projects.

Terri Denemy, Town Manager, presented the following:

- Residents can sign up for notifications on the Town website via email or text.
- The Planning & Zoning Commission will be meeting on February 3, 2026, for the continuation of the airfield discussion. Depending on the outcome, the matter will go to the Council on February 24, 2026. February 23, 2026, will be a public hearing at a large venue to allow as much time as the public will need to speak. More information would be provided after the P&Z meeting.
- SRP water wise kits are available in the lobby for free.

## 5. CONSENT AGENDA

*All those items listed below are considered to be routine and may be enacted by one motion. Any Councilmember may request to remove an item from the Consent Agenda to be considered and discussed separately.*

Vice-Mayor Granillo requested to remove item 5a.

Councilmember Schacherer requested to remove item 5b.

- a. Consideration and possible action to adopt Resolution No. 2026-1299, approving a Call of Election for Fall 2026, designating election dates and purposes, voter registration deadlines, and the place and last date for candidates to file nomination papers.

Erin Deskins, Town Clerk, presented the following:

- Staff requested to have the item removed as new legislation has been filed that may change the election date to the last Tuesday in July. Staff recommended holding off on approving this Call of Election until the new legislation goes into effect, which they hoped would be done quickly. Staff requested to move the item to the February 24, 2026, meeting.

MOVED by Vice-Mayor Eric Granillo, seconded by Councilmember Robert Schacherer to continue the item to February 24, 2026.

AYE: Mayor Tom Armstrong, Vice-Mayor Eric Granillo, Councilmember John McCafferty, Councilmember Sherri Phillips, Councilmember Robert Schacherer, Councilmember Larry Holt, Councilmember Robert Switzer

NAY: None

### 7 - 0 Passed - Unanimously

- b. Consideration and possible action to approve the Arizona State Parks Off-Highway Vehicle (OHV) Project Sponsor Agreement for engineering and survey work for the Chino Valley Regional OHV Staging area at Old Home Manor.

Jessi Sorteberg, Executive Analyst, presented the following:

- The Town was awarded \$220,000 through the Arizona State Parks OHV grant program.
- The presented grant agreement is the next step to start receiving those funds.

Council and staff discussed the following:

- Councilmember Schacherer inquired how long the Town has before any construction is done once the engineering and survey work is done.
  - Staff stated they have two years from the beginning of the grant agreement to complete the survey work. Then the Town can apply for additional funds for construction.
  - Councilmember Schacherer stated that at the last meeting staff stated they did not know where the money was coming from at that time.
    - Staff stated they have no construction funds allocated for this project, but with the design done, the Town will be in a good position to pursue funding for construction.
  - Councilmember Schacherer inquired how long the Town has to get the money.
    - Staff stated that design lives on, though costs change. There was no time constraint or expiration on the design.

MOVED by Vice-Mayor Eric Granillo, seconded by Councilmember Robert Switzer to approve Consent Agenda item 5b.

AYE: Mayor Tom Armstrong, Vice-Mayor Eric Granillo, Councilmember John McCafferty, Councilmember Sherri Phillips, Councilmember Robert Schacherer, Councilmember Larry Holt, Councilmember Robert Switzer

NAY: None

**7 - 0 Passed - Unanimously**

## 6. ACTION ITEMS

*The Council may vote to recess the public meeting and hold an Executive Session on any item on this agenda pursuant to A.R.S. § 38-431.03(A)(3) for the purpose of discussion or consultation for legal advice with the Town Attorney. Executive sessions are not open to the public and no action may be taken in executive session.*

- a. Public hearing regarding the Town of Chino Valley's application to the EPA Brownfields Cleanup Grant Opportunity - Harvey Heritage Reclamation Project.

**Recommended Action:** Hold the public hearing.

Jessi Sorteberg, Executive Analyst, presented the following:

- The Brownfields Cleanup Grant program through the EPA, intended to carry out cleanup activities of hazardous materials from the buildings for public community use.
- Prior to purchase of the farm there were Phase 1 and 2 site assessments to characterize the hazardous materials at the site including pesticides, herbicides, and vehicular service equipment.
- Gave an overview of further items found on the property and proposed solutions.
- Staff would be requesting \$500,000. There were no match requirements.
- The application required public notice of the application and a draft of such posted to the website. Any public comments would be considered with the final application.

Mayor Armstrong opened the public hearing.

There were no requests to speak.

Mayor Armstrong closed the public hearing.

- b. Public hearing, consideration, and possible recommendation regarding the application from Richard Carl Hill, II, for a new Series 006 (Bar) Liquor License located at the Log Cabin, 18 North Highway 89, Chino Valley.

**Recommended Action:** i) Hold the public hearing  
ii) Make a recommendation of approval or disapproval, or make no recommendation, to the Arizona Liquor Board.

Sara Burchill, Deputy Town Clerk, presented the following:

- Gave a brief overview of the application submitted by Richard Hill for a Series 006 Bar liquor license.
- Reviewed approval of the application by various departments.
- Described the notices posted on the establishments.
- No written arguments in favor of or in opposition to the requested license had been received.

Council and staff discussed the following:

- Councilmember Holt inquired what the establishment's current status was in regard to a liquor license.
  - Staff stated that the license was in the process of being transferred as Mr. Hill was purchasing the Log Cabin.

Mayor Armstrong opened the public hearing.

There were no requests to speak.

Mayor Armstrong closed the public hearing.

MOVED by Vice-Mayor Eric Granillo, seconded by Councilmember Robert Schacherer to recommend approval to the liquor board regarding the application from Richard Carl Hill, II, for a new series 006 Liquor License located at the Log Cabin.

AYE: Mayor Tom Armstrong, Vice-Mayor Eric Granillo, Councilmember John McCafferty, Councilmember Sherri Phillips, Councilmember Robert Schacherer, Councilmember Larry Holt, Councilmember Robert Switzer

NAY: None

**7 - 0 Passed - Unanimously**

- c. Consideration and possible action to approve Resolution No. 2026-1301, approving a final plat for the Wineglass Lane Estates, a four-lot, 22-acre rural minor subdivision at 1170 E Road 4 North, Chino Valley, Arizona.

**Recommended Action:** Approve Resolution No. 2026-1301.

Will Dingee, Assistant Development Services Director, presented the following:

- Discussed the inception of this minor subdivision, issues that were discovered, and the resolution thereof.
- Described the subject lot and surrounding parcels.
- Gave an overview of how the lot would be split.
- There was a request to speak on this item and staff asked Council to hold a public hearing.

Council and staff discussed the following:

- Councilmember Holt clarified that the subdivision would not have to connect to water and sewer if it became available.
  - Staff stated that is correct.
- Councilmember Switzer inquired how far the subdivision is from water and sewer.
  - Staff stated they believed the closest would Perkinsville 44, so over a mile.
- Councilmember Switzer inquired about the penalty for illegal lot splits.
  - Staff stated they recently raised it pretty significantly to \$1,500.
  - Staff further stated that the Town Manager and Mayor met with the County about six weeks ago regarding things the local towns needed from them and verification of lot splits before recording was discussed.

Mayor Armstrong opened a public hearing.

Ed Bloomfield, Town of Chino Valley resident, presented the following:

- He own's property at the northwest corner of the subdivision zoned Heavy Commercial and Industrial. He met with the applicant about three weeks ago and discussed the existence of the businesses. He wanted to make it well known that his business was there first, and they don't have a reason to complain to Council later to try and put a stop to their operations.

Mayor Armstrong closed the public hearing.

Council and staff discussed the following:

- Councilmember Schacherer inquired about a disclosure that homeowners will sign an agreement stating they will not come to the Town about noise, smell, etc.
  - Staff stated that is part of their disclosure.
- Councilmember Switzer inquired if there would be a wall on the west side of the property.
  - Staff stated there is no requirement for commercial properties or the subdivision to put up a wall.

MOVED by Vice-Mayor Eric Granillo, seconded by Councilmember Robert Schacherer to approve Resolution No. 2026-1301, approving a final plat for the Wineglass Lane Estates, a four-lot, 22-acre rural minor subdivision located at 1170 E Road 4 North.

AYE: Mayor Tom Armstrong, Vice-Mayor Eric Granillo, Councilmember John McCafferty, Councilmember Sherri Phillips, Councilmember Robert Schacherer, Councilmember Larry Holt, Councilmember Robert Switzer

NAY: None

**7 - 0 Passed - Unanimously**

- d. Consideration and possible action to approve Ordinance No. 2026-962, amending the Town of Chino Valley Unified Development Ordinance, Chapter 154, Chapter 5, Subsections 5.3.3 and 5.3.4, to remove outdated water and sewer connection exemptions for minor and rural subdivisions.

**Recommended Action:** Approve Ordinance No. 2026-962, amending the Town of Chino Valley Unified Development Ordinance, Chapter 154, Chapter 5, Subsections 5.3.3 and 5.3.4, to remove outdated water and sewer connection exemptions for minor and rural subdivisions.

Will Dingee, Assistant Development Services Director, presented the following:

- Discussed the exemptions, why they were created, and the necessity to remove them from the UDO.
- The minor subdivision that was just approved was under this exemption, but the exemption is now expired.
- P&Z recommended approval.

MOVED by Vice-Mayor Eric Granillo, seconded by Councilmember Robert Switzer to approve Ordinance No. 2026-962, amending the Town of Chino Valley Unified Development Ordinance, Chapter 154, Chapter 5, Subsections 5.3.3 and 5.3.4, to remove outdated water and sewer connection exemptions for minor and rural subdivisions.

AYE: Mayor Tom Armstrong, Vice-Mayor Eric Granillo, Councilmember John McCafferty, Councilmember Sherri Phillips, Councilmember Robert Schacherer, Councilmember Larry Holt, Councilmember Robert Switzer

NAY: None

**7 - 0 Passed - Unanimously**

- e. Consideration and possible action to approve a placemaking logo for future wayfinding signage program.

**Recommended Action:** Approve a placemaking logo for future wayfinding signage program.

Maggie Holmberg, Economic Development Manager, presented the following:

- Discussed wayfinding signs, their function, and their potential benefit to the Town.
- Presented the proposed logos for the Council to choose from.

Council and staff discussed the following:

- Councilmember Schacherer inquired about the cost.
  - Staff stated they don't have numbers on it yet as they were not planning to budget that until next year.
- Councilmembers discussed their preference for the logos.
- Vice-Mayor Granillo inquired if the sign would be wood or metal.
  - Staff stated they would be metal.
- Discussion ensued regarding the logos. Staff stated they kept to the brand colors. Staff originally came to Council with six original designs, the two presented tonight were the two council asked staff to develop.

MOVED by Vice-Mayor Eric Granillo, seconded by Councilmember John McCafferty to approve placemaking sign logo #2 for future wayfinding signage program.

AYE: Mayor Tom Armstrong, Vice-Mayor Eric Granillo, Councilmember John McCafferty, Councilmember Sherri Phillips, Councilmember Larry Holt

NAY: Councilmember Robert Schacherer, Councilmember Robert Switzer

**5 - 2 Passed - Unanimously**

- f. Public hearing, consideration, and possible action to approve Resolution No. 2026-1300, adopting the updated consolidated fee schedule.

**Recommended Action:** 1) Hold the public hearing  
2) Approve Resolution No. 2026-1300, adopting the updated consolidated fee schedule with an effective date of March 1, 2026.

Katie Pehl, Finance Director, presented the following:

- Gave a brief overview of the items that were set to be adjusted and take effect on March 1, 2026.

Mayor Armstrong opened the public hearing.

There were no requests to speak on this item.

Mayor Armstrong closed the public hearing.

MOVED by Vice-Mayor Eric Granillo, seconded by Councilmember Robert Switzer to

approve Resolution No. 2026-1300, adopting the updated consolidated fee schedule.

AYE: Mayor Tom Armstrong, Vice-Mayor Eric Granillo, Councilmember John McCafferty, Councilmember Sherri Phillips, Councilmember Robert Schacherer, Councilmember Larry Holt, Councilmember Robert Switzer

NAY: None

**7 - 0 Passed - Unanimously**

**7. ADJOURNMENT**

MOVED by Councilmember Sherri Phillips, seconded by Vice-Mayor Eric Granillo to adjourn at 7:14 p.m.

AYE: Mayor Tom Armstrong, Vice-Mayor Eric Granillo, Councilmember John McCafferty, Councilmember Sherri Phillips, Councilmember Robert Schacherer, Councilmember Larry Holt, Councilmember Robert Switzer

NAY: None

**7 - 0 Passed - Unanimously**

\_\_\_\_\_  
Tom Armstrong, Mayor

ATTEST:

\_\_\_\_\_  
Erin N. Deskins, Town Clerk

CERTIFICATION:

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Regular Meeting of the Town Council of the Town of Chino Valley, Arizona held on the 27th day of January, 2026. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Erin N. Deskins, Town Clerk



## TOWN COUNCIL AGENDA ITEM STAFF REPORT

**AGENDA ITEM #**           6a  
**MEETING DATE:**        2/24/2026  
**CONTACT PERSON:**    Jessica Barragan, Senior Planner  
**ITEM TYPE:**            Action Item

**AGENDA ITEM TITLE:**

Consideration and possible action on Resolution 2026-1302 for a Conditional Use Permit (CUP 2025-06) to allow for the construction of a freestanding electronic message center sign at the Ace Hardware Store located at 1395 South State Route 89, Chino Valley, Arizona 86323.

**SUMMARY:**

This is a request by Signs Plus, on behalf of Sheets Investments LLC, for the approval of a Conditional Use Permit (CUP) to allow for construction of a freestanding electronic message center sign for Ace Hardware Store, located at 1395 South State Route 89, Chino Valley, Arizona 86323.

**PREVIOUS ACTION:**

On February 3, 2026, the Planning and Zoning Commission forwarded a recommendation of approval for CUP-2025-06. For a detailed record of the discussion and staff analysis, please refer to the attached meeting minutes and staff report.

**STAFF RECOMMENDATION:**

- i) Hold a Public Hearing
- ii) Approve Resolution 2026-1302 for a Conditional Use Permit (CUP 2025-06) to allow for the construction of a freestanding electronic message center sign at the Ace Hardware Store located at 1395 South State Route 89, Chino Valley, Arizona 86323.

**FISCAL IMPACT?**

N/A

**ATTACHMENTS:**

1.	Attachment 1 - RES 2026-1302 - CUP-2025-06
2.	Attachment 2 - P&Z Minutes
3.	Attachment 3 - CUP-2025-06 - Staff Report- (LL approved)

**RESOLUTION NO. 2026-1302**

**A RESOLUTION OF THE MAYOR AND COMMON COUNCIL OF THE TOWN OF CHINO VALLEY, ARIZONA, APPROVING CONDITIONAL USE PERMIT 2025-06 FOR A FREE-STANDING ELECTRONIC MESSAGE CENTER SIGN ON PROPERTY ZONED COMMERCIAL HEAVY AT 1395 S. STATE ROUTE 89, CHINO VALLEY, ARIZONA.**

**WHEREAS**, the Mayor and Common Council of the Town of Chino Valley (the “Town Council”) is responsible for reviewing and approving conditional use permits for land use and development within the Town; and

**WHEREAS**, the applicant, Signs Plus, on behalf of Sheets Investments LLC, applied for a conditional use permit allowing for the construction of a free-standing electronic message center sign for the Ace Hardware Store on property zoned commercial heavy at 1395 S. State Route 89, Chino Valley, Arizona (Yavapai County Assessor Parcel No. 306-33-002A) (“CUP-2025-06”); and

**WHEREAS**, the proposed sign is subject to the conditional use permitting process set forth in Sections 1.9.3 and 4.21.5(C) of the Unified Development Ordinance of the Town of Chino Valley (the “UDO”); and

**WHEREAS**, the Chino Valley Planning and Zoning Commission (the “Commission”) conducted a public hearing to consider the applicant’s request, including reviewing the site plan, proposed operational procedures, and findings of fact, and recommended approval of the conditional use permit subject to certain conditions; and

**WHEREAS**, the Town Council has reviewed the Commission’s recommendation.

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Common Council of the Town of Chino Valley, Arizona, as follows:

**SECTION 1.** The recitals above are hereby incorporated as if fully set forth herein.

**SECTION 2.** CUP-2025-06, as described in the submitted application, is hereby approved, subject to the requirements of A.R.S. § 28-7044 and the following conditions:

1. The owner shall comply with all conditions listed below, along with all federal, state, and local laws, regulations, fees, and ordinances applicable to this action.
2. The owner shall sign a Waiver of Claims form, which the Town will provide and record with the Yavapai County Recorder’s Office, prior to the public hearing and final decision on this item by the Town Council.
3. The owner shall complete all necessary site improvements, remove any non-conforming signage, and restripe affected parking stall areas to improve the overall appearance of the site. If applicable, the owner shall submit an outdoor lighting plan for review and approval by the Development Services Department.
4. The sign shall be Dark-Sky compliant with dimming schedules and automatic ambient light sensors (as confirmed by the manufacturer’s certification), and the owner shall maintain the sign in compliance with Dark Sky standards. If the Town receives complaints regarding

excessive brightness or glare during nighttime hours, the owner shall submit a revised lighting plan to the Development Services Department for review and approval to ensure compliance with Dark-Sky standards and community expectations.

5. The owner shall submit the sign for building permit review and commence construction within one year of Town Council approval. Failure to meet this deadline will result in the CUP expiring.
6. Any deviation from the approved sign plan or failure to comply with the conditions set forth herein shall render the CUP null and void.
7. The sign shall be used exclusively for advertising on-site activities. Off-site commercial advertising is prohibited in accordance with A.R.S. §§ 28-7901 through 28-7915, A.A.C. §§ R17-3-701 and R17-3-701.01, and the Town's sign regulations.

**SECTION 3.** If any section, subsection, sentence, clause, phrase, or portion of this Resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

**PASSED AND ADOPTED** by the Mayor and Common Council of the Town of Chino Valley, Arizona, this 24th day of February 2026.

---

Tom Armstrong, Mayor

ATTEST:

---

Erin N. Deskins, Town Clerk

APPROVED AS TO FORM:

---

Andrew J. McGuire, Town Attorney  
Gust Rosenfeld P.L.C.

I hereby certify that the above foregoing Resolution No. 2026-1302 was duly passed by the Council of the Town of Chino Valley, Arizona, at a meeting held on February 24, 2026, and that quorum was present thereat and that the vote thereon was \_\_\_\_\_ ayes, \_\_\_\_\_ nays, and \_\_\_\_\_ abstentions. \_\_\_\_\_ Council members were absent or excused.

---

Erin N. Deskins, Town Clerk

**PUBLIC HEARING #E.1 – CUP-2025-06** – This is a request by Signs Plus, on behalf of Sheets Investments LLC, for the approval of a Conditional Use Permit to allow for construction of a free-standing electronic message center sign for Ace Hardware Store, located at 1395 S State Route 89, Chino Valley, Arizona.

**Chair Merritt** asked if anyone on the Commission had a disclosure to declare regarding this item. There were none.

**Jessica Barragan**, Senior Planner, showed a slide of the site plan and vicinity, and stated that the request was for a freestanding double-side electronic message center (EMC). The Town's signage Code in the Unified Development Ordinance required a Conditional Use Permit for EMC signs. She explained the current zoning for the parcel was Commercial Heavy, with adjacent properties zoned Commercial Heavy, Commercial Light, and Multi-Family Residential. She shared images of the proposed sign with dimensions and stated the applicant was committed to dark sky efforts. **Barragan** shared that a Neighborhood Meeting was held on January 5, 2026, there were no attendees, and staff received no opposition to the project. She stated that the applicant was in attendance, had nothing further to add, and declined to speak. Staff recommended holding a public hearing and that the Commission forward a recommendation of approval to the Town Council.

**Merritt** asked the Commission if they had any questions for staff. There were none.

**Merritt** asked the Commission if they had any questions for the applicant. There were none.

**Merritt** opened the meeting for public comments. There were no comments from the public.

**Merritt** closed the public portion of the meeting.

**Motion was made by Pasciak, seconded by Ditta, to approve CUP-2025-06, as presented, subject to the staff report, and information provided during the hearing, and the conditions of approval in Attachment A. A vote was taken and the motion passed with a 7-0 vote.**



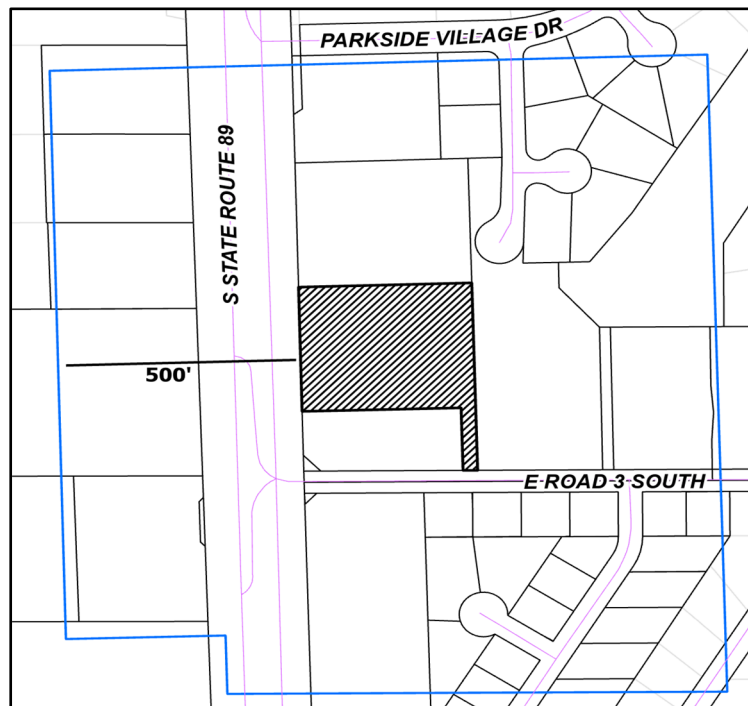
**TOWN OF CHINO VALLEY**  
**Planning Commission Staff Report**  
**February 3, 2026**  
**File Number: CUP-2025-06**  
**Conditional Use Permit**

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

**LOCATION DATA**

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

**LOCATION MAP**



**PRIOR SITE ACTIONS:** None

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

---

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

---

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

Staff Analysis:

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

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

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

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

Zoning

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

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

## Conditional Use Permit

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

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

## **Neighborhood Meeting**

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

### **Meeting Summary**

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

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

**EXTERNAL AGENCY COMMENTS:** See Attachment B

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

**PROPOSED CONDITIONS DELIVERED** January 7, 2026  
**TO APPLICANT ON:**

- Applicant agreed with all of the conditions of approval on (01/07/2026)
- Applicant did not agree with the following conditions of approval: (list #'s)
- If the Planner is unable to make contact with the applicant – describe the situation and attempts to contact.

**ATTACHMENTS:**

A	B	C	D	E
Conditions of Approval	External Agency Comments	Applicants Site Plan & Exhibits	Dark Sky Cert	Staff Research

**PREPARED BY:**



JESSICA BARRAGAN, SENIOR PLANNER  
 ([JBARRAGAN@CHINOAZ.NET](mailto:JBARRAGAN@CHINOAZ.NET))  
 928 636-3473

**DATE:**

JANUARY 7<sup>TH</sup>, 2026

**APPROVED BY:**

LAURIE LINEBERRY, AICP  
 DEVELOPMENT SERVICES DIRECTOR

**ATTACHMENT A**  
**CONDITIONS OF APPROVAL**

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

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

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

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

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

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

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

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

**ATTACHMENT B**  
**EXTERNAL AGENCY COMMENTS**

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

**ATTACHMENT C**  
**APPLICANTS SITE PLANS AND EXHIBITS**

**SITE PLAN**

**ACE Hardware**  
1395 AZ-89  
Chino Valley, AZ 86323

**Site Map - Sign Placement**

**Building Dimensions**

Building #1 - 102' x 99'  
Building #2 - 52' x 93'  
Building #3 - 19' x 49'

Claude Ballbe - BH	claude@signsunlimitedusa.com	Approval Signature:	Please check all spelling, quantities, colors, and materials before approving
919-552-8689	www.signsunlimitedusa.com	Notes:	 <b>SIGNS UNLIMITED</b> <small>communicate your identity</small> 6801 Mount Hermon Church Rd, Building C Durham, NC 27705
06.19.25	Underwriters Laboratories Inc. <small>UL File #E225679</small>		

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# ATTACHMENT C

## APPLICANTS SITE PLANS AND EXHIBITS

**ELEVATIONS AND DAY/NIGHT TIME VIEWS:**

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

Dimmer: Built into Signage Face  
Maximum Brightness: 8500 CD/m<sup>2</sup>  
Foot Candles: 265.88

**PROPOSED SETTING**

**EVENING CONDITIONS**

**NOTES:**

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

**EXISTING CONDITIONS**

**Illuminated Double Sided Pylon Sign LED Readerboard**

**Cabinets:**  
Fabricated Aluminum  
Extrusion Painted Black

**Faces:**  
White Polycarbonate w/ Applied Red & Black Vinyl

**Cabinet Interior:**  
Gloss White

**Internal Illumination:**  
White LED's

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

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

**Mounting:**  
Engineered Footer, Concrete as Necessary

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

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

**LED Reader Board Specifications:**

<u>Module:</u> Blade M 9mm module	<u>Display Configuration:</u> (2) Single Side Units Mounted Back to Back	<u>Display Dimensions:</u> 2 feet tall x 8 feet wide	<u>Display Matrix:</u> 24 x 96	<u>Max Current @ 220V:</u> 9.85 amps	<u>Frames Per Second:</u> 60fps
<u>LED Color:</u> 1R1G1B Full Color	<u>Total Square Feet (per face):</u> 16 SF	<u>Viewing Angle:</u> 160° Horizontal / 90° Vertical	<u>Total Weight:</u> 202.32 lbs	<u>Input Voltage:</u> 110V-265V	<u>Dimming:</u> Scheduled or Manual
<u>Pixel Pitch:</u> 9 mm		<u>Viewing Area:</u> 2 feet tall x 8 feet wide	<u>Average Continuous Power:</u> 698.80 watts	<u>Ventilation:</u> Fan-Less	<u>Estimated LED Lifetime:</u> 100,000
					<u>Warranty:</u> 5 Years

Claude Ballbe - BH  
919-552-8689  
08.05.25

claude@signsunlimitedusa.com  
www.signsunlimitedusa.com

Underwriters Laboratories Inc. • UL File #E225070

Approval Signature: \_\_\_\_\_

Notes: \_\_\_\_\_

Please check all spelling, quantities, colors, and materials before approving

**SIGNS UNLIMITED**  
communicate your identity  
6801 Mount Hermon Church Rd, Building C  
Durham, NC 27705

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**ATTACHMENT C**  
**APPLICANTS SITE PLANS AND EXHIBITS**

EXISTING FREESTANDING SIGN TO BE REMOVED:

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

**Monument Removal**

**EXISTING MONUMENT TO BE REMOVED**



Claude Ballbe - BH	claude@signsunlimitedusa.com	Approval Signature: _____	Please check all spelling, quantities, colors, and materials before approving
919-552-8689	www.signsunlimitedusa.com		 <small>communicate your identity</small> 6801 Mount Hermon Church Rd, Building C Durham, NC 27705
06.20.25	 <small>UL File #E225070</small>	Notes:	

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ATTACHMENT D  
DARK SKY LIGHTING CERTIFICATION



To whom this may concern:

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

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

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

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

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

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

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

Measuring distances shall be as follows:

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


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

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Kerluke', is written over a light blue horizontal line.

Dan Kerluke  
Sales Director  
415-851-0511  
[dkerluke@cirrusled.com](mailto:dkerluke@cirrusled.com)

ATTACHMENT E  
STAFF RESEARCH

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

**I. PROJECT DATA**

Project Location:	1395 S State Route 89			
Parcel Number(s):	306-33-002A			
<b>PARCEL SIZE(S):</b>	108,900 SF			
Total Acreage:	2.5			
Proposed Dwelling Units:	0			
Address:	1395 S State Route 89			
Applicant:	Signs Plus on behalf of Sheets Investments			
Applicant's Agent:	Signs Plus – Michael Donada			
Conforms to G.P. Land Use Conformity Matrix:	Yes	X	No	
Zoning Overlay	PAD	n/a		
Within ½ Mile of SR89?	Yes	X	No	If yes, Property is restricted – site-built only
	<b>Existing Zoning</b>	<b>Use(s) on-site</b>		<b>General Plan Designation</b>
<b>Site</b>	"CH" – Commercial Heavy	Ace Hardware Store		NR– Neighborhood Residential
<b>North</b>	"CH" – Commercial Heavy	Vacant		NR– Neighborhood Residential
<b>South</b>	"CL" – Commercial Light	American Legion Post 40		NR- Neighborhood Residential
<b>East</b>	"MR" – Multi-Family Residential	Tract A of <a href="#">Parkside Village Subdivision</a>		NR– Neighborhood Residential
<b>West</b>	"CH" – Commercial Heavy	Single- Family Residence		RC– Regional Commercial
<b>Prior Cases or Related Actions:</b>				
<u>Type</u>	<u>Cases, Actions or Agreements</u>			
Pre-Annexation Agreement	Yes		No	X
Annexation	Yes	X	No	Original Town – 9/21/1970
General Plan Amendment	Yes		No	X
Development Agreement	Yes		No	X

**ATTACHMENT E  
STAFF RESEARCH**

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

**II. TOWN OF CHINO VALLEY GENERAL PLAN**

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

**NOTIFICATION**

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

ATTACHMENT E  
STAFF RESEARCH

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



## TOWN COUNCIL AGENDA ITEM STAFF REPORT

**AGENDA ITEM #** 6b  
**MEETING DATE:** 2/24/2026  
**CONTACT PERSON:** Laurie Lineberry, Development Services Director, Will Dingee, Assistant Development Services Director  
**ITEM TYPE:** Action Item

### AGENDA ITEM TITLE:

Consideration and possible action on Ordinance No. 2026-965 to rezone approximately 390 acres of land located generally east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley, Arizona, from single-family residential, 2-acre minimum, to agricultural/residential, 36-acre minimum.

### SUMMARY:

The Town Council is being asked to consider **Zone Change ZC-2025-03** and **Conditional Use Permit CUP-2025-05** for approximately 390 acres generally located east of East Perkinsville Road and Forest Service Road 318A. The request includes rezoning from SR-2 to AR-36 and approval of a Conditional Use Permit to allow a privately owned and operated airfield and associated uses, subject to Conditions of Approval.

Comprehensive project details, analysis, operational parameters, conditions, and supporting exhibits are contained within the Planning and Zoning Commission staff reports, supplemental memo, and official meeting minutes included in the agenda packet (see Conditional Use Permit Item).

### PREVIOUS ACTION:

On January 6, 2026, the Planning and Zoning Commission held a public hearing on ZC-2025-03 and CUP-2025-05. Town staff presented the Rezoning and Conditional Use Permit requests, General Plan analysis, and draft Conditions of Approval. The applicant provided an overview of the proposal, and public comment was received. Following discussion, the Commission voted to continue the item to allow for additional information and clarification prior to making a formal recommendation.

On January 20, 2026, a Joint Study Session of the Town Council and Planning and Zoning Commission was held. Town staff provided background regarding the AR-36 zoning district and relevant General Plan provisions. The applicant then presented additional information related to the proposed airfield and anticipated operations.

On February 3, 2026, the Planning and Zoning Commission reconvened to review supplemental materials, revised Conditions of Approval, and additional information addressing topics raised during the prior meetings. Following further discussion and public comment, the Commission voted to forward a recommendation of approval for both the Zone Change and Conditional Use Permit to the Town Council.

**STAFF RECOMMENDATION:**

Approve Ordinance 2026-965 for Zone Change ZC-2025-03 to rezone approximately 390 acres of land located generally east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley, Arizona, from single-family residential, 2-acre minimum, to agricultural/residential, 36-acre minimum.

**FISCAL IMPACT?**

The proposed zoning change does not, in itself, generate revenue. It does create the potential for future taxable activity depending on how the property is ultimately developed.

**ATTACHMENTS:**

1.	Attachment 1 - ZC-2025-03 - ORD 2026-965 - Perkins Airfield
----	---

When recorded, return to:

Town Clerk  
Town of Chino Valley  
202 N. State Route 89  
Chino Valley, Arizona 86323

**ORDINANCE NO. 2026-965**

**AN ORDINANCE OF THE MAYOR AND COMMON COUNCIL OF THE TOWN OF CHINO VALLEY, ARIZONA, APPROVING A CHANGE OF ZONING AND AMENDMENT TO THE OFFICIAL ZONING MAP FOR APPROXIMATELY 390 ACRES OF REAL PROPERTY LOCATED GENERALLY EAST OF THE INTERSECTION OF EAST PERKINSVILLE ROAD AND FOREST SERVICE ROAD 318A, CHINO VALLEY, ARIZONA, COMPRISING A PORTION OF APN 306-01-005J, FROM SINGLE FAMILY RESIDENTIAL, 2-ACRE MINIMUM, TO AGRICULTURAL RESIDENTIAL, 36-ACRE MINIMUM.**

**WHEREAS**, the Mayor and Common Council of the Town of Chino Valley (the “Town Council”) desires to amend the Town of Chino Valley (the “Town”) Official Zoning Map for approximately 390 acres of real property comprising a portion of Yavapai County Assessor Parcel No. 306-01-005J, and located generally east of the intersection of East Perkinsville Road and forest service road 318a, Chino Valley, Arizona, as described in Exhibit 1 and shown on the Zoning Map in Exhibit 2, both attached hereto and incorporated herein by reference, from single family residential, 2-acre minimum (“SR-2”), to agricultural residential, 36-acre minimum (“AR-36”) (the “Zoning Map Amendment”); and

**WHEREAS**, the Town Council has determined that this Zoning Map Amendment conforms with the Make it Chino! 2040 General Plan and any applicable specific area plan, neighborhood plan, or other plan, any overlay zoning district, and the standards and design requirements contained in the Unified Development Ordinance of the Town of Chino Valley (the “UDO”); and

**WHEREAS**, all required public notice was provided, and all required public meetings and hearings were held, in accordance with applicable state and local laws; and

**WHEREAS**, the Town’s Planning and Zoning Commission recommended approval of the Zoning Map Amendment (ZC-2025-03); and

**WHEREAS**, in accordance with Article II, Sections 1 and 2 of the Constitution of Arizona, the Town Council has considered the individual property rights and personal liberties of the residents of the Town before adopting this ordinance; and

**WHEREAS**, in accordance with A.R.S. § 9-462.01, the Town Council has considered a housing impact statement that includes the information required by A.R.S. § 9-462.01(J)(1)-(3).

**NOW, THEREFORE, BE IT ORDAINED** by the Mayor and Common Council of the Town of Chino Valley, Arizona, as follows:

**SECTION 1.** The recitals above are hereby incorporated as if fully set forth herein.

**SECTION 2.** The Zoning Map Amendment is hereby approved, and the Official Zoning

Map is hereby amended for property consisting of approximately 390 acres, as described in Exhibit 1 and shown on the Zoning Map in Exhibit 2, to rezone the property from SR-2 to AR-36, subject to the requirements of the Chino Valley Town Code ("Town Code"), the UDO, and the following stipulations:

1. The property owner shall comply with all conditions, codes, rules, fees, and regulations applicable to this action.
2. The property owner shall satisfy the conditions set forth in Resolution No. 2026-1303 by the deadlines set forth therein.
3. The rezone of the property from SR-2 to AR-36 is contingent on the property owner's satisfaction of the conditions set forth in Resolution No. 2026-1303 by the deadlines set forth therein.

**SECTION 3.** Per A.R.S. § 9-462.01(E), if the property owner does not produce evidence of compliance with the above stipulations, the Town Council may take legislative action to revert the properties' zoning to the prior zoning classification, SR-2.

**SECTION 4** The Town Manager is authorized and directed, upon the effective date of this ordinance, to cause the Official Zoning Map to reflect the Zoning Map Amendment as applicable to the property.

**SECTION 5.** If any provision of this ordinance is for any reason held by any court of competent jurisdiction to be unenforceable, such provision or portion hereof shall be deemed separate, distinct, and independent of all other provisions, and such holding shall not affect the validity of the remaining portions of this ordinance.

**SECTION 6.** The Mayor, the Town Manager, the Town Clerk, and the Town Attorney are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this ordinance.

(SIGNATURES ON FOLLOWING PAGE)

**PASSED AND ADOPTED** by the Mayor and Common Council of the Town of Chino Valley, Arizona, this 24th day of February 2026.

\_\_\_\_\_  
Tom Armstrong, Mayor

ATTEST:

\_\_\_\_\_  
Erin N. Deskins, Town Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Andrew J. McGuire, Town Attorney  
Gust Rosenfeld P.L.C.

I hereby certify that the above foregoing Ordinance No. 2026-965 was duly passed by the Council of the Town of Chino Valley, Arizona, at a meeting held on February 24, 2026, and that quorum was present, and that the vote thereon was \_\_\_ ayes, \_\_\_ nays, and \_\_\_ abstentions. \_\_\_ Council members were absent or excused.

\_\_\_\_\_  
Erin N. Deskins, Town Clerk

EXHIBIT 1  
TO  
ORDINANCE 2026-965

[Property Description]

THAT PORTION OF THE SECTION 13 & 14, TOWNSHIP 16 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, YAVAPAI COUNTY, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 3.5-INCH GENERAL LAND OFFICE BRASS CAP STAMPED "1914" (1.0' UP) MARKING THE SOUTHEAST CORNER OF SAID SECTION 13, FROM WHICH A 3.5-INCH GENERAL LAND OFFICE BRASS CAP STAMPED "1914" (1.0' UP) MARKING THE NORTHEAST CORNER OF SAID SECTION 13 BEARS NORTH 00 DEGREES 03 MINUTES 06 SECONDS WEST 5316.52 FEET, SAID DESCRIBED LINE BEING THE BASIS OF BEARINGS FOR THIS DESCRIPTION;

THENCE SOUTH 89 DEGREES 48 MINUTES 56 SECONDS WEST 5295.69 FEET ALONG THE SOUTH LINE OF SAID SECTION 13 TO A HALF-INCH REBAR WITH A YELLOW PLASTIC CAP STAMPED "LS 19353" MARKING THE SOUTH COMMON CORNER OF SAID SECTIONS 13 & 14;

THENCE NORTH 89 DEGREES 21 MINUTES 31 SECONDS WEST 2316.59 FEET ALONG THE SOUTH LINE OF SAID SECTION 14 TO THE POINT OF BEGINNING;

THENCE CONTINUING NORTH 89 DEGREES 21 MINUTES 31 SECONDS WEST 2623.84 FEET ALONG SAID SOUTH LINE TO THE EAST LINE OF THAT 66.00-FOOT RIGHT-OF-WAY FOR NARROW GAUGE ROAD, AS MEASURED FROM THE CENTERLINE OF THE EXISTING DIRT ROAD;

THENCE ALONG SAID EASTERLY RIGHT-OF-WAY FOR NARROW GAUGE ROAD THE FOLLOWING FIVE COURSES AND DISTANCES;

THENCE NORTH 08 DEGREES 16 MINUTES 38 SECONDS WEST 60.33 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 2129.71 FEET, WITH A CHORD BEARING AND DISTANCE OF NORTH 06 DEGREES 38 MINUTES 58 SECONDS WEST 109.50 FEET;

THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02 DEGREES 56 MINUTES 47 SECONDS, AN ARC LENGTH OF 109.52 FEET;

THENCE NORTH 03 DEGREES 27 MINUTES 09 SECONDS WEST 508.03 FEET;

THENCE NORTH 06 DEGREES 17 MINUTES 40 SECONDS WEST 645.77 FEET;

THENCE NORTH 16 DEGREES 47 MINUTES 40 SECONDS WEST 100.64 FEET TO THE SOUTHERLY LINE OF THAT 66.00-FOOT RIGHT-OF-WAY FOR PERKINSVILLE ROAD, AS MEASURED FROM THE CENTERLINE OF THE EXISTING DIRT ROAD AND THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 1781.93 FEET, WITH A CHORD BEARING AND DISTANCE OF NORTH 66 DEGREES 20 MINUTES 41 SECONDS EAST 428.70 FEET;

THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY FOR PERKINSVILLE ROAD THE FOLLOWING SEVEN COURSES AND DISTANCES

THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13 DEGREES 49 MINUTES 05 SECONDS, AN ARC LENGTH OF 429.74 FEET;

THENCE NORTH 61 DEGREES 37 MINUTES 11 SECONDS EAST 1473.80 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 1522.44 FEET, WITH A CHORD BEARING AND DISTANCE OF NORTH 54 DEGREES 27 MINUTES 49 SECONDS EAST 473.42 FEET;

THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17 DEGREES 53 MINUTES 22 SECONDS, AN ARC LENGTH OF 475.35 FEET;

THENCE NORTH 47 DEGREES 18 MINUTES 51 SECONDS EAST 1794.32 FEET;

THENCE NORTH 47 DEGREES 57 MINUTES 26 SECONDS EAST 1087.17 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 2119.37 FEET, WITH A CHORD BEARING AND DISTANCE OF NORTH 39 DEGREES 47 MINUTES 56 SECONDS EAST 590.47 FEET;

THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16 DEGREES 00 MINUTES 54 SECONDS, AN ARC LENGTH OF 592.40 FEET;

THENCE NORTH 29 DEGREES 58 MINUTES 54 SECONDS EAST 337.38 FEET TO THE NORTH LINE OF SAID SECTION 14;

THENCE SOUTH 89 DEGREES 49 MINUTES 08 SECONDS EAST 339.68 FEET ALONG THE NORTH LINE OF SAID SECTION 14 TO THE NORTH COMMON CORNER OF SAID SECTIONS 14 & 13;

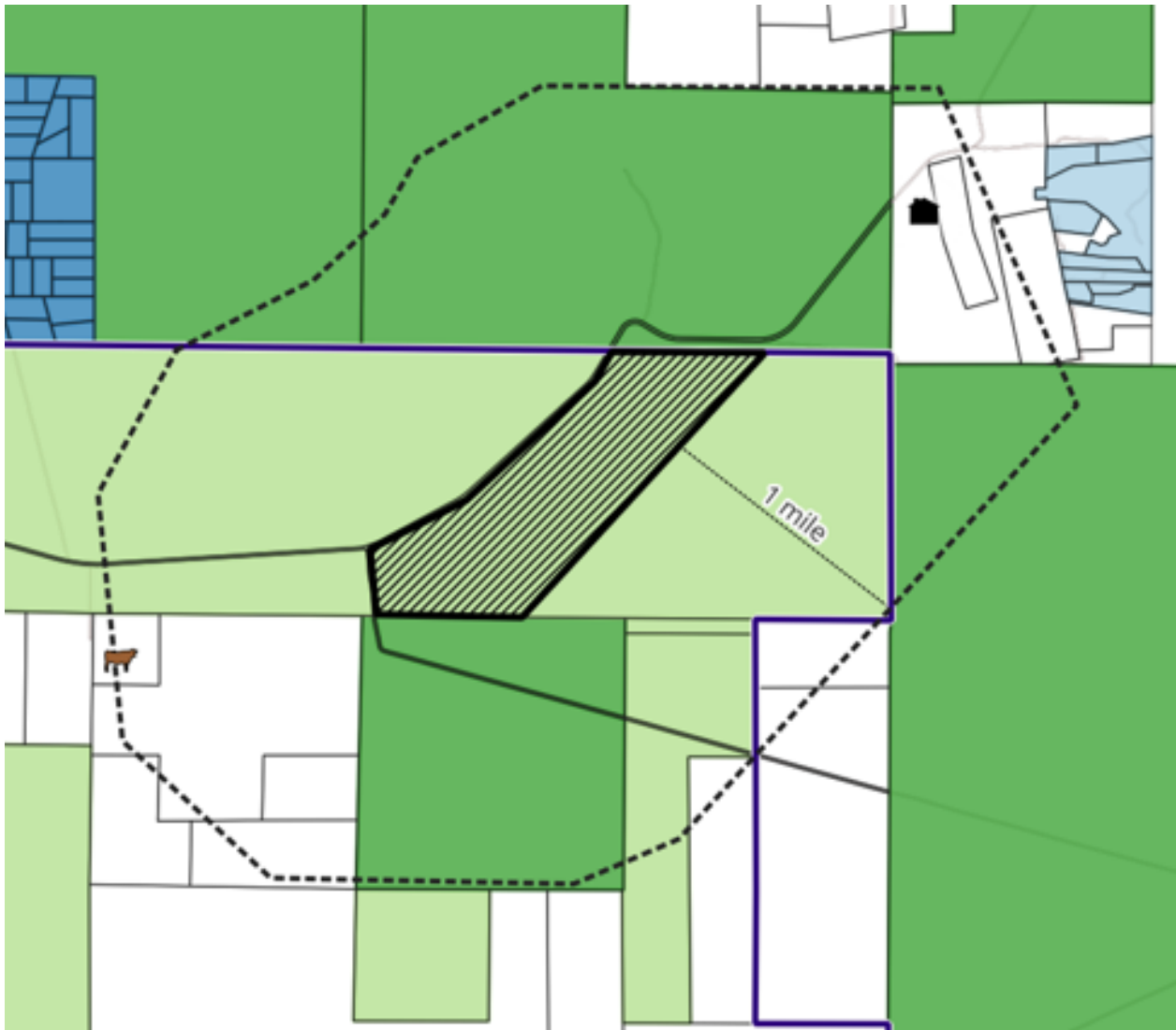
THENCE NORTH 89 DEGREES 42 MINUTES 13 SECONDS EAST 2720.65 FEET ALONG THE NORTH LINE OF SAID section 13;

THENCE SOUTH 43 DEGREES 32 MINUTES 47 SECONDS WEST 7304.35 FEET TO THE POINT OF BEGINNING.

COMPRISING 17,018,935 SQ. FEET OR 390.70 ACRES MORE OR LESS.

EXHIBIT 2  
TO  
ORDINANCE 2026-965

[Zoning Map]





## TOWN COUNCIL AGENDA ITEM STAFF REPORT

**AGENDA ITEM #** 6c  
**MEETING DATE:** 2/24/2026  
**CONTACT PERSON:** Will Dingee, Assistant Development Services Director  
**ITEM TYPE:** Action Item

### **AGENDA ITEM TITLE:**

Consideration and possible action on Resolution No. 2026-1303 for Conditional Use Permit 2025-05, establishing a footprint of all phases for a privately owned and operated airfield and associated uses of approximately 390 acres located generally east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley, Arizona, 86323.

### **SUMMARY:**

The Town Council is being asked to consider **Zone Change ZC-2025-03** and **Conditional Use Permit CUP-2025-05** for approximately 390 acres generally located east of East Perkinsville Road and Forest Service Road 318A. The request includes rezoning from SR-2 to AR-36 and approval of a Conditional Use Permit to allow a privately owned and operated airfield and associated uses, subject to Conditions of Approval.

Comprehensive project details, analysis, operational parameters, conditions, and supporting exhibits are contained within the Planning and Zoning Commission staff reports, supplemental memo, and official meeting minutes included in the agenda packet, see attached.

### **PREVIOUS ACTION:**

On January 6, 2026, the Planning and Zoning Commission held a public hearing on ZC-2025-03 and CUP-2025-05. Town staff presented the Rezoning and Conditional Use Permit requests, General Plan analysis, and draft Conditions of Approval. The applicant provided an overview of the proposal, and public comment was received. Following discussion, the Commission voted to continue the item to allow for additional information and clarification prior to making a formal recommendation.

On January 20, 2026, a Joint Study Session of the Town Council and Planning and Zoning Commission was held. Town staff provided background regarding the AR-36 zoning district and relevant General Plan provisions. The applicant then presented additional information related to the proposed airfield and anticipated operations.

On February 3, 2026, the Planning and Zoning Commission reconvened to review supplemental materials, revised Conditions of Approval, and additional information addressing topics raised during the prior meetings. Following further discussion and public comment, the Commission voted to forward a recommendation of approval for both the Zone Change and Conditional Use Permit to the Town Council.

### **STAFF RECOMMENDATION:**

Approve Resolution No. 2026-1303 for Conditional Use Permit 2025-05, establishing a footprint of all phases for a privately owned and operated airfield and associated uses of approximately 390 acres located

generally east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley, Arizona, 86323.

**FISCAL IMPACT?**

The proposed Conditional Use Permit does not, in itself, generate revenue. It does create the potential for future taxable activity depending on how the property is ultimately developed. The fiscal impacts of any potential development will be evaluated through the phased development agreements the Conditional Use Permit requires.

**ATTACHMENTS:**

1.	Attachment 1 - RES 2026-1301 - CUP-2025-05 - Perkins Airfield
2.	Attachment 2 - P&Z Meeting Minutes Perkins Airfield Feb 3, 2026
3.	Attachment 3 - JOINT STUDY SESSION Minutes January 20
4.	Attachment 4 - P&Z Staff Report Feb 3 26
5.	Attachment 5 - Electronic Correspondence received by Development Services distributed to P&Z

**RESOLUTION NO. 2026-1303**

**A RESOLUTION OF THE MAYOR AND COMMON COUNCIL OF THE TOWN OF CHINO VALLEY, ARIZONA, APPROVING CONDITIONAL USE PERMIT 2025-05 FOR A PRIVATELY OWNED AND OPERATED AIRFIELD AND ASSOCIATED USES ON APPROXIMATELY 390 ACRES OF PROPERTY ZONED AGRICULTURAL RESIDENTIAL, 36-ACRE MINIMUM, LOCATED GENERALLY EAST OF THE INTERSECTION OF EAST PERKINSVILLE ROAD AND FOREST SERVICE ROAD 318A, CHINO VALLEY, ARIZONA.**

**WHEREAS**, the Mayor and Common Council of the Town of Chino Valley (the “Town Council”) is responsible for reviewing and approving conditional use permits for land use and development within the Town; and

**WHEREAS**, the applicant, on behalf of Perkins Ranch LLC, applied for a conditional use permit to allow for a privately owned and operated airfield and associated uses on approximately 390 acres of real property zoned agricultural residential, 36-acre minimum, comprising a portion of Yavapai County Assessor Parcel No. 306-01-005J, as described in Exhibit 1 attached hereto and incorporated herein by reference, and located generally east of the intersection of East Perkinsville Road and forest service road 318a, Chino Valley, Arizona (“CUP-2025-05”); and

**WHEREAS**, the proposed airfield and associated uses are subject to the conditional use permitting process set forth in Section 1.9.3 of the Unified Development Ordinance of the Town of Chino Valley (the “UDO”); and

**WHEREAS**, the Chino Valley Planning and Zoning Commission (the “Commission”) has conducted a public hearing to consider the applicant’s request, including reviewing the site plan, proposed operational procedures, and findings of fact, and recommended approval of the conditional use permit subject to certain conditions; and

**WHEREAS**, the Town Council has reviewed the Commission’s recommendation.

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Common Council of the Town of Chino Valley, Arizona, as follows:

**SECTION 1.** The recitals above are hereby incorporated as if fully set forth herein.

**SECTION 2.** CUP-2025-05, as described in the submitted application, is hereby approved, subject to the following conditions:

1. The Applicant shall comply with all conditions listed below, as well as all applicable State, County, and Town codes, rules, fees, and regulations applicable to this action.
2. The Applicant shall sign a Waiver of Claims form, which the Town will provide and record with the Yavapai County Recorder’s Office, prior to the public hearing and final decision of this item by the Town Council.
3. CUP-2025-05 shall automatically terminate if the AR-36 zoning on the property is reverted to the prior zoning classification, SR-2, in accordance with Ordinance No. 2026-965.

4. Definitions for CUP-2025-05:
  - a. Aircraft Operation or Operation: A single arrival or departure of an aircraft associated with the use of the airfield. For purposes of operational limits, a touch-and-go counts as two operations.
  - b. Airfield: The private aviation facility approved under CUP-2025-05. The airfield is not open to the general public and may only be used by authorized aircraft and the approved flight training school.
  - c. Aviation Related Use: Subject to approval of a separate development agreement for each phase, allowed uses may include fire suppression facilities, classrooms, airplane hangars, airplane fueling facilities, airplane tie downs, a Fixed Base Operation, FAA-required safety and communication structures and lighting, aerospace and avionics research or manufacturing, research, and development, original equipment manufacturing, education, aeronautical engineering, and/or assembly, and related aviation support services, or similar uses.
  - d. Development Agreement: A legally binding agreement approved by the Town Council that authorizes construction and operation of a specific phase of the project and establishes enforceable operational limits, mitigation measures, and infrastructure requirements.
  - e. Touch-and-Go: A maneuver in which an aircraft lands on the runway and immediately takes off without coming to a full stop. A touch-and-go counts as two operations.
  - f. Vertical Construction: Construction of buildings, including hangars, classrooms, offices, or commercial aviation facilities.
5. The CUP consists of 4 phases of site improvements:
  - a. Phase 1 – 5000’ airstrip (not to exceed 6,000’), taxiway, and apron with tiedowns.
  - b. Phase 2 – Fire station, classroom/hanger.
  - c. Phase 3 – Aviation-related industrial/assembly/warehouse space.
  - d. Phase 4 – Aviation-related commercial/office space (including a possible Fixed Base Operation).
6. The airfield shall remain private for the life of the airfield and shall not operate as a public commercial airport.
7. There shall only be one flight training school allowed on this site.
8. Each phase of development shall comply with Dark Sky standards for all non-FAA required lighting.

9. Construction of the project shall generally conform to the site plan provided with the application for CUP-2025-05. The site plan is attached hereto as Exhibit 2 and incorporated herein by reference.
10. Signage for each phase requires Town review, approval, and construction permits.
11. Construction of a fire station shall be required before vertical construction of improvements on the property.
12. Future fire protection facilities or services associated with later phases shall be evaluated separately, and any costs shall be allocated fairly and proportionally among benefiting properties and users.
13. The airspace shall remain consistent with the airspace map provided with the application for CUP-2025-05. The airspace map is attached hereto as Exhibit 3 and incorporated herein by reference.
14. Construction for Phase 1 shall commence within two years of the approval of the required development agreement. Construction for Phases 2, 3, and 4 shall commence within 10 years of completion of the airstrip. If either of these deadlines is not met, the CUP will return to the Commission for review and recommendation to, and possible revocation by, the Town Council.
15. Each draft development agreement shall be shared with the Commission at a special study session. Detailed minutes containing questions, suggestions, comments, and discussions shall be provided to the Town Council for consideration in their deliberation of the final development agreement.
16. As a condition of approval of this CUP-2025-05, the property owner shall enter into a legally binding development agreement, in a form approved by the Town Council, in its absolute legislative discretion (with review and comments for consideration from the Commission), for each phase of development of the site. All obligations, limitations, and mitigation measures shall be memorialized in the development agreements. At a minimum, the Phase 1 development agreement shall be approved, if at all, not later than December 1, 2026, and shall address at least the following:
  - a. Standard operating hours (5:30 am to 11:30 pm).
  - b. The average number of touch-and-goes shall not exceed 40 per hour.
  - c. The average number of touch-and-goes will be 110 per day.
  - d. The total number of touch-and-goes shall not exceed 40,150 per year.
  - e. For conditions 15(b), (c), and (d), compliance shall be determined using a rolling three-year average.

f. Operations shall generally adhere to the following distribution:

Time Period	% of Operations Representing Daily Total
5:30 am to 6:00 am	<b><u>Minimal operations</u></b> representing 0-5% of daily total
6:00 am to Noon	<b><u>Peak operations</u></b> weekdays representing 65-75% of daily total (45-55% on weekends)
Noon to 8:00 pm	<b><u>Moderate operations</u></b> representing 20-30% of daily total
8:00 pm to 11:30 pm	<b><u>Minimal operations</u></b> representing 0-5% of daily total
Notes: <ul style="list-style-type: none"> <li>• Weekend operations typically represent 60-70% of weekday volume due to reduced training schedules.</li> <li>• Approximately 15% of the days (1 in 7) will not have airplanes in the pattern due to weather (winds and/or cloud cover).</li> </ul>	

- g. Winter hours shall have operations conclude before 10:00 pm.
- h. ERAU Training Operations shall be limited to the following aircraft: Cessna Skyhawk 172 and Diamond DA42NG or similar aircraft with an equivalent or smaller noise footprint.
- i. At no time shall more than four aircraft be simultaneously engaged in touch-and-go operations.
- j. The owner shall coordinate with the Arizona State Land Department on any airspace, height, lighting, or operational impacts affecting State Trust Land and obtain required easements. Any required avigation easements or restrictions affecting State Trust Land shall be obtained prior to operations or expansion.
- k. The owner shall coordinate with the Chino Valley Police Department for on-site security plans prior to construction and throughout operations. Site security plans shall be maintained and updated as appropriate.
- l. Training flights shall be conducted primarily over undeveloped or sparsely developed areas to the maximum extent practicable.
- m. Training routes shall be designed to avoid repetitive overflight of residential neighborhoods.
- n. Standard traffic patterns shall be utilized and oriented over undeveloped land whenever feasible.
- o. Deviations from established flight patterns shall be limited and conducted to minimize impacts to developed areas.
- p. Aircraft shall maintain sufficient altitude over developed areas to minimize noise impacts, except as required for safety, takeoff, or landing.
- q. Repetitive low altitude training maneuvers over developed areas are prohibited.

- r. No Phase 2, 3, or 4 buildings, facilities, infrastructure, or operations shall be granted construction permits, constructed or occur without a separate Council-approved development agreement for each phase.
- s. The property shall not be used beyond Phase 1 airfield improvements unless approved by the Town Council pursuant to a development agreement addressing such additional uses.
- t. Lighting shall be shielded and limited in color temperature and intensity as required by the Town Code.
- u. Aviation lighting required by the FAA shall be limited to the minimum necessary for safe operations.
- v. The owner shall coordinate with the Arizona Game and Fish Department prior to construction.
- w. Coordination with the Arizona Game and Fish Department shall address wildlife movement, lighting impacts, and vegetation clearing schedules.
- x. All construction shall follow recommended best management practices.
- y. Phase 1 shall include on-site fire safety equipment consistent with the Town's currently adopted fire codes.
- z. Later phases involving buildings, staffing, or expanded operations shall include private security or mitigation measures.
- aa. The owner shall obtain all Town, county, state, and federal permits required for construction and operation.
- bb. In addition to authorized Embry-Riddle flight training operations, Phase 1 shall allow no more than 50 non-ERAU flights to the airfield per calendar year.
- cc. The owner shall designate a representative to serve as the primary point of contact for the Town regarding airfield operations.
- dd. The owner shall provide operational monitoring and reporting, including monthly flight activity reports to the Town during the first year of operations and quarterly reports thereafter for the duration of flight training operations. The owner or designee shall present quarterly reports to the Town Council.
- ee. A formal complaint-tracking and response protocol shall be established, including documentation of complaints received and the response actions taken. A summary of complaints and responses shall be included in the quarterly presentations to the Town Council.
- ff. Each development agreement shall include mechanisms that allow the Town to require operational adjustments.
- gg. The owner shall provide a Traffic Impact Statement (TIS) for Phase 1.

17. Development agreements for subsequent phases require a full Traffic Impact Analysis (TIA) and must address potential impacts, improvements, potential right-of-way dedication, and roadway maintenance.

**SECTION 3.** If any section, subsection, sentence, clause, phrase, or portion of this resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

**SECTION 4.** The Mayor, the Town Manager, the Town Clerk, and the Town Attorney are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this ordinance.

**PASSED AND ADOPTED** by the Mayor and Common Council of the Town of Chino Valley, Arizona, this 24th day of February 2026.

\_\_\_\_\_  
Tom Armstrong, Mayor

ATTEST:

\_\_\_\_\_  
Erin N. Deskins, Town Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Andrew J. McGuire, Town Attorney  
Gust Rosenfeld PLC

I hereby certify that the above foregoing Resolution No. 2026-1303 was duly passed by the Council of the Town of Chino Valley, Arizona, at a meeting held on February 24, 2026, and that quorum was present thereat and that the vote thereon \_\_\_ ayes, \_\_\_ nays, and \_\_\_ abstentions. \_\_\_ Council members were absent or excused.

\_\_\_\_\_  
Erin N. Deskins, Town Clerk

**Exhibit 1 – Legal Description**

THAT PORTION OF THE SECTION 13 & 14, TOWNSHIP 16 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, YAVAPAI COUNTY, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 3.5-INCH GENERAL LAND OFFICE BRASS CAP STAMPED "1914" (1.0' UP) MARKING THE SOUTHEAST CORNER OF SAID SECTION 13, FROM WHICH A 3.5-INCH GENERAL LAND OFFICE BRASS CAP STAMPED "1914" (1.0' UP) MARKING THE NORTHEAST CORNER OF SAID SECTION 13 BEARS NORTH 00 DEGREES 03 MINUTES 06 SECONDS WEST 5316.52 FEET, SAID DESCRIBED LINE BEING THE BASIS OF BEARINGS FOR THIS DESCRIPTION;

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THENCE CONTINUING NORTH 89 DEGREES 21 MINUTES 31 SECONDS WEST 2623.84 FEET ALONG SAID SOUTH LINE TO THE EAST LINE OF THAT 66.00-FOOT RIGHT-OF-WAY FOR NARROW GAUGE ROAD, AS MEASURED FROM THE CENTERLINE OF THE EXISTING DIRT ROAD;

THENCE ALONG SAID EASTERLY RIGHT-OF-WAY FOR NARROW GAUGE ROAD THE FOLLOWING FIVE COURSES AND DISTANCES;

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THENCE NORTH 29 DEGREES 58 MINUTES 54 SECONDS EAST 337.38 FEET TO THE NORTH LINE OF SAID SECTION 14;

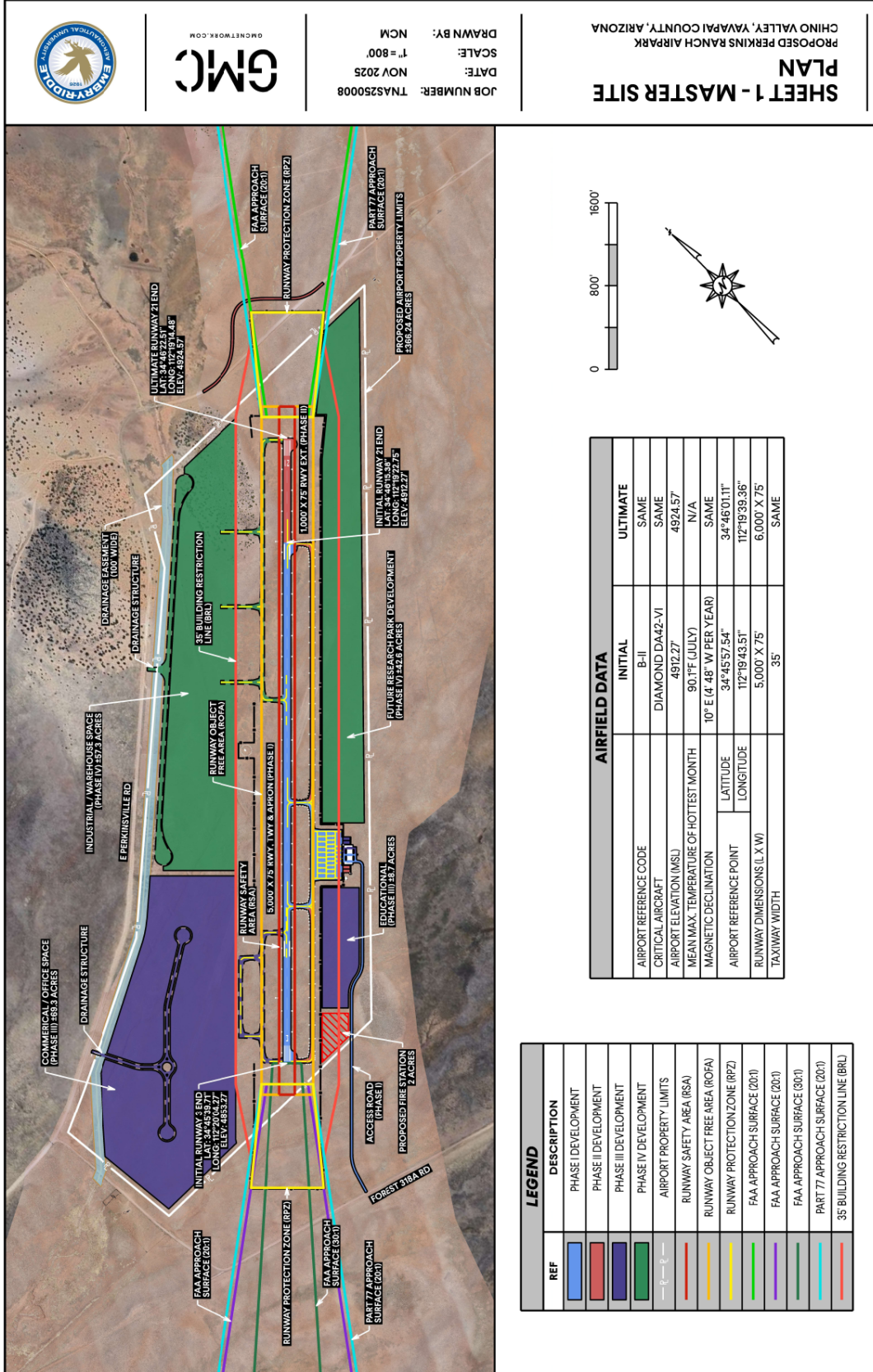
THENCE SOUTH 89 DEGREES 49 MINUTES 08 SECONDS EAST 339.68 FEET ALONG THE NORTH LINE OF SAID SECTION 14 TO THE NORTH COMMON CORNER OF SAID SECTIONS 14 & 13;

THENCE NORTH 89 DEGREES 42 MINUTES 13 SECONDS EAST 2720.65 FEET ALONG THE NORTH LINE OF SAID section 13;

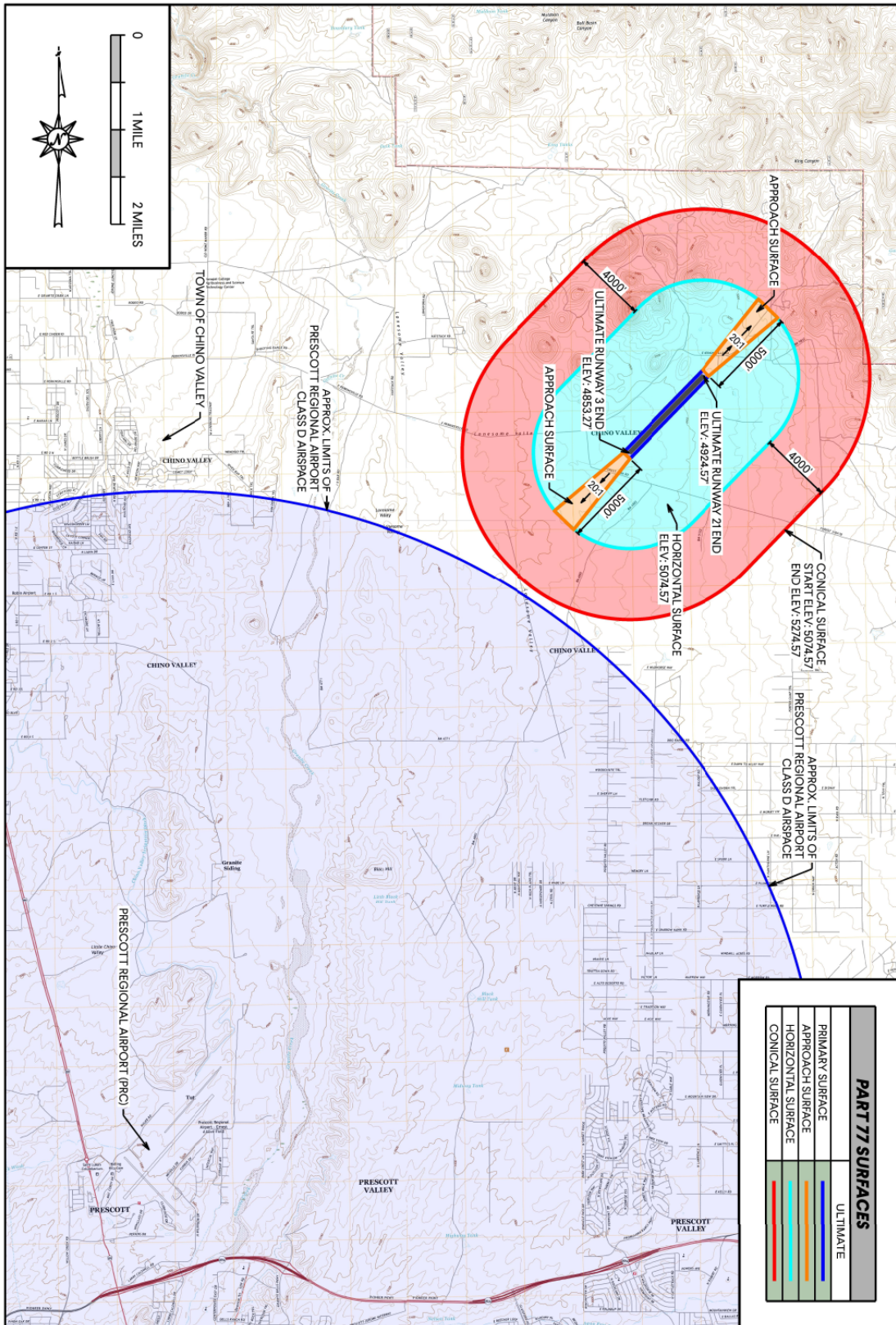
THENCE SOUTH 43 DEGREES 32 MINUTES 47 SECONDS WEST 7304.35 FEET TO THE POINT OF BEGINNING.

COMPRISING 17,018,935 SQ. FEET OR 390.70 ACRES MORE OR LESS.

# Exhibit 2 – Site Plan



### Exhibit 3 – Airspace Map



**ACTION ITEM #D1** - Continued from January 6, 2026 meeting – for deliberation and decision - **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.

**Pasciak** stated that he had spoken with staff.

**Ditta** stated that he had spoken to neighbors, friends, and Councilman Holt.

**Merritt** stated that he had spoken to staff and Tom Perkins concerning education on flight, the definition of the flight operations, and various other terminologies.

**Will Dingee**, Assistant Director, shared that the Planning and Zoning Commission held the first public meeting on this project on January 6, 2026, with public comments, and that meeting was continued to today's meeting. Subsequently, on January 20, 2026, a joint Town Council and Planning and Zoning Commission Study Session was held. If the Commission forwards recommendation to Town Council, it would go to a public hearing on February 23, 2026, at Grace Church in Chino Valley, following with Council deliberation and discussion only on February 24, 2024, at Town Hall. **Dingee** stated that since the January 6, 2026, meeting, subsequent Study Session dialogue, and public input, staff had clarifications and refinements to the Staff Report. Staff transitioned to the terminology of "Touch and Go's", instead of operations, to make it easier for everyone to understand. Touch and Go's were defined as a single landing and takeoff, and staff recommended limits, with 40 per hour, 110 per day, and 40,150 annually. He showed a slide with clarification on the airspace flight pattern. He read the 2040 General Plan Vision Statement, and stated there were a lot of opinions on it. Staff felt that with the zoning, phasing, and conditions in place, the proposed project preserved open land, limited subdivision development, managed growth, and protected the community's character. The project allowed the applicant to keep thousands of acres in long-term family ownership, in ranch and open land use. Development would be limited to the airfield and associated uses, while the majority of the property remained open and undeveloped. In staff's opinion, this directly supports the General Plan's vision for the Town of Chino Valley. **Dingee** showed slides comparing airports and airfields in Yavapai County, including Cottonwood, Bagdad, and Seligman. With 2-mile buffer distance from runway, Seligman had 404 buildings larger than 800 square feet, Bagdad had 706, and Cottonwood had 8089. The proposed airstrip had zero developed parcels at a 1-mile buffer from runway, with no buildings. At a 2-mile buffer from the proposed airstrip, there are 15 developed parcels, with 32 total buildings larger than 800 square feet. Within those developed parcels is the Sale Barn, (which is the only developed parcel within Town limits), the Garchin Buddhist Institute, two homesites in Haystack Ranch, and eight total homesites Northeast of the proposed airfield in Yavapai County. He went on to explain some refinements to the Conditional Use Permit (CUP): Condition #3, Phase 1, to include the airstrip length not to exceed 6,000 feet, with taxiway, and apron with tiedowns; Condition #12 to include construction for Phases 2, 3 or 4 shall commence within ten years of completion of Phase 1. In the Development Agreement, the recommendations included the following changes: g. Operations shall **generally** adhere to the following distribution; delete cc. (covered in hh.). Staff recommended the Commission hold discussion with staff and the applicant team, hold Commission deliberation, and put forth a Motion on the Rezone and a Motion on the Conditional Use Permit.

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

**Ditta** stated the amounts on the touch and goes changed to 40 per hour and asked if this was still an average, and can the word average be removed.

**Dingee** replied it was still a cumulative average, and Embry-Riddle could answer the question on whether the word could be removed.

**Merritt** stated that as part of the discussions in the January 3, 2026, meeting and subsequent Study Session, that Perkins Ranch would, upon approval of the Zone Change (ZC) and Conditional Use Permit

(CUP), open negotiations with the Town that the water rights that were granted to the Perkins Ranch when the Town annexed them in, that those would be removed.

**Dingee** replied that if the Commission would like, staff could attach a condition to the CUP, which would need to be discussed beforehand with Mr. Perkins.

**Merritt** felt that for the proposed fire station, more than the building and equipment should be included, and that the cost of personnel that manned the fire station should not be borne by the airport alone but would provide coverage for everybody in the surrounding area as well. He wanted to make sure that the Planning and Zoning Commission would have the ability to review and comment on all Development Agreements before the Town Council, just to have an extra set of eyes on it. **Merritt** stated that when the businesses were developed on the site in future Phases, the owners of those businesses that have expressed an interest so far would travel to the site to view it by either plane or rotary wing aircraft, and there should be a provision for one flight per week, per year, to accommodate potential business owners. He asked to add a condition in the CUP, that for the first year, a monthly audit of flights would be provided to the Town staff with a contact person keeping track of complaints, and a Flight Operations Officer to make contact with the Town once a month, to check on any issues that may arise. After the first year, the frequency could be quarterly for the lifetime that Embry Riddle uses the airstrip.

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

**Thomas Duncan Perkins**, applicant, introduced himself and thanked the Commission for the opportunity to speak. He stated that he was the President of Perkins Ranch Incorporated and would be happy to answer any questions from the Commission.

**Stotz** stated that in trying to follow the maps provided, he understood there had been a slight tweak to the airstrip to mitigate the noise and asked if the current map reflected that.

**Perkins** replied, yes it did reflect that. He introduced the architect of the airfield, **Mark Paslick**, with Goodwyn Mills Cawood, and stated that he had moved the direction of landing of the airfield to help with noise mitigation.

**Paslick** stated that when they started the process, they had originally identified several different alignments. They talked with the tower at Prescott Regional Airport and came up with the current alignment which allows them to avoid noise and would be a better alignment for wind.

**Perkins** pointed out on the map the large blue circle which represented Prescott Regional Airport's Class D airspace, which was strictly controlled by the Prescott tower when it is open. All the space outside of the Class D airspace was called Class G airspace, which was uncontrolled, although Prescott has control of that airspace when entering and exiting their Class D airspace. Neither Embry-Riddle, the Town of Chino Valley, nor the State own that airspace, it is managed by the Federal Aviation Administration (FAA). Prescott Regional will use the Class G airspace to move aircraft for safety in and out of their patterns. Planes would enter the proposed airstrip mostly from the Southwest due to wind conditions. This proposed circuit is called the right circuit, and no more than four aircraft can be in that circuit at any time. For people to state that there would be twenty aircraft out there, that would be incorrect. Where the 40 touch-and-goes per hour maximum comes from, was each aircraft can do approximately one touch and go every six minutes, so in an hour one aircraft can do ten. So, with a maximum of four aircraft in the circuit, that equals a total 40 per hour average. It could be lower or higher based on spacing, but 40 is the average. If Prescott tower allows, after the training hour, the aircraft would be directly lined up to land into Prescott's runway 21, the dark blue corridor shown on the map. He reiterated that this flight path would mitigate noise and complaints from people who live in Yavapai County Unincorporated.

**Merritt** asked for clarification of the dark blue corridor on the map and stated it was also wanted to confirm it was used by commercial jets on a daily basis.

**Perkins** replied yes, it was called the "extended final" for landing at the Prescott Airport and was used daily.

**Merritt** asked for clarification of the light blue corridor shown on the map, heading north along Granite Creek. He reiterated that the proposed airstrip would be on vacant land, away from occupied ground space.

**Perkins** explained it was the proposed exit corridor out of Prescott Class D airspace, heading North, which would keep the aircraft from flying directly over Highway 89. He confirmed it was vacant land. **Perkins** continued to explain that aviators have to think three-dimensionally so there was also height limits, and when flying near populated areas needed to be at least 1,000 feet above ground level (AGL) or higher, up to 2,000 AGL, to mitigate noise per the Federal Aviation Regulations (FAR). He dispelled the notion (heard from public feedback) that aircraft could be booming around at 500 feet.

**Merritt** asked Mr. Perkins if he would, as the President of Perkins Ranch, agree to turn the water rights back to the Town that were given to his family when they were annexed into the Town.

**Perkins** responded that he would agree to a partnership with the Town to negotiate what was needed. He wanted to see the Town get back to being a water provider to protect the aquifer. He would not want to give up all the Perkins Ranch water rights.

**Merritt** clarified he did not intend for Perkins Ranch to give up their water rights as a rancher; it was the water rights that the Town gave the Perkins family when they were annexed into the Town.

**Perkins** replied that those water rights were tied to their land, they were given to the family in the Pre-Annexation Agreement, but the family could not use them unless Chino Valley was a water provider. Therefore, it would not do the Perkins family nor the Town any good for the family to continue to hold them. The proposed project and everything the family was doing, was to build a partnership with the Town of Chino Valley, to change the paradigm of Chino Valley for a bright future. Chino Valley does not have any industry, does not control their water, everyone takes their water. He felt that by working together, some of those things could be fixed, separate and apart, none of those could be fixed.

**Merritt** agreed that it was outside entities that have wells inside of Town limits that take out water, basically in the direction of south of Town.

**Perkins** replied that those big wells pump water out of the aquifer, and his ranch used to drill their wells at less than 100 feet, and now to hit water they must drill to 300 feet. He felt it was not right that the outside entities continue to take the Town's water and would like to work with the Town to make sure that does not happen anymore.

**Merritt** replied that that was a good goal.

**Morabito** stated he had a neighbor that flew remote-control planes, they flew probably two or three miles away from the proposed airstrip, and they were convinced that they would be shut down.

**Perkins** replied absolutely not, that the RC Flyers were not anywhere close to the planes. The proposed airstrip was not even close to where the model airplanes flew.

**Merritt** asked about the nearby shooting range near the police station, and if it would be impacted by the proposed airstrip.

**Perkins** responded that the shooting range would not be impacted at all by the proposed airstrip, no danger whatsoever at the altitudes that the airplanes fly, and the turning pattern was well away from where they were shooting.

**Ditta** asked if the dark blue area shown on the map was the existing corridor.

**Perkins** replied that Prescott Airport had two runways, and the dark blue on the map represented the corridor for final decent to land on the runway. It was also used by commercial aircraft which would be separated by speed, and with wind conditions could be in the opposite direction.

**Ditta** asked if the proposed airstrip would add to the congestion of that corridor.

**Perkins** replied he did not feel it would, that the aircraft currently come out of Prescott and when they're finished with their training at the proposed airfield, then they would have to be spaced to come back into Prescott to land. He did not feel that adding would be the right word, just rerouting to another location until they were ready to return home.

**Ditta** asked if Mr. Perkins would mind getting rid of the word average in relation to the 40 touch and goes per hour, he would like the word taken out.

**Perkins** responded that he supported the word average, that he went over the numbers with Chair Merritt and staff and offered to go back over the numbers again.

**Merritt** stated that it would help and asked Mr. Perkins to go over the numbers again.

**Perkins** first explained the terms. A "flight" was an aircraft leaving from its originating airport, in this case Prescott Airport, performing its training, returning back to that airfield, shutdown and post-flight debrief. An "operation" was a particular maneuver during a flight; landings and takeoffs were maneuvers. A "touch and go" was two maneuvers. The proposed airfield was designed for 90,000 operations (maneuvers) per year, but they were asking for 80,000 maneuvers per year. A touch and go is two maneuvers, which cuts the number in half to 40,000 per year. If you divide that by 365, that equals 109 plus change, rounded up to 110 per day. 110 per day still sounds like quite a bit until you factor in that four planes can fly in the circuit at the same time. With four planes flying in the circuit for one hour, there would be approximately 40 touch and goes, ten from each plane. So, in three hours, it would put the number over the 110 per day limit. When discussing averages for accountability, all the aircraft are equipped with Automatic Dependent Surveillance-Broadcast (ADS-B) that report where each airplane had been, how many hours flown, and if the aircraft violated any rules. All the information is in the database, and when the planes come back to Prescott Airport, that information is downloaded into the mainframe and can be queried. Dr. Witcher would delegate responsibility to his Flight Section to coordinate with staff, monthly per the Chair's request, not only to find out if there's anything that could be tweaked to mitigate noise, but also to provide the numbers for accountability. For the first year that will happen every month, in subsequent years quarterly, but staff could still call in monthly to see if there were any issues, anything that could be fixed that may be wrong. Embry-Riddle is asking for a one-year average of 80,000 operations on a three-year rolling average, so, for example, if in the first year they only were able to perform 70,000 operations, they could make it up in the next year. The average of three years of operations would be a rolling average, meaning it slides to the right on the calendar, and for accountability, would be checked to make sure it followed the CUP for what was allowed. Additionally, in Phases 2, 3, and 4, he would like to bring in potential business owners to visit the site by corporate helicopters or planes, to market the site.

**Ditta** circled back to the point that if they were down for two days because of weather, the next five days they could make them up, so there would be more planes in the air during that time.

**Perkins** replied yes, they would need to make up flights, that would be what paid the bills for the infrastructure that would be built. If they were not allowed to make up that time, then the students wouldn't get the training required. He stated that aircraft were the life blood of any airfield, and if the Town authorized an airfield, then aircraft needed to be able to come to that airfield. If you were to authorize a gas station along Route 89 but limited the number of cars that could go to the gas station, it would fail.

**Merritt** reiterated that if the word average were removed it would not make things successful, and although there may be days where there were more operations, there would also be days when there would be fewer, and if there was bad weather, there would be no aircraft in the air at all. So it would average out over the year to be no more than agreed upon.

**Perkins** stated that was correct.

**Meadors** stated she had heard concerns about lead from the exhaust contaminating the soil. She stated that at the Study Session it was mentioned that in four years unleaded fuel would be used instead.

**Paslick** responded that the FAA had a program called Eagle that is proposed to be implemented by 2030 to get lead out of fuel, and once instituted, Embry-Riddle would abide by FAA's regulations and use that type of fuel. The timeframe may be moved up earlier by the FAA, but the problem was distribution to fuel vendors. He stated that the FAA was looking at many different types of fuel being researched, but it's projected for 2030 to be completed out of lead.

**Merritt** clarified that all airplanes flying now burn leaded fuel, with the exception of aircraft using jet fuel. He stated that at the study session it became apparent that some rotary wing aircraft can be quite quiet, maybe even quieter than the Cessna 172, and would like to see that any other types of aircraft that may use the proposed airstrip would meet the same flight profile and noise profile as the two planes that were proposed in the CUP.

**Perkins** replied that all aircraft except those with turbine engines used leaded fuel. He stated that the nice thing about helicopters was they don't have to do the circuit, so if a helicopter flies in with a businessman, they can maneuver away from any built up areas. So, if a businessman came to meet with Town staff and wanted to present a business proposal for a site on the plat in Phase 3 and 4, they could come in and shut down immediately. He introduced Dennis Banks in the audience, a retired CW5 who flew with him in Afghanistan and would be the airfield Manager if the project gets approved. Corporate aircraft are much quieter than military aircraft.

**Merritt** added that he has seen a corporate helicopter fly right over his house everyday like clockwork from Prescott towards Flagstaff. He stated that there's aircraft flying all over our community on a daily basis, private as well as Embry-Riddle, that are burning leaded aircraft fuel.

**Merritt** thanked Mr. Perkins for all the information. He called for discussion and deliberation by the Commission.

**Morabito** asked if the Commission would vote on the Zone Change and CUP at the same time.

**Merritt** replied they would take two separate votes.

**Meadors** stated that if the Zone Change passed, it would replace the existing SR-2 zoning. If the Zone Change got approved, they could use their land for anything the AR-36 allowed.

**Merritt** stated that the vote on the Zone Change would come first, because the CUP could not happen without the Zone Change.

**Pasciak** clarified that the Zone Change request was for 390 acres, not for entire over 4000 acres, less than 9% of the Perkins' land, of which the balance is zoned SR-2, and would be kept as open vistas from what he understood.

**Ditta** added that people (the public) have threatened that Mr. Perkins could build 180 homes on that land, and he believed that Mr. Perkins said he did not want to do that.

**Merritt** asked staff to confirm that all the Perkins Ranch property was currently zoned SR-2.

**Dingee** replied that it was correct for all the property they owned within the Town limits.

**Merritt** stated that if the Perkins family wanted to sell his land tomorrow, they could build thousands of homes on that land.

**Meadors** clarified that she was stating that if the Zone Change was approved, it would restrict the Perkins family to building only one home on the 36 acres.

**Perkins** replied that he, nor their family, planned on building any houses on their land during his lifetime.

**Motion was made by Pasciak, seconded by Morabito, to approve ZC-2025-03, as presented, subject to the staff report, and information provided during the hearing. A roll-call vote was taken and the motion passed with a 5-2 vote, with Ditta and Zamudio voting nay.**

**Motion was made by Pasciak, seconded by Morabito, to approve CUP-2025-05, as presented,**

**subject to the staff report, and information provided during the hearing, and the conditions of approval in Attachment 1.**

**Merritt** paused before the vote was taken to make a statement. *"I've been on this Commission for a fair amount of time. I've seen all kinds of stuff come before us over the years. Anything of any significant importance always has a group of people that don't want it. It doesn't matter what it is, where it's at, what side of Town it's on. People don't want to have change, which I get that, I'm not a big change person myself. But this is an opportunity for the Town, which has very minimal revenue, most of it collected from Safeway, and the lumberyard, and Chino Rentals in the form of sales tax to support itself. At this point, it's my understanding that the Town is pretty well at the max of their budget. So, if we go to push forward for a cost-of-living increase for the help next year, there may not be money to support that. This Town needs to have an outside source besides what the limited resources are now. And this airfield, if you look at that map right there on the screen, you could not pick a more remote location in the Town limits of the Town of Chino Valley. It's our job as the Planning and Zoning Commission of the Town of Chino Valley to look out for the best interest of the Town and the community. This has an opportunity to do that, and it's not being done by thousands of acres of homes which is how people got to live close to the area that this proposed airport is at. That land was all ranch land and it was sold off because ranchers could not make a viable living and the only asset that they had was their property. So, anybody that's moved out to Coyote Springs or any other part of this Town, including where I live, was a dairy farm or ranch or a farm of some sort. That's all that was here. This has an opportunity to keep thousands of acres of land open so that people can still enjoy their views, of all people, even the people who are complaining that they're so adversely affected. This is a golden opportunity for this Town."*

**Zamudio** added that he felt Chair's statement was a personal perspective, and he did not agree. He believed in part of it, but felt there was more to it than what was said. He felt that the project was not in the best interest of the Town. Money was not everything to him, but for the Town of Chino Valley, he looks at it as a whole. He's lived here for 32 years. He felt the Chair's statement was his personal opinion. **Zamudio** felt that the Chair was putting people down that didn't want the project because they had a different perspective. He stated that it was okay, we can be different, but he felt it was not right to criticize other opinions.

**Merritt** responded that he was not criticizing, he was making a statement and it was his opinion, which Zamudio also did. So, the Commission heard from opposite ends of the spectrum, which he appreciated. He respected what Zamudio said.

**A roll-call vote was taken and the motion passed with a 5-2 vote, with Ditta and Zamudio voting nay.**

**Merritt** asked the Commission to explain their vote, if they chose.

**Meadors** stated no comment.

**Zamudio** stated he voted based on what he already stated. He felt the Perkins family should do what they wanted to with their land, but felt this project encroached on someone else's land. That's where he draws the line. He stated he could not consciously agree to something where he didn't know where the so-called new business was going to come from. People may have interest, but he couldn't hang his hat on interest. He needed to have a commitment, and since there was no commitment from anybody, he could not approve the project.

**Ditta** stated he did not believe that the project went with the Town's Vision Statement. He also believed that the Town was the Town, all these people out there seem to have an opinion, and he felt he should listen to it. Money doesn't talk, people talk, and if they all want to not eat, well, so be it. That is who he represented on this Commission for the betterment of the Town, and those people were the Town. So, he voted no, and stated he did like Embry-Riddle, he thinks they are very good, and respects Tom Perkins. He had to vote with his own heart.

**Stotz** stated he believed that the benefit to the Town would come in the long term and hopefully bring

jobs so that our children wouldn't have to leave the Town to go to work.

**Morabito** stated that he had grandchildren and great-grandchildren that he would love to see come to Chino Valley and hang out with grandpa and have job opportunities that this project could provide. He felt this project would be a great thing for the Town, and a great thing for everyone's kids and grandkids. It would not happen overnight, it's going to happen over a 10-year period, the Town needed to grow, and not just on Highway 89 where there's a lot next to Skilletts for sale. The Commission was responsible for future planning, and this project made perfect sense to him.

**Pasciak** stated he agreed. As Chair Merritt said, at one time this Town was farmland and everyone living here, right now where they were living, used to be farm. He stated this proposed project had four phases and you had to start with the airfield in Phase 1. The potential businesses that may come in at Phase 3 would need to see something on the ground before they would commit a lot of money and effort. He did a google search on "rural", and rural was in the year 1900, when the first Mr. Perkins got here. In 1900 Yavapai County had 13,800 people, and currently the Town of Chino Valley had more than that. He felt rural was a subjective term. He thought that this project was a minimal amount of acreage that would be developed versus what the Perkins family had in total, less than 9% of what they owned. It would be leased, so if it got to the point where the Perkins family didn't like it, they could not renew the lease.

**Morabito** added that people should support the bypass project that would provide a way to get people in and out of the Town without Highway 89 and that would help with growth.

**Merritt** stated that everybody that had been to all of the meetings had experienced a real test of endurance, patience, and civility. And everybody that had participated in all of the meetings had done an exemplary job of acting like grown-ups, American citizens, and just straight up well-behaved people, and he thanked them for maintaining decorum.

**Merritt** paused the meeting for a break at 7:07 p.m.

**MINUTES OF THE JOINT STUDY SESSION OF THE  
TOWN COUNCIL AND PLANNING & ZONING COMMISSION  
OF THE TOWN OF CHINO VALLEY**

**TUESDAY, JANUARY 20, 2026**

**5:30 PM**

**COUNCIL CHAMBERS | 202 N. STATE ROUTE 89 | CHINO VALLEY, ARIZONA 86323**

**1. CALL TO ORDER, ROLL CALL**

Mayor Armstrong called the meeting to order at 5:34 p.m.

Council Present: Mayor Tom Armstrong, Vice-Mayor Eric Granillo, Councilmember John McCafferty, Councilmember Sherri Phillips, Councilmember Robert Schacherer, Councilmember Larry Holt, Councilmember Robert Switzer

Absent:

Commissioners Present: Chair Chuck Merritt, Vice-Chair Gary Pasciak, Commissioner Teena Meadors, Commissioner Richard Zamudio (arrived at 5:35 p.m.), Commissioner Michael Ditta, Commissioner Joseph Morabito

Absent: Commissioner William Welker

Staff Present: Town Manager Terri Denemy, Town Attorney Andrew McGuire - remote, Officer Tod Cupp (Sgt. at Arms), Executive Assistant Mike Coomer, Development Services Director Laurie Lineberry, Assistant Development Services Director Will Dingee, Community Services Director Cyndi Thomas, Economic Development Manager Maggie Holmberg, IT Support Technician Matt Widner, Audio Visual Technician Nicholas Harwick, Deputy Town Clerk Sara Burchill, Town Clerk Erin N. Deskins

Mayor Armstrong stated that anyone disrupting the meeting would be asked to leave. He reminded councilmembers, commissioners, and staff to speak loudly so their voices would be picked up by the microphones.

Councilmember McCafferty expressed thanks to the Commission for the work they do.

**2. DISCUSSION ITEMS**

- a. Discussion regarding ZC-2025-03 and CUP-2025-05 for the Perkins Airfield Project. Discussion will be between Town Council, Town Planning and Zoning Commission, the Applicant Team, and Town Staff.

Laurie Lineberry, Development Services Director, presented the following:

- Staff compiled questions asked by the Council and the Commission in a topic format and would be reviewing them throughout the meeting, including questions regarding the zoning and General Plan.

Will Dingee, Assistant Development Services Director, presented the following:

- Discussed the Agricultural Residential 36-Acre Minimum (AR-36) zoning district and its history within the Town Code. Airports were added as a conditional use, not a permitted

use, by design to require case-by-case review to preserve Council's discretion on such matters.

- Explained conditional uses, how they are approved, and the process for such and specifically discussed airstrip considerations.
- Reviewed the General Plan including Heavy Industrial (HI) zoning, which references airports and helipads, and where that zoning is located within the Town.
- Stated that the staff's role is to evaluate and present proposed projects, but it's the Council's decision on whether to move forward with the project.

Tom Perkins, President of Perkins Ranch, Inc., presented the following:

- Thanked the Council and Commission for the opportunity to address them and work out issues they may have.
- Introduced representatives from Perkins Ranch (Ranch Lawyer Heidi Short, Perkins Ranch, Inc. Vice President Danny Perkins, Perkins Ranch, Inc. Treasurer Debbie Perkins), Embry-Riddle Aeronautical University (ERAU) (Dean of the College of Aviation Dr. Ken Witcher, Vice-President for Facilities Scott Gesele), and GMC (Vice President, Aviation Tennessee and Kentucky Mark Paslick).
- Gave an overview of the proposed location for the airstrip, and its relation to the nearest residences.
- Reviewed the proposed timeline and phases of the project.
- Discussed the aircraft that would be used at the airstrip.
- Listed the operations timing, noise impacts, and comparisons.
- Discussed traffic and access near and to the airstrip.
- Provided a brief overview of the full build-out plan.
- Gave a broad overview of the Prescott airspace (Class D) and the proposed Chino Valley airspace (Class G).
- Discussed regulations on airspace and aircraft equipment tracking and documenting aircraft movements.
- Reviewed the test flights and the circuits they completed.
- Discussed ERAU's safety record for aviation.
- Discussed costs of the project and who would be paying them.
- Discussed the sell-off of farmland in Chino Valley and the desire of the Perkins family to keep as much land as possible undeveloped.
- Discussed provisions the Perkins Ranch provides for the pronghorn.
- Gave an overview of the Cottonwood airport and gave a comparison of it to the proposed airstrip.

Dr. Witcher presented the following:

- Gave a brief overview of the Daytona Beach Research Park including employment, salaries, external funding provided, internship numbers, etc.
- Discussed the demographics of Daytona Beach and how it compares it to the Town of Chino Valley.

Council, Commission, Applicant, representatives, and staff discussed the following:

- Chair Merritt asked for clarification on a "flight" and other descriptions.

- Mr. Perkins stated that there are training flights, or mission flights. A training flight includes pre-flight tasks, maneuvers or operations, such as touch-and-goes, landing back at the training site, post-flight tasks, and a debrief.
- Chair Merritt spoke to the concerns he had heard from others about 50 flights per day.
  - Dr. Witcher clarified that they are proposing 20 take-offs and 20 landings (40 operations) maximum per hour average.
- Chair Merritt stated there were concerns about rotary wing and jet aircraft because they're louder, and limiting the type of aircraft that could fly in.
  - Mr. Perkins stated that during Phase 1, only Cessna 172s would be landing. Otherwise, it would be on a case-by-case basis if someone from the Town requested to let someone land. Those cases would be coordinated with the Town for approval (but no jets or helicopters). However, in Phase 3 and 4, if a business owner wanted to come on a small jet or a corporate helicopter to check on a business, he thought the Town would be welcoming of that. Mr. Perkins felt that outright limiting the type of aircraft didn't make sense.
- Chair Merritt felt there should be a timeframe for review of the Conditional Use Permit (CUP) to mitigate any issues that come up during the first few years of operation.
  - Mr. Perkins stated that he and ERAU would be agreeable to that.
  - Chair Merritt further stated that P&Z should have a study session at every development level.
- Chair Merritt stated that the CUP should have a mechanism to address road improvement during construction and continued road maintenance going forward.
  - Mr. Perkins presented a letter (attached to these minutes) from Rodney Cruz, ERAU COO, and discussed tax incentives for the Town of Chino Valley. He further stated that ERAU has agreed to improve the road after the project is complete, but most road improvements would come in Phases 3 and 4, possibly Phase 2.
  - Mayor Amrstrong clarified that road improvements would come in the form of a development agreement.
- Chair Merritt stated that there needed to be a mechanism to limit the runway length to avoid use of larger aircraft.
  - Mr. Gesele stated that there is no room for a larger runway than what is being proposed.
- Chair Merritt clarified that CAFMA development expenses should be covered by Perkins and ERAU and not through the tax fund.
  - Mr. Perkins stated that ERAU and the Perkins' would work on that together. Taxpayers would not incur those initial costs.
- Chair Merritt stated that the airfield should remain private and not expand in the future to a public airfield or airport.
  - Mr. Perkins stated it would stay in the family.
- Chair Merritt stated that noise reduction and mitigation should be a top priority and hoped to have the majority of flights done before Noon.
- Chair Merritt referred to a conversation about the Perkins' releasing the Town of a prior water commitment.
  - Mr. Perkins stated that he talked to Ms. Lineberry and Ms. Denemy about rewriting the pre-annexation agreement. He discussed the history of water relations between the Perkins' and Chino Valley and the Perkins' and Prescott and expressed a desire to heal those bonds so they could work together to make Chino Valley a water provider.

- Chair Merritt stated that the use of the ADSB system should be written into the CUP or development agreement.
  - Mr. Perkins suggested a quarterly update for ERAU to provide those numbers to the Town.
  - Chair Merritt felt that it should start out as a monthly update.
    - Mayor Armstrong stated that he was unsure if the Town had the ability to require the aircrafts be ADSB equipped.
    - Mr. Perkins stated all ERAU aircraft are equipped with the equipment. Mr. Perkins offered a ride-along to the Council and Commissioners.
- Chair Merritt stated that there should be a time limit on the CUP to get the project done.
  - Mr. Perkins stated that he would be heading up the project and would be nudging ERAU and the Town to move the project along as quickly as possible.
- Commissioner Meadors inquired about where the APS lines would be coming from.
  - Mr. Paslick stated that it would likely be coming up Perkinsville Road and everything would be underground.
- Commissioner Zamudio inquired if they had any specifics yet about the firehouse, staffing, and equipment.
  - Mr. Perkins stated they did not have those specifics yet, but everything built would be done top rate, no tin siding, the structures would be brick, etc.
- Commissioner Zamudio inquired if the night flights could be shortened.
  - Mr. Perkins stated that the students need night flight time, and it can be difficult to get that time in the warmer months when the sun goes down so late.
- Commissioner Morabito discussed the Great Western Connector as a potential way to increase the success of the airstrip. He stated that people were concerned about what-ifs, but growth means progress, and he felt this would be a great way to bring better jobs so that kids could live and work here.
- Commissioner Ditta stated that ERAU does a great job, but he struggled on whether he wanted an airstrip in the Town. He discussed the amount of flight operations and inquired if they would continue to use the Prescott and Cottonwood airports.
  - Dr. Witcher stated that they would have to continue to use public accessible airports.
- Commissioner Ditta inquired if missed flights due to rain would be made up in the following days.
  - Dr. Witcher stated that they would be made up.
- Commissioner Ditta referred to an article in Signals AZ stating that a new site would reduce flight congestion and noise in populated parts of the country and inquired what noise the article was referring to.
  - Dr. Witcher stated that an additional airfield would allow them to reduce percentages and pull some of the congestion off of some fields like Cottonwood.
  - Mr. Perkins stated that Prescott is so full of circuit training and pilots often must sit on taxi ways for a half hour as only a maximum of four aircraft can be in a circuit at a time. Mr. Perkins equated restricting the number of planes that can utilize the airstrip to restricting a gas station to only 50 cars per day and stated that planes coming in pays the bills.
- Commissioner Ditta referred to comments stating that if they don't accept the airstrip they'll put in houses.
  - Mr. Perkins stated that they didn't want houses there and they don't want to sell any of the land.

The meeting recessed at 7:00 p.m.

The meeting resumed at 7:03 p.m.

- Councilmember Switzer stated that he would like the flight path to stay over the wash away from Chino Valley, Mingus, Coyote Springs, and Poquito Valley, and have aircraft get into the airstrip pattern sooner to avoid going over homes on MA Perkins.
  - Discussion ensued regarding uncontrolled airspace and flight paths depending on weather conditions.
- Councilmember Switzer inquired where the holding pattern would be when aircraft are unable to return to PRC.
  - Dr. Witcher stated they hold over the fairgrounds in Prescott Valley. Mr. Perkins stated they can also climb and hold at 2,000 or 3,000 feet.
- Councilmember Switzer inquired if the maximum of four aircraft in the pattern would hold even through Phase 4.
  - Dr. Witcher stated that is their current standard operating procedure and is standard for all airfields.
- Councilmember Switzer inquired if ERAU can commit to using unleaded fuel in the future.
  - Dr. Witcher stated that the FAA is currently trying to mandate getting away from leaded fuel by 2030.
- Councilmember Switzer inquired if CAFMA would be responding to any calls at the airfield during Phase 1, prior to the fire station being built. He also inquired about funding for ongoing operations, equipment, and staffing, and if they would respond in adverse weather, and expressed concern that their apparatus might not make it there on the dirt road.
  - Mr. Perkins stated that the pre-annexation agreement provides fire and police protection. Specifics regarding funding would be worked out by CAFMA. Mr. Perkins stated that if there was adverse weather, flights would not occur.
  - Councilmember Switzer clarified that the addition would increase CAFMA's budget and would require more taxes.
- Councilmember Switzer inquired when ERAU would have onsite security.
  - Mr. Perkins stated the airfield could be secured at the gates. Once growth occurred during Phases 2 and 3, then security would be added.
- Councilmember Switzer inquired if a portion of the land to the east and west of the airstrip could be dedicated as a wildlife corridor.
  - Mr. Perkins stated he had no problem taking care of the antelope.
- Councilmember Switzer stated that he would like to have the development agreement done prior to any vote.
  - Staff suggested that a condition of the CUP should be a development agreement approved by Council. It would be onerous to get a development agreement completely done, but the project should not be able to start until there is a development agreement in place.
  - Councilmember Switzer clarified that if the development agreement would be voted down there would be no project.
- Councilmember McCafferty agreed that the CUP should have a window for permit issuance such as four to five years to allow the Town to address any unforeseen issues. He also wanted some method to dedicate parts of Perkinsville Road that are currently not dedicated.

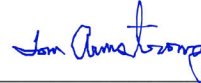
- Councilmember McCafferty inquired where ERAU was doing night operations. He further inquired about changing the times to range from sunrise to sunset to mitigate impact.
  - Dr. Witcher stated that they are doing them at Prescott Field or Deer Valley Field.
  - Mr. Perkins stated they did not want to go from sunrise to sunset because having night operations was good for both parties.
- Councilmember Switzer inquired if the airstrip would remain VFR only through Phase 4.
  - Mr. Perkins stated that an IFR approach had been addressed in GMC's development and discussed the design in more detail.
- Councilmember McCafferty referred to a Board of Supervisor meeting where Clarkdale expressed concerns over a non-binding friendly flying agreement and inquired about creating a binding agreement and the ramifications of violating such.
  - Dr. Witcher stated that after that Board of Supervisor's meeting he now meets every month with the Mayor of Clarkdale, Mayor of Cottonwood, Cottonwood Airport Manager, and County Supervisor from that district. He stated they discuss what's working, what's not working, and what can be done differently. Since that meeting, they discussed ingress/egress to keep ERAU off Clarkdale's area, and things have been much better.
- Councilmember Schacherer inquired about the daily total and what 5% of Operations Daily Total would amount to.
  - Dr. Witcher stated it would be based off the projection of 40 operations average maximum per hour, and they won't put more than four aircraft in a pattern. The maximum operation timeframe would be from 6:00 a.m. to Noon.
  - Further discussion ensued regarding decibel levels and whether the noise levels of the test flight were accurate without having done a touch-and-go operation.
- Councilmember Schacherer inquired about the airstrip lights and if there would there be a beacon.
  - Mr. Perkins stated that the lights would stay on for about five minutes. They are not big lights like seen at Prescott.
  - Mr. Paslick stated that a rotating beacon is part of the lighting package because it's a private airfield, but it's not necessary. They're only used when the airfield goes Instrument Flight Rules (IFR).
- Councilmember Schacherer asked for clarification on when the CAFMA station would be built.
  - Discussion ensued regarding the CAFMA station and the desire to have it built before any other buildings are constructed.
  - Further discussion ensued regarding funding for operation of the CAFMA station.
- Councilmember Holt inquired about ERAU's projected growth for the next five years.
  - Mr. Witcher stated that they are currently investing in taking up to a maximum of about 5,000 students total in the next 15–20 years. Currently, they are at 3,300 students.
- Councilmember Holt inquired if it would be possible to cut the hours at 10:00 p.m. and just revert back to Prescott at that point.
  - Mr. Perkins stated that would probably work in the winter, but would be tight in the summer.
- Councilmember Holt inquired how many student crashes ERAU has had in the past 10 years.
  - Mr. Witcher stated that they have not had any.
- Councilmember Holt inquired if they were planning for security during the after-hours of construction.

- Mr. Gesele stated they typically leave that up to the contractors since it's their equipment.
- Further discussion ensued regarding companies who have done prior projects and adding security into the contracts.
- Councilmember Holt inquired if the Prescott runway extension would further impact people in north Prescott Valley.
  - Discussion ensued regarding flight patterns, equipment, and approach requirements.
  - Further discussion ensued regarding property values and whether they go up or down around an airport.
- Councilmember Holt inquired why they don't just build the airstrip 6,000 feet to start with.
  - Mr. Perkins stated the COO could possibly get an extra bid to do that, but they were trying to make some money back during the first phase.
- Vice-Mayor Granillo stated that there are plenty of automobile accidents down Perkinsville Road, and law enforcement has to go out there anyway, and didn't see that as a concern.
- Vice-Mayor Granillo revisited the numbers on crashes.
  - Dr. Witcher stated they track incidents, accidents, and crashes. Since 2020, there have been 17 accidents. The last time there was a fatality was 2004.
- Vice-Mayor Granillo inquired if there would be a helipad for helicopters to land.
  - Mr. Perkins stated that helicopters can land anywhere, there was no helipad planned.
- Vice-Mayor Granillo inquired about the size of executive planes that might come in during Phases 3 and 4.
  - Mr. Perkins stated they would be smaller ones as a large aircraft could not land on this size of airstrip. Further discussed the logistics of allowing other aircraft to land.
- Vice-Mayor Granillo asked for more information on how the airstrip gets paid for planes to land, referring to Mr. Perkins's analogy of only allowing 50 cars per day at a gas station.
  - Mr. Perkins stated that a private airstrip requires landowner's permission to land, and they could choose to charge a fee, but they would not charge the ones who built the airstrip.
- Vice-Mayor Granillo inquired about leasing of the hangars.
  - Mr. Perkins stated that he wanted to invest his money in one of the hangars and ERAU has offered to lease a hangar. Mr. Perkins wanted to take some of the operations from Prescott airport for students, instructors, and mechanics to live in Chino Valley and bring benefit to the Town and revenue streams to the Perkins family.
- Discussion ensued regarding take-offs and taxi backs as a way to create less noise, as is done at airports like Cottonwood, when additional planes enter the pattern, and how this procedure might affect nearby residents.
- Commissioner Morabito clarified that ZC-2025-03 was just serving to rezone the land to AR-36. The second part would be the CUP which would apply to ERAU.
  - Staff stated that was correct. The February 3rd meeting would bring the zone change and the subsequent CUP for P&Z recommendation.

Mayor Armstrong thanked the public for maintaining decorum. He also thanked Town staff and the Perkins family for presenting the information.

3. ADJOURNMENT

Mayor Armstrong adjourned the meeting at 8:00 p.m.



\_\_\_\_\_  
Tom Armstrong, Mayor

ATTEST:



*Erin N. Deskins*

\_\_\_\_\_  
Erin N. Deskins, Town Clerk

CERTIFICATION:

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Joint Study Session of the Town Council and the Planning & Zoning Commission of the Town of Chino Valley, Arizona held on the 20th day of January, 2026. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this 10th day of February, 2026.

*Erin N. Deskins*

\_\_\_\_\_  
Erin N. Deskins, Town Clerk



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

### **Supplemental Memo**

#### **January 6, 2026 – Planning and Zoning Commission**

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

#### **General Plan Conformance**

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

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

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

#### **Conditions of Approval and Development Agreement Framework (Attachment I)**

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

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

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

### **Flight Path and Airspace (Attachment II)**

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

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

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

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

### **Other Flight Training Activities (Attachment III)**

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

### **Additional Airspace Considerations**

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

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

### **Why This Location? (Attachment IV)**

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

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

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

### **CAFMA and Fire Protection Considerations**

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

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

ATTACHMENTS:

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

PREPARED BY:

DATE:

WILL DINGEE, ASSISTANT DIRECTOR

1/29/2026

928-636-3472

WDINGEE@CHINOAZ.NET

APPROVED BY:

LAURIE LINEBERRY, AICP

DEVELOPMENT SERVICES DIRECTOR

LLINEBERRY@CHINOAZ.NET

ATTACHMENT I  
UPDATED - CONDITIONS OF APPROVAL

**Laurie Lineberry, Director, 928-636-3471**

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

**Will Dingee, Assistant Director, 928-636-3472**

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

ATTACHMENT I  
UPDATED - CONDITIONS OF APPROVAL

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

ATTACHMENT I  
 UPDATED - CONDITIONS OF APPROVAL

g. Operations shall adhere to the following distribution:

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

**Notes:**

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

ATTACHMENT I  
UPDATED - CONDITIONS OF APPROVAL

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

ATTACHMENT I  
UPDATED - CONDITIONS OF APPROVAL

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

**Public Works/Engineering:**

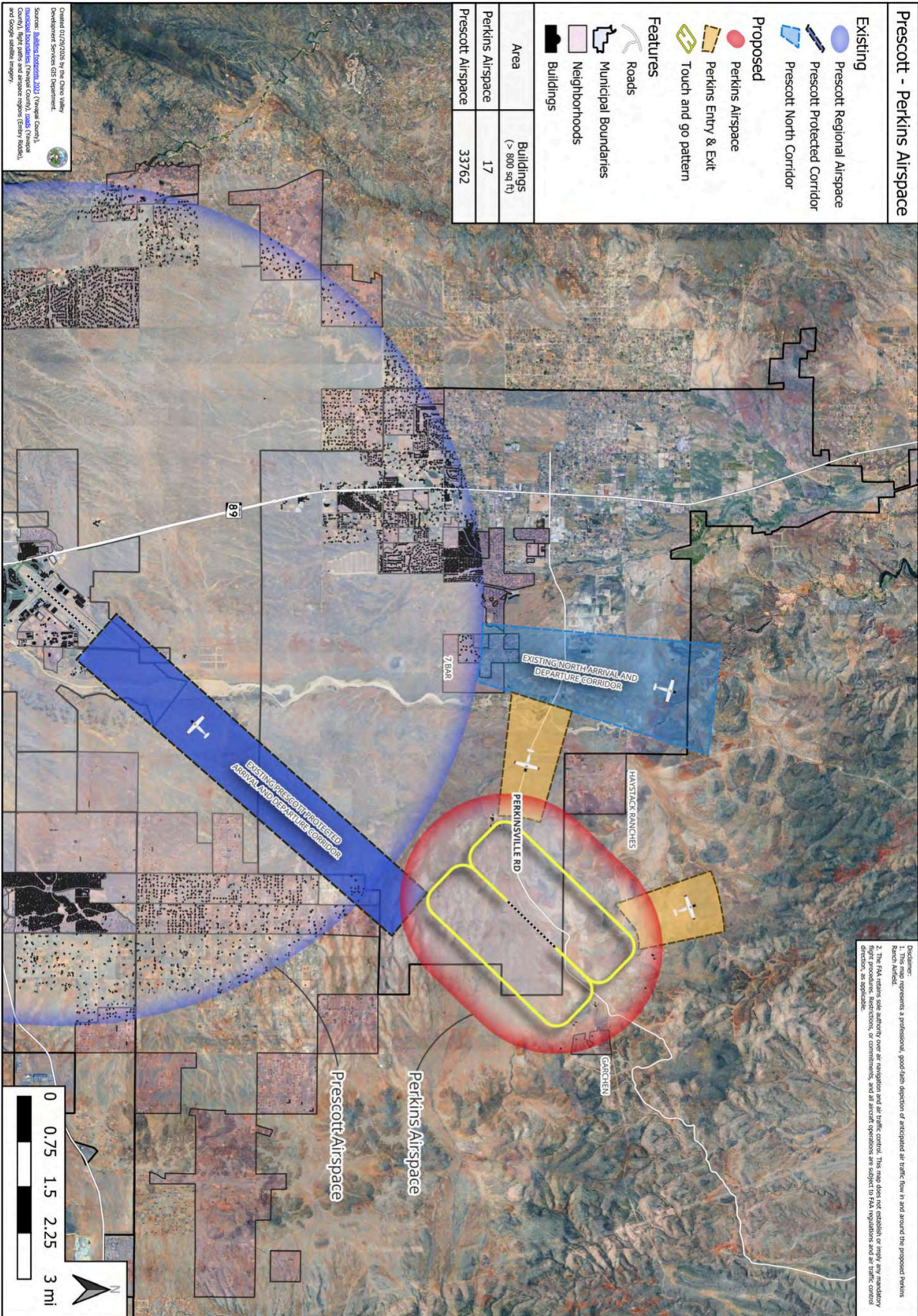
**Steve Sullivan, Town Engineer, (928) 636-3401**

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

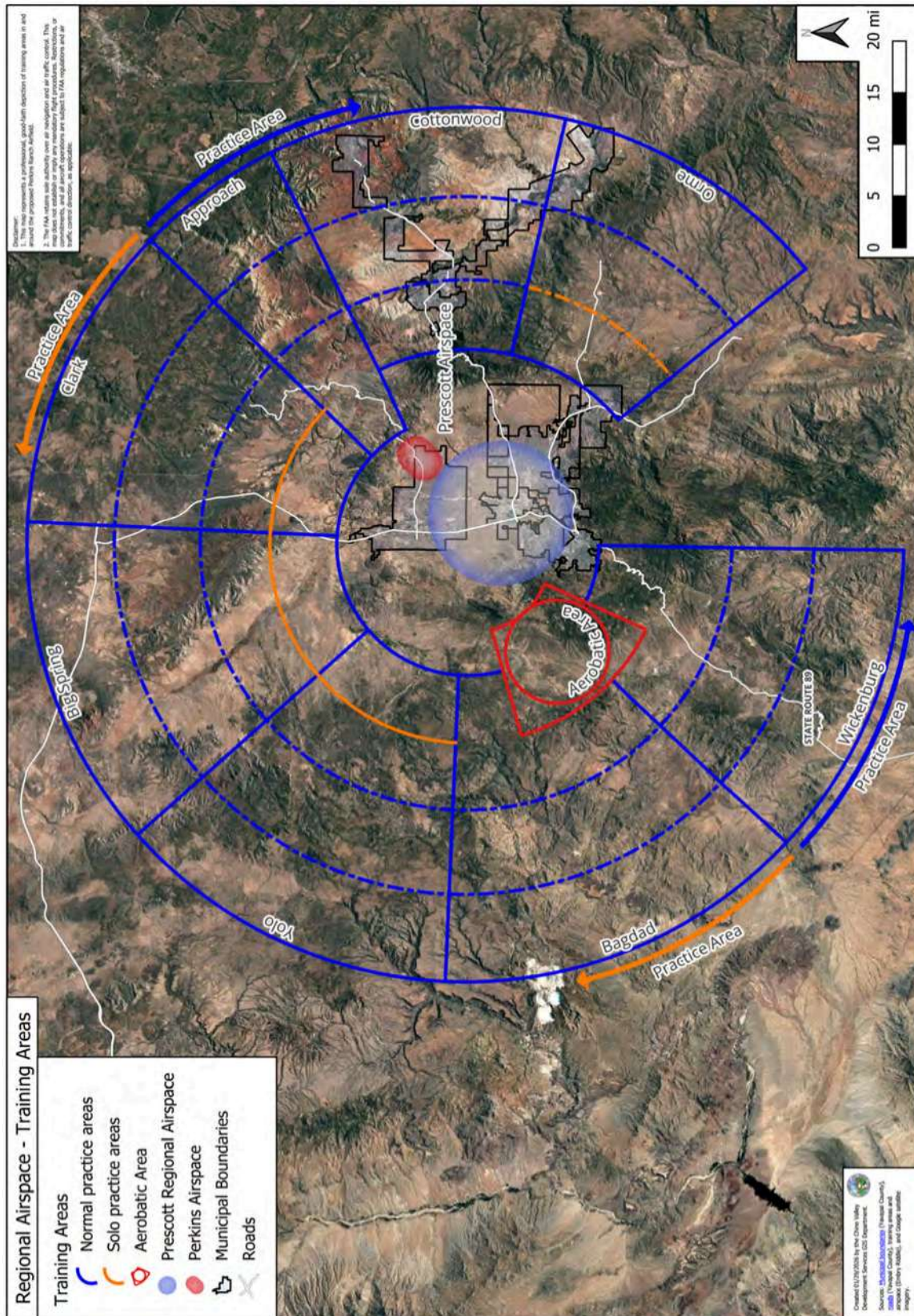
**Planning and Zoning Commission**

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

ATTACHMENT II  
PRESCOTT – PERKINS AIRSPACE MAP

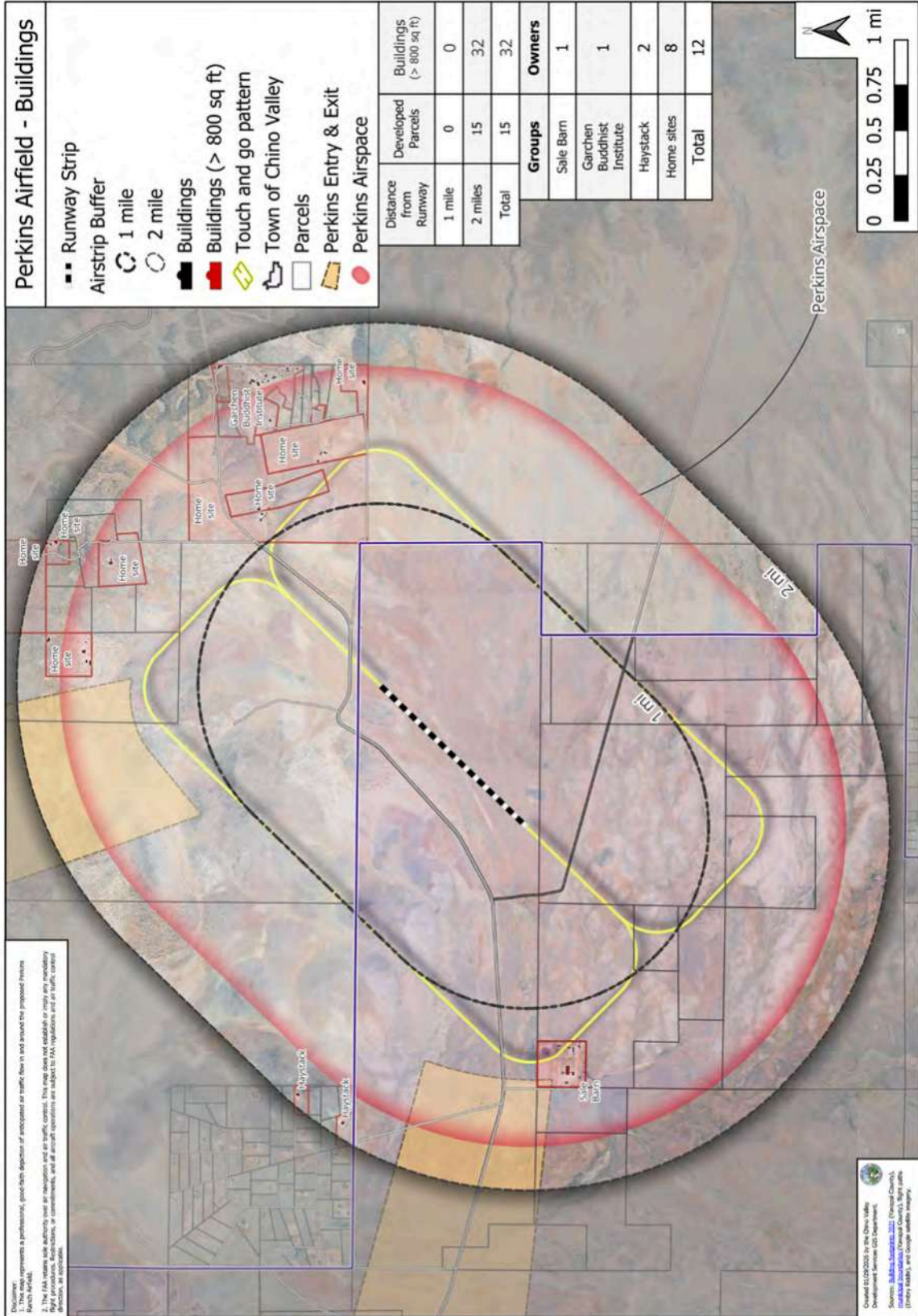


# ATTACHMENT III FLIGHT TRAINING MAP

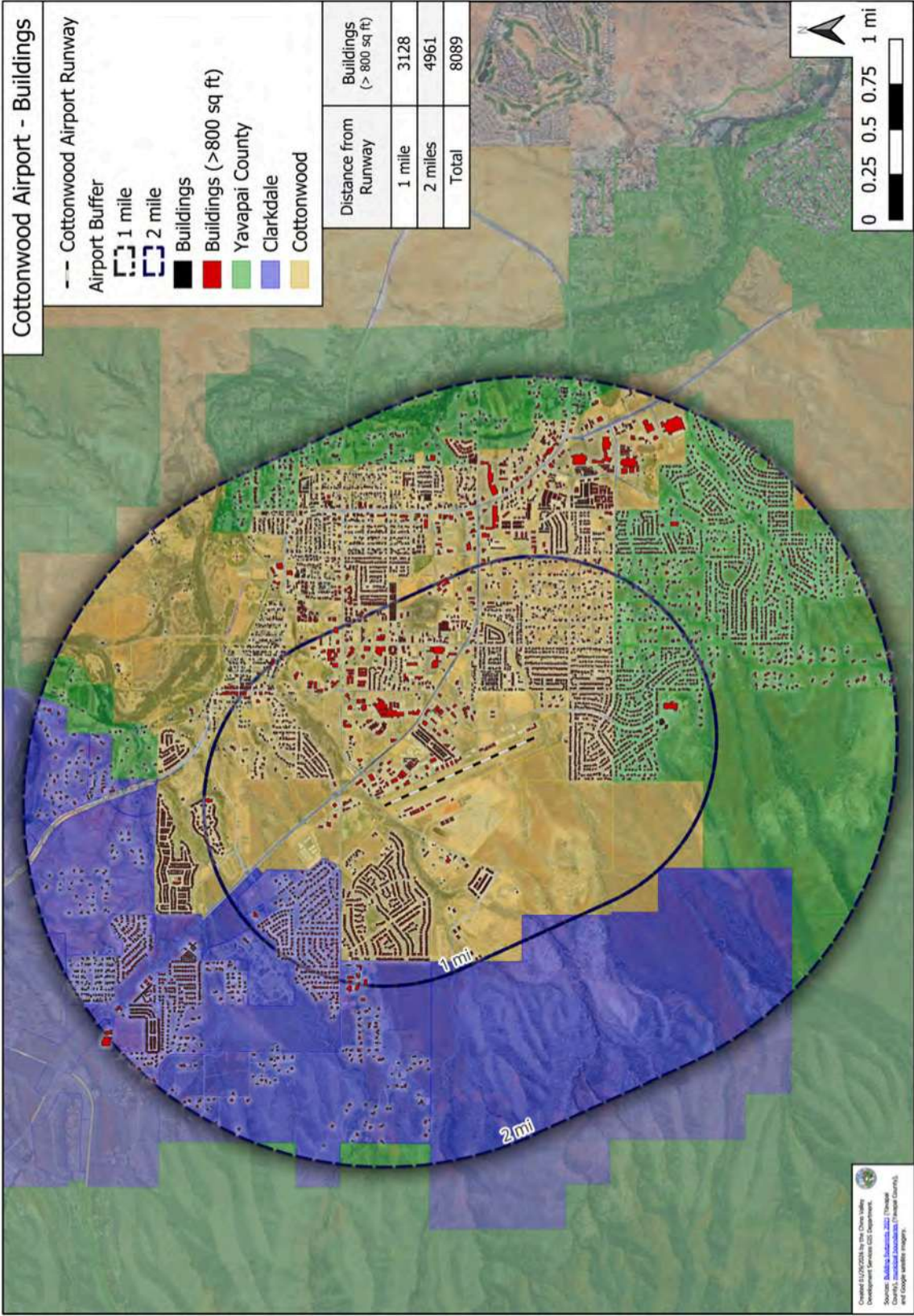


Supplemental Memo  
ZC-2025-03 & CUP-2025-05  
February 3, 2026  
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# ATTACHMENT IV YAVAPAI COUNTY AIRFIELDS/AIRPORTS

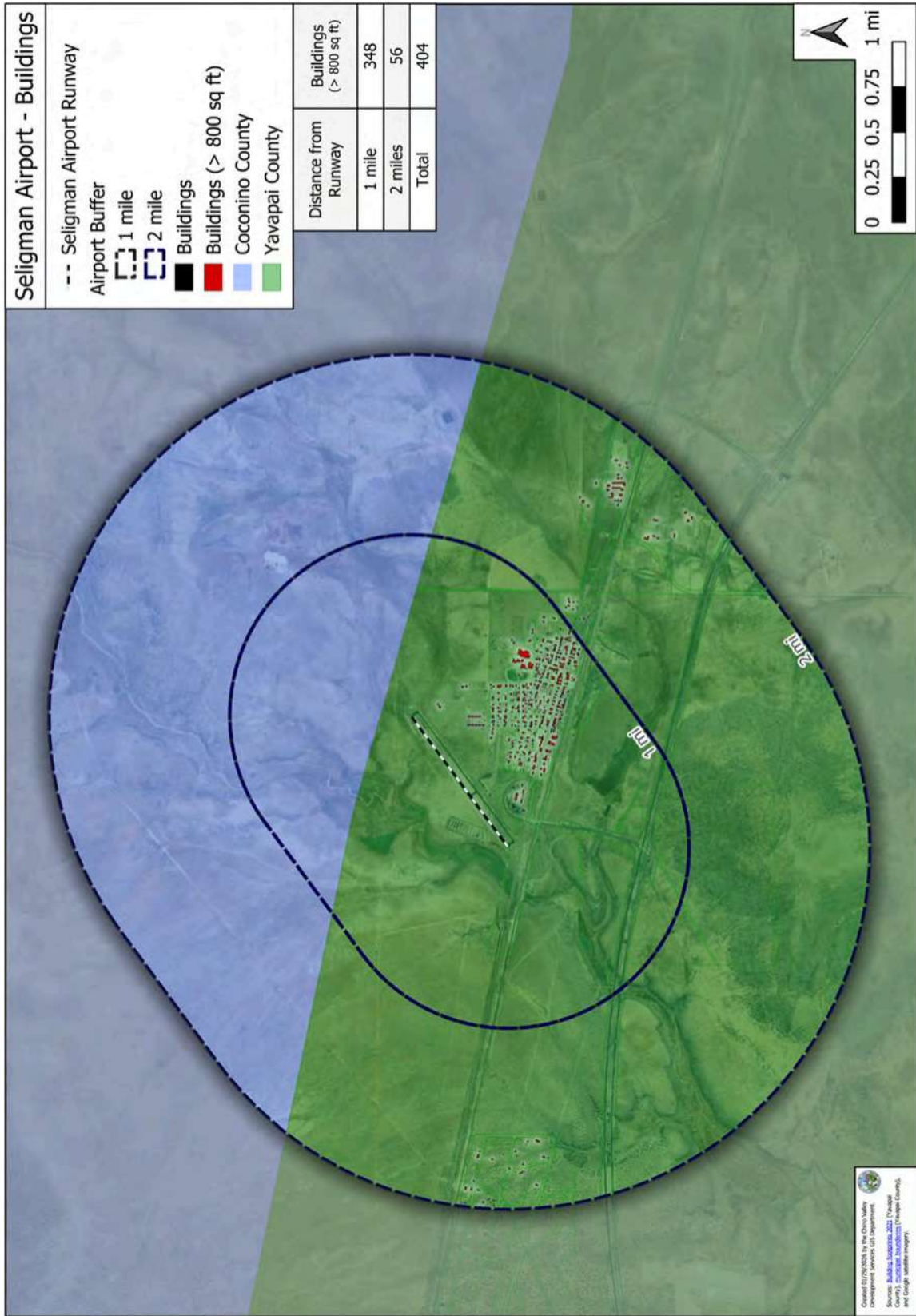


# ATTACHMENT IV YAVAPAI COUNTY AIRFIELDS/AIRPORTS



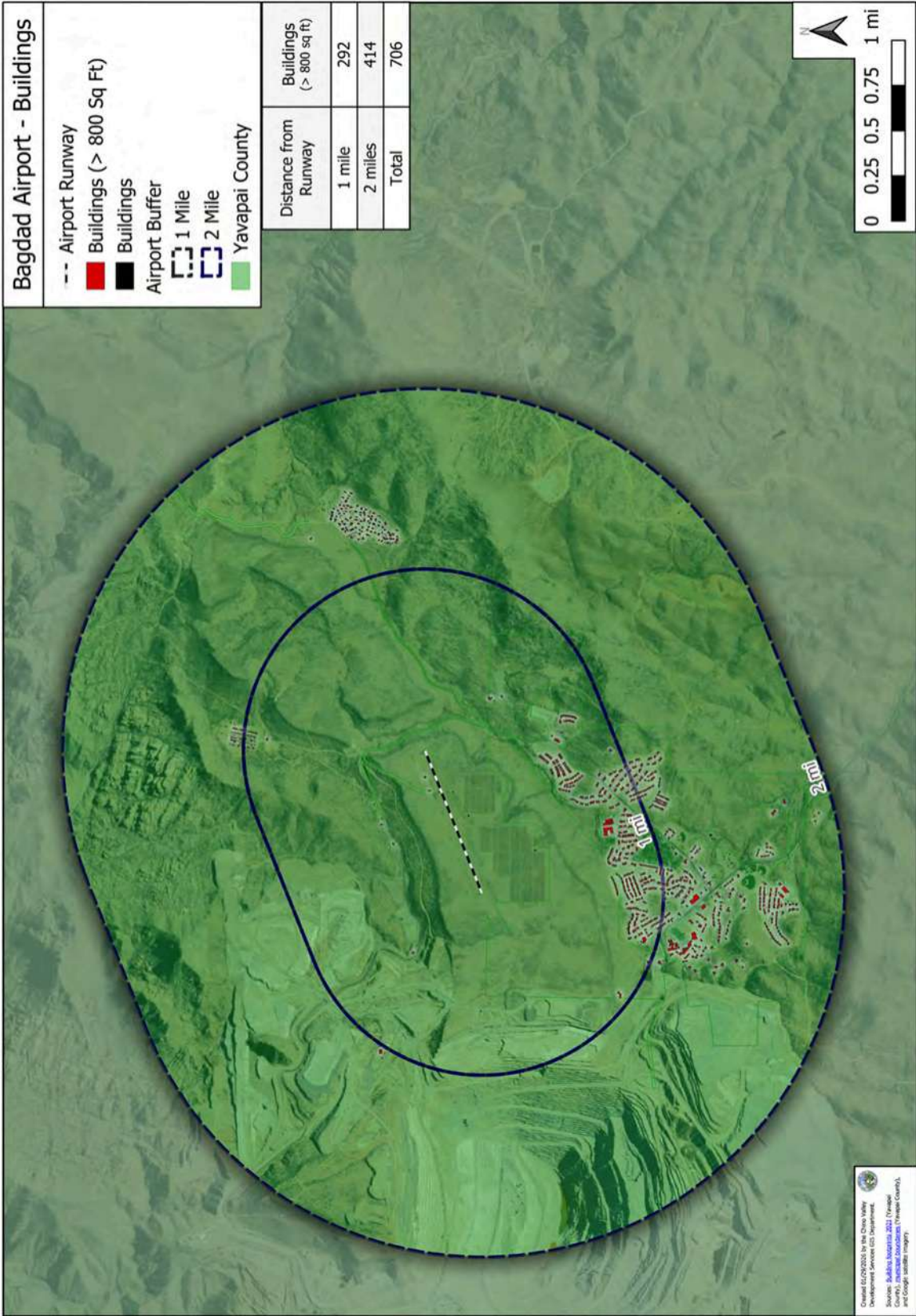
Supplemental Memo  
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 February 3, 2026  
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**ATTACHMENT IV**  
**YAVAPAI COUNTY AIRFIELDS/AIRPORTS**



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February 3, 2026  
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**ATTACHMENT IV**  
**YAVAPAI COUNTY AIRFIELDS/AIRPORTS**



ATTACHMENT V  
SUGGESTED MOTION

<b>STAFF RECOMMENDATION:</b>	Staff recommends that the Planning and Zoning Commission forward to the Town Council a recommendation of <b>APPROVAL</b> for the Rezoning and Conditional Use Permit
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**SUGGESTED MOTION:** Move to **APPROVE** Zone Change ZC-2025-03 as presented, subject to the staff report and information provided during this hearing

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

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<b>EFFECT OF THE APPROVAL:</b>	By approving the Zone Change and Conditional Use Permit, the Planning and Zoning Commission is recommending approval to Town Council for the Zone Change and Conditional Use Permit, for the property generally located east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley Arizona, 86323, subject to the staff report and information provided during this hearing, and affirmatively finds that the CUP request is in conformance with the Rezone for the parcel.
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**TOWN OF CHINO VALLEY**  
**Planning Commission Staff Report**  
**January 6, 2026**  
**File Number ZC-2025-03 & CUP-2025-05**  
**Zone Change and Conditional Use Permit**

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

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

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

**LOCATION DATA**

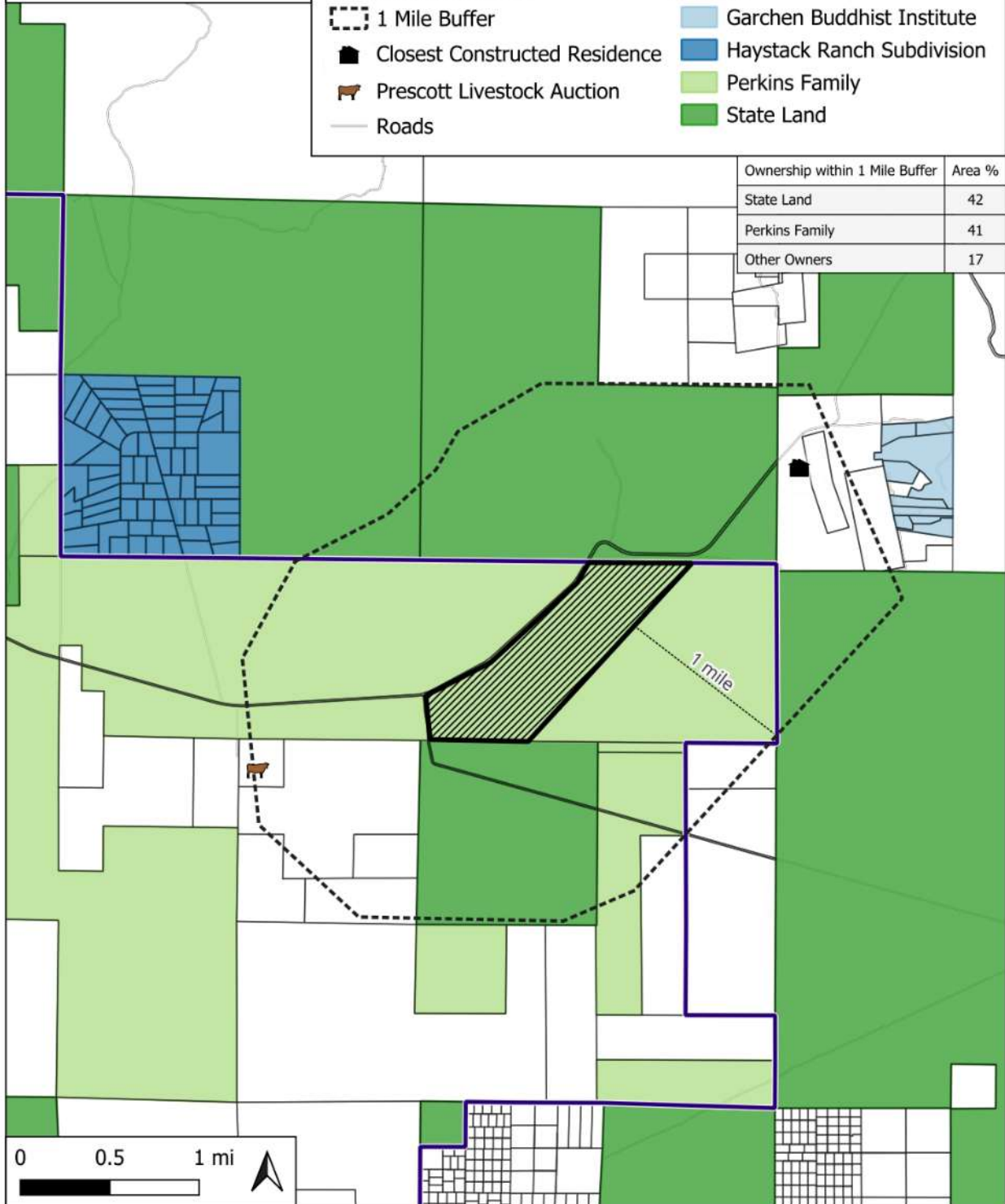
	Existing Zoning	Use(s) on-site	General Plan Designation
Site	Single Family Residential – 2acre Minimum (SR-2)	Ranch Land/Vacant	Ranch Agricultural
North	RCU-2A (COUNTY)	Ranch Land/Vacant (owned by State of Arizona)	COUNTY
South	STATE and Single Family Residential 2-Acre Minimum (SR-2)	Ranch Land/Vacant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

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

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

# Ownership Map

- Chino Valley Town Limits
- 1 Mile Buffer
- Closest Constructed Residence
- Prescott Livestock Auction
- Roads
- Parcels
- Regions**
- Garchen Buddhist Institute
- Haystack Ranch Subdivision
- Perkins Family
- State Land



Ownership within 1 Mile Buffer	Area %
State Land	42
Perkins Family	41
Other Owners	17

**PRIOR SITE ACTIONS:** **Annexed - September 27, 2001**

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

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

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

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

### **Project Overview**

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

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

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

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

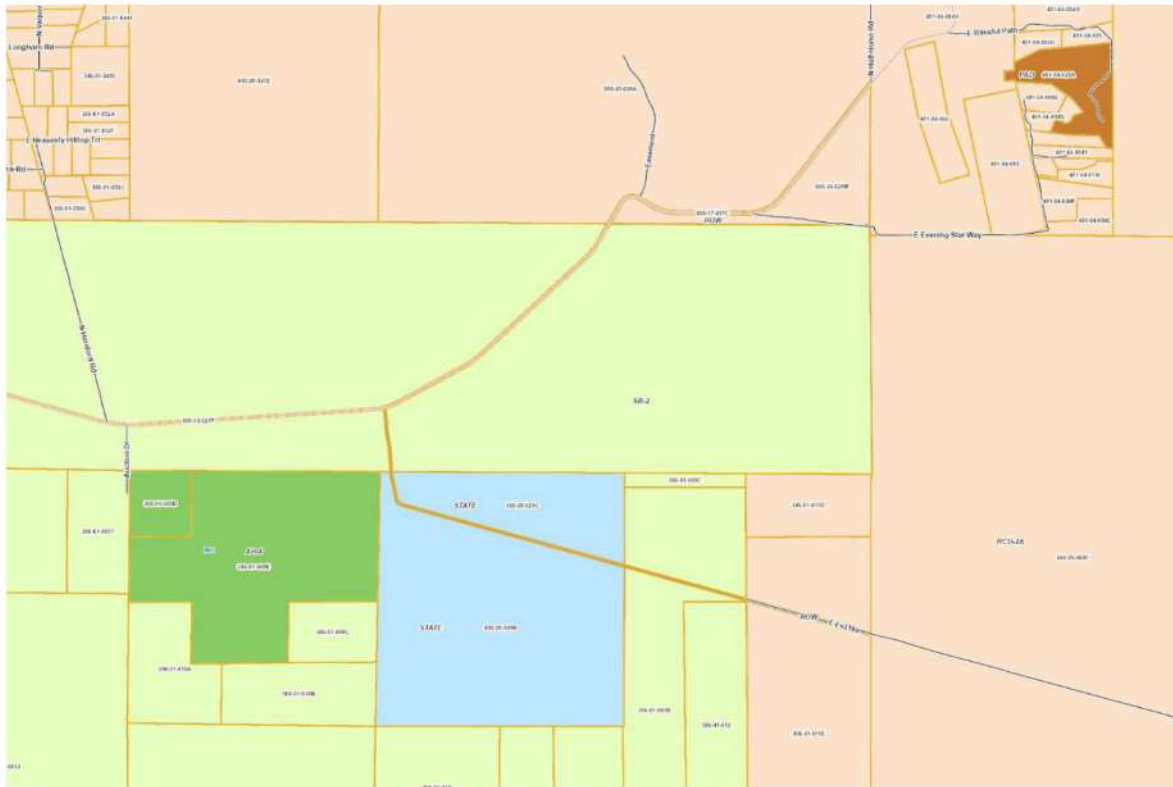
Approval of the Conditional Use Permit does not authorize any specific buildings, tenants, operational characteristics, or level of activity within Phases Two through Four. The Conditional Use Permit establishes only the land-use entitlement and approves the master site plan as a conceptual framework.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

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

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

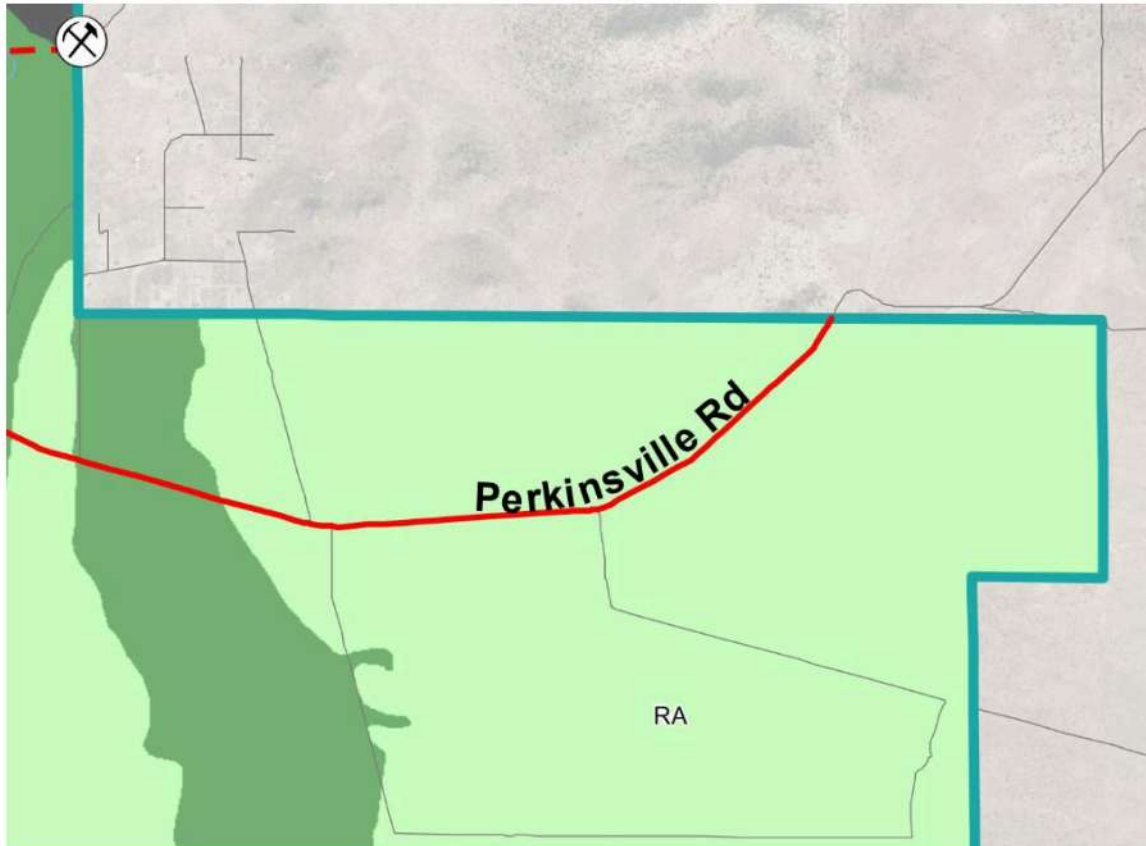
**Zoning**

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



**General Plan**

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



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

### **Conditional Use Permit**

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

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

### **Surrounding Uses/Notification**

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

### **Staff Analysis:**

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

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

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

### **Zoning Consistency and District Intent**

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

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

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

### **Land Use Compatibility and Surrounding Area Context**

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

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

### **Noise Impact Analysis**

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

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

### **Traffic and Access Analysis**

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

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

### **Infrastructure, Emergency Services, and Public Safety**

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

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

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

#### **Environmental and Site Conditions Review**

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

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

#### **Airspace and Aviation Operations Considerations**

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

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

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

#### **Lighting and Visual Impact Considerations**

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

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

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

## **Public Welfare and Community Impact Evaluation**

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

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

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

## **Consideration of Future Phasing and Development Agreements**

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

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

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

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

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

### **Staff Summary and Findings**

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

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

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

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

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

**PUBLIC COMMENTS RECEIVED:** See Attachment F

**EXTERNAL AGENCY COMMENTS:** See Attachment B

**NEIGHBORHOOD MEETING** See Attachment C

**COMMENTS:**

**PROPOSED CONDITIONS DELIVERED**

**TO APPLICANT ON:**

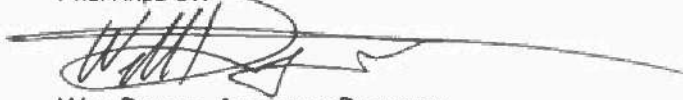
- Applicant agreed with all of the conditions of approval on **(Insert Date)**
- Applicant did not agree with the following conditions of approval: (list #'s)
- If the Planner is unable to make contact with the applicant – describe the situation and attempts to contact.

**ATTACHMENTS:**

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

**PREPARED BY:**

**DATE:**



WILL DINGEE, ASSISTANT DIRECTOR  
928-636-3472

12/22/2025

**APPROVED BY:**



LAURIE LINEBERRY, AICP  
DEVELOPMENT SERVICES DIRECTOR

ATTACHMENT A  
CONDITIONS OF APPROVAL

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

**Development Services Comments:**

**Laurie Lineberry, Director, 928-636-3471**

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

**Will Dingee, Assistant Director, 928-636-3472**

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

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

ATTACHMENT A  
CONDITIONS OF APPROVAL

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

ATTACHMENT A  
CONDITIONS OF APPROVAL

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

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

**Public Works/Engineering:**

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

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

ATTACHMENT B  
EXTERNAL AGENCY COMMENTS

STAFF RECEIVED NO COMMENTS FROM EXTERNAL AGENCIES.

**Town of Chino Valley – Water Resources**

Mark Holmes, Water Consultant, 928-277-5253, [mark.holmes.llc@gmail.com](mailto:mark.holmes.llc@gmail.com)

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

**APS**

Colleen Boge, Customer Project Representative Sr., [Colleen.Boge@aps.com](mailto:Colleen.Boge@aps.com)

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

**Arizona Game and Fish Department (AZGF)**

Arianna Hartsock, Habitat Specialist, 928-263-88563, [ahartsock@azgfd.gov](mailto:ahartsock@azgfd.gov)

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

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

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

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

ATTACHMENT B  
EXTERNAL AGENCY COMMENTS

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

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

ATTACHMENT B  
EXTERNAL AGENCY COMMENTS



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

October 27, 2025

Scott Gesele  
1 Aerospace Blvd  
Daytona Beach, FL

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

Dear Mr. Gesele

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

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

**Future Fire Station Site Requirement:**

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

**Fire Suppression Systems:**

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

**Water Supply and Fire Flow:**

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

**Emergency Access:**

ATTACHMENT B  
EXTERNAL AGENCY COMMENTS

Page 2 of 2

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

**Emergency Response Services:**

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

**Operational Safety Coordination:**

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

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

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

Thank you,

***Darrell Tirpak***

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

ATTACHMENT B  
EXTERNAL AGENCY COMMENTS

**Will Dingee**

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

Dear Will Dingee,

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

Thank you,



**Rhonda Buss, AICP  
Planner III**

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

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

**ATTACHMENT B**  
**EXTERNAL AGENCY COMMENTS**

**Will Dingee**

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

Hello,

Comments for this project-

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

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

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

ATTACHMENT B  
EXTERNAL AGENCY COMMENTS

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

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

Please let me know if you have any questions.

Regards,

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



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

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

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

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

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

ATTACHMENT C  
NEIGHBORHOOD MEETING COMMENTS

Neighborhood Meeting Summary

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

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

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

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

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

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

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

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

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

ATTACHMENT D  
SITE PLAN AND EXHIBITS

APN# - PORTION OF 306-01-005J

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

**Application Packet Submitted by Applicant at Point of Submission**



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

### LAND ACTION APPLICATION

Case Number: \_\_\_\_\_

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

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

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

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

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

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

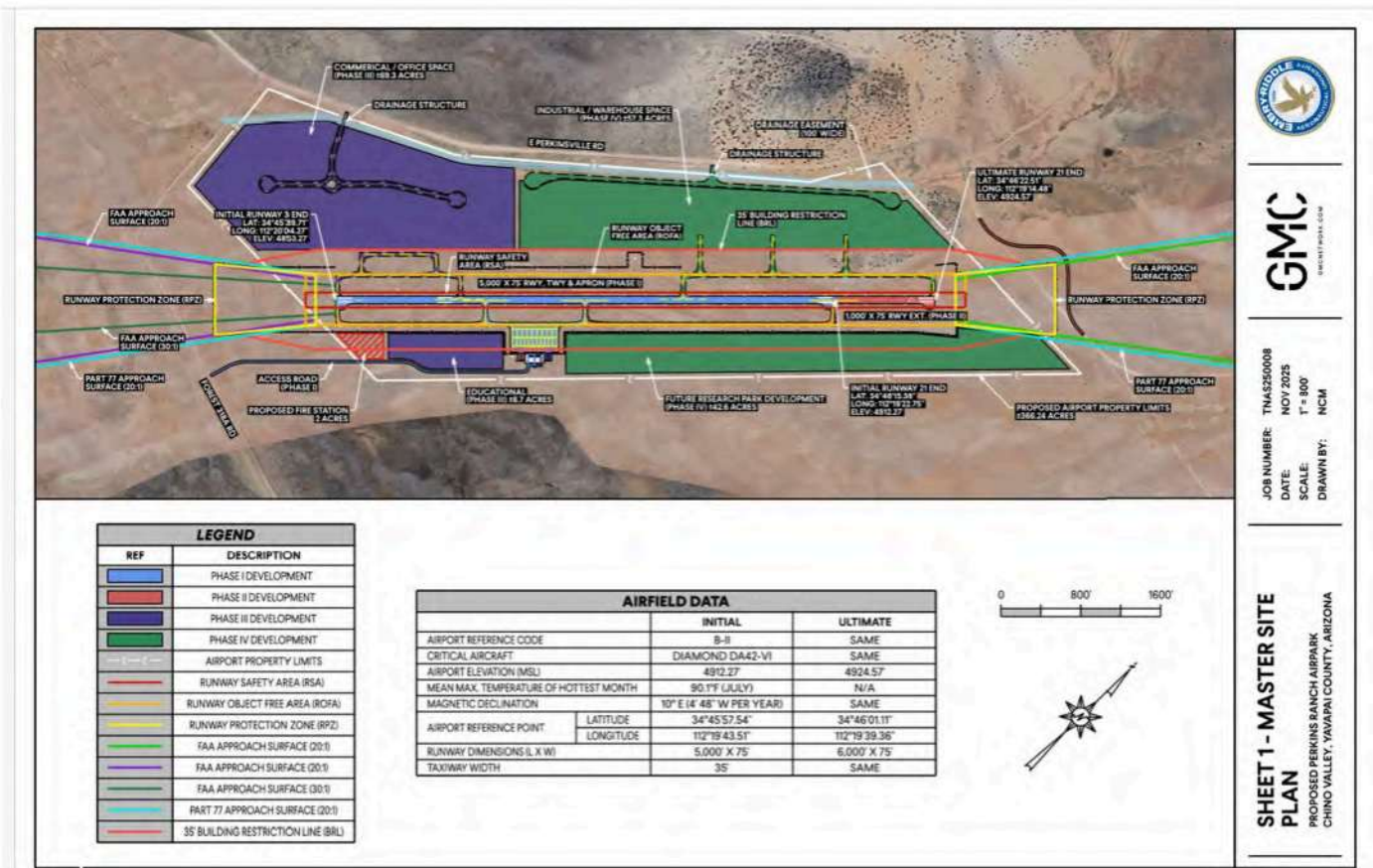
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 Signature of Owner: Thomas D. Perkins Date: 11/4/2025  
 Signature of Agent / Applicant: Heidi Short Date: 11.05.25

# Town of Chino Valley

## Conditional Use Permit Narrative


### Perkins Ranch Airfield

with Embry-Riddle Aeronautical University Auxiliary Flight Training Facility



November 5, 2025

# Project Team

Title	Contact Information
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## **I. Introduction and Purpose of Request**

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

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

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

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

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

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

## **II. Project Location and Site Characteristics**

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

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

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

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

## **III. Regulatory Framework and Compliance**

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

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

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

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

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

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

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

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

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

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

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

#### **V. Conditional Use Permit Findings: No Material Detriment**

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

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

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

2. Traffic Impact Management:

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

3. Environmental Stewardship and Compliance:

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

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

#### 4. Safety and Emergency Response Capabilities:

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

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

5. Utilities and Infrastructure:

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

6. Visual and Aesthetic Compatibility:

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

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

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

### **1. Alignment with AR-36 Zoning District:**

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

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

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

### **3. Low Intensity and Density:**

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

#### 4. Economic Benefits without Overburdening Infrastructure:

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

#### 5. Community Values and Education:

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

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

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

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

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

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

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

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

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

### **VIII. Regulatory Compliance and Federal Coordination**

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

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

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

## **IX. Project Timeline**

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

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

## **X. Conclusion**

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

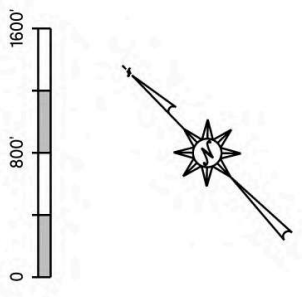
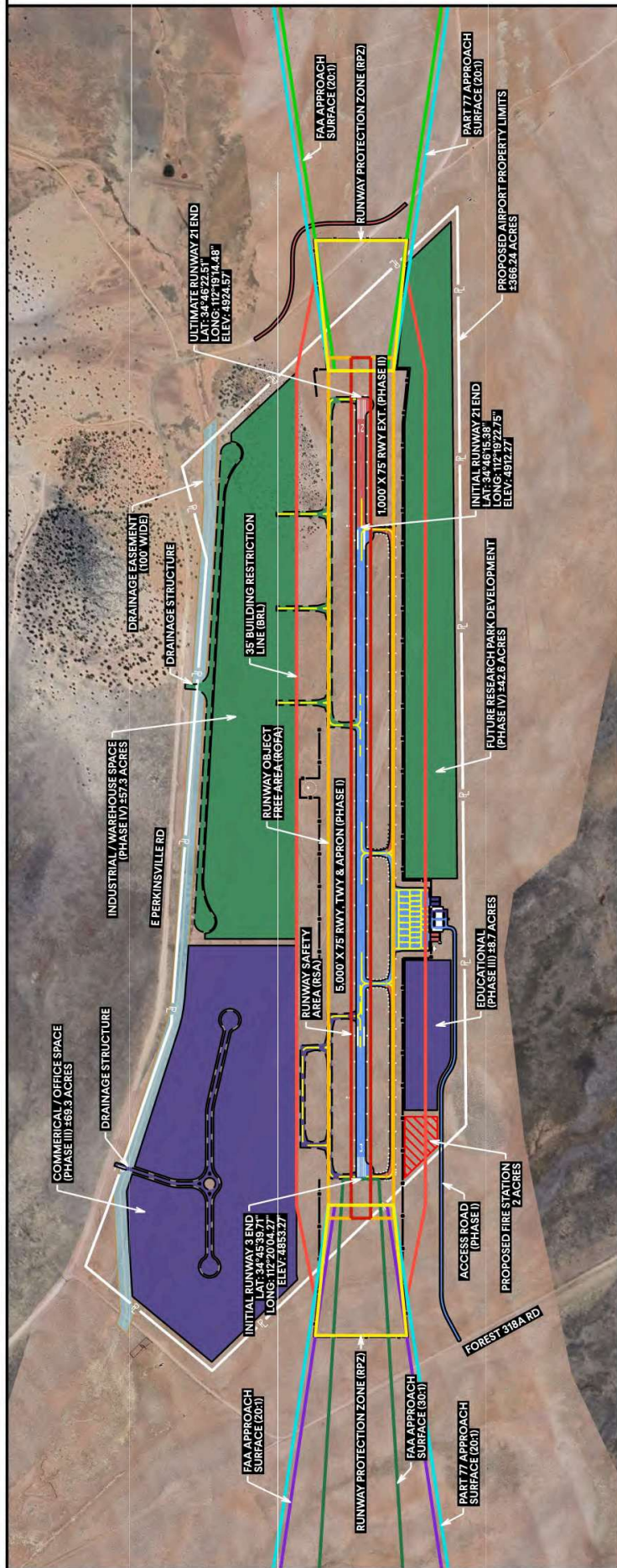
The facility's design reflects careful consideration of community values, environmental stewardship, and operational excellence. The phased development approach ensures responsible growth that can adapt to changing needs while maintaining compatibility with surrounding land uses and respecting the agricultural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

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



JOB NUMBER: TNA250008  
 DATE: NOV 2025  
 SCALE: 1" = 800'  
 DRAWN BY: NCM

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



AIRFIELD DATA	
INITIAL	ULTIMATE
AIRPORT REFERENCE CODE	B-II
CRITICAL AIRCRAFT	DIAMOND DA42-VI
AIRPORT ELEVATION (MSL)	4912.27
MEAN MAX. TEMPERATURE OF HOTTEST MONTH	90.1°F (JULY)
MAGNETIC DECLINATION	10° E (4 48" W PER YEAR)
AIRPORT REFERENCE POINT	LATITUDE
	LONGITUDE
RUNWAY DIMENSIONS (L X W)	5,000' X 75'
TAXIWAY WIDTH	35'

REF	DESCRIPTION
[Blue Box]	PHASE I DEVELOPMENT
[Red Box]	PHASE II DEVELOPMENT
[Purple Box]	PHASE III DEVELOPMENT
[Green Box]	PHASE IV DEVELOPMENT
[Dashed Line]	AIRPORT PROPERTY LIMITS
[Red Line]	RUNWAY SAFETY AREA (RSA)
[Yellow Line]	RUNWAY OBJECT FREE AREA (ROFA)
[Green Line]	RUNWAY PROTECTION ZONE (RPZ)
[Light Green Line]	FAA APPROACH SURFACE (20:1)
[Purple Line]	FAA APPROACH SURFACE (20:1)
[Dark Green Line]	FAA APPROACH SURFACE (30:1)
[Cyan Line]	FAA APPROACH SURFACE (20:1)
[Red Line]	35' BUILDING RESTRICTION LINE (BRL)

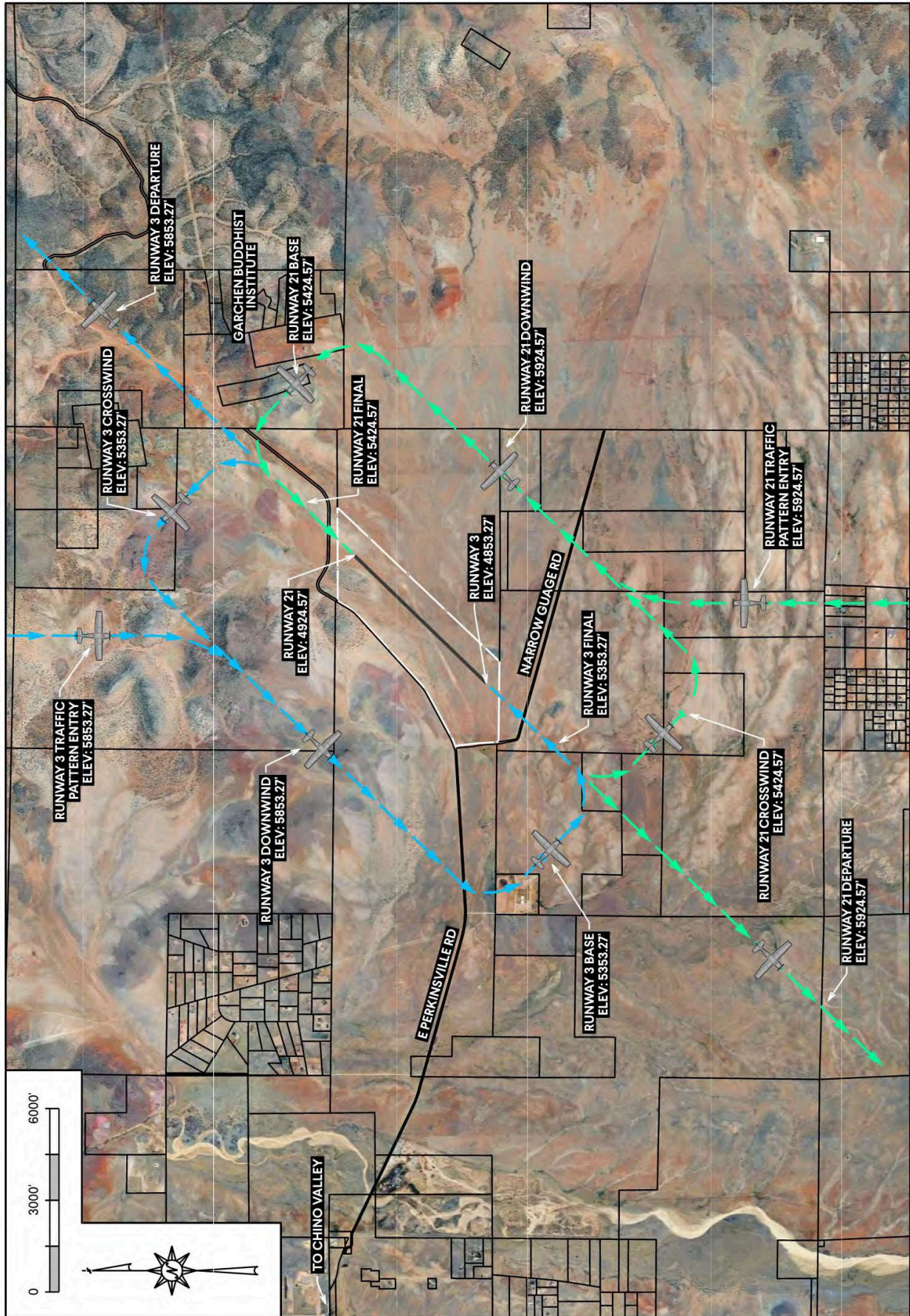


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JOB NUMBER: TNA525008  
DATE: DEC 2025  
SCALE: 1" = 3000'  
DRAWN BY: NCM

PROPOSED PERKINS RANCH AIRPARK  
CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

# AIRPORT TRAFFIC PATTERN

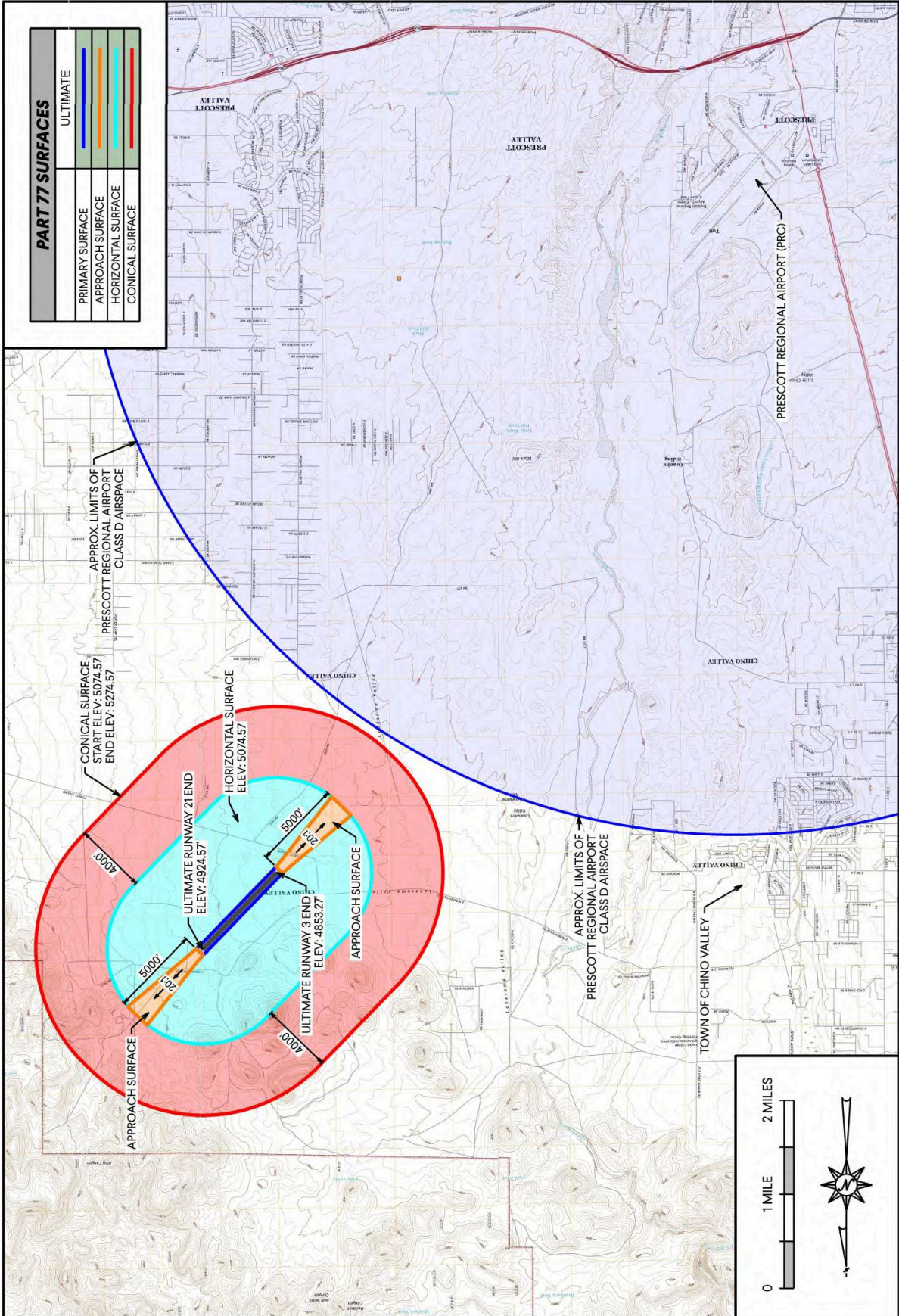




JOB NUMBER: TNAS25008  
 DATE: NOV 2025  
 SCALE: 1" = 1 MILE  
 DRAWN BY: NCM

PROPOSED PERKINS RANCH AIRPARK  
 CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

# SHEET 5 - AIRSPACE

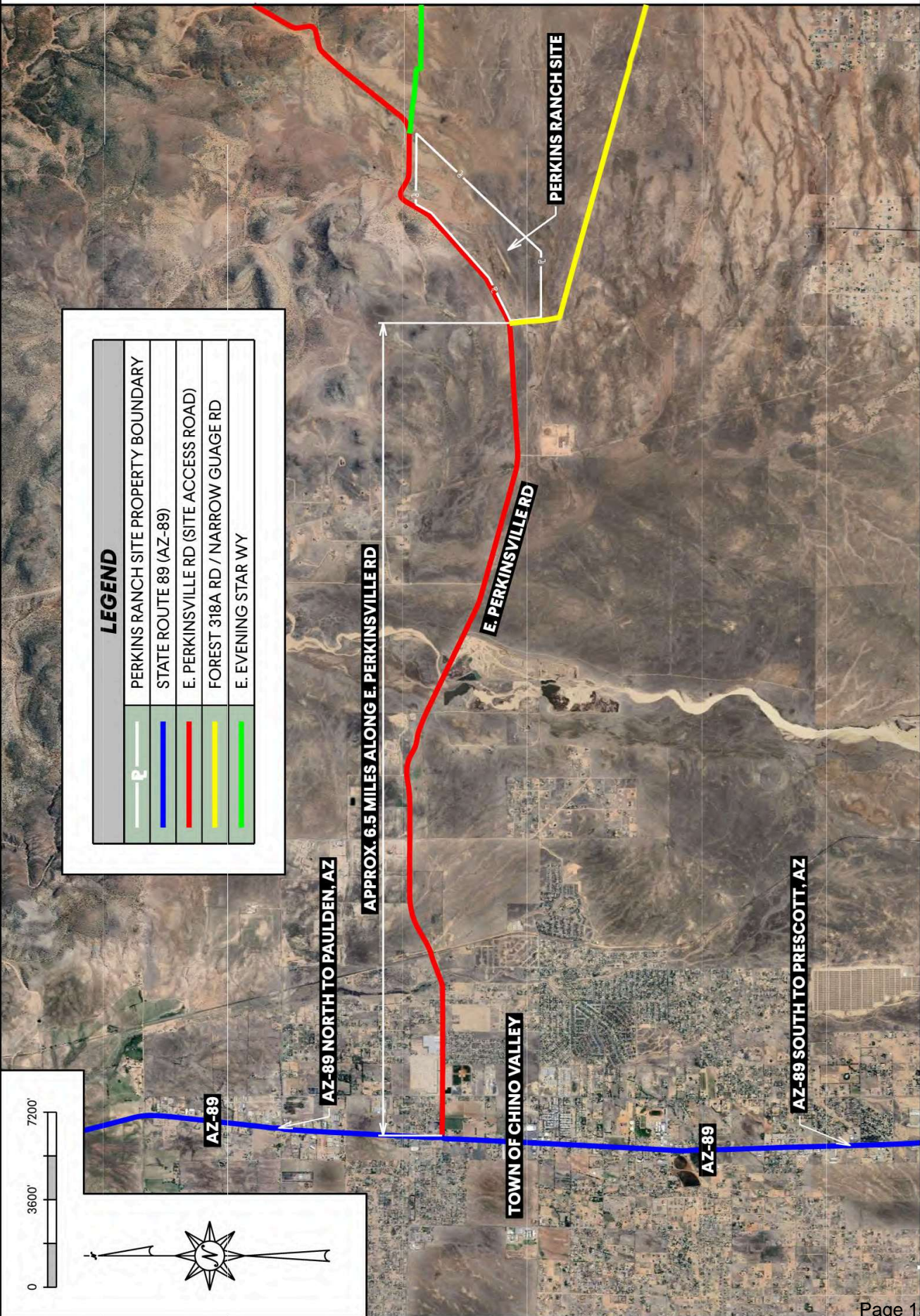




JOB NUMBER: TNAS250008  
 DATE: NOV 2025  
 SCALE: 1" = 3600'  
 DRAWN BY: NCM

**SHEET 8 - ACCESS AND CIRCULATION MAP**  
 PROPOSED PERKINS RANCH AIRFIELD  
 CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

11/11/2025 10:58:10 AM

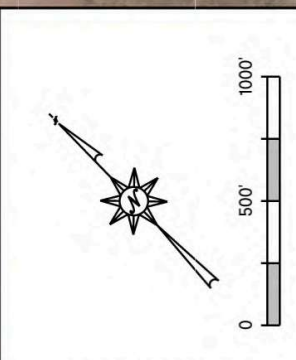
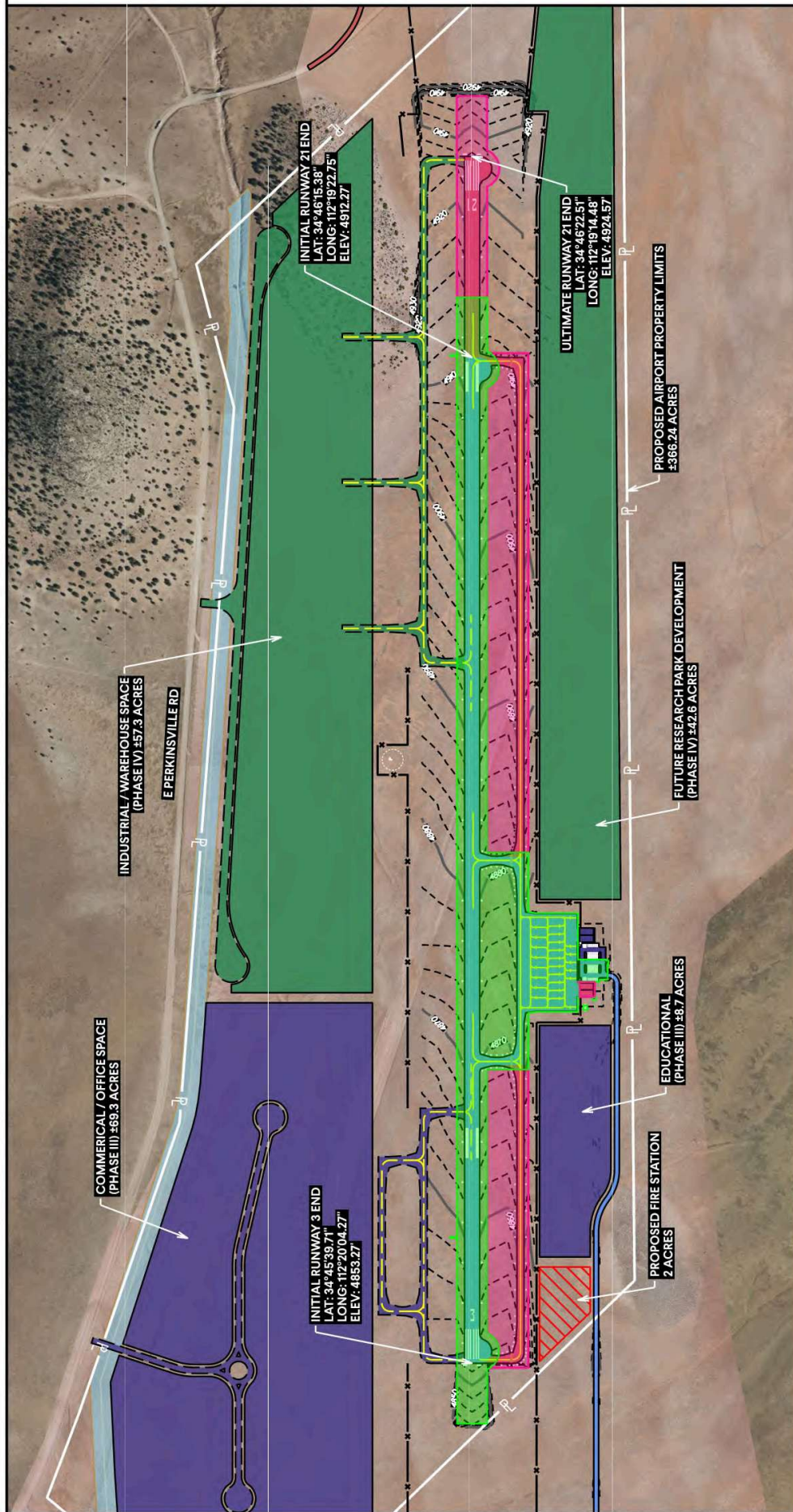


LEGEND	
	PERKINS RANCH SITE PROPERTY BOUNDARY
	STATE ROUTE 89 (AZ-89)
	E. PERKINSVILLE RD (SITE ACCESS ROAD)
	FOREST 318A RD / NARROW GAUGE RD
	E. EVENING STAR WY



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

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



ACREAGE	
REF	AREA
	27,882 ACRES
	22,014 ACRES
TOTAL: 49,896 ACRES	

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

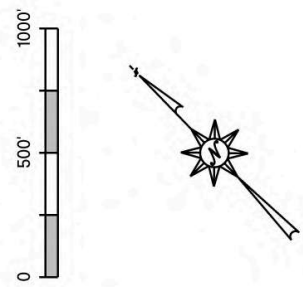
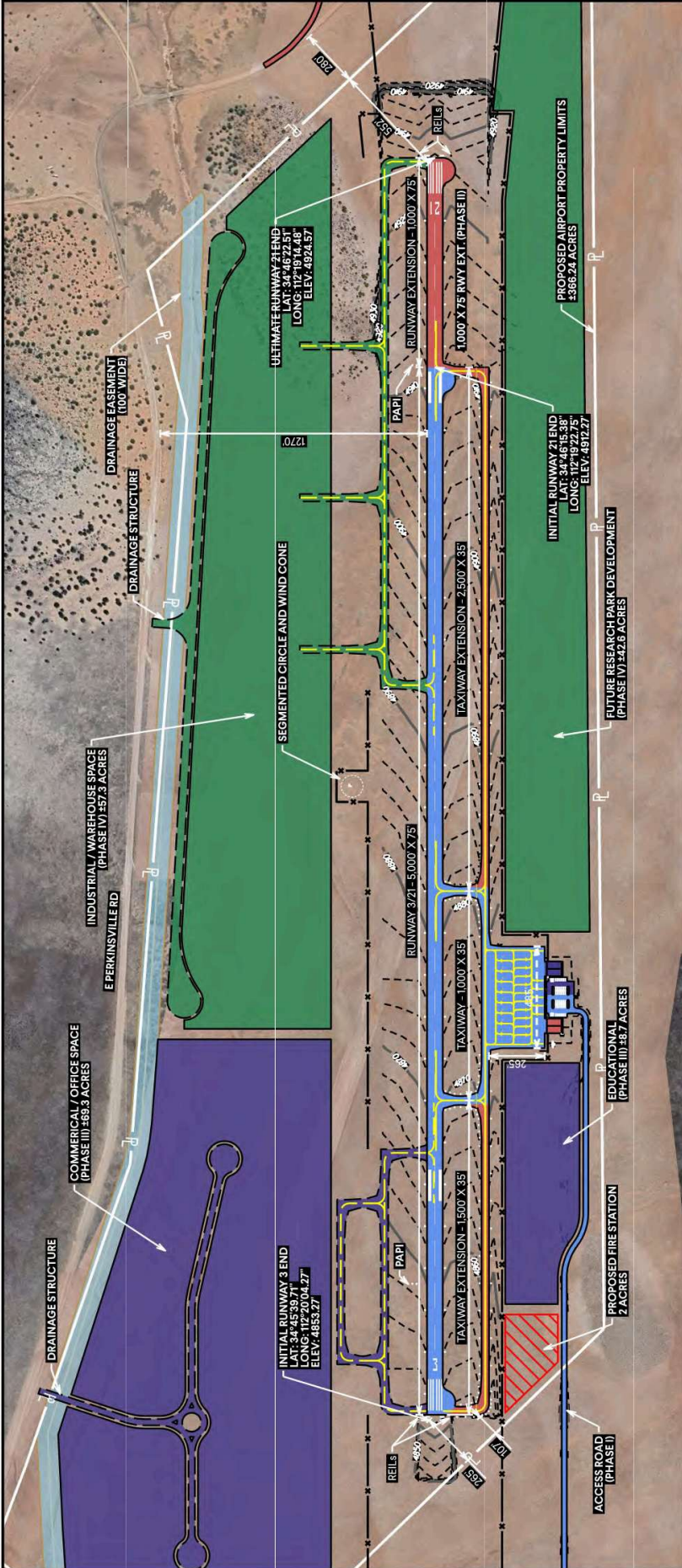


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JOB NUMBER: TNAS250008  
 DATE: NOV 2025  
 SCALE: 1" = 500'  
 DRAWN BY: NCM

CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

# CONFIGURATION SHEET 2 - AIRFIELD



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

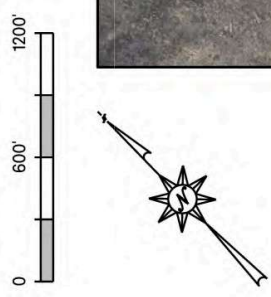
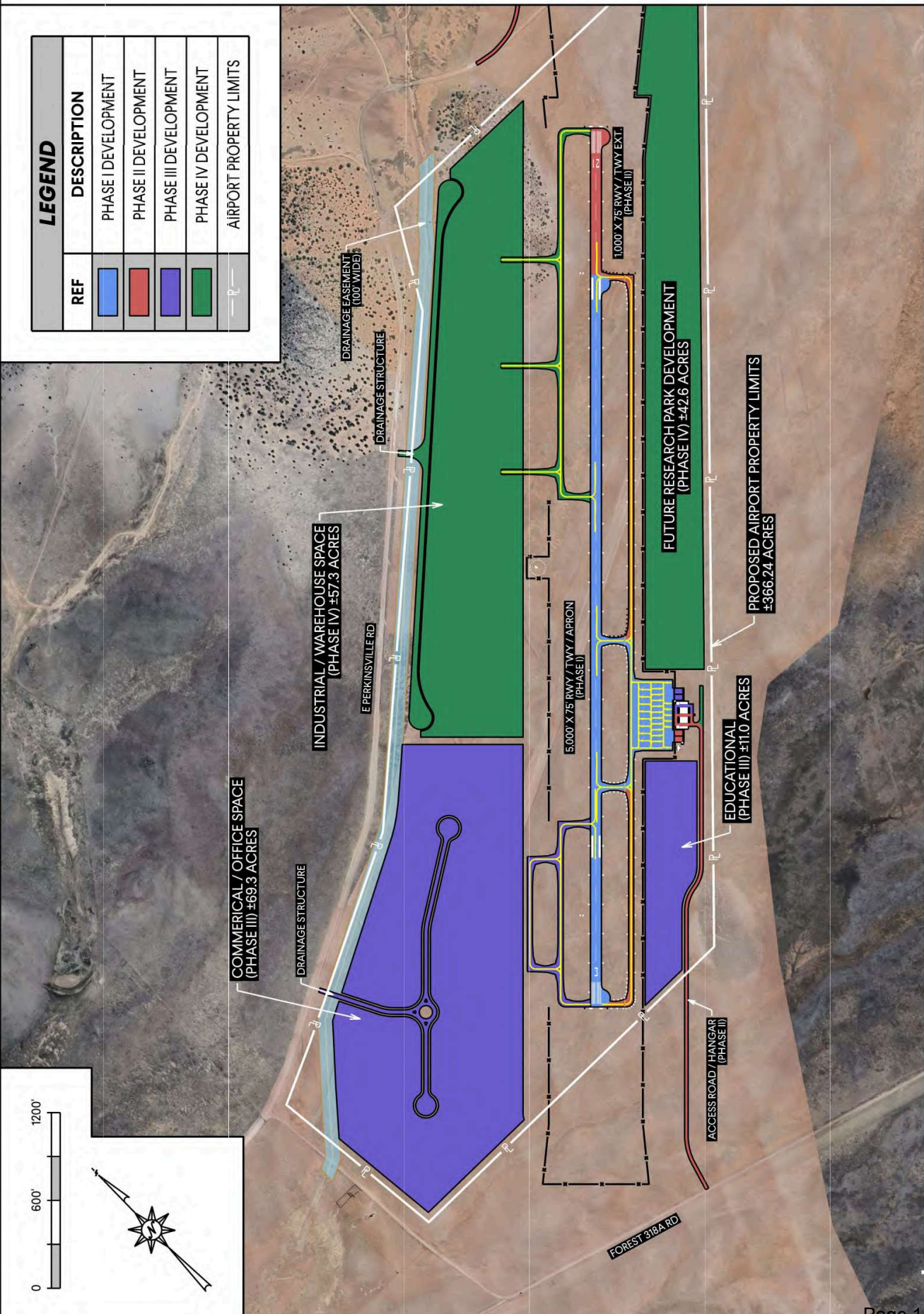
LEGEND	
REF	DESCRIPTION
[Blue Box]	PHASE I DEVELOPMENT
[Red Box]	PHASE II DEVELOPMENT
[Purple Box]	PHASE III DEVELOPMENT
[Green Box]	PHASE IV DEVELOPMENT
[Line with P]	AIRPORT PROPERTY LIMITS



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

**AIRFIELD DEVELOPMENT OPPORTUNITIES**  
 PROPOSED PERKINS RANCH AIRFIELD  
 CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

REF	DESCRIPTION
[Blue Box]	PHASE I DEVELOPMENT
[Red Box]	PHASE II DEVELOPMENT
[Purple Box]	PHASE III DEVELOPMENT
[Green Box]	PHASE IV DEVELOPMENT
[White Box with Dashed Line]	AIRPORT PROPERTY LIMITS



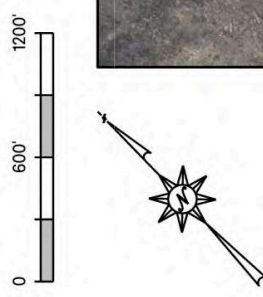
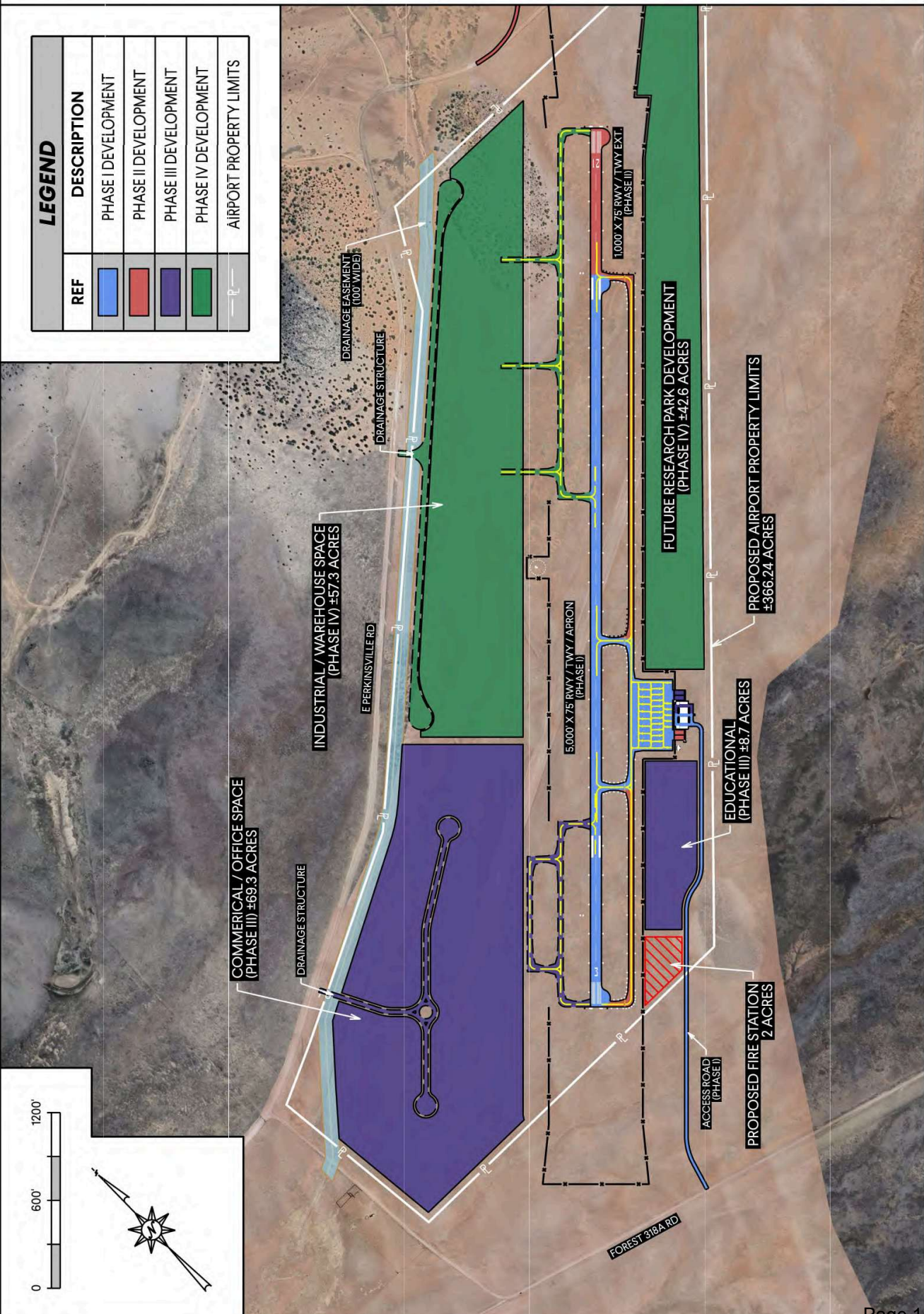


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JOB NUMBER: TNAS250008  
 DATE: NOV 2025  
 SCALE: 1" = 600'  
 DRAWN BY: NCM

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

LEGEND	
REF	DESCRIPTION
[Blue Box]	PHASE I DEVELOPMENT
[Red Box]	PHASE II DEVELOPMENT
[Purple Box]	PHASE III DEVELOPMENT
[Green Box]	PHASE IV DEVELOPMENT
[Dashed Line]	AIRPORT PROPERTY LIMITS



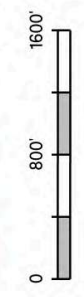
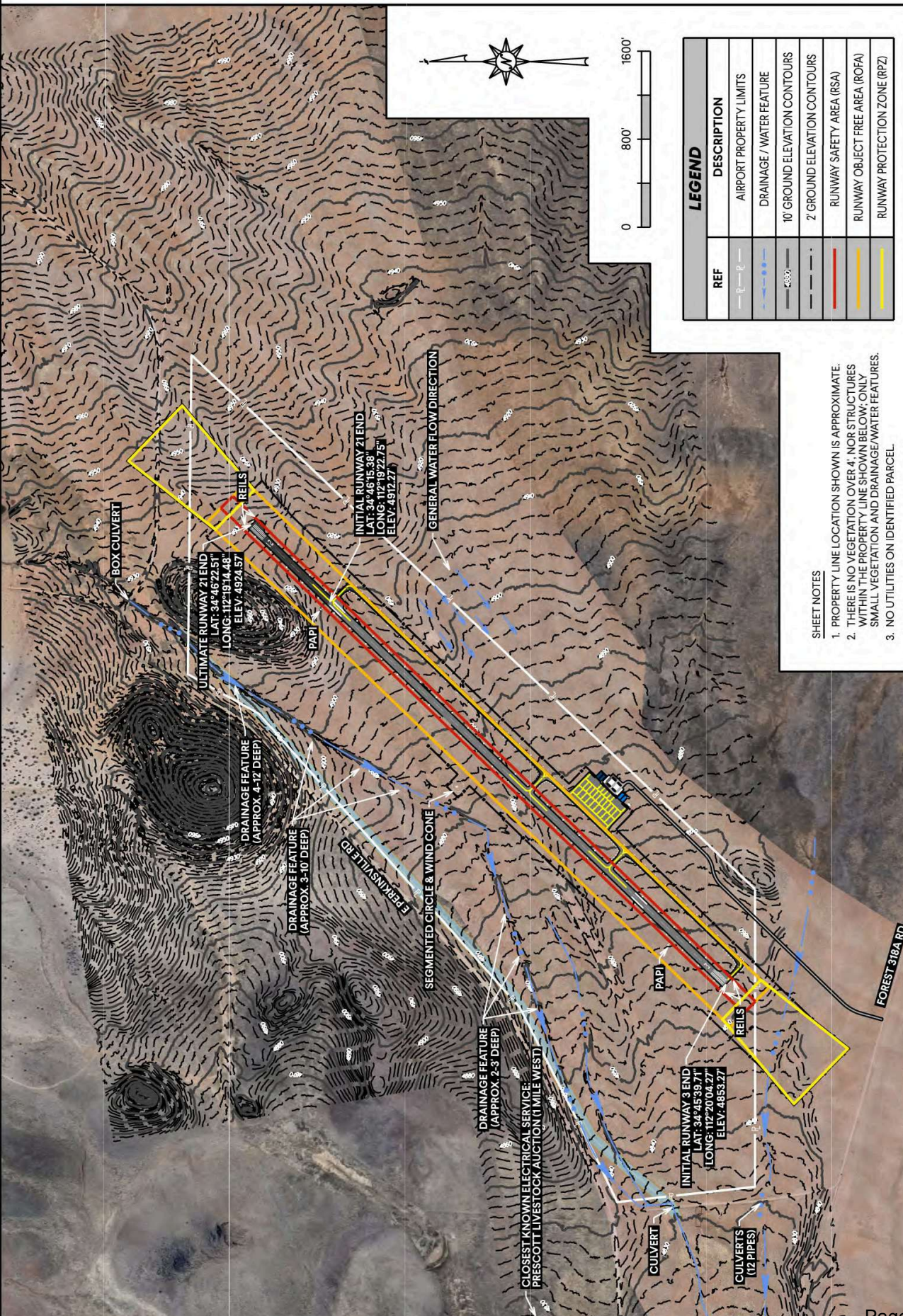


JOB NUMBER: TNAS250008  
 DATE: NOV 2025  
 SCALE: 1" = 800'  
 DRAWN BY: NCM

CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

# CONDITIONS PLAN

## SHEET 10 - EXISTING



REF	DESCRIPTION
1	AIRPORT PROPERTY LIMITS
2	DRAINAGE / WATER FEATURE
3	10' GROUND ELEVATION CONTOURS
4	2' GROUND ELEVATION CONTOURS
5	RUNWAY SAFETY AREA (RSA)
6	RUNWAY OBJECT FREE AREA (ROFA)
7	RUNWAY PROTECTION ZONE (RPZ)

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

BOX CULVERT

ULTIMATE RUNWAY 21 END  
 LAT: 34°45'23.51"  
 LONG: 112°19'14.48"  
 ELEV: 4924.57

REILS

INITIAL RUNWAY 21 END  
 LAT: 34°45'15.38"  
 LONG: 112°19'22.75"  
 ELEV: 4912.27

GENERAL WATER FLOW DIRECTION

DRAINAGE FEATURE  
 (APPROX. 4-12' DEEP)

DRAINAGE FEATURE  
 (APPROX. 3-10' DEEP)

PERKINSVILLE RD

SEGMENTED CIRCLE & WIND CONE

DRAINAGE FEATURE  
 (APPROX. 2-3' DEEP)

CLOSEST KNOWN ELECTRICAL SERVICE  
 PRESCOTT LIVESTOCK AUCTION (1 MILE WEST)

PAPI

INITIAL RUNWAY 3 END  
 LAT: 34°45'39.71"  
 LONG: 112°20'04.27"  
 ELEV: 4853.27

REILS

FOREST 318A RD

CULVERT

CULVERTS  
 (12 PIPES)



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

## HOUSING IMPACT STATEMENT FOR ZONE CHANGE REQUESTS

(A.R.S. § 9-462.01)

Case No. PA-2025-34

Applicant (if applicable): \_\_\_\_\_

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

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

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

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

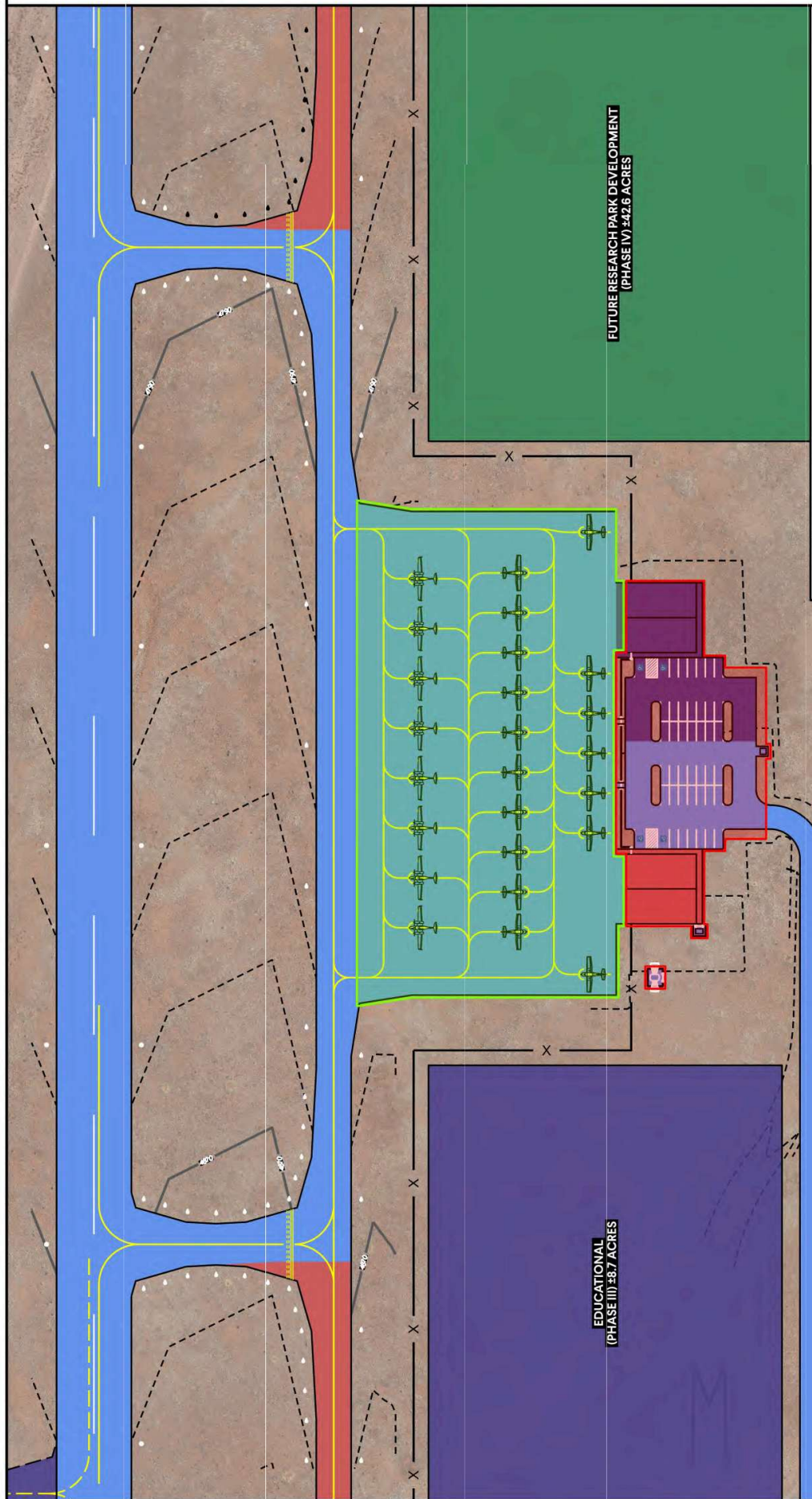
3. Describe any less costly or less restrictive alternative methods of achieving the Ordinance’s purposes.

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



JOB NUMBER: TNAS25008  
 DATE: NOV 2025  
 SCALE: 1" = 100'  
 DRAWN BY: NCM

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

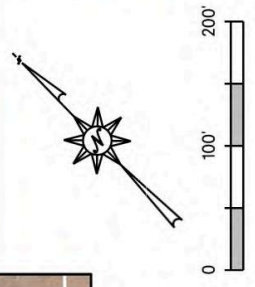


**EDUCATIONAL**  
 (PHASE III) 38.7 ACRES

**FUTURE RESEARCH PARK DEVELOPMENT**  
 (PHASE IV) 242.6 ACRES

**LEGEND**

REF	DESCRIPTION
[Blue Box]	PHASE I DEVELOPMENT
[Red Box]	PHASE II DEVELOPMENT
[Purple Box]	PHASE III DEVELOPMENT
[Green Box]	PHASE IV DEVELOPMENT
[Dashed Line]	AIRPORT PROPERTY LIMITS



**ACREAGE**

REF	LOCATION	AREA
[Green Box]	AIRSIDE	2,950 ACRES
[Red Box]	LANDSIDE	0,940 ACRES

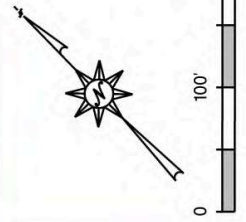
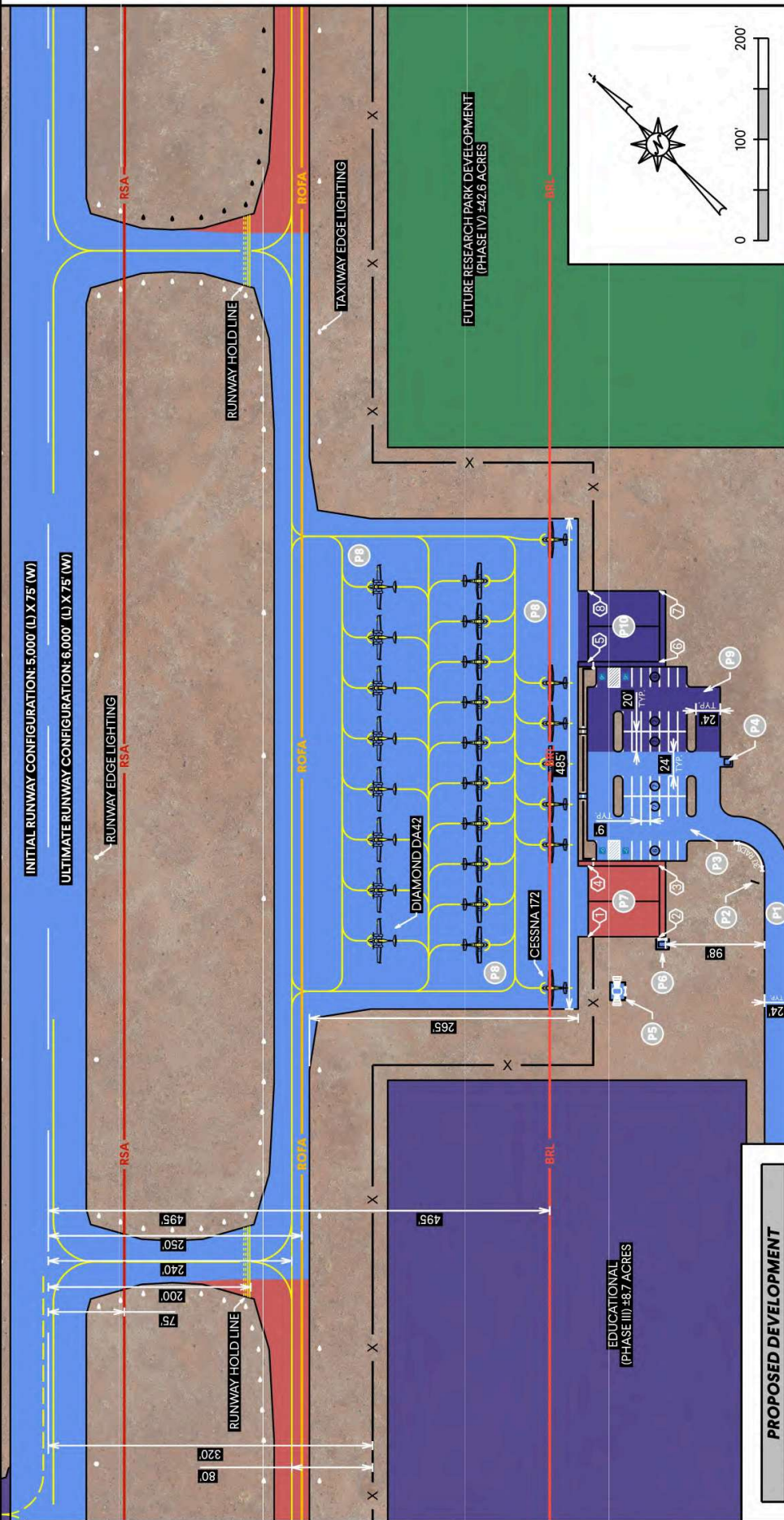


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JOB NUMBER: TNA250008  
 DATE: NOV 2025  
 SCALE: 1" = 100'  
 DRAWN BY: NCM

CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

# DEVELOPMENT SHEET 3 - LANDSIDE



LEGEND	
REF	DESCRIPTION
P1	PHASE I DEVELOPMENT
P2	PHASE II DEVELOPMENT
P3	PHASE III DEVELOPMENT
P4	PHASE IV DEVELOPMENT
P5	AIRPORT PROPERTY LIMITS
P6	RUNWAY SAFETY AREA (RSA)
P7	RUNWAY OBJECT FREE AREA (ROFA)
P8	35' BUILDING RESTRICTION LINE (BRL)

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

PROPOSED DEVELOPMENT	
REF #	DESCRIPTION
P9	VEHICLE ACCESS DRIVE (GRAVEL)
P10	ENTRANCE & EXIT SIGNS
P11	INITIAL VEHICLE PARKING LOT (2 ADA, 20 STANDARD)
P12	GARBAGE DUMPSTER
P13	ROTATING BEACON
P14	ELECTRICAL VAULT
P15	5,000 SQ. FT. BUILDING
P16	AIRCRAFT PARKING APRON
P17	ULT VEHICLE PARKING LOT (2 ADA, 20 STANDARD)
P18	5,000 SQ. FT. BUILDING



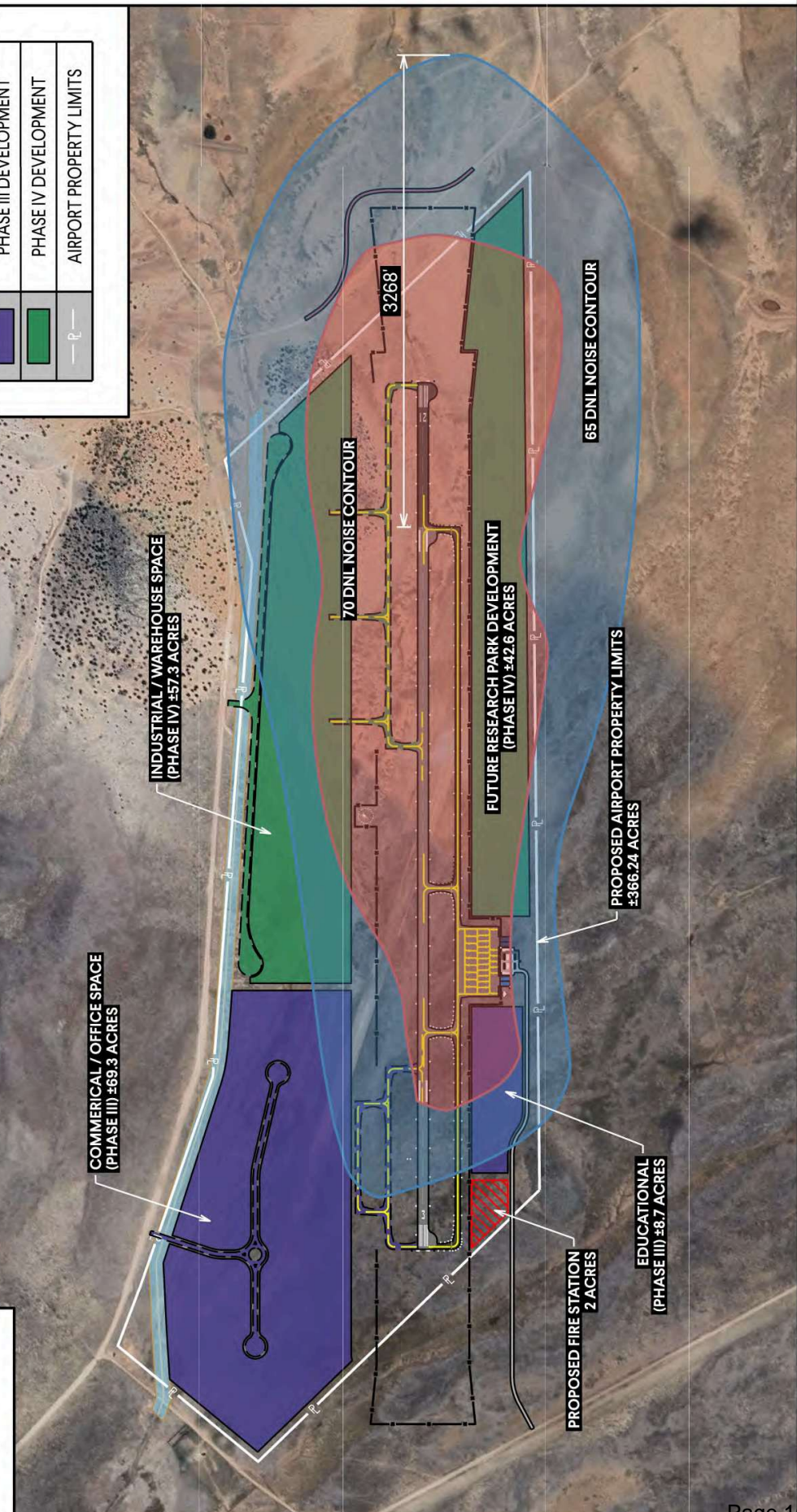
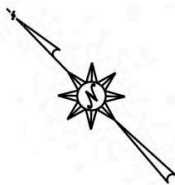
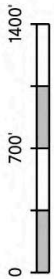
JOB NUMBER: TNAS250008  
 DATE: NOV 2025  
 SCALE: 1" = 700'  
 DRAWN BY: NCM

PROPOSED PERKINS RANCH AIRFIELD  
 CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

# SHEET 12 - NOISE CONTOUR MAP

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

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





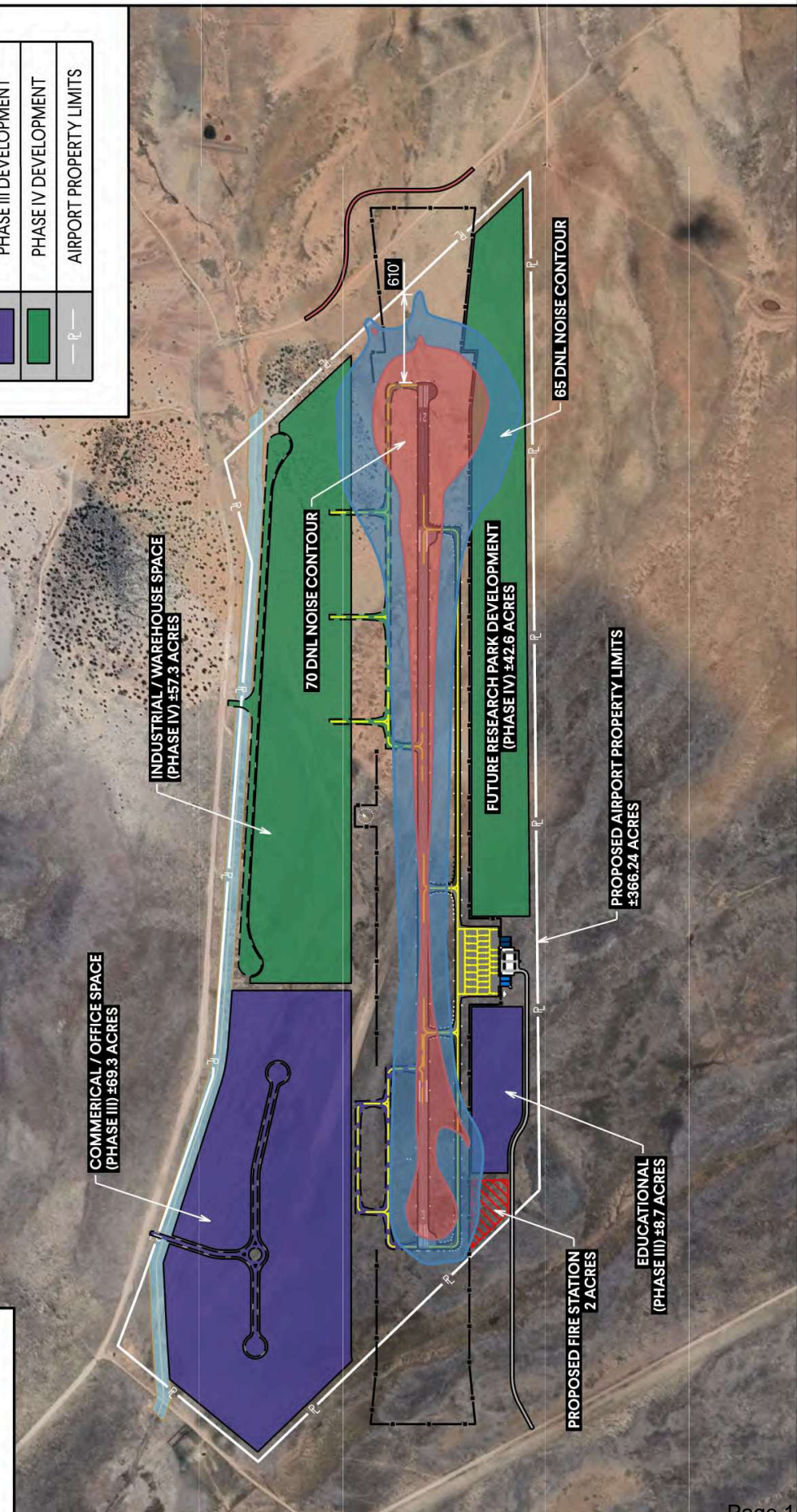
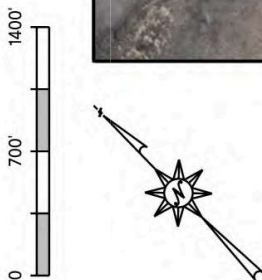
JOB NUMBER: TNAS250008  
 DATE: NOV 2025  
 SCALE: 1" = 700'  
 DRAWN BY: NCM

PROPOSED PERKINS RANCH AIRFIELD  
 CHINO VALLEY, YAVAPAI COUNTY, ARIZONA

# SHEET 13 - NOISE CONTOUR MAP

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

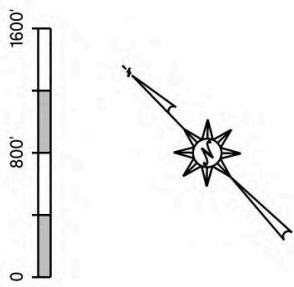
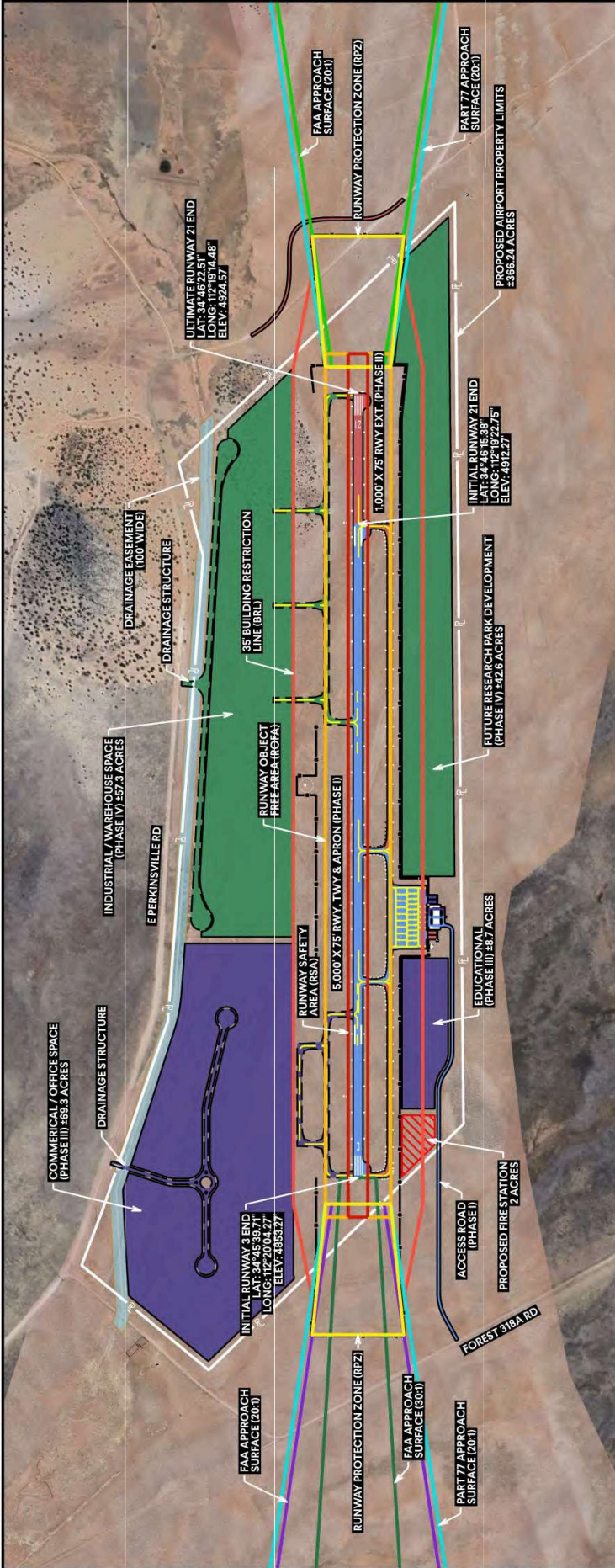
**SHEET NOTES:**  
 1. NOISE DATA IS DERIVED FROM PRESCOTT REGIONAL'S (KPRC) AIRPORT MASTER PLAN, DATED 2018.





JOB NUMBER: TNA250008  
 DATE: NOV 2025  
 SCALE: 1" = 800'  
 DRAWN BY: NCM

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



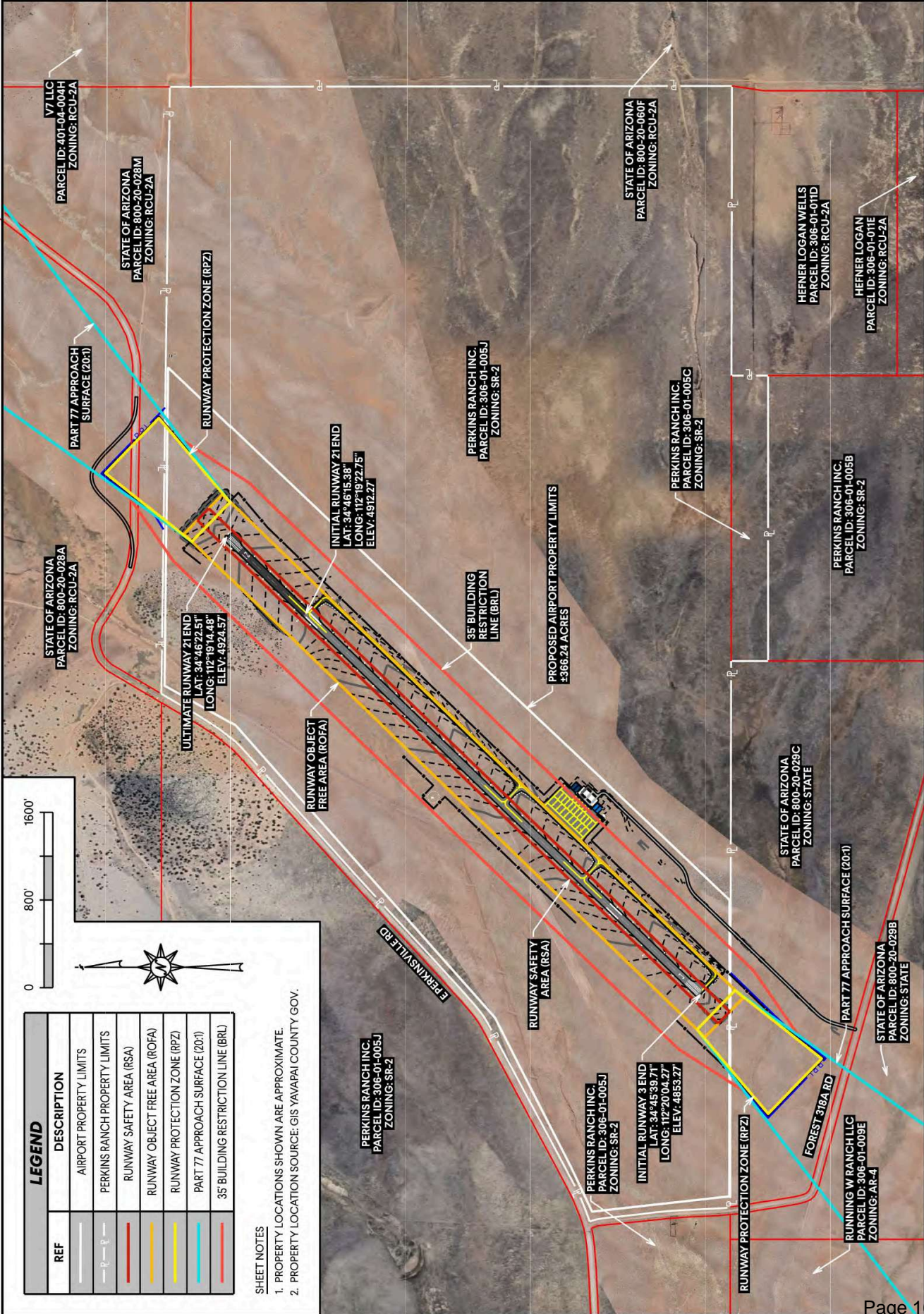
AIRFIELD DATA	
INITIAL	ULTIMATE
B-II	SAME
DIAMOND DA42-VI	SAME
4912.27	4924.57
90.1°F (JULY)	N/A
10° E (4' 48" W PER YEAR)	SAME
34°45'57.54"	34°46'01.11"
112°19'43.51"	112°19'39.36"
5,000' X 75'	6,000' X 75'
35'	SAME

REF	DESCRIPTION
[Blue Box]	PHASE I DEVELOPMENT
[Red Box]	PHASE II DEVELOPMENT
[Purple Box]	PHASE III DEVELOPMENT
[Green Box]	PHASE IV DEVELOPMENT
[Dashed Line]	AIRPORT PROPERTY LIMITS
[Red Line]	RUNWAY SAFETY AREA (RSA)
[Yellow Line]	RUNWAY OBJECT FREE AREA (ROFA)
[Light Green Line]	RUNWAY PROTECTION ZONE (RPZ)
[Green Line]	FAA APPROACH SURFACE (20:1)
[Purple Line]	FAA APPROACH SURFACE (20:1)
[Light Green Line]	FAA APPROACH SURFACE (30:1)
[Light Blue Line]	FAA APPROACH SURFACE (20:1)
[Red Line]	35' BUILDING RESTRICTION LINE (BRL)



JOB NUMBER: TNA250008  
 DATE: NOV 2025  
 SCALE: 1" = 800'  
 DRAWN BY: NCM

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

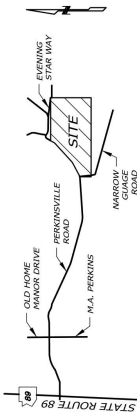
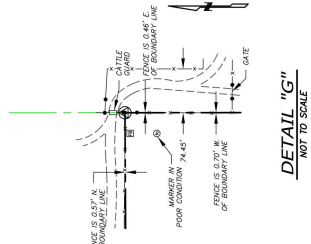
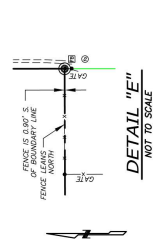
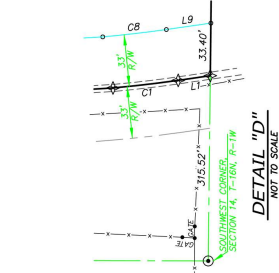
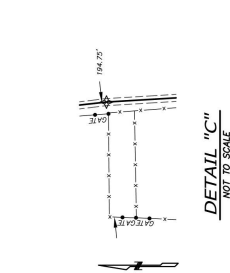
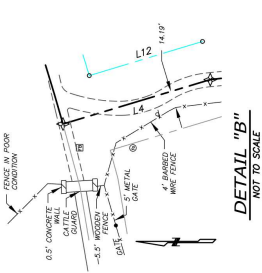
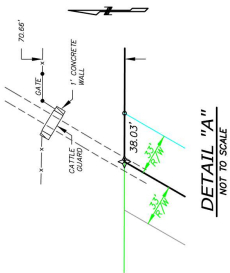


LEGEND	
REF	DESCRIPTION
—	AIRPORT PROPERTY LIMITS
—	PERKINS RANCH PROPERTY LIMITS
—	RUNWAY SAFETY AREA (RSA)
—	RUNWAY OBJECT FREE AREA (ROFA)
—	RUNWAY PROTECTION ZONE (RPZ)
—	PART 77 APPROACH SURFACE (20:1)
—	35' BUILDING RESTRICTION LINE (BRL)

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

# BOUNDARY SURVEY SWC PERKINSVILLE ROAD & EVENING STAR WAY

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



**OWNER**  
SWC PERKINSVILLE ROAD  
OWNER: PERKINS FRANCH INC  
DEED UNAVAILABLE  
AT TIME OF SURVEY

## DESCRIPTION

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

## NOTES

- THE BASIS OF BEARING IS THE SOUTH LINE OF THE EVENING STAR WAY, SECTION 13, LYING 825.00' SOUTH OF THE 1/4 CORNER OF THE SW 1/4 SECTION 13, THE RESULT OF SURVEY IN BOOK 87 OF LAND SURVEYS, PAGE 62, RECORDS OF YAVAPAI COUNTY, ARIZONA.
- THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT, AND IS SUBJECT TO ALL ENCUMBRANCES OF RECORD.
- NO ENCUMBRANCES WERE FOUND BY THIS SURVEY, BUT THIS SURVEY DOES NOT CONSTITUTE A GUARANTEE THAT ANY MUNICIPALITY, INDIVIDUAL OR GOVERNMENTAL AGENCY MAY REQUIRE.
- USE OF THE INFORMATION CONTAINED IN THIS INSTRUMENT FOR OTHER THAN THE PURPOSES INTENDED HEREIN IS EXPRESSLY FORBIDDEN. THE USER OF THIS INSTRUMENT EXPRESSLY PERMITTED IN WRITING IN ADVANCE BY SUPERIOR SURVEYING SERVICES, INC. SUPERIOR SURVEYING SERVICES, INC. SHALL HAVE NO LIABILITY FOR ANY SUCH UNAUTHORIZED USE OF THIS INFORMATION WITHOUT THEIR WRITTEN CONSENT.

## CERTIFICATION

I, DAVID S. ALEIN, HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR IN THE STATE OF ARIZONA. I HAVE PERSONALLY CONDUCTED THIS SURVEY AND I AM AWARE OF THE CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THE MONUMENTS SHOWN ACTUALLY EXIST.



## REFERENCES

- GENERAL LAND OFFICE RECORDS ON FILE WITH THE U.S. DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT
- WARRANTY DEED IN BOOK 4726 OF DEEDS, PAGE 221, YAVAPAI COUNTY RECORDS
- WARRANTY DEED IN BOOK 2033-0024225, YAVAPAI COUNTY RECORDS
- EASEMENT FOR INGRESS AND EGRESS IN BOOK 3087, PAGE 797, YAVAPAI COUNTY RECORDS
- EASEMENT FOR INGRESS AND EGRESS IN BOOK 3087, PAGE 793, YAVAPAI COUNTY RECORDS
- DECLARATION OF SURVEY IN BOOK 54 OF LAND SURVEYS, PAGE 68, YAVAPAI COUNTY RECORDS
- RECORD OF SURVEY IN BOOK 173 OF LAND SURVEYS, PAGE 42, YAVAPAI COUNTY RECORDS
- RECORD OF SURVEY IN BOOK 2014-0058374, YAVAPAI COUNTY RECORDS
- RECORD OF SURVEY IN BOOK 31 OF LAND SURVEYS, PAGE 4, YAVAPAI COUNTY RECORDS
- RESULTS OF SURVEY IN BOOK 187 OF LAND SURVEYS, PAGE 62, YAVAPAI COUNTY RECORDS
- RESULTS OF SURVEY IN BOOK 148 OF LAND SURVEYS, PAGE 52, YAVAPAI COUNTY RECORDS

## SIGNIFICANT OBSERVATIONS

- PER ARIZONA DEPARTMENT OF FORESTRY - RIGHT OF WAY DEPARTMENT THE WIDTH OF THE PUBLIC RIGHT OF WAY IS 66.00', BEING 33.00' ON EITHER SIDE OF THE CENTERLINE OF THE ROAD. MONUMENTS SET ALONG CENTERLINE OF ROAD.

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

2122 W. Lone Cactus Drive, Suite 11  
Flagstaff, AZ 86002  
(928) 869-0726 (office) (928) 869-0726 (fax)  
www.superiorsurveying.com  
info@superiorsurveying.com



SHEET 1 OF 2  
DATE: 10/16/2023  
JOB: 202509006





10/30/2025

Case Number: PA-2025-34

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

### UPDATED COMMENT SET

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

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

#### Development Services - Planning

Will Dingee, Assistant Director, [wdingee@chinoaz.net](mailto:wdingee@chinoaz.net), 928-636-3472,

##### 1. General Comments

###### a. Requested use requires rezoning and conditional use permit.

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

###### b. Land Division/Lot Split required

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

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

#### Development Service - Building

Dan Trout, Chief Building Official, 928-636-4427, [dtrout@chinoaz.net](mailto:dtrout@chinoaz.net)

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



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

#### **Building Design Criteria**

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

#### **Public Works - Engineering**

Steve Sullivan, Assistant Engineer, 928-636-3402, [ssullivan@chinoaz.net](mailto:ssullivan@chinoaz.net)

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



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



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

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

#### **Town of Chino Valley – Water Resources**

Mark Holmes, Water Consultant, 928-277-5253, [mark.holmes.llc@gmail.com](mailto:mark.holmes.llc@gmail.com)

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



**Central Arizona Fire and Medical Authority**

Darrell Tirpak – Fire Marshal, [dtirpak@cazfire.gov](mailto:dtirpak@cazfire.gov), 928-772-711

UPDATED LETTER IS ATTACHED

**APS**

Colleen Boge, Customer Project Representative Sr., [Colleen.Boge@aps.com](mailto:Colleen.Boge@aps.com)

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

**Please coordinate with this agency regarding this project**

**Arizona Game and Fish Department (AZGF)**

Arianna Hartsock, Habitat Specialist, 928-263-88563, [ahartsock@azgfd.gov](mailto:ahartsock@azgfd.gov)

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

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

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

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



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

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

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

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

#### Yavapai County Environmental Department

Max Kamen, [max.kamen@yavapaiaz.gov](mailto:max.kamen@yavapaiaz.gov), 928-442-5408

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

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

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

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



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

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

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

**Arizona Department of Transportation**

Richard Perez, ADOT Prescott Permits Supervisor, 928-777-5861, [RPerez2@azdot.gov](mailto:RPerez2@azdot.gov)

**No response provided for Pre-application meeting.**



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

928-636-4427  
928-636-6937  
[www.chinoaz.net](http://www.chinoaz.net)

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**Upcoming Submittal Deadlines**

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

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



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

October 27, 2025

Scott Gesele  
1 Aerospace Blvd  
Daytona Beach, FL

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

Dear Mr. Gesele

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

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

**Future Fire Station Site Requirement:**

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

**Fire Suppression Systems:**

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

**Water Supply and Fire Flow:**

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

**Emergency Access:**

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

**Emergency Response Services:**

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

**Operational Safety Coordination:**

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

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

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

Thank you,

***Darrell Tirpak***

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

# Arizona Environmental Online Review Tool Report



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

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

**Project Name:**

Perkins Ranch Airfield

**Project Type:**

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

**Project ID:**

HGIS-26624

**User Project Number:**

Town of Prescott LUA PA-2025-34

**Project Description:**

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

**Contact Person:**

Dee Kephart

**Organization:**

AZGFD

**On Behalf Of:**

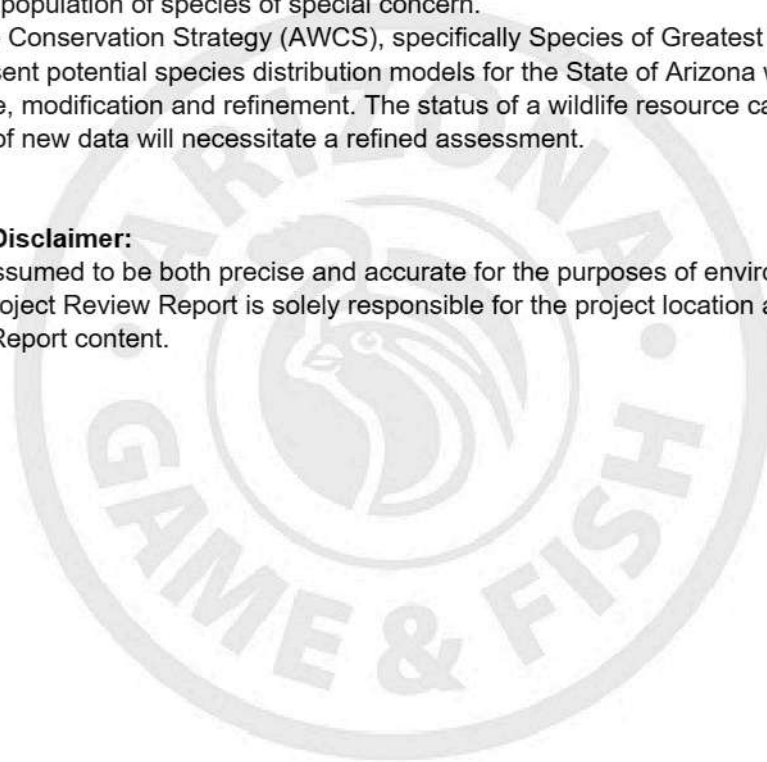
AZGFD

**Disclaimer:**

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

**Locations Accuracy Disclaimer:**

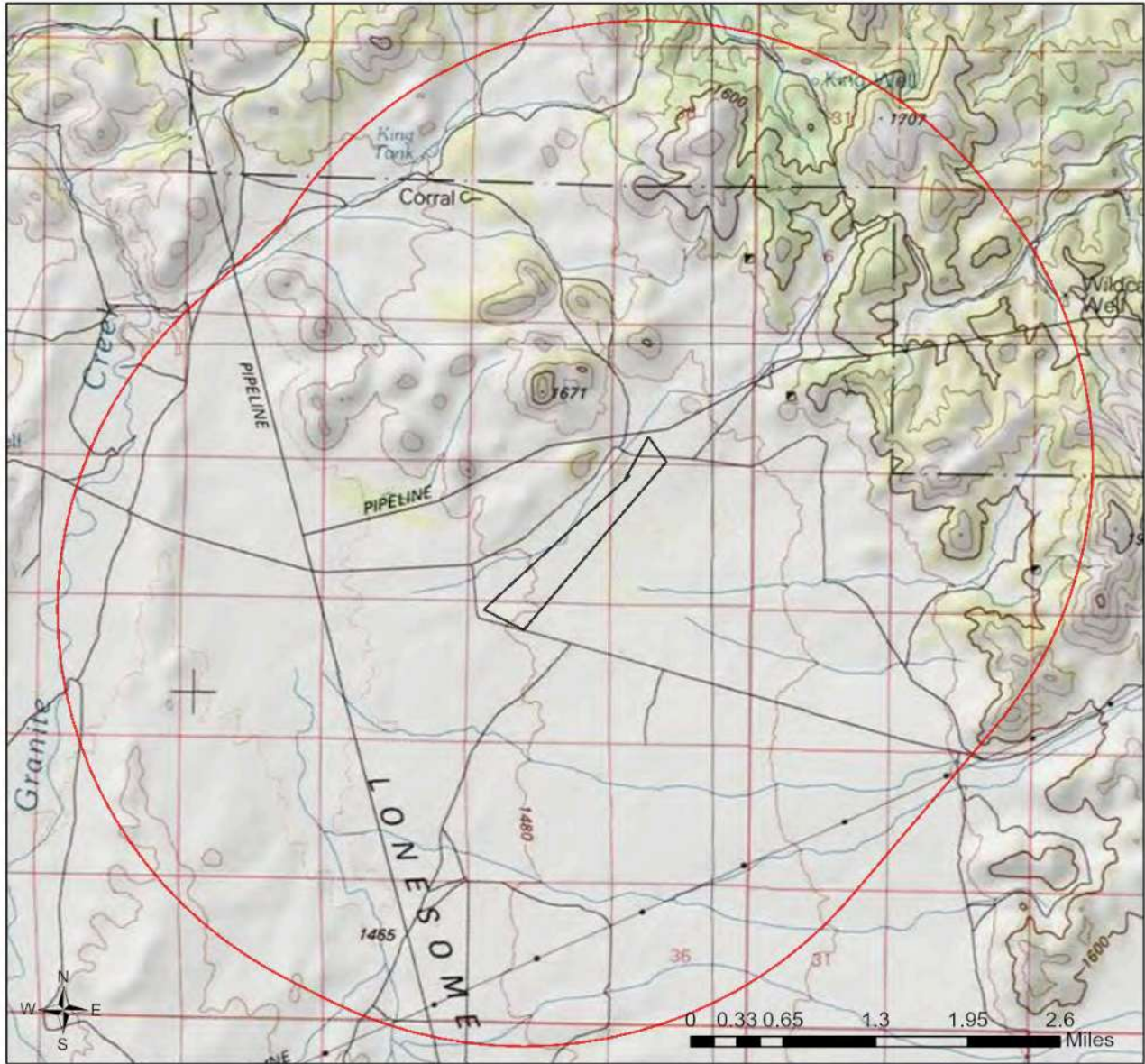
Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Report is solely responsible for the project location and thus the correctness of the Project Review Report content.



**Recommendations Disclaimer:**

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

### Perkins Ranch Airfield USA Topo Basemap With Locator Map



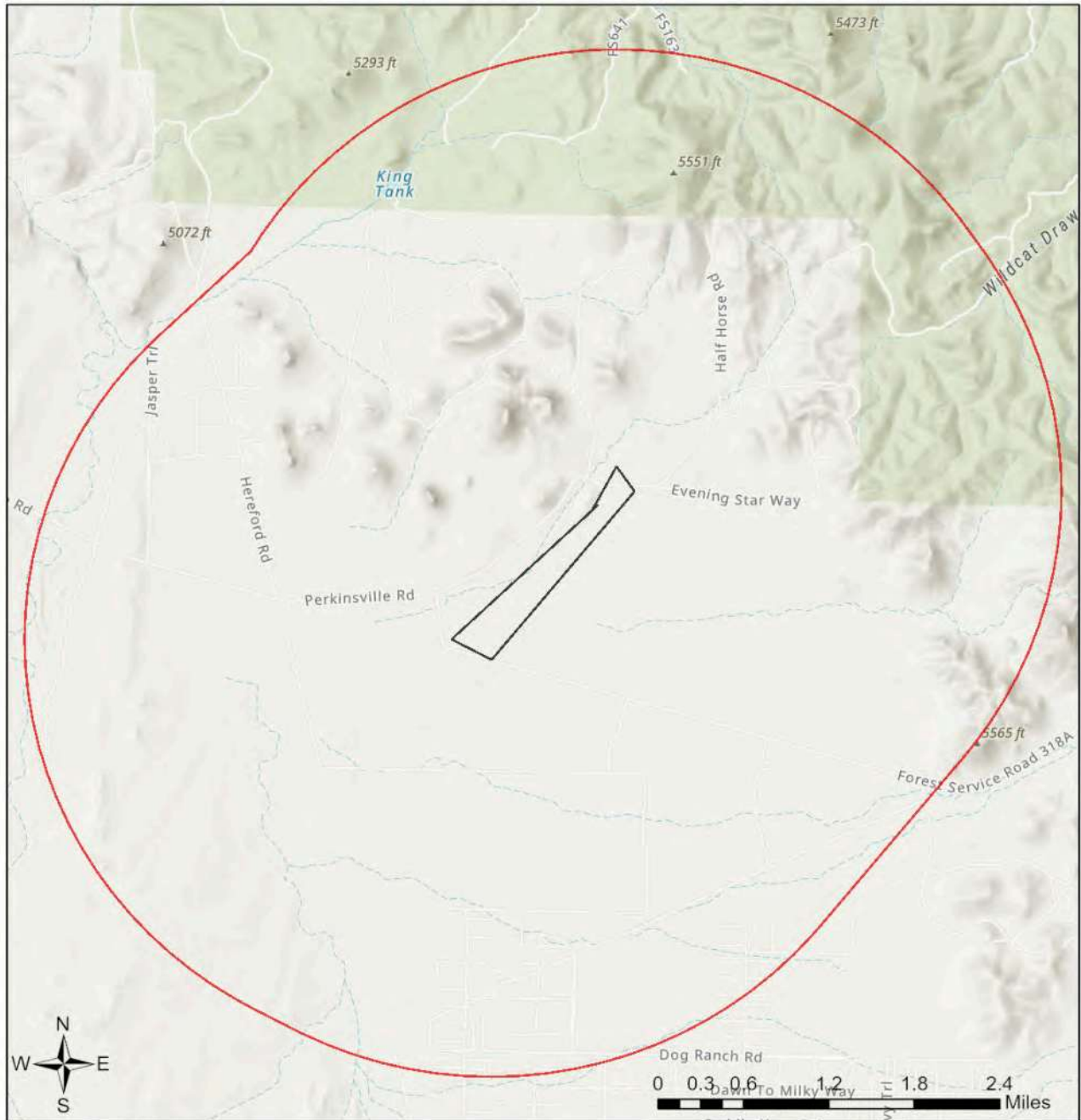
- Buffered Project Boundary
- Project Boundary

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

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



## Perkins Ranch Airfield Important Areas

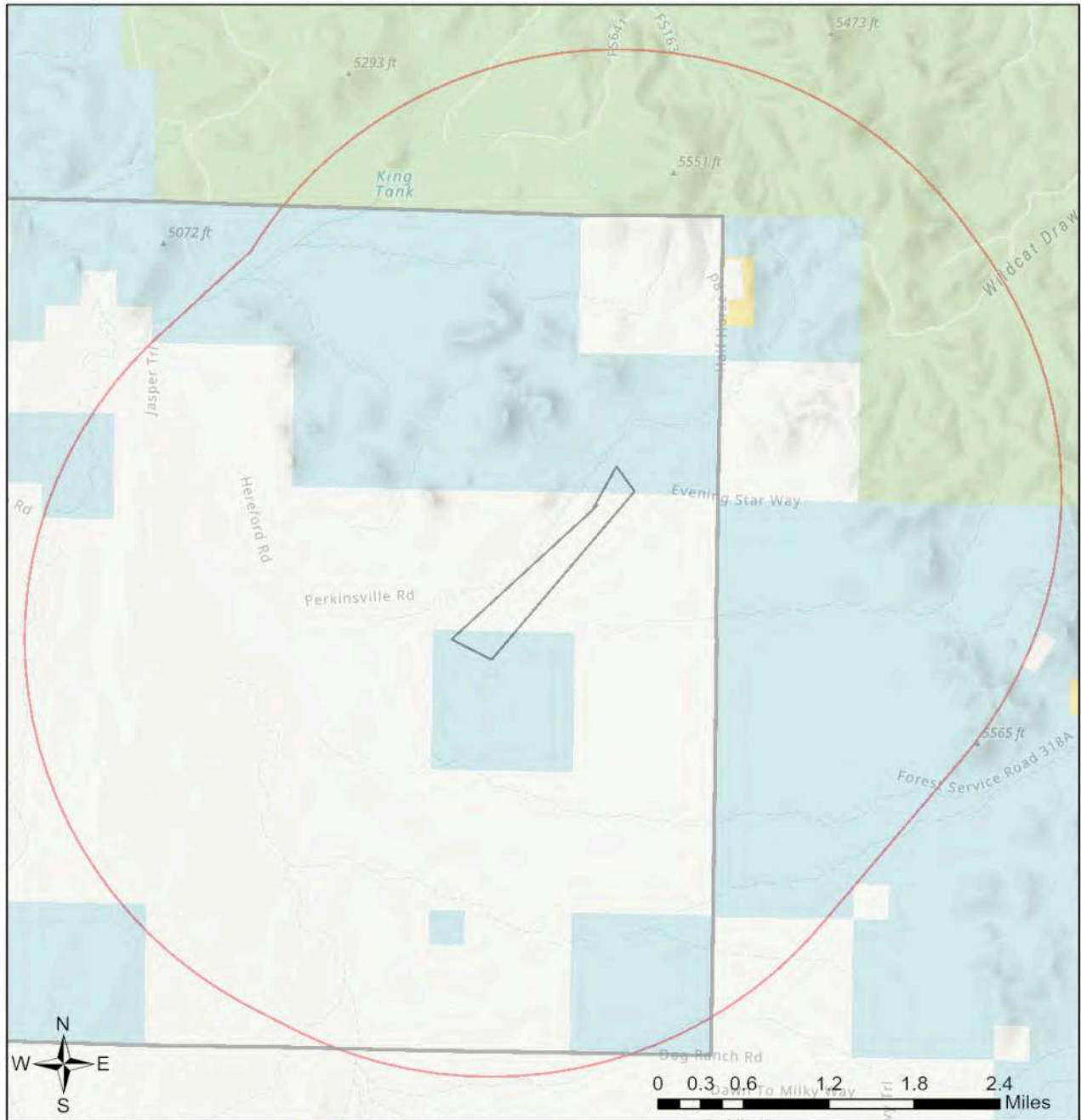


- Buffered Project Boundary
- Project Boundary
- Important Bird Areas
- Critical Habitat
- Pinal County Riparian
- Wildlife Connectivity

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

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

## Perkins Ranch Airfield Township/Ranges and Land Ownership



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

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

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

**Special Status Species Documented within 3 Miles of Project Vicinity**

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

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

**Special Areas Documented that Intersect with Project Footprint as Drawn**

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

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

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

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

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

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

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

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

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

**Project Type Recommendations:**

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

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

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

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

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

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

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

**Project Location and/or Species Recommendations:**

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



STATE OF ARIZONA  
County of Yavapai

15389

I do hereby certify that the within instrument was filed and recorded at request of

*Frank C. Bauer* on *Dec 22* A.D. 19*66*  
at *3:35* o'clock *P.*M. Book *382* Official Records, Page *522-525 (incl)*

INDEXED

Records of Yavapai County, Arizona.

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

FRANK C. BAUER, County Recorder.

By *Emily D. Jant* Deputy



*I.R.S. \$ 51.15*

QUITCLAIM DEED

THIS INDENTURE, made this the 15th day of December, 1966,  
between M. N. PERKINS, Sr., husband of EVELYN E. PERKINS,  
dealing with his sole and separate property, Grantor, and THE PERKINS  
RANCH, Inc., an Arizona Corporation, Grantee,

WITNESSETH:

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

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

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

BOOK 382 PAGE 522



THIS PAGE WILL NOT REPRODUCE

Fannie Perkins, Deceased, presently the subject of probate proceedings in the Superior Court of Yavapai County, Arizona, in Cause Number 8591. This Quit Claim Deed is executed in consideration of such Assignment, it being the intent of the Grantor to convey to the Grantee all right, title and interest of Grantor in and to any and all real property or interest therein, which the said Fannie Perkins, Deceased, may have owned or been possessed of as of the date of her death.

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

*M. N. Perkins, Sr.*  
M. N. Perkins, Sr.

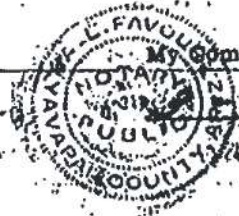
STATE OF ARIZONA :  
                                      ; ss  
County of Yavapai        :

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

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

*[Signature]*  
Notary Public

My Commission expires:



12-19-1966

EXHIBIT 'A'  
DESCRIPTION OF REAL PROPERTY

TOWNSHIP SEVENTEEN NORTH, RANGE ONE WEST

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

TOWNSHIP EIGHTEEN NORTH, RANGE TWO EAST

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

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

TOWNSHIP SIXTEEN NORTH, RANGE ONE WEST

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

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

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

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

THIS PAGE WILL NOT REPRODUCE

STATE OF ARIZONA }  
County of Yavapai } 15390

I do hereby certify that the within instrument was filed and recorded at request of A. R. Zard on Nov 20 A.D. 1965  
at 3:25 o'clock P.M., Book 382 Official Records, Page 526-529 (Incl)  
Records of Yavapai County, Arizona.

INDEXED



WITNESS my hand and official seal the day and year first above written.  
FRANK C. BAUER, County Recorder  
By Evelyn D. Zard Deputy

*I.R.S. 4 51 15*

QUIT CLAIM DEED

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



WITNESSETH:

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

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

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

BOOK 382 PAGE 526

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

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

*Betty Jean Perkins*  
Betty Jean Perkins

STATE OF ARIZONA )  
                          ) ss.  
County of Yavapai )

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

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

*Rose Mary Druce*  
Notary Public



DESCRIPTION of REAL PROPERTY

TOWNSHIP SIXTEEN NORTH, RANGE ONE WEST

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

TOWNSHIP EIGHTEEN NORTH, RANGE TWO EAST

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

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

**TOWNSHIP SIXTEEN NORTH, RANGE ONE WEST**

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

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

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

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



SOUTHWEST TRAFFIC  
ENGINEERING, LLC

## TRAFFIC IMPACT STATEMENT

# PERKINS RANCH AIRFIELD PHASE 1

FOREST SERVICE ROAD 318A/PERKINSVILLE ROAD

12 DECEMBER 2025



PREPARED FOR

**GMC**

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

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



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## Appendix

Traffic Count Data

### Prepared By:

Andrew Smigielski, PE, PTOE, PTP

Amy Forsythe, PE



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

**Project Description**

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

The purpose of this traffic impact statement is to:

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

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

**Study Methodology**

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

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



Figure 1 – Vicinity Map



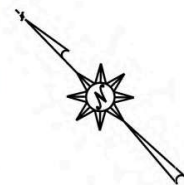
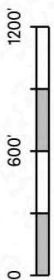
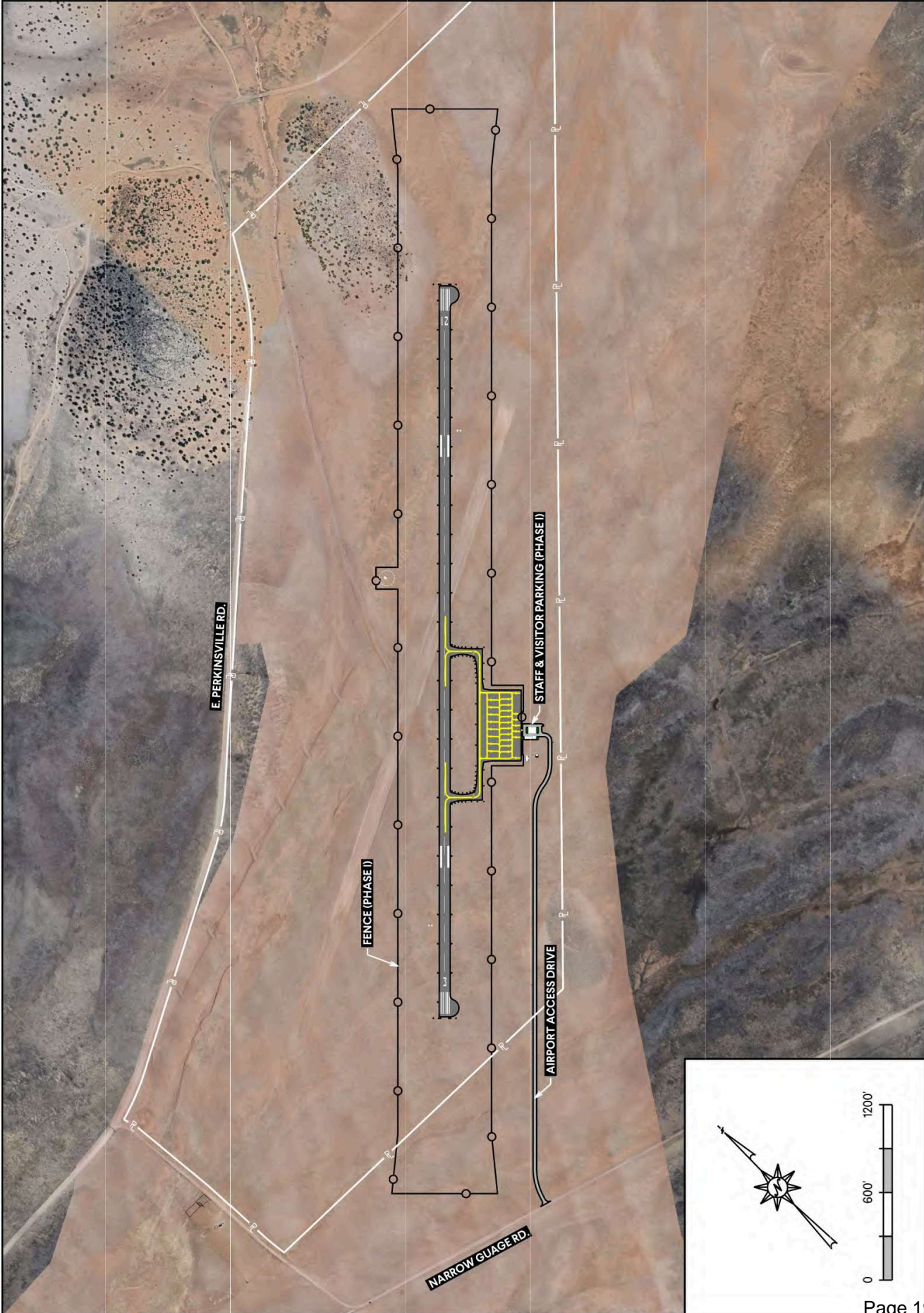
**LEGEND:**

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



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

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





## **Existing Conditions**

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

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

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

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

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

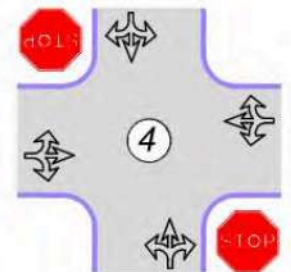
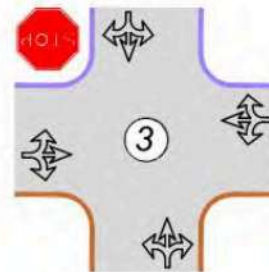
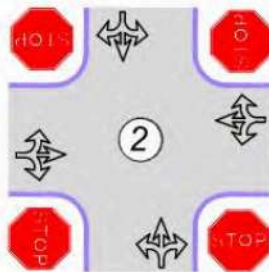
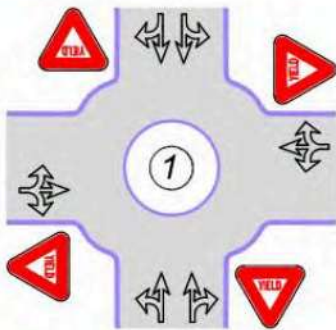
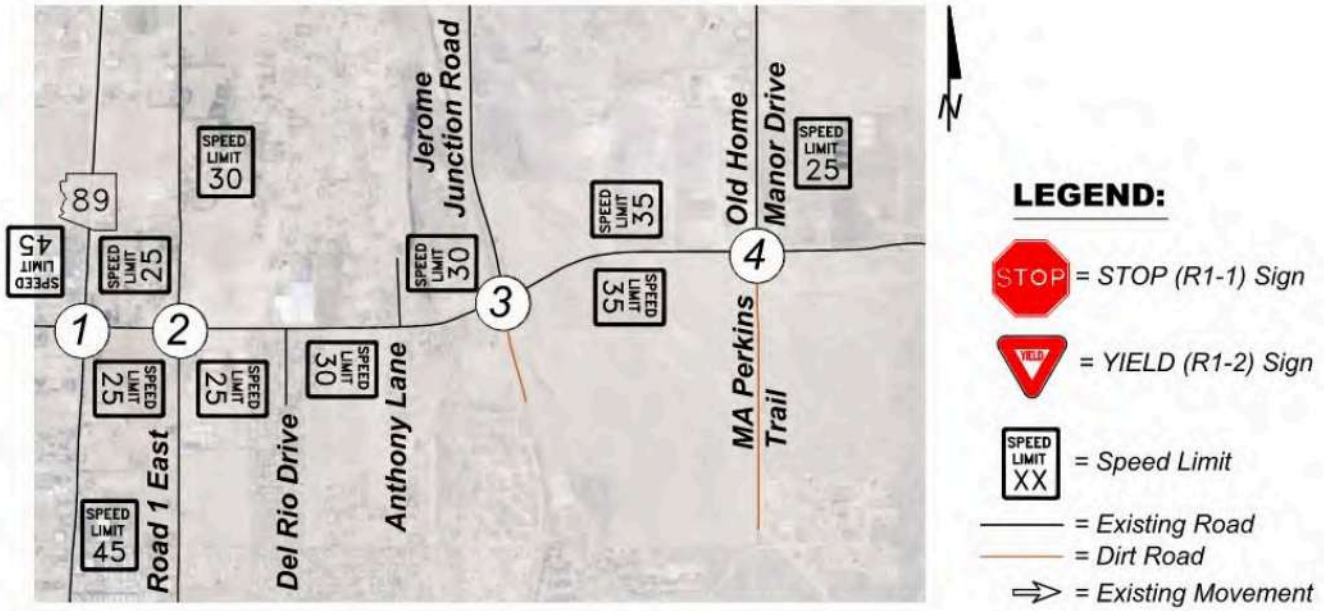
Old Home Manor Drive is a two-lane roadway that begins at Perkinsville Road and extends north for approximately one mile, ending at a gate where the roadway transitions into a private road. M.A. Perkins Trail aligns with Old Home Manor Drive and extends to the south as a dirt residential road. The posted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

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

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



Figure 3 – Existing Lane Configurations and Traffic Control





## **Existing Traffic Data**

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

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

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

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

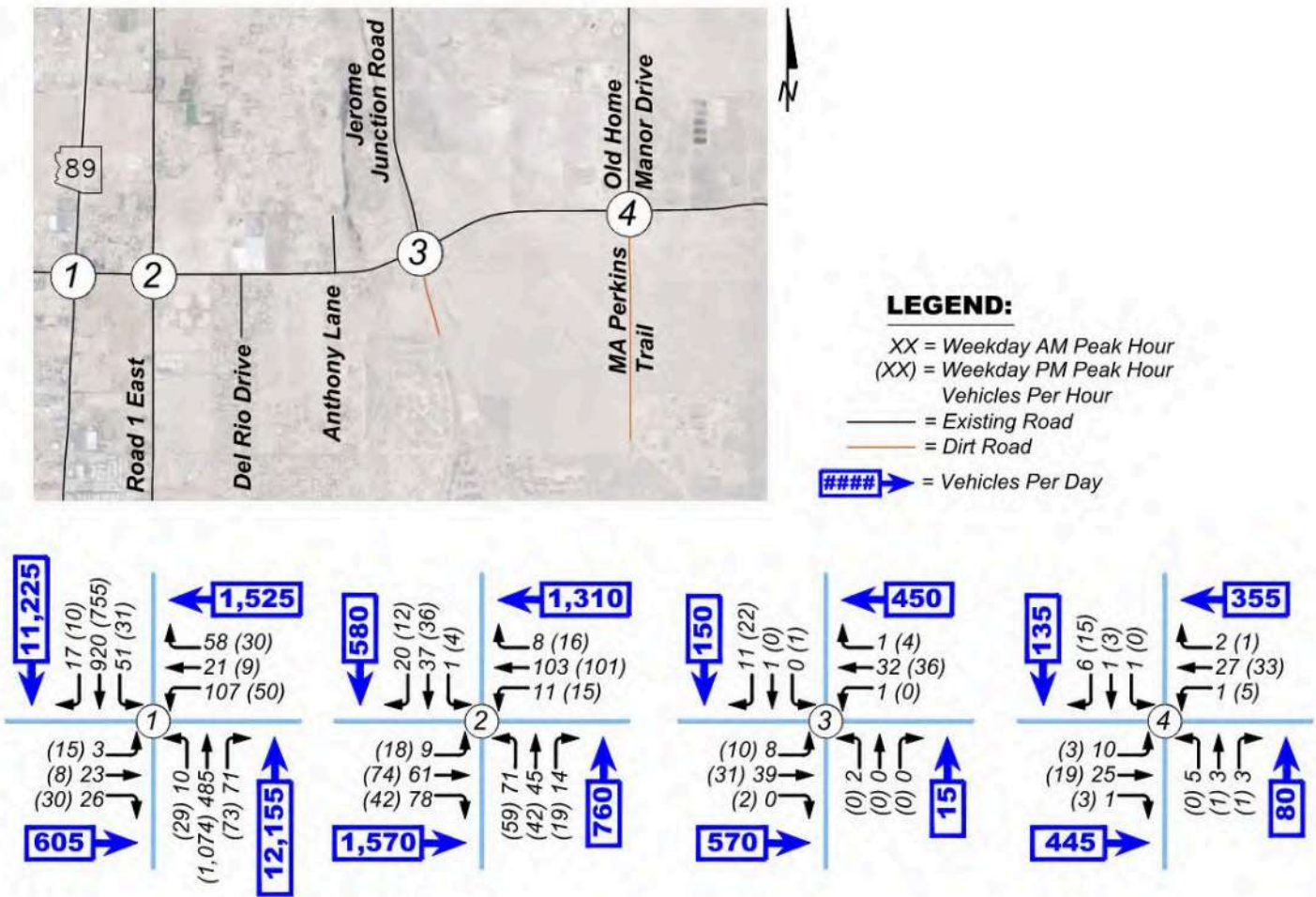
- Perkinsville Road between SR 89 and Road 1 East
- Perkinsville Road between Road 1 East and Del Rio Drive
- Perkinsville Road between Anthony Lane and Jerome Junction Road
- Perkinsville Road between Jerome Junction Road and Old Home Manor Drive

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

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



Figure 4 – Existing Weekday Peak Hour Traffic Volumes





**Table 1 – Vehicle Classification Summary**

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

**Table 2 – Vehicle Speed Distribution Summary**

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



## Access

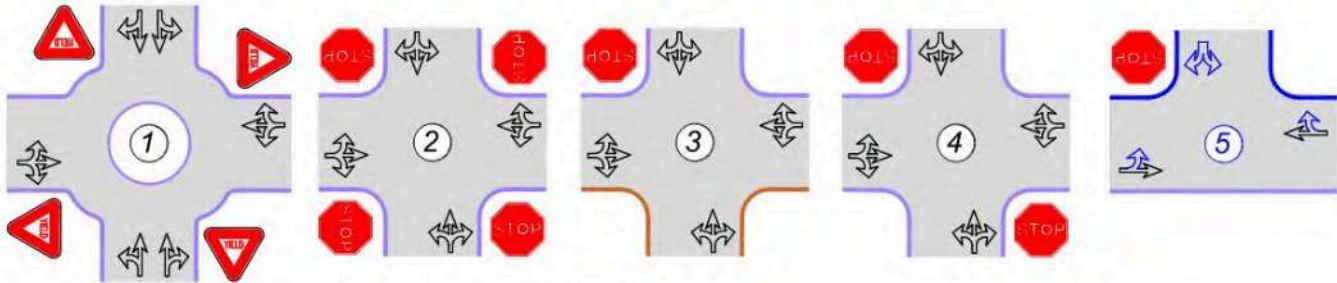
The project will be served by one proposed access point (Main Access) on the east side of Forest Service Road 318A, approximately 4,000 feet south of Perkinsville Road. This driveway will offer full access to the site.

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

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



**Figure 5 –Access Point and Intersection Configuration Assumptions**



**LEGEND:**

- = STOP Controlled Approach
- = YIELD (R1-2) Sign
- = Existing Road
- = Dirt Road
- = Existing Movement
- = Proposed Access
- = Proposed Movement



## Trip Generation

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

**Table 3 – Weekday Project Site Generated Trips**

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

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

## Conclusion

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

ATTACHMENT E  
STAFF RESEARCH



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

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

**I. PROJECT DATA**

Project Location:	East of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley Arizona 86323				
Parcel Number(s):	Portion of 306-01-005J				
Parcel Size(s):	390 Acres				
Total Acreage:	390 Acres				
Proposed Dwelling Units:	0				
Address:	N/A				
Applicant:	Perkins Ranch Inc.				
Applicant's Agent:	Heidi Short				
Conforms to G.P. Land Use Conformity Matrix:	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Rezoning for conformity
Zoning Overlay	PAD	N/A			
Within ½ Mile of SR89?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	If yes, Property is restricted – site-built only
	<b>Existing Zoning</b>	<b>Use(s) on-site</b>			<b>General Plan Designation</b>
<b>Site</b>	SR-2	Existing Unimproved Airstrip/Vacant			RA – Ranch Agricultural (1 du/4 ac)
<b>North</b>	SR-2 & RCU-2A(COUNTY)	Vacant/Ranch Land			RA – Ranch Agricultural (1 du/4 ac)
<b>South</b>	SR-2 & State	Vacant/Ranch Land			RA – Ranch Agricultural (1 du/4 ac)
<b>East</b>	RCU-2A (COUNTY)	Vacant/Ranch Land			RA – Ranch Agricultural (1 du/4 ac)
<b>West</b>	SR-2 & AR-4	Vacant/Ranch Land			RA – Ranch Agricultural (1 du/4 ac)
Prior Cases or Related Actions:	PA-2025-34				
<u>Type</u>					<u>Cases, Actions or Agreements</u>
Pre-Annexation Agreement	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Pre-Annexation Development Agreement Dated 9/27/01
Annexation	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Annexed 09/27/01
General Plan Amendment	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	
Development Agreement	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Pre-Annexation Development Agreement Dated 9/27/01
Rezone	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	
Subdivision	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	
Conditional Use Permit	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	

ATTACHMENT E  
STAFF RESEARCH

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

**II. TOWN OF CHINO VALLEY GENERAL PLAN**

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

**NOTIFICATION**

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

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

ATTACHMENT E  
STAFF RESEARCH

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

ATTACHMENT F  
Written Public Comment

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

## Will Dingee

---

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

Assistant Director Dingee,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

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

CC: Pam Woodhurst, Clint Skeens

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

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

Thank you for the information.

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

## Will Dingee

---

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

**Categories:** Embry Riddle Project

Mr Dingee,

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

Two things I suggest the Town consider.

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

Regards,

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

## Will Dingee

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

**Categories:** Embry Riddle Project

Hello

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

Is it feasible to:

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

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

Regards

## Will Dingee

---

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

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

**Categories:** Embry Riddle Project

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

Tom Orem

Sent from my iPhone

## Will Dingee

---

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

**Categories:** Embry Riddle Project

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

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

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

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

Richard Tengdin

# Proposed Perkins Ranch Airpark Concerns

## Robert Jutras

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

## Gerreann Froberg

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**From:** Erin Deskins  
**Sent:** Tuesday, February 3, 2026 3:27 PM  
**To:** Gerreann Froberg; Will Dingee; Laurie Lineberry  
**Subject:** FW: Chino Valley Airstrip/Airport

Please forward to our P&Z Commissioners. Thanks!

### **Erin N. Deskins, CMC**

**Town Clerk, Town of Chino Valley**

928.636.3131

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

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**From:** Sarah Rhodes <[REDACTED]@verizon.net>  
**Sent:** Tuesday, February 3, 2026 3:12 PM  
**To:** Erin Deskins <edeskins@chinoaz.net>  
**Subject:** Chino Valley Airstrip/Airport

To: Erin Deskins, Town Clerk,

**Please forward this email to all members on the Planning & Zoning Commission.**

**We are residents of Chino Valley and we are opposed to the private airstrip/airport zoning request change with a Conditional Use Permit (CUP) for Perkins Ranch Airfield (ZC-2025 03 & CUP -2025-05.)**

The proposed airstrip/airport that would be leased to ERAU (for flight training) which would change the community of Chino Valley forever if this is allowed. All in the name of progress? The noise, the air pollution (lead) will impact humans and animals in a negative way. There are already high levels of lead at The Prescott Municipal Airport which is well documented. Unleaded aviation fuel (avgas) will not be available possibly by the end of 2030. We do not want more lead in our town.

The at-risk species in Chino Valley are the American Pronghorn, Western Burrowing Owl, and the Black-footed Ferrett. The proposed airfield doesn't just threaten these animals' presence; it threatens their reproductive cycles, migration, etc. Tactical aviation (noise, vibrations, and low-altitude pressure waves) is particularly disruptive to these animals.

The home values in this area will drop and our homeowner insurance premiums will go up substantially with this activity. Also, why would you want to create more of a high fire danger in this area? What are you thinking? All in the name growth? Truly this is a sad state of affairs if this proposal is approved.

## **Critical Policy of the 2040 Plan for Chino Valley**

The plan explicitly states its commitment to preserving "expansive vistas" and "endless grasslands." The industrial airfield/airport and manufacturing hub directly contradict the 2040 Plan which mandates to maintain a peaceful, rural community.

In closing, there are other locations (which have already been mentioned) that Embry Riddle can utilize for an airstrip/airport that would be a better fit for our community.

Respectfully,

Sarah and Ron Rhodes

## Gerreann Froberg

---

**From:** Erin Deskins  
**Sent:** Tuesday, February 3, 2026 12:21 PM  
**To:** Gerreann Froberg; Will Dingee; Laurie Lineberry  
**Subject:** FW: Opposition to Proposed Airfield ZC-2025-03 & CUP-2025-05  
**Attachments:** RLG Memo Re Perkins Airfield (2-2-26).pdf

Gerreann,  
Please forward the below and attached to our Planning & Zoning Commissioners.

Commissioners,  
Our Development Services Director has provided a response for you with regards to the below and attached document.

Laurie's response:

The General Plan Vision Statement says:

*"Chino Valley is a peaceful, rural community that supports recreation and regional tourism. We are committed to preserving our community's expansive vistas, endless grasslands, and starry night skies while supporting limited and sustainable growth. Our proud agricultural and equestrian tradition makes Chino Valley a desirable place to build a future."*

Most of the endless grasslands are owned by one or two major landholder families, the largest being the Perkins family. By allowing 400 acres at the farthest eastern portion of the Town to be utilized for non-agricultural purposes, the balance of the ownership of thousands of acres can be kept by the family in grasslands for grazing, thereby maintaining the expansive vistas and endless grasslands that the residents support in the general plan.

### **Erin N. Deskins, CMC**

**Town Clerk, Town of Chino Valley**

**928.636.3131**

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**From:** Jon Gillespie <jgillespie@roselawgroup.com>  
**Sent:** Monday, February 2, 2026 11:04 PM  
**To:** Will Dingee <wdingee@chinoaz.net>; Laurie Lineberry <llineberry@chinoaz.net>; Erin Deskins <edeskins@chinoaz.net>  
**Cc:** Samantha DeMoss <sdemoss@roselawgroup.com>; Jessica Barragan <jbarragan@chinoaz.net>; Terri Denemy <tdenemy@chinoaz.net>  
**Subject:** Opposition to Proposed Airfield ZC-2025-03 & CUP-2025-05

Hello Erin, Will and Laurie,

Our firm has been asked to draft this letter in the interests of surrounding property owners to the proposed Perkins Airfield. Will you please circulate this to Planning Commission members prior to tomorrow's hearing? And please

reference it in your report to the Commission regarding public comment received for the proposed Zoning and CUP cases. I am available to discuss the considerations which we raise in this memo. Below are a few of the key points I am seeing:

- The proposed airfield is incompatible with the Ranch Agricultural General Plan Designation and violates the Town's voter-approved General Plan, which expressly prohibits intensification of this area through 2040
- The applicant fails to meet the UDO §1.9.3 CUP standards requiring that the use not be materially detrimental to nearby residents, public welfare, or neighborhood character, as evidenced by unresolved noise, safety, traffic, and overflight impacts
- When evaluated cumulatively, the phased proposal constitutes an aviation industrial/commercial campus, an intensity and use that cannot be conditioned into compatibility and would undermine zoning integrity and set improper precedent
- Town Council members continue to be deliberating in front of each other on social media pages. I am seeing evidence of them having made up their mind on the project despite shifting project boundaries, revised proposed operations, etc.

Could you please provide me with a copy of the proposed Development Agreement which is being discussed in conjunction with the proposal? If the DA is being used as the primary tool to mitigate impacts then I believe it makes sense to have that available to the public for their comment at this point in the process.

Thank you,

Jon

**Jon Gillespie**

Attorney



7144 E Stetson Drive, Suite 300, Scottsdale, AZ 85251

Direct 480.240.5641 Fax 480.505.3925 Mobile [REDACTED]

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Memorandum

To: Town of Chino Valley Planning Director, Planning & Zoning Commission, and Town Council

From: Rose Law Group

Date: February 2, 2026

Re: Analysis of Perkins Airfield Rezoning and CUP Request (ZC-2025-03 & CUP-2025-05)

I. Introduction

We have been requested to analyze the proposed rezoning and Conditional Use Permit (CUP) for an airfield proposing more than 18,000 annual maneuvers over the Town of Chino Valley. We find that the project is incompatible with surrounding zoning and land uses, conflicts with the Town of Chino Valley's General Plan (GP), and fails to satisfy the Chino Valley Unified Development Ordinance (UDO) standards for a conditional use permit and related procedures. The proposed four-phase build-out compounds intensity, noise, traffic, and safety impacts beyond what can be conditioned to compatibility.

Additionally, the Town of Chino Valley has potentially violated Open Meeting laws and required public notification standards. There may be other possible claims against the Town which we have not evaluated herein and we also have not specified all the damages and remedies which could be sought should legal action be pursued.

II. Legal Standards for Conditional Use Permits

**Conditional Uses Are Discretionary.** Uses listed as conditional are not as-of-right; approval requires demonstration of compliance with UDO criteria and compatibility with the district and surroundings (e.g., UDO §4.2). Chino Valley Unified Development Ordinance Section 1.9.3(A) requires proposed CUP's "will not be materially detrimental to persons residing or working in the vicinity adjacent to the property, to the neighborhood, or to the public welfare." This is to be determined through the public hearing process. The commentary from public hearings to date has increasingly reiterated concern for the welfare of neighboring properties without resolve. In order to follow the requirements of the UDO, adjacent public concerns must be resolved through further comment and neighborhood outreach prior to these approvals. The CUP requires this through the CUP process, not a development agreement passed retroactively to the CUP approvals as suggested by the applicant.

**Procedural & Substantive Criteria.** Under UDO §1.9.3, CUPs must conform to the General Plan, comply with all applicable development standards, follow required notice and hearing

procedures, and protect public health, safety, and welfare. The applicant bears the burden to show impacts are mitigated to compatibility. CUP's run with the land, requiring explicit listing of land acreage to properly vest entitlements. The application package inconsistently lists the applicable parcels of the project. The application mentions Phases 1-4, later claims the application is for Phase 1 only, lists 360 acres of coverage for the CUP and then subsequently claims this approval is for a singular runway only. The subsequent phases list uses requiring industrial zoning within the CUP, creating conflict with the suggested CUP boundary and future uses.

**Incompatibility with General Plan Land Use Designation & General Plan Principles.** The land within the suggested CUP boundary is currently designated as "Ranch Agricultural." The Chino Valley General Plan explicitly states: "densities...very low to preserve open space and views and to minimize infrastructure needs" are appropriate in Ranch Agricultural designations and that the Ranch Agricultural "category applies to areas that should not be intensified or developed by 2040." <sup>1</sup> The suggested CUP use increases intensity greatly within the next year, violating the voter-approved GP. Additionally, the required GP amendment would likely require a Major Amendment to the 390-acre area prior to even considering a CUP.

### III. Additional CUP Considerations & Legal Standards for Rezoning

**Intensity & Land-Use Incompatibility.** Introduction of runway operations is not typical of agricultural-residential or low-density residential districts, with most examples of runway operations in Arizona municipalities requiring industrial zoning. The Arizona State Land Department (ASLD) controls land in proximity to the proposed airstrip. ASLD commentary discusses explicitly that aviation easements would be required if land uses are being restricted within the proposed flight pattern. These easements in favor of ASLD should be required prior to any consideration of approval of the CUP as they are an essential element of surrounding property protection.

**Cumulative Effects.** When considered together, what is being proposed is an airstrip transitioning to an aviation industrial/commercial campus. CUP findings must address cumulative noise, traffic, lighting, safety, and service burdens—not phase-by-phase in isolation. Additionally, the future phases reflect an industrial zoning district requirement that would render a Phase 1 CUP incompatible with future intended uses.

**Zoning Integrity & Precedent.** Granting Phase 1 invites incremental intensification. Discretion should be exercised to preserve the integrity and community character of either the existing SR-2 zoning or proposed AR-36 zoning, and in this case compatibility has not been assured by conditions of approval.

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<sup>1</sup> [https://www.makeitchinogeneralplan.com/images/docs/CVGP\\_CouncilApproved\\_2023%2007%2006a.pdf](https://www.makeitchinogeneralplan.com/images/docs/CVGP_CouncilApproved_2023%2007%2006a.pdf)

**Noise & Overflight.** A 5,000-foot runway enables larger/faster general-aviation traffic and extended approach/departure paths, creating sustained noise and overflight incompatible with nearby residential/agricultural districts.

**Risks to Health and Safety:** Airport operations have a significant risk of detriment to resident wellbeing. Airport locations near resident homes can cause “noise [disturbance], visual impairment, pollution, traffic, emotional, and health-related effects.”<sup>2</sup> Increased risk envelopes near runway ends and along flight paths could affect homes, livestock operations, and local roadways.

**Environmental Review:** The Arizona Department of Game and Fish (AZGFD) identifies wildlife corridors will be impacted with the proposed development but the Applicant has not taken additional steps to evaluate additional recommendations from AZGFD. The Applicant’s narrative suggests only fencing to prevent interference with wildlife, ignoring best practices procedure to insure wildlife and resident safety.

**Property Value Assessment:** Airport location in residential home vicinity is considered to be a “detrimental condition” when factored into nearby home appraisal values.<sup>3</sup> Market studies show “a one-decibel increase in annual day-night average sound level reduces house prices by 0.6 to 1.0 percent” for homes in airfield vicinities, and this data is “consistent across geographic regions.”<sup>4</sup> The siting of the airfield proposes a significant harm to the values of surrounding properties, lowering their appraised values if this airfield is approved. Additionally, “rural areas tend to be impacted more than suburban” or urban areas<sup>5</sup>. As a private flight-training airport, the proposed use will not bring the traditional economic development benefits of a commercial airport, furthering the detriment to the residents of the Town.

#### IV. Arizona Open Meeting Law and Online Communications

The conduct of public officials involved in the zoning process is of utmost importance and particularly regarding compliance with Arizona’s Open Meeting Law (OML). A.R.S. §§ 38-431 to 431.09. The current Arizona Attorney General has issued the strictest opinions and compliance actions for OML violations of any Arizona Attorney General to date.

According to Arizona Attorney General Opinion I05-004, members of a public body must not use electronic communications—including email, social media posts, or online group discussions—to circumvent the OML. “[E]ven if communications on a particular subject between members of a public body do not take place at the same time or place, the communications can nonetheless constitute a meeting.” *Del Papa v. Board of Regents*, 114 Nev. 388, 393, 956 P. 2d 770, 774 (1998). Even one-way communications (e.g., a post in a Facebook group or sending an email to one

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<sup>2</sup> <https://nextgennoise.org/images/Airport-Noise-property-values-real-estate-study.pdf>

<sup>3</sup> <https://nextgennoise.org/images/Airport-Noise-property-values-real-estate-study.pdf>

<sup>4</sup> [https://www.nber.org/system/files/working\\_papers/w34431/w34431.pdf](https://www.nber.org/system/files/working_papers/w34431/w34431.pdf)

<sup>5</sup> <https://nextgennoise.org/images/Airport-Noise-property-values-real-estate-study.pdf>

member of the public body while blind copying other members of the public body) can raise concerns if they are intended to influence or solicit responses from other members of the public body. Additionally, the standard applies to "any exchange of facts that relate to a matter which foreseeably might require some final action . . ." Ariz. Att'y Gen. Op. I75-78.

We have been informed and collected proof that multiple members of the Town of Chino Valley Town Council have engaged on social media platforms indicating support for the project. More than a quorum of the Town Council is on these social media platforms and there has been frequent participation, giving commentary, facts, and opinions specific to the project outside the public purview. We believe that Town Council involvement on the social media pages indicates that the public body may have inappropriately made a "concerted plan to engage in collective deliberation to take legal action". A.R.S. § 38-431.09(B); Ariz. Att'y Gen. Op I07-013.

Complaints against public bodies may be submitted to the Arizona Attorney General, who will initiate an investigation of the public body and any necessary enforcement action. Civil penalties may be imposed on the public body as a whole or against individual members of the public body.

A public body may not incur attorney's fees for defending a legal enforcement action regarding the open meeting law unless they first have a public meeting to validate the legal service. A.R.S. § 38-431.07(B).

The conduct of public officials through undisclosed participation in private social media forums raises substantial concerns under Arizona's Open Meeting Law. The pattern of non-public deliberation, project-specific commentary, and refusal to meet with affected parties, suggests a concerted effort to subvert public transparency requirements and may subject the Town and its officials to investigation and penalties.

## V. Conclusion and Requested Action

**Findings Summary.** The phased proposal fails to meet UDO conditional use standards for compatibility, public welfare, and GP consistency. The project's cumulative intensity, industrialization, and commercialization are fundamentally at odds with the surrounding districts and long-range planning objectives. At this initial phase, the applicant cannot demonstrate mitigation that renders the use compatible with surrounding districts as required for a CUP.

**Requested Action.** Deny the CUP. Alternatively, remand for comprehensive studies and a re-scoped proposal that demonstrably meets UDO criteria without imposing undue burdens on the surrounding communities.

## Gerreann Froberg

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**From:** Erin Deskins  
**Sent:** Tuesday, February 3, 2026 9:35 AM  
**To:** Gerreann Froberg; Will Dingee; Laurie Lineberry  
**Subject:** FW: Request for a realistic Flight demonstration for ERAU/Perkins Ranch Proposal

Please forward to our P&Z Commissioners. Thanks!

### **Erin N. Deskins, CMC**

**Town Clerk, Town of Chino Valley**

**928.636.3131**

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**From:** matthew vasquez <[REDACTED]@yahoo.com>  
**Sent:** Tuesday, February 3, 2026 9:16 AM  
**To:** Erin Deskins <edeskins@chinoaz.net>  
**Subject:** Request for a realistic Flight demonstration for ERAU/Perkins Ranch Proposal

Dear Ms Deskins,

Please forward this request to the Town Council and Planning and Zoning Commission. Thank you.

Dear Town Council members, Planning and Zoning Commission members, Please request the ERAU conduct a more realistic flight demonstration at the Seligman Airport prior to any land zoning changes or decisions about the ERAU/Perkins Ranch proposal. This demonstration should be conducted with 4 aircraft practicing:

- Takeoffs & landings
- Touch and goes
- Stop & goes
- Taxibacks
- Go Arounds
- Soft/Short field take offs & landings

These aircraft should fly the traffic pattern altitudes as shown on their provided traffic pattern maps and perform maneuvers for 2 hours. City Council members must remain at the departure end or directly below the downwind leg for the duration of the test without hearing protection.

CV should provide calibrated noise sampling for the entire duration at the following points:

- Departure end of runway
- Crosswind leg
- Midfield on the downwind leg
- Base Leg
- Midfield runway altitude

Demonstration should be open to the public.

Thank you for your due diligence regarding this proposal.

Respectfully,  
Matthew Vasquez

[REDACTED]

Tucson, AZ 85716

[REDACTED]

[Sent from Yahoo Mail for iPad](#)

## Gerreann Froberg

---

**From:** Erin Deskins  
**Sent:** Monday, February 2, 2026 10:29 AM  
**To:** Gerreann Froberg; Will Dingee; Laurie Lineberry  
**Subject:** FW: Comment on proposed airpark

Please forward to our P&Z Commissioners. Thanks!

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

928.636.3131

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**From:** Gary Beverly <[REDACTED]@gmail.com>  
**Sent:** Monday, February 2, 2026 10:21 AM  
**To:** Clerks <Clerks@chinoaz.net>  
**Subject:** Comment on proposed airpark

**Please forward this comment to all of the P&Z commissioners.**

### **Comment on Proposed Chino Airfield**

As a 52 year resident of Chino, I am strongly opposed to this project. Please consider the following points:

**Wildlife Impact Analysis is Inadequate:** The airpark infrastructure will alter the habitat for burrowing owls and especially discourage pronghorn. The impact area for pronghorn is much larger than the runway area due to noise.

**Financial Analysis is Inadequate:** Who pays to rebuild Perkinsville Road? Who pays for increased public safety? Where is the analysis for the fiscal impact to the Town?

**Zombie Idea:** Airfields have been previously proposed and rejected. There are no compelling reasons that this project should be treated any differently.

### **Slippery Slope:**

The proposed project seeks approval for Phase 1, but there are three phases in the proposal. We all know that if Phase 1 is approved, the other phases will likely be approved in subsequent years. Therefore, Chino's decision should be based on all phases. Is an airfield and business park compatible with the citizen's vision for the character of our community?

### **Competes with existing Chino Valley Business Park:**

The town has invested taxpayer funds to develop infrastructure and market a business park on Old Home Manor. This effort has not yet been successful - no sales or leases have been completed. If this project is approved, it will directly compete with the Chino Valley Business Park, increasing the odds that the Town's investment becomes a total loss.

### **Consistency of Policy**

**Previous projects rejected:** In 2025, both P&Z and the Council rejected proposals to develop utility scale solar power on private lands in the same general area. Citizens were strongly opposed for a variety of reasons, some based on misinformation and some legitimate. The overriding reason for rejection was the view that the projects were not consistent with the rural character of our town.

**Airpark Not Compatible with Rural Character:** It is obvious that the airpark is less compatible with rural character than the rejected solar facilities. The airpark has more noise, more traffic, and less economic benefit to our town and local schools.

Good public policy is based on facts and consistency. Arbitrary decisions erode public trust. It is essential that P&Z and Council are consistent and rational.

**Please reject the airpark proposal and maintain the rural character of Chino Valley.**

Molly & Gary Beverly

[REDACTED] Chino Valley, AZ 86323  
[REDACTED] (c), [REDACTED]@gmail.com

## Gerreann Froberg

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**From:** Erin Deskins  
**Sent:** Monday, February 2, 2026 8:04 AM  
**To:** Gerreann Froberg; Will Dingee; Laurie Lineberry  
**Subject:** FW: ZC-2025-03 and CUP-2025-05

Please forward to our P&Z Commissioners. Thanks!

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

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928.636.3131

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**From:** Rhonda Ceremony <[REDACTED]@yahoo.com>  
**Sent:** Saturday, January 31, 2026 9:32 AM  
**To:** Terri Denemy <[tdenemy@chinoaz.net](mailto:tdenemy@chinoaz.net)>; Lisa Nottebaum <[lnottebaum@chinoaz.net](mailto:lnottebaum@chinoaz.net)>; [noairportcv2025@yahoo.com](mailto:noairportcv2025@yahoo.com)  
**Subject:** ZC-2025-03 and CUP-2025-05

Good morning,

Can you share this with P&Z and town council.

After reading thought the updated CUP for the Perkins airfield I have several issues.

- 1.) Attachment 1 item 13 is double what was talked about at the initial P&Z meeting.

	Original 1/6/26 CUP Proposal	Revised 2/3/26 CUP Proposal
Take Off & Landings Per Hour	20/hr.	40/hr.
Average Daily	50/day	110/day
Average Weekly	300/week	No limit

- 2.) The flight path has changed and will affect most of Chino Valley.
- 3.) It does not address concerns in future development in the CUP

I believe fundamentally that this is a whole new CUP not what was discussed at the January 3, 2026, P&Z meeting or the study session between P&Z and Town Council on January 20, 2026.

Public comment has been closed so no dissection can be had over the updated CUP.

I have concerns over the fire station that will be built on the site that have not been addressed. Chino Valley is home to a lot of retired people living on fixed incomes with this fire station their taxes could increase \$400 to \$1000 a year CFMA could not give me an exact dollar amount. I am still waiting on information from Terri on concerns I had at the Town Council meeting on January 27, 2026.

Thank you,

Rhonda Ceremony  
Chino Valley Resident

## Gerreann Froberg

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**From:** Erin Deskins  
**Sent:** Monday, February 2, 2026 6:45 AM  
**To:** Gerreann Froberg; Will Dingee; Laurie Lineberry  
**Subject:** FW: Proposed ERAU/Perkins Family Private Airstrip

Please forward to our P&Z Commissioners. Thanks!

### **Erin N. Deskins, CMC**

**Town Clerk, Town of Chino Valley**

**928.636.3131**

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**From:** Ellen Murphy <[REDACTED]@antelecom.net>  
**Sent:** Saturday, January 31, 2026 11:02 PM  
**To:** Erin Deskins <edeskins@chinoaz.net>  
**Subject:** Proposed ERAU/Perkins Family Private Airstrip

**PLEASE FORWARD TO ALL PLANNING AND ZONING COMMISSION  
PLEASE MAKE THIS A PART OF THE OFFICIAL RECORD**

**To:** Planning & Zoning, Chino Valley Council Members

I am writing in strong opposition to the proposed ERAU/Perkins Family Airstrip. I am what a lot of Chino Valley residents would consider a “newbie” having only lived here 5 years. We chose this area because of the peaceful, quiet rural and agriculture nature of this town. We are far enough removed from major streets and noise. Precisely what we were looking for.

Imagine my surprise hearing a prominent local family would like to rezone residential/agricultural land for a not so “private” airstrip. Our home is located just under 4 miles from the proposed airstrip. My main concerns are noise, pollution, safety and most certainly disturbing the wildlife and ranch animals. Air traffic has definitely already increased over our home in the last few months, but not at the low altitudes that would be utilized at this airstrip. I’ve read varying numbers of flights per day, but nothing about a way to monitor those numbers are adhered to. If we had wanted to live near an airstrip, we would have purchased a home in Deep Well Ranch or Piñon Oaks. This is not a few planes going over (at a higher altitude) issue. This is low flying aircraft going up and down for 18 hours a day. What measures are in place to protect ALL of the affected residents, not just in Chino Valley, but in Prescott Valley as well? The noise study referenced in the first packet I saw was done in 2003 by the Perkins family. There has been a lot more homes built in these areas in the last 23 years. A new noise study, done by an impartial outside firm should be REQUIRED before any decision can be made. Small aircraft, especially propeller planes, create substantial, erratic noise that will disturb the peace and tranquility of our neighborhood. This noise will cause significant disruption to sleep, mental health, and daily life. What precautions are in place to protect the wildlife in that area? Does a fence stop a pronghorn? What about places where the animals get their water?

The noise and low-altitude flights threaten local livestock and wildlife causing extreme distress to animals, which can result in livestock and wildlife deaths and significant economic impact on surrounding farms and ranches.

What precautions are in place to protect groundwater and/or Granite Creek from runoff? Say there's a fuel leak or an accident. What measures are taken to protect everything? Who will be paying for the CAFMA station on site? All the required equipment, ie fire trucks, water tenders, pump trucks, any and all PPE required by said firefighters? That is an enormous expense that should not be dropped upon residents.

Many studies have shown that lead from avgas can be detrimental. Those in close proximity to an airport/airfield/airstrip are far more susceptible to illness from avgas.

Where and how will fuel be stored?

Another big concern is our property value. In an area zoned residential/agricultural, an airstrip will decrease the property values. The general public not interested in aviation will not be breaking down doors to live near an airstrip. That limits future homebuyers to a fairly specific niche.

Lastly, will ERAU and/or the Perkins family be responsible for road improvements on Perkinsville Rd between Highway 89 and the site? Or will this, too, fall on the shoulders of Chino Valley residents specifically?

This proposal should be rejected by Planning and Zoning and Chino Valley Council Members. It does not align in any way, shape or form with a quiet, peaceful life and it certainly is not in line with the CV General Plan,

Respectfully,  
Ellen Murphy

*Sent from The Lizard Ranch Corporate Office*

## Gerreann Froberg

---

**From:** Erin Deskins  
**Sent:** Monday, February 2, 2026 6:41 AM  
**To:** Gerreann Froberg; Will Dingee; Laurie Lineberry  
**Subject:** FW: Embry-Riddle's training flights at Cottonwood/Clarkdale Airport: Problems, complaints and heartbreak in Clarkdale  
**Attachments:** ERAU doesn't care THAT WAS TELLING.pdf; LETTER TO THE EDITOR, IT'S TOUCH-AND-GO.pdf; LETTER TO THE EDITOR, AREA ASSET OR DETRIMENT.pdf; LETTER TO THE EDITOR, ERAU SHOULD TEACH RULES.pdf; LETTER TO THE EDITOR, ERAU SHOULD TEACH RULES.pdf

Please forward with attachment's, to our P&Z Commissioners. Thanks!

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

928.636.3131

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**From:** Dave Wolken <[REDACTED]@gmail.com>  
**Sent:** Saturday, January 31, 2026 2:58 PM  
**To:** Tom Armstrong <tarmstrong@chinoaz.net>; John McCafferty <jmccafferty@chinoaz.net>; Sherri Phillips <sphillips@chinoaz.net>; Bob Schacherer <bschacherer@chinoaz.net>; Larry Holt <lholt@chinoaz.net>; Robert Switzer <rswitzer@chinoaz.net>; Eric Granillo <egranno@chinoaz.net>; Erin Deskins <edeskins@chinoaz.net>; district4@yavapai.gov  
**Subject:** Embry-Riddle's training flights at Cottonwood/Clarkdale Airport: Problems, complaints and heartbreak in Clarkdale

**Erin Deskins, Town Clerk**

**Please forward to all members of the Planning and Zoning Board, and please place into the official records. Thank You!**

Dear members of the Town of Chino Valley Council and commissioners of the Planning & Zoning Board:

At the Planning and Zoning meeting of January 6, Chuck Merrit asked Development Services to research problems/complaints at the Cottonwood/Clarkdale Airport with Embry-Riddle's training flights.

With this in mind, maybe I can be helpful to that end. I have attached some letters to the editor from Clarkdale residents. Many articles have been published in the Verde News and The Verde Valley Independent and Camp Verde Bugle about the frustration with Embry-Riddle not following their "gentlemen's" agreements and FAA guidelines regarding flight paths. The articles by Vyto Starinskas, Brodie Greene, and Jason W. Brooks point to the utter destruction of people's lives and sanctity of their homes caused by the constant flights daily and into the night and the incessant, never-ending noise associated with those flight operations inside their homes. These articles can easily be found with little effort.

We have had personal contact with a woman in Clarkdale. Amy spoke with her, and you could hear the heartbreak and total helplessness in her voice. If you are not speaking with these folks in Clarkdale and researching the articles published in their local newspapers, you are NOT doing your due diligence to protect the citizens of Chino Valley and this entire valley.

If you believe Embry-Riddle will follow their "gentlemen's" agreement and not fly over Chino Valley proper to enter the pattern at the proposed airfield, you could be in for a rude awakening. As Mr. Perkins pointed out during his "sales pitch" at the joint work session, Chino Valley is uncontrolled airspace. Pilots will fly at their own discretion. Do you truly believe pilots are going to enter into the pattern and/or loiter in controlled airspace to the east awaiting their turn after taking off from Prescott Love Field (yes, there will be at least eight planes in the air at times, not four)?

One last thought, how many people are you going to hire to monitor these flights and your agreement? Or are you going to rely on the fox to watch over the hen house?

David Wolken

  
Chino Valley

[https://www.verdenews.com/opinion/letter-to-the-editor-erau-should-teach-rules/article\\_5ca30b48-f40e-4259-8352-000d6b31d2b1.html](https://www.verdenews.com/opinion/letter-to-the-editor-erau-should-teach-rules/article_5ca30b48-f40e-4259-8352-000d6b31d2b1.html)

## Letter to the Editor: ERAU should teach rules

Nov 18, 2025



ERAU should teach rules

Editor: 

Cottonwood Airport reported over 7,000 operations in October, more than double the previous month. According to the airport, a large portion of these flights are from Embry-Riddle Aeronautical University. What's missing from the discussion is the core issue driving so much

[https://www.verdenews.com/opinion/letter-to-the-editor-erau-should-teach-rules/article\\_5ca30b48-f40e-4259-8352-000d6b31d2b1.html](https://www.verdenews.com/opinion/letter-to-the-editor-erau-should-teach-rules/article_5ca30b48-f40e-4259-8352-000d6b31d2b1.html)

1/

frustration: Embry-Riddle is training student pilots to ignore FAA guidance meant to protect communities.

FAA Advisory Circular 91-36D is technically voluntary, but it exists for a reason. The FAA urges pilots to avoid noise-sensitive areas whenever possible and to minimize repetitive overflights of homes, neighborhoods, schools and parks. Clarkdale/Cottonwood, and Verde Villages meet every criteria for "noise-sensitive."

Yet Embry-Riddle continues low, repetitive training loops over these towns from early morning onward. On top of the noise, these flights burn leaded aviation fuel, exposing residents to a known neurotoxin. When instructors direct students to fly contrary to FAA guidance, they teach that community protections don't matter. Embry-Riddle is prioritizing flight hours and convenience over public health and quality of life, habits that follow pilots into their careers.

Noise complaints jumped, yet the airport minimized them as "repeats." Of course, they're repeated, residents blasted awake at 7 a.m. don't give up. Our communities are not expendable practice zones.

If Embry-Riddle wants respect as a leader in aviation, it should teach students to follow FAA guidance, even when voluntary, and treat the people beneath their wings with respect. Potential students and families may wish to consider whether their tuition dollars are best served supporting a program that contributes to environmental health risks and disrupts neighborhoods.

Mary Lou Rose

Clarkdale

[https://www.verdenews.com/opinion/letters/letter-to-the-editor-area-asset-or-detriment/article\\_1f3985ef-1e74-4e13-9d95-0e7530ebd312.html](https://www.verdenews.com/opinion/letters/letter-to-the-editor-area-asset-or-detriment/article_1f3985ef-1e74-4e13-9d95-0e7530ebd312.html)

## Letter to the Editor: Area asset or detriment?

May 3, 2025



Area asset or detriment?

Editor:

Cottonwood has been my home for 43 years and I have listened to discussions regarding the impact of noise generated by airplanes doing “touch and goes” at the CW Airport. Their activities didn’t phase me much, but recently I see their activities in a different light.

My home is just south and east of the MUHS Soccer Field. As a gardener, I am outside for hours at a time and experience the intrusiveness of these repetitive flights. I am in the flight path for the turning planes. On Friday, the 18th of April, the planes were almost non-stop. I was shocked to find I was within sound of a plane every minute and a half.

I did a 20-minute test on Monday the 21st, between 1:06 and 1:26 p.m., and 11 planes passed over me, a plane every one minute and 48 secs. This doesn’t occur constantly, but there are many times it seems excessive during periods of high usage — 33 planes/hour is a bit much!

Some of the planes seem to either have mufflers, or the pilots choose to throttle down to lessen their noise impact. What happens if Embry-Riddle increases their students? Something must be done. Normal planes flying in and out is not the problem. It is the “touch & go” pilots and flying repetitive flight patterns which causes the annoyance.

Gari Basham

## Cottonwood

[https://www.verdenews.com/opinion/letters/letter-to-the-editor-that-was-telling/article\\_8b05faab-0332-4771-8ded-a5d0b5662e89.html](https://www.verdenews.com/opinion/letters/letter-to-the-editor-that-was-telling/article_8b05faab-0332-4771-8ded-a5d0b5662e89.html)

## Letter to the Editor: That was telling

Apr 12, 2025



That was telling

Editor:

The recent Q&A with the chancellor of Embry Riddle Aeronautical University is more proof that ERAU has absolutely no regard or respect for the Cottonwood Airport, our City, or the hundreds of people that are negatively affected on a daily basis by what will probably be something like 60,000 takeoffs, landings and low altitude fly-overs by ERAU pilots this year.

How many good reasons do we need before the City Council starts developing a pathway to permanently close the Cottonwood Airport?

Also, I was at the recent coffee get-together with the Cottonwood City Council and staff. There I heard a senior staff member giving out wildly inaccurate information about the Airport, and talked of the "impossibility" that the airport would ever be closed, if nothing else, because of the grant situation. I hope our City Council is doing their own research and not just relying on senior staff, with their own, heavily biased, personal agendas.

Christopher Brown

Cottonwood



[https://www.verdenews.com/opinion/letters/letter-to-the-editor-its-touch-and-go/article\\_208871c0-f63d-11ef-9154-cb73e5b0aceb.html](https://www.verdenews.com/opinion/letters/letter-to-the-editor-its-touch-and-go/article_208871c0-f63d-11ef-9154-cb73e5b0aceb.html)

## Letter to the editor: It's touch-and-go

Mar 4, 2025



Letter to the editor: It's touch-and-go

Editor:

As a Clarkdale resident, I am deeply concerned about the health and environmental risks from increasing low-altitude, touch-and-go flight operations over our community.

Private university Embry-Riddle has significantly increased its flight training at Cottonwood Airport, despite the Cottonwood airport being surrounded by residential neighborhoods. This exposes our community to continuous lead emissions and noise pollution from low-flying aircraft over schools, playgrounds, our only hospital, and historic sites like Tuzigoot National Monument, Dead Horse State Park, Verde River and vineyards.

The EPA states that 70% of airborne lead emissions come from general aviation aircraft, and the CDC warns that children near airports face lead exposure risks. Yet Embry-Riddle and for-profit flight schools continue to pollute our air, while alternative rural airports—some with federal funding—remain underutilized.

The claim that “we shouldn’t live near an airport” ignores the fact that our homes were here before Cottonwood changed flight patterns, shifting noise and pollution onto our community.

FAA Advisory 91-36D urges pilots to avoid noise-sensitive areas like ours. While voluntary, where is Embry-Riddle's leadership in teaching students to follow it? Ignoring FAA advisories raises serious concerns about the professionalism of their instruction.

Embry-Riddle has long promised new airstrips, yet it continues to use Cottonwood for free—prioritizing cost-cutting over responsible training and community well-being. Our residents should not sacrifice our health for their profit.

FAA Advisory 91-36D: [faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_91-36D.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_91-36D.pdf).

Mary Lou Rose

Clarkdale

## Gerreann Froberg

---

**From:** Erin Deskins  
**Sent:** Monday, February 2, 2026 6:38 AM  
**To:** Gerreann Froberg; Will Dingee; Laurie Lineberry  
**Subject:** FW: Opposition to Chino Valley Airfield

Please forward to our P&Z Commissioners. Thanks!

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

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928.636.3131

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**From:** Paul Wakefield <[REDACTED]@gmail.com>  
**Sent:** Saturday, January 31, 2026 9:34 AM  
**To:** Erin Deskins <edeskins@chinoaz.net>; noairportcv2025@yahoo.com  
**Subject:** Opposition to Chino Valley Airfield

PLEASE FORWARD TO CHINO VALLEY TOWN COUNCIL & PLANNING & ZONING COMMISSION

Paul Wakefield  
Pronghorn Ranch Prescott Valley, AZ 86315  
1-31-2026

Chino Valley Planning & Zoning Commission

**Subject:** Formal Opposition to Proposed Airfield in Chino Valley

I am writing to voice my strong opposition to the proposal to build a new airfield in Chino Valley, AZ This project, if approved will have devastating long-term effects on the Chino Valley, Prescott Valley and Yavapai County land communities and the surrounding environment.

My objections are based on the following concerns:

- **Noise Pollution and Quality of Life:** The constant noise from aircraft will disrupt the peace and quiet of multiple residential and rural areas in Chino Valley, Prescott Valley and Yavapai County lands. Causing significant disturbance to residents and wildlife.
- **Environmental Damage & Habitat Loss:** The construction of an airfield will destroy crucial natural habitats and would detrimentally impact wildlife.
- **Health Concerns:** Increased air and truck traffic will raise pollution levels (particulate matter), which are detrimental to the health of occupying residents.
- **Increased safety risk due to potential aircraft crashes into populated areas.**
- **Causing property values to decline in these areas for the above reasons.**

It is my understanding this project was denied previously by the town of Chino Valley for many of the same reasons stated. It does not stand to reason why this project would be considered at this time due to the population growth in the affected areas. Hundreds of homes already exist in the affected areas.

There are multiple more suitable locations identified for this airfield in much less populated locations.

The airfield proposal fails to offer sufficient, direct benefits to the town of Chino Valley and its residents that would outweigh the severe harm it would bring to our communities. I strongly urge the Council to deny this application and protect the rural character and environmental health of Chino Valley and surrounding areas.

Paul Wakefield

[REDACTED]

[REDACTED]@gmail.com

## Gerreann Froberg

---

**From:** Erin Deskins  
**Sent:** Monday, February 2, 2026 6:35 AM  
**To:** Gerreann Froberg; Will Dingee; Laurie Lineberry  
**Subject:** FW: Embry Riddle Proposal

Please forward to our P&Z Commissioners. Thanks!

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

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928.636.3131

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**From:** [REDACTED]@verizon.net <[REDACTED]@verizon.net>  
**Sent:** Friday, January 30, 2026 1:55 PM  
**To:** Erin Deskins <edeskins@chinoaz.net>  
**Subject:** Embry Riddle Proposal

Dear town clerk,

Please forward this to all of town council members, planning and zoning and town manager, thank you.

I'm writing to ask you to vote NO on the Embry Riddle/Perkins proposal.

You have heard plenty by now why residents are against this. So I will make it short, but remember town council, you were voted in to represent all of our interests, not just your own or one family here.

And you can and you can be voted out.

The town of Chino Valley is going against their Make it Chino! 2040 General Plan, one that was also voted on.

I'm writing to ask for a larger venue February 3rd, so as not to silence our presence. One where we will all be

able to see and hear what is going on in the room. Not just watch on a screen, one that Terri Denemy had said she

would provide. So, either she is backtracking on that promise or someone is silencing her too.

Respectfully,

Mary Brown

Chino Valley resident

## Gerreann Froberg

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**From:** Will Dingee  
**Sent:** Friday, January 30, 2026 9:35 PM  
**To:** Chuck Merritt  
**Cc:** Laurie Lineberry; Gerreann Froberg  
**Subject:** FW: Request for Realistic Flight Demo for ERAU/Perkins Ranch Proposal

Three of three

---

**From:** Erin Deskins <edeskins@chinoaz.net>  
**Sent:** Thursday, January 29, 2026 9:37 AM  
**To:** Gerreann Froberg <gfroberg@chinoaz.net>; Laurie Lineberry <llineberry@chinoaz.net>; Will Dingee <wdingee@chinoaz.net>  
**Subject:** FW: Request for Realistic Flight Demo for ERAU/Perkins Ranch Proposal

Please forward to our P&Z Commissioners. Thanks!

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

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**From:** Rachel Hopkins <[REDACTED]@gmail.com>  
**Sent:** Thursday, January 29, 2026 8:16 AM  
**To:** Erin Deskins <edeskins@chinoaz.net>  
**Cc:** [Noairportcv2025@yahoo.com](mailto:Noairportcv2025@yahoo.com)  
**Subject:** Request for Realistic Flight Demo for ERAU/Perkins Ranch Proposal

Dear Ms Deskins,  
Please forward this email to the Town Council and Planning and Zoning Commission.  
Thank You

Dear Town Council members, Planning and Zoning Commission members,  
Please request the ERAU conduct a more realistic flight demonstration at the Seligman Airport prior to any land zoning changes or decisions about the ERAU/Perkins Ranch proposal. This demonstration should be conducted with 4 aircraft practicing:

- Takeoffs & landings
- Touch and goes
- Stop & goes

- Taxibacks
- Go Arounds
- Soft/Short field take offs & landings

These aircraft should fly the traffic pattern altitudes as shown on their provided traffic pattern maps and perform maneuvers for 2 hours. City Council members must remain at the departure end or directly below the downwind leg for the duration of the test without hearing protection.

CV should provide calibrated noise sampling for the entire duration at the following points:

- Departure end of runway
- Crosswind leg
- Midfield on the downwind leg
- Base Leg
- Midfield runway altitude

Demonstration should be open to the public.

Thank you for your due diligence regarding this proposal.

Respectfully,  
Rachel Hopkins

████████████████████  
Tucson, AZ 85716  
████████████████████

## Gerreann Froberg

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**From:** Will Dingee  
**Sent:** Friday, January 30, 2026 9:34 PM  
**To:** Chuck Merritt  
**Cc:** Laurie Lineberry; Gerreann Froberg  
**Subject:** FW: Aircraft Noise and Emission Impacts

Two of three

---

**From:** Erin Deskins <edeskins@chinoaz.net>  
**Sent:** Thursday, January 29, 2026 9:36 AM  
**To:** Gerreann Froberg <gfroberg@chinoaz.net>; Laurie Lineberry <llineberry@chinoaz.net>; Will Dingee <wdingee@chinoaz.net>  
**Subject:** FW: Aircraft Noise and Emission Impacts

Please forward the below to our P&Z Commissioners. Thanks!

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

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**928.636.3131**

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**From:** Dave Wolken <[REDACTED]@gmail.com>  
**Sent:** Thursday, January 29, 2026 8:11 AM  
**To:** Tom Armstrong <tarmstrong@chinoaz.net>; John McCafferty <jmccafferty@chinoaz.net>; Sherri Phillips <sphillips@chinoaz.net>; Bob Schacherer <bschacherer@chinoaz.net>; Larry Holt <lholt@chinoaz.net>; Robert Switzer <rswitzer@chinoaz.net>; Eric Granillo <egrnillo@chinoaz.net>; Erin Deskins <edeskins@chinoaz.net>  
**Subject:** Aircraft Noise and Emission Impacts

**Erin Deskins, Town Clerk**  
**Please forward to all members of Planning and Zoning Board and place into the official records. Thank You!**

Dear members of the Town of Chino Valley Council and commissioners on the Planning & Zoning Board:

I would humbly ask that you take 18 minutes to view this primer on Aircraft Noise and Emission Impacts. It has much more up to date information than has been provided to you thus far, based on studies within the last few years and shows how the FAA guidelines are out of date.

[youtube.com/watch?v=-ytTPyj6lFg](https://youtube.com/watch?v=-ytTPyj6lFg)

I find it especially interesting at 6:46 into the primer.

Respectfully,

David Wolken



Chino Valley

## Gerreann Froberg

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**From:** Will Dingee  
**Sent:** Friday, January 30, 2026 9:33 PM  
**To:** Chuck Merritt  
**Cc:** Laurie Lineberry; Gerreann Froberg  
**Subject:** FW: URGENT: ZC-2025-03 & CUP-2025-05

Good evening Chair, Vice Chair and Commission,

The below is one of three emails we received regarding the airfield project.

### Will Dingee

Assistant Director - Development Services

928.636.3472

---

**From:** Erin Deskins <edeskins@chinoaz.net>  
**Sent:** Thursday, January 29, 2026 8:41 AM  
**To:** Gerreann Froberg <gfroberg@chinoaz.net>; Laurie Lineberry <llineberry@chinoaz.net>; Will Dingee <wdingee@chinoaz.net>  
**Subject:** FW: URGENT: ZC-2025-03 & CUP-2025-05

Good morning!

Please forward the below to our P&Z Commissioners. Thanks!

### Erin N. Deskins, CMC

Town Clerk, Town of Chino Valley

928.636.3131

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**From:** Lisa Smith <[REDACTED]@gmail.com>  
**Sent:** Wednesday, January 28, 2026 3:58 PM  
**To:** Erin Deskins <edeskins@chinoaz.net>  
**Cc:** [noairportcv2025@yahoo.com](mailto:noairportcv2025@yahoo.com)  
**Subject:** URGENT: ZC-2025-03 & CUP-2025-05

To: Erin Deskins, Chino Valley Town Clerk  
Re: ZC-2025-03 & CUP-2025-05

Please forward ASAP, the messaging below to each Town Council Member and each Planning and Zoning Commissioner for their information before the next meeting.

Thank you!

**URGENT!**

We, the property owners and residents of Chino Valley and surrounding areas who will be affected by this potential project being approved, are asking the ERAU conduct a more realistic flight demonstration at the Seligman Airport.

This demonstration should be conducted with 4 aircraft practicing:

- Takeoffs & landings
- Touch and goes
- Stop & goes
- Taxibacks
- Go Arounds
- Soft/Short field take-offs & landings

These aircraft should fly the traffic pattern altitudes as shown on their provided traffic pattern maps and perform maneuvers for 2 hours. City Council members must remain at the departure end or directly below the downwind leg for the duration of the test without hearing protection.

CV should provide calibrated noise sampling for the entire duration at the following points:

- Departure end of runway
- Crosswind leg
- Midfield on the downwind leg
- Base Leg
- Midfield runway altitude

The demonstration should be open to the public.

Sincerely,

Lisa Smith, Property Owner

[REDACTED]

Prescott Valley 86315

Mingus Meadows

Unincorporated Yavapai County

Cc: Amy Wolken

## Gerreann Froberg

---

**From:** Erin Deskins  
**Sent:** Thursday, January 29, 2026 9:37 AM  
**To:** Gerreann Froberg; Laurie Lineberry; Will Dingee  
**Subject:** FW: Request for Realistic Flight Demo for ERAU/Perkins Ranch Proposal

Please forward to our P&Z Commissioners. Thanks!

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

928.636.3131

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**From:** Rachel Hopkins <[REDACTED]@gmail.com>  
**Sent:** Thursday, January 29, 2026 8:16 AM  
**To:** Erin Deskins <edeskins@chinoaz.net>  
**Cc:** Noairportcv2025@yahoo.com  
**Subject:** Request for Realistic Flight Demo for ERAU/Perkins Ranch Proposal

Dear Ms Deskins,  
Please forward this email to the Town Council and Planning and Zoning Commission.  
Thank You

Dear Town Council members, Planning and Zoning Commission members,  
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- Base Leg
- Midfield runway altitude

Demonstration should be open to the public.

Thank you for your due diligence regarding this proposal.

Respectfully,  
Rachel Hopkins

[REDACTED]  
Tucson, AZ 85716  
[REDACTED]

## Gerreann Froberg

---

**From:** Erin Deskins  
**Sent:** Thursday, January 29, 2026 8:41 AM  
**To:** Gerreann Froberg; Laurie Lineberry; Will Dingee  
**Subject:** FW: URGENT: ZC-2025-03 & CUP-2025-05

Good morning!  
Please forward the below to our P&Z Commissioners. Thanks!

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

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**From:** Lisa Smith <[REDACTED]@gmail.com>  
**Sent:** Wednesday, January 28, 2026 3:58 PM  
**To:** Erin Deskins <edeskins@chinoaz.net>  
**Cc:** noairportcv2025@yahoo.com  
**Subject:** URGENT: ZC-2025-03 & CUP-2025-05

To: Erin Deskins, Chino Valley Town Clerk  
Re: ZC-2025-03 & CUP-2025-05

Please forward ASAP, the messaging below to each Town Council Member and each Planning and Zoning Commissioner for their information before the next meeting.  
Thank you!

**URGENT!**

We, the property owners and residents of Chino Valley and surrounding areas who will be affected by this potential project being approved, are asking the ERAU conduct a more realistic flight demonstration at the Seligman Airport.

This demonstration should be conducted with 4 aircraft practicing:

- Takeoffs & landings
- Touch and goes
- Stop & goes
- Taxibacks
- Go Arounds
- Soft/Short field take-offs & landings

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- Crosswind leg
- Midfield on the downwind leg
- Base Leg
- Midfield runway altitude

The demonstration should be open to the public.

Sincerely,

Lisa Smith, Property Owner

[REDACTED]

Prescott Valley 86315

Mingus Meadows

Unincorporated Yavapai County

Cc: Amy Wolken

## Gerreann Froberg

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**From:** Erin Deskins  
**Sent:** Wednesday, January 28, 2026 3:01 PM  
**To:** Gerreann Froberg; Laurie Lineberry; Will Dingee  
**Subject:** FW: Seligman Test Flight and Noise Study

Hi all-

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

### **Erin N. Deskins, CMC**

**Town Clerk, Town of Chino Valley**

928.636.3131

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**From:** Amy Wolken <[REDACTED]@gmail.com>  
**Sent:** Wednesday, January 28, 2026 1:53 PM  
**To:** Tom Armstrong <tarmstrong@chinoaz.net>; Eric Granillo <egrainillo@chinoaz.net>; John McCafferty <jmccafferty@chinoaz.net>; Sherri Phillips <sphillips@chinoaz.net>; Bob Schacherer <bschacherer@chinoaz.net>; Larry Holt <lholt@chinoaz.net>; Robert Switzer <rswitzer@chinoaz.net>; Erin Deskins <edeskins@chinoaz.net>  
**Subject:** Seligman Test Flight and Noise Study

To: Erin Deskins-please forward this email to Planning & Zoning Commission Members

Please have ERAU conduct a more realistic flight demonstration at the Seligman Airport as soon as possible.

This demonstration should be conducted with 4 aircraft practicing:

- Takeoffs & landings
- Touch and goes
- Stop & goes
- Taxibacks
- Go Arounds
- Soft/Short field take offs & landings

These aircraft should fly the traffic pattern altitudes as shown on their provided traffic pattern maps and perform maneuvers for 2 hours. City Council members must remain at the departure end or directly below the downwind leg for the duration of the test without hearing protection.

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- Departure end of runway
- Crosswind leg
- Midfield on the downwind leg

- Base Leg
- Midfield runway altitude

Demonstration should be open to the public.

Amy Wolken

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Virus-free [www.avast.com](http://www.avast.com)

## Gerreann Froberg

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**From:** Erin Deskins  
**Sent:** Monday, January 26, 2026 12:12 PM  
**To:** Gerreann Froberg; Laurie Lineberry; Will Dingee  
**Subject:** FW: opposition to airport

Please forward the below to our P&Z Commissioners. Thanks!

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

928.636.3131

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**From:** Fred Ferguson <[REDACTED]@yahoo.com>  
**Sent:** Monday, January 26, 2026 10:59 AM  
**To:** Erin Deskins <edeskins@chinoaz.net>  
**Subject:** opposition to airport

Goss morning Erin. Could you please distribute this to the Town Council Members and the Planning and Zoning staff. Thank You. This is AI generated response to "what is the cost of firefighting equipment for a small private airport"

You

The cost of firefighting equipment for a small private airport varies widely based on whether equipment is new or used, ranging from **thousands of dollars for basic extinguishers to over \$1 million for specialized Aircraft Rescue and Fire Fighting (ARFF) vehicles**. For small private airports, the focus is often on rapid response and compliance with hangar safety regulations, such as acquiring smaller, specialized foam-capable vehicles or "quick attack" units.

Here is a breakdown of costs based on typical equipment needs:

### 1. Firefighting Vehicles (ARFF Trucks)

- **Used ARFF Trucks:** A pre-owned, functional ARFF crash truck generally ranges from **\$20,000 to over \$300,000**, depending on age, capacity, and manufacturer.
- **Small/Mid-Size Rapid Response Units:** Used Ford F-550 or similar "midi" crash trucks can often be found for **\$35,000 to \$100,000**.
- **New ARFF Trucks:** New, specialized airport fire vehicles cost between **\$500,000 and over \$1.5 million**.

### 2. Specific Equipment & Upgrades

- **Fire Extinguishers:** High-quality, specialized extinguishers (e.g., 2A:20BC rated for fuel/aircraft fires) can cost roughly **\$1,800 per unit**.

- **Turnout Gear:** Personal Protective Equipment (PPE) for firefighters costs approximately **\$3,000 per set.**
- **Breathing Apparatus (SCBA):** Air-packs for firefighters cost about **\$6,000 each.**
- **Fire Suppression Testing:** Testing for hangar foam suppression systems can range from **\$2,000 to \$45,000.**

### 3. Key Cost Factors for Small Airports

- **Used vs. New:** Buying refurbished or used ARFF trucks from trusted sources (like ex-government vehicles) is the most common way small airports manage costs.
- **Regulatory Requirements:** FAA regulations for Part 139 airports require specific, high-capacity equipment (100–300+ gallons of foam/water), which increases costs. Non-certified private airports may have more flexibility but must still meet local fire codes.
- **Maintenance & Inspection:** Annual testing of equipment, such as air-packs (\$160/year) and fire extinguishers, is a recurring cost.
- **Agents:** The cost of environmentally safe foam (replacing PFA-based foam) is a significant factor in compliance.

For a small, non-certified private airport, a common approach is a "quick attack" unit, such as a specialized skid unit on a smaller truck chassis, which can be acquired and outfitted for significantly less than a full-size, new ARFF vehicle.

Chino Valley Town Council and Planning and Zoning Commission:

During the Meeting on 1/21/2026 regarding the proposed airport for Embry Riddle (ER) it was mentioned that during Phase 2 or 3 a fire station would be built by ER but the town would be responsible for paying for the staff. No mention was made about who would be paying for the required equipment needed for the fire station but I assume it would be the town since ER did not specify that they would be paying for anything except the construction of the station. In looking into the potential expenses I have found the following.

1. The hours of operation for the airport would be 18 hours per day (5:30 am to 11:30 pm).
2. The National Firefighters Protection Association 1710 recommends 4 firefighters should be assigned to each Fire Truck.
3. Based on this fact and assuming 8 hour shifts it would be expected that 12 firefighters would need to be assigned to this station. This number would need to be determined considering shift lengths, days off, etc.
4. Based on information for Chino Valley firefighters they receive about \$100K plus benefits, insurance, retirement. So for 12 firefighters this would be at least \$1.2 million per year, quite possibly more since I do not know what insurance, retirement costs are.
5. My research expects a new common pumping truck for fire fighting to cost in excess of \$1 million. Used can be purchased for \$75k to \$300k. I assume specialized equipment is required for airport fire stations given the probability that high octane fuel type fires will be likely.
6. In addition there may be many other expenses associated with EMT services if they will be available.

I feel that before the Town votes to commit the tax payers to this financial expenditure they should investigate the costs involved with staffing this fire station, the potential revenues should try to be estimated even though I do not know how that can be done since there has been no indication of what businesses may be associated with the airport in the future. Certainly for several years it appears that there will be little if any revenue from this airport so the tax payers will be spending large sums of money with no guarantee of any return on their investment.

I believe it is very haphazard for the town to consider a project like the proposed airport without investigating all of the costs to the Town which will be incurred and explaining the expected future revenues so that a sensible decision can be reached. Without

completing proper evaluations of all relevant aspects of this project the Town Council will be simply speculating that this project will wind up paying for itself.

Sincerely

Fred Ferguson

Chino Valley town resident

January 25, 2026

*Chino Valley Government*

REF: Perkins Ranch Airfield

**NOTE:** Please ensure this letter is entered into the permanent records as well as forwarded to the to Planning and Zoning Commission, Town Manager and Town Council Members.

Dear Chino Valley Government:

A proposal is currently before the Town of Chino Valley to approve an unregulated private training airfield funded by Embry-Riddle Aeronautical University (ERAU) on Perkins Ranch on the east side of Chino Valley town limits.

I am writing to express my serious concerns regarding the proposal currently before the Town of Chino Valley to approve an unregulated private flight training airfield on Perkins Ranch, funded by Embry-Riddle Aeronautical University (ERAU), located just east of the Chino Valley town limits.

While I reside in Poquito Valley, just outside the Chino Valley town boundaries, the proposed flight paths and associated aircraft activity will directly and significantly impact my home and surrounding community. In addition to Poquito Valley, numerous nearby family residential areas—including Coyote Springs and Antelope Meadows—will be affected by aircraft noise, safety risks, and environmental impacts despite being outside the formal town limits. These communities are functionally connected to Chino Valley and will bear many of the consequences of this decision without meaningful representation or protection.

I am strongly opposed to this proposal due to the profound and lasting impacts it would have on residents, the environment, and the rural character of the area. The sanctity and peace of our homes would be fundamentally disrupted by persistent flight training noise, increased air traffic, and the inherent safety risks associated with a high-volume training airfield. These risks include aircraft accidents, fires, and emergency response challenges in rural areas not designed to support this type of development.

Additionally, the noise and air pollution generated by a training airfield would significantly degrade quality of life and negatively affect property values across multiple residential areas. Many families in Poquito Valley, Coyote Springs, Antelope Meadows, and surrounding communities have invested in their homes with the expectation that this region would remain rural, quiet, and protected from incompatible land uses. This proposal threatens residents' ability to preserve their homes and their legacy for future generations.

If the airfield operates up to **18 hours per day**, and there is an average of **4 training flights per hour**, that equals **72 departures and 72 arrivals per day**—or **144 aircraft movements daily**. Over the course of a year, that would mean **more than 52,000 aircraft passing overhead** that nearby residents would hear.

Even using the lower estimate stated in the proposal—**approximately 50 flights per day**—that still means **50 departures and 50 arrivals**, or **100 aircraft movements per day**. Over a year, that totals **approximately 36,500 aircraft** flying through nearby airspace.

Either scenario represents an extraordinary and constant level of noise for people living beneath these flight paths. This is not occasional or intermittent disruption—it is daily, repetitive, and year-round.

For residents affected by **flight training and touch-and-go operations**, the impact is even more severe. A single aircraft can circle repeatedly in a short period of time, multiplying the noise exposure well beyond what a simple “flight count” suggests. The cumulative effect would fundamentally change the livability of these neighborhoods.

These numbers help illustrate why residents believe the true impact is being significantly underestimated.

I am also deeply concerned about the impact this project would have on the Garchen Institute, a respected religious order whose mission depends on a peaceful, contemplative environment. The introduction of frequent low-flying training aircraft is fundamentally incompatible with the Institute’s religious purpose and would cause irreversible harm to its ability to function.

Furthermore, approving this airstrip appears to be inconsistent with the Town of Chino Valley’s 2040 General Plan. That plan emphasizes responsible growth, protection of rural character, and thoughtful land-use decisions that prioritize residents’ health, safety, and quality of life. Allowing an unregulated private training airfield in this location runs counter to those stated goals.

I respectfully ask for your leadership and intervention in this matter. I urge you to oppose the approval of this proposal, ensure that the Town adheres to its General Plan, and advocate for meaningful community input, transparency, and appropriate regulation. Please consider what actions can be taken to protect residents, uphold long-term planning commitments, and prevent irreversible harm to our community.

**The vote by the Town of Chino Valley on this proposal is tentatively scheduled as early as February 24.**

Thank you for your time and for your service to Chino Valley. I appreciate your consideration and look forward to your response regarding how you intend to address these concerns.

If you have any questions, or need more information, please don’t hesitate to contact me. You can follow our efforts on the Facebook group, No Chino Valley Airfield (Embry Riddle/Perkins Ranch).

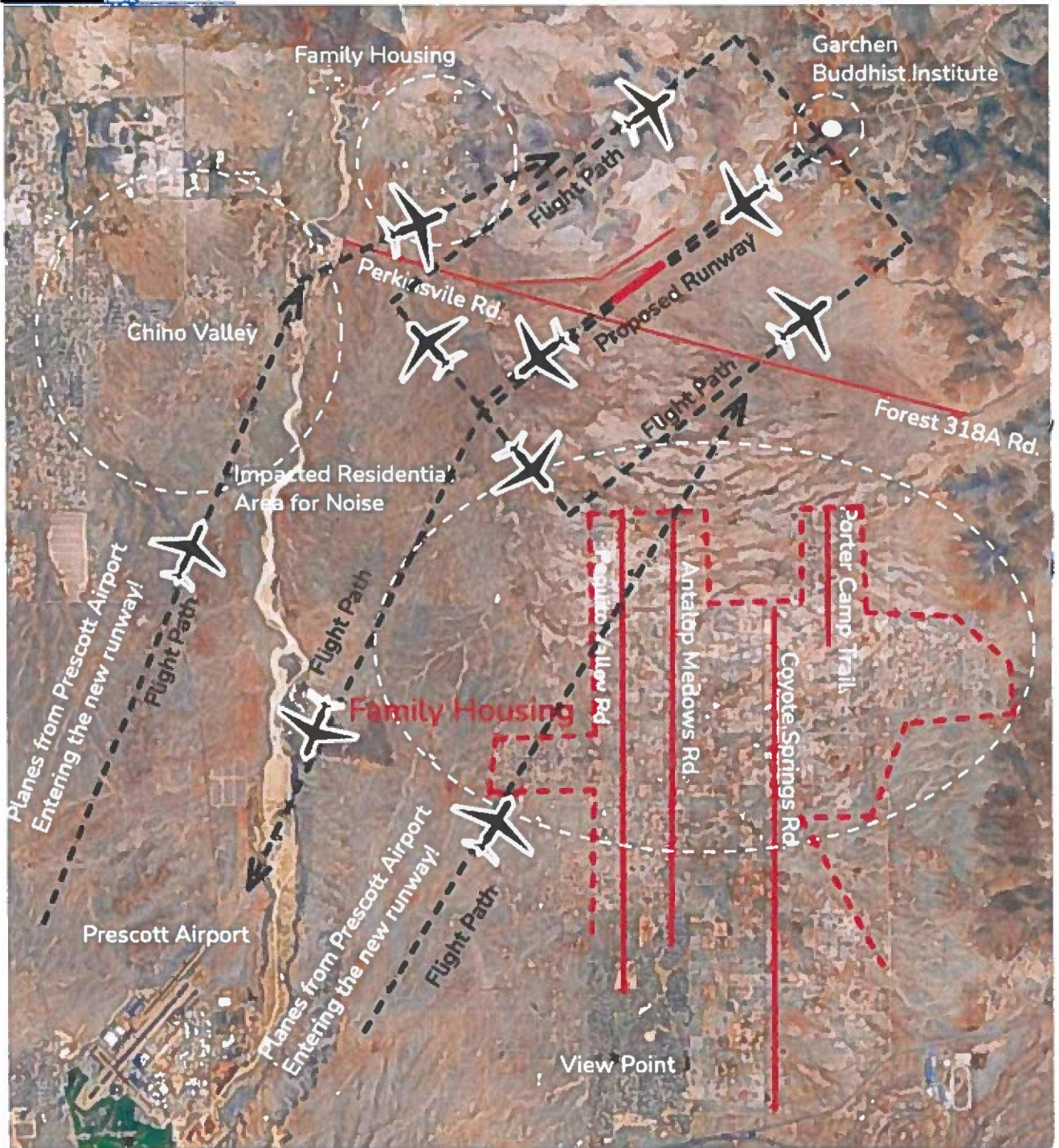
Respectfully,

*Adam and Kristin Wunderlich*

Poquito Valley Resident



@gmail.com



## Gerreann Froberg

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**From:** Will Dingee  
**Sent:** Thursday, January 22, 2026 10:28 AM  
**To:** Chuck Merritt; Gary Pasciak  
**Cc:** Laurie Lineberry; Jessica Barragan; Gerreann Froberg  
**Subject:** FW: ERAU

Three of Four

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**From:** Erin Deskins <edeskins@chinoaz.net>  
**Sent:** Tuesday, January 20, 2026 7:52 AM  
**To:** Gerreann Froberg <gfroberg@chinoaz.net>; Laurie Lineberry <llineberry@chinoaz.net>; Will Dingee <wdingee@chinoaz.net>  
**Subject:** FW: ERAU

Here is another one to forward to our Planning & Zoning Commissioners, thanks!

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

928.636.3131

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**From:** [REDACTED] <[REDACTED]@myctl.net>  
**Sent:** Monday, January 19, 2026 4:07 PM  
**To:** Clerks <Clerks@chinoaz.net>  
**Subject:** ERAU

Please forward to P&Z, and all Town Council members. Thank you  
Pat Urraro, resident Tiwn of Chino Valley

Sent from my Verizon, Samsung Galaxy smartphone

These remarks were initially posted by me to someone who was inquiring why the Perkins family just didn't sell a little bit of the land off to a builder if they were looking to earn money from their land ——— But I thought it would be pertinent to your discussion for tomorrow's upcoming meeting with the city Council and planning and zoning ———I said:

As stated by the Perkins family during the prior Planning and Zoning meeting, their longstanding objective has been to retain all Perkins land within the family name for multiple generations, consistent with the intent of the original Perkins will. It is therefore understood that the Perkins family is exploring alternative means of generating income from the property rather than selling it outright to third parties, such as religious institutions or residential developers, as the sale of the property, or any portion thereof, would directly conflict with that stated intent.

Moreover, the current ERAU/Perkins proposal does not arise from a lack of reasonable or viable alternatives. Rather, it reflects a discretionary decision by Perkins to pursue a particular commercial monetization strategy now that traditional ranching is no longer economically viable. That decision, however, does not relieve the landowner of compliance with the Town of Chino Valley's Master Plan, Unified Development Ordinance, or adopted land-use policies.

Any hardship claimed in support of the proposal is therefore self-created. Economic preference or convenience does not constitute a land-use necessity, nor does it justify approval of a use that is otherwise inconsistent with established zoning. Long-standing land-use principles make clear that self-imposed economic conditions cannot serve as the basis for approval of a nonconforming or incompatible use.

Pursuant to UDO § 4.2 (Permitted Uses), only those uses expressly identified as permitted or conditional within the applicable zoning district may be established. Any use not specifically listed is prohibited unless otherwise authorized by the Ordinance. The proposed airstrip is not a permitted use within the applicable agricultural-residential zoning classification and therefore may not be approved absent a valid conditional use authorization.

Even if evaluated as a conditional use, the proposal fails to meet the required findings under UDO § 1.9.3 (Conditional Use Permits), which mandates that a conditional use may be approved only upon a finding that the proposed use:

Will not be materially detrimental to persons residing or working in the vicinity,

Will not be injurious to the neighborhood or public welfare, and

Is reasonably compatible with surrounding permitted uses, including consideration of noise, visual impacts, hours of operation, and preservation of adjacent property owners' reasonable use and enjoyment.

The proposed airstrip, by its nature, would generate continuous aircraft noise, visual intrusion, and operational impacts that are inherently incompatible with surrounding residential and agricultural uses and cannot be adequately mitigated.

Further, the stated purpose of the applicable agricultural-residential zoning district (including AR-4, where applicable), as set forth in UDO § 3.7, is to promote and preserve low-density residential and agricultural development and to prohibit incompatible activities. A commercial aviation use directly conflicts with that purpose and undermines the land-use framework adopted by the Town.

Numerous reasonable, lawful, and less-intrusive alternatives exist that would allow the Perkins family to retain ownership while remaining fully compliant with the Unified Development Ordinance. These alternatives include, but are not limited to, a long-term ground lease (e.g., a 99- or 100-year lease with renewal options) for conforming development, or leasing the land for agricultural uses such as farming or vineyard operations, all of which align with existing zoning and planning policies.

Accordingly, the proposed airstrip represents a voluntary commercial choice, not a necessity, and constitutes an incompatible land use that fails to satisfy the approval criteria for a variance, conditional

use permit, or special use authorization. Approval would be contrary to the Town's Master Plan, inconsistent with the Unified Development Ordinance, detrimental to surrounding property owners, and adverse to the public health, safety, and welfare.

For these reasons, the proposal must be denied.

## Gerreann Froberg

---

**From:** Will Dingee  
**Sent:** Thursday, January 22, 2026 10:26 AM  
**To:** Chuck Merritt; Gary Pasciak  
**Cc:** Laurie Lineberry; Gerreann Froberg; Jessica Barragan  
**Subject:** FW: ERAU and Perkins land use request

Two of Four

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**From:** Erin Deskins <edeskins@chinoaz.net>  
**Sent:** Tuesday, January 20, 2026 7:50 AM  
**To:** Gerreann Froberg <gfroberg@chinoaz.net>; Laurie Lineberry <llineberry@chinoaz.net>; Will Dingee <wdingee@chinoaz.net>  
**Subject:** FW: ERAU and Perkins land use request

Morning 😊

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

**Erin N. Deskins, CMC**

**Town Clerk, Town of Chino Valley**

**928.636.3131**

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**From:** Tracy Bruner <[REDACTED]@gmail.com>  
**Sent:** Sunday, January 18, 2026 3:47 PM  
**To:** Erin Deskins <edeskins@chinoaz.net>  
**Subject:** ERAU and Perkins land use request

Please forward the following to all members of the town council and planning and zoning so they may share these comments and thoughts during their discussion on Tuesday, January 20th.

These remarks were initially posted by me to someone who was inquiring why the Perkins family just didn't sell a little bit of the land off to a builder if they were looking to earn money from their land ——— But I thought it would be pertinent to your discussion——I said:

As stated by the Perkins family during the prior Planning and Zoning meeting, their longstanding objective has been to retain all Perkins land within the family name for multiple generations, consistent with the intent of the original Perkins will. It is therefore understood that the Perkins family is exploring alternative means of generating income from the property rather than selling it outright to third parties, such as religious institutions or residential developers, as the sale of the property, or any portion thereof, would directly conflict with that stated intent.

Moreover, the current ERAU/Perkins proposal does not arise from a lack of reasonable or viable alternatives. Rather, it reflects a discretionary decision by Perkins to pursue a particular commercial monetization strategy now that traditional ranching is no longer economically viable. That decision, however, does not relieve the landowner of compliance with the Town of Chino Valley's Master Plan, Unified Development Ordinance, or adopted land-use policies.

Any hardship claimed in support of the proposal is therefore self-created. Economic preference or convenience does not constitute a land-use necessity, nor does it justify approval of a use that is otherwise inconsistent with established zoning. Long-standing land-use principles make clear that self-imposed economic conditions cannot serve as the basis for approval of a nonconforming or incompatible use.

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- Will not be injurious to the neighborhood or public welfare, and
- Is reasonably compatible with surrounding permitted uses, including consideration of noise, visual impacts, hours of operation, and preservation of adjacent property owners' reasonable use and enjoyment.

The proposed airstrip, by its nature, would generate continuous aircraft noise, visual intrusion, and operational impacts that are inherently incompatible with surrounding residential and agricultural uses and cannot be adequately mitigated.

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Numerous reasonable, lawful, and less-intrusive alternatives exist that would allow the Perkins family to retain ownership while remaining fully compliant with the Unified Development Ordinance. These alternatives include, but are not limited to, a long-term ground lease (e.g., a 99- or 100-year lease with renewal options) for conforming development, or leasing the land for agricultural uses such as farming or vineyard operations, all of which align with existing zoning and planning policies.

Accordingly, the proposed airstrip represents a voluntary commercial choice, not a necessity, and constitutes an incompatible land use that fails to satisfy the approval criteria for a variance, conditional use permit, or special use authorization. Approval would be contrary to the Town's Master Plan, inconsistent with the Unified Development Ordinance, detrimental to surrounding property owners, and adverse to the public health, safety, and welfare.

For these reasons, the proposal must be denied.

Sincerely

Tracy Bruner

[REDACTED]

## Gerreann Froberg

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**From:** Will Dingee  
**Sent:** Thursday, January 22, 2026 10:25 AM  
**To:** Chuck Merritt; Gary Pasciak  
**Cc:** Laurie Lineberry; Gerreann Froberg; Jessica Barragan  
**Subject:** FW: Emery Riddle airstrip proposal on the Perkins land

Good morning Chair, Vice Chair and Commissioners,

Please see the below email received by the Town Clerk regarding the Airfield.

This is the first of four we received from her office this week

### Will Dingee

Assistant Director - Development Services

928.636.3472

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**From:** Erin Deskins <edeskins@chinoaz.net>  
**Sent:** Tuesday, January 20, 2026 7:47 AM  
**To:** Gerreann Froberg <gfroberg@chinoaz.net>; Laurie Lineberry <llineberry@chinoaz.net>; Will Dingee <wdingee@chinoaz.net>  
**Subject:** FW: Emery Riddle airstrip proposal on the Perkins land

Good morning, again all-

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

### Erin N. Deskins, CMC

Town Clerk, Town of Chino Valley

928.636.3131

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**From:** Tracy Bruner <[REDACTED]@gmail.com>  
**Sent:** Sunday, January 18, 2026 9:32 AM  
**To:** Erin Deskins <edeskins@chinoaz.net>  
**Cc:** Lee Divelbiss <[REDACTED]@gmail.com>; Chris Pirone <[REDACTED]@gmail.com>; Brenda <[REDACTED]@gmail.com>  
**Subject:** Emery Riddle airstrip proposal on the Perkins land

Please forward this to all members of the town council and to planning and zoning.

A picture is worth a thousand words. The attached photograph, taken from my dining area through the rear Arcadia door of my residence, accurately depicts the existing condition of my property and surrounding neighborhood. If the proposed ER airstrip is approved, this view—and the residential character it represents—will be permanently eliminated.

Approval of this project would subject my residence and the Antelope Meadows community to continuous aircraft operations, including repeated “touch-and-go” landings, occurring on a 24-7 daily basis. The resulting noise, vibration, and visual intrusion would materially interfere with the use and enjoyment of residential properties, rendering normal habitation unreasonable and inconsistent with established residential zoning and land-use expectations.

The demonstration conducted on Saturday, January 17 was insufficient and materially misleading. It failed to accurately represent the actual operational frequency, cumulative noise levels, sustained duration, and visual impact that would result from full-scale implementation of the airstrip and its required lighting. When the true placement of the runway is considered, the adverse impacts to Antelope Meadows and surrounding communities become clear and unavoidable.

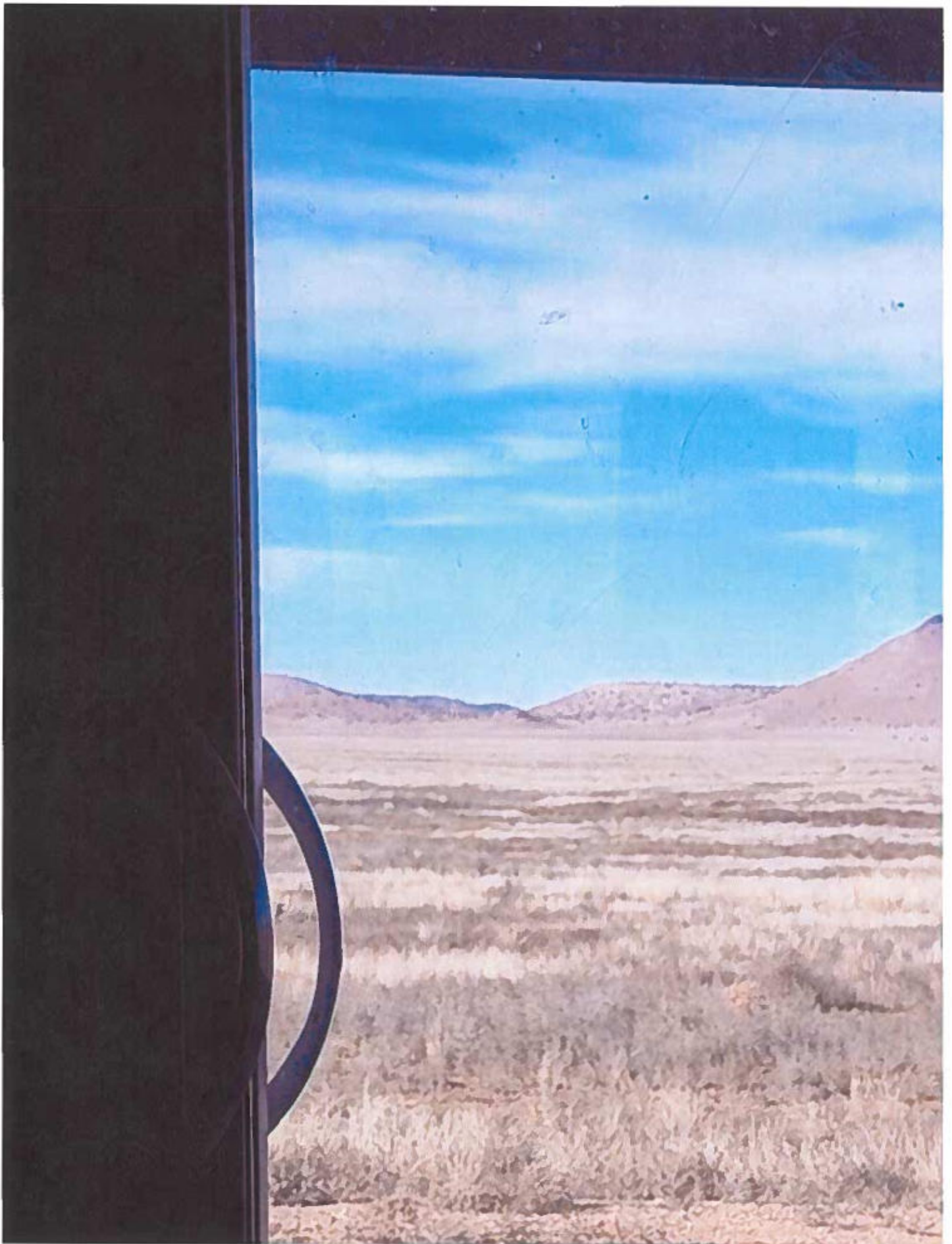
As shown by the red line in the attached photograph, the direct line of sight from my residence aligns with the center of the proposed runway. This constitutes a substantial and unreasonable visual intrusion and further exacerbates the loss of privacy and residential rural character.

The project will also result in a significant diminution in property values for affected homeowners—properties whose owners contribute support to Chino’s schools, infrastructure, and municipal services. The economic harm to residents, combined with the permanent degradation of community character, outweighs any asserted benefit of this commercial endeavor.

For these reasons, the proposed ER airstrip constitutes an incompatible land use, creates a private and public nuisance, and imposes disproportionate and irreversible harm on established residential communities. Approval would be arbitrary and contrary to sound land-use planning principles.

In its place, my neighbors and I will be subjected to a 24-hour, seven-day-a-week “touch-and-go” operation, light intrusion, with planes taking off and landing continuously. The resulting constant, intrusive noise and visual disturbance will make normal residential living impossible. What is now a peaceful community will become uninhabitable.

Please do not approve a project that will permanently destroy this community, its environment, and the lives of the people who live here.



## Gerreann Froberg

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**From:** Sara Burchill  
**Sent:** Wednesday, January 21, 2026 8:46 AM  
**To:** Gerreann Froberg  
**Cc:** Erin Deskins; Laurie Lineberry  
**Subject:** FW: To all members of Chino Valley Town Council and Planning and Zoning Commission - Re: Proposed Perkins Ranch Airfield  
**Attachments:** Letter to City of Chino Valley Re Results from Planning Working Meeting 012126.pdf

Good Morning Gerreann,

Please forward this to your commissioners and newly appointed commissioners.

Kindest regards,

*Sara Burchill*

Deputy Town Clerk

928.636.3132

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**From:** Jo Ann Savage <[REDACTED]@gmail.com>  
**Sent:** Wednesday, January 21, 2026 8:31 AM  
**To:** Tom Armstrong <tarmstrong@chinoaz.net>; Eric Granillo <egrainillo@chinoaz.net>; John McCafferty <jmccafferty@chinoaz.net>; Sherri Phillips <sphillips@chinoaz.net>; Bob Schacherer <bschacherer@chinoaz.net>; Larry Holt <lholt@chinoaz.net>; Robert Switzer <rswitzer@chinoaz.net>; Clerks <Clerks@chinoaz.net>; district4@yavapaiaz.gov; district1@yavapaiaz.gov  
**Subject:** To all members of Chino Valley Town Council and Planning and Zoning Commission - Re: Proposed Perkins Ranch Airfield

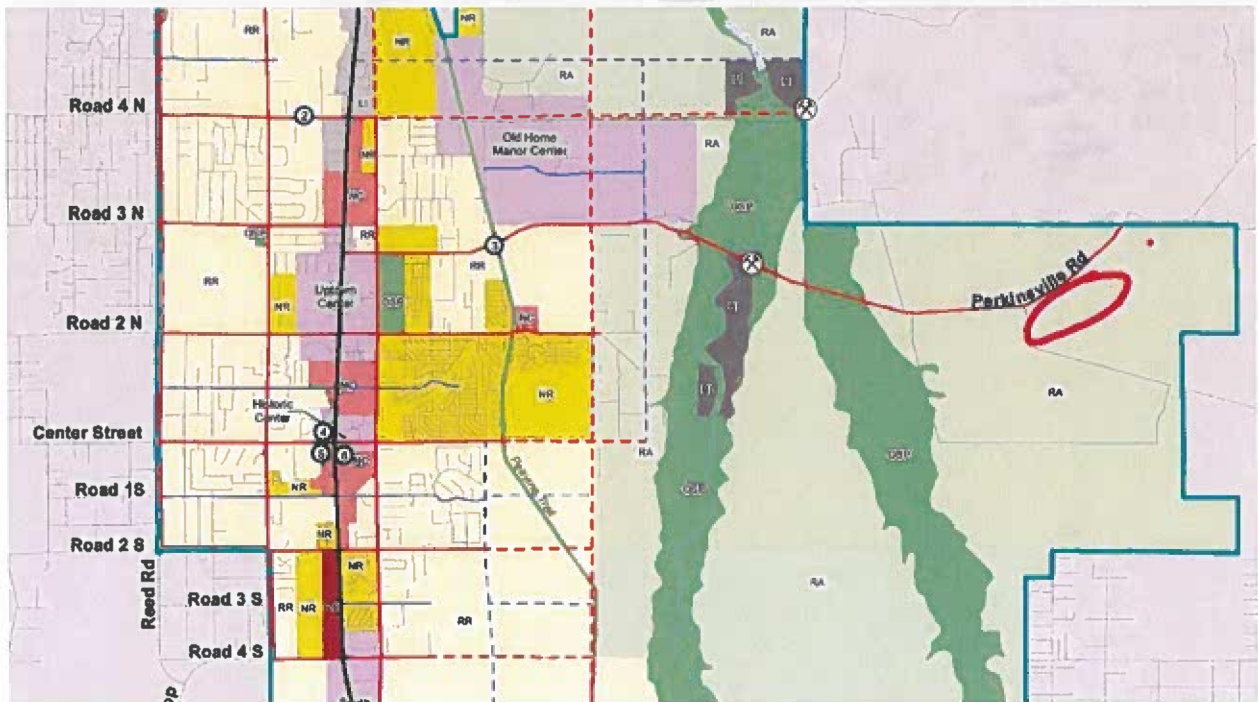
I submit this written comment for the official record in advance of the continued issue planning and zoning meeting to be held on February 3, 2026 regarding the the proposed airfield on Perkins Ranch,

I have submitted two previous letters of concern, but this one specifically addresses the continued issues surrounding the proposal that appears to not have been taken under consideration with respect to the compatibility of the proposal to the General Plan.

I am requesting that the Town Clerk ensure that this document is received by all appropriate members of the Town Council and Planning and Zoning Commission.

Respectfully,

Jo Ann Savage  
Chino Valley Resident



The above map depicts the planned zoning categories for the land in the majority of Chino Valley. Based on the General Plan, the area designated for the airstrip is circled in red (with the goal of having the airstrip become an AIRPORT, manufacturing and research/development facilities).

The general plan appeared to have been intended to keep the rural feel of this town by placing the manufacturing on the North and South ends of the town which would not only keep this activity on the outskirts of town, it would help to minimize the heavy delivery trucks from tearing up the internal town roads.

The project under consideration deviates from the General Plan with a change in the circled area from RA (Ranch/Agricultural) to HI (Heavy Industrial) and from listening to the discussion with no consideration for what the town would need to do in order to build and maintain roads out to the Airport/Manufacturing/Research center.

From what was discussed, they are counting on the Connector Road which does not exist yet. Who will be responsible for creating and paying for the creation of the Connector Road and what is the timeline for getting that accomplished? It would seem to me that if this project was to go forward that should have been an integral part of the plans, along with the costs associated with it and who would pay for it.

A facility, like what is being proposed both short and long-term, is not congruent with the feel of a "peaceful, rural community that supports recreation and regional tourism". A more realistic feel would end up being an "Aviator" town, which is anything but "peaceful".

From my perspective, it does NOT conform to the General Plan that was ratified into existence by the votes from the people of Chino Valley. It will no longer be "peaceful" nor "rural". Why did the town bother to ask the town's people to provide their thoughts into its development if they were going to violate the trust of the town's people so quickly?

In LU-2 "Use Development Agreements to guide master planned and larger developments. Use Development Agreements for projects larger than 25 acres... so that developments are compatible with and reflect the rural character of Chino Valley." This whole project flies in the face of these words. This town will become an Aviator's town and become anything but rural.

And what happened to the tourism industry? While this will likely bring in people, they won't be here to preserve Chino Valley's culture by promoting "western history and heritage"... It will become an aviator's town like the ERAU's facility in Daytona Beach, Florida. Is that a bad thing? No it's not, but we aren't Daytona Beach, it wasn't what the people of this town wanted.

The flight test that was performed on January 17 does not reflect the impact of the noise that will permeate our homes. I already get frequent flyovers from Emery Riddle that last anywhere from 10-30 minutes at a time. They are like listening to someone running a vacuum cleaner in the next room. I can just imagine this going on repeatedly for up to 17 hours a day. I would encourage the Town Council to try having someone run a vacuum cleaner in the next room for that long for 17 hours. Tell me it doesn't become annoying, not to mention distracting.

I'm strongly against this project for this town and I believe that the Town Council should consider their decisions very carefully. If it goes forward they will be violating the General Plan and could put themselves up to lawsuits, not only from the people in Chino Valley, but from nearby communities that will be impacted, such as areas of Prescott Valley. And who pays for the lawsuits, not the town, it will be the people here whose taxes will be raised to cover your costs.

I look forward to the Town Council meeting on this topic, which I assume will be on February 10th and hope that everyone has considered all of the issues placed before them and decided to adhere to the General Plan as it was written.

Respectfully,

Jo Ann Savage

Copies to Mr. Chris Kuknyo, Yavapai County Board of Supervisors, District 4 and Mr. Brooks Compton, Chair, Yavapai County Board of Supervisor, District 1

January 6, 2026

JAN 21 2026 AM11:07

Mayor Tom Armstrong  
Vice Mayor Eric Granillo  
Council Members:  
Larry Holt  
John McCafferty  
Sherri Phillips  
Bob Schachere  
Robert Switzer

The Chino Valley Mission Statement clearly says:

“Chino Valley, AZ, focuses on preserving its rural character, supporting sustainable growth, and maintaining a high quality of life, aiming to be a desirable place to live, grow, and thrive through responsible services, while valuing its agricultural/equestrian heritage, open spaces, and community spirit. Its core values emphasize safety, integrity, transparency, and fostering a peaceful environment with limited, sustainable development that protects vistas and grasslands.”

Clearly, ERAU’s proposal is not in the spirit of Chino Valley’s core values:

Noise pollution  
Light pollution  
Wildlife patterns interrupted  
Grasslands lost  
Traffic flow multiplied: AZ-89, Perkinsville Road  
Dust and air pollution  
Road maintenance costs rising due to traffic increase  
Traffic speed control  
Property devaluation  
Tax changes  
Insurance changes  
Aircraft emissions  
Infrastructure impact: paving, power, water, sewer, concessions  
Necessary ground traffic and tower communication and control

This is not responsible stewardship of the Arizona landscape.

None of the above impacts on our grasslands and town are supported by Chino Valley’s own Mission statement and we the citizens of Chino Valley do not support the plan and will not support anyone who votes for it. Before a final decision is made, the details/Ppros and cons, need to be clearly presented to all in our town prior to a vote by the citizens of Chino Valley.

Clearly, ERAU is proposing a very impactful endeavor as the people near their Florida facility are currently experiencing. Will developers be looking at this land for future growth?

Sincerely,

Dan and Kathy Strauss

[Redacted]

Chino Valley, AZ 86323

## Gerreann Froberg

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**From:** Erin Deskins  
**Sent:** Tuesday, January 20, 2026 7:52 AM  
**To:** Gerreann Froberg; Laurie Lineberry; Will Dingee  
**Subject:** FW: ERAU

Here is another one to forward to our Planning & Zoning Commissioners, thanks!

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

928.636.3131

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**Sent:** Monday, January 19, 2026 4:07 PM  
**To:** Clerks <Clerks@chinoaz.net>  
**Subject:** ERAU

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Pat Urraro, resident Tiwn of Chino Valley

Sent from my Verizon, Samsung Galaxy smartphone

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Any hardship claimed in support of the proposal is therefore self-created. Economic preference or convenience does not constitute a land-use necessity, nor does it justify approval of a use that is

otherwise inconsistent with established zoning. Long-standing land-use principles make clear that self-imposed economic conditions cannot serve as the basis for approval of a nonconforming or incompatible use.

Pursuant to UDO § 4.2 (Permitted Uses), only those uses expressly identified as permitted or conditional within the applicable zoning district may be established. Any use not specifically listed is prohibited unless otherwise authorized by the Ordinance. The proposed airstrip is not a permitted use within the applicable agricultural-residential zoning classification and therefore may not be approved absent a valid conditional use authorization.

Even if evaluated as a conditional use, the proposal fails to meet the required findings under UDO § 1.9.3 (Conditional Use Permits), which mandates that a conditional use may be approved only upon a finding that the proposed use:

Will not be materially detrimental to persons residing or working in the vicinity,

Will not be injurious to the neighborhood or public welfare, and

Is reasonably compatible with surrounding permitted uses, including consideration of noise, visual impacts, hours of operation, and preservation of adjacent property owners' reasonable use and enjoyment.

The proposed airstrip, by its nature, would generate continuous aircraft noise, visual intrusion, and operational impacts that are inherently incompatible with surrounding residential and agricultural uses and cannot be adequately mitigated.

Further, the stated purpose of the applicable agricultural-residential zoning district (including AR-4, where applicable), as set forth in UDO § 3.7, is to promote and preserve low-density residential and agricultural development and to prohibit incompatible activities. A commercial aviation use directly conflicts with that purpose and undermines the land-use framework adopted by the Town.

Numerous reasonable, lawful, and less-intrusive alternatives exist that would allow the Perkins family to retain ownership while remaining fully compliant with the Unified Development Ordinance. These alternatives include, but are not limited to, a long-term ground lease (e.g., a 99- or 100-year lease with renewal options) for conforming development, or leasing the land for agricultural uses such as farming or vineyard operations, all of which align with existing zoning and planning policies.

Accordingly, the proposed airstrip represents a voluntary commercial choice, not a necessity, and constitutes an incompatible land use that fails to satisfy the approval criteria for a variance, conditional use permit, or special use authorization. Approval would be contrary to the Town's Master Plan, inconsistent with the Unified Development Ordinance, detrimental to surrounding property owners, and adverse to the public health, safety, and welfare.

For these reasons, the proposal must be denied.

## Gerreann Froberg

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**From:** Erin Deskins  
**Sent:** Tuesday, January 20, 2026 7:50 AM  
**To:** Gerreann Froberg; Laurie Lineberry; Will Dingee  
**Subject:** FW: ERAU and Perkins land use request

Morning 😊

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

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

928.636.3131

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

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**From:** Tracy Bruner <[REDACTED]@gmail.com>  
**Sent:** Sunday, January 18, 2026 3:47 PM  
**To:** Erin Deskins <edeskins@chinoaz.net>  
**Subject:** ERAU and Perkins land use request

Please forward the following to all members of the town council and planning and zoning so they may share these comments and thoughts during their discussion on Tuesday, January 20th.

These remarks were initially posted by me to someone who was inquiring why the Perkins family just didn't sell a little bit of the land off to a builder if they were looking to earn money from their land ——— But I thought it would be pertinent to your discussion——I said:

As stated by the Perkins family during the prior Planning and Zoning meeting, their longstanding objective has been to retain all Perkins land within the family name for multiple generations, consistent with the intent of the original Perkins will. It is therefore understood that the Perkins family is exploring alternative means of generating income from the property rather than selling it outright to third parties, such as religious institutions or residential developers, as the sale of the property, or any portion thereof, would directly conflict with that stated intent.

Moreover, the current ERAU/Perkins proposal does not arise from a lack of reasonable or viable alternatives. Rather, it reflects a discretionary decision by Perkins to pursue a particular commercial monetization strategy now that traditional ranching is no longer economically viable. That decision, however, does not relieve the landowner of compliance with the Town of Chino Valley's Master Plan, Unified Development Ordinance, or adopted land-use policies.

Any hardship claimed in support of the proposal is therefore self-created. Economic preference or convenience does not constitute a land-use necessity, nor does it justify approval of a use that is otherwise inconsistent with established zoning. Long-standing land-use principles make clear that self-

imposed economic conditions cannot serve as the basis for approval of a nonconforming or incompatible use.

Pursuant to UDO § 4.2 (Permitted Uses), only those uses expressly identified as permitted or conditional within the applicable zoning district may be established. Any use not specifically listed is prohibited unless otherwise authorized by the Ordinance. The proposed airstrip is not a permitted use within the applicable agricultural-residential zoning classification and therefore may not be approved absent a valid conditional use authorization.

Even if evaluated as a conditional use, the proposal fails to meet the required findings under UDO § 1.9.3 (Conditional Use Permits), which mandates that a conditional use may be approved only upon a finding that the proposed use:

- Will not be materially detrimental to persons residing or working in the vicinity,
- Will not be injurious to the neighborhood or public welfare, and
- Is reasonably compatible with surrounding permitted uses, including consideration of noise, visual impacts, hours of operation, and preservation of adjacent property owners' reasonable use and enjoyment.

The proposed airstrip, by its nature, would generate continuous aircraft noise, visual intrusion, and operational impacts that are inherently incompatible with surrounding residential and agricultural uses and cannot be adequately mitigated.

Further, the stated purpose of the applicable agricultural-residential zoning district (including AR-4, where applicable), as set forth in UDO § 3.7, is to promote and preserve low-density residential and agricultural development and to prohibit incompatible activities. A commercial aviation use directly conflicts with that purpose and undermines the land-use framework adopted by the Town.

Numerous reasonable, lawful, and less-intrusive alternatives exist that would allow the Perkins family to retain ownership while remaining fully compliant with the Unified Development Ordinance. These alternatives include, but are not limited to, a long-term ground lease (e.g., a 99- or 100-year lease with renewal options) for conforming development, or leasing the land for agricultural uses such as farming or vineyard operations, all of which align with existing zoning and planning policies.

Accordingly, the proposed airstrip represents a voluntary commercial choice, not a necessity, and constitutes an incompatible land use that fails to satisfy the approval criteria for a variance, conditional use permit, or special use authorization. Approval would be contrary to the Town's Master Plan, inconsistent with the Unified Development Ordinance, detrimental to surrounding property owners, and adverse to the public health, safety, and welfare.

For these reasons, the proposal must be denied.

Sincerely

Tracy Bruner



## Gerreann Froberg

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**From:** Erin Deskins  
**Sent:** Tuesday, January 20, 2026 7:47 AM  
**To:** Gerreann Froberg; Laurie Lineberry; Will Dingee  
**Subject:** FW: Emery Riddle airstrip proposal on the Perkins land

Good morning, again all-

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

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

928.636.3131

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**From:** Tracy Bruner <[REDACTED]@gmail.com>  
**Sent:** Sunday, January 18, 2026 9:32 AM  
**To:** Erin Deskins <edeskins@chinoaz.net>  
**Cc:** Lee Divelbiss <[REDACTED]@gmail.com>; Chris Pirone <[REDACTED]@gmail.com>; Brenda <[REDACTED]@gmail.com>  
**Subject:** Emery Riddle airstrip proposal on the Perkins land

Please forward this to all members of the town council and to planning and zoning.

A picture is worth a thousand words. The attached photograph, taken from my dining area through the rear Arcadia door of my residence, accurately depicts the existing condition of my property and surrounding neighborhood. If the proposed ER airstrip is approved, this view—and the residential character it represents—will be permanently eliminated.

Approval of this project would subject my residence and the Antelope Meadows community to continuous aircraft operations, including repeated “touch-and-go” landings, occurring on a 24-7 daily basis. The resulting noise, vibration, and visual intrusion would materially interfere with the use and enjoyment of residential properties, rendering normal habitation unreasonable and inconsistent with established residential zoning and land-use expectations.

The demonstration conducted on Saturday, January 17 was insufficient and materially misleading. It failed to accurately represent the actual operational frequency, cumulative noise levels, sustained duration, and visual impact that would result from full-scale implementation of the airstrip and its required lighting. When the true placement of the runway is considered, the adverse impacts to Antelope Meadows and surrounding communities become clear and unavoidable.

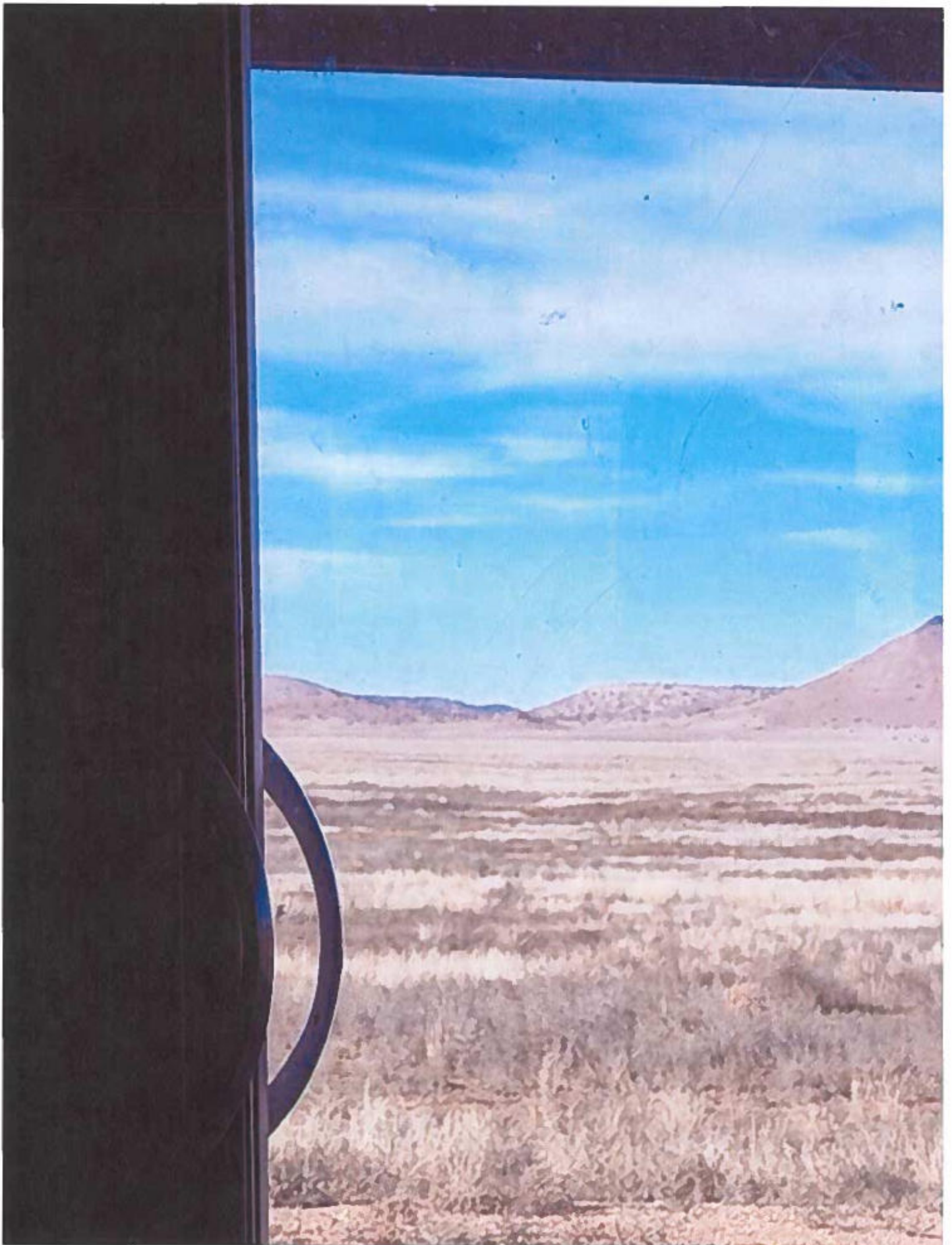
As shown by the red line in the attached photograph, the direct line of sight from my residence aligns with the center of the proposed runway. This constitutes a substantial and unreasonable visual intrusion and further exacerbates the loss of privacy and residential rural character.

The project will also result in a significant diminution in property values for affected homeowners—properties whose owners contribute support to Chino’s schools, infrastructure, and municipal services. The economic harm to residents, combined with the permanent degradation of community character, outweighs any asserted benefit of this commercial endeavor.

For these reasons, the proposed ER airstrip constitutes an incompatible land use, creates a private and public nuisance, and imposes disproportionate and irreversible harm on established residential communities. Approval would be arbitrary and contrary to sound land-use planning principles.

In its place, my neighbors and I will be subjected to a 24-hour, seven-day-a-week “touch-and-go” operation, light intrusion, with planes taking off and landing continuously. The resulting constant, intrusive noise and visual disturbance will make normal residential living impossible. What is now a peaceful community will become uninhabitable.

Please do not approve a project that will permanently destroy this community, its environment, and the lives of the people who live here.



## Gerreann Froberg

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**From:** Erin Deskins  
**Sent:** Tuesday, January 20, 2026 7:43 AM  
**To:** Gerreann Froberg; Laurie Lineberry; Will Dingee  
**Cc:** Terri Denemy  
**Subject:** FW: Please forward as directed.

Good morning, all.

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

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

928.636.3131

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

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**From:** [REDACTED]@verizon.net <[REDACTED]@verizon.net>  
**Sent:** Friday, January 16, 2026 11:09 AM  
**To:** Erin Deskins <edeskins@chinoaz.net>  
**Cc:** district4@yavapaiaz.gov; district1@yavapaiaz.gov  
**Subject:** Please forward as directed.

January 16, 2026

Please forward to all members of Chino Valley Town Council and Planning and Zoning Commission  
REF: Proposed Perkins Ranch Airfield

I submit this written comment for the official record in advance of the continued hearing scheduled for February 3, 2026.

I would like to remind the Chino Valley City Council, Chair and members of the Planning and Zoning Commission, of some of the elements in the Make it Chino! 2040 General Plan posted on the Town of Chino Valley website.

Chino Valley 2040 General Plan

Chapter 3 Land Use Element General Plan Conformance State law requires that all zoning and rezoning actions shall be consistent with and conform to the adopted General Plan and the respective future land use categories. (Emphasis added) The Zoning Conformity Matrix (Table 3-3) identifies which zoning districts conform with the specific land use designations of the General Plan. It's important to note that while the General Plan guides land use decision making, the General Plan is not a regulatory document. The Unified Development Ordinance\* is the regulatory authority for use, density, intensity, and other development characteristics.

\*(from an internet search: UDOs to ensure that development aligns with community goals and standards. This includes provisions for public services, transportation, and environmental conservation.)

3-2 Land Use Element Chino Valley values its peaceful rural character, rich agricultural and equestrian heritage, and expansive vistas. The Land Use Element supports these values by promoting carefully managed low-intensity and sustainable growth compatible with rural living and the open, rural landscape while supporting recreational opportunities and regional tourism. The overarching approach to land use balances the need for managed growth and quality services with the protection of the unique character and beauty of the area, ensuring the long-term viability of the community.

3-18 Land Use Element Goal LU-1 Update the Unified Development Ordinance to align with the Future Land Use Map and General Plan.

#### Chapter 5 Parks, Recreation, and Natural Resources Element

Goal PRN-1 Support the improvement of recreational facilities by identifying areas for new parks, community centers, or other recreation areas that provide diverse recreational programs to engage residents of all ages and abilities.

Policy PRN-1.1 Fund, develop, and implement a Parks, Trails, and Open Space Master Plan providing for comprehensive park development, park management, and recreation programming to serve the population projected by the Future Land Use Map.

#### Chapter 7-9 Economic Development Element

##### Tourism Industry

While tourism is already an economic driver throughout the region, Chino Valley is committed to growing this sector and capturing tourism spending that currently leaks out of the region...it is also essential to ensure that Chino Valley can accommodate tourists to retain visitor spending and boost the tax base. In fact, a thriving tourism industry can preserve Chino Valley's culture by promoting and leveraging its western history and heritage, making it a sought-after destination. Sales tax is a primary income source for the Town, so increased tourism activity will greatly benefit the Town's ability to provide better services for the residents and visitors alike. To support the growth of the tourism sector and enhance the town's quality of life, Chino Valley aims to create a dynamic community by expanding public and commercial outdoor recreational activities. In addition, by promoting and investing in beautification activities along SR 89 and in community spaces, the Town can create a sense of place that distinguishes Chino Valley from other similar towns throughout the Southwest.

#### Proposed Perkins Ranch Airfield, page 1 of 3

##### Chapter 8 Implementation and Administration

Implementation and administration of the General Plan is authorized in accordance Arizona Revised Statute.\* The roles and responsibilities of the Development Services Department, Planning and Zoning Commission, and Town Council are noted in those statutes and within the Town of Chino Valley Unified Development Ordinance (UDO). Administration of the General Plan is focused on the nuts and bolts of update and maintenance - when and how to make revisions, the level of public participation, and the timing of the updates. Implementation of the plan is focused on how to meet the goals and accomplish the policies identified within each element. Implementation is only possible if there are available resources. These include funding, staff, and public as well as municipal support. This final chapter of the General Plan reviews the authorized implementation and administration methods found in the state statutes as well as methods adopted by the Town of Chino Valley.

The Implementation Plan includes actions to achieve the goals and policies of the General Plan. This set of actions will be carried out over the next 20 years to help the Town accomplish the vision, goals, and policies adopted in the Make it Chino! 2040 General Plan.

#### 8-15 Implementation and Administration

**Major vs. Minor Amendments** Amendments to the General Plan may be either major or minor depending on the requested change. Amendments may be initiated by the Town or may be requested by private individuals or agencies in accordance with the procedures set forth in state law.

**Major Amendments** In accordance with Arizona Revised Statutes (ARS) §9-461.06\*\*, an amendment to Chino Valley's General Plan is to be considered major if the resulting change is "A substantial alteration of the municipality's land use mixture or balance as established in the agency's general plan land use element. The agency's general plan shall define the criteria to determine if a proposed amendment to the plan effects a substantial alteration." Major amendments will be considered by the Town Council within 12 months of receipt of a complete application and must receive an affirmative two-thirds majority vote of the Town Council in order to be approved. (Emphasis added)

\*\* Also ARS 9-461.07. Administration of general plan and ARS 9-461.05. General plans; authority; scope The general plan shall include provisions that identify changes or modifications to the plan that constitute amendments and major amendments. The plan shall be adopted and readopted in the manner prescribed by section 9-461.06.

**Responsible Parties** Several different bodies are responsible for the implementation of the General Plan.

**Planning Agency** –The Department of Development Services is designated as the town's Planning Agency. As such, the Department is responsible for developing and maintaining the General Plan, promoting public interest and understanding of the Plan, developing specific plans, reviewing the capital improvement program for conformance with the General Plan, and providing other planning functions. Additionally, the Department is responsible for reviewing and determining conformance for municipal property acquisition and disposition and producing an annual report on the implementation status of the Plan and progress in its application.

**Planning and Zoning Commission** - The Planning and Zoning Commission plays a significant role in developing and maintaining the General Plan through the review and recommendation of development requests and capital improvement programs. The duties of the Commission are identified in state law and occur in a number of ways:

The Commission is involved in workgroups focused on specific items of the Plan and through the public hearing process develops a formal recommendation to the Town Council on the General Plan. The commission reviews these requests for consistency with the goals, objectives, and policies of the General Plan. The Commission is also responsible for study, review, and recommendations on changes to the subdivision regulations, UDO, sign code, and other similar local laws governing the development of land in Chino Valley.

**Town Council** – The Town Council is the primary authority for the implementation of the General Plan.

With these facets of the Make it Chino! 2040 General Plan in mind, I would like to pose several questions for consideration. In this phase of the proposal, the construction of a major runway 5,000-foot by 75-foot in Chino Valley, do the other phases of the Perkins Ranch Airfield plan have any place in discussions at this point in time, especially by Planning and Zoning and the Council?

Does this proposed training airstrip fly in the face of the Make it Chino! 2040 General Plan and the voters who ratified the general plan? How would potentially hundreds of flight operations over Chino Valley daily, tens of thousands per year, the almost nonstop sound of airplanes, contribute to any part of the 2040 General Plan? Referring to Chapters 3, 5, and 7 of the General Plan, how does the drone of noise from multiple aircraft flying overhead in Chino Valley for 18 hours per day, or any part of the day, going to help in any of these areas? I think it would be helpful here to revisit Chapter 3, section 2: Land Use Element Chino Valley values its peaceful rural character, rich agricultural and equestrian heritage, and expansive vistas. The Land Use Element supports these values by promoting carefully managed low-intensity and sustainable growth compatible with rural living and the open, rural landscape while supporting recreational opportunities and regional tourism. The overarching approach to land use balances the need for managed growth and quality services with the protection of the unique character and beauty of the area, ensuring the long-term viability of the community. (Emphasis added) Wouldn't it be detrimental to parks, recreation, and tourism? What about "Chino Valley values its peaceful rural character, rich agricultural and equestrian heritage, and expansive vistas" cited under Chapter 3? Is it just words, or have I misunderstood?

Has The Department of Development Services failed in its mission of "developing and maintaining the General Plan, promoting public interest and understanding of the Plan, developing specific plans, reviewing the capital improvement program for conformance with the General Plan, and providing other planning functions" ?

Has the Planning and Zoning Commission, if it recommends this zoning change to the Council, failed in its duty "in developing and maintaining the General Plan through the review and recommendation of development requests"? Did the commission review "these requests for consistency with the goals, objectives, and policies of the General Plan"? Did the Commission or Development Services seek out expertise within and outside the Town in its decision making? Was the City Council legal in all aspects approving the "new" AR-36 zoning last year that was not in the general plan? Was Planning and Zoning involved in that decision?

On your Code Enforcement web page, it states, in part, "All regulations adopted by the Town of Chino Valley are intended to promote health and safety and to protect the community. Enforcement is driven both by complaints and proactive measures..." Is this proposal in harmony with that statement?

If the Town of Chino Valley approves this rezoning request, have they followed all aspects of Arizona Revised Statutes Title 9? Would a council member posting on social media pages be frowned upon by the State of Arizona? Could you show the public in the proposal where tract homes are discussed and addressed? Because of posting on social media, should this council member be recused from voting?

Are the laws being followed under Arizona Revised Statutes Title 28, regarding airports?

Finally, I will respectfully ask if the Town of Chino Valley has resources set aside for possible legal challenges?

I don't know the answer to any of these questions, but I feel they should be addressed by Planning and Zoning and the Town of Chino Valley Council.

Respectfully submitted,

Randy and Mary Brown  
street address

Chino Valley, AZ 86323, Chino Valley Resident

Copies to Mr. Chris Kuknyo, Yavapai County Board of Supervisors, District 4 and Mr. Brooks  
Compton, Chair, Yavapai County Board of Supervisor, District 1

January 18, 2026

To all members of Chino Valley Town Council and Planning and Zoning Commission

REF: Proposed Perkins Ranch Airfield

I submit this written comment for the official record in advance of the continued hearing scheduled for February 3, 2026.

I have previously submitted my personal feelings regarding the proposed Perkins Ranch Airfield to the Town Council. Since then I have reviewed the general plan and in addition to my personal feelings, the proposed airfield seems to be incompatible with the Make It Chino! 2040 General Plan. Please see the attached analysis of the 2040 General Plan along with my questions on its compatibility at the end.

It is my understanding that Arizona state law requires that all zoning and rezoning ordinances or regulations be consistent with and conform to the adopted General Plan.

- ARS § 9-462.01(F): Applies to municipalities, stating that all zoning and rezoning ordinances must conform to the adopted general plan of the municipality.
- ARS § 11-811(A): Reinforces that zoning ordinances and rezonings must be consistent with the adopted comprehensive plan.

**3-2 Land Use Element:** "Chino Valley values its peaceful rural character, rich agricultural and equestrian heritage, and expansive vistas. The Land Use Element supports these values by promoting carefully managed low-intensity and sustainable growth compatible with rural living and the open, rural landscape while supporting recreational opportunities and regional tourism. The overarching approach to land use balances the need for managed growth and quality services with the protection of the unique character and beauty of the area, ensuring the long-term viability of the community. This element also promotes the long-term vitality and sustainability of Chino Valley by supporting strategic opportunities for housing options for young adults and families who want to live and work in Chino Valley but may face challenges with access to housing."

**3-4 Future Land Use:** "During the General Plan development process, residents were asked to provide their thoughts on how they would like to see Chino Valley address current needs and future growth. From this feedback, several predominant themes emerged, including a desire to limit smaller lot residential areas of less than one acre, increase efforts to preserve the rural character of the town, cluster locations of new commercial development, and pursue improved and continued maintenance to existing infrastructure, specifically roads. The community did not desire SR 89 to become a strip of "anyplace" commercial development, and most residents agreed that commercial uses should be clustered into well-planned activity centers. Old Home Manor was identified as a critical opportunity for an activity center with the preferred uses being sports and recreation facilities and commercial and business parks, and with lesser uses being educational facilities and uses to support tourism."

**3-4 General Plan Conformance:** "General Plan Conformance State law requires that all zoning and rezoning actions shall be consistent with and conform to the adopted General Plan and the respective future land use categories."

The Zoning Conformity Matrix (Table 3-3) identifies which zoning districts conform with the specific land use designations of the General Plan. It's important to note that while the General Plan guides land use decision making, the General Plan is not a regulatory document. The Unified Development Ordinance is the regulatory authority for use, density, intensity, and other development characteristics."

### **3-18 Goals and Policies -**

#### **LU-1 Update the Unified Development Ordinance to align with the Future Land Use Map and General Plan.**

- Amend the Unified Development Ordinance to include site and architectural design guidelines that reflect Chino Valley's rural character and implement the vision, goals, and policies of the General Plan.
- Amend the Unified Development Ordinance to include site and architectural design guidelines that reflect Chino Valley's rural character and implement the vision, goals, and policies of the General Plan.
- Amend the Unified Development Ordinance to eliminate unnecessary or obsolete zoning districts and align zoning districts with the General Plan land use categories.
- Evaluate and amend the Planned Area Development district standards to support development of HMU centers. Modify the district to be a base district, not an overlay district.
- Update the Unified Development Ordinance for compliance with new laws, case law, and federal requirements.

**LU-2 Use Development Agreements to guide master planned and larger developments. Use Development Agreements for projects larger than twenty-five (25) acres or more than fifty (50) units and Planned Area Developments so that developments are compatible with and reflect the rural character of Chino Valley.**

**LU-3 Ensure that low-intensity land uses are located, transitioned and buffered from higher-intensity land uses.**

**Policy LU-3.3 Evaluate and update development standards for commercial and industrial development to fully screen, buffer, and transition to protect residential areas and other low intensity land uses.**

**LU-7 Develop growth areas in a manner that promotes efficient use of resources and infrastructure and maintains or improves the rural character and quality of life for residents.**

**Policy LU-7.5 Develop design guidelines for each HMU Center that define themes, architectural design, and colors to promote the intended character of each center. Multiple HMU centers may have the same design guidelines based on location within town. Particular emphasis should be placed on the character of historical areas or sites.**

**LU-8 Ensure that growth areas provide a destination for residents and visitors comprising a concentration and mixture of uses.**

**Policy LU-8.2 Ensure that growth areas are served and connected by major transportation routes and facilitate alternate modes of transportation.**

**LU-11 Ensure that land use and environmental planning are integrated to conserve and reduce development impacts on natural resources, including natural drainage corridors, native vegetation, riparian areas, known wildlife habitats, and other sensitive natural features of the land.**

**Policy LU-11.1 Discourage rezoning or development of native or undisturbed open space to preserve known wildlife habitats. Encourage new development to incorporate natural open space into development plans.**

**LU-12 New development supports existing agricultural and equestrian uses and maintains the natural beauty of the area, while focusing denser residential development closer to the geographic center of town, along busy roadways (e.g., SR 89) and near town-provided water and sewer.**

**LU-14 Ensure that the community is well-served by commerce and employment, providing goods, services, and jobs that offer livable wages for residents.**

**Policy LU-14.3 Support local, community, and regional scale commercial land uses in future growth areas and the appropriate commercial land use category.**

## 7-9 Economic Development Element

### Tourism Industry:

While tourism is already an economic driver throughout the region, Chino Valley is committed to growing this sector and capturing tourism spending that currently leaks out of the region. However, as the town aims to maintain its western culture, **it is vital to determine which type of tourism to pursue.**

With only a few hotels in the town, it is also essential to ensure that Chino Valley can accommodate tourists to retain visitor spending and boost the tax base. The addition of new hotels and increased visitor foot traffic will also create demand for new restaurant and retail offerings, without compromising the town's western culture.

**In fact, a thriving tourism industry can preserve Chino Valley's culture by promoting and leveraging its western history and heritage, making it a sought-after destination.**

Sales tax is a primary income source for the Town, so increased tourism activity will greatly benefit the Town's ability to provide better services for the residents and visitors alike.

To support the growth of the tourism sector and enhance the town's quality of life, **Chino Valley aims to create a dynamic community by expanding public and commercial outdoor recreational activities.** A region with a wide range of recreational opportunities can attract like-minded visitors, increasing the number of days they stay in the region and creating opportunities for higher retail and food and beverage sales within the town.

In addition, by promoting and investing in beautification activities along SR 89 and in community spaces, the Town can create a sense of place that distinguishes Chino Valley from other similar towns throughout the Southwest.

## 7-11 Goals and Policies

### Business Development:

- **Policy ED-1.3** - Focus the majority of business attraction efforts on industries that complement the values and lifestyle of residents, as well as demonstrate regional market demand. These industries include, but may not be limited to, tourism, retail, outdoor recreation, office, food and entertainment, healthcare, light manufacturing, and logistics.
- **Policy ED-4.1** - Develop a comprehensive, themed way-finding sign program to direct residents and tourists to retail facilities, recreation areas, attractions, and other destinations.

### Redevelopment:

- **Goal ED-6** Develop business incubators, workforce training facilities, and other public-private partnership opportunities on town properties

## 8-15 Implementation and Administration

**Major vs. Minor Amendments:** Amendments to the General Plan may be either major or minor depending on the requested change. Amendments may be initiated by the Town or may be requested by private individuals or agencies in accordance with the procedures set forth in state law.

- **Major Amendments** - In accordance with Arizona Revised Statutes (ARS) §9-461.06, an amendment to Chino Valley's General Plan is to be considered major if the resulting change is "A substantial alteration of the municipality's land use mixture or balance as established in the agency's general plan land use element. The agency's general plan shall define the criteria to determine if a proposed amendment to the plan affects a substantial alteration." Major amendments will be considered by the Town Council within 12 months of receipt of a complete application and must receive an affirmative two-thirds majority vote of the Town Council in order to be approved.

\*\*Also ARS 9-461.07. Administration of general plan and ARS 9-461.05. General plans: authority; scope  
The general plan shall include provisions that identify changes or modifications to the plan that constitute amendments and major amendments. The plan shall be adopted and readopted in the manner prescribed by section 9-461.06.

**Responsible Parties:** Several different bodies are responsible for the implementation of the General Plan.

**Planning Agency:** The Department of Development Services is designated as the town's Planning Agency. As such, the Department is responsible for developing and maintaining the General Plan, promoting public interest and understanding of the Plan, developing specific plans, reviewing the capital improvement program for conformance with the General Plan, and providing other planning functions. Additionally, the Department is responsible for reviewing and determining conformance for municipal property acquisition and disposition and producing an annual report on the implementation status of the Plan and progress in its application.

**Planning and Zoning Commission** - The Planning and Zoning Commission plays a significant role in developing and maintaining the General Plan through the review and recommendation of development requests and capital improvement programs. The duties of the Commission are identified in state law and occur in a number of ways:

- The Commission is involved in workgroups focused on specific items of the Plan and through the public hearing process develops a formal recommendation to the Town Council on the General Plan.
- The commission reviews these requests for consistency with the goals, objectives, and policies of the General Plan.
- The Commission is also responsible for study, review, and recommendations on changes to the subdivision regulations, UDO, sign code, and other similar local laws governing the development of land in Chino Valley.

**Town Council** – The Town Council is the primary authority for the implementation of the General Plan.

With these facets, of the Make it Chino! 2040 General Plan, in mind, I would like to pose several questions for consideration:

- In this phase of the proposal (the construction of a major runway 5,000-foot by 75-foot in Chino Valley) do the other phases of the Perkins Ranch Airfield plan have any place in discussions at this point in time, especially by Planning and Zoning and the Council?
- Does this proposed training airstrip disregard the Make it Chino! 2040 General Plan and the voters who ratified the general plan?
- How would potentially hundreds of flight operations over Chino Valley daily, tens of thousands per year, the almost nonstop sound of airplanes, contribute to the 2040 General Plan?
- Referring to Chapters 3, 5, and 7 of the General Plan, how is the noise from multiple aircraft flying overhead in Chino Valley for up to 18 hours per day going to help in any of these areas?
  - I think it would be helpful here to revisit Chapter 3, section 2: ***Land Use Element Chino Valley values its peaceful rural character, rich agricultural and equestrian heritage, and expansive vistas. The Land Use Element supports these values by promoting carefully managed low-intensity and sustainable growth compatible with rural living and the open, rural landscape while supporting recreational opportunities and regional tourism. The overarching approach to land use balances the need for managed growth and quality services with the protection of the unique character and beauty of the area, ensuring the long-term viability of the community.***
  - Wouldn't it be detrimental to parks, recreation, and tourism?
  - What about "Chino Valley values its peaceful rural character, rich agricultural and equestrian heritage, and expansive vistas"? Have I misunderstood their meaning?

On the **Code Enforcement** web page, it states, in part, "All regulations adopted by the Town of Chino Valley are intended to promote health and safety and to protect the community. Enforcement is driven both by complaints and proactive measures..." Consider this a "proactive" measure, as it is already noisy with the few planes that fly over Chino Valley, just imagine it once there are over 300 fly by's every day.

If the Town of Chino Valley approves this rezoning request, have they followed all aspects of Arizona Revised Statutes Title 9? Would a council member posting on social media pages be frowned upon by the State of Arizona? Could you show the public in the proposal where tract homes are discussed and addressed? Because of posting on social media, should this council member be recused from voting?

Are the laws being followed under Arizona Revised Statutes Title 28, regarding airstrips? An airstrip is defined as "a strip of ground that is artificially or naturally surfaced and that is designed and used at an airport or landing field for the landing and takeoff of aircraft" (§ 28-8461(6)). While the statute does not explicitly single out civilian flight training facilities, it regulates all airstrips and airports through land use and safety zoning. Key regulatory aspects include:

- Airport hazard areas are established to prevent obstructions to flight paths (§ 28-8461(5)), which applies to all airstrips, including those used for training.
- Accident potential zones and clear zones are defined around runways to manage land use and limit risks (§ 28-8461(1), (2), (8)), ensuring safe operations for takeoff and landing—critical for training flights with repetitive patterns.
- Local political subdivisions (cities, towns, counties) may adopt zoning regulations to control development near airstrips, especially to mitigate noise and safety risks (§ 28-8462 et seq.).

While Title 28 provides the state-level framework, day-to-day operations of flight training on an airstrip are primarily governed by federal FAA regulations (Part 61 or Part 141). Arizona does not impose additional state licensing on flight schools, as confirmed by past rulings dismissing attempts to regulate them under vocational statutes.

Finally, I will respectfully ask if the Town of Chino Valley has resources set aside for possible legal challenges?

I don't know the answer to these questions, but I feel they should be addressed by Planning and Zoning and the Town of Chino Valley Council.

Respectfully,

Jo Ann Savage

Chino Valley, AZ 86323, Chino Valley Resident

Copies to Mr. Chris Kuknyo, Yavapai County Board of Supervisors, District 4 and Mr. Brooks Compton, Chair, Yavapai County Board of Supervisor, District 1

Letter to the Chino Valley Town Council and Planning and Zoning Commission regarding the  
Proposed Perkins Ranch Airfield

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January 12, 2026

To the Town of Chino Valley Council and Chair and Members of the Planning & Zoning Commission,

My name is Lee Divelbiss. I am a community member and the President of the Antelope Meadows Property Owners Association and submit this written comment for the official record in advance of the continued hearing scheduled for February 3, 2026.

I write to emphasize a fundamental land-use principle that should guide the Commission's decision in this matter: zoning and conditional use approvals are intended to **prevent** foreseeable nuisance impacts and incompatibility with residential neighborhoods and not to approve an intensity of use and rely on complaint-based enforcement after harm has already occurred.

**Arizona law provides a clear baseline for this analysis.**

Under A.R.S. § 13-2917, a public nuisance is defined as anything that is injurious to health, offensive to the senses, or that obstructs or interferes with the comfortable enjoyment of life or property by a neighborhood or a considerable number of people. This statute reflects Arizona's long-standing public policy that nuisance conditions become a public concern when impacts are sustained and neighborhood-wide, not merely isolated or incidental.

While A.R.S. § 13-2917 is a criminal statute, it underscores the expectation that government bodies should not knowingly permit land uses that foreseeably create neighborhood-scale nuisance conditions. Zoning decisions and Conditional Use Permit review are therefore the proper stage to **prevent** such impacts from being authorized in the first instance. Where foreseeable nuisance impacts cannot be effectively enforced, monitored, or abated through local authority, approval with conditions is not a substitute for compatibility and does not cure the underlying land-use conflict.

**The requested zoning change from AR-2 to AR-36 does not resolve—and may heighten—these compatibility concerns.**

AR-36 remains characterized as a residential/agricultural zoning designation, albeit at a lower density and with an expanded menu of potentially allowable uses. The fact that a zoning district may list a use as allowable does not mean that the use must be approved in every location or at any intensity. The Commission remains obligated to evaluate compatibility with surrounding residential properties, the operational intensity of the proposal, and whether foreseeable nuisance impacts can be meaningfully prevented and enforced. Where a proposal would function in practice as a sustained, high-intensity operational use (despite being placed in a "residential" zoning category) this creates a direct conflict with residential expectations of quiet enjoyment and with Arizona's nuisance framework.

**Reliance interests and reasonable expectations further weigh against approval.**

During the hearing, reference was made to the length of time the applicant's family has owned the subject property. While that history is respected, longevity of ownership does not confer an

Letter to the Chino Valley Town Council and Planning and Zoning Commission regarding the  
Proposed Perkins Ranch Airfield

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entitlement to introduce new uses that are incompatible with surrounding residential properties or that foreseeably create neighborhood-scale nuisance impacts.

Many nearby residents, including myself, purchased property and built homes in reliance on the existing zoning, land-use character, and the absence of an active or proposed airport at this location. While residents were aware of and accepted limited aviation activity associated with the existing Love Field Airport at a distance, the operational scale, proximity, and intensity proposed here represent a fundamentally different condition. Acceptance of distant, intermittent impacts does not imply consent to sustained, high-intensity operations immediately adjacent to residential property. Zoning and Conditional Use Permit review exist precisely to **protect** such reliance interests and to **prevent** the introduction of new uses that materially alter the character and livability of established residential areas.

**Chino Valley’s municipal code reflects this same policy judgment.**

The Town already prohibits noise and activity that constitutes a nuisance, including excessive or unusual noise subject to defined presumptions based on distance and time of day. These provisions demonstrate that nuisance impacts are both foreseeable and measurable, and that the Town recognizes them as incompatible with residential use when they exceed established thresholds.

However, complaint-driven enforcement is **not** a substitute for zoning compatibility. Zoning and Conditional Use Permit review exist precisely to **prevent** incompatible intensity of use before it is approved, not to place the burden on residents to seek relief after impacts have become established.

**Yavapai County’s Planning and Zoning framework provides a relevant and instructive standard.**

The County Ordinance expressly prohibits residential-scale and home-based uses from generating sustained or unpleasant noise, vibration, glare, fumes, dust, odors, or abnormal traffic and parking. The stated purpose of these prohibitions is to **protect** residential desirability and neighborhood compatibility. The ordinance further explains that even in industrial contexts, nuisance emissions such as noise, vibration, glare, and odors are restricted specifically to **protect** adjacent residential areas. This reflects the core objective of zoning regulation and underscores that nuisance prevention is central—not incidental—to land-use decisions.

**Jurisdictional enforcement limitations further compound this issue.**

A critical concern for the Commission is the Town’s limited ability to enforce or abate many of the primary impacts associated with this proposal. To the extent that aircraft operations, flight frequency, flight paths, and operational noise are regulated at the federal level by the **Federal Aviation Administration**, complaints related to those impacts would not be meaningfully received, adjudicated, or resolved through Town code enforcement.

**Practical complaint handling further illustrates this limitation.**

As a matter of administrative practice, complaints related to aircraft operations, including flight paths, frequency, altitude, and operational noise are not handled through municipal code enforcement processes. Such complaints are typically redirected to federal aviation channels or

the airport operator, rather than being investigated or resolved by town staff. As a result, because of the impacts most likely to affect nearby residents, local nuisance remedies are not practically available.

**This concern is not theoretical.**

In nearby communities such as Cottonwood and Clarkdale, where Embry-Riddle Aeronautical University conducts a substantial volume of flight-training activity, residents have raised repeated concerns regarding aircraft noise and operational impacts. Those experiences have highlighted the same practical limitations present here: local governments do not control flight paths, training patterns, or aircraft operations, and resident complaints regarding those impacts are routinely redirected outside municipal enforcement channels. These regional experiences underscore the importance of addressing compatibility and enforcement limitations at the land-use approval stage, rather than assuming that nuisance impacts can be effectively resolved after operations commence.

**Recent changes in Arizona law further reinforce the importance of proactive nuisance prevention.**

Through Proposition 312, Arizona voters affirmed that when public nuisance conditions persist and effective local enforcement is unavailable or declined, the resulting burden on affected property owners is a matter of public concern. While this provision does not alter zoning authority, it reflects a clear statewide policy judgment: governments should not authorize or tolerate land uses that foreseeably create neighborhood-scale nuisance impacts beyond the practical reach of local enforcement. This reinforces the principle that zoning approvals and Conditional Use Permits must prevent incompatible uses in the first instance, rather than relying on conditions or agreements that cannot be meaningfully enforced once nuisance impacts occur.

**From the perspective of a property owners association, nuisance impacts and property values are inseparable.**

Sustained disturbances affect buyer perception, marketability, and long-term residential stability. Once a use establishes a recurring pattern of noise, traffic, or operational disruption, the resulting impact on residential desirability and property values is predictable and often irreversible.

**Accordingly, I respectfully submit the following for the Commission's consideration:**

1. If the foreseeable impacts of this proposal—including noise, traffic, hours of operation, operational intensity, and cumulative disturbance—are incompatible with a rural residential neighborhood, the appropriate and defensible decision is **denial**.
2. If the Commission elects to advance the application, any approval **must** include clear, enforceable nuisance-performance standards, including but not limited to:
  - Prohibition of sustained or unpleasant noise or vibration
  - Prohibition of abnormal traffic or parking beyond residential norms
  - Controls on lighting, glare, and visual spillover
  - Prohibition of odors, dust, or similar emissions
  - Strict limits on hours of operation, as duration and frequency are central to nuisance and compatibility analysis. An operational window approaching 18 hours per day (approximately 5:00 a.m. to 11:00 p.m.), as proposed, would

Letter to the Chino Valley Town Council and Planning and Zoning Commission regarding the  
Proposed Perkins Ranch Airfield

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- constitute sustained disturbance throughout nearly the entire waking day and is incompatible with rural residential expectations of quiet enjoyment.
- o Objective measurement standards, monitoring requirements, and explicit revocation mechanisms for noncompliance

**Based on the record and the standards discussed above, denial of the requested rezoning and/or Conditional Use Permit is the most appropriate and defensible outcome.** The proposal presents foreseeable nuisance impacts and enforcement limitations that cannot be cured through conditions or agreements and are incompatible with rural residential use.

Thank you for your time, your service, and your careful consideration.

Respectfully submitted,

Lee Divelbiss  
President  
Antelope Meadows Property Owners Association

## Gerreann Froberg

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

Hi again,

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

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

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928.636.3131

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

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

Dear Edie Deskins,

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

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

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

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

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

Thank you,  
Rachel Hopkins

Sent from my iPhone

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

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

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

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

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

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

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

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

**Concerns Regarding the Proposed Airport/Airfield Project**

I would like to raise several concerns regarding emergency response, infrastructure, and overall community impact of this proposed airport project.

**First, emergency services.**

At this time, CFMA's response to fire or medical emergencies on the runway would be approximately 20 minutes, weather and road conditions permitting. Until a fire station is constructed at this location, emergency coverage would be significantly delayed. This also means existing fire protection resources would be diverted away from Chino residents for extended periods, requiring response units from other stations to backfill coverage. Additionally, approving this project will likely result in a future tax increase to the CFMA Fire District to cover the cost of staffing, equipment, and apparatus needed for a new station at the airfield without the voters getting a say. *ERAU should pay for station!*

**Second, infrastructure limitations.**

The type of business activity described in Phase Two 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 prohibitive due to a high ISO rating. 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, road access and maintenance.**

There has been no clear explanation of who will be responsible for improvements to Perkinsville Road, including graveling, chip sealing, or paving—especially since portions of the road are currently dirt.

In conclusion, I do not believe this project provides a meaningful benefit to the town. It prioritizes the interests 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 and consideration.

I'm Lisa Smith, I live in Mingus Meadows, Thank you for the opportunity to speak.

I would like to touch on the noise aspect in bullet 1 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 dB 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 dB within 2000 ft 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 day-night average sound level (DNL) as the metric used for FAA community noise impacts. For DNL computations, the dB in 65 dB is actually dBA where A stands for the a-weighted 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 to each of those operations being measured at night. Night time being established as between 10 PM and 7AM. As an example, there could be 100 events, say 100 take offs, per day each with a sound exposure level of 94.5 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 a formal noise analysis.

Thank you for your time

**Chino Valley P&Z Meeting, January 6, 2026**

My name is Silver Stapleton. I live in unincorporated Yavapai County.

Indulge me as I quote the Chino Valley General Plan, which states:

**Chino Valley is a peaceful, rural community that supports recreation and regional tourism. We are committed (let me emphasize)...COMMITTED to preserving our community's expansive vistas, endless grasslands, and starry night skys, while supporting limited and sustainable growth. Our proud agricultural and equestrian tradition makes Chino Valley a desirable place to build a future.**

And with the previous decisions of this Town 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 some day; 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, 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 horses 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, and apparently in the flight pattern.

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 of runways, BUT I'M CONCERNED 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. 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 when 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!!! Many homes and established neighborhoods have been built since then. Flights from 5:30 a.m. to 11:00 at night will affect many people who would not have been affected 10, 15 or 20 years ago. I might add, just speaking for my neighborhood, many of us are retired and spend more time at home, from 5:30 a.m. until 11: p.m., than someone who is employed.

Finally, this proposal begs the question: Could this raise our taxes?!?!?! Let me just say, that WILL NOT be well received.

Thank you for listening. I have, in the past, been very impressed with this Board and with the Chino Valley Town Council for listening, absorbing, and passing on our concerns to Council. Thank you for that.

## KGM Comments for 6 January 2026 Chino Valley P&Z Meeting

Thanks for giving the public an opportunity to address the commission today. My name is 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 an airstrip along Perkinsville Road.

CAWA is dedicated to maintaining healthy wildlife populations and the benefits that they bring to people. And in our region, there's no better way to accomplish that than to promote *interconnected* open space across public and private lands wherever possible.

At the outset, we believe that this is a really bad idea for both people and wildlife, but especially for pronghorn, which are sometimes called antelope. The extension of grassland habitat south into Chino Valley and Prescott Valley 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. This parcel is substantially surrounded on 3 sides by Arizona State Trust land, and that whole part of Chino Valley is frequented by pronghorns. It's not unusual to see 30-40 pronghorns in that area at one time, and through one of our citizen science initiatives CAWA has collected the data showing just that.

<sup>Moreover</sup> ~~As the application for a special use permit itself states,~~ all of that land in this part of Chino Valley has been identified by the AZGFD as a "Conservation Opportunity Area," and we believe that area governments could do more to take advantage of that opportunity.

A recent article in the Prescott Courier newspaper noted at least 40 articles over the last 25 years, describing again and again how area governments have been confronted with the demise of pronghorn populations in our region, with knowledge of the factors responsible for that demise, and with knowledge of the policies that would allow us to keep pronghorns on our landscape, coexisting with people. But again and again, decisions were made that fragmented natural habitat and subdivided pronghorn herds into smaller and smaller units that could not survive. ~~Many of those decisions were about residential or commercial development.~~ But we know a lot more now about how wildlife populations work, and we can do better with our land management decisions.

None of the individual development decisions made in the past were in themselves a death-knell for pronghorn herds. But their cumulative effect was to fragment populations and condemn them to local extinction via a process that is well-known in ecology and conservation biology. But because the process is well-known, we have an opportunity to do better.

§ 2 C Over

## Planning & Zoning Commission – Perkins Ranch Airfield

Good evening Commissioners. My name is Lee Divelbiss. I am a community member who lives in Antelope Meadows, just outside the Town limits in unincorporated Yavapai County. I am here to **respectfully urge you to recommend denial of both the rezoning request and the Conditional Use Permit** for the proposed Perkins Ranch airfield.

I'm opposed to granting permanent land-use entitlement **without complete and enforceable information**.

This project is repeatedly described as "phased," but phasing is a construction concept, **not a land-use limitation**.

A Conditional Use Permit for an airport runs with the land, survives ownership changes, and establishes the overarching entitlement for aviation use on this property.

Once that entitlement is granted, the Town **cannot meaningfully take it back**. Later reviews **may** adjust details, but the fundamental airport use is already locked in.

So tonight's decision is not about whether Phase One appears manageable. It is about whether this location should be **permanently entitled** for airport use.

The most troubling issue is that the most important impact drivers are not defined today. The staff report acknowledges that definitions of flights, operations, operational limits, monitoring, reporting, and enforcement are **deferred to future development agreements**. Those are not minor technical details. Those details determine how impactful this project actually is or the "intensity of the use".

## Planning & Zoning Commission – Perkins Ranch Airfield

A Planning Commission **should not** recommend approval of a permanent land-use entitlement based on the **promise** that the most consequential elements will be worked out later.

That shifts risk away from the applicant and onto the Town, surrounding communities, and future decision-makers.

The rezoning from SR-2 to AR-36 is being framed as consistent with rural character. But in reality, this rezone is necessary **solely to allow the airport.**

Without the airport, this rezoning would not be requested. This makes it an airport-enabling action, **not a neutral agricultural land-use change.**

Rezoning land to facilitate a permanent infrastructure use like an airport requires heightened scrutiny, **not reliance on future agreements** to manage the impacts.

If there is uncertainty—**and the record clearly shows there is**—the responsible planning action is **not to approve and** hope future agreements resolve it.

**The responsible action is to deny both the rezoning and the Conditional Use Permit,** and require a proposal that fully defines its long-term impacts before seeking permanent entitlements.

I respectfully ask you to recommend denial.

Thank you.

Donald Lee Divelbiss

████████████████████  
Prescott Valley, Az 86315  
████████████████████

12.06.26

MY NAME IS SHIRLEY, I AM A RETIRED WIDOW OF A VETERAN WITH ONLY ONE INCOME. MY ONLY ASSET IS MY HOME, THE FOLLOWING IS A SMALL LIST OF CONCERNS:

1. PROPERTY VALUE WILL DECREASE.
2. A PLANE CRASH WITH INEXPERIENCED PILOTS.
3. NOISE LEVEL:
  - A. CAN CAUSE HEARING LOSS
  - B. VETERANS THAT LIVE IN CHINO VALLEY WHO HAVE PTSD CAN STRESS THEM FURTHER.
4. I BOUGHT MY HOME IN 2014 LOOKING FORWARD IN A QUIET SMALL TOWN AWAY FROM ALL THE NOISE AND CROWDS.
5. TAKING AWAY GODS BEAUTIFUL LANDSCAPE. FOR SOMEONES PROFIT.

WHY SHOULD THE CITIZENS OF CHINO VALLEY SACRIFICE THEIR PEACE FOR SOMEONES PROFIT?

THANK YOU FOR LISTENING!

Shirley

Hello,my name is Randy Brown. I live at [REDACTED]  
In. Chino Valley. I am here today in opposition to  
the proposed Embry Riddle airport. I previously lived  
in the Pinon Oaks neighborhood in Prescott.We had  
training planes flying over from 6am to after 10pm  
and it became so annoying we moved. We also had  
trouble selling our home. As I understand it,there is  
nothing preventing Embry Riddle from flying over  
other parts of the town.We moved here to get away  
from noise. I don't feel this is compatible with the  
peaceful vision statement. I urge a no vote, thank  
you.

Hello, I'm Mary Brown.

I live at [REDACTED], Chino Valley

I recently moved away from the Pinon Oaks neighborhood in Prescott because Embry Riddle upped their training flights. The constant noise even inside our home all day, every day became very stressful.

I moved here after reading the towns vision is to make Chino Valley a desireable place to live, grow and thrive.

So, I ask you do you feel this Embry Riddle airfield fits into this plan?

Is disruptive desireable for anyone living here? Just look at Cottonwood and Clarkdale residents complaining about the noise ruining their lives.

In closing, please remember:

The choice of one large property owner does not negate the choice of smaller property owners.

I'm asking you to PLEASE vote NO.

Amy Wolken- [REDACTED] 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 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'll be living under these daily overhead flights between 5:30 am and 11 pm.

Also, Garchen Buddhist Institute is a 30 year old on-going business concern which brings 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....That's an interesting fact, isn't it? HmMMM?

(IF 3 minutes, add **BOLDED** paragraph here...)

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 stated, "our main goal is to get students across the (commencement) stage". Perhaps what was left unsaid was the phrase "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 residents of Cottonwood and Clarkdale...we don't even have to guess what this might be like....

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 face of the Chino Valley General Plan (pun intended).

Again, when people show you exactly WHO they are, BELIEVE them!

**And they are "dangling an economic carrot" for PERHAPS, POSSIBLY, SOMEDAY in the future. Please don't fall for that and do question those "carrots"...Who'll pay for the ongoing expenses of the new CAFMA Fire Station? Are we getting set up for a tax increase to do so? Why would manufacturing look to this remote location when FedEx is set up and available commercial space is available at Prescott Regional? A possibility of new "high-paying jobs"....how does this align with the public cry of "no more houses"? The actual building of the airstrip? Maybe 5-15 temporary jobs for a company that has experience building airstrips that comply with rules and regs? Any companies like that in Chino Valley? Permitting? Really? How much could that be?**

Planning & Zoning  
January 6, 2026  
David Wolken

████████████████████  
Chino Valley

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 residents suing for compensation for reduced property values, and other issues such as mental anguish and other health issues? Did you know under ARS Title 12, a property owner may be awarded their legal fees? To protect our property and legacy, Amy and I will seek damages, and, encourage everyone affected to do the same.

Does your insurance carrier know you are considering 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 through 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, a successful lawsuit, could run into tens of millions of dollars? How about people and property on the ground? What about a fire? What if these planes, crossing into Prescott Regional's departure and approach corridors, lead to a collision with a jet carrying a hundred or more people? How much, 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 defend them?

Could this lead to the financial ruin of Chino Valley?

Amy & I have invested a great deal of time and money, as have others in the area, to provide for future generations. We WILL protect our future, and theirs.

All these problems can be averted by telling Embry Riddle, "NO".

Review the Town's core values. Please pay close attention to the "WHO WE ARE" statement. How does a training airstrip with thousands of operations weekly contribute to any part of these core values?

I hope these questions have been considered as the Town of Chino Valley deliberates approving an airfield which will have a devastating economic and quality of life impact on the entire valley and its residents.

## **Addendum**

### **Private Property Rights Protection Act**

Arizona Proposition 207, also known as the Private Property Rights Protection Act, was passed in 2006 to **require** the government to compensate property owners when regulations decrease their property's value...(via AI search)

The Act protects property owners from government actions that diminish the value of their property without just compensation. This law allows property owners to seek compensation if a government regulation reduces their property value.

### **Arizona Revised Statutes**

Title 12 - Chapter 8 Special Actions and Proceedings Relating to Property

Article 2.1 Private Property Rights Protection Act (a.k.a. Proposition 207)

12-1135 Attorney fees and costs

*A. A property owner is not liable to this state or any political subdivision of this state for attorney fees or costs in any eminent domain action or in any action for diminution in value.*

*D. A prevailing plaintiff in an action for just compensation that is based on diminution in value pursuant to section 12-1134 may be awarded costs, expenses and reasonable attorney fees.*

(chinoaz.net/), (bottom of page)

Core Values: Safety. Integrity. Honesty. Transparency. Communication.

(chinoaz.net/DocumentCenter/View/10137/Council-Mission-Values)

Mission, Vision, and Values

Town of Chino Valley

#### WHO WE ARE

Chino Valley is a peaceful, rural community that supports recreation and regional tourism. We are committed to preserving our community's expansive vistas, endless grasslands, and starry night skies while supporting limited and sustainable growth. We honor our proud agricultural and equestrian tradition.

#### OUR VISION

Make Chino Valley a desirable place to build a future.

#### OUR MISSION

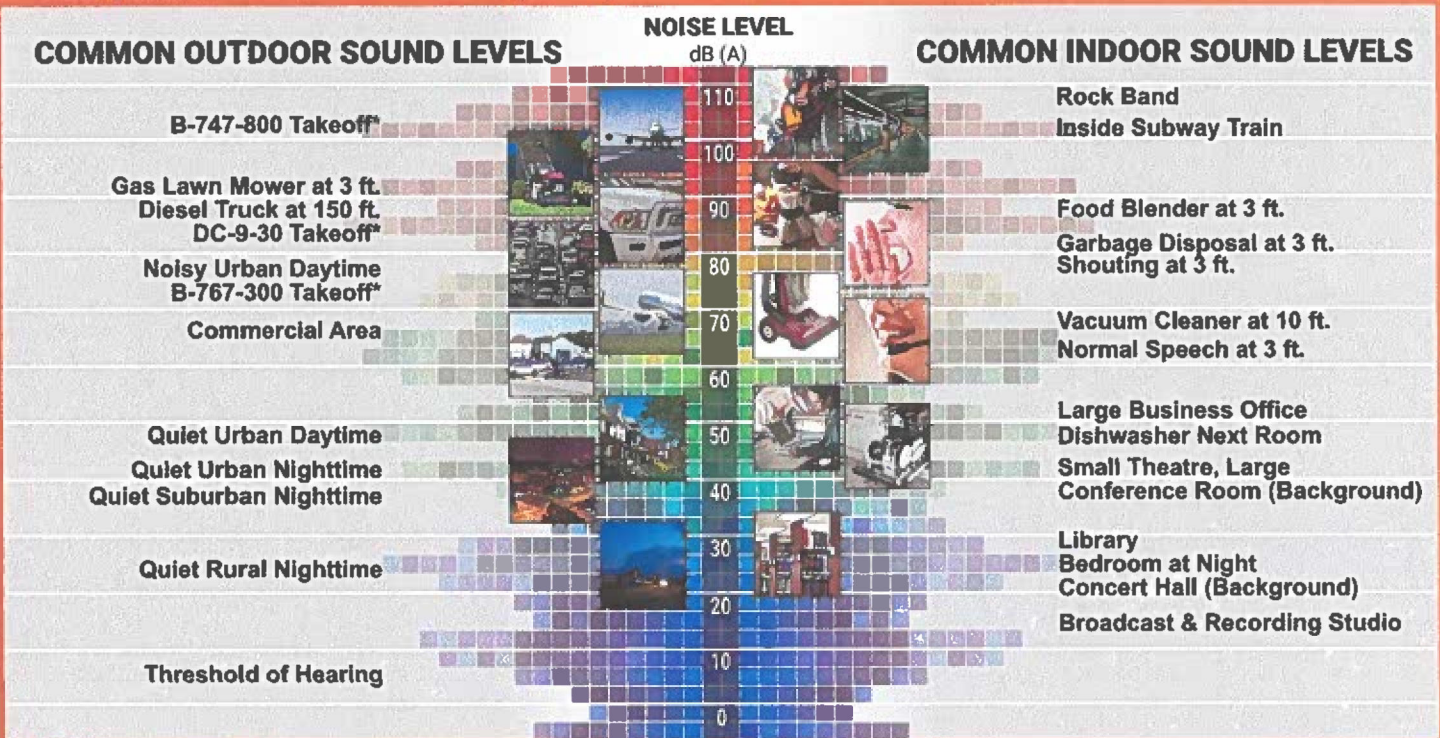
To provide services and opportunities that keep Chino Valley a safe, desirable place to live, grow, and thrive.

#### OUR VALUES

Safety Integrity Honesty Transparency Communication

# Different Types of Noise

## Comparative Sound Levels (DBA)

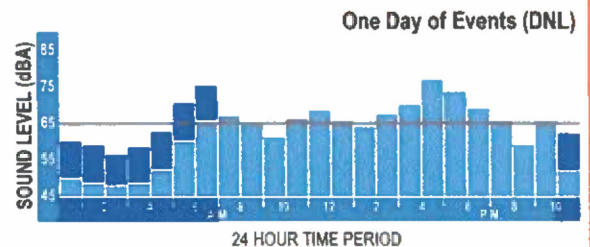


## DNL Noise Metric

The day-night average sound level (DNL) noise metric is used to reflect a person's cumulative exposure to sound over a 24-hour period, expressed as the noise level for the average day of the year. DNL is the standard noise metric used for all FAA studies of aviation noise exposure in communities surrounding airports.

### DNL DAY-NIGHT AVERAGE SOUND LEVEL

- DNL
- 10-dB Nighttime Penalty
- Hourly LEQ



## Calculating DNL

Because DNL takes into account both the amount of noise from each aircraft operation as well as the total number of operations flying throughout the day, there are many ways in which aircraft noise can add up to a specific DNL. Small numbers of relatively loud operations can result in the same DNL as large numbers of relatively quiet operations. Nighttime (10 pm - 6:59 am) operations are calculated with a 10 dB penalty.

Equivalent Operations for  
DNL = 65

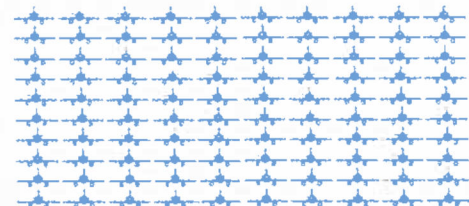
1 EVENT/DAY SEL 114.4 dBA = DNL 65



10 EVENTS/DAY SEL 104.4 dBA = DNL 65



100 EVENTS/DAY SEL 94.4 dBA = DNL 65



Chicago Rockford International Airport

## 14 CFR PART 150 NOISE COMPATIBILITY STUDY UPDATE

Prepared for  
Greater Rockford Airport Authority

# AIRCRAFT NOISE ANALYSIS

## 6.0 INTRODCUTION

Aircraft noise contours were developed to help visualize sound generated by aircraft operations as part of the Airport Master Plan. Aircraft noise contours are used to support land use compatibility measures and to analyze how the Airport influences nearby properties. The noise contours will identify and quantify the potential land use incompatibilities associated with existing and future operations on the existing runway layout, and ultimate operations following implementation of a new Runway 3L/21R.

Noise contours are presented in three scenarios and data used to generate the contours is included. Also included is a discussion on the effects airport noise has on a population and how metrics are used to help quantify aircraft noise.

## 6.1 AIRCRAFT NOISE

Aircraft noise is one of the more noticeable attributes associated with living and working near an airport. To understand aircraft noise and its effect on people, it is important to understand the physics of sound. Sound is a type of energy which travels in the form of a wave. Sound waves create minute pressure differences in the air which are recognized by receptors including the human ear and microphones. Sound waves can be measured using decibels (dB) to measure the amplitude or strength of the wave and Hertz (Hz) which measures the frequency or pitch of the wave.

The strength, or loudness, of a sound wave is measured using decibels on a logarithmic scale. The range of audibility of a human ear is 0 dB (threshold of hearing) to 125 dB (pain begins). The use of a logarithmic scale often confuses people because it does not directly correspond to the perception of relative loudness. A common misconception is that if two noise events occur at the same time, the result will be twice as loud. In reality, the event will double the sound energy, but only result in a 3 dB increase in magnitude. For a sound event to be twice as loud as another, it must be 10 dB higher.

Scientific studies have shown that people do not interpret sound the same way a microphone does. For example, humans are biased and sensitive to tones within a certain frequency range. The A-weighted decibel scale was developed to correlate sound tones with the sensitivity of the human ear. The A-weighted decibel is a “frequency dependent” rating scale which emphasizes the sound components within the frequency range where most speech occurs. This scale is illustrated in **Figure 6-1**, Approximate Decibel Level of Common Sound Sources, which lists typical sound levels of common indoor and outdoor sound sources.

When sound becomes annoying to people, it is generally referred to as noise. A common definition of noise is unwanted sound. One person may find higher levels of noise bearable while others do not. Studies have also shown that a person will react differently to the same noise depending on that person’s activity at the time the noise is recognized, e.g., when that person is sleeping.

### 6.1.1 Day-Night Noise Level (DNL)

While the A-weighted decibel scale measures human perception of loudness, it does not account for the degree of annoyance based on the duration of a noise event or the differences in sensitivity associated with a person’s activity during a noise event.

Noise generated by the operation of aircraft to, from, and around an airport is generally measured in terms of cumulative noise levels of all aircraft operations. Cumulative noise level metrics provide a single measure of the average sound levels in decibels for any point near an airport when exposed over the course of a day. A variety of cumulative noise level metrics have been formulated to provide a single measure of continuous or multiple noise events over an extended period of time. The standard metric used to measure noise from aircraft is the Day-Night Noise Level, or DNL.

The DNL penalizes any activity which takes place in the nighttime (10:00 PM – 7:00 AM) by increasing the decibel level by 10 dB. Since the decibel scale uses a base-10 logarithm, each nighttime operation is equivalent to 10 daytime operations. The rationale for this adjustment is based on the reduced ambient noise at these times, and thus the increase in sensitivity to the human ear. This increase in sensitivity creates a perceived notion that aircraft are louder and more disruptive at night. A summary of effects that noise has on people was developed by the Federal Interagency Committee on Noise in 1992. This is presented in **Figure 6-2**, Summary of Noise Effects, which gives a better understanding of what type of noise exposure is expected at each decibel level.

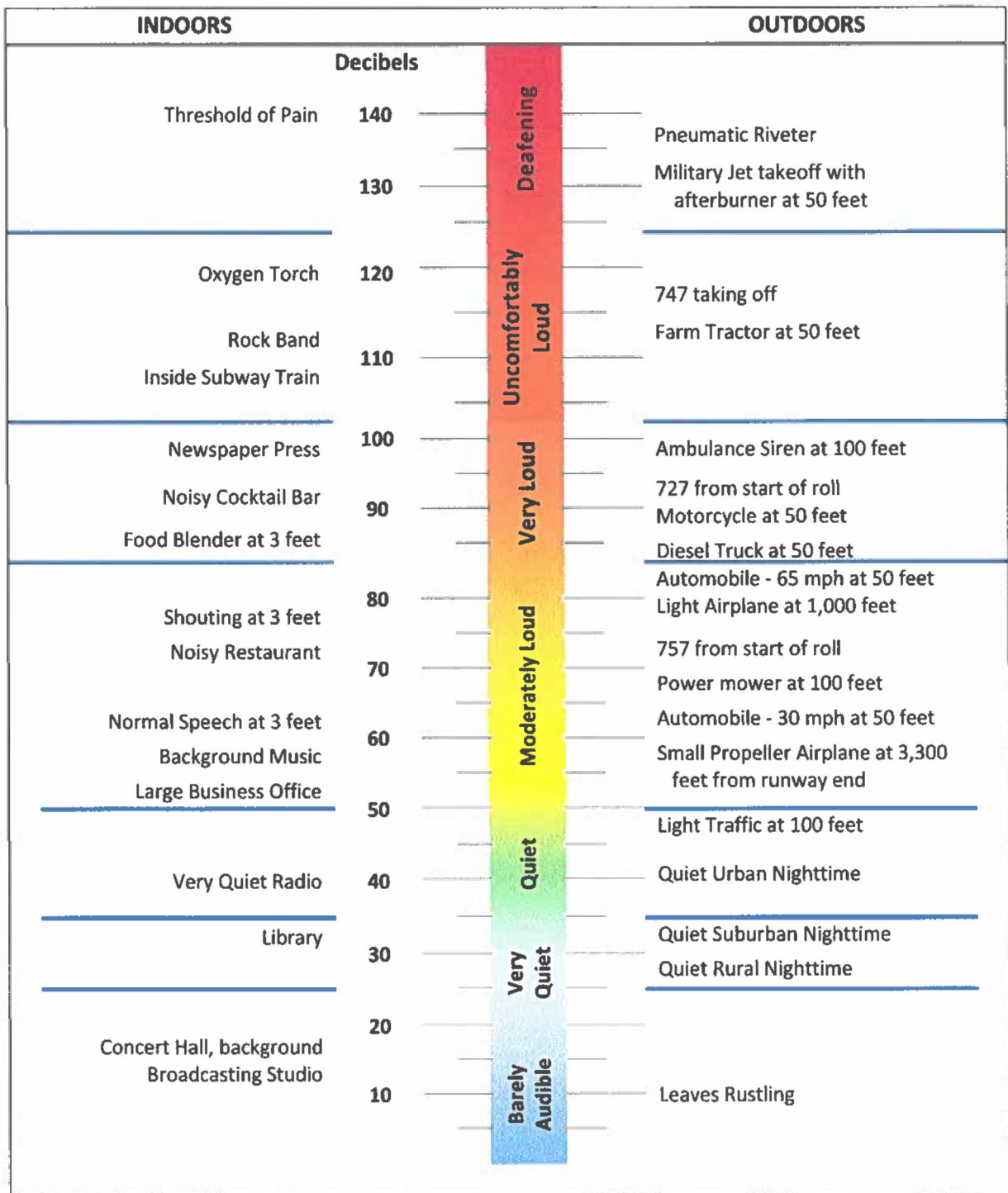


FIGURE 6-1

### Approximate Decibel Level of Common Sound Sources

Source: Adapted from CALTRANS Airport Land Use Compatibility Guidebook

Day-Night Average Sound Level (Decibels)	Effects <sup>1</sup>			
	Hearing Loss (Qualitative Description)	Annoyance <sup>2</sup> (Percentage of Population Highly Annoyed) <sup>3</sup>	Average Community Reaction <sup>4</sup>	General Community Attitude Toward Area
>75	May begin to occur	37%	Very severe	Noise is likely to be the most important of all adverse aspects of the community environment.
70	Will not likely occur	22%	Severe	Noise is one of the most important adverse aspects of the community environment.
65	Will not occur	12%	Significant	Noise is one of the important adverse aspects of the community environment.
60	Will not occur	7%	Moderate to Slight	Noise may be considered an adverse aspect of the community environment.
<55	Will not occur	3%		Noise considered no more important than various other environmental factors.

<sup>1</sup> All data is drawn from National Academy of Science 1977 report Guidelines for Preparing Environmental Impact Statements on Noise, Report of Working Group 69 on Evaluation of Environmental Impact of Noise.

<sup>2</sup> A summary measure of the general adverse reaction of people to living in noisy environments that cause speech interference; sleep disturbance; desire for tranquil environment; and the inability to use the telephone, radio or television satisfactorily.

<sup>3</sup> The percentage of people reporting annoyance to lesser extents are higher in each case. An unknown small percentage of people will report being "highly annoyed" even in the quietest surroundings. One reason is the difficulty all people have in integrating annoyance over a very long time. USAF Update with 400 points (Finegold et al. 1992)

<sup>4</sup> Attitudes or other non-acoustic factors can modify this. Noise at low levels can still be an important problem, particularly when it intrudes into a quiet environment.

**NOTE:**  
Research implicates noise as a factor producing stress-related health effects such as heart disease, high blood pressure and stroke, ulcers and other digestive disorders. The relationships between noise and these effects, however, have not as yet been conclusively demonstrated. (Thompson 1981; Thompson et al. 1989; CHABA 1981; CHABA 1982; Hattis et al. 1980; and U.S. EPA 1981)

Source: Federal Interagency Committee on Noise (1992)

**FIGURE 6-2**  
**Summary of Noise Effects**

## 6.2 CONTOURS

Noise contours for Spokane International Airport were generated for three operating scenarios:

- Base Year (2010) Scenario – this includes existing annual operations (79,120) using 2010 data on the existing runway layout. These contours are illustrated in **Figure 6-3**.
- Future (2030) Scenario – this scenario uses annual operations as presented in the Forecast Chapter of this Master Plan for 2030 (120,827) on the existing runway layout. Future (2030) Scenario contours are presented in **Figure 6-4**.
- Ultimate (Capacity) Scenario – this scenario illustrates noise on the ultimate runway configuration, which includes the new runway (3L/21R) plus a 1,000 foot extension to the approach end of Runway 3R. Operations equal the calculated annual service volume capacity with this runway configuration (215,000). The Ultimate Scenario contours are shown in **Figure 6-5**.

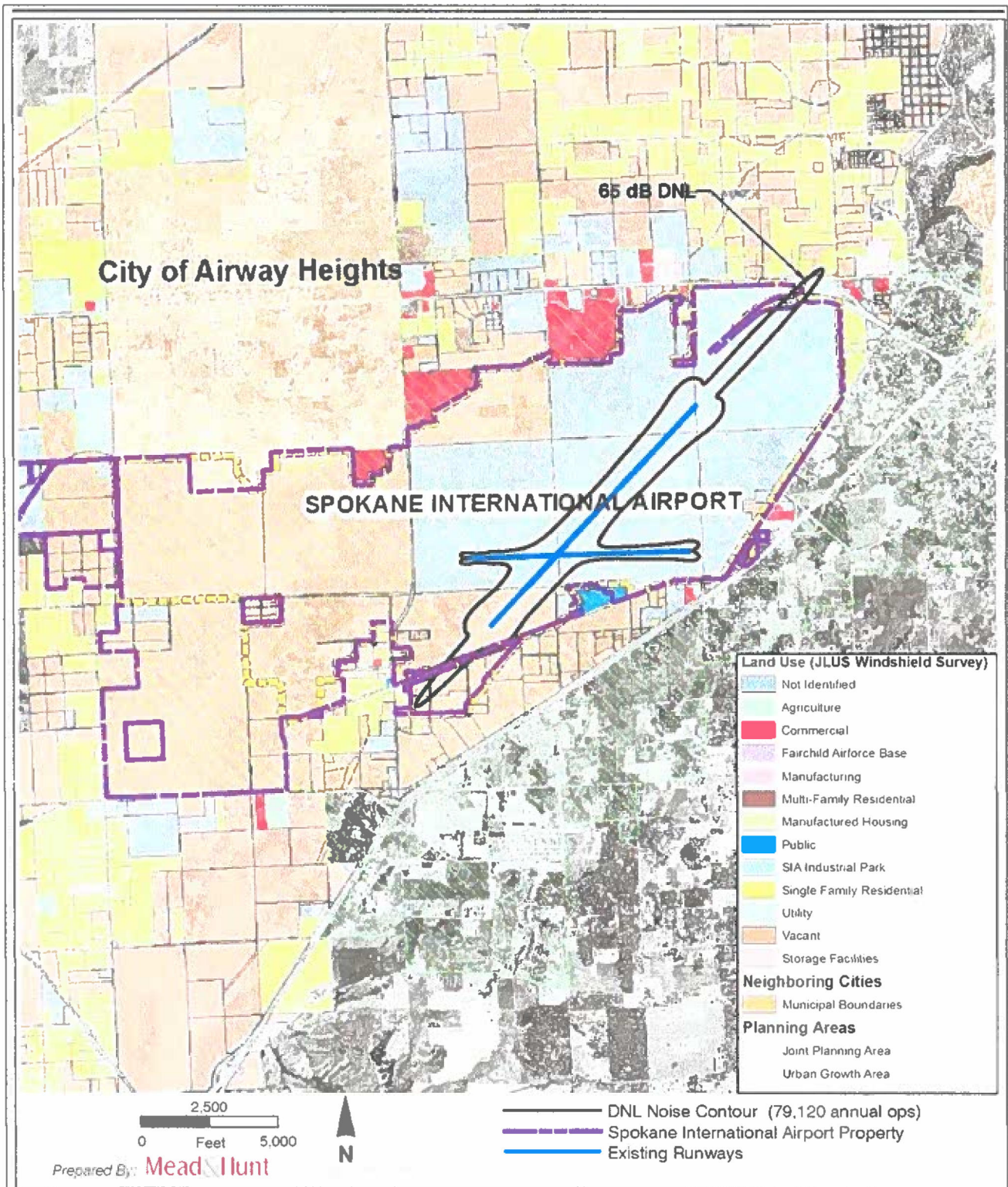
The noise contours represent noise exposure over a 24-hour period based on average day conditions at GEG. The weighted DNL metric is used to statistically predict the amount of annoyance that cumulative noise exposure would have on a typical population. Lands outside the Airport property and under the influence of the 60 and 65 dB contours are quantified in **Table 6-1** below.

Scenario	Area Affected	60-65 dB DNL	+65 dB DNL
Base Year (2010)	Area North of Runway 21	167 acres	15 acres
	Area South of Runway 3	191 acres	3 acres
	<b>Total Acres</b>	<b>358</b>	<b>18</b>
Future (2030) Scenario	Area North of Runway 21	274 acres	38 acres
	Area South of Runway 3	464 acres	33 acres
	<b>Total Acres</b>	<b>738</b>	<b>71</b>
Ultimate Scenario	Area North of Runway 21R & 21L	680 acres	108 acres
	Area South of Runways 3L & 3R	1,174 acres	113 acres
	Area East of Runway 25	18 acres	—
	<b>Total Acres</b>	<b>1,872</b>	<b>221</b>

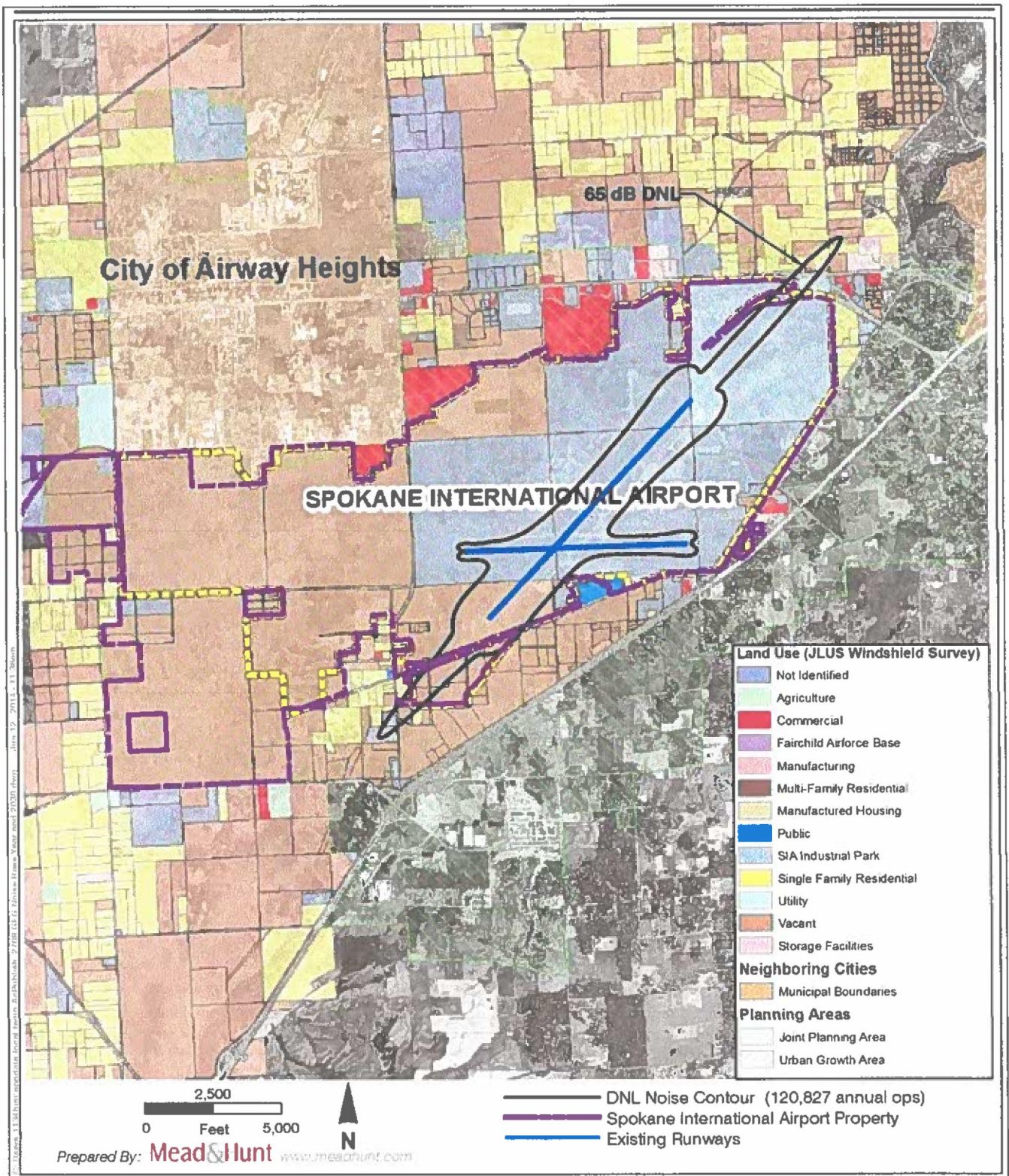
### 6.2.1 Noise Model Inputs

The Integrated Noise Model (INM) 7.0b was used to generate the DNL noise contours for each scenario. The INM is developed by the FAA and is the standard model for computer analysis of aircraft noise. Detailed operational data is required for input into the INM for the program to generate the contours. This data includes specific aircraft fleet mix and number of operations for each, time of day that aircraft operate, runway use percentages, and the dispersal of flight tracks - the paths aircraft use when approaching or departing a particular runway.

To accurately portray average noise exposure at GEG, aircraft operational data was obtained from multiple sources. These include, but are not limited to: airport management and air traffic control tower staff, the FAA's Enhanced Traffic Management System Counts (ETMSC), apgDat airport data, and previous studies.

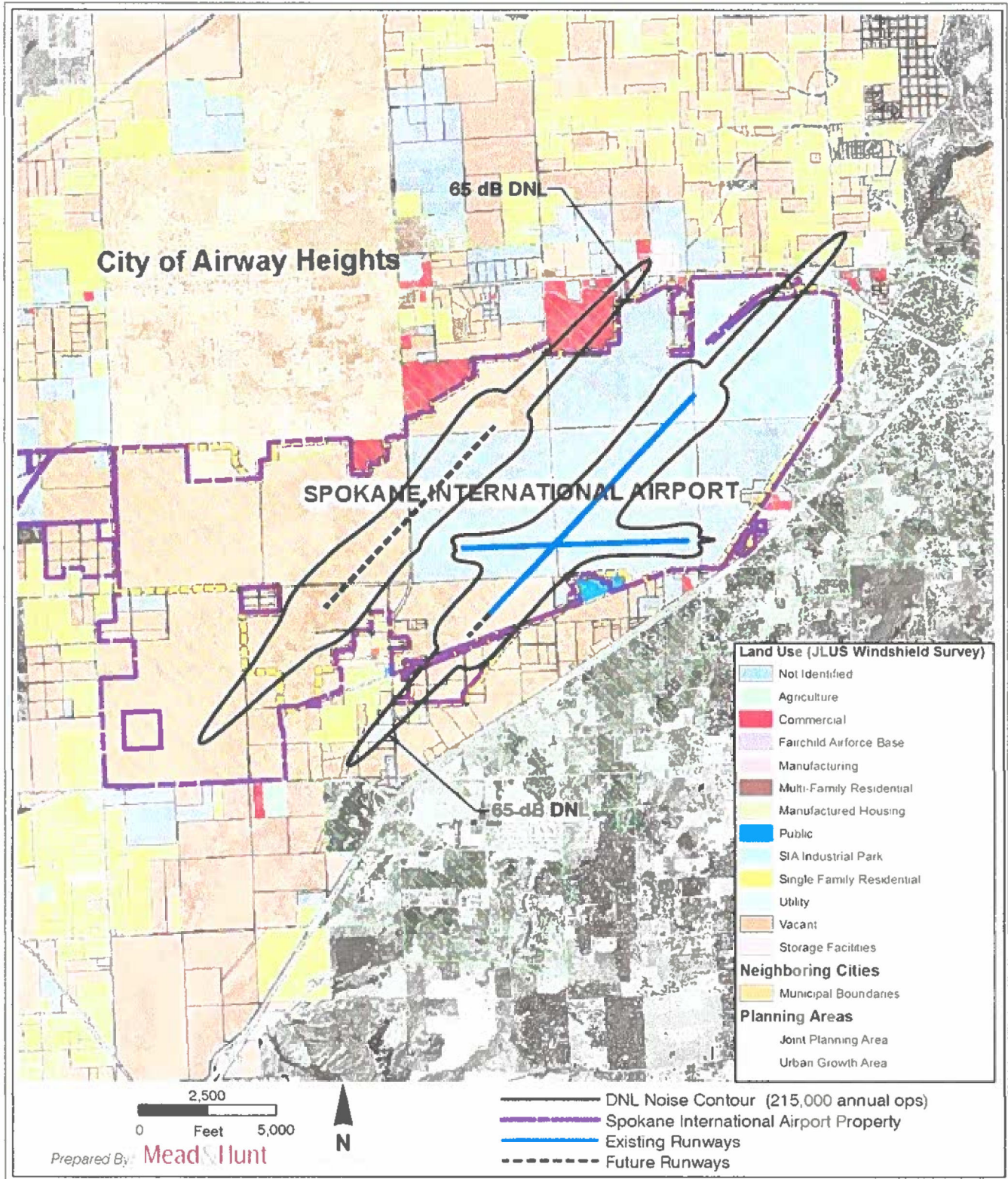


**FIGURE 6-3**  
**Base Year (2010) Noise Contours**  
 Spokane International Airport



**FIGURE 6-4**

**Future Scenario (2030) Noise Contours  
Spokane International Airport**



**FIGURE 6-5**  
**Ultimate Scenario (Capacity) Noise Contours**  
 Spokane International Airport

## 6.2.2 Aircraft Operations and Fleet Mix

Base Year Scenario operations were derived from multiple sources. The FAA's Enhanced Traffic Management System Counts (ETMSC), apgDat airport data, and 2010 data from the Forecast Chapter were used to derive a fleet mix and assign operation totals to specific aircraft. Total operations for air carrier, air taxi, general aviation and military aircraft from the Forecast Chapter were retained for each scenario. While Chapter 2 did provide some specific aircraft types, it does not include the detail needed for the INM. ETMSC and apgDat data was used to supplement what is presented in the Forecast Chapter and formulate a reasonable fleet mix.

The ETMSC data includes specific aircraft counts for itinerant aircraft that file flight plans. However, the ETMSC also contains lapses in data and does not include local operations. The apgDat data provided specific aircraft types for scheduled passenger aircraft for March and July 2011, but only includes scheduled operations. A fleet mix for the Base Year Scenario was derived using the sources above. Assumptions were made on some specific aircraft types, supported by conversations with airport and tower staff. The fleet mix with annual operations by type is provided in **Table 6-2**.

Future (2030) Scenario operation totals are based on the totals presented in the Forecast Chapter for 2030. Figures for air carrier, air taxi, cargo, general aviation, and military aircraft match what is in Chapter 2. Specific aircraft types for 2030 are given for air carrier and cargo operations and these were used in this Scenario. Other specific aircraft types for air taxi and general aviation were derived from the ETMSC data for 2010. Future (2030) operation totals are presented in **Table 6-3**.

Ultimate Scenario operation figures are based on the annual service volume capacity of the Airport of 215,000 operations. Air carrier, cargo, air taxi and general aviation operations for this scenario are proportionately the same as the Future Scenario. For instance, air carrier operations are about 60% of total operations in the Future scenario. This percentage remains constant in the Ultimate Scenario. Some additional aircraft were added to the Ultimate Scenario which represent aircraft using the airport for maintenance, repair or overhaul facilities as proposed in the Alternative section, and are discussed below. Aircraft totals for the Ultimate Scenario are documented in **Table 6-4**.

## 6.2.3 Aircraft Substitutions

A limitation of the INM is that only certain aircraft are programmed into its database. Since aircraft of similar make produce similar noise levels, the INM provides a substitution list for aircraft that are not included. The specific types of aircraft used in each Scenario are detailed under the INM Aircraft Type heading in Tables 6-2 through 6-4.

An important part of this study was to carefully select the types of aircraft INM offers for modeling purposes for this study. Common substitution aircraft for single-engine, multi-engine, turboprops and jets used for this study are shown in **Table 6-5**. For example, the GV INM aircraft type represents the Gulfstream V. This aircraft is also a substitution aircraft for the Bombardier CRJ 700 and CRJ 900 which are scheduled passenger aircraft that operate at GEG. Therefore, the operation total for the GV includes operations by the CRJ 700 and CRJ 900.

**TABLE 6-2: Base Year (2010) Scenario Operations**

Commercial Aircraft Group										
INM Aircraft Type	Operations			Daytime Departures		Daytime Arrivals				
	Annual	% of Total	Daily Average	Scheduled Air Carrier	Other	Scheduled Air Carrier	Cargo	Other		
A300 – 622R	652	1.0%	1.8	n/a	99/1%	n/a	0%	99/1%		
A310-304	1,698	2.5%	4.7	n/a	99/1%	n/a	50/50%	99/1%		
A319-131	3,536	5.2%	9.7	80/20%	99/1%	80/20%	n/a	99/1%		
A320-211	2,756	4.0%	7.6	50/50%	99/1%	75/25%	n/a	99/1%		
727EM2	50	0.1%	0.1	n/a	99/1%	n/a	n/a	99/1%		
737300	6,136	9.0%	16.8	88/12%	99/1%	88/12%	n/a	99/1%		
737400	2,080	3.0%	5.7	100/0%	99/1%	35/65%	n/a	99/1%		
737500	104	0.2%	0.3	100/0%	99/1%	100/0%	n/a	99/1%		
737700	4,730	6.9%	13.0	87/13%	99/1%	83/17%	n/a	99/1%		
737800	200	0.3%	0.5	n/a	99/1%	n/a	n/a	99/1%		
757300	1,484	2.2%	4.1	100/0%	99/1%	100/0%	25/75%	99/1%		
767300	442	0.6%	1.2	n/a	99/1%	n/a	0%	99/1%		
CRJ9-ER	2,300	3.4%	6.3	100/0%	99/1%	76/24%	n/a	99/1%		
CL601	3,860	5.7%	10.6	75/25%	99/1%	75/25%	n/a	99/1%		
DO328	12,688	18.6%	34.8	85/15%	99/1%	92/8%	n/a	99/1%		
MD9025	500	0.7%	1.4	n/a	99/1%	n/a	n/a	99/1%		
Business Jet/Turboprop Group										
INM Aircraft Type	Operations			Daytime Departures		Daytime Arrivals				
	Annual	% of Total	Daily Average	Scheduled Air Carrier	Other	Scheduled Air Carrier	Cargo	Other		
1900D	100	0.1%	0.3	n/a	99/1%	n/a	n/a	99/1%		
CIT3	313	0.5%	0.9	n/a	99/1%	n/a	n/a	99/1%		
CNA208	5,907	8.7%	16.2	n/a	99/1%	n/a	50/50%	99/1%		
CNA441	567	0.8%	1.6	n/a	99/1%	n/a	n/a	99/1%		
CNA500	383	0.6%	1.0	n/a	99/1%	n/a	n/a	99/1%		
CNA55B	187	0.3%	0.5	n/a	99/1%	n/a	n/a	99/1%		
CNA750	109	0.2%	0.3	n/a	99/1%	n/a	n/a	99/1%		
DHC6	1,500	2.2%	4.1	n/a	99/1%	n/a	n/a	99/1%		
DHC8	454	0.7%	1.2	n/a	99/1%	n/a	50/50%	99/1%		
EMB120	1,472	2.2%	4.0	n/a	99/1%	n/a	n/a	99/1%		
GII	32	<0.1%	0.1	n/a	99/1%	n/a	n/a	99/1%		
GIIB	14	<0.1%	0.0	n/a	99/1%	n/a	n/a	99/1%		
GIV	82	0.1%	0.2	n/a	99/1%	n/a	n/a	99/1%		
GV	1,036	1.5%	2.8	90/10%	99/1%	95/5%	n/a	99/1%		
HS748A	318	0.5%	0.9	n/a	99/1%	n/a	n/a	99/1%		
IA1125	19	<0.1%	0.1	n/a	99/1%	n/a	n/a	99/1%		
LEAR35	1,145	1.7%	3.1	n/a	99/1%	n/a	n/a	99/1%		
MU3001	503	0.7%	1.4	n/a	99/1%	n/a	n/a	99/1%		
PA31	1,349	2.0%	3.7	n/a	99/1%	n/a	n/a	99/1%		
General Aviation – Propeller Group										
INM Aircraft Type	Total Operations		Itinerant Operations		Daytime Departures		Daytime Arrivals		Local Operations	
	Annual	% of Total	Annual	Daily Average	All	Cargo	Other	Annual	Daily Average	
BEC58P	6,239	4.3%	2,959	8.1	99/1%	50%	99/1%	3,280	9.0	
CNA172	4,250	2.2%	1,500	4.1	99/1%	n/a	99/1%	2,750	7.5	
CNA206	4,250	2.2%	1,500	4.1	99/1%	n/a	99/1%	2,750	7.5	
GASEPV	4,057	2.9%	2,000	5.5	99/1%	n/a	99/1%	2,057	5.6	
Military Group										
INM Aircraft Type	Operations			Day/Nighttime Departures		Day/Nighttime Arrivals				
	Annual	% of Total	Daily Average							
KC135R	1,294	0.6%	3.5		99/1%		99/1%			
P3C	162	0.1%	0.4		99/1%		99/1%			
C130	81	<0.1%	0.2		99/1%		99/1%			
UH1	81	<0.1%	0.2		99/1%		99/1%			

Note: Military Group operations remain constant in each Scenario

**TABLE 6-3: Future (2030) Scenario Operations**

Commercial Aircraft Group									
INM Aircraft Type	Operations			Day/Nighttime Departures		Day/Nighttime Arrivals			
	Annual	% of Total	Daily Average	Scheduled Air Carrier	Other	Scheduled Air Carrier	Cargo	Other	
A300 – 622R	981	0.8%	2.7	n/a	99/1%	n/a	0%	99/1%	
A310-304	2,555	2.1%	7.0	n/a	99/1%	n/a	50/50%	99/1%	
A319-131	1,645	1.4%	4.5	83/17%	99/1%	86/14%	n/a	99/1%	
A320-211	14,588	12.1%	40.0	83/17%	99/1%	86/14%	n/a	99/1%	
717200	1,520	1.3%	4.2	83/17%	99/1%	86/14%	n/a	99/1%	
737300	200	0.0%	0.5	n/a	99/1%	n/a	n/a	99/1%	
737400	200	0.2%	0.5	n/a	99/1%	n/a	n/a	99/1%	
737500	14,588	0.2%	40.0	83/17%	99/1%	86/14%	n/a	99/1%	
737700	1,785	12.1%	4.9	83/17%	99/1%	86/14%	n/a	99/1%	
737800	1,785	1.5%	4.9	83/17%	99/1%	86/14%	n/a	99/1%	
757300	1,927	1.5%	5.3	83/17%	99/1%	86/14%	25/75%	99/1%	
767300	514	1.6%	1.4	n/a	99/1%	n/a	0%	99/1%	
CRJ9-ER	14,299	0.4%	39.2	83/17%	99/1%	86/14%	n/a	99/1%	
CL601	903	11.8%	2.5	83/17%	99/1%	86/14%	n/a	99/1%	
DO328	452	0.7%	1.2	83/17%	99/1%	86/14%	n/a	99/1%	
EMB145	1,355	0.4%	3.7	83/17%	99/1%	86/14%	n/a	99/1%	
Business Jet/Turboprop Group									
INM Aircraft Type	Operations			Day/Nighttime Departures		Day/Nighttime Arrivals			
	Annual	% of Total	Daily Average	Scheduled Air Carrier	Other	Scheduled Air Carrier	Cargo	Other	
1900D	451	0.4%	1.2	83/17%	99/1%	86/14%	n/a	99/1%	
CIT3	500	0.4%	1.4	n/a	99/1%	n/a	n/a	99/1%	
CNA208	8,887	7.4%	24.3	n/a	99/1%	n/a	50/50%	99/1%	
CNA441	500	0.4%	1.4	n/a	99/1%	n/a	n/a	99/1%	
CNA500	500	0.4%	1.4	n/a	99/1%	n/a	n/a	99/1%	
CNA55B	500	0.4%	1.4	n/a	99/1%	n/a	n/a	99/1%	
CNA750	500	0.4%	1.4	n/a	99/1%	n/a	n/a	99/1%	
DHC6	1,750	1.4%	4.8	n/a	99/1%	n/a	n/a	99/1%	
DHC8	682	0.6%	1.9	n/a	99/1%	n/a	50/50%	99/1%	
EMB120	751	0.6%	2.1	83/17%	99/1%	86/14%	n/a	99/1%	
GII	50	0.0%	0.1	n/a	99/1%	n/a	n/a	99/1%	
GIV	291	0.2%	0.8	n/a	99/1%	n/a	n/a	99/1%	
GV	17,438	14.4%	47.8	83/17%	99/1%	86/14%	n/a	99/1%	
IA1125	100	0.1%	0.3	n/a	99/1%	n/a	n/a	99/1%	
LEAR35	1,500	1.2%	4.1	n/a	99/1%	n/a	n/a	99/1%	
MU3001	600	0.5%	1.6	n/a	99/1%	n/a	n/a	99/1%	
PA31	1,600	1.3%	4.4	n/a	99/1%	n/a	n/a	99/1%	
General Aviation – Propeller Group									
INM Aircraft Type	Total Operations		Itinerant Operations		Day/Nighttime Departures	Day/Nighttime Arrivals		Local Operations	
	Annual	% of Total	Annual	Daily Average	All	Cargo	Other	Annual	Daily Average
BEC58P	6,307	5.2%	3,691	10.1	99/1%	50/50%	99/1%	2,616	7.2
CNA172	7,005	5.8%	2,000	5.5	99/1%	n/a	99/1%	5,005	13.7
CNA206	5,000	4.1%	2,000	5.5	99/1%	n/a	99/1%	3,000	8.2
GASEPV	5,000	4.1%	2,000	5.5	99/1%	n/a	99/1%	3,000	8.2

Note: Military Group operations remain constant from Base Year Scenario

**TABLE 6-4: Ultimate Scenario Operations**

Commercial Aircraft Group									
INM Aircraft Type	Operations			Day/Nighttime Departures		Day/Nighttime Arrivals			
	Annual	% of Total	Daily Average	Scheduled Air Carrier	Other	Scheduled Air Carrier	Cargo	Other	
A300-622R	2,600	1.2%	7.1	n/a	99/1%	n/a	0%	99/1%	
A310-304	7,100	3.3%	19.5	n/a	99/1%	n/a	50/50%	99/1%	
A319-131	2,686	1.2%	7.4	83/17%	99/1%	86/14%	n/a	99/1%	
A320-211	26,212	12.2%	71.8	83/17%	99/1%	86/14%	n/a	99/1%	
A340-642	200	0.1%	0.5	n/a	99/1%	n/a	n/a	99/1%	
717200	2,686	1.2%	7.4	83/17%	99/1%	86/14%	n/a	99/1%	
727EM2	100	<0.1%	0.3	n/a	99/1%	n/a	n/a	99/1%	
737300	100	<0.1%	0.3	n/a	99/1%	n/a	n/a	99/1%	
737400	100	<0.1%	0.3	n/a	99/1%	n/a	n/a	99/1%	
737500	26,212	12.2%	71.8	83/17%	99/1%	86/14%	n/a	99/1%	
737700	3,116	1.4%	8.5	83/17%	99/1%	86/14%	n/a	99/1%	
737800	3,232	1.5%	8.9	83/17%	99/1%	86/14%	n/a	99/1%	
747400	200	0.1%	0.5	n/a	99/1%	n/a	n/a	99/1%	
757300	3,116	1.4%	8.5	83/17%	99/1%	86/14%	n/a	99/1%	
757PW	600	0.3%	1.6	n/a	99/1%	n/a	25/75%	99/1%	
767300	2,200	1.0%	6.0	n/a	99/1%	n/a	0%	99/1%	
767400	200	0.1%	0.5	n/a	99/1%	n/a	n/a	99/1%	
777200	200	0.1%	0.5	n/a	99/1%	n/a	n/a	99/1%	
777300	200	0.1%	0.5	n/a	99/1%	n/a	n/a	99/1%	
CRJ9-ER	25,595	11.9%	70.1	83/17%	99/1%	86/14%	n/a	99/1%	
CL601	1,616	0.8%	4.4	83/17%	99/1%	86/14%	n/a	99/1%	
DO328	809	0.4%	2.2	83/17%	99/1%	86/14%	n/a	99/1%	
EMB145	2,425	1.1%	6.6	83/17%	99/1%	86/14%	n/a	99/1%	
Business Jet/Turboprop Group									
INM Aircraft Type	Operations			Day/Nighttime Departures		Day/Nighttime Arrivals			
	Annual	% of Total	Daily Average	Scheduled Air Carrier	Other	Scheduled Air Carrier	Cargo	Other	
1900D	807	0.4%	2.2	83/14%	99/1%	86/14%	n/a	99/1%	
CIT3	895	0.4%	2.5	n/a	99/1%	n/a	n/a	99/1%	
CNA208	12,000	5.6%	32.9	n/a	99/1%	n/a	50/50%	99/1%	
CNA441	895	0.4%	2.5	n/a	99/1%	n/a	n/a	99/1%	
CNA500	895	0.4%	2.5	n/a	99/1%	n/a	n/a	99/1%	
CNA55B	895	0.4%	2.5	n/a	99/1%	n/a	n/a	99/1%	
CNA750	895	0.4%	2.5	n/a	99/1%	n/a	n/a	99/1%	
DHC6	3,132	1.5%	8.6	n/a	99/1%	n/a	n/a	99/1%	
EMB120	1,345	0.6%	3.7	83/14%	99/1%	86/14%	n/a	99/1%	
GIV	521	0.2%	1.4	n/a	99/1%	n/a	n/a	99/1%	
GV	31,302	14.6%	85.8	83/14%	99/1%	86/14%	n/a	99/1%	
IA1125	179	0.1%	0.5	n/a	99/1%	n/a	n/a	99/1%	
LEAR35	2,685	1.2%	7.4	n/a	99/1%	n/a	n/a	99/1%	
MU3001	1,074	0.5%	2.9	n/a	99/1%	n/a	n/a	99/1%	
PA31	2,864	1.3%	7.8	n/a	99/1%	n/a	n/a	99/1%	
General Aviation – Propeller Group									
INM Aircraft Type	Total Operations		Itinerant Operations		Day/Nighttime Departures	Day/Nighttime Arrivals		Local Operations	
	Annual	% of Total	Annual	Daily Average	All	Cargo	Other	Annual	Daily Average
BEC58P	11,053	5.1%	5,370	30.3	99/1%	50%	99/1%	4,683	12.8
CNA172	12,539	5.8%	3,580	34.4	99/1%	n/a	99/1%	8,959	24.5
CNA206	8,950	4.2%	3,580	24.5	99/1%	n/a	99/1%	5,370	14.7
GASEPV	8,950	4.2%	3,580	24.5	99/1%	n/a	99/1%	5,370	14.7

Note: Military Group operations remain constant from Base Year Scenario

**TABLE 6-5. Common General Aviation Aircraft Substitutions in INM**

Aircraft Type	Substitution Aircraft	Aircraft represented by Substitute aircraft
Single-Engine	Cessna 172 Cessna 206 GA, Pitch Variable GA, Pitch Fixed	Cessna 150, 152, 170, 172 Cessna 180, 182, 185, 206, 210 Beech 33, 35 Bonanza; Piper 24, 28, 32, 46; Mooney M20 Series Cessna 140, 208, Columbia 400; Cirrus SR22; Pilatus PC12
Twins and Turboprops	Cessna 441 Beech Baron 58 DeHavilland Dash 6	King Air C90; Cessna 441; Cheyenne 31,42; Merlin II, III Beech Baron 55, 58; Cessna 300 and 400 Series; Piper 34, 44 Beechcraft Super King Air Series 200-350; Swearingen Merlin IV
Business Jet	Learjet 35 Bombardier CL 601 Mitsubishi MU-300 Cessna Citation 550 Cessna Citation X Gulfstream IV Gulfstream V	Lear Jet Series 35-60; Falcon 10, 200 CL-601; Falcon 900, Falcon 2000 Beechjet 400; Citation II, V Citation I, Citation Jet Citation X Gulfstream 300 and 400 Series Embraer 170, 190, CRJ 701 and 901

No substitution aircraft exist in the INM for military and helicopter aircraft.



There is uncertainty regarding forecasting which aircraft types will be operating in the long-term. The INM database includes existing aircraft and estimating what will be in service in 30 years relies on using the best information available at this time. Assumptions made for the Future and Ultimate Scenario’s fleet mixes are disclosed below.

Aircraft types modeled in the Ultimate Scenario that are not in the Base Year and Future Scenarios include the A340, 747-400, 777-200 and 777-300. These aircraft were added with the assumption that maintenance, repair and overhaul business will increase at the Airport, as described in the Airside Facilities Chapter.

## 6.2.4 Aircraft Groups

To help simplify data input into the INM, aircraft were placed into four groups: Commercial, Business Jet/Turboprop, General Aviation – Propeller, and Military. Aircraft in the same group are distributed similarly over each flight track (see Flight Tracks information and tables below).

The groups should not be confused with air carrier, cargo, and air taxi. The aircraft used for air carrier, cargo, and air taxi are primarily in the commercial group. Some exceptions include the GV which represents some air carrier activity but is in the Business jet/turboprop group and the CNA208 and DHC8 which represent some cargo activity.

## 6.2.5 Day/Night Split

The DNL metric ‘penalizes’ aircraft activity that occurs after 10:00 PM and before 7:00 AM by applying a 10 dB penalty for each operation. Therefore it is important to obtain accurate night data and separate these operations from those that occur during the day. Arrival and departure percentages for daytime operations are included in Tables 2 through 4.

For the Base Year Scenario, scheduled arrival and departure times for air carrier aircraft were provided in the apgDat report. The data allow aircraft types to be modeled with accurate day and night percentages. It was assumed that 99 percent of other aircraft operations occur during daytime hours. This number was used in previous noise studies and was confirmed by tower staff.

For air carrier operations in the Future and Ultimate scenarios, an average of all air carrier arrivals and departures was calculated from the 2010 apgDat data. This was done because at the time of this analysis, it is unknown which aircraft will be operating at specific times in these scenarios. Time of Day splits for cargo and other operations for the Future and Ultimate scenarios remain the same as the Base Year Scenario.

## 6.2.6 Flight Tracks

Aircraft arriving and departing GEG normally follow similar flight paths, or tracks. The tracks are not finite but over the course of time an average position of the tracks can be observed. Different aircraft will use different tracks based on various factors. The size of the aircraft may determine how soon after departure (or prior to arrival) that aircraft deviate from runway heading. Larger aircraft require more time to climb (and descend) and will usually turn at points farther from the runway end. The origin or destination of the aircraft also helps determine which way aircraft travel to and from the runway. During instrument flight rules conditions, aircraft may be directed by air traffic control on different routes that same aircraft would take during visual flight rules conditions.

Radar data acquired from the control tower along with conversations with tower staff helped establish the location of average flight tracks. The flight tracks modeled are illustrated in **Figure 6-6** for existing Runway 3-21, **Figure 6-7** for Runway 7-25 and **Figure 6-8** for the ultimate Runway 3L/21R. The percentage splits on each flight track for the aircraft groups are documented in **Table 6-6** for the Base Year and Future Scenarios and in **Table 6-7** for the Ultimate Scenario.

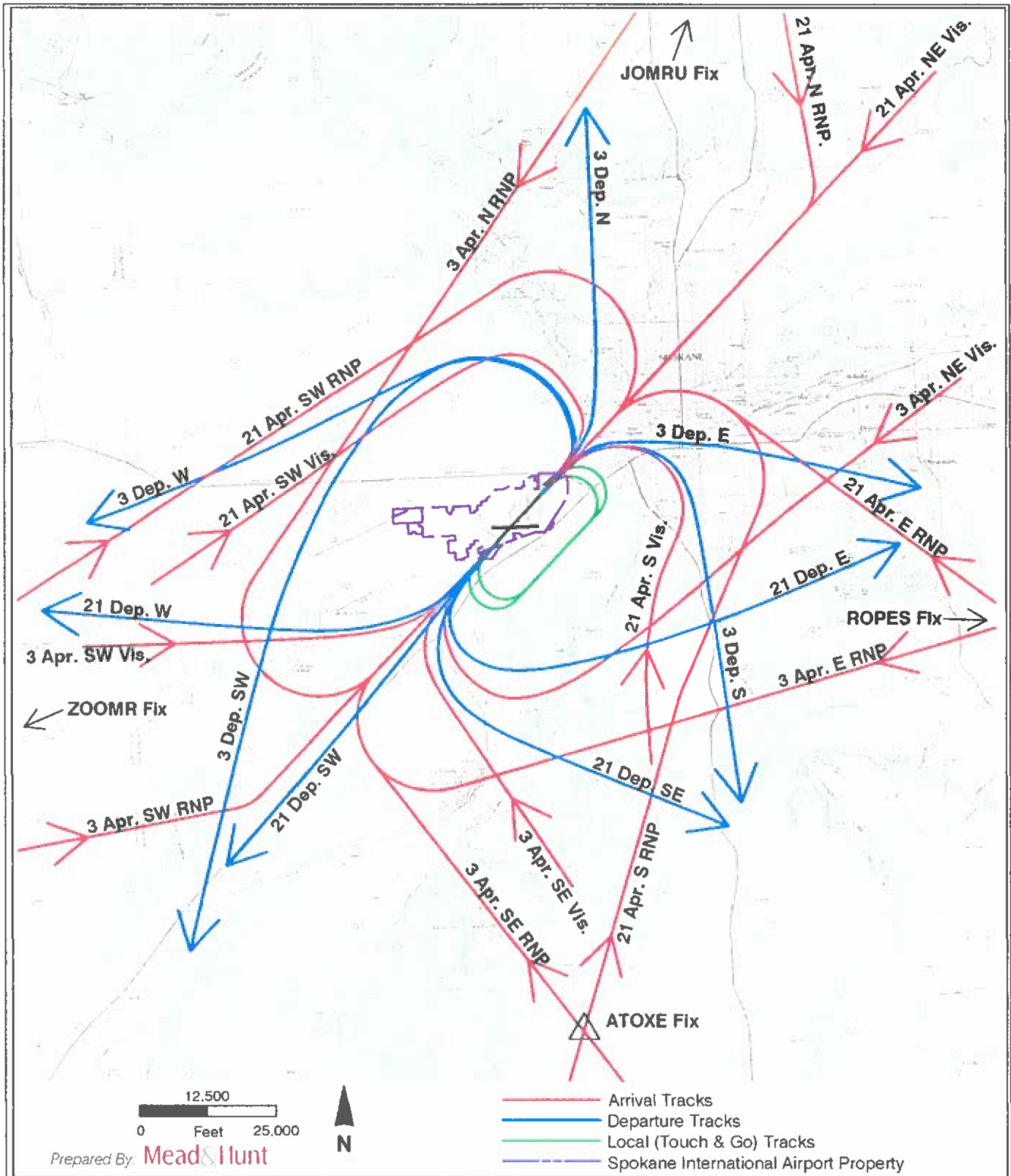
The locations of the flight tracks were based on multiple sources. The radar data acquired represented one day's worth of activity at GEG. While this proved helpful in establishing the tracks, most aircraft activity that day was on Runway 3-21. This left little data to establish tracks on Runway 7-25. To help establish the locations, flight tracks from previous studies were used. The tracks from previous studies were confirmed by control tower staff to be accurate.

Most of the preexisting tracks made turns that were close to the runway ends, which is typical of how smaller aircraft operate. These arrival tracks were named 'visual' in the tables. When observing the radar data, the larger aircraft will start turns farther from the runways, and make wider turns. Additional arrival tracks were created that better represent where larger aircraft travel, and are named "RNP" in the tables.

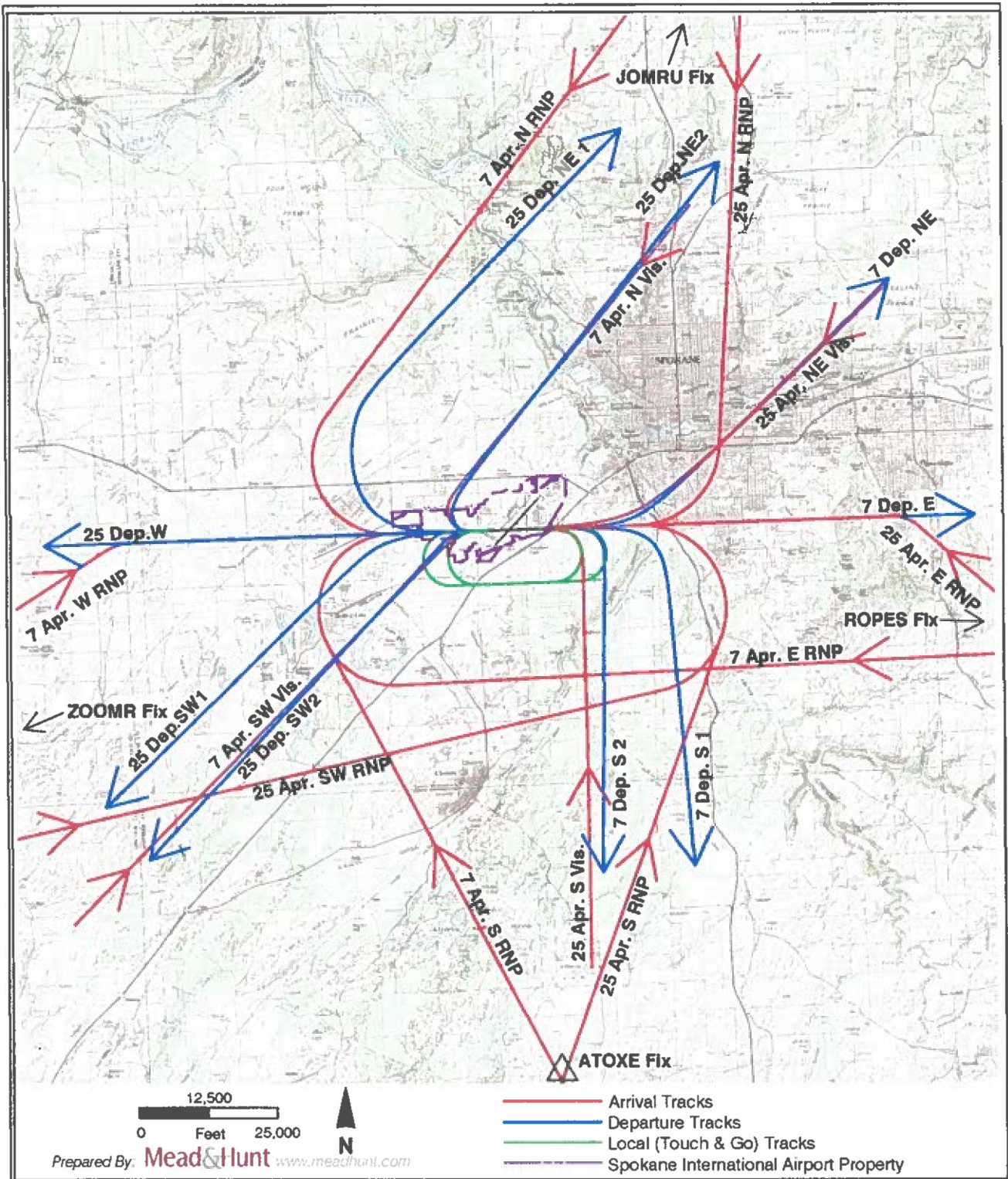
The RNP (Required Navigation Performance) tracks that were used for larger aircraft are based upon new instrument approaches that mimic visual approaches for large aircraft under IFR conditions. These procedures are new and only being used by select commercial operators; however, their adoption is becoming more wide-spread over time.

Large air carrier, cargo, and military aircraft were modeled to fly on the RNP tracks and make turns further from the runway ends. Business jet operations were also primarily modeled on RNP tracks however some were modeled on the visual tracks. The majority of operations by smaller aircraft such as turboprops and piston aircraft were modeled on the visual flight tracks and a minor amount of operations on the RNP tracks.

Flight tracks modeled for Runway 3R/21L under the Ultimate Scenario are similar to those modeled for Runway 3/21 in the Base Year and Future Scenarios. It was assumed that similar RNP and visual approach and departure procedures would be followed. An extension to Runway 3R in the Ultimate Scenario would cause the flight tracks associated with this runway to shift with the relocated threshold. Flight tracks and associated utilization percentages were developed in coordination with the Spokane airport traffic control tower.

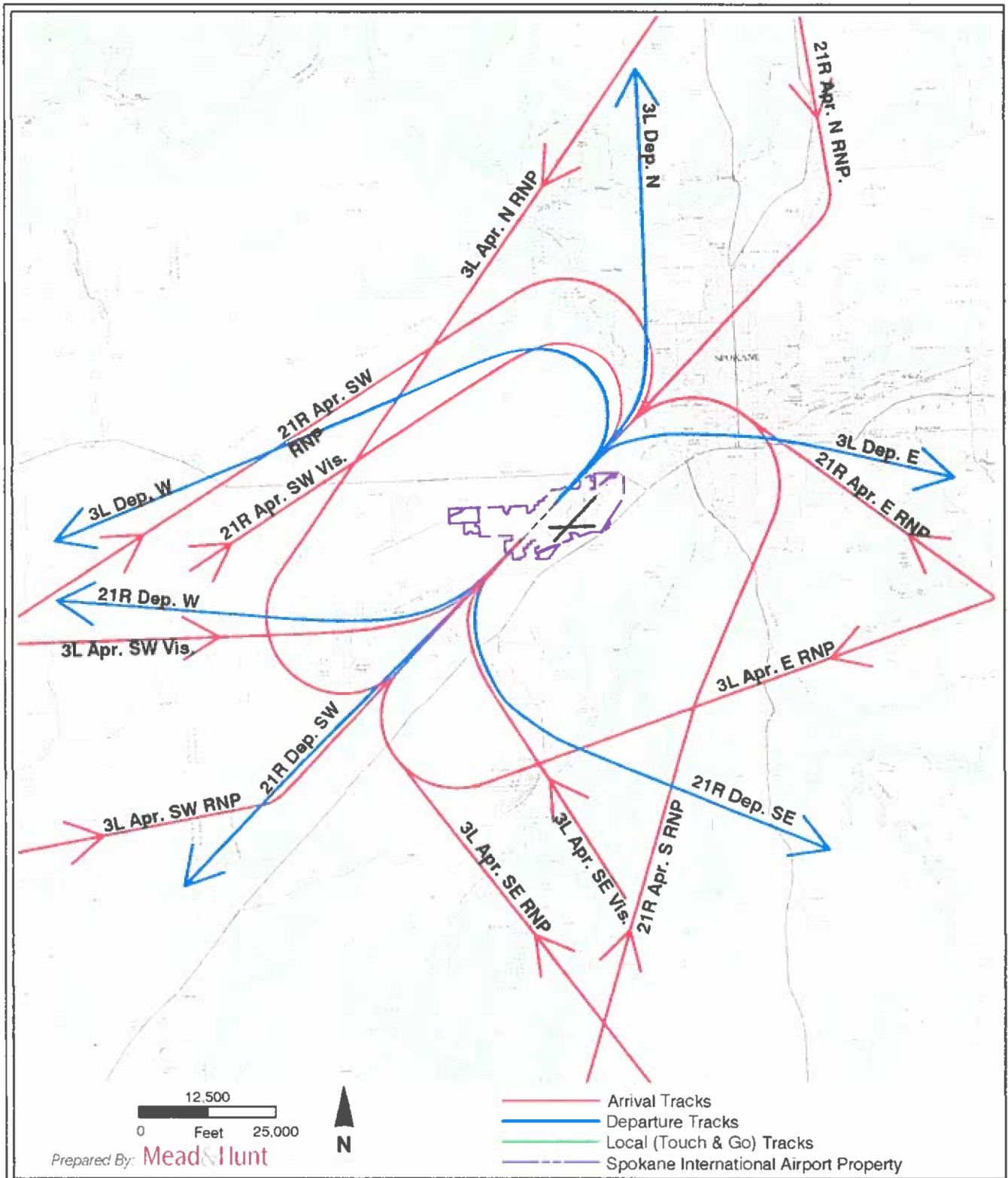


**FIGURE 6-6**  
**Runway 3/21 Flight Tracks**  
 Spokane International Airport



**FIGURE 6-7**

**Runway 7/25 Flight Tracks**  
 Spokane International Airport



**FIGURE 6-8**  
**Ultimate Runway 3L/21R Flight Tracks**  
 Spokane International Airport

**TABLE 6-6: Flight Tracks – Base Year and Future Scenarios**

ARRIVALS					
Runway	Flight Track	Aircraft Group			
		Commercial	Business Jet/Turboprop	General Aviation Propeller	Military
3	North RNP	9.6%	6.4%	1.8%	9.9%
	Southwest RNP	9.6%	6.4%	1.8%	9.9%
	Southeast RNP	5.2%	2.6%	1.0%	5.4%
	East RNP	10.5%	5.2%	2.0%	10.8%
	Southwest Visual	—	6.4%	10.7%	—
	Southeast Visual	—	2.6%	2.9%	—
	Northeast Visual	—	5.2%	5.9%	—
21	North RNP	18.0%	9.0%	6.6%	18.0%
	Southwest RNP	33.0%	16.5%	6.0%	33.0%
	South RNP	4.5%	3.0%	0.8%	4.5%
	East RNP	4.5%	3.0%	0.8%	4.5%
	Northeast Visual	—	9.0%	6.6%	—
	Southwest Visual	—	16.5%	18.1%	—
	South Visual	—	3.0%	5.0%	—
7	North RNP	0.2%	0.1%	0.3%	0.2%
	West RNP	0.2%	0.2%	1.2%	0.2%
	South RNP	0.3%	0.2%	0.5%	0.3%
	East RNP	0.3%	0.2%	0.5%	0.3%
	North Visual	—	0.1%	0.9%	—
	Southwest Visual	—	0.2%	2.7%	—
	South Visual	—	—	—	—
25	North RNP	0.8%	0.4%	1.2%	0.6%
	Southwest RNP	1.2%	0.8%	1.8%	0.9%
	South RNP	1.2%	0.8%	1.8%	0.9%
	East RNP	0.8%	0.8%	4.8%	0.6%
	Northeast Visual	—	0.4%	3.6%	—
	South Visual	—	0.8%	10.8%	—

Runway 7-25 arrival flight track percentage splits remain constant in the Ultimate Scenario

DEPARTURES					
Runway	Flight Track	Aircraft Group			
		Commercial	Business Jet/Turboprop	General Aviation Propeller	Military
3	East	3.2%	3.1%	2.3%	3.2%
	North	0.4%	0.3%	0.3%	0.4%
	South	5.2%	5.3%	3.9%	5.4%
	West	19.3%	19.3%	14.3%	19.8%
	Southwest	7.0%	7.0%	5.2%	7.2%
21	East	6.0%	6.0%	4.4%	6.0%
	Southeast	9.0%	9.0%	6.6%	9.0%
	West	33.0%	33.0%	24.2%	33.0%
	Southwest	12.0%	12.0%	8.8%	12.0%
7	East	0.2%	0.2%	1.2%	0.2%
	Northeast	0.2%	0.2%	1.2%	0.2%
	South 1	0.6%	0.6%	—	0.6%
25	South 2	—	—	3.6%	—
	Northeast 1	0.8%	0.8%	—	0.6%
	Northeast 2	—	—	4.8%	—
	West	0.8%	0.8%	4.8%	0.6%
	Southwest 1	2.4%	2.4%	—	1.8%
Southwest 2	—	—	14.4%	—	

Runway 7-25 departure flight track percentage splits remain constant in the Ultimate Scenario

Note: Tables show percent of all operations per each track. Totals developed in coordination with the Spokane Airport Traffic Control Tower

**TABLE 6-7: Flight Tracks – Ultimate Scenario**

ARRIVALS						
Runway	Flight Track	Aircraft Group				
		Commercial	Business Jet/Turboprop	General Aviation-Propeller	Military	
Existing Runway	3R	North RNP	4.8%	3.2%	0.9%	4.9%
		Southwest RNP	4.8%	3.2%	0.9%	4.9%
		Southeast RNP	2.6%	1.3%	0.5%	2.7%
		East RNP	5.2%	2.6%	1.0%	5.4%
		Southwest Visual	—	3.2%	5.4%	—
		Southeast Visual	—	1.3%	1.5%	—
		Northeast Visual	—	2.6%	2.9%	—
	21L	North RNP	9.0%	4.5%	3.3%	9.0%
		Southwest RNP	16.5%	8.3%	3.0%	16.5%
		South RNP	2.3%	1.5%	0.4%	2.3%
		East RNP	2.3%	1.5%	0.4%	2.3%
		Northeast Visual	—	4.5%	3.3%	—
		Southwest Visual	—	8.3%	9.1%	—
		South Visual	—	1.5%	2.5%	—
Ultimate Runway	3L	Southwest RNP	4.8%	3.2%	0.9%	4.9%
		North RNP	4.8%	3.2%	0.9%	4.9%
		Southeast RNP	2.6%	2.6%	0.7%	2.7%
		East RNP	5.2%	2.6%	0.7%	5.4%
		Southeast Visual	—	2.6%	4.4%	—
		Southwest Visual	—	3.2%	5.4%	—
		North RNP	9.0%	9.0%	6.6%	9.0%
	21R	Southwest RNP	16.5%	8.3%	3.0%	16.5%
		South RNP	2.3%	2.3%	1.7%	2.3%
		East RNP	2.3%	2.3%	1.7%	2.3%
		Southwest Visual	—	8.3%	9.1%	—

Runway 7-25 arrival flight track percentage splits for the Ultimate Scenario are identical to the Base Year values

DEPARTURES						
Runway	Flight Track	Aircraft Group				
		Commercial	Business Jet/Turboprop	General Aviation-Propeller	Military	
Existing Runway	3R	East	1.6%	1.6%	1.2%	1.6%
		North	0.2%	0.2%	0.1%	0.2%
		South	2.6%	2.6%	1.9%	2.7%
		West	9.6%	9.6%	7.1%	9.9%
		Southwest	3.5%	3.5%	2.6%	3.6%
	21L	East	3.0%	3.0%	2.2%	3.0%
		Southeast	4.5%	4.5%	3.3%	4.5%
		West	16.5%	16.5%	12.1%	16.5%
		Southwest	6.0%	6.0%	4.4%	6.0%
		East	4.2%	4.2%	3.1%	4.3%
Ultimate Runway	3L	North	0.2%	0.2%	0.1%	0.2%
		West	13.1%	13.1%	9.7%	13.5%
		Southeast	7.5%	7.5%	5.5%	7.5%
	21R	West	16.5%	16.5%	12.1%	16.5%
		Southwest	6.0%	6.0%	4.4%	6.0%

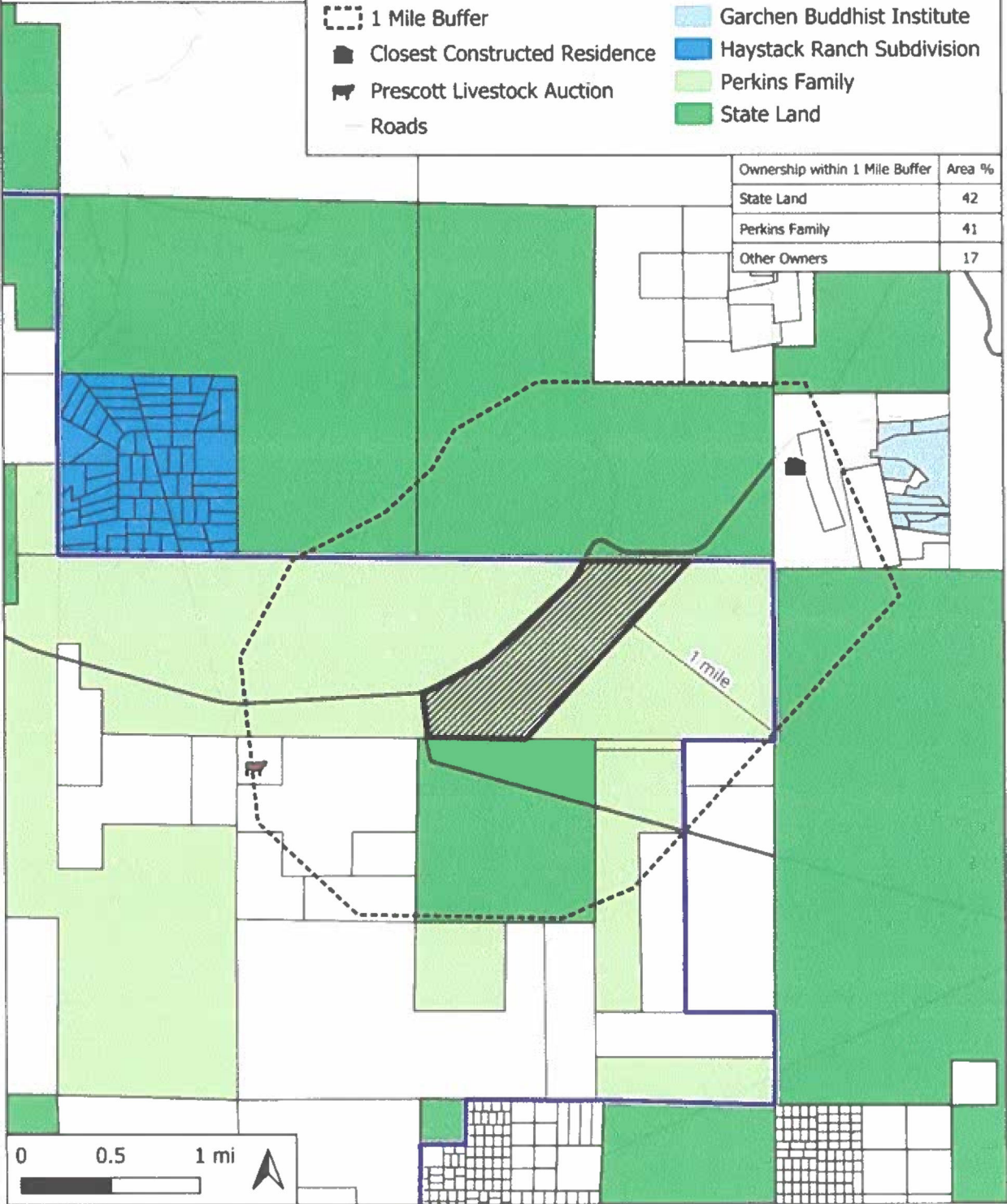
Runway 7-25 departure flight track percentage splits for the Ultimate Scenario are identical to the Base Case values

Note: Tables show percent of all operations per each track. Totals developed in coordination with the Spokane Airport Traffic Control Tower

# Ownership Map

- Chino Valley Town Limits
- 1 Mile Buffer
- Closest Constructed Residence
- Prescott Livestock Auction
- Roads
- Parcels
- Regions**
- Garchen Buddhist Institute
- Haystack Ranch Subdivision
- Perkins Family
- State Land

Ownership within 1 Mile Buffer	Area %
State Land	42
Perkins Family	41
Other Owners	17







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# Federal Airport Noise Regulations and Programs

September 27, 2021

**Congressional Research Service**

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R46920

CRS REPORT  
Prepared for Members and  
Committees of Congress



# Federal Airport Noise Regulations and Programs

R46920

September 27, 2021

Rachel Y. Tang  
Analyst in Transportation  
and Industry

Federal regulations mandating quieter aircraft have led to a considerable reduction of aircraft noise exposure over the past few decades. The Federal Aviation Administration (FAA) has estimated that the number of Americans exposed to *significant* levels of aircraft noise has fallen from 7 million in the 1970s to 430,000 in 2018. Nonetheless, aircraft noise remains a contentious issue in many communities.

Congress plays an important role in addressing aircraft noise through legislation and oversight. FAA regulates aviation noise through its standards for certifying new aircraft, management of the air traffic control system consistent with safety standards, and technical and financial assistance to airports for noise reduction planning and mitigation activities.

FAA administers two airport noise programs:

- Airport Noise Compatibility Planning (14 C.F.R. Part 150) was created by the Aviation Safety and Noise Abatement Act of 1979 (P.L. 96-193). FAA established the “day-night average sound level” (DNL) as the noise metric for describing community noise impacts and identified DNL 65 decibels (dB) as the threshold of significant aircraft noise as well as incompatible residential land use. Part 150 is the primary federal regulation directing planning for aviation noise compatibility on and around airports. Airport participation is voluntary. Participating airports are eligible to receive federal funding for noise planning and abatement and mitigation projects.
- Airport Noise and Access Restrictions (14 C.F.R. Part 161) were established under the Airport Noise and Capacity Act of 1990 (P.L. 101-508, Title IX, Subtitle D) to limit uncoordinated restrictions on aviation and airport access and establish a national program for federal review of airport noise and access restrictions. Under Part 161, airports may implement noise-related restrictions on aircraft operations, such as limiting certain types of planes, based on a voluntary agreement with aircraft operators or by obtaining FAA approval of mandatory noise-based restrictions. Airports are required to demonstrate substantial evidence that proposed mandatory restrictions would satisfy six statutory requirements. FAA has never approved such restrictions requested by an airport. Airports also may implement voluntary noise abatement procedures, like “fly friendly” programs under which aircraft operators fine-tune flight procedures and routes to minimize noise impact in certain communities or neighborhoods.

A recent FAA survey of approximately 10,000 people living near 20 representative airports showed that aircraft noise becomes a significant “annoyance” at levels as low as DNL 50 dB and DNL 55 dB. This suggests that the established DNL 65 dB threshold for identifying significant noise problems may no longer be an adequate guide for federal policymakers. Should FAA adjust the DNL 65 dB threshold, there could be policy and budgetary implications.

In the FAA Reauthorization Act of 2018 (P.L. 115-254), Congress directed FAA to conduct several reviews and studies of noise-related issues, including metrics, costs, and benefits of phasing out older and noisier aircraft, and potential health and economic impacts of overflight noise. While several of these studies have been completed, others are ongoing. The results may be of interest to Congress as it reexamines federal aviation and airport noise policies and programs in the context of considering reauthorization of federal civil aviation programs, which is likely to come before Congress in 2023.

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## Introduction

Noise is generally defined as “unwanted sound.” Aviation noise, arising mostly from aircraft operations in the air and on airport runways, affects many communities, including those around airports or under the flight paths. Despite technological advances in aircraft engine and airframe design that make most jets in operation today much quieter than their predecessors, public concerns over noise often have led to contentious relationships between community groups and airports as well as the Federal Aviation Administration (FAA).

Airport noise is predominantly a local issue, but it often involves multiple stakeholders who have distinctive authorities and shared responsibilities with regard to noise abatement and mitigation. The federal government has authority over airspace use and management, air traffic control, aviation safety, aircraft noise emissions, and airport development policy. However, other major stakeholders have important responsibilities as well in addressing aviation noise:

- state, county, and municipal governments own and operate airports while also exercising authority over local land use planning and development, zoning, and housing regulations;
- airport owners are primarily responsible for airport planning and operations, including airport location and design, land acquisition, and ground procedures that may affect the noise level beyond the airport perimeter;
- aircraft manufacturers and aircraft engine manufacturers must comply with noise criteria in order to obtain the FAA certification required to put aircraft into service; and
- aircraft operators are responsible for managing their fleets and for scheduling and flying in a way that minimizes ground-level noise impact.

In addition to its regulatory role and its management of the air traffic control system, FAA provides financial and technical assistance to airports for noise reduction planning and abatement activities. FAA also has considerable power to influence airport planning and development through the Airport Improvement Program (AIP), which provides federal grants for certain airport capital projects, including noise mitigation. Furthermore, the National Environmental Policy Act of 1969 (P.L. 91-190) requires federal agencies, including FAA, to assess, consider, and disclose noise impacts and other environmental effects when considering federal approval or funding of airport development projects and airspace redesign.

This report provides an overview of major federal airport noise-related legislation, regulations, and programs. It focuses on federal resources available to airports and communities and discusses policy issues including findings from recent studies that could have policy implications. It does not address helicopter noise, as helicopters have different noise standards and operation patterns from turbojet-powered airplanes and typically operate away from the major commercial airports discussed in this report.

## Federal Aviation Noise Legislation and Regulations

Amid growing concern over noise surrounding airports as a result of the considerable increase in jet aircraft operations in the 1960s, Congress amended FAA’s charter in 1968 to direct FAA to address aircraft noise at a national level. The following year, the agency issued its first regulations concerning noise emitted by aircraft (14 C.F.R. Part 36 Noise Standards: Aircraft Type and

Airworthiness Certification), which marked the genesis of noise certification requirements for source control of aircraft noise.

In 1977, FAA amended Part 36 by introducing new noise standards and creating separate noise levels or “stages,” each with specific limits. Since then FAA has adopted increasingly stringent standards. The noisiest Stage 1 and Stage 2 airliners, certified prior to 1977, have been phased out. All Stage 2 aircraft, including smaller business jets, have been barred from U.S. airspace since the end of 2015, except those with special permission. Most jets in operation today are Stage 3, Stage 4, and Stage 5 aircraft with much quieter engines. According to an August 2020 Government Accountability Office (GAO) report, the majority of U.S. commercial and general aviation aircraft in operation are able to meet Stage 4 or 5 standards.<sup>1</sup>

Noise control at the source through federal aircraft certification has led to considerable reduction of aircraft noise exposure over the past few decades. FAA has estimated that, in the 1970s, an estimated 7 million people living near airports in the United States were exposed to *significant* levels of aircraft noise. This number decreased to 430,000 in 2018.<sup>2</sup>

The federal government also has provided resources to address noise issues on the ground in airport environs. There are two major laws that led to the two programs administered by FAA specifically for addressing airport noise issues: the Aviation Safety and Noise Abatement Act of 1979 and the Airport Noise and Capacity Act of 1990.

## Aviation Safety and Noise Abatement Act of 1979

The Aviation Safety and Noise Abatement Act of 1979 (ASNA; P.L. 96-193) directed FAA to (1) establish a single system of noise measurement to be applied uniformly in measuring noise at airports and surrounding areas on the ground; (2) establish a single system for determining the noise exposure resulting from airport operations and its impact on individuals; and (3) identify land uses that are incompatible with various noise exposures.

FAA promulgated 14 C.F.R. Part 150 to implement these requirements. Part 150 established the “day-night average sound level” (DNL) as the noise metric. DNL is an aggregate measure of aviation noise over a 24-hour period, with 10 decibels (dB) added to nighttime noise events to account for increased human sensitivity at night.<sup>3</sup> Further, FAA identified DNL 65 decibels as the

### Stages of Airplane Noise Levels

Civil airplanes are certificated to be in compliance with FAA noise standards. This occurs as part of the airplane certification process, under which manufacturers must demonstrate that an airplane is in compliance with all applicable airworthiness, noise, fuel venting, and exhaust emissions standards.

FAA classifies civil jet aircraft in one of five stages, with Stage 1 being the loudest and Stage 5 the quietest. Stage 1 airplanes have been prohibited from operating in the United States since 1985, and Stage 2 aircraft have not been permitted in U.S. airspace since the end of 2015. Regardless of the country in which they are registered, all civil aircraft operating in U.S. airspace must be certificated at Stage 3 or higher.

The Stage 3 standards for takeoff, landing and sideline measurements range from 89 to 106 decibels, depending on an airplane’s weight and number of engines. Meeting the more stringent Stage 4 standards requires a cumulative decrease of 10 decibels from the Stage 3 standard. Stage 5 requires a further cumulative decrease of 7 decibels from the Stage 4 requirement.

Since December 31, 2020, all new airplane type designs submitted for FAA certification must meet Stage 5 noise requirements.

<sup>1</sup> Government Accountability Office, *Aircraft Noise: Information on a Potential Mandated Transition to Quieter Airplanes*, GAO-20-661, August 2020 (<https://www.gao.gov/products/gao-20-661>).

<sup>2</sup> FAA, *Report to Congress: National Plan of Integrated Airport System (NPIAS) 2021-2025*, September 30, 2020, at [https://www.faa.gov/airports/planning\\_capacity/npias/current/](https://www.faa.gov/airports/planning_capacity/npias/current/), p. 35. Significant noise level is defined in 14 C.F.R. Part 150 as day/night sound level (DNL) of 65 decibels (dB) or higher.

<sup>3</sup> The decibel is the unit used to measure the intensity of a sound, which is energy transferred through the air that human ears detect as small changes in air pressure.

significance threshold of noise effects on the ground as well as for determining whether residential land uses are compatible with operations at a nearby airport.

Supported by funding from AIP, 14 C.F.R. Part 150 also established standards for airports to document noise exposure and to develop measures that reduce or prevent incompatible land uses. The Part 150 program is discussed in further detail under “Airport Noise Compatibility Planning (14 C.F.R. Part 150).”

## **Airport Noise and Capacity Act of 1990**

Congress enacted the Airport Noise and Capacity Act (ANCA; P.L. 101-508) in 1990,<sup>4</sup> during a time when community noise concerns led to uncoordinated and inconsistent restrictions on aviation that were said to impede the nation’s airport system. ANCA called for establishment of a national aviation noise policy. The law increased FAA’s authority over noise matters and authorized a local charge on departing passengers as an additional source of airport revenue, known as a “Passenger Facility Charge” (PFC).

ANCA and its resulting regulations, 14 C.F.R. Part 161, impose stringent requirements on airports seeking to implement certain types of noise rules or restrictions, including night curfews, caps on maximum noise levels, numbers of aircraft operations, and noise-based fees. The Part 161 Program is discussed in further detail under “Airport Noise and Access Restrictions (14 C.F.R. Part 161).”

## **FAA Airport Noise Policy and Program**

The impact of aircraft noise is usually analyzed in terms of the extent to which the noise annoys people by interfering with daily activities such as sleep, speech, relaxation, school, and business operations. Annoyance is an attitudinal response conveying an adverse reaction to noise. In assessing community response, FAA assesses the proportion of a community predicted to be *highly annoyed* by aircraft noise levels based on historical attitudinal response data.

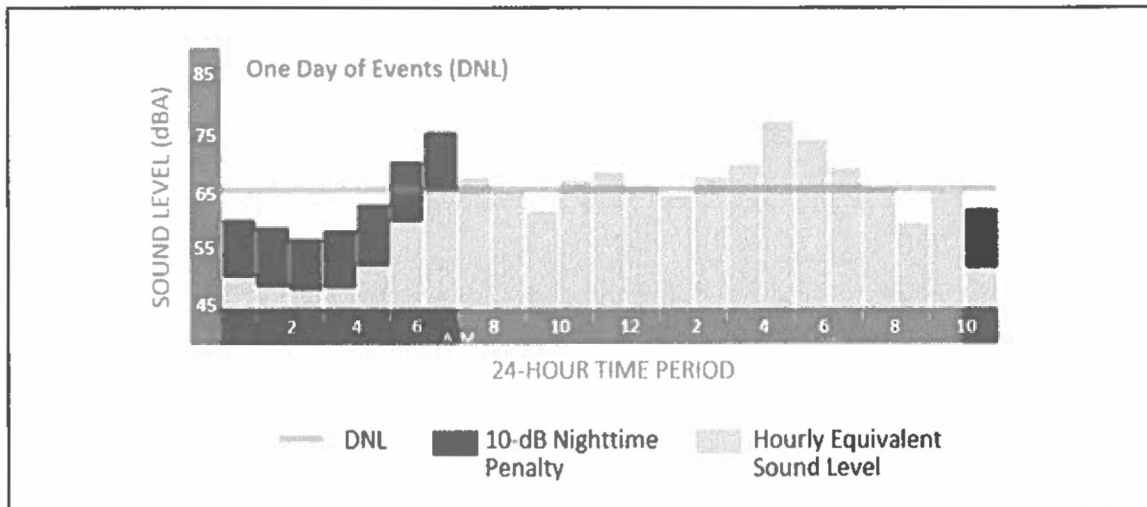
### **Airport Noise Compatibility Planning (14 C.F.R. Part 150)**

When FAA promulgated Part 150, “Airport Noise Compatibility Planning,” in 1984, the agency set out standards for airport operators to use in documenting noise exposure in their airport’s environs and for establishing programs to minimize noise-related land use incompatibilities. FAA adopted DNL as the noise metric.

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<sup>4</sup> P.L. 101-508, Omnibus Budget Reconciliation Act of 1990, Title IX, Subtitle D.

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**Figure 1. Day-Night Average Sound Level (DNL)**

**Source:** FAA, *Fundamentals of Noise and Sound*, at [https://www.faa.gov/regulations\\_policies/policy\\_guidance/noise/basics/](https://www.faa.gov/regulations_policies/policy_guidance/noise/basics/).

**Notes:** Abbreviations in figure are as follows. dB=decibel; DNL=day-night average sound level; dBA=A-weighted noise level that has been adopted by FAA as the accepted measure for aircraft noise. dBA accounts for differences in how people respond to sound by focusing on those parts of the frequency spectrum that people hear most.

As shown in **Figure 1**, the DNL noise metric captures all the acoustic energy attributable to aircraft during each hour of a 24-hour span. The metric adds an additional weight of 10 dB (bars in deep blue) to sounds occurring between 10:00 p.m. and 7:00 a.m. to account for a higher sensitivity to noise exposure at night. The horizontal line indicates the day-night average, which is the average sound level within a 24-hour period.

The DNL noise metric is used to reflect a person's cumulative exposure to sound over a 24-hour period. It is expressed as the noise level for the average day of the year on the basis of annual aircraft operations so that it captures all the variable operational conditions over the course of a year. Since DNL describes the effects of environmental noise in a simple and uniform way, it has become the standard metric used for all FAA studies of aviation noise exposure at ground level.

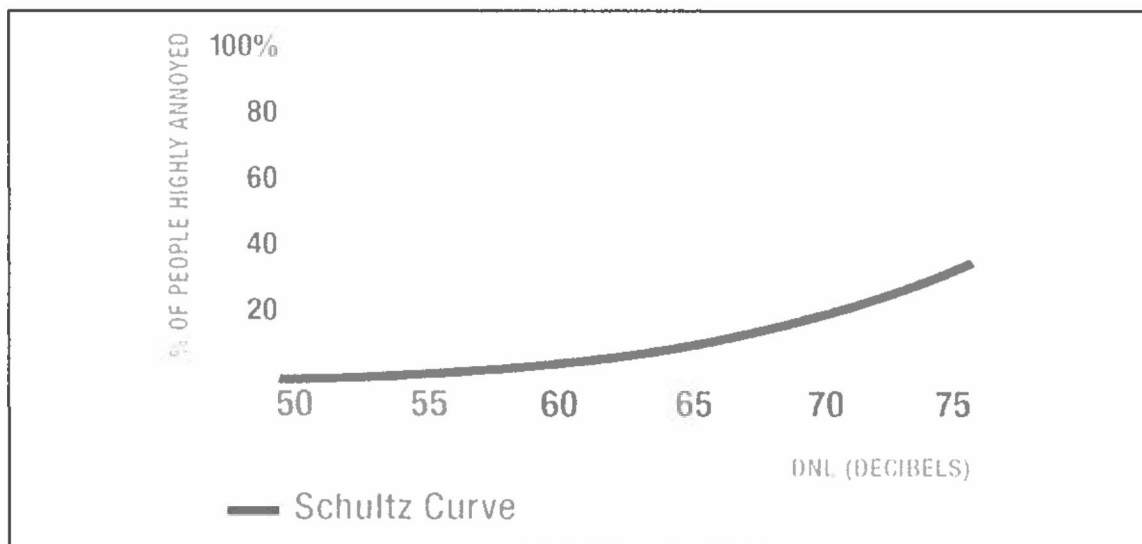
DNL, and an earlier Community Noise Equivalent Level (CNEL) metric adopted for use in California, are similar. However, they differ in how noise is treated during the evening and nighttime. CNEL adds a 10-times weighting (equivalent to a 10 dB "penalty") to each aircraft operation between 10:00 p.m. and 7:00 a.m. and a three-times weighting (equivalent to a 4.77 dB penalty) for each aircraft operation between 7:00 p.m. and 10:00 p.m. Although DNL is the primary metric FAA uses to determine noise impacts, FAA accepts CNEL when assessing aviation noise in California because the State of California adopted that metric prior to FAA adopting DNL.

A 1978 study by T. J. Schultz, a research scientist and acoustics consultant who worked at the U.S. Naval Research Laboratory and Douglas Aircraft Company, provided the generally accepted model for assessing the effects of noise exposure.<sup>5</sup> The noise thresholds used to develop and implement FAA noise policy are based on a dose-response curve known as the "Schultz Curve."

<sup>5</sup> T.J. Schultz, "Synthesis of Social Surveys on Noise Annoyance," *Journal of the Acoustical Society of America* 64(2) August 1978, pp. 377-405.

Based on the data available at the time, the Schultz Curve (**Figure 2**) provided a useful method for representing the community response to sound exposure, showing that individuals reported a noticeable increase in annoyance when those sound levels exceed DNL 65 dB.<sup>6</sup>

**Figure 2. The “Schultz Curve”**



**Source:** FAA, Source: FAA, Neighborhood Environmental Survey, at [https://www.faa.gov/regulations\\_policies/policy\\_guidance/noise/survey/#results](https://www.faa.gov/regulations_policies/policy_guidance/noise/survey/#results).

**Note:** DNL=day-night average sound level.

The Federal Interagency Committee on Noise (FICON) was formed in 1990 to review FAA’s methodology for assessing airport noise impacts in reviews pursuant to the National Environmental Policy Act and 14 C.F.R. Part 150, and to recommend potential improvements. In its 1992 in-depth review of human annoyance to noise, FICON adopted the dose-response curve known as the FICON curve. The FICON curve showed that 12.3% of persons are highly annoyed by DNL 65 dB. This result, similar to the Schultz Curve, supported FAA’s choice of DNL 65 dB as an appropriate threshold for significant community aircraft noise exposure.<sup>7</sup> The FICON curve has since served as the basis for FAA policy regarding community impacts to aircraft noise.

As the DNL measure reflects the average of all of the noise energy occurring during a 24-hour time period, it may fail to reflect the high-level noise events of individual aircraft operations, which may be considerably louder. Another common criticism is that the DNL 65 dB threshold may not be an accurate indicator of how an individual or a particular community responds to aircraft noise and, therefore, it could be overly simplistic to rely solely on this threshold for regulatory purposes.<sup>8</sup>

<sup>6</sup> In 1992, the Federal Interagency Commission on Noise (FICON) reviewed the DNL annoyance relationship depicted on the Schultz curve and concluded that it “is an invaluable aid in assessing community response as it relates the response to increases in both sound intensity and frequency of occurrence. Although the predicted annoyance, in terms of absolute levels, may vary among different communities, the Schultz curve can reliably indicate changes in the level of annoyance for defined ranges of sound exposure for any given community.”

<sup>7</sup> FICON, 1992, at <https://fican.org/>. FICON recommended that “a standing federal interagency committee should be established to assist agencies in providing adequate forums for discussion of public and private sector proposals, identifying needed research, and in encouraging the conduct of research and development in these areas.” The Federal Interagency Committee on Aviation Noise (FICAN) was formed in 1993 to fulfill this recommendation.

<sup>8</sup> Sanford Fidell, “A Review of US Aircraft Noise Regulatory Policy,” *Acoustics Today*, vol. 11, no. 4, Fall 2015.

FAA identified DNL 65 dB as the threshold of noise significance. Under Part 150 guidance, residential land use is considered not compatible with airport operations when cumulative noise levels on the ground are greater than DNL 65 dB. Also, DNL 65 dB is generally the minimum average noise level for residential properties to be eligible for federal funds for noise mitigation. Although airports may make their own decisions whether or not to address noise complaints when the measured noise level is below the DNL 65 dB threshold, FAA generally gives priority to projects that would address noise levels above DNL 65 dB.

### Part 150 Components

Once an airport decides to participate in FAA's Part 150, it must formally submit a Noise Exposure Map (NEM) and a Noise Compatibility Program (NCP).<sup>9</sup>

An airport's NEM (49 U.S.C. §47503) is a scaled geographic visualization of an airport, its noise contours,<sup>10</sup> and the surrounding area that depicts existing and future community noise exposures (Figure 3). It typically includes the layout of the airport property, runway location, and continuous DNL noise contours at the 65, 70, and 75 dB levels, as well as the location of noise-sensitive public buildings nearby. The NEM may be updated periodically when needed to reflect changes in airport noise levels. Based on NEM identification of areas of incompatible land use, an airport then proposes noise mitigation projects for FAA review and approval. Since Part 150 defines a voluntary program, decisions regarding whether and when to update NEMs are left up to the individual airports.

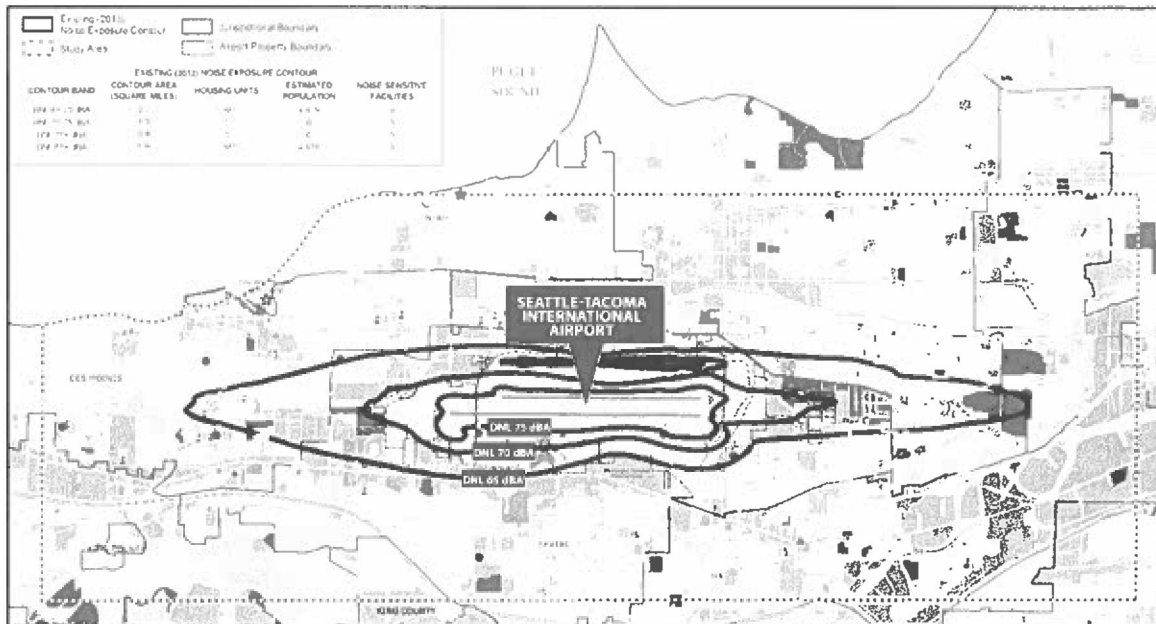
FAA land-use determinations under Part 150, however, do not change or displace the land uses determined to be appropriate by local authorities (such as cities and counties) that have the authority over local land-use decisions. An airport's participation in Part 150 is strictly voluntary.

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<sup>9</sup> 14 C.F.R. Part 150 at <https://www.ecfr.gov/cgi-bin/text-idx?SID=f8e6df268e3dad2edb848f61b9a0fb51&mc=true&node=pt14.3.150&rgn=div5>.

<sup>10</sup> Noise metric results, such as DNL, are drawn on maps in terms of lines connecting points of the same decibel, and form continuous lines that become "noise contours." This is similar to topographical maps showing the elevation of terrain in an area.

**Figure 3. Example of Airport Noise Exposure Map**



**Source:** CRS adaption of 2013 Port of Seattle Seattle-Tacoma International Airport Noise Exposure Map from FAA, Airport Noise and LandUse Information, including Noise Exposure Maps (NEMs), at [https://www.faa.gov/airports/environmental/airport\\_noise/noise\\_exposure\\_maps/](https://www.faa.gov/airports/environmental/airport_noise/noise_exposure_maps/).

The NCP (49 U.S.C. §47504) generally is considered the principal part of an airport’s overall noise abatement and mitigation effort. It requires an airport not only to identify and evaluate noise issues but also to present to FAA potential and actionable measures for noise abatement and/or mitigation. It also provides an opportunity for community involvement.

More specifically, FAA requires an airport operator preparing a Part 150 NCP to analyze alternatives that may include both operational measures (such as directing air traffic over less populated areas and reducing aircraft engine run-up noise) and land-use mitigation measures (such as acquiring land, constructing noise barriers, and providing sound insulation for residences and schools). The airport operator must develop a noise compatibility program that<sup>11</sup>

1. reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses;
2. does not impose an undue burden on interstate and foreign commerce;
3. does not derogate safety or adversely affect the safe and efficient use of airspace;
4. to the extent practicable, meets both local interests and federal interests of the national air transportation system; and
5. can be implemented in a manner consistent with all of the powers and duties of the FAA Administrator.

FAA encourages a balanced approach to address noise issues and generally discourages airports from restricting aircraft operations except as a last resort. When FAA conducts compliance reviews of noise compatibility programs, it must evaluate whether a restriction on airport use would affect the airport’s ability to fulfill its federal obligations. These include requirements

<sup>11</sup> FAA Order 5190.6B, Chapter 13 Airport Noise and Access Restrictions, accessible at [https://www.faa.gov/airports/resources/publications/orders/compliance\\_5190\\_6/](https://www.faa.gov/airports/resources/publications/orders/compliance_5190_6/).

(known as grant assurances) that airports receiving AIP grants make the airport available for public use on reasonable conditions and without unjust economic discrimination (against all types, kinds, and classes of aeronautical activities); charge air carriers making similar use of the airport comparable amounts; and expend airport revenue only on capital or operating costs at the airport.<sup>12</sup> These assurances are in furtherance of FAA's mandate to maintain the efficiency and capacity of the national air transportation system.<sup>13</sup>

### Part 150 Program Funding

Commercial airports have multiple funding options to address noise issues: AIP grants, PFC revenue, and, in some cases, their own operating revenues. FAA oversees two programs that fund airports' capital development projects, including noise-related spending, from AIP and PFC revenue.

#### *Airport Improvement Program*

AIP provides federal grants to airports for airport development and planning, with a portion of funding derived from a local match.<sup>14</sup> Participants range from large commercial airports to small general aviation airports. AIP funding usually is limited to construction of improvements related to aircraft operations, such as runways and taxiways. The structure and allocation of AIP funds reflects congressional priorities and the objectives of assuring airport safety and security, increasing airport capacity, reducing congestion, helping fund noise and environmental mitigation costs, and financing small state and community airports.

AIP funding distribution is based on a combination of formula grants (also referred to as apportionments or entitlements) and discretionary funds. Each year the entitlements are first apportioned by formula to specific airports or types of airports. Once the entitlements are satisfied, the remaining funds are awarded as discretionary funds that airports may apply for.

Although AIP funding for airport noise projects predominantly comes from the AIP discretionary fund, some airports use their AIP formula funds for noise projects as well. According to FAA data, between FY2011 and FY2020, AIP provided over \$1.2 billion for airport noise projects, with over 97% of that amount from the discretionary funds and the remainder from airports' entitlements. Of total AIP spending on noise projects, over 88% went to noise mitigation projects such as sound insulation for buildings; nearly 9% on land acquisition; and 3% on noise compatibility studies and planning.

Airports, as part of the easement and mitigation process, may establish a voluntary program to install sound insulation in homes subject to specific noise levels. In order to be eligible for AIP funding, a building or home generally must have a current or forecast exterior noise exposure of DNL 65 dB or higher and an existing interior noise exposure of DNL 45 dB or higher. Many

<sup>12</sup> For more information about AIP grant assurances, see CRS Report R43327, *Financing Airport Improvements*, by Rachel Y. Tang, p. 12; and FAA, Grant Assurances (Obligations), at [https://www.faa.gov/airports/aip/grant\\_assurances/](https://www.faa.gov/airports/aip/grant_assurances/).

<sup>13</sup> Ibid. FAA interprets the requirement in 49 U.S.C. §47107(a)(1) that a federally funded airport will be "available for public use on reasonable conditions" as requiring that a regulation restricting airport use for noise purposes (1) be justified by an existing noncompatible land use problem; (2) be effective in addressing the identified problem without restricting operations more than necessary; and (3) reflect a balanced approach to addressing the identified problem that fairly considers both local and federal interests.

<sup>14</sup> The typical federal share of AIP projects at large and medium hub airports is 75%; for noise compatibility projects the federal share is 80%.

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airports in the United States have implemented a residential sound insulation program. FAA reported to Congress in 2019 that

As of September 2019, the FAA has funded over \$6.91 billion on sound insulation programs through AIP grant program and has approved over \$4.4 billion through the PFC program. Through these programs, over 143,000 homes have been sound insulated, as well as other noise sensitive locations such as schools and churches. The costs for sound insulation at a typical single-family home can run from \$15,000 to \$65,000 per residence (and higher), along with up to \$1,800 per residence for testing of noise levels.<sup>15</sup>

### ***Passenger Facility Charge (PFC)***

PFCs, as an additional funding source available to commercial airports, are user fees imposed by commercial airports on passengers boarding aircraft. Noncommercial facilities, such as general aviation airports, do not collect PFCs. PFCs are not federal funding but must be used to finance eligible airport-related projects, subject to FAA approval. Unlike Part 150 noise projects funded by AIP, PFCs may fund noise projects that are independent of Part 150. Airports can set their own priorities for project funding and may use PFCs to pay for their local share of AIP grants. Airports may use their own operating revenues from commercial leases, parking charges, and other sources to fund noise projects as well, but FAA does not keep track of such spending. Between calendar year 2011 and calendar year 2020, FAA approved more than \$247 million in PFCs to be used for airport noise-related projects, with over 86% at large hub airports. Of the \$247 million of PFC noise spending, more than 76% was for mitigation measures such as sound insulation; over 18% for land acquisition; and the rest for noise compatibility studies and planning.

### **Part 150 Participation**

A total of 280 airports have participated in the Part 150 program, among which 26 are general aviation airports that do not handle commercial flights, according to FAA.<sup>16</sup> Unlike large commercial airports that are in densely populated metropolitan areas, these airports tend to have a relatively small number of flight operations, particularly by large jet aircraft. The estimated aggregate noise levels around many general aviation airports do not warrant Part 150 participation, especially where the amount of jet traffic is relatively limited.

Part 150 funding and participation levels, however, do not appear to be good indicators of airports' noise-control needs, largely because participation is voluntary and affected by airports' own plans and priorities. Part 150 funding requests often fluctuate from year to year due to a variety of circumstances, including changes in local procurement needs and project implementation, currency of NEMs, and changes in airline schedules and fleet mix. Noise projects that did not receive funding in a current year usually were deferred for discretionary funding in subsequent years.

The Part 150 program is not the only option airports have to reduce noise affecting the surrounding community. Some airports may choose to work directly with multiple stakeholders without relying on a federal regulatory process and establish voluntary noise abatement or mitigation programs outside of the Part 150 process.

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<sup>15</sup> FAA, *Report to Congress: Aging of Sound Insulation*, November 2019, p. 3, at [https://www.faa.gov/about/plans\\_reports/congress/media/FAA-190312-007-Aging-Sound-Insulation-Report-to-Congress.pdf](https://www.faa.gov/about/plans_reports/congress/media/FAA-190312-007-Aging-Sound-Insulation-Report-to-Congress.pdf).

<sup>16</sup> FAA email to CRS on March 5, 2021.

## Airport Noise and Access Restrictions (14 C.F.R. Part 161)

ANCA was enacted in 1990 to establish a national program for federal review of airport noise and access restrictions. The law called for the phase-out of Stage 2 aircraft weighing more than 75,000 pounds. It also permitted airports to implement Stage 2 aircraft restrictions that were proposed as well as Stage 3 restrictions that were in effect before enactment of ANCA. Hence, airport noise and access restrictions that were in place before October 1, 1990, typically are “grandfathered” under ANCA.

ANCA, implemented by 14 C.F.R. Part 161, requires airport proprietors that propose to implement noise and access restrictions on Stage 2 aircraft operations to comply with specific notice, economic cost-benefit analysis, and public comment requirements. Under Part 161, airports may implement noise-related restrictions based on a voluntary agreement with aircraft operators. Alternatively, an airport may pursue mandatory noise-based restrictions that require FAA approval. Restrictions on Stage 3 aircraft operations, however, must fulfill more stringent requirements.

Further, ANCA requires that airports proposing to implement noise and access restrictions on Stage 3 aircraft operations provide a detailed economic cost-benefit analysis, demonstrate satisfaction of six statutory criteria, and obtain FAA approval prior to implementation of any such restrictions, unless they are agreed upon by all affected aircraft operators.

Airports’ mandatory noise and access restrictions must satisfy the following six criteria:

1. be reasonable, nonarbitrary, and nondiscriminatory;
2. do not create an undue burden on interstate or foreign commerce;
3. are not inconsistent with maintaining the safe and efficient use of the navigable airspace;
4. do not conflict with a law or regulation of the United States;
5. are imposed following an adequate opportunity for public comment; and
6. do not create an undue burden on the national aviation system.

14 C.F.R. Part 161 regulations further outline the evidence FAA considers essential to show that a proposed restriction satisfies these six conditions.<sup>17</sup> The regulations also require the applicant to describe the noise level at the airport and surrounding areas, and the noise exposure of individuals as a result of operations at the airport, in accordance with the specifications and methods prescribed under Part 150, including use of computer models to create noise contours.

Airports generally tend to take an incremental approach and employ non- or less restrictive alternatives to Part 161 that often effectively address their noise issues. Noise compatibility studies and planning under Part 150 that assist airports in their incremental efforts would be eligible for federal funding, while stand-alone Part 161 efforts generally are not eligible to receive federal funding. Also, starting with non- or less restrictive alternatives could help support the justification for a mandatory restriction, though FAA has not granted approval under Part 161 to any restrictions on Stage 3 aircraft operations proposed by an airport.

A total of 24 Part 161 studies have been conducted at 21 different airports.<sup>18</sup> Three of these resulted in formal applications to implement restrictions. The only one of those cases that moved

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<sup>17</sup> 14 C.F.R. §161.305(e)(2).

<sup>18</sup> FAA, “Part 161—Notice and Approval of Airport Noise and Access Restrictions,” at <https://www.faa.gov/airports/>

beyond the application stage involved proposed restrictions in 2001 on Stage 2 jet operations at Naples Municipal Airport in Florida. Since Stage 2 restrictions do not require FAA approval as long as the applicant meets the procedural requirements, the Naples airport application was not granted an approval, but rather it successfully completed an FAA review to ensure that the airport had fully complied with Part 161.<sup>19</sup>

The other two applicants, both in Southern California—Los Angeles International Airport and Bob Hope Airport in Burbank—sought to impose restrictions on Stage 3 aircraft. Both applications were disapproved, as FAA found the applicants had not provided sufficient evidence that the proposed restrictions met all six statutory conditions.<sup>20</sup>

Part 161 regulations technically only reference Stage 2 and Stage 3 aircraft, not the newer, quieter generations of Stages 4 or 5. FAA has expressed, however, that it would be consistent with congressional intent to apply ANCA and Part 161 requirements to any restrictions proposed by airports on Stage 4 and 5 aircraft.<sup>21</sup>

## NextGen Metroplex Controversies

FAA has made changes to its air traffic control system and flight procedures as part of its comprehensive air traffic modernization initiative, referred to as the Next Generation Air Transportation System (NextGen). NextGen relies on more precise satellite-based navigation and tracking to increase airspace utilization and improve efficiency in flight operations. One of the key objectives is to allow commercial airplanes to fly more efficient arrival and departure routes and thereby reduce fuel consumption and carbon emissions.

FAA has been reconfiguring airspace by adjusting flight routes and creating new approach and departure procedures at airports. The agency has implemented these NextGen procedures by redesigning terminal airspace around large metropolitan areas with multiple airports and complex air traffic flows, which it refers to as Metroplexes.<sup>22</sup>

These changes, however, have triggered opposition from some communities where multiple overflights may have increased aggregate noise. This is because certain new flight procedures may have routed airplanes over areas not previously overflown; or because the greater precision of satellite-based navigation tends to concentrate arriving and departing flights along narrower paths below which some neighborhoods experience more frequent overflights. Complaints from these communities have prompted legislative action regarding FAA's approaches to measuring aircraft noise, assessing impacts, and conducting community outreach.

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environmental/airport\_noise/part\_161/.

<sup>19</sup> Letter from Paul L. Galis, FAA Deputy Associate Administrator for Airports, to Theodore D. Soliday, Executive Director of City of Naples Airport Authority, October 31, 2001.

<sup>20</sup> Letter from Benito De Leon, FAA Deputy Associate Administrator for Airports, to Gina Marie Lindsey, Executive Director, Los Angeles World Airports, November 7, 2014; and Letter from Catherine M. Lang, FAA Acting Associate Administrator for Airports, to Dan Feger, Executive Director of Burbank-Glendale-Pasadena Airport Authority, October 30, 2009.

<sup>21</sup> FAA email to CRS on December 12, 2019.

<sup>22</sup> For more information about the Metroplex initiatives and controversies, see [https://www.faa.gov/air\\_traffic/community\\_involvement/](https://www.faa.gov/air_traffic/community_involvement/) and CRS Insight IN10947, *Categorical Exclusions, Metroplexes, and Aircraft Noise Complaints*, by Bart Elias.

## Noise-Related Provisions in 2018 FAA Reauthorization Act

In the FAA Reauthorization Act of 2018 (P.L. 115-254), Congress included a number of aviation noise-related provisions to address noise issues. It also mandated a number of studies that eventually may contribute to new approaches in dealing with aviation noise.

### Evaluation of Alternative Metrics to DNL 65 and Alternative Airplane Noise Metric Evaluation

Section 173 of P.L. 115-254 required FAA to complete its ongoing “evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard.” Section 188 directed FAA to “evaluate alternative metrics to the current average day-night level standard, such as the use of actual noise sampling and other methods, to address community airplane noise concerns.”

On April 14, 2020, FAA submitted a report to Congress addressing both requirements. It compared 11 noise metrics and concluded that, while no single noise metric is able to cover all noise situations, the DNL metric and similar versions such as CNEL are being used worldwide to assess aircraft noise effects on communities. The study maintained that noise modeling is the “only practical way to predict geospatial noise effects in a surrounding community when analyzing proposals related to aviation noise.”<sup>23</sup> FAA further stated that “Noise modeling is also necessary for a wide variety of other proposed federal actions, such as those resulting from airfield changes or changes in airspace management. The assessment of these actions requires the review of future case proposals and can therefore only be considered through predictive modeling.”<sup>24</sup>

### Review of Noise Exposure Impact

Section 187 of P.L. 115-254 directed FAA to conclude its ongoing review of the relationship between aircraft noise exposure and its effects on communities around airports. It further required FAA to submit a report including the review results and preliminary recommendations, if appropriate, for revising the land use compatibility guidelines in 14 C.F.R. Part 150.

FAA conducted a nationwide survey to measure the relationship between aircraft noise exposure and annoyance in communities near airports. This multiyear research surveyed a large number of residents living near 20 representative airports and received about 10,000 responses. In January 2021, FAA released the results in a study, *Analysis of Neighborhood Environmental Survey*.<sup>25</sup>

Based on the responses, FAA created a new national curve that differs considerably from the Schultz curve in its estimation of the level at which aircraft noise becomes a significant annoyance to people on the ground. The new national curve (**Figure 4**) shows a substantial increase in the percentage of people who are highly annoyed over the entire range of noise levels,

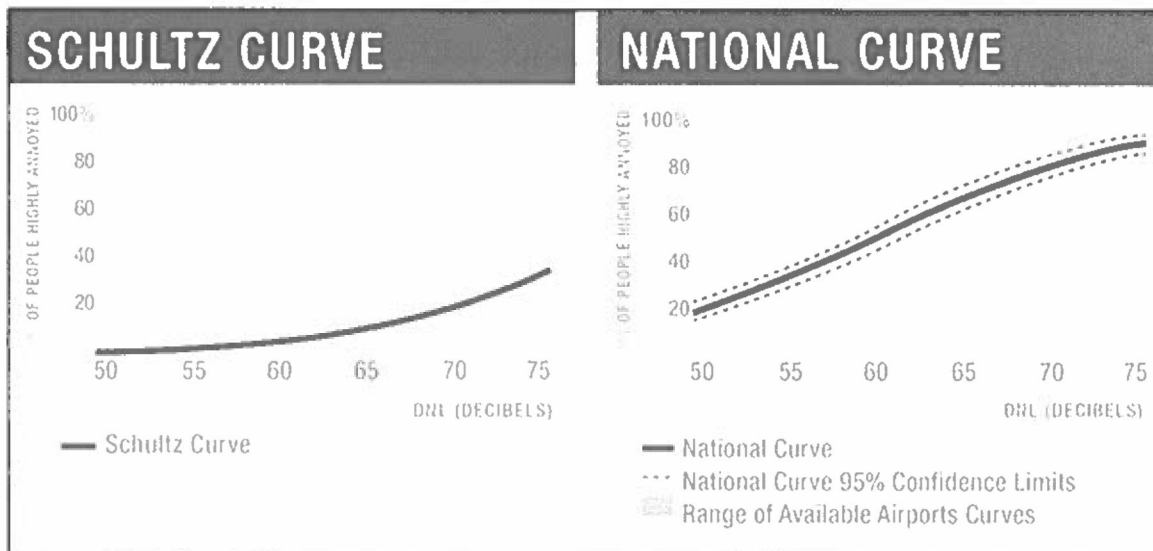
<sup>23</sup> FAA, *Report to Congress: FAA Reauthorization Act of 2018 (P.L. 115-254) Section 188 and Sec 173*, April 14, 2020, at [https://www.faa.gov/about/plans\\_reports/congress/media/Day-Night\\_Average\\_Sound\\_Levels\\_COMPLETED\\_report\\_w\\_letters.pdf](https://www.faa.gov/about/plans_reports/congress/media/Day-Night_Average_Sound_Levels_COMPLETED_report_w_letters.pdf).

<sup>24</sup> *Ibid.*, pp. 19-20.

<sup>25</sup> *Analysis of the Neighborhood Environmental Survey* is accessible at <https://www.airporttech.tc.faa.gov/Products/Airport-Safety-Papers-Publications/Airport-Safety-Detail/ArtMID/3682/ArticleID/2845/Analysis-of-NES>. More information about the survey, including an FAA introduction, overview of the methodology, results, and public comments requested, can be found at [https://www.faa.gov/regulations\\_policies/policy\\_guidance/noise/survey/#results](https://www.faa.gov/regulations_policies/policy_guidance/noise/survey/#results).

including at lower noise exposure levels such as DNL 50 dB and DNL 55 dB. This suggests that the Schultz Curve, which identified DNL 65 dB as the level at which many people become highly annoyed by aircraft noise, may no longer be an adequate guide for national policy on aircraft noise.

**Figure 4. Schultz Curve and the New National Curve**



**Source:** FAA, Neighborhood Environmental Survey, at [https://www.faa.gov/regulations\\_policies/policy\\_guidance/noise/survey/#results](https://www.faa.gov/regulations_policies/policy_guidance/noise/survey/#results).

**Note:** DNL=day-night average sound level.

The survey results generated considerable public interest. FAA published a *Federal Register* notice on January 13, 2021,<sup>26</sup> inviting public comments on its aircraft noise research program, including the survey. The agency received more than 4,000 comments during the 90-day comment period. FAA has not announced whether it will adopt the national curve as a policy guide or propose other policy changes as a result of the survey.

### Stage 3 Aircraft Study

Section 186 of P.L. 115-254 directed GAO to review a potential phase-out of Stage 3 airplanes, the loudest aircraft currently operating in the United States.

GAO indicated in its August 2020 report that, although most U.S. large commercial jet airplanes are certified at the minimum required Stage 3 noise standards, about 96% of these aircraft already are able to meet Stage 4 or 5 standards. With respect to the generally smaller regional commercial jets and general aviation fleet, 86% of the regional commercial jets and 73% of the general aviation fleet are able to meet Stage 4 or 5 standards.<sup>27</sup> GAO concluded that, since only a small percentage of Stage 3 fleet in the United States does not already meet more stringent Stage 4 or 5

<sup>26</sup> FAA notice, Overview of FAA Aircraft Noise Policy and Research Efforts: Research Activities to Inform Aircraft Noise Policy, January 13, 2021, at <https://www.regulations.gov/document/FAA-2021-0037-0001>.

<sup>27</sup> Government Accountability Office, *Aircraft Noise: Information on a Potential Mandated Transition to Quieter Airplanes*, GAO-20-661, August 2020 (<https://www.gao.gov/products/gao-20-661>).

standards, phasing out Stage 3 aircraft could be costly without accomplishing substantial noise reduction.<sup>28</sup>

## **Airport Noise Mitigation and Safety Study**

Section 179 of P.L. 115-254 directed FAA to report the results of an Airport Noise Mitigation and Safety Study. In December 2020, FAA submitted to Congress a study prepared by the Massachusetts Institute of Technology International Center for Air Transportation.<sup>29</sup> The report pointed out that although engine noise historically has been the dominant aircraft noise source and regulatory focus, airframe noise has become an increasingly important consideration as aircraft engines have become quieter due to technological advancements.

The report concluded that while airframe noise sources are highly sensitive to airspeed when taking off or on approach, changes in aircraft climb speed do not have an appreciable impact on overall aircraft departure noise due to the dominance of engine noise. However, changes in approach airspeed from delaying the deceleration of arriving aircraft could have a noticeable noise reduction of 4 dB to 8 dB at relatively large distances from touching down. The study suggested that additional work was required to validate this potential benefit and to resolve implementation challenges.

## **Study of Potential Health and Economic Impacts of Overflight Noise**

Section 189 of P.L. 115-254 directed FAA to study the impacts of noise from aircraft flights on residents exposed to overflight noise. The provision required the study to be focused on the impact on residents “in the metropolitan area of Boston, Chicago, District of Columbia, New York, the Northern California Metroplex, Phoenix, the Southern California Metroplex, Seattle and other such area as may be identified by the Administrator.”

FAA has contracted with Boston University and the Massachusetts Institute of Technology for a three-year study that is scheduled to be completed in 2022.<sup>30</sup>

## **Community Engagement**

Multiple provisions of P.L. 115-25 required FAA to work with airport communities to educate, engage, and implement noise control measures. FAA has formalized the process of addressing community noise concerns and increased community involvement in its NextGen Metroplex projects.<sup>31</sup> As directed, FAA also has placed ombudsmen in each of its regional offices to serve as its community engagement officers.

## **Policy Considerations**

Aviation noise remains a major concern to some airport communities and environmental advocacy groups, despite measurable technological improvements and abatement and mitigation

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<sup>28</sup> Ibid., pp. 18-22.

<sup>29</sup> FAA, Report to Congress: FAA Reauthorization Act of 2018 (P.L. 115-254) Section 179: Airport Noise Mitigation and Safety Study, June 1, 2020, accessible at [https://www.faa.gov/about/plans\\_reports/congress/](https://www.faa.gov/about/plans_reports/congress/).

<sup>30</sup> FAA letter to Rep. Eleanor Holmes Norton, January 24, 2020.

<sup>31</sup> FAA, “Community Involvement,” at [https://www.faa.gov/air\\_traffic/community\\_involvement/](https://www.faa.gov/air_traffic/community_involvement/).

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efforts to address it. Multiple factors may have contributed to lingering concerns over aviation noise and could continue to influence national and local policy. They include the following:

- population growth and pressure for housing construction around major airports, especially in metropolitan areas;
- increases in air traffic and changes in flight operations that intensify existing noise exposure or raise noise levels in areas that may not have experienced annoyance from aircraft noise previously;
- elevated public awareness of the adverse effects of aircraft noise on individuals and communities, leading to greater community engagement with noise issues; and
- continuing debate over whether there should be an alternative noise metric other than the current DNL and whether or not the DNL 65 dB threshold should be lowered to reflect increased community sensitivity to aircraft noise.

The new national curve developed with information from the FAA's *Neighborhood Environmental Survey* shows that substantially more people are highly annoyed by a given DNL aircraft noise exposure level than the five-decade-old Schultz Curve indicated. Pending FAA decisions and recommendations and the ongoing overflight noise study may reignite policy discussion or contribute to proposals for policy adjustment.

If FAA's findings and recommendations based on these studies support an adjustment to the 65 dB threshold, this could have policy and budgetary implications. For example, lowering the current threshold would expand the number of eligible airport noise projects and increase funding needs should additional airports choose to participate in the FAA Part 150 program. This could lead to efforts to make more resources available to airports and help address noise issues. Such a shift also might foster concern among some local authorities because of the implications for local land use and development. A lower federal noise threshold or standard, if put in place, is likely to apply to all land within the new lower noise contour and could reduce the amount of land available for commercial or residential development around particular airports. This in turn could affect the tax bases of local jurisdictions, especially if the land has been previously zoned for residential development.

Additionally, it may be helpful to conduct formal evaluations of the effectiveness of existing noise measures. For example, detailed and quantifiable cost-benefit analysis of home noise insulation projects may provide some indication of the overall and incremental costs of interior noise reduction, as well as of the cost-effectiveness of insulation compared to other noise mitigation measures.

In the past, Congress generally has addressed airport noise issues in reauthorizing FAA programs and aviation-related taxes and fees. The current authorizations are set to expire on September 30, 2023.

## **Author Information**

Rachel Y. Tang  
Analyst in Transportation and Industry

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JoAnn Savage  
BRIGHT STAR  
Chino Valley

Emery Riddle Airstrip Presentation to Planning Committee and Town Council  
January 6, 2026 and January 27, 2026

It's my understanding that the town council is considering a proposal to put in Emery Riddle's airstrip on Perkinsville Rd in a location which will be about 4 miles east of the Bright Star community where my home is at present.

There is substantial evidence that this will lower the value of our homes, not to mention an increase in the noise and environmental pollution that will come with airplanes coming and going to the airstrip. There is also the rare but possible potential for airplanes to crash into homes.

It's my understanding that the land is currently zoned residential, 2 acre minimum. 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 also increase traffic, so that is an invalid reason in my opinion.

There are also arguments that this will increase available jobs for Chino Valley residents. I imagine that Emery Riddle has existing employees that live in the Prescott area. It's doubtful that existing employees will quit because of an additional 5-10 miles drive to work.

I would venture to guess the majority of the people here in Chino Valley primarily purchased their property/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 might make sense to Emery Riddle, it is entirely unfair to those of us who moved to Chino Valley to be away from the built up area and airport.

1/6/26 - Chino Valley Planning and Zoning Committee Hearing

Good evening

My name is Christina Lundberg, and 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, 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. Annually 2000 people visit, and 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 dollars 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. With operations proposed from 5:00 AM to 11:00 PM 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 emits threatens the health of the entire region, with longterm health challenges.

I am also concerned by the lack of response to our invitation for committee members and Embry-Riddle representatives to visit the Institute. To understand the impact of this development, you must see what is at stake.

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 a spiritual resource. How can a 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 country 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 careful consideration this evening.

My name is Laura Chan, and I live in unincorporated Yavapai County.

The flying community has been an important part of my life. As a former United States Air Force Flight Nurse and owning a couple of small planes with my husband, I appreciate the need for quality pilot training.

However, **THE PEOPLE AND THEIR COMMUNITIES 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 the traffic entry pattern and in the vicinity of the airfield. Regardless of whether it's called an airstrip, airfield, or airport, planes will take off and land. Planes are noisy and disruptive.

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. I cannot even imagine how loud it would be when the planes are actually flying the proposed flight pattern and much closer to the Garchen Institute and residences. I wonder if that is why they did not fly the proposed pattern and altitude. Neither did they fly the proposed traffic entry pattern which would bring the planes approximately 1,000 feet above the communities of Poquito Valley, Antelope Meadows and Coyote Springs.

Although the need for a dedicated training airport for Embry Riddle students is needed with the increase to 1,300 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's not our role to sacrifice our quality of life for their training needs and costs; we were here first.

I'm curious how Tom Perkins will be affected by these flights. Would you want planes flying near your home from 5:30am to 11pm? Most people would likely oppose the airfield if it impacted them, since they 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 urge the Planning and Zoning Commission to send to Town Council with the recommendation to **NOT** approve, since even a proper demonstration by Embry Riddle would result in an even greater noise and impact than seen on Monday.

## **Keng Chan, Unincorporated Yavapai County**

**The leaders of Chino Valley are being asked to approve a zoning change & CUP that will affect its future without being given all the information. It's like first getting married, then after the fact discussing where you're going to live, whether it's open or closed, and even a pre-nup.**

- **My background as a retired fire chief with operational authority at a major international airport and law enforcement pilot led me to question a few things:**
  - **The projected 1300 students are required 3 flights a week performing multiple operations**
  - **How many actual operations can we expect at the proposed airport? I'm sure it will be more than the "roughly projected" 50 takeoffs & landings each day when you already plan on accommodating 25 aircraft there.**
  - **Do you really expect us to believe the majority of operations at Cottonwood won't move over to the much closer proposed project airport?**
  - **We can already clearly see the impact to communities of Cottonwood & Clarkdale on VVAIR.ORG how would this be different?**

- Noise impact study from 2003 also never addresses the communities you'll be overflying at less than 2000'. Won't this exceed the 65db repeatedly.
- **How about the CAFMA firehouse as proposed?**
  - **Please understand that the cost of building a firehouse is negligible**
  - **Cost of Staffing however is significant being well over \$1 million each year in perpetuity**
  - **So, are you actually asking the council to approve a tax increase for everyone in the fire district to fund a private project?**
- **Let's talk about the Potential income from 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"?**
  - **Why would they when Prescott already has class D airport, firehouses & infrastructure?**
- **Yesterday, ER conducted a "Flight demonstration" that wasn't announced to public & the affected communities.**

- **Why were you flying patterns to land north when the prevailing winds were clearly from the south?** I sure hope every pilot checked weather before their flight & under CRM as I'm sure you teach, shouldn't they have questioned it?
- **Since you couldn't land, why didn't you demonstrate low passes with the aircraft slowing for the landing phase with flaps deployed, then going missed from 50' instead of orbiting at 1000', while barely varying the throttle**
- **Why didn't you fly the rwy 21 left standard pattern that you show in your proposal?**
- **Was it all just a performance intentionally orchestrated to avoid showing council & staff some of the actual impacts?**

**Embry Riddle, I'm sure that the multiple suits as a result of this project would create more headlines than the news of your latest agreement with the military. But, since you believe there are no hazard or impact to communities, I'm sure you would be willing to indemnify the Town of Chino Valley of against any and all damages and the resulting ARS 12-1134 claims that will likely bankrupt the town, right?**

Rachel & Matthew



Jan 6, 2026

To: Will Dingee

Re: Planning and Rezone Meeting to discuss the proposed rezone and conditional use permit.

Chino Valley, AZ

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 Rachel Hopkins. We reside in Tucson.

We've been visiting Chino Valley and The Garchen Buddhist Institute since it's inception in 1999 - recharging our work-weary minds and bodies in the natural beauty, 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 return 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 own countries such as Ukraine & Russia, however here in Chino Valley at the Garchen Institute they spend time together in peace and harmony. It seems that the icy block that can exist at home for all of us myself included, melts away and 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 rezoning 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 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 and currently generate income for Chino Valley.

The difficulty to control, stem or limit negative impacts are unfortunately pervasive and already well documented by the 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 and businesses.

Once again - we are opposed to the rezoning and the associated conditional use permit.

Thank you.

Subject: Opposition to Proposed Airstrip

January 6, 2026

Dear Members of the City Council,

We are writing 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 a residential and agricultural community.

The proposed airstrip also raises serious concerns regarding decreased property values. Increased noise, safety risks, traffic, and environmental disturbance are widely recognized factors that reduce residential desirability and erode homeowners' long-term investments.

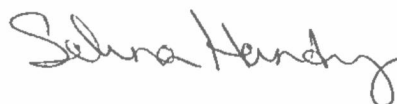
In addition, we are deeply concerned about the impact on local wildlife and livestock. The area supports native wildlife whose habitats would be disrupted or endangered by aircraft activity. Furthermore, neighbors keep horses on their property, and sudden, repetitive aircraft noise poses a serious risk 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 a peaceful residential and equestrian environment into one dominated by aviation activity—an 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 our community, not diminish the very qualities that draw people here.

Thank you for your time and consideration.

Sincerely,



Russ & Selina Handy

Unincorporated Yavapai County

I Am Sherry Klein, I Live in Bright Star. I bought my house new 13 years ago. I wanted a smaller house (1600 sq ft) after having cancer and completing my radiation.

I have no Living Family my Family was killed 22 years ago - mom, Brother husband and daughter. so I have no one to help me. I did get a handyman and his friend to move me from my last house to this house. This is going to be my last house. Being this was going to be my last house I put \$84,000 upgrades in my house.

Security Screens at \$1100 - to \$1300 each

Security screen on front door, security screen on back slider. The window

Film on all windows, that keep all glass in place if someone decides to break one, all Light Fixtures from House of

Lights replaced, all door Knobs to Levers, knobs, televera wall plate switch plates as well as wall plug switches, <sup>at \$35<sup>00</sup> each</sup> new bathroom

<sup>custo</sup> Cabinets with silestone counter tops, kitchen <sup>stainless</sup> new faucets, 10x12 Toubh Shed, 12x12

American banstand gazebo; just the beginning of my list

IF this Airport landing strip is built

I would have to sell at the same price as someone who just flopped in their house and did nothing. People won't pay extra - they want the extras for free. If I stay there, I will have the noise and pollution of the airplanes. There is also the danger of if the students stop their engines and can't get it restarted. They crash and usually burn. Many times several homes are affected. No reason for my house which has been here 12+ years to have to put up with the noise inconvenience of an airport that hasn't even been built yet.

etc 11/1

## Gerreann Froberg

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**From:** Erin Deskins  
**Sent:** Monday, January 5, 2026 6:39 AM  
**To:** Gerreann Froberg; Will Dingee; Laurie Lineberry  
**Subject:** FW: Embry Riddle proposal

Good morning!

As the below is not addressed to anyone specific, I'm sharing with you to share with our P&Z Commissioners, and I will share with the Council. Happy New Year!

**Erin N. Deskins, CMC**

**Town Clerk, Town of Chino Valley**

**928.636.3131**

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**From:** [REDACTED]@verizon.net <[REDACTED]@verizon.net>  
**Sent:** Saturday, January 3, 2026 4:05 PM  
**To:** [REDACTED]@verizon.net  
**Subject:** Embry Riddle proposal

Hello, to whom it may concern. We are writing to you regarding the proposed airport at Perkins ranch. We moved here from Pinon Oaks in Prescott to get away from airport and noise. We had ERAU planes taking off over our home constantly from 6am to 10pm and it was stressful. Our home value diminished greatly.

If you think the noise will not bother you, it will eventually as you can be sure ER lied to Cottonwood and Clarkdale residents, who now are complaining and cannot do anything about it.

ER cares only about ER!

So at some point ALL of you will be affected by noise because once they build this airport there are no rules about where they can fly.

This entire project does not align with The Town of Chino Valley's core values.

People move here for a quiet rural lifestyle and they elect people to protect that. Thank you.

**Randy and Mary Brown**

[REDACTED] Chino Valley

**Public Comment – Perkins Ranch Airport Rezoning & Conditional Use Permit**

Dear Mayor, Council Members, and Planning & Zoning Commissioners,

My name is **Monika Fuller**. I am a resident of Prescott Valley, and my home lies directly south of the proposed Perkins Ranch airport site. I submit this comment for inclusion in the official public record for the Planning & Zoning Commission and Town Council hearings regarding Embry-Riddle Aeronautical University's rezoning and Conditional Use Permit application.

My comments are not opposition to aviation or education. They are concerns regarding **land-use compatibility, permanence of entitlement, and the Town's ability to retain meaningful local control once approval is granted.**

The proposal before you is not a temporary or limited use. Phase One establishes permanent airport zoning, extended daily operating hours, and high-frequency training operations. Once granted, this entitlement substantially limits the Town's future discretion. Subsequent phases described by the applicant—runway extension, additional hangars, and expanded aviation or industrial uses—become far easier to approve once the initial zoning and CUP are in place.

As a nearby homeowner, I am concerned that approval based on a Phase One proposal alone does not adequately address long-term impacts to existing residential uses, including repetitive training patterns, extended hours of operation, and erosion of rural and residential character. Experiences in other communities demonstrate that frequency-based impacts are not mitigated by compliance with FAA noise thresholds, and once federal authority governs operations, residents have little practical recourse.

Before granting approval, I respectfully request that the Town make explicit, evidence-based findings addressing: Consistency with the Town's General Plan Compatibility with existing residential uses How future phases or expansions would be prevented from proceeding without new public hearings and discretionary Town Council approval Whether conditions imposed would be enforceable, monitored, and subject to meaningful remedies How local control is preserved once airport zoning and a CUP are granted If these findings cannot be made with certainty and supported by enforceable conditions, then approval should not be granted. Once approved, this decision cannot realistically be undone.

Thank you for your careful consideration and for ensuring this comment is included in the official public record.

Respectfully,  
**Monika Fuller**  
Prescott Valley, Arizona

[Redacted Signature]

PV

non-resident

## Submitted in Opposition to the Embry-Riddle Training Airport

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Good evening, Mayor, Councilmembers, and neighbors.

My name is **Gary Bowers**. I live in Mingus Meadows at the North end of Coyote Springs Road and **close** to this proposed project. I appreciate the opportunity to speak tonight.

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. 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 until 11 at night**, with up to **50, or more**, flights per day.

That 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 also be addressed honestly. Increased vehicle traffic on Perkinsville Road, fuel delivery, emergency response capacity, and air safety over 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 approvals are 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 this council to slow this process down, require a comprehensive noise and safety impact study, and seriously consider whether a flight training airport belongs this close to established communities and treasured rural outdoor areas like Mingus Meadows and many others.

Growth should be smart. Development should be compatible. And residents deserve to be heard before irreversible decisions are made.

Thank you for your time and consideration.

Gary Bowers

28 Dec 2025

**Gerreann Froberg**

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

Hi all-

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

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

928.636.3131

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

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

Erin Deskins  
Town Manager  
Chino Valley

Erin,

I live in unincorporated Yavapai County.

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

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

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

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

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

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

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

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

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

Thank you,

April Gilbert

## Gerreann Froberg

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

Hello again,

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

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

928.636.3131

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

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

To whom it may concern:

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

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

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

Thanking you for your time and consideration,

Pat and Roy Urraro

[REDACTED]  
Chino Valley, Az 86323

[REDACTED]

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

Thank you, again

**Gerreann Froberg**

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

Good morning, all.

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

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

928.636.3131

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

Hi Erin.

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

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

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

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

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

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

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

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

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

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

Thank you for your time and consideration.

Mark Puchalski

  
Chino Valley, AZ

## Gerreann Froberg

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

**Importance:** High

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

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

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

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

Hi Erin Deskins,

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

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

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

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

Kind regards,  
Rebecca Schmidt



## TOWN COUNCIL AGENDA ITEM STAFF REPORT

**AGENDA ITEM #** 6d  
**MEETING DATE:** 2/24/2026  
**CONTACT PERSON:** Will Dingee, Assistant Development Services Director  
**ITEM TYPE:** Action Item

### **AGENDA ITEM TITLE:**

Consideration and possible action to approve Ordinance 2026-963, amending the Town of Chino Valley Unified Development Ordinance to authorize administrative personnel to review and approve preliminary and final plats without a public hearing, as required by state law.

### **SUMMARY:**

This is a text amendment to bring the Town's Unified Development Ordinance into compliance with House Bill 2447, signed by the Governor on March 31, 2025, and effective December 31, 2025. The bill requires municipalities to allow for Preliminary and Final Plats to be approved administratively (by staff).

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

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

### **PREVIOUS ACTION:**

On February 3, 2026, the Planning and Zoning Commission forwarded a recommendation of approval for TA-2025-09. For a detailed record of the discussion and staff analysis, please refer to the attached meeting minutes and staff report.

### **STAFF RECOMMENDATION:**

- i) Hold a public hearing
- ii) Approve Ordinance 2026-963 amending the Town of Chino Valley Unified Development Ordinance to authorize administrative personnel to review and approve preliminary and final plats without a public hearing, as required by state law.

### **FISCAL IMPACT?**

N/A

**ATTACHMENTS:**

1.	Attachment 1 - Ord. 2026-963
2.	Attachment 2 - Amendments
3.	Attachment 3 - P&Z Meeting Minutes
4.	Attachment 4 - P&Z Staff Report

**ORDINANCE NO. 2026-963**

**AN ORDINANCE OF THE MAYOR AND COMMON COUNCIL OF THE TOWN OF CHINO VALLEY, ARIZONA, AMENDING THE CHINO VALLEY TOWN CODE, TITLE XV, LAND USAGE, CHAPTER 154, UNIFIED DEVELOPMENT ORDINANCE OF THE TOWN OF CHINO VALLEY, TO AUTHORIZE ADMINISTRATIVE PERSONNEL TO REVIEW AND APPROVE PRELIMINARY AND FINAL PLATS WITHOUT A PUBLIC HEARING; AND PROVIDING FOR SEVERABILITY.**

**WHEREAS**, in its 2025 session, the Arizona Legislature adopted HB 2447, which amended A.R.S. § 9-500.49 to require all municipalities, including the Town of Chino Valley (the “Town”), to authorize administrative personnel to review and approve preliminary and final plats without a public hearing; and

**WHEREAS**, the Town of Chino Valley Planning and Zoning Commission held a public hearing on amendments to Chino Valley Town Code Title XV, Land Usage, Chapter 154, Unified Development Ordinance of the Town of Chino Valley (the “UDO”), Sections 1 and 5, to address the requirements of HB 2447 (the “Amendments”) and recommended approval thereof; and

**WHEREAS**, the Mayor and Common Council of the Town of Chino Valley (the “Town Council”) finds that the Amendments recommended by the Planning and Zoning Commission are appropriate and that adopting the Amendments is in the Town’s best interests.

**NOW, THEREFORE, BE IT ORDAINED** by the Mayor and Common Council of the Town of Chino Valley, Arizona, as follows:

**SECTION 1.** The foregoing recitals are hereby referred to, adopted, and made a part hereof as if fully set forth herein.

**SECTION 2.** That certain document entitled “2026 Amendments to Chino Valley Town Code Chapter 154 Regarding Administrative Plat Approvals,” of which one paper copy and one electronic copy are maintained, in compliance with A.R.S. § 44-7041, on file in the office of the Town Clerk as required by A.R.S. § 9-802, and available for public use and inspection during normal business hours, is hereby declared to be a public record, which is hereby referred to, adopted, and made a part hereof as if fully set forth herein, and said copies are hereby ordered to remain on file with the Town Clerk.

**SECTION 3.** The UDO is hereby amended as set forth in the Amendments.

**SECTION 4.** If any section, subsection, sentence, clause, phrase, or portion of this Ordinance or any part of the amendments adopted herein by reference is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

**SECTION 5.** The Mayor, the Town Manager, the Town Clerk, and the Town Attorney are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this Ordinance.

(SIGNATURES FOLLOW)

**PASSED AND ADOPTED** by the Mayor and Common Council of the Town of Chino Valley on this 24th day of February 2026.

\_\_\_\_\_  
Tom Armstrong, Mayor

ATTEST:

\_\_\_\_\_  
Erin N. Deskins, Town Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Andrew McGuire, Town Attorney  
Gust Rosenfeld P.L.C.

I hereby certify that the above foregoing Ordinance No. 2026-963 was duly passed by the Council of the Town of Chino Valley, Arizona, at a regular meeting held on February 24, 2026, and that quorum was present thereat and that the vote thereon was \_\_\_\_ ayes, \_\_\_\_ nays, and \_\_\_\_ abstentions. \_\_\_\_ Council members were absent or excused.

\_\_\_\_\_  
Erin N. Deskins, Town Clerk

**2026 AMENDMENTS TO CHINO VALLEY TOWN CODE CHAPTER 154 REGARDING  
ADMINISTRATIVE PLAT APPROVALS**

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

**1.1 Section 1.4.2 is amended to read as follows:**

1.4.2 POWERS AND DUTIES

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

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

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

1.6.2 POWERS AND DUTIES

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

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

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

### 1.6.3 ZONING ADMINISTRATOR

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

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

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

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

### 5.1.3 AUTHORITY

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

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

### 5.2.1 GENERAL PROVISIONS

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

such purpose prior to consideration of the final plat. If a parcel of property is to be reserved rather than dedicated, the Town may require the Subdivider to designate the reserved area on the final plat, subject to the following conditions:

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

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

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

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

C. Preliminary Plat Review and Approval

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

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

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

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

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

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

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

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

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

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

14. Final plat Review and Approval

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

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

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

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

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

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

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

**PUBLIC HEARING #E.2 - TA-2025-09** – A request to amend the Town of Chino Valley Unified Development Ordinance, Chapter 154, Chapter 5, Subdivision to allow the administrative approval of subdivision plats.

**Chair Merritt** asked if anyone on the Commission had a disclosure to declare regarding this item.

**Pasciak** shared that he had spoken with staff.

**Laurie Lineberry**, Director, stated that the Text Amendment was a result of the State legislature, who felt towns, cities, and counties were not moving approval for subdivisions fast enough and wanted more housing built quicker. She explained that the State decided to take away the ability for towns, cities, and counties to process subdivisions, preliminary, and final plats through Planning Commission and Town Council for review. It was decided that staff would have the burden. Therefore, the Planning Commission would no longer see any more subdivisions, preliminary or final plats. Staff would continue to follow the set timeline and perform all the processes in order to vet any projects and make sure that they are conditioned properly, and that no outside agencies had any issues. At the end of the process, it would come before the zoning administrator for approval or denial. She stated that if an applicant did not agree with the conditions that the staff had approved, or the decision made, the appeals would come before the Commission and not before Town Council. Staff recommended that the Commission forward a recommendation of approval to the Town Council for Text Amendment TA-2025-09 as presented in the staff report.

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

**Merritt** asked for clarification that the Town Council would also not get to approve subdivisions.

**Lineberry** replied that that was correct, and that there was only one appeal body, and that was the Planning and Zoning Commission.

**Pasciak** stated that in Section of 2.7 in the Town Code, where it amends 5.2.4 B5 - a completion date for the construction of improvements – should “council” be struck out to be replaced with “zoning administrator”, to draw on the assurance described hereafter to complete the improvements.

**Lineberry** replied that only the Town Council had the ability to pull assurances, and the language was correct. She further explained that the Town Council still had a role if a developer hasn’t completed their improvements, the Town Council had the authority to pull their bonds and cash them in to have the improvements completed.

**Pasciak** stated it was hard to pull a bond, that a lot of paperwork had to be done, and he had only pulled one in 40 plus years.

**Lineberry** replied that she only seen it done once in 44 years.

**Meadors** stated that there used to be a limit to the timeframe for the start of a subdivision change, and the staff report had stated that each phase had to be done in three years.

**Lineberry** replied that the numbers had not changed, they are currently in the Town’s Subdivision Code, and that the only thing that had been changed was who had authority to review and approve.

**Merritt** asked that staff make sure the time limits were consistent with what had been done in the past.

**Morabito** asked if the State had already passed this, was the Commission just going to verify what they did, and if they voted against it, it would not make any difference.

**Lineberry** replied that the Town Code had to be changed to reflect what had been changed in State Law. She reiterated that it would not matter if the Commission approved the Text Amendment, staff had to follow State Statute.

**Merritt** opened the meeting for public comments. There were no comments from the public.

**Merritt** closed the public portion of the meeting.

**Motion was made by Pasciak, seconded by Meadors, to approve TA-2025-09, as presented, subject to the staff report, and information provided during the hearing. A vote was taken and the motion passed with a 7-0 vote.**

b



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

**PROJECT DESCRIPTION**

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

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

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

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

**STAFF RECOMMENDATION:**

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

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**SUGGESTED MOTION:**

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

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**EFFECT OF THE APPROVAL:**

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

ATTACHMENTS:

Attachment A - Chapter 5 Reflecting Edits

Attachment B - Chapter 5 with Changes Incorporated.

Attachment C - Text of HB 2447

PREPARED BY:



LAURIE LINEBERRY, AICP

DEVELOPMENT SERVICES DIRECTOR

DATE: *January 13, 2026*

ATTACHMENT A  
CHAPTER 5 REFLECTING EDITS

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

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

**1.1 Section 1.4.2 is amended to read as follows:**

1.4.2 POWERS AND DUTIES

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

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

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

1.6.2 POWERS AND DUTIES

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

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

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

1.6.3 ZONING ADMINISTRATOR

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

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

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

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

5.1.3 AUTHORITY

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

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

5.2.1 GENERAL PROVISIONS

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

D. Dedication or Reservation of Public Land: Where a tract to be subdivided contains all or any part of a planned park, recreation facility, school, open space, water facility, wastewater facility, public safety facility, flood control facility, or other area shown on the General Plan as a public area, or required by Council as a public area, such site shall be dedicated to ~~the Town of appropriate public entity,~~ or reserved for acquisition by, the Town or the appropriate public entity within a specified time period. The applicant and the Town or appropriate public ~~agency~~entity shall reach an agreement regarding dedication or acquisition of the property for such purpose prior to consideration of the final plat ~~by the Council.~~ If a parcel of property is to be reserved rather than dedicated, the Town may require the Subdivider to designate the reserved area on the final plat, subject to the following conditions:

1. The land reserved shall be in the size and shape as to permit the remainder of the land area in which the reservation is located to develop in an orderly and efficient manner.
2. The public entity for whose benefit an area has been reserved shall have a period of one year after the recording of the final subdivision plat to enter into an agreement to acquire such reserved land area. The purchase price shall be the fair market value thereof at the time of the filing of the preliminary plat, plus the taxes against such reserved area from the date of the reservation, and any other costs incurred by the subdivider in the maintenance of such reserved area, including interest costs incurred on any loan covering such reserved area.
3. If the public entity for whose benefit an area has been reserved does not exercise the reservation agreement set forth in paragraph 5.2.1(D)~~(32)~~ above, ~~within the agreed-upon period of~~agreed-upon time, the reservation of such area shall terminate unless a mutually agreeable time extension is executed between the entity and the subdivider.

E. Outline of the Review Process: The preparation, review, and approval of subdivisions within the Town ~~Limits~~limits shall proceed through the following progressive stages, as more particularly outlined in Sections 5.2.2, 5.2.3, and 5.2.4:

1. ~~Pre-Application Conference~~Pre-application conference with Town staff;
2. Preliminary plat ~~submittal: The preliminary plat will be reviewed by Town staff to ensure it is complete and consistent with these Subdivision Regulations; the complete preliminary plat submittal is then considered by Planning and Zoning Commission and Council;~~review and approval, approval with conditions, or denial by the Zoning Administrator without a public hearing.
3. Subdivision Technical Review ~~— considered and reviewed by Town Staff and pertinent outside public service and utility agencies;~~
- ~~34.~~ Final plat ~~submittal — Includes review by the Town staff to ensure the Final Plat meets the requirements of these Subdivision Regulations and Subdivision Technical Review by Town staff and pertinent outside public service and utility agencies, all prior to consideration of the Final Plat by the Council.~~review and approval,

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

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

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

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

C. Preliminary Plat Review and Approval

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

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

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

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

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

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

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

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

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

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

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

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

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

**14. Final plat Review and Approval**

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

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

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

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

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

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

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

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

ATTACHMENT B  
CHAPTER 5 WITH CHANGES INCORPORATED

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

---

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

**1.1 Section 1.4.2 is amended to read as follows:**

1.4.2 POWERS AND DUTIES

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

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

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

1.6.2 POWERS AND DUTIES

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

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

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

### 1.6.3 ZONING ADMINISTRATOR

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

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

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

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

### 5.1.3 AUTHORITY

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

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

### 5.2.1 GENERAL PROVISIONS

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

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

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

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

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

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

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

**C. Preliminary Plat Review and Approval**

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

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

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

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

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

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

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

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

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

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

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

14. Final plat Review and Approval

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

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

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

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

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

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

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

ATTACHMENT C  
TEXT OF HB2447

1 Be it enacted by the Legislature of the State of Arizona:

2 Section 1. Section 9-500.49, Arizona Revised Statutes, is amended  
3 to read:

4 9-500.49. Administrative review and approval;  
5 self-certification program; expedited approval;  
6 definitions

7 A. Notwithstanding any other law, the legislative body of a city or  
8 town ~~may~~ SHALL by ordinance do the following:

9 1. Authorize administrative personnel to review and approve site  
10 plans, development plans, land divisions, lot line adjustments, lot ties,  
11 preliminary plats, final plats and plat amendments without a public  
12 hearing.

13 2. Authorize administrative personnel to review and approve design  
14 review plans based on objective standards without a public hearing.

15 ~~3. Adopt a self-certification program allowing registered~~  
16 ~~architects and professional engineers to certify and be responsible for~~  
17 ~~compliance with all applicable ordinances and construction standards for~~  
18 ~~projects that the ordinance identifies as being qualified for~~  
19 ~~self-certification.~~

20 ~~3.~~ 3. Allow at-risk submittals for certain on-site preliminary  
21 grading and drainage work or infrastructure.

22 ~~4.~~ 4. Allow applicants with a history of compliance with building  
23 codes and regulations to be eligible for expedited permit review.

24 B. NOTWITHSTANDING ANY OTHER LAW, THE LEGISLATIVE BODY OF A CITY OR  
25 TOWN MAY BY ORDINANCE ADOPT A SELF CERTIFICATION PROGRAM ALLOWING  
26 REGISTERED ARCHITECTS AND PROFESSIONAL ENGINEERS TO CERTIFY AND BE  
27 RESPONSIBLE FOR COMPLIANCE WITH ALL APPLICABLE ORDINANCES AND CONSTRUCTION  
28 STANDARDS FOR PROJECTS THAT THE ORDINANCE IDENTIFIES AS BEING QUALIFIED  
29 FOR SELF-CERTIFICATION.

30 ~~C.~~ C. Applications for a license pursuant to this section are  
31 subject to chapter 7, article 4 of this title.

32 ~~D.~~ D. For the purposes of this section: ~~-~~

33 1. "LICENSE" HAS THE SAME MEANING PRESCRIBED IN SECTION 9-831.

34 2. "Objective" means not influenced by personal interpretation,  
35 taste or feelings of a municipal employee and verifiable by reference to  
36 an adopted benchmark, standard or criterion available and knowable by the  
37 applicant or proponent.

38 Sec. 2. Effective date

39 This act is effective from and after December 31, 2025.

APPROVED BY THE GOVERNOR MARCH 31, 2025.

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