

**MINUTES OF THE PUBLIC HEARING OF THE
TOWN COUNCIL OF THE TOWN OF CHINO VALLEY
MONDAY, FEBRUARY 23, 2026**

5:00 PM

**GRACE CHURCH | 2010 N. STATE ROUTE 89 | CHINO VALLEY,
ARIZONA 86323**

1. CALL TO ORDER, ROLL CALL

Mayor Armstrong called the meeting to order at 5:08 p.m.

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

Absent:

Staff Present: Town Manager Terri Denemy, Town Attorney Scott McCoy, Officer Anthony Davis (Sgt. at Arms), Officer Dylan Wilhide (Sgt. at Arms), Executive Analyst Jessi Sorteberg, Executive Assistant Mike Coomer, Development Services Director Laurie Lineberry, Assistant Development Services Director Will Dingee, Police Chief Josh McIntire, Lieutenant Amy Chamberlin, Community Services Director Cyndi Thomas, IT Manager Spencer Guest, Audio Visual Technician Nicholas Harwick, Records Specialist Lisa Nottebaum, Deputy Town Clerk Sara Burchill, Town Clerk Erin N. Deskins

Mayor Armstrong announced that 120 people had asked to speak and at three minutes per speaker that would be six hours. He asked for decorum, politeness, conciseness, that conversations be kept to a minimum, and requested that those in attendance with signs would not block anyone's view. He requested that cell phones be put on mute or vibrate.

2. DISCUSSION ITEMS

The Council may vote to recess the public meeting and hold an Executive Session 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 **ZC-2025-03 & CUP-2025-05** – For the rezoning of approximately 390 acres from Single Family Residential, minimum 2-acre lots (SR-2), to Agricultural Residential, minimum 36-acre lots (AR-36), along with a Conditional Use Permit to allow the construction and operation of a privately owned and operated airfield and associated uses. The property is generally located east of the intersection of East Perkinsville Road and Forest Service Road 318a, Chino Valley, Arizona 86323.

Terri Denemy, Town Manager, presented the following:

- She appreciated the ongoing discourse, but stated that it had not always been respectful online and stated that she had never worked for a Council that was so dedicated to the best interests of the town as this one is and stated that they read everything, reach out, do research, etc. She was dismayed to hear people accusing them of bribes, collusion, etc. She

asked for respect for their positions and the tough decisions they have to make for a town with limited resources.

- She stated that it is the job of staff to work with developers to bring the best project possible to Council for their consideration, and they make the best decision they can on behalf of the town.

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

- Gave a brief overview of the location of the project.
- Reviewed the zoning of the property and the surrounding properties.
- Discussed the proposed development phases (Phase 1–4). CUP approval does not automatically approve the phases. The applicant would have to come back for approval of all phases.
- Reviewed the AR-36 zone, its history in the Town Code, and listed the proposed uses.
- Discussed how the project conforms to the General Plan.
- Provided a map of the airspace from Prescott Regional Airport and the proposed project.
- Discussed flights, touch and go's, maneuvers, and the hours of operation of the proposed project.
- Gave details on the Cottonwood airport and its impact on the community, and the differences between Cottonwood and Chino Valley.
- Discussed fire protection at the proposed airstrip and the potential fiscal impact.
- Gave a brief overview of additional considerations such as wildlife coordination, lighting, and environmental compliance.

Mayor Armstrong opened the Public Hearing.

Lyn Major, a town resident in favor of the project, presented the following:

She was raised in Perkinsville and Chino Valley and her family has always supported business in Chino Valley and was active in the community, serving on boards and other community organizations. The ranch had been passed down several generations and supported wildlife with feed and water. She discussed the changes and development of the Town, which the Perkins never protested. She stated the family annexed into the Town to benefit the future of Chino Valley and its residents.

Danny Major, a town resident in favor of the project, presented the following:

He grew up on the ranch in the north part of the county and described watching the development of the Town. He stated the biggest threat to ranching is the public who do not respect private and safe grazing land. He discussed the history of the family in the Town and the need for more places for student pilots to train and listed several benefits the airstrip would bring.

Debby Strader, a town resident in favor of the project, presented the following:

Ms. Strader provided a written copy of her comments which are attached to these minutes.

Roger Strader, Jr., a town resident in favor of the project, presented the following:

Mr. Strader provided a written copy of his comments which are attached to these minutes.

Barbara Woode, a non-resident against the project, presented the following:

Ms. Woode declined to use her time to speak.

David Halle, a town resident against the project, presented the following:

Mr. Halle provided a written copy of his comments which are attached to these minutes.

John Wood, a non-resident against the project, presented the following:

He lived in Antelope Meadows. He stated that ERAU had been flying planes near his home all afternoon and that the new airport is closer than the one where they take off. He discussed lower property values and stated that he came to the area to enjoy peace.

Barbara Banning, a non-resident against the project, presented the following:

She began coming to Chino Valley in 1999 at the beginning of the Garchen Institute. She stated Chino Valley is known for its peaceful rural atmosphere, wide open spaces, agriculture, and cowboy culture. She discussed the purchase of the Fred Harvey buildings and argued that people wouldn't want to come to a museum with planes flying over from 5:30 a.m. to 11:00 p.m. She questioned if the grants given for the restoration would be compromised if the historical nature was not maintained because of the airfield. She stated her friend lives 300 yards from the Cottonwood airport and reports that the loudest plans are from ERAU and that the university is not a good neighbor. She discussed that airports are one of the three main places where forever chemicals are found. She asked the Council to vote no.

Sharon Nance, a town resident against the project, presented the following:

Ms. Nance provided a copy of her comments which are attached to these minutes.

Susan Johnson, a town resident against the project, presented the following:

She has been in Chino Valley for 21 years. She shared comments from Clarkdale town residents provided to the Board of Supervisors at a meeting held April 2, 2025, depicting ERAU as a "bad neighbor." She questioned how many flights there would be next year. She stated that Chino Valley was here first (as opposed to Cottonwood building around an existing airport) and that no one wants the airstrip. She stated that she was not against growth, but it must be smart growth and the airfield should be farther away from residential properties and the issue should be voted on by the residents.

Gary Beverly, a town resident against the project, presented the following:

He has lived in Chino Valley for 52 years on Granite Creek Lane. He stated he supports ranchers and respects their heritage, but he disagrees on the project to keep Chino rural. He listed the reasons he opposes including:

- He enjoys the open space and quiet and the airstrip will ruin that.
- He believed approval of phase one would allow all four phases to "slide right in."
- He stated the Council did not have adequate information and needed to better understand the impacts.
- He felt this was far less compatible with the Town than the proposed solar projects.

He felt the best thing the Council could do was to vote no, or refer the matter to the ballot. He stated that a Political Action Committee has been formed and will complete a referendum if the proposal is passed.

Marcie Harris, a town resident in favor of the project, presented the following:

She was raised here, went to school here, and has a business here. She questioned how many of the people in opposition were actually town residents. She wondered if people would prefer an airstrip or more housing to suck up more water and resources. She felt the Town needed some form of industry or there would be no jobs to support young people and the Town would be a retirement

community that votes down every school bond. She asked the Council to be pro-Chino instead of outside influences.

Al Gibbons, a town resident against the project, presented the following:

He was happy to hear that the taxpayers would not be paying for anything regarding CAFMA. He discussed the volume of flights of ERAU and questioned how many would be transferred to the proposed project. He asked the Council to vote no.

Ruth Mayday, a town resident against the project, presented the following:

She is a retired Assistant Town Manager of Clarkdale, lives in the flight path and has experienced disruptive, repetitive flights that are loud and incessant. She stated that ERAU has ignored how the flights affected Clarkdale and stated that they may agree to restrictions, but they will not abide by them. She referred to ARS §462.01 stating that all zoning and rezoning ordinances and regulations must conform to the General Plan. She referred to the description of Ranch/Agricultural land use in the General Plan and stated that the proposed use does not conform to the General Plan. She stated that she understands the difficulty of economic development in Chino Valley, but noncompliance is not the way to achieve it. She asked the Council to respect statutory requirements and reject the proposal.

Donna Woods, a town resident against the project, presented the following:

She moved here in 2003 and chose this town for the open space, dark skies, and peace. Her husband was a firefighter and lived with constant noise, sirens, alarms, etc. for decades. He wanted something simple and quiet when he retired. Now he was hearing aircraft day and night and stated they are not occasional flights. She spoke about other health concerns including lead aviation fuel, stress and anxiety caused by constant noise, and disrupted sleep. She stated that she is not against aviation, but this was not the right location for a training airfield. She asked the Council to reject the airfield.

David Craig, a town resident against the project, presented the following:

Mr. Craig provided a written copy of his comments which are attached to these minutes.

Diane Audette, a town resident against the project, presented the following:

Ms. Audette provided a written copy of her comments which are attached to these minutes.

Charles Hailer, a Town resident against the project, presented the following:

He is a Vietnam veteran and suffers from PTSD. He discussed the traffic on Perkinsville Road and stated that the airfield would increase traffic. He discussed the noise and stated that it can trigger more PTSD episodes. He hoped the Council would vote no on the project.

Lee Bowman, a non-resident against the project, presented the following:

She moved to the area 25 years ago and lived in Prescott Valley near Glassford Hill Road and Highway 69 which became one of the biggest intersections in the area. She stated the stress and strain was too much as she is affected by pollution more than most. She stated that they moved to North Prescott Valley to be away from the noise and this project feels like a bait-and-switch. She stated the noise would be worse than it was before, comparing the proposed operations to commercial operations, and asked the Council to vote no.

Tim Clark, a non-resident neutral on the project, presented the following:

He stated that last Tuesday five FAA officials imposed restrictions on ERAU to comply with minimum safe altitude regulations after concluding that frequent violations had been occurring for

years over Prescott Heights. He recommended that the Council pause until data accumulates verifying the FAA's demands are reliably met, the data source is published regularly, and ERAU shows responsiveness to the communities' concerns. He stated the CUP should have consequences spelled out for failing to meet reasonable expectations.

Tim Bowman, a non-resident against the project, presented the following:

Mr. Bowman provided a written copy of his comments which are attached to these minutes.

Chris Pirone, a non-resident against the project, presented the following:

Mr. Pirone provided a written copy of his comments which are attached to these minutes.

Suzy Seamon, a non-resident against the project, presented the following:

Ms. Seamon provided a written copy of her comments which are attached to these minutes.

Frank Fusari, a non-resident against the project, presented the following:

He lives in Haystack about two miles from the proposed airstrip. He was originally neutral about the project but changed his mind when he heard about ERAU making "pests themselves." He believed the project was evolving with bait-and-switch tactics. He felt the project was just about alleviating financial aid for both applicants, but it would destroy American Dreams. He stated this was outright theft as it would destroy quality of life. He asked the Council to vote no on the project.

Debby Stark, a town resident against the project, presented the following:

Ms. Stark provided a written copy of her comments which are attached to these minutes.

Christy Magers, a non-resident against the project, presented the following:

Ms. Magers provided a written copy of her comments which are attached to these minutes.

Laura Vucich, a town resident against the project, presented the following:

Ms. Vucich provided a written copy of her comments which are attached to these minutes.

JoAnne Savage, a town resident against the project, presented the following:

Ms. Savage provided a written copy of her comments which are attached to these minutes.

Mark Vucich, a town resident against the project, presented the following:

Mr. Vucich provided a written copy of his comments which are attached to these minutes.

Tracy Bruner, a non-resident against the project, presented the following:

Ms. Bruner provided a written copy of her comments which are attached to these minutes.

Michelle Zulim, a non-resident against the project, presented the following:

Her home is about three miles from the proposed airstrip. She hoped the Council would consider north Prescott Valley residents who won't be able to vote on a referendum. She inquired if any alternative locations had been invested during this process.

Christina Lundberg, a non-resident against the project, presented the following:

She is the Director of the Garchen Institute. She stated the residents value peace, quiet, health, etc. She believed that the proposed project does not serve the whole town, but is profit of two parties at the expense of thousands. She stated that the CUP states that land use cannot be materially detrimental to those living or working nearby, but a plane taking off and landing every few minutes next to a silent sanctuary is materially detrimental. For nearly 30 years, the Garchen Institute has

been a world-renowned sanctuary of peace and is a non-profit that relies on donations. In the last five years the institute has paid over \$2.8 million to Chino Valley contractors. The institute consistently supports area hotels, restaurants, and businesses. She stated that silence is essential to the center and flights would bring constant noise interfering with religious use of the land.

Joy Perkins, a non-resident for the project, presented the following:

She stated that the Perkins family provides a lot of the open space and peaceful rural atmosphere the residents speak of, and discussed the family's work ethic. She discussed decibel levels of planes in comparison to trucks, razors, etc. She discussed Mr. Perkins's career history and work on this project. She discussed the family's vision for the airstrip that would attract manufacturing businesses. She stated that she is not anti-Buddhist, and pointed out that the institute has three facilities around the nation.

Matthew Dow, a non-resident against the project, presented the following:

He discussed the lead levels in fuel emissions and stated that it is not safe for anyone, especially children who will be affected as they play outside. Higher lead levels were tested in children who lived within three miles of an airport. He listed potential health issues that result from lead in the body. He stated that kids would be paying the price. He asked the Council to vote no and save children, homes, and way of life.

Mayor Armstrong recessed the meeting at 7:04 p.m.

Mayor Armstrong resumed the meeting at 7:17 p.m.

Toni Garden, a town resident against the project, presented the following:

Ms. Garden provided a written copy of her comments which are attached to these minutes.

David Wolken, a non-resident against the project, presented the following:

Mr. Wolken provided a written copy of his comments which are attached to these minutes.

Patricia Crout, a non-resident against the project.

Ms. Crout was not present when her name was called.

Peter Kohl, a non-resident against the project, presented the following:

He had been to all the meetings and witnessed the growing opposition. He stated that he strongly opposes the Perkins Ranch Airfield.

Amy Wolken, a non-resident against the project, presented the following:

Ms. Wolken provided a written copy of her comments which are attached to these minutes.

Ken Chan, a non-resident against the project, presented the following:

Mr. Chan provided a written copy of his comments which are attached to these minutes.

Steve Willing, a non-resident against the project, presented the following:

He lives outside of the flight path of PRC, but aircraft often fly over his home at low altitudes. He stated the airfield would make Chino Valley a much less desirable place to live. He stated that there was no guarantee for new jobs and that businesses may never come. He stated the Garchen Institute may be driven away. He asked the Council to consider the impact of the airfield.

Gail Mynatt, a town resident against the project, presented the following:

She stated that she is from California, and was affected by an airport all the time and they never knew if the aircraft would stay in their limited area because things change. She stated she moved out here for the peace and quiet. She asked the Council to vote no.

Brad Custer, a non-resident against the project, presented the following:

He stated that he is opposed to any airport at any time. He discussed toxic lead emissions, increases to insurance premiums, and reduced home values. He stated that everyone has a story as to why they live here, but no one lived here because they wanted an airfield in their backyard. He discussed conversations he has had with ERAU students and reported that they stated they go to Prescott, Prescott Valley, or Phoenix to have fun. He stated they also reported the average burnout rate among students is 60% due to the cost and limited availability to fly. He asked the Council to vote no.

Barbara Taylor, a town resident against the project.

Ms. Taylor was not present when her name was called.

Olivia Custer, a non-resident against the project, presented the following:

She felt this project was not thoughtful growth and stated that it was a one-sided project that put the peace and quiet of the community at risk. She asked the Council to vote no.

Mary Ellen Hale, a non-resident neutral on the project, presented the following:

She lives in Coyote Springs on a parcel they purchased in 1987. New neighbors have replaced cattle and pronghorn, but they still enjoy the views, sunrises, sunsets, and starry nights. In the mid-2000's they heard about the first attempt at building an airstrip and they had concerns that the plans had not been fully "fleshed out." She discussed concerns regarding air quality, stating that forever chemicals are found around PRC. She also discussed firefighting resources, noise, road maintenance, sewer treatment, water supply, and floodplain concerns.

Chris Mynatt, a town resident against the project, presented the following:

He shared quotes from a Board of Supervisors meeting held on April 2, 2025, detailing the noise from ERAU flights, and decreasing property values around the Clarkdale airport. The comments further state that ERAU are not good neighbors to Clarkdale because they don't follow rules. He did not believe they would be a good neighbor to Chino Valley.

Diane Shipman, a non-resident against the project, presented the following:

She stated that she chose to build her home in the quiet, rural area of North Antelope Meadows. It is three and a half miles from the proposed project. She stated that if it passes, the Towns of Chino Valley and Prescott Valley should rewrite their welcome message to "Welcome to a once beautiful place that used to have dark skies and endless stars..." She asked the Council to vote no or, if not, defer the matter to the voters.

Debby Pomeroy, a town resident against the project, presented the following:

Ms. Pomeroy provided a written copy of her comments which are attached to these minutes.

Benjamin Isbell, a non-resident neutral on the project, presented the following:

He is a student at ERAU and serves as the chairman and president of the only two conservative clubs on the campus. He stated that he chose to come to a small, conservative town as he prefers small towns to big cities. He spoke about ERAU's conduct as an educational institution. He stated

that the university imposed a policy prohibiting anything they deemed to be conservative, religious, or political from being seen in public. He stated that his speech and speakers were restricted, but the university continued to allow left-leaning clubs to operate in the public eye. He stated that who the town allows in their backyard is important to this conversation.

Joseph Chandler, a town resident against the project, presented the following:

He discussed Jesus Christ and his death, burial, and resurrection and stated that there would be consequences to the project, whether approved or denied. He stated that the Lord has given the Council authority, and it is important for the Council to solicit his guidance. He read Micah 6:8 and led a prayer.

Scott Lindbloms, a non-resident in favor of the project, presented the following:

His family moved to Arizona in the late 1800s. He grew up on the east side of Mesa on a ranch before the housing districts moved in, and eminent domain took it from them. They then lived near an airfield with planes flying over every day. He discussed his training on helicopters from the military and stated that students' high school education taught them more than he knew. He discussed the lack of locations to practice touch-and-go maneuvers. He stated that he supports the project.

James Shipman, a non-resident against the project, presented the following:

He lives in Antelope Meadows and was standing outside his home when a plane flew over so low that he could have read a tag on the bottom of the plane. He stated he bought his home for peace and to have a quiet life. He compared the noise of planes to other noises that had been heard during the period of this hearing and how they had distracted and disrupted those in the room. He stated he didn't want planes flying over his home.

Elizabeth Prather, a town resident against the project, presented the following:

She is the General Manager of the Garchen Institute. Before her employment, she had been coming to the Institute for 20 years. She opposed the airstrip for all of Chino Valley residents and the surrounding cities. She stated that peaceful existence is priceless and cannot return once it's gone. Therefore, the project must be denied. She stated this would be responsible governance. She asked the Council to love their neighbor through public policy, and uphold their commitment to quality of life and vote to support the overwhelming majority by denying the application.

Greg Murray, a non-resident against the project, presented the following:

Mr. Murray provided a written copy of his comments which are attached to these minutes.

Sue Klapmeier, a non-resident against the project.

Ms. Klapmeier was not present when her name was called.

Sonny Petkowski, a non-resident against the project, presented the following:

He moved to Chino Valley a year and a half ago and is building his retirement home. He moved here from Surprise, where he was under the flight path of F-16s. He stated that he did not see quantifiable research on fires and there was no financial documentation with the proposal. He stated that everything about the project should be quantified.

Sean Woolf, a non-resident against the project.

Mr. Woolf was not present when his name was called.

Dan Clark, a non-resident against the project, presented the following:

Mr. Clark provided a written copy of his comments which are attached to these minutes.

Amber Woolf, a non-resident against the project.

Ms. Woolf was not present when her name was called.

Brian Clinton, a non-resident against the project, presented the following:

Mr. Clinton provided a written copy of his comments which are attached to these minutes.

Zoey White, a non-resident for the project, presented the following:

She is a student pilot at ERAU and the daughter of Tom and Joy Perkins and considers Chino Valley her second home. She thanked everyone for attending the public hearing and ERAU for the opportunity to fly. She stated that when students fly low there is no ill intent. She discussed noise levels and her experience with animals among aircraft noise and stated that they were not disturbed by it. She discussed opportunities for future jobs as a result of the airstrip. She discussed the character of the Perkins family and stated that personal attacks against her family are not okay. She discussed the employment rate of ERAU and stated that it is 92-94%.

Mike Farrington, a non-resident against the project.

Mr. Farrington was not present when his name was called.

Mike Ditta, a town resident neutral on the project, presented the following:

Mr. Ditta provided a written copy of his comments which are attached to these minutes.

Cyndy Dicus, a town resident in favor of the project, presented the following:

Ms. Dicus provided a written copy of her comments which are attached to these minutes.

Dr. Chris Manacci, a non-resident against the project, presented the following:

He stated that he wishes the best to the Perkins family. He stated that he has a lot of concerns as the airstrip will affect him directly living on the easternmost property in Haystack Ranch and stated the area is underrepresented in these discussions. He discussed the preservation of human life in the wake of the plane crash from a couple of weeks ago. He stated that private airstrips and airports for training are materially different due to the volume of use, the intended activities, and frequency of flights. He stated this was not only a Chino Valley issue, but an issues for anyone where these planes will fly. He discussed the ratio of aviation mishaps caused by human error versus other factors and when they most often occur. He asked the Council to consider the impact of safety and health as it relates to the project.

Robert Morgan, a non-resident against the project, presented the following:

He is a Prescott resident. He referred to the April 2, 2025, Board of Supervisors meeting where Clarkdale residents and leaders spoke about the airport. He read a poem in the style of Dr. Seuss depicting the constant flying and buzzing of aircraft over homes.

Steven Beaver, a non-resident against the project, presented the following:

Mr. Beaver provided a written copy of his comments which are attached to these minutes.

Jim Wagner, a non-resident against the project, presented the following:

He lives in unincorporated Yavapai County and stated that he opposes the project which he says would only be lining the pockets of one family. He discussed a lack of representation in this matter due to the location of his property. He referred to the General Plan and stated that the airstrip does not fit in the plan. He stated that since he moved into his home two years ago he was fighting

proposals, the first being the solar project. He stated he was against the proposal due to the noise pollution, environmental pollution, and tax increases. He discussed comments made by Planning & Zoning Commissioners that he found unsettling. He asked the Council to vote no.

Steve Martino, a non-resident against the project, presented the following:

He discussed the zoning, and statements that there were no residential properties to the north, but there was no comment on the properties to the south which will see a greater impact. He watches a lot of the flights and has learned their patterns. He discussed the noise and the fact that the houses require buyers to sign a disclosure that you know about the airfields. He wanted the Council to look at the documentation and stated that there were 14 planes in the air at PRC a half hour ago.

Donna Sheehan, a town resident against the project, presented the following:

Ms. Sheehan provided a written copy of her comments which are attached to these minutes.

Jean Russell, a non-resident in favor of the project.

Ms. Russell was not present when her name was called.

Shari Hill, a town resident against the project.

Ms. Hill was not present when her name was called.

Mike Rygiel, a non-resident in favor of the project.

Mr. Rygiel was not present when his name was called.

Tricia Wood, a town resident against the project.

Ms. Wood was not present when her name was called.

Anita Depetris, a town resident against the project, presented the following:

She moved here in 2023 and loves the night sky and the peaceful, quiet area. She asked the Council to vote no.

Jamie Rygiel, a non-resident against the project.

Ms. Rygiel was not present when her name was called.

Brandi Moncovich, a town resident against the project, presented the following:

She lives in Vista Grande Estates and asked the Council to vote no on the project stating that no one in Chino Valley chose to live near an airport, but likely chose to live here for the peaceful, rural community. She discussed the noise of aircraft and the narrow window in which there would not be flights being conducted. She discussed complaints reported regarding ERAU flights for more than 10 years. She suspected that additional re-zone requests would come in the future, calling the current proposed re-zone a "backdoor method" to gain approval. She stated this would set a dangerous precedent as it loosely interprets zoning designations.

Robert Turner, a non-resident against the project, presented the following:

He is a 30-year veteran and is opposed to the project.

Seth Blair, a town resident against the project, presented the following:

He stated that he worked at ERAU for four years. He stated that ERAU has a lot of resources as it is a global corporation. He stated that he did not want them moving into "our backyard." He stated he had a working relationship with Dr. Witcher and had interactions with the Perkins family and had nothing against them, but he encouraged the Council to think deeply about giving them a

foothold in the community. He felt the Council should put it to a vote for the people.

John Olip, a non-resident against the project, presented the following:

He stated that his house is directly in the path of the proposed field. He stated that he has a pilot's license and was once a student. He stated that all the flights would be from people learning to fly, some just starting, and some close to getting their license. He discussed the recent crash which was right down the road from his house. He stated that with the number of flights being talked about, it is only a matter of time until there's another one.

Allee Steinberg, a town resident against the project.

Ms. Steinberg was not present when her name was called.

Eva Olip, a non-resident against the project, presented the following:

She stated that the small number of people who have spoken tonight is a microcosm of the people who couldn't speak this evening. She stated the vast majority of people are against the proposal. She stated that it would affect most of the council on a personal level as well.

Al Steinberg, a town resident against the project.

Mr. Steinberg was not present when his name was called.

Leslie Jacobs, a town resident against the project, presented the following:

She is a real estate agent in the Town selling an average of 60 homes per year and stated that she has clients who would be directly affected by the proposed project. She stated that, based on the research that she has done, those clients will be affected by 10 to 20% along with longer, more stressful sales as they would be required, by law, to disclose the project once approved. She stated that the flight pattern may be just a two-mile radius, but there would be miles and miles of noise.

Rachelle Fernow, a town resident against the project, presented the following:

Ms. Fernow provided a written copy of her comments which are attached to these minutes.

Mayor Armstrong recessed the meeting at 8:59 p.m.

Mayor Armstrong resumed the meeting at 9:12 p.m.

Kevin Brooks, a town resident against the project, presented the following:

He lives on 7 Bar Trail and is opposed to the project. He had sent the Council an email last week with 15 points of concern, including the location, scale, impact, and whether it is appropriate for this area. He stated responsible growth should be compatible with existing land uses. He asked the Council to vote no on the project.

Helga Firnschild, a non-resident against the project, presented the following:

She stated that Google describes Chino Valley as a small, rural, tight-knit community, but that identity would be changed permanently if the project is approved. She listed the aspects of the town and activities that would be compromised including gardening, raising farm animals, horseback riding, hiking, low-density housing, low crime rates, etc. She stated that people have an inherent right to peaceful enjoyment of their properties and the airstrip would create a public nuisance. She stated there has been a marked increase in air traffic over her property. She stated that a yes vote means people will be thrown under the bus to accommodate a privileged few. She asked the

Council to vote no.

Laura Chan, a non-resident against the project, presented the following:

Ms. Chan provided a written copy of her comments which are attached to these minutes.

Cynthia Laurenson, a non-resident against the project, presented the following:

She lives on Poquito Valley Road under the flight path. She came to this area to have peace and quiet and did not want airplanes flying over her house all day long. She appreciated Gary Beverly's viewpoints and agreed with everyone else who said the Council should vote no.

Gena McGrath, a non-resident against the project, presented the following:

She lives in Antelope Ridge Estates, and stated that her home is directly under the flight path, and she firmly opposes the project. She stated the airport has nothing to do with a rural lifestyle and discussed how it would negatively impact her lifestyle, safety, health, and animals. She stated that Chino Valley is a premier destination for horsemen, and this project would have a big impact on the horse community.

Matthew Bruwer, a town resident against the project, presented the following:

He stated this project is a slippery slope and sets a bad precedent for the future of Chino Valley. He asked the Council not to follow suit with Planning & Zoning. He discussed comments about houses being developed instead of the airstrip and stated it was a moot point, as Mr. Perkins has said he had no intention of developing the land. He stated the Town does not need money at this cost, and the selfish pursuits of a few should not impact the many. He stated that he is a former ERAU student and is aware of their switch tactics. He stated this project would not alleviate air traffic at PRC, but it would further add flights. He asked the Council to vote no.

Bud McGrath, a non-resident against the project, presented the following:

He was opposed to the project and stated that he moved to Chino Valley for the promise of a rural, quiet, country town but this project would violate that promise and threaten health, safety, and property. He urged the Council to deny the rezone and CUP. His home is situated near the end of the proposed runway and stated that they did not choose to live near a flight training facility and would not have invested here if that were the case. He discussed horse sensitivities to aviation noises and how it would affect his horses. He discussed having to declare the airstrip if he were to sell his home and a potential drop in property values. He referred to ARS §28-8485 regarding disclosure of proximity to an airport and ARS §12-1134 regarding loss of fair market value. He discussed Cottonwood airport and stated that Chino Valley should learn from them. He asked the Council to protect the land, water, and community by denying the project.

Amy Godkin-Holldorf, a town resident against the project, presented the following:

She asked the Council to listen to the community as they will have to live with the decision the Council makes. She stated that those speaking tonight are also speaking for those who don't have a voice — the wildlife. She stated she has heard no mention of environmental impacts. She was skeptical that unleaded fuel would be taken out by 2030 and asked the Council to consider the added pollution. She stated that the project negatively impacts the Garchen Institute which is unethical and unconstitutional. She asked the Council to vote no or put the matter on the ballot and let the community decide.

Steve Drago, a town resident against the project, presented the following:

He asked that the Council postpone the vote until an environmental impact study is done which he felt would clear up a lot of questions, and believed it was part of their due diligence. He stated that

applicants don't want to do it due to cost and what could come up, but it would settle issues regarding lead, noise, etc. He referred to lead being banned in paint, crayons, cars, etc. and stated on that issue alone the application should be turned down.

Crystal Patton, a town resident in favor of the project, presented the following:

She has been in Chino Valley since 2003 and stated the future isn't just five years from now, but 50 years from now. She stated Gunsite was founded 50 years ago, and she would be proud if Chino Valley became synonymous with a harbor of aviation. She stated that she has noticed many planes over Chino Valley in the last 30 days, and compared it to seeing more of a certain type of car when you start looking for them. She referred to people saying that the growth has to stop, but only after they have settled in. She has attended Council meetings for three years and has witnessed the effort and intention the Council puts in to serving the Town while enduring abuse and misinformation. She thanked the Council for their dedication to the Town.

Paul Wakefield, a non-resident against the project, presented the following:

He is strongly opposed to the project. He has 38 years of experience in lending and stated that there is a difference when there's an airport in the vicinity as it drives down property values. He stated that people work hard and save, and this can wipe out 10-20% of the equity in their homes. He stated it was not a zero-sum decision. He didn't feel it was a good location for this project.

Sharon Gentile, a town resident against the project.

Ms. Gentile was not present when her name was called.

Mark Gentile, a town resident against the project.

Mr. Gentile was not present when his name was called.

Garry Porter, a non-resident against the project.

Mr. Porter was not present when his name was called.

Elijah Brown, a town resident in favor of the project.

Mr. Brown was not present when his name was called.

Patrick Dugan, a town resident in favor of the project, presented the following:

He was born and raised in Prescott and Chino Valley and stated that Chino wouldn't be what it is today without progress and discussed the developments in Chino Valley and the surrounding areas over his lifetime. He owns three pieces of property that would be impacted by the airfield. He discussed the increase in property value of homes around the airports and stated that values are still going up because of supply and demand.

Lee Divelbiss, a non-resident against the project, presented the following:

He stated that he is not anti-Perkins, aviation, or growth, but this is about land use compatibility. He referred to a letter sent to the Council by Attorney General Kris Mayes citing ARS §28-8205 that a new airport shall not be constructed within the boundaries of an urbanized area without approval from the Arizona State Transportation agency and stated that Chino Valley is considered an urban area under the most recent census designation. He stated that he had not seen this process be completed and stated that if the statute is not satisfied, the site is not justified.

Ann Yoshinaga, a non-resident against the project, presented the following:

She stated that she is opposed to the airstrip and asked the Council to vote no or take it to the voters. She stated all the fiscal and legal information discussed during the last couple of meetings

should be researched more before a decision is made.

Chris Cameron, a town resident against the project.

Ms. Cameron was not present when her name was called.

Matthew Vasquez, a non-resident against the project.

Mr. Vasquez provided a written copy of his comments which are attached to these minutes.

Tracy Pederson, a town resident against the project.

Ms. Pederson was not present when her name was called.

Silver Stapelton, a non-resident against the project, presented the following:

She asked the councilmembers how they would vote if they lived so close to planes buzzing around all day and night, seven days a week. She inquired if a threat to their health and tranquility would change their minds.

Lester Oster, a town resident against the project, presented the following:

He had emailed the Council and received a comment from Councilmember Holt that really bothered him...*inaudible*... He asked the Council to stop the project and put it on the ballot. He discussed the wildlife that would be affected by the airstrip and the lack of an environmental study. He discussed difficulties that emergency response may have in getting out to the area. He stated that ERAU does not abide by the rules and does not make good neighbors for communities and are only interested in themselves and this will bring no jobs to Chino Valley.

Chris Selstad, a town resident neutral on the project, presented the following:

He stated that he loves having the great outdoors right outside his door. He stated that he is an engineer in the aerospace industry; he is not a pilot, but his father was. He stated that it is unusual for a town to invite a runway because it usually happens the other way around. He has read a lot about the ranching families in Yavapai since coming here. He stated that he is pro-business. He came to the meeting neutral but is mostly against helicopters as they are noisy, and is further concerned about the effects of air pollution and noise. He is now not in favor of the project.

Rachel Hopkins, a non-resident against the project, presented the following:

Ms. Hopkins provided a written copy of her comments which are attached to these minutes.

Mary Fore, a town resident against the project, presented the following:

She stated that there is an airstrip on Road 1 East and the pilot flies directly over her house when taking off or landing. She stated that she also deals with helicopters and stated that planes come from Prescott non-stop and stated that one flew so low that it shook the windows of her house. She stated that she used to work for ERAU and understood their management policies and stated that it was not a good fit for Chino Valley. She referred to other items that had been voted down in the area, including a racetrack because it would be too noisy, and a KOA because of the potential increase in traffic. She stated that this project would generate more noise than a racetrack and it would increase traffic because of ERAU students.

Gina Girmes, a non-resident against the project.

Ms. Girmes was not present when her name was called.

Klaus Girmes, a non-resident against the project.

Mr. Girmes was not present when his name was called.

Val James, a non-resident against the project.

Ms. James was not present when her name was called.

Luke Cilano, a town resident in favor of the project.

Mr. Cilano was not present when his name was called.

Mayor Armstrong closed the Public Hearing.

Sara Burchill, Deputy Town Clerk, read letters (which are attached to these minutes) from the following:

- Rhonda Ceremony, town resident against the project
- Courney Edel, town resident
- Chris Kuknyo, Yavapai County Supervisor
- Cole Swearingen, town resident against the project

3. ADJOURNMENT

Mayor Armstrong adjourned the meeting at 10:21 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 Public Hearing of the Town Council of the Town of Chino Valley, Arizona held on the 23rd day of February, 2026. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this 24th day of March, 2026.

Erin N. Deskins

Erin N. Deskins, Town Clerk

My name is Debbie Strader
I am a 4th generation Perkins
and married to a 20+ year army
veteran ~~William Perkins~~
~~and his wife~~

I am proud of my family
heritage. Each generation has
contributed to the success of
Chino Valley.

We are providing one solution
to help strengthen our tax base.

Instead of running on a stretched
budget if we were to lose the
grocery tax, our town employees
can look forward to performance
raises instead of pink slips. I
believe we have good, hard working
employees but there is only so
much they can do with the limited
department budgets. Infrastructure
can be improved upon and extended.
The town could enclose the
swimming pool so it could be
used year round for all ages
without raising fees. All business
owners could look forward to
increased patronage / sales.

RECEIVED
FEB 23 2026
E. Perkins

The airfield will eventually attract a skilled workforce. Embry Riddle is a world-renowned university bringing world class aviation training and STEM education which can provide Chino Valley residents pathways to high paying careers.

- SCIENCE TECHNOLOGY ENGINEERING
- MATHEMATICS

While attending Embry Riddle students could find housing in Chino Valley, shop, eat and bring family for weekend visits.

My brother Tom, with his military and aviation expertise will oversee this project. We look forward to a long and successful partnership with Chino Valley. I ask Council to please approve the rezoning and associated C.U.P.

Thank You

I am a resident of Chino Valley.

I remember September 11, 2001. Do you? There were no planes in the sky. The silence was deafening.

When I hear and see any and all aircraft, I HEAR *and SEE* FREEDOM!

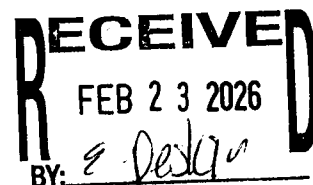
I don't understand why a few want to tear down a community rather than build it up. Growth is inevitable and this project is important for young families and the youth of Chino Valley. I think of these residents who work hard and are raising young families and are too busy to come to these meetings.

This proposal is an exceptional opportunity to train students in many fields. There is more to this world than our little corner of it. Please don't deny the future of the generations that come after us. Let's do this.

I support the proposed Perkins Airfield as a Citizen of Chino Valley. This will be a Great Achievement From our Town Council and for the Town of Chino Valley, Arizona.

Thank You All for your consideration on this matter.

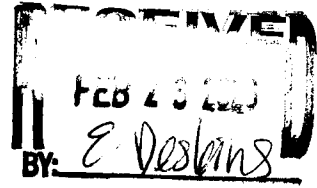
Roger L. Strader Jr.



NO AIRFIELD SPEECH

DAVID HALLE

02/23/2026



To be clear...

I do not support placing high-intensity, repetitive flight training operations directly over established residential and agricultural communities.

My home is in the flight path and I'm **not willing** to sacrifice my peace and enjoyment of my home for this project, no matter the financial gain for the town.

Touch-and-go training is not occasional aircraft traffic.

It is a repeated cycle:— again and again.

Under this proposal, that could occur approximately 17 hours a day every five minutes.

For those directly in the flight path like myself, this will not be background noise.

It will be dominant noise.

I **did not** agree to this when I purchased my home in 2024. This is not a mild inconvenience. It is sustained and cumulative disruption.

For residents directly beneath approach and departure corridors, there will be no meaningful recovery window between noise events. Every few minutes, the cycle restarts.

Chronic aircraft noise exposure has been associated with:

- Elevated stress
- Increased blood pressure
- Cardiovascular strain
- Sleep fragmentation
- Anxiety

Surrounding communities — many located just outside city limits — will be heavily affected.

Those residents may not all vote in town elections, but they live under the same sky and will experience the same disruption.

Mayor and Council Members, you were elected to represent the residents of Chino Valley.

Under **A.R.S. § 9-461.05**, planning and zoning decisions must promote public health, safety, convenience, and general welfare.

This is a statutory obligation!

You carry a fiduciary responsibility to act in the best interests of your constituents — not outside institutions, not projected revenue streams — but the people who live here.

The Fifth Amendment to the US Constitution protects residents from government action that substantially interferes with the use and enjoyment of private property.

Article 2, Section 17 of the Arizona Constitution provides similar protection against property being taken or damaged.

Residents have a right to reasonable quiet enjoyment of their homes and ranches.

Any projected financial benefit must be weighed against:

- Declining property values
- Health impacts
- Legal exposure

The long-term community cost far outweighs any projected financial gain.

I ask that you fulfill your duty to protect health, property rights, and our peace.

Slow this process down.

Send mailers to all Chino Valley residences, especially those under the flight path.

Require independent studies.

Evaluate alternatives.

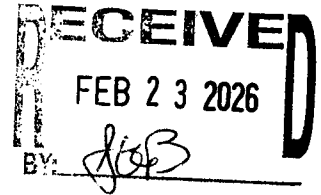
Stand with your constituents. Protect our homes, protect our ranches, and preserve the peace that defines Chino Valley.

Erin Destins
Town Clerk

Sharon Nance

[REDACTED]

Chino Valley AZ



When you step back and look at the full picture, this is not a typical "private airstrip." A facility doing around 80,000 touch-and-go maneuvers a year is considered a high-intensity training operation and is generally expected to function much more like a small airport.

At that level of use, FAA safety guidance calls for proper runway safety areas, coordinated communications, emergency response planning, and reliable all-weather access so fire and rescue can reach the site quickly. Right now, the only access road turns to mud in heavy rains, floods, and has no bridge, meaning emergency vehicles may not even be able to reach it when needed. If a fire station is part of the justification, it would also require dependable year-round access for engines to respond to calls, not a dirt road that becomes impassable.

Heavy training operations also typically require infrastructure such as lighting, safety equipment, and formal FAA review and registration because they no longer function like a simple private strip. And importantly, the responsibility for bringing roads, bridges, and safety infrastructure up to standard normally falls on the operator or developer.

This isn't just about one runway. It's about the reality that a high-volume training airstrip carries airport-level safety expectations, and the current access, infrastructure, and emergency readiness fall well short of what would normally be expected for a facility of this scale.

The residents of Chino Valley and the surrounding area overwhelmingly do not want this airstrip. Please respect and follow the opinions and wishes of the constituents that voted you into office and vote NO at the Town Council meeting tomorrow.

David Craig

[REDACTED]

Chino Valley AZ 86323

This is regarding the Perkins Airfield Project.

This same attempt failed in 2007 because push back from residents. Now residents are pushing back because of unacceptable noise, decrease property values and environmental concerns.

The Vote:

Option 1, a NO vote from the city council on All Phases will end this.

Option 2, a YES vote will trigger a referendum and with only 384 signatures needed to bring this issue to a vote in November this will end up on the ballot.

Option 3,

The council itself votes to defer this issue directly to the ballot for voters to decide rather than passing it yourselves.

Seems like a safer move politically.

Let's talk a little bit more about Lead.

Tetraethyl Lead (TEL):

It's a highly toxic ingredient. These are fine particles that can be inhaled, causing irreversible damage to children's developing brains, lowering IQ, and causing cardiovascular issues, kidney damage, and nervous system damage in adults.

Ethylene Dibromide (EDB): Other chemicals are Included in the fuel to assist in removing lead from the engine, these chemicals are highly toxic to humans and is listed as a potential carcinogen. It can persist in soil and aquifers for decades.

The EPA,

Environmental Protection Agency found that lead emissions contribute to a dangerous source of air pollution.

The FAA,

in partnership with the aviation industry through the EAGLE program which is actively working to transition these aircraft to unleaded by the end of 2030.

This fuel will be eliminated much like the government eliminated leaded fuels for automobiles in 1996.

The older plane engines that need lead until these engines are replaced or rebuilt.

This is what happened in the automobile engines 30 years ago.

You can still buy lead for older engines today.

Exhaust is heavier than air and travels for miles.

In this case, the property rights of one does not override the property rights of the many.

The council needs to do what's right for the Town of Chino Valley or the Voters will.

Thank you for this opportunity to speak.

**Respectfully,
David Craig**

Good evening, my name is Diane Audette and I've been a resident of Chino Valley for 18 years. I currently live in the Highlands Ranch subdivision.

I am totally opposed to this airpark project and quite frankly I can't understand how this was passed by P&Z. It in no way aligns with the towns general plan and will change Chino Valley from a quiet rural community to a busy aviation town. The number of airplanes that will be flying over our homes from 5:30am to 11pm is just insane. In addition to the constant noise from the airplanes, other negative impacts from this project will be the pollution from lead fuel, fire hazards, the wildlife, additional taxes for residents and the Garchen Institute.

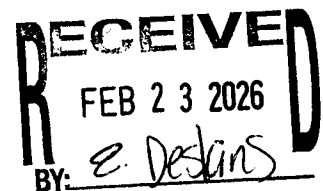
I received this Chino Vallley "Welcome & Relocation Guide" in the mail when I moved last year. As I read through it, it talks about maintained our rural heritage and culture, enjoying outdoor activities, breathing fresh air in wide open spaces under blue skies. It also states that even though Chino Valley is a fast growing town we are committed to preserving a rural lifestyle. These are direct quotes from our Mayor Tom Armstrong. This is what you are using to entice people to move to Chino Valley. I couldn't find anything in this Welcome & Relocation Guide that talks about Chino Valley being an upcoming aviation town with ER training and a future commercial airpark.

Town Council, the residents of Chino Valley voted for you and have an expectation that you will listen to their concerns and do what's best for the community. I don't understand how this lines up with the General Plan that was voted for by the residents or how this airpark fits in with our rural community.

Town Council, please, please, please, listen to your people. Listen to the residents of Clarkdale and Cottonwood and how ER training facilities in their towns have ruined their quality of life. I pray that you will do the right thing for your people and vote no and stop this now!

Thank you for your time.

Diane Audette - Chino Valley



23 February 2026

Speaking Notes in Opposition to ERAU-Perkins Private Airfield proposal

I currently live in the “fallout zone” from the impact of this proposal if approved.

I am strongly opposed to the location of this “airfield” that should be labeled “airport” for the direction it is headed with the 4-phase build-out and have concerns not limited to the following impacts:

* **INCOME:** Garchen Institute is already established and brings in tourism to our area without any of the detrimental features of this future “airfield or airport”.

* **WATER:** The proximity to the Verde River headwaters is at risk for contamination if the proposal is approved. Not to mention that any/all “water rights” agreements with Perkins Ranch have not either been solidified or made transparent to the public.

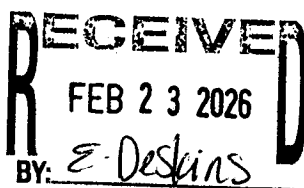
* **AIR:** NOISE pollution and emissions affect so many persons living all around the proposed area, that by rezoning from Private Rural Homesteads (RCU-2A) zoning that we all purchased our property in the vicinity for these safety zoning allotments to ensure a quiet, dark sky, rural lifestyle before buying or building our homes here. We are here BEFORE there is an airport. We are not moving into a commercial, industrial airport area and then complaining about its impact. We have placed our trust in the town councils and local government to represent and protect us from “rezoning and detrimental conditional use allowances” that will disrupt lives and property values. I resent being labeled among the “people who just hate change” by planning & zoning officials. This is not true. I can see many a commercial venue that would profit both Chino Valley and not cause this level of harm to town residents and many outside of those boundaries.

* **SAFETY:** It does not seem prudent to proceed with airstrips before improved road access is established and fire safety is onsite to deal with student pilot crashes or fires from emergency landings or other. We have MANY days that are “no burn days”, and fire bans are in place because of the dry landscape around us all. Too many of us have homes in close proximity to a run away fire from any one of a number of possible incidents.

* **COMPLIANCE:** What impact studies have been conducted? If any current ones exist, are they being made public and showing transparency from our leaders? How is the 4-Phase build-out being qualified as a “private airfield” rather than an “airport”. Is this to subvert FAA oversight and expense? While one can argue that they are not flying passengers from place A to place B for profit, they are making profit charging tuition/flight hours to the ERAU students and flying from place A, touching down in place B(repetitively), and then returning to place A. Seems much the same. I would feel much more confident if FAA were overseeing this project in such close proximity to PRC airport.

* **HOME DEVALUATION:** As a Realtor and a home owner, you know that you are required to disclose proximity to an airport (airfield) to a potential buyer and admit that there is noise pollution when selling your home. Disclosures, generally, are mandated by the State of Arizona Commissioner to protect the buyer from something detrimental about a purchase. The seller is REQUIRED to disclose this, and may lose potential buyers by this admission, or typically reduce sale value in compensation to attract a buyer.

Timothy & LeAnne Bowman



Good evening.

2/23/2026

My name is Chris Pirone. I live in Antelope meadows Subdivision in unincorporated Yavapai County. My Back fence is Chino Valley and the Perkins Ranch. The proposed airport and commercial phases are approximately 1.6 Miles from my back fence and I, as well as over 100 homes in the direct flight path proposed.

I would like to go back in time a bit to 2007. The Perkins wanted a rezone of 1100 acres for an airpark. This was met with much opposition from residents and the council, and Planning And zoning denied it for these factors:

1. Lack of permits. Grading a runway without authorization and permits
2. Opposition from residents concerned over noise, safety hazards, pollution and environmental concerns that would threaten the Verde Valley river headwaters.

At that time, it was determined it was unsuitable for the area and ultimately denied.

Fast forward to 2026..... what has changed? Well.... There are now 5Neighborhoods with approximately 3-4 hundred homes and families that will be directly impacted by low flying aircraft, noise for 18 hrs. a day /7 days a week. And I mention up to 40k touch and goes a year.

I am also concerned that there has been a lot of changes made and sneaking around. Please see the text message (page3)sent by Will Dingee to Parker Northrup ERAU flight dept chair. This is deceitful.

I would also hope you are aware and recognize that if approval for this airport is granted, and the CUP is approved, Chino Valley, ERAU, and the Perkins family LLC will be liable for violating the Arizona Nuisance law. Specifically, you will be creating the nuisance.

Revised Statute title 13. Law states ss 13-2917:

To Be injurious to health, indecent, offensive to the senses or an obstruction to the free use of property that interferes with the comfortable enjoyment of life or property by an entire community or neighborhood or by a considerable number of persons.

This makes all entities of this proposal liable in any and all lawsuits brought forth by anyone affected. From what I have heard..... many have already retained council. This is against the general plan for Chino valley as written and passed.

Thank you for your time and please vote no. for the good of Chino Valley.

Text from Will Dingee to Parker Northrup ERAU Flight Department Chair
1/5/26 (the day before the Chino Valley Planning & Zoning Meeting)

Wrapping up a meeting with Scott Gessele and Heidi Short. If you haven't been asked yet, tomorrow it would be detrimental to have an exhibit that shows the anticipated flight path from Prescott to Chino. Big opposition from the county folk south of Chino Valley with the belief that all air traffic to a from will go over there homes

OPPOSITION TO THE PROPOSED PERKINS/ERAU AIRFIELD

Suzy Seamon <[REDACTED]@gmail.com>

Mon, Feb 23, 2026 at 11:31 AM

Draft To: tarmstrong@chinoaz.net, edeskins@chinoaz.net, noairportcv2025@yahoo.com, rswitzer@chinoaz.net, lholt@chinoaz.net, sphillips@chinoaz.net, bschacherer@chinoaz.net, jmcafferty@chinoaz.net

Dear Town Council, my name is Suzy Seamon and I reside in unincorporated Yavapai County.

I am opposed to the proposed airfield.

It has been floated around that in later phases this airfield aka airport will create "300" jobs but it ignores reality. Most positions at a flight training operation are specialized and are typically filled by people already connected to Embry Riddle, not local hires. Time-building positions ^{are} not long-term careers that put down roots.

What is permanent is the impact; Constant training patterns, hundreds of low-altitude flights daily and thousands yearly, annoying noise over existing neighborhoods and reduced quality of life. Thousands of people who already live here and pay taxes. Economic growth should not come at the expense of the people and communities that are already established.

This isn't about being against jobs - it's about whether this is the right type of development in the right location. I don't believe this is the "best" location for this airfield. If I had chosen to move to Antelope Meadows with an existing airfield then I wouldn't be here talking to you. I chose my location because I ride horses and the land surrounding me was all residential or agricultural. Thank you for your time. Suzy Seamon

RECEIVED
FEB 23 2026
BY: E. Perkins

My name is Debby Stark, I live at [REDACTED], Chino Valley AZ 86323

First of all, I am against the proposed ERAU/Perkins airstrip. I don't believe the Chino Valley City Council has done their due diligent on this matter.

This airstrip was not on the Chino Valley General Plan that we voted for. Which states that Chino Valley is a peaceful, rural community that supports recreation and regional tourism.

We are committed to preserving our community.

Expansion vistas, endless grasslands and starry night skies while supporting limited and sustainable growth, our

Proud agriculture make Chino Valley a desirable place to build a future.

Back in 2007 an airstrip proposal was brought before the Chino Valley council, and it was voted down.

The only difference now, is a new partner for the Perkins family and more residences impact in the area.

The town of Chino Valley has not sufficiently addressed the publics concerns and/or provided an impartial thorough study on these issues.

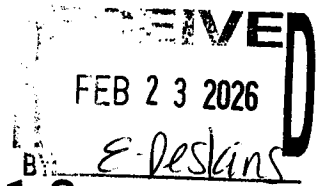
1. Economic impact study showing complete pro and con cost burdens, initial and long term. And the financial benefits of the revenue and any money to be gained by local businesses.
2. Specific flight paths and with altitudes, maneuvers, touch and go numbers and duration. Formal noise studies for the flight paths and airstrip and near by locations.
3. Quality of life issues. For residents and animals, domestic and wildlife, and the Buddist Institute complete loss of quiet and solitude for pursuit of their religious freedom.

Has anyone on this council communicated with the residents of Clarkdale or Seligman? ERAU currently operates airstrips with repetitive training flights, and how it impacts the residents of those cities?

I ask the town council to vote NO on this airstrip proposal, at least let the people of Chino Valley decide for themselves by putting this issue on the ballot in November. Let the town decide instead of 5 members of the town council.

Please remember governance requires weighing long term impacts against projected benefits.

Thank you for the opportunity to address the Mayor and the council my concerns about this project.



Judgment against Wealthy Oppressors - Micah 2:1-3

1

What sorrow awaits you who lie awake at night,
thinking up evil plans.
You rise at dawn and hurry to carry them out,
simply because you have the power to do so.

2

When you want a piece of land,
you find a way to seize it.
When you want someone's house,
you take it by fraud and violence.
You cheat a man of his property,
stealing his family's inheritance.

3

But this is what the LORD says:
"I will reward your evil with evil;
you won't be able to pull your neck out of the noose.
You will no longer walk around proudly,
for it will be a terrible time."

** filed by Christy magers*

SPEAKING AT 2/23/2025 MEETING

I am **LAURA VUCICH**; I have lived in Chino Valley for nearly 30 years and in the vicinity of ERAU since 1990.

My concerns, as I suffer chronic heart conditions and other physical ailments that can and will be aggravated by the ERAU/PERKINS AIRSTRIP/AIRPORT, are as follows:

NOISE

There will be 17 hours per day of constant noise pollution due to repetitive training patterns between the hours of 5:30 am and 11:30 pm, making it impossible to have a quiet life.

It has been proven that chronic exposure to aircraft noise has been linked to stress, sleep disturbance, higher blood pressure, cardiovascular issues, and overall hearing annoyance.

QUALITY OF LIFE

Noise and planes flying at low altitudes impact the ability to enjoy your own property (owner or renter), inside and outside. We are currently experiencing more ERAU flights than in past years and 17 hours a day, of consistent droning from low flying planes that will need to be in holding patterns will not only be an annoyance but will also be detrimental to outdoor activities, peaceful walks and the reasons the majority of us have chosen to live here.

DECREASED PROPERTY VALUE

Homes near active airstrips or flight training areas sell for less and take longer to sell (in some areas, up to 18-20% drop in valuation of homes). There are substantial studies that can prove this. Most all the people here, like my husband and I, have our retirement money tied into the equity of our homes and cannot afford to lose that equity or move to another town or state. Those who choose, **CHOOSE BEING THE KEY WORD**, to live close to an airport, made that choice; it was not foisted on them like this Perkins/ERAU 4 phase project has been foisted on us.

In summary, I would like to emphasize that this proposal does not align with the town's plan. Those of us who oppose it feel disrespected, and our concerns have been ignored by the council, ERAU, and the Perkins family. We do not understand how one family can be granted the right to rezone their property, currently zoned as residential 2A (requiring minimum site lots of two acres) to allow an airstrip & eventually an airport, especially when it may negatively impact thousands of other property owners. The property rights of a single family should not outweigh the property rights of the community.

Good evening to our members of the Town Council.

I stood before you previously with my concerns regarding this AirField proposal. At that time I advised you all of how it would impact my day to day life.

Since then I have tried to find the financial incentive for how it would benefit the town. Due to a lack of financial analysis by the town, I have had to rely on bits and pieces of financial information from a variety of places.

- On Feb 5, 2026, there was a plane crash in the open fields near Poquito Valley. Luckily, Fire Station 59, from Prescott Valley was close enough to respond in a prompt manner arriving slightly after the Sheriff arrived on the scene.
 - In phase 1 there is no nearby fire station that can respond in a timely manner. This leaves the possibility of having an out of control wildfire that could destroy nearby houses including my own. It is needed in phase 1.
 - When it is built, based on the CAFTA 2025/2026 budget, this will increase the property taxes paid by the people of Chino Valley by around \$2.5m per year as an increase in our property taxes. Without a financial analysis, it is unknown how and when this tax increase will be implemented.
 - I provided the analysis to the Town Council for my estimates. A portion of this may be paid by ERAU, but without a financial analysis for any of the phases, this is an unknown figure. If there were no airfield with 17 hours of planes performing touch & go there would be no need for a fire station, given that there is not one today.

Since the first meeting I attended I have been told how much this will benefit the town and provide increased revenue to the town:

- There are arguments that this will increase available jobs for Chino Valley residents. Other than during the development of the AirField, it is doubtful there will be any jobs available to Chino Valley residents in phase 1. While I might agree that phases 2-4 would provide jobs should a manufacturing facility decide to move here, at present I'm doubtful that we have enough people with aerospace related research and development expertise for the majority of jobs that will be created. With the advent of AI and automated manufacturing, it is even questionable just how many jobs would be available in the manufacturing sector.
 - I've been told that phase 1 will increase construction types jobs which would be available to our Chino Valley residents for a short amount of time. It is also my understanding that there are no guarantees that the businesses that will receive the contracts will be from Chino Valley itself.
 - I have been told by Larry Holt, a councilman, that Embry Riddle expects to spend \$15 million on the phase 1 project, of which approximately 33% will be for taxable materials. 33% represents approximately \$5 million of the \$15 million. This represents approximately \$200,000 in TPT for the town.
 - Given that there is no financial analysis available, I have assumed that the \$10 million will be for labor. I roughly figured that if the employee makes \$25/hr that there would be approximately 192 short term jobs. Given that there would also be management to oversee the project, that number is more likely between 150-175.

- It is expected that the employees coming from outside of Chino Valley will spend money for food and local restaurants. For the sake of doing a budget, let's estimate that 50% of the workforce needed come from outside Chino Valley. That would represent approximately 75 people. Assume that they spend \$200 a week for 52 weeks, that would represent approximately \$780,000 additional monies not spent now in Chino Valley. At 4% that would represent approximately \$31,200 in additional tax revenue to the town.
- So we are talking about a potential \$200,000 in tax revenue for materials and for labor spending in Chino Valley an additional \$35,000 - \$50,000 we are looking at potential revenue for Chino Valley of \$235,000 - \$250,000. The bottom line is out of the \$15 million that will be spent in Chino Valley, the town will benefit for 1.7% of that figure.
- I requested a financial analysis of the entire project going forward to phase 4. The town's economic development department did not seem to have such an analysis available. How could the town even begin to consider this project if such an analysis has not been done? Given that phase 1 is not going to result in much of a benefit to the town financially, at which phase will it become profitable and add to the town's revenue? What guarantees are in place? If there are none, will this become like Old Home Manor only worse.
- What have you budgeted for legal defense? I currently know of at least 3 legal challenges and I would anticipate more. What have you budgeted for this expense for this specific project? Lawyers are not cheap.
- It seems like the Council is just dreaming of future phases that may never come to pass. And what will we be stuck with? A bunch of small planes buzzing around our homes for 17 hours a day with no relief, no fire station to protect us from when they make a "mistake", a loss of revenue when the Buddhist Institute has to leave, decreased home values and no money to speak of added to the town's revenue.

Deny the CUP. Quit living on "dreams".

Jo Ann Savage
Chino Valley Resident

My name is Mark Vucich. I have lived in Arizona for 70 years and in Chino Valley over 25. I served the Chino Valley Board of Adjustments for several years and was proud to do so.

We moved here from Prescott for the peace and quiet that we felt was needed when my wife became ill with cancer and developed cardiovascular and other health issues and we chose Chino Valley and not in the proximity of an airport for those reasons. Now we feel it is being forced on us.

While I and many others here understand the need for our town to grow is inevitable, this proposed airstrip/airport with 17 continuous hours a day of nonstop airplane droning, planes flying 1000 - 2000 feet in holding patterns awaiting their touch and go will do nothing to help with that endeavor. A great number of Chino Valley residents and all the areas that will be affected by this noise are concerned about the following:

Studies have proven that pollution from prop airplanes arise from the use of lead fuels that are proven to pollute the air and surrounding land, affecting animals and people with unhealthy air and ultimately polluting the land.

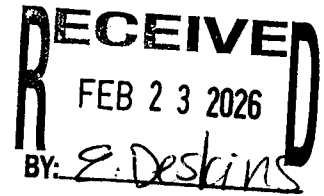
Studies also show the continuous droning of loud, persistent noises can and do cause or exacerbate significant health problems including but not limited to nervousness, cardiac problems, sleep issues, irritability, and many other health issues. Both domestic and wild animals are also affected.

The Garchen Institute, a place of peace, solitude and religious training, requires peace and quiet for their surroundings. This airstrip will be less than 1.5 miles from them, thus destroying those things. Old home Manor and Prescott College and many other areas will be adversely affected. Our night skies will no longer be quiet, nor will they be able to be watched for the enjoyment we currently experience.

It is proven that home values can drop as much as 10 – 20% and, as most of us have our retirement \$\$\$ invested in our homes, we cannot afford to lose it, nor can most of us afford to relocate.

I do not know the Perkins family, but it appears that they will be the only ones to benefit from this project and that ANY financial benefit to the town is many years down the line and relatively small.

One family should not be able to ruin the peacefulness, property values and health of this or ANY town or the surrounding areas that will be affected by this project. ERAU has other choices that would not cause such discord.



Good evening Mayor and Council Members,

My name is Tracy Bruner, and I am the VP of Antelope Meadow POA. We are in unincorporated Yavapai boarding Chino Valley and whose taxes help to pay for the infrastructure for Chino Valley including their public schools (teachers, buildings, programs), County Services (law enforcement, courts, public health), Fire protection and safety, Libraries and parks, Community college funding and Flood control and other special district services.

I'm here to speak about the proposed airstrip on the Perkins property for lease to Embry-Riddle Aeronautical University and their flight training program.

This issue is not about being anti-education or anti-aviation. It is about land use compliance, cumulative impact, and long-term consequences for this community.

First, zoning and statutory compliance matter. Arizona's land use framework, including the Arizona Revised Statutes, requires that land uses be consistent with adopted general plans, zoning designations, and development codes. When a project of this scale introduces sustained flight operations into a predominantly rural and residential area, the burden is on the applicant to demonstrate full compliance. That burden should not shift to residents to absorb uncertainty.

Several provisions within the Arizona Revised Statutes and the town's Unified Development Ordinance require consistency with the adopted General Plan and careful evaluation of compatibility and intensity of use. I respectfully urge the Council to apply those provisions strictly in this case.

Second, sound and topography are not abstract concerns. Prairie land surrounded by mountains does not buffer noise. It carries and reflects it. Unlike urban airports that are buffered by commercial zones and infrastructure, this location has none of those mitigating features. That directly affects quality of life, property values, and compatibility with surrounding uses.

Third, this is not simply a small private airstrip. The proposal includes phased development that, over time, expands operations, infrastructure, and capacity. By the final phase, this facility will function far more like an airport than a limited-use landing strip.

Council is not evaluating a single runway in isolation. You are evaluating the cumulative impact of the full build-out plan. Approving Phase One establishes the legal and operational foundation for subsequent phases. The long-term footprint, projected flight frequency, and infrastructure must be analyzed based on the end state, not just the starting point.

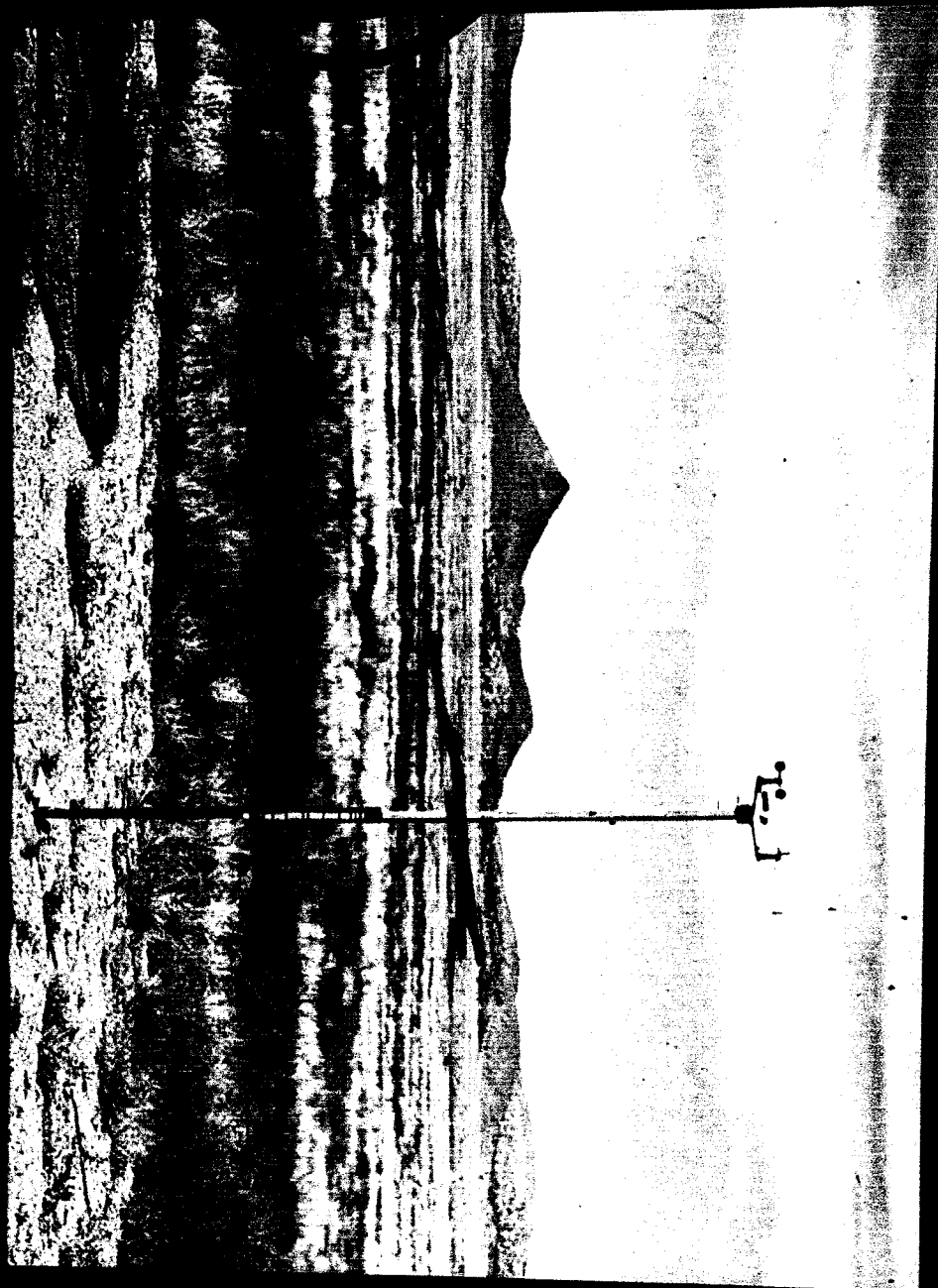
If the ultimate plan resembles an airport in function and impact, then it should be reviewed with that level of scrutiny from the outset.

Fourth, liability and insurance considerations deserve transparency. While operators may carry insurance, municipalities are often named in disputes involving land use approvals, safety concerns, and nuisance claims. Even when claims are defensible, the cost of defense and public resources is real. The community deserves clarity about any exposure created by this approval.

I recognize that the Planning and Zoning Commission has recommended approval of the rezoning and conditional use permit. However, that recommendation does not diminish this Council's independent obligation to ensure full compliance with the General Plan, the Unified Development Ordinance, and applicable state statutes. The final responsibility now rests here.

This decision will shape the character of this area for decades. I respectfully ask the Council to apply the statutes, the Master Plan, and the development code carefully, and to evaluate the full build-out impact before considering your decision..

Thank you for your time.





Tracy Bruner <[REDACTED]@gmail.com>

Formal Objection to Proposed Perkins Ranch Airfield/airstrip development and subsequent lease to Embry Riddle (ERAU) in Chino Valley--Conflict with A.R.S., Chino Valley Master Plan and its legally binding Unified Development Plan (UDO)

3 messages

Tracy Bruner <[REDACTED]@gmail.com>

Sun, Feb 15, 2026 at 5:10 AM

To: tarmstrong@chinoaz.net, egranillo@chinoaz.net, jmccafferty@chinoaz.net, sphillips@chinoaz.net, bschacherer@chinoaz.net, lhot@chinoaz.net, rswitzer@chinoaz.net, district1@yavapaiaz.gov, district3@yavapaiaz.gov, District4@yavapaiaz.gov, district2@yavapaiaz.gov, district5@yavapaiaz.gov, mfinchem@azleg.com, sbliss@azleg.com, nguyen@azleg.com, "[REDACTED]@abc15.com" <dbiscobing@abc15.com>, foxphoenixpress@fox.com, editorial@newtimes.com

Cc: noairportcv2025@yahoo.com

Mayor, Members of the Chino Valley Town Council, other governing bodies and media ,

My name is Tracy Bruner. I'm writing to request clear, written answers—on the record—regarding how the Town plans to comply with the Arizona statutes, its General Plan, and the Unified Development Ordinance (UDO)—more specifically UDO § 4.2 (Permitted Uses); UDO § 1.9.3 (Conditional Use Permits); UDO § 3.7 (including AR-4, where applicable) that are directly implicated by the Perkins Ranch Airfield approvals (rezoning/CUP and any related phasing or development agreement(s)).

To be constructive and specific, I'm listing each state statute, Chino Valley's General Plan and the Unified Development Ordinance (UDO) and asking the compliance question that follows.

1) A.R.S. § 9-461.05 (General Plan consistency). Chino Valley's General Plan - As some of you are aware, this is the town's long-range vision for how the community grows and evolves (land use, roads, economic development, services, housing policy, etc.). It was updated and ratified by voters in 2023 and now serves as the blueprint for town decision-making. It doesn't have the force of law by itself, but town decisions about development, zoning updates, infrastructure, and ordinances are supposed to be consistent with it. More importantly, The Unified Development Ordinance (UDO)—This is the actual enforceable set of rules that governs zoning, allowed land uses, building standards, setbacks, densities, conditionally permitted uses, etc. The UDO is part of the Town Code of Ordinances and does have the force of law. The Town Council and staff should be making land-use decisions in line with it. Please review UDO § 4.2 (Permitted Uses); UDO § 1.9.3 (Conditional Use Permits); UDO § 3.7 (promote and preserve low-density residential and agricultural development and to prohibit incompatible activities).

How is approving the Perkins Ranch Airfield (zoning + CUP + any phased expansion concept) consistent with Chino Valley's adopted General Plan —specifically the land use, circulation/transportation, environmental/noise compatibility, and public facilities/services elements? Please cite the specific General Plan goals/policies the Town relied on.

2) A.R.S. § 9-462.01 (Zoning power tied to public health, safety, and welfare)

What findings did the Town make, based on evidence in the record, that this rezoning/CUP conserves and promotes public health, safety, and general welfare—given aviation noise (which is compounded by the prairie land surrounded by mountains provides little to no natural buffering. There are no dense trees, structures, or terrain features to absorb or block noise. Given these conditions, any additional sustained or amplified noise in this prairie environment will likely travel farther and be more noticeable than many anticipate), overflight impacts, emergency response considerations, and risk to nearby communities? Please identify the studies, memos, and expert analyses relied upon.

3) A.R.S. § 9-462.04 (Public hearing + notice requirements)

How did the Town ensure compliance with statutory notice and hearing requirements—especially the "general explanation" and "general description of the area affected"—given that aviation impacts (noise/overflight) extend beyond a narrow noticing radius? Please provide the noticing map/radius used and the rationale for why it was legally sufficient.

4) A.R.S. § 9-500.05 (Development agreements)

If the Town intends to rely on a development agreement to control phasing, operations, mitigation, infrastructure, or other obligations for the airfield:

- What exact enforceable obligations will be included?
- How will compliance be measured (monitoring, reporting, inspections, trigger thresholds)?
- What specific penalties/remedies apply if the operator violates the agreement?

Please explain how enforcement will work in practice.

5) A.R.S. § 28-8462 (Airport hazard treated as a public nuisance)

State law characterizes an "airport hazard" as a public nuisance and calls for prevention/elimination. What steps is the Town taking to ensure it is preventing—rather than creating—an airport hazard associated with this proposal (including approach/departure corridors, obstacles, incompatible development, and risk to nearby communities)?

Please identify the hazard-area mapping and mitigation plan relied upon.

6) A.R.S. § 28-8464 (Authority to adopt/enforce airport hazard area zoning)

Will the Town adopt and enforce airport-hazard-area zoning regulations for the Perkins Ranch Airfield—and if not, why not? If yes, what zones will be created, what uses will be restricted, and how will height/obstacle controls be handled?

7) A.R.S. § 28-8467 (Procedure; airport zoning commission)

Has the Town followed required procedures for initial airport-hazard-area zoning tied to this proposal, including the use/appointment of an airport zoning commission where required? If not, what is the Town's compliance plan and timeline before approvals become effectively irreversible?

8) A.R.S. §§ 38-431.01 and 38-431.02 (Open Meeting Law: legal action + notice)

Given the size and controversy of this project, what steps is the Town taking to ensure all "legal action" and direction to staff occurs in properly noticed public meetings (not serial communications), with agendas that reasonably inform the public what will be discussed and decided? Please identify how the Town documents compliance.

9) A.R.S. § 39-121 (Public records)

Will the Town commit to prompt production of all public records related to this proposal, including emails/texts used for Town business, drafts, consultant work, noise/risk modeling, FAA/ADOT communications, and development agreement drafts? Please provide the Town's point of contact and a production timeline.

10) Proposition 312 / A.R.S. § 42-17451 (Property tax reimbursement for certain nuisance-related costs)

Prop 312 (A.R.S. § 42-17451) creates a state reimbursement process when a city's non-enforcement of nuisance laws—or maintaining a public nuisance—forces property owners to incur costs to mitigate impacts. What is the Town's plan to ensure it is not exposing Chino Valley taxpayers (including the Unincorporated Yavapai County residents that pay into Chino's infrastructure & services via other governing bodies in related districts via Property Taxes) to Prop 312 reimbursement claims arising from nuisance conditions the Town has authority to address and chooses not to enforce against? In addition to their own UDO.

I am just 1 of many people/families impacted. Please see the picture below showing my families vantage point of touch & go training maneuvers and flight traffic right out the back of my arcadia glass door and image the impact to my home, its value & land with its sounds, view, lead pollution, light pollution for an aviation training school starting out with 100's of planes per day operating 5:30 AM to 11:00 PM 24/7—the red line drawn is where the airstrip will be from my vantage point. Think sight, sound, pollution, and environmental impact with the frequency of the flight activity. Would you want to live there? While the ERAU does create needed trained aviators, there are many other options ERAU has than this close to residential properties and communities.



11) Public Nuisance Statutes – A.R.S. §§ 13-2917 and 28-8462.

Under A.R.S. § 13-2917, Arizona defines a public nuisance as conduct that knowingly creates or maintains a condition that interferes with the comfortable enjoyment of life or property by a considerable number of persons, and it classifies such conduct as a misdemeanor.

Additionally, A.R.S. § 28-8462 expressly provides that an “airport hazard” is a public nuisance and that such hazards should be prevented or eliminated.

Given these statutes, the General Plan, and the UDO, which statutes and ordinances that do have the force of law, what analysis has the Town performed to determine whether the scale, intensity, and projected operations of the proposed airfield could constitute or contribute to a legally recognized public nuisance affecting surrounding property owners? Including those in the Unincorporated Yavapai County that borders Chino Valley and pay into the Property Tax base via other governing bodies through property taxes.

Further, what specific preventative measures, enforceable conditions, or operational safeguards has the Town required to ensure that it is not authorizing or facilitating the creation or maintenance of a nuisance condition under Arizona law and their own UDO?

Please identify any legal opinions, risk assessments, or nuisance analyses the Town relied upon in reaching its decision.

I respectfully request that the Town's written response to each of the above items be placed in the official public record and included in the agenda packet for the next available Town Council meeting.

I would also appreciate a list of all documents the Town relied on in making its decisions (including any noise contours, risk analyses, operational forecasts, and enforcement plans).

Thank you for your time and attention. I am requesting this information so the public can clearly understand the Town's legal and practical plan to comply with state law and Ordinances and protect residents.

Respectfully,

Tracy Bruner
Vice President, AMPOA (Antelope Meadows Property Owners Association)

[REDACTED]
[REDACTED]
Prescott Valley, AZ 86315
Unincorporated Yavapai County

Good evening Mayor and Council Members,

My name is Tracy Bruner, and I am the VP of Antelope Meadow POA. We are in unincorporated Yavapai which borders Chino Valley and whose taxes help to pay for the infrastructure for Chino Valley including their public schools, County Services, Fire protection and safety, Libraries and parks, Community college funding, and Flood control and other special district services. ~~I'm here to speak about the proposed airstrip between the Perkins property for lease to the ERAU flight training program.~~

This issue is not about being anti-education or anti-aviation. It is about land use compliance, cumulative impact, and long-term consequences for this community.

First, zoning and statutory compliance matter— Arizona's land use framework, including the Arizona Revised Statutes, requires that land uses be consistent with adopted general plans, zoning designations, and development codes. When a project of this scale introduces sustained flight operations into a predominantly rural and residential area, the burden is on the applicant to demonstrate full compliance. That burden should not shift to residents to absorb uncertainty.

Several provisions within the Arizona Revised Statutes and the town's Unified Development Ordinance require consistency with the adopted General Plan and careful evaluation of compatibility and intensity of use. I respectfully urge the Council to apply those provisions strictly in this case.

Second, sound and topography are not abstract concerns—Prairie land surrounded by mountains does not buffer noise. It carries and reflects it. Unlike urban airports that are buffered by commercial zones and infrastructure, this location has none of those mitigating features. That directly affects quality of life, property values, and compatibility with surrounding uses.

Third, this is not simply a small private airstrip.----The proposal includes phased development that, over time, expands operations, infrastructure, and capacity. By the final phase, this facility will function far more like an airport than a limited-use landing strip.

Council is not evaluating a single runway in isolation. You are evaluating the cumulative impact of the full build-out plan. Approving Phase One establishes the legal and operational foundation for subsequent phases. The long-term footprint, projected flight frequency, and infrastructure must be analyzed based on the end state, not just the starting point.

If the ultimate plan resembles an airport in function and impact, then it should be reviewed with that level of scrutiny from the outset.

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While operators may carry insurance, municipalities are often named in disputes involving land use approvals, safety concerns, and nuisance claims. Even when claims are defensible, the cost of defense and public resources is real. The community deserves clarity about any exposure created by this approval.

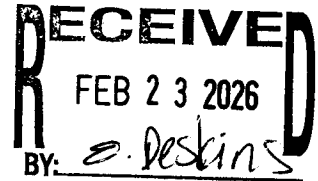
I recognize that the Planning and Zoning Commission has recommended approval of the rezoning and conditional use permit. However, that recommendation does not diminish this Council's independent obligation to ensure full compliance with the General Plan, the Unified Development Ordinance, and applicable state statutes. The final responsibility now rests here.

This decision will shape the character of this area for decades. I respectfully ask the Council to apply the statutes, the Master Plan, and the development code carefully, and to evaluate the full build-out impact before considering your decision.

Thank you for your time.

February 23, 2026 – Chino Valley Town council – Call to the public

Toni Garden [REDACTED] Chino Valley, AZ 86323



I am a home owner in Chino Valley town Limits. I am 100% completely against this Airport!

Town council members are expected to maintain neutrality, particularly when acting in a quasi-judicial capacity (such as voting on zoning variances, or land-use permits. This has not been the case. So far? *PREFERENTIAL Treatment is being*

PRACTICE - Right in this meeting.
The Planning & Zoning and town council so far has disregarded the town and people in outlying areas completely and are showing favor in regard to this airport, as there have been posts and comments in social media by a P&Z member and council members showing favor of this Airport.

So if this goes through, we can look forward to an Aeronautical freeway above our heads. But the fight will continue. *40,000+ flights*

~~As a whole the people against the Airport have been marginalized, disrespected, and told we had "misinformation" and completely disrespected by the Perkins family as well. Then there is the lack of transparency. There should be a high level of neutrality concerning your individual feelings.~~

I take a daily moral inventory: an acronym for EGO – Edging God out. The Oxford Group set these moral standard's to test thought's and actions against God's will for ethical integrity, they are Non denominational. The Oxford Group Four Absolutes can be googled.

The four Absolutes are.

- 1st absolute honesty – is it true or false?
- 2nd absolute purity – Is it right or wrong?
- 3rd absolute unselfishness – How will it affect other people?
- 4th absolute Love – Is it ugly or beautiful?

There are three kinds of dishonesty:

- 1st – outright lies
- 2nd – self delusion, lying to one's self
- 3rd – Omission

As council members I implore you to take a personal moral inventory individually based on these principles before you take a vote. *Tomorrow*

Thank You,

Toni Garden

David Wolken

Unincorporated Chino Valley

With tens of thousands of flights per year projected in the approach and departure corridors of Prescott Regional, eventually, something bad will happen, like a mid-air collision. Look at what happened in Washington DC involving experienced pilots. The possibility of an accident is only magnified by the sheer number of planes separated by only hundreds of feet. To any sane person this is insanity!

Just because Development Services attaches a memo that the airstrip will be built at their "own risk" does not absolve the Town's liability in a huge lawsuit running into tens or even hundreds of millions of dollars if an airliner with 80 to 100 people is involved in a collision.

At the Planning and Zoning meeting on January 6, Chuck Merritt asked Will Dingee to check into problems and complaints at the Cottonwood Airport with Embry-Riddle training flights. All in attendance saw Will Dingee look right at Embry-Riddle's table for an answer. At subsequent meetings, the plight of Clarkdale was never addressed. Why is this being ignored? This is clearly lack of due diligence.

Mayor Armstrong, like you, I am not on social media. You have stated you want to hear from more people. You said those from which you haven't are either ambivalent or in favor. On the Facebook page opposing this airport, there are over 1000 people. You can't ignore them. What about the hundreds of signatures against that have been filed with the Town, many of which came from Chino Valley residents?

Mayor, you also said the Council is only voting on the airstrip. You stated the Town gets no benefit from this and any economic benefits in the future may or may not come.

If the airstrip goes in, it is forever. It will be attached to you, the members of this Council, another get rich scheme gone badly for everyone, except of course, the applicants.

We found out from a member of Facebook that the Arizona Attorney General is now involved and that letter has been posted. Will the Town's procedures throughout this process withstand the scrutiny of an investigation by the AG? How about lacks of calls to the public after changes were made after January 6? How about secretive meetings now coming to light? Have you dotted all your i's and crossed all your t's? How about members of this Council all over social media? That has also been brought to the attention of the AG.

Are you going to ignore the AG's office like P&Z ignored, with Will Dingee's input, a letter from an attorney? We are building a paper trail.

What is this rabid obsession shown by members of the Town government to get this approved? This raises a lot of unsavory questions. What is the Town afraid of? Is it water issues? Is it time for Chino Valley to consult with their own land use attorney? What can cause you to consider destroying this entire valley?

All these problems can go away with a NO vote.

Do the right thing, no, do the ethical thing for your residents and all your neighbors throughout this valley we call home.

February 23, 2026

Amy Wolken. We live in the county within 1.5 miles of the proposed airport with nothing but open air between. And this IS an airport – look it up. The applicants and Will Dingee could call it a petting zoo but it's still a freaking airport. And planes could end up flying right over our front porch.

Not that you'd know any of that based on maps provided. Will has stated there are "only a few mobile homes" out there "in the middle of nowhere". Tell that to the architect and custom home builder that created our off-grid home in 2021.

We chose Chino Valley based on the written values of this town and the 2040 General Plan -a yes vote would betray all of those promises.

This sneaky, strategically timed proposal, had me feeling alone and powerless. To my surprise and delight, I found out I am NEITHER! Over 1000 people have joined the Facebook group I set up ONLY two months ago today.

Manipulated language is ALWAYS great cause for concern. And for that deception to come from the department tasked with providing YOU the best information possible for an informed vote is truly frightening. Hasn't it been difficult to keep up with the changes of words, numbers, definitions and measurement.

This proposal is a threat. The applicants are looking to rape an entire valley. To take, by force, something that every one of your constituents hold dear – their homes tranquility. And if you vote yes on this, you'll be complicit in that crime by accepting what you're told by your own staff.

Don't let the glitz and glam of what they and the applicants paint as a futurist paradise. You want to sacrifice Chino Valley's people on that alter? Please do not fall for this slick, pretty ruse. This will cost the people of Chino Valley in ways you have not even considered. And for what? For whom?

An entitled family who have inherited everything from ancestors? Those who have not worked for what they have? We owe them something because their ancestors got here 100 years ago? While we have worked for decades and earned everything we have?

There have been many bone-headed decisions made by previous councils they've been derided for foolish, harmful decisions and if you vote for this, this council will move to the top of that list.

The name Embry Riddle, enrages me-the only thing they care about is devouring more airspace. ERAU, we do not want you here – go somewhere else.

Council, your staff has shown themselves to be less-than-honest in what they deliver to you...

-the maps shown are either old maps or have homes blurred out

-the coaching they have done with applicants in secret to present details in the most favorable way?

-that there has never been a single unfavorable thing brought to your attention about this proposal?

-nothing about the physical, mental and emotional health impacts that this airport would bring to all of the residents...

-the likelihood of a beacon operating from sundown to sunup?

-giving the applicants an unlimited opportunity to fill up unreasonable operating hours with non-stop flights to meet the 3 year rolling average

**-Reassessed, devalued homes. Declining revenue sources for the schools?
Consumers going elsewhere? Layoffs for Chino Valley residents? Town employees when revenue diminishes?**

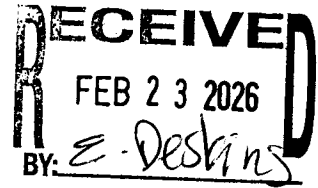
Hidden impacts, faulty and buried information from untrustworthy sources.....

That's the kind of information you have to rely upon?

Don't be complicit in this crime against the people of Chino Valley.

Do the right thing for the people you have elected to govern and vote no on this terrible, misleading and dangerous proposal.

Keng Chan, unincorporated Yavapai County.



You've already heard or will hear from Chino Valley residents who don't believe that the Perkins Airport project conforms with the "Make it Chino! 2040 General Plan". We've heard several justifications from Development Services as to why it does. Some will say that it's all just one's opinion, so why don't we skip past all that & look at what is FACT and that's The Unified Development Ordinance.

These are Ordinances that everyone has to follow, including yourselves. When an application is filed that fails to meet the requirements established in the UDO, the application is denied. *It is such an important set of documents that Development Services painstakingly spells out the definitions to be used. In this situation however, Development Services & the applicant have kept everyone confused by changing terminology. But, let's focus back on the facts, shall we?*

The matter at hand is you'll be voting on an application for a CUP with 4 phases to build a new airport (that's defined in the UDO) that will be used as a training airport for Embry Riddle. Phase 1 & 2 will bring a runway, taxiways & ramp which covers over 17 acres. In the later phases, the plan is for Commercial Office Space, an Industrial/Warehouse, Educational Buildings, a fire station & a research park. An additional 180+ acres, making the total almost 200 acres or over a 50% lot coverage. This doesn't even include roadways, parking lots or additional taxiways & ramps that I'm sure will be needed.

Now if we go back a minute, I think we'll all remember that if a project fails to meet the UDO it should be denied. In this case, the project does fail to meet the UDO because AR36 zoning which you codified as Ordinance 2025-953 on June 24th of last year only allows for 15% lot coverage. So how can you approve it?

You could of course just disregard the UDO & just approve it which would possibly be in violation of ARS 9-462.01 Violation of the Uniformity Clause. You could approve a variance of the maximum lot coverage which would be a violation of ARS 9-462.06 Variance Limitations. Please note that should you choose either or both, your decision could be considered arbitrary & capricious likely classifying it as "Illegal Spot Zoning". You could also have the applicant resubmit the application for just Phase 1 & 2 with the Phases 3 & 4 each requiring their own CUP with could then subject those later phases to referendum.

I'm going to suggest that you as a body consider your decision carefully because your decision could open the town to significantly more liability than you'll get from the pot of gold at the end of the runway.

Oh, I did forget one more option for your decision. Just say 'NO' to the Perkins Airport Project.

ORDINANCE NO. 2025-953

AN ORDINANCE OF THE MAYOR AND COMMON COUNCIL OF THE TOWN OF CHINO VALLEY, ARIZONA, DECLARING AS A PUBLIC RECORD THAT DOCUMENT ON FILE WITH THE TOWN CLERK TITLED "2025 AMENDMENTS TO CHINO VALLEY TOWN CODE CHAPTER 154 REGARDING THE CREATION OF THE AR-36 ZONING DISTRICT"; ADOPTING THE SAME BY REFERENCE; AMENDING THE UNIFIED DEVELOPMENT ORDINANCE OF THE TOWN OF CHINO VALLEY AS SET FORTH THEREIN; PROVIDING FOR SEVERABILITY; AND PROVIDING PENALTIES FOR VIOLATIONS.

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"), by creating a new zoning district designated as "AR-36" Agricultural Residential – 36 Acre Minimum; and

WHEREAS, the Town Council has determined that the Amendment (defined below) is consistent with the goals and policies of the Town of Chino Valley General Plan and any applicable specific area plan, neighborhood plan, or other adopted policy document; 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 recitals above are hereby incorporated as if fully set forth herein.

SECTION 2. That certain document titled "2025 Amendments to Chino Valley Town Code Chapter 154 Regarding the Creation of the AR-36 Zoning District" (the "Amendment"), 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 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 Amendment, which is hereby referred to, adopted, and made a part hereof as if fully set forth herein.

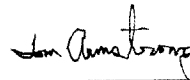
SECTION 4. If any section, subsection, sentence, clause, phrase, or portion of this ordinance or any part of the Amendment adopted herein is for any reason held to be invalid or

unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

SECTION 5. Any person who violates the UDO is subject to a civil sanction or penalty and will be punished by imposition of a civil sanction not to exceed a base amount of \$500, plus all applicable surcharges and fees, unless another penalty is specified. Each day a violation continues constitutes a separate offense. Any person who violates the UDO after previously being found responsible for committing two or more civil infractions of the UDO within any 36-month period (based on the dates of committing the offenses), whether by admission, by payment of the fine, by default, or by judgment after hearing, will be guilty of a class 1 misdemeanor punishable as set forth in A.R.S. §§ 13-707, 13-802, and 13-902.

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.

PASSED AND ADOPTED by the Mayor and Common Council of the Town of Chino Valley on this 24th day of June 2025.



Tom Armstrong, Mayor

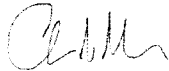
ATTEST:



Erin N. Deskins

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. 2025-953 was duly passed by the Council of the Town of Chino Valley, Arizona, at a regular meeting held on June 24, 2025, and that quorum was present thereat and that the vote thereon was 6 ayes, 1 nays, and 0 abstentions. 0 Council members were absent or excused.

Erin N. Deskins

Erin N. Deskins, Town Clerk

3.5 "AR-36" - AGRICULTURAL RESIDENTIAL

A. PURPOSE

This district is intended to allow for agricultural activities, residences, and customary **accessory uses** and **buildings**, and for other **uses** that occupy large acreage land.

B. PERMITTED USES

1. One (1) **single-family dwelling** as the principal residence.
2. One (1) **guesthouse**, with a livable square footage that does not exceed one thousand two hundred (1,200) square feet or seventy-five (75) percent of the total square footage under roof of the primary residence, whichever is greater, in addition to the principal residence.
3. Farming and **agriculture**, including the keeping of cattle, horses, swine, sheep, goats, and fowl, but not **feedlots**, **slaughterhouses**, fertilizer **yards**, or plants for the reduction of animal matter.
4. Customary accessory **structures**, such as barns, corrals, arenas, training tracks, coops, storage sheds, and **metal storage containers** (See Section 4.32) for the care and keeping of non-household animals, fowl, produce, farm machinery, and equipment.
5. **Home occupations**.
6. Stands for the sale of farm produce.
7. Equestrian **recreational facilities**.
8. Libraries and museums.
9. Bed and breakfast inns.
10. Dude ranches.
11. **Commercial** ranches.
12. **Commercial stables**.

C. **CONDITIONAL USES** (Conditional Use Permit Required)

1. Privately owned and operated **parks** and **recreation facilities**.
2. Colleges, universities, and **trade schools**.
3. Golf, rod and gun, tennis, and country clubs.
4. Rodeos, fairgrounds, and riding academies.
5. **Airports**, aircraft landing fields, and ancillary **buildings**.
6. **Cemeteries**.
7. Livestock auctions.
8. **Public utility buildings**, **structures**, or appurtenances thereto for **public** service **use**. Extension of **public** lines in **public** or private **right-of-way** is exempt from this requirement.
9. **Indoor** and **outdoor kennels**.
10. Worker housing for persons working primarily on-site.

Because no list of **uses** can be complete, the interpretation of whether a **use** not specified is consistent with the intent of this zoning district and may be allowed as a **conditional use** or, where

discretion is allowed, as a **permitted use**, shall be rendered by the **Zoning Administrator** with appeal to the **Board of Adjustment**.

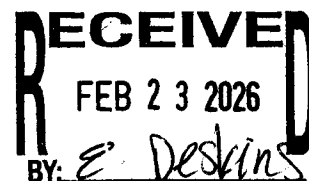
D. PROPERTY DEVELOPMENT STANDARDS

1. Minimum **Lot Area**: 36 acres
2. Minimum **Lot Frontage**: 300 feet
3. Minimum Front **Yard** Setback: 100 feet
4. Minimum Side **Yard** Setback: 50 feet
5. Minimum **Street** Side **Yard** Setback: 50 feet
6. Minimum Rear **Yard** Setback: 100 feet
7. Maximum **Building** Height: 50 feet
8. Maximum **Lot Coverage**: 15%

(Ord. 2025-953, passed 6-225-2025)

Good evening Mayor and Council

Debby Pomeroy - I live in the Town of Chino Valley.



I would like to address some of the History of our Town

* Early 1990's. Noise Ordinance, was written to address 10 young teenagers playing their music too loud as they drove through Town. Police would stop them and give them a warning. One of those boys was my son.

2026 - 80,000 operations over Chino Valley residents and our neighbors per year. This doesn't seem to be a problem with some on this Council.

Have you thought about the ramifications changing this ordinance will do. Like Barking Dogs for more than 15 min. a day. 10 mins at Night? but planes can make nonstop noise for 17 hours a day, 7 days a week..

*1992 I moved to CV. As long as I have lived here, we have been known for our Dark Sky Ordinance . Astronomers would spend nights on OHM studying the Constellations.

In a blink of an eye this Council is supporting an airfield with an airport beacon rotating 24/7.

I question how long each of you have lived here and from where you have come.

* Study's - This Town is known for their obsession with Study's. Study the Roads, Water System, Sewer System, Economic Development, not just one Council but several, same Study's over and over, Spending HUNDREDS OF THOUSANDS OF DOLLARS .

Not one Study has been done on the impact that this airfield will cause.

How about an Environmental Impact Study on the effects to our wildlife, air pollution, Light pollution, Noise Pollution, the Leaded Jet fuel contaminating our soil and over time possibly our water. Remember the scare with the Circle K leak?

Now let's talk Human impact! This community has gone through growing pains over the years. But there has been one Constant. Chino Valley has a Quaint, Rural, laid back Atmosphere. The Garchen Institute Retreat Respect for Silence. People mostly moved here to have their Animals, enjoy the outdoors, fresh air and no noise pollution

There are so many red flags with this project which effects every Towns person and our neighbors. Please take a step back, clear your mind and take a breath of fresh air. And realize that your vote tomorrow maybe the last time the Town will be able to do that.

Yesterday was just a precursor to what is to come.

KGM Comments for 23 2026 Chino Valley P&Z Meeting

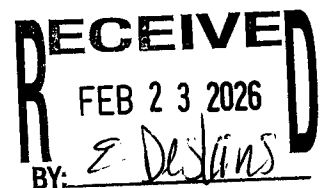
My name is Greg Murray, and I represent the Central Arizona Wildlife Alliance. I'm a conservation biologist and ecologist by training, and I'm here today to speak against this proposal on behalf of wildlife - especially pronghorns.

The grassland habitat of Chino and Prescott Valleys comprises some of the best pronghorn habitat in the state, and the parcel in question is part of it. Moreover, this parcel is substantially surrounded on 3 sides by State Trust land, and that whole part of Chino Valley is frequented by pronghorns. The data that CAWA has been collecting show that groups of over 40 pronghorn are frequently seen along those stretches of Perkinsville Road and Forest Service Road 318A.

At one time, I'm sure that those groups may have contained hundreds of individuals, but over time the loss and fragmentation of habitat via development has caused the herds to dwindle to ever-smaller remnants that are not biologically sustainable. How long will it take for our leaders to recognize a reality that has been so well-documented by scientists, and for our policies to reflect the values that so many of us share?

I'll also point out that the adverse effects of the proposed airfield on wildlife likely won't be limited to its mere **physical** footprint. Like most animals, pronghorn are known to avoid areas with significant human-caused noise pollution. So adding in the area affected by the noise of planes taking off and landing, virtually **all** of that 4 mile (or so) -wide section of Chino Valley between the housing developments and small-ranchettes to the west and the Black Hills to the east may be affected. That's really the only movement corridor for pronghorn through that part of Chino Valley, and tha links it to Prescott Valley to the south.

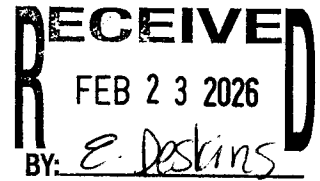
As the application for a special use permit itself states, all of the land in this part of Chino Valley has been identified by the AZGFD as a "**Conservation Opportunity Area**," and we believe that area governments could do more to take advantage of that opportunity. How long do we continue to fragment the landscape and lose the wildlife populations that enrich all of our lives before we start making decisions that benefit **both** people **and** wildlife, and leave to those who come after us a place that they will cherish as much we do now?



To: Chino Valley Town Council

February 23, 2026

Re: Address to CV Town Council Perkins Airfield 3 min



Good evening Council,

My name is Dan Clark, and I live in Windmill Ranch just west of Poquito Valley.

Based on information provided in meetings of the Chino Valley Planning and Zoning Commission, I'm told this is merely a very small private airfield to be used for a few touch and go operations of Embry Riddle Flight Training School. And that none of these flights in either left or right hand patterns will be within 2 miles of homes. And that it will not affect any surrounding homes or businesses. And that this will bring much needed economic benefit to the town of Chino Valley.

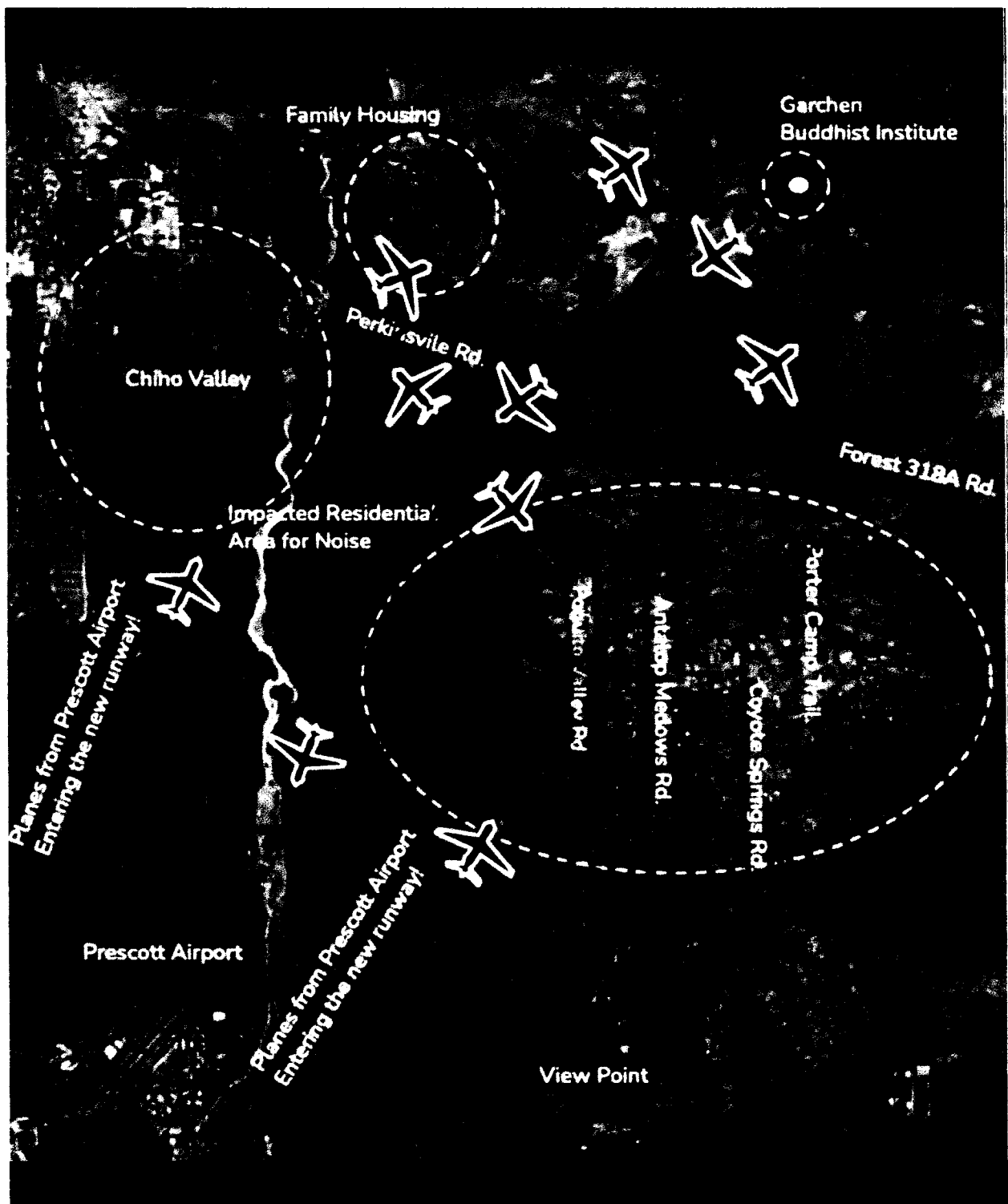
Based on circulated documents, there is a very different reality. This project has 4 phases, and in order to provide any economic benefit, will need to be approved for all 4, either now or eventually. Phase 1 involves student pilots flying up to 40 flights per hour, up to 100 per day, up to ^{40,000}~~80,000~~ per year, assuming all 4 phases. Reality is, all aircraft in the "patterns" will have to GET TO the patterns. The corridors entering and leaving are not being discussed by those in favor of the project, specifically because they do fly directly over homes, and well within 2 miles of hundreds of homes. Likely over a thousand. In order to enter the southern pattern, the approach corridor is very narrow, and it flies directly over my neighborhood at 1000 ft above ground level. One flight is not a problem. 100 a day is. And to add business jets and helicopters to later phases of this is beyond obnoxious. And dangerous. This approach corridor, in particular, crosses the final approach of commercial aircraft landing at Love Field PRC. Student pilots crossing a commercial landing pattern with merely 1000 ft of elevation separation, then turning directly head-on to that approach repeatedly. What could possibly go wrong? The reality is the Potomac Air Disaster on the Reagan Intl Airport approach pattern is what could go wrong. 67 people lost their lives because professional pilots entered each other's airspace as their flight paths crossed way too close together. And there were many near-misses prior to that crash, which all should have been a dire warning. Heed the warning. This is merely safety and annoyance/nuisance warnings. There are other environmental, wildlife, and property value issues I haven't even addressed.

Folks, we are your next door neighbors. You would not want us to build an amusement park right next to your home that operated from 5:30 am to 11:00 pm, despite the fact we might make a lot of money operating it. But that's figuratively what you are considering doing to us. I'll circulate documents which show what I'm talking about is not just a bunch of old curmudgeons resisting change. But you already have seen these if you read your own email messages. I sent them to you myself. This is very real for us, and the documents and some of the testimony prove that the sales pitch is a gross understatement of the eventual ramifications of this project. Many people like to label stuff like this as "unintended consequences". However, that implies that those who approved it are unaware of the consequences of their actions. You cannot claim to be unaware of this. Move it 5-10 miles north, and most of the opposition goes away.

With my warmest regards,

Dan Clark

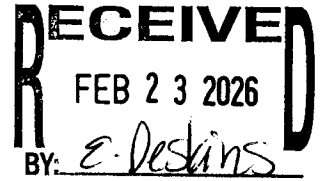
Windmill Ranch, Yavapai County, Arizona



ATTACHMENT II
PUEBLOTT - PUEBLO AIRPORT MAP



1. *Journal of the American Medical Association*, 1997; 277: 103-107.
 2. *Journal of the American Medical Association*, 1997; 277: 108-112.
 3. *Journal of the American Medical Association*, 1997; 277: 113-117.
 4. *Journal of the American Medical Association*, 1997; 277: 118-122.



Council members, thank you for the opportunity to speak.

I want to address several concerns about the proposed airstrip, particularly its classification, safety access, infrastructure responsibility, and long term impacts on the community.

Based on the projected level of activity, this does not appear to function as a typical private airstrip. A true private strip is usually used occasionally for personal aviation. What is being proposed here involves organized, paid flight training, continuous touch and go pattern operations, and long daily operating hours. At that scale, it would function much more like a commercial aviation training facility than a private recreational runway.

This distinction matters, because commercial aviation uses are normally subject to stricter safety, zoning, and infrastructure standards.

Safety access is a major concern. The only access road is dirt, becomes muddy and impassable during heavy rains, and lacks a bridge. That raises serious questions about whether emergency vehicles could reliably reach the site when seconds matter. I would ask whether the town has conducted a formal risk assessment of emergency response delays and whether approving this project could expose the town to liability if responders cannot access the site during an aviation incident.

Noise impacts must also be evaluated realistically. This is not about a single flyover. With continuous training patterns, aircraft would be flying low and repeatedly over the same areas for hours each day. Even miles from the pattern, the issue becomes cumulative constant repetition rather than peak loudness. I would ask whether a formal noise study has been conducted that specifically evaluates pattern operations and long-duration exposure, not just single-event noise levels.

There are also important infrastructure and public cost questions. Significant improvements may be required, including road upgrades, bridge construction, and emergency access improvements. I respectfully ask whether the town has evaluated the long-term public costs associated with this project and whether taxpayers could ultimately be responsible for infrastructure supporting what is primarily a private aviation operation.

I also ask the Council to consider the broader precedent. If a high-intensity training facility can be approved under private airstrip standards, what precedent does that set for future aviation development in our community?

So my key questions are simple: How is this project being classified as a private airstrip or a commercial aviation training facility?

Does the site currently meet year-round emergency access standards?

Has a full noise study been completed specifically addressing training patterns?

Who will be responsible for funding any required infrastructure improvements?

And has the town evaluated potential liability and long term public costs associated with this project?

~~In closing~~, this decision is not simply about one runway. It is about ensuring that a high intensity aviation operation is evaluated under the correct standards before irreversible impacts occur.

~~Thank you for your time and consideration.~~

1/2

* Brian Clinton

~~Good evening Mayor and Council members, My name is Brian Clinton. And I'd first like to start with a simple question:~~

If something is described as "not increasing flights," but at the same time it is expanding capacity, adding aircraft, and growing enrollment what do we honestly expect will happen? Because that's exactly the situation we're looking at.

Well, here are the facts and not opinions.

Embry-Riddle already operates more than 100 training flights a day in our region. Their flight training enrollment has nearly tripled over the past several years. They are actively expanding facilities to handle more students and more aircraft and their own project descriptions state they are increasing aircraft capacity significantly.

So now let me ask another question:

When a school trains more pilots with more planes in larger facilities does activity go down, stay the same, or increase? Common sense tells us the answer.

No one can give you an exact future flight number because there isn't one published But we do know what growth looks like. It doesn't happen all at once. It happens gradually. More planes. More students. More pattern work. More touch-and-go operations. Day after day, year after year.

And here's the part that often gets overlooked:

This isn't just about sound levels on a chart. It's about frequency and duration, repeated passes overhead sometimes every few minutes for hours at a time. That is the real lived experience residents are concerned about and If you introduce a busy private runway into a rural residential area without dedicated fire response capability, what does that mean for homeowners? Insurance companies look at fire protection ratings, response times, and risk exposure. Increased activity without nearby protection can affect how those properties are evaluated.

So the real question before you tonight is not whether aviation is important, we all know it is.

The real question is this:

How do you balance growth with the responsibility to protect the quality of life, safety expectations, and long-term stability of the people who already live here because once this type of operational pattern is established, it is extremely difficult to reverse.

Growth is predictable. Impacts are predictable and the decisions made here will shape this community for decades.

So I'll leave you with this:

When you have clear evidence that capacity is increasing, enrollment is increasing, and activity will logically follow, is it responsible to plan as if nothing will change?

Thank you for your time and for considering the long term interests of the entire community.

2/2

February 23, 2026

My name is Mike Ditta and I am a resident of the Town of Chino Valley.

Good evening Mr. Mayor, Town Council members. These words are mine and mine alone, not to be interpreted as to any official position.

I'm not here to expound on the virtues of either side of this project. The reason is that both sides rely on conjecture. There is no guarantee of financial gain for the town. The public nuisance may not be as bad as believed.

You, the Town Council, represent your constituents. Listen to the people of Chino Valley, ones that may not have a vested financial interest, and consider our neighbors as well. You should abide by your constituents voice, either for or against. That is why you were elected and it should be your duty as well.

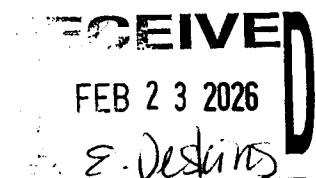
Thank you

Mayor Armstrong and Town of Chino Valley Council Members,

Hello, my name is Cyndy Dicus, and I'm 4th generation Perkins. I am in favor of this airfield first and foremost to give the ERAU students a safe area to train. Secondly this would be providing not only a safe place for the students but also safer for the commercial airlines using the Prescott Airport. ER has been flying in the sky above us since 1978. This is not adding more planes, more noise or more pollution, again because it's not adding more planes to the sky. Has the Town of Chino Valley received complaints of these planes since ERAU came to this area, prior to Perkins Ranch requesting a rezoning and conditional use permit?

The Town Of Chino Valley came to my parents and wanted to annex in our property. They wanted the financial benefits that our property would provide, to go to them and not any other city or town. In the Pre Annexation agreement it states that Section 13 (T16N, R1W) is used as a landing field and airstrip for airplanes.

Not only this project, but also our family and anyone that supports this proposal have been threatened and cursed by the opposition. We have many friends that



own or do business in the Town of Chino Valley, that have personally told us that they are afraid to speak publicly in favor of this proposal, due to threats from the opposition. The decision of this project should not be made by threats. It should be made by the impact it will have on our town, the Town of Chino Valley.

As a multigenerational resident of Chino Valley, I ask that you approve the CUP and this proposal.

I am here to request a no vote on the proposal for an airstrip on the Perkins property. There are many reasons for not building this airstrip. However, what I find to be so egregious is what a horrible deal this is for the residents of Chino Valley for the following reasons:

1. There is no revenue sharing for the township on the lease between Embry and Perkins. It is my understanding that there are water rights being given to Chino Valley, which obviously has value. But to create a project that will be at minimal a nuisance for residents and not have sufficient revenue is a huge disservice to your constituents.
2. The proponents will argue that the noise is minimal, but you should research Cottonwood and Clarksdale as it relates to noise and Embry.
 - a. The proposal has set up an agreement to limit the number of maneuvers to be performed on a daily basis. However, there are no penalties of any kind should Embry violate those conditions. A requirement without consequences is no requirement at all.
 - b. The number of maneuvers permitted is on a 3-year average, allowing them to double, triple or possibly more on this so-called daily restriction with no recourse for violations.
 - c. If this proposal is approved, please do so conditionally with a daily fixed cap on the number of daily maneuvers permitted, along with a significant financial penalty for any violation. The penalty should dramatically increase with each violation. At least this way the residents of Chino Valley will indirectly receive compensation for Embry's willful neglect of their own agreement.
 - d. There should be no make-up period for weather, holidays or anything that grounds their planes.
3. Embry needs this airstrip and the agreement favors Embry while also punishing your constituents.

I don't see how, as elected officials, you can approve this reprehensible proposal, without having your citizens vote on it. I implore you to put this to a vote at this election cycle.



February 23, 2006

To: CHINO VALLEY TOWN COUNCIL AND MAYOR ARMSTRONG

FROM: ELLISA BEAVER – [REDACTED] – Poquito Valley resident

The purpose of my statement is to ask you to either vote NO on the CV/Perkins/ERAU airfield project for all 4 phases.

A YES vote to authorize the zoning changes and CUP violates Arizona State law. In Attorney General's letter to you dated February 20, 2006, she outlines, "Pursuant to A.R.S. 28-8205 'A new airport shall not be constructed within the boundaries of an urbanized area or within 24 statute miles of the exterior boundary of an urbanized area without approval of the board (Arizona State Transportation Board). Chino Valley is legally considered an "urbanized area."

This airfield is of great consequence and concern for residents both inside Chino Valley, and in surrounding communities. It isn't right for a handful of council people to dictate to untold numbers of impacted residents inside and outside Chino Valley, the outcome of a project of this magnitude. We are extremely concerned about the lack of transparency in the details, how often the parameters change, and we have knowledge/evidence that major details have been withheld. For example, Will Dingee, CV Assistant Director Development had a meeting with Scott Gessele, ERAU's VP of Facilities, and Heidi Short, the Perkins attorney, on January 5, 2006, the day before the Planning and Zoning meeting allowing public comments. At the end of the meeting, Will Dingee sent a message to Parker Northrup, Chair of the ERAU Flight Department, saying that showing the anticipated flight path from Prescott to Chino would be detrimental due to the opposition of the county folk. We have this text message, acquired through a records request. Therefore, the flight path maps were not made available for the public to comment on nor do we know if Planning and Zoning had knowledge of the flight paths when they voted to pass the CUP.

In addition, safety concerns, fire protection, environmental impacts, the high volume of flights (80,000 in Phase 1) are some, but a few additional concerns held by many in the community as well as ultimate costs to taxpayers.

A yes vote opens the Town of Chino Valley to expensive litigation which realistically, is forthcoming.

The Perkins/ERAU airfield in this location is an unpopular and horrible idea and I urge you to vote NO.

A handwritten signature in black ink, reading "Ellisa Beaver". The signature is written in a cursive, flowing style.

I come from a fly in community where my husband and I lived for 20+ years. We owned a Cessna 172. I am very familiar with that aircraft and the way it sounds overhead. We also, by choice, lived adjacent to Love Field for 3 years. My husband had 2 hangars there and was very involved with Civil Air Patrol Squadron 206. The repetitive drone of the airplane noise was awful, but we chose to live there. When we attempted to sell our home, we were on the market for many, many months constantly having to drop our price and although we did make a profit on the home, it was barely enough to pay realtor commission. ERAU is conducting repetitive flights over our city at present. The occasional fly over is not pleasant. I shutter to think what ⁴40,000 operations a year would be like. We now choose to live in Chino Valley where we hoped it would be quiet and peaceful as the town promised it would be. "A high-intensity aviation operation with repetitive daily flight activity does not reflect that vision."

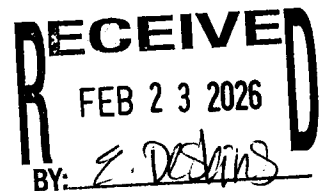
I am very concerned that this would be an uncontrolled airport. No tower guiding these very inexperienced pilots is, in my opinion, an extremely dangerous proposition.

Although I feel the Perkins family should be able to use their property as they please, it should be used ^{not} as ~~an annoyance~~ ^{a detriment} to their neighbors. Furthermore, this town benefits financially from the Garchen Institute's visitors. This airport would destroy their ability to provide the type of peace their visitors travel long distances to find.

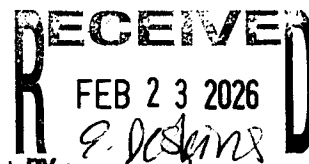
~~I find it curious when Garchen Institute offered to buy the property from the Perkins family this possibility was dismissed "on site". As an aviator in the aviation business, what could be better than to have someone else invest 15 million dollars to build an airstrip which you could use and in addition, pay you to lease the property?!~~

As your constituent, I implore you to vote NO on this project tomorrow night!

Donna Sheehan
Chino Valley



Good evening, councilmembers.



My name is Rachelle Fernow. I'm a Chino Valley resident, I grew up here, my husband and I are raising our 3 children here. I'm before you tonight not just as a neighbor and a mother, but as someone who has spent years working inside the public process to protect the character of this community.

I served on the committees that built the General Plan.

I sat in the rooms where we debated land-use categories, weighed community character against future growth, and asked-again and again- what Chino Valley wanted to become.

Because of that work, I know exactly what we intended.

When we discussed industrial land use, the only place that the General Plan places Aviation, we were deliberate.

We kept that category intentionally small.

Not by accident.

But by design.

Because aviation was never intended to be part of Chino Valley's future.

When we discussed the AR-36 land use, we were methodical.

Eliminate the SR-2 housing entitlement and offer landowners low-impact options that aligned with the agricultural character of the region.

Not airports.

Aviation was never discussed as part of the AR-36 land use.

So tonight, I am asking questions that every resident deserves to have answered:

At whose direction were Airports added to the conditional uses of the AR-36 zone?

Why was it approved last June, following documented meetings between town staff and the applicant but conveniently, four months before they officially submitted their application.

We have walked this road before to rezone this land, **to Industrial**, for this exact use and each time, this Town said clearly and unanimously that airstrips don't belong here.

Property rights do not include the right to negatively impact others.

You all agreed with that last year when you voted unanimously to prohibit utility scale solar, **a far less impactful use**, within the town limits.

Councilmember Holt was quoted as saying “We’re up here by the voters who put us here, and we need to consider what they think, regardless, of what our thoughts are”

History is not a suggestion. It is a record of who we said we were.

And who we said we were, was a Town that protects its people.

What stands before you tonight is not just a runway.

It is a fracture line

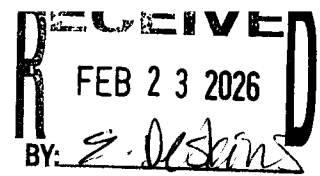
It is a break in the covenant between a Town and the people who believed in the promise that zoning meant something.

Chino Valley deserves better than incompatible uses forced into the framework.

The Town Council should honor its own rules, consistently and impartially.

The decision of a NO vote is one to make out of duty,
precedent,
and the clear intent of the award-winning General Plan
that you are sworn to uphold.

Laura Chan, unincorporated Yavapai County



In May of 2025, Laurie and Will from Development Services brought to the Planning and Zoning Study session “a text amendment” for the reintroduction of AR-36 which was removed from the towns UDO in 2020. Airports was now listed under the list of conditional use permits. They clearly stated that the only provision in the General Plan for airports was zoned Industrial. More disturbing, Laurie Lineberry referred to this addition as a “private landing strip” and “if you had 36 acres you would never hear it”. The AR-36 text amendment passed P&Z on June 3.

On June 24, it is approved by Town Council. Development Services calls out that feed yards/feed lots were removed but at no time was airports, aircraft landing fields, and ancillary buildings brought up as a new addition.

According to ARS § 9-462.01 F All zoning and rezoning ordinances shall conform to the adopted general plan. A rezoning ordinance conforms with the land use element of the general plan if it proposes land uses, densities or intensities within the range of identified uses, densities and intensities of the land use element of the general plan.

In other words, you cannot add airports which is under Heavy Industrial due to high intensity and high-volume land use (in this case aircraft operation volume and noise) to a ranch agricultural land use, which is low density and intensity.

Oops, I forgot a step. Let me go back.

Through a FOIA request we know that in April of 2025, a month before AR-36 was reintroduced to P&Z, Laurie and Will met with Tom Perkins and representatives from Embry-Riddle. The meeting was titled Perkins Airfield.

At no point during this process did Laurie or Will disclose that Perkins and ERAU had plans to build a high-volume training airfield. There is the appearance that this was an intentional failure to disclose material facts related to the upcoming Perkins Ranch Airfield Proposal and need to have airports added to the text amendment request for AR-36 so that a Conditional Use Permit could be applied for. This screams of preferential treatment and deception.

Why was AR-36 really reintroduced and who asked for it? Was this failure to disclose an intentional act of deception? For what reason?

Town Council must deny the request to rezone to AR-36 as the ordinance is not valid and not in conformance with state statutes and the General Plan.

One final comment: who else played a role in this act of deception? I guess we will find out under the penalty of perjury when the subpoenas are served.

- From (Envelope): llineberry@chinoaz.net
- From (Header): llineberry@chinoaz.net
- To: wdingee@chinoaz.net
- Subject: Perkins Airfield
- Sent: Thu, 3 April 2025 - 11:07
- Attachment: appointment.ics - Extension: ics - Size: 1589 - Byte(s)

Meeting with Ambry Riddle representatives and Tom Perkins.

Feb 26, 2026

Re: Town Council Meeting to discuss the proposed Embry Riddle/
Perkins Airfield/Airport Project

Chino Valley, AZ

Good Evening Mayor and Town Council Members. Thank you for this opportunity to speak. My name is Matthew Vasquez and I reside in Tucson. Hat's off to all local community members including our ancestral peoples.

I and thousands of other visitors, pilgrims, and tourists have been visiting Chino Valley and The Garchen Buddhist Institute, since 1999 - recharging our work-weary minds and bodies in the natural beauty, open-space and blue skies here. We also have been long-term, steady patrons of Chino Valley businesses.

Over these past 26 years the Institute has drawn people from just about every state in the country and nations around the world. I 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, love 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 to oppose the Rezoning and the Conditional Use Permit for the proposed airfield. I 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 businesses and sustainable growth. No matter how good of a project it is, in the wrong location it will only cause friction and turmoil for generations to come. 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. Why would Chino Valley choose to be next in line for

a decreased quality of life? While I 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 - I am opposed to the rezoning and the associated conditional use permit.

Thank you.

Matthew Vasquez

[REDACTED]

Tucson, AZ 85716

[REDACTED]

Hello Mayor and Town Council Members,

My name is Rachel Hopkins and I live in Tucson, AZ
I have been coming to Chino Valley regularly since 1999
when The Garchen Buddhist Institute was first established.
I have supported your economy by shopping at your
stores, staying in your motels, hotels, eating in your
restaurants, buying gas for my vehicle. My desire is to
continue supporting your economy by visiting your growing
but still quiet rural town with on-going visits to the Garchen
Institute. I am only one of thousands of returning low
impact visitors who bring benefit to Chino Valley's
economy, while not disturbing the quiet beauty of the
environment and it's animal and human residents.

My concern about the proposed 4+ phase flight training
project is the inevitable destruction of peace and quiet.
This will most definitely negatively affect the ability of the
Garchen] Institute to continue functioning as a Retreat
Center, effectively putting it out of business. Visitors,
including myself will stop coming. Who would choose to
spend their time and money engaging in meditation and
prayer right next to an airport with continuous noise and
air pollution directly overhead???

Embry Riddle has a significant pattern of broken
commitments and agreements as evidenced by the
lawsuits against them in Daytona Beach, FL as well as
Cottonwood and Clarkdale, AZ. regarding noise and air

pollution. They have NOT proven themselves to be good neighbors. Chino Valley will be unable to protect it's constituents from the inundation and engulfment that will result from the Aeronautical Training Campus that Embry Riddle has planned.

Please consider carefully the irreversibility of such a decision - rezoning the land gives Embry Riddle and the Applicant the power to destroy the quality of life of all neighboring properties, and quite likely contribute to the dying out of one of the last herds of pronghorn antelope in the area.

None of this squares with the General Plan 2040 for Chino Valley - I believe Chino Valley can do better than this!

Please instead support the Applicant in developing business and income prospects that are in line with Chino Valley's General Plan. Growth AND rural, not growth INSTEAD of rural.

The Garchen Buddhist Institute and surrounding homes that have been built in this area were built with the understanding that the land is zoned residential, and they built their Institute and homes, invested their money and their lives with that understanding. Please do not rezone the Perkins Ranch land at the expense of your constituents and neighboring county residents. Please do NOT move forward with the Airfield/Airport Proposal.

Respectfully,

Rachel Hopkins

[REDACTED]

Tucson, AZ 85716

[REDACTED]

Read @ 2:23 mtg

①

Good Mayor and Council Members,

My name is Rhonda Ceremony, and I reside at [REDACTED] in Chino Valley.

I am writing to express my opposition to the proposed airfield/airport project and to request clarification on its anticipated fiscal impact. Specifically, has the Town conducted a financial study to determine how much Transaction Privilege Tax (TPT) revenue is expected from the companies proposed for Phases 2 through 4, particularly given that many of these entities may be tax-exempt?

At this time, I do not believe the project will generate the level of revenue being presented to the community. To date, no companies have signed Letters of Intent. Without such commitments, the Town lacks the information necessary to meaningfully evaluate whether the project will provide a net fiscal benefit.

Additionally, at the Town Council meeting on February 10, 2026, under Action Item 6/B, the Council considered authorizing submission of an application to the U.S. Department of Transportation's BUILD Grant Program for the rehabilitation and paving extension design of East Perkinsville Road. The timing of this application appears closely tied to the proposed airport project. There has historically been little effort to secure funding for East Perkinsville Road, and this sudden action creates the appearance of preferential treatment. I also ask whether the required matching funds for this grant would be paid by the Town.

Finally, I am deeply concerned about the effort to push a tax increase through CFMA without adequately notifying the many communities that will be affected, particularly when the stated purpose is to fund a fire station serving a private airport. This approach raises ethical concerns and places an unnecessary financial burden on residents.

For these reasons, I respectfully urge the Council to vote **no** on this project, as it offers minimal benefit to the Town while posing significant financial risk.

Thank you for your time and consideration.

Sincerely,
Rhonda Ceremony
Chino Valley

Lead
@ 2-23 nky ②

Erin Deskins

From: Courtney Edel <[REDACTED]@icloud.com>
Sent: Sunday, February 22, 2026 10:29 PM
To: Erin Deskins
Cc: Amy Wolken
Subject: Speech to be spoken on my behalf at the town meeting on 2/23/26 regarding proposed airstrip

Good evening,

My name is Courtney Edel and I reside in Chino Valley, a rural town renowned for its pristine skies and tranquil ambiance. This proposed airstrip poses a significant threat to our community's well-being, as it will inevitably introduce air pollution and noise into our lives.

Numerous residents have chosen Chino Valley as their home due to its commitment to minimizing these pollutants, which have been associated with adverse health effects. Therefore, I urge the council to consider my concerns and extend their support to our town.

Research has established a correlation between noise and lead pollution and their detrimental impacts on human health. The proposed airstrip's constant low-flying planes emitting lead exhaust will undoubtedly expose Chino Valley citizens to these pollutants on a daily basis. This situation is unacceptable and should not be permitted within our community.

Furthermore, the dry vegetation in our town is susceptible to wildfires. It raises concerns about the safety of homes located near the proposed airstrip, as increased flight activity poses a heightened risk of fire. Also to note, maintenance of a fire station that will be privately utilized by Embry Riddle raises questions about the appropriate allocation of resources.

Additionally, there are concerns about the potential devaluation of Chino Valley properties due to the proposed airstrip.

Embry Riddle's assurances regarding the avoidance of flights over homes are currently being challenged by my observations on the FlightAware website. It is imperative that these promises be upheld.

This proposed airstrip is in direct contradiction to the town's 2040 General Plan, which should not be compromised.

It came to my attention that a Chino Valley Assistant Director of Development Services had a meeting with an Embry Riddle Vice President of Facilities and a Perkins attorney the day before the Planning and Zoning meeting that was on January 6, 2026. At the end of the meeting the Assistant Director of Development Services sent a message to the chair of the Embry Riddle flight department stating that showing the anticipated flight path from Prescott to Chino Valley would be detrimental due to opposition from county citizens. It is deeply concerning that information is not being made transparent, making it so that Chino Valley citizens are unable to engage in town decisions. Was this information hidden from just the public or the commission as well? And why is the Assistant Director of Development Services suggesting that the information needed for the public to make comments on are not shared or explained to the public?

In order to preserve the charm, peace, and environmental sustainability of Chino Valley, I urge the council to explore alternative solutions that promote beneficial growth and water conservation. We must avoid the pitfalls

faced by other towns and cities that have succumbed to the pressures of aviation training in high volumes. Please keep Chino Valley, Chino Valley.

Sincerely,

Dr. Courtney Edel



③
Chris Kuknyo, District 4 Supervisor
1015 Fair St
Prescott, AZ. 86305
928.771.3207

Yavapai County Board of Supervisors

February 23, 2026

Town of Chino Valley Mayor and Council

Thank you for allowing me to relay concerns, both for and against, the proposed airstrip on the Perkins property that my office has received from residents in unincorporated Yavapai County. While this is entirely your decision, the effects of this project will be felt by the residents outside of the Chino Valley Town limits that I represent. Those constituents have reached out asking that I share their perspectives. I have no pity for people that build next to an existing airport but this is a different animal. It's an airstrip going in after people have built homes.

The main objection is the perceived impact to their peaceful and quiet enjoyment of their properties. The noise and visual impacts of the coming and going of aircraft in close proximity of their homes is not an unfounded fear. When Emery-Riddle needed a bond from the IDA last year, residents of Clarkdale made presentations to the board of the impact these student flights at the Cottonwood airport made to their daily life. The volume of flights, altitude and noise affected things as simple as enjoying a Sunday morning cup of coffee and were passionately brought up. I believe, in part, this project hopes to minimize some of the impact to the Verde by shifting flights to Chino Valley but this shifts the impact as well. I have had a hard time understanding the volume of flights that will be expected from this facility and how a "Flight" is calculated.

The fear of a drop in property values also has merit. On the property disclosure sheet that one needs to fill out before selling a home there are questions about airport noise and proximity. These things matter when selling a home. To what degree this would affect future values, is unknown.

Some comments I have received welcome the economic development that a research park would bring to Chino Valley and that it would be a huge benefit in both revenue and jobs. I would hope any agreement and timeline will be in writing with consequences if the goals are not met.

Embry-Riddle is the equivalent of Harvard to flight training. Many of our military pilots get their start at this school. They have been a benefit to the prestige and economies of our area for many decades. They have invested hundreds of millions in their facilities and continue to grow even today as the need for pilots expands.

Other areas of the County, District 1, have expressed the desire to see this project built in their area. While this would remove the impact it would also remove any future economic benefits to the town.

There have been a lot of promises made and insinuated. At first it was just for 172's and small twin engine planes and that seems to have expanded to helicopters and other larger aircraft in limited numbers with special permission. The hours seem way too broad and constant. 5:30 AM to 11:00 PM seven days a week ensures continual impact almost around the clock.

I thank the town for allowing this letter to be read into the record and I will support whatever decision you make. I ask that when you consider the potential economic impact to your citizens that you also consider the impact to your neighbors in surrounding unincorporated Yavapai County.

Respectfully,

Chris Kuknyo
Yavapai County Supervisor District 4

Read @ (4)
2-23-26 mtg

Erin Deskins

From: Cole Swearingen <[REDACTED]@outlook.com>
Sent: Monday, February 23, 2026 9:25 AM
To: Erin Deskins
Cc: [REDACTED]@yahoo.com
Subject: For speech at airstrip meeting 2/23/26 to be spoken on my behalf

Good evening mayor and council members,

My name is Cole Swearingen and I am a resident of Chino Valley.

I feel looking at this decision from simply a numbers standpoint can also be helpful.

Using Zillow, you will find that houses within 4 miles of the Prescott Regional Airport have a substantially lower value compared to those just 10 miles away.

Filtering homes sold within the last 2 years that are of similar size, bedrooms, bathrooms, lot size, age, and amenities you find that homes have a 36.5% to 14.2% lower sale price.

Furthermore, almost all the homes within 4 miles were on the market substantially longer and had to take a lower offer than their asking price and estimate. Some as much as 24.4% below the estimated market price.

If you look collectively at all the homes in Chino Valley using the 2020-2024 U.S. Census Bureau's data on number of homes and average value this could total to a loss of between 1.1 billion to 415 million dollars in home values.

We all work hard to provide for our families and put a roof over their head; this is an unacceptable betrayal to the people of Chino Valley.

I am in strong opposition to this airstrip proposal.

Thank you for your time.