



CITY OF ELOY

MUNICIPAL AIRPORT ADVISORY BOARD MEETING

Thursday, February 4, 2021 at 5:30 PM at
The Eloy City Council Chambers-City Hall
595 North C Street
Eloy, Arizona 85131

AGENDA

- I. **Call to Order**
- II. **Invocation**
- III. **Pledge of Allegiance**
- IV. **Roll Call**
- V. **Motion to approve the November 5, 2020 meeting minutes of the Eloy Municipal Airport Advisory Board**
 - A. Meeting minutes were not available at the time of publishing the agenda and packet materials.
- VI. **Communications**
- VII. **Old Business: Discussion and/or possible action on the following:**
 - A. Board to review and discuss the Preliminary draft Introduction, Land Use and Transportation chapters of the Airpark Master Plan
- VIII. **New Business: Discussion and/or possible action on the following:**
 - A. Municipal Airport Advisory Board to review staff recommendation on award of consultant for planning and environmental consulting services for the Eloy Municipal Airport.
- IX. **Motion to Adjourn**

POSTED BY THURSDAY, JANUARY 28, 2021 BY 5:00 P.M. AT ELOY CITY HALL, ELOY POST OFFICE, TROY THOMAS COMMUNITY CENTER, TOLTEC COMMUNITY/SENIOR CENTER AND CITY WEBSITE: www.elayaz.gov

Mary Myers, CMC, CPM
City Clerk

INDIVIDUALS WITH SPECIAL ACCESSIBILITY NEEDS MAY CONTACT LORENA LaSALDE-RIOS, ADA COORDINATOR FOR THE CITY OF ELOY AT 520-466-9201 OR 520-466-7455 (TDD). IF POSSIBLE, SUCH REQUESTS SHOULD BE MADE 72 HOURS IN ADVANCE. ONE OR MORE MEMBERS OF THE BOARD AND/OR STAFF MAY PARTICIPATE BY TELEPHONIC OR VIDEO MEANS.

CITY OF ELOY REQUEST FOR BOARD ACTION

Agenda Item: **VII.A.**

Date: **2/4/2021**

Date submitted:
01/26/2021

Action: Other

Subject: Board to review and discuss the Preliminary draft Introduction, Land Use and Transportation chapters of the Airpark Master Plan

Date requested:
2/4/2021

TO: Municipal Airport Advisory Board

FROM: Jon Vlaming

RECOMMENDATION:

Board to review and discuss the Preliminary draft Introduction, Land Use and Transportation chapters of the Airpark Master Plan

DISCUSSION:

Community Development staff has prepared preliminary drafts of the Introduction, Land Use and Transportation Master Plans for the Eloy Airpark Master Plan. The Introduction was transmitted to the Board in December for review and the first two components are now ready for initial Board member review and discussion. No action will be taken by the Board at this time.

The preparation of the Airpark Master Plan was one of the strategic implementation actions included in the City's 2019 Economic Development Strategic Plan. The plan is described as a "long range plan for the ultimate development of the area around the airport for aviation and aeronautical related industries or industries that rely on airport convenience and services". This plan will be an opportunity to build on the success of Skydive Arizona and other existing businesses near the airport.

In the preparation of an Airpark Master Plan, it is critically important to differentiate between the area the airport itself (the area "inside the fence", and the area that surrounds it (the area "outside the fence"). Master plans for airports are subject to rigorous standards by the FAA and are prepared by consultants that focus solely on existing and future airport functions and operations. The Eloy Municipal Airport has an existing master plan (2013) in place, prepared by Coffman Associates. It is scheduled to be updated in Fiscal Year 2022 on the Airport Capital Improvements Plan (ACIP). The

term airpark is often used by municipalities to describe the area around an airport that is outside of the fence. Airpark master plans are typically focused on land use/zoning, transportation network and infrastructure facilities and economic development strategies and implementation actions.

FISCAL IMPACT:

There is not a direct fiscal impact associated with the preparation of the Airpark Master Plan. The ability to plan this area is anticipated to translate to higher property values, employment and commercial uses that would benefit from proximity to the Eloy Municipal Airport.

Introduction

The Eloy Airpark Master Plan has been prepared to leverage the adjacency and proximity of the surrounding lands around the Airport to create a vibrant economic engine for the City through thoughtful land use, circulation and infrastructure investments. For the sake of clarity, the Eloy Municipal Airport (Airport) is the area “inside of the fence” that contains the runway and the majority of the aviation related facilities necessary for aviation activities. The Airpark includes the lands “outside the fence” that may contain aviation related land uses as well as other uses that benefit from a location adjacent to, or within close proximity of an airport. The Introduction includes the following seven sections:

- Airpark Study Area and Regional Location
- Existing Character
- Comparable Airpark Analysis: DeLand, Florida
- Strength, Weakness, Opportunity and Threat Assessment
- Planning Process
- Vision Statement
- Document Organization

Airpark Study Area and Regional Location

The boundaries of the Airpark Study Area are contained within the boundary of the Airport Influence Area, an approximate nine nautical mile area (approximately 7,628 acres or 12 square miles). The Study Area is oriented to the northeast, based on the orientation of Runway 2/20 and a 1.5 nautical miles (9,114 lineal feet) from the centerline and both ends of the runway, as shown on Figure 1, Study Area.

Located three miles northwest of downtown Eloy, the Eloy Municipal Airport is one of six general aviation public-use airports in Pinal County. Pinal County encompasses approximately 5,374 square miles of south central Arizona.

Existing Character

There are currently three primary uses in this area, low density residential, much of which has been in place for many years and built prior to the are being annexed in to the City of Eloy. The second is land used for agricultural purposes, which has been the case for well over 50 years, some that now is laying fallow (based on the cost and availability of water) and the low market value for certain crops. The third is natural desert or desert that, over generations, has reclaimed the land that may have been irrigated in the distant past. The overarching characteristic is on-existent or very low density uses. In the recent past, the City has had very few requests for rezonings or the issuance of building permits in this area. For the most part, this swath of land has not changed over the last 15-20 years.

Natural Conditions

Eloy is located in the Sonoran Desert in the Lower Santa Cruz Valley and the Eloy Airport is located at an elevation of 1,511 feet above sea level (ASL). Even though the City is surrounded by the Picacho Mountains to the east, the Silver Bell Mountains to the southeast, the Sawtooth Mountains to the

southwest, the Casa Grande Mountains to the west, and the Sacaton Mountains to the northwest, the Airpark Study area is relatively flat, and drains from south to north. The vegetation of the area is creosote bush and mesquite.

Man-Made Conditions

The Eloy Municipal Airport was constructed in 1969 with assistance from the Federal Aid to Airports Program. Initial construction included a lighted 3,000-foot long by 60-foot wide asphalt runway, and 300-foot by 150-foot aircraft parking apron. The airport served as a primary training base for Air Force T-41 aircraft for several years after initial construction. Initially the Air Force constructed a terminal building and a hangar, which are still in use today. While the immediate area to the south and east of the airport are somewhat developed, most of the adjacent and proximate area is vacant or under agricultural production.

Crop dusting was the dominant use at the airport in the late 1970s and 1980s. Skydive Arizona located at Eloy Municipal Airport in 1991. With 150,000 jumps per year, it is among the largest and most active skydiving centers in the world. Skydiving operations and related activities continue to be the most common use of the airport today. The Airport is situated on 97 acres and currently has one runway, which is 3,901 feet in length. In 2019, the airport reported 30,000 operations, an average of 82 per day.

Planning Process

The planning process utilized to prepare the Airpark Master Plan has utilized the following to allow for the inclusion of input, education and awareness by residents, property owners and businesses. A wide range of opportunities were provided including:

Municipal Airport Advisory Board (MAAB): Several work sessions were conducted with the MAAB in October and November 2020, and January and February 2021. This voluntary board provided input and review of initial concepts and draft plans as the process proceeded.

Planning & Zoning Commission: Briefings and a public hearing were conducted with the Commission in November 2020, February 2021 and April 2021 to keep them apprised of progress, the timeline of the process and to conduct a public hearing to consider a recommendation for City Council adoption.

City Website: The draft of the Airpark Master Plan was uploaded to the City's webpage and an email blast was electronically delivered on March __, 2021 to over 70 entities (the same list used to conduct our Major General Plan Amendment Review). The Plan remained available for review for a period of 30 days and City staff received __ comments on it.

Community Workshop: A community workshop was advertised and held at the Community Room at City Hall on March __, 2021 to review the draft plan and gather community input. A total of __ persons attended and identified the following key issues:

(To be Added)

City Council: A work session and public hearing were held to review and draft plan and consider it for adoption.

Comparable Airpark Analysis: DeLand, Florida

Fostering a compatible and marketable land use pattern within the Eloy Airpark Area focuses on the development of appropriate adjacencies and quantities of land for all primary as well as supportive uses. Upon review of secondary source data, another airpark currently exists in the United States that not only offers skydiving, but also a strong variety of other supportive businesses. The most comparable airpark is located in DeLand, Florida. That airpark is the home of Skydive DeLand, which is second only to Skydive Arizona as the top spot in the country for the number of skydive jumps occurring annually.

De Land is located in central Florida, 16 miles southwest of Daytona and 40 miles north of Orlando. The DeLand Municipal Airport (KDED) is a general aviation airport with two runways: 4,000 and 6,000 feet in length. The Airpark contains 24 businesses that support the parachute industry, out of a total of 67 businesses and industries. Airpark uses run the gamut including professional offices, light manufacturing and limited retail. The number and variety of businesses and industries in the DeLand Airpark illustrate how a successful skydiving operation can coexist with many other airpark land uses.

Strengths, Weaknesses, Opportunities and Threats Analysis (SWOT)

In order to achieve the vision, we need to understand the Strengths, Weaknesses, Opportunities and Threats that exist now or could exist in the future within the Airpark. These are identified below:

Strengths:

- The current presence of successful businesses such as Skydive Arizona, Sun Path Products, etcct.
- A completed Airport Impact Analysis that shows the economic benefits of the Airpark
- Support from the City Council for this planning effort
- Weather conditions for year-round aviation and ample airspace conducive to skydiving
- International and national reputation for world-class skydiving

Weaknesses:

- Protecting and enhancing existing businesses and industries while attracting new uses
- General Plan may have more Light Industrial land designated than can be supported at buildout
- The Airport Overlay (AO) may over reach areas that do not require protection
- Limited wet utility services in the area
- Limited hangars to accommodate market demand
- Shallow labor pool/lack of skilled workforce
- Leakage of retail trade and lodging/restaurant demand created by Airport activities
- Lack of multi-modal transportation options to access the airport and surrounding area

Opportunities:

- Available land inventory
- Available municipal water supply
- Identification of the Airport as a long term asset for aviation and aeronautical related employment (2019 Economic Development Strategic Plan)

- Continued urbanization/escalating land appreciation around airports/airparks in Phoenix and Tucson.

Threats:

- A portion of the Airpark Study Area is not incorporated into the City at the present time, so is subject to County jurisdiction
- The direction of regional growth to the north from Tucson and south from Phoenix could foster land uses that are not conducive to skydiving operations
- Limited broadband service

Vision Statement

A vision statement was prepared, based on community values that describes the future condition for the Airpark reads:

The Eloy Airpark is an area within the community that has strategically leveraged the adjacency and proximity of the Eloy Municipal Airport through public investment in adequate circulation, infrastructure improvements and private sector investment successfully creating a mixed-use community that is compatible with existing and future aircraft, skydiving operations and integrated to create jobs, wealth and sales tax revenue. .

Document Organization

The Airpark Master Plan is organized in the following chapters:

- Existing Setting-provides the background for the topic including natural, man-made and regulatory environments
- Goals and Objectives-the goal describes how a key issue is to be achieved. The objective describes a specific action that establishes a desired quality or quantity that achieves the goal
- Master Plan-provides both graphic maps and illustrations and recommendations/standards to guide future development
- Implementation Program-identifies the action, purpose, timing, primary/secondary responsibility, and resources to make the plan a reality

Land Use Master Plan

The Land Use Master Plan of the Eloy Airpark Master Plan provides a recommended aspirational land use pattern of compatible uses through appropriate adjacencies and quantities for all primary and supportive uses. The Land Use Master Plan includes the following four sections:

- Existing Setting
- Goals and Objectives
- Master Plan
- Implementation Program

Existing Setting

The existing setting identifies key land use characteristics that influence the land use pattern. These include land jurisdiction, land ownership, existing land use, zoning and general planning.

Land Jurisdiction. The existing governmental jurisdiction of the land within the Airpark Study Area includes both the City of Eloy (7,046 acres or 76 percent) and Pinal County (2,226 acres or 24 percent). So nearly a quarter of the land in the Airpark Study Area is not incorporated into the City of Eloy. Pinal County is the entity that governs all of unincorporated area.

Land Ownership. The pattern of land ownership in the Airpark Study Area includes primarily private land (9,179 acres) with a small proportion (93 acres) owned by the State Land Department.

Existing Land Use. The general pattern of existing development around the Airport has only utilized approximately 700 acres or less than eight percent of the Study Area. The existing land uses consist of residential single family (229 acres), manufactured home/RV (105 acres), residential multi-family (20 acres), commercial (68 acres), governmental (101 acres), industrial (28 acres), religious (56 acres), and governmental (101 acres) as shown on Figure 1, Existing Land Use.

Existing Zoning. The boundaries of the Airpark Study Area match the boundaries of the Airport Influence Area (blue outline shown on the image to the right), as identified in the adopted Airport Master Plan (Exhibit 1 H, Airport Overlay Zone), prepared in 2011. The 2004 Zoning Ordinance identified a 3,000-foot line (measured from the centerline of Runway 2/20 and extending parallel to its north and south sides as a non-residential buffer. This provision (now identified as 21-2-7.13E) is included in the 2018 update of the City's Zoning Code.

As identified above, Pinal County has designated the unincorporated area of the study area as General Rural (GR) and Suburban Ranch (SR).

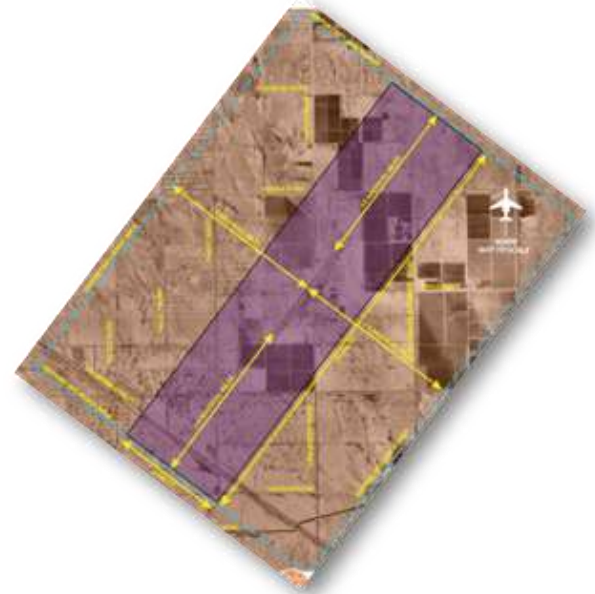
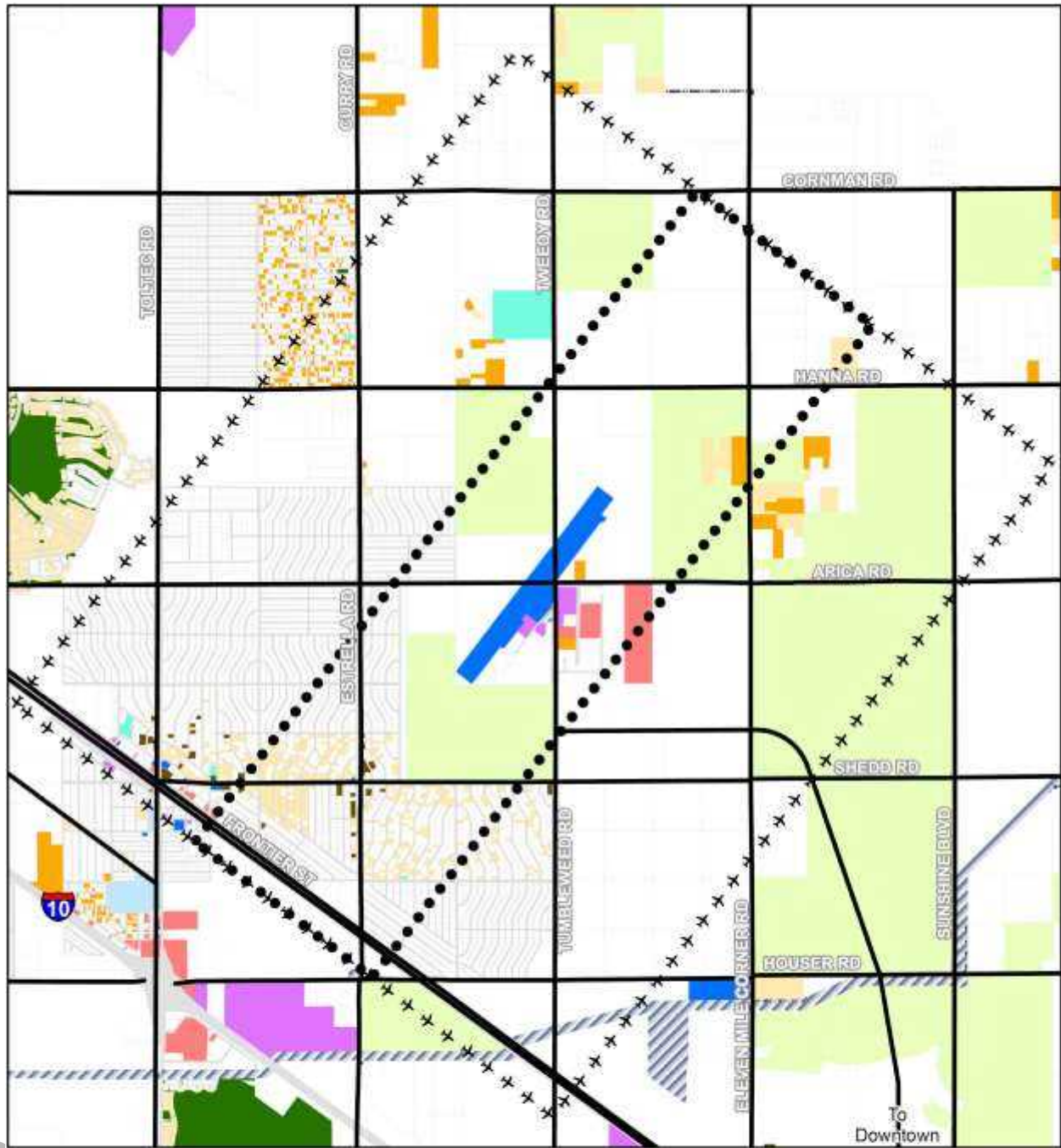


Figure 1, Existing Land Use



Existing Land Use

- | | |
|---------------------------|----------------------------|
| Residential Single Family | Governmental |
| Manufactured Home/RV | Parks/Open Space |
| Residential Multi Family | National Forest/State Park |
| Commercial | Military |
| Industrial | Utility |
| Religious | Transportation |
| Agricultural | Vacant Land |
| Education | |

Reference

- Airport Influence Area
- Aviation Overlay
- Roadway
- City Limits

**Eloy General Plan
Existing Land Use**

Date: 1/27/2021



Both zones allow for agriculturally oriented land uses, including single-family residences. The minimum lot size in GR is 1.25 acres and includes 99 percent of the unincorporated area. The minimum lot size for SR is 3.3 acres and consists of one parcel, located on the north side of the Airport and includes approximately 240 acres. Both categories only allow one dwelling unit per lot.

The portion of the study area located in the City of Eloy consists of the following zoning districts, as shown on Figure 2, Existing Zoning:

Rural Residential (RR-20): The purpose of this district is to provide for rural, ranch and very low density residential uses and to foster orderly growth. The minimum lot size is five acres. This area is located to the east of the Airport and totals approximately 77 acres.

Estate Residential (R1-43): The purpose of this Estate Residential Zoning District is to foster orderly growth in the transitional or fringe areas, whereby large lot residential uses would be most appropriate. The minimum lot size is forty three thousand five hundred sixty (43,560) square feet (1.0 acre). These areas are located to the east and west of the Airport and total approximately 1,206 acres.

Single-Family Residential (R1-12): The purpose of this Single-Family Residential District is to provide a transition from rural residential and/or estate development to more suburban residential neighborhoods. Development in this district is generally comprised of moderate sized-lot (minimum 12,000 square feet in area) single-family detached homes. These areas are located to the south and west of the Airport and total approximately 1,694 acres.

Single Family Residential (R1-6): The purpose of this Single-Family Residential District is to provide a smaller lot size while maintaining a traditional single family neighborhood character. Development in this district is generally comprised of small lot (minimum 6,000 square feet in area) single-family detached homes. These areas are located to the north and south of the Airport and total approximately 2,036 acres.

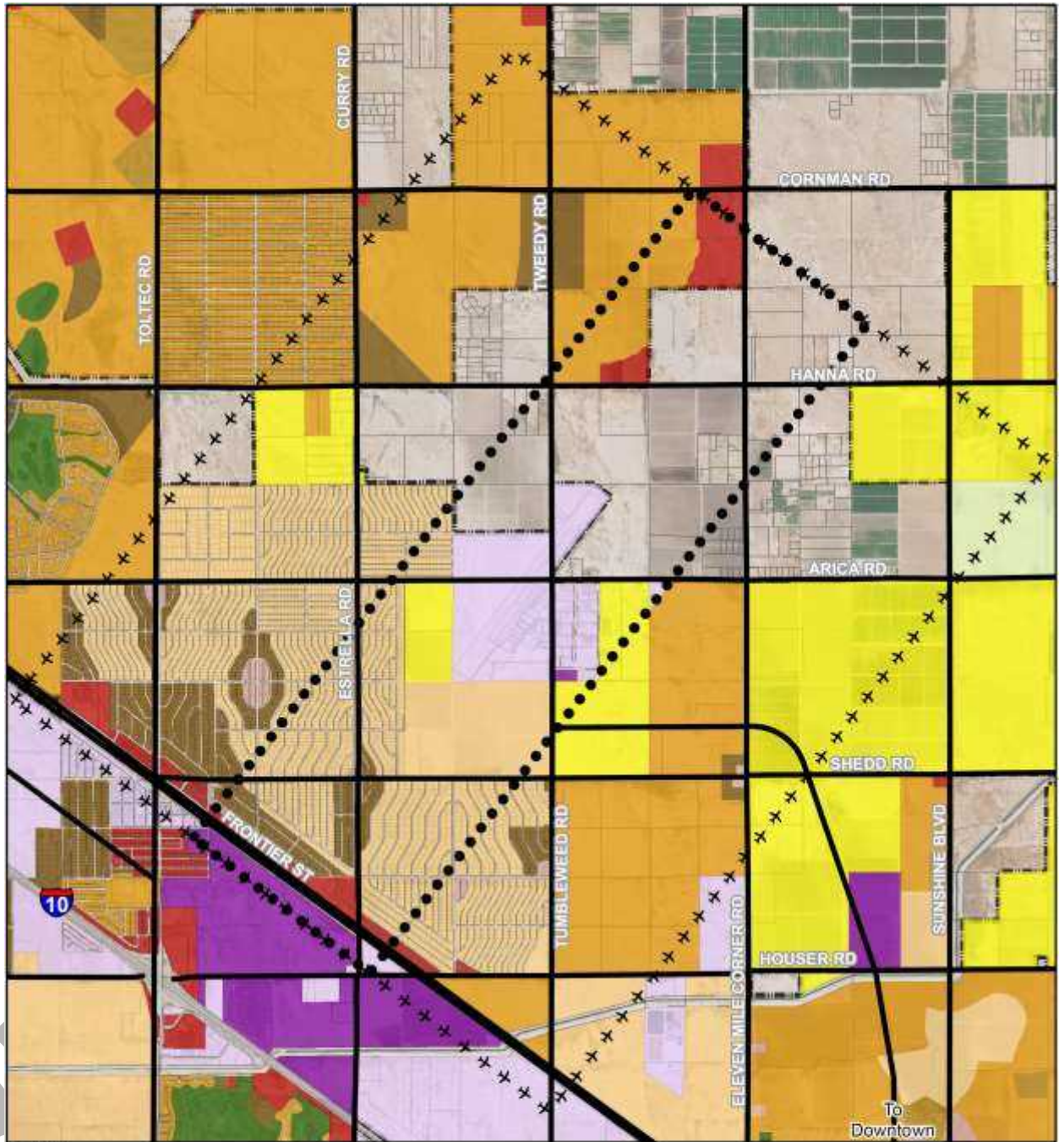
Multiple Family Residential (R-3): The purpose of this Multiple Family Residential District is to provide higher densities to provide a balance of housing opportunities. Development in this district is generally comprised of densities that range from 10-24 dwelling units per acre) with heights limited to three stories. single-family detached homes. These areas are located to the north, south and west of the Airport and total approximately 506 acres.

Neighborhood Commercial (C-1): The purpose of this Commercial District is to provide a location for small scale, professional offices and smaller shops and services. These areas are located to the south and west of the Airport and total approximately 42 acres.

Community Commercial (CC): The purpose of this Commercial District is to provide a location for general business and commercial uses. These areas are located to the north of the Airport and along Frontier Street and total approximately 204 acres.

Light Industrial (I-1): The purpose of the Light Industrial District is to provide for a mix of assembly and non-intensive manufacturing and office park uses. These areas surround the Airport and total approximately 471 acres.

Figure 2, Existing Zoning



Legend

Single Family

- RR-20 Rural Residential (20 acres/du)
- RR-5 Rural Residential (5 acres/du)
- RR-2.5 Rural Residential (2.5 acres/du)
- R1-54 Estate Residential (1.25 acres/du)
- R1-43 Estate Residential (49,560 sq. ft.)
- R1-12 Single Family Residential (12,000 sq. ft.)
- R1-6 Single Family Residential (6,000 sq. ft.)

Multi-Family

- R-2 Small Lot Residential (6-10 du/acre)
- R-3 Multiple Family Residential (10-24 du/acre)

Commercial

- C-1 Neighborhood Commercial
- C-2 Community Commercial
- MU Mixed Use

Industrial

- BP Business Park
- I-1 Light Industrial
- I-2 General Industrial

Public Facility

- PF Public Facility

Open Space

- OBC Open Space Conservation
- OSR Open Space Recreational

Reference

- + + + Airport Influence Area
- • • Aviation Overlay
- Roadway
- City Limits

Existing Zoning

Date: 1/27/2021



General Industrial (I-2): The purpose of the General Industrial District is to provide areas where heavy and concentrated fabrication, manufacturing, and processing uses are appropriately screened and landscaped. These areas are located to the south and west of the Airport and total approximately 130 acres.

Aviation Overlay (AO) District: A review of the overlay zones (AO-1, AO-2, AO-3 and AO-4) indicate that the existing and proposed takeoffs, landing, airframes etc. identified in the Airport Master Plan do not match the geographic areas impacted by aviation related activities. As such, a review of these boundaries, and the compatibility of existing uses and appropriateness for additional uses would assist in determining an appropriate land use pattern within the Study Area. The goal is to right size these overlays with the projected operations of the Airport. The Aviation Overlay District totals approximately 2,541 acres.

General Plan. The Eloy General Plan was readopted by the City Council through Resolution 20-1472 in May 2020. It contains 11 elements ranging from land use to cost of development. The key elements focus on land use, circulation, growth areas and public facilities. The Land Use Element and Growth Areas Element are addressed below. Circulation is addressed in the Transportation Master Plan and the Public Facilities Element is addressed in the Public Facilities and Utilities Master Plan.

Land Use Element: Identifies a mix of residential, commercial, industrial and other uses on the Land Use Map as shown on Figure 3, Existing General Plan Land Use. These designations are summarized below:

Estate Density Residential

Density Range: 1.0 du / 20.0 ac to 1.0 du / 1.0 ac.

Permitted Zoning Districts: RR-20, RR-5, RR-2.5, R1-54, and R1-43

Uses allowed within this designation include large lot, single family residential development.

Low Density Residential

Density Range: 1.0 to 3.0 du/ac

Permitted Zoning Districts: R1-43, R1-54, and R1-12

Uses allowed within this designation include detached, moderate-sized lot, single family residential development.

Medium Density Residential

Density Range: 3.0 to 6.0 du/ac

Permitted Zoning Districts: R1-12, R1-6

Uses allowed within this designation include single family detached and attached residential homes.

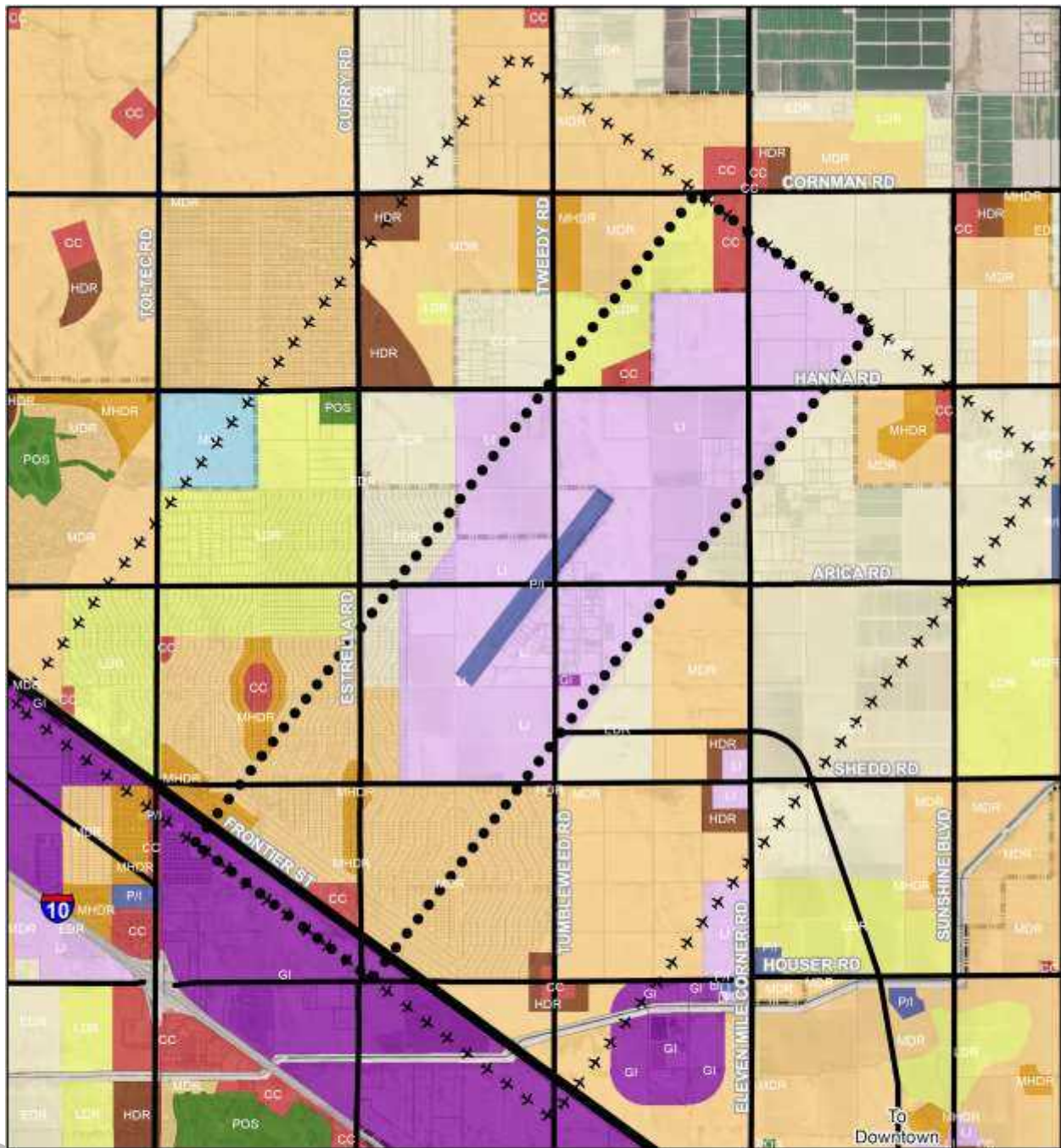
Medium-High Density Residential

Density Range: 6.0 to 10.0 du/ac

Permitted Zoning District: R-2

Uses allowed within this designation include attached and detached residential development.

Figure 3, Existing General Plan Land Use



Legend

Residential

- Estate Density Residential (0.2 - 1.0 du/ac)
- Low Density Residential (1.0 - 3.0 du/ac)
- Medium Density Residential (3.0 - 6.0 du/ac)
- Med-High Density Residential (6.0 - 10 du/ac)
- High Density Residential (10 - 24 du/ac)

Commercial

- Neighborhood Commercial
- Community Commercial

Industrial

- Light Industrial
 - General Industrial
- Other**
- Parks/Open Space
 - Mixed Use
 - Public/Institutional

Reference

- +++ Airport Influence Area
- Aviation Overlay
- Roadway
- ▭ City Limits

**Eloy General Plan
Land Use Plan**

Date: 1/27/2021



High Density Residential

Density Range: 10.0 to 24.0 du/ac

Permitted Zoning District: R-3

Uses allowed within this designation include multi-family residential density development.

Neighborhood Commercial

Permitted Zoning District: Neighborhood Commercial (C-1)

Uses allowed within this designation include commercial services used by the general public on a daily basis on corner parcels at arterial and collector street intersections.

Development Guidelines:

Community Commercial

Permitted Zoning District: Community Commercial (C-2)

Uses allowed within this designation include a variety of types and intensities of commercial development.

Mixed Use

Residential Component: Density Range: 10.0 to 24.0 du/ac

Permitted Zoning Districts: Combination of R-2/R-3/C-1/C-2 / MU/ PF/ BP

Development within this designation shall be represented by a mix of retail, office, and higher density residential at more urban densities with an emphasis on pedestrian scale and walk-ability.

Light Industrial

Permitted Zoning Districts: Business Park (BP) and Light Industrial (L-1)

Uses allowed within this designation include the least intense industrial employment uses, such as professional offices, research and development, wholesale and storage warehouses, utility centers, the repairing and packaging of goods, and ancillary eating and retail establishments.

General Industrial

Permitted Zoning District: General Industrial (I-2)

Uses allowed within this designation include the most intense industrial employment uses and generally consist of wholesale and storage warehouses, external storage yards (including utility centers), fabrication, manufacturing, processing, repairing, and packaging of goods.

Parks/Open Space

Permitted Zoning Districts: Open Space Conservation (OSC) and Open Space Recreation (OSR)

This designation shall be used for existing and planned open space, parks and other related recreational facilities as they are currently or conceptually located and are meant to serve the City's current and future recreational needs.

Public/Institutional

Permitted Zoning District: Public Facility (PF)

This designation shall be used for land and/or facilities that are owned by a city, county, state, or federal public or quasi-public institutional entity.

The General Plan also contains a Growth Areas Element, which identifies the Eloy Municipal Airport and its surrounding environs as the Airport Area. The General Plan identifies these focus areas within the City to encourage development that will enhance their economic viability, create compact development areas, integrate active and passive open space, preserve natural resources, and accommodate integrated compatible land uses (commercial, office, residential, tourism, and industrial) to ensure sustainability. The Airport Area should also be served by multi-modal transportation options (transit, pedestrian, bicycling, etc.) to provide community access, mobility and to reduce dependency on the automobile. The City's intent for these growth areas is to utilize Smart Growth principles, which include the following:

- Mix of land uses
- Compact building design
- Diversity of housing choices
- Strong pedestrian network
- Distinctive, attractive communities with a strong sense of place
- Open space, farmland, natural beauty, and sensitive environmental area preservation
- Growth directed toward existing development
- Transportation choices
- Development decisions that are predictable, fair, and cost effective
- Community and stakeholder collaboration in development decisions

Goals and Objectives

Goals and Objectives-the goal describes how a key issue is to be achieved. The objective describes a specific action that establishes a desired quality or quantity that achieves the goal

Land Use-Overall

Goal: Foster a compatible land use pattern that creates value within the Airpark Area by developing appropriate adjacencies and quantities of land for all supportive uses.

Objective: The City shall actively approach all landowners within the study area for annexation into the City of Eloy.

Objective: The City shall coordinate with Pinal County to foster compatibility of general/comprehensive planning, and rezoning for unincorporated areas within the Airpark Area.

Objective: The City shall evaluate the inclusion of large man-made water bodies, solar generation facilities and certain crops within identified proximities to the Airport, to minimize Bird Air Strike Hazards (BASH). Additionally, the City will actively restrict uses that for any number of reasons could have a negative effect on the Airport's ability to operate as such.

Land Use-Employment

Goal: A successful location for employment related land uses that support the City's targeted industry clusters and utilize the airport resources to aid in the attraction of new industry and investment

Objective: The City with guidance from the FAA shall continue to encourage through the fence operations to occur that add value to the economic base of the Airport.

Objective: The City will identify areas where residential uses can be accommodated within the Airpark Area without jeopardizing existing or future airport operations.

Land Use-Retail

Goal: The appropriate siting of commercial uses that capitalize on surrounding and visiting patrons.

Objective: The City shall support the location of commercial uses that front on arterial roadways.

Objective: The City will identify areas where residential uses are permitted within the Airpark Area without jeopardizing existing or future airport operations.

Land Use-Residential

Goal: Housing areas located in the Airpark that are minimally impacted by Airport aviation operations.

Objective: The City will utilize its Zoning Code and Map to identify areas where residential uses are permitted within the Airpark Area.

Objective: The City shall develop and adopt noise attenuation standards for residential land uses located within identified proximities to the Airport.

Master Plan

The Land Use Master Plan has been prepared to utilize the land use designations from the Eloy General Plan, however due to the smaller area, they are identified at a finer grain level of detail. These uses are identified and defined below and distributed within the Study Area as shown on Figure 4, Land Use Master Plan:

Estate Density Residential. Density Range: 1.0 du / 20.0 ac to 1.0 du / 1.0 ac.

Permitted Zoning Districts: RR-20, RR-5, RR-2.5, R1-54, and R1-43

Uses allowed within this designation include large lot, single family residential development.

Low Density Residential

Density Range: 1.0 to 3.0 du/ac

Permitted Zoning Districts: R1-43, R1-54, and R1-12

Uses allowed within this designation include detached, moderate-sized lot, single family residential development.

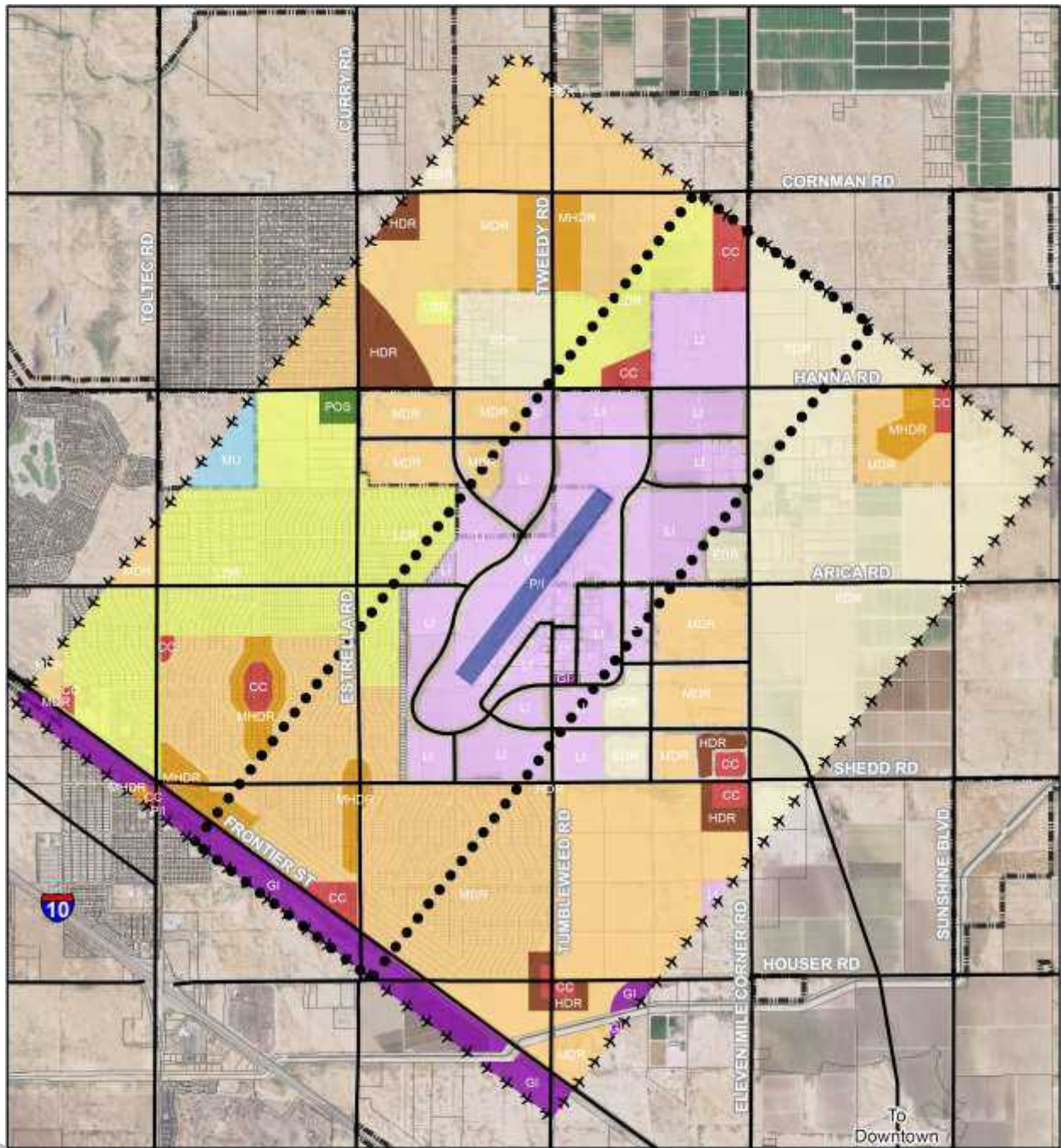
Medium Density Residential

Density Range: 3.0 to 6.0 du/ac

Permitted Zoning Districts: R1-12, R1-6

Uses allowed within this designation include single family detached and attached residential homes.

Figure 4, Land Use Master Plan



Legend

Residential

- Estate Density Residential (0.2 - 1.0 du/ac)
- Low Density Residential (1.0 - 3.0 du/ac)
- Medium Density Residential (3.0 - 6.0 du/ac)
- Med-High Density Residential (6.0 - 10 du/ac)
- High Density Residential (10 - 24 du/ac)

Commercial

- Neighborhood Commercial
- Community Commercial

Industrial

- Light Industrial
 - General Industrial
- Other**
- Parks/Open Space
 - Mixed Use
 - Public/Institutional

Reference

- +++ Airport Influence Area
- Aviation Overlay
- Roadway
- ▭ City Limits

**Airpark Master Plan
Land Use Plan**

Date: 1/27/2021



Medium-High Density Residential

Density Range: 6.0 to 10.0 du/ac

Permitted Zoning District: R-2

Uses allowed within this designation include attached and detached residential development.

High Density Residential

Density Range: 10.0 to 24.0 du/ac

Permitted Zoning District: R-3

Uses allowed within this designation include multi-family residential density development.

Estate Density Residential. Density Range: 1.0 du / 20.0 ac to 1.0 du / 1.0 ac.

Permitted Zoning Districts: RR-20, RR-5, RR-2.5, R1-54, and R1-43

Uses allowed within this designation include large lot, single family residential development.

Low Density Residential

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Medium Density Residential

Density Range: 3.0 to 6.0 du/ac

Permitted Zoning Districts: R1-12, R1-6

Uses allowed within this designation include single family detached and attached residential homes.

Medium-High Density Residential

Density Range: 6.0 to 10.0 du/ac

Permitted Zoning District: R-2

Uses allowed within this designation include attached and detached residential development.

High Density Residential

Density Range: 10.0 to 24.0 du/ac

Permitted Zoning District: R-3

Uses allowed within this designation include multi-family residential density development.

Neighborhood Commercial

Permitted Zoning District: Neighborhood Commercial (C-1)

Uses allowed within this designation include commercial services used by the general public on a daily basis on corner parcels at arterial and collector street intersections.

Community Commercial

Permitted Zoning District: Community Commercial (C-2)

Uses allowed within this designation include a variety of types and intensities of commercial development.

Mixed Use

Residential Component: Density Range: 10.0 to 24.0 du/ac

Permitted Zoning Districts: Combination of R-2/R-3/C-1/C-2 / MU/ PF/ BP

Development within this designation shall be represented by a mix of retail, office, and higher density residential at more urban densities with an emphasis on pedestrian scale and walk-ability.

Light Industrial

Permitted Zoning Districts: Business Park (BP) and Light Industrial (L-1)

Uses allowed within this designation include the least intense industrial employment uses, such as professional offices, research and development, wholesale and storage warehouses, utility centers, the repairing and packaging of goods, and ancillary eating and retail establishments.

Based on analysis of land requirements for the Airpark, land that should be developed with uses that will not be impacted by the airport, and a comparison with other airparks, the Light Industrial component of the Airpark is being reduced from 2,200 to 1,880 acres.

Part of the 1,880 acres is 160 acres located at the far northeast corner of the Airpark, north of Hanna Rd. This area was included because the flight path into and out of the Airport will affect it. It is also called out as nonresidential buffer zone in Zoning Ordinance (21-2-7.13 E).

General Industrial

Permitted Zoning District: General Industrial (I-2)

Uses allowed within this designation include the most intense industrial employment uses and generally consist of wholesale and storage warehouses, external storage yards (including utility centers), fabrication, manufacturing, processing, repairing, and packaging of goods.

Parks/Open Space

Permitted Zoning Districts: Open Space Conservation (OSC) and Open Space Recreation (OSR)

This designation shall be used for existing and planned open space, parks and other related recreational facilities as they are currently or conceptually located and are meant to serve the City's current and future recreational needs.

Public/Institutional

Permitted Zoning District: Public Facility (PF)

This designation shall be used for land and/or facilities that are owned by a city, county, state, or federal public or quasi-public institutional entity.

Land Use Types for Noise for Employment Areas

The area immediately "outside the fence" of the Airport has been identified for Light Industrial land use due to the impact of overflight operations and leveraging the proximity to the airport for employment uses that support the City's near and mid-term industry targets, as identified in the Economic Development Strategic Plan. A sample of appropriate uses include, but are not limited to:

- Skydiving
- Aeronautical industries
- Airplane storage and maintenance
- Offices, Lodging (typically at edges)

- Commercial serving airpark: sandwich shops to Mercedes dealers
- Big Box commercial

One of the considerations for a component of this plan evaluated the inclusion of a residential development sited on the north side of Runway 2/20 that would have direct airport access. This type of development, an example of which is Stellar Airpark in west Chandler, provides an opportunity for aircraft owners to park their airplanes at their homes and be able to use a taxiway to provide direct access to the runway. Upon conferring further with the City's airport consultant, Coffman Associates, is that this type of development only is possible to be included within private airports, not for a municipal airport such as the Eloy Airport.

Right Sizing the Industrial Park Component

The primary land use designation surrounding the Eloy Municipal Airport is Light Industrial. This industrial land will underpin a substantial employment base for the Eloy Airpark Area. One of the questions that arose in developing this Master Plan was to determine how much industrial acreage could be supportable in the long term. We need to make sure that we have enough land so that we capitalize on employment opportunities. If we have too much, it will lead to industrial land sitting vacant unnecessarily. Much of the land in the Eloy Airpark has not been annexed into the City. Property owners may not be open to annexation if they know that their land will sit fallow for too long.

In order to understand what the right size is for the industrial component of the Airpark, we conducted a comparison with other similar airparks and have confirmed the following information:

DeLand FL: 1,600 ac

Falcon Field: 960 ac

Chandler: 1,600 ac

Coolidge: 1,600 ac

Casa Grande: 1,040 ac

Scottsdale: 2,000 ac

Eloy: 2,200 ac

Airpark Development Potential

The full development potential of the Airpark may generate a total of ___ jobs and ___ residents within its approximate 12 square mile area. These estimates are based on the inputs provided in Table 1, Airpark Buildout Population and Employment below.

Table 1, Airpark Buildout Population and Employment

Land Use Category	Gross Acres	Efficiency Factor	Net Developable Acreage	Density/Intensity	Total Dwelling Units	Population/Dwelling Unit	Total Population	Bldg. Space/Employee	Total Employment
Estate Density Residential	1698	0.85	1443.3	0.5 DU/AC	722	2.8/DU	2021	NA	NA
Low Density Residential	1321	0.80	1056.8	2.5 DU/AC	2642	2.7/DU	7133	NA	NA
Medium Density Residential	3203	0.80	2562.4	4.5 DU/AC	11531	2.2/DU	25368	NA	NA
Med-High Density Residential	308	0.80	246.4	9.0 DU/AC	2218	2.0/DU	4435	NA	NA
High Density Residential	181	0.80	144.8	16.0 DU/AC	2317	2.0/DU	4634	NA	NA
Neighborhood Commercial	0	0.80	0	0.20 FAR	NA	NA	NA	400 s.f.	0
Community Commercial	185	0.80	148	0.25 FAR	NA	NA	NA	400 s.f.	16117
Light Industrial	1212	0.80	969.6	0.18 FAR	NA	NA	NA	600 s. f.	70393
General Industrial	328	0.80	262.4	0.18 FAR	NA	NA	NA	800 s.f.	14288
Parks/Open Space	21	NA	0	NA	NA	NA	NA	NA	NA
Mixed Use	61	0.80	48.8	0.25 FAR/16 DU/AC	781	2.0/DU	1562	400 s. f.	5314
Public/Institutional	79	0.80	63.2	0.15 FAR	NA	NA	NA	600 s. f.	4588
Right of Way	675					NA	NA	NA	NA
TOTALS	9,272		6,946		20,210		45,152		110,700

Implementation Program

The Implementation Program organizes those projects identified to occur within the next five years to achieve the objectives of the Land Use Master Plan. These projects are organized by priority order in Table 2, Near Term Implementation with the following headings:

- Project. Identifies the near term action.
- Purpose. Identifies the intent of the Project.
- Priority. Identifies the staging of the Project in Years 1-3, 3-5 or 5+.
- Responsibility. Identifies the primary City Departments and/or other entity
- Resources. Identifies the probable financial or in-kind mechanism(s).

Table 2, Near Term Implementation

Project	Purpose	Priority			Responsibility	Resources
		Years	Years	Year		
		1-3	3-5	5+		
Amend Sections 2.2, 2.3 and 2.5 (Zoning Districts and Subsection 2.7.11 (Aviation Overlay District), of the Eloy Zoning Ordinance	To implement and establish consistency between the Airpark Master Plan and Zoning Ordinance				Community Development Dept.	General Fund
Amend the Land Use Element text and Map of the Eloy General Plan to include the boundary of the Airpark Area Plan, Airport Influence Area, amended land use designations and definitions	To foster compatibility and economic sustainability within the City				Community Development Department	General Fund
With the support of landowners, annex unincorporated lands adjacent to, and within proximity of, the Airport	To ensure these lands develop pursuant to the recommendations of the Airpark Area Plan				Community Development Department	General Fund
Rezone the City Owned 280-acre parcel (APN 404-05-009B) to Light Industrial	To establish consistency with the General Plan Land Use and confirm the future intent for the property				Community Development Department	General Fund
Review and amend the Pinal County Comprehensive Plan to reflect the updated land use pattern of the Airpark Area Plan	To ensure consistency in the short term prior to land annexation into the City of Eloy				Community Development Department	General Fund

<p>Consider the strategic purchase of selected properties adjacent to/proximate of the Airport</p>	<p>To allow the City to guide future development around the Airport</p>			<p>City Manager Finance Department</p>	<p>General Fund</p>
<p>Prepare a Conceptual Site Plan for the City Owned 280-acre parcel (APN 404-05-009B) to develop as a business park</p>	<p>To set the tone for a cohesive industrial park with direct proximity to the Airport</p>			<p>Community Development Department Consultant Support</p>	<p>General Fund</p>

Source: City of Eloy, January 2021

PRELIMINARY DRAFT

Transportation Master Plan

The Transportation Master Plan provides for the efficient movement of people and goods around our city as well as access for land uses. The Circulation Master Plan includes the following four sections:

Existing Setting

Goals and Objectives

Master Plan

Implementation Program

Existing Setting

Existing Circulation System Conditions. The study area's roadway distribution system, like the rest of the City is oriented on a grid pattern of north/south and east/west streets. The existing street network consists of two paved lanes for portions of the following segments and all are identified as Minor Arterial Roadways:

- Tumbleweed Road
- Eleven Mile Corner Toltec Buttes Road
- Curry Road
- Road
- Hanna Road
- Houser Road
- Shedd Road

In terms of non-vehicular modes, the only bike facility is a delineated bike lane that exists on Shedd Road, between Shira Street and Estrella Road, a distance of. There are not any designated trails within the Study Area nor is there any dedicated transit service in the City.

General Plan-Circulation Element. The general plan provides the aspirational guidance for future development in the City. The Circulation Element is one of 11 elements of the document and provides text and map guidance for both vehicular and non-vehicular modes. It is based on the preparation of the Eloy Small Area Transportation Study in 2009. The Circulation Plan Map does not provide any north-south nor east-west roadway continuity around the Airport to allow for the flow of people and goods between employment areas and neighborhoods within the Airpark as shown on Figure 1, Existing General Plan Transportation. It also fosters airpark traffic through residential subdivisions, some of which front homes on the existing collector and arterial network.

Goals and Objectives

Goals and Objectives-the goal describes how a key issue is to be achieved. The objective describes a specific action that establishes a desired quality or quantity that achieves the goal

Goal: A safe, efficient multi-modal circulation system serving the Airpark Area.

Objective: The City shall require the dedication of all rights of way for the functional roadway classification identified on the Airpark Circulation Plan.

Objective: The City shall consider the Airport Loop Road, or its close facsimile, as a necessary improvement to foster future compatible development surrounding the Eloy Municipal Airport.

Objective: The City shall consider the siting, design and construction of a major collector roadway that connects the Downtown with the Eloy Municipal Airport.

Objective: The City will partner with Pinal County and Sun Corridor Metropolitan Planning Organization to leverage funding for programmed street improvements based on the Airpark Circulation Plan.

Objective: The City shall require all development located adjacent to major and minor arterial streets to limit direct arterial access to 1/8, ¼, and ½ mile spacing.

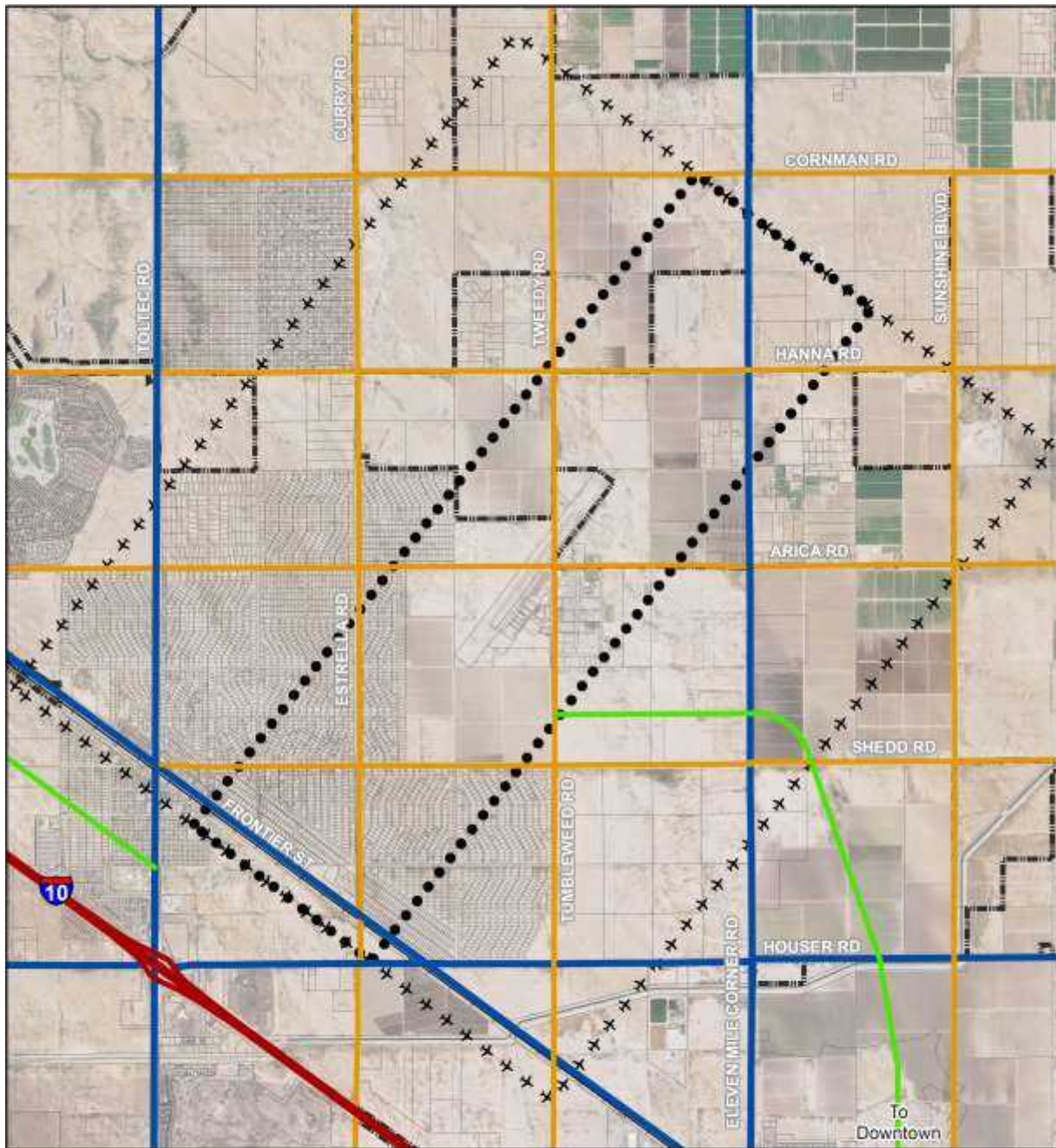
Objective: The City shall plan for the upgrade of the public streets surrounding the Airport through its Capital Improvement Plan.

Objective: The City shall identify the extension/connection of Lear Drive to serve additional properties.

Objective: The City shall consider the timely linkage of the Airport with its existing transit service.

Objective: The City shall plan for the incorporation of bike paths and trails within the Airpark Area to link recreational destinations and employment and residential uses.

Figure 1, Existing General Plan Transportation



Functional Classification

- Interstate
- Major Arterial (130' ROW)
- Minor Arterial (110' ROW)
- Two Lane Collector (80' ROW)
- x—x—x Railroad

Reference

- x-x-x- Airport Influence Area
- Aviation Overlay
- City Limits

**Eloy General Plan
Circulation Plan**

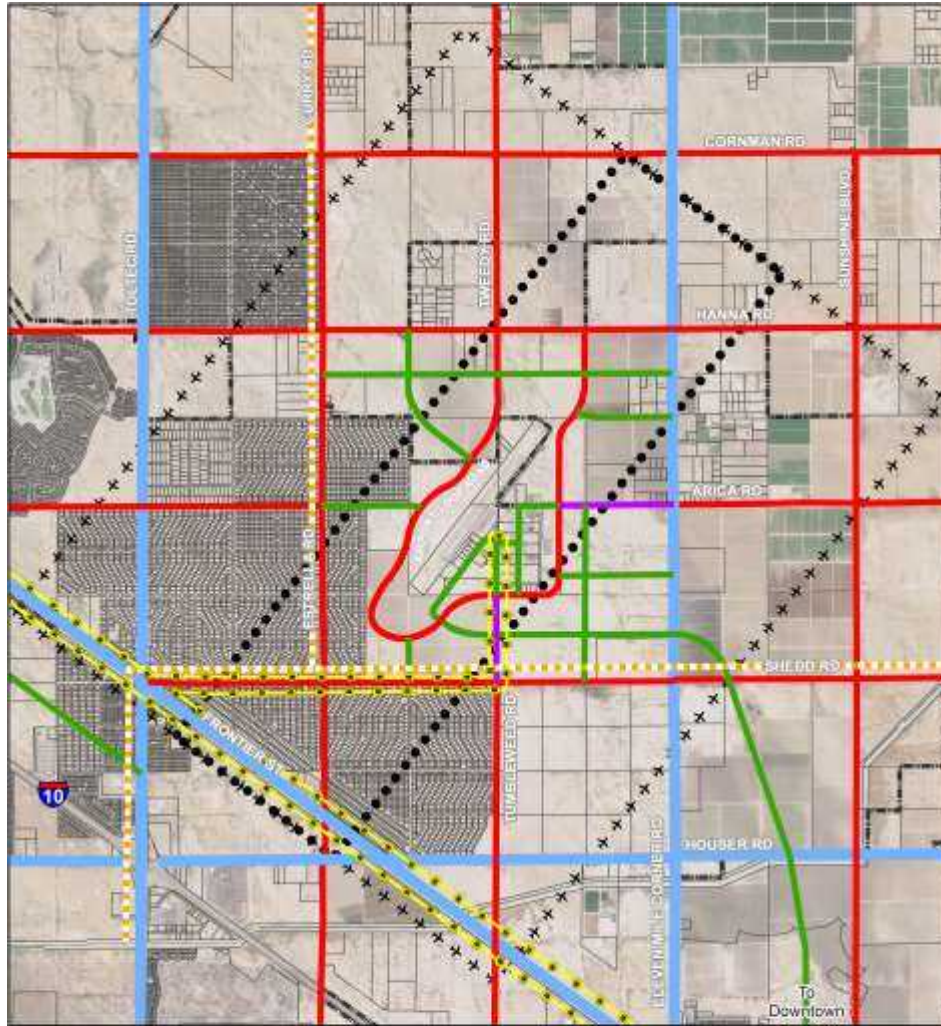
Date: 1/27/2021



Master Plan

The Circulation Master Plan addresses the issues described above with a connected functional classification system of roadways in the Airpark Study Area including major and minor arterials and major and minor collectors. The Circulation Master Plan now includes a conceptual loop road that effectively provides vehicular mobility and access to all sides of the Airport and minimizes cut through traffic to proximate residential neighborhoods as shown on Figure 2, Proposed Transportation Master Plan.

Figure 2, Proposed Transportation Master Plan



Legend

Roadway Classification

- Major Arterial (6 Lanes / Divided Median - 130' ROW)
- Minor Arterial (4 Lanes / Raised Median - 110' ROW)
- Commercial Collector (2 Lanes - 80' ROW)
- Collector (70' ROW)

Reference

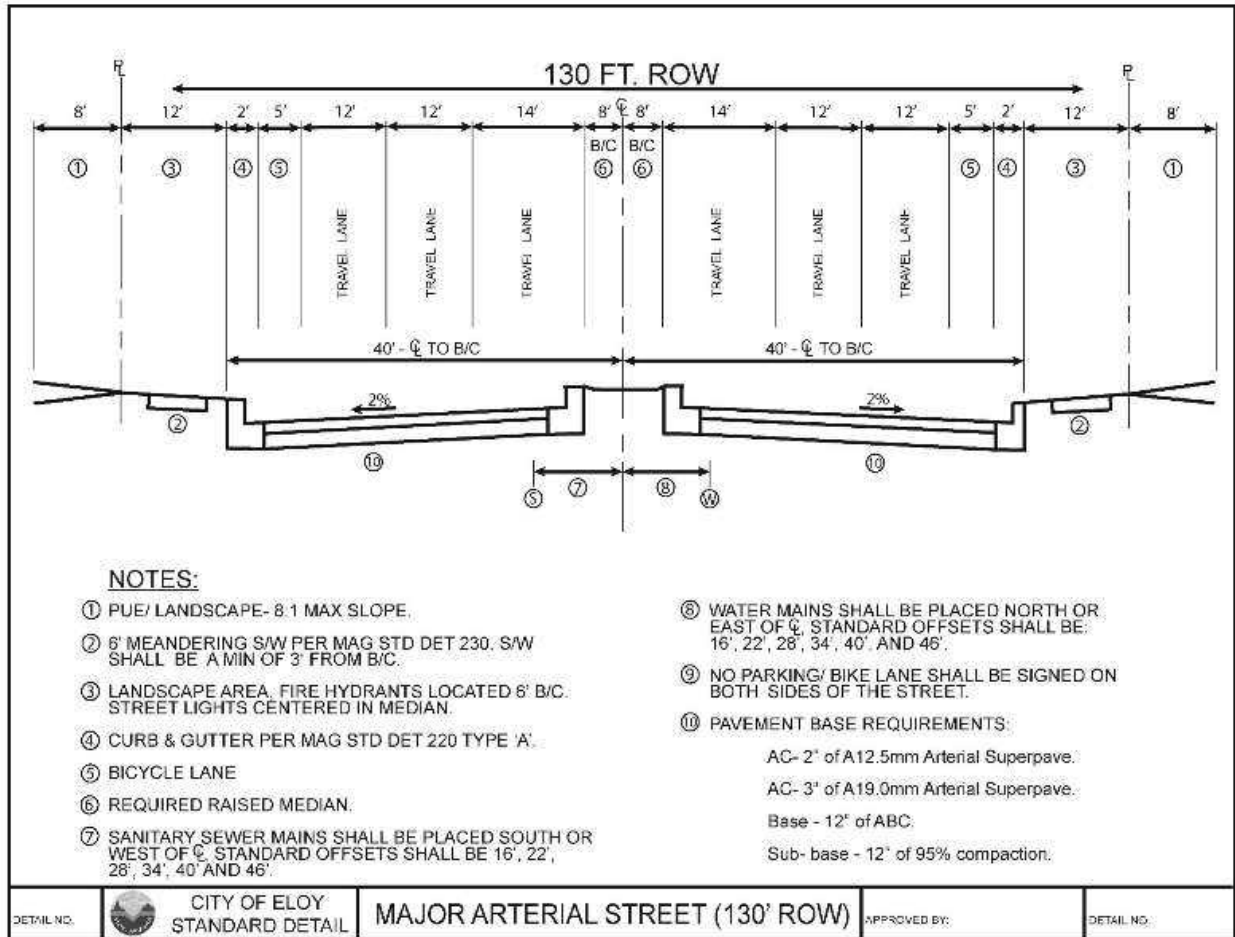
- Airport Influence Area
- Aviation Overlay
- Future Transit Route
- Trail Corridor
- City Limits

Airpark Master Plan Circulation Plan

Date: 1/27/2021

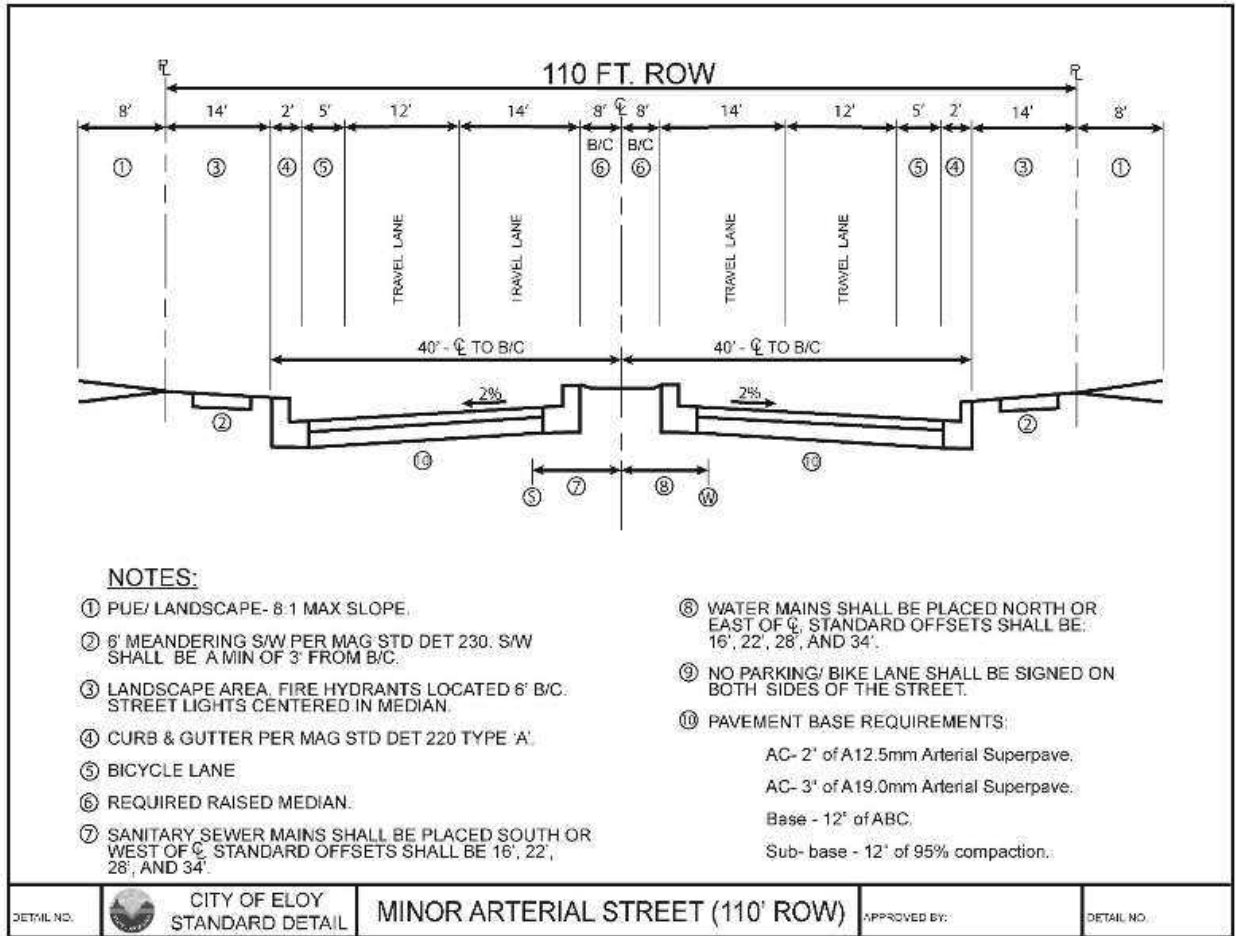


The major arterial roadways include Toltec Road, Frontier Street, Eleven Mile Corner Road and Houser Road and utilize a 130' right of way.



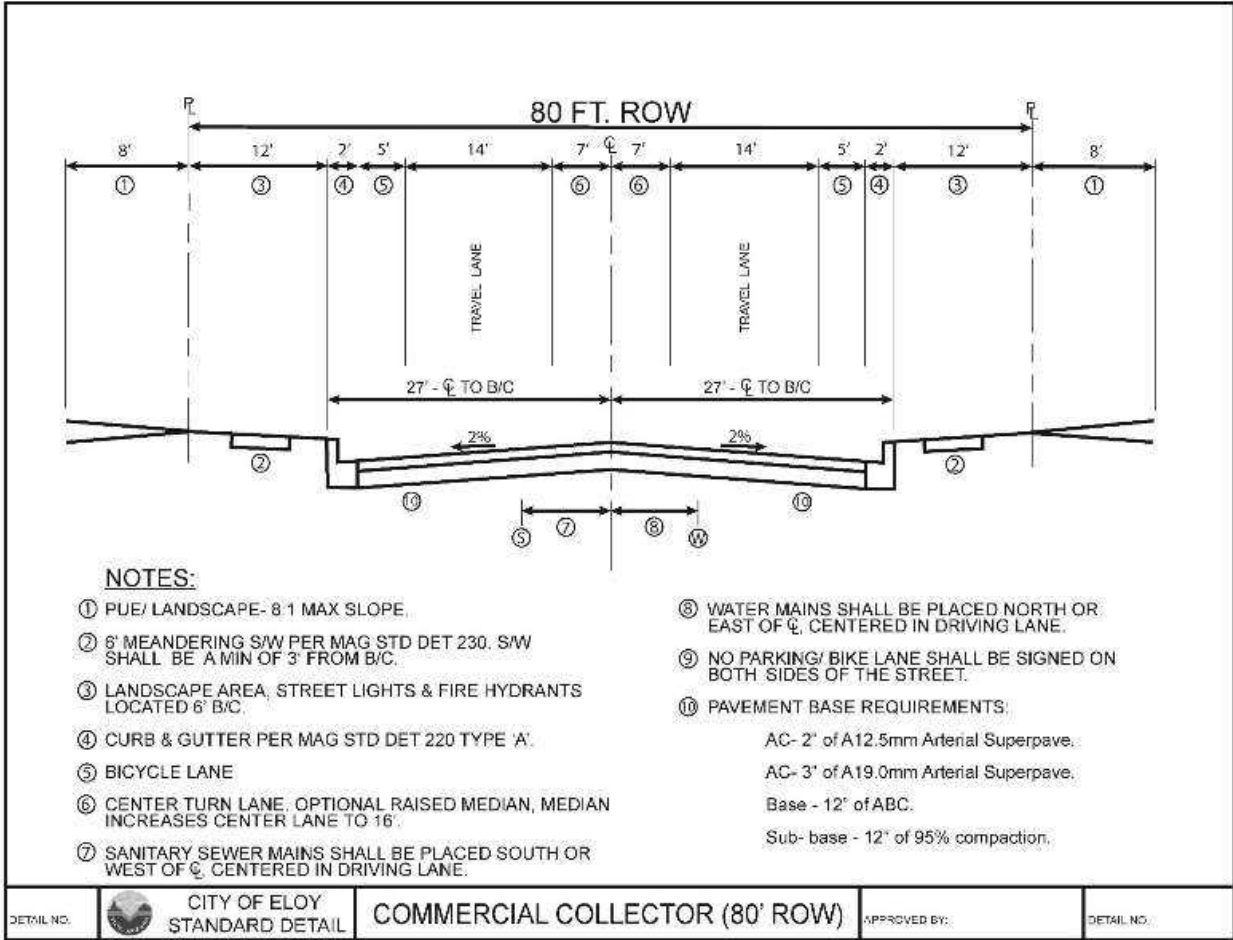
The minor arterial roadways include Estrella Road, Tumbleweed Road, Sunshine Boulevard and proposed Airport Loop Road and utilize a 110' right of way. The main vehicular access to the Airport occurs on Tumbleweed Road, north of Frontier Street.

PRELIM



The commercial collector roadways include segments of Tumbleweed Road and Arica Road and utilize an 80' right of way. The collector roadways include those segments bounded by Hanna Road on the north, Shedd Road to the south, Eleven Mile Corner Road to the east and Estrella Road to the west and utilize 70' rights of way.

PRELIMINARY



In addition, the Airpark Master Plan also includes the provision of a transit linkage, whenever the City of Eloy decides to implement the recommendations of the Transit Feasibility Study. When implemented, initial service would connect Downtown Eloy to Casa Grande via Frontier Street. When appropriate, a link could be provided on Shedd Road and Tumbleweed Road to serve the Municipal Airport as well as the Eloy Senior Center (on Shedd Road).

PRELIMINARY

Non-vehicular travel is also important as walking and biking are becoming more popular modes of movement and also lead to healthier lifestyles. Several corridors are identified as regional trails within the Airpark Study Area. These include the rights of way of Toltec Road, Estrella Road, and Shedd Road.

Roadway Capital Improvement Program Considerations

There are not any existing identified improvement projects for any of the roadways within the Airpark Study Area identified in the City’s Capital Improvement Program. However, the following roadways should be improved as follows:

Chip Seal Improvements

The City intends to improve the following street segments in 2021 with a chip seal topical treatment:

Eleven Mile Corner Road (Battaglia Road to Arica Road)

Estrella Road (Shedd Road to Cornman Road)

Implementation Program

The Implementation Program organizes those projects identified to occur within the next five years to achieve the objectives of the Land Use Master Plan. These projects are organized by priority order in Table 1, Near Term Implementation with the following headings:

- Project. Identifies the near term action.
- Purpose. Identifies the intent of the Project.
- Priority. Identifies the staging of the Project in Years 1-3, 3-5 or 5+.
- Responsibility. Identifies the primary City Departments and/or other entity
- Resources. Identifies the probable financial or in-kind mechanism(s).

Table 1, Near Term Implementation

Project	Purpose	Priority			Responsibility	Resources
		Years 1-3	Years 3-5	Year 3		

<p>Amend the Circulation Element text and map of the Eloy General Plan to include the amended arterial and Major Collector circulation system of the Airpark Study Area</p>	<p>To foster vehicular access and mobility around the Eloy Municipal Airport</p>			<p>Community Development Department Public Works Department</p>	<p>General Fund</p>
<p>Include the following roadway segments for chip sealing through the City's CIP program: Tumbleweed Road</p>	<p>To maintain the Airpark roadways in adequate condition</p>			<p>Public Works Department</p>	<p>General Fund</p>
<p>Prepare a Design Concept Report for the proposed Airport Loop Road</p>	<p>To create an efficient vehicular loop that fosters mobility and access around the Airport</p>			<p>Public Works Department</p>	<p>General Fund</p>
<p>Prepare a Design Concept Report for the Downtown-Airport Connector</p>	<p>To link two major economic engines of the city with supportive residential and commercial uses</p>			<p>Public Works Department</p>	<p>General Fund</p>
<p>Update the 2009 Small Area Transportation Plan (include the Airpark Circulation Master Plan)</p>	<p>To ensure the functional classification system adequately moves traffic/provides access within the Airpark and throughout Eloy</p>			<p>Public Works Department Sun Corridor Metropolitan Planning Organization</p>	<p>General Fund</p>

<p>Prepare and adopt a Parks Trails and Open Space Master Plan</p>	<p>To provide a non-vehicular trail network linking parks and natural open spaces in the City and County</p>			<p>Community Development Department Community Services Department Public Works Department</p>	<p>General Fund</p>
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Source: City of Eloy, January 2021

PRELIMINARY DRAFT

CITY OF ELOY

REQUEST FOR COUNCIL ACTION

Agenda Item: **VIII.A.**

Date: **2/4/2021**

Date submitted:
01/27/2021

Action: Formal

Subject: Municipal Airport Advisory Board to review staff recommendation on award of consultant for planning and environmental consulting services for the Eloy Municipal Airport.

Date requested:
2/4/2021

TO: Mayor and City Council

FROM: Harvey Krauss, City Manager

RECOMMENDATION:

Municipal Airport Advisory Board accept the staff recommendation on the award of consultant for planning and environmental consulting services for the Eloy Municipal Airport.

DISCUSSION:

In December 2020 the City requested Statements of Qualifications from qualified firms with extensive experience and knowledge in airport planning and environmental consulting services for the Eloy Municipal Airport. The selected consultant must have knowledge of Federal Aviation Administration (FAA) Standards and Arizona Department of Transportation (ADOT) Aeronautics Group Standards. Since the consulting services are funded by the FAA and ADOT, the work must be accomplished in accordance with Federal, State and Local guidelines, including FAA Advisory Circulars, the National Environmental Policy Act (NEPA), and Arizona Environmental Statutes.

The selected consultant would be expected to prepare an annual Airport Capital Improvement Program (ACIP), update the Eloy Municipal Airport Layout Plan and Eloy Municipal Airport Master Plan, conduct required environmental studies, prepare grant applications, and special service studies from time to time.

The City anticipates entering into a three (3) year agreement with one two (2) year option to extend the agreement. Two proposals were submitted on Friday, January 15, 2021 SOQ. The consultants were Coffman Associates and Armstrong Consultants. Attached is a summary of relevant project experience from each firm. Staff is recommending that the City enter into an agreement with Coffman Associates based upon the following reasons:

1. Coffman Associates has been providing an excellent level of service to the City of

Eloy over the past several years. All associates are consistently professional, knowledgeable, and responsive.

2. Extensive experience with airport projects within the State of Arizona, and in particular, Coffman has considerable experience with the Eloy Municipal Airport.
3. Over the years Coffman Associates have demonstrated an extensive understanding of FAA and ADOT guidelines, and established excellent working relationships with FAA and ADOT staff members.
4. The Airport Planning Manager and Principal, Matt Quick, as well as the other associates at Coffman that will be assigned to Eloy projects are locally based in Scottsdale, AZ, while the Principal-in-Charge and Airport Planning Manager (Justin Pietz) for Armstrong Consultants is based in Grand Junction, CO.
5. Staff is more familiar with the sub-consultants for Coffman Associates (Dibble and SWCA Environmental Consultants), and these firms have experience working at the Eloy Municipal Airport, while the sub-consultants for Armstrong are not familiar with the Eloy Municipal Airport.

FISCAL IMPACT:

The projects that would need consulting services will be funded by the Federal Aviation Administration and the Arizona Department of Transportation.

Approved as to Form:



Stephen R. Cooper, City Attorney

REQUEST FOR
STATEMENTS OF QUALIFICATIONS (SOQ)
AIRPORT PLANNING AND ENVIRONMENTAL CONSULTING SERVICES
ELOY MUNICIPAL AIRPORT
ELOY, ARIZONA
December 2020

SCOPE OF WORK

The City of Eloy is requesting Statements of Qualifications (SOQ) from qualified firms/teams to provide airport planning and environmental consulting services for the Eloy Municipal Airport (E60). The services to be provided may include, but are not limited to, airport planning services, financial and cost/benefit analysis, grant preparation and administration, environmental studies for airport projects, and special service studies.

ADDITIONAL SERVICES AND REGULATIONS

The anticipated services are specifically defined in Federal Aviation Administration (FAA) Advisory Circular 150/5100-14E, Chapter 1 Section 1.4.1 and Section 1.5. Some of the identified services, however, may not be required. All work will be required to meet FAA Standards and the Arizona Department of Transportation (ADOT) Multimodal Planning Division, Aeronautics Group Standards. In addition, all work shall be accomplished in accordance with Federal, State and Local guidelines and regulations including FAA Advisory Circulars, The National Environmental Policy Act (NEPA) and Arizona Environmental Statutes.

The services will be limited to those projects reasonably expected to be performed for the Airport as outlined in the attached "Draft" Airport Capital Improvement Program (ACIP) for Fiscal Year 2021 -2026. The Eloy Airport Zoning Overlay Districts are identified in the Eloy Zoning Ordinance (21-2-7.11) (https://codelibrary.amlegal.com/codes/eloyaz/latest/eloy_az/0-0-0-8876) the Eloy Airport Overlay Boundaries are identified in the Eloy Zoning Map (<https://eloyaz.maps.arcgis.com/apps/webappviewer/index.html?id=0b97b50a82ec44009385a85f8b9b0d8e>),, and the Eloy Municipal Airport Layout Plan is identified in the Eloy Municipal Airport Master Plan (<https://eloyaz.gov/DocumentCenter/View/288/Eloy-Airport-Master-Plan-2011-PDF>)

FUNDING

All projects are anticipated to be funded by the Federal Aviation Administration and State of Arizona grants, as well as the City of Eloy. The City anticipates entering into a three (3) year contract with one, two (2) year option to extend the contract, based upon the mutual agreement of the City and selected consulting firm.

EXPERIENCE AND SUBMISSION REQUIREMENTS

The firm/team should have demonstrated past successful experience in working with general aviation airports in Arizona and the Southwest as well as a thorough understanding of the FAA's Airport Improvement Program (AIP). Certified Disadvantaged Business Enterprise (DBE) firms who are qualified are encouraged to respond to this SOQ.

In order to be deemed a complete response to this request, please submit (prior to the date and time this solicitation is due), five (5) complete copies of your firm's Statement of Qualifications. Submittals are to be arranged in a vertical format (8.5" x 11"), shall be brief and concise, containing no more than 50 single sided or 25 double sided pages of material (exclusive of front and back cover, dividers, and transmittal letter). Any Appendix materials are considered in the total page count. Submittals that do not include five (5) copies and/or are in excess of 50 single sided or 25 double sided pages shall be considered non-responsive and subject to disqualification. The City of Eloy assumes no obligation in the solicitation of this Statement of Qualifications. All costs associated with responding to this solicitation shall be borne by the submitter.

SELECTION PROCESS AND EVALUATION CRITERIA

The selection process will conform to the guidelines set forth in FAA Advisory Circular 150/5100-14E and A.R.S. 34-603. Evaluation and selection of the consultant will be based upon the following:

1. Experience and qualifications of your firm/team in providing airport planning and environmental services. List examples of airport projects completed in the last five (5) years only that were under contract to your firm. These examples shall include the name and size of the airport, start/completion dates of the project, project budget; the owner's

name, telephone and email contact information, your project manager on the project, as well as a summary description of the project.

2. Professional qualifications and experience of the identified project manager and key task managers who will perform the services during this procurement period.
3. Experience and qualifications of your identified project manager and key task managers in successfully administering FAA Airport Improvement Program (AIP) grants as well as Arizona Department of Transportation (ADOT) – Multimodal Planning Division, Aeronautics Group grants, if applicable, and familiarity with FAA Advisory Circulars and FAA/State project checklists.
4. Affirmative Action Plan/Program.
5. Qualifications and experience of outside project team consultants identified to assist with this project.
6. Level of interest expressed in undertaking the project and familiarity with the airport/geographic location and relevant Eloy Municipal Airport issues.
7. Evidence of good faith efforts in meeting Disadvantaged Business Enterprise goals.
8. Knowledge and experience preparing and administering Airport Layout Plan (ALP) requirements.

Selection of a firm/team may be based solely on the City's evaluation of the Statement of Qualifications. However, the City of Eloy reserves the right to conduct interviews if necessary. The firm/team considered by the City to be the most qualified will be selected for the procurement period, subject to approval by the Mayor and City Council and successful contract negotiations. Negotiation of a fee is limited to the services expected to be performed under the initial project. The fees for subsequent services will be negotiated at the time those services are needed.

SUBMITTAL INFORMATION

All submissions to this request for Statement of Qualifications shall be received before, or no later than, 3:00 p.m. (Arizona Time) on Friday, January 15, 2021.

Submittals must be delivered/mailed to:

Mary Myers, City Clerk
City of Eloy
595 North C Street, Suite 104
Eloy, AZ 85131

The outside of the envelope in which your submittal is mailed and/or delivered must

be marked "SOQ – AIRPORT PLANNING AND ENVIRONMENTAL SERVICES".

Electronic submissions of the submitters Statement of Qualifications (SOQ) shall not be accepted under any conditions.

CONTACT INFORMATION

There will **not** be a pre-submittal conference conducted for this project.

Should you require additional information, or if you have any questions, please contact Harvey Krauss, City Manager at 520-466-9201 or at hkrauss@eloyaz.gov

EXHIBIT A

**ELOY MUNICIPAL AIRPORT
"DRAFT" FAA/ADOT ACIP (2022-2026)**

**Federal Aviation Administration and Arizona Department of Transportation
Five-Year Capital Improvement Program
Project Request Data Sheet**

Airport Name: Eloy Municipal Airport	Sponsor Signature: _____ (Required)	Date: <u>8/26/2020</u> <u>11:55:32AM</u>
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<u>Fiscal Year</u>	<u>Project Map Identifier</u>	<u>Project Category</u>	<u>Project Total Amount</u>	<u>Project Component</u>
2022	22-1	State and Local	\$750,000	Airport Drainage, Improve
			Description: Constr. of misc. drainage improvements including approx. 2,000 lf of drainage channel and culverts as determined by Airport Drainage Study (Ph. 2). This would include projects which have received a FONSI from FAA. Justification: The airport is experiencing drainage and flooding problems. The drainage improvements will correct extg. problems and will also allow for future airport development.	Project shown on approved ALP? Y Phase Project? Y FSL Pavement Maintenance Prj.? N Environmental Review Status? EA
2023	23-1	Federal, State, and Local	\$300,000	Planning:Conduct <Environmental Assessment/Environmental Impact Statement/Feasibility> <Study/Update>
			Description: Prepare an EA for a 650 ft extension to Rwy 2, including land acquisition (approx. 40 acres). APN 404-05-009B and APN 404-05-010J Justification: The EA is required in order to determine that there are no significant environmental issues associated with the project.	Project shown on approved ALP? Y Phase Project? N FSL Pavement Maintenance Prj.? N Environmental Review Status? CatEx
2024	24-1	Federal, State, and Local	\$400,000	Land:Acquire <Land/Easement> For Development/Relocation
			Description: Reimbursement for the acquisition of approx. 40 acres of land for the extension of Rwy 2 (APN 404-05-010J and APN 404-05-009B). Justification: The land is required for the extension of Rwy 2.	Project shown on approved ALP? Y Phase Project? Y FSL Pavement Maintenance Prj.? N Environmental Review Status? EA
2024	24-2	Federal, State, and Local	\$400,000	Runways:<Extend/Widen/Strengthen> Runway [To Meet Standards] - Standards
			Description: Design of a 650 ft. extension to Rwy 2, including parallel Twy extension, MIRLS and MITLs. Justification: The Rwy extension is required to serve larger, high-performance turbine AC. The extension is further justified in the Airport Master Plan.	Project shown on approved ALP? Y Phase Project? Y FSL Pavement Maintenance Prj.? N Environmental Review Status? EA

**Federal Aviation Administration and Arizona Department of Transportation
Five-Year Capital Improvement Program
Project Request Data Sheet**

Airport Name: Eloy Municipal Airport	Sponsor Signature: _____ (Required)	Date: <u>8/26/2020 11:55:32AM</u>
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<u>Fiscal Year</u>	<u>Project Map Identifier</u>	<u>Project Category</u>	<u>Project Total Amount</u>	<u>Project Component</u>					
2024	24-3	State and Local	\$850,000	Airport Drainage, Improve					
			<p>Description: Constr. of misc. drainage improvements including approx. 3,500 lf of drainage channel and culverts as determined by Airport Drainage Study (Ph. 3). This would include projects which have received a FONSI from FAA.</p> <p>Justification: The airport is experiencing drainage and flooding problems. The drainage improvements will correct extg. problems and will also allow for future airport development.</p>	<table style="width: 100%; border: none;"> <tr> <td style="width: 80%;">Project shown on approved ALP?</td> <td style="text-align: center;">Y</td> </tr> <tr> <td>Phase Project?</td> <td style="text-align: center;">Y</td> </tr> <tr> <td>FSL Pavement Maintenance Prj.?</td> <td style="text-align: center;">N</td> </tr> <tr> <td>Environmental Review Status?</td> <td style="text-align: center;">EA</td> </tr> </table>	Project shown on approved ALP?	Y	Phase Project?	Y	FSL Pavement Maintenance Prj.?
Project shown on approved ALP?	Y								
Phase Project?	Y								
FSL Pavement Maintenance Prj.?	N								
Environmental Review Status?	EA								
2025	25-1	Federal, State, and Local	\$4,000,000	Runways:<Extend/Widen/Strengthen> Runway [To Meet Standards] - Standards					
			<p>Description: Construct a 650 ft. extension to Rwy 2, including parallel Twy extension, MIRLS and MITLs.</p> <p>Justification: The Rwy extension is required to serve larger, high-performance turbine AC. The extension is further justified in the Airport Master Plan.</p>	<table style="width: 100%; border: none;"> <tr> <td style="width: 80%;">Project shown on approved ALP?</td> <td style="text-align: center;">Y</td> </tr> <tr> <td>Phase Project?</td> <td style="text-align: center;">Y</td> </tr> <tr> <td>FSL Pavement Maintenance Prj.?</td> <td style="text-align: center;">N</td> </tr> <tr> <td>Environmental Review Status?</td> <td style="text-align: center;">EA</td> </tr> </table>	Project shown on approved ALP?	Y	Phase Project?	Y	FSL Pavement Maintenance Prj.?
Project shown on approved ALP?	Y								
Phase Project?	Y								
FSL Pavement Maintenance Prj.?	N								
Environmental Review Status?	EA								
2026	26-1	Federal, State, and Local	\$300,000	Equipment:Install Weather Reporting Equipment {Describe, e.g., AWOS } - Standards					
			<p>Description: Install a new AWOS on the northwest side of RWY 2-20.</p> <p>Justification: The AWOS will provide real-time weather data at the Airport enhancing safety for aircraft operations, including the safety of pilots and passengers.</p>	<table style="width: 100%; border: none;"> <tr> <td style="width: 80%;">Project shown on approved ALP?</td> <td style="text-align: center;">Y</td> </tr> <tr> <td>Phase Project?</td> <td style="text-align: center;">N</td> </tr> <tr> <td>FSL Pavement Maintenance Prj.?</td> <td style="text-align: center;">N</td> </tr> <tr> <td>Environmental Review Status?</td> <td style="text-align: center;">CatEx</td> </tr> </table>	Project shown on approved ALP?	Y	Phase Project?	N	FSL Pavement Maintenance Prj.?
Project shown on approved ALP?	Y								
Phase Project?	N								
FSL Pavement Maintenance Prj.?	N								
Environmental Review Status?	CatEx								

EXPERIENCE AND QUALIFICATIONS OF FIRM



Coffman Associates is a specialized airport planning firm of 25 professional and technical staff members focused exclusively on airport planning and associated airport environmental and noise/land use studies. The firm's unique capabilities and extensive experience provide Coffman Associates with the qualifications required to produce the most valuable airport planning and environmental documentation in the industry. Coffman Associates has earned a reputation for excellence since its founding in 1979. Awards include the American Association of Airport Executives Corporate Cup of Excellence Award and the Federal Aviation Administration (FAA) Partnership Award.

During the past 41 years, Coffman Associates has completed more than 1,200 planning assignments, including more than 550 airport master plans, 150 airport noise compatibility studies, and 250+ airport environmental studies. **This experience includes 250+ planning assignments for more than 50 airports in Arizona, including numerous airport planning and environmental projects for Eloy Municipal Airport during the past 20 years.**

Our Primary Airport Planning/Environmental Services Include:

- Airport Master Plans
- Part 150 Noise Compatibility Studies
- Environmental Documentation
- Airport Zoning and Land Use Planning
- Grant Applications
- Grant Program Management
- Wildlife Hazard Management
- Airports GIS/Aerial Photography
- Terminal Planning
- Airport Financial Analysis
- Sustainability Planning
- Rates and Fees Analysis
- Minimum Standards
- Airport Rules and Regulations
- Safety Management System (SMS) Programs

Office Locations

Arizona Office (where work will be accomplished)

4835 E. Cactus Road, Suite 235
Scottsdale, AZ 85254
602-993-6999

Headquarters

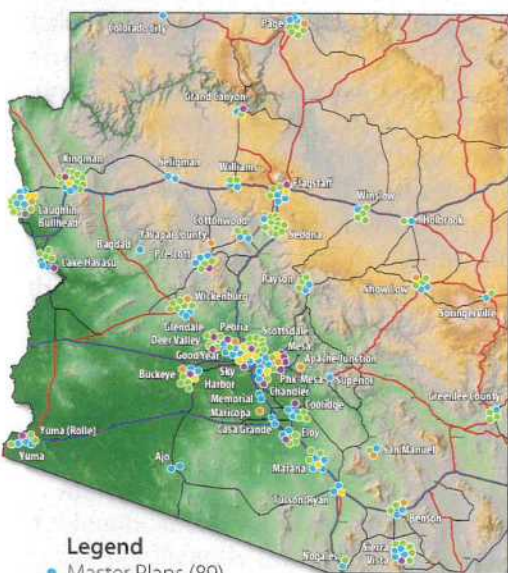
12920 Metcalf Ave., Suite 200
Overland Park, KS, 66213
816-524-3500

Planning Experience Summary



- 550 + Airport Master Plans
- 30 + Site Selections
- 150 + Noise and Land Use Studies
- 250 + Environmental Documentation
- 150 + Feasibility and Project-Specific Studies

Arizona Airport and Environmental Planning Experience



Legend

- Master Plans (89)
- Environmental Studies (121)
- Noise and Land Use Compatibility Studies (16)
- Site Selections (12)
- Airport Management Support Services (22)

- Ajo
- Apache Junction
- Bagdad
- Benson
- Buckeye
- Casa Grande
- Chandler
- Colorado
- Coolidge
- Cottonwood
- Eloy
- Flagstaff
- Glendale
- Grand Canyon N.P.
- Greenlee County
- Holbrook
- Kingman
- Lake Havasu City
- Laughlin/Bullhead
- Marana
- Maricopa
- Memorial Airport (Gila River)
- Mesa
- Mesa-Falcon Field

- Nogales
- Page
- Payson
- Peoria
- Phoenix Deer Valley
- Phoenix Goodyear
- Phoenix-Mesa Gateway
- Phoenix Sky Harbor
- Prescott
- Rolle Airfield (Yuma)
- San Manuel
- Scottsdale
- Sedona
- Seligman
- Show Low
- Sierra Vista
- Springerville
- Superior
- Tucson International
- Ryan Airfield, Tucson
- Wickenburg
- Williams
- Winslow-Lindbergh
- Yavapai County
- Yuma International

RECENT AIRPORT PLANNING EXPERIENCE

In the last five years, Armstrong's Planning team has completed over 25 Airport Master Plans and over 40 Airport Layout Plans. The table below, and on the following page, reflects each Armstrong planning project completed within the last seven years. The projects at the top of the table are currently in progress with our planning team. In the following pages, select projects from the last five years will be expanded upon with the details requested in the RFQ.

CLIENT NAME	PROJECT	LOCATION	TYPE	START	END
Alamogordo-White Sands Regional Airport	Airport Layout Plan Update	Alamogordo, NM	GA	2017	99% Complete
Alamo Landing Field	Airport Master Plan	Alamo, NV	GA	2018	99% Complete
Green River Municipal Airport	Airport Master Plan	Green River, UT	GA	2019	95% Complete
Sterling Municipal Airport	Airport Master Plan	Sterling, CO	GA	2019	95% Complete
Andrew Othole Memorial Airport	Airport Master Plan	Zuni, NM	GA	2019	65% Complete
San Luis Valley Regional Airport	Airport Master Plan	Alamosa, CO	Comm. Svc.	2019	65% Complete
Blanding Municipal Airport	Airport Layout Plan Update	Blanding, UT	GA	2020	55% Complete
Taos Regional Airport	Airport Master Plan	Taos, NM	GA	2020	50% Complete
Monticello Airport	Airport Master Plan	Monticello, UT	GA	2020	50% Complete
Holyoke Municipal Airport	Airport Master Plan	Holyoke, CO	GA	2020	35% Complete
Burlington-Kit Carson County Airport	Airport Master Plan	Burlington, CO	GA	2018	2020
Show Low Regional Airport	Airport Master Plan	Show Low, AZ	Comm. Svc.	2019	2020
Sacramento-McClellan Airport	Airport Layout Plan Update	Sacramento, CA	Comm. Svc.	2018	2019
Four Corners Regional Airport	Terminal Building Evaluation Study	Farmington, NM	Comm. Svc.	2020	2020
Yuma Municipal Airport	Airport Master Plan	Yuma, CO	GA	2016	2019
Wells Municipal Airport	ALP Update	Wells, NV	GA	2019	2019
Logan-Cache Airport	Terminal Layout Plan	Logan, UT	GA	2017	2019
Four Corners Regional Airport	Airport Reference Code Evaluation	Farmington, NM	Comm. Svc.	2018	2019
Roswell International Air Center	Terminal Evaluation Study	Roswell, NM	Comm. Svc.	2018	2019
Sacramento-McClellan Airport	ALP Update	McClellan, CA	Private	2018	2019
Perkins Field (Clark County)	ALP Update	Overton, NV	GA	2018	2019
Roswell International Air Center	Wide Body Hangar Development Program	Roswell, NM	Comm. Svc.	2018	2019



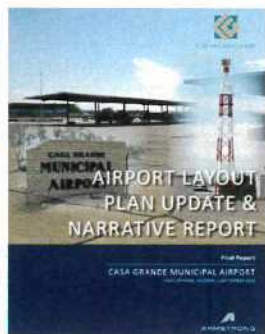
Jean Sport Aviation Center (Clark County)	ALP Update	Jean, NV	GA	2019	2019
Granby-Grand County Airport	Airport Master Plan	Granby, CO	GA	2015	2018
Phoenix-Goodyear Airport	Airport Master Plan	Goodyear (Phoenix, AZ)	Reliever	2016	2018
Craig-Moffat County Airport	Airport Master Plan	Craig, CO	GA	2016	2018
Bryce Canyon Airport	Airport Master Plan	Bryce Canyon, UT	GA	2016	2018
Polacca Airstrip	ALP Update	Polacca, AZ	GA	2016	2018
Shiprock Airport	Airport Layout Plan Update	Shiprock, NM	GA	2017	2018
Wray Municipal Airport	Airport Master Plan	Wray, CO	GA	2014	2017
Canyonlands Field	Airport Master Plan / Environmental Assessment	Moab, UT	Comm. Svc.	2015	2017
Marana Regional Airport	Airport Master Plan	Marana, AZ	Reliever	2015	2017
Escalante Municipal Airport	Airport Master Plan	Escalante, UT	GA	2015	2017
Colorado City Airport	Environmental Assessment	Colorado City, AZ	GA	2015	2017
Limon Municipal Airport	Airport Master Plan	Limon, CO	GA	2015	2017
Grand Canyon West Airport	Terminal Feasibility Study	Grand Canyon West, AZ	Comm. Svc.	2015	2017
Lewiston-Nez Perce County Airport	Airport Master Plan	Lewiston, ID	Comm. Svc.	2013	2016
Leadville-Lake County Airport	Airport Master Plan	Leadville, CO	GA	2013	2016
Durango-Animas Airpark	Airport Master Plan	Durango/Animas, CO	Private	2014	2016
Navajo Nation Department of Transportation	Airport System Plan	Window Rock, AZ	GA	2014	2016
Flagstaff-Pulliam Field	Sustainability Master Plan	Flagstaff, AZ	Comm. Svc.	2014	2016
Ohkay Owingeh Airport	Airport Action Plan	Espanola / Ohkay Owingeh, NM	GA	2015	2016
McCarley Field	ALP Update	Blackfoot, ID	GA	2015	2016
Minden-Tahoe Airport	Airport Master Plan	Minden-Tahoe, NV	GA	2015	2016
Rolle Field	Environmental Assessment	Yuma, AZ	GA	2015	2016
Blake Field	Airport Master Plan	Delta, CO	GA	2013	2015



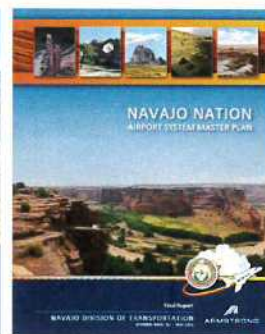
SHOW LOW REGIONAL



BISBEE DOUGLAS INT.



CASA GRANDE MUNICIPAL



NAVAJO NATION SYSTEM PLAN



MARANA REGIONAL