



**PUBLIC NOTICE
PLANNING & ZONING COMMISSION**

Meets

Wednesday, May 20, 2026

6:00 PM

**ELOY CITY COUNCIL CHAMBERS
595 NORTH C STREET
ELOY, ARIZONA 85131**

AGENDA

I. Call to Order

II. Roll Call

III. Pledge of Allegiance

IV. Public Appearances

Those wishing to **ADDRESS THE PLANNING & ZONING COMMISSION** may do so by signing in on a form provided by the Community Development Director, identifying the topic(s) or agenda item(s). **ACTION** taken as a result of public comment regarding non agenda items will be limited to directing staff to study the matter or rescheduling the matter for further consideration and decision at a later date. **SPEAKERS SHALL BE LIMITED TO THREE (3) MINUTES.**

V. Motion to approve the meeting minutes of the Planning and Zoning Commission

A. March 11, 2026, Planning and Zoning Commission Meeting Minutes.

VI. New Business: Possible discussion and/or action on the following:

A. Conduct a public hearing and make a recommendation to the Eloy City Council on the following: Case No. GPA2026-001: City of Eloy General Plan Update. A request by the City of Eloy for a General Plan Amendment to adopt a new General Plan entitled "Eloy General Plan: Planning Today for a Stronger Tomorrow." to replace the existing Eloy General Plan adopted on May 11, 2020, and subsequently amended. The new General Plan encompasses an irregularly shaped area of approximately 521.7 square miles, generally located south of Arizona Route 287, north of Pima County's northern boundary (approximately along the West Angel Drive and East Kodiak Drive alignments), east of the South Ethington Road alignment, and west of the East Tool Shed Lane alignment.

VII. Informational items; Possible discussion; no action required, on the following:

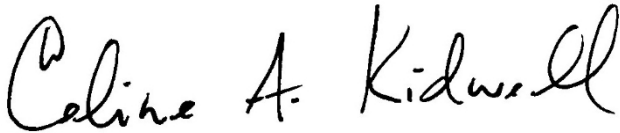
- A. Information pertaining to the City's Request for Qualifications (RFQ) from qualified firms to provide Airport Planning and Environmental Consulting Services for the Eloy Municipal Airport.
- B. Planning and Zoning Commission members and staff will update the public on relevant events and activities they have attended since the last meeting and any future events, activities, and potential agenda items.

VIII. Communications:

IX. Motion to Adjourn

POSTED BY AT ELOY CITY HALL, ELOY POST OFFICE, AND CITY WEBSITE: www.elayaz.gov

THE FACILITY WILL BE OPEN TO THE PUBLIC 30 MINUTES PRIOR TO THE START OF THE MEETING AND SEATING WILL BE AVAILABLE FOR “REASONABLY ANTICIPATED ATTENDANCE.”

A handwritten signature in black ink that reads "Celine A. Kidwell". The signature is written in a cursive, flowing style.

Celine A. Kidwell, CMC, FCRM
City Clerk

INDIVIDUALS WITH SPECIAL ACCESSIBILITY NEEDS MAY CONTACT MICHELLE HALL, 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 COMMISSION AND/OR STAFF MAY PARTICIPATE BY TELEPHONIC OR VIDEO MEANS.



PLANNING & ZONING COMMISSION
MEETING MINUTES
WEDNESDAY, MARCH 11, 2026
6:30 PM
ELOY CITY COUNCIL CHAMBERS
595 NORTH C STREET
ELOY, ARIZONA 85131

I. Call to Order

Chairman Paulson called the meeting to order at 6:30 pm.

II. Roll Call

Chairman Paulson
Vice-Chairman Tolson
Commissioner Crawford
Commissioner Frassetto
Commissioner Gunn
Commissioner Nallanthighal (Absent)
Commissioner Wittman
Commissioner Lopez
Ex-Officio Sutton

Staff

Dan Symer, Community Development Director
Michelle Hall, Management Analyst

III. Pledge of Allegiance

Chairman Paulson led the Pledge of Allegiance.

IV. Public Appearances

Those wishing to ADDRESS THE PLANNING & ZONING COMMISSION may do so by
signing in on a form provided by the Community Development Director, identifying the topic(s)

or agenda item(s). ACTION taken as a result of public comment regarding non-agenda items will be limited to directing staff to study the matter or rescheduling the matter for further consideration and decision at a later date. SPEAKERS SHALL BE LIMITED TO THREE (3) MINUTES.

There were no public appearances.

V. Motion to approve the February 18, 2026, meeting minutes of the Planning and Zoning Commission

A. February 18, 2026, Planning and Zoning Commission Meeting Minutes.

Chairman Paulson requested a motion to approve the February 18, 2026, meeting minutes.

Commissioner Crawford motioned to approve the February 18, 2026, meeting minutes.

Commissioner Wittman seconded the motion.

Vice-Chairman Tolson abstained since he did not attend the meeting.

The motion passed 6-0

VI. Consent Agenda

A. All items listed on the consent agenda may be enacted by one motion and one roll call vote of the Planning and Zoning Commission. Unless a commission member or member of the public so requests, a separate discussion be held on any item; the item will be removed from the consent agenda and considered in its normal sequence on the agenda. The commission shall conduct a Public Hearing and possibly take action on the following:

1. Case No. CUP2025-011 Park 8-10 Freeberg Outdoor Storage. A request for a Conditional Use Permit to allow outdoor storage on the property zoned Light Industrial (I-1) located at 5610 North Sunland Gin Road.

Chairman Paulson requested a motion to approve the consent agenda.

Vice-Chairman Tolson stated that the condition of approval #3 stated that there was to be a 6-foot-high fence and asked if they could change it to 8-foot without taking the item off consent?

Director Symer stated that the recommendation and motion from the commission would need to state that the fence needed to be 8 feet.

Commissioner Crawford motioned to approve the consent agenda with the approval of the 8-foot fence maximum.

Vice-Chairman Tolson seconded the motion.

The motion passed 7-0

VII. New Business: Possible discussion and/or action on the following

- A. General Plan Update - Status Update and Public Review Period

Director Symer gave his presentation and updated the commission on the General Plan and the Public Review Period. He stated that now was the time for the community to give input and submit their ideas to the city via the links on the city's website.

VIII. Informational Item:

- A. Planning and Zoning Commission members and staff will update the public on relevant events and activities they have attended since the last meeting, and any future events, activities, and potential agenda items. These items are for information only—no action will be taken.

Mayor Sutton gave updates on a (Rezone) request from Julie Vermillion and a CUP request from AT&T, he stated that they were passed unanimously by the council.

Director Symer stated that right now, there may not be a commission meeting in April. But he would update the commission if there were any changes

IX. Motion to Adjourn

Chairman Paulson adjourned the meeting at 6:58 pm.

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: VI.A.

Date: 5/20/2026

Date submitted:
05/13/2026

Action: Formal

Date requested:
5/20/2026

Subject: Conduct a public hearing and make a recommendation to the Eloy City Council on the following: Case No. GPA2026-001: City of Eloy General Plan Update. A request by the City of Eloy for a General Plan Amendment to adopt a new General Plan entitled “Eloy General Plan: Planning Today for a Stronger Tomorrow.” to replace the existing Eloy General Plan adopted on May 11, 2020, and subsequently amended. The new General Plan encompasses an irregularly shaped area of approximately 521.7 square miles, generally located south of Arizona Route 287, north of Pima County’s northern boundary (approximately along the West Angel Drive and East Kodiak Drive alignments), east of the South Ethington Road alignment, and west of the East Tool Shed Lane alignment.

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission make a recommendation to the City Council to approve and adopt Case No. GPA2026-001: City of Eloy General Plan Update.

DISCUSSION:

The City of Eloy initiated an update to its General Plan in February 2025, marking an important step in guiding the community’s long-term growth, development, and provision of services. Since the launch of the General Plan update effort, City staff and consulting

team members have conducted a variety of outreach activities to gather community input. This input formed the foundation for the plan's vision, aspirational statements, goals, policies, and actions, providing a comprehensive roadmap to guide the city's growth, development, service provision, and decision-making over time. As further summarized hereafter, each chapter of the plan plays a distinct role towards implementing a cohesive vision for the future while ensuring that development aligns with community values.

Chapter 1, *Our Process*, establishes the foundation of the General Plan by explaining its purpose, structure, and function. It clarifies that the plan is not a regulatory document but rather a policy guide used by city officials, planners, and the public to inform decisions related the city's future growth, development, and services. The chapter also explains how the General Plan connects to other planning tools, such as zoning codes and development plans, ensuring consistency across all levels of planning. Additionally, it outlines the legal requirements under Arizona law and emphasizes that the plan is adaptable, allowing for updates as conditions change.

Chapter 2, *Our Foundation*, provides critical background information that informs the entire plan. It examines Eloy's regional location, highlighting its strategic position between Phoenix and Tucson and its access to major transportation corridors. The chapter also explores the city's historical development, from early Native American civilizations to its agricultural roots and eventual economic diversification. A key component of this chapter contains a summary of the Existing Conditions Report previously presented to the City Council and Planning and Commission. presents data on population, housing, infrastructure, and economic trends. This information reveals both opportunities—such as available land and economic potential—and challenges, including infrastructure demands and housing affordability. By establishing a clear understanding of current conditions, this chapter creates a baseline for future planning.

Chapter 3, *Inspired Community*, focuses on public engagement and the role of community input in shaping the plan. Through workshops, surveys, and outreach events, thousands of residents contributed their perspectives on Eloy's future. This chapter highlights major community priorities, including maintaining the city's small-town character, improving infrastructure, expanding economic opportunities, and addressing housing concerns. The result of this extensive engagement in the following Community Vision Statement:

- *Eloy is growing with purpose—rooted in history, guided by community pride, and focused on improving quality of life for all. As we develop and revitalize our neighborhoods, strengthen our economy, and invest in infrastructure, we will remain a city that honors its small-town charm while embracing opportunity. Eloy is growing with purpose—rooted in history, guided by community pride, and focused on improving quality of life for all. As we develop and revitalize our neighborhoods, strengthen our economy, and invest in infrastructure, we will remain a city that honors its small-town charm while embracing opportunity.*

This vision serves as the guiding principle for all subsequent chapters, an aspirational

statement, goals, policies, and actions to ensure that the plan remains rooted in the needs and desires of the community.

Chapter 4, *Purposeful Growth*, translates the community's vision into a strategy for physical development. It focuses on how and where growth should occur, emphasizing the importance of balancing development with preservation. The chapter introduces the Future Land Use Map, which provides a flexible framework for organizing residential, commercial, industrial, and open space uses. It also identifies key tools such as Growth Areas, Activity Centers, and Development Areas, which help direct investment and prevent unplanned sprawl. By coordinating land use with infrastructure and environmental considerations, this chapter ensures that growth is intentional, efficient, and aligned with community values.

Chapter 5, *Prosperous Economy*, addresses economic development and financial stability of the city and its community. It aims to strengthen Eloy's economy by attracting businesses, creating jobs, and supporting workforce development. The chapter highlights the city's advantages, including its location and transportation access, while also addressing challenges such as limited local employment opportunities. It emphasizes the importance of diversifying the economy, revitalizing downtown, and providing a range of housing options to support a growing workforce. Overall, this chapter seeks to create a strong economic foundation that benefits both residents and the city as a whole.

Chapter 6, *Balanced Environment*, focuses on sustainability and quality of life. It emphasizes the importance of preserving open space, protecting natural resources, and expanding parks and recreational opportunities. Recognizing Eloy's unique desert environment, the chapter promotes responsible growth that minimizes environmental impact while enhancing livability. By integrating conservation efforts with development, this chapter ensures that future growth does not come at the expense of the city's natural assets.

Chapter 7, *Resilient Infrastructure*, addresses the essential systems that support the community, including transportation, water resources, and public services. As Eloy anticipates significant population growth, this chapter emphasizes the need for infrastructure that is both reliable and adaptable. It highlights the importance of planning for future costs, improving connectivity, and ensuring that development contributes to infrastructure needs. By focusing on resilience, the chapter ensures that the city can effectively respond to growth and changing conditions.

Chapter 8, *Our Strategy*, outlines how the General Plan will be implemented. It provides specific actions, timelines, and responsibilities to ensure that the plan's goals are achieved. This chapter emphasizes accountability and coordination among city departments, stakeholders, and the community. By translating broad goals into concrete steps, it ensures that the plan is not just a vision but a practical guide for action.

Finally, the appendices provide supporting information, including technical data, community engagement records, and detailed maps. These materials enhance transparency and provide the evidence needed to support the plan's recommendations.

Appendix. Finally, the appendices provide supporting information, including technical data, community engagement records, and detailed maps. These materials enhance transparency and provide the evidence needed to support the plan's recommendations.

Community Outreach

Guided by the City Council—adopted Public Participation Plan (PPP) (Resolution 25-1614), outreach efforts included a variety of engagement tools designed to encourage participation. As further described in Chapter 3, Inspired Community:

- *Public workshops and open houses:*
 - These events allowed residents to learn about the plan, ask questions, and provide direct feedback in a collaborative setting.
- *Surveys (online and in-person):*
 - Surveys were used to gather broad input from a larger number of participants, helping identify common concerns and priorities.
- *Stakeholder interviews and focus groups:*
 - Targeted discussions were held with key groups, including business leaders, community organizations, and regional partners, to gain deeper insights.
- *Community events and pop-up activities:*
 - Outreach was conducted at local events and public spaces, making participation more convenient and accessible.
- *Digital engagement tools:*
 - Online platforms allowed residents to provide input remotely, increasing accessibility and participation.

These combined methods ensured that outreach was both broad (a large number of participants) and deep (detailed, meaningful feedback) - resulting in a total of 7,587 Community Engagements that resulted into the draft plan's development.

On March 4, 2026, the City released the Draft General Plan to the public and notified the required agencies, thereby initiating the 60-day comment period in accordance with Arizona Revised Statutes (A.R.S.) § 9-461.06(D). During this period, a virtual reality immersion open house was held, providing virtual implementation concepts of the draft plan's development goals and policies. Upon conclusion of the agency and public comment period, the City received 1,813 additional community engagements, bringing the total to 9,400. It should be noted that this total does not include numerous social media impressions related to plan information and open houses throughout the public participation process. The comments received are summarized in Chapter 3, and additional comments are provided in Attachment 2, reflecting a range of comments and requests.

FISCAL IMPACT:

Adopting a General Plan has a multi-layered fiscal impact, as it serves as the City's long-term growth, development, and service plan to address the community's vision. Implemented over a number of years, the plan's goals, policies, and implementation actions provide the framework for City staff, the public, and the City Council to evaluate and leverage financial decisions.

PUBLIC HEARING DRAFT

May 20, 2026



Eloy General Plan

PLANNING TODAY, FOR A STRONGER TOMORROW



ACKNOWLEDGMENTS

CITY COUNCIL

Mayor Andrew Sutton
Vice-Mayor Michelle McKinley-Tarango
Councilmember Sara Curtis
Councilmember Jose Garcia
Councilmember Josephine "JoAnne" Galindo
Councilmember Daniel Snyder
Councilmember Michael Vodrazka

PLANNING & ZONING COMMISSION/ GENERAL PLAN ADVISORY COMMITTEE

Steven Paulson, Chairperson
Conrad Tolson, Vice-Chairperson
Commissioner Allen Crawford
Commissioner Frank Frassetto
Commissioner Johnny Gunn
Commissioner Bhakta Nallanthighal
Commissioner Gerard Wittman
Erika Lopez, Alternate Member
Andrew Sutton, EX-Officio Member

PROJECT TEAM

Mackenzie Letcher
City Manager
David Malewitz
Former City Manager
Dan Symer
Community Development Director

TECHNICAL ADVISORY COMMITTEE

Paul Anchondo
Community Service Director
Sergio Banales
Police Chief
Refugio Gallegos
Deputy Public Works Director
Matt Rencher
Former Public Works Director / City Engineer
Chad Price
Community Services Manager
Dan Symer
Community Development Director
Kelly Weddle
Eloy Fire District Chief
Brian Wright
Finance Director

CONSULTANTS

Logan Simpson
Kimley-Horn
Elliott D. Pollack & Company
Peacemaker Aviation, LLC

PHOTO CREDIT

City of Eloy

A special thank you to all participants!



ELOY GENERAL PLAN

Planning Today, for a Stronger Tomorrow

Public Hearing Draft | May 20, 2026



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CHAPTER 1: OUR PROCESS

The City of Eloy is shaped by its location, opportunity, and growth potential. Situated between the Phoenix and Tucson metropolitan areas and served by major interstate highways and rail corridors, Eloy occupies a strategic position within the region. Its access to multimodal transportation, availability of large developable land areas, and proximity to major markets have made the City increasingly attractive for logistics, manufacturing, and distribution industries. At the same time, regional population growth and housing market pressures have increased residential demand, reinforcing Eloy's role as a community where people can live, work, play, and invest.

Our Process was punctuated by the overall organization of the General Plan as illustrated in *Figure 1*.

Eloy General Plan: Planning Today for a Stronger Tomorrow is organized with a community derived vision statement that drives community aspirations, goals, policies, and actions within each theme. These key terms are defined in this chapter and in *Appendix E*.

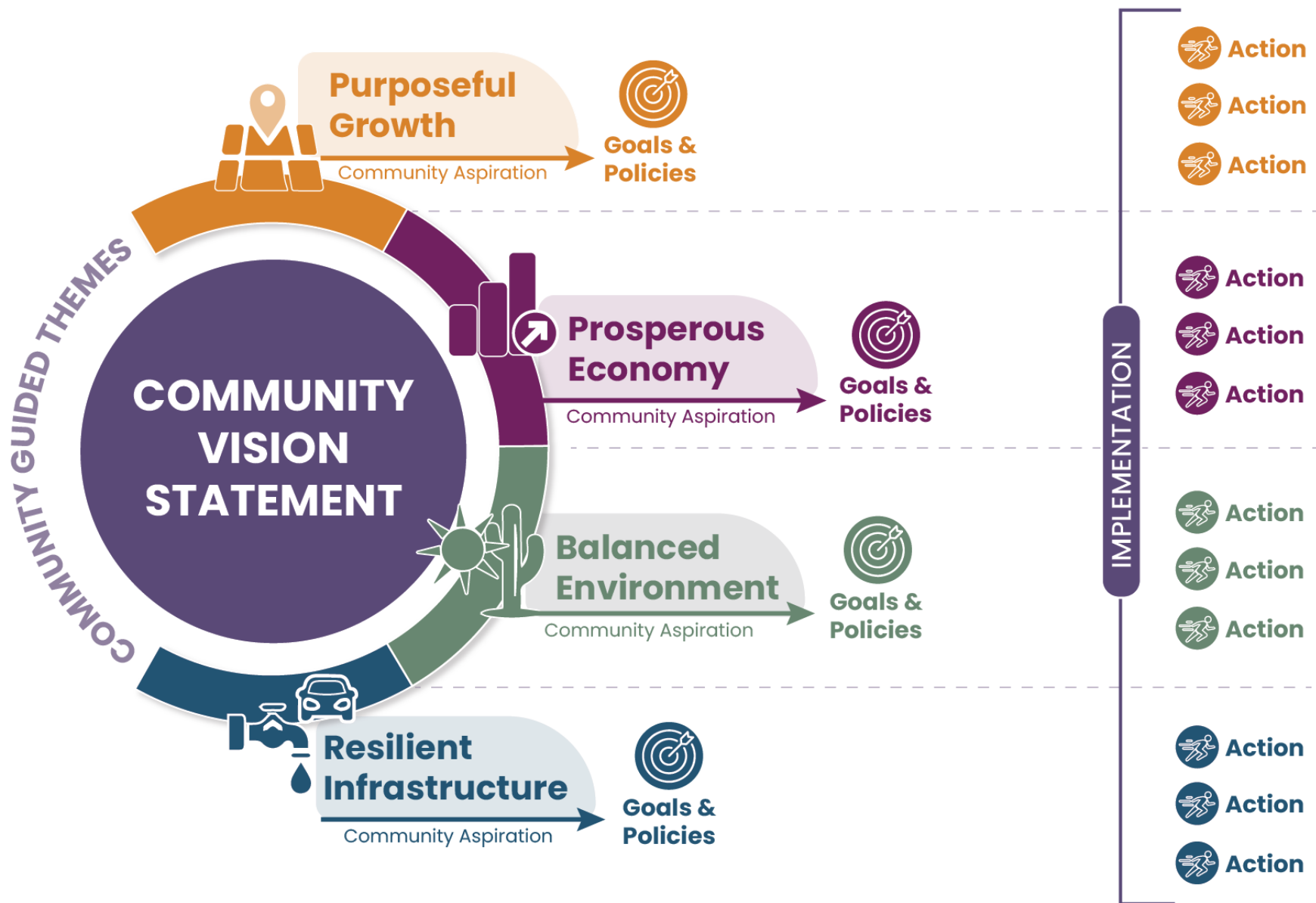


Figure 1. General Plan Organization

The General Plan is the City's primary policy document for the broad functions of the City for the provision of services, programs, fiscal responsibility, and managing its growth and development. It sets goals and policies for topics such as growth, land use, circulation, housing, economic development, recreation, public safety, and quality of life, as required by state law and shaped by community input. The information in the General Plan, and its goals and policy, are intended to guide future decisions and align with the community's shared priorities.

This General Plan represents an update to the plan originally adopted in 2011 and readopted in 2020. While the previous plan provided a strong foundation and reflected the priorities of its time, evolving economic conditions, market forces, and regional

growth patterns have reshaped Eloy's trajectory. The General Plan responds to these changes, addresses current conditions, and provides the goals, policies, and implementation actions to provide for a prosperous Eloy. The General Plan was developed through a collaborative public process involving City Council, the Planning and Zoning Commission, advisory committees, City departments, and community members. This process helps the plan reflect local values and provides clear direction for how Eloy should evolve.

Eloy General Plan: Planning Today for a Stronger Tomorrow builds on the City's strengths and guides it in a way that supports economic vitality, infrastructure investment, environmental stewardship, and long-term community well-being.

VISION STATEMENT:

A broad, community driven statement describing the desired future character of the City.

COMMUNITY ASPIRATION:

A statement describing the future aspirations of the community (related to specific topics).

GOAL:

A broad, long term desired outcome that expresses the community's overarching vision for the future.

POLICY:

A statement providing specific direction on how the City will achieve a goal.

ACTIONS:

Specific tasks, strategies, programs, regulations, or investments that bring goals and policies to fruition.



Picacho Mountains

PURPOSE

The General Plan serves as a roadmap to guide the provision of services, programs, improvements, and growth in a manner that honors Eloy's heritage while supporting new opportunities. A general plan is not regulatory, is not a zoning map or a set of specific project plans, and is not an automatic approval for development. Instead, it provides

broad policy direction for decision making. ***Eloy General Plan: Planning Today for a Stronger Tomorrow*** reflects the community's vision, rooted in what residents value most, and seeks a balance between services, preservation, and development so Eloy remains a place where families, businesses, and visitors can thrive.

The General Plan is intended to be adaptable over time. As conditions change, the City may amend the plan through the public review and legislative approval procedures required by state and city law. The amendment process, including public participation requirements, is described in *Appendix A*.



Using the General Plan

City Council, the Planning and Zoning Commission, and City staff use the General Plan to guide how Eloy grows, provides programs and services, and invests in the community. Residents, property owners, and the development community also rely on it to understand the City's expectations for land use, infrastructure, public service, and community investment.

The goals and policies in each theme chapter guide policy discussions, legislative actions, development review, capital improvement planning, and coordination with other agencies.

Even though the plans are not regulatory, it does provide the basis for the zoning ordinance and other regulatory documents.

Relationship with Other Plans and Policies

The General Plan does not exist in isolation. It serves as the central document in a community's broader planning framework, connecting and aligning topic-specific plans, policies, and studies. While Eloy adopts plans that address specific subject areas or locations, the General Plan provides overall policy direction to keep those efforts consistent.

Figure 2 describes the General Plan’s relationship to the City Code, specific and master plans, site plans and plats, building plans, and Certificate of Occupancy signifying the completion of a project. Appendix B identifies the reference documents from the City and pertinent documents from the region that informed the development of the General Plan.

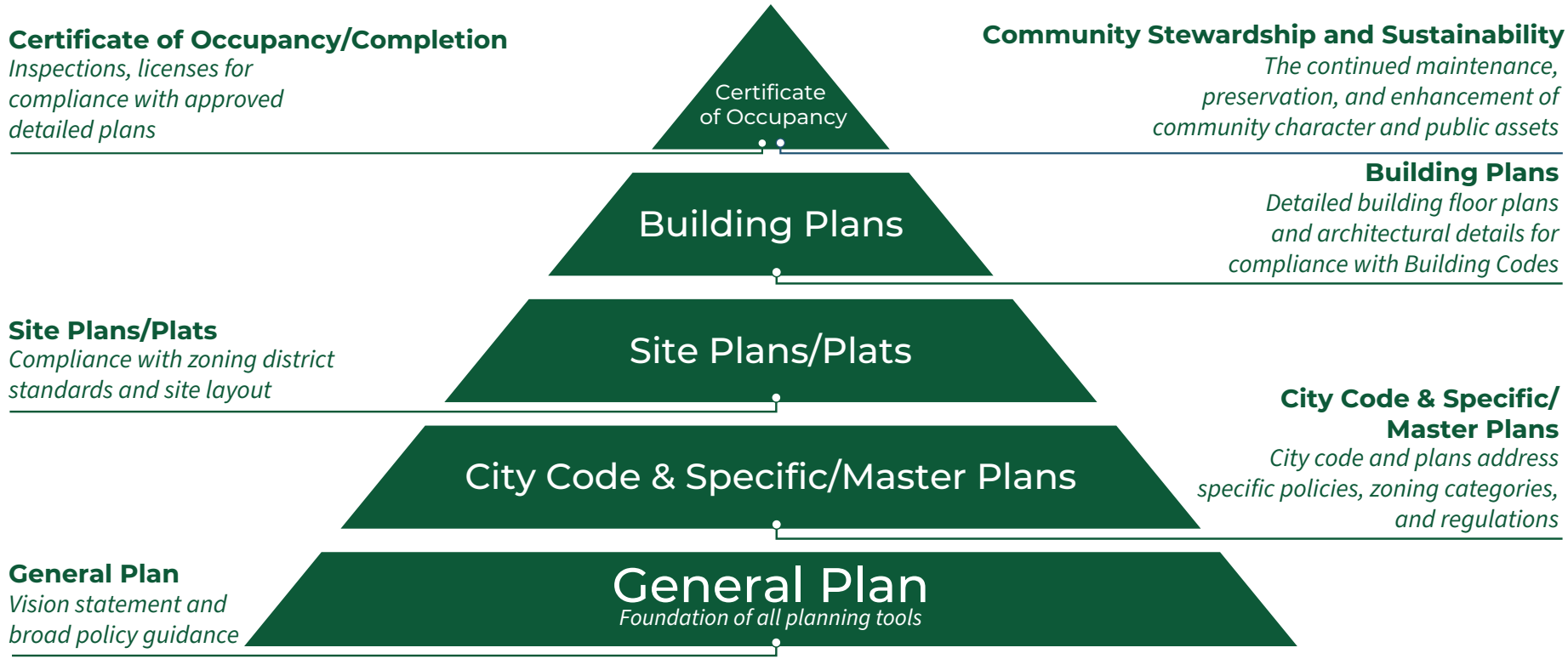


Figure 2. Plan Relationship Diagram

The General Plan is prepared in accordance with Arizona Revised Statutes § 9-461.05, which establishes the required elements for municipal general plans. Eloy's 2024 population of 18,994 exceeded the statutory threshold requiring the inclusion of seven mandatory elements. In addition to these required elements, the City elected to include five optional elements to create a more comprehensive and forward-looking plan.

Figure 3 illustrates the required and elective elements included in the General Plan. ***Eloy General Plan: Planning Today for a Stronger Tomorrow*** complies with all statutory requirements for mandatory elements.

Elements	Required for populations over 10,000	Elective
Land Use (required for all municipalities)	✓	
Circulation (required for all municipalities)	✓	
Open Space & Recreation	✓	
Growth Areas	✓	
Environment	✓	
Cost of Development	✓	
Water Resources	✓	
Public Services & Facilities		✓
Housing & Neighborhoods		✓
Parks		✓
Downtown		✓
Economic Growth		✓

Figure 3. Required vs. Elective Elements

PLAN STRUCTURE

The structure below is a guide to the General Plan that highlights community-derived themes and the content of each chapter. Chapters 1 and 2 provide background on the General Plan and its process; Chapters 3 provides a summary of community

engagement; Chapters 4 through 7 describe key themes and associated goals and policies; Chapter 8 outlines implementation; and the Appendices provide supporting documentation.

Chapter Title

Chapter Contents

Background	
Chapter 1 – Our Process	Purpose and Plan Structure
Chapter 2 – Our Foundation	Regional & Historic Context; and Existing Conditions Highlights
Chapter 3 – Inspired Community	Community Outreach Summary and Community Vision Statement
Key Themes	
 Chapter 4 – Purposeful Growth	Community Aspirations; Land Use and Growth Areas Summaries; Goals and Policies
 Chapter 5 – Prosperous Economy	Community Aspirations; Economic Growth, Housing and Downtown Summaries; Goals and Policies
 Chapter 6 – Balanced Environment	Community Aspirations; Parks, Recreation and Open Space and Environmental Planning Summaries; Goals and Policies
 Chapter 7 – Resilient Infrastructure	Community Aspirations; Circulation, Public Services and Facilities, Water Resources, and Cost of Development Summaries; Goals and Policies
Implementation and Appendices	
Chapter 8 – Our Strategy	Implementation Action Plan by Theme, Topic, Timeframe, and Status
Appendices	Amendment Criteria; Reference Documents; Community Engagement Events & Activities List; 60-Day Event Summary; Glossary; and High-Resolution Growth Area Maps

2

CHAPTER 2: OUR FOUNDATION

Eloy's story is shaped by its land, its people, and its role within the larger regional landscape. From ancient desert civilizations to today's transportation corridors, the community has long been a place of connection and movement. This history and regional context provide ***Our Foundation*** for planning Eloy's future by honoring

a deep cultural legacy, recognizing regional relationships, and building on the City's long-standing role as a resilient, connected, and evolving community. These demographic and historic factors are significant factors in shaping ***Eloy General Plan: Planning Today for a Stronger Tomorrow.***



Historic Downtown Eloy

REGIONAL & HISTORIC CONTEXT

Eloy is located in south-central Arizona within Pinal County, positioned between two major metropolitan areas with Phoenix to the north and Tucson to the south. This location shown in *Figure 4* puts both cities within a 60-minute drive. Its proximity to Interstate 10 (I-10), Interstate 8 (I-8) as well as the future Interstate 11 (I-11) and the Union Pacific rail line, as shown in *Figure 5*, makes Eloy a critical link for regional transportation and commerce. Nearby communities include Casa Grande, Coolidge, and Florence to the north and Marana to the southeast.

As shown in *Figure 5*, the Tohono O'odham Nation is to the southwest and the unincorporated community of Arizona City is due west of Eloy's incorporated area.

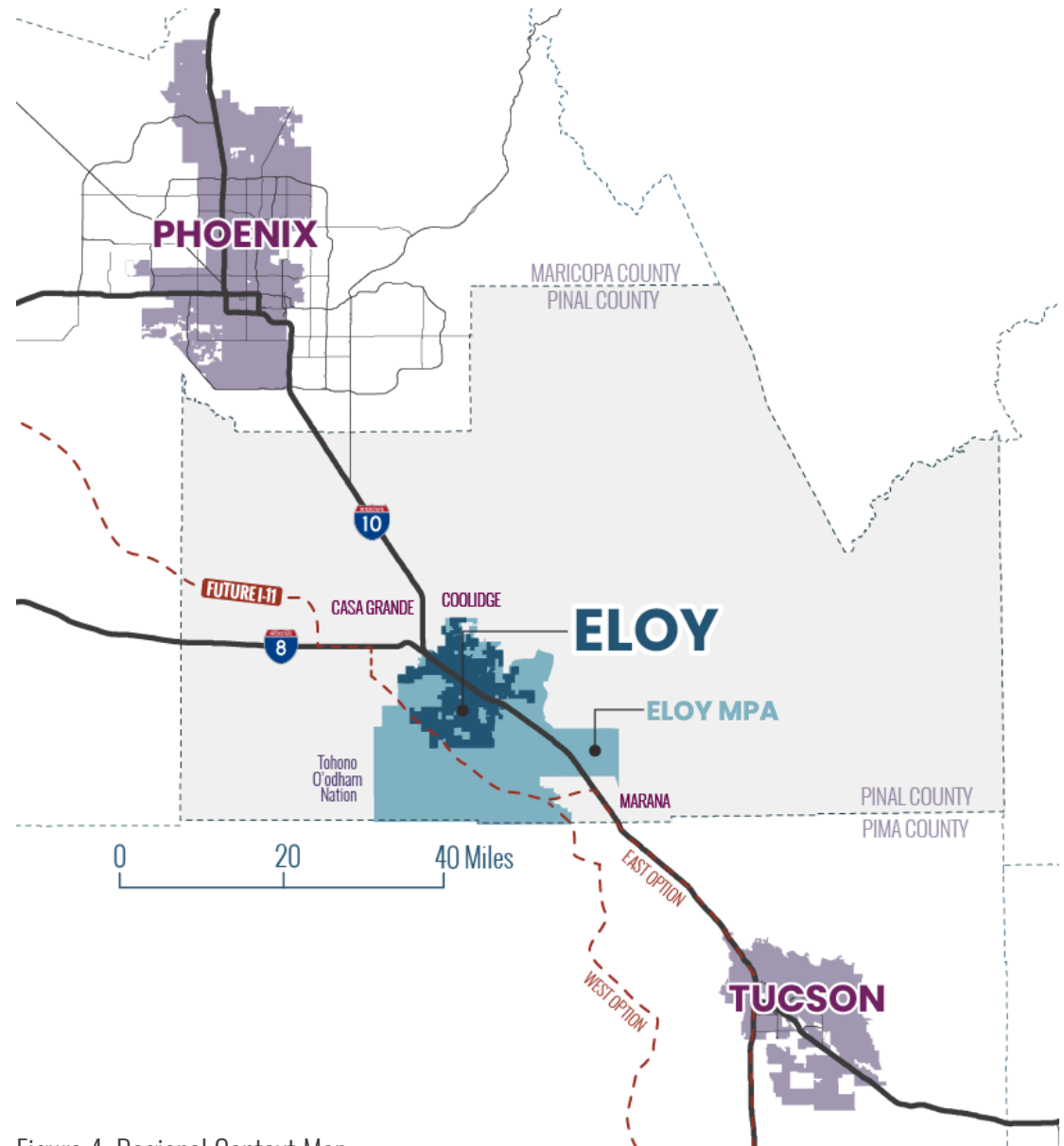


Figure 4. Regional Context Map

2. OUR FOUNDATION



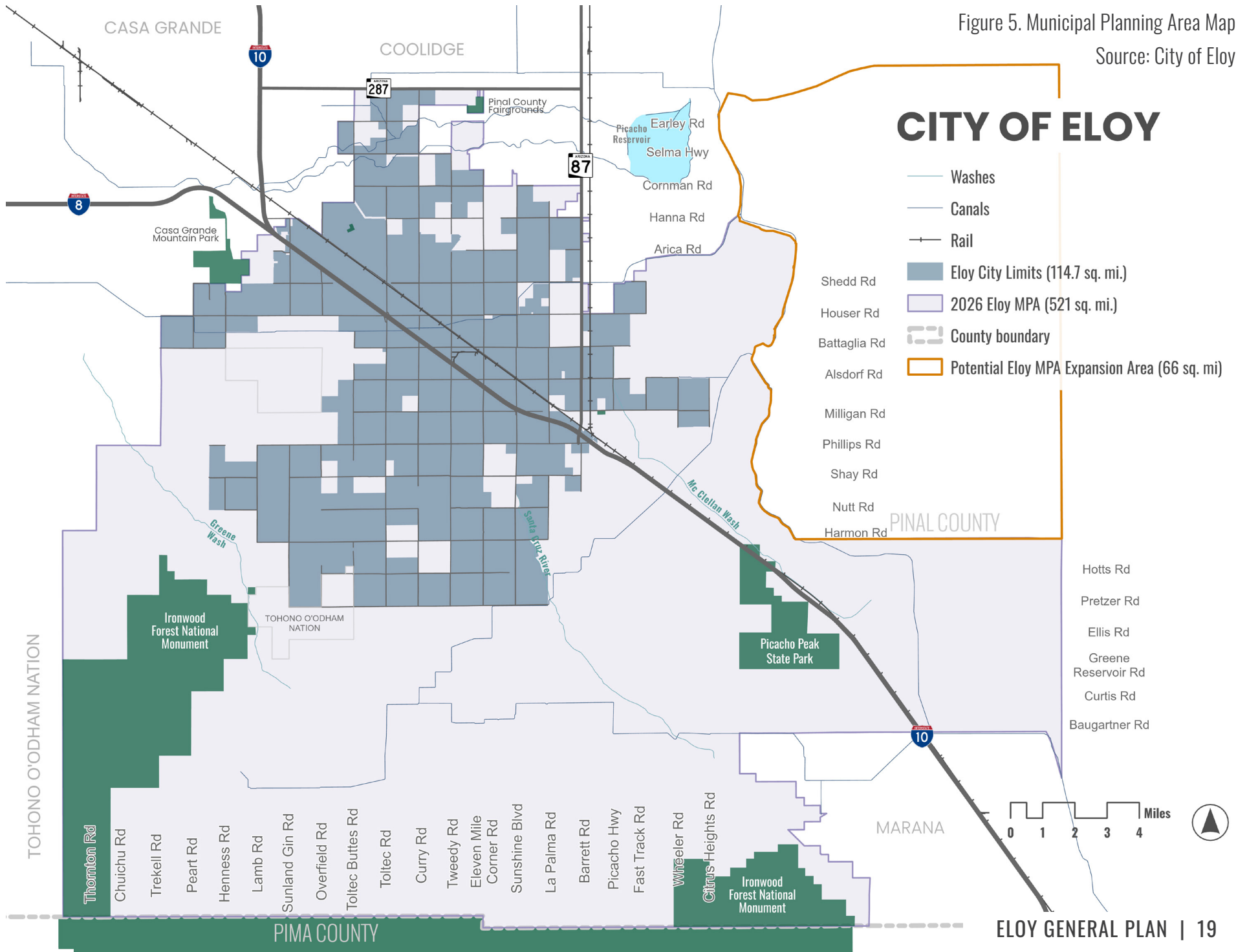
Cotton fields near Eloy

The City benefits from access to regional markets, employment centers, and recreational destinations, while maintaining its identity as a smaller, close-knit community.

Eloy's incorporated area is 114.7 square miles as compared to its Municipal Planning Area (MPA) of 521 square miles. The MPA shown includes the City's incorporated boundary but also extends beyond it. This area outside the incorporated boundary is beyond the City's regulatory control but within their area of influence.

An additional 66 square miles is shown in *Figure 5* as the Potential Eloy MPA Expansion Area (MPAEA). This area may be considered for a future expansion of the MPA and would require coordination with the Arizona State Land Department (ASLD), the Bureau of Land Management (BLM), and Pinal County.

Figure 5. Municipal Planning Area Map
Source: City of Eloy



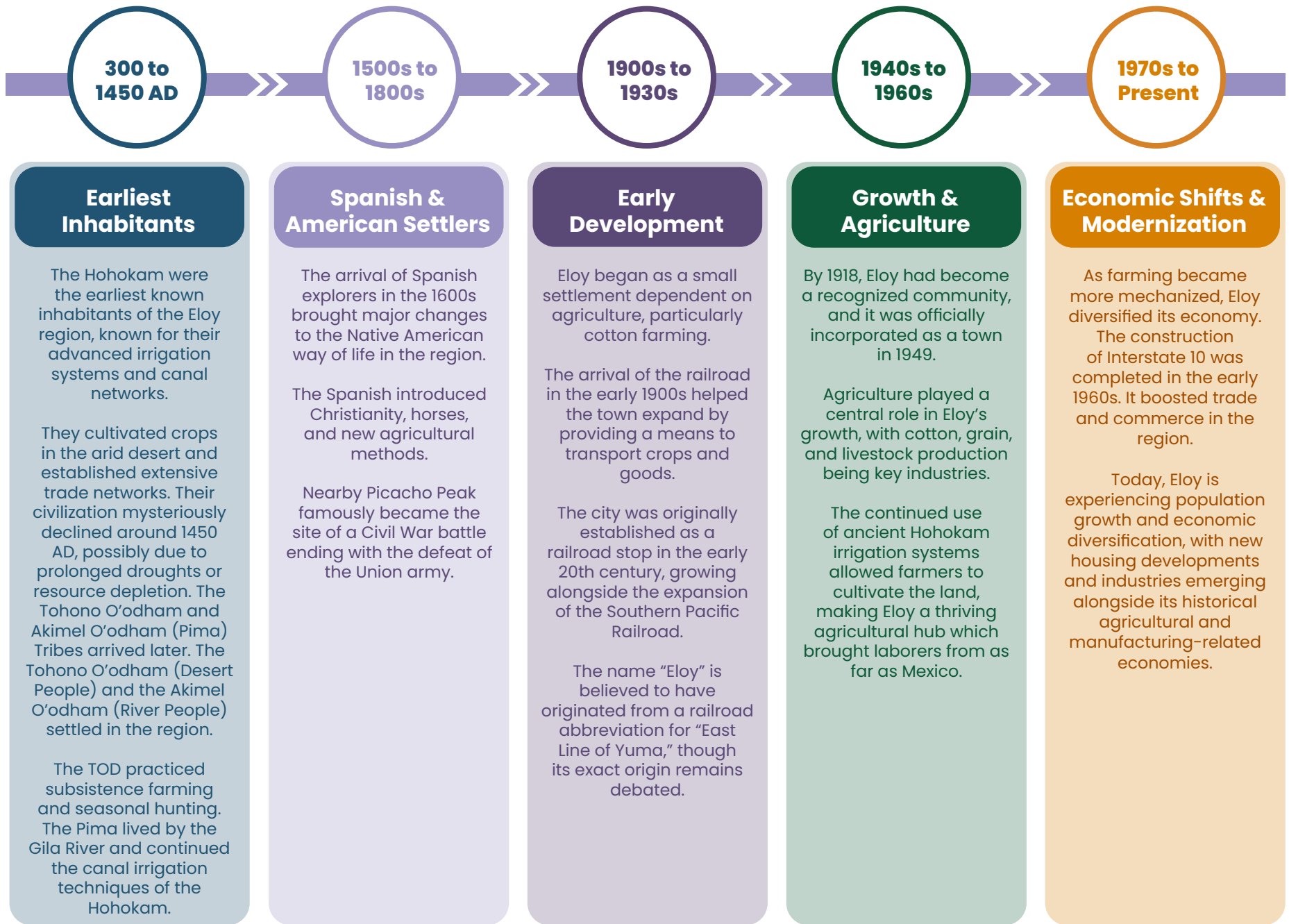


Union Pacific Railroad Sunset Route in Eloy

Long before Eloy was a railroad stop or a map dot, it was home to the Hohokam. Known for their advanced irrigation systems and canal networks, they cultivated crops in the arid desert and established extensive trade networks. Later the Tohono O'odham (Desert People) and the Akimel O'odham (River People) settled in the region. The arrival of Spanish explorers in the 1600s brought major changes for Native American communities in the region, including shifts in agriculture and settlement patterns.

Nearby Picacho Peak is the site of a Civil War battle that ended with the defeat of the Union Army. Eloy began in 1902 as a Southern Pacific railroad stop as ELOY, an acronym for "East Line Of Yuma". Rail access facilitated trade, reinforcing Eloy's role as a regional agricultural center. For nearly 50 years the community's economy was largely agricultural, as part of the Santa Cruz Basin, one of Arizona's most fertile agricultural areas with more than 100,000 irrigable acres. Cotton was the primary crop that helped Eloy earn the nickname "Cotton City".

Eloy eventually incorporated in 1949. Shortly after incorporation, the stretch of I-10 between Tucson and Phoenix was constructed in 1958, creating a major transportation artery across the State. Agriculture and transportation remain integral to Eloy's landscape, and over time the community added manufacturing and logistics as key business development opportunities, making use of its transportation assets. While maintaining its small-town feel, the community strives to balance heritage with new opportunities, which is a central focus of this General Plan.





Existing Conditions Report

EXISTING CONDITIONS HIGHLIGHTS

Existing conditions describe Eloy at a point in time and provide a starting place for future planning. The Arizona Office of Economic Opportunity shows projected population growth in Eloy from 19,311 in 2026 to 142,666 in 2060. While growth in Eloy has been modest in recent decades, the City is expected to experience a significant growth trend.

According to the Arizona Office of Economic Opportunity, that growth trajectory is projected to reach 87,161 in 2050 resulting in an estimated 350% population increase. In addition to population growth, Eloy is projected to continue expanding its economy, fueled by competitively priced land and direct access to I-10, I-8, and the Union Pacific Rail Road (UPRR) mainline—assets that are attractive and well-suited for major employers and businesses in manufacturing, distribution, and logistics.

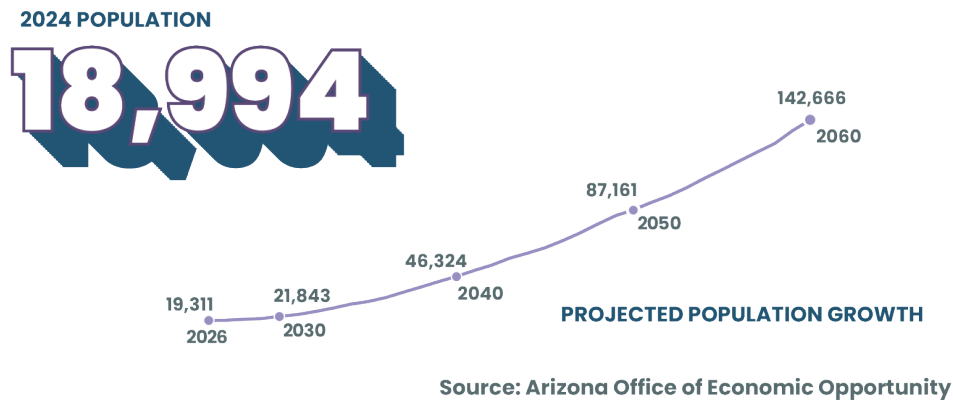
An Existing Conditions Report was developed to provide an inventory and analysis of factual data detailing Eloy today. Subject matter experts from City staff provided data to create a timely, comprehensive report. The report is the “before” picture for this General Plan and serves as the

baseline for the goals, policies, and implementation actions that follow. The complete report is available in the City Clerk’s office, which was created as a Public Record by the City Council in Resolution No. 26-1659. The report helped keep the development of the plan grounded in current data and conditions. It includes key topic areas that provide a ‘snapshot in time’, highlighting both opportunities and challenges, as summarized in *Figure 6*.

Eloy’s demographics also play an essential role in describing the community’s existing conditions, as illustrated in *Figure 7*. Eloy’s numbers tell an important story. A clear picture of current demographics helps Eloy set realistic goals and identify gaps and opportunities.



Figure 6. Existing Conditions Highlights



RACE AND ETHNICITY

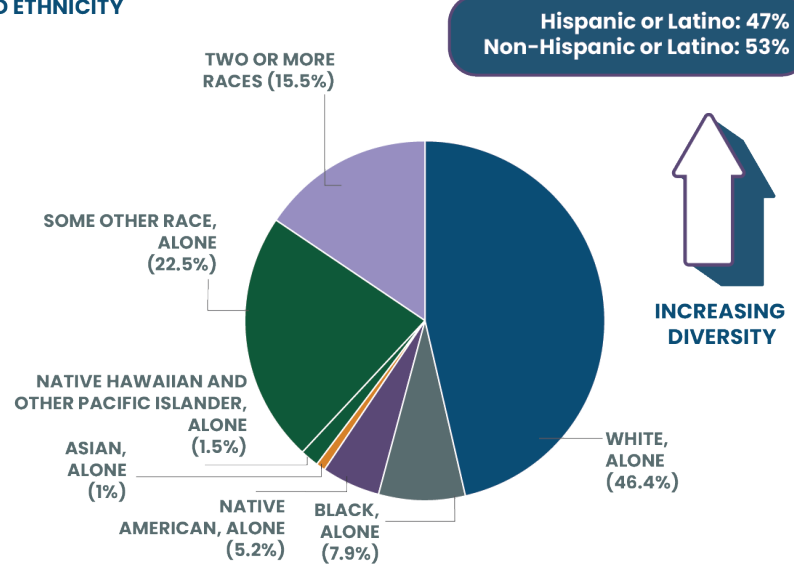


Figure 7. Demographics

Source: 2023 ACS 5-Year Est.

165.6

Population per
Square Mile

Source: 2023 ACS 5-Year Est.

DECLINING
AVERAGE HOUSEHOLD SIZE



2.62

Source: 2023 ACS 5-Year Est.

INCOMES BELOW
POVERTY LEVEL: 2,374



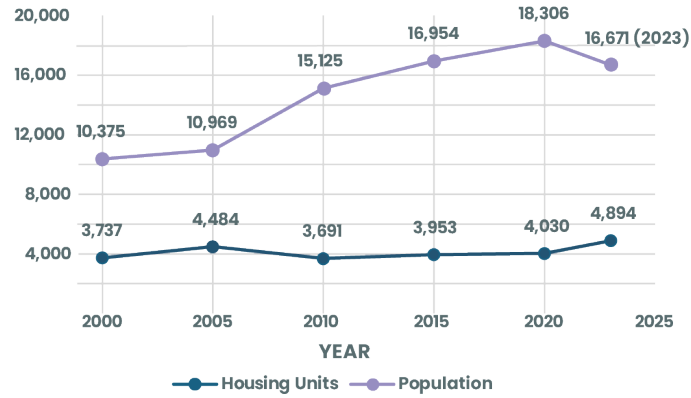
Source: 2023 ACS 5-Year Est.

PRISON POPULATION
5,498



Source: 2023 ACS 5-Year Est.

HISTORIC POPULATION AND HOUSING GROWTH



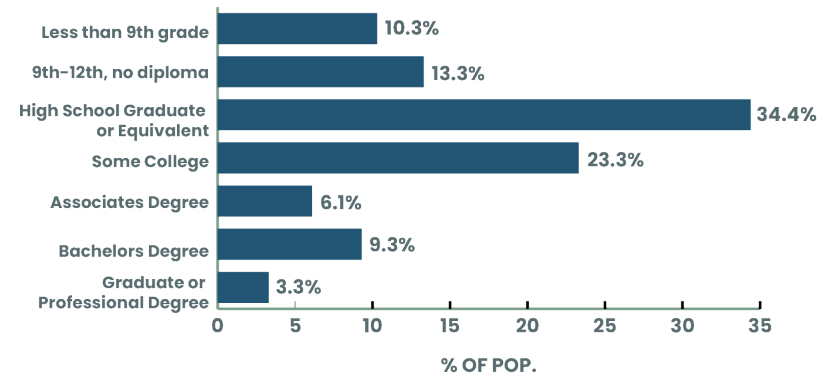
Source: 2023 ACS 5-Year Est.

MEDIAN HOUSEHOLD INCOME



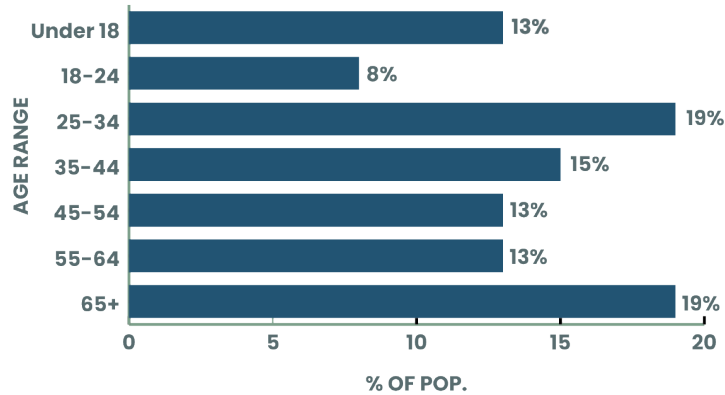
Source: 2023 ACS 5-Year Est.

EDUCATIONAL ATTAINMENT (POPULATION 25 YEARS OR OLDER)



Source: 2023 ACS 5-Year Est.

AGES



41
MEDIAN AGE

Source: 2023 ACS 5-Year Est.



1. Building & Grounds Maintenance
2. Business Management
3. Construction
4. Production, Materials, & Transport
5. Administrative Support & Sales

Source: 2023 ACS 5-Year Est.



3

CHAPTER 3: INSPIRED COMMUNITY

Inspired Community illustrates and celebrates that in Eloy, community engagement is a partnership that helps inform the community vision, values, and priorities. Arizona law (ARS § 9-461.06 C) emphasizes that residents must have an early and continuous voice in shaping their City's future. Eloy embraced this principle throughout the General Plan process by inviting residents to share ideas at many different points.

Over the course of eighteen months, the General Plan took shape as residents gathered at community forums, workshops, listening sessions, and local drop

in events, as well as participated in online questionnaires and virtual workshops both in English and Spanish. Each conversation and contribution added another piece to the story. Voices from across the community shared hopes, concerns, and ideas, weaving a common vision of what Eloy is and what it could become. Each of these community engagements informed priorities, values, and aspirations that culminated in the *Community Vision Statement*. Through this process, **Eloy General Plan: Planning Today for a Stronger Tomorrow** reflects the priorities of the community it serves.



COMMUNITY OUTREACH SUMMARY

Eloy General Plan: Planning Today for a Stronger Tomorrow was shaped through an extensive community outreach effort that invited residents to share their perspectives through many different formats. This broad and inclusive approach helped ensure a wide range of voices were included in the General Plan. The following summary highlights the key engagement activities that ultimately led to the creation of the *Community Vision Statement* as well as community theme aspirations, goals, policies, and actions.



EloyTalks Participants

Public Participation Plan

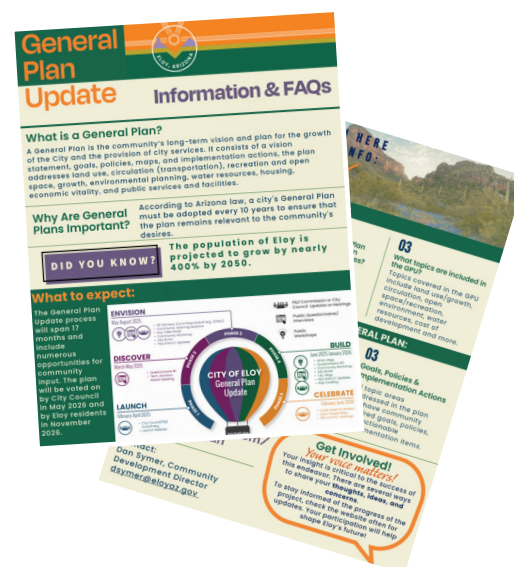
Community engagement was a top priority throughout the General Plan process and was guided by a City Council adopted *Public Participation Plan (PPP)* created as a public record by City Council in Resolution No. 25-1614. Guided by the statutory framework in § 9-461.06.C., the PPP outlined the ways residents, stakeholders, and leaders might come together and share ideas and shape the General Plan. An informational brochure was produced at the beginning of the project and was widely distributed to increase understanding of the General Plan. All community engagement materials were produced in both English and Spanish.

A variety of mediums were used to connect with the community, including the project website with project-specific branding. Together, these approaches **achieved over 9,400 community engagements**.

Figure 8 illustrates an overview of community engagement opportunities and the number of participants. A complete list of community engagement events and activities is in *Appendix C* and the 60-Day Event summary featuring the *Mobile Immersion Lab*, is illustrated in *Appendix D*.



Public Participation Plan



Informational Brochure

EloyTalks

The project kicked off with a rousing community symposium and workshop featuring internationally acclaimed author and strategist Peter Kageyama held on June 21, 2025, at Eloy

City Hall. With **51 Attendees**, the event brought together residents, business owners, and community leaders to discuss grassroots community design. Attendees also had the opportunity to learn about the General Plan, ask

questions, and share feedback and ideas. During the event, Mr. Kageyama led several small groups through two hands-on challenges, which sparked creative, community-focused ideas.

Challenge 1: The \$500 Challenge asked participants to consider how they would make the most impact around Eloy with only \$500.



Challenge 2: The T-Shirt Slogan challenging the group to design a T-Shirt that tells people about Eloy.

EloyTalks participants

EloyTalks

Lets talk Community!

Join us for a free event:
Learn more and RSVP
Scan the QR code or visit:
[www.publicinput.com/
EloyGeneralPlan](http://www.publicinput.com/EloyGeneralPlan)

Planners: This event is
eligible for
1.5 AICP CM Credits

The **City of Eloy** is
updating its General Plan.
Join the conversation!
Join us for a special
engagement featuring
internationally acclaimed
author, consultant, speaker
and strategist Peter
Kageyama as we discuss
grassroots community
development and the big
idea of loving where you
live and designing
Eloy's future.

Held at Eloy City Hall:
595 C Street , Eloy



Eloy Talks Promotional Flyer

KEY INSIGHTS FROM LISTENING SESSIONS:

INFRASTRUCTURE AND BASIC SERVICES

- Road conditions and Improvements
- Strong desire for regional and intercity transit

ECONOMIC DEVELOPMENT AND JOBS

- Lack of local employment
- Downtown decline; High taxes

HOUSING AND COST OF LIVING

- Affordable housing shortage
- Homelessness and transitional support

YOUTH AND EDUCATION

- Lack of programs; Underfunded schools
- Education access

PUBLIC SAFETY AND BEAUTIFICATION

- Crime and blight
- Cleanliness and beautification

Listening Sessions

Listening sessions or community interviews provided community members and stakeholders with opportunities for one-on-one dialogue.

62 Listening Sessions were conducted over the course of the project with a broad range of members of the community. The result was valuable insights into the top issues of the community and stakeholders providing opportunities and ideas to integrate into the General Plan.

Online Questionnaire

The online questionnaires, two of which were virtual versions of the in-person workshops, proved to be a critical tool for feedback with **306**

Community Responses. The first questionnaire posed questions on Eloy's strengths, weaknesses, opportunities, and threats associated with growth and development and revealed several notable themes that contributed to the development of the plan.

“

Infrastructure is lagging behind our growth.

”

49.5% see commercial infrastructure as a major challenge.

“

“We’re growing fast—let’s not lose our small-town charm.”

”

43.4% are concerned about losing the small-town feel.

“

Affordable living and easy freeway access are what keep us here.

”

46.5% cited both cost of living and freeway access as top attributes.



Mapping the Future community workshop

Workshop Series

Efforts to engage the community included multiple workshop events held both in-person at various locations around Eloy, as well as virtually. The forums invited participants to take a closer look at Eloy's challenges and opportunities, as well as evaluate varied potential future scenarios for Eloy. Through activities, **159 Attendees** explored the values they felt should guide growth.

Envisioning the Future: Three in-person community workshops and one virtual workshop focused on the City's vision for the future and refining 'Areas of Change' within Eloy. The Area of Change mapping exercise helped inform the future land use map development by identifying areas to be preserved, sustained or that may evolve in the future. Participants provided meaningful feedback on the General Plan's community vision statement, themed aspirational statements, and goals.

Mapping the Future: Three in-person community workshop sessions and one virtual workshop focused on the future land use maps and categories as well as place types. The future land use mapping and place type exercises provided an opportunity for participants to identify which land uses were desirable in certain areas ensuring growth is harmonious with the community's desires.

Drop-In Events

Eloy's community understands how to come together, from Easter to Christmas and beyond! The project team attended **10 local events** and connected with **1,088 Participants** over the course of the General Plan development. Bringing information and activities to familiar community events increased awareness of the General Plan and made it easier for residents to take part in the process.

10 DROP-IN EVENTS

- Robson Ranch Sidewalk Sale
- Easter Egg Hunt
- Eloy Cruise & Food
- Cinco de Mayo
- Summer Kickoff
- Fiestas Patrias
- GAIN
- Eloy GLOW
- Family Bingo Night
- Christmas in Eloy



Eloy GLOW



Cinco de Mayo

COMMUNITY VISION STATEMENT

The *Community Vision Statement* was the culmination of the thorough and inclusive engagement events described above. Over the course of the 18-month process, thousands of comments were collected at six in-person workshops, two virtual workshops, as well as input from online questionnaires, the project website, the City Council, and Planning and Zoning Commission. The collaboratively-derived vision statement was ultimately confirmed by the community. Each theme chapter of the General Plan also contains a more specific topical statement of values entitled “Community Aspirations”.

The *Community Vision Statement* is an **expression of Eloy’s shared aspirations and values** for the entire community. The vision statement helped to drive each theme’s aspirational statement as well as the goals, policies, and actions that all serve as clear guidance for Eloy’s long-term planning and decision-making decades into the future. The City of Eloy is a dynamic and evolving community, built on industrious resilience. As Eloy looks toward the future, it is imperative that its long-range vision continue to reflect the values and aspirations of the evolving community.

Eloy is growing with purpose—rooted in history, guided by community pride, and focused on improving quality of life for all. As we develop and revitalize our neighborhoods, strengthen our economy, and invest in infrastructure, we will remain a city that honors its small-town charm while embracing opportunity.

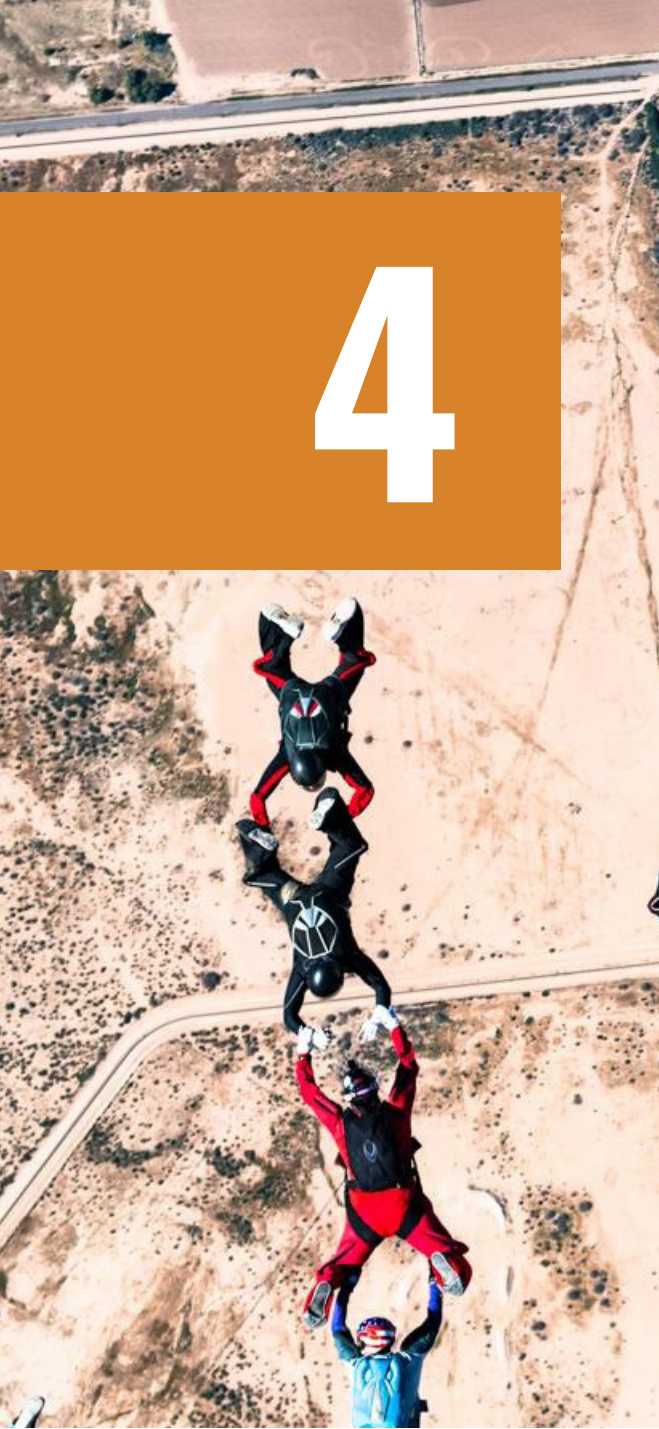
COMMUNITY VISION STATEMENT



Figure 8. Community Engagement Summary



Figure 9. General Plan Vision Statement & Related Themes

An aerial photograph of four skydivers in formation over a desert landscape. The skydivers are wearing black and red suits, with one at the bottom wearing a blue suit. They are in a vertical line, with the top two in a 'V' shape and the bottom two in a 'V' shape. The landscape below is arid with sparse vegetation and a dirt road.

4

CHAPTER 4: PURPOSEFUL GROWTH

Eloy is committed to ***Purposeful Growth*** that channels change into visible, community-driven improvements while preserving its small-town character. Thoughtful land use decisions are intended to support a balanced mix of housing, employment, services,

and recreation, all coordinated with infrastructure capacity and environmental stewardship. Achieving this vision requires strong regional coordination, which is integrated across all topical areas of ***Eloy General Plan: Planning Today for a Stronger Tomorrow.***

Community Aspirations for Purposeful Growth

Eloy will guide purposeful growth by balancing development and preservation to maintain its small-town character, support revitalization, encourage compatible development, and protect the desert views and open spaces that define its identity.



“**Eloy is a blank canvas with large parcels of land. Our efforts today will define our future. Will we become a thriving hub of activity or just an exit on the freeway?**

—Pinal Partnership”

LAND USE

The community’s commitment to balanced, intentional growth that both preserves Eloy’s small-town identity and embraces new opportunities shapes the land use vision of this chapter. The *Future Land Use (FLU)* designations and *Future Land Use Map (FLUM)* are the primary tools for turning this vision into an on-the-ground development pattern over time. It organizes residential, mixed-use, business, employment, open space,

and community-serving areas so they fit together as a cohesive whole rather than as isolated projects.

The FLU and FLUM create a framework that supports infill and redevelopment in existing areas, especially downtown and partially built neighborhoods, while identifying larger parcels where development can occur with proper infrastructure and services.

Smooth transitions between land uses, such as stepping down intensities near established neighborhoods and buffering, promote compatible new development. Coordinating land use with transportation networks, utility capacity, and environmental constraints establishes a foundation that supports future growth while maintaining Eloy’s livability, mobility, and fiscal health.

Existing Land Uses

Eloy’s existing land use pattern reflects its deep connection to the surrounding desert and its potential for thoughtful future growth. The City is shaped by its open landscapes, agricultural roots, and a few concentrated areas of development that set the stage for reinvestment and purposeful expansion.

Within the MPA, about 63% of the land remains vacant or undeveloped desert. Agriculture is the largest singular land use at nearly 24%, demonstrating its continued importance to Eloy’s identity and economy. Public and protected lands account for just under 9% and include nationally and state-recognized resources like Ironwood Forest National Monument and Picacho Peak State Park. 1.1% of land in Eloy is dedicated to residential uses.

The remaining 2% of land is comprised of various uses including transportation, governmental, commercial and industrial.

Development today is primarily focused in two areas: Downtown Eloy and Robson Ranch. Robson Ranch is a large master-planned, active adult community with neighborhoods, recreational amenities, and community facilities that have grown in phases over time. Downtown Eloy, on the other hand, is a mix of existing buildings and vacant land, creating strong opportunities for redevelopment and infill that can strengthen the City's core. In the Toltec area, portions of previously inactive subdivisions are beginning to see new activity, marking an important step toward reconnecting these neighborhoods with the broader

community and supporting steady, coordinated growth.

Across Eloy, thirty-three residential developments, known as zombie subdivisions, were planned or partially built. These developments were never fully completed, often due to past economic downturns or financial challenges. While these unfinished areas have created challenges such as incomplete infrastructure and limited utility access, they also represent one of the City's greatest opportunities for reinvestment. Through thoughtful planning and sustained effort, these areas can evolve into complete, well-connected neighborhoods that reflect Eloy's growth and community spirit.

Land Ownership

Land ownership within Eloy's MPA, as shown on *Figure 10*, is a diverse mix of public and private lands. Private property and land managed by the Arizona State Land Department (ASLD) each make up roughly 46% of the total area, followed by Bureau of Land Management (BLM) holdings at about 6%. The remaining 2% consists of lands managed by the Bureau of Reclamation (BOR), Military Reservation, Native Community, and Arizona State Parks & Trails. ASLD parcels are subject to a minimum entitlement of one dwelling unit per acre, while most BLM lands are preserved as open space and for recreation.

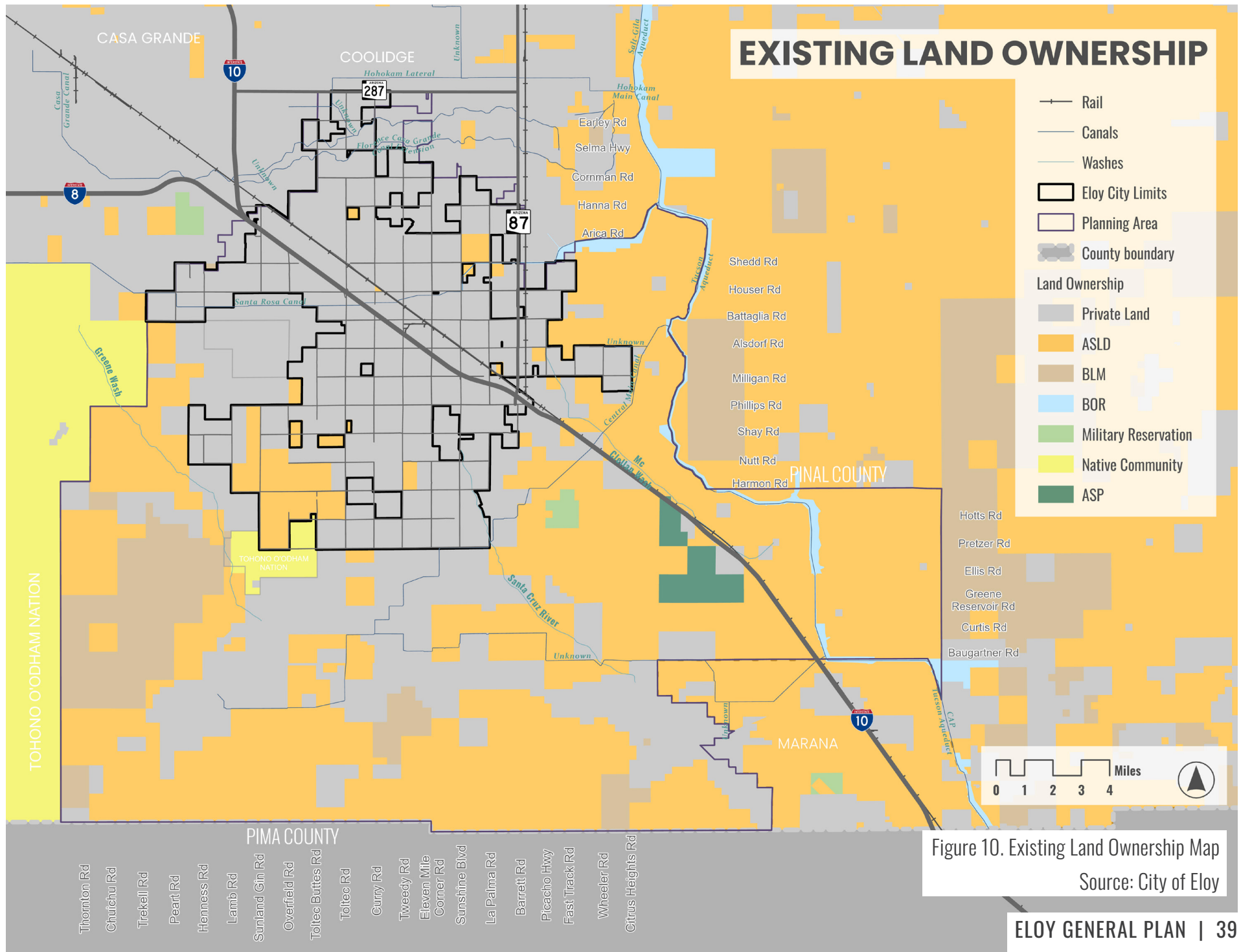


Figure 10. Existing Land Ownership Map
Source: City of Eloy

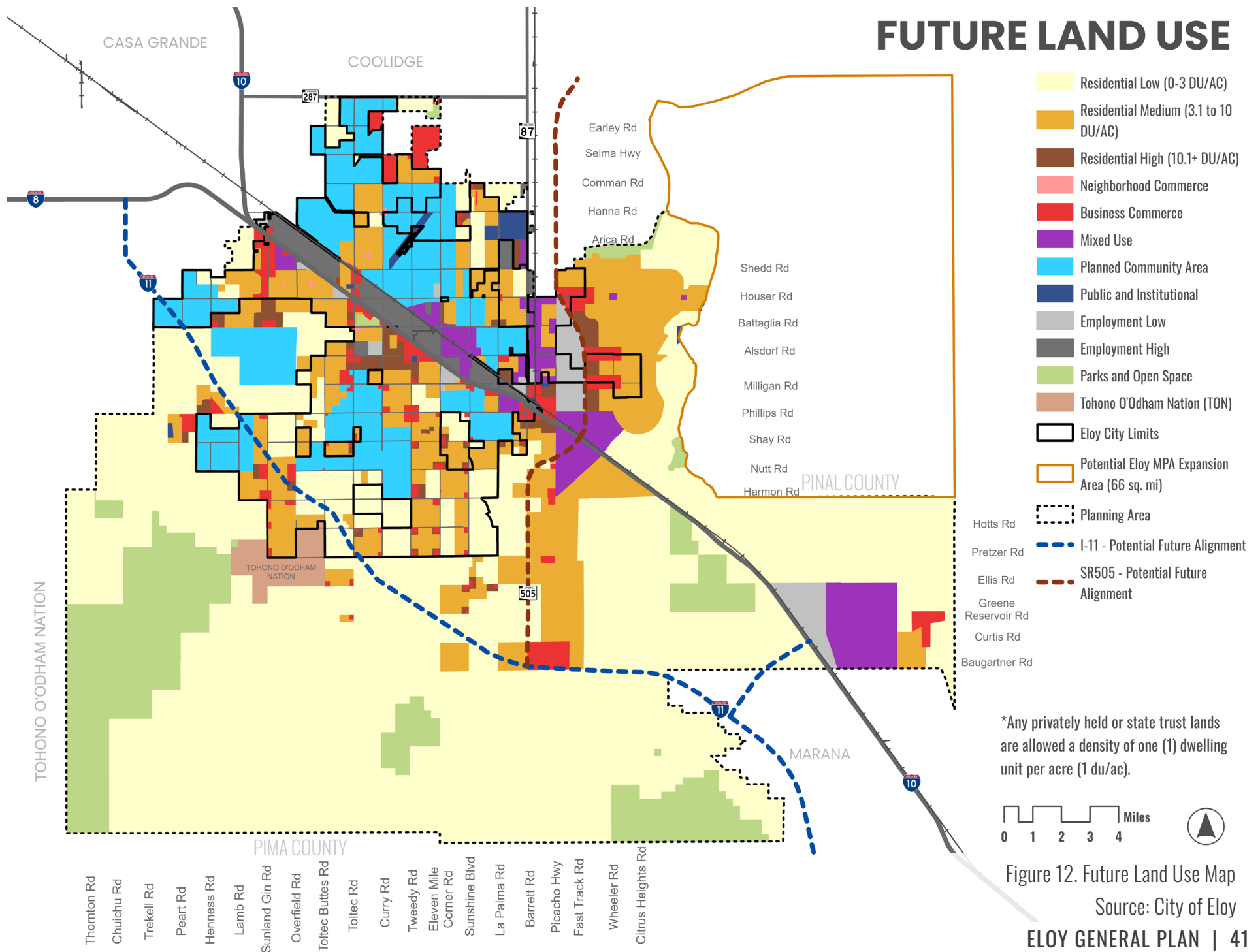
Future Land Uses

The *Future Land Use Map (FLUM)* lays out Eloy's illustrative vision for how the community will grow and change over time. Instead of directing development parcel-by-parcel, the FLUM provides a flexible framework that guides land use decisions, supports infrastructure planning, and helps future growth reflect the community's goals and values. Together with the policies and actions in this General Plan, it creates a coordinated approach that allows the City to manage growth while maintaining the character and quality of life that define Eloy. As shown in both *Figure 11* and *Figure 12* the FLUM envisions a development pattern that balances preservation with opportunity.

Approximately two-thirds of the MPA is designated for low-density residential, agricultural, and open space uses, preserving the community's rural landscape and connection to the desert. Medium-density residential areas account for a little more than 15% of the MPA, providing a wider range of housing choices. Mixed-use and planned community designations make up just under 10% and create opportunities for integrated neighborhoods with parks, services, and gathering places.

Future Land Use Designation	Acres	Percent
Residential Low (RL)	184,159.24	55.23%
Residential Medium (RM)	47,216.02	14.16%
Residential High (RH)	4,529.35	1.36%
Neighborhood Commerce (NC)	128.20	0.04%
Business Commerce (GC)	9,476.69	2.84%
Mixed Use (MU)	11,409.92	3.42%
Planned Community Area (PCA)	29,030.16	8.71%
Public and Institutional (PI)	1,389.58	0.42%
Employment Low (EL)	5,038.34	1.51%
Employment High (EH)	5,185.11	1.56%
Parks and Open Space (POS)	32,565.36	9.77%
Tohono O'odham Nation (TON)	3,312.05	0.99%
Total	333,440.00	100.00%

Figure 11. Future Land Use Designations





Eloy agricultural fields

Future Land Use Designations

The **12 Future Land Use (FLU)** designations describe how different areas of Eloy are intended to grow and evolve over time. Developed through community input, they reflect shared aspirations for the City's character, scale, and mix of land uses, and serve as a tool for putting the General Plan's vision into action. The accompanying renderings illustrate the community's intended look and feel of each designation and are conceptual in nature, providing visual guidance to encourage context-sensitive and well-designed development rather than prescriptive standards.



RESIDENTIAL LOW (RL)

This designation accommodates an **agricultural and rural neighborhood character with densities less than 3.0 du/ac**. The *Residential Low* land use designation may be used for agricultural activities, ranching, detached single-family residential development, and

other compatible neighborhood uses, such as schools, open space, parks, public and religious facilities, recreation, and utilities. Development potential of properties within this designation is determined by location, access, availability of existing or proposed public facilities and utilities, existing and future land use patterns,

and natural or human-made constraints.

Zoning districts that are consistent with this designation are RR-20, RR-5, RR-2.5, R1-54, R1-43, OSC, and OSR. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.

RL Key Design Components

- Large lots, deep setbacks
- 1-story detached homes
- Native desert / open land / agriculture



RESIDENTIAL MEDIUM (RM)

This designation accommodates a **suburban neighborhood character with densities equal to, and greater than 3.0 du/ac, and less than 10.0 du/ac.** The *Residential Medium* land use designation may be used for single-family detached and attached homes, including small lot residential dwellings such as duplexes, townhomes, and/or

patio homes, and other compatible neighborhood uses, such as schools, open space, parks, public and religious facilities, recreation, and utilities. Development potential of properties within this designation is determined by location, access, availability of existing or proposed public facilities and utilities, existing and future

land use patterns, and natural or human-made constraints.

Zoning districts that are consistent with this designation are R1-12, R1-6, R-2, OSC, and OSR. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.



RM Key Design Components

- Small-medium lot single family residential and duplex
- Street trees, sidewalks, curbs
- 1, 2, and 3 stories
- Neighborhood park nearby



RESIDENTIAL HIGH (RH)

This designation accommodates **urban neighborhoods with densities equal to, and greater than, 10 du/ac**. The *Residential High* land use designation may include a small lot of single-family detached and attached homes, duplexes, triplexes, townhomes, patio homes, and/or multifamily residential and other compatible neighborhood

uses, such as schools, open space, parks, recreation, public facilities, utilities, and religious facilities. Development potential of properties within this designation is determined by location, access, availability of existing or proposed public facilities and utilities, existing and future land use patterns, and natural or human-made constraints.

Zoning districts that are consistent with this designation are R-3, OSC, and OSR. R-2 zoning may be utilized when the density of property containing the development exceeds 12 du/ac. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.

RH Key Design Components

- Small-lot single family residential, patio homes, townhomes, duplexes, and multifamily apartments
- On-street parking, mixed-use edge
- Urban streetscapes
- 2-4 stories



NEIGHBORHOOD COMMERCE (NC)

This designation accommodates ***neighborhood serving small-scale commercial uses providing goods, offices, retail and services for residents, workers, and visitors, with horizontally or vertically integrated residential units allowed and encouraged, within approximately a one-mile***

radius in which the designation is located. The size and scale of development within *Neighborhood Commerce* should be compatible with surrounding areas and incorporate adequate buffering, screening, or separation from existing and planned residential uses. Developments should also include appropriate circulation connections to adjacent sites to provide access for pedestrians,

bicycles, and other alternative modes of transportation, while minimizing the need for vehicular travel.

The zoning district that is consistent with this designation is C-1. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.



NC Key Design Components

- Storefronts front street with sidewalks and shade
- Shared parking to rear or side
- Pedestrian and bike connections to surrounding homes
- Residential or office above ground floor retail
- Landscaping buffers when adjacent to single-family 1-3 stories | ≤15 DU/AC | small-scale, walkable mixed use



BUSINESS COMMERCE (BC)

This designation accommodates **a variety of goods, office, retail, and service uses, through varying intensities of commerce activity that serve either a larger community or the greater region.**

Developments within *Business Commerce* land use designation should include an appropriate circulation system that allows for pedestrians, bicycles, and other

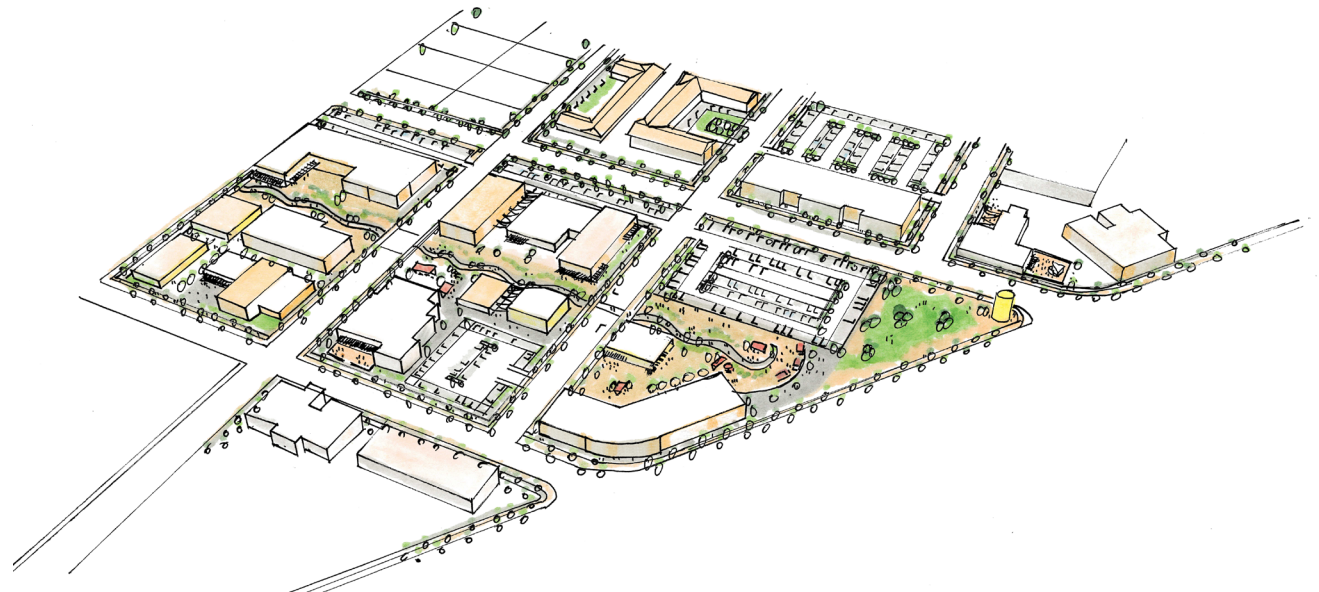
alternative modes of transportation to connect the various components within the development, as well as methods to accommodate a greater level of vehicular access. The circulation system should also provide connectivity to adjacent developments. Adequate buffering, screening, or separation should also be provided from less intensive or dense existing or planned residential uses. A

site with the *Business Commerce* designation should have adequate vehicular access from a collector or arterial street.

The zoning districts that are consistent with this designation are C-2 and BP. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.

BC Key Design Components

- Multi-tenant commercial buildings
- Parking lots or shared parking courts
- Anchors like grocery, retail, or employment uses
- Defined pedestrian routes between buildings
- Landscape screening at residential edges
- 1-4 stories
- Large-scale retail and service hub



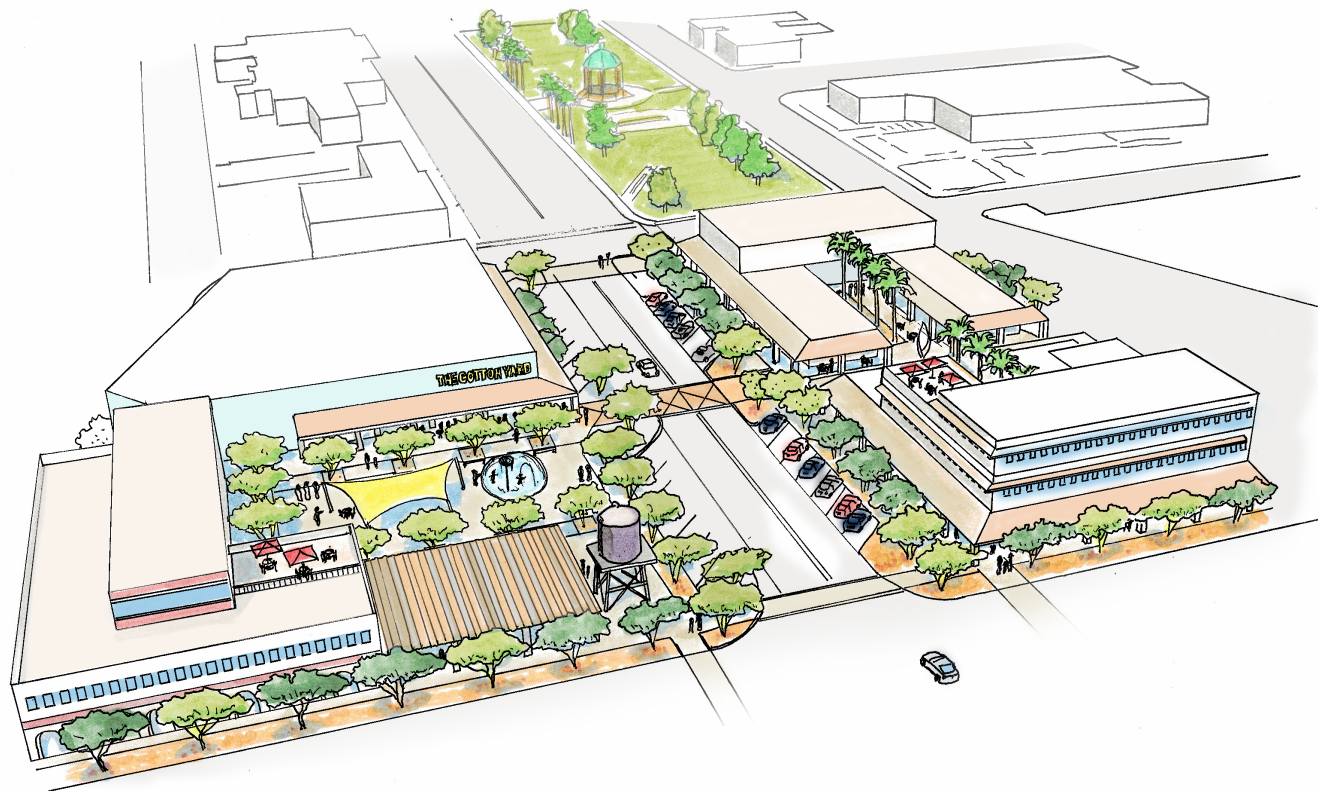
MIXED USE (MU)

This designation accommodates ***mixed-use neighborhoods that combine high-density residential and non-residential land uses, integrated vertically and/or horizontally in a human-scaled manner within a defined area.***

Most suitable near and within *Growth* and *Activity Areas*, this designation generally includes complementary and mutually supportive uses such as public and religious facilities, utilities, residential development with densities greater than 10 dwelling units per acre, and non-residential uses. However, areas with the *Mixed-Use* designation should not

be used substantially for residential purposes. Developments within *Mixed-Use* designation should include an appropriate circulation system for pedestrians, bicycles, and other alternative modes of transportation to connect the various components of the development while minimizing the need for vehicular travel. The circulation system should also provide connectivity to adjacent developments. Adequate buffering, screening, or separation should also be provided from less intensive or dense existing or planned residential uses.

Zoning districts that are consistent with this designation are the MU zone, PAD for limited compatible light industrial uses, or a combination of the following residential and non-residential R-2, R-3, C-1, C-2, MU, BP, OSC, and OSR zones. Zoning applications within the *Mixed-Use* designation should include multiple uses and/or integration of at least two uses within individual structures. The base zoning district(s) may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.



MU Key Design Components

- Vertical and horizontal mix of uses
- Pedestrian and bike-friendly circulation
- Housing over shops or alongside offices and blend of residential, retail, and office
- Public plazas, shade, and streetscape amenities
- 1-4 stories
- 10+ DU/AC

PLANNED COMMUNITY AREA (PCA)

This designation accommodates ***areas that comprise large-scale (approximately 640 gross acres or more) master or area-planned developments that include a mixture of land use opportunities.***

Such development should also include recreational and community-serving facilities, and an appropriate circulation system for vehicles, pedestrians, bicycles, and other alternative modes of transportation connecting residential and non-residential uses, and adjacent developments. Developments that are primarily residential should include a variety of residential densities to promote housing choices and diversity and are encouraged to provide supportive and complementary non-residential use. Projects that are primarily employment should also include other complementary

retail, office, service, and other commerce uses.

All zoning districts are appropriate within this designation, and there should be at least three different zones utilized to implement this designation. The base zoning district may also include an appropriate zoning overlay and still be considered consistent with the designation, provided the overall intent is met. Applications for a PCA designation shall be accompanied by a concurrent Specific Area Plan that includes a land use plan that includes at least three different land use categories, or a rezoning application that includes at least three different zoning districts.

PUBLIC AND INSTITUTIONAL (PI)

This designation accommodates ***land uses that are owned and/or operated by a governmental, quasi-governmental, or philanthropic institution (typically greater than 5 acres in size) that provides educational, cultural, governmental, aviation, public services, correctional services, or other similar uses.*** These essential public and institutional uses should support and enhance the overall community's land use patterns and visual aesthetics in order to minimize potential negative impacts.

The zoning district that is consistent with this designation is PF. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.



EMPLOYMENT LOW (EL)

This designation accommodates **employment opportunities provided by varying business, research, and light to medium industrial uses that have a focus on contributing to the overall local and regional economy.**

The *Employment Low* land use designation also includes a variety of employment supportive uses, such as packaging of goods,

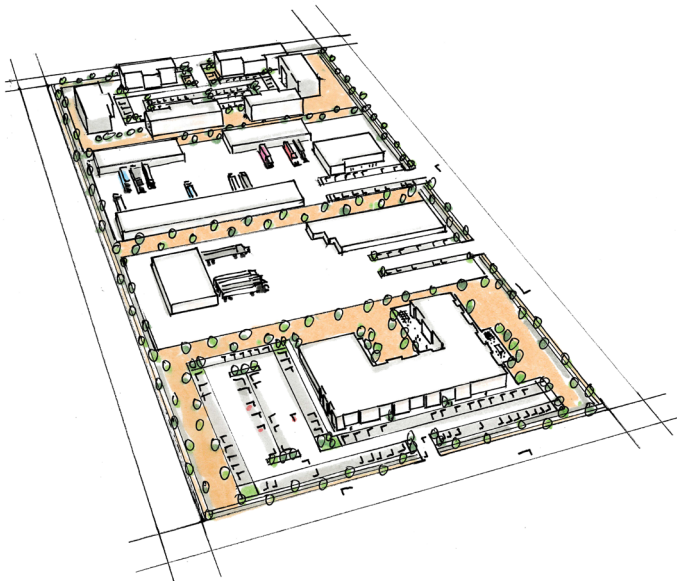
office, schools, open space, parks, recreation, public and religious facilities, retail, research and development, services, storage, utilities, and wholesale. The circulation system should also provide connectivity to adjacent developments. Adequate buffering, screening, or separation should also be provided from existing or planned residential and other less intensive uses. A site with the *Employment Low* designation

should have adequate vehicular access via a street network designed to accommodate the varying intensity of vehicular traffic associated with designation.

The zoning districts that are consistent with this designation are BP and I-1. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.

EL Key Design Components

- Vertical and horizontal mix of uses
- Pedestrian and bike-friendly circulation
- Housing over shops or alongside offices and blend of residential, retail, and office
- Public plazas, shade, and streetscape amenities
- 1-4 stories
- 10+ DU/AC



EMPLOYMENT HIGH (EH)

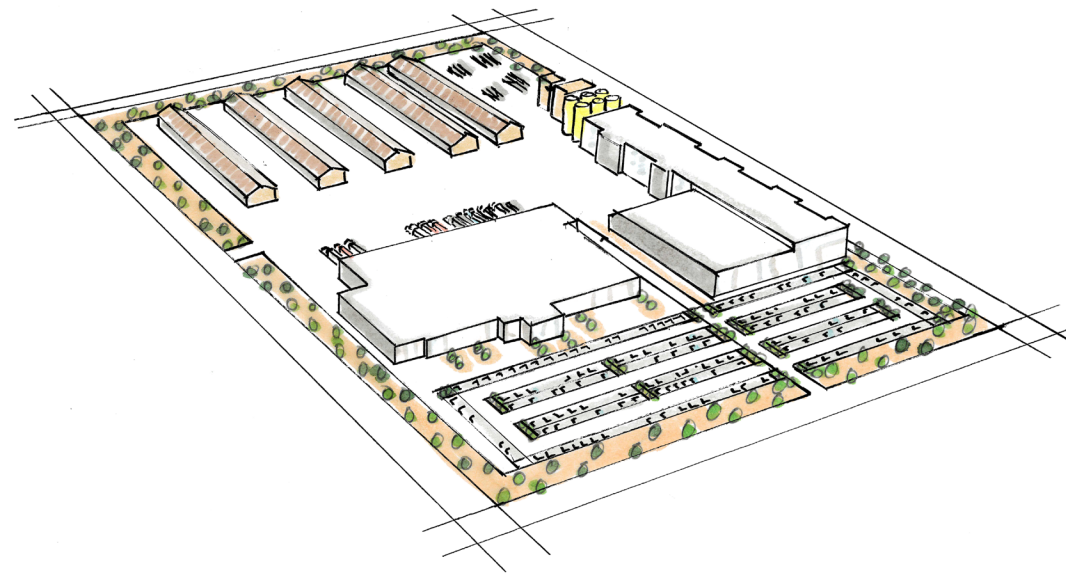
This designation accommodates **employment opportunities provided by heavy industrial uses that have a focus on contributing to the overall local and regional economy.** The *Employment High* land use designation also includes a variety of more intensive uses such as wholesale and storage warehouses, external storage

yards, fabrication, manufacturing, processing, repairing, and packaging of goods, public facilities, and utilities. Adequate buffering, screening, or separation should also be provided from existing or planned residential and other less intensive uses. A site with the *Employment High* designation should have adequate vehicular access via a street network designed to accommodate the

varying intensity of vehicular traffic associated with this designation. The zoning district that is consistent with this designation is I-2. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the designation if the intent is met.

EH Key Design Components

- Warehousing, distribution, and manufacturing uses
- Visual and noise buffers at edge
- Large buildings with truck bays and yard spaces
- Proximity to major roads or rail access
- Internal circulation for freight and employee vehicles
- High intensity Industrial and Logistics operations





Open space near Eloy

PARKS AND OPEN SPACE (POS)

This designation accommodates ***land uses for active parks and passive natural areas (typically greater than 5 acres in size) that are intended for public recreation and resource conservation and contribute to the overall natural character and scenic beauty of the City of Eloy.*** The *Parks and Open Space* designation also includes facilities that support the open space or recreational areas, such as trailheads, parking, and public facilities and utilities. Residential uses may be allowed on any privately held or state trust lands at a density of one (1) dwelling unit per acre (1 du/ac).

Zoning districts that are consistent with this designation are OSC and OSR. The base zoning district may have an appropriate zoning overlay district and still be considered in concert with the category if the intent is met.

TOHONO O'ODHAM NATION (TON)

This designation accommodates ***areas held by the Tohono O'odham sovereign nation.*** This area is included in the City's MPA but the General Plan has no governing control of lands with this designation.

DISTINCTIVE CHARACTER

Eloy reflects a unique blend of deep heritage and forward-looking ambition. Rooted in agricultural traditions, transportation connections, and a strong sense of local cultural identity, the city's character is defined by resilience and openness, fostered by its connection to the surrounding Sonoran Desert, Picacho Mountains, and agricultural landscapes that provide a distinctive backdrop palette. Community design should thoughtfully respond to this unique environment while providing and strengthening urban and neighborhood identity, enhancing quality of life, and contributing to Eloy's distinctive sense of place, and a sense of place for the community and visitors.

As Eloy continues to evolve, new development should embrace human-scaled, innovative, and progressive design that balances priorities without compromising quality. Architectural elements and materials should consider regional context and climate, avoiding generic corporate aesthetics. Streetscapes, walkable neighborhoods, commercial corridors, and mixed-use area should encourage pedestrian activity and vibrant public life. By integrating heritage, natural beauty, and forward-thinking design, Eloy can preserve its sense of identity while cultivating a cohesive, welcoming, and enduring visual character for current and future generations.



Christmas in Eloy event



“
***Growth must be smart
and intentional to
provide a quality of life,
not just rapid expansion.***
–Councilmember”

GROWTH AREAS

Eloy is entering a period of significant change that will shape the community for generations to come. With a population just under 19,000 and projections of substantial growth over the next 25 years, the City has an opportunity to guide this change in ways that strengthen quality of life and express community identity. The General Plan lays the foundation for this direction by promoting a balanced mix of land uses that



Gold Bond National Gypsum Manufacturing Facility

support housing, employment, services, and recreation, along with transportation options, commerce, and infrastructure that serve a growing population efficiently.

To help manage this growth, the plan identifies **Six Growth Areas** and **Six Activity Centers** as key tools for focusing development in strategic locations. These designations provide a clear framework for organizing future

land uses, reducing sprawl, improving connectivity, and aligning public and private investment with long-term community goals.

The *Growth Areas* and *Activity Centers* are illustrated in *Figure 13* and described in more detail in the sections that follow. *Appendix F* provides high-resolution maps of each *Growth Area*.



Eloy Municipal Airport entrance

GROWTH AREAS

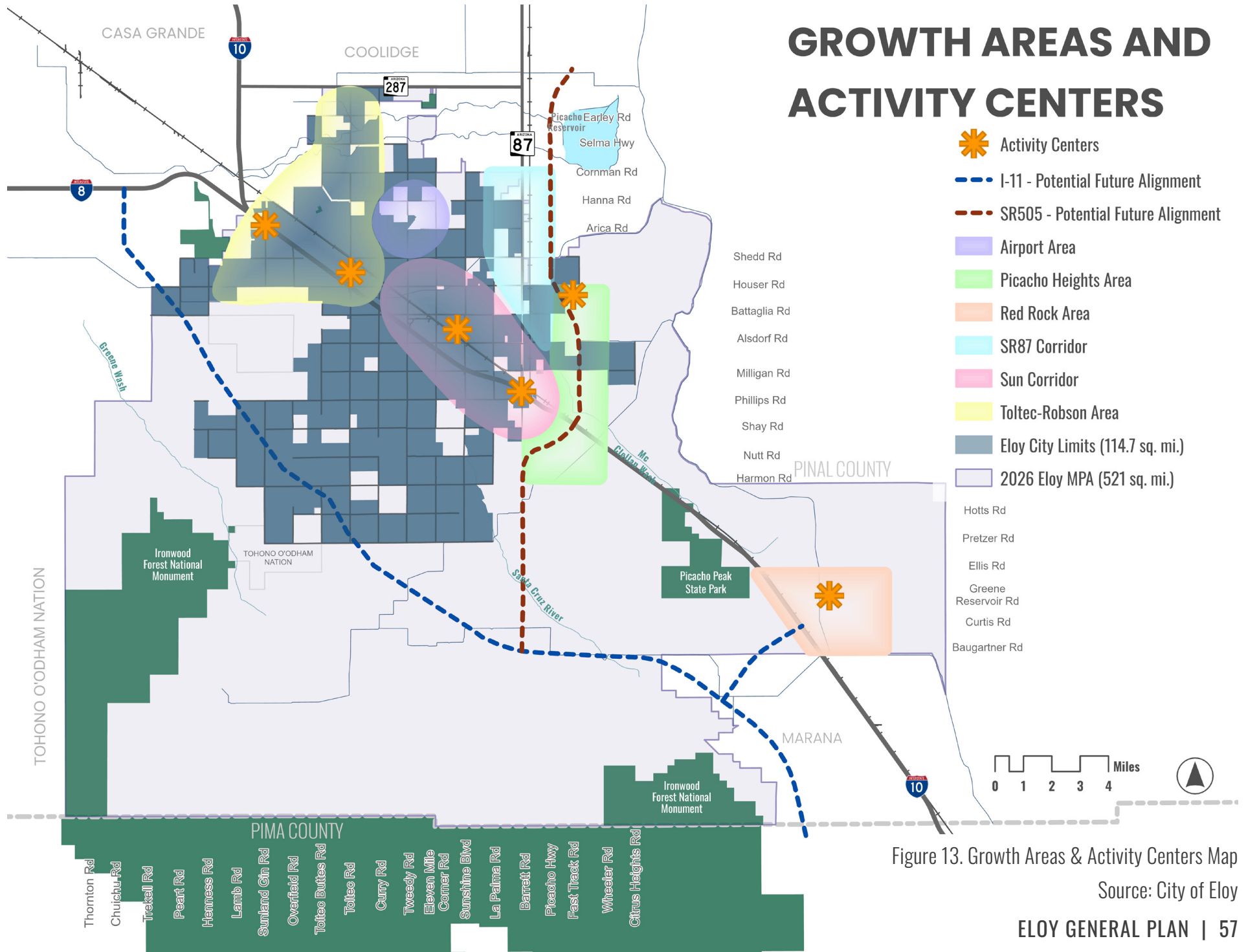
Growth Areas are the City's primary focus for development over the next decade. They identify where future investment and infrastructure expansion will be most effective in supporting Eloy's long-term growth. Each *Growth Area* reflects its location and context, guiding an appropriate mix of residential, commercial, and employment uses.

ACTIVITY CENTERS

Activity Centers are the focal points within a *Growth Area* where more compact, mixed-use development is encouraged. These centers are envisioned as walkable, human-scaled places that bring together housing, jobs, retail, and recreation in a way that supports daily needs and community interaction. Some will form in established areas, while others will emerge within planned new communities.

DEVELOPMENT AREAS

Development Areas are prioritized geographic areas where economic development and capital improvement planning and projects are focused in the near term and generally aligning infrastructure within the *Growth Areas*. Refer to *Chapter 7* for details on *Development Areas*.



Source: City of Eloy



Eloy Municipal Airport Growth Area

Airport Growth Area

Eloy's *Airport Growth Area* plays an important role in supporting the City's aviation activities and regional connections while creating opportunities for well-planned future growth. Located east of the *Toltec–Robson Growth Area*, it includes Development Area C, as shown in *Figure 23* and detailed in

Chapter 7 (Cost of Development), and is recognized as a top skydiving destination. Skydive Arizona is a long-established operation that has grown into the world's largest skydiving center, averaging more than 140,000 jumps per year.

The *Eloy Municipal Airport*, owned and operated by the City, occupies roughly 90 acres about three miles northwest of the central business core. It is accessed from Tumbleweed Road, which terminates at the airport entrance, while Lear Drive runs along the south side of the property and provides access to T-hangar facilities.

The City of Eloy has initiated the *Eloy Airpark Area Plan* (AAP) to guide the growth and development surrounding the *Eloy Municipal Airport*. The AAP will align with

the General Plan while providing more detailed direction for zoning and development decisions. Its primary purpose is to keep the *Eloy Municipal Airport* competitive and relevant by making the most of new economic and aviation-related opportunities and ensuring that surrounding land uses remain supportive and compatible to the airport's operations.



Picacho Heights Growth Area



Picacho Heights Growth Area

Eloy's *Picacho Heights Growth Area* is envisioned as a thoughtfully planned residential area that balances scenic desert living, environmental protection, and regional connectivity. Located along the North–South Corridor to the west and I-10 to the south, the area extends from open space and future parklands along the Santa Rosa Canal to the north, to the *Central Arizona Project (CAP) Canal* and the Picacho Mountains to the east, and includes *Development Area G* shown in *Figure 23* and detailed in Chapter 7 (Cost of Development).

This *Growth Area* is planned to support enhanced residential development while remaining compatible with the mission of the *Arizona Army National Guard (AZARNG)* Picacho Stagefield and maintaining operational

connectivity with the Silverbell Army Heliport to the southeast.

Picacho Heights Growth Area includes a mix of residential densities, along with mixed-use areas, and offers potential for upscale, resort-style living given its proximity to the Picacho Mountains. Future resort sites could serve as gateways to a proposed regional park and provide access to the CAP Canal trail corridor. Residential densities are intended to transition from higher in the east to lower in the west to help protect viewsheds, wildlife movement, and the surrounding desert landscape.

Development within this *Growth Area* should maintain a high level of multimodal connectivity, with compatible uses providing off-street bicycle and pedestrian linkages. One *Activity Center* is identified in this *Growth Area*

located near the intersection of Houser Road and Edgedale Road. Picacho Hwy is envisioned as a principal north–south arterial that supports regional connectivity. The planned North–South Corridor (State Route 505) through Pinal County is anticipated to further strengthen regional connectivity by linking U.S. Route 60 in Apache Junction, I-10 near Eloy and Picacho, the planned I-11 alignment to the south, and State Route 287.

A potential wildlife corridor is planned to preserve natural wash systems and maintain connectivity between the Picacho Mountains and Picacho Peak State Park. Improvements to McClellan Wash are intended to manage stormwater flows in ways that protect adjacent development potential, preserve environmental quality, and enhance regional recreational connectivity.



Red Rock Growth Area

Red Rock Growth Area

Planned as a strategic, employment-focused area, the *Red Rock Growth Area* is located east of the I-10 freeway, across from Picacho Peak State Park. The primary land use designations in this area include *Employment Low*, *Mixed Use*, and *Residential Low*. One *Activity Center* is identified in this *Growth Area*. Development will be expected to occur in step with the extension of appropriate services and infrastructure to support these uses.

State Route 87 Corridor Growth Area

Envisioned as a flexible corridor that supports employment, mobility, and community-serving uses, the *State Route 87 Corridor Growth Area* is located along both sides of State Route 87, extending south from Cornman Road to Battaglia Road, and includes

Development Areas C, D, and G. The corridor has strong potential as an employment area with direct access to I-10, State Route 87, and the Union Pacific Railroad.

The *State Route 87 Corridor Growth Area* includes a mix of *Employment Low*, *Mixed Use*, *Residential Low* and *Medium*, with smaller areas of *Residential High* and *Business Commerce*. *Public and Institutional* uses within the area are not expected to expand and should be buffered from surrounding development.



State Route 87 Corridor Growth Area



Sun Corridor Growth Area

Sun Corridor Growth Area

Serving as the civic and economic heart of the community, the *Sun Corridor Growth Area* is located in the center of Eloy and includes *Development Areas B, C, D, E, F, and G*. It features a full range of uses, including *Employment Low and High, Business Commercial, Planned Community Areas, Mixed Use, Parks and Open Space*, and all residential land use categories, with convenient access to I-10 and the Union Pacific Railroad. Two *Activity Centers* are identified in this *Growth Area*, both located along West Frontier Street – one at Battaglia Road and the other at Milligan Road (Casa Grande-Picacho Highway). This central location, along with access to Interstate 10 and 8 as well as State Routes 84, 87, and 287, makes the Sun Corridor a prime area for future development and reinvestment.

The *Sun Corridor Growth Area* encompasses the entire downtown, which is further addressed in Chapter 5 and is expected to focus on redevelopment, infill, and rehabilitation of existing buildings. It also includes an industrial corridor between I-10 and Frontier Street, as well as much of the *Development Area* along State Route 87 and within the *Downtown Area*. Residential uses in this *Growth Area* include a range of densities, with a larger share designated medium density residential being planned primarily for single-family neighborhoods, supporting a more compact, mixed-use urban pattern.



Robson Ranch entry monument

Toltec–Robson Growth Area

Serving as a gateway to residential growth, recreation, and regional access, the *Toltec–Robson Growth Area* is located south and east of the I-10 and I-8 junction, just south of the City of Casa Grande, and includes Development Areas A and B. Two *Activity Centers* are identified in this *Growth Area* – one in the *Downtown Area*, in the vicinity of SR-87, north and south of I-10 and the other on either side of Sunland Gin Road, generally north of Shedd Road near Nelson Farm Road. It contains Robson Ranch, Eloy’s first upscale master-planned community, as well as proposed retail uses that serve both residents and interstate travelers.

The 1,025-acre Casa Grande Mountain Park is also within this *Growth Area* and offers an important opportunity for Eloy and Casa Grande to preserve a

large open space with multiple hiking trails. This area is primarily designated for residential and planned communities and includes a mix of low- to medium-density residential uses, along with some commercial and industrial parcels. Commercial and industrial lands are generally located along I-10 and Frontier Street and are positioned to accommodate employers in logistics, manufacturing, and technology sectors. Residential densities are intended to step down farther northeast and southwest from the freeway to provide appropriate transitions to surrounding areas.



“

Being a regional water provider, we deal with all officials. It is all one big system in Arizona, and we treat all leadership across the state the same. Everyone benefits when the cities coordinate. The cities should work together and collaborate by coming up with some mechanism to identify themselves cohesively, creating a common identity through collaboration. –Community Water Provider

”

REGIONAL PLANNING COORDINATION

Eloy’s growth prospects, and its vision for balanced housing, local amenities, employment opportunities, and the preservation of its desert landscape and small-town character, rely heavily on strong, ongoing coordination across the greater Pinal County region. Regional planning is not just a supporting effort; it is one of the most important tools Eloy has to influence how growth occurs, how infrastructure is funded and delivered, and how the community benefits from new investment. By

working closely with neighboring communities, utilities, regional planning organizations, service districts, and county, state, and federal agencies, Eloy can help shape shared solutions for infrastructure, mobility, workforce development, and economic opportunity that no single community could accomplish alone. This kind of coordination positions Eloy as a proactive partner in the Sun Corridor, rather than a passive recipient of regional growth decisions.

Community input has consistently emphasized the importance of a unified regional identity, coordinated corridor and infrastructure planning, and joint outreach to employers and educators so that the Eloy community can enjoy the benefits of regional growth. Regional planning coordination can help Eloy secure its fair share of jobs, services, and infrastructure, while reinforcing the qualities that make the community distinct.

Strategies for regional planning coordination include:

- **A Tri-City Identity.** Eloy, together with Casa Grande and Marana, could explore a shared “tri-city” identity, similar to Mesa–Chandler–Gilbert, to highlight their combined strengths and help position Eloy within a larger, more marketable regional hub.
- **Regional Advantage.** Eloy’s location between Phoenix and Tucson, with direct access to I-10, I-8, and rail, gives the City a strong platform to participate in regional strategies for logistics, manufacturing, and employment that can bring additional jobs and investment to Eloy.
- **Build on Existing Partnerships.** Eloy can continue to engage with regional organizations and partnerships in Pinal County to elevate its interests, contribute to joint branding and advocacy, and remain an active voice in regional planning conversations.
- **Coordinated Infrastructure and Service Planning.** Working with neighboring jurisdictions and service providers on transportation corridors, utilities, and area-wide water quality management efforts can help position infrastructure investments that support its long-term service needs and development goals.
- **Regional Park and Open Space Planning.** The potential expansion of Eloy’s MPA to the east, including a site under consideration for a new regional park, offers an opportunity for Eloy to partner with Pinal County on open space, trails, and recreation facilities that serve the Eloy community while strengthening the City’s role in the regional recreation network.



Purposeful growth in Eloy

PURPOSEFUL GROWTH GOALS & POLICIES

Land Use

GOAL LU 1: Diversity of Land Uses. Encourage a diversity of land uses to provide for a balanced and resilient community.

Policy LU 1.1: Mixed-Use Development. Promote mixed-use development within designated areas, including downtown and *Activity Centers*.

Policy LU 1.2: Employment and Economic Uses. Promote opportunities for the expansion of employment and commercial uses within the City to attract jobs, housing starts, and subsequent amenities.

Policy LU 1.3: Aviation-Related Development. Support aviation-related development opportunities and compatible land uses near the *Eloy Municipal Airport*.

Policy LU 1.4: Employment Area Location. Locate employment and major non-residential uses within designated areas to limit impacts on residential areas.

Policy LU 1.5: Balance Land Use. Ensure a balanced mix of land uses that supports a self-sustaining environment and provides for the needs of the community.

GOAL LU 2: Compatible and Efficient Development.

Promote development, including the revitalization of existing developed areas, that is environmentally responsive, encourages coordinated land-use patterns, and retains small-town character.

Policy LU 2.1: Land Use Transitions and Buffers.

Maintain transitional buffers between uses of differing intensity and density to reduce noise, visual impacts, and traffic conflicts.

Policy LU 2.2: Small-Town Character. Encourage land uses and development that are consistent with and preserve and celebrate the City's small-town character.

Policy LU 2.3: Pedestrian-Oriented Design. Encourage development patterns that prioritize human-scale, pedestrian-oriented, context-sensitive design; foster streetscapes and public spaces that support pedestrian activity, social interaction, and community engagement; and reduce vehicle dependence while promoting sustainable mobility.

Policy LU 2.4: Infrastructure-Supported Growth.

Support land use density and intensity, including future annexations, with the commensurate provision of adequate services and infrastructure.

Policy LU 2.5: Community-Supported Design.

Encourage new development to incorporate design elements shaped by community input.

Policy LU 2.6: Quality and Compatible Design.

Encourage the design of public and private developments to conform with design guidelines and standards that enhance Eloy's small-town character, compatibility, aesthetics, and quality of life.

Policy LU 2.7: Innovative Design. Promote innovative and progressive design that is unique, high-quality, responsive to the Sonoran Desert climate, and balances functional, economic, and aesthetic priorities, without compromising quality or resorting to generic, corporate-style architecture.

Policy LU 2.8: Efficient Landscape. Encourage architectural designs that respond to the Sonoran Desert climate, including sustainable building practices and water-wise landscaping.



Downtown Eloy

Growth Areas

GOAL GA 1: Growth Area Development. Encourage new development and revitalization of existing development in *Growth Areas*.

Policy GA 1.1: High-quality Development. Encourage high-quality development and uses in *Growth Areas* to drive economic and community vitality.

Policy GA 1.2: Employment Corridor Development. Promote key corridors in *Growth Areas* for employment, logistics, and advanced manufacturing uses, while encouraging complementary uses commerce and housing.

Policy GA 1.3: Infill and Revitalization Development. Promote infill and revitalization development in *Growth Areas* to efficiently use existing infrastructure.

Policy GA 1.4: Development of Vacant and Undeveloped Sites. Support programs and public-private partnerships to encourage redevelopment, revitalization, and development of vacant, underutilized and undeveloped property in key locations of *Growth Areas* and *Activity Centers* for infill development of housing and commercial uses.

Policy GA 1.5: Infrastructure Efficiency and Infill. Promote infill development where possible to more efficiently manage infrastructure costs.



Main Street Park

GOAL GA 2: Vibrant Sensitive Growth. Encourage vibrant, walkable, development that is context-sensitive, pedestrian-focused, and provides mix of use and activities in *Growth Areas*.

Policy GA 2.1: Gradual Transitions in Intensity. Ensure development intensity within *Growth Areas* transitions gradually and responds sensitively to surrounding neighborhoods and community character.

Policy GA 2.2: Livable and Walkable Environments. Incorporate pedestrian-oriented design—including shaded sidewalks, appropriate pedestrian architectural massing and features, bicycle-focused elements, landscaping, and open spaces—to enhance livability in *Growth Areas*.

Policy GA 2.3: Mixed-Use Activity Areas. Encourage a balanced mix of commercial and residential uses in a compact, neo-traditional format with higher intensity and density in activity areas.

Policy GA 2.4: Mixed-Use Development Flexibility. Encourage vertically integrated mixed-use development with ground-floor commercial, and co-working spaces, with residential uses above in active areas, Downtown, and neighborhood commercial zones.



Picacho Peak

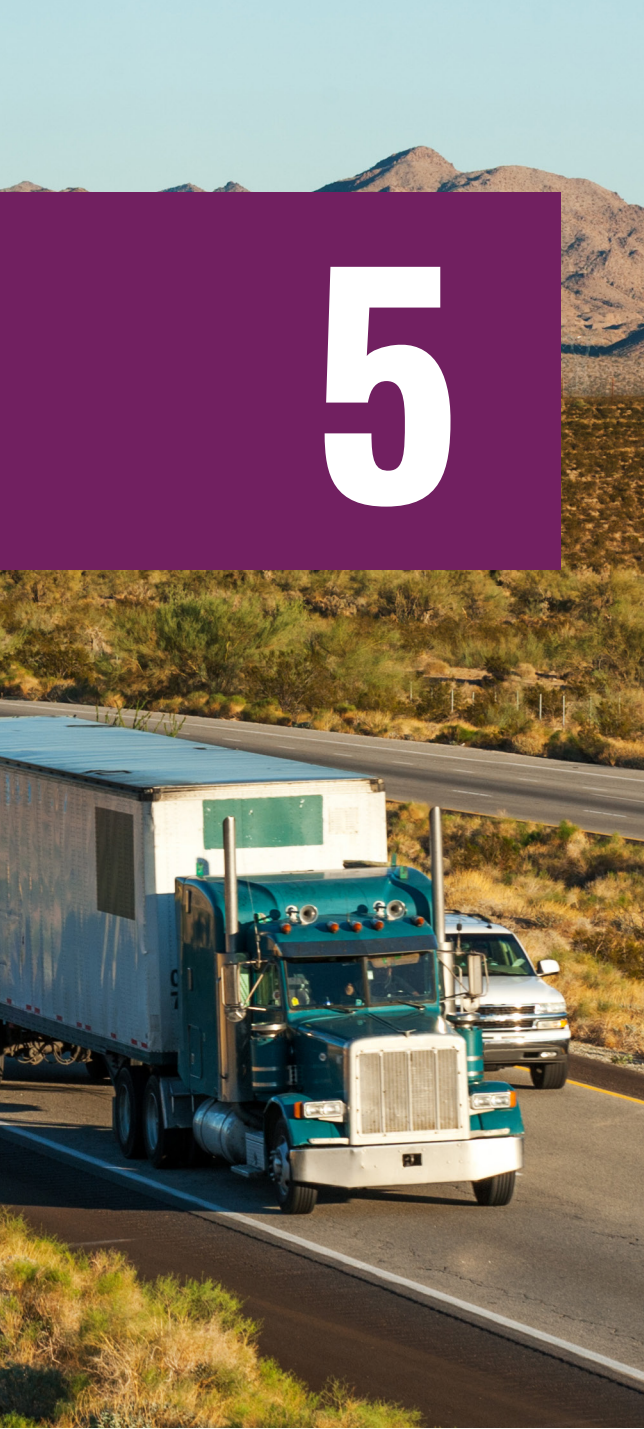
GOAL GA 3: Regional Planning Coordination.

Coordinate with surrounding jurisdictions and service districts on planning and development issues.

Policy GA 3.1: Growth Area Coordination. Plan and coordinate infrastructure and mobility improvements with Pinal County, Sun Corridor Metropolitan Planning Organization, Arizona Department of Transportation, Arizona State Land Department, and utility providers to plan, fund, and deliver infrastructure, transportation systems, and mobility corridors to support development in *Growth Areas*.

Policy GA 3.2: Integrated Planning. Actively engage Pinal County, Arizona State departments, and neighboring jurisdictions in coordinating land use planning, regional open space, trails and path networks, stormwater management, and shared infrastructure improvements.

Policy GA 3.3: Regional Identity. Participate in regional planning initiatives that strengthen a shared regional identity while preserving Eloy's character and local distinctiveness.



5

CHAPTER 5: PROSPEROUS ECONOMY

Eloy is building a ***Prosperous Economy*** by creating a welcoming environment for businesses and families, supporting job creation and retention, and expanding housing options for current residents and future generations.

Eloy General Plan: Planning Today for a Stronger Tomorrow encourages economic growth, strong neighborhoods, and a

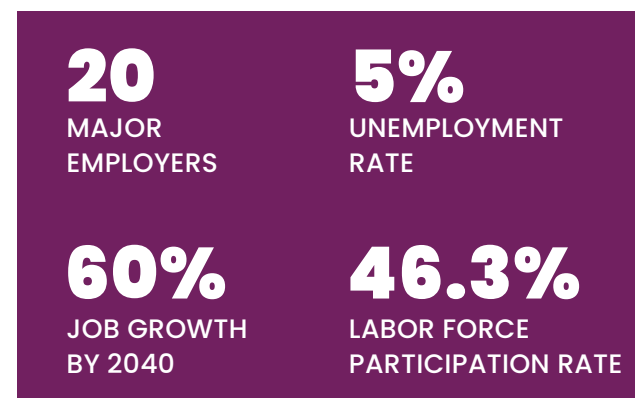
lively downtown as important roles in supporting a resilient local economy and a high quality of life. With its location along major transportation corridors, Eloy is well positioned to attract logistics, manufacturing, and emerging industries while continuing to support a diverse workforce and community.

Community Aspirations for Prosperous Economy

Eloy envisions a thriving community cultivated by a diverse and vibrant economy that provides opportunities for business growth, job creation, and housing opportunities for all income levels.



“We want to draw businesses here to provide more amenities for the residents. If you have a job here and we can provide reasonable housing, it’s a win/win.”
—Councilmember



ECONOMIC GROWTH

Eloy’s population has grown rapidly over the past two decades, nearly doubling since 2000 and making it one of the fastest-growing communities in Pinal County. Projections show a population of more than 87,000 by 2050. Historically, Eloy’s growth has been largely shaped by its agriculture and its transportation assets, including access to rail and freeway that anchor the community’s role within the region. Today, Eloy recognizes that sustaining a strong workforce

depends on the continued growth and stability of its businesses and industries. To support this, Eloy is cultivating an economic climate that attracts investment, promotes entrepreneurship, and creates lasting opportunities for residents and their families.

The City’s population is largely of working age, with a median age of 41. More than 68% of residents are between 18 and 64, while 19% are 65 or older, many of whom may still be working or have retired,

providing a strong foundation for a stable and active workforce. Eloy’s economic base is diverse, with large manufacturers, distribution centers, hotels, and restaurants situated along the I-10 freeway. Major industries include business services, manufacturing, with major employers such as Corecivic, Republic Plastics, Schuff Steel, and National Gypsum. Retail and consumer services also support the regional workforce and traveling public.

Eloy's economic future is rooted in both opportunity and livability.

A balanced economy leverages regional advantages, transportation assets, and available industrial land, while also investing in the everyday places and services that make the City a desirable place to live, work, and visit.

Eloy's location within the Sun Corridor positions the City to capitalize on regional economic activity and attract new employers, strengthen supplier networks, and expand employment opportunities. The following competitive advantages further support Eloy's capacity for continued growth and long-term prosperity:

- A central location between Arizona's two major metropolitan areas, Phoenix and Tucson.
- Direct access to major transportation corridors, including I-10, I-8, and the Union Pacific dual-track railroad.
- Proximity to California and Mexico markets with overnight delivery capabilities.
- Large development sites with land costs below metropolitan averages.
- Key industrial sites with rail spurs, some of which are shovel-ready or could be brought to shovel-ready in the near term.
- Proximity to major employers such as Lucid Motors and Procter & Gamble.
- A municipal airport was recognized as one of the world's premier skydiving destinations.
- A strong partnership with Central Arizona College as a workforce development provider.
- Designated Opportunity Zones and a Foreign Trade Zone that encourage private investment.



Schuff Steel Fabrication Facility

As Eloy advances toward a more dynamic economy, strategic investments in infrastructure, housing, and the downtown will be critical to attracting new residents and supporting business growth. Manufacturing, transportation, logistics, and related industries will remain the foundation of Eloy's economic success, as these sectors create stable jobs and broaden the tax base.

At the same time, the Eloy community has expressed a desire for economic development that is local, visible, and community-serving. Encouraging small business growth, simplifying

permitting processes, and promoting downtown revitalization will help create destinations that meet daily needs while reflecting Eloy's identity and sense of place and complement, rather than compete with large-scale industrial recruitment.

Workforce development connects these priorities. Continued collaboration with local employers and with educational partners will support pathways into both industrial, service, and entrepreneurial careers, preparing the community for success in a growing and evolving economy.



Eloy Water Tower

Targeted Industry Clusters

Eloy has identified **Six Industry Clusters** for economic growth that fit with the current assets and resources of the community including employment growth, wages, market strength, and existing presence. Targeting economic development recruitment toward these clusters is expected to deliver the greatest benefit to the Eloy community in the near term. However, these clusters will likely change over time as the economy of Eloy and Pinal County shift and expand over time. Those clusters include:

- **Agribusiness** – Irrigated desert farming supported by long growing seasons, Central Arizona Project (CAP) water access, and proximity to major transportation corridors.
- **Manufacturing** – A wide range of manufacturing operations from plastic, cement, and metal manufacturing with a future focus on electrical vehicle manufacturing and suppliers.
- **Arts, Entertainment, Recreation, and Visitor Industries** – Accommodations and food services.
- **Personal & Commercial Services** – Industrial machinery and equipment repair and maintenance.
- **Business & Financial Services** – Facility support services and waste management and remediation services.
- **Transportation & Logistics** – Warehousing, rail, and truck transportation.

“

Having flexible residential categories is important for the City to support. Affordable housing and rigid land development codes contribute to affordability issues across the State. If the City stays flexible with the land development and zoning codes, it may alleviate the challenges to bringing in affordable housing. –Local Developer

”

4,894
HOUSING UNITS

5%
UNEMPLOYMENT
RATE

7.8%
OF ALL HOUSING
UNITS ARE MF

\$365k
MEDIAN COST OF
A RESALE HOME

\$655
MONTHLY RENT
ACROSS CITY

0
MULTIFAMILY
BUILDING
PERMITS SINCE
2007

HOUSING

Eloy has opportunity to provide broader mix of housing types to accommodate a variety of lifestyles and options for the Eloy community.

Housing Stock

Eloy’s housing stock is currently dominated by single-family homes, which is typical of small and rural communities that have grown primarily through subdivision development. This pattern has provided stable, traditional neighborhood options for families, but it also leaves fewer choices for residents who need smaller, more flexible, or rental housing options.

Looking ahead, the Eloy community supports a broader mix of housing types, such as townhomes, small-lot single-family homes, and well-designed multifamily, to better serve residents at different life stages and income levels.

A defining feature of Eloy’s housing stock is Robson Ranch, the age restricted, active adult community that has accounted for a substantial share of the City’s population growth over the past decade. With an estimated of 2,500 persons and 1,900 housing units at a median age of 56.5 years, Robson Ranch adds a



Robson Ranch Clubhouse

large number of higher-priced, age-restricted homes to the market, which shapes the City's demographic profile and its overall housing mix. Projections anticipate approximately 4,600 homes and nearly 9,000 residents (about 1.8-2

people per household) at buildout. While this benefits Eloy by bringing new investment and amenities, it also means much of the recent growth has occurred in a segment that does not directly serve many working-age households with

children or younger residents entering the housing market. At the same time, this pattern highlights the importance of also creating housing options for working-age families, younger adults, and residents who wish to remain in Eloy but do not want or qualify for age-restricted communities.

Housing Inventory

According to 2023 ACS 5-Year Estimates, Eloy has 4,894 housing units, most of which are single-family homes, and only a small share are multifamily units such as apartments or duplexes. About 4.7% of all units are estimated to be occupied on a part-time basis by residents whose primary home is in another city or state, most of whom live in Robson Ranch and spend only part of the year in Eloy. This seasonal occupancy pattern supports local spending but can result in some



Residential development adjacent to Downtown

neighborhoods being less active year-round. Expanding year-round housing options, particularly near jobs, schools, and services, can help support more consistent neighborhood activity and demand for local businesses.

Residential building permit activity over the last 15 years has been almost entirely in the single-family residence category, with only a small share of multifamily units such as apartments or duplexes. Most of the new housing has been developed by Robson Communities, Century Communities, and independent home builders. Robson Communities is developing Robson Ranch, and Century Communities is building in the Esperanza subdivision and scattered lots throughout the Toltec Arizona Valley subdivisions. This has resulted in a housing inventory that

offers relatively few apartments, townhomes, or small-lot products, which can make it difficult for local employees, young adults, smaller households, and some seniors to find housing that matches their needs and budgets—providing for niche market opportunities for housing developers.

Housing Costs & Affordability

Eloy is experiencing growing interest as a place to live, reflecting its quality of life, strategic location, and expanding opportunities. Housing costs have risen in recent years, with the median price of a single-family home increasing from about \$203,000 to \$365,000 over the past five years, and homes in Robson Ranch reaching a median of \$549,000.

Using the federal affordability benchmark that housing costs should not exceed 30%

of household income, many Eloy renters face housing cost pressures. An estimated 43% of renter households pay more than 30% of their income toward housing, and 379 households pay more than half, placing them in the severely cost-burdened category. Apartment rents in Eloy remain below the Pinal County average, largely because most complexes were originally developed under the *Low-Income Housing Tax Credit* program. However, demand for

attainable units exceeds current supply, and limited vacancies have resulted in long waiting lists.

These conditions present an opportunity for Eloy to work with private, nonprofit, and regional partners to support additional attainable and workforce housing, reduce barriers to producing a wider range of housing types, and focus new housing in areas well connected to jobs, services, and transportation. For many working families, the combination of rising

ownership costs, limited multifamily choices, and a small supply of diverse ownership options such as townhomes or condominiums underscores the need to broaden housing options. Addressing this gap will help Eloy attract and retain workers, support long-term economic vitality, and strengthen neighborhood stability.

“

A vibrant downtown with people parked and walking everywhere. People wanting to come and visit, for mom and pop stores or whatever, bringing people off the interstate. That’s my hope.

–Resident

”



Historic Downtown Eloy

DOWNTOWN

Eloy’s *Downtown Area* is a historic center with strong character and significant opportunity for reinvestment. Once the commercial heart of a thriving agricultural community, it grew around Main Street businesses supported by cotton production and regional trade. While today’s economic base has shifted, the *Downtown Area* still retains many buildings with solid historic “bones” and a recognizable small-town main street pattern that can anchor future growth and community life.

In recent years, the City, Chamber of Commerce, and community partners have taken important steps to reinvigorate the area, including cleaning up properties, promoting responsible ownership, and recruiting new tenants for

existing buildings. There is a civic commitment and market interest to provide a foundation for more coordinated revitalization. At the same time, challenges remain. Several storefronts and parcels are still vacant or underutilized, and some buildings show signs of deferred maintenance, which can diminish the overall impression of the *Downtown Area*.

To support a renewed era of growth and investment, the City is focused on encouraging new development, infill, and redevelopment that strengthen the *Downtown Area's* vitality while respecting its historic form and character. This includes promoting preservation, rehabilitation, and adaptive reuse of historic and cultural resources, as well as stabilizing

and reinvesting in surrounding neighborhoods so that the core of the *Downtown Area* is supported by strong nearby housing. With roughly 40 City-owned properties in the area, Eloy is well positioned to use public land strategically through partnerships, phased redevelopment, or demonstration projects to catalyze private investment and job creation and to shape the *Downtown Area* as a prosperous destination.

Stakeholder input highlights a shared understanding of both the issues and the opportunities in the *Downtown Area*. Vacant and deteriorating buildings create visual gaps in the streetscape and can discourage new businesses from locating in the area, but they also represent some of the most immediate opportunities for adaptive reuse and creative redevelopment.



City Hall in Downtown Eloy



Downtown Eloy character

Ground-floor spaces that once housed traditional retail could be re-imagined as restaurants, neighborhood-serving shops, co-working or small business incubator spaces, or arts and maker studios that draw people throughout the day and evening. By pairing code enforcement and basic stabilization with incentives, technical assistance, and flexible standards, the City can help move these properties from liability to asset and support new uses that generate jobs, sales tax revenue, and foot traffic.

Residents consistently express a desire for more everyday services and gathering places in the *Downtown Area*, such as grocery options, cafes, restaurants, and specialty shopping. Many people currently travel to Casa Grande, Marana, or other communities for shopping and dining, which

results in economic leakage and fewer local destinations for social connection. Expanding retail and food options that reflect Eloy's cultural identity and local entrepreneurship can help keep more spending in the community, create jobs, and transform the *Downtown Area* from a place primarily used for errands into a place where people choose to spend time. Over time, a stronger mix of retail, dining, and services in the core can complement Eloy's industrial employment base by giving workers and visitors more reasons to stay, spend, and invest locally.

Perceptions of the *Downtown Area* are evolving but are still shaped by visible vacancies and limited activity at certain times of day. While some view the area as rundown or lacking amenities, others realize the potential as a



Downtown Eloy

walkable, authentic district that celebrates Eloy's history and diverse cultures. Strengthening the district's identity through coordinated branding, public art, façade improvements, and wayfinding can help shift this narrative, build community pride, and signal to investors that Downtown is a priority. As Eloy continues to grow its employment base in manufacturing, logistics, and services, a recognizable,

attractive downtown can become a key asset in talent attraction and business recruitment.

Many stakeholders envision a future *Downtown Area* that functions as a true destination: walkable, shaded, and rich with local character. Ideas include an arts and culture-oriented district with galleries, antique shops, studios, and locally owned restaurants and cafes, similar

in feel to beloved Arizona main streets. Streetscape improvements such as trees, decorative lighting, public art, and comfortable outdoor seating can make the environment more inviting year-round in the desert climate. Regular events such as cultural festivals, art walks, markets, and seasonal celebrations can further animate the district, support small businesses, and give residents and visitors repeated reasons to

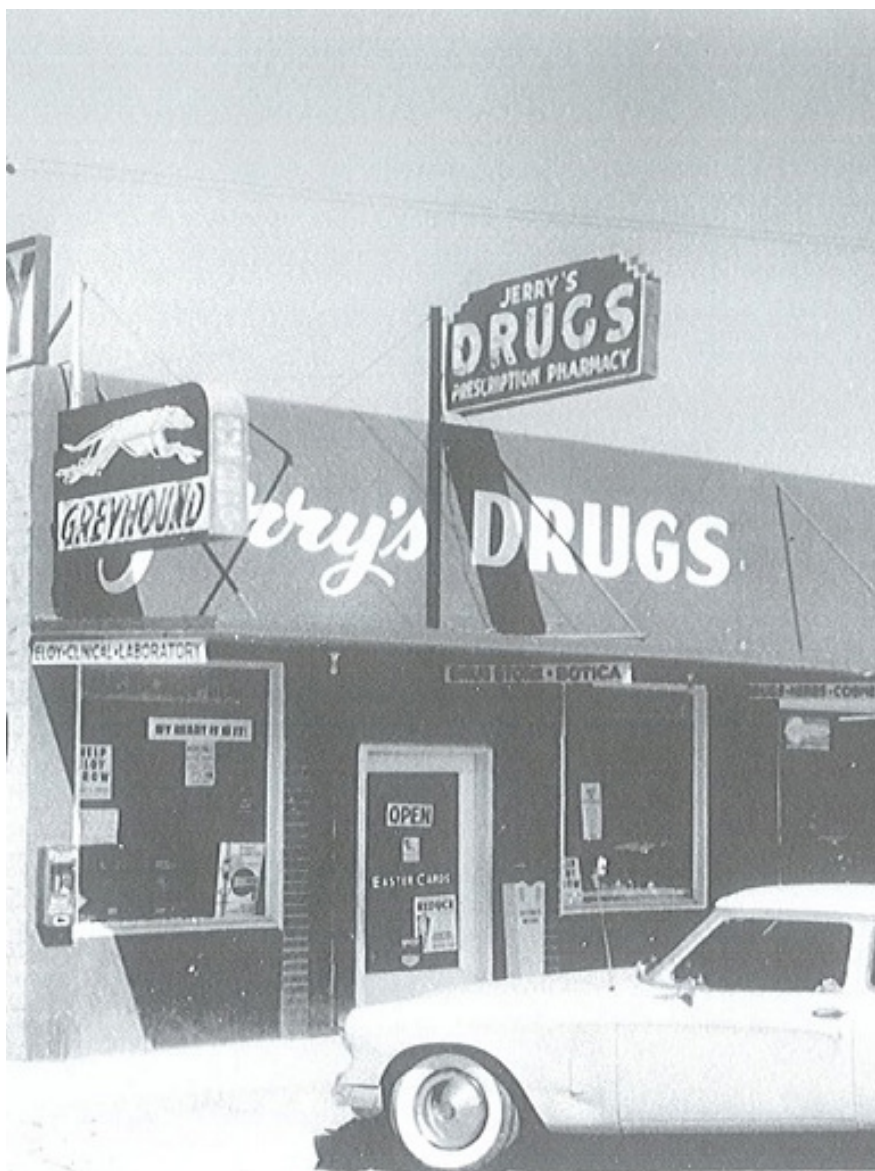
return. Increasing foot traffic and extending dwell time are critical to building a customer base that can sustain local enterprises.

Supporting small businesses is central to this vision. Entrepreneurs in Eloy often face startup costs, financing constraints, and a need for technical assistance in areas such as business planning, marketing, and storefront design. Connecting local businesses to training, grants or low-interest loans where available, and incubator or shared-space models in vacant buildings, the City and its partners can help grow a diverse mix of shops and services that

reinforce the *Downtown Area's* role as the social and economic heart of the community. A thriving small business ecosystem can complement larger employers elsewhere in the City by providing amenities for workers and supporting opportunities for local ownership.

Opportunities exist to include enhanced visibility and access that are necessary to realize the *Downtown Area's* potential. Many drivers pass through or near Eloy without recognizing what the City center offers. Clear wayfinding signs, branded gateways, and a strong online and social media

presence can draw attention to local businesses and events. As public and private improvements accumulate, including rehabilitated facades, reused buildings, new gathering spaces, murals, and landscaped streets, they will collectively signal momentum and invite more residents, visitors, and investors to see the *Downtown Area* not as a place in decline, but as a destination on the rise.



Historic Downtown Eloy

PROSPEROUS ECONOMY GOALS & POLICIES

Economic Growth

GOAL EG 1: Employer Attraction and Retention. Retain and attract quality employers for a diverse range of employment opportunities to support a vibrant local economy.

Policy EG 1.1: Industry Targeting and Monitoring.

Periodically evaluate Eloy's targeted industries as the economy of Eloy changes over the long term.

Policy EG 1.2: Regional Economic Partnerships. Support and work with regional economic development programs including Pinal County, the Chamber of Southern Arizona, the Arizona Commerce Authority, Greater Phoenix Economic Council (GPEC), Arizona Public Service (APS), Electrical District 2 (ED2) and Electrical District 4 (ED4), and others as they request detailed responses to prospect inquiries.

Policy EG 1.3: Business Site Readiness. Create an accurate database of site-ready business and industrial sites in Eloy to successfully compete for companies in the Arizona Commerce Authority's prospect portfolio.

Policy EG 1.4: Economic Development Marketing.

Create a central repository for Eloy economic development information and produce effective digital economic development marketing materials for posting on the City's website.

Policy EG 1.5: Workforce Development. Promote adult workforce and skill development programs in conjunction with Central Arizona College and other institutions and work with local school districts to prepare youth for success in school and careers.

Policy EG 1.6: Airport-Related Employment. Support Eloy Airport industries, services, recreation, and future aviation employment.

Policy EG 1.7: Employment in Growth Areas. Promote employment opportunities and industry development in *Growth Areas*.

GOAL EG 2: Infrastructure to Support Business.

Improve the City's infrastructure, utility systems, and community amenities to support business attraction.

Policy EG 2.1: Strategic Public Investment. Prioritize strategic public investments through a comprehensive capital improvement program and public-private partnerships to support economic growth and stimulate job creation.

Policy EG 2.2: Redevelopment and Reinvestment. Encourage redevelopment, revitalization, and the utilization of underused property to create economic and housing growth opportunities.



Residential development in Eloy

Housing & Neighborhoods

GOAL HN 1: Housing Choice and Affordability.

Encourage a diverse range and choice of housing types for all household income levels.

Policy HN 1.1: Housing Diversity and Efficiency. Support diverse, safe, and resource-efficient housing options.

Policy HN 1.2: Flexible Housing Standards. Provide a variety of housing options supported by flexible development standards to meet the needs of the Eloy community.

Policy HN 1.3: Attainable and Workforce Housing Incentives. Increase resources to support production of attainable and workforce housing through incentives permitted under state law.

Policy HN 1.4: Homeownership Opportunities. Expand opportunities for homeownership by working with local developers and homebuilders.

Policy HN 1.5: Employer and Nonprofit Partnerships. Work with employers and nonprofit organizations to promote the development of attainable housing.

Policy HN 1.6: Innovative Housing Finance. Consider the use of industrial development authority bonds to support financing of attainable housing.

GOAL HN 2: Neighborhood Stability and Revitalization.

Sustain and strengthen neighborhoods through revitalization, rehabilitation, and adaptive reuse of housing and commercial buildings.

Policy HN 2.1: Neighborhood Preservation. Maintain the existing attainable housing inventory through housing rehabilitation and redevelopment programs to preserve and stabilize existing neighborhoods.

Policy HN 2.2: Code Enforcement and Education.

Conduct proactive code enforcement activities and related education to ensure neighborhood integrity.

Policy HN 2.3: Housing Development Support.

Provide financial and staffing resources to promote attainable and workforce housing development in the community.

Policy HN 2.4: Infrastructure Financing Tools. Support the use of improvement districts to assist in reducing infrastructure development costs.

Policy HN 2.5: Land Banking. Consider the establishment of a land bank.

Downtown

GOAL DT 1: Downtown as Community Centerpiece.

Establish the *Downtown Area* as a centerpiece of the community featuring restaurants, shops, small businesses, and activities supported by quality neighborhoods.

Policy DT 1.1: Downtown Revitalization. Encourage new development, infill, revitalization, and redevelopment to enhance the *Downtown Area's* vitality.

Policy DT 1.2: Historic and Cultural Preservation.

Promote the protection, preservation, rehabilitation, and adaptive reuse of historic and cultural landmarks and resources.

Policy DT 1.3: Downtown Neighborhood Stability.

Protect, stabilize, and reinvest in the *Downtown Area's* neighborhoods.

Policy DT 1.4: Public Investment and Infrastructure.

Continue to make significant public investments in buildings and infrastructure to foster private capital investment and job growth.

Policy DT 1.5: Pedestrian-Oriented Streetscapes.

Promote urban streetscapes to create areas that foster pedestrian comfort, safety, interest, and usefulness using human-scale elements.

Policy DT 1.6: Heat Mitigation Design. Employ heat island reduction techniques in architecture and landscapes to reduce the effects of reflective heat and glare.

Policy DT 1.7: Arts and Cultural Destinations.

Strengthen the *Downtown Area's* arts destinations through adaptive reuse, physical improvements, marketing, and collaboration among community organizations.

Policy DT 1.8: Multimodal Street Design. Design Downtown streets for low speeds, incorporating space and design for alternative mobility and curb management.

Policy DT 1.9: Regulatory Flexibility. Continue to utilize the *Downtown Core Overlay* to exert appropriate flexibility relative to setbacks, parking standards, landscape requirements, mixed use, and design standards.

Policy DT 1.10: Investment Incentives. Explore and evaluate viable strategies for the City to incentivize investors to acquire, improve, and redevelop the *Downtown Area's* properties.

Policy DT 1.11: Downtown Infrastructure Focus.

Continue to focus roadway, sewer, water, and fire protection upgrade projects in the *Downtown Area* through the City's adopted Capital Improvements Program.



6

CHAPTER 6: BALANCED ENVIRONMENT

Eloy embraces a ***Balanced Environment*** as a cornerstone of its community vision, integrating shared values and priorities into a unified framework that informs strategic planning, stewardship, investment, and service decisions while safeguarding and enhancing environmental resources, open spaces, and recreational opportunities.

Eloy General Plan: Planning Today for a Stronger Tomorrow is grounded in community input and shaped by local conditions. This chapter promotes long-term sustainability, resilience, and an exceptional quality of life, ensuring the City's balanced environment enhances the well-being of all who live, work, and visit the community now and into the future.

Community Aspirations for Balanced Environment

Eloy will preserve and enhance its natural beauty and open space through an interconnected network of parks, trails, and recreational spaces. We envision a healthy, outdoor-focused community where residents enjoy the desert environment and celebrate the City's heritage.



Picacho Peak in Spring

“

Open space, parks and walking trails are so important. Especially in a historically agricultural community, we love that it is still very open.

—Eloy Resident

”

PARKS, RECREATION, & OPEN SPACE

Parks, trails, and open Space as illustrated in *Figure 15* in Eloy provide residents and visitors with a range of active and passive opportunities while preserving the natural and restored landscapes that contribute to a high quality of life. Eloy’s approach includes setting aside land for public parks

and open spaces, protecting environmentally sensitive areas, and, where possible, connecting neighborhoods to these places through multiple transportation options. This planning approach supports the community’s desired quality of life and helps keep Eloy a livable, vibrant place.

Open Space

Eloy's open space areas provide important environmental, conservation, and recreational benefits that enrich the experiences of residents and visitors. They also include preserved and restored desert landscapes that support flora, wildlife habitat and movement corridors, cleaner air, and natural systems for watershed function and flood control. Open space areas also host low-impact recreation such as trailheads, paths and trails, educational programs, and visitor facilities. Also, these areas frequently include protection of cultural and historic resources, including archaeological sites.

Within Eloy's MPA and the potential Expansion Area, several landscape features are key to bridging a connected open space network. Key areas include Ironwood Forest

National Monument, Picacho Peak State Park, Newman Peak and the Picacho Mountains, as well as McClellan Wash, Greener Wash, the Santa Cruz River, and other major arroyos. Together, these open space areas encompass roughly 49,579 acres. Much of the proposed open space shown on *Figure 15* is derived from the *2007 Pinal County Open Space and Trails Master Plan*. Some of this proposed open space is reflected on the FLUM and any designated open space traversing ASLD or privately held land statutorily is allowed 1 dwelling unit per acre.

Additional opportunities for open space preservation exist within the Eloy MPA, particularly on land currently or historically used for agriculture. As a community with agricultural roots, Eloy has a unique opportunity to maintain some working and legacy agricultural

Open Space is defined in ARS 9 464.6.3 as open space lands or open area conservation, any space or area characterized by great natural scenic beauty or whose existing openness, natural condition, or present state of use, if retained, would maintain or enhance the conservation of natural or scenic resources, or the production of food and fiber.

WHAT IS OPEN SPACE?



areas as part of the broader open space network while also conserving its cultural heritage. Retaining agricultural land will require collaboration with willing property owners, since much of this land is already entitled for development or utility-scale solar, and may also involve partnerships with conservation organizations.

Through deliberate coordination among the City, regional partners, and landowners, Eloy can continue to build and maintain a comprehensive open space network that serves environmental, recreational, and cultural goals.

Recreation

Recreation opportunities are an important part of Eloy's overall quality of life and community well-being. The City's recreation system includes public neighborhood and community parks, mini-parks,

sports fields, community centers, and paths and trails that provide spaces for play, gathering, and active living for residents of all ages. Community services and recreation programs offer activities for youth, families, and older adults, helping to keep providing activities and programming throughout the year and supporting social connection, health, and community identity.

Eloy's recreational services include a broad range of programs that support learning, enjoyment, wellness, and engagement across all stages of life. In partnership with service organizations and nonprofit providers, the City offers programs that highlight culture and heritage, support youth development and adult enrichment, encourage intergenerational interaction, and recognize past and present community members. As Eloy

continues to grow, the recreation system is expected to evolve by improving existing parks and facilities, addressing service gaps in under-served areas, and extending paths and trails to strengthen connections between homes, schools, parks, and regional open spaces, with the overall goal of enriching the daily lives of residents, workers, and visitors.



Eloy Veterans Heritage Park

Public Parks

Eloy's public parks provide settings for recreation and community gathering, typically offering developed facilities such as pavilions, playgrounds, pools, sports fields and courts, community centers, and other amenities. Many of these public parks are located within larger open space areas, creating an integrated environment that combines active recreation with natural landscapes. As of June 2026, the City has approximately 22 acres of developed parks and recreation facilities and owns about 18 additional acres identified for future parks.



Eloy Aquatic Center Lifeguards

- **Mini-parks** are small, typically under an acre, localized parks generally serving residents with playgrounds and small open spaces.
- **Community parks** are larger parks, often between .5–20 acres, that accommodate a broader range of activities, including sports fields, picnic areas, and facilities for group activities and programmed activities.
- **Regional Parks** are much larger areas, often hundreds or thousands of acres, that support a wide variety of active and passive recreation from picnics and day trips to hiking and backpacking. While Eloy does not currently have a regional park within its incorporated limits, several significant open space areas within or adjacent to the MPA provide regional-scale recreation opportunities, including:
 - *Ironwood Forest National Monument* established in 2000, under the *Antiquities Act* to protect its unique biological, geological, and cultural resources, spanning nearly **129,000** acres of Sonoran Desert terrain.
 - *Picacho Peak State Park* was identified for acquisition by the Arizona State Parks & Trails Board in 1958. Best known for its striking Picacho Peak, a 1,500-foot volcanic remnant, the park now consists of **3,469 acres** of land.
 - *Casa Grande Mountain Park* was established in 2010. The park is comprised of approximately **1,000 acres** within Pinal County, although the City of Casa Grande owns, manages and operates the site. Highlights include nearly 17 miles of marked and mapped trails of varying degrees of difficulty.



Eloy's public parks, along with their facilities, acreage, and service radius, are illustrated in *Figure 14*.

PUBLIC PARK CLASSIFICATIONS

Park Name	Facilities	Acres	Service Radius
Mini-Park			
Anita Park	Picnic area, playground equipment	0.5	0.25
Chamber of Commerce Park	Grass area	0.1	0.25
Fire Station Park	Covered picnic area, playground, half-court basketball	0.5	0.25
Maddox Park	Grass area, picnic area	0.25	0.25
Toltec Senior Community Park	Picnic area, grass area, shuffleboard	0.9	0.25
Veteran's Heritage Park	Seating area, gathering area	0.23	0.5
Community Park			
Central (Main Street) Park	Grass field, park benches, and gazebo	1.32	0.5
Jones Park	Baseball field, concessions, basketball court, playground, picnic area, swimming pool, skate park, restrooms	4.55	0.5
North Toltec Park	Picnic area, grass area, playground, half-court basketball	0.77	0.5
Shumway (North) Park	Baseball field, concessions, tennis court, playground, picnic area, restrooms, basketball court	7.42	0.5
Troy Thomas/Trekell Park	Grass area, playground, picnic area, basketball court	3.5	0.5
Sunland Visitors Center Park	Ramadas, passive area, path	1.7	0.5
Total		21.74	

Figure 14. Park Classifications

Source: City of Eloy

Park facilities play an important role in supporting recreation, health, and social connections, contributing to Eloy's overall livability. As the community grows, expanding and enhancing the park system will become increasingly important.

Eloy has an opportunity to increase public park acreage, diversify amenities, and improve access through public-private partnerships with developers and property owners, as well as through intergovernmental agreements with Pinal County, neighboring municipalities, and local school districts. These collaborations can support co-location and shared use of facilities, joint programming, and complementary services provided by schools and nonprofit organizations, broadening recreational opportunities for the community.



Picacho Peak in the distance

Paths & Trails

Eloy's planned paths and trails network will support active lifestyles and create important connections between neighborhoods, schools, parks, open spaces, employment centers, commercial areas, neighboring municipalities, and regional destinations. The system also offers residents options for walking, running, and bicycling that can be incorporated into daily routines, supporting health, safety, and community interaction. While both the Anza and Butterfield Trails are currently shown as crossing the airport, these historic trail alignments may need to be further considered with future studies such as the AAP. As Eloy grows, enhancing this network can help link emerging neighborhoods with existing community destinations, reduce barriers for people who do not drive, and strengthen access

to key services and recreational areas.

Building on this opportunity, maintaining and expanding an integrated, convenient network of paths and trails throughout the MPA; encouraging new development to connect to and extend this network; and advancing intergovernmental coordination on regional improvements will further strengthen Eloy's recreational system and overall livability. These efforts can also support wayfinding, create opportunities for shade and streetscape improvements, and promote partnerships with schools, health providers, and regional agencies to program events and activities along the network.

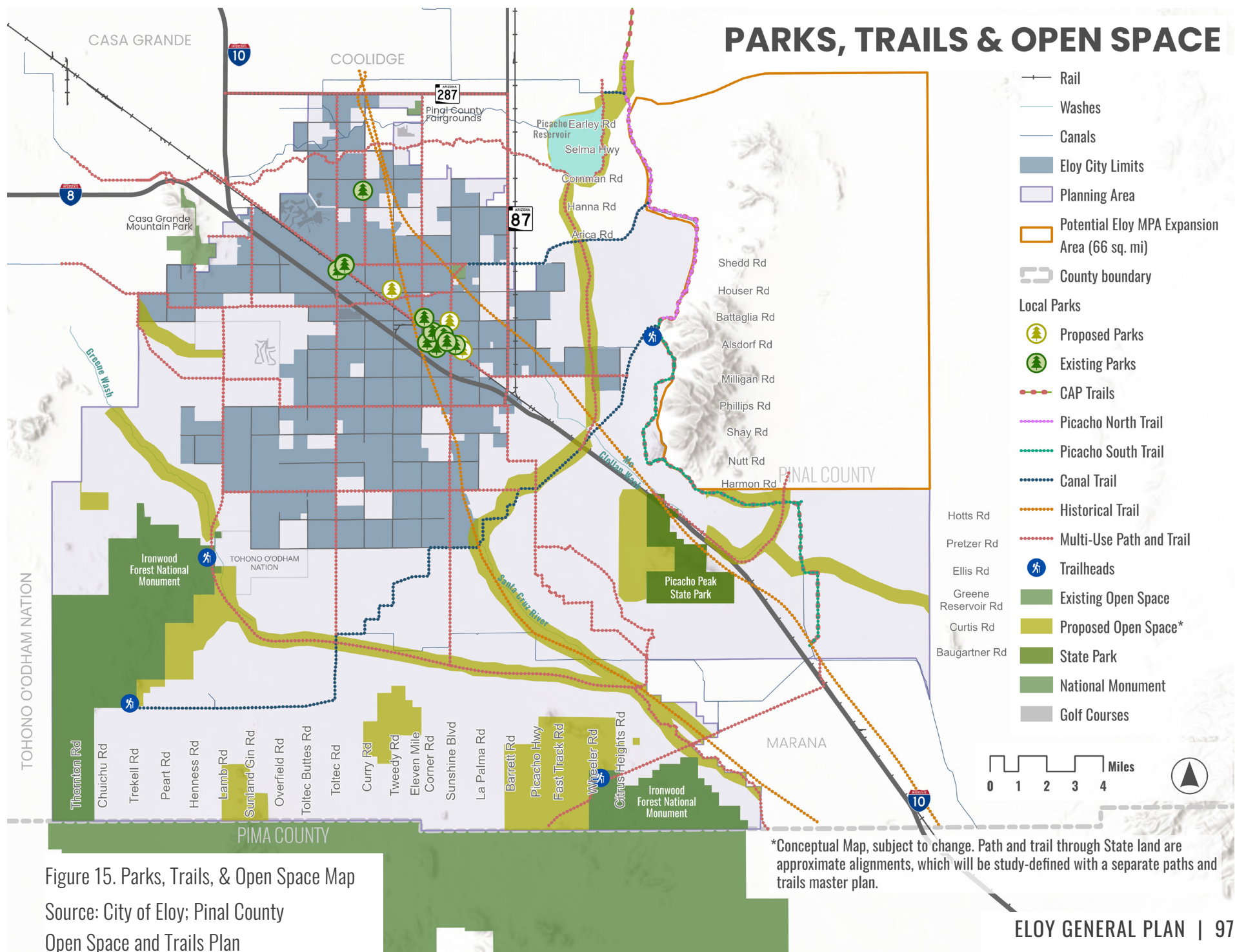


Figure 15. Parks, Trails, & Open Space Map
Source: City of Eloy; Pinal County
Open Space and Trails Plan

“

Please use a wildlife-friendly approach! As I learn more about biodiversity I realize, Eloy can choose to support that or undermine it.

—Eloy Resident

”

ENVIRONMENTAL PLANNING

Environmental planning reflects Eloy’s commitment to managing growth in a way that respects the community’s landscape today and for future generations. It focuses on protecting the natural features that help define Eloy’s identity, while reducing environmental risks that could affect public safety and long-term stability.

Eloy’s approach centers on using land and resources carefully, protecting sensitive desert and agricultural areas, and working with local, regional, state, and federal partners to support responsible growth. The City gives attention to conserving aggregate resources, desert ecosystems, wildlife habitat, and working lands, while also addressing urban heat, stormwater and flooding, and air and water quality. By weighing land use



Pima County’s Western Yellow-Billed Cuckoo

decisions alongside environmental effects, solar potential, and nearby military operations, Eloy also looks to maintain open space, recreation areas, and healthy watersheds that support daily life and local wildlife. Through ongoing coordination with other agencies, conservation partners, and the community, Eloy aims to align growth, public safety, and environmental care so that the City can remain resilient and livable over the long term.



Petroglyphs near Eloy

Solar Energy

Located in the Sonoran Desert, Eloy experiences more than 300 days of sunshine each year, creating strong potential for solar energy production and positioning the community as a contributor to Arizona's renewable energy future. The community's expansive undeveloped lands and proximity to high-voltage grid infrastructure within the MPA make Eloy a competitive location for utility-scale solar facilities and related investment.

As Eloy plans for this, land use decisions can consider how solar projects align with long-term goals for agriculture, planned development, and eventual site restoration once facilities reach the end of their life cycle. Careful siting near the *Eloy Municipal Airport* and nearby military operations, with attention to solar glare and

potential interference with radar or navigational systems, can keep solar development compatible with aviation and defense activities.

Cultural Resources

The Eloy MPA and its surroundings lie within the ancestral lands of Indigenous peoples, including the Hohokam, renowned for their advanced irrigation systems in central Arizona.

While specific archaeological sites within the City limits of Eloy are not well-documented, the broader Pinal County region is home to several significant archaeological sites.

These sites include the following:

- **Casa Grande Ruins National Monument** (Coolidge) features the remains of a massive four-story adobe structure and remnants of irrigation canals showcasing the Hohokam's advanced farming and engineering skills built around 1350 AD. Casa Grande is an example of early prehistoric ruins protected by the U.S. government in 1892.
- **Grewe Site** (Near Casa Grande Ruins) is an earlier Hohokam village dating back to around 300–1100 AD.
- **Picacho Mountains Petroglyph Sites** highlight ancient rock carvings created by prehistoric peoples, with a trail system allowing visitors to explore these petroglyphs.

Honoring Native American cultural resources reinforces Eloy's respect for its deep historical roots and supports a future shaped by cultural understanding, collaboration, and sensitive stewardship.

Aggregate Resources

Eloy's aggregate resources within the MPA shown in *Figure 16* were deposited by the Santa Cruz River and provide a local source of material that can support the City's current and future growth. Protecting these resources for future use will require deliberate land use and buffering decisions that limit the introduction of nearby uses that could be affected by noise, light, dust, or truck traffic associated with resource extraction and hauling.

Maintaining access to local aggregate can also help reduce construction and infrastructure costs, which supports community affordability. Additional technical information about these resources is available from the *Arizona Geological Survey*.

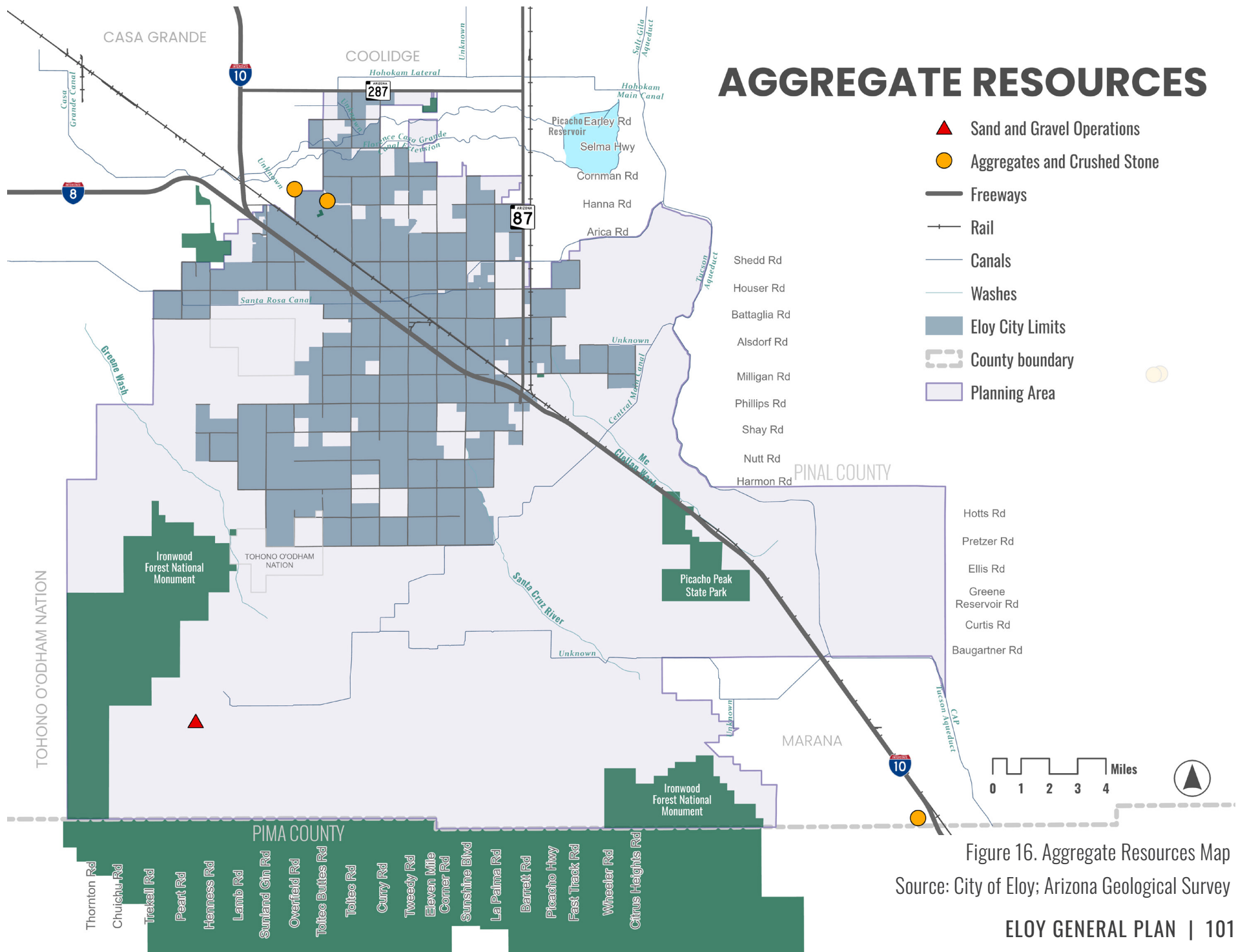


Figure 16. Aggregate Resources Map
Source: City of Eloy; Arizona Geological Survey



Eloy's desert ecosystem

Extreme Heat

Eloy experiences the effects of urban heat, although generally to a lesser extent than larger metropolitan areas such as Tucson and Phoenix. Urban heat occurs when native desert vegetation is replaced with buildings, pavement, and other hard surfaces that absorb and retain heat, combined with additional warmth from vehicle travel,

industrial activity, and mechanical cooling. Extreme heat mitigation is an important consideration for public health, energy use, and outdoor comfort. Strategies for Eloy include prioritizing native and desert-adapted species, planting shade trees along streets, in parking areas, parks, and public spaces, and encouraging the use of cooler paving and roofing materials.

Desert Ecosystem Management

Local ecosystems in and around Eloy play an important role in maintaining overall environmental health and supporting biodiversity. As the community grows, it is important to incorporate the preservation of key natural features, including wildlife corridors, sensitive ecosystems, wash and floodplain areas, and notable plant habitats, into land use and



development decisions. These areas support diverse wildlife by providing food, shelter, and connected movement routes that contribute to ecological resilience. Maintaining them as natural or restored open space, and limiting habitat fragmentation, is essential to conserving native flora and fauna, sustaining Eloy's desert ecosystem, and protecting the richness of local species. New development should consider designing around and buffering wildlife corridors while connecting the built environment to nature through open space and trails.

Flooding & Stormwater

Eloy experiences flooding primarily from stormwater flows during severe monsoon storms, Pacific hurricanes, and El Niño events. Because the area is located on a flat valley floor with braided drainage patterns, numerous

washes draining from the Casa Grande and Sawtooth Mountains, and the Santa Cruz River, portions of the community are susceptible to rapid flooding. Approximately 112 square miles within Eloy are situated inside the 100-year floodplain, representing about 21% of the total MPA.

Flooding and stormwater can cause significant property damage and pose serious risks to residents, businesses, and infrastructure. Whenever feasible, natural washes and drainageways should be preserved, and new development should incorporate appropriate engineering and stormwater management practices to reduce hazards to people and property. Through intergovernmental coordination, development standards, and targeted capital improvements, flood and stormwater impacts can be

reduced. Ongoing attention to flood risk will be important to protecting lives, property, and community investment.



Eloy cotton fields

Air & Water Quality

Eloy exists within the West Pinal PM10 Nonattainment Area, a designated geographic area where airborne particulate matter (dust) levels have at times exceeded federal air-quality standards. This designation requires special dust-control practices and permitting for land-disturbing activities to help meet federal *Clean Air Act* requirements. Even with this status, Eloy generally experiences good air quality due to relatively low levels of industrial activity compared with larger urban centers. Continued attention to dust and emissions from traffic, construction, and agricultural operations will be important to maintaining healthy air quality for the community as Eloy grows.

Eloy provides high-quality potable water to the portions of the community served by the City's

water system. Groundwater in the region is generally suitable for agricultural and municipal use, but often contains elevated salinity, nitrates, and total dissolved solids related to natural mineral conditions and long-term farming practices. Effective treatment and monitoring are therefore essential. The City prepares and publishes an annual Consumer Confidence Report, as required by state and federal regulations, to inform customers about water quality and system performance. Ongoing investment in water treatment and distribution facilities will help Eloy continue to deliver reliable, safe drinking water and support community health.



Water Conservation & Watershed Management

Eloy is part of the Sonoran Desert ecosystem and is committed to responsible water stewardship. Through planning, education, regulatory tools, and the use of best practices in development and construction, the City seeks to minimize water demand and expand opportunities for groundwater recharge. Strategic partnerships with regional water providers, conservation organizations, and local stakeholders will support coordinated water management and the use of sustainable practices. With these practices in place, Eloy can better match its water use to available supplies while still supporting future growth.

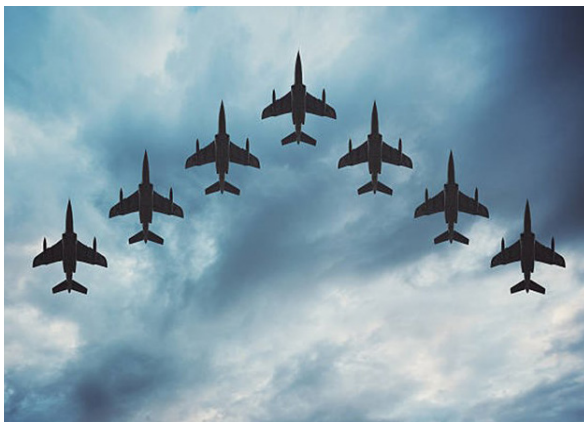
Eloy's watershed management is critical to protecting water quality, improving groundwater recharge,

and supporting sustainable land and water use. As part of the *Pinal Active Management Area* (AMA), Eloy's watershed is shaped by stormwater runoff, agricultural irrigation practices, and groundwater recharge dynamics. Key strategies with the AMA include promoting efficient stormwater management, preventing contamination, minimizing erosion, maintaining natural filtration functions, and preserving local ecosystems. Sustainable watershed management practices are important to maintaining a reliable, resilient, high-quality water supply for the Eloy community and its future growth.

Military Operations

Eloy is located near several military installations and training areas, particularly those associated with the Arizona Army National Guard. These facilities and flight

corridors are an important part of the region's defense infrastructure and influence how land is used within and around the Eloy MPA. Several *Military Training Routes* (MTRs) wrap around the eastern side of Eloy and extend south into restricted airspace near Florence, as shown in *Figure 17*. These MTRs (VR 239, VR 241, and VR 244) are identified by the Department of Defense as "critical routes" because they provide key tactical access to the Barry M. Goldwater Range (located in southwest Arizona), which is used year-round by military units from across the country.



Jets in Pinal County airspace

Portions of these MTRs pass through the Eloy MPA, including areas around Picacho Peak State Park. In addition to their role in supporting military readiness and aviation training, nearby installations and related infrastructure generate substantial economic benefits for Arizona and Pinal County. Key military installations in the broader area include:

- **Silverbell Army Heliport (SBAHP).**

Located near Marana at Pinal Airpark, approximately 25 miles southeast of Eloy, SBAHP is a major aviation training site for the Department of Defense and the Arizona Army National Guard. It supports the Western Army National Guard Aviation Training Site, which trains UH 72 Lakota and UH 60 Black Hawk aircrews and maintainers, and accommodates the 1st Attack Reconnaissance Battalion, 285th Aviation Regiment (AH 64 Apache).

- **Florence Military Reservation.** Located in Florence, this National Guard training site is operated in partnership with state and federal entities and provides live fire weapons training, tactical maneuver areas, and specialized readiness exercises for more than 5,000 soldiers annually.

- **Picacho Stagefield.** Situated near Pinal Airpark, approximately 16 miles southeast of Eloy, Picacho Stagefield is managed by the Arizona Army National Guard and functions as a helicopter training area supporting a range of aviation operations and exercises.

The City is well positioned to be a strong partner to these military operations. Planning for compatible development in areas influenced by MTRs and nearby facilities can help protect long-term military missions and reduce future land use conflicts. Considerations for compatibility include cross-jurisdictional and regional coordination, restricted airspace and Unmanned Aerial Vehicles/ Drones (UAV) operations, and compatible land uses.

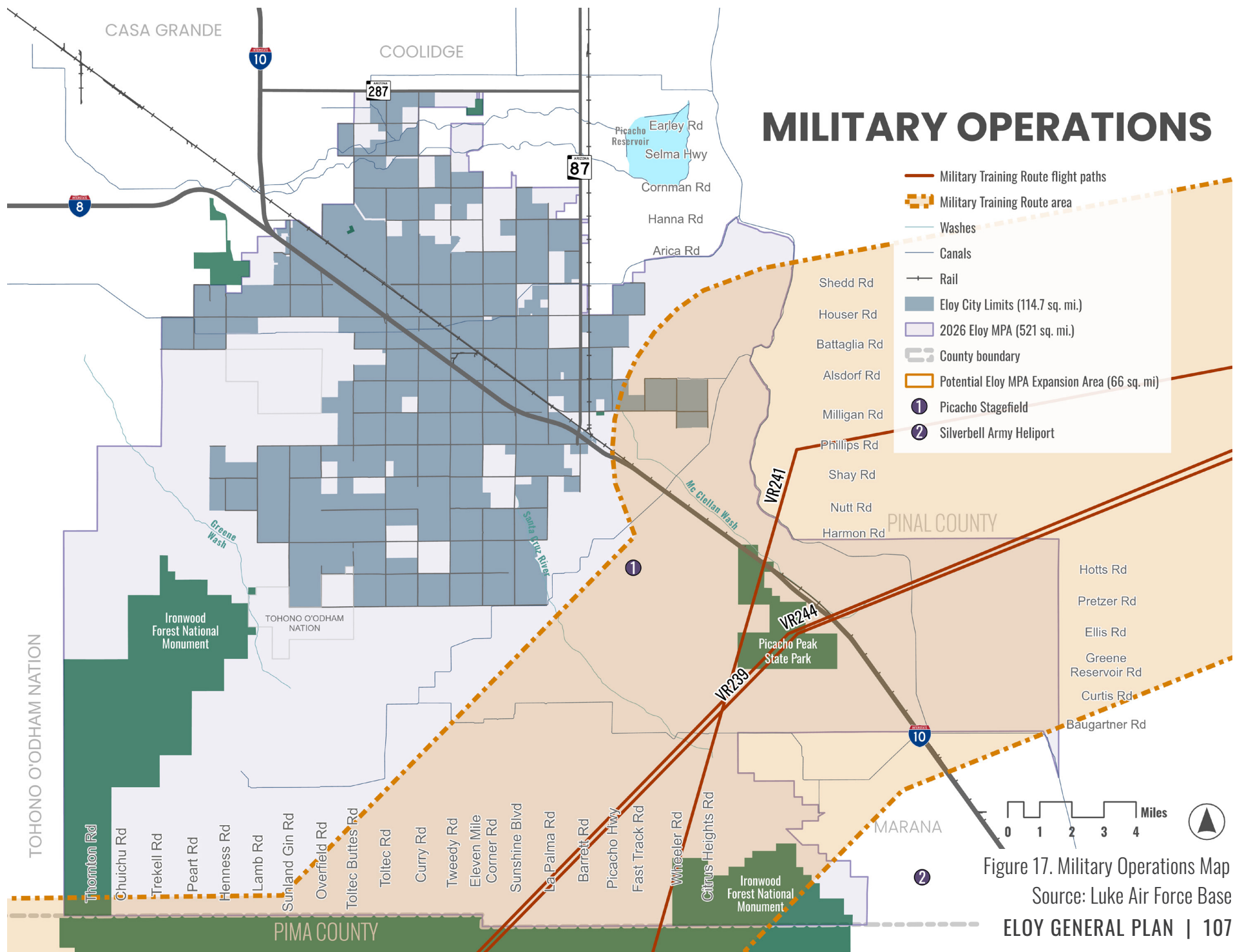


Figure 17. Military Operations Map
Source: Luke Air Force Base
ELOY GENERAL PLAN | 107

BALANCED ENVIRONMENT GOALS & POLICIES

Open Space & Recreation

GOAL OSR 1: Open Space and Recreation. Elevate the quality of life of the Eloy community by enhancing, connecting, promoting, and expanding high-quality parks, paths and trails, active and passive open spaces, and cultural and recreational programs.

Policy OSR 1.1: Open Space and Recreation Network.

Maintain and encourage the development of connected, citywide parks and open space network that supports active and passive recreation through proactive planning, intergovernmental cooperations, public-private partnerships, and open space requirement to enriches live of the Eloy community, and enhances visitor experiences

Policy OSR 1.2: Connectivity and Access. Support the development of an integrated community-wide comprehensive multi-use path and trail network that incorporates connections between commercial and employment areas, cultural and historic sites, neighborhoods, open space, parks, recreational destinations, and regional trail systems in addition to streets and with bike lanes and sidewalks within the Municipal Planning Area.

Policy OSR 1.3: Recreation Standards and Development.

Establish adequate, accessible and equitable park, open space, and path/trail standard and judiciously require applicable development plans to incorporate usable open space, recreation amenities, and path and trail network connectivity.

Policy OSR 1.4: Inclusive Recreation. Provide inclusive recreational facilities, programs, and services that support all ages and abilities and promote community health, learning opportunities, multi-generational interaction, and well-being.

Policy OSR 1.5: Sensitive Recreational Use. Sensitive maintain recreational facilities, and support the development of environmentally new low-impact educational and recreational uses, facilities, and programs for diverse abilities, including trailheads, multi-use paths and trails, visitor accommodations in open space areas.

Policy OSR 1.6: Cultural and Historic Resources.

Preserve and celebrate cultural, historic, and archaeological resources within parks and open space areas, and standalone location.



Policy OSR 1.7: Regional Parks and Open Spaces.

Integrate regionally significant parks, open spaces, and recreational destinations into the City's open space, parks, and recreation system, including facilities designed to accommodate tournaments.

Policy OSR 1.8: Adaptive Recreation. Regularly review and update recreational facilities, programs, and services to address changing community needs.

Policy OSR 1.9: Maintenance and Enhancement.

Maintain and enhance existing parks, open spaces, trails, and facilities to meet community needs and accommodate growth.

GOAL OSR 2: Viewsheds and Open Space. Protect and maintain viewsheds and open space.

Policy OSR 2.1: Coordinate with property owners and the development community to minimize development that infringes on view corridors of surrounding mountains, peaks, and natural undisturbed open space.

Policy OSR 2.2: Support the use of development rights transfers and flexible development standards to preserve natural open space, mountains, and peaks.

Environmental Planning

GOAL EP 3: Environmental Elements. Protect native vegetation, sustain essential natural habitats, and restore disturbed areas within the desert ecosystem.

Policy EP 3.1: Desert Preservation. Encourage the preservation, restoration, and proactive management of scenic corridors and sensitive environmental and vulnerable open spaces, natural terrain and native desert vegetation to support long-term ecosystem health and resilience and judiciously require applicable development plans to maintain these areas.

Policy EP 3.2: Wildlife Habitat and Corridors. Encourage the protection and connectivity of wildlife habitats and regional corridors, particularly along washes, arroyos, mountain ranges, and river corridors as part of open space and development planning.

Policy EP 3.4: Agricultural Lands. Where appropriate, consider voluntary preservation of agricultural lands to support the provision of local products, habitat, and Eloy's agricultural heritage and scenic character.

Policy EP 3.5: Conservation Partnerships. Collaborate with landowners, conservation organizations, and other governmental agencies to conserve, restore, and protect environmental open spaces and sensitive

ecosystem areas, including efforts to expand municipality, county, state, and federal parks, and forest monuments.

GOAL EP 4: Environmental Stewardship. Support county and state air and water quality efforts, promote water conservation, and encourage the reduction and mitigation of environmental hazards, as well as minimizing the development in environmentally sensitive and high-risk areas.

Policy EP 4.1: Sustainable Infrastructure Practices.

Utilize alternative construction and stormwater infrastructure practices that minimize environmental disturbance and impacts to reduce demand on conventional infrastructure solutions.

Policy EP 4.2: Environmental Buffering. Encourage land use buffers around potential environmental hazards such as aggregate resources or military operations and sensitive ecosystems.

Policy EP 4.3: Connectivity. Plan for connectivity of open spaces within the City through canals, washes, tributaries, and rivers.

Policy EP 4.4: Natural Preservation. Promote Eloy's unique heritage by preserving natural open space, viewsheds, agricultural, and natural ecosystems.

Policy EP 4.5: Cultural Preservation. Coordinate with the State Historic Preservation Office pertaining to indigenous cultural resources throughout the City and MPA and encourage their preservation.

Policy EP 4.6: Air Quality. Protect and improve community air quality by minimizing dust and particulate matter by encouraging low-impact and alternative transportation options (such as sidewalks and walking paths, and trails, bicycle paths etc.) and increasing public awareness of best practices that support air quality.

Policy EP 4.7: Water Safety. Provide safe, clean water by monitoring water quality, maintaining and upgrading regulations and treatment facilities and ensuring services and infrastructure can accommodate growth.



Policy EP 4.8: Water Resource Protection and Conservation. Protect ground and surface water resources and watersheds by implementing and encouraging water conservation measures, maintaining and expanding groundwater recharge facilities and promoting public education on sustainable water use.

Policy EP 4.9: Floodplain and Wash Preservation. Protect washes, arroyos, and floodplains to maintain natural flood control and reduce hazards and judiciously require that applicable development plans maintain these areas in their natural state and limit development in high-risk areas.

Policy EP 4.10: Environmentally Sensitive Areas. Encourage the preservation of sensitive ecosystems, species habitats, and environmentally critical areas by incorporating mitigation measures and buffers into development plans that protect these areas in their natural state.

Policy EP 4.11: Urban Heat Reduction. Encourage heat-responsive design techniques, low heat-retaining building materials, strategic shade placement, and urban forestry in developments, public spaces, and along streets to minimize urban heat impacts.

Policy EP 4.12: Military Coordination and Planning. Coordinate with military partners, consider surface, airspace and aviation requirements in planning decisions, and promote compatible land uses and buffers – including limiting residential or other noise-sensitive development near military operation and airspace areas.

Policy EP 4.13: Intergovernmental Coordination. Coordinate with federal, state, regional, and local agencies to ensure consistent and compatible land uses planning and environmental protection, open space planning, water and air quality, hazard mitigation, and military operations.

Policy EP 4.14: Aggregate Resources. Support aggregate resource extraction in areas identified by state agencies and ensure mitigation and remediation plans are in place for aggregate operations.



7

CHAPTER 7: RESILIENT INFRASTRUCTURE

Eloy strives to provide a **Resilient Infrastructure** system as the backbone for meeting the needs of the community. Ranging from roads, water supply, utilities, flood protection, public safety, and community facilities and services, Eloy's infrastructure is delivered by the City in coordination with regional agencies, utilities, and private providers. As the community grows, careful planning is critical to ensure the provision of reliable, safe, and efficient

access to essential services. Through strategic investment, public-private coordination and partnerships, resource management, and thoughtful planning and development, **Eloy General Plan: Planning Today for a Stronger Tomorrow** encourages an adaptable resilient infrastructure system that supports the community, prepares for growth opportunities, and continues to make Eloy a livable and vibrant location.

Community Aspirations for Resilient Infrastructure

Eloy will invest in strategic, reliable infrastructure that keeps pace with growth—delivering safe roads, efficient public services, and sustainable water systems. Through thoughtful planning and equitable investment, we will support both new development and established neighborhoods with modern, resilient facilities.

“

Transportation is always going to be the top issue. If we solve that, it will cascade and improve a lot of things, like access to education and grocery stores.

—Eloy Elementary School District #11 Schoolboard Member

”

CIRCULATION

Eloy’s existing transportation network, both within the City and throughout the surrounding area, provides a strong foundation for convenient local and regional travel. Planned new and enhanced corridors, along with collaboration with nearby communities, will

further improve connectivity and expand economic opportunity. While the current system will continue to serve the community well, it must be expanded and improved to keep pace with projected population growth, so future decisions should be guided by conservative growth assumptions and proactive



Vehicles on Interstate 10

planning. Through deliberate City and intergovernmental cooperation, and coordinated investment in transportation infrastructure, Eloy can provide the community with a comprehensive, high-quality network while positioning itself to capitalize on growth opportunities and meet future demand.



Eloy roadway

Existing Roadway Network

Eloy maintains an extensive roadway network that provides access throughout the MPA. The primary connections between Eloy and other major population centers include I-10, State Route 87, State Route 287, and Jimmie Kerr Boulevard/Frontier Street. I-10 runs directly through Eloy

and has been the core catalyst for the community's growth and establishment as a regional crossroads. The roadway system extends beyond the current City limits into the broader MPA, positioning Eloy for future annexation and continued growth. Using the Federal Highway

Administration functional classification system, which defines the role each roadway plays in traffic movement and distribution, Eloy's existing roadway network shown in *Figure 18* includes several functional classifications as defined in *Appendix E*.

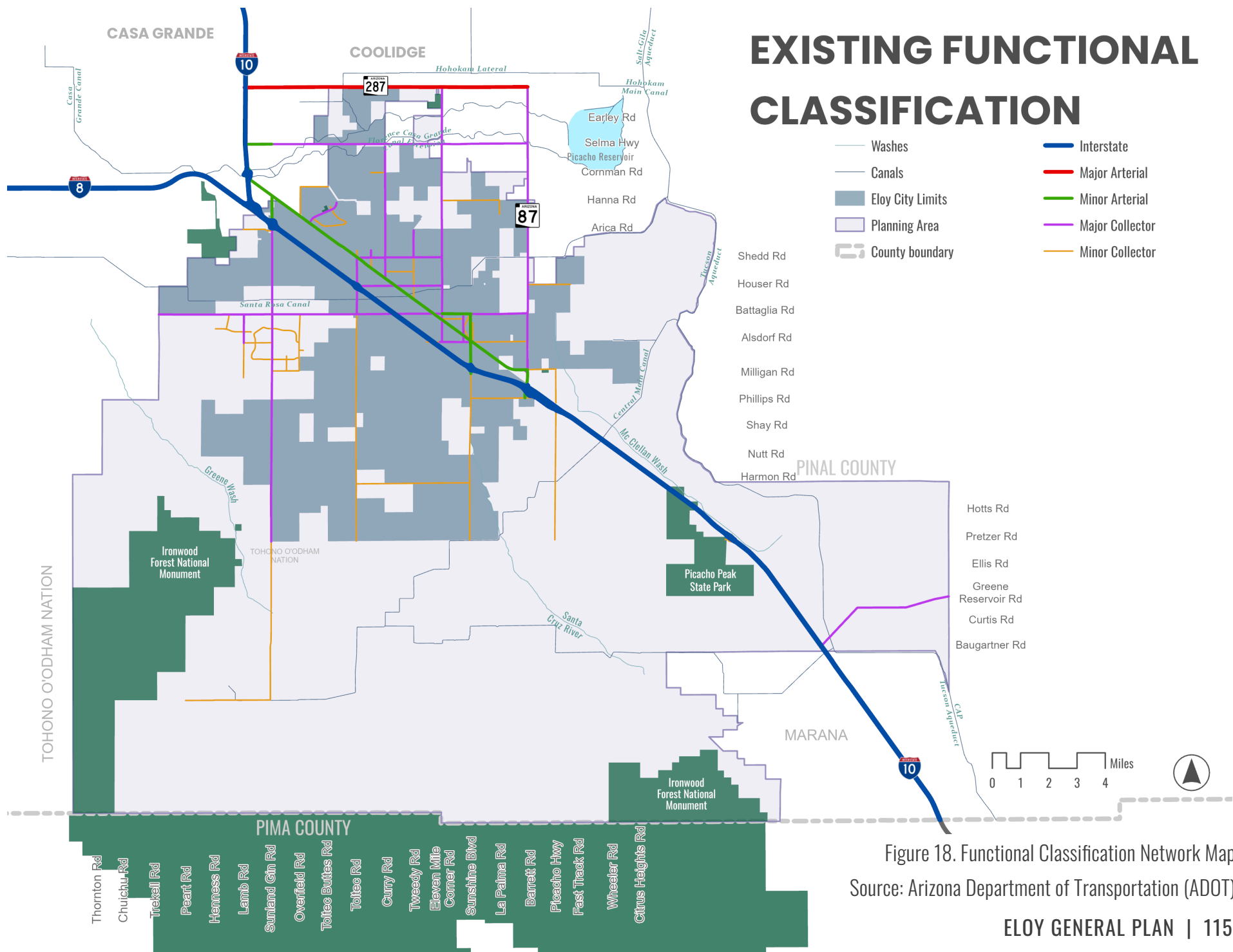


Figure 18. Functional Classification Network Map
Source: Arizona Department of Transportation (ADOT)



Eloy Municipal Airport

Rail and Air Transportation

Eloy Municipal Airport is a major economic asset and an important part of the community's multimodal transportation system. In 2025, the City updated the *Airport Master Plan* to guide future airport improvements and is concurrently undertaking the Eloy Airpark Area Plan (AAP) to direct land use, infrastructure, and employment-focused development around the airport. Numerous aviation-related businesses operate at the airport, including its through the fence operator, Skydive Arizona, which is widely regarded

as one of the premier skydiving operators in the world. Other major activities at the airport include recreational flying, flight training, corporate and business operations, and aerospace manufacturing. There are also two private airports near the intersection of Sunshine Boulevard and Nutt Road and south of Sunland Gin Road and Harmon Road.

The Union Pacific Railroad corridor runs generally parallel to I-10 and State Route 87 through Eloy, giving existing and future employment areas direct access to both

highway and rail freight corridors. This pairing positions Eloy as a competitive location for logistics, manufacturing, and other freight-dependent industries. Coordinated planning for airport- and rail-served employment areas can help attract high-value jobs, support goods movement, and advance the community's goals for a diverse economic base. Air and rail transportation facilities in Eloy are shown in *Figure 19*.

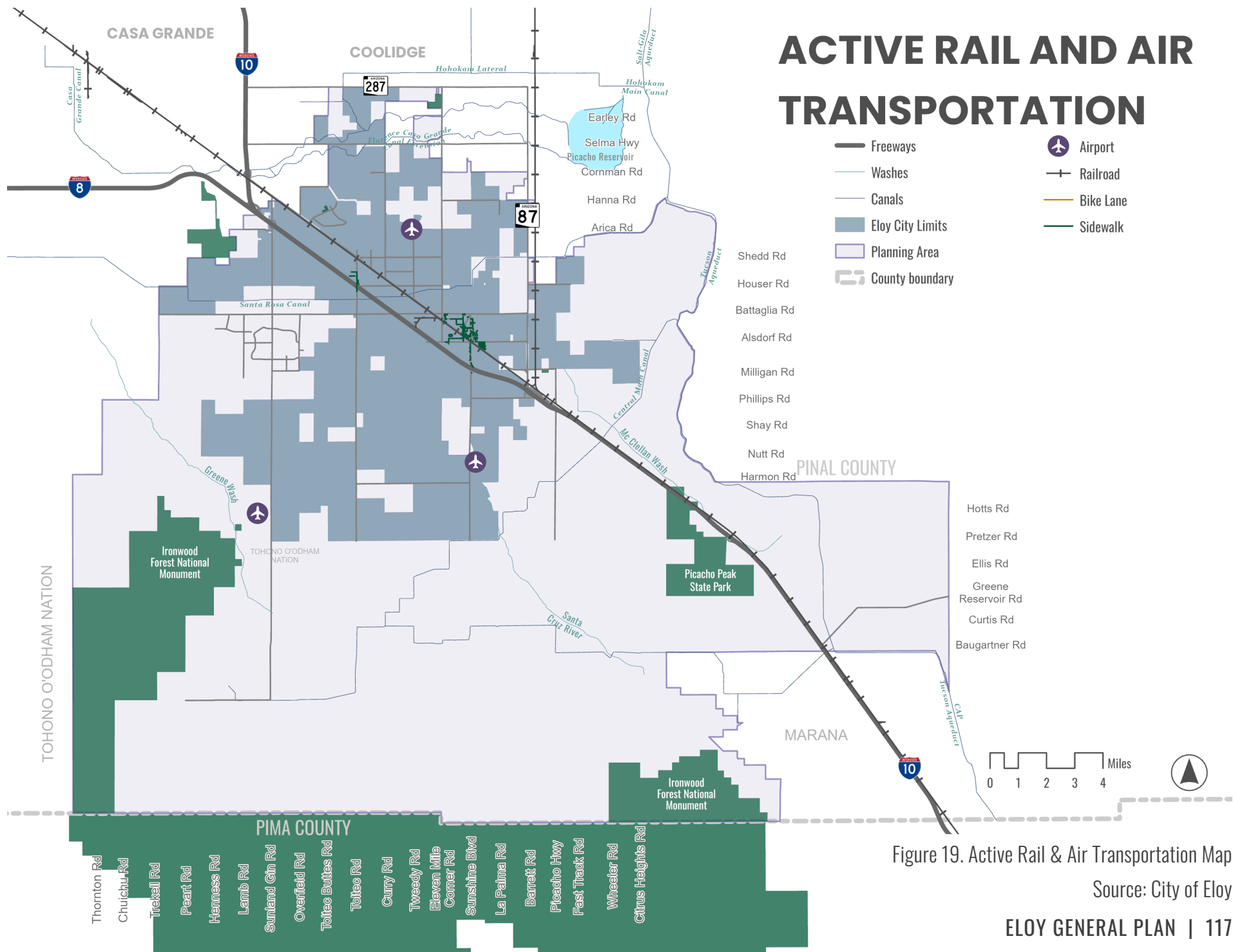


Figure 19. Active Rail & Air Transportation Map

Source: City of Eloy

Future Transportation Network

Eloy's future transportation network illustrated in *Figure 20* is designed as a multimodal system that knits together freeways, expressways, arterials, collectors, transit, rail, and active transportation corridors. It supports planned growth, strengthens regional connections, and links neighborhoods with schools, parks, employment centers, and commercial destinations across the MPA. As the network expands, it is essential that the improvements are coordinated with local, county, regional, state, and federal partners to keep it safe, connected, and resilient.

- **Roads and Highways** – The future transportation network features an expanded grid of major and minor arterials and major and minor collectors that extend across the MPA, including areas that are now unincorporated but expected to develop over time. This grid is organized around I-10 and the planned

I-11 corridor, with new and upgraded interchanges, both existing and potential, providing multiple access points into Eloy's *Growth Areas*. The planned North-South Corridor is shown as a new expressway connection that will tie Eloy's southwestern employment and residential areas into a broader regional system. The freeway access locations supported by the arterial grid are situated near higher-intensity development areas, positioning them close to future employment, commercial, and mixed-use activity areas.

- **Mass Transit** – The future transportation network identifies a future transit system route, running east-west through Eloy's core and connecting key destinations along the I-10 corridor and major north-south arterials. This route illustrates opportunities to coordinate with Central Arizona Regional Transit and Casa Grande's LINK service to create seamless street transit connection between Eloy neighborhoods, regional commerce centers, and higher-education and workforce destinations. In addition to the street transit network opportunities, an intercity passenger rail service

between Tucson and Phoenix is being planned by the Arizona Department of Transportation (ADOT). Generally located along I-10 before turning north near State Route 87, the rail service will provide access to regional employment centers. With potential station areas identified near Eloy, the rail service provides a unique opportunity to reinforce the City's role as a multimodal hub and expand its future transportation network.

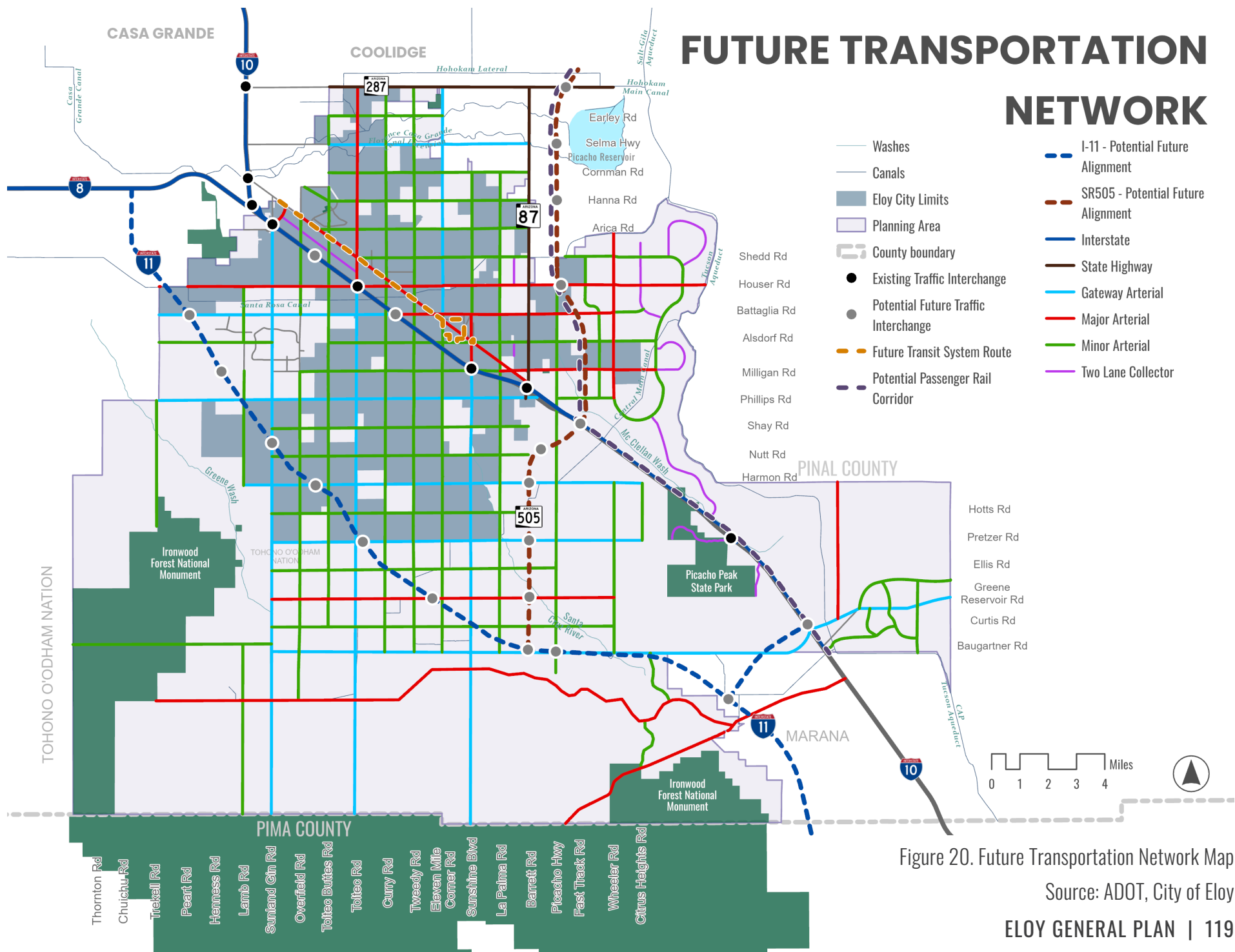


Figure 20. Future Transportation Network Map

Source: ADOT, City of Eloy

“

We have before and after school programs with limited capacity, from funding to facilities. We might need to look at combining the youth community center and senior center in a new facility.

—Councilmember

”

PUBLIC SERVICES & FACILITIES

Eloy provides a range of essential public services and facilities that support a safe, healthy, and thriving community. These include public safety, the *Eloy Municipal Airport*, medical centers, educational facilities, community centers and libraries, solid waste and recycling, and utilities that serve the Eloy community while creating a strong foundation for future growth. As the community grows, Eloy will continue to prioritize innovative, cost-effective approaches to maintaining and improving service levels, with an

eye toward environmental, social, and technological change and evolving community expectations. Partnerships with regional agencies, nonprofit organizations, and private providers are expected to play an increasingly important role in delivering services efficiently and equitably. By planning for and investing in new and existing facilities, programs, and services that protect public health and enhance quality of life, Eloy positions itself to continue providing high-quality services while accommodating growth. Public facilities are illustrated on *Figure 21* on page 125.



Eloy Police Department

Public Safety

Public safety planning in Eloy reflects a commitment to a healthy, resilient, and well-functioning community supported by coordinated, proactive services. The City emphasizes an integrated approach to policing and fire protection that protects the community, reduces risk, and supports overall well-being, particularly as new neighborhoods and employment areas develop. Ongoing investments in responsive service delivery, strengthened interagency collaboration, and planning for future facilities help ensure that essential services remain reliable, adaptive, and aligned with long-term growth.

- Eloy Police Department** – The mission of the Eloy Police Department (EPD) is to make Eloy the safest city in Arizona. EPD is committed to delivering professional, responsive policing that protects public safety and enhances the community’s quality of life as Eloy continues to grow. The City proactively evaluates and strengthens EPD staffing levels, police facilities, and service delivery to ensure resources keep pace with development and expanding service demands. Police facilities and operational deployment are planned to maintain effective coverage and reliable response times across both established neighborhoods and emerging *Growth Areas*. Through evidence-based crime-prevention strategies and community engagement programs—built on partnerships, visibility, and trust—EPD supports safe neighborhoods, thriving *Activity Centers*, and a secure environment for residents, businesses, and visitors. Facilities are strategically located across Eloy to support effective coverage and response times as development expands into new areas. The City regularly reviews EPD staffing, facilities, and crime-prevention programs so that services keep pace with growth and continue to support safe neighborhoods and *Activity Centers*.
- Eloy Fire District** – The Eloy Fire District (EFD) provides fire protection and emergency medical response, guided by a mission of protection through selfless service and strong relationships with the community. Its role extends beyond emergency response to include development review and public education, which help ensure that new growth is served by adequate facilities and built with safety in mind. Regular evaluation of EFD staffing, station locations, and equipment needs positions the City and District to maintain adequate coverage as the community expands and land uses intensify.



Toltec Elementary School

Educational Facilities

Education is a vital element of a healthy and prosperous community. While the City of Eloy does not directly provide education to the public, the City has a vested interest in the provision of high-quality education for the community. The following school districts provide education to elementary, middle, and high school students within the MPA:

- Casa Grande Elementary School District
- Casa Grande High School District
- Eloy Elementary School District
- Picacho Elementary School District
- Red Rock Elementary School District
- Santa Cruz Valley Union High School District
- Toltec School District

Although there is currently no higher education institution within the city limits, partnerships—particularly with Central Arizona College—provides for expanded

workforce development and lifelong learning opportunities, helping residents access emerging employment options in Eloy and throughout the region. Continued collaboration with educational providers creates future opportunities for shared facilities, career-technical programs, and satellite campuses that reinforce the Eloy's economic development goals.

Recycling & Solid Waste

As the *Arizona Department of Environmental Quality* (ADEQ) develops a new integrated *Solid Waste and Materials Management Plan*, Eloy is well-positioned to align local strategies with a broader, long-term statewide framework for managing municipal solid waste, recyclables, and other materials. Building upon and improving its existing system and private partnerships, Eloy is positioned to

respond to continued population growth and associated increases in residential, commercial, and construction waste.

Medical Centers

Public engagement has highlighted community concern about access to healthcare as Eloy grows. The opening of the Exceptional Community Hospital demonstrates the City's support for expanded medical services and signals opportunities for additional healthcare providers and related employers to locate in Eloy over the life of the General Plan.

Community Centers, Libraries & Museums

Eloy's community centers, museums and libraries focus on providing accessible places for people to gather, learn, and connect. These facilities serve as everyday hubs for education, recreation, and social activities, helping build a stronger sense of community for all ages. As Eloy grows, the development of new facilities and the investment, modernization, and updated programming of existing ones will ensure adequate services are provided to meet the community's evolving needs.

- **Toltec Community Center & Senior Center** – A facility with a kitchen and an assembly hall that supports social gatherings, educational workshops, and recreation for youth and adults, providing flexible space that can respond to changing community needs.
- **Troy Thomas Community Center** – A facility that offers classes for preschoolers, youth, teens, and adults, and includes a 2,300 square-foot multipurpose room with a kitchen suitable for performances, meetings, and receptions, supporting both daily programming and special events.
- **Santa Cruz Valley Historic Museum** – Former school buildings dating to the 1920s–30s, showcasing the heritage of Toltec, Eloy, and the Santa Cruz Valley, and providing for cultural tourism and educational opportunities.

- **Santa Cruz Library** – A traditional facility providing services along with technology access, gaming systems, special events, and free wireless internet, and has strong potential to expand its role in workforce development through digital literacy programs, job-seeker support, and skills-based training.



Santa Cruz Valley Historic Museum (Historic Toltec Elementary School, 1920)

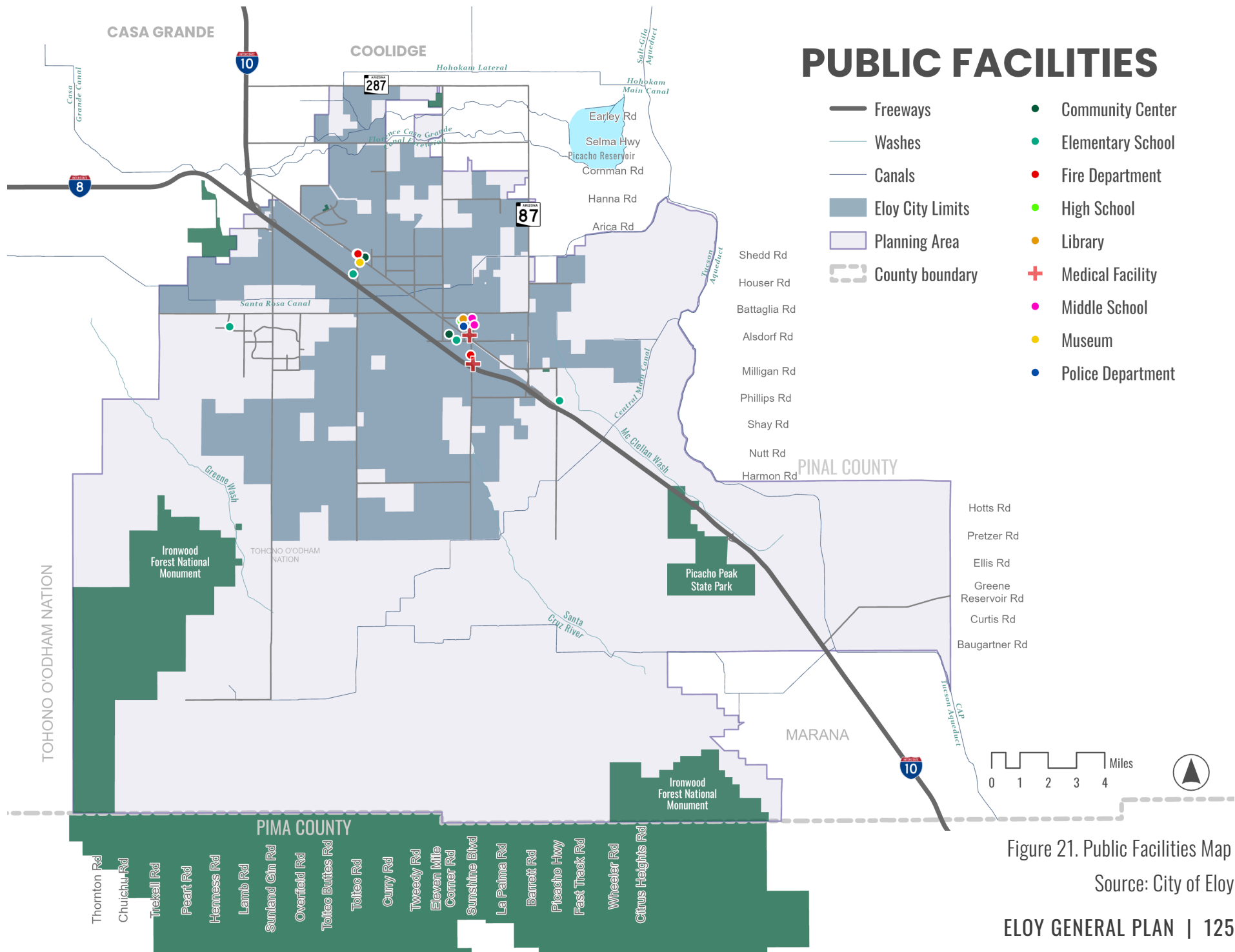


Figure 21. Public Facilities Map
Source: City of Eloy
ELOY GENERAL PLAN | 125



Central Arizona Canal

“
Water is going to be a challenge, we know. But Eloy is doing a great job trying to improve the situation for the future.
–Community Water Provider
”

WATER RESOURCES

Eloy’s water resource planning reflects a long-term commitment to managing growth, infrastructure, and natural systems in a way that maintains reliable, sustainable water service for current and future community members. As a groundwater-dependent community in the Sonoran Desert, Eloy emphasizes protecting its potable supply, coordinating with regional partners, and gradually diversifying water sources to

support long-term resilience. The City’s approach focuses on responsible groundwater management, strategic use of renewable supplies, and continued investment in system upgrades, wastewater treatment, and effluent reuse. Through conservation, added recharge projects, and planning for changing climate conditions, Eloy works to match growth with careful water management, so its system stays reliable and supports the community’s long-term needs.



Water Availability

Eloy provides clean, dependable water through City-operated wells and distribution infrastructure that draw from a consistent groundwater source. Ongoing efforts to manage storage and delivery systems efficiently help reduce water loss, improve operations, and position the system to serve new development areas.

Future Water Demands

Eloy lies within the Eloy, Maricopa, and Stanfield Basin, where groundwater is the primary supply for agriculture, industry, and growing municipal demands. Regional forecasts indicate that there will be increased pressure on existing groundwater resources due to the reduction in the natural recharge. Therefore, expanding the use of recycled water and

pursuing additional renewable supplies are necessary. In this context, Eloy is working toward a more diversified long-term portfolio through measures such as expanding aquifer recharge, pursuing additional water rights, and exploring partnerships with regional agencies to support a resilient water supply as the community grows.

Wastewater Processing

Eloy has taken steps to address water scarcity by upgrading the Eloy Wastewater Treatment Plant and recharging all treated effluent. A multi-year improvement program initiated in 2022 increases treatment capacity and reliability, modernizes aging infrastructure, and enhances nutrient removal and odor control to meet evolving regulatory and environmental

standards. Participation in the Eloy and Maricopa–Stanfield Basin Study demonstrates the City’s readiness to respond to anticipated groundwater declines by maximizing renewable supplies, expanding effluent reuse, and laying groundwork for potential future potable reuse.

“

Universal trend among member agencies: making sure planning docs, cost of development and roads and infrastructure really reflect costs. As the transportation director at CAG, having a thorough understanding of a lane mile is \$3–4 million, as you accommodate development and infrastructure at the time of development, making sure there are adequate impact and development fees, or other growth-related instruments.

–Central Arizona Governments

”

COST OF DEVELOPMENT

In newly developing areas, capital infrastructure is needed to extend services to residential, employment and commercial projects. Arizona law allows a range of funding tools, including bonding, special taxing districts, Development Impact Fees (DIFs), in-lieu fees, facility construction and dedications, and, in some cases, private provision of services.

The City of Eloy provides a full suite of municipal services for residents, businesses, and visitors, including:

- Street construction and maintenance
- Potable water delivery, construction and maintenance
- Wastewater collection, construction and maintenance

- Public safety services
- Parks and open space construction and maintenance
- Library services
- Municipal courts – Employ and retain a judge and support staff
- Airport management and construction services
- General government services

Each year, Eloy prepares a five year Capital Improvement Plan (CIP) as part of the annual budget. The CIP identifies major projects, equipment, and studies, along with financing strategies, and is informed by analysis of funding options, revenue trends, borrowing capacity, and existing debt. Available funding mechanisms provide flexibility: utility projects may be supported through water

and sewer user fees, while other facilities may rely on pay as you go funding, development impact fees, municipal bonds, lease purchase agreements, improvement districts, grants, state shared revenues, or user fees. To ensure new development contributes to the provision of facilities to accommodate growth, the City conducts a CIP and DIF analysis every five years to adjust development impact fees. These fees help fund the infrastructure and public services needed to support increased city service demands. Developer exactions and constructed infrastructure are other methods utilized by the City to help ensure that new development contributes to the cost of development. These methods often include the construction and dedication of onsite and nearby improvements, such as parks, recreational amenities, and

streets in accordance with the City's Subdivision Ordinance and development agreements. Another method includes the establishment of special financing districts to help fund needed infrastructure improvements that are typically paid for by property owners via tax payments.

Development Areas

A *Development Area* is a prioritized geographic area where economic development and capital improvement planning and projects are focused in the near term in program capital upgrades (water/sewer mains, street lighting, safety projects), generally aligning with the City's designated *Growth Areas* as illustrated in *Chapter 4*. Eloy has identified **Seven Development Areas** described in *Figure 22* and shown in *Figure 23* as priority locations for public investment. Over the past two

years, the City has advanced a five-year CIP that focuses on water, wastewater, and street upgrades and extensions in these areas. By concentrating resources where zoning, infrastructure, and market conditions align, these development areas create opportunities for strategic growth and provide a clear framework for coordinating public and private investment.

Development Area	Description
A	With its mix of residential, multifamily, commercial, and mixed-use zoning southwest of I-10, this area offers potential for new housing developments and supporting retail or service-oriented businesses. Its proximity to the interstate enhances accessibility and market attractiveness.
B	Inclusive of business park and industrial opportunities as well as integrated open spaces, this area is well-positioned to attract employers in logistics, manufacturing, and technology. The open space component enhances the area's appeal by providing recreational amenities for workers and residents.
C	This area's single-family and multifamily zoning, combined with industrial uses along W. Houser Road, supports a balanced residential and employment growth approach. The ASLD-managed land in the northeast corner presents opportunities for planned development in coordination with the state.
D	With a predominantly industrial focus and some supporting multifamily, this area is prime for job creation and economic expansion. Its industrial zoning allows for large-scale development, attracting businesses that benefit from Eloy's transportation network.
E	This area's multifamily zoning, supplemented by single-family and commercial districts, supports higher-density residential development. The mix of housing options can accommodate workforce growth, while commercial districts provide retail and service opportunities.
F	Bisected by I-10, this area has industrial uses to the north and a mix of residential and commercial zoning to the south. The industrial zoning benefits from highway access, supporting warehousing, logistics, and manufacturing, while the residential portion offers diverse housing options.
G	With estate residential zoning (R1-43) allowing one dwelling per acre, this area is suited for lower-density housing, catering to those seeking larger lots and a semi-rural environment. Its location near ASLD properties presents potential for future expansion or coordinated development. The future State Route 505 corridor also enhances the area's long-term accessibility and visibility, improving its attractiveness for estate residential development and related rural lifestyle amenities.
H	With its mix of <i>Planned Community Area</i> (PCA), <i>Employment Low</i> (EL), and <i>Public Institutional</i> (PI) designations, this area falls within the Eloy Airport Area Plan boundary. This area prioritizes structured aviation-compatible development, public facilities, and compatible employment uses to support airport operations and future safety zones without introducing incompatible residential densities. It serves as a buffer and institutional anchor for the airpark's long-term expansion.

Figure 22. Development Areas Descriptions

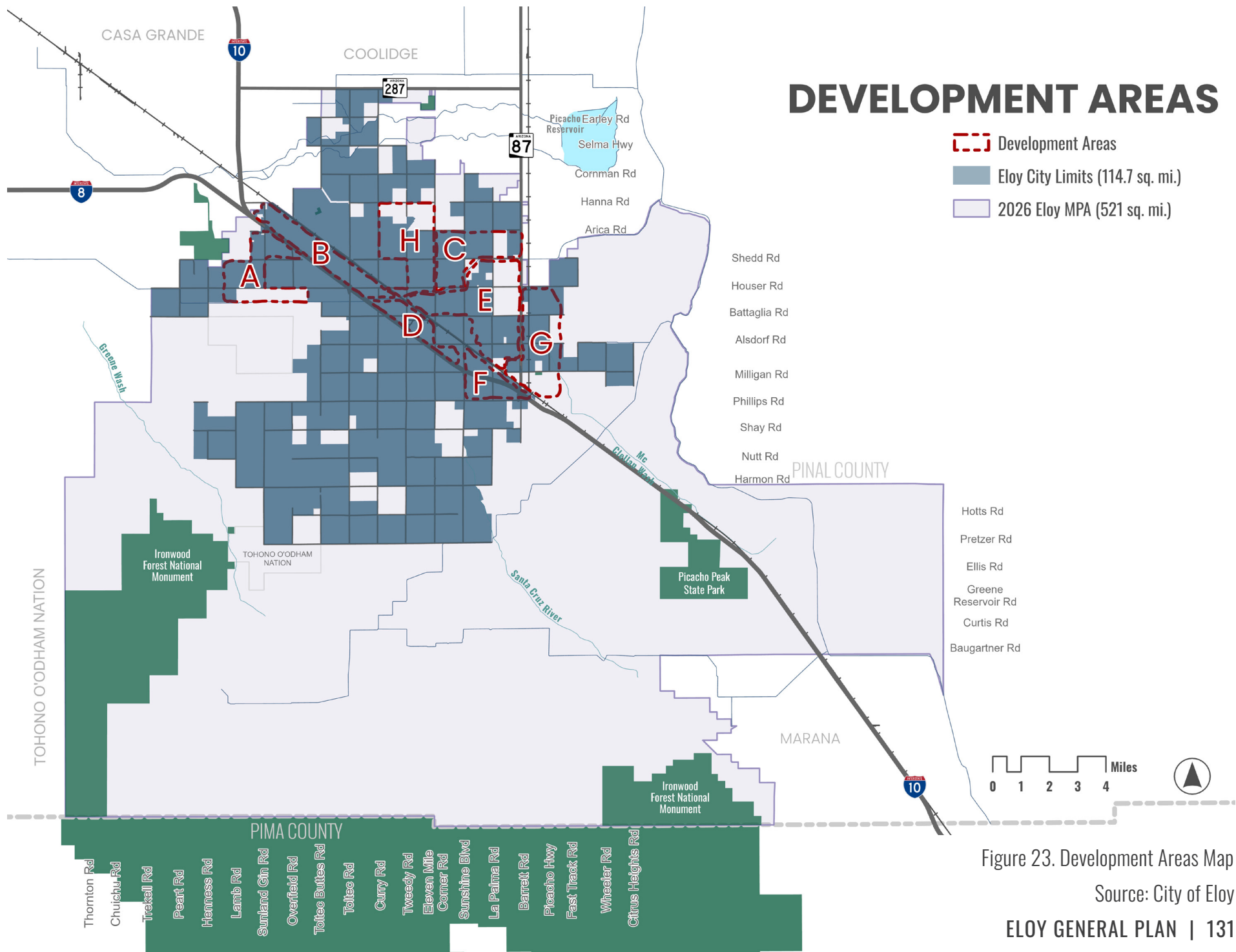


Figure 23. Development Areas Map

Source: City of Eloy



Santa Cruz Library

RESILIENT INFRASTRUCTURE GOALS & POLICIES

Circulation

GOAL C 1: Circulation. Maintain, improve, and enhance efficient and functional circulation through multimodal street design, optimized signal spacing, and coordinated access management.

Policy C 1.1: Roadway Network. Support the development of a cohesive roadway network that accommodates all modes of travel.

Policy C 1.2: Multimodal. Reduce multimodal conflicts using access management and proper spacing of intersections.

Policy C 1.3: Accessibility. Develop and maintain a safe and accessible roadway network for all modes of travel.

Policy C 1.4: Maintenance. Ensure transportation facilities, including roadways, bridges, and active transportation amenities, are maintained at a high standard of quality.

Policy C 1.5: Road Improvement. Reduce the number of unpaved/unimproved roads within City limits.



Policy C 1.6: Future Demand. Ensure the roadway network can meet existing and future multimodal demand as the City grows.

Policy C 1.7: Impact Mitigation. Determine and define traffic impact mitigation measures to preserve mobility and access through the City's roadway network.

Policy C 1.8: Regional Transit. Support new regional transit connections to provide service for the Eloy community.

Policy C 1.9: Intercity Rail. Advocate for intercity rail connections for greater mobility and access for residents and visitors from Maricopa County to Pima County.

Policy C 1.10: Non-vehicular Improvements. Include pedestrian and bicycle improvements, including sidewalks, crosswalks, and lighting, especially in *Growth Areas, Activity Centers*, and near schools.

Policy C 1.11: Connectivity. Enhance multimodal connectivity to Downtown Eloy and community *Activity Centers*.

Policy C 1.12: Technology. Integrate emerging transportation technologies, including electric vehicle

charging and autonomous vehicle readiness, into circulation planning.

Public Services & Facilities

GOAL PSF 1: Public Services and Facilities. Support anticipated growth by maintaining and modernizing existing public facilities and services, strategic planning for long-term capacity needs, and locating new facilities to accommodate future necessities.

Policy PSF 1.1: Education. Ensure high-quality educational institutions and workforce and vocational training programs by providing adequate resources and supporting effective teaching and learning practices to empower residents with skills, knowledge and opportunities that align with emerging industries.

Policy PSF 1.2: Crime Prevention. Leverage crime data analysis, proactive community engagement and collaboration, and education initiatives to reduce crime and improve public safety.

Policy PSF 1.3: Response Times. Maintain excellent emergency response capabilities.

Policy PSF 1.4: Infrastructure. Coordinate with private and quasi-governmental agencies and private developers to ensure the provision of adequate infrastructure to support Eloy's growth.

Policy PSF 1.5: Animal Control. Maintain a robust animal control program to ensure public safety, reduce stray animal populations, and promote responsible pet ownership through enforcement and education.

Policy PSF 1.6: Infrastructure and Service Coordination. Maintain, plan, and develop services, infrastructure, and utilities that are commensurate with each *Growth Area*, support more intensive mixed-use activity areas, and are strategically expanded to minimize maintenance and development costs.

Water Resources

GOAL WR 1: Water Resources. Ensure a sustainable, reliable, high-quality water supply for current and future residents and businesses by expanding water infrastructure, promoting conservation, maximizing renewable water use, and enhancing operational efficiency.

Policy WR 1.1: Water Quality. Continue to provide safe, quality water to residents and businesses as the City grows.

Policy WR 1.2: Water Supply. Strategically expand the City's water supply to accommodate future population and employment growth in line with the General Plan's *Future Land Use Map* and the *Water, Wastewater, and Reclaimed Water Master Plan* update.

Policy WR 1.3: Conservation. Continue to promote water conservation practices to ensure available water supplies during emergencies and/or drought.

Policy WR 1.4: Water Conservation. Proactively explore strategies to maximize the use of renewable water supplies, reduce dependence on groundwater, optimize the siting and recovery of underground storage facilities.

Policy WR 1.5: Water Distribution. Manage the City's water distribution and storage systems to minimize water loss and enhance operational efficiency.

Policy WR 1.6: Regional Cooperation. Explore the creation of a basin-wide, regional cooperative to strengthen water conservation outcomes in the future.

Cost of Development

GOAL CD 1: Cost of Development. Ensure that new development pays its fair share so that it does not burden existing residents and ensures cost-effective service delivery and mitigation of public infrastructure and facilities impacts.

Policy CD 1.1: Impact Mitigation. Determine and define traffic impact mitigation measures to preserve mobility and access through the City's roadway network.

Policy CD 1.2: Levels of Service. Maintain adequate levels of public services as the City grows.

Policy CD 1.3: Infrastructure. Implement infrastructure improvements in accordance with Eloy's Capital Improvement Plan.

Policy CD 1.4: Plan Updates. Administer and periodically update the Land Use Assumptions, Infrastructure Improvements Plan and Development Fee Report to assess needs and costs for infrastructure and services that will be required by new development.

Policy CD 1.5: Impact Fees. Assess fair and proportionate impact fees such that new development pays for its fair share of infrastructure improvement costs without burdening existing land uses.



8

CHAPTER 8: OUR STRATEGY

Our Strategy outlines a systematic action plan that brings the goals and policies from each theme into focus to implement the community’s vision and aspirations for ***Eloy General Plan: Planning Today for a Stronger Tomorrow***. These actions and timeframes

will assist the City in complying with the statutory general plan reporting requirements detailed in ARS §9-461.07. These actions and their timeframes are a guide to help the City; however, they remain flexible and subject to staffing and financial resources.

IMPLEMENTATION ACTION TABLE

The **103 actions** detailed in the following table are organized by theme and topic areas. Implementation is intended to occur within, or between, four possible timeframes: **Short-term (1–5 years)**, **Mid-term (5–10 years)**, or **Long-term (10 or more years)**, or an **Ongoing** basis.

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)	Responsible Department
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PURPOSEFUL GROWTH

Land Use

PG 1	Revise the C-1 zoning district to allow residential units in horizontally and vertically integrated commercial uses.	Short-term		
PG 2	Update the Subdivision Ordinance to comply with recent state law changes pertaining to administrative approvals and current planning and infrastructure processes.	Short-term		
PG 3	Update the design guidelines to enhance architectural quality and façade articulation, encourage variety, and minimize corporate architecture while reinforcing small-town character through human-scale design, building form, thoughtful materials, and cohesive streetscapes.	Short-term		
PG 4	Update the Building Code to the latest International Code Council (ICC) standards.	Short-term		
PG 5	Submit the Sunland Visitor Center Historic Museum for a historic property designation.	Short-term		

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)	Responsible Department
PG 6	Submit the Cosillos Apartments for a historic property designation.	Short-term		
PG 7	Fill key building department roles with full-time staff.	Short-term		
PG 8	Expand MPA in Northeast to include proposed Pinal County regional park.	Short-term		
PG 9	Conduct a comprehensive review and update of the City Zoning Ordinance to conform to the General Plan.	Ongoing		
PG 10	Evaluate rezonings and Zoning Ordinance text amendments for consistency with the General Plan.	Ongoing		
PG 11	Coordinate with neighboring jurisdictions and State and Federal agencies on boundary land uses and MPA expansion areas.	Ongoing		
PG 12	Adopt a new Strategic Plan every three years.	Ongoing		
Growth Areas				
PG 13	Prepare a Specific Area Plan for the Airpark Growth Area.	Short-term		
PG 14	Prepare Activity Area Plans with boundary locations.	Short-term		
PG 15	Prepare and adopt a Redevelopment Plan and Feasibility Study for Toltec and Toltec West areas.	Short-term		

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)	Responsible Department
PG 16	Prepare a Specific Area Plan for the SR 87 Corridor Growth Area.	Mid-term		
PG 17	Prepare a Specific Area Plan for the Red Rock Growth Area.	Long-term		
PG 18	Prepare a Specific Area Plan for the Picacho Heights Growth Area.	Long-term		
PG 19	Study the I-11 Corridor area as a future Growth Area.	Long-term		

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)	Responsible Department
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PROSPEROUS ECONOMY

Economic Growth				
PE 1	Improve the City's online presence for economic development and business attraction, citing its assets, available development sites, incentives, and target industries.	Short-term		
PE 2	Prepare readily available documentation to quickly respond to development inquiries from prospective businesses generated by organizations such as Arizona Commerce Authority.	Short-term		
PE 3	Review and update the City's target industries as the economy of Pinal County evolves.	Mid-term		
PE 4	Evaluate the impact of renewable energy projects, particularly solar farms, on the long-term economy of Eloy, and the maximum allowed area that may be utilize for utility-scale solar facilities.	Mid-term		
PE 5	Create a one-stop shop for economic development information and provide adequate resources to support City's economic development effort.	Ongoing		
PE 6	Work with organizations like Pinal Partnership and The Chamber of Southern Arizona to amplify regional branding and economic development efforts.	Ongoing		
PE 7	Continue to foster relationships with economic development organizations such as the Pinal County Economic Development Department, APS, and the Arizona Commerce Authority (ACA).	Ongoing		

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)	Responsible Department
PE 8	Collaborate with neighboring communities as well as Pinal Partnership to market the regional hub as a unified economic region.	Ongoing		
PE 9	Coordinate industrial development along economic development corridors to strengthen the region's logistics and employment base.	Ongoing		
PE 10	Continue to foster a relationship with Central Arizona College for job training and business development.	Ongoing		
Housing				
PE 11	Review provisions of the Zoning Ordinance to provide a more efficient and flexible process for housing entitlements. Conduct a housing gap and feasibility analysis.	Short-term		
PE 12	Support the utilization of Low Income Housing Tax Credit (LIHTC) to assist in the provision of affordable housing within the City.	Short-term		
PE 13	Promote the development of new high quality master planned communities that provide a variety of housing options and community amenities.	Short-term		
PE 14	Promote the development of infill housing opportunities and provide incentives for infill development in the <i>Downtown Area</i> .	Short-term		
PE 15	Consider providing ready-to-use standard residential plans that are available for the public to use at no cost.	Short-term		
PE 16	Formalize programs with non-profit partners such as Habitat for Humanity, Chicanos Por la Casa, or others to produce ownership housing opportunities for moderate income households.	Mid-term		

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)	Responsible Department
PE 17	Work with developers to provide housing for the senior population including independent and assisted living facilities.	Mid-term		
PE 18	Promote housing and services for workers and coordinate workforce development and shared infrastructure to support regional job growth.	Ongoing		
PE 19	Continue active code enforcement and educational programs.	Ongoing		
Downtown				
PE 20	Conduct a market analysis to identify gaps in retail and dining options.	Short-term		
PE 21	Streamline online permitting and licensing for street vendors and food trucks.	Short-term		
PE 22	Work with Local First Arizona to create a “Shop Local Eloy” campaign with loyalty rewards.	Short-term		
PE 23	Develop a branding and marketing campaign highlighting Eloy’s culture and history.	Short-term		
PE 24	Install gateway signage and wayfinding to direct visitors to downtown.	Mid-term		
PE 25	Launch a public art program (murals, sculptures) to create visual interest utilizing ideas from the community.	Mid-term		
PE 26	Implement a vacancy ordinance with escalating fines for long-term empty properties.	Mid-term		

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)	Responsible Department
PE 27	Create an adaptive reuse incentive package (tax breaks, expedited permitting).	Mid-term		
PE 28	Invest in streetscape improvements (shade trees, benches, lighting).	Mid-term		
PE 29	Create community gathering spaces for arts, crafts, and cultural events.	Mid-term		
PE 30	Expand parking and pedestrian sidewalk connectivity for easy access in the Downtown.	Mid-term		
PE 31	Consult with the Council of Development Finance Agencies to offer startup grants or low-interest loans for local entrepreneurs.	Long-term		
PE 32	Highlight success stories of local businesses through social media and events.	Ongoing		
PE 33	Continue to address dilapidated structures through code enforcement.	Ongoing		
PE 34	Partner with regional employers to encourage local spending through discount programs.	Ongoing		
PE 35	Recruit anchor tenants (e.g., big-box retailers, grocery stores, or popular restaurants) through targeted outreach.	Ongoing		

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)	Responsible Department
BALANCED ENVIRONMENT				
Parks, Recreation, & Open Space				
BE 1	Develop a <i>Parks, Recreation, and Open Space Master Plan</i> .	Short-term		
BE 2	Develop a <i>Path and Trails Master Plan</i> .	Short-term		
BE 3	Develop a plan to incorporate the back of Newman Mountain for destination recreation land uses.	Mid-term		
BE 4	Seek grants for parks, path and trail development funding, form sources such as Growing Smarter Infrastructure Fund (GSIF).	Mid-term		
BE 5	Coordinate with Pinal County and other regional partners to plan and develop multi use trails connecting parks, schools, and recreation facilities within the MPA.	Mid-term		
BE 6	Use a Capital Improvement Program (CIP), Development Impact Fees (DIFs), and General Obligation (GO) bonds; apply for grants such as the Arizona State Parks Heritage Fund or the Recreational Trails Program (RTP), to phase parks and trail construction. Execute Intergovernmental Agreements (IGAs) with county, state, and federal partners; and consider working with private land trusts for acquisitions or conservation easements.	Ongoing		

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)	Responsible Department
BE 7	Use land use planning, zoning, and capital project planning to connect existing parks and open spaces and protect sensitive desert areas and cultural resources.	Ongoing		
Environmental Planning				
BE 8	Upgrade wastewater recharge facilities at the Wastewater Treatment Plant (WWTP) to be able to add treated wastewater to the City's water supply portfolio.	Short-term		
BE 9	Develop a <i>Water Conservation Master Plan</i> .	Mid-term		
BE 10	Conduct a cultural and historic inventory.	Mid-term		
BE 11	Develop an <i>Urban Forestry Management Plan</i> to strategically plant trees to provide relief from extreme temperatures. Explore program grant funding from the Arizona Department of Forestry and Fire Management.	Mid-term		
BE 12	Continue to treat effluent water to quality levels that allow groundwater to recharge.	Ongoing		
BE 13	Coordinate with the Arizona Game and Fish Department to identify and assist with the protection of endangered and threatened species within the City of Eloy.	Ongoing		
BE 14	Identify, manage, and protect endangered and threatened species within the City of Eloy.	Ongoing		

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)	Responsible Department
BE 15	Coordinate with the Pinal County and Arizona Department of Environmental Quality pertaining to sources of pollution, including traffic and agricultural practices, and to maintain healthy environment within the City.	Ongoing		
BE 16	Monitor potential sources of pollution, including traffic and agricultural practices, to maintain healthy air quality as the City grows.	Ongoing		
BE 17	Improve and formalize coordination with military installation representatives on any land use, zoning, or development proposals within designated military training routes.	Ongoing		

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)	Responsible Department
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RESILIENT INFRASTRUCTURE

Circulation				
RI 1	Develop cross sections for each functional classification that include paths and trails.	Short-term		
RI 2	Develop traffic impact analysis requirements.	Short-term		
RI 3	Develop an access management policy for public intersections and private driveways.	Short-term		
RI 4	Develop a Transportation Master Plan for the multimodal network.	Mid-term		
RI 5	Monitor crashes to identify contributing factors and implement location-specific and systemic infrastructure improvements.	Ongoing		
RI 6	Collect up-to-date pavement and bridge quality data and utilize a pavement management system to efficiently allocate transportation maintenance funds.	Ongoing		
RI 7	Coordinate with Union Pacific on railroad crossing safety and planning.	Ongoing		
Public Services & Facilities				
RI 8	Pursue Broadband Equity Access and Deployment (BEAD) grant funding to ensure peak broadband connectivity in advance of forecasted population increases.	Short-term		

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)	Responsible Department
RI 9	Update Public Safety (PD) online reporting.	Short-term		
RI 10	Create a separate infrastructure section in the City code, the development standard for infrastructure development.	Short-term		
RI 11	Explore investments in Public Safety (PD) crime statistics software.	Short-term		
RI 12	Maintain, expand, and participate in the coordination of critical infrastructure, including water, wastewater, streets, rail, and freeway and interchange modifications, through coordinated capital improvement planning to support existing development and future growth.	Mid-term		
RI 13	Audit and improve current animal control programs, emphasizing enforcement, spay and neuter services, public education, and regional partnerships to improve public safety and reduce stray animal populations.	Mid-term		
RI 14	Plan for population growth by preserving long term solid waste capacity by expanding waste diversion opportunities (hazardous materials collection events, etc.) and aligning local programs with state and regional policies, including <i>ADEQ's Integrated Solid Waste and Materials Management Plan</i> .	Long-term		

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)	Responsible Department
RI 15	Coordinate with law enforcement, schools, and community organizations to implement crime prevention strategies based on national best practices for public education programs.	Ongoing		
RI 16	Update Public Safety (PD) policies and procedures.	Ongoing		
RI 17	Continue to employ evidence-based and predictive policing techniques.	Ongoing		
RI 18	Continue to provide reliable and sustainable solid waste and recycling services.	Ongoing		
RI 19	Update and maintain emergency management plans and standards.	Ongoing		
RI 20	Maintain, expand and participate in the coordination of multimodal transportation options through coordinated capital improvement planning to support existing development and future growth.	Ongoing		
Water Resources				
R1 21	Upgrade the Wastewater Treatment Plant (WWTP) to be able to add treated wastewater to its water supply portfolio.	Short-term		
R1 22	Develop a plan outlining the desired location of the 53 new wells recommended in the <i>Water, Wastewater, and Reclaimed Water Master Plan</i> .	Short-term		
R1 23	Develop a plan to identify new well locations and analyze population thresholds to warrant each new well.	Mid-term		

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)	Responsible Department
R1 24	Develop a <i>Water Conservation Master Plan</i> to create a strategy for reducing water consumption and water waste.	Mid-term		
R1 25	Conduct routine maintenance and repair to maximize the life expectancy and operational efficiency of the water distribution system.	Ongoing		
R1 26	Regularly update the <i>Water/Wastewater Master Plan</i> to guide resource management and infrastructure planning.	Ongoing		
R1 27	Work together with neighboring jurisdictions on transportation and utility issues, such as <i>Section 208 Area-wide Water Quality Management Plans</i> , to ensure growth benefits all communities.	Ongoing		
Cost of Development				
R1 28	Conduct an impact fee study to determine if impacts fee adjustments are warranted.	Short-term		
R1 29	Update developer requirements to fund necessary public services improvements associated with their new developments.	Short-term		
R1 30	Evaluate alternative financing structures that may assist with the development of needed infrastructure.	Mid-term		
R1 31	Prepare, adopt, and maintain a five (5) year Capital Improvement Plan.	Ongoing		
R1 32	Develop fiscal impact models to aid capital facilities development plans and asset management programs.	Ongoing		

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APPENDICES

Appendix A – Amendment Criteria

Appendix B – Reference Documents

Appendix C – Community Engagement Activities & Events

Appendix D – 60-Day Event Summary

Appendix E – Glossary

Appendix F – Growth Area Maps

APPENDIX A – AMENDMENT CRITERIA

As provided in Arizona Revised Statute (ARS) §9-461.05, municipalities are required to define the provisions that distinguish major amendments from minor amendments to the general plan. In accordance with ARS §9-461.06, major amendments must be processed in the manner prescribed by statute, presented at a public hearing within 12 months of the proposal, and approved by an affirmative vote of at least two-thirds of the City Council members.

Amendments to the General Plan may be initiated by the City or requested by private individuals, property owners, or public agencies. State law establishes procedures for all amendments, including consultation and coordination with residents and stakeholders, an established public review period, and formal public hearings prior to adoption by ordinance.

For additional information on the general plan amendment process for ***Eloy General Plan: Planning Today, for a Stronger Tomorrow*** contact the City of Eloy *Community Development Department*.

MAJOR AMENDMENT LAND USE CRITERIA

A major amendment to the General Plan is required where any one (1) or more of the following occurs:

1. A change from one residential land use designation to another residential designation that exceeds 320 acres.
2. A change from a residential land use designation to a Commerce, Mixed-Use, or Public and Institutional designation of 40 acres or more.
3. A change involving a land use designation (excluding Public and Institutional) to an Employment land use designation exceeding 20 acres.
4. A change from an Employment land use designation to a residential designation that exceeds 40 acres.
5. A change involving a Commerce or Mixed-Use designation (except as indicated in 3 above) exceeding 40 acres.

6. A change from a Parks and Open Space or Public/ Institutional land use designation exceeding 20 acres.
7. A change involving the Planned Community Area land use designation exceeding 40 acres.

MINOR AMENDMENT CRITERIA

Any proposed amendment to the General Plan that does not meet the criteria defined as a major amendment.

NO AMENDMENT

No amendment is required for changes to formatting, scrivener errors and photos authorized by the Community Development Director; or updates to the *Development Areas Map*, or *Appendix E*.

AMENDMENT GUIDELINES

The applicant shall be responsible for demonstrating that the requested amendment constitutes an improvement to the General Plan and satisfies all amendment guidelines identified below, as determined by the City Council.

1. The current *Future Land Use Map* does not designate sufficient land within the area to accommodate

the proposed land use or allow the development to proceed as proposed.

2. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.
3. The amendment will not adversely impact any portion of the community, by:
 - Creating incompatible land use patterns or conflicts with or alters the goals and policies of the General Plan;
 - Requiring additional and more expensive infrastructure improvements to roads, sewer, or water delivery systems than are needed to support the prevailing land uses unless mitigated by the applicant and demonstrated to benefit the City;
 - Adversely impacting existing or planned land uses through an unreasonable increase in traffic generated by the proposed use unless mitigated by the applicant; or
 - Adversely affecting the livability of an area or the health or safety of existing residents.
4. That the amendment is consistent with the General Plan's overall intent and other adopted plans, codes, and ordinances.

APPENDIX B – REFERENCE DOCUMENTS

The following documents were used in the preparation of the ***Eloy General Plan: Planning Today for a Stronger Tomorrow.***

- 2011 Eloy General Plan (readopted in 2020)
- Eloy Zoning Ordinance
- 31 C.F.R. Part 802 Luke Air Force Base Committee on Foreign Investment in the United States
- Arizona Department of Transportation Phoenix to Tucson Intercity Passenger Rail Corridor Study (2025)
- Eloy Municipal Airport – Airport Master Plan (2024)
- Eloy Strategic Plan (2024–2027)
- Picacho Heights Major General Plan Amendment (2022)
- Pinal County Multi-Jurisdictional Hazard Mitigation Plan (2022)
- 2007 Pinal County Open Space and Trails Master Plan (2007)
- ULI Arizona Technical Assistance Program (AzTAP) City of Eloy Arizona Report (2015)
- ULI Arizona Technical Assistance Program (AzTAP) City of Eloy Arizona Update (2023)
- Union Pacific Arizona State Guide (2023)
- Maricopa–Pinal County Region Priority Climate Action Plan (2024)
- Pinal County Air Quality
- Pinal County Comprehensive Plan (2025)
- Land Use Assumptions, Infrastructure Improvements Plan and Development Fee Report (2020)

APPENDIX C – COMMUNITY ENGAGEMENT ACTIVITIES & EVENTS

This appendix lists community engagement activities that took place throughout the span of **Eloy General Plan: Planning Today for a Stronger Tomorrow**. Each activity was promoted extensively in both English and Spanish via social media, news releases, public notices, E-lists, the project website, project committees, and with circulation of activity flyers throughout the City.

Activity/Event	Date	Number of Engagements
Project Website Launch	3/6/2025	Views 4,603 / Sign Ups 2,375
<i>Drop In Event - Robson Ranch Annual Sidewalk sale</i>	3/22/2025	118
Technical Advisory Committee (TAC) Meeting #1	3/27/2025	8
Community Questionnaire #1	3/30/2025 – 6/9/2025	245 – English; 6 – Spanish; Total = 251
City Council + Planning & Zoning Commission Joint Kickoff	4/14/2025	15
<i>Drop In Event - Easter Egg Hunt</i>	4/17/2025	120
<i>Drop In Event - Eloy Cruise and Food Truck Night</i>	4/19/2025	26
<i>Drop In Event - Cinco de Mayo</i>	5/5/2025	69
General Plan Advisory Committee Meeting # 1 / Planning & Zoning Commission Update	5/21/25	8
<i>Drop In Event - Summer Kickoff</i>	5/23/2025	60
Listening Sessions	5/25-12/20	62
Technical Advisory Committee (TAC) Meeting #2	6/17/2025	8
EloyTalks Community Symposium	6/21/2025	51
General Plan Advisory Committee Meeting # 2 / Planning & Zoning Commission Update	7/16/2025	8
Community Workshop #1 - "Envisioning the Future" (In person)	7/30/2025, 7/31/2025 & 8/2/25	15 – 7/30 6 – 7/31 54 – 8/2 Total = 75
Community Questionnaire #2 + Virtual Workshop #1 "Envisioning the Future"	8/4/2025 – 8/31/2025	25
<i>Drop In Event - Fiestas Patrias</i>	9/12-13/25	181

Activity/Event	Date	Number of Engagements
City Council Update	9/22/2025	7
<i>Drop In Event - Getting Arizona Involved in Neighborhoods (G.A.I.N.)</i>	10/15/2025	140
Community Workshop #2 "Mapping the Future" (In person)	10/18/2025 & 10/22/2025	41 - 10/18 30 - 10/22 AM Session 13 - 10/22 PM Session Total = 84
<i>Drop In Event - Eloy GLOW</i>	11/8/2025	196
<i>Drop In Event - Family Bingo Night</i>	11/12/2025	26
Questionnaire #3 + Virtual Workshop #2 "Mapping the Future"	10/24 - 11/23/2025	30
City Council Update	12/8/2025	7
<i>Drop In Event - Christmas in Eloy</i>	12/13/2025	152
General Plan Advisory Committee # 3 /Planning & Zoning Commission Update	1/21/2026	8
Technical Advisory Committee (TAC) Meeting #3	2/11/2026	8
City Council Update	3/9/2026	7
General Plan Advisory Committee #4/Planning & Zoning Commission Update	3/11/2026	9
Mobile Immersion Lab + Community Open House #3	3/26/2026	162
60-Day Public Review of Draft (online)	3/4-5/3/2026	576 Readers 18 Commenters 224 Comments
1:1 and Group Meetings with City Council and Planning & Zoning Commission Members (Regarding 60-Day)	4-5/2026	15
Planning & Zoning Commission Hearing	5/20/2026	8
City Council Hearing	6/01/2026	7



Eloy Talks Community Symposium

APPENDIX D – 60-DAY EVENT SUMMARY

During the 60-day public review period for **Eloy General Plan: Planning Today for a Stronger Tomorrow**, the City hosted an immersive community engagement event on March 26, 2026, featuring a *Mobile Immersion Lab* and open house at City Hall. The event invited residents to explore potential future development scenarios through an interactive virtual reality experience.

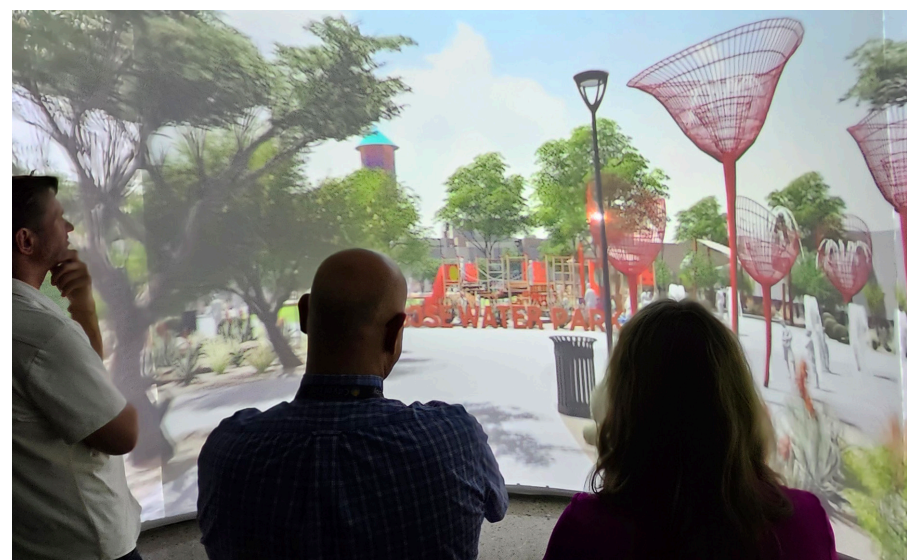
A total of **162 participants** attended, including 35 Eloy middle school students. Participants were guided through three immersive scenarios highlighting the *Eloy Airpark Area*, the *Toltec Area*, and the *Downtown Area*. Virtual reality scenarios were created using the

community-derived *Future Land Use* (FLU) designations and conceptual renderings found in *Chapter 4*.

During the immersion experience, attendees provided feedback on their preferences and priorities through live polling and facilitated discussion. The event provided a hands-on, accessible way for the community to better understand and shape the future of Eloy and complemented the broader engagement efforts conducted throughout the planning process.



Eloy Middle School Students in Mobile Immersion Lab



Eloy Staff in Mobile Immersion Lab

Eloy Airpark Area

The *Eloy Airpark Area* scenario was presented as a key opportunity for economic development, building on the City's existing airport and surrounding land. The immersive scenario focused on aviation-related uses, an employment center, and destination-oriented development that could attract visitors and investment. The feedback obtained from this scenario will be utilized in development of the *Eloy Airpark Area Plan* (AAP).

Community Reactions

- Strong interest in aviation-related uses, including training and business opportunities
- Support for destination-oriented development such as hotels, conference space, and entertainment
- Need for more infrastructure, including parking, recreation, and wayfinding

The hotel is a great idea. Love how open it feels.

We need a larger area for events and large scale parking.

The hanger themed common area is really cool.



Eloy Airpark Mobile Immersion Lab Scene

Toltec Area

The *Toltec Area* scenario focused on enhancing existing neighborhoods through a mix of housing types, improved landscaping, and walkable environments. The concept emphasized reinvestment and creating more complete neighborhoods with a variety of housing and local amenities. The feedback obtained in this scenario helped refine Eloy’s desired housing types and concepts and how housing proximity interacts with an adjacent *Activity Center*.

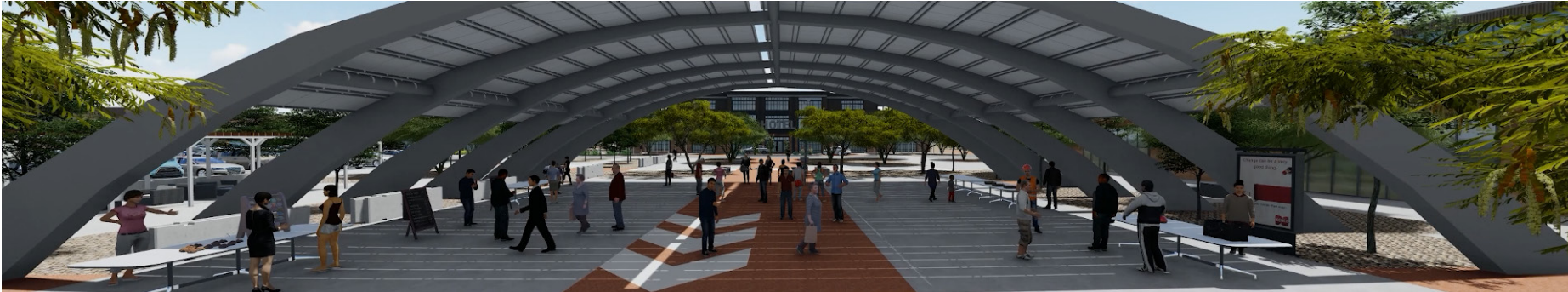
“
I liked everything! Visually interesting and diverse.
”

“
More big trees to create shade!
”

“
Everything looks nice! Really loving the feel of the housing and dining areas.
”

Community Reactions

- Strong support for a mix of housing types and increased housing variety
- Interest in walkability and neighborhood connectivity
- Positive response to landscaping and overall neighborhood character
- Need for additional community amenities, including schools, open space, and parking
- Concerns related to traffic and infrastructure capacity



Toltec Area Mobile Immersion Lab Scene

Downtown Area

The *Downtown Area* scenario focused on creating a walkable, active, and welcoming environment on Main Street. The concept included public gathering spaces, parks, and opportunities for local businesses and community activity. The feedback obtained in this scenario will assist in understanding the needs in this important *Activity Center* and will drive future master planning efforts.

Community Reactions

- Strong support for parks and community gathering spaces
- Interest in a walkable, pedestrian-friendly environment
- Appreciation for maintaining a small-town feel while enhancing activity
- Need for additional amenities such as parking, play areas, and shade

“

Feels very inviting and welcoming.

”

“

Keeps the small town feel.

”

“

Beautiful downtown; great shade at the park area.

”



Downtown Area Mobile Immersion Lab Scene

APPENDIX E – GLOSSARY

A

Access Management

A coordinated approach to roadway design and operations that provide standards to where and how vehicles enter and exit roadways (driveways, median openings, intersection spacing) to reduce conflict points, improve safety, and preserve corridor capacity.

Acre Foot (AF)

A volumetric measure of water equal to the amount that covers one acre to a depth of one foot (~325,851 gallons). It is the standard unit for water rights, long term municipal supply planning, and assured water supply (AWS) accounting.

Actions

Specific tasks, strategies, programs, regulations, or investments that bring goals and policies to fruition.

Activity Center

The focal points within a *Growth Area* where more compact, mixed-use development is encouraged. These centers are envisioned as walkable, human-scaled places that bring together housing, jobs, retail, and recreation in a way that supports daily needs and community interaction. They create identifiable destinations that strengthen neighborhood identity, support multiple transportation options, and foster an active public realm. Some will form in established areas, while others will emerge within planned new communities.

Adaptive Reuse

The reuse of existing buildings for uses other than originally intended through conversion or rehabilitation while retaining structural integrity and character (e.g., turning a vacant storefront into a café with upper story apartments).

ADEQ (Arizona Department of Environmental Quality)

Arizona's environmental regulatory agency overseeing environmental laws and delegated federal programs to prevent air, water and land pollution and ensure cleanup.

ADOT (Arizona Department of Transportation)

The state transportation agency is responsible for planning, funding, and operating Interstates and State highways.

Affordable Housing

Affordable housing refers to housing units—rental or ownership—priced so that households spend no more than 30% of their gross income on housing costs, including utilities. The term applies to a wide range of income-eligible households and includes programs funded or supported by federal sources (such as the Low Income Housing Tax Credit—LIHTC), nonprofit housing corporations, public agencies, or private developers receiving incentives. Affordable housing may include multifamily apartments, townhomes, single family units, senior housing, and workforce housing.

Aggregate Resources

Local sand, gravel, and crushed stone deposits used for roads, buildings, and infrastructure.

Airport Compatible Development

Land uses and building/site designs near airports that avoid conflicts with aviation: height limits, noise exposure compatibility, glare control, bird strike minimization, and aviation easements.

Airpark Area Plan

A specific area plan and master plan that guides land use, circulation, utilities, noise compatibility, and economic development around the *Eloy Municipal Airport*. It aligns the Airpark's future and with the General Plan will refining land uses and policies specific to this unique area.

Amendment Criteria

Adopted rules and thresholds for changing General Plan content (e.g., FLUM designations, policy text). Criteria usually define minor vs. major amendments, notice requirements, and legislative approvals, ensuring transparency and consistency.

APS (Arizona Public Service)

An electric utility serving portions of Eloy, coordinating transmission lines, substations, and renewable energy interconnections.

Areas of Change (Preserve / Sustain / Evolve)

A community engagement mapping framework used in workshops to signal where the community wants to preserve existing character, sustain and improve current patterns, or evolve into new forms (e.g., higher intensity or mixed use).

Area Plan, Specific

An area plan is a geographically focused planning document that provides detailed guidance for a specific part of a city—usually one with unique development opportunities, constraints, or strategic importance. Unlike the citywide General Plan, an area plan focuses on one neighborhood, district, corridor, or special planning sub region, offering tailored policies for land use, urban design, transportation, infrastructure, public facilities, and economic development.

ASLD (Arizona State Land Department)

Manager of Arizona state trust lands that were granted to the state at statehood to provide foundational support for basic public services, such as education and penitentiaries.

Assured Water Supply (AWS)

State certification confirming a municipality has sufficient, renewable water supplies to serve projected growth under Arizona law. Eloy's current AWS #26 402148 sets a foundation for the *Water Resources* element and capital planning.

Autonomous Vehicle Readiness

Planning for connected and automated vehicles (CAVs): EV charging, sensors, curb management, data feeds, and design standards that anticipate AV operations while preserving pedestrian priority.

Aviation Overlay (AO)

See the Eloy Zoning Ordinance definitions.

B**BEAD (Broadband Equity, Access & Deployment)**

A federal/state program funding rural broadband, aiming for providing high-speed internet access by ~2030.

Branding (City / Economic Development)

A unified identity—visuals, messaging, and positioning—that markets Eloy to employers, developers, and residents (e.g., “Arizona’s Southern Transportation Hub”).

BLM (Bureau of Land Management)

Federal agency managing large tracts of public land.

BOR (Bureau of Reclamation)

Federal agency overseeing western water projects (canals, reservoirs). Eloy's context includes CAP deliveries and canal adjacency.

Bulk Trash Collection

Municipal large item pickup refuse service.

Business Park (BP)

See the Eloy Zoning Ordinance definitions.

C

CAG (Central Arizona Governments)

Regional planning organization coordinating transportation, section 208 water quality, and economic strategies among member jurisdictions.

CAP (Central Arizona Project)

A canal system delivering Colorado River water to central Arizona.

Capital Improvement Program (CIP)

A multi year schedule of capital projects, costs, and funding sources (bonds, grants, DIFs) that will be developed within the City.

Central Arizona Regional Transit

Regional fixed route bus provider connecting Eloy, Casa Grande, Coolidge, and Florence.

Certificates of Participation (COPs)

A financing tool allowing municipalities to fund capital projects (e.g., WWTP upgrades, street lighting) without voter approved bonds, repaid via lease revenues.

Code Enforcement

Municipal actions ensuring property owners maintain their property in compliance with the Eloy Code, safety, and compliance (e.g., junk accumulation, dangerous buildings, weeds).

Collector (Major / Minor)

Roadway class connecting local streets to arterials.

Community Aspiration

A statement describing the future aspirations of the community (related to a specific topic).

Community Park

A mid scale park (≈1–20 acres) serving multiple neighborhoods, within typically ½–1 mile., that may with fields, courts, ramadas, restrooms, and sometimes pools, skate facilities, etc.

Compatible Land Uses (Military/Aviation)

Land uses planned and designed to avoid conflicts with military training routes (MTRs) and airport operations (noise, height, emissions, glare).

D

Development Areas

Prioritized geographic area where economic development and capital improvement planning and projects are focused in the near term in program capital upgrades (water/sewer mains, street lighting, safety projects), generally aligning implementation with *Growth Areas*.

Development Impact Fees (DIFs)

Fees on new development to fund proportionate public facilities and services (police, parks, streets, water, sewer), updated periodically via *Land Use Assumptions and Infrastructure Improvements Plan* (IIP).

Development Standards

Codified regulations governing how land can be developed or built upon. These standards typically address setbacks, height limits, lot sizes, landscaping, parking, lighting, signage, and other elements.

Downtown Revitalization

A sustained program of infill, rehabilitation, adaptive reuse, code enforcement, and public realm upgrades to reduce vacancies and rebuild local commerce in Eloy's historic center.

Drop In Events

Public outreach sessions at community events part of the public outreach to inform the public, broaden participation and gather input.

Dwelling Units per Acre (DU/AC)

The total number of dwelling units or lots divided by the gross area (acres).

E

Effluent Recharge

The process of returning treated wastewater to underground aquifers via recharge basins or injection wells.

Estate Residential (R1-54)

See the Eloy Zoning Ordinance definitions.

Estate Residential (R1-43)

See the Eloy Zoning Ordinance definitions.

EV Charging (Electric Vehicle Charging)

Public and private charging infrastructure supporting EV adoption.

Existing Conditions Report

A baseline inventory of demographics, land uses, infrastructure, services, and environmental context that informs plan policy and implementation priorities.

Extreme Heat

Climate and urban heat island conditions driven by paved surfaces, low canopy, and high temperatures.

F

Façade Improvement

Façade improvement refers to updates or rehabilitation of a building's exterior—including storefronts, windows, awnings, lighting, siding, or architectural features—to enhance its appearance, safety, and long-term viability.

Federal Emergency Management Agency (FEMA)

The FEMA administers national disaster preparedness, response, and mitigation programs.

Flood Insurance Rate Maps (FIRMs)

FIRMs are official maps showing areas of flood risk—including the 100 year and 500 year floodplains—based on FEMA flood studies.

Fire Code

The Fire Code is a set of adopted regulations that govern fire prevention, building safety, hazardous material storage, emergency access, fire sprinkler systems, and fire alarm requirements.

Fire Protection Services

Fire protection services include fire suppression, emergency medical response, rescue operations, fire inspections, community risk reduction, construction document review, inspections, and public safety education.

Fiscal Sustainability

Fiscal sustainability is the City's ability to maintain balanced, stable finances over the long term while delivering essential public services and maintaining infrastructure.

Fixed Route Transit

Fixed route transit consists of buses or shuttles operating along predetermined routes and schedules.

Flood Hazard Area

A Flood Hazard Area is land identified as susceptible to flooding during major storm events, often defined by FEMA FIRMs or local hydrologic studies.

Floodplain

A floodplain is a lowland area adjacent to a river, wash, or drainage feature that is subject to periodic flooding.

Floodplain Management

Floodplain management refers to the system of policies, development regulations, engineering standards, and mitigation practices used to reduce flood risk and protect natural floodplain functions.

Floodway

The floodway is the part of a floodplain reserved for the active conveyance of floodwater during major storm events.

Future Land Use Map (FLUM)

The *Future Land Use Map* is a long range planning tool that illustrates the intended distribution, character, and intensity of future land uses within a city.

Future Transportation Network

The future transportation network is the planned system of future roads, bike lanes, trails, transit routes, and multimodal corridors designed to serve current and anticipated growth.

G**Gateway / Wayfinding**

Coordinated identity and navigation elements (entries, direction signs, district markers).

General Commercial District (C-2)

See the Eloy Zoning Ordinance definitions.

General Industrial (I-2)

See the Eloy Zoning Ordinance definitions.

General Plan

The City's long range blueprint guiding land use, circulation, environment, water, services, and finance goals and policies for the growth and the provision of services within the City.

Growth Areas

Growth Areas that are City's primary focus for development over a 10-year period. They identify where future investment and infrastructure expansion will be most effective in supporting Eloy's long-term growth. Each *Growth Area* reflects its location and context, guiding an appropriate mix of residential, commercial, and employment uses that contribute to the community's overall structure and function.

Goal

A broad, long term desired outcome that expresses the community's overarching vision for the future.

Groundwater

Primary municipal water source pumped from aquifers via City wells.

H

Heat Island Reduction

Design strategies (shade trees, arcades, cool roofs/pavements, reflective materials, etc.) that contribute to lowering ambient temperatures, reduce energy use, and improve pedestrian comfort.

Historic Preservation

The use of codes, policies and tools utilized to document, protect or rehabilitate culturally or historically significant buildings, properties, landscapes, features, and landmarks to maintain community, state, or national identity or heritage.

Historic Preservation District (HP) Overlay

See the Eloy Zoning Ordinance definitions.

Housing Density

Housing density is the number of dwelling units allowed per acre under zoning or land use designations.

Housing Gap (Cost Burden)

The number and availability of housing units within a price range that allows households to spend no more than 30% of their income on housing.

Housing Rehabilitation

Programs that repair, weatherize, and modernize existing homes to preserve neighborhood stability and affordability.

Impact Fees

See Development Impact Fees (DIFs).

Implementation Plan

An implementation plan is a structured set of actions, timelines, responsibilities, and funding mechanisms used to carry out the goals and policies of the General Plan. It may include capital projects, regulatory changes, operational programs, coordination efforts, and performance metrics. Implementation plans help the City prioritize investments and monitor progress over time.

Infill Development

New construction on vacant or underused parcels within built areas to leverage existing infrastructure and reduce sprawl.

Infrastructure

Foundational systems like roads, water/wastewater, power, broadband, public facilities, and multi-use paths and trails—that support current and future residents and employers.

Intensity (Development Intensity)

Development intensity refers to the level or scale of nonresidential development on a site and is typically measured using floor area ratio (FAR), building height, lot coverage, and vehicle trip generation.

Interstate (Freeway)

Highway designed to provide uninterrupted traffic flow for long distance or regional trips across the metropolitan area.

L

Land Use Element

A required General Plan element defining future land use designations, intensities, and goals and policies.

Light Industrial (I-1)

See the Eloy Zoning Ordinance definitions.

LIHTC (Low Income Housing Tax Credit)

A federal program that incentivizes affordable rental housing via tax credits to developers, often paired with local fee waivers, density bonuses, and fast track permitting.

Lift Stations

Wastewater pump facilities that move wastewater from lower elevation to upper elevations reach water treatment plants.

Listening Sessions

Targeted stakeholder interviews gathering qualitative insights from agencies, businesses, schools, and residents to shape goals and policies.

Local Road

Low-volume roads that provide access to properties.

LINK (Casa Grande On Demand Transit)

A local, on demand transit service.

M

Master Plan (Water/Wastewater & Reclaimed Water Update)

Utility planning document forecasting demand, capacity, and infrastructure improvements projects (e.g., wells, mains, lift stations, WWTP upgrades) to provide service to the Eloy community in the Eloy Service area.

Major Arterial

High traffic roads connecting major *Activity Centers*.

Major Collector

Continuous roadways providing access to arterials.

Manufactured Home Overlay Subdivision (MHS) Overlay

See the Eloy Zoning Ordinance definitions.

Manufactured Home Park (MHP) Overlay

See the Eloy Zoning Ordinance definitions.

MGD (Million Gallons per Day)

A flow metric used for water demand and wastewater capacity planning; used alongside AF/year for supply accounting.

Military Training Routes (MTRs)

Designated aviation corridors used for military training.

Mini Park

A small neighborhood park (<1 acre) serving nearby residents within $\approx\frac{1}{4}$ mile with play equipment, seating, and shade.

Minor Arterial

High traffic roads connecting moderate length trips.

Minor Collector

Provides connectivity from local roads to arterials.

Mixed Use (MU)

A development pattern that integrates two or more compatible land uses within the same building, site, or area to promote efficient land use. See the Eloy Zoning Ordinance definitions.

Multiple-Family Residential (R-3)

See the Eloy Zoning Ordinance definitions.

Municipal Planning Area (MPA)

The area beyond incorporated boundaries where the City of Eloy coordinates long range planning and service strategies for future annexation in the City.

N**Neighborhood Commercial District (C-1)**

See the Eloy Zoning Ordinance definitions.

Neighborhood Connectivity

The degree to which local streets, paths, trails, and pedestrian routes provide direct and convenient travel between homes, parks, schools, and commerce and employment areas.

Noise Contour

See the Eloy Zoning Ordinance definitions.

Noise Sensitive Use

A land use particularly vulnerable to noise impacts, including residences, schools, hospitals, places of worship, libraries, and parks.

Nonconforming Use

See the Eloy Zoning Ordinance definitions.

Non Residential Development

Any land use that is not primarily for residential dwelling, including commercial, industrial, office, civic, and institutional buildings.

O**Open Space Conservation District (osc)**

See the Eloy Zoning Ordinance definitions.

Open Space Recreation District (OSR)

See the Eloy Zoning Ordinance definitions.

Opportunity Zone (OZ)

A federal tax incentive district encouraging equity investments in designated tracts; useful for downtown adaptive reuse and mixed use infill.

Overlay Zoning Districts

See the Eloy Zoning Ordinance definitions.

P

PAD (Planned Area Development Overlay)

See the Eloy Zoning Ordinance definitions.

Park Classification

The hierarchy of Mini Park, Community Park, and Regional

Park, each with typical size, facilities, and service radius.

Public Facilities District (PF) Overlay

See the Eloy Zoning Ordinance definitions.

Policy

A statement providing specific direction on how the City will achieve a goal.

Public Participation Plan

Council adopted engagement framework guiding inclusive outreach, workshops, and 60 day review efforts.

Q

Questionnaire

Digital engagement tool collecting community input on strengths, challenges, FLUM preferences, and priorities throughout plan public outreach phases.

R

Ratification

The voter approval process following Council adoption of the General Plan, required by Arizona statutes to validate the plan's policies and maps.

Recreational Vehicle Park (RVP) Overlay

See the Eloy Zoning Ordinance definitions.

Regional Planning Coordination

Ongoing collaboration with Casa Grande, Coolidge, Pinal County, utilities, and MPOs to align corridors, capital, branding, and workforce efforts.

Revitalization District

A financing tool enabling public improvements and rehabilitation in designated areas.

Rural Residential (RR-20)

See the Eloy Zoning Ordinance definitions.

Rural Residential (RR-5)

See the Eloy Zoning Ordinance definitions.

Rural Residential (RR-2.5)

See the Eloy Zoning Ordinance definitions.

S

Section 208 Plan (Area Wide Water Quality Management)

Regional plan coordinating wastewater facilities and water quality compliance among jurisdictions, often used to support funding eligibility and infrastructure siting.

Service Radius (Parks)

The typical catchment distance for a park type (e.g., Mini Park $\approx \frac{1}{4}$ mi, Community Park $\approx \frac{1}{2}$ –1 mi).

SBAHP (Silverbell Army Heliport)

Arizona Army National Guard aviation training facility.

Single-Family Residential (R1-12)

See the Eloy Zoning Ordinance definitions.

Single-Family Residential (R1-6)

See the Eloy Zoning Ordinance definitions.

Small Lot Residential (R-2)

See the Eloy Zoning Ordinance definitions.

State Shared Revenues (HURF / VLT)

State distributed funds—Highway User Revenue Fund and Vehicle License Tax—supporting municipal budgets and capital projects (especially transportation).

Streetscape

The public realm along streets (shade, lighting, seating, paving, trees, public art) that shapes comfort and identity, especially in Downtown and *Activity Centers*.

Sun Corridor MPO (Metropolitan Planning Organization)

Regional body coordinating transportation planning and funding across the megaregion within Pinal County.

Sun Life Family Health Center (SLFHC)

Local healthcare providers offer outpatient services; complements hospital/emergency services for community health and resilience.

Sustainable Management Practices (Water)

Long term strategies (leak reduction, effluent recharge, potable reuse readiness, diversified sources, metering analytics) to maintain supply resilience under climate and growth pressures.

T

TAC (Technical Advisory Committee)

City staff subject matter experts that provide technical input on elements, data, and maps during the General Plan development.

Tagline (Plan Branding)

Public facing message—"Eloy General Plan 2026: Planning Today for a Stronger Tomorrow"—used across engagement and collateral.

TON (Tohono O'odham Nation)

Sovereign nation with land adjacent to Eloy's MPA and interests recognized in the FLUM.

Trail & Path Network (Multi Use Paths and trails)

Connected pedestrian/ bicycle paths and trails linking neighborhoods, parks, schools, downtown, open space, and canals typically designed with amenities.

Troy Thomas Community Center

A City of Eloy Parks and Recreation community center.

U

Unmanned Aerial Vehicles / Drones (UAV)

Drone operations within or near restricted or special use airspace.

Underground Storage (USF)

Aquifer storage facilities for long term banking of surface water or treated effluent, enabling later recovery and supply utilization.

Union Pacific Railroad (UPRR)

Freight rail line with spurs through Eloy.

Urban Forestry

Planning, planting, and maintaining street and park trees to provide shade, reduce heat, improve air quality, and enhance aesthetics.

Urban Streetscape

Higher intensity public realm with on street parking, larger public sidewalks, frequent pedestrian crossings, and shade opportunities, typical in Downtown and Mixed Use areas.

Utilities

Systems delivering electricity, natural gas, telecom/broadband, potable water, and wastewater services.

V

Viewshed

A “viewshed” is a technical term describing the subjective visibility of a geographic area from a particular vantage point, including land, water, and built features that are within line of sight and not obstructed by terrain, vegetation, or structures.

Vision Statement (Community)

A broad, community driven statement describing the desired future character of the City.

W

Wayfinding

Coordinated directional and identity signage systems used to improve navigation and reinforce the character of districts, corridors, and path and trail networks.

Workforce Housing

Housing made affordable for moderate income earning workers.

Z

Zoning Consistency

Arizona’s statutory requirement that rezonings align with the adopted General Plan (including FLUM).

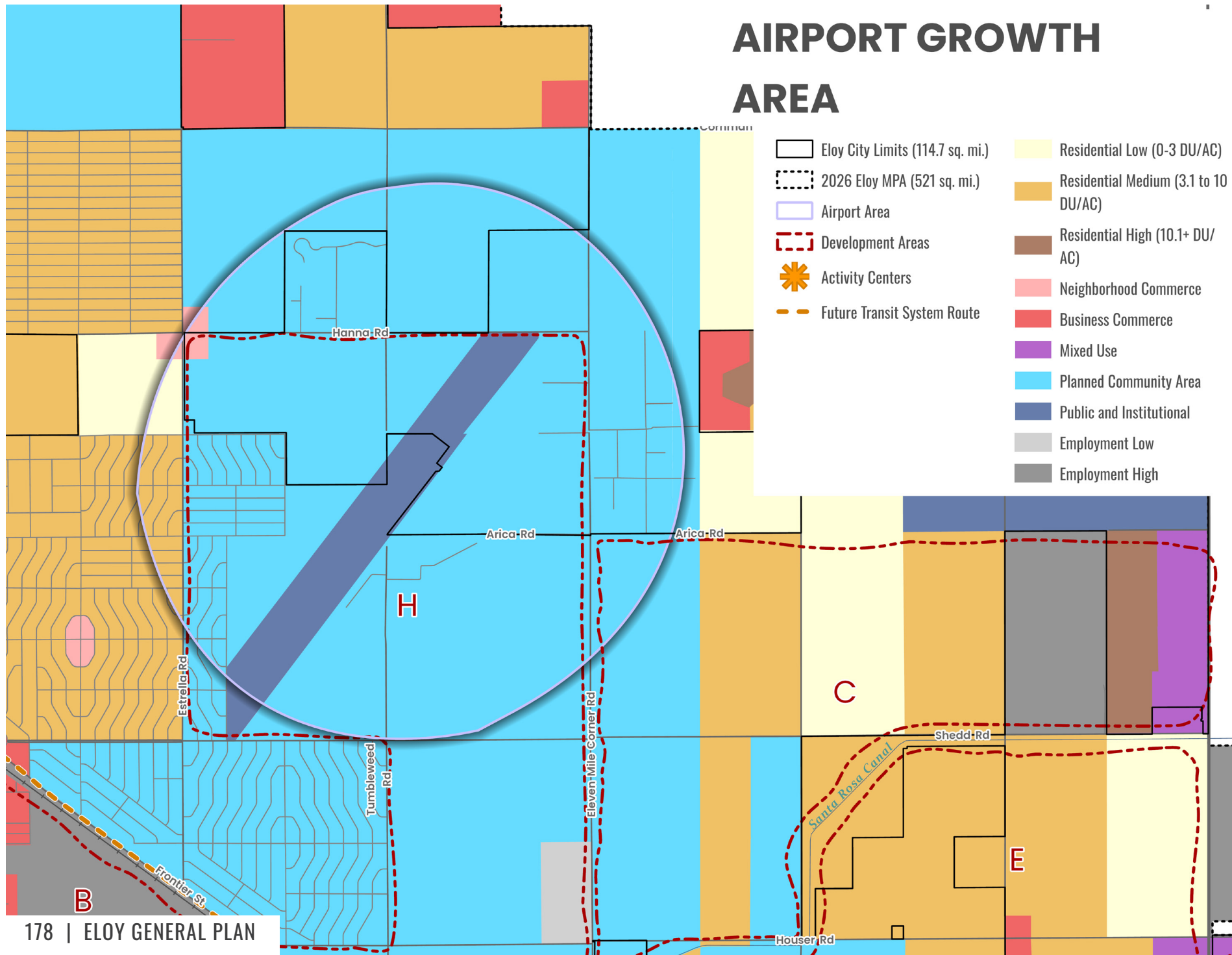
Zombie Subdivisions

Platted or partially built subdivisions that stalled and were never completed, leaving fragmented streets, overgrown lots, and infrastructure gaps.

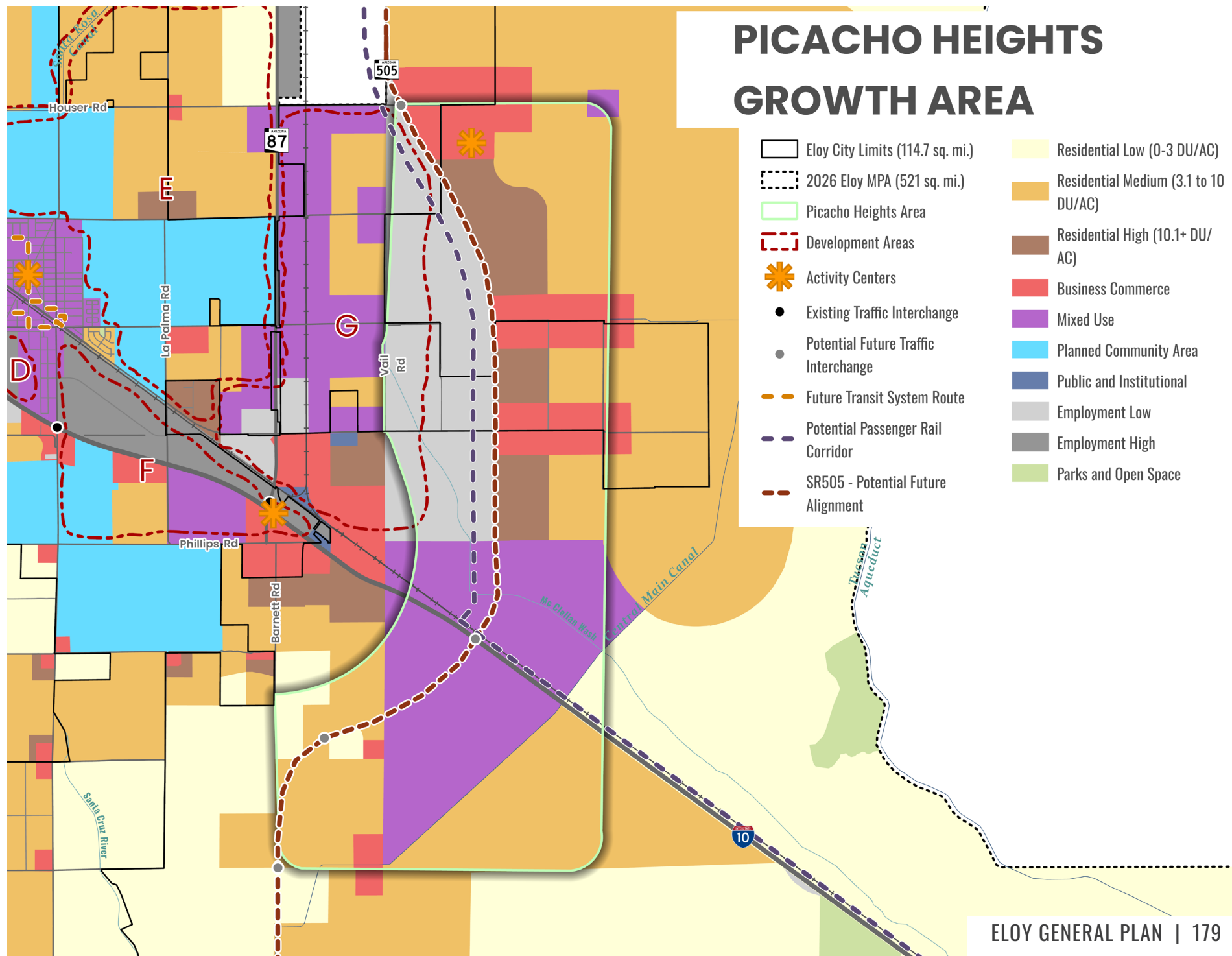
APPENDIX F – GROWTH AREA MAPS

Scroll to next page for maps.

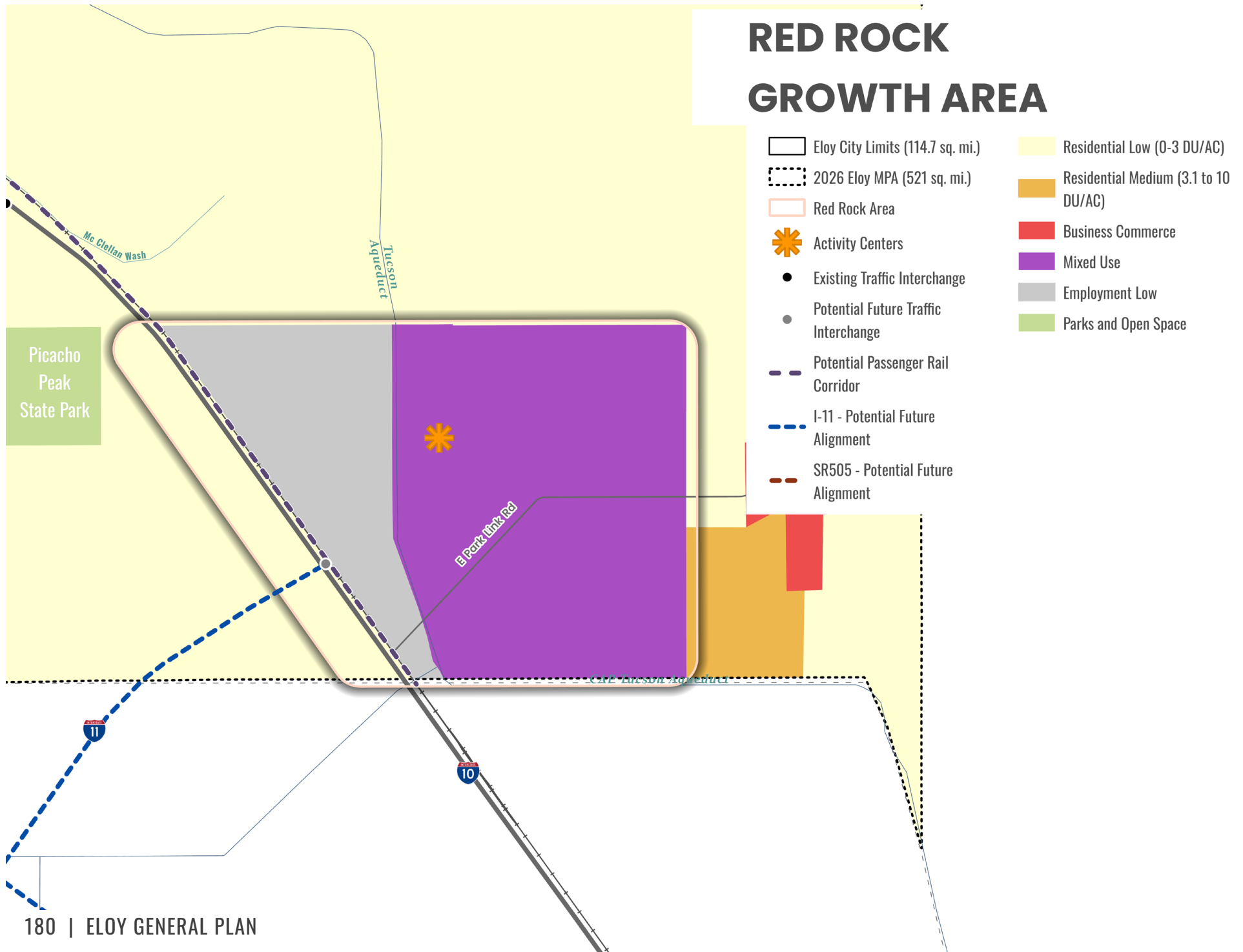
AIRPORT GROWTH AREA



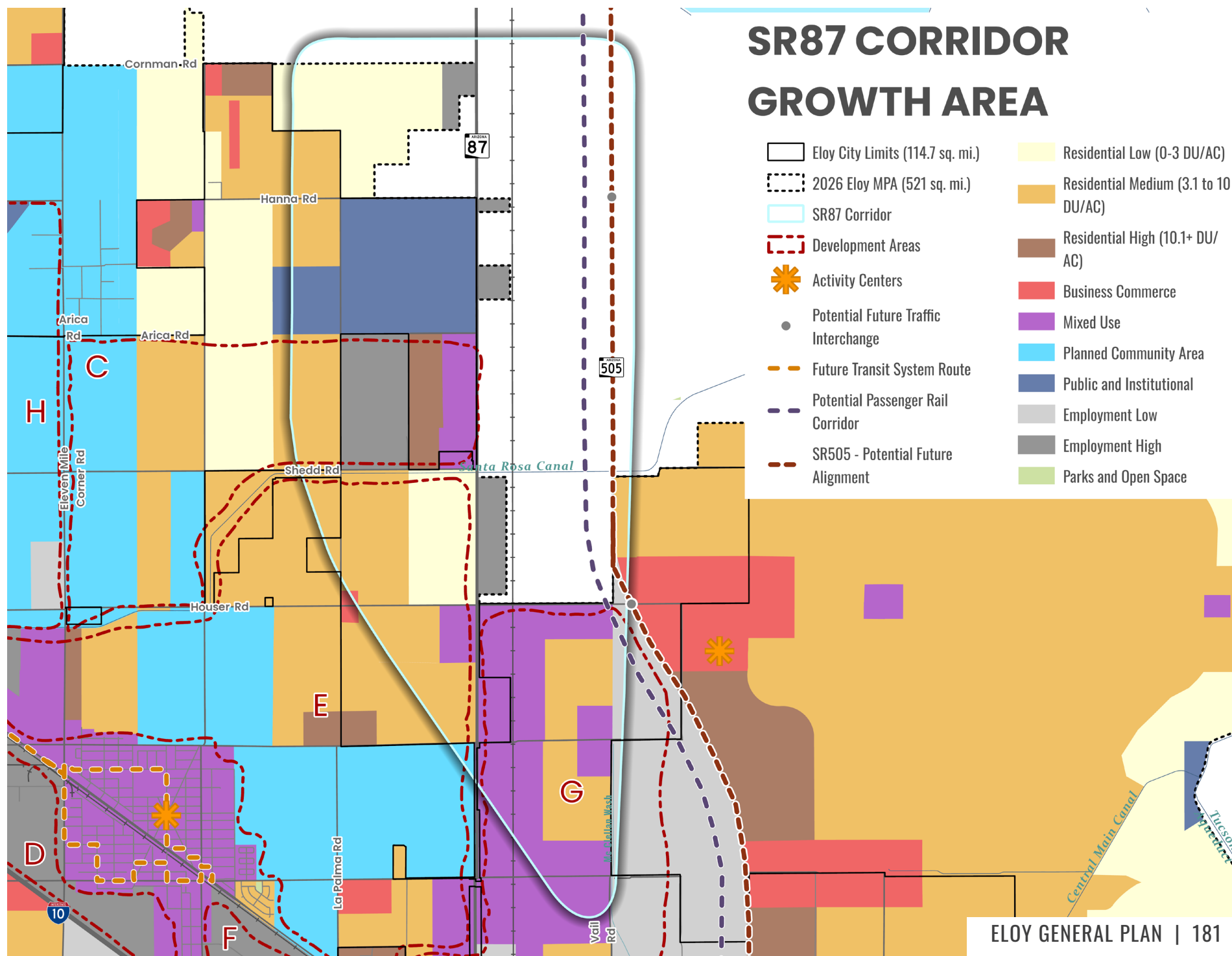
PICACHO HEIGHTS GROWTH AREA



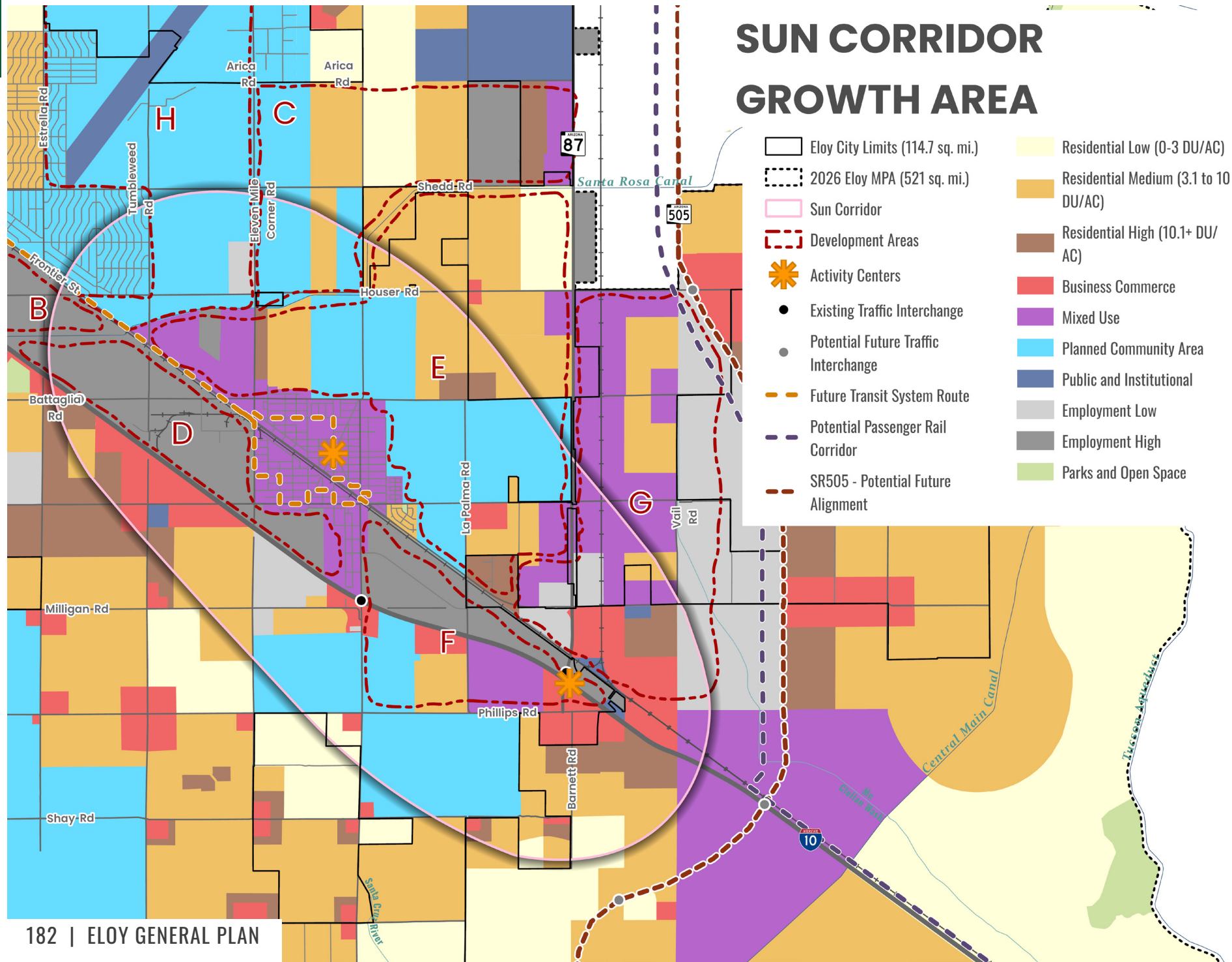
RED ROCK GROWTH AREA



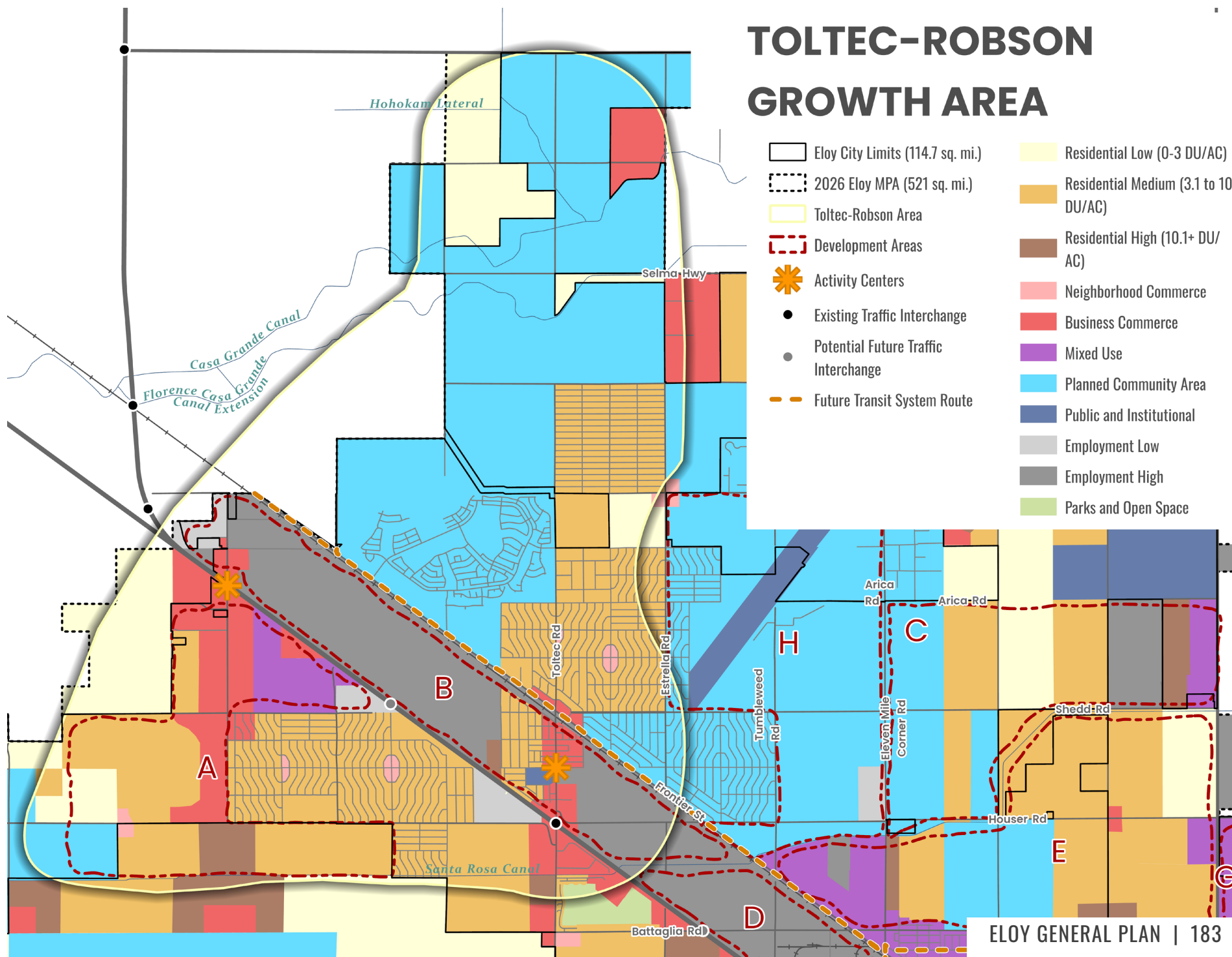
SR87 CORRIDOR GROWTH AREA



SUN CORRIDOR GROWTH AREA



TOLTEC-ROBSON GROWTH AREA





ELOY GENERAL PLAN 60-DAY DRAFT – Public Comment Tracker

Date	Comment	Page in 60-Draft	Resolution
3/14/2026	<i>"I would love to see indoor Mini-Golf. But it should also have extra rooms for parties as well. Sooner than later though. We wouldn't have to depend on Eloy residents because people from all other communities would be very happy to come to Eloy. We just need to be the first city to provide this entertainment."</i>	1	Noted. Business commerce designation was added.
4/7/2026	Remove "interim"	2	TEXT CHANGE: Removed "interim".
4/7/2026	Change the word "Work" to "Works"	2	TEXT CHANGE: Changed to "Works"
4/7/2026	Update figure numbers throughout the document.	6	All page numbers and figure numbers will be updated DOCUMENT WIDE.
4/7/2026	The C in City does not need to be a capital	11	Removed capitol C in this reference.
4/7/2026	See Figure 6 Page 23 UPRR	17	TEXT CHANGE: Updated acronym.
4/7/2026	See Figure 6 Page 513	18	TEXT CHANGE: Updated MPA square miles figure globally to 521.7.
4/7/2026	Add figure references on each map page. Add page numbers on every page. This applies throughout the document. While the 2050 population projection is significant, given that Eloy's current MPA is over 4.5 times the size of the city limits, ASLD does not currently support the inclusion of additional State Trust Land within the proposed MPA Expansion Area. ASLD would prefer to see the development of STL within the City limits before additional STL is included within the planning area. We request that at this time, the map be amended to remove any STL from the MPAEA. This is supported by the statement on page 23 that Eloy currently has "ample land left to develop" and that 63% of the land in the MPA is currently vacant.	19	Adjusted formatting by adding figure references on each map and page numbers on each page. DOCUMENT WIDE.
4/16/2026		19	Noted. No Change. This potential MPA expansion area was included in the GPA in response to public comments and has not be included in the MPA and would require a separate future Major General Plan Amendment to be included.

3/4/2026	<i>"I don't see that you address multi housing development. We would like to develop small scale multifamily development in Eloy however most of the multifamily zoning falls in Toltec where for the most there is no sewer connection or water lines are too far. Second to Toltec is south of Frontier a no man's land of vacant lots and boarded houses. The more preferred area would be North of Frontier in Eloy proper. Arizona City is much better laid out for this development. Has Eloy made and changes?"</i>	22	Additional high density residential was incorporated (FLUM). Mixed use designation allows for the Multiple family R-3 and R-2 zones.
4/7/2026	3 Golf courses?	23	TEXT CHANGE: Changed to say "golf courses". Removed # of golf courses noted.
4/7/2026	Already built or is it under construction?	23	TEXT CHANGE: Changed text to indicate hospital currently open.
4/7/2026	Page 8 MPA is 521.7 sq miles This says 513. Which one is correct?	23	521.7 is correct. Inconsistencies have been amended globally.
4/7/2026	First use of the acronym "UPRR"	23	Added abbreviation.
4/15/2026	Correct: Hospital has been built.	23	TEXT CHANGE: Text amended to reflect that hospital has been built.
4/7/2026	I do not understand this 2:627 is greater than 2.37	24	Typo corrected.
4/7/2026	I got lost as to which icons went with which text . Text above some and below on others	24	Clarified graphic.
4/7/2026	Figure shows a RISE	24	The graphic shows Household (spelled out) Size decreasing, which is consistent with the data. Not to be confused with Population Size, which is increasing.
4/7/2026	2.37 see Page 25	24	Graphic duplication has been deleted.
4/7/2026	2,374	24	The figure was distorted by formatting - issue corrected.
4/7/2026	25-64= 19+15+13+13=60%	25	TEXT CHANGE: Updated related text on <i>PG 71</i> for consistency. (Prosperous Economy)
04/07/202	2,37 on page 24	25	Typo corrected. Figure was cut off on pg 24.
4/7/2026	write out Management	25	TEXT CHANGE: Word "Management" has been written out.
4/7/2026	Page 35	28	Moved figure reference.

4/7/2026	No reference to Figure 8?	28	Figure reference added.
4/7/2026	7 Pages later?	28	No change
4/7/2026	Which	31	TEXT CHANGE: Added "which"
4/7/2026	insert dash	33	Dash inserted.
4/7/2026	Not referenced in previous text	34	Reference added
4/7/2026	ASP	38	TEXT CHANGE: ASP is not the correct acronym for Arizona State Parks. Updated text to include Arizona State Parks & Trails .
4/7/2026	BOR	38	TEXT CHANGE: Added abbreviation (BOR) for consistency with Figure 10.
4/3/2026	The MF designation along Toltec should be flipped with the commercial to the west and have the commercial fronting Toltec	41	Some multi-family was added at various locations around Eloy based on utility and service availability (see FLUM).
4/15/2026	Change commercial to medium density (FLUM)	41	MAP CHANGE: Addressed in FLUM
4/15/2026	Change to PCA west side of half section (FLUM)	41	MAP CHANGE: Addressed in FLUM
4/15/2026	Change west side of east half section to medium density (FLUM)	41	MAP CHANGE: Addressed in FLUM
4/15/2026	Change to Medium Residential (FLUM)	41	MAP CHANGE: Addressed in FLUM
4/17/2026	Add an asterisk with the following note: "Any privately held or state trust lands are allowed a density of one (1) dwelling unit per acre (1 du/ac)."	41	TEXT CHANGE: Added language: "Any privately held or state trust lands are allowed a density of one (1) dwelling unit per acre (1 du/ac)."
4/25/2026	Remove the "(residential/commercial/business park)	41	MAP CHANGE: Removed
4/15/2026	Please change the land use designation for the 160 acres on the northwest corner of Toltec and Pretzer to either Public & institutional or Employment High. ED4 has a substation and power generation facility planned on this corner.	41	The request to add the Future Land Use table of designations to multiple locations in the Future Land Use section was considered; however, it was determined to be unnecessary, as the list of future land uses is provided at the being of the section."
4/6/2026	Inconsistency between business commerce vs general commerce in FLUM and FLU Designations table. Inconsistency between Employment Low/High vs Employment Light/Heavy	41	TEXT CHANGE: Unified designation table text and map labels. Using BUSINESS COMMERCE and EMPLOYMENT LOW and EMPLOYMENT HIGH.

4/7/2026	FLUM Map: Designate BLM owned land open space on the FLUM. Relabel Proposed "County" Park.	41	MAP CHANGE: FLUM Updated
4/4/2026	Change to Neighborhood Commerce with a 675 length and width north and south of Hana Road and east and west of Estrella Road	41	MAP CHANGE: FLUM Updated
4/4/2026	Change to Residential High for a width of 640' east of eleven mile corner	41	MAP CHANGE: FLUM Updated
4/4/2026	Change to business commerce a distance of 1308' north of the center line of Battaglia and west of N. Toltec Road.	41	MAP CHANGE: FLUM Updated
4/2/2026	Make land uses in FLUM match PCA in Airpark Area boundary.	41	MAP CHANGE: FLUM Updated
4/2/2026	Recalculate the %/Area in the FLU table	41	MAP CHANGE: FLU table updated with corrected calculations.
4/2/2026	Update FLUM to account for GPA2025-001 & GPA2025-003	41	MAP CHANGE: FLUM updated
4/13/2026	Update FLUM land use boundaries adjacent to the I-10 to meet the I-10 centerline	41	MAP CHANGE: FLUM updated
3/15/2026	Change to future transportation network map. Add a new class of Arterial street called "Gateway Arterial" street ultimately three types of Arterials: Gateway Arterial, Major Arterial, and Minor Arterial. The Gateway Arterial streets apply to the following streets south and southeast of the I-10: Sunland Gin Road, Toltec Road, Sunshine Boulevard, Phillips Road, Harmon Road, Pretzer Road, Battaglia RD, and the arterial of Baugartner RD. North of the I-10, following roads shall be Gateway Arterials: Selma Hwy, Eleven Mile Corner Road (north of Battaglia) and the Green Reservoir Rd Arterial (northeast of I-10).	41	MAP CHANGE: Update Future Transportation Network Map
4/20/2026	CITY OF COOLIDGE - "In looking at this document, we find that the Land Use map incorrectly shows locations that are either already within the City of Coolidge, Planning Area Boundary and in many cases, areas already annexed into the City of Coolidge. These errors amount to approximately 2,800 +/- acres in the City of Coolidge, Planning Area of which about 1,200 +/- acres are also already annexed into the City of Coolidge. In general, see the several areas on your land use	41	MAP CHANGE: Updated the MPA boundary to exclude the annexed areas on east side of 87, near the canal, and off SR287 that circled in green on the attached document. GLOBAL EDIT

plan to be corrected, along with a copy of the City of Coolidge, Land Use map."

4/4/2026	Bring all future land uses adjacent to I-10 to center line of interstate and across the canal. Revise FLUM Categories: High residential, business commerce, med and high residential, mixed-use. ASLD - ARS 9-461.06(N) requires "...allowing at least one residential dwelling per acre" on STL. Please correct the statement in the 3rd sentence that indicates residential uses on STL may be allowed "...at a density of no more than..." 1 du/ac. Please clarify if POS designation is applied to any STL on the FLUM and if so, where that is located? Per the City's Zoning Code, residential use is not allowed in the OSC/OSR zoning districts, so POS designation is not appropriate for STL. To avoid confusion, please remove reference to STL in this section. The FLUM omits the Planned Community Area land use that is depicted on the Picacho Heights Major General Plan Amendment and that land use should be included for accuracy. This is significant because the designation allows for a range of uses which is beneficial for both the City and ASLD. We do not recall four different zoning districts being a requirement was for the Planned Community Area designation when we coordinated with the City on the Picacho Heights Area Plan. STL needs flexibility of uses given the unique auction requirements and timelines. This was talked through when the Picacho Heights Major General Plan was drafted. Suggest rewording to read, four different base zoning districts under a PAD overlay are encouraged for Planned Community Area land use.	41	MAP CHANGE: FLUM Updated
4/16/2026		41 & 53	TEXT CHANGE: "Residential uses may be allowed on any privately held or state trust lands at a density of one (1) dwelling unit per acre (1 du/ac)." No zoning table will be included. Zoning districts added to Appendix E.
4/7/2026	Is there a need for a zoning table/figure similar to figure 11?	43	
04/07/2026	OSC, OSR, Open Space?	43	Yes, OSC (Open space Conservation) and OSR (Open space Recreation) are open spaces zones. See Glossary.

4/7/2026	Is there a need for a zoning table/figure similar to figure 11?	44	No zoning table will be included. Zoning districts added to Appendix E.
4/7/2026	Apartments? Add: Applications for a PCA designation shall be accompanied by a concurrent Specific Area Plan that includes a land use plan that includes at least three different land use categories, or a rezoning application that includes at least three different zoning districts.	45	Multi-family can mean apartments or other housing types. No change. TEXT CHANGE: "Applications for a PCA designation shall be accompanied by a concurrent Specific Area Plan that includes a land use plan that includes at least three different land use categories, or a rezoning application that includes at least three different zoning districts."
4/17/2026		50	
4/17/2026	Change four to three Change to "Residential uses may be allowed on any privately held or state trust lands at a density of one (1) dwelling unit per acre (1 du/ac).	50	TEXT CHANGE: Changed.
4/17/2026		53	TEXT CHANGE: Changed text
4/16/2026	I don't see or recall a wildlife corridor being defined in the Picacho Heights Area Plan, unless that is not on STL or co-located within the McClellan Wash.	59	Noted. No Change. There is not a Picacho Heights Area Plan, it was a Major General Plan Amendment. This wildlife corridor language from the GPA denotes a potential for a wildlife corridor or study area that will be further studied the growth area.
4/7/2026	Development Area?	61	TEXT CHANGE: Added "Development Area" in front of "E"
4/7/2026	I-8, State Routes 87 and 287 1, Not Depicted on p115, Figure 18 2, Not Included on page 114, Existing Rezoning Network 3, Likely a holdover from pervious general plan	61	TEXT CHANGE: Updated text to include.
4/7/2026		61	MAP CHANGE: This is a cross reference comment to the map in Figure 18. Roads have been updated on the maps. MAP CHANGE: SR 84 is Jimmer Kerr Road in Casa Grande and Frontier Road in Eloy. Also, the Circulation maps have been updated to show the road to I-10, and beyond.
4/7/2026	Does this enter Eloy or does it now end in Casa Grande?	61	
4/7/2026	Change west to east	62	TEXT CHANGE: Changed.
4/7/2026	Add county before state.	63	TEXT CHANGE: Added "county, state"
4/7/2026	change to encouraging	67	Changed tense.
4/17/2026	ASLD - Add Arizona State Land Department	69	TEXT CHANGE: Added.
4/16/2026	ASLD - Policy GA 3.1: Growth Area Coordination: ...Arizona Department of Transportation, ASLD, and utility...	69	TEXT CHANGE: Added ASLD added to text.

4/7/2026	change to faster	71	Changed to "faster". TEXT CHANGE: "The City's population is largely of working age, with a median age of 41. More than 68% of residents are between 18 and 64, while 19% are 65 or older, many of whom may still be working or have retired, providing a strong foundation for a stable and active workforce."
4/7/2026	60% in 25-64 (primary working age group) 19% in 65+ (retirement age group)	71	TEXT CHANGE: Revised to: "The City's population is largely of working age, with a median age of 41. More than 68% of residents are between 18 and 64, while 19% are 65 or older, many of whom may still be working or have retired, providing a strong foundation for a stable and active workforce."
4/25/2026	Revise the following sentence: "The City's population is largely of working age, with a median age of 41 and more than 75% of residents over 25, providing a strong foundation for a stable and active workforce."	71	
4/7/2026	change to dual	72	Updated word.
4/7/2026	Today's estimate? Today approx. 1,900 housing units approx. 3,000 residents which RR HOA GM for current estimate.	75	TEXT CHANGE: Updated text with accurate numbers (1500 current units and 1900 residents). TEXT CHANGE: Amended text to say: "However, demand for attainable units exceeds current supply, and limited vacancies have resulted in long waiting lists."
4/7/2026	then effect cause	78	
4/7/2026	a notable lack of any activity--- no cars, no customers on sidewalks	82	No change to image.
4/25/2026	Remove "outdoor living room"	88	TEXT CHANGE: Removed
4/7/2026	Change to Figure 14 and move from page 97 to page 91 <i>"The Freepoint Eco-Systems plant poses a serious air quality and environmental risk based on their well-documented problems in Ohio. The Eloy City Council must call for fence line and continuous emissions monitoring to ensure the public is protected."</i>	91	Figure reference relocated in text.
4/16/2026		91	Noted. No Change.
4/7/2026	delete the word the	92	Deleted "the".
4/17/2026	Change last sentence to delete "can have up to 1 dwelling unit..." and replace with "...is allowed 1 dwelling unit..."	92	TEXT CHANGE: Sentence changed
4/16/2026	ASLD - Please correct density allowed on STL per previous comment.	92	TEXT CHANGE: Text corrected to 1 DU/AC

4/7/2026	change the word "would" to "will"	93	TEXT CHANGE: Added "will".
4/25/2026	Solar fields in Eloy already surpass the total area allowed by city ordinance.	93	This correct. - acknowledged
4/25/2026	Insert "public" between includes and neighborhood	93	TEXT CHANGE: Added.
4/7/2026	remove words "in the"	94	"in the" deleted.
4/7/2026	Add a period following 1958. Add a ", the park" following the word remnant, the sentence should read " Best known for its striking Picacho Peak, a 1,500- foot volcanic remnant, the park now consists of 3,469 acres of land."	94	Period added.
4/7/2026		94	TEXT CHANGE: Updated sentence.
4/20/2026	Remove inset	94	TEXT CHANGE: Removed inset
4/17/2026	Replace with picture of park	94	Replaced image.
4/25/2026	Insert "Public" in front of Parks ASLD - Inset: While this may have been depicted in the 2007 Pinal County Open Space Master Plan, preservation of this park would require acquisition of the STL at auction. The cost to acquire this land is not discussed in the plan and is not likely to be feasible. The land remains open to lease or purchase applications for other uses. To avoid creating confusion, we suggest removing this inset from the plan.	94	TEXT CHANGE: Added.
4/16/2026		94	TEXT CHANGE: Text removed.
4/7/2026	Does not include Robson Ranch amenities for resident use only, except golf course is open to the public.	95	Noted. Robson Ranch amenities are not public features as are the other amenities listed. No change.
4/25/2026	Insert "Public" between Eloy's and parks	95	TEXT CHANGE: Added
4/25/2026	Insert "Public" in front of Park	95	TEXT CHANGE: Added
4/25/2026	Insert "Public" in between Eloy's and parks	95	TEXT CHANGE: Added
4/25/2026	Insert "Public" in front of park	95	TEXT CHANGE: Added

3/18/2026	<i>"I am very concerned about the proposed Freepoint Eco-Systems pyrolysis plant coming to Eloy. This company's other pyrolysis plant in Hebron OH is an environmental disaster. Eloy should demand continuous emissions monitoring before construction begins."</i>	96	Noted. No change.
4/7/2026	AZ city golf course? Move Milligan Road multi-use trail between Overfield and Sunshine Rds. to Philips Rd. Extend the multi-use trail from Sunshine to Barrett Rd on Philips. Extend the multi-use trail from Philips Road south on Barrett Road to align with the proposed Pinal County Anza multi-use path and trail alignment. Extend the multi-use trail from Philips road to Milligan road on Overfield road to align with the proposed Pinal County Anza road.	97	MAP CHANGE: Add the golf course in AZ City
4/9/2026	This golf course is closed and is a field of weeds	97	MAP CHANGE: Made updates to the Parks, Trails & Open Space Map.
4/7/2026	AZ city golf course?	97	MAP CHANGE: Add the golf course in AZ City
4/7/2026	Golf Course ?? ASLD - Add asterisk with the following note: "Path and trail through state land are approximate alignments, which will be study defined with a separate paths and trails master plan."	97	MAP CHANGE: Add the golf course in AZ City
4/17/2026		97	MAP CHANGE - Added.
4/17/2026	Remove proposed regional park ASLD - Please remove the "Proposed Regional Park" and Potential MPA Expansion area from this map. ASLD has not agreed to the inclusion of STL in the proposed MPA Expansion Area and does not approve of the Regional Park designation on STL. Please see Comment 20. Please remove "Proposed Open Space" overlay from any STL to avoid any conflict with the land use designations on the FLUM and with Statutory requirements for minimum density allowances on STL.	97	MAP CHANGE - Removed.
4/16/2026		97	MAP CHANGE: Removed proposed park, the potential MPA expansion will remain on the Parks & Recreation map.

4/16/2026	ASLD - Please make a note that a Recreation Permit is requires for use of STL, which can be obtained at the ASLD website: land.az.gov. Please note that trail use on STL where there is not an existing easement/legal access requires a Recreation Permit. Indicate where trails are proposed vs. existing.	97	TEXT & MAP CHANGE: "Recreation permits for State Trust Land can be obtained...". The GP is not a regulatory document. Trails will be further analyzed and illustrated in the a future Parks and Recreation MP and County Parks and Recreation update.
4/7/2026	Parks & Recreation Map: add BLM land to map, add proposed "county" regional park. And add note about "conceptual map" note	97	Added an asterisk that trail alignments through STL are approximate and subject to change and further refinement in future and separate paths and trails studies. Parks and Trails Master Plan will address proposed trails in more detail.
4/7/2026	Eloy is over max allowed by city ordinance	99	MAP CHANGE: Parks Map updated. Even though the area within the City is currently more than allowed, the total allowable area for utility-scale solar is based on the total City Area. As additional areas are annexed into the City, the total allowed utility-scale solar developments will increase. No change.
4/7/2026	will there be more solar projects in Eloy?	99	Even though the area within the City is currently more than allowed, the total allowable area for utility-scale solar is based on the total City Area. As additional areas are annexed into the City, the total allowed utility-scale solar developments will increase. No change.
4/7/2026	how many firsts can you have? I recall that Robson communities lost their license to operate these.	100	TEXT CHANGE: Amended sentence.
4/7/2026	May want to verify these still exist as sites	101	In accordance with the Arizona Revised Statutes, the General Plan must identify the locations of aggregate resources as provided by Arizona State agencies. No change.
4/7/2026	In southwest Arizona	105	TEXT CHANGE: Amended sentence.
4/7/2026	Show Silverbell on Figure 17.	106	MAP CHANGE: Military operations map has been updated to show Picacho and Silverbell.
4/7/2026	Change "northwest" to "southeast"	106	TEXT CHANGE: Amended.
4/7/2026	Change north to south east	106	TEXT CHANGE: Amended.
4/7/2026	Pinal Airpark is approx. 25 miles SE of Eloy. Picacho Stagefield is approx. 16 miles SE of Eloy.	106	TEXT CHANGE: Distances amended in text.

4/7/2026	Add the 3 military installations to this figure if possible FMR may be too far north but the other 2 are in the area shown. Revise this policy OSR 1.2 as follows: Support the development of an integrated community-wide comprehensive multi-use path and trail network that incorporates connections between commercial and employment areas, cultural and historic sites, neighborhoods, open space, parks, recreational destinations, and regional trail systems within the Municipal Planning Area.	107	MAP CHANGE: Military operations map has been updated to show Picacho and Silverbell.
4/25/2026		108	TEXT CHANGE: Revised policy.
4/7/2026	Add the word " and"	109	Added "and"
4/25/2026	Update OSR 2.1: Coordinate with property owners and the development community to minimize development that infringes on view corridors of surrounding mountains, peaks, and natural undisturbed open space. OSR 2.2: Support the use of development rights transfers and flexible development standards to preserve natural open space, mountains, and peaks.	109	TEXT CHANGE: OSR 2.1: Coordinate with property owners and the development community to minimize development that infringes on view corridors of surrounding mountains, peaks, and natural undisturbed open space. OSR 2.2: Support the use of development rights transfers and flexible development standards to preserve natural open space, mountains, and peaks.
4/25/2026	Policy OSR1.7 should be updated to say: "Integrate regionally significant parks, open spaces, and recreational destinations into the City's open space, parks, and recreation system, including facilities designed to accommodate tournaments."	109	TEXT CHANGE: Updated OSR 1.7: "Integrate regionally significant parks, open spaces, and recreational destinations into the City's open space, parks, and recreation system, including facilities designed to accommodate tournaments."
4/25/2026	Policy OSR 1.5: The wording could be misused to impact off-the-road sport (dirt-bikes, ATVs, etc.) I am not sure it is necessary or otherwise, it needs to be reworded.	109	TEXT CHANGE: Policy OSR 1.5: Sensitive Recreational Use. Sensitively maintain recreational facilities and support the development of environmentally new low-impact educational and recreational uses, facilities, and programs for diverse abilities, including trailheads, multi-use paths and trails, visitor accommodations in open space areas.
4/25/2026	"Prioritize" puts these goals able affordability, practicality and other goals replace "prioritize" with "consider"	109	Changed "prioritize" to "encourage".
4/25/2026	"Voluntary preservation" Farmer are having a hard enough time without imposing mor obligation on the . How would the City get involved with farmland. Remove this policy statement.	110	TEXT CHANGE: Changed policy to: "Where appropriate, consider voluntary preservation of agricultural lands to support the provision of local products, habitat, and Eloy's agricultural heritage and scenic character. "Policy OSR 1.5: Sensitive Recreational Use. Sensitively maintain recreational facilities, and support the development of environmentally new low-impact educational and recreational uses, facilities, and programs for

diverse abilities, including trailheads, multi-use paths and trails, visitor accommodations in open space areas

4/25/2026	Most of the policies in this section seem excessive for the City. They are mostly covered by the Stand and County local enforcement. Could this cause the creation of a new position in the planning department.	110	TEXT CHANGE: Revised the goal EP 4 as follows: Support county and state air and water quality efforts, promote water conservation, and encourage the reduction and mitigation of environmental hazards, as well as minimizing the development in environmentally sensitive and high-risk areas.
4/25/2026	What is Sustainable Construction? Strike "green" from stormwater infrastructure; green is redundant (and not defined)	110	TEXT CHANGE: Revised to: "Utilize alternative construction and stormwater infrastructure practices that minimize environmental disturbance and impacts to reduce demand on conventional infrastructure solutions."
4/25/2026	"Canals and waterways" don't seem to apply here nor sure what this means; delete or provide clarification.	110	TEXT CHANGE: Replaced "Canal and waterways" with "canals, washes, tributaries, and rivers"
4/25/2026	Ep 4.5 Cultural Preservation: This is covered by state regulations; seems redundant here and potentially could open the city to lawsuits	110	TEXT CHANGE: Replaced text with "Coordinate with the State Historic Preservation Office pertaining to indigenous cultural resources throughout the City and MPA and encourage their preservation."
4/25/2026	EP 4.6 "promote clean transportation options" This is a fed and state jurisdiction, not within City scope of authority. Remove. Cluster development and transfer of development rights can be powerful tools to encourage preservation of open space and wildlife corridors.	110	TEXT CHANGE: Replaced "promote" with "Encourage" and replaced "Clean" with "low-impact and alternative options (such as sidewalks and walking path and trails, bicycle paths, etc.)" before "and increasing public..."
4/16/2026		110	Noted. No Change.
4/7/2026	change " require" to "requiring"	111	Amended tense.
4/7/2026	change "implement" to "implementing"	111	Amended tense.
4/25/2026	EP 4.7 Seems redundant; already covered by state requirements. At a minimum delete work "regulations"	111	TEXT CHANGE: Replaced the policy text with the following: "Provide safe, clean water by monitoring water quality, maintaining treatment facilities and regulations in conformance

with state requirements, and ensuring services and infrastructure can accommodate growth."

TEXT CHANGE: Replaced "require" with "encourage". This has more to do with the City obligations as a regulated entity by the Arizona Department of Water Resources, and protect water quality, storm water quality and first flush of containments, and water recharging of treated water.

TEXT CHANGE: *Revised policy to: Encourage the preservation of sensitive ecosystems, species habitats, and environmentally critical areas by incorporating mitigation measures and buffers into development plans that protect these areas in their natural state.* Policy has been reworded to be more in line with accepted practices.

Noted. No Change

MAP CHANGE: (KH) Extend Roadways to connect beyond city/MPA boundary. Frontier NW beyond I-10 and Sunland Gin to intersection of Frontier Rd.

TEXT CHANGE: Amended.

Cross reference added for clarity.

Cross reference added for clarity.

Added

Added

Added

TEXT CHANGE: Updated to say "within MPA"

4/25/2026 EP 4.8 Seems redundant; already covered by state requirements. At a minimum delete work "regulations" 111

4/25/2026 Sounds like a California-style smelt preservation. State Regulation probably already covers this to an appropriate extent. 111

4/16/2026 Policy EP 4.14: ASLD would like to be involved in reviewing aggregate policies as they are developed. 111

4/7/2026 Extend to I-10 115

4/7/2026 Change "eastern" to "southwestern" 118

4/7/2026 Move to page 121 120

4/25/2026 add "(page 125)" after the figure 21 to provide cross reference of the figure location. 120

4/7/2026 Replace photo with a real picture of the school today 122

4/7/2026 add (1920) 122

4/7/2026 Is this image a real representation of the school? This is now the museum -- See page 124 122

4/7/2026 (within city limits or MPA?) 122

4/7/2026	move to page 121 Is the development of the 505 truly going to improve attractiveness for estate residential development versus higher density/intensity uses? Superimposing potential I-11 & 505 alignments is desirable to see the relation to the development areas.	125	No change. Formatting is correct.
4/16/2026		130	Noted. No change. Alignments are illustrated on the FLUM and Future Transportation Network Maps.
4/25/2026	Replace "Advocate" with "Consider" C1.10 prioritize pedestrian and bicycle..." This is AZ not many people spend much time outside in the heat of the day.	133	TEXT CHANGE: Replaced "Advocate for" with "Support"
4/25/2026	Change "prioritize" to "Provide"	133	TEXT CHANGE: Replaced "prioritize" with "Include"
4/7/2026	Add the word "with" before "each"	134	TEXT CHANGE: Added "with".
4/7/2026	change to "Future Land Use Map"	134	Capitalized Future Land Use Map TEXT CHANGE: Updated the subdivision ordinance to comply with recent state law changes pertaining to administrative approvals and current planning and infrastructure processes.
4/7/2026	{ to do what?} Add details	137	
4/7/2026	Change "page" to "pages"	137	Made pages plural.
4/25/2026	Provide a column regarding the responsible department(s)	137	Added
4/17/2026	Remove the word "potential"	138	Removed potential
4/16/2026	ASLD would appreciate the opportunity to review drafts of any code revisions that may impact future development of STL. ASLD - Please coordinate with ASLD at an early stage if this will involve any STL. Contact may be initiated via	138	Noted. No Change
4/16/2026	pe@azland.gov.	138	Noted. No Change
4/16/2026	ASLD - This says "ongoing" yet there has not been any coordination with ASLD on this topic.	138	Noted. This action has multiple coordination points with multiple jurisdictions and ASLD will be coordinated with for any future MPA expansions. TEXT CHANGE: removed "potential" from this action.

4/16/2026	ASLD: does not support this expansion, especially to designate STL as a regional park without a defined pathway to acquire the STL for this use.	138	Noted. No Change The zoning ordinance, as approved by the city council, has the restriction. Text revised to evaluate zoning ordinance limitations on the maximum allowable area that may be used for utility scale solar uses. TEXT CHANGE: Revised PE 4 action to: "Evaluate the impact of renewable energy projects, particularly solar farms, on the long-term economy of Eloy, and the maximum allowed area that may be utilize for utility-scale solar facilities
4/7/2026	PE-4 Revise city council restriction?	140	TEXT CHANGE: Revised action: "Create a one-stop shop for economic development information and provide adequate resources to support City's economic development effort."
4/25/2026	PE-5 Full-time staffing for economic for economic development effort? The effort? The effort should be staffed as needed; don't set an artificial target (staffing means more cost). "Actively solicit" low-income housing credit? This can be a bone of contention with some residents. Low-income housing developers will be incentivized by the state without the city having to go out and actively solicit them. consider deleting this item or at least delete the term "actively".	140	TEXT CHANGE: Revised action to: "Support the utilization of Low Income Housing Tax Credit (LIHTC) to assist in the provision of affordable housing with in the City."
4/25/2026	"Ready to use standard residential plans" This sounds like a waste of taxpayer money. Most development to do it their own way.	141	TEXT CHANGE: Replaced "Create" with "Consider providing..." in the action items.
4/25/2026	PE-21 "Streamline online permitting and licensing..." Eloy is not yet big enough to need to spend money on developing and maintaining this online capability. Delete this item.	141	No change. The city already provides these. It is a manner of updating system.
4/25/2026	"Tax breaks..." These sometimes backfire with taxpayers assuming the risk for developers. Does the City Really Want to take on this risk? (I think not)	142	Noted.
4/25/2026	Delete "prioritize" just say "conserve sensitive desert and cultural resources..."	142	TEXT CHANGE: Revised action to: "Use land use planning, zoning, and capital project planning to connect existing parks and open spaces and protect sensitive desert areas and cultural resources."
4/16/2026	Please include ASLD at an early stage for any planning efforts that will impact STL. Contact may be initiated via pe@azland.gov	144	Noted. No Change.
4/25/2026	BE-8. This is in the state jurisdiction, and Eloy. Delete this action item.	144	TEXT CHANGE: Deleted action.

4/25/2026	BE-15. This is in the state jurisdiction, and Eloy. Delete this action item.	145	TEXT CHANGE: Revised action to: "Coordinate with the Arizona Game and Fish Department to identify and assist with the protection of endangered and threatened species within the City of Eloy."
4/16/2026	If the City is going to focus on wildlife corridors, they should also be included as part of roadway planning efforts.	145	Noted. No Change.
4/7/2026	Make Statutes singular. Change to Statute	146	Amended to 'statute' TEXT CHANGE: Revised action to: "Coordinate with the Pinal County and Arizona Department of Environmental Quality pertaining to sources of pollution, including traffic and agricultural practices, and to maintain healthy environment within the City." Even through these standards are regulated by Pinal County and the Arizona Department of Environmental Quality. The is some coordination efforts and responsibilities, particularly with City provided services (water, wastewater, land fill, streets, etc).
4/25/2026	BE-17. Is this the City or State Jurisdiction?	146	
4/25/2026	Could this statement be misinterpreted to universalize a requirement for path and trails in all new development? Is it necessary?	147	No, the statement is not intended to be misinterpreted. Yes, this is necessary. The city does not have cross-sections and design standards for paths and trails. This establish these standards.
4/7/2026	add a comma after the word "code"	148	Added comma.
4/25/2026	RI-10 Isn't this covered by statewide standards or models we use from other communities(such as Maricopa County)?	148	No. The Infrastructure section is in the Subdivision Ordinance, and need to separate into it own chapter in the City Code, and update with current City and Model standards.
4/25/2026	RI-12 Multimodal transportation is not part of critical infrastructure. It should be a separate line item and not identified as "critical".	148	TEXT CHANGE: Revised action to: "Maintain, expand, and participate in the coordination of critical infrastructure, including water, wastewater, streets, rail, and freeway and interchange modifications, through coordinated capital improvement planning to support existing development and future growth." Added a new action Item for RI-20 as follows: "Maintain, expand and participate in the coordination of multimodal transportation options through coordinated capital improvement planning to support existing development and future growth."
4/7/2026	Change this to Eloy Community - make the C in community a capital.	153	TEXT CHANGE: Amended text.

3/13/2026	Add Criteria: 6. A change to Planned Community Area (PCA) designation	153	Noted, business commerce designation 2% market driven use (will look at adding more)
4/7/2026	change "or" to "and"	154	Changed to "and"
4/7/2026	(and state highways?)	160	TEXT CHANGE: Added "and state highways"
4/25/2026	Appendix E, "CART (Central AZ Regional Transit)" - is there a requirement for CART somewhere in the GPU?	163	Deleted "CART"
4/7/2026	Several missing periods in the glossary. Please review and revise.	165	To be updated in final version
4/7/2026	rephrase: Highway designed to provide uninterrupted traffic flow	167	TEXT CHANGE: Wording amended.
4/7/2026	add the word "and"	169	Added the word "and"
4/7/2026	remove the word and	169	Removed "and"
4/7/2026	?	169	TEXT CHANGE: Deleted 'north-south corridor' header in response to question mark.
4/25/2026	Please provide more location identification on the map such as names of crossroad (s) or Milepost numbers?	176	MAP CHANGE: Context features added to the map: Tucson Aqueduct, Picacho Peak and Park Link Dr.
4/25/2026	show Park Link Drive to the map	176	MAP CHANGE: Added Park Link Dr street to the map.
4/11/2026	<i>"When researching Eloy, you will see that there is a lot of athletic talent that has come from Eloy and the families rooted in decades of its history. It is important to show improvements in the city and development shows an investment in the students, the family life growth, and the support. A sports complex is important for all of the students and families. The revenue generator is the knowledge that there is a middle place for Tucson and Phoenix club sports can come to for their tournaments. In the 3d presentation it was not shown if it was added."</i>	178	Noted. Such facilities are supported by the Goal OSR 1 and policy OSR 1.7, OSR 1.9. Goals and Policies typically do not provide specifics as stated, rather they provide background to support such items.
4/2/2026	Immersion Event Summary in Appendix D.	Appendix C	TEXT CHANGE: Appendix D included to display summary from the Immersion event held during the 60-Day Review period.
4/29/2026	Please add all the zoning district names to Appendix E with reference to the Eloy Zoning Ordinance	Appendix E	TEXT CHANGE: Added zoning districts + acronyms to Appendix E

4/2/2026	<i>"May I suggest that you consider, if you have not already, placing your utilities underground, i.e. power and communications lines. This approach, while initially more expensive, will save environmental wear and tear on the wires and other involved hardware but will eliminate (or nearly so) the above ground support infrastructure required for the same. Additionally, you may find that traffic accidents involving vehicles and power poles may diminish, Excepting street light support poles."</i>	General Comment	Eloy currently has an ordinance requirement that new utilities to be placed underground. There are exceptions for existing developed areas and lines carrying 69kV and greater due to the substantial cost of the necessary thermal management. This is typical throughout Arizona, although it is possible and has been done on limited implementation. No change.
4/16/2026	ASLD - Please include ASLD in the drafting of master plans that may affect STL.	General Comment	Noted. No Change. ASLD will be notified of future master plans.
5/3/2026	<i>"A desert is not all sand and dirt – Recreationally use the summer west (sun is in the west) for shade – sheltered trees and large cactus where the sun is now until fall for the resting spots and benches and plantings requiring moisture and pet walking areas. High trees and rocks require less maintenance for citizens and pets and more security and shelter from spring until fall. Parking lots, trash cans, and water containers refills and so on. Shade where shade is needed and animal water from Arizona fish and game and so on."</i>	General Comment	Noted.
5/3/2026	Label Fairgrounds and Pinal Mountain Park on all maps.	Parks & Recreation	MAP CHANGE: Label added to basemap, and parks and recreation maps.
4/16/2026	ASLD - Specify whether the land use designations of State Trust Land (STL) within the City or planning area boundaries are proposed to be changed from the previous General Plan. If so, what changes are proposed for which parcels.	Global	Noted. No Change. They are mapped to new designations that give more density then in previous GP
4/16/2026	ASLD - Does the document change/transportation element affect land that is adjacent to STL with regard to road alignment, classification, funding, and/or ROW's?	Global	Noted. No Change. The only change is Greene Reservoir Road from an Arterial to a Gateway Arterial
4/16/2026	ASLD - Is there any down planning, (e.g., land use designation, zoning overlay restrictions, dev. standards) that may affect STL. If so, please identify the applicable pages and sections are in the proposed draft.	Global	Noted. No Change. The GP does not contain zoning or development standards and there were not any downgrading of Future Land Use Designations.
4/16/2026	ASLD - A land use designation that allows for at least 1 DU per acre on all STL is established in ARS 9-461.06. N. Please ensure that all STL has a land use designation that specifies a 1 DU per acre minimum on any STL within the Town and the planning area boundary.	Global	MAP CHANGE: Added asterisk on FLUM: " Any privately held or state trust lands are allowed a density of one (1) dwelling unit per acre (1 du/ac)."

4/16/2026	Buffers should be incorporated within the facilities/land uses to be projected in order to preserve development right of adjacent landowners in most cases. Consider policies that provide for mitigation of viewsheds to protect landowners rights.	Global	Noted. No Change. Viewsheds and transitions will be further analyzed in the development process.
3/5/2026	Street classifications in the draft Future Transportation network plan are incorrect. Major Arterial Streets and Minor Arterial Streets do not match the current general plan. Local streets should be removed.	Transportation Map	MAP CHANGE: Removed local streets on all maps. Existing and Future Functional Class should reflect current future roadways on the current GP Transportation Map.



City of Coolidge

130 West Central Avenue

Coolidge, Arizona 85128

Phone: (520) 723-5361

TDD: (520) 723-4653 / Fax: (520) 723-7910

April 20, 2026

Dan Symer
Community Development Director
City of Eloy
595 C Street, Suite 104
Eloy, AZ 85131

RE: Eloy General Plan – Land Use Map Changes / Infringement Areas Into Coolidge

Dear Mr. Symer,

Recently, we received an invitation from the City of Eloy to comment upon your General Plan update, as presently in its 60-day review period. In looking at this document, we find that the Land Use map incorrectly shows locations that are either already within the City of Coolidge, Planning Area Boundary and in many cases, areas already annexed into the City of Coolidge.

These errors amount to approximately 2,800 +/- acres in the City of Coolidge, Planning Area of which about 1,200 +/- acres are also already annexed into the City of Coolidge. In general, see the several areas on your land use plan to be corrected, along with a copy of the City of Coolidge, Land Use map.

We appreciate your attention in these matters.

Phil Garthright, Senior Planner

CC: James Myers, Development Services Director
Gilbert Lopez, City Manager

CC: Ryan Stephenson, Community Planner
Logan Simpson Design
301 N. Church Avenue
Tucson, AZ 85701

FUTURE LAND USE

2,800 +/- Acres
In City Of Coolidge
Planning Area

of which... 1,200 +/-
Acres Are Annexed
In City of Coolidge

- Residential Low (0-3 DU/AC)
- Residential Medium (3.1 to 10 DU/AC)
- Residential High (10.1+ DU/AC)
- Neighborhood Commerce
- Business Commerce
- Mixed Use (Residential/Commercial/Business Park)
- Planned Community Area
- Public and Institutional
- Employment Low
- Employment High
- Parks and Open Space
- Tohono O'Odham Nation (TON)
- Eloy City Limits
- Potential Eloy MPA Expansion Area (66 sq. mi)
- Planning Area
- I-11 - Potential Future Alignment
- SR505 - Potential Future Alignment

TOHONO O'ODHAM NATION

Hornton Rd
Zhuichu Rd
Trekell Rd
Pearl Rd
Jennings Rd
Lamb Rd
Inland Gin Rd
Overfield Rd
Ittec Buttes Rd
Toltec Rd
Curry Rd
Tweedy Rd
Eleven Mile
Corner Rd
Sunshine Blvd
La Palma Rd
Barnett Rd
Picacho Hwy
East Track Rd
Wheeler Rd
Citrus Heights Rd

PIMA COUNTY

Shedd Rd
Houser Rd
Battaglia Rd
Aldorf Rd
Miligan Rd
Phillips Rd
Shay Rd
Nutt Rd
Harmon Rd

PINAL COUNTY

Hotts Rd
Pretzer Rd
Ellis Rd
Greene
Reservoir Rd
Curtis Rd
Daugartner Rd

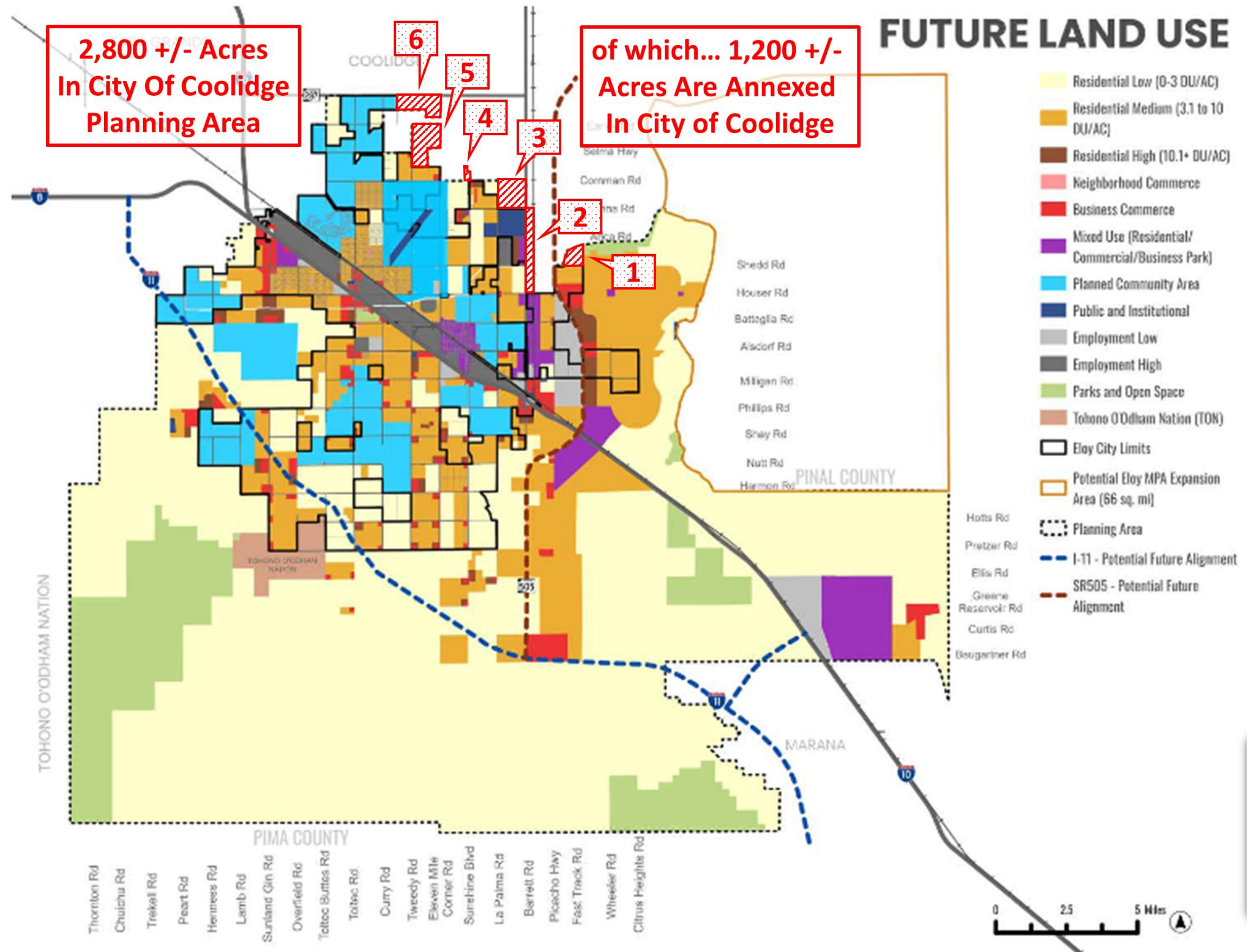
MARANA

0 2.5 5 Miles

**2,800 +/- Acres
In City Of Coolidge
Planning Area**

**of which... 1,200 +/-
Acres Are Annexed
In City of Coolidge**

FUTURE LAND USE



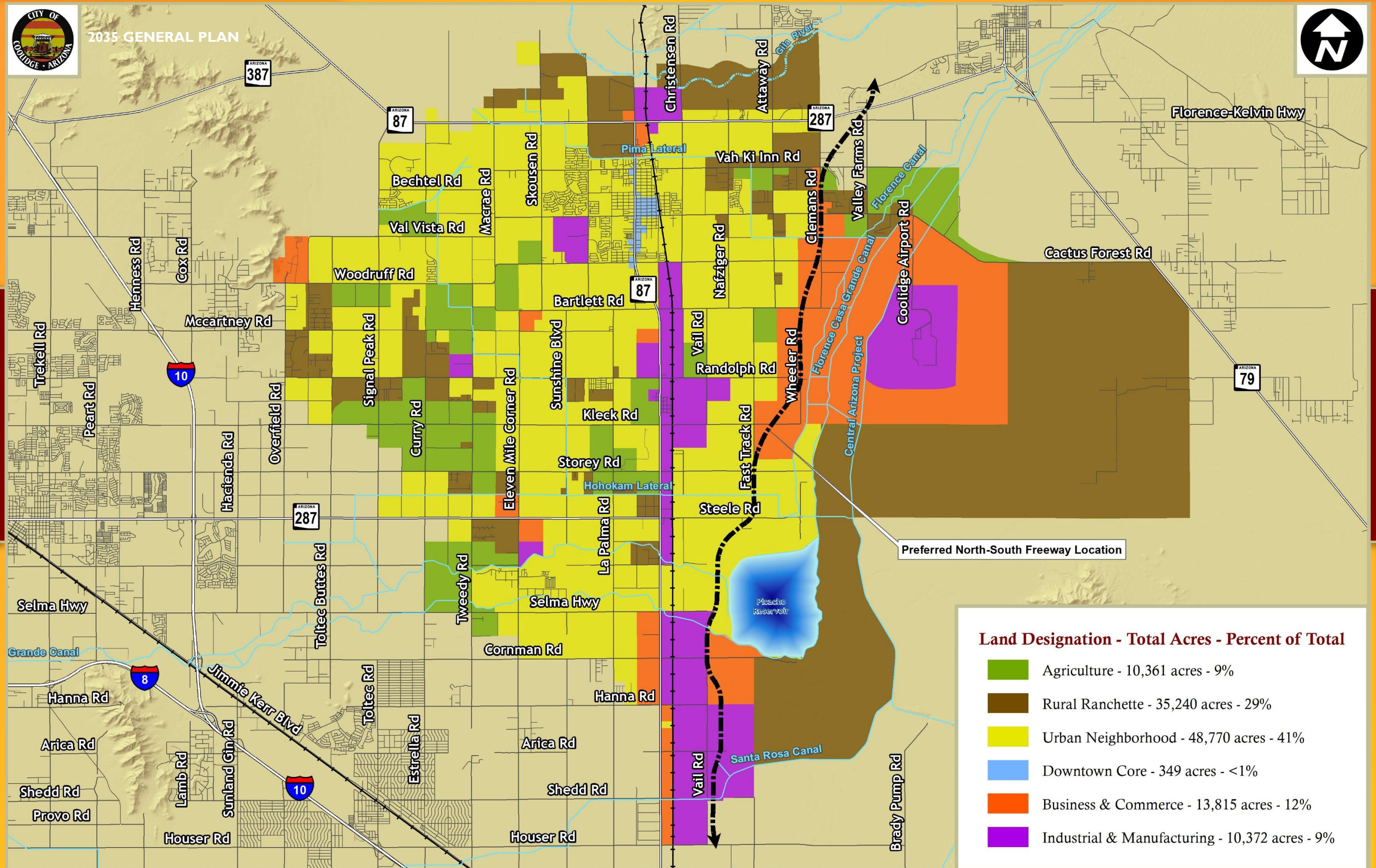


2035 GENERAL PLAN



LAND USE MAP

LAND USE MAP



Land Designation - Total Acres - Percent of Total

- Agriculture - 10,361 acres - 9%
- Rural Ranchette - 35,240 acres - 29%
- Urban Neighborhood - 48,770 acres - 41%
- Downtown Core - 349 acres - <1%
- Business & Commerce - 13,815 acres - 12%
- Industrial & Manufacturing - 10,372 acres - 9%

Figure 2.1: City of Coolidge, Land Use Policy Map



- Township Lines
 Highways
 Major Roads
 Coolidge Limits
 Cities / Towns
 State Land
 Indian Community
-  Section Lines
  Railroad
  Minor Roads
  Pending Annexations
  S.C.I.P. / C.A.P.
  B.L.M.
  Parks / Monuments

Name: Rhonda Buss
Email: rbuss@azland.gov
Title: Planner III

#	Document Location	Comments
Comment Number	PDF Page No.	ASLD comment.
1	All page numbers referenced on the comment form are from the PDF of the document.	Feel free to contact us if there are any questions or comments the City would like to discuss. The hyperlinks are appreciated. It helps the reader to navigate the document more readily.
2	Overall comment	Specify whether the land use designations of State Trust Land (STL) within the City or planning area boundaries are proposed to be changed from the previous General Plan. If so, what changes are proposed for which parcels.
3	Overall comment	Does the document change/transportation element affect land that is adjacent to STL with regard to road alignment, classification, funding, and/or ROW's?
4	Overall comment	Is there any down planning, (e.g., land use designation, zoning overlay restrictions, dev. standards) that may affect STL. If so, please identify the applicable pages and sections are in the proposed draft.
5	Overall comment	A land use designation that allows for at least 1 DU per acre on all STL is established in ARS 9-461.06. N. Please ensure that all STL has a land use designation that specifies a 1 DU per acre minimum on any STL within the Town and the planning area boundary.
6	Overall comment	Please include ASLD in the drafting of master plans that may affect STL.

#	Document Location	Comments
7	Overall comment	Buffers should be incorporated within the facilities/land uses to be projected in order to preserve development right of adjacent landowners in most cases, Consider policies that provide for mitigation of viewsheds to protect landowners rights.
8	Page 19	While the 2050 population projection is significant, given that Eloy’s current MPA is over 4.5 times the size of the city limits, ASLD does not currently support the inclusion of additional State Trust Land within the proposed MPA Expansion Area. ASLD would prefer to see the development of STL within the City limits before additional STL is included within the planning area. We request that at this time, the map be amended to remove any STL from the MPAAEA. This is supported by the statement on page 23 that Eloy currently has “ample land left to develop” and that 63% of the land in the MPA is currently vacant.
9	Pages 41 & 53, Parks and Open Space	ARS 9-461.06(N) requires “...allowing at least one residential dwelling per acre” on STL. Please correct the statement in the 3rd sentence that indicates residential uses on STL may be allowed “...at a density of no more than...” 1 du/ac. Please clarify if POS designation is applied to any STL on the FLUM and if so, where that is located. Per the City’s Zoning Code, residential use is not allowed in the OSC/OSR zoning districts, so POS designation is not appropriate for STL. To avoid confusion, please remove reference to STL in this section. The FLUM omits the Planned Community Area land use that is depicted on the Picacho Heights Major General Plan Amendment and that land use should be included for accuracy. This is significant because the designation allows for a range of uses which is beneficial for both the City and ASLD. We do not recall four different zoning districts being a requirement was for the Planned Community Area designation when we coordinated with the City on the Picacho Heights Area Plan. STL needs flexibility of uses given the unique auction requirements and

#	Document Location	Comments
		timelines. This was talked through when the Picacho Heights Major General Plan was drafted. Suggest rewording to read, <i>four different base zoning districts under a PAD overlay are encouraged for Planned Community Area land use.</i>
10	Page 59, last paragraph	I don't see or recall a wildlife corridor being defined in the Picacho Heights Area Plan, unless that is not on STL or co-located within the McClellan Wash.
11	Page 69, Policy GA 3.1: Growth Area Coordination.	...Arizona Department of Transportation, ASLD , and utility...
12	Page 92, last sentence of 3 rd paragraph	Please correct density allowed on STL per comment #9 above.
13	Page 94, Proposed Park Inset	While this may have been depicted in the 2007 Pinal County Open Space Master Plan, preservation of this park would require acquisition of the STL at auction. The cost to acquire this land is not discussed in the plan and is not likely to be feasible. The land remains open to lease or purchase applications for other uses. To avoid creating confusion, we suggest removing this inset from the plan.
14	Page 97	Please remove the "Proposed Regional Park" and Potential MPA Expansion area from this map. ASLD has not agreed to the inclusion of STL in the proposed MPA Expansion Area and does not approve of the Regional Park designation on STL. Please see Comment 20. Please remove "Proposed Open Space" overlay from any STL to avoid any conflict with the land use designations on the FLUM and with Statutory requirements for minimum density allowances on STL.

#	Document Location	Comments
15	Page 97	Please make a note that a Recreation Permit is required for use of STL, which can be obtained at the ASLD website: land.az.gov . Please note that trail use on STL where there is not an existing easement/legal access requires a Recreation Permit. Indicate where trails are proposed vs. existing.
16	Page 110	Cluster development and transfer of development rights can be powerful tools to encourage preservation of open space and wildlife corridors.
17	Page 111, Policy EP 4.14	ASLD would like to be involved in reviewing aggregate policies as they are developed.
18	Page 130, Development Area G	Is the development of the 505 truly going to improve attractiveness for estate residential development versus higher density/intensity uses? Superimposing potential I-11 & 505 alignments is desirable to see the relation to the development areas.
19	Page 138	ASLD would appreciate the opportunity to review drafts of any code revisions that may impact future development of STL.
20	Page 138, PG-8	ASLD does not support this expansion, especially to designate STL as a regional park without a defined pathway to acquire the STL for this use.
21	Page 138, PG 11	This says “ongoing” yet there has not been any coordination with ASLD on this topic.
22	Page 138, Growth Areas	Please coordinate with ASLD at an early stage if this will involve any STL. Contact may be initiated via pe@azland.gov .

#	Document Location	Comments
23	Page 144, Parks, Recreation & Open Space	Please include ASLD at an early stage for any planning efforts that will impact STL. Contact may be initiated via pe@azland.gov
24	Page 145	If the City is going to focus on wildlife corridors, they should also be included as part of roadway planning efforts.
25		

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: VII.A.

Date: 5/20/2026

Date submitted:
04/29/2026

Action: Formal

Subject: Information pertaining to the City's Request for Qualifications (RFQ) from qualified firms to provide Airport Planning and Environmental Consulting Services for the Eloy Municipal Airport.

Date requested:
5/20/2026

TO: Planning and Zoning Commission

FROM: Kristina Wasiniak

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission receive information, hold a discussion, and receive comments on the City's Request for Qualifications (RFQ) from qualified firms to provide Airport Planning and Environmental Consulting Services for the Eloy Municipal Airport

DISCUSSION:

On February 27, 2026, the City of Eloy issued a Request for Qualifications (RFQ) seeking sealed proposals from qualified firms to provide Airport Planning and Environmental Consulting Services for the Eloy Municipal Airport. Statement of Qualifications and Offer Letters were due on April 2, 2026, at 3:00 P.M.

The selected consultant will provide a range of professional services on an as-needed basis, including, but not limited to:

Airport Planning Services:

- Coordination with the Federal Aviation Administration (FAA) and ADOT Aeronautics Division
- Airport Layout Plan (ALP) development and updates
- Airport Master Planning
- Airport Capital Improvement Program (ACIP) development
- FAA Airport Improvement Program (AIP) support
- Land use compatibility and airport property mapping
- Aviation activity forecasting and facility planning
- Evaluation of airfield, landside, and support facility needs

Environmental Consulting Services:

- National Environmental Policy Act (NEPA) compliance and documentation
- Environmental permitting and interagency coordination (e.g., ADOT, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Arizona Department of Environmental Quality, and State Historic Preservation Office)
- Analysis of cultural, biological, wetland, floodplain, noise, and air quality impacts
- Development of mitigation plans and monitoring documentation
- Public involvement and stakeholder outreach

Regulatory Coordination:

- Coordination with FAA Airports District Office (ADO) and ADOT Aeronautics Division
- FAA Form 7460-1 airspace obstruction evaluations
- Compliance with FAA advisory circulars, orders, policies, and grant assurances
- Facilitation of FAA and ADOT reviews and approvals

Project Implementation Support:

- Transition of planning and environmental approvals into design and construction phases
- Support of grant-funded projects
- Coordination of project scope, schedule, and budget
- Participation in meetings with staff, stakeholders, and regulatory agencies

On-Call / As-Needed Services:

- General aviation planning and environmental consulting
- Airport development proposals, leases, and land use compatibility reviews
- Special studies and emerging regulatory compliance requirements

One (1) proposal was received by the submittal deadline from Coffman Associates, a Pape-Dawson company. Coffman Associates has provided professional airport planning services to the City of Eloy for approximately 30 years, beginning with the preparation of the Airport Master Plan in 1996. The firm has consistently demonstrated a high level of professionalism, technical expertise, and responsiveness.

Coffman Associates possesses extensive experience with airport planning and environmental projects throughout Arizona and has a strong working knowledge of FAA and ADOT requirements. The proposed project team is based in Scottsdale, Arizona, allowing for accessibility and responsiveness to City staff and regulatory agencies.

Based on the firm's qualifications, experience, and familiarity with Eloy Municipal Airport, staff recommends awarding the agreement to Coffman Associates. The proposed agreement term is three (3) years, with two (2) optional one (1) year extensions. If the Planning and Zoning Commission accepts this recommendation, the agreement will be forwarded to the City Council for final approval and execution.

FISCAL IMPACT:

Airport Planning and Environmental Consulting Services will be utilized on an as-needed basis. The majority of associated costs are tied to Airport Capital Improvement Program (ACIP) projects and are typically funded between 90% and 95% through grants from the Federal Aviation Administration (FAA) and the Arizona Department of Transportation (ADOT). Remaining costs, if any, will be budgeted accordingly within the Airport Fund.



REQUEST FOR QUALIFICATIONS (RFQ)

AIRPORT PLANNING and ENVIRONMENTAL CONSULTING SERVICES

**Eloy Municipal Airport (E60)
City of Eloy**

INTRODUCTION

The City of Eloy will accept sealed proposals for Airport Planning and Environmental Consulting Services at the mailing address or physical location until the date and time detailed below. Proposals shall be in the actual possession of the City on or prior to the exact date and time indicated below. Late proposals will not be considered. Proposals shall be submitted in a sealed package with "RFQ – Airport Planning and Environmental Consulting Services" and the Offeror's name and address clearly indicated on the front of the package. All proposals shall be completed in ink or typewritten. Offerors are strongly encouraged to carefully read the entire Request for Qualifications (RFQ).

Proposal Due Date:	April 2, 2026
Proposal Due Time:	3:00 P.M. MST
Proposal Opening:	3:15 P.M. MST
Contact:	Kristina Wasiniak, Airport/Public Works Business Manager
Email:	kwasiniak@eloyaz.gov
Number of Proposals:	1 original (unbound), three copies (bound), copy to USB flash drive
Deliver To:	Celine Kidwell, City Clerk
Mailing Address:	595 North C Street Ste. 104 Eloy, Arizona 85131
Physical Location:	City of Eloy City Hall 595 North C Street Ste. 104 Eloy, Arizona 85131

OFFER

To the City of Eloy: The undersigned on behalf of the entity, firm, company, partnership, or other legal entity listed below offers on its behalf to the City a proposal that contains all terms, conditions, specifications and amendments in the Notice of Request of Qualifications issued by the City. Any exception to the terms contained in the Notice of Request for Qualifications must be specifically indicated in writing and are subject to the approval of the City prior to acceptance. The signature below certifies your understanding and compliance with the Terms and Conditions contained in the Request for Qualifications package issued by the City.

For clarification of this offer contact:

Company Name	Company Representative Name (Printed)
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Address (City/Town/State/Zip Code)

Contact Phone/Email

Authorized Signature	Title
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Date

INSTRUCTIONS TO OFFEROR

1. PREPARATION OF PROPOSAL:

- a. Telegraphic (facsimile), email or Mailgram proposals will not be considered.
- b. The offer document shall be submitted with an original ink signature by a person authorized to sign the offer.
- c. Erasures, interlineations, or other modifications in the proposal shall be initialed in original ink by the authorized person signing the Offer.
- d. If price is a consideration and in case of error of prices in the proposal, the unit price shall govern. No proposal shall be altered, amended, or withdrawn after the specified proposal due date and time.
- e. Periods of time, stated as a number of days, shall be calendar days.
- f. It is the responsibility of all Offerors to examine the entire *Request for Qualifications* package and seek clarification of any item or requirement and to check all responses for accuracy before submitting a bid. Negligence in preparing a Proposal confers no right of withdrawal after proposal due date and time.
- g. Submittals are limited to 40 (includes cover letter and dividers), 8.5"x11" pages of one-sided text (minimum 12pt. font) or graphics. An 11"x17" format may be used for graphics. An appendix of resumes for proposed team participants shall be included (these pages will not count towards 40-page limit).
- h. The proposer is entirely responsible for all upfront costs associated with the preparation of this proposal.

The City of Eloy reserves the right to hold any or all proposals for a period of thirty (30) days after the date of opening. The City may contact the identified contact person from each firm/individual during its review of the proposals for additional clarification or information.

2. **INQUIRIES:** Any question related to the *Request for Qualifications* shall be directed in writing or via e-mail to the contact person whose name appears on the Introduction/Offer Sheet (Page 1 of RFQ). Any correspondence related to a *Request for Qualifications* should refer to the appropriate *Request for Qualifications: Airport Planning and Environmental Consulting Services*, page, and paragraph number. Written requests must be received a minimum of five (5) days prior to the submission deadline. Any requests received after this deadline will not be considered. All requests received prior to the deadline will be responded to in the form of an addendum addressed to the prospective respondents.
3. **DUE DATE AND TIME:** Offerors must submit four (4) copies of their proposals (1 unbound original and 3 bound copies) with copy on a USB flash drive to the City of Eloy, City Clerk by 3:00 pm, (Arizona), on **APRIL 2, 2026**, at the address or physical location listed on the Introduction/Offer Sheet (Page 1 of RFQ). Late, faxed or electronically sent proposals will not be considered.
4. **WITHDRAWAL OF PROPOSAL:** At any time prior to the specified proposal due date and time, an Offeror (or designated representative) may withdraw the proposal. Telegraphic (facsimile), email or Mailgram proposal withdrawals will not be considered. A letter from the company on company letterhead, signed by the authorized signature for offer will be accepted as a withdrawal of the proposal.

5. **AMENDMENT OF PROPOSAL:** Receipt of an RFQ Amendment shall be acknowledged by signing and returning the document prior to the specified proposal due date and time.
6. **PAYMENT:** The City will make every effort to process payment for the purchase of goods or services within thirty (30) calendar days after receipt of goods or services and a correct notice of amount due, unless a good faith dispute exists as to any obligation to pay all or a portion of the account.
7. **TAXES:** The City of Eloy is exempt from Federal Excise Tax, including the Federal Transportation Tax. Sales tax, if any, shall be indicated as a separate item.
8. **AWARD OF CONTRACT:** Notwithstanding any other provision of this *Request for Qualifications*, The City expressly reserves the right to:
 - a. Waive any immaterial defect or informality: or
 - b. Reject any or all proposals, or portions thereof, or
 - c. Reissue a Request for Qualifications.
 - d. Unless the Offeror states otherwise, the City reserves the right to award by individual line item, by group of line items, or as a total, whichever is deemed most advantageous to the City. If the Offeror's offer is an "all or nothing" offer, it must be so indicated on the offer sheet.

STANDARD TERMS AND CONDITIONS

1. **Certification:** By signature in the Offer section of the Offer Award Page, the Offeror certifies that:
 - a. The submission of the offer did not involve collusion or other anti-competitive practices.
 - b. The Offeror shall not discriminate against any employee or applicant for employment in violation of the Federal Executive Order 11246.
 - c. The Offeror has not given, offered to give, or intends to give at any time hereafter any economic opportunity, future employment, gift, loan, gratuity, special discount, trip favor, or service to a public servant in connection with the submitted offer. Failure to sign the offer, or signing it with a false statement, shall void the submitted offer or any resulting contracts, and the Offeror may be debarred.
2. **Gratuities:** The City may, by written notice to the Offeror, cancel the resultant contract if it is found by the City that gratuities, in the form of entertainment, gifts or otherwise, were offered or given by the Offeror or any agent or representative of the Offeror, to any officer or employee of the City with a view toward securing an order, securing favorable treatment with respect to the awarding, amending, or the making of any determinations with respect to the performing of such order. In the event the City pursuant to this provision cancels the resultant contract, the City shall be entitled, in addition to any other rights and remedies, to recover or withhold from the Contractor the amount of gratuity. Paying the expense of normal business meals, which are generally made available to all eligible City government customers, shall not be prohibited by this paragraph.
3. **Applicable Law:** In the performance of the resultant contract, Contractors shall abide by and conform to any and all laws of the United States, State of Arizona, and the City of Eloy including but not limited to federal and state executive orders providing for equal opportunities, the Federal Occupational Safety and Health Act and any other federal or state laws applicable to the contract.

The resultant contract shall be governed by the State of Arizona and suit pertaining to the contract may be brought only in courts in the State of Arizona.

The contract is subject to the provisions of ARS §38-511; the City may cancel the contract without penalty or further obligations by the City or any of its departments or agencies if any person significantly involved in initiating, negotiating, securing, drafting or creating the contract on behalf of the City or any of its departments or agencies, is at any time while the contract or any extension of the contract is in effect, an employee of any other party to the contract in any capacity City or a consultant to any other party of the contract with respect to the subject matter of the contract.

4. **Legal Remedies:** All claims and controversies shall be subject to resolution according to the terms of the City of Eloy Purchasing Policy.
5. **Contract:** The resultant contract between the City of Eloy and the Contractor shall include the:
 - (1) RFQ, including instructions, all terms and conditions, specifications, scope of work, attachments, and any amendments thereto, and
 - (2) the offer submitted by the Offeror in response to the RFQ. In the event of a conflict in language between the City and the

Contractor, the provisions and requirements of the resultant contract shall govern. However, the City reserves the right to clarify in writing, any contractual terms with the concurrence of the Offeror, and such a written contract shall govern in case of conflict with the applicable requirements stated in the Contract or the Offeror's offer. The RFQ shall govern in all other matters not affected by the written contract.

6. **Contract Applicability:** The Offeror shall substantially conform to the terms, conditions, specifications, and other requirements found within the text of this specific RFQ. All previous agreements, contracts, or other documents, which have been executed between the Offeror and the City, are not applicable to this RFQ or any resultant contract.
7. **Relationship to Parties:** It is clearly understood that each party will act in its individual capacity and not as an agent, employee, partner, joint venture, or associate of the other. An employee or agent of one party shall not be deemed or construed to be the employee or agent of the other for any purpose whatsoever. The Offeror is advised that taxes or Social Security payments will not be withheld from any City payments issued hereunder and that the Offeror should make arrangements to directly pay such expenses, if any.
8. **Subcontracts:** The Contractor shall enter into no subcontract with any other party to furnish any of the material, service, or construction specified herein without the advance written approval of the City. The Contractor is responsible for contract performance whether or not Subcontractors are used.
9. **Indemnification:** To the fullest extent permitted by law, the Contractor shall defend, indemnify and hold harmless the City, its agents, representatives, officers, directors, officials, and employees from and against all claims, damages, losses, and expenses (including but not limited to attorney fees, court costs, and the cost of appellate proceedings), relating to, arising out of, or alleged to have resulted from the acts, errors, mistakes, omissions, work or services of the Contractor, its employees, agents, or any tier of subcontractors in the performance of the resultant Contract. Contractor's duty to defend, hold harmless, and indemnify the City, its agents, representatives, officers, directors, officials, and employees shall arise in connection with any claim, damage, loss or expense, that is attributable to bodily injury, sickness, disease, death, or injury to, impairment, or destruction of property including loss of use resulting there from, caused by any acts, errors, mistakes, omissions, work or services in the performance of the resultant including any employee of the Contractor or any tier of subcontractor or any other person whose acts, errors, mistakes, omissions, work or services the Contractor may be legally liable. The amount and type of insurance coverage requirements set forth will in no way be construed as limiting the scope of the indemnity in this paragraph.
10. **Overcharges by Antitrust Violations:** The City maintains that, in practice, overcharges resulting from antitrust violations are borne by the purchaser. Therefore, to the extent permitted by law, the Contractor hereby assigns to the City any and all claims for such overcharges as to the goods and services used to fulfill the Contract.
11. **Force Majeure:** Except for payment for sums due, neither party shall be liable to the other not deemed in default under the resultant contract if and to the extent that such party's performance of the contract is prevented by reason of force majeure. The term "force majeure" means an occurrence that is beyond the control of the party affected and occurs without its fault or negligence. Without limiting the foregoing, force majeure includes acts of God: acts of

the public enemy; war; riots; strikes; mobilization; labor disputes; civil disorders; fire; floods; lockouts; injunctions-intervention-acts, or failures or refusals to act by government authority; and other similar occurrences beyond the control of the party declaring force majeure which such party is unable to prevent by exercising reasonable diligence. The force majeure shall be deemed to commence when the party declaring force majeure notifies the other party of the existence of the force majeure and shall be deemed to continue as long as the results or effects of the force majeure prevent the party from resuming performance in accordance with the resultant contract. Force Majeure shall not include the following occurrences:

- a. Late delivery of equipment or materials caused by congestion at a manufacturer's plant or elsewhere, an oversold condition of the market, inefficiencies, or similar occurrences.
- b. Late performance by a subcontractor unless the delay arises out of a force majeure occurrence in accordance with this force majeure term and condition.

Any delay or failure in performance by either party hereto shall not constitute default hereunder or give rise to any claim for damages or loss of anticipated profits if, and to the extent that such delay or failure is caused by force majeure. If either party is delayed at any time in the progress of work by force majeure, then the delayed party shall notify the other party in writing of such delay within forty-eight (48) hours commencement thereof and shall specify the causes of such delay in such notice. Such notice shall be hand delivered or mailed *certificated-return receipt* and shall make specific reference to this article, thereby invoking its provisions. The delayed party shall cause such delay to cease as soon as practicable and shall notify the other party in writing when the delay is rectified. The time of completion shall be extended by contract modification for a period of time equal to the time that the results or effects of such delay prevent the delayed party from performing in accordance with the resultant contract.

12. **Right to Assurance:** Whenever one party to the resultant contract in good faith has reason to question the other party's intent to perform he/she may demand that the other party give written assurance of this intent to perform. In the event that a demand is made and no written assurance is given within five (5) days, the demanding party may treat this failure as an anticipatory repudiation of the Contract.
13. **Right to Audit Records:** The City may, at reasonable times and places, audit the books and records of any contractor as related to any contract held with the City.
14. **Right to Inspect Place of Business:** The City may, at reasonable times inspect the place of business of a contractor or subcontractor which is related to the performance of any contract as awarded or to be awarded.
15. **Inspection:** All material and/or services are subject to final inspection and acceptance by the City.

Materials and/or services failing to conform to the specifications of the resultant contract will be held at Contractor's risk and may be returned to the Contractor. If returned, all costs are the responsibility of the Contractor. The City may elect to do any or all:

- a. Waive the non-conformance
- b. Stop the work immediately
- c. Require contractor to bring material into compliance

This shall be accomplished by a written determination by the City.

16. **Liens:** All materials, services or construction shall be free of all liens and, if the City requests, a formal release of all liens shall be delivered to the City.
17. **Licenses:** Contractor shall maintain in current status all Federal, State, and Local licenses and permits required for the operation of the business conducted by the Contractor as applicable to the contract.
18. **Patents and Copyrights:** All services, information, computer program elements, reports and other deliverables, which may be patented or copyrighted and created under this RFQ are the property of the City and shall not be used or released by the Contractor or any other person except with the prior written permission of the City.
19. **Cost of Bid/Proposal:** The City shall not reimburse the cost of developing or providing any response to this RFQ. Offers submitted for consideration should be prepared simply and economically, providing adequate information in a straightforward and concise manner.
20. **Public Record:** All offers submitted in response to this RFQ shall become a matter of public record available for review, subsequent to the award notification, in accordance with the City's Procurement Code.
21. **Termination for Non-Appropriation:** Any contract entered into by the City shall terminate at the end of the then current fiscal period for non-appropriation of funds if the City's governing body fails to appropriate funds to pay for the payments contemplated by the contract. The City's fiscal period ends June 30th of each year.
22. **Warranties:** Vendor warrants that all goods delivered under this contract will conform to the requirements of this contract (including all applicable descriptions, specifications, drawings and samples), and will be free from defects in material and workmanship and will be free from defects in design and fit for the intended purpose. Any inspection or acceptance of the goods by Buyer shall not alter or affect the obligation of vendor or the right of Buyer under the foregoing warranties.
23. **Cooperative Use of Contract:** In addition to the City of Eloy and with the approval of the contracted vendor, this contract may be extended for use by other municipalities, school districts and government agencies of the State. Any such usage by other entities must be in accordance with the ordinance, charter and/or procurement rules and regulations of the respective political entity.

SPECIAL TERMS AND CONDITIONS

1. **Purpose:** The City of Eloy intends to establish a contract for Airport Planning and Environmental Consulting Services. The services required are detailed in this RFQ.
2. **Authority:** This Solicitation as well as any resultant contract is issued under the authority of the City. No alteration of any resultant contract may be made without the express written approval of the City in the form of an official contract amendment. Any attempt to alter any contract without such approval is a violation of the contract. Any such action is subject to the legal and contractual remedies available to the City inclusive of, but not limited to, contract cancellation, suspension and/or debarment of the contractor.
3. **Offer Acceptance Period:** In order to allow for an adequate evaluation, the City requires an offer in response to this Solicitation to be valid and irrevocable for ninety (90) days after the opening time and date.
4. **Term of Contract:** Based on an evaluation of the qualifications and proposals of the firms responding to this solicitation, the City desires to retain a qualified firm for a term of five (5) years from date of agreement execution.
5. **Key Personnel:** It is essential that the Contractor provide adequate experienced personnel, capable of and devoted to the successful accomplishment of work to be performed under any resultant contract. The Contractor must agree to assign specific individuals to the key positions.
 - a. The Contractor agrees that, once assigned to work under any resultant contract, key personnel shall not be removed or replaced without written notice to the City.
 - b. If key personnel are not available for work under any resultant contract for a continuous period exceeding 30 calendar days, or are expected to devote substantially less effort to the work than initially anticipated, the Contractor shall immediately notify the City, and shall, subject to the concurrence of the City, replace such personnel with personnel of substantially equal ability and qualifications.
6. **Proposal Opening:** Proposals shall be opened at the time and place designated on the cover page of this document. The name of each Offeror and the identity of the Request for Qualifications for which the proposal was submitted shall be publicly read and recorded in the presence of a witness. Proposals, modifications, and all other information received in response to this Request for Qualifications shall be shown only to City personnel having legitimate interest in the evaluation. After award of the contract, the successful evaluation documentation shall be open for public inspection.

7. **Evaluation:** The City of Eloy shall evaluate qualifications based upon the following:
- a. Qualifications of Consulting Firm, including experience and background of firm and key management personnel with experience on airport projects similar to those anticipated for the Eloy Municipal Airport. (20 Points)
 - b. Demonstrated capability to meet schedules and deadlines without delays and to manage budgets. (15 Points)
 - c. Demonstrated knowledge of and experience with FAA and ADOT Aeronautics regulations, policies, and procedures. (15 Points)
 - d. Understanding and familiarity with the Eloy Municipal Airport, the Eloy rural area, local construction conditions and the potential projects at the airport. (10 Points)
 - e. Recent experience at airports in Arizona similar to the Eloy Municipal Airport. (15 Points)
 - f. Capability to perform all aspects for the planning services requested. (15 Points)
 - g. Evidence that the consultant is making a good faith effort in meeting Disadvantaged Business Enterprise goals. (5 Points)
 - h. Demonstrated interest in the Eloy Municipal Airport and the quality and relevance of professional references provided. (5 Points)

References and current work history are part of the evaluation process and will be confirmed. Negative responses will be a basis for disqualification.

The City of Eloy may choose to directly select a consultant based on the information submitted in the Statement of Qualifications, or the City may create a short list of no more than three (3) interested consultants and conduct discussions with the listed consultants regarding their qualifications for the projects. 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 negotiation.

8. **Discussions and Interviews:** After the receipt of proposals, discussions may be conducted with Offerors who submit proposals determined to be reasonably susceptible of being selected for award. The City reserves the right to conduct personal interviews or require presentation of any or all proposals prior to selection. The City will not be liable for any costs incurred by the Offeror in connection with such interview/presentations.

9. **Confidential Information:**

- a. If a person believes that a bid, proposal, offer, specification, or protest contains information that should be withheld, a statement advising the City Manager of this fact shall accompany the submission and the information shall be identified.
- b. The information identified by the person as confidential shall not be disclosed until the City Manager makes a written determination.

10. **Confidentiality of Records:** The contractor shall establish and maintain procedures and controls that are acceptable to the City for the purpose of assuring that information contained in its records or obtained from the City remains confidential pursuant to applicable requirements.

11. **Resultant Contract:** A contract shall be issued between the City and the successful Offeror following award.

12. **Compensation:** Compensation for services shall be based upon fees negotiated, including all approved costs and expenses.

13. **Insurance:** The City requires a complete and valid certificate of insurance prior to the commencement of any service or activity specified in this solicitation naming the City as additional insured. The City will notify the successful contractor(s) of the intent to issue a contract award. The successful contractor(s) shall at that time submit a copy of the insurance certificate for coverage with minimum amounts stated. The coverage shall be maintained in full force and effect during the term of the contract and shall not serve to limit any liabilities or any other contractor obligations.

14. **Licenses:** Contractor shall maintain in current status all Federal, State, and Local Licenses and permits required for the operation of the business conducted by the contractor.

15. **Safety Standards:** All items supplied on this contract shall comply with current applicable Occupational Safety and Health Standards of the State of Arizona Industrial Commission, the National Electric Code, and the National Fire Protection Association Standards.

16. **Cancellation:** The City reserves the right to cancel the whole or any part of any resultant contract due to failure by the contractor to carry out any obligation, term or condition of any resultant contract. The City will issue written notice to the contractor for acting or failing to act as in any of the following:

- a. The contractor provides material that does not meet the specifications of the contract;
- b. The contractor fails to adequately perform the services set forth in the specifications of the contract;
- c. The contractor fails to complete the work required or to furnish the materials required within the time stipulated in the contract;
- d. The contractor fails to make progress in the performance of the contract and/or gives the City reason to believe that the contractor will not or cannot perform to the requirements of the contract.

Upon receipt of the written notice of concern, the contractor shall have ten (10) days to provide a satisfactory response to the City. Failure on the part of the contractor to adequately address all issues of concern may result in the City resorting to any single or combination of the following remedies:

Cancel any contract;

- a. Reserve all rights or claims to damage for breach of any covenants of the contract;
- b. Perform any test or analysis on materials for compliance with the specifications of the contract. If the results of any test or analysis find a material non-compliance with the specifications, the actual expense of testing shall be borne by the contractor;
- c. In case of default, the City reserves the right to purchase materials, or to complete the required work. The City may recover any actual excess costs from the contractor by:
 1. Deduction from an unpaid balance;
 2. Collection against the bid and/or performance bond, or;
 3. Any combination of the above or any other remedies as provided by law.



**Eloy Municipal Airport (E60)
City of Eloy**

**REQUEST FOR QUALIFICATIONS (RFQ)
for
AIRPORT PLANNING
AND
ENVIRONMENTAL CONSULTING SERVICES**

INTRODUCTION

The Eloy Municipal Airport (Sponsor) is a general aviation airport located at 4900 N. Tumbleweed, Eloy, Arizona 85131. The City of Eloy is located in the “heart” of Arizona, between Phoenix and Tucson in Pinal County. In addition to general aviation activities, the airport serves and supports Skydive Arizona a renowned skydive operation facility and it provides an important link to the rural Eloy area. The City of Eloy is seeking to implement improvements to accommodate existing and future aviation demands.

The Eloy Municipal Airport is owned and operated by the City of Eloy. The City is seeking a qualified aviation consultant to provide airport planning and environmental consulting services for both Airport Improvement Program (AIP) and non-federally funded projects. All work will be required to meet Federal Aviation Administration (FAA) Standards and the ADOT Multi-model Planning Division (MPD) – Aeronautics Group Standards. Also, all work shall be accomplished in accordance with all Federal, State and Local guidelines, and regulations including FAA Advisory Circulars, the Environmental Protection Agency and Arizona Environmental State Statutes.

The City of Eloy plans to award a three-year contract (with the option of two one-year extensions) for airport planning and environmental consulting services subject to review on an annual basis for any and all planning projects subject to federal assistance or other sources of funding. The Initial Agreement, Authorization of Services, Scope of Work, and Professional Fees will be submitted for review and subject to approval by FAA, ADOT MPD Aeronautics Division, and the Eloy City Council. All projects are subject to the availability of funding.

During the term of the consultant agreement, the City reserves the right to cancel the agreement at its sole discretion and/or solicit and contract with other firms to provide similar services. As the Airport Sponsor, the City will administer the contract and provide staff support through the City Manager’s Office and the Eloy Public Works Department.

The consulting firm most qualified to perform planning services for the contemplated projects will be selected and consulting fees for each project will be negotiated in accordance with FAA regulations.

The selected consultant must obtain and keep a current City of Eloy Business License during the term of this contract.

The selected consultant must carry Professional Errors and Omissions and Liability insurance coverage during the term of this contract in accordance with the City of Eloy requirements (Minimum \$1,000,000 per occurrence, \$2,000,000 aggregate).

No Pre-Submittal Conference will be held.

CONSULTANT SERVICES

The selected consultant shall provide professional airport planning and environmental consulting services to support the continued safe, compliant, and sustainable development of Eloy Municipal Airport, a general aviation airport in Arizona. Services may include, but are not limited to, the following:

A. Airport Planning Services

1. Preparation, update, and amendment of the Airport Layout Plan (ALP), including coordination with the FAA and ADOT Aeronautics Division
2. Airport Master Planning services, including Airport Master Plans, Master Plan Updates, and focused planning studies
3. Preparation and maintenance of the Airport Capital Improvement Program (ACIP), including identification, prioritization, and scheduling of eligible projects
4. Assistance with ACIP submittals, coordination meetings, and implementation of approved ACIP projects
5. Development of project justifications and supporting documentation for FAA Airport Improvement Program (AIP) and state funding
6. Preparation of Exhibit "A" Airport Property Maps and land use compatibility analyses
7. Forecasting of aviation activity, facility requirements, and development alternatives
8. Evaluation of airfield, landside, and support facility needs
9. Airport safety planning, including runway safety area (RSA) and taxiway safety assessments
10. Review of airport development proposals for compliance with FAA standards and local planning objectives

B. Environmental Consulting Services

1. Environmental reviews and documentation in compliance with the National Environmental Policy Act (NEPA), including:
 - a. Categorical Exclusions (CATEX)
 - b. Environmental Assessments (EA)
 - c. Environmental Impact Statements (EIS), if required

2. Coordination with the FAA as the lead federal agency for NEPA actions
3. Environmental permitting and agency coordination, including but not limited to:
 - a. ADOT Aeronautics Division
 - b. U.S. Army Corps of Engineers
 - c. U.S. Fish and Wildlife Service
 - d. Arizona Department of Environmental Quality
 - e. State Historic Preservation Office (SHPO)
4. Cultural resources, biological resources, wetlands, floodplains, noise, and air quality analyses
5. Preparation of mitigation plans and monitoring documentation, as required
6. Public involvement and stakeholder outreach related to planning and environmental processes

C. FAA and Regulatory Coordination

1. Coordination with FAA Airports District Office (ADO) and ADOT Aeronautics Division staff
2. Preparation and submittal of FAA Form 7460-1 airspace obstruction evaluations
3. Compliance with applicable FAA Advisory Circulars, Orders, policies, and grant assurances
4. Support during FAA and state reviews, comments, and approvals

D. Project Implementation Support

1. Assistance transitioning planning and environmental approvals into design and construction phases
2. Ongoing technical support for grant-funded projects
3. Schedule, budget, and scope coordination related to planning and environmental tasks
4. Participation in meetings with City staff, stakeholders, and regulatory agencies

E. On-Call and As-Needed Services

1. General aviation planning and environmental advisory services on an as-needed basis
2. Review and technical support for airport development proposals, leases, and land use compatibility issues
3. Support for special studies or emerging regulatory requirements

The services identified above are intended to describe the general nature and scope of airport planning and environmental consulting services that may be required. The City reserves the right to modify, add, or delete specific tasks, and the selected consultant may be required to perform additional services related to airport planning and environmental compliance as needed. Services required under this contract may include, but are not limited to, those listed herein.

PROPOSED PROJECTS AS PART OF THE RFQ

Attached as Exhibit 1 is the Eloy Municipal Airport FAA/ADOT Airport Capital Improvement Plan (ACIP) outlining planned projects for the municipal airport during the 2027 – 2031 fiscal years.

SELECTION PROCESS

The selection process will be in accordance with the guidelines set forth in FAA Advisory Circular 150/5100-14E, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects and 49 CFR Part 18.

Fees will be negotiated for projects on a task order basis as grants are obtained. Cost or fee information is not to be submitted with this proposal.

STATEMENT OF QUALIFICATIONS CONTENT REQUIREMENTS

All copies of the Statement of Qualifications will be retained by the City of Eloy and will not be returned. The Statement of Qualifications can be double sided, and should include at a minimum, the following:

1. Cover Letter
2. A narrative statement detailing the professional qualifications and the capability to perform all or most aspects of the planning and environmental projects and tasks contemplated by the Sponsor.
3. Include company organizational structure, company history, and background, size of company, recent experience in airport projects, and familiarity with projects at general aviation airports similar to the Eloy airport.
4. Identification of those key individuals who will be involved in the contemplated projects and their qualifications, backgrounds, experience and specific responsibilities.
5. Demonstrate your firm's knowledge, experience, and technical capability to provide comprehensive airport planning and environmental consulting services.
6. Include information concerning the quality and scope of projects previously undertaken, the firm's capability to complete projects on time and within the allotted budget, and demonstrated good faith efforts to meet Disadvantaged Business Enterprise (DBE) participation goals.
7. Provide a list of a minimum of three (3) professional references from other airports to include contact person, contact title, contact address, phone number and a brief description of the airport project(s) you have worked on together.
8. Detail your firm's and key personnel's experience, working relationships, and demonstrated knowledge of FAA and ADOT Aeronautics Division regulations, policies, and procedures.

Submitters shall comply with all federal, state and local nondiscrimination statutes in the operation, implementation and delivery of, including state and federal civil rights and disabilities laws. In particular, the submitter shall ensure that the City's obligation for program, facility and service accessibility in Title II of the Americans with Disabilities Act are complied with in all activities arising under this contract, and shall hold harmless the City for any and all losses, including but not limited to damages, costs or expenses, incurred or arising from any alleged violation of the Americans with Disabilities Act under the auspices of this contract unless resulting from an intentional or actual negligent act of the City and its employees.

Failure to comply with the nondiscrimination or accessibility requirements herein shall be construed as non-performance and may result in termination of funding, civil action, or both. The City of Eloy is an Affirmative Action/Equal Opportunity Employer. Individuals with special accessibility needs may contact Michelle Hall, 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.

General Services Agreement Airport Professional Engineering Services Required Federal Contract Provisions

CIVIL RIGHTS ACT OF 1964, TITLE VI – CONSULTANT CONTRACTUAL REQUIREMENTS

During the performance of this contract, the Consultant, for itself, its assignees and successors in interest (hereinafter referred to as the "Consultant") agrees as follows:

1.1 Compliance with Regulations. The Consultant shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

1.2 Nondiscrimination. The Consultant, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subconsultants, including procurements of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

1.3 Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subconsultant or supplier shall be notified by the Consultant of the Consultant's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

1.4 Information and Reports. The Consultant shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to the Sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

1.5 Sanctions for Noncompliance. In the event of the Consultant's noncompliance with the nondiscrimination provisions of this contract, the Sponsor shall impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to:

- a. Withholding of payments to the Consultant under the contract until the Consultant complies, and/or
- b. Cancellation, termination, or suspension of the contract, in whole or in part.

1.6 Incorporation of Provisions. The Consultant shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The Consultant shall take such action with respect to any subcontract or procurement as the Sponsor or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a Consultant becomes involved in, or is threatened with, litigation with a subconsultant or supplier as a result of such direction, the Consultant may request the Sponsor to enter into such litigation to protect the interests of the Sponsor and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

Reference

49 CFR Part 21

AC 150/5100-15

AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, SECTION 520 - GENERAL CIVIL RIGHTS PROVISIONS

The Consultant assures that it will comply with pertinent statutes, Executive orders and such rules as are promulgated to assure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from Federal assistance. This provision obligates the tenant/concessionaire/lessee or its transferee for the period during which Federal assistance is extended to the airport a program, except where Federal assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon. In these cases the provision obligates the party or any transferee for the longer of the following periods: (a) the period during which the property is used by the airport Sponsor or any transferee for a purpose for which Federal assistance is extended, or for another purpose involving the provision of similar services or benefits or (b) the period during which the airport Sponsor or any transferee retains ownership or possession of the property. In the case of Consultants, this provision binds the Consultants from the bid solicitation period through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

Reference

Airport and Airway Improvement Act of 1982, Section 520 Title
49 47123

AC 150/5100-15, Para. 10.c.

DISADVANTAGED BUSINESS ENTERPRISES

Contract Assurance (§26.13) - The Consultant or subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Consultant shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the Consultant to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.

Prompt Payment (§26.29) - The prime Consultant agrees to pay each subconsultant under this prime contract for satisfactory performance of its contract no later than seven days from the receipt of each payment the prime Consultant receives from the Town. The prime Consultant agrees further to return retainage payments to each subconsultant within seven days after the subconsultant's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the Town. This clause applies to both DBE and non-DBE subconsultants.

Reference

49 CFR Part 26

AFFIRMATIVE ACTION REQUIREMENT NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.
2. The goals and timetables for minority and female participation, expressed in percentage terms for the contractor's aggregate workforce in each trade on all construction work in the covered area, are as follows:
 - A. Timetables
 - B. Goals for minority participation for each trade (Vol. 45 Federal Register pg. 65984 10/3/80)

C. Goals for female participation in each trade (6.9%)

These goals are applicable to all of the contractor's construction work (whether or not it is Federal or federally-assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor is also subject to the goals for both federally funded and non-federally funded construction regardless of the percentage of federal participation in funding.

The contractor's compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training shall be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from contractor to contractor or from project to project, for the sole purpose of meeting the contractor's goals, shall be a violation of the contract, the Executive Order, and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The contractor shall provide written notification to the Director, Office of Federal Contract Compliance Programs (OFCCP), within 10 working days of award of any construction subcontract in excess of \$10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address, and telephone number of the subcontractor; employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of subcontract; and the geographical area in which the subcontract is to be performed.

4. As used in this notice and in the contract resulting from this solicitation, the "covered area" is the City of Eloy, Pinal County, State of Arizona.

AFFIRMATIVE ACTION PLAN.

The Department of Labor is responsible for administering the Executive Order 11246, which contains requirements for an Affirmative Action Plan. This Plan is similar in content and requirements to the affirmative action plan required in 49 CFR Part 152 subpart e. 49 CFR Part 152 applied to grants issued under the Airport Development Aid Program, which was replaced by the Airport Improvement Program.

Reference

41 CFR part 60-4, Executive Order 11246

CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS

1. Overtime Requirements.

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic, including watchmen and guards, in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

1. Violation; Liability for Unpaid Wages; Liquidated Damages.

In the event of any violation of the clause set forth in paragraph (1) above, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated

damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph 1 above, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1 above.

2. Withholding for Unpaid Wages and Liquidated Damages.

The Federal Aviation Administration or the Sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 above.

3. Subcontractors.

The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs 1 through 4 and also a clause requiring the subcontractor to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1 through 4 of this section.

Reference

2 CFR § 200 Appendix II (E)

OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970

All contracts and subcontracts that result from this solicitation incorporate the following provisions by reference, with the same force and effect as if given in full text. The contractor has full responsibility to monitor compliance to the referenced statute or regulation. The contractor must address any claims or disputes that pertain to a referenced requirement directly with the Federal Agency with enforcement responsibilities.

Requirement	Federal Agency with Enforcement Responsibilities
Occupational Safety and Health Act of 1970 (20 CFR Part 1910)	U.S. Department of Labor – Occupational Safety and Health Administration

Reference

20 CFR Part 1910

LOBBYING AND INFLUENCING FEDERAL EMPLOYEES

(1) No Federal appropriated funds shall be paid, by or on behalf of the Consultant, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the making of any Federal grant and the amendment or modification of any Federal grant.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an

officer or employee of Congress, or an employee of a Member of Congress in connection with any Federal grant, the Consultant shall complete and submit Standard Form-LLL, "Disclosure of Lobby Activities," in accordance with its instructions.

Reference

49 CFR Part 20, Appendix A

ACCESS TO RECORDS AND REPORTS

The Consultant shall maintain an acceptable cost accounting system. The Consultant agrees to provide the Sponsor, the Federal Aviation Administration and the Comptroller General of the United States or any of their duly authorized representatives access to any books, documents, papers, and records of the Consultant which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The Consultant agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.

Reference

49 CFR Part 18.36(i) FAA Order 5100.38

BREACH OF CONTRACT TERMS

Any violation or breach of terms of this contract on the part of the Consultant or its subconsultants may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement. The duties and obligations imposed by the Agreement and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law.

Reference

49 CFR Part 18.36

RIGHTS TO INVENTIONS

All rights to inventions and materials generated under this contract are subject to regulations issued by the FAA and the Sponsor of the Federal grant under which this contract is executed.

Reference

49 CFR Part 18.36(i)(8)
FAA Order 5100.38

TRADE RESTRICTION CLAUSE

The Consultant or subconsultant, by submission of an offer and/or execution of a contract, certifies that it:

- a. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms published by the Office of the United States Trade Representative (USTR);
- b. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country on said list, or is owned or controlled directly or indirectly by one or more citizens or nationals of a foreign country on said list;
- c. has not procured any product nor subcontracted for the supply of any product for use on the project that is produced in a foreign country on said list.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to a Consultant or subconsultant who is unable to certify to the above. If the Consultant knowingly procures or subcontracts for the supply of any product or service of a foreign country on said list for use on the project, the Federal Aviation Administration may direct through the Sponsor cancellation of the contract at no cost to the Government.

Further, the Consultant agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in each contract and in all lower tier subcontracts. The Consultant may rely on the certification of a prospective subconsultant unless it has knowledge that the certification is erroneous.

The Consultant shall provide immediate written notice to the Sponsor if the Consultant learns that its certification or that of a subconsultant was erroneous when submitted or has become erroneous by reason of changed circumstances. The subconsultant agrees to provide written notice to the Consultant if at any time it learns that its certification was erroneous by reason of changed circumstances.

This certification is a material representation of fact upon which reliance was placed when making the award. If it is later determined that the Consultant or subconsultant knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Sponsor cancellation of the contract or subcontract for default at no cost to the Government.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a Consultant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

Reference

49 CFR Part 30.13
FAA Order 5100.38

TERMINATION OF CONTRACT

- a. The Sponsor may, by written notice, terminate this contract in whole or in part at any time, either for the Sponsor's convenience or because of failure to fulfill the contract obligations. Upon receipt of such notice, services shall be immediately discontinued (unless the notice directs otherwise) and all materials as may have been accumulated in performing this contract, whether completed or in progress, delivered to the Sponsor.
- b. If the termination is for the convenience of the Sponsor, an equitable adjustment in the contract price shall be made, but no amount shall be allowed for anticipated profit on unperformed services.
- c. If the termination is due to failure to fulfill the Consultant's obligations, the Sponsor may take over the work and prosecute the same to completion by contract or otherwise. In such case, the Consultant shall be liable to the Sponsor for any additional cost occasioned to the Sponsor thereby.
- d. If, after notice of termination for failure to fulfill contract obligations, it is determined that the Consultant had not so failed, the termination shall be deemed to have been affected for the convenience of the Sponsor. In such event, adjustment in the contract price shall be made as provided in paragraph 2 of this clause.
- e. The rights and remedies of the Sponsor provided in this clause are in addition to any other rights

and remedies provided by law or under this contract.

Reference

49 CFR Part 18.36(i)(2)
FAA Order 5100.38

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION (NON-PROCUREMENT)
Certification Regarding Debarment and Suspension (Non-Procurement) – Title 2 CFR Part 180 &
Title 2 CFR Part 1200**

The contract agreement that ultimately results from this solicitation is a “covered transaction” as defined by Title 2 CFR Part 180. Bidder must certify at the time they submit their proposal that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction. The bidder with the successful bid further agrees to comply with Title 2 CFR Part 1200 and Title 2 CFR Part 180, Subpart C by administering each lower tier subcontract that exceeds \$25,000 as a “covered transaction”.

**Certification Regarding Debarment and Suspension (Non-Procurement) – Title 2 CFR Part 1200 and
Title 2 CFR Part 180, Subpart C**

The successful bidder by administering each lower tier subcontract that exceeds \$25,000 as a “covered transaction” must verify each lower tier participant of a “covered transaction” under the project is not presently debarred or otherwise disqualified from participation in this federally assisted project. The successful bidder shall accomplish this by:

- i. Checking the System for Award Management at website: <http://www.sam.gov> ii. Collecting a certification statement similar to paragraph a. iii. Inserting a clause or condition in the covered transaction with the lower tier contract

If the FAA later determines that an individual failed to tell a higher tier that they were excluded or disqualified at the time they entered the covered transaction with that person, the FAA may pursue any available remedy, including suspension and debarment.

Reference

Title 2 CFR Part 180 (Subpart C)
Title 2 CFR Part 1200
DOT Order 4200.5 DOT Suspension & Debarment Procedures & Ineligibility

COMPLIANCE WITH CLEAN AIR AND CLEAN WATER ACTS

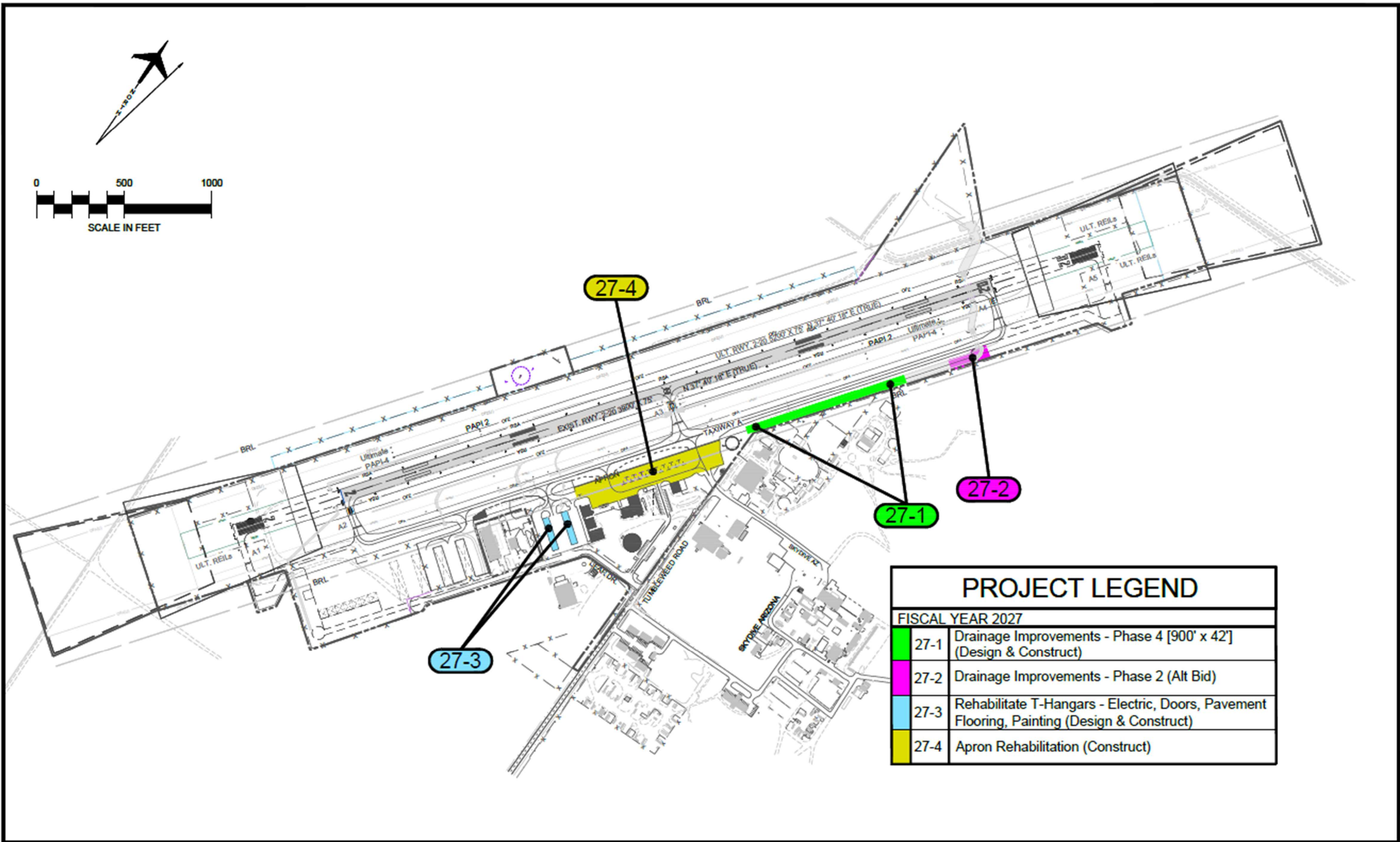
The Consultant shall comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act (42 USC 7602, et seq.), Section 508 of the Clean Water Act (33 USC 1368), Executive Order 11738, Environmental Protection Agency regulations (40 CFR Part 15), and Title 49 CFR, Part 20.

COMPLIANCE WITH ENERGY POLICY AND CONSERVATION ACT

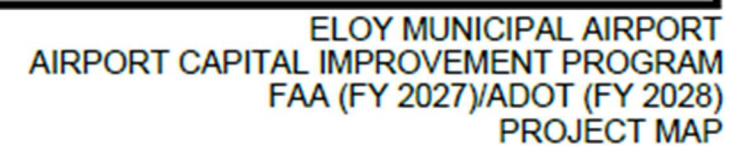
The Consultant shall comply with all mandatory standards and policies relating to energy efficiency that are contained in any Arizona energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. 6201).

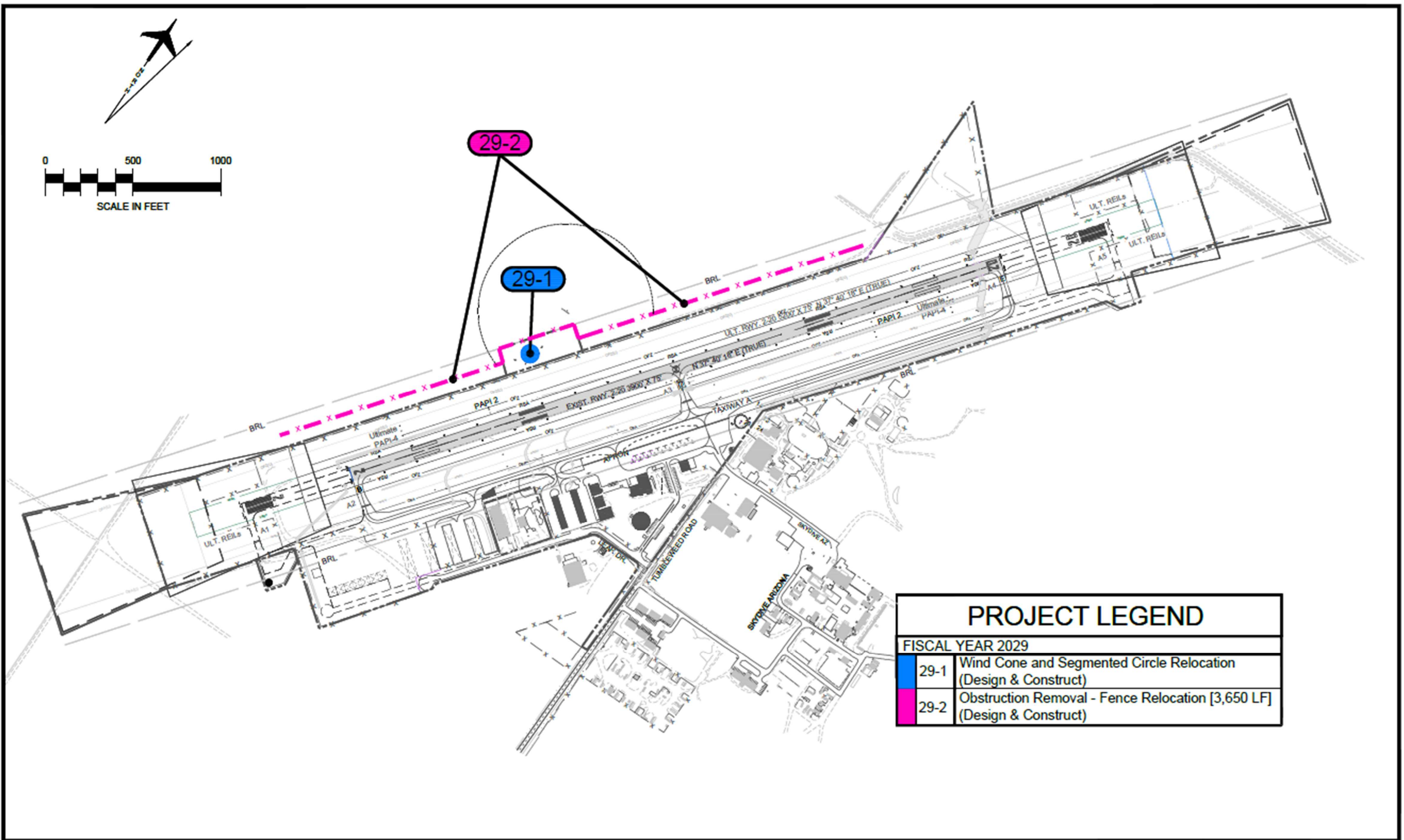
ELOY MUNICIPAL AIRPORT
FAA/ADOT ACIP (FY 2026-2031)
PREPARED BY: COFFMAN ASSOCIATES
PREPARED: JUNE 30, 2025

FAA FISCAL YEAR	ADOT/CITY FISCAL YEAR	PROJECT NUMBER	PROJECT	QUANTITY	TYPE OF FUNDING	TOTAL COST	FEDERAL SHARE	STATE SHARE	CITY SHARE
2025	2026	26-1	Rehabilitate T-Hangars - Electrical, Doors, Pavement Flooring, Painting (Design)	2 EA	IIJA	\$190,000	\$180,500	\$4,750	\$4,750
2025	2026	26-2	Apron Rehabilitation (Design)	LS	NPE/Discretionary	\$230,000	\$218,500	\$5,750	\$5,750
			Subtotal (ADOT FY 2026)			\$420,000	\$399,000	\$10,500	\$10,500
2026	2027	27-1	Drainage Improvements - Phase 4 [900' x 42'] (Design & Construct)	4,200 SY	ADOT	\$518,000	\$0	\$466,200	\$51,800
2026	2027	27-2	Drainage Improvements - Phase 2 (Alt Bid)	1,200 SY	ADOT	\$200,000	\$0	\$180,000	\$20,000
2026	2027	27-3	Rehabilitate T-Hangars - Electric, Doors, Pavement Flooring, Painting (Design & Construct)	2 EA	IIJA	\$541,000	\$513,950	\$13,525	\$13,525
2026	2027	27-4	Apron Rehabilitation (Construct)	10,000 SY	NPE/Discretionary	\$2,300,000	\$2,185,000	\$57,500	\$57,500
			Subtotal (ADOT FY 2027)			\$3,559,000	\$2,698,950	\$717,225	\$142,825
2027	2028	28-1	Land Acquisition for Fence (Part 77 Obstruction Removal), AWOS, Windcone, and Segmented Circle Relocation (75' x 3,500' + AWOS critical area)	22 acres	ADOT	\$500,000	\$0	\$450,000	\$50,000
2027	2028	28-2	Rehabilitate Airport Pavements - Crack Seal and Seal Coat (Design & Construct)	LS	NPE/Discretionary	\$800,000	\$728,478	\$35,760	\$35,762
			Subtotal (ADOT FY 2028)			\$1,300,000	\$728,478	\$485,760	\$85,762
2028	2029	29-1	Wind Cone and Segmented Circle Relocation (Design & Construct)	LS	NPE/Discretionary	\$200,000	\$182,120	\$8,940	\$8,940
2028	2029	29-2	Obstruction Removal - Fence Relocation [3,650 LF] (Design & Construct)	3,650 LF	ADOT	\$450,000	\$0	\$405,000	\$45,000
			Subtotal (ADOT FY 2029)			\$650,000	\$182,120	\$413,940	\$53,940
2029	2030	30-1	Install AWOS (Design & Construct)	LS	NPE/Discretionary	\$500,000	\$455,299	\$22,350	\$22,351
			Subtotal (ADOT FY 2030)			\$500,000	\$455,299	\$22,350	\$22,351
2030	2031	31-1	Construct Taxiway for Hangar Development [350' x 35'] (Design & Construct)	1,360 SY	NPE/Discretionary	\$1,000,000	\$910,600	\$44,700	\$44,700
			Subtotal (ADOT FY 2031)			\$1,000,000	\$910,600	\$44,700	\$44,700
			TOTAL ACIP (ADOT FY2027 - FY2031)			\$7,009,000	\$4,975,447	\$1,683,975	\$349,578
BEYOND CURRENT ACIP PLANNING CYCLE									
2031	2032	32-1	Focused Planning Study for Land Acquisition and Runway Extension (Including 15% Design)	LS	NPE/Discretionary	\$300,000	\$273,180	\$13,410	\$13,410
2032	2033	33-1	Environmental Assessment (Land Acquisition and Runway Extension)	LS	NPE/Discretionary	\$300,000	\$273,180	\$13,410	\$13,410
2032	2033	33-2	Land Acquisition (SW Runway Extension)	±20 Acres	ADOT	\$500,000	\$0	\$450,000	\$50,000
2033	2034	34-1	SW Runway Extension - 650 feet - Including Parallel Taxiway "A", MIRL, MITL (Design Only)	LS	NPE/Discretionary	\$300,000	\$273,180	\$13,410	\$13,410
2034	2035	35-1	Construct SW Runway Extension - 650 feet (Including Parallel Taxiway "A", MIRL, MITL)	9,000 SY	NPE/Discretionary	\$5,000,000	\$4,553,000	\$223,500	\$223,500

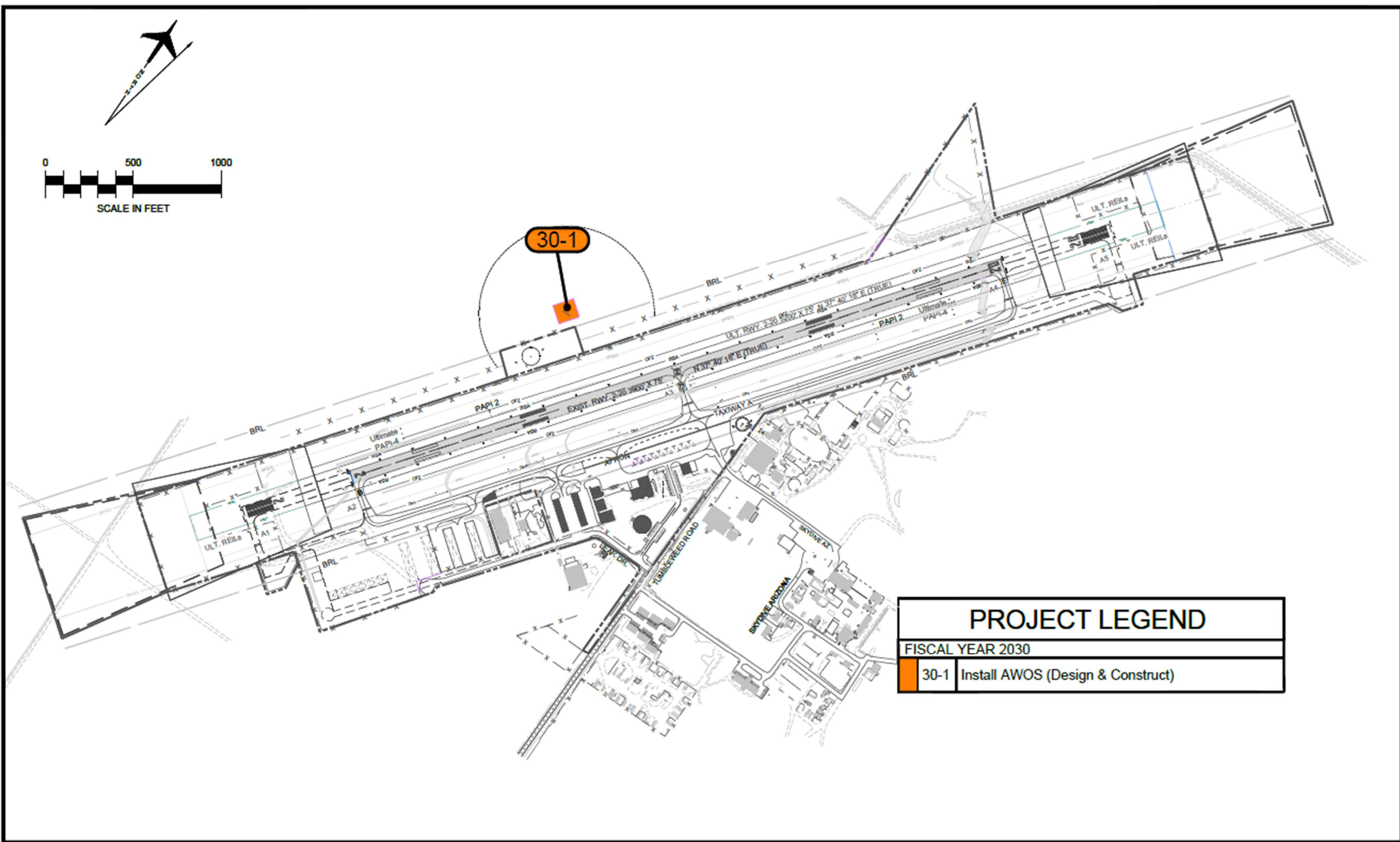


PROJECT LEGEND	
FISCAL YEAR 2027	
27-1	Drainage Improvements - Phase 4 [900' x 42'] (Design & Construct)
27-2	Drainage Improvements - Phase 2 (Alt Bid)
27-3	Rehabilitate T-Hangars - Electric, Doors, Pavement Flooring, Painting (Design & Construct)
27-4	Apron Rehabilitation (Construct)

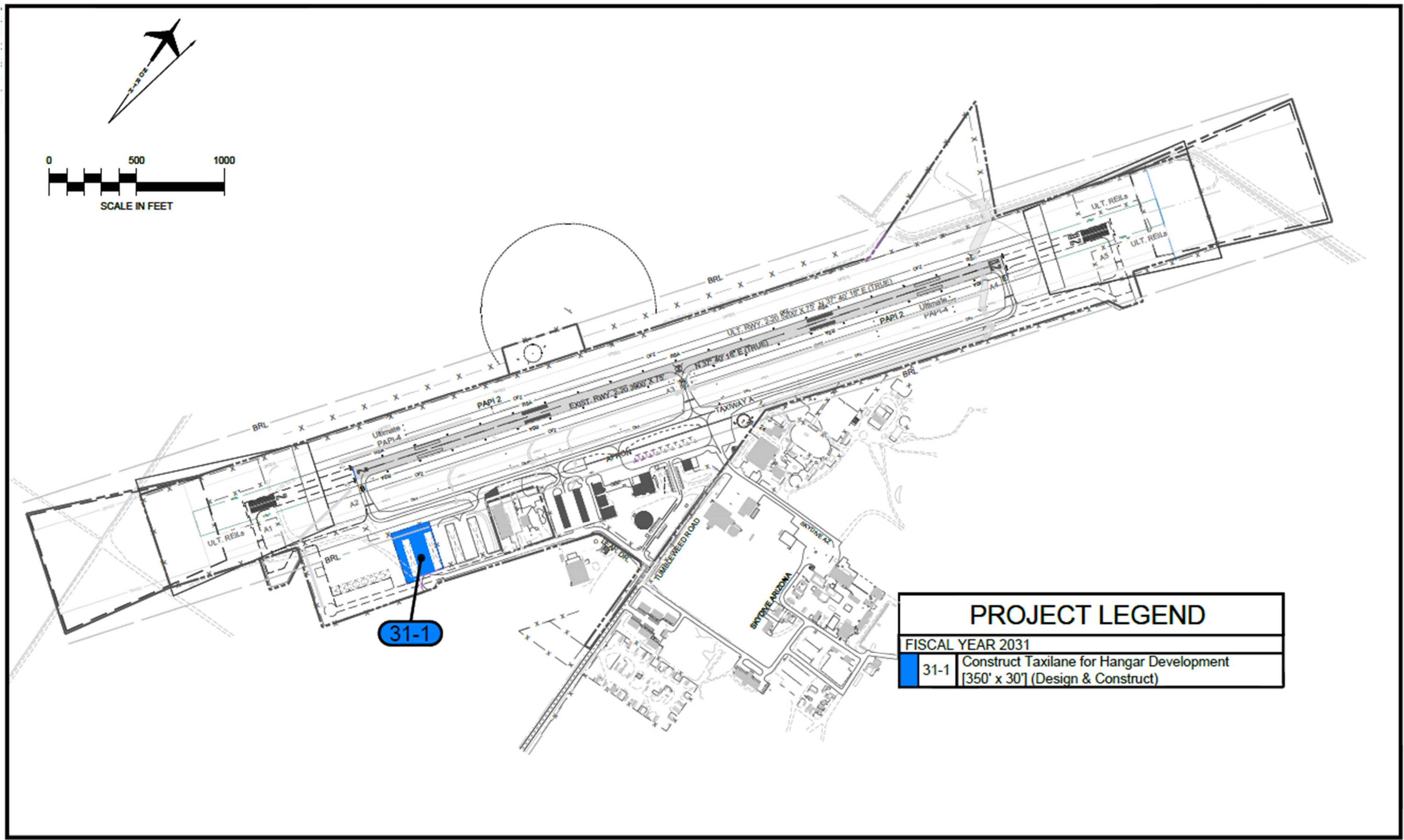




PROJECT LEGEND	
FISCAL YEAR 2029	
29-1	Wind Cone and Segmented Circle Relocation (Design & Construct)
29-2	Obstruction Removal - Fence Relocation [3,650 LF] (Design & Construct)



PROJECT LEGEND	
FISCAL YEAR 2030	
30-1	Install AWOS (Design & Construct)



PROJECT LEGEND	
FISCAL YEAR 2031	
31-1	Construct Taxilane for Hangar Development [350' x 30'] (Design & Construct)

A Statement of Qualifications
to Provide Airport Planning and Environmental Services for

ELOY MUNICIPAL AIRPORT



Prepared by:

Coffman Associates
AIRPORT CONSULTANTS
a **PAPE-DAWSON** company

In association with:

SWCA
ENVIRONMENTAL CONSULTANTS

MTZ
MARTINEZ GEOSPATIAL


COMPASS ROSE
COMMUNICATIONS

March 27, 2026

Ms. Celine Kidwell, City Clerk
595 North C Street, Suite 104
Eloy, Arizona 85131

Re: Request for Qualifications for Airport Planning and Environmental Services for Eloy Municipal Airport

Dear Ms. Kidwell:

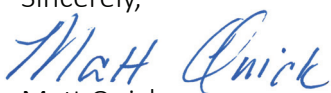
In response to your recent request, Coffman Associates, a Pape-Dawson company, is pleased to submit our qualifications for on-call airport planning and environmental services for Eloy Municipal Airport. Our firm was founded for and remains dedicated exclusively to aviation and airport planning. During the past 47 years, we have completed more airport planning assignments than any other consulting firm in the country, including projects for more than 50 Arizona airports. Our relationship with the Federal Aviation Administration's (FAA) Phoenix Airports District Office (ADO) and Arizona Department of Transportation (ADOT) Aeronautics Group is highly regarded. Nationally, we have completed more than 1,700 planning assignments, including 450+ airport environmental studies, more than 600 airport master plans, and over 150 airport noise and land use compatibility studies. As you will see in our response, we have engaged a diverse team that includes other aviation and local experts to assist with various on-call planning services, which aim to move Eloy Municipal Airport forward as a premier aviation facility.

Two of our most experienced project managers will lead planning and environmental projects at Eloy Municipal Airport. I, Matt Quick, will serve as the overall contract manager and project manager for any planning studies needed. Judi Krauss will serve as the project manager for any environmental documentation needs. Combined, we have more than 31 years of experience in planning and environmental projects for airports. Coffman Associates is supported by 24 additional staff who focus on airport planning and environmental work on a daily basis. Joining the Coffman Associates team for this assignment will be SWCA Environmental Consultants, Martinez Geospatial, and Compass Rose Communications. SWCA will assist the team with environmental resource studies related to cultural, historic, and biological resources and has previously provided support to Coffman Associates on projects at Eloy Municipal Airport. Martinez Geospatial will manage any aeronautical survey data acquisition needs as required, and Compass Rose Communications will be available to provide public outreach support on airport-related projects as needed.

I cannot emphasize enough how much we would welcome the opportunity to continue working with the City of Eloy. Our expertise, based on successful planning assignments for similar airports, is a major factor that sets our team apart from any other in the industry. Coffman Associates' past airport planning and environmental experience with the City of Eloy, through the preparation of three airport master plans, an economic benefit study, and various environmental documents, has not only provided us with very detailed knowledge of Eloy Municipal Airport, but also a great understanding of the development issues facing the airport in the coming years. We believe our team is the best choice for this on-call planning assignment. We encourage you to contact our past clients, whose names and contact information are provided in this submittal, to discuss our qualifications and past performance.

Thank you for your consideration. If you need any additional information, please feel free to call me at 602-993-6999, email me at mquick@coffmanassociates.com, or view our website at www.coffmanassociates.com.

Sincerely,



Matt Quick
Vice President

Phoenix • Kansas City



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SECTION A

Firm Qualifications and Experience





FIRM QUALIFICATIONS AND EXPERIENCE



Firm Information

Established: 1979
www.coffmanassociates.com

Social Media:   



Personnel by Discipline

Airport Planners 11
Environmental Planners 3
GIS Analysts 3
Airport Planning Technicians . 2
Graphic Artists 4
Administrative 3
Total Employees 26



Recognition

2025 Corporate Member of the Year Award (Matt Quick)
Arizona Airports Association

2022 President's Award (Mike Dmyterko)
AAAE South Central Chapter

2017 Corporate Member of the Year Award (James M. Harris)
Arizona Airports Association

2016 Airport Business "40 Under 40" Award
Awarded to Matt Quick

2013 Corporate Award
AAAE South Central Chapter

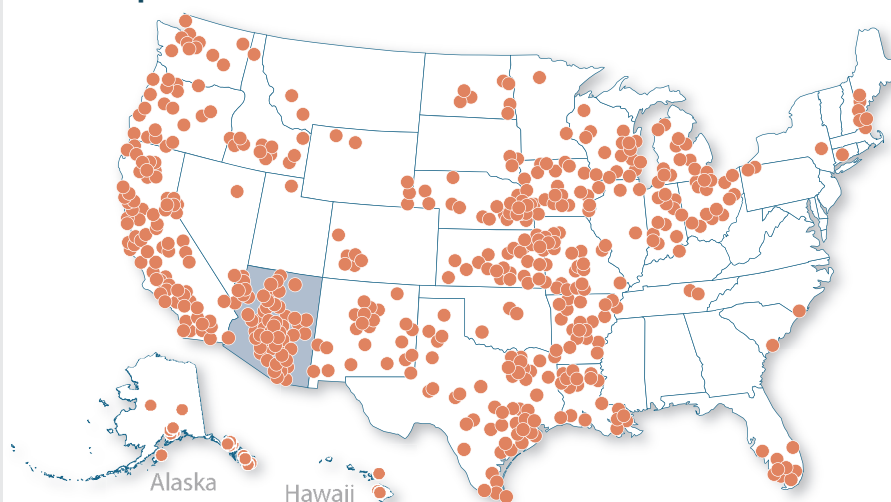
2008 & 2009 FAA Partnership Awards
FAA Western-Pacific Region

2008 Corporate Award of Excellence
AAAE Southwest Chapter

2005 AAEE National Corporate Cup of Excellence
American Association of Airport Executives

Coffman Associates, a Pape-Dawson company, is a specialized firm of 26 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 (AAAE) Corporate Cup of Excellence Award and the Federal Aviation Administration (FAA) Partnership Award. During the past 47 years, Coffman Associates has completed more than 1,700 planning assignments, including more than 600 airport master plans, 150+ airport noise compatibility studies, and 450+ airport environmental studies. **This nationwide experience includes 270+ planning assignments for more than 50 Arizona airports, including the recently completed Eloy Municipal Airport Master Plan.**

Our Experience is Unmatched



600+

Airport Master Plans

450+

Environmental Documents

150+

Noise and Land Use Compatibility Studies

500+

Project-Specific Studies

Our Primary Airport Planning/Environmental Services Include

- Airport Master Plans
- Environmental Documentation
- Part 150 Noise and Land Use Compatibility Studies
- Airport Zoning and Land Use Planning
- Exhibit 'A' Property Maps
- Aviation Activity Forecasting
- Grant Applications
- Airport Capital Improvement Programs
- Airport Safety Planning

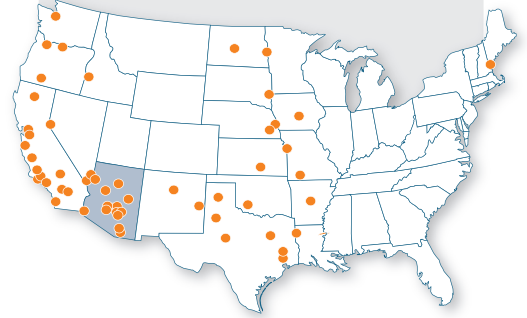


Airport Management Support Services

With airport operating budgets often reduced and staff resources stretched to the limits, Coffman Associates can help by serving as an extension of an airport's staff. Through our Airport Management Support Services program, we provide assistance to numerous airports on a variety of tasks (see the list below).

The ability of airport managers to utilize our services on an as-needed basis provides a cost-effective means for airports to address complex issues and tasks, meet critical deadlines, and respond to political and community concerns. Airports benefiting from Coffman Associates' Airport Management Support Services are illustrated to the right.

Airports that have utilized Coffman Associates' Airport Management Support Services



Airport Management Support Services

- 14 CFR Part 139 Certification Programs
- Air Cargo Analysis
- Air Service Evaluations
- Airport Financial Analysis
- Airport Geographic Information Obstruction Analysis
- Airports GIS
- Airport Layout Plan Updates/Revalidations
- Airspace Analysis
- Benefit-Cost Analysis
- Business Park Planning
- Economic Benefit Analysis
- eVTOL Vertiport Feasibility
- FAA Design Standards Evaluations
- Grant/Program Management
- Grant Assurance Compliance
- Graphic Design/Printing
- Lease Evaluations
- Minimum Standards
- "Through-the-Fence" Evaluations
- Passenger Facility Charge (PFC) Applications
- Pilot Guides
- Property Acquisition Programs
- Promotional/Marketing Materials
- Public Relations Programs
- Runway Safety Area Determinations
- Section 743 Determinations
- Sustainability Planning
- Wildlife Hazard Assessments and Management Plans





Airport Projects in the Past Five Years



AIRPORT MASTER PLANS/ALP UPDATES WITH NARRATIVE

General Aviation Airports

• Eloy, AZ

- Ames, IA
- Apple Valley, CA
- Baraboo, WI
- Benton, CA
- Boscobel, WI
- Brazoria County, TX
- Brenham, TX
- Caldwell, ID
- Camarillo, CA
- Carroll County, AR
- Carson City, NV
- Casa Grande, AZ
- Center, TX
- Chino, CA
- Cleburne, TX
- Concord, CA
- Cotulla, TX
- Denton, TX
- Eagle Lake, TX

- East Troy, WI
- Fort Worth (Meacham), TX
- Gainesville, TX
- Galveston, TX
- Grants Pass, OR
- Hawthorne, CA
- Holdrege, NE
- Jal, NM
- Kansas City, MO
- Kerrville, TX
- Kingman, AZ
- Lake Havasu, AZ
- Lebanon, MO
- Louisville, KY
- Lovington, NM
- Marshall, TX
- Merrill, WI
- Mesa, AZ
- Mesquite, TX
- Morrilton, AR
- New Holstein, WI
- North Las Vegas, NV
- Odessa, TX

- Oklahoma City, OK
- Oxnard, CA
- Paso Robles, CA
- Payson, AZ
- Phillipsburg, KS
- Platteville, WI
- Port Isabel, TX
- Portales, NM
- Powell, WY
- Redlands, CA
- Sabetha, KS
- Sawyer County, WI
- Scottsdale, AZ
- Sevier County, AR
- Sidney, NE
- Sierra Vista, AZ
- Skagit, WA
- Socorro, NM
- Spencer, IA
- Stuttgart, AR
- Ulysses, KS
- Valentine, NE
- Visalia, CA

- Waupaca, WI
- Wichita (Jabara), KS
- Williams, AZ
- Wisconsin Dells, WI
- York, NE

Commercial Service Airports

- Bullhead City, AZ
- Corpus Christi, TX
- Dubuque, IA
- Elko, NV
- Fort Smith, AR
- Hobbs, NM
- Lincoln, NE
- Manhattan, KS
- Maui, HI
- Page, AZ
- Redding, CA
- Santa Fe, NM
- Texarkana, AR
- Wichita, KS



ENVIRONMENTAL STUDIES

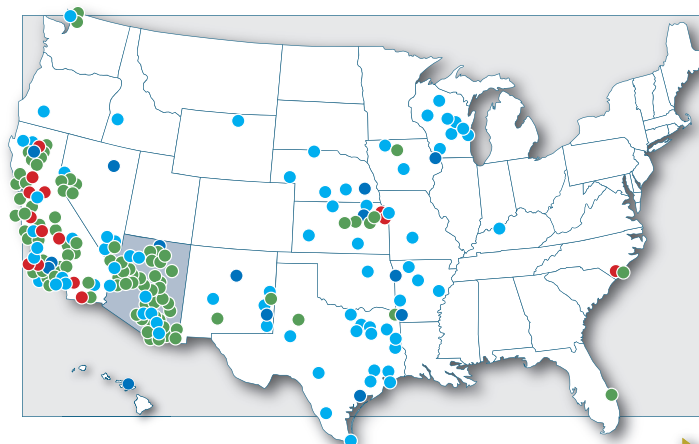
• Eloy, AZ (3)

- Abilene, KS
- Bagdad, AZ
- Bakersfield, CA (2)
- Bellingham, WA (2)
- Benton, CA
- Boulder City, NV
- Bullhead City, AZ
- Camarillo, CA (4)
- Carson City, NV (4)
- Casa Grande, AZ (3)
- Clovis, NM

- Flagstaff, AZ
- Fresno, CA
- Grand Canyon, AZ (4)
- Grand Canyon West, AZ
- Half Moon Bay, CA
- Kern Valley, CA (2)
- Kingman, AZ (5)
- Lake Havasu, AZ (3)
- Las Cruces, NM
- Lea County (Hobbs), NM
- Lubbock, TX
- Manhattan, KS
- Marina, CA (2)

- Mason City, IA
- Mesa Falcon Field, AZ (6)
- Mesa Gateway, AZ (2)
- Monterey, CA (3)
- Napa, CA (3)
- Nogales, AZ (2)
- Palm Beach County, FL
- Redding, CA (5)
- Reno (Stead), NV
- Reno (Tahoe), NV
- Salina, KS
- San Bernardino, CA (3)
- San Carlos, CA

- San Luis Obispo, CA
- Santa Barbara, CA (2)
- Scottsdale, AZ (4)
- Sedona, AZ (4)
- Sierra Vista, AZ (4)
- Texarkana, AR
- Topeka, KS
- Tucson, AZ
- Wilmington, NC (4)
- Winslow, AZ



PART 150 NOISE/ LAND USE STUDIES

- Camarillo, CA
- Fresno, CA
- Hawthorne, CA
- Imperial County, CA
- Johnson County, KS (2)
- Marina, CA

- Oxnard, CA
- Paso Robles, CA
- Redding, CA
- San Carlos, CA
- Solano County, CA
- Tuolumne County, CA
- Wilmington, NC

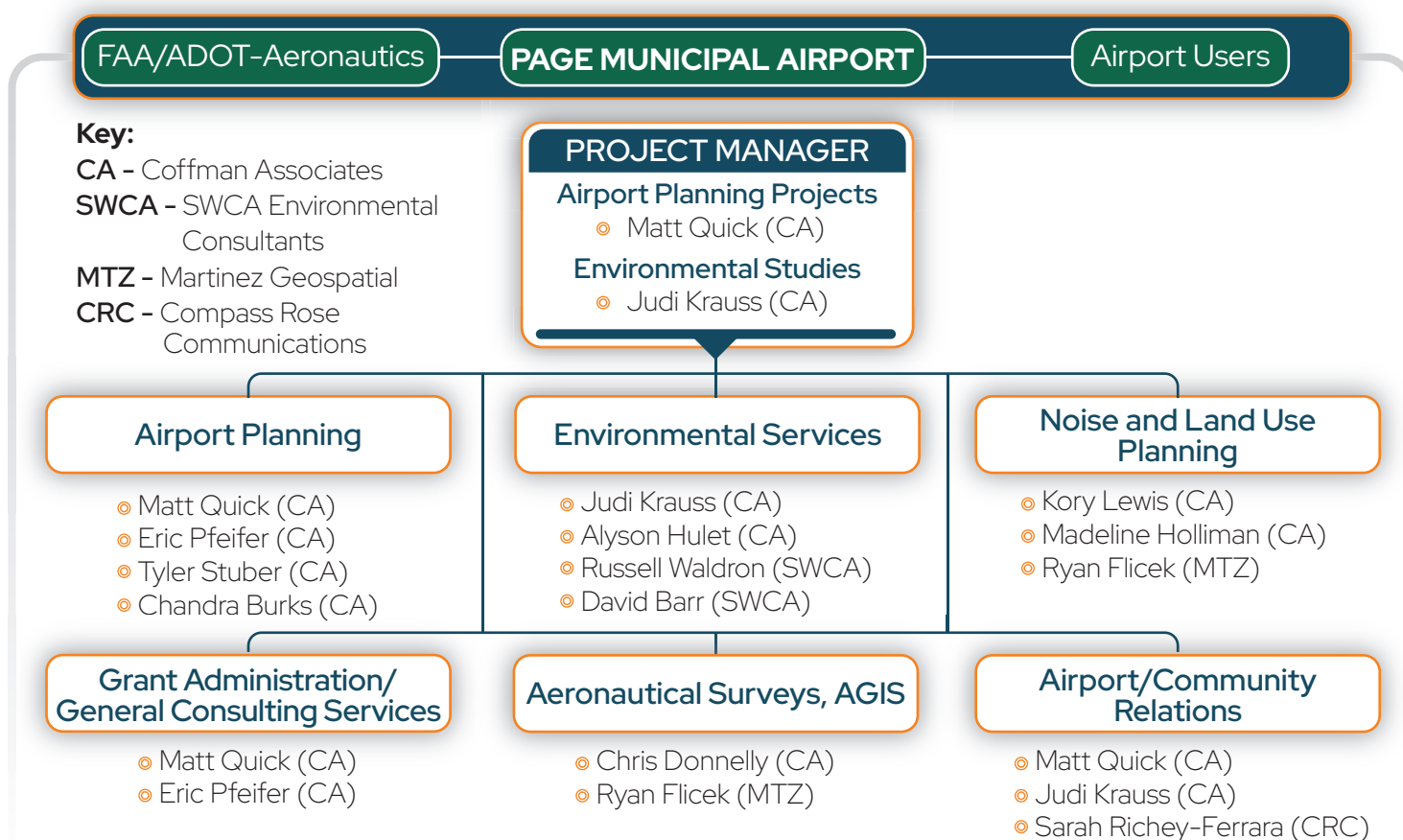


Key Personnel's Professional Background and Experience

Matt Quick is proposed as the project manager for airport planning projects and general consulting services. Matt has been involved in all areas of airport planning since joining Coffman Associates. He has 23 years of experience and has completed more than 90 airport planning projects with the firm, a large percentage of which were for Arizona airports, including the 2025 Eloy Municipal Airport Master Plan. Matt will be responsible for overall project controls, including quality control, as well as coordination with the City of Eloy, airport staff, and the planning team. Judi Krauss is proposed as the project manager for environmental studies. She has 28 years of experience, including several years as an environmental analyst for the Arizona Department of Transportation's Environmental Planning Section. Judi has completed more than 100 airport environmental projects since joining Coffman Associates. She will be responsible for the day-to-day project coordination with the city and airport staff and the consultant team for environmental documentation for Eloy Municipal Airport. Matt and Judi have both been involved with recent planning and environmental projects for Eloy Municipal Airport and have a thorough understanding of the airport's vision and potential to continue developing as a major asset to the community and region it serves.

Key personnel are assigned to assist the project managers on specific tasks as needed. Each brings experience to the tasks in which he or she will be involved. This approach ensures that major planning elements are initiated and completed in a timely manner, while also allowing for better coordination and a more comprehensive level of service. As a result, the project managers have more time to concentrate on providing responsive personal service, addressing specific complex issues, and refining detailed elements of our product.

SWCA Environmental Consultants, Martinez Geospatial, and Compass Rose Communications will join the Coffman Associates team for this assignment. SWCA, a Phoenix-based environmental consulting firm, will assist Coffman Associates with specific environmental resource studies related to cultural and biological resources. Martinez Geospatial will provide aeronautical survey support and Compass Rose Communications will provide public outreach support.





Summary of Professional Staff Experience

Our staff is collectively experienced in all disciplines of airport planning and has a vast knowledge of the requirements set forth in various federal and state guidance documentation, including a thorough understanding of FAA Advisory Circulars 150/5300-13B, *Airport Design*, and 150/5070-6B, *Airport Master Plans*. Regarding NEPA documents, we also have a complete understanding of FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, and U.S. DOT Order 5610.1D, *DOT's Procedures for Considering Environmental Impacts*. Coffman Associates staff have become experts in these regulations because we work with these guidance documents and the FAA daily at airports across the United States. Below is a chart of our personnel and their experience as it relates to airport and environmental planning. **Please see the appendix for resumes of our key personnel.**

LEGEND		
Primary Involvement		
Extensive Experience		
Some Experience		

Planners		Coffman Experience	Years of Experience	Acoustics/Noise Modeling	Airport Industrial Facilities	Airport Management & Operations	Airspace/Air Traffic Control	Benefit-Cost Analysis (BCA)	Business/Strategic Planning	Cargo Facilities	Computer-Aided Drafting (CAD)	Engineering & Construction	Environmental Documentation	Facilities & Airport Function	Geographic Info. Systems (GIS)	Financial Analysis	Forecasting Analysis	Heliport/Vertiport Facilities Planning	Land Use/Urban Planning	Air Quality/GHG Modeling	Military Facilities	Noise Abatement	Parking & Roadways	Pavement Management	Production Graphics & Support	Project Management/Production	Project Quality Control	Public Involvement	Systems Analysis	Terminal Development	Utilities & Support Facilities	Sustainability Planning	Wildlife Hazard Planning					
Steve Benson	46	49																																				
Jim Harris	44	47																																				
Dave Fitz	33	35																																				
Mike Dmyterko	31	31																																				
Kory Lewis	21	23																																				
Eric Pfeifer	21	21																																				
Patrick Taylor	21	24																																				
Matt Quick	19	23																																				
Judi Krauss	14	28																																				
Chandra Burks	22	22																																				
Tyler Stuber	10	10																																				
Madeline Holliman	3	8																																				
Alyson Hulet	3	3																																				
Aiden Cowles	1	1																																				

Technicians																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Chris Riffle	38	38																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													



Subconsultants



SWCA Environmental Consultants (SWCA) was founded on sound scientific principles in 1981, and their employees have drawn on their deep scientific expertise to assist clients ever since. SWCA's results-oriented, problem-solving team builds on this scientific foundation to develop creative solutions that help those in the transportation/aviation industries meet their project goals. By consistently applying sound science and creative solutions to the environmental services SWCA provides, they help keep your project moving forward and running smoothly from start to finish.

As one of the largest purely environmental planning and natural and cultural resources management firms in the United States, SWCA provides a comprehensive, full-service approach to managing the planning, permitting, and environmental compliance efforts for aviation projects. They focus on providing high-value services and products that are timely and cost-effective, leveraging their longstanding, positive agency relationships to work through the regulatory and permitting processes. They maintain open and constant communication with clients, agencies, and stakeholders and possess a passionate dedication to project success.

SWCA offers a team of qualified aviation specialists and environmental professionals who provide environmental support on aviation projects by working with airports and alongside aviation engineers on airport safety, improvements, and development projects, such as runway extensions, master planning, facilities development, and land acquisition projects. SWCA provides the following services:

- Archaeological, historic preservation, and cultural studies
- Biological resource studies, including species-specific surveys
- Air quality conformity and analysis
- Clean Water Act (CWA) reviews and permitting
- Wildlife hazard studies and plans
- Phase I environmental site assessments
- Visual simulations and analysis



SWCA has worked with Coffman Associates for more than 15 years on environmental projects for airports throughout the central and western United States, including Eloy Municipal Airport. SWCA and Coffman Associates have cultivated a strong partnership, and this alliance has provided clients with work products that integrate the knowledge of airport operations and FAA regulations with science, wildlife biology, and environmental compliance.

SWCA will provide biological and cultural resources support.



SWCA and Coffman Associates have worked together on projects at the following airports:

- **Eloy Municipal, AZ**
- Benson Municipal, AZ
- Buckeye Municipal, AZ
- Kingman, AZ
- Laughlin/Bullhead Int'l, AZ
- Marana Regional, AZ
- Payson, AZ
- Page Municipal, AZ
- Prescott (Ernest A. Love Field), AZ
- Sedona, AZ
- Show Low Regional, AZ
- Wickenburg Municipal, AZ
- H.A. Clark Memorial, AZ
- Apple Valley, CA
- Benton Airpark - Redding, CA
- Chino, CA
- Fresno Executive, CA
- Half Moon Bay, CA
- Monterey Regional, CA
- Riverside, CA
- Albuquerque International, NM
- Double Eagle II, NM
- Clovis Municipal, NM
- Deming Municipal, NM
- Raton Municipal, NM
- Santa Fe Municipal, NM
- Rick Husband Amarillo Int'l, TX
- Arlington Municipal, TX
- Easterwood Field, TX
- Ennis Municipal, TX
- Lubbock Preston Smith Int'l, TX
- San Angelo Regional, TX
- Waco Regional, TX



Martinez Geospatial joins the Coffman Associates team to provide valuable aeronautical survey support.

Martinez Geospatial (MTZ) has more than 50 years of experience in the transportation industry and is recognized nationally as a leading provider of exceptional geospatial services to the aviation industry. MTZ has consistently demonstrated the ability to produce high-quality and robust datasets at airports of all sizes, from the nation's largest Part 139 airports to smaller general aviation airports.

MTZ has been involved in the Airports Geographic Information Systems (AGIS) program since its inception and has developed a nationwide reputation as an expert and leader in this arena. Through successful completion of more than 75 AGIS projects, the company leverages a wealth of knowledge and close working relationships with key FAA and National Geodetic Survey (NGS) individuals that directly benefit your project. MTZ has proven success in the largest and most complex AGIS projects, with seven monumental projects completed under the FAA's eALP Pilot Program. MTZ offers all services necessary to successfully complete AGIS projects in compliance with FAA Advisory Circulars 150/5300-16, -17, -and -18.

Coffman Associates has teamed with MTZ for more than 10 years for aeronautical surveys and airport data collection, and for services in support of FAA AGIS survey/data requirements. Their reliable, high-quality service enables us to provide our clients with a product that exceeds expectations.



MTZ and Coffman Associates' joint project experience includes:

- Casa Grande Municipal Airport, AZ
- Flagstaff Airport, AZ
- Glendale Regional Airport, AZ
- Grand Canyon National Park Airport, AZ
- Kingman Airport, AZ
- Mesa Falcon Field Airport, AZ
- Mesa Gateway Airport, AZ
- Payson Municipal Airport, AZ
- Phoenix Deer Valley Airport, AZ
- Scottsdale Airport, AZ
- Superior Airport, AZ
- Boulder City Municipal Airport, NV
- North Las Vegas Airport, NV
- Oxnard Airport, CA
- Hawthorne Municipal Airport, CA



COMPASS ROSE
COMMUNICATIONS

Compass Rose Communications (CRC), a certified DBE and SBE, joins the Coffman Associates team to provide public outreach support.

CRC is passionate about providing exceptional communication and public outreach solutions to aviation companies and airports and for aviation-related projects. CRC offers tailored services, including targeted outreach, marketing, public meeting coordination, and social media management, and will work closely with the project team to develop effective communication strategies that engage communities and enhance public understanding of the project. CRC will foster a genuine partnership with a focus on collaboration and productivity. With their deep understanding of the industry and creative approach, CRC will deliver high-quality, personalized services that make an impact and bring projects to new heights. Clients can trust CRC to deliver effective communication solutions that help them achieve their goals.



SECTION B

*Capability to Meet Schedules and Deadlines
and Manage Budgets*

SECTION C

*Good Faith Effort in Meeting
Disadvantaged Business Enterprise Goals*





CAPABILITY TO MEET SCHEDULES AND DEADLINES AND MANAGE BUDGETS

Coffman Associates has developed an extremely efficient internal project workflow that enables us to maintain project timeliness. We have separate teams dedicated to specific elements within the project. Our supporting teams include graphic designers, CAD technicians, GIS professionals, and content editors, along with our in-house printing capabilities. These internal processes are implemented specifically to assure on-time, on-budget delivery of a high-quality product. Because maintaining the project schedule is also critical to our revenue base and cash flow, we establish routine status checks for every project. Our service is designed to work within the timeframe that is best for our clients; we try to anticipate the placement, timeframe, and resulting requirements of review periods in the planning process so that our continued production/schedule is not negatively affected.

Unless a change of scope occurs that significantly increases work effort, we do not request additional fees. This is accomplished through project management methods established at the outset. The project managers meet with key airport stakeholders and develop a detailed and comprehensive scope of work to meet the planning project needs.

“

*“With each and every project, you (Coffman Associates) have been professional, articulate, and respectful of this organization. Your dedication is unsurpassed – spending many hours in our office helping to work out the details of complex elements of our master plan. You have been readily available, engaged in each meeting, and offered beneficial insights. **In a day where time is money – you are punctual and accessible. Your word is golden in submitting deliverables by the due date.**”*

Gary P. Mascaro, Former Aviation Director
Scottsdale Airport

***“Each project was completed on time and on budget. The process for each was efficient and timely.** The resulting documents have proved to be highly useful and have led directly to obtaining development grants and to many successful airport projects. I continue to refer to the master plan for each airport regularly. What I find particularly satisfying is knowing that I can call you with any questions I have, even if it has been years since the project has closed.”*

Eric Johnson, President/Director of Airports
Metropolitan Topeka Airport Authority

GOOD FAITH EFFORT IN MEETING DBE GOALS

Coffman Associates’ philosophy is to assist whenever possible to provide opportunities for disabled veterans, disadvantaged business enterprises (DBE), and small business enterprises (SBE). We have established numerous working relationships with DBE and/or SBE firms with outstanding quality of service that have satisfied needs of our clients.

These firms provide a variety of services, including travel, urban planning, financial analysis, public relations, engineering, drafting, aerial photography, and mapping. We incorporate their services and maximize their expertise as we develop each work scope. In the past, Coffman Associates has utilized DBE firms for nine to 35 percent of the work effort on major projects. We understand that the federal DBE program is currently requiring the recertification of qualified firms; however, we will continue working with DBE firms that provide valuable services for our clients as they obtain their recertifications.



SECTION D

*Knowledge of and Experience with FAA and ADOT
Aeronautics Group Regulations, Policies, and Procedures*





KNOWLEDGE OF AND EXPERIENCE WITH FAA AND ADOT AERONAUTICS GROUP REGULATIONS, POLICIES, AND PROCEDURES

Coffman Associates regularly works with airport sponsors to make sure FAA and ADOT Aeronautics Group timeframes are met and appropriate documents are submitted so the airports do not miss out on the opportunity to secure entitlement and discretionary grant funds to further airport development.

The preparation of airport planning studies is our only business and includes the following:

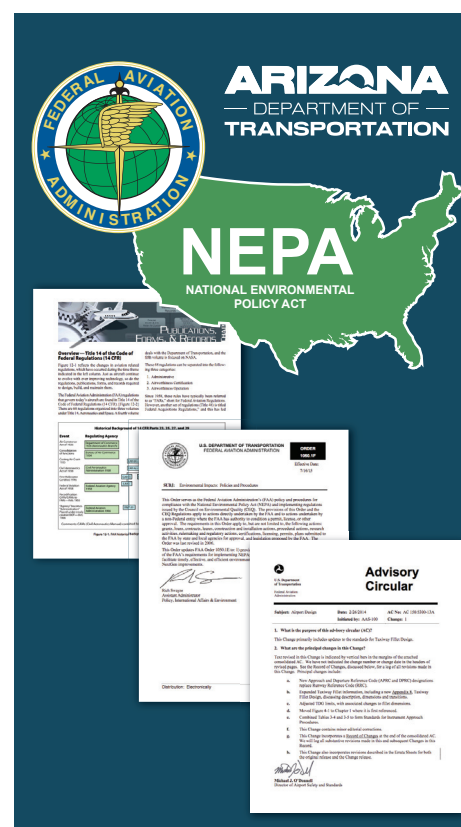
- Airport master plans/airport layout plans (including narrative reports)
- *National Environmental Policy Act* (NEPA)
- Airport noise compatibility planning studies (14 CFR Part 150)

Our success in preparing these documents stems from our vast knowledge of requirements established in various federal and state guidance documentation. Our working expertise in these regulations is gained from daily interaction with the FAA for airports nationwide and includes:

- FAA Advisory Circulars
- *Airport Compliance Manual* (FAA Order 5190.6B)
- *Airport Improvement Program Handbook* (FAA Order 5100.38D)

NEPA documents we regularly reference include:

- *FAA National Environmental Policy Act Implementing Procedures* (FAA Order 1050.1G)
- *NEPA Implementing Instructions for Airport Actions* (FAA Order 5050.4B)
- *FAA Office of Airports Environmental Desk Reference for Airport Actions*
- *FAA Aviation Emissions and Air Quality Handbook*, Version 4

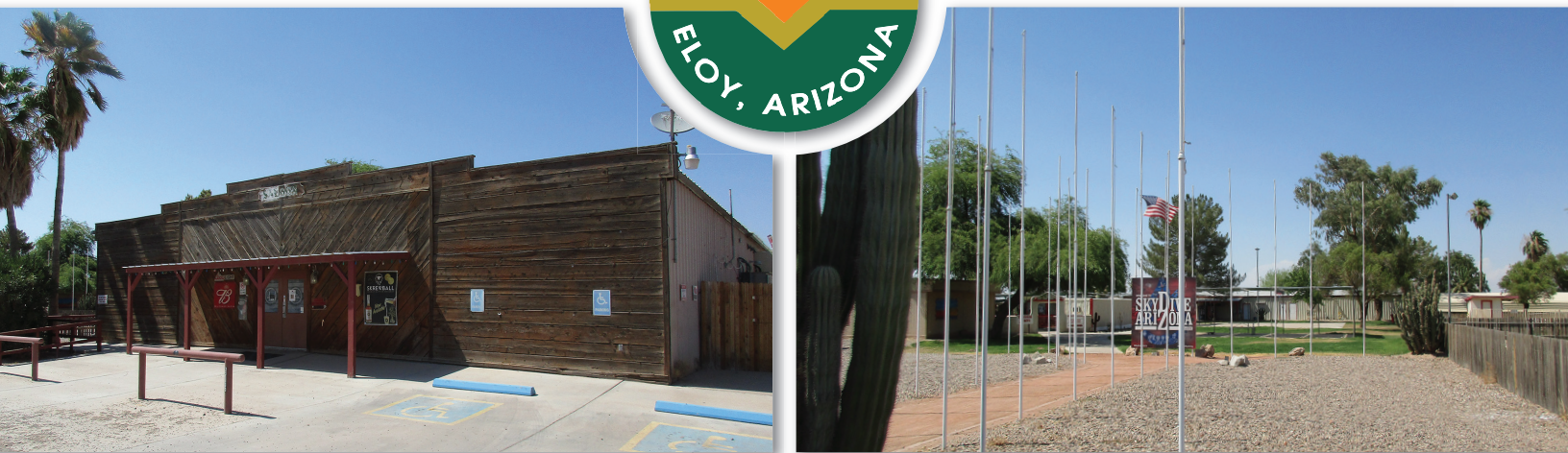


Coffman Associates has been located in Phoenix, Arizona, since 1981. We completed master plans for Eloy Municipal Airport in 2001, 2013, and 2025, an environmental assessment in 2017, and environmental documentation for various development projects.

Our history of preparing airport master plans and environmental compliance documents under the jurisdiction of the FAA's Phoenix ADO, combined with our experience working with ADOT at more than 50 airports in the State of Arizona, will prove invaluable to the City of Eloy. We are currently working closely with FAA and ADOT staff on several airport projects. We have a strong understanding of their expectations, beginning with the scope of work and continuing through the approval process for airport master plans, environmental documents, and capital improvement programming.

SECTION E

*Understanding and Familiarity with Eloy Municipal Airport,
the Eloy Rural Area, Local Construction Conditions, and
Potential Projects at the Airport*



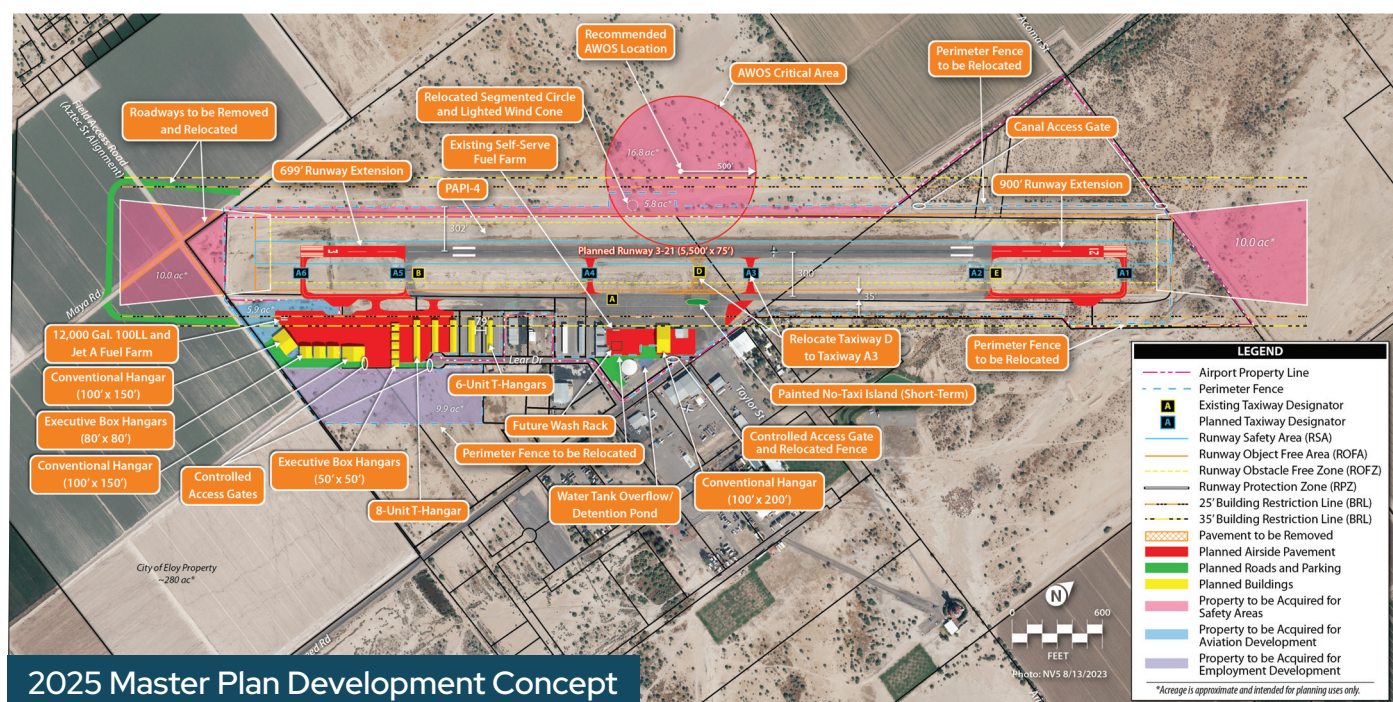


UNDERSTANDING AND FAMILIARITY WITH ELOY MUNICIPAL AIRPORT, THE ELOY RURAL AREA, LOCAL CONSTRUCTION CONDITIONS, AND POTENTIAL PROJECTS AT THE AIRPORT

Coffman Associates' understanding of and familiarity with Eloy Municipal Airport comes from our extensive experience with the airport and the City of Eloy, which gives us a unique understanding of the local community, the airport's historical challenges, and how to connect with stakeholders. The airport is a transportation utility, but it is also a business; as such, we are careful and deliberate to ensure that our team's approach is specifically tailored for the airport and city. The airport serves to facilitate the economic and business needs of local enterprises, as well as the airport's current tenants, and we approach all planning assignments to promote and foster the airport's economic viability. Our goal is to be selected for this planning effort and demonstrate what our partnership can do to better position the airport as an economic presence in the area.

While future planning will provide a roadmap for the continued growth and development of the airport, it is important to look back on the history of the facility to gain a better perspective on what is needed to chart a path for future success. The City of Eloy has laid a strong foundation in the recent past to help steer the airport. This includes the preparation of the *2025 Eloy Municipal Airport Master Plan*, a document meant to guide the airport's future relative to land use, infrastructure, and more.

Coffman Associates is proud to have partnered with the City of Eloy on the development of the recently completed airport master plan. This study serves as a catalyst for the continued development of the airport to be able to meet future aviation demand in a safe and efficient manner. A thorough process involving city administration, stakeholders and tenants, the Federal Aviation Administration (FAA), and Arizona Department of Transportation (ADOT) Aeronautics Group culminated in a thoughtful plan featuring a mix of aeronautical and non-aeronautical development that will position the airport to accommodate a wide range of demand segments and bolster revenue capabilities and economic development in the area. Our team's knowledge and understanding of the master plan will serve as a valuable resource in being able to provide planning and environmental support in the years ahead.





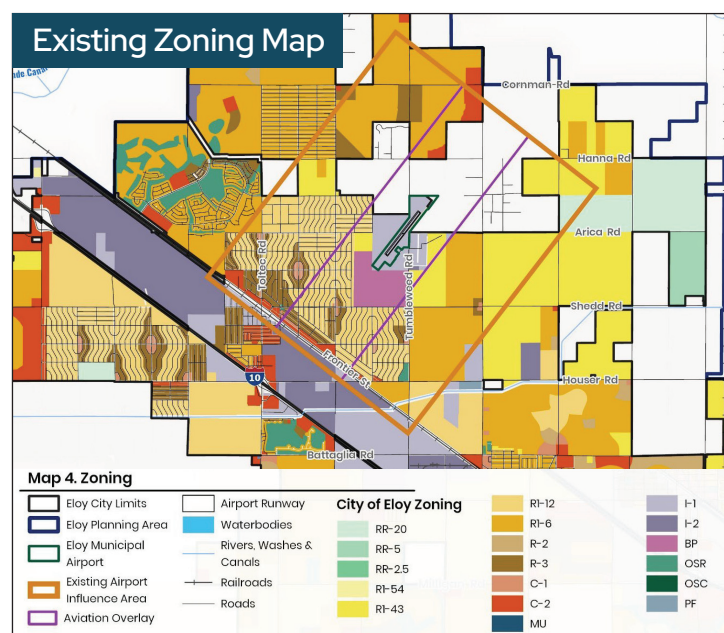
The airport is in a prime area for future development opportunities. The City of Eloy is located in the south-central region of Arizona, just east of the intersection of Interstates 10 and 8 (proposed CanaMex Corridor) and at the center of the Sun Corridor. Eloy is strategically located equidistant from Tucson and Phoenix (approximately 55 miles each way). The city has served as a regional trade center for a vibrant agricultural economy, primarily due to its location in the Santa Cruz River Basin, one of Arizona's most fertile agricultural areas.



Over the last 30 years, the city has transitioned to a more diverse economy; more than three quarters of its business and nearly half of its employment are now in transportation services, manufacturing, and logistics. The presence of the Union Pacific Railroad, which parallels and extends north of Interstate 10, provides easy transportation access and visibility benefits to major distribution firms and manufacturers serving the southern and western United States. The Interstate 10 corridor continues to serve as a prime location for major truck stops.

The master plan's goal of enhancing the airport's ability to become an effective transportation resource for the long-term benefit of the City of Eloy and surrounding region must be carried forward in the years to come. As such, future planning will consider key airport tenants, such as Skydive Arizona, and aviation demand segments, including corporate/business aircraft utilization, to produce thoughtful and realistic development and project staging.

Furthermore, the city has undertaken the *Eloy Airpark Area Plan* to address future growth and development around Eloy Municipal Airport. Coffman Associates is assisting with the development of this plan, which is intended to establish a vision, set goals, and evaluate land use and infrastructure needs for the greater area surrounding the airport. There is much to analyze in these areas, and our team provides the ability to analyze conditions in a way that enhances the airport's aviation activities and future development while providing an economic hub of commerce to the City of Eloy.



The City of Eloy, along with nearby communities and rural portions of Pinal County along the Interstate 10 corridor, are forecasted to experience growth in population and employment in the coming years. As such, focus needs to be given to continuing to expand available services that will make Eloy Municipal Airport an attractive option to aircraft owners and aviation-related businesses and position the facility to accommodate future economic development growth in the region.

By way of regular coordination with city/airport staff, Coffman Associates has the background and understanding to immediately address the planning, environmental, and development issues the airport will face in the coming years.



Future airport projects may include, but are not limited to, the following:

- Airfield drainage improvements
- Rehabilitation of existing hangar facilities
- Aircraft parking apron rehabilitation
- Land acquisition needed to meet safety and design standards associated with airfield fencing
- Rehabilitation of various runway and taxiway pavements
- Installation of an automated weather observation system (AWOS)
- Taxilane construction to support future hangar facilities
- Runway extension that includes focused planning and environmental studies
- Airport capital improvement programming (ACIP) and grant coordination with the FAA and ADOT

Future planning will need to focus on several issues related to the continued development of the airport, which includes a detailed evaluation of airside and landside enhancements to accommodate general aviation activity, as well as other specialty aviation activities. Coffman Associates will provide an understanding of airside and landside facility needs, including a detailed evaluation of how various demand segments can complement one another. Being able to maximize airport property and aviation revenue support is key to the long-term viability of the airport and surrounding region served. This is especially true for Eloy Municipal Airport, which consists of approximately 140 acres of property.

With the ever-changing role of airports and aviation, Coffman Associates' perspective on planning and environmental support also extends beyond airport property. This is important for the city, as future constraints both on the ground and in the surrounding airspace will impact airport activities. Through our team's understanding of local interests and land use compatibility in the area, as well as the sensitivities associated with aircraft noise, we will serve as an extension of city staff in confronting these issues.

In conclusion, Eloy Municipal Airport is a vital economic and transportation asset for the City of Eloy and surrounding area. Future airport planning should be conducted by a consultant team with the greatest experience and success in planning processes for comparable airport facilities. Since Coffman Associates' founding in 1979, we have been dedicated exclusively to aviation, specifically airport planning for airports across the country. Much of this experience is in assisting general aviation airports similar in size and role to Eloy Municipal Airport.



SECTION F

*Recent Experience at Airports in Arizona
Similar to Eloy Municipal Airport*



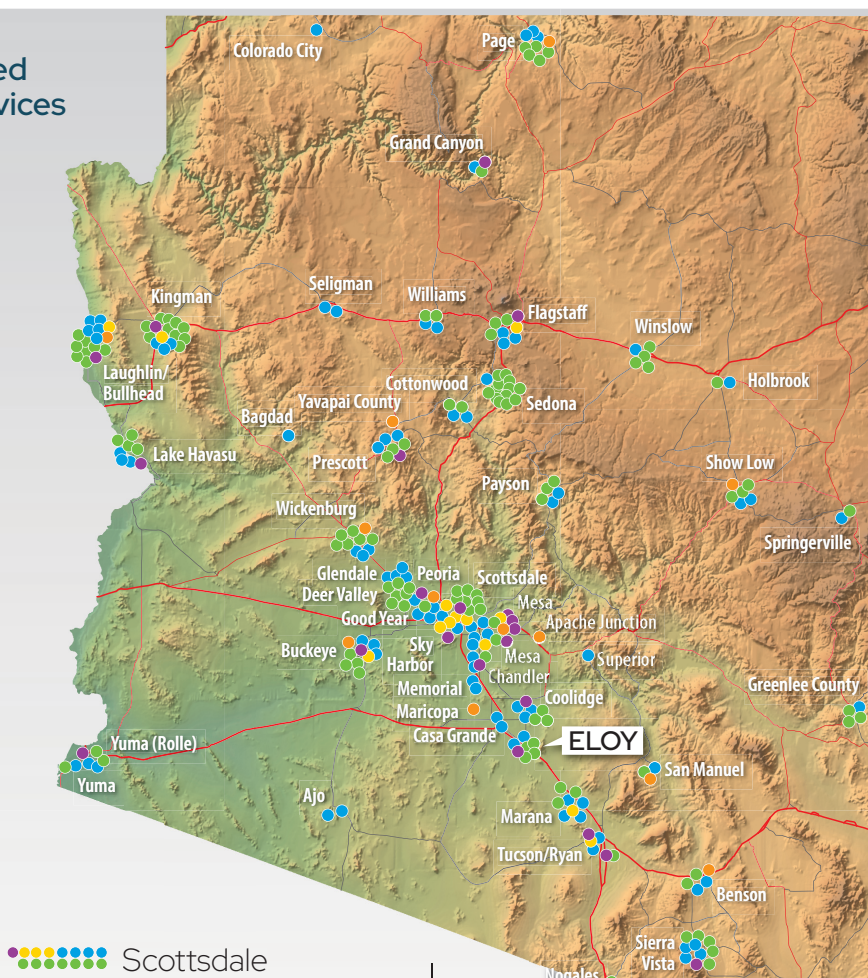


RECENT EXPERIENCE AT AIRPORTS IN ARIZONA SIMILAR TO ELOY MUNICIPAL AIRPORT

Located in Phoenix, Arizona, Coffman Associates, Inc. has extensive experience in airport planning services, including obtaining, managing, and administering FAA and Arizona Department of Transportation (ADOT) grants. This experience has allowed us to work closely with FAA staff in the Western-Pacific Regional Office and the Phoenix Airports District Office (ADO), as well as the staff in the ADOT Aeronautics Group office in Phoenix. The following recent projects have provided Coffman Associates with a detailed understanding of the current aviation issues in Arizona.

Coffman Associates has provided planning and environmental services for the following airports:

- Ajo
- Apache Junction
- Bagdad
- Benson
- Buckeye
- Casa Grande
- Chandler
- Colorado City
- 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
- Mesa Gateway
- Nogales
- Page
- Payson
- Peoria
- Phoenix Deer Valley
- Phoenix Goodyear
- 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

Legend

- Master Plans (94)
- Noise and Land Use Compatibility Studies (16)
- Environmental Studies (122)
- Site Selections (12)
- Airport Management Support Services (23)

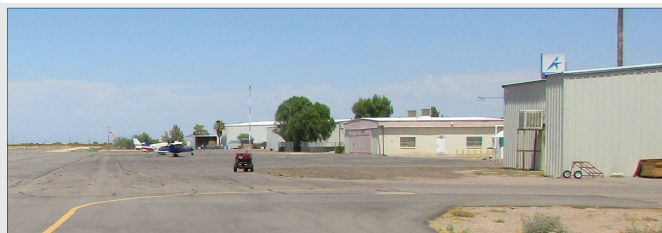


Relevant Airport Planning Experience

Coffman Associates is known for our extensive experience in airport planning, having completed more than 600 airport master plans and ALP updates with narrative studies, as well as 490+ project-specific studies. Airport plans vary with the size, complexity, and role of each airport and may include a variety of supporting studies. The plans provide a comprehensive study of the airport that describes the short-, intermediate-, and long-term plans for airport development. Coffman Associates utilizes FAA Advisory Circular 150/5070-6B, *Airport Master Plans*, as a guide for the preparation of master plans for airports that range in size and function from small general aviation to large commercial service facilities. The firm has always given specific attention to tailoring each master plan scope for the individual airport under evaluation.

Eloy Municipal Airport, Arizona

Project: Airport Master Plan
Completed: September 2025 (on schedule)
Contract: \$481,520 (on budget)
Reference: Kristina Wasiniak, Airport/Public Works Business Manager, (520) 466-3082
kwasiniak@eloyaz.gov



Description: Eloy Municipal Airport is owned and operated by the City of Eloy and primarily serves general aviation activities ranging from emergency medical operations to recreational activities, especially skydiving. Skydive Arizona began operating at the airport in the early 1990s and has grown into a major, internationally-known tourist destination. The airport is equipped with a single asphalt runway that measures 3,901 feet long and 75 feet wide. Recommended master plan projects included the following:

- A 1,599-foot runway extension and extension of the parallel taxiway to accommodate increasing numbers of business jet and turboprop aircraft
- Land acquisition for runway approach protection and future expansion
- Establishment of LPV non-precision instrument approaches to each runway end
- Upgrading of the PAPI-2 visual approach lighting systems to PAPI-4s
- Construction of holding aprons
- Relocation of the segmented circle and lighted wind cone and implementation of an AWOS
- Aircraft storage hangar development to provide four six-unit T-hangars, one eight-unit T-hangar, five 50-foot by 50-foot executive box hangars, three 80-foot by 80-foot executive box hangars, and two 100-foot by 150-foot large conventional hangars
- Implementation of 26,800 square yards of aircraft parking apron, including a wash rack
- Construction of a 20,000-square-foot terminal/FBO facility

Consideration was given to identifying new perimeter fencing and access gate locations to promote public access to the terminal area while maintaining a secure airfield. Potential land acquisition to be utilized for employment development or non-aeronautical related land uses for revenue support was also analyzed.



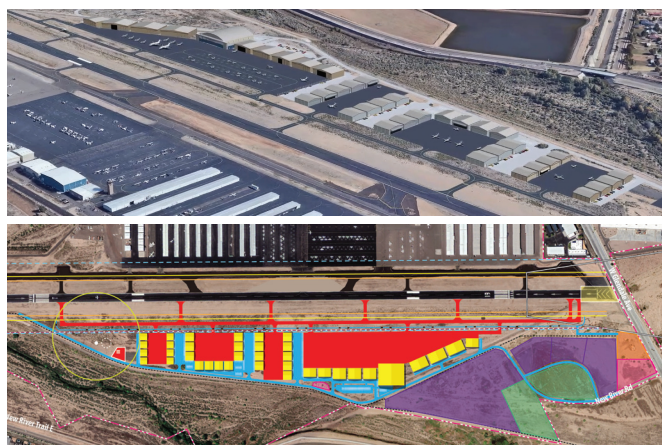


Glendale Regional Airport, Arizona

Project: Eastside Development Plan
Completed: January 2025 (on schedule)
Contract: \$230,734 (on budget)
Reference: Matt Smith, Airport Administrator
(623) 930-4744, msmith3@glendaleaz.com



Description: The City of Glendale commissioned Coffman Associates to examine the development potential of approximately 120 acres of land at Glendale Regional Airport. Currently, all landside development at the airport is located west of Runway 1-19. Land east of Runway 1-19 has been reserved for aviation-related and non-aviation-related development in previous planning studies. The purpose of this study was to identify a specific recommended development plan for the east side of the airport and evaluate alternatives that detail aircraft access from the airfield system. The plan produced various hangar development layouts, variable parcel sizes, existing and ultimate infrastructure needs, vehicle access, and a phased development approach to achieving the ultimate build-out of the area. Evaluation of this site also considered taxiway/taxilane connections to the airfield system, airside and landside access, and utility needs. The plan also took into account potential non-aviation development on the



east side of the airport, with physical land constraints and other factors to be further analyzed throughout the course of the study. The final report includes an estimated cost of construction and a recommended phasing schedule for the identified site improvements. An evaluation of federal (FAA) and state (ADOT Aeronautics Group) grant funding eligibility is also included for the proposed development plan. The objective of this study was to provide airport and city officials with proper guidance for future development that will satisfy aviation demands and be compatible with the long-term development plans for the airport.

Prescott Regional Airport / Ernest A. Love Field, Arizona

Project: Aviation Demand Forecast Study
Completed: May 2023 (on schedule)
Contract: \$62,568 (on budget)
Reference: Rick Crider, Airport Director
(928) 777-1114



Description: As part of preliminary environmental studies and tasks related to the proposed extension of Runway 3R-21L, Coffman Associates was brought under contract to prepare an update to the airport's aviation demand forecasts. The study estimated future levels of air traffic activity based on quantity of aircraft operations and characteristics of aircraft design at Prescott Regional Airport over the next 20 years. The objective of the forecast update was to prepare an FAA-approved 20-year aviation demand forecast that would be used for subsequent NEPA evaluations and benefit-cost analyses (BCAs) for the runway extension. Coffman Associates coordinated with airport staff and the FAA on a regular basis and provided a presentation and report detailing the forecast update. The FAA ultimately approved the original forecasts for future planning and environmental purposes. Since this time, Coffman Associates has been engaged with Prescott Regional Airport on additional forecast analysis for future airfield improvements.



Project: Part 77 Airspace Analysis
Completed: August 2023 (on schedule)
Contract: \$8,099 (on budget)
Reference: Corinne Nystrom, Airport Director
 (480) 644-4045, corinne.nystrom@mesaaz.gov



scale for future site planning needs using a supplement to the airport's current Part 77 airspace drawing, which Coffman Associates prepared as part of the last airport layout plan (ALP) update. Through the analysis, Coffman Associates was able to clearly depict and communicate what the maximum height allowances would be over different areas of the three tracts of land to give airport staff and city officials a better understanding of what could be done in these areas. The final product included a letter report and exhibits explaining and depicting the surfaces, accompanied by a virtual meeting between the consultant team and airport staff to discuss the limitations so airport personnel could communicate effectively with city decision-makers.



Project: Hangar Development Evaluation
Completed: August 2023 (on schedule)
Contract: \$19,872 (on budget)
Reference: Corinne Nystrom, Airport Director
 (480) 644-4045, corinne.nystrom@mesaaz.gov



Description: Coffman Associates assisted airport staff and a private developer with a proposed development layout on the northwest side of Falcon Field Airport that accounted for a mix of hangar uses and associated aircraft parking apron. Considering the amount of land available, as well as FAA design standards, a detailed analysis was completed to maximize the use of the area for the expected mix of aviation activity. Besides evaluating hangar layouts to make the best use of development potential, another important component of this study was the utilization of the adjacent aircraft parking apron. The airport traditionally accommodated a significant number of helicopter operations associated with training and flight testing in this area. Coffman Associates worked with airport staff and the airport traffic control tower (ATCT) to create a preferred plan to continue to allow helicopter activity while recognizing the ingress/egress of fixed-wing aircraft (especially corporate aircraft) on the aircraft parking apron.



Relevant Environmental Services Experience

Coffman Associates has considerable recent experience in the preparation and coordination of environmental documentation for airport development projects similar to those proposed for Eloy Municipal Airport. Our knowledge of the *National Environmental Policy Act* (NEPA), combined with our airport master planning experience, makes us uniquely qualified to move our airport sponsors through the environmental documentation processes. Over the past five years, we have completed NEPA analyses at nearly 50 airports. While some of these studies have been simple, non-controversial projects, many have been unique, complex, and highly controversial. Each of our project team members has worked closely in the past with the FAA and local approval bodies to ensure a seamless transition from project environmental clearances through design and to implementation. Through our environmental experience in the Western-Pacific Regional Office and the Phoenix Airports District Office (ADO), we have developed relationships with FAA environmental protection specialists, providing us tremendous insight into their project requirements. We are also experienced in obtaining Arizona Department of Transportation (ADOT) environmental clearances for state-funded and locally funded projects.

Scottsdale Airport, Arizona

Project: On-Call Airport Planning and Environmental Services

Completed: Ongoing (on schedule)

Contract: All projects were fixed-fee contracts

Reference: Rick Wielebski, Aviation Director
(480) 312-8475, rwielebski@scottsdaleaz.gov



Description: As the City of Scottsdale's airport planning consultant, Coffman Associates prepares environmental documentation for projects at Scottsdale Airport (SDL). These projects have included a pavement reconstruction and drainage improvements project (documented categorical exclusion) and an aircraft and vehicle gates improvements project (documented categorical exclusion). These documents were assembled utilizing a desktop review for natural resources such as wetlands, floodplains, hydric soils, and more. In addition, a floodplain notice was created and posted for public review. Coordination with the airport's engineer and SDL was also undertaken to provide a thorough analysis of the project site.

Laughlin/Bullhead International Airport, Arizona



Project: T-Hangar Complex CatEx and Floodplain Encroachment Analysis

Completed: August 2023 (on schedule)

Contract: \$3,368 (on budget)

Reference: James H. Scheller, Airport Director
(928) 754-2134, jscheller@flyifp.com

Description: Coffman Associates completed a documented categorical exclusion on a 10-unit T-hangar complex on the existing small general aircraft (GA) apron. Limited apron reconstruction will occur within 50 feet from the proposed hangar complex; the extension of utilities (electric and communication service) will also be needed. These hangars would be partially situated within a 500-year floodplain, so a floodplain encroachment analysis was completed and public noticing requirements were met. Coordination with the Mohave County Flood Control District also occurred.



Sedona Airport, Arizona

Project: Focused Planning Study
Completed: July 2023 (on schedule)
Contract: \$479,592 (on budget)
Reference: Ed Rose, Airport General Manager
(928) 440-2514
ed@sedonaairport.org



Description: Coffman Associates completed a focused planning study on preliminary engineering and environmental considerations for proposed runway safety area (RSA) improvements (including installation of EMAS beds) and the extension of Taxiway A. The focused planning study contained a public outreach component to vet public input on the proposed project. Because the airport shares common borders with the United States Forest Service (USFS)/Coconino National Forest (NF) and the project may involve land exchanges between Coconino NF and Yavapai County, interagency coordination between Yavapai County, the USFS, and the FAA was also conducted. The information gathered during the focused planning study will be used to inform future environmental analysis and documentation required for the project under NEPA.

Casa Grande Municipal Airport, Arizona



Project: Environmental Assessment (EA)
Completed: January 2023 (on schedule)
Contract: \$108,031 (on budget)
Reference: Dave Reffner,
Former Airport Manager, (928) 587-0522
dreffner@azdot.gov

Description: Coffman Associates completed an environmental assessment on the transfer of five acres of city-owned land to the airport for aeronautical purposes, which could then be added to the airport layout plan (ALP). The land would be used by the airport to provide a parachute drop zone to accommodate airport users engaged in skydiving activities. The subject property is two miles south of the airport and west of the city-owned Ed Hooper Rodeo Grounds. The FAA issued a Finding of No Significant Impact (FONSI) on the project.

Sierra Vista Municipal Airport, Arizona

Project: Environmental Documentation
Completed: March 2025 (on schedule)
Contract: \$12,308 (on budget)
Reference: Sharon Flissar, Airport Manager
(520) 458-5775, sharon.flissar@sierravistaaz.gov



Description: Coffman Associates provided environmental documentation for projects including: geotech and design for a runway connector taxiway (documented CatEx), the reconstruction of an existing taxilane (documented CatEx), and the rehabilitation of an existing taxilane (simple CatEx letter). The environmental documentation was assembled utilizing a desktop review for natural resources such as wetlands, floodplains, hydric soils, and more. The analysis also reviewed aerial imagery to assess any historic development that may have occurred in the project area and further evaluated if coordination with the Arizona State Historic Preservation Office (SHPO) was required. Coordination with the developer and airport was also undertaken to provide a thorough analysis of the project site.



Nogales International Airport, Arizona

Project: Categorical Exclusions;
ADOT Environmental Determination
Completed: September 2023 (on schedule)
Contract: \$28,414 (on budget)
Reference: Mary Dahl, Special Projects,
Santa Cruz County
(520) 841-0111
mdahl@santacruzcountyz.gov



Description: Coffman Associates completed categorical exclusion documentation on several projects recommended by the airport master plan we had prepared previously in 2015. These projects included reconstruction of the main parking apron; reconstruction of two taxiway connectors; the acquisition of private land within the Runway 3 approach end RPZ; the installation of 1,750 linear feet of perimeter fencing; pavement rehabilitation for Runway 3-21; and airfield electrical upgrades involving runway and taxiway edge lighting, guidance signs, PAPIs, airport beacon, and associated conductors, as well as installation of REILs and an electrical vault building. Coffman Associates also completed an ADOT Environmental Determination on an erosion control project to prevent ongoing erosion of steep slopes adjacent to the runway object free area.

Kingman Airport, Arizona



Project: Land Release Request and
Environmental Documentation
Completed: Ongoing (on schedule)
Contract: \$186,744 (on budget)
Reference: Doug Breckenridge,
Airport General Manager
(928) 565-1420
dbreckenridge@cityofkingman.gov

Description: Coffman Associates prepared a categorical exclusion to evaluate the release of 790 acres of land from federal land obligations at Kingman Municipal Airport in Kingman, Arizona. Following completion of the NEPA documentation and land release request, the City of Kingman will buy the land from the airport for development of non-aeronautical land uses compatible with airport operations. The purpose of the project is to generate revenue to support the airport. To further define the project, Coffman Associates was retained by the City of Kingman to prepare an industrial park master development plan. To complete this project, Coffman Associates is leading a multidisciplinary team (traffic, earthwork, drainage, utilities, rail, and roadways) to provide project-specific details for future industrial and commercial development projects on the site. Additionally, the project includes industry target analysis and the preparation of a zoning ordinance to further define future development on the property.



Grant Administration and Airport Capital Improvement Program

Because Coffman Associates works exclusively for airports, we have developed a detailed understanding of the FAA's Airport Improvement Program (AIP) funding requirements and processes. Our background and experience include the preparation and administration of Standard Form (SF) 424 and 5100-100/101 forms for FAA grant applications, SF 270/271 forms for grant reimbursement requests, and SF 425 forms for quarterly/annual financial reporting requirements.

Beginning with the airport planning process, we will prepare a new five-year airport capital improvement program (ACIP), which is then submitted to the FAA for review and approval. While the plan will provide the justification for a specific project, it must be accurately depicted on the FAA-approved airport layout plan before any funding is approved for that project, and the appropriate level of environmental documentation must be reviewed and approved by the FAA. When a project is included in the airport's ACIP, it is critical that these requirements are considered when identifying the appropriate timing for the actual construction of a project. Once all the requirements have been met, Coffman Associates will prepare the appropriate pre-application and/or application packages for the city to submit to the FAA.

Coffman Associates has enjoyed an extremely successful track record in helping airports secure and administer FAA grant funding. For example, we have been working with the City of Redding, California, since 1998 and have assisted the airport staff in preparing grant applications, PFC applications, and ACIP submittals to the FAA. As a result, the City of Redding has been successful in securing more than \$45,000,000 in grant funding from the FAA for a variety of airport improvement projects for both Redding Regional Airport and Benton Airport.

Our recent comparable grant administration and ACIP preparation services include:

Laughlin/Bullhead Int'l Airport, AZ

Project: Grant Administration, Grant Application, and ACIP Preparation

Date of Services: Ongoing

Owner: Mohave County

Reference: James H. Scheller,
Airport Director
(928) 754-2134
jscheller@flyifp.com

Sedona and Bagdad Airports, AZ

Project: Grant Application and ACIP Preparation

Date of Services: Ongoing

Owner: Yavapai County

Reference: Alex Eckel,
Assistant County Engineer
(928) 771-3183
alex.eckel@yavapaiaz.gov

Scottsdale Airport, AZ

Project: Grant Application and ACIP Preparation

Date of Services: Ongoing

Owner: City of Scottsdale

Reference: Rick Wielebski,
Aviation Director
(480) 312-8475
rwielebski@scottsdaleaz.gov

Redding Regional Airport and Benton Airpark, CA

Project: Grant Application and ACIP Preparation

Date of Services: Ongoing

Owner: City of Redding

Reference: Andrew Solsvig,
Airports Manager
(530) 224-4321
asolsvig@cityofredding.gov

SLO County and Oceano Airports, CA

Project: Grant Application and ACIP Preparation

Date of Services: Ongoing

Owner: San Luis Obispo County
Department of Airports

Reference: Courtney Johnson,
Director of Airports
(805) 781-5205
comjohnson@co.slo.ca.us



SECTION G

*Capability to Perform All Aspects of the
Planning Services Requested*





CAPABILITY TO PERFORM ALL ASPECTS OF THE PLANNING SERVICES REQUESTED

Coffman Associates will partner with SWCA Consultants, an environmental consulting firm, and Martinez Geospatial, which brings a deep knowledge base in capturing and disseminating data collected for aeronautical surveys, to provide consulting services to Eloy Municipal Airport. Our teaming arrangement is intended to provide comprehensive airport planning and environmental services that will exceed the city's expectations for any planning and environmental projects that are pursued. Coffman Associates, as the team lead, is uniquely qualified to offer aviation planning and environmental consulting services for Eloy Municipal Airport, as we were established specifically to serve the needs of small, regionalized communities and their associated general aviation airports.



As a firm dedicated exclusively to airport planning, Coffman Associates approaches each project based on what is best and most realistic for the future of the airport. We were founded on the ideal of separating planning and engineering services, thereby removing any potential conflict of interest that may be associated with future engineering projects. This separation of services allows us to offer a fresh and independent look at airports, evaluating the "big picture" and providing our clients with an opportunity to consider factors beyond the design and cost of a specific project. We have had sustained success with this approach for 47 years. In fact, many of our clients retain us for planning services while contracting engineering services separately with other firms.

Our approach is multifaceted to provide comprehensive evaluation in areas such as FAA guidelines, environmental concerns, future use and commitment of land, community response, and regulatory constraints. We have a team of 26 professionals with backgrounds and expertise in land use planning, environmental documentation, airport management, geographic information systems (GIS), and sustainability. Several of our team members are also licensed private pilots. This wide-ranging skillset enables us to serve as a true extension of airport staff and assist with navigating the challenges associated with operating an airport.

Whether we are conducting a master plan, ALP with narrative, environmental study, noise compatibility plan, or other study, any planning project we undertake includes the following elements:

Project Initiation | Each planning study starts with a collaborative effort that establishes the scope of work and the overall cost and schedule. During this process, critical plan components will be defined along with roles and responsibilities of all project participants. Depending on the project complexity, an advisory committee of airport stakeholders will be assembled and asked to provide insight and comments throughout the study process. A public outreach tract will also be defined to allow the community ample opportunity to be involved.



Visioning | Our overarching goal is to plan for the long-term success of an airport. Without a vision for what the airport and community will become, it is common for airports to make short-sighted decisions about airport development that can impede future potential. The goal of our strategic visioning is to assess the airport's current role and project its future growth opportunities. The intended outcome is to establish strategic goals and objectives, which guide overall planning efforts.



Public Outreach | Community involvement plays a critical role in all of our projects. Public support will undoubtedly contribute to the success of the plan, but garnering this support can only be achieved through a robust community outreach program. Many communities live with significant misconceptions about their airports and the value they offer. The planning process provides an ideal opportunity to educate and engage the public regarding airport development and the benefits that can result for the community at large. We offer a dynamic approach to involving the community in planning studies.



Technical Ability | We value innovation and remain at the cutting edge of planning technology. We are committed to leading a planning process that yields realistic and implementable solutions. To achieve this, we utilize 3D technology and GIS tools. Creating 3D renderings of existing and ultimate facilities and infrastructure provides the necessary framework to best illustrate future planning concepts to decision-makers and the public. Furthermore, the use of GIS technology offers a unique investigative tool in identifying aviation demand, topography, airspace, and other airport siting requirements. GIS tools also offer airport management the ability to manage revenues, property, and airspace more effectively. Our goal is to provide airport management with effective resources that can provide real-time answers for complex issues.

Timely Deliverables | Coffman Associates has maintained a reputation for excellence, as our past and current airport clients can attest. Our commitment is to never set deadlines we cannot keep. Our promise has always been to keep projects moving forward with realistic goals, regular communication with staff, and deliverables that exceed expectations.

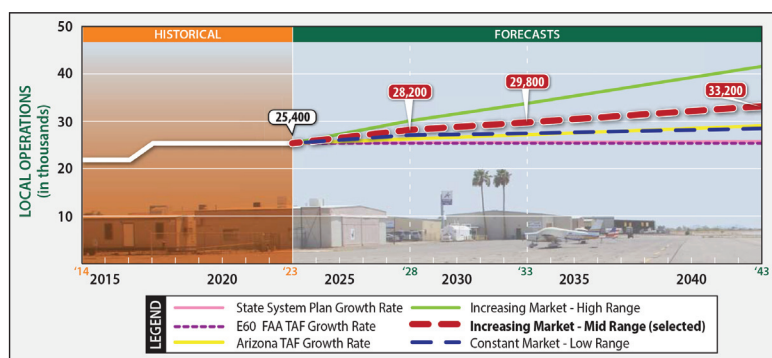
PLANNING APPROACH – AIRPORT MASTER PLAN/ALP UPDATE

An airport master plan must follow FAA guidance; however, we tailor each planning process to meet the specific needs of the airport sponsor and airport users. The airport is not just a transportation facility; it is also a business, and we approach all master plans as we would a business plan. We are committed to planning for the future financial viability of the facility. While no two airport plans will be the same, there are certain elements that must be included in each plan. These elements include:

Inventory | The primary objective of the inventory element is to familiarize the study participants with the airport. The project staff will first meet the Airport Advisory Committee and airport staff, then make appointments to visit airport tenants, local and regional planning agencies, governmental agencies, and others as deemed necessary to develop a comprehensive inventory.

Forecasts | The primary objective of the forecasting effort is to quantify the magnitude of future aviation demand so it can be later related into future airport facility requirements. Realistic forecasts of airport

operations and based aircraft will be developed so that an understanding of future infrastructure and service needs can be identified to support growth and help justify improvement funding. The forecasts and the identification of the airport's critical aircraft will be developed utilizing FAA-approved methodologies and the latest available data, including the FAA's Traffic Flow Management System Counts (TFMSC) and ADS-B data.





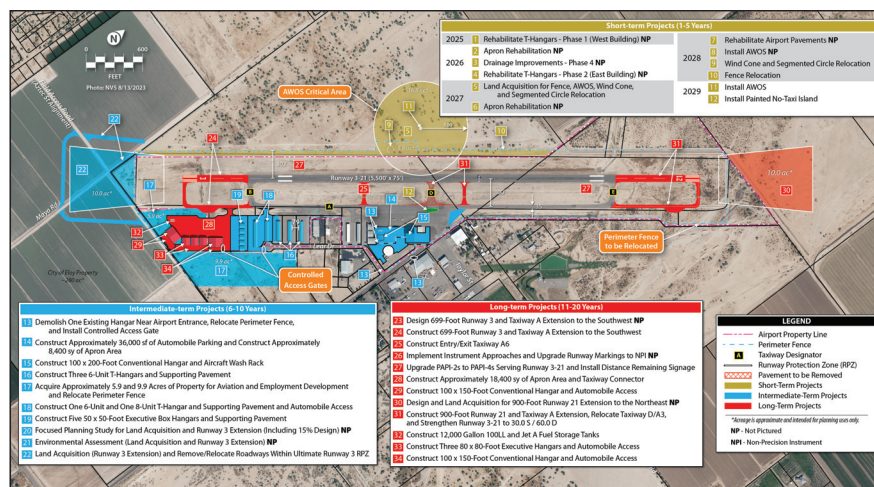
Facility Requirements | The primary objective of this effort is to prepare a facility needs assessment to meet present and future aviation demand, based on the 20-year projections identified during the forecast element. At this stage, the forecasts are broken into planning horizons that correlate to short-, intermediate-, and long-term timeframes. This allows the airport sponsor greater flexibility in project programming as milestones are reached, rather than specific deadlines. For facility requirements, we utilize the most up-to-date models available in determining an airport's needs for the key components of the airside and landside.

Alternatives | A series of airside and landside development alternatives will be produced following the facility needs evaluation to address long-term needs of general aviation. Key airside and landside issues will be identified during this evaluation to help guide the development process.

Environmental Considerations | The objective of this task is to collect facts regarding environmental issues typically associated with airport development, as well as issues known to be of special emphasis at Eloy Municipal Airport. Data will be collected and reviewed on issues that may affect the future operation or development of the airport.

Preferred Development Concept | At this point in the process, a recommended concept for airport development will have begun to evolve. The various components of the preferred alternative are broken down, refined, and integrated into a final plan. This will become the basis for refinement of development costs and scheduling for the airport.

Capital Improvement Program | Successful implementation of the plan and associated project implementation are keyed closely to financial scheduling. Our approach is designed to include features that will aid in ensuring recommendations are cost-effective, realistic, and prepared to be implemented. Additionally, our approach ensures that there are provisions that will allow the plan to be modified in the future to meet unforeseeable changes that may occur with the economy and the aviation industry.



We recommend the airport consider year-by-year scheduling in the first five years, as this enables the sponsor to adjust development schedules more easily and eliminates the need for frequent updates.

Airport Plans | To be eligible for federal and state funding, any proposed improvements must be included on an approved airport layout plan (ALP). The airport

development concept recommended from an alternatives analysis is refined into the final ALP set at this step in the process. Our team will prepare an update to the ALP drawing set. The plans will be accurate, concise, and easily interpreted because they are frequently referred to by airport management and state and federal officials as planning and programming tools.

Aeronautical Survey | FAA AGIS surveys provide accurate mapping, updated imagery, and obstacle evaluation and are often paired with airport planning projects. Coffman Associates and Martinez Geospatial (MTZ) team members have extensive experience in performing AGIS surveys, airspace and obstruction analyses, and airport GIS data development. MTZ is a leader in providing aeronautical surveys, imagery, and airport data collection and will provide valuable support for this task, if needed.



ENVIRONMENTAL APPROACH

The preparation of *National Environmental Policy Act* (NEPA) documents for airport projects requires a great deal of coordination and expertise. Through the preparation of NEPA documents, specifically categorical exclusions (CatEx) and environmental assessments (EA) within the Western-Pacific Region of the FAA for more than 45 years, we have established the necessary relationships, knowledge, and skills to prepare documents, which will not only provide oversight agencies with the information needed for the issuance of environmental clearances, but also withstand public scrutiny.

Our technical writing staff has extensive experience preparing documents that undergo detailed public review; therefore, we strive to provide reader-friendly and technically accurate documents. As evident within our previous studies completed for other airports, our in-house graphics and printing capabilities translate to a high level of quality control over document format and appearance. The documents will include outstanding graphics that clearly communicate various components of the project. The document itself will also be professionally printed and bound.



Our experience preparing CatExes and EAs within the FAA Western-Pacific Region and across the U.S. ensures the document prepared for your projects will be technically sound and meet all the FAA expectations and requirements. Our NEPA documents typically move through the FAA internal review processes efficiently because FAA staff have prior experience reviewing our documents and know that our staff prepares CatExes and EAs in accordance with FAA guidance, in fact, our NEPA documents have been used as example documents in numerous FAA regions.

NEPA Documentation and Clearances

The approach we propose for the NEPA process at Eloy Municipal Airport has proven very successful at many other airports. Our staff is well-versed regarding the requirements of FAA Order 1050.1G, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, and has applied the requirements of these orders during the preparation of more than 100 environmental documents during the past five years. Our overall goal is not only to obtain NEPA environmental clearances, but also to complete the NEPA process in a timely manner to ensure the FAA can issue project design/construction grants as soon as possible.



Additionally, we have experience working with the FAA to identify projects that possess independent utility and may be eligible for evaluation with a documented categorical exclusion using FAA Standard Operating Procedure 5.2, *CatEx Determinations*.

At the onset of each project, Coffman Associates, city staff, and the FAA will establish the level of NEPA documentation required. Some of the projects can be bundled and a CatEx can be prepared. In cases when an EA is required, an informational packet explaining the project(s) will be forwarded to various local, state, and federal resource agencies to obtain input regarding known environmental resources in the project area, as well as any concerns they may have regarding potential social or environmental impacts. To ensure the project remains on schedule, the informational packet will be followed with phone conversations to answer questions, which helps ensure a timely response.

Through our experience, we have learned it is best to uncover issues relating to the proposed project very early in the NEPA processes. This allows us to meet challenges and perform analyses early in the project versus after a public hearing is held about the draft document, therefore; we propose obtaining input from resource agencies and the public early in the process.

SECTION H

*Interest in Eloy Municipal Airport
and the Quality and Relevance of
Professional References Provided*





INTEREST IN ELOY MUNICIPAL AIRPORT

Coffman Associates has provided airport planning and environmental services to Eloy Municipal Airport for 30 years. We were first selected by the City of Eloy to prepare an airport master plan in 1996. Since then, we have prepared two master plan updates, an economic benefit study, an environmental assessment, and environmental documentation for numerous airport development projects. During this time we have developed relationships with city and airport staff while providing our professional services to help Eloy Municipal Airport continue to grow and meet the demands of the community it serves. Coffman Associates welcomes the opportunity to continue partnering with the City of Eloy and Eloy Municipal Airport. With an office in Scottsdale, our local presence and knowledge of the airport will provide historical context and continuity throughout upcoming airport planning and environmental processes. Ultimately, we want to serve the airport and the City of Eloy in the process of formulating realistic and achievable plans that align with FAA standards, strategically plan for future growth, and complement Eloy's vision for the future.

PROFESSIONAL REFERENCES

Coffman Associates has built a solid reputation of honesty, quality, and a balanced, thoughtful approach to airport planning. Our extensive project experience is a testament to this, and we have developed strong relationships with airport sponsors and stakeholders, resulting in a high percentage of projects from repeat clients. Our clients know they can trust us to prepare unbiased plans designed to benefit their airports and communities. Our firm's planning-only focus means we do not plan projects that would benefit us to design later. This results in our reputation for objectivity and benefits our clients because our focus is solely on them. **We encourage you to contact our references listed in the following appendix, as well as those on pages 15-20, to discuss our qualifications and past performance.**

Glendale Municipal Airport, Arizona

Project: Eastside Development Plan, Airport Master Plans (4), State and Federal Environmental Documentation (5), Part 150 Noise and Land Use Compatibility Plan
Reference: Matt Smith, Airport Administrator
Phone: (623) 930-4744
Email: msmith3@glendaleaz.com



Mesa Falcon Field Airport, Arizona

Project: Airport Master Plans (2), State and Federal Environmental Documentation (16)
Reference: Corinne Nystrom, Airport Director
Phone: (480) 644-2450
Email: corinne.nystrom@mesaaz.gov



Scottsdale Airport, Arizona

Project: Airport Master Plans (4), Part 150 Studies (3), State and Federal Environmental Documentation (7)
Reference: Rick Wielebski, Aviation Director
Phone: (480) 312-8475
Email: rwielebski@scottsdaleaz.gov



Sierra Vista Municipal Airport, Arizona

Project: Airport Master Plans (5), State and Federal Environmental Documentation (7)
Reference: Sharon Flissar, Public Works Director
Phone: (520) 458-5775
Email: sharon.flissar@sierravistaaz.gov





"During the previous five years, Coffman provided planning and environmental services for projects including but not limited to a Part 150 Noise Compatibility Planning Study, Airport Layout Plan and Narrative Report update, Airport Land Use Compatibility Plan, Pilot Guide and Voluntary Noise Abatement marketing materials update, multiple Categorical Exclusions and Bay Conservation and Development Commission permits. The Part 150 Study for San Carlos Airport included a great deal of public involvement. Coffman Associates consultants handled contentious public comments and issues with ease, while also guiding and educating airport staff through the process. In addition, Coffman met or exceeded deadlines, worked collaboratively with Federal Aviation Administration (FAA) staff, and provided high quality work products. Coffman has consistently provided us with responsive and personalized service. We highly recommend Coffman Associates for any airport planning and/or environmental project or study."



Gretchen Kelly, Airports Division Manager
San Mateo County Airports



"The Coffman team goes out of their way to make sure our team feels like they are working with friends in the business, not just another consultant. You can tell that the relationship that Coffman has with their clients is important to them. They treat our team with kindness and comradery and are always quick to help out with any request, question or need we may have. They are quick to respond to emails, calls, etc. and are very attentive. Their responses to questions, issues, problems, etc are timely and comprehensive. Coffman's extensive industry knowledge is always apparent through the solution(s) they propose as issues arise during a project. With still a few months to go as we are finishing up our master plan, Coffman has stayed on budget and on schedule. They are great in tracking budget and schedule as well and provide our team with regular updates on both. Coffman's work is thorough and detailed. The Coffman team presented great options to various challenges and topics throughout the project. Additionally, when we pushed back on some items/issues which we felt were either missing or didn't belong, they were quick to follow up with great discussion and perspective, always delivering high quality outcomes through each section of the master plan. They really make the process about teamwork and collaboration."



Rick Wielebski, Aviation Director
Scottsdale Airport



"Coffman Associates completed an Airport Master Plan update project for the City of Casa Grande Municipal Airport from FY22-FY24. Mr. Matt Quick was a pleasure to work with and he and his team displayed the utmost professionalism throughout the entire project. Key team members on the project were Ms. Chandra Burks and Ms. Judi Krauss, AICP.

As with any airport planning projects there is significant public interest and involvement. With our Master Plan update this was a key area where Coffman Associates really shined. Coffman was there every step of the way and presented with vast knowledge and experience in airport planning. Questions and concerns were addressed promptly and accurately, alleviating any and all areas that the City, Airport, and airport stakeholders (local community & aviation community) had.

The updated Airport Master Plan that Coffman Associates produced met and exceeded all expectations of the City, Airport, FAA and ADOT. The Casa Grande Municipal Airport continues to work with Coffman Associates on a regular basis as a result of the relationship built throughout the Master Plan project."



David Reffner, Former Airport Manager
City of Casa Grande



APPENDIX

Resumes





MATT QUICK – Airport Planning Project Manager

Matt has 20+ years of experience in airports and aviation, including roles in airport management and aviation consulting. Prior to his time with Coffman Associates, he was an airport manager for a general aviation airport in Texas, where he was involved in overseeing a major capital improvement project associated with a runway extension and enhanced airfield safety measures. He also coordinated with various entities – including the FAA, TxDOT-Aviation, City Council, Airport Board, and Economic Development – on a regular basis to plan for airport projects, funding, and expansion potential. For the past 19 years, Matt has been with Coffman Associates and has taken part in a variety of roles, which include project management, business development, public outreach, and regular engagement with airport staff and aviation stakeholders. His planning experience is associated with master plans, safety area improvements, wildlife hazard management, and airport guidance studies, such as rates and charges and rules and regulations. Matt has a thorough understanding of the different aspects involved in the development and operation of airports and brings realistic solutions to the table when working with airport sponsors.

Relevant experience includes:

- **Eloy Municipal Airport, Arizona** | Airport Master Plan
Role: Principal-in-Charge
- **Casa Grande Municipal Airport, Arizona** | Airport Master Plan
Role: Principal-in-Charge
- **Chandler Municipal Airport, Arizona** | Airport Master Plan
Role: Project Manager
- **Flagstaff Airport, Arizona** | Airport Master Plan & Wildlife Hazard Management Plan, 32-Acre Development Plan Concept
Role: Project Manager
- **Glendale Regional Airport, Arizona** | Airport Master Plan, Eastside Development Plan, ACIP Preparation
Role: Project Manager
- **Laughlin/Bullhead International Airport, Arizona** | Airport Master Plan, Grant Administration
Role: Principal-In-Charge
- **Mesa Falcon Field Airport, Arizona** | Airport Master Plan, Hangar Development Evaluation, Part 77 Airspace Analysis
Role: Project Manager
- **Scottsdale Airport, Arizona** | Airport Master Plan
Role: Principal-in-Charge
- **Sedona Airport, Arizona** | Rates & Fees Study, Airport Master Plan/Economic Impact Study
Role: Project Manager



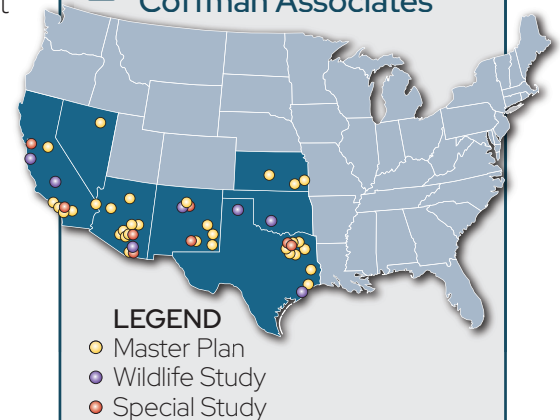
Professional Information

- Vice President
- 23 Years of Experience
- M.S. Aviation Safety, Univ. of Central Missouri
- B.S. Aviation Technology, Univ. of Central Missouri
- Multi-Engine and Instrument-Rated Commercial Pilot
- 2025 Arizona Airports Assoc. Corporate Member of the Year Award
- Airport Business "Top 40 Under 40"

Member

- SWAAAE Corporate Director (2018-2020)
- Aircraft Owners and Pilots Assoc.
- Southwest Chapter AAEE
- Arizona Airports Association

Planning Experience at Coffman Associates



Summary of Experience

Master Plans	50
Wildlife Studies	10
Special Studies	30
Total Studies	90





JUDI KRAUSS, AICP – Environmental Project Manager

Judi has extensive environmental experience in the west and southwest regions of the United States. Since joining Coffman Associates, Judi has managed or contributed to numerous environmental evaluations associated with airport development and planning projects under both federal and applicable state regulations. She has participated in Part 150 studies, airport land use compatibility plans, and airport master plans. Prior to joining Coffman Associates, Judi worked as an environmental analyst for the Arizona Department of Transportation's Environmental Planning Section and as an environmental planner and project manager for a large, multidisciplinary environmental consulting firm. Her expertise lies in managing complex environmental projects under the *National Environmental Policy Act* (NEPA) and other special purpose laws, as well as in conducting socioeconomic studies.

Relevant experience includes:

- **Eloy Municipal Airport, Arizona** | *Environmental Assessment*
Role: Project Manager
- **Casa Grande Municipal Airport, Arizona** | *Environmental Assessment for Land Transfer*
Role: Project Manager
- **Glendale Municipal Airport, Arizona** | *Environmental Assessment for Property Acquisition*
Role: Project Manager
- **Grand Canyon West Airport, Arizona** | *Environmental Assessment/Terminal Focused Planning Study*
Role: Project Manager
- **Mesa Falcon Field Airport, Arizona** | *Environmental Assessment for a Proposed 70-Acre Non-aviation Development*
Role: Project Manager
- **Nogales International Airport, Arizona** | *Categorical Exclusions on Several Projects Recommended by the Airport Master Plan*
Role: Project Manager
- **Mesa Gateway Airport, Arizona** | *Environmental Assessment for SkyBridge Arizona Business Park (NEPA)*
Role: Project Manager
- **Scottsdale Airport, Arizona** | *Environmental Assessment for Runway Strengthening*
Role: Project Manager
- **Sedona Airport, Arizona** | *Focused Planning Study*
Role: Project Manager
- **Wickenburg Municipal Airport, Arizona** | *Supplemental Environmental Assessment for Proposed Construction of a New Aircraft Parking Apron*
Role: Project Manager



Professional Information

- Associate Vice President
- 28 Years of Experience in the Public and Private Sectors
- M.A. Economics, Emphasis in Natural Resource Economics, University of California, Santa Barbara (1989)
- B.A. Environmental Studies, Minor in Biology, California State University, Sacramento (1984)

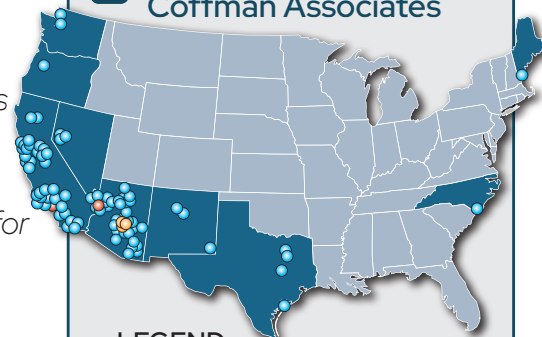


Member

- American Institute of Certified Planners (AICP)/American Planning Association
- Arizona Airports Association
- National and California Association of Environmental Professionals
- Southwest Chapter AAAP



Planning Experience at Coffman Associates



LEGEND

- Environmental Study
- Part 150 Study
- Special Study

Summary of Experience

Environmental Studies	106
Part 150 Studies	3
Special Studies	3
Total Studies	112





KORY A. LEWIS

Upon completion of his master's degree in Urban Planning, Kory joined Coffman Associates as an airport planner. For 21 years, Kory has prepared environmental documentation for a wide range of airport development and air service projects and has served as project manager for environmental projects at general aviation and commercial service airports. With expertise in land use planning, he performs aircraft noise analysis, land use compatibility analysis, and noise measurement analysis. Kory also conducts air quality modeling and greenhouse gas inventories. Prior to joining Coffman Associates, Kory worked in the engineering industry, performing field reconnaissance and providing GIS support for public infrastructure projects.

Relevant experience includes:

- **Flagstaff Airport, Arizona** | *32-Acre Development Plan Concept*
Role: Airport Planner
- **Kingman Airport, Arizona** | *Land Release Request Environmental Documentation*
Role: Project Manager
- **Laughlin/Bullhead International Airport, Arizona** | *Part 150 Noise and Land Use Compatibility Plan, Environmental Assessment*
Role: Airport Planner
- **Mesa Falcon Field Airport, Arizona** | *CatExes (4) for Private Hangar Development*
Role: Project Manager
- **Wickenburg Municipal Airport, Arizona** | *Environmental Assessment*
Role: Environmental Planner
- **Johnson County Planning Department, Kansas (New Century AirCenter and Johnson County Executive Airport)** | *Comprehensive Land Use Compatibility Plans*
Role: Project Manager
- **Lubbock Preston Smith International Airport, Texas** | *On-Call Environmental Services*
Role: Airport Planner
- **State of New Mexico Department of Transportation (NMDOT) Aviation Division** | *Airport System Plan*
Role: Project Manager
- **Ventura County Department of Airports, California (Oxnard and Camarillo Airports)** | *Part 150 Noise and Land Use Compatibility Plans*
Role: Project Manager



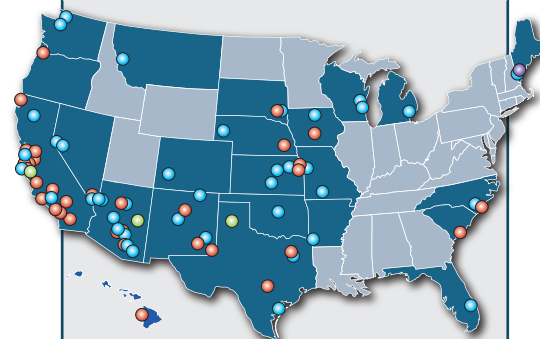
Professional Information

- Associate Vice President
- 23 Years of Experience
- Master of Urban Planning, University of Kansas
- B.A. Geography, University of Kansas

Member

- American Planning Association

Planning Experience at Coffman Associates



LEGEND

- Airport Noise/Land Use Compatibility Plan
- Environmental Study
- Wildlife Hazard Assessment

Summary of Experience

Part 150 Studies	12
Environmental Studies	73
Land Use Compatibility Plans	28
Wildlife Hazard Assessments	4
Total Studies	117





ERIC PFEIFER, C.M., LEED GREEN ASSOCIATE

Since joining Coffman Associates in 2004, Eric has been involved in more than 60 planning studies, including airport master plans, ALP updates/narrative reports, sustainability planning, runway safety area evaluations, feasibility studies, general aviation strategic plans, and environmental assessments. Eric is a Certified Member (C.M.) of the American Association of Airport Executives (AAAE) and has earned Leadership in Energy and Environmental Design (LEED) Green Associate (GA) accreditation. Eric specializes in implementing sustainability practices during the master planning process, allowing airports to address unique natural resource, social, and economic concerns. Eric is also well-versed in all aspects of the conventional master planning process and public outreach efforts, such as the organization of community visioning sessions, public hearings, and workshops for environmental and master plan projects.

Relevant experience includes:

- **Chandler Municipal Airport, Arizona** | *Airport Master Plan*
Role: Airport Planner
- **Grand Canyon National Park Airport, Arizona** |
Airport Master Plan
Role: Airport Sustainability Planner
- **Nogales International Airport, Arizona** | *Airport Master Plan*
Role: Project Manager
- **Sedona Airport, Arizona** | *Airport Master Plan*
Role: Project Manager
- **Benton Airpark, California** | *ALP Update with Narrative Report*
Role: Project Manager
- **Oxnard Airport, California** | *ALP Update with Narrative Report*
Role: Airport Planner
- **Paso Robles Municipal Airport, California** | *Airport Master Plan*
Role: Project Manager
- **Santa Fe Regional Airport, New Mexico** | *Airport Master Plan*
Role: Project Manager
- **North Las Vegas Airport, Nevada** | *Airport Master Plan*
Role: Project Manager
- **Denton Enterprise Airport, Texas** | *Airport Master Plan*
Role: Project Manager
- **Fort Worth Meacham International Airport, Texas** |
Airport Master Plan
Role: Project Manager
- **Kerrville Kerr County Airport, Texas** | *Airport Master Plan*
Role: Project Manager



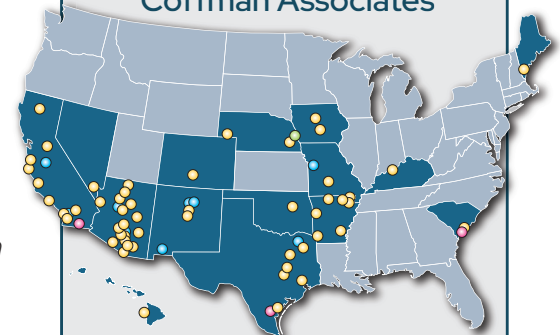
Professional Information

- Associate Vice President
- 21 Years of Experience
- Master of Business Administration, Baker University
- B.S. Aviation Administration, University of Nebraska Omaha Aviation Institute
- Licensed Private and UAS Pilot

Member

- Leadership in Energy and Environmental Design (LEED) Green Associate (GA)
- Certified Member (C.M.), American Association of Airport Executives

Planning Experience at Coffman Associates



LEGEND

- Master Plan/ALP Update
- Environmental Study
- Feasibility Study
- Strategic Plan

Summary of Experience

Master Plans/ALP Updates with Narratives	50
Environmental Studies	9
Feasibility Studies	4
Strategic Plans	1
Total Studies	64





TYLER STUBER

Tyler serves as an airport planner and is also the third generation of his family to work in aviation. Before joining Coffman Associates in 2015, his previous aviation experience includes eight years working part-time at a privately owned, public-use general aviation airport. During that time, he was involved with airport maintenance, capital improvement projects, fixed base operations, and aircraft maintenance. This experience, coupled with two aviation-related degrees from the University of Central Missouri and his experience with Coffman Associates, gives Tyler a diverse, practical aviation background and strong working knowledge of airport operations and development.

Relevant experience includes:

- **Eloy Municipal Airport, Arizona** | *Airport Master Plan*
Role: Project Manager
- **Kingman Airport, Arizona** | *Airport Master Plan*
Role: Airport Planner
- **Mesa Falcon Field Airport, Arizona** | *Airport Master Plan*
Role: Airport Planner
- **Mesa Falcon Field Airport, Arizona** | *Devcon Development (special study)*
Role: Airport Planner
- **Superior Municipal Airport, Arizona** | *Airport Master Plan*
Role: Airport Planner
- **Chino Airport, California** | *Airport Master Plan*
Role: Airport Planner
- **Hollister Municipal Airport, California** | *ALP Update with Narrative Report*
Role: Airport Planner
- **Oxnard Airport, California** | *ALP Update with Narrative Report*
Role: Airport Planner
- **Riverside Municipal Airport, California** | *Airport Master Plan*
Role: Project Manager
- **Turlock Municipal Airport, California** | *ALP Update with Narrative Report*
Role: Airport Planner
- **Twentynine Palms Airport, California** | *ALP Update with Narrative Report*
Role: Airport Planner
- **White Hills, California** | *Airport Feasibility and Site Plan Analysis*
Role: Airport Planner



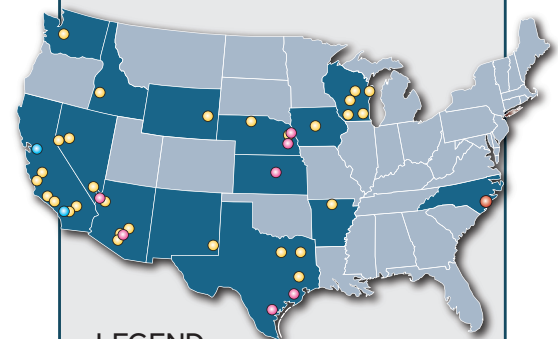
Professional Information

- Project Manager, Aviation Planning
- 10 Years of Experience
- M.S. Aviation Safety, University of Central Missouri (2015)
- B.S. Airport Management, Business Administration Minor University of Central Missouri (2013)
- Licensed Pilot

Member

- Aircraft Owners and Pilots Association

Planning Experience at Coffman Associates



LEGEND

- Master Plan/ALP with Narrative
- Airport Land Use Compatibility Plan
- Special Studies
- Part 150 Study

Summary of Experience

Master Plans	29
Airport Land Use Compatibility Plans	2
Special Studies	7
Part 150 Study	1
Total Studies	39





CHANDRA BURKS, C.M.

Chandra has been involved in all lines of business for Coffman Associates since joining the firm in 2004. Her primary focus is airport master planning and ALP updates/narrative reports for both general aviation and commercial service airports. She specializes in finding innovative solutions to meet the short- and long-term needs of each airport while keeping the focus on implementable strategies that achieve FAA safety standards and plan for realistic demand. She is also committed to facilitating stakeholder involvement in the project, as well as community outreach and engagement.

Relevant experience includes:

- **Casa Grande Municipal Airport, Arizona** | *Airport Master Plan*
Role: Project Manager
- **Payson Airport, Arizona** | *Airport Master Plan*
Role: Project Manager
- **Sierra Vista Municipal Airport, Arizona** | *Airport Master Plan*
Role: Project Manager
- **Brenham Municipal Airport, Texas** | *Airport Master Plan*
Role: Project Manager
- **Cameron County Airport, Texas** | *ALP Update with Narrative Report*
Role: Project Manager
- **Center Municipal Airport, Texas** | *ALP Update with Narrative Report*
Role: Project Manager
- **Cotulla-La Salle County Airport, Texas** | *ALP Update with Narrative Report*
Role: Project Manager
- **Gainesville Municipal Airport, Texas** | *Airport Master Plan*
Role: Project Manager
- **Harrison County Airport, Texas** | *ALP Update with Narrative Report*
Role: Project Manager
- **Odessa-Schlemeyer Field, Texas** | *ALP Update with Narrative Report*
Role: Airport Planner
- **Scholes International Airport at Galveston, Texas** | *Airport Master Plan*
Role: Project Manager



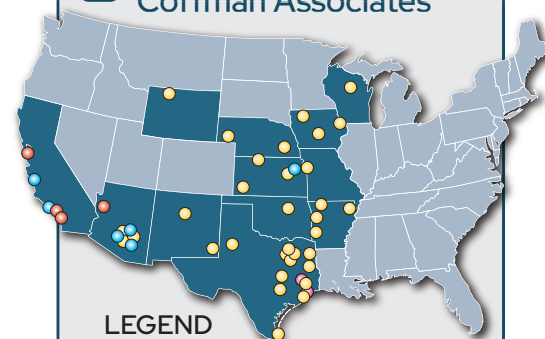
Professional Information

- Senior Project Manager, Aviation Planning
- 22 Years of Experience
- B.A. English, Avila University (2005)

Member

- Certified Member (C.M.), American Association of Airport Executives

Planning Experience at Coffman Associates



LEGEND

- Master Plan
- Business Plan
- Environmental Study
- Part 150/Land Use Study

Summary of Experience

Master Plans	33
Business Plans	2
Environmental Studies	6
Part 150/Land Use Studies	4
Total Studies	45





MADELINE HOLLIMAN, C.M.

Madeline brought a wide variety of experiences with her when she joined the Coffman Associates team in 2022. Her career began as a property manager in the Kansas City industrial and commercial real estate industry. Prior to joining Coffman Associates, Madeline was the lead real estate property manager for Class II short line railroad assets and managed property leases, acquisitions, dispositions, and redevelopment of railroad property. Since joining Coffman Associates, Madeline has assisted airports with land use compatibility plans, Part 150 noise studies, and environmental documentation. Madeline specializes in noise and emissions modeling, land use compatibility analysis, airport and airspace protection zoning, and NEPA/CEQA documentation.

Relevant experience includes:

- **Imperial County Airports, California** | *Airport Land Use Compatibility Plan Update*
Role: Airport Planner
- **Redding Regional Airport, California** | *Airport Master Plan (Land Use)*
Role: Airport Planner
- **Riverside Municipal Airport, California** | *Airport Master Plan*
Role: Airport Planner
- **Tuolumne County Airports, California** | *Airport Land Use Compatibility Plan Update*
Role: Airport Planner
- **Ventura County Department of Airports, California (Oxnard and Camarillo Airports)** | *Part 150 Noise and Land Use Compatibility Plans*
Role: Airport Planner
- **Kansas City Downtown Airport, Missouri** | *Airport Master Plan (Land Use)*
Role: Airport Planner
- **Corpus Christi International Airport, Texas** | *Noise Modeling*
Role: Airport Planner
- **Mesquite Metro Airport, Texas** | *Airport Master Plan (Land Use)*
Role: Airport Planner
- **Kerrville Municipal Airport/Louis Schreiner Field, Texas** | *Land Use Compatibility Analysis*
Role: Airport Planner
- **Wilmington International Airport, North Carolina** | *Part 150 Noise and Land Use Compatibility Plan*
Role: Airport Planner



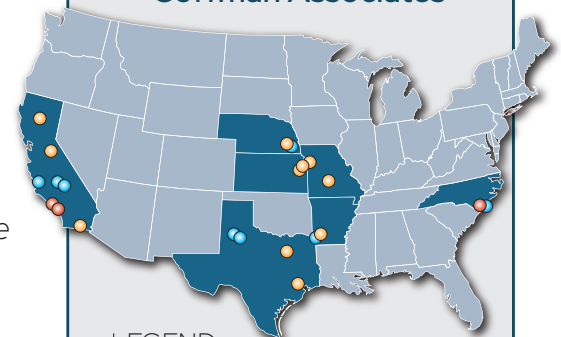
Professional Information

- Airport Planner
- 8 Years of Experience
- B.S. Psychology, Minor in Biology, Truman State University

Member

- American Association of Airport Executives (AAAE)
- Certified Member (C.M.), American Association of Airport Executives

Planning Experience at Coffman Associates



LEGEND

- Part 150 Study
- Airport Land Use Compatibility Plan
- Environmental/Special Study/Master Plan

Summary of Experience

Part 150 Studies	3
Airport Land Use Compatibility Plans	11
Environmental Studies	8
Total Studies	22





ALYSON HULET

Alyson is a native of Arizona with an educational background in sustainability and urban planning. Utilizing this background, she has written a variety of environmental inventories, recycling plans, and environmental overviews for airport master plans. Alyson also writes environmental evaluations for projects subject to the *National Environmental Policy Act* (NEPA) and the *California Environmental Quality Act* (CEQA). In addition, Alyson has been involved in the preparation of wildlife hazard management plans and sustainability management plans for general aviation airports. These plans, coupled with her continuous work on federal and state-related environmental documents, give Alyson diverse and practical experience in the preparation of aviation-related environmental documents.

Relevant experience includes:

- **Flagstaff Airport, Arizona** | *CatEx for a Snow Removal Building*
Role: Environmental Planner
- **Glendale Regional Airport, Arizona** | *Documented CatEx for a Flight Training Building* | **Role:** Environmental Planner
- **Nogales International Airport, Arizona** | *Categorical Exclusion for Projects Recommended by the Airport Master Plan*
Role: Environmental Planner
- **Scottsdale Airport, Arizona** | *Documented CatExes*
Role: Environmental Planner
- **Scottsdale Airport, Arizona** | *Sustainability Plan*
Role: Environmental Planner
- **Sierra Vista Municipal Airport, Arizona** | *Environmental Documentation*
Role: Environmental Planner
- **Napa County Airport, California** | *Categorical Exclusion for a Terminal Building Project* | **Role:** Environmental Planner
- **Monterey Regional Airport, California** | *Initial Study*
Role: Environmental Planner
- **Boulder City Municipal Airport, Nevada** | *Categorical Exclusion*
Role: Environmental Planner
- **Carson City Airport, Nevada** | *Environmental Documentation for a Private Hangar Development Project* | **Role:** Environmental Planner
- **Clovis Regional Airport, New Mexico** | *Environmental Assessment for a Terminal Replacement Project* | **Role:** Environmental Planner
- **Portales Municipal Airport, New Mexico** | *ALP Update with Narrative Report* | **Role:** Airport Planner



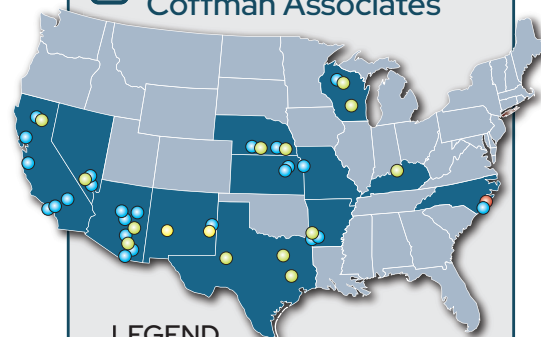
Professional Information

- Airport Planner
- 3 Years of Experience
- B.A. Sustainability, Arizona State University
- B.S. Urban Planning, Arizona State University
- Research Assistant for Transportation Lab: Pedestrian Safety in Phoenix Metropolitan Area

Member

- Arizona Airports Association
- National Association for Environmental Professionals (NAEP)
- Southwest Chapter AAAP

Planning Experience at Coffman Associates



LEGEND

- Environmental Study
- Recycling Plan
- Part 150 Study
- Master Plan/ALP Update

Summary of Experience

Environmental Studies	24
Recycling Plans	12
Part 150 Studies	1
Master Plan/ALP Update	2
Total Studies	39





CHRIS DONNELLY

Chris manages our GIS team, working primarily in mapping, data analysis, and enterprise database design. He has been involved in land use compatibility studies, county-wide system plans, and processing aircraft operations data for planning analysis. Chris worked extensively on the enterprise geodatabase and web application system for the *New Mexico Airport System Plan* and wrote many of the spatial queries used in the study. He is also helping expand the utilization of GIS into additional areas that use different applications, including ALP creation, to increase project efficiency. Prior to joining Coffman Associates, Chris worked in defense mapping, where he was responsible for stereo compilation, database integration, and aerial remote sensing data acquisition.

Relevant experience includes:

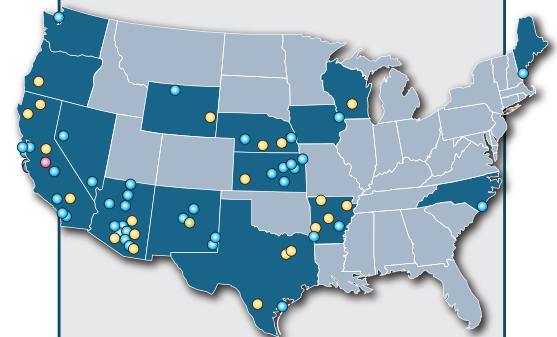
- **Eloy Municipal Airport, Arizona** | *Airport Master Plan (ALP)*
Role: GIS Manager
- **Casa Grande Municipal Airport, Arizona** | *Airport Master Plan (ALP)*
Role: GIS Manager
- **Chandler Municipal Airport, Arizona** | *Airspace Analysis*
Role: GIS Manager
- **Eric Marcus Municipal Airport, Ajo, Arizona** | *Airport Master Plan (ALP)*
Role: GIS Manager
- **Flagstaff Airport, Arizona** | *Airspace Analysis*
Role: GIS Manager
- **Grand Canyon National Park Airport, Arizona** | *Airspace Analysis*
Role: GIS Manager
- **H.A. Clark Memorial Field Airport, Williams, Arizona** | *Airspace Analysis*
Role: GIS Manager
- **Mesa Falcon Field Airport, Arizona** | *Airspace Analysis*
Role: GIS Manager
- **Page Municipal Airport, Arizona** | *Airspace Analysis*
Role: GIS Manager
- **Payson Municipal Airport, Arizona** | *Airport Master Plan (ALP)*
Role: GIS Manager
- **Scottsdale Airport, Arizona** | *Airspace Analysis*
Role: GIS Manager
- **Sierra Vista Municipal Airport, Arizona** | *Airspace Analysis*
Role: GIS Manager
- **Superior Municipal Airport, Arizona** | *Airport Master Plan (ALP)*
Role: GIS Manager



Professional Information

- GIS Senior Project Manager
- 17 Years of Experience
- B.S. Geography, Undergraduate Certificate GIS, Kansas State University
- Private Pilot with an Instrument Rating

Planning Experience at Coffman Associates



LEGEND

- Master Plan/ALP
- Airspace Analysis
- Land Use Compatibility Study
- Statewide System Plan

Summary of Experience

Master Plans/ALPs	21
Airspace Analysis	38
Airport Land Use Compatibility Plans	1
Statewide System Plan	1
Total Studies	61





DAVID BARR

David is a project manager and archaeologist in SWCA's Tucson office. He has experience conducting archaeological site surveys and excavations, evaluations of resource condition and eligibility for the National Register of Historic Places, and report preparation for environmental compliance projects for federal, state, municipal, and private clients. He has conducted and participated in more than 800 projects, including archaeological surveys, mapping, testing, data recovery excavations, and agency coordination. He has authored or contributed to more than 500 archaeological reports. Throughout his career, David has worked on projects in a variety of industries, including alternative energy, residential and commercial land development, transportation and infrastructure, military installations, airport expansions, transmission, telecommunication, mining, and wildlife management. These projects involved cooperating with federal, state, city, and county agencies, and assisting agencies in tribal consultation or repatriation of human remains. He is well-versed in the federal and state rules and regulations regarding protection and mitigation of archaeological resources, treatment of human remains, and Native American consultation.

Relevant experience includes:

- **Eloy Municipal Airport, Arizona |**
Biological and Cultural Resources Surveys
Role: Project Manager
- **Casa Grande Municipal Airport, Arizona |**
Biological and Cultural Resource Surveys
Role: Project Manager
- **Benson Municipal Airport, Arizona |**
Archaeological, Biological, and Cultural Resource Surveys
Role: Project Manager
- **Buckeye Airport, Arizona |** *Cultural Resource Survey*
Role: Project Manager
- **Kingman Airport, Arizona |**
Archaeological and Biological Surveys
Role: Project Manager
- **Marana Regional Airport, Arizona |**
Archaeological, Historical, Biological, and Cultural Resources
Role: Cultural Resources Specialist
- **Sierra Vista Municipal Airport, Arizona |** *Biological, Cultural, and Potential Jurisdictional Waters Surveys*
Role: Project Manager



Professional Information

- Lead Archaeologist,
- Cultural Resources Specialist
- 28 Years of Experience
- M.A. Anthropology, Emphasis in Archaeology, Northern Arizona University, Flagstaff (2001)
- B.A. Anthropology, Emphasis in Archaeology, Northern Arizona University, Flagstaff (1999)

Registrations

- Registered Professional Archaeologist

Training

- Hantavirus and HAZCOM Training, National Park Service
- National Environmental Policy Act / Section 106 Training, National Park Service
- Issues in Section 106: An Advanced Seminar
- Archaeological Field School, Northern Arizona University
- Stormwater Pollution Prevention (SWPP) Training

Expertise

- Lithics
- Faunal Analysis
- Human Osteology
- Archaeological Survey and Excavation





RUSSELL WALDRON

Russell is a scientist and senior project manager with more than 25 years of experience in biological resources consulting, with an emphasis on environmental regulations compliance for federal, state, and local laws throughout Arizona. He understands the nuances of Federal Energy Regulatory Commission (FERC) regulations and *National Environmental Policy Act* (NEPA), *Clean Water Act* (CWA), and *Endangered Species Act* (ESA) compliance. His responsibilities have included preparing resource reports for FERC applications for 7(b) and 7(c) certificates; conducting jurisdictional waters and wetlands delineations; reporting for U.S. Army Corps of Engineers (USACE) CWA Section 404 permitting; conducting biological field studies of special-interest species; preparing biological evaluations (BEs) and biological assessments (BAs) for ESA compliance; preparing native plant preservation ordinance (NPPO) compliance studies; and preparing environmental assessments (EAs) for NEPA compliance. Russell's technical writing skills include writing or contributing to environmental reports, EAs, BAs, categorical exclusions, individual permits, nationwide permits, pre-construction notifications, and various other environmental compliance documents.

Relevant experience includes:

- **Eloy Municipal Airport, Arizona |**
Biological and Cultural Resources Surveys
Role: Environmental Specialist
- **Benson Municipal Airport, Arizona |**
Biological and Cultural Resource Surveys
Role: Project Manager
- **Scottsdale Airport, Arizona |** *Preliminary Initial Site Assessment*
Role: Project Manager
- **Marana Regional Airport, Arizona |**
Archaeological, Historical, Biological, and Cultural Resources
Role: Environmental Specialist
- **Nogales International Airport, Arizona |**
Biological and Cultural Resources
Role: Project Manager
- **Riverside Airport, California |** *Biological, Cultural, and Paleontological Resources Assessment Surveys*
Role: Project Manager
- **Wickenburg Municipal Airport, Arizona |** *Biological Evaluation, CWA Permit Application*
Role: Environmental Specialist



SWCA
ENVIRONMENTAL CONSULTANTS

Professional Information

- Environmental Services Lead, Water Resources Specialist
- 33 Years of Experience
- B.S. Renewable Natural Resources, University of Arizona (1994)
- B.S. Business Administration, University of Arizona (1986)

Training

- USACE Wetland Delineation and Management Program, Richard Chinn Environmental Training, Inc. (2006)
- Comprehensive NEPA Training Course, SWCA Environmental Consultants (2004)
- Project Management Bootcamp, PSMJ Resources, Inc. (2002)

Expertise

- Jurisdictional Waters and Wetlands Delineations
- *National Environmental Policy Act* Compliance
- *Endangered Species Act* Compliance
- *Clean Water Act* Compliance
- Section 404 Permits
- Threatened and Endangered Species Surveys
- Native Plant Preservation Inventory, Appraisal, and Plans





RYAN P. FLICEK

Ryan has served the aviation industry in a variety of fields over the past 17 years, including experience as a pilot, an air traffic controller, and a managing consultant in the mapping/photogrammetry field. Aviation is Ryan's passion, both as a professional consultant and as a flight instructor and aerobatic pilot in his spare time. His knowledge of the national airport and airspace system as a professional, a teacher, and a user gives Ryan a rare, thorough understanding of the system as a whole. He has acted as MTZ's project manager on more than 40 airport layout plan, eALP/AGIS, and/or obstruction analysis projects, including work on seven eALP pilot projects. His skills include project planning, project management, procedural control, project specifications, quality assurance, compliance management, and aviation technical support.

Relevant experience includes:

- **Casa Grande Municipal Airport, Arizona | Master Plan**
(Aeronautical Survey)
Role: Geospatial Technical Lead
- **Flagstaff Airport, Arizona | Master Plan (Aeronautical Survey)**
Role: Geospatial Technical Lead
- **Glendale Regional Airport, Arizona | Master Plan**
(Aeronautical Survey)
Role: Geospatial Technical Lead
- **Grand Canyon National Park Airport, Arizona | Master Plan**
(Aeronautical Survey)
Role: Geospatial Technical Lead
- **Kingman Airport, Arizona | Master Plan (Aeronautical Survey)**
Role: Geospatial Technical Lead
- **Mesa Falcon Field Airport, Arizona | Master Plan**
(Aeronautical Survey)
Role: Geospatial Technical Lead
- **Payson Municipal Airport, Arizona | Master Plan**
(Aeronautical Survey)
Role: Geospatial Technical Lead
- **Scottsdale Airport, Arizona | Master Plan (Aeronautical Survey)**
Role: Geospatial Technical Lead
- **Wichita National Airport, Kansas | Master Plan**
(Aeronautical Survey)
Role: Geospatial Technical Lead
- **Lincoln Airport, Nebraska | Master Plan (Aeronautical Survey)**
Role: Geospatial Technical Lead



Professional Information

- Vice President/
Aviation Director (MTZ)
- 17 Years of Experience
- B.A. Political Science,
Saint Olaf College (2003)
- A.A. Air Traffic Control,
Minneapolis Community and
Technical College
- Air Traffic Control, Federal
Aviation Administration
Academy (2008)

Member

- FAA Commercial Pilot (2004)
- FAA Certificated Flight
Instructor (2005)
- FAA Certificated Ground
Instructor (2005)

Roles and Responsibilities

- Organization management and
complete responsibility for
aviation business
- Aviation marketing, client
management, and project
management
- Daily coordination with airports,
clients, and/or the FAA
- Oversight of project technical
compliance with FAA Advisory
Circulars
- Primary company reference for
FAA regulation interpretation
and compliance
- Utilization of multiple databases
on a daily basis





SARAH RICHEY-FERRARA, C.M.

Sarah is a communications and public outreach professional with over 30 years of experience developing and executing effective communication strategies for various initiatives and programs, including more than a decade of experience focused on aviation communications. In 2022, Sarah established Compass Rose Communications, a marketing and communications company specializing in strategic outreach, marketing, public relations, public meeting coordination, and social media management for aviation-related outreach and communication strategies, with a strong focus on community engagement.

Relevant experience includes:

- **Scottsdale Airport, Arizona** | *Master Plan (Public Outreach)*
Role: Public Outreach Coordinator
- **Glendale Regional Airport, Arizona** | *Master Plan (Public Outreach)*
Role: Public Outreach Coordinator
- **Wilmington International Airport, North Carolina** |
Part 150 Noise Study (Public Outreach)
Role: Public Outreach Coordinator
- **Grand Canyon National Park Airport, Arizona** |
Runway Rehabilitation Project
Role: Public Outreach Coordinator
- **Scottsdale Airport, Arizona** | *Numerous Projects, Including Runway Rehabilitation Project, Aircraft Runup and Taxiway Connector Project, Outreach Campaigns for Super Bowl 2015 and 2023, and Terminal Redevelopment Project*
Role: Public Outreach Coordinator



COMPASS ROSE
COMMUNICATIONS

-  **Professional Information**
- Owner, CRC
 - 30+ Years of Experience
 - 1 Year with CRC
 - B.A. Speech Communication, California State University

-  **Accreditations and Memberships**
- Disadvantaged Business Enterprise (DBE) Certified
 - Small Business Enterprise (SBE) Certified
 - Certified Member (C.M.), American Association of Airport Executives
 - Arizona Airports Association (AzAA)
 - Southwest Chapter of the American Association of Airport Executives (SWAAAE)



Coffman Associates

AIRPORT CONSULTANTS
a **PAPE-DAWSON** company



PHOENIX
4835 E. Cactus Road • Suite 235
Scottsdale, AZ 85254

KANSAS CITY
12920 Metcalf Avenue • Suite 200
Overland Park, KS 66213

OFFER

To the City of Eloy: The undersigned on behalf of the entity, firm, company, partnership, or other legal entity listed below offers on its behalf to the City a proposal that contains all terms, conditions, specifications and amendments in the Notice of Request of Qualifications issued by the City. Any exception to the terms contained in the Notice of Request for Qualifications must be specifically indicated in writing and are subject to the approval of the City prior to acceptance. The signature below certifies your understanding and compliance with the Terms and Conditions contained in the Request for Qualifications package issued by the City.

For clarification of this offer contact:

Coffman Associates, a Pape-Dawson company	Matt Quick
_____ Company Name	_____ Company Representative Name (Printed)

4835 E. Cactus Road, Suite 235, Scottsdale, Arizona 85254
_____ Address (City/Town/State/Zip Code)

602-993-6999 / mquick@coffmanassociates.com
_____ Contact Phone/Email

 _____ Authorized Signature	Vice President _____ Title
--	----------------------------------

3/27/2026
_____ Date