



**PUBLIC NOTICE
PLANNING & ZONING COMMISSION**

Meets

Wednesday, January 21, 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. December 17, 2025, Planning and Zoning Commission Meeting Minutes.

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. CUP2025-010: AT&T Wireless Communication Tower. A request by Bill Koning of Smartlink, LLC, on behalf of Orlando and Esmeralda D. Jerez, for a Conditional Use Permit (CUP) to allow a Wireless Facility use on a 40-acre property located at 2365 West Hanna Road, and zoned Single-family Residential (R1-43).

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

- A. Conduct a public hearing and discuss the following: Case No. GPA2025-001: TES Eloy. At request by Julie Vermillion, of Coe & Van Loo Consultant, on behalf of I-10 Eloy Eleven

Mile Corner and Battaglia Dr 453, LLC, for a major General Plan Amendment from Medium Density Residential and General Industrial to Mixed-Use consisting of approximately 338 acres located at the northeast corner of West Battaglia Road and West Frontier Street. This is a non-action public hearing.

- B. Airport Master Plan Implementation and Capital Improvements Program Update
- C. General Plan Update - Mapping the Future Outreach Summary
- D. Eloy Airpark Area Plan — Existing Conditions Report and Initial Outreach Summary
- E. Eloy Air Park - Vision

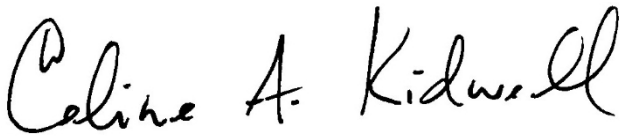
VIII. Informational Item:

- 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.
- B. March 2026 Planning and Zoning Meeting - March 11, 2026

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.”



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.



ELOY PLANNING AND ZONING COMMISSION

CITY COUNCIL CHAMBERS

595 NORTH C STREET

ELOY, ARIZONA 85131

WEDNESDAY DECEMBER 17, 2025

SUMMARIZED MEETING MINUTES

I. Call to Order

Chairman Paulson called the meeting to order at 6:00 pm.

II. Roll Call

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

Staff:

Dan Symer, Community Development Director
Michelle Hall, Executive Assistant

III. Pledge of Allegiance

Chairman Paulson led the Pledge of Allegiance.

IV. Public Appearances

There were no public comments.

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

A. November 19, 2025, Planning and Zoning Commission Meeting Minutes.

Chairman Paulson requested a motion to approve the minutes.

Vice-Chair Tolson addressed and requested corrections to the minutes for

the Planning meeting in November. The corrections were requested for item IV, VI, and VII.

After the discussion and the agreement of the commissioners to the appropriate corrections

Commissioner Tolson motioned to approve the minutes with the amendments

requested for the November Planning Commission's minutes.

Commissioner Crawford seconded the motion.

The motion passed 7-0.

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. PP2025-001: Sunshine Industrial Park. A request by the Rose Law Group, PC, on behalf of WSI Development Sub, LP, ET AL, and Walton Sunshine Industrial, LP, for a 26-lot subdivision containing approximately 148.36 acres, with Light Industrial (I-1) zoning.

2. Case No. RZPAD2025-003: AZ Skydive. A request by Jessica Sarkissian, of Upfront Planning & Entitlements, LLC, as the applicant on behalf of LLSS, LLC, Lawrence E & Lillian A Hill, and Drop Inn Motel & RV Park, LLC, to rezone an approximately 76-acre site located approximately 2,215 feet north of the northeast of North Tumbleweed Road and West Shedd Road from Light Industrial (I-1) and General Industrial (I-2) to Light Industrial (I-1) and General Industrial (I-2) with the Planned Area Development Overlay (PAD).

Chairman Paulson opened the public hearing. There were no comments from the public.

Vice-Chair Tolson stated that item 2 should state Skydive AZ, also that the physical impact was

not stated or omitted regarding Skydive AZ.

Director Symer stated that the city does not anticipate any physical impact from the application.

Chairman Paulson closed the public hearing and requested a motion to approve the consent agenda.

Commissioner Crawford motioned to approve the consent agenda.

Vice-Chair Tolson seconded the motion.

The motion passed 7-0.

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

A. General Plan Update - Mapping the Future Outreach Summary

Item will be continued due to scheduling issues.

B. Conduct a public hearing and make a recommendation to the Eloy City Council on the following: Case No. GPA2024-005 and RZ2024-004: Eloy 310. A requests by Julie Vermillion, of Coe & Van Loo Consultant, on behalf of TES Farms for a major General Plan Amendment from Community Commercial and Light Industrial to Mixed-Use consisting of approximately 310 acres located approximately 1237 feet east of the northeast corner of North Sunland Gin Road and West Shedd Road; and, a request to rezone an approximately 310-acre site located approximately 1237 feet east of the northeast corner of North Sunland Gin Boulevard and West Shedd Road from Single-Family Residential (R1-12) to Light Industrial (I-1) and Multiple Family Residential (R-3).

Ms. Vermillion gave a presentation on behalf of TES Farms for Eloy 310 located near North Sunland Gin Blvd. and West Shedd Rd. This is a Major General Plan Amendment from Community Commercial and Light Industrial to Mixed-Use.

Ms. Vermillion concluded her presentation and asked if there were any questions.

Chairman Paulson asked the commissioners if they had any questions for Ms. Vermillion.

Vice-Chair Tolson asked about road improvements to Shedd Rd.

Ms. Vermillion stated as a part of the Major General Plan Amendment they would be improving a portion of Shedd Rd.

Vice-Chair Tolson asked what was going to happen to the two lane bridge over the I-10.

Chairman Paulson stated that has been a discussion for more than a decade.

Director Symer stated that there is a capital improvement project that is funded that would be doing Improvements to the intersection and south of the I-10.

Mayor Sutton stated that he has petitioned ADOT to perform a study of the traffic in that area. The first step is to get the study done. The city is not looking over this.

Chairman Paulson closed the public hearing and requested a motion.

Commissioner Crawford motioned to approve the Major General Plan Amendment.

Vice-Chair Tolson seconded the motion.

The motion passed 7-0.

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.

Director Symer gave updates for Kit Solar, The General Plan, The Airport CIP project and the water tanks.

Mayor Sutton gave updates on the Love's ribbon cutting and opening.

He also thanked the commissioners for their service to the community.

IX. Motion to Adjourn

Chairman Paulson adjourned the meeting at 6:35 pm.

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: **VI.A.**

Date: **1/21/2026**

Date submitted:
12/18/2025

Action: Formal

Subject: 1. Case No. CUP2025-010:
AT&T Wireless Communication Tower.
A request by Bill Koning of Smartlink, LLC, on behalf of Orlando and Esmeralda D. Jerez, for a Conditional Use Permit (CUP) to allow a Wireless Facility use on a 40-acre property located at 2365 West Hanna Road, and zoned Single-family Residential (R1-43).

Date requested:
1/21/2026

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission recommend to the City Council the approval of Case No. CUP2025-010 AT&T Wireless Communication Tower, subject to the attached Conditions of Approval.

DISCUSSION:

Request:

The applicant, Smartlink, LLC, c/o Bill Koning, on behalf of Orlando and Esmeralda D. Jerez, has applied for a Conditional Use Permit (CUP) to allow a Wireless Facility use on the property located at 2365 West Hanna Road. The property contains approximately 40 acres and is zoned Single-family Residential (R1-43). The proposed wireless facility is designed as a palm tree, also known as a mono-palm.

Context

The properties surrounding the subject site are primarily undeveloped, with West Hanna Road abutting the site's north property line. On the north side of West Hanna Road, there are several vacant lots and some existing residential properties. The properties to the east and south are zoned Single Family Residential (R1-43), and the properties on the north side of West Hanna Road are zoned Single Family Residential (R1-6) with the Manufactured Home

overlay.

Direction	General Plan Land Use Map Designation	Existing Property Zoning	Existing Use of the Property
Site	Low Density Residential	Single Family Residential (R1-43)	Undeveloped land
North	Medium Density Residential	Single Family Residential (R1-6) with the Manufactured Home Overlay	Single-family homes and undeveloped land
South	Low Density Residential	Single Family Residential (R1-43)	Undeveloped land
East	Low Density Residential	Multiple Family Residential (R-3) with the Downtown Core Overlay	Undeveloped land
West	Mixed-use	Pinal County General Residential (GR) Zoning	Undeveloped land

Conditional Use Permit Criteria

Conditional Use Permits, which may be revocable, conditional, or valid for a specified time period, may be granted only when expressly allowed after the Planning and Zoning Commission has made a recommendation and City Council has found as follows (Staff's analysis of the consideration is included in bold italic text, and the applicant's analysis is included in their narrative, attached):

A. The proposed use will not be detrimental to the health, safety, or general welfare of persons living or working in the vicinity, to adjacent property, to the neighborhood, or the public in general;

- ***The proposed wireless facility use is not anticipated to be detrimental to the health, safety, or general welfare to persons living or working in the vicinity, or adjacent property. The proposed facility is designed as a fake palm tree and supporting equipment will be provided within a walled yard. In addition, the radio frequency (RF) emissions emitted from the facility is required to comply with the Federal Corporation Commission (FCC) established limits and requirements.***

B. The proposed use conforms with the purposes, intent, and policies of the adopted Eloy General Plan and its policies and any applicable area, neighborhood, or other plan officially adopted by the City Council;

- ***The City's General Plan identifies the property as Low Density Residential, which is, "intended to accommodate single-family residential subdivisions with standard typical lot layouts. 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." Furthermore, the property is zoned Single-family Residential (R1-43), which conforms with the General Plan's land use designation. The proposed wireless facility is allowed in Single-family Residential (R1-43) upon approval of a Conditional Use Permit. The approval of the Conditional Use Permit for the wireless facility use will assist in promoting the goals of the General Plan by providing adequate facilities and services to accommodate current and future growth and provide logical extension of the utility service (GP Goal 3.3.1.4 and 13.11.1.4). Furthermore, the proposed Conditional Use Permit promotes "a community with adequate infrastructure and utilities" (Goal 3.10.1.4.).***

C. The proposed use conforms with the conditions, requirements, or standards prescribed by this chapter and any other applicable local, State, or Federal requirements; and

- ***The proposed wireless facility use is required to be developed and operated as set forth by the Eloy Code, and the Conditions of Approval, and any other applicable requirements.***

D. The proposed conditional use shall conform to the character of the neighborhood, within the same zoning district in which it is located. In making such a determination, considerations shall include the location, type, and height of the buildings or structures and the type and extent of landscaping and screening on the site.

- ***The proposed wireless facility is anticipated to be consistent with the Single-Family Residential (R1-43) zone and the adjacent neighborhood. The facility is proposed to be designed as a palm tree monopole and the ground-mounted equipment is proposed to be screened.***

E. Adequate utilities, access roads, drainage, fire protection, and other necessary facilities shall be provided.

- ***The proposed wireless facility is located adjacent to West Hanna Road, and an access drive will be provided from the road to the facility site. With the***

development of the property, adequate drainage improvements will need to be provided; however, no unforeseen drainage challenges are anticipated. The nearest fire station is located near the intersection of West Giles Street and North Toltec Road, approximately 2.3 miles from the site. Eloy Fire District staff have reviewed the application and do not anticipate challenges in providing adequate fire protection. Driveway access from West Hanna Road to the facility will be required as part of the development.

F. Adequate measures shall provide ingress and egress so designed as to minimize traffic hazards and traffic congestion on the public roads.

- ***The proposed site will be accessed from West Hanna Road. With the development of the property, the developer will be required to construct the necessary access and driveway improvements. The proposed wireless facility use is not anticipated to negatively impact traffic congestion or cause traffic hazards.***

G. The proposed use shall not be noxious or offensive by reason of vibration, noise, odor, dust, smoke, or gas.

- ***The proposed wireless facility will have an emergency back-up generator that is operated on a regular maintenance schedule and when power is lost to the facility. The facility is not anticipated to generate offensive vibration, noise, odor, dust, smoke, or gas.***

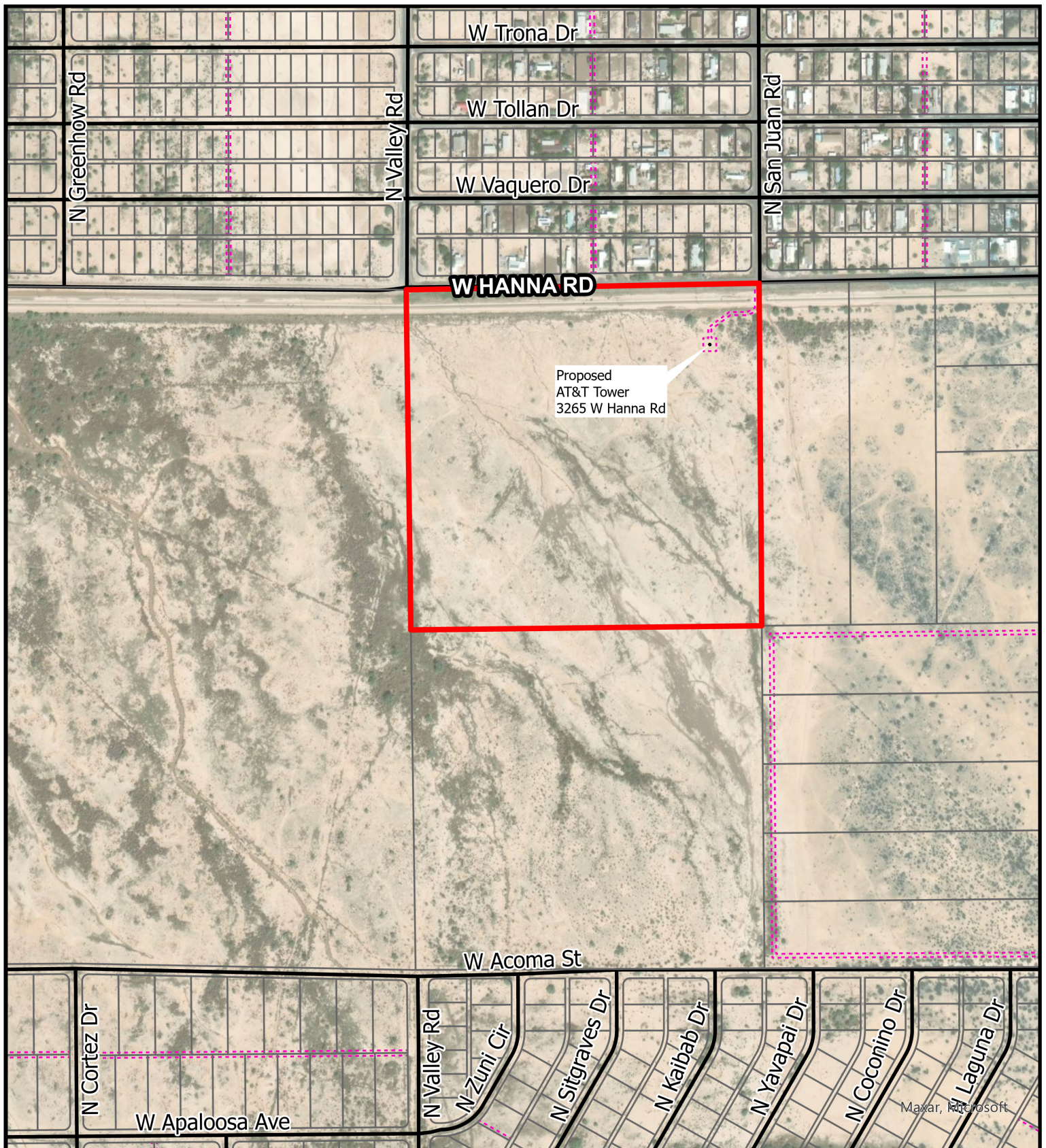
H. The proposed use shall not be injurious to the use and enjoyment of the property in the immediate vicinity for the purposes already permitted, nor substantially diminishes or impair the property values within the neighborhood.

- ***The proposed wireless facility is not anticipated to be injurious to the use and enjoyment of the property in the immediate vicinity, nor is it anticipated to substantially diminish or impair the property values within the neighborhood.***

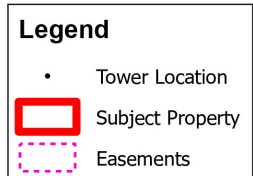
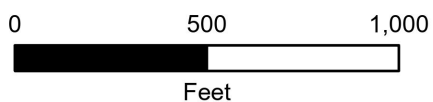
I. The establishment of the proposed use shall not impede the orderly development and improvement of surrounding property for uses permitted within the zoning district.

- ***The proposed wireless facility is not anticipated to negatively impact or impede the orderly development of the surrounding properties or uses permitted within the Single-Family Residential (R1-43) zoning district.***

FISCAL IMPACT:



Conditional Use Permit Exhibit - Case No: CUP2025-010
AT&T 65' Tower





Project Name: AZL04882 – Estrella

Nov. 3, 2025

Company: SmartLink on behalf of AT&T

Contact: Bill Koning

Phone: 480-209-0945

Email: bill.koning@smartlinkgroup.com

Cover Letter (Zoning Comments)

Introduction

AT&T is looking to expand coverage in the Estrella area by locating a proposed wireless communications facility at a specific parcel having an APN #: 420-13-0100, as part of a larger coverage project for the Arizona market. This project serves to provide coverage for the Northern Estrella Communities, primarily, as well as the surrounding areas. This project is also looking to expand FirstNet coverage to better aid first responders within the surrounding area.

Site Details

The proposed AT&T facility will be constructed to the max height ceiling for the underlying zone at 65', with the centerline for the antenna equipment being approximately 61'. The tower will be designed to as a stealth palm tree to blend into the existing features of the surrounding environment. The subject property is designated as a R1-43 Estate Residential, and the overall height of the tower will comply with the height parameters set by that zone. The ground equipment for the antenna array will be located within a new, CMU walled off compound, designed to blend in with the environment.

The new antenna array and requisite ground equipment will pull power from the existing power located on the site and will pull new fiber lines. All utilities will be pulled through new utility easements secured by the AT&T from the Landlord for this site and shall be recorded promptly. All access to the site will likewise follow new access easements that shall be recorded between AT&T and the land owner. Time frame for construction is likely to begin mid next year or earlier. No other utility providers besides fiber optic and power providers are necessary for this site.

Landscaping

The site will be located on currently undeveloped property that consists of natural desert landscaping. The site will be surrounded by a block wall in a finished color to blend in with the existing natural desert landscaping. There is currently no water service located on this property to water non-natural landscaping. Due to the factors referenced above, we are asking for a waiver regarding the landscape requirements.

Feasible Alternate Locations

The area of the proposed cell sites consists of larger undeveloped parcels and smaller parcels used for single family homes. Possible alternative locations for a site should this proposed sit not be constructed would be a raw land design similar to the proposed on one of the larger undeveloped parcels. There are no existing vertical elements to collocate on, so any alternative site would be similar in design to the proposed.

Conformance to Codes/Ordinances

The surrounding parcels in the immediate area have the following make-up of zoning designations:

North: R1-6

South: R1-43

East: R1-6

West: Unknown (Arizona State Land Department owned parcel)

Per City of Eloy Code of Ordinance Section 21-4-4.3 Table 4.4-1, Wireless Communications Facilities that are new and freestanding are permitted in Residentially Zoned parcels, provided that a Conditional Use Permit is obtained, the maximum height of the tower is 65' and the tower itself is located 110% tower height from other residential parcels. This site falls under the appropriate criteria for being reviewed under a Conditional Use Permit, being in a Residential zone, away from a residence by more than 110% tower height and for being a 65' tower.

Once the site is installed, foot traffic to the site will be minimal; only for ongoing monthly maintenance by each carrier save for emergency maintenance. All equipment will be operated within noise standards consistent with the city's guidelines.

Once on-air, the WCF will comply with FCC guidelines for human exposure to RF electromagnetic fields, and cumulative exposure from all the facilities will meet FCC guidelines.

- A. The proposed use will not be detrimental to the health, safety, or general welfare of persons living or working in the vicinity, to adjacent property, to neighborhood, or to the public in general;

Response: Site will be in compliance with FAA regulations.

- B. The proposed use conforms with the purposes, intent, and policies of the adopted Eloy General Plan and its policies and any applicable area, neighborhood, or other plan officially adopted by the city Council;

Response: Site will be constructed in an area allowed by the city to provide service to the surrounding area.

- C. The proposed use conforms with conditions, requirements, or standards prescribed by this chapter and other applicable local, state, or federal requirements and;

Response: Site will meet the standards of local, state and federal requirements.

- D. The proposed conditional use shall conform to the neighborhood's character within the same zoning district in which it is located. In making such determination, consideration shall include the location, type, and height of the buildings or structures and the type and extent of landscaping and screening on the site;

Response: The site will be stealthed as a tree to blend in and the ground equipment will be surrounded by a block wall painted a desert color.

- E. Adequate utilities, access roads, drainage, fire protection, and other necessary facilities shall be provided;

Response: Site shall be constructed with all the necessary facilities for a safe and operation site.

- F. Adequate measures shall provide ingress and egress designed to minimize traffic hazards and traffic congestion on public roads;

Response: Access to the site will be off W. Hanna road using and exiting dirt road.

- G. The proposed use shall not be noxious or offensive because of vibration, noise, odor, dust, smoke, or gas;

Response: Site will not have odor, dust, smoke or gas. Any noise from the air conditions will be reduced by the surrounding block wall.

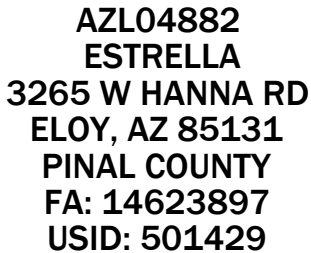
- H. The proposed use shall not be injurious to the use and enjoyment of the property in the immediate vicinity for the purposes of already permitted, nor substantially diminish or impair the property values within the neighborhood;

Response: The site will not affect the surrounding properties.

- I. Establishing the proposed use shall not impede the orderly development and improvement of surrounding property for uses permitted within the zoning district;

Response: The site will have no affect on the development and improvement of the surrounding property.

PROJECT TEAM	
<u>CLIENT REPRESENTATIVE</u>	
COMPANY:	SMARTLINK, GROUP
ADDRESS:	10 CHURCH CIRCLE
CITY, STATE, ZIP:	ANNAPOLIS, MD 21401
CONTACT:	MICHAEL HANNA
PHONE:	(951) 319-1341
E-MAIL:	MICHAEL.HANNA@SMARTLINKGROUP.COM
<u>AT&T PROJECT MANAGER</u>	
COMPANY:	AT&T
ADDRESS:	1452 EDINGER AVE, FLR 3
CITY, STATE, ZIP:	TUSTIN CA 9278
CONTACT:	IVAN OCEGUEDA
EMAIL:	IO109K@ATT.COM
<u>ENGINEERING SERVICES</u>	
COMPANY:	SZS ENGINEERING
ADDRESS:	4551 EAST CARRIAGE WAY
CITY, STATE, ZIP:	GILBERT, AZ 85297
CONTACT:	SAM GONZALEZ, P.E.
PHONE:	(480) 528-0914
<u>PROPERTY OWNER</u>	
COMPANY:	JEREZ ORLANDO & ESMERALDA D
ADDRESS:	1104 S JESSE PL
CITY, STATE, ZIP:	CHANDLER, AZ 85249
<u>TOWER OWNER</u>	
COMPANY:	AT&T
ADDRESS:	1365 WEST UNIVERSITY DRIVE
CITY, STATE, ZIP:	MESA, AZ 85201-5419

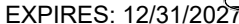
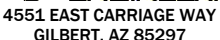
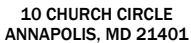


IWM JOB #: WSANM0039729

PROJECT DESCRIPTION	
<u>THIS PROJECT WILL CONSIST OF A NEW AT&T ANTENNA ARRAY LOCATED ON A NEW MONOPALM:</u>	
• INSTALL (1) NEW 10'-6" DOUBLE MONOPOLE TRIPLE T-ARM AND MONOPOLE ATTACHMENT (SITEPRO 1 RMVD10-NPNH) [CONMAT: ANT.55987] • INSTALL NEW SITEPRO 1 MOUNTING KIT - 8BPM-U (2 PER SECTOR, 6 TOTAL). USE WITH 2" SCH 40 (2-7/8" O.D.) X 10'-0" LONG PIPES, CROSSOVER HARDWARE [MT-651-120] (2 PER SECTOR, 6 TOTAL), AND COMMSCOPE RR-FA2 BACK-TO-BACK MOUNTING BRACKETS FOR RRUS (2 PER SECTOR, 6 TOTAL) • INSTALL (1) NEW CELLMAX 120726 ANTENNA IN POSITION #1 - (3) SECTORS, (3) TOTAL • INSTALL (1) NEW ERICSSON AIR6472 B77G/B77M WITH INTEGRATED RRU IN POSITION #2 - (3) SECTORS, (3) TOTAL • INSTALL (1) NEW CELLMAX 120726 ANTENNA IN POSITION #3 - (3) SECTORS, (3) TOTAL • INSTALL (1) NEW ERICSSON 4490 B5/B12A RRU IN POSITION #1 - (3) SECTORS, (3) TOTAL • INSTALL (1) NEW ERICSSON 4494 B14/B29 RRU IN POSITION #3 - (3) SECTORS, (3) TOTAL • INSTALL (1) NEW ERICSSON 4890 B25/B66 RRU IN POSITION #3 - (3) SECTORS, (3) TOTAL • INSTALL (1) NEW DC9 SURGE PROTECTOR PER SECTOR - (2) SECTORS, (2) TOTAL [CEQ.21427] • INSTALL (1) NEW 48-PAIR OPTICAL FIBER TRUNK, COMMSCOPE RFFT-48SM-001 [CEQ.24348] • INSTALL (4) NEW 6 AWG DC POWER TRUNKS, COMMSCOPE PWRT-606-S [CEQ.14081] • INSTALL (1) NEW RET CABLE FOR 700 RRH (AISG 2.0+ PROTOCOL)	
<u>NEW EQUIPMENT ENCLOSURE AREA:</u>	
• INSTALL NEW AT&T GRAVITY MOUNT PLATFORM (ELECTRO-MECHANICAL INDUSTRIES 1000-0010-0128-FC) WITH EMI OD CABINET GRAVITY PLATFORM (87" X 180"), (8) GRAVITY MOUNT FEET, AND (1) ONE-STEP STAIR UNISTRUT KIT - FACTORY ASSEMBLED, NO CANOPY [NEQ.53675] • INSTALL (1) NEW UL-LISTED 3-BAY WALK-UP CABINET (WUC), VERTIV F2020030 [CEQ.54298], 6KW HEX, MOUNTED ON NEW GALVANIZED GRAVITY MOUNT PLATFORM [CEQ.53675] • INSTALL (1) NEW GENERAC 20KW EMERGENCY BACKUP GENERATOR - COMPACT, NON-CALIFORNIA DIESEL; 120/240VAC; SINGLE-PHASE; 2.2L ENGINE; 103-GAL TANK; L2 ALUMINUM ENCLOSURE, MOUNTED ON NEW GALVANIZED GRAVITY MOUNT PLATFORM [NEQ.53187] • INSTALL (1) NEW GPS ANTENNA ON WUC MOUNTING BRACKET • INSTALL (1) NEW AT&T RAYCAP DC50-48-60-96-50F - 50 HIGH-CAPACITY DC POSITIONS FOR RRU/RRH, 96 LC-LC CONNECTIONS IN ALUMINUM ENCLOSURE [CEQ.54898], MOUNTED TO THE GRAVITY MOUNT PLATFORM • INSTALL NEW 200A ELECTRICAL SERVICE • INSTALL NEW PVC AND RMC UTILITY CONDUITS WITH PULL STRING AND TRACER WIRE FOR FIBER • INSTALL (1) NEW UNDERGROUND EQUIPMENT GROUND RING WITH ASSOCIATED GROUND RODS AND WIRING	
<u>AC/DC SCOPE</u>	
<u>DC POWER PLANT REVIEW:</u>	
• WALK-UP CABINET COMES PRE-INSTALLED WITH NETSURE™ 512 DC POWER SYSTEM EQUIPPED WITH (10) HE 2KW -48VDC RECTIFIERS • NO -58VDC CONVERTERS REQUIRED TO MEET N+1 REDUNDANCY REQUIREMENT	
<u>DC POWER PLAN REVIEW:</u>	
<u>INSTALL DC CIRCUIT BREAKERS (REFER TO DC BREAKER SCHEDULE):</u>	
• (3) 50A - ERICSSON 4490 B5/B12A • (3) 50A - ERICSSON AIR6472 B77G/B77M • (3) 35A - ERICSSON 4494 B14/B29 • (3) 50A - ERICSSON 4890 B25/B66 • (1) 25A - ERICSSON 6601 V2 CHASSIS • (2) 15A - ERICSSON 6672 BBU CARD • (1) 5A - ERICSSON 6610 SITE CONTROLLER • (2) 15A - S9500 SIAD • (1) 10A - CIENA	
<u>BATTERY CHECK:</u>	
• PERMANENT STANDBY GENERATOR INSTALLED • MINIMUM REQUIRED BATTERY BACKUP TIME: 2.0 HOURS • SITE WILL INCLUDE (2) STRINGS (8 CELLS TOTAL) OF NEW ENERSYS 190 AMP-HOUR BATTERIES, INSTALLED IN THE BOTTOM SECTION OF THE NEW DC POWER SYSTEM. CONFIGURED AS (4) CELLS PER STRING AT -48VDC NOMINAL, PROVIDING 2-HOUR RESERVE CAPACITY	
<u>HVAC UNITS:</u>	
• NEW WUC IS PROVIDED WITH PRE-MOUNTED DC-POWERED HEX (HEAT EXCHANGER) PER BAY	



ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO AT&T
WIRELESS IS STRICTLY PROHIBITED



1	10-20-25	JX COMMENTS
0	08-28-25	ISSUE FOR ZONING
REV.	DATE	REVISION DESCRIPTION

THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND SPEC'S, UNLESS SPECIFICALLY STATED OTHERWISE, THE MANUFACTURERS EQUIPMENT INSTALLATION SPEC'S SHALL ALWAYS BE VERIFIED BY THE CONTRACTOR BEFORE INSTALLATION.

PROJECT INFORMATION

USID: 501429

CHECKED BY: **SEG**

SHEET TITLE:

TITLE SHEET

1

[illegible]

GENERAL NOTES	
<u>DO NOT SCALE DRAWINGS</u> CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT/ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME. THE FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. A TECHNICIAN WILL VISIT THE SITE AS REQUIRED FOR ROUTINE MAINTENANCE. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT DISTURBANCE OR EFFECT ON DRAINAGE; NO SANITARY SEWER SERVICE, POTABLE WATER, OR TRASH DISPOSAL IS REQUIRED AND NO COMMERCIAL SIGNAGE IS PROPOSED. PDF DRAWING ISSUED AS 22X34 SHALL BE PRINTED 50% SCALE CENTERED ON PAGE FOR 11X17 PRINTS. PDF DRAWINGS ISSUED 11X17 SHALL BE PRINTED 100% CENTERED.	

SITE INFORMATION	
LATITUDE:	32° 49' 13.962" N 32.8205450° N
LONGITUDE:	111 ° 36' 25.675" W 111.6071319° W
LAT./LONG. TYPE:	NAD 83
GROUND ELEVATION:	1492.1' AMSL (NAVD88)
APN #:	402-13-0100
AREA OF CONSTRUCTION:	50' X 50' COMPOUND LEASE AREA (2500 SQ. FT.)
ZONING/JURISDICTION:	CITY OF ELOY
CURRENT ZONING:	T.B.D.
PROPOSED USE:	UNMANNED TELECOMMUNICATIONS FACILITY
COUNTY:	PINAL
HANDICAP REQUIREMENTS:	FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. HANDICAPPED ACCESS NOT REQUIRED.

[illegible]

DRIVING DIRECTIONS

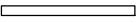
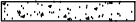
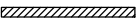
FROM AT&T OFFICE: 1355 WEST UNIVERSITY DRIVE, MESA, AZ 85201-5419:

START BY HEADING SOUTHWEST TOWARD N STANDAGE ON A RESTRICTED USAGE ROAD, THEN TURN RIGHT ONTO N STANDAGE AND LEFT ONTO W UNIVERSITY DR. USE THE LEFT TWO LANES TO TURN LEFT ONTO S PRICE RD, THEN TAKE THE RAMP ONTO AZ-101 LOOP S. CONTINUE ON AZ-101 LOOP S AND MERGE ONTO US-60 W TOWARD PHOENIX USING THE RIGHT TWO LANES. USE THE LEFT TWO LANES TO MERGE ONTO I-10 E TOWARD TUCSON. FOLLOW I-10 E UNTIL YOU REACH EXIT 194 FOR AZ-287/FLORENCE BLVD. TURN LEFT ONTO AZ-287 W/FLORENCE BLVD AND CONTINUE STRAIGHT. TURN RIGHT ONTO S CURRY RD AND PROCEED AS IT TRANSITIONS INTO N ESTRELLA RD. FINALLY, TURN RIGHT ONTO W HANNA RD, WHERE YOUR DESTINATION WILL BE ON THE LEFT.

RFDS DATA	
DESIGN PACKAGE BASED ON RF DATA SHEET	
RFDS NAME: AZL04882	
RFDS DATE: 14-MAR-2024	
WIOD: RFDS-24439	
ASSIGNED TO:	
LAST MODIFIED DATE: 29-JAN-2025	
LAST MODIFIED BY: AC7856	
NUMBER OF SECTORS:	3
NUMBER OF ANTENNAS:	9
NUMBER OF RRHS:	9
NUMBER OF FIBER/DC SQUIDS:	2
NUMBER OF OPTICAL TRUNK CABLES:	1
NUMBER OF DC TRUNK CABLES:	4

JURISDICTIONAL APPROVAL

STAFF PLAN DATE
01/21/2026

	NEW ANTENNA		GROUT OR PLASTER
	EXISTING ANTENNA		(E) BRICK
	GROUND ROD		(E) MASONRY
	GROUND BUS BAR		CONCRETE
	MECHANICAL GRND. CONN.		EARTH
	CADWELD		GRAVEL
	GROUND ACCESS WELL		PLYWOOD
	ELECTRIC BOX		SAND
	TELEPHONE BOX		WOOD CONT.
	LIGHT POLE		WOOD BLOCKING
	FND. MONUMENT		STEEL
	SPOT ELEVATION		CENTERLINE
	SET POINT		PROPERTY/LEASE LINE
	REVISION		MATCH LINE
	GRID REFERENCE		WORK POINT
	DETAIL REFERENCE		
	ELEVATION REFERENCE		
	SECTION REFERENCE		

LEGEND

A	AMPERE	EMT.	ELECTRICAL METALLIC TUBING	MTD.	MOUNTED	T.O.F.	TOP OF FOUNDATION
A.B.	ANCHOR BOLT	E.N.	EDGE NAIL	MTG.	MOUNTING	T.O.P.	TOP OF PLATE (PARAPET)
ABV.	ABOVE	ENCL.	ENCLOSURE	MTL.	METAL	T.O.S.	TOP OF STEEL
AC	ALTERNATE CURRENT/AIR CONDITIONER	ENG.	ENGINEER	MTS.	MANUAL TRANSFER SWITCH	T.O.W.	TOP OF WALL
ACCA	ANTENNA CABLE COVER ASSEMBLY	EQ.	EQUAL	N	NEUTRAL	TYP.	TYPICAL
ADD'L	ADDITIONAL	EXST. (E)	EXISTING	(N)	NEW	U.G.	UNDER GROUND
A.F.F.	ABOVE FINISHED FLOOR	EXP.	EXPANSION	NEMA	NATIONAL ELECTRICAL MANUFACTURERS ASSOC.	U.L.	UNDERWRITERS LABORATORY INC.
A.F.G.	ABOVE FINISHED GRADE	EXT.	EXTERIOR	NO./(#)	NUMBER	UMTS	UNIVERSAL MOBIL TECH. SYS. (3G MOBILE TECH.)
AIC	AMPERE INTERRUPTING CAPACITY	FAB.	FABRICATION(OR)	N.T.S.	NOT TO SCALE	U.N.O.	UNLESS NOTED OTHERWISE
ALUM.	ALUMINUM	FAC.	FACTOR	OBIF	OPTICAL BASEBAND INTERFACE	V	VOLT
ALT.	ALTERNATE	F/A	FIRE ALARM	OH	OVERHEAD	VAC	VOLT ALTERNATING CURRENT
ANT.	ANTENNA	F.F.	FINISH FLOOR	O.C.	ON CENTER	V.I.F.	VERIFY IN FIELD
APPROX.	APPROXIMATE(LY)	F.G.	FINISH GRADE	OPNG.	OPENING	W	WATT OR WIRE
ARCH.	ARCHITECT(URAL)	FIN.	FINISH(ED)	P	POLE	WD	WIDE (WIDTH)
AT.	AMPERE TRIP	FLR.	FLOOR	P/C	PRECAST CONCRETE	W/	WITH
AWG.	AMERICAN WIRE GAUGE	FLUOR	FLUORESCENT	PCS	PERSONAL COMMUNICATION SERVICES	W/O	WITHOUT
BATT.	BATTERY	FDN.	FOUNDATION	PH	PHASE	WD.	WOOD
BD.	BOARD	F.O.C.	FACE OF CONCRETE	PLY.	PLYWOOD	W.P.	WEATHERPROOF
BLDG.	BUILDING	F.O.M.	FACE OF MASONRY	PNLBD	PANELBOARD	WT.	WEIGHT
BLK.	BLOCK	F.O.S.	FACE OF STUD	PPC	POWER PROTECTION CABINET	XFER	TRANSFER
BLKG.	BLOCKING	F.O.W.	FACE OF WALL	PRC	PRIMARY RADIO CABINET	XFMR	TRANSFORMER
BM.	BEAM	F.S.	FINISH SURFACE	PRI	PRIMARY	XLPE	CROSS-LINK POLYETHYLENE
B.N.	BOUNDARY NAILING	FT.(')	FOOT (FEET)	P.S.F.	POUNDS PER SQUARE FOOT	Ⓢ	CENTERLINE
BR.	BRANCH	FTG.	FOOTING	P.S.I.	POUNDS PER SQUARE INCH	Ⓢ	PLATE, PROPERTY LINE
BRKR.	BREAKER	FU	FUSE	P.T.	PRESSURE TREATED		
BTCW.	BARE TINNED COPPER WIRE	G	GROUND	PWR.	POWER (CABINET)		
BTS.	BASE TRANSMISSION SYSTEM	GR	GROWTH (CABINET)	QTY.	QUANTITY		
B.O.F.	BOTTOM OF FOOTING	GA.	GAUGE	RAD.(R)	RADIUS		
B/U	BACK-UP CABINET	GEN.	GENERATOR	RBS	RADIO BASE STATION		
C	CONDUIT	GI.	GALVANIZE(D)				
CAB.	CABINET	G.F.C. I.	GROUND FAULT CIRCUIT INTERRUPTER	RCPT.	RECEPTACLE		
CANT.	CANTILEVER(ED)	GLB. (GLU-LAM)	GLUE LAMINATED BEAM	REF.	REFERENCE		
CB.	CIRCUIT BREAKER	GND	GROUND	REINF.	REINFORCEMENT(ING)		
CDMA	CODE-DIVISION MULTIPLE ACCESS (2G & 3G)	GPS	GLOBAL POSITIONING SYSTEM	REQ'D.	REQUIRED		
CDUK	CONSOLIDATION DISTRIBUTION UNIT KIT	GRND.	GROUND	RGS.	RIGID GALVANIZED STEEL		
C.I.P.	CAST IN PLACE	GSM	GLOBAL SYSTEM MOBILE (2G+ MOBILE TECH.)	RRU	REMOTE RADIO UNIT		
CKT.	CIRCUIT	HDBC	HARD DRAWN COPPER WIRE		(RADIO TRANSCEIVER)		
CLG.	CEILING	HDR.	HEADER	RX-AIT	RECEIVER AIR INTERFACE TRAY		
CLR.	CLEAR	HGR.	HANGER	SAF	SAFETY		
CMU	CONCRETE MASONRY UNIT (JAMB BLOCKS)	HPS	HIGH PRESSURE SODIUM	SCH.	SCHEDULE		
COL.	COLUMN	HT.	HEIGHT	SDBC	SOFT DRAWN BARE COPPER		
CONC.	CONCRETE	ICGB.	ISOLATED COPPER GROUND BUS	SEC	SECONDARY		
CONN.	CONNECTION(OR)	IN.(")	INCH(ES)	SHT.	SHEET		
CONST.	CONSTRUCTION	INT.	INTERIOR	SIM.	SIMILAR		
CONT.	CONTINUOUS	LB.(#)	POUND(S)	S.N.	SOLID NEUTRAL		
d	PENNY (NAILS)	L.B.	LAG BOLTS	SPEC.	SPECIFICATION(S)		
DBL.	DOUBLE	L.F.	LINEAR FEET (FOOT)	SQ.	SQUARE		
DC	DIRECT CURRENT	LG.	LENGTH	S.S.	STAINLESS STEEL		
DEM.	DEMAND	L.	LONG(TUDINAL)	STD.	STANDARD		
DEPT.	DEPARTMENT	LPS	LOW PRESSURE SODIUM	STL.	STEEL		
D.F.	DOUGLAS FIR	LTE	LONG TERM EVOLUTION (4G MOBILE TECH.)	STRUC.	STRUCTURAL		
DIA.	DIAMETER	MAS.	MASONRY	SURF	SURFACE		
DIAG.	DIAGONAL	MAX.	MAXIMUM	SW	SWITCH		
DIM.	DIMENSION	M.B.	MACHINE BOLT	TEL	TELEPHONE		
DWG.	DRAWING(S)	MECH.	MECHANICAL	TEMP.	TEMPORARY		
DWL.	DOWEL(S)	MFR.	MANUFACTURER	THK.	THICK(NESS)		
EA.	EACH	MIN.	MINIMUM	TMAS	TOWER MOUNTED AMPLIFIER		
EGR.	EMERGENCY GENERATOR RECEPTACLE	MISC.	MISCELLANEOUS		(DC SUPPLY VOLTAGE)		
EL.	ELEVATION	MLO	MAIN LUGS ONLY	T.N.	TOE NAIL		
ELEC.	ELECTRICAL			T.O.A.	TOP OF ANTENNA		
ELEV.	ELEVATOR			T.O.C.	TOP OF CURB		

ABBREVIATIONS

1

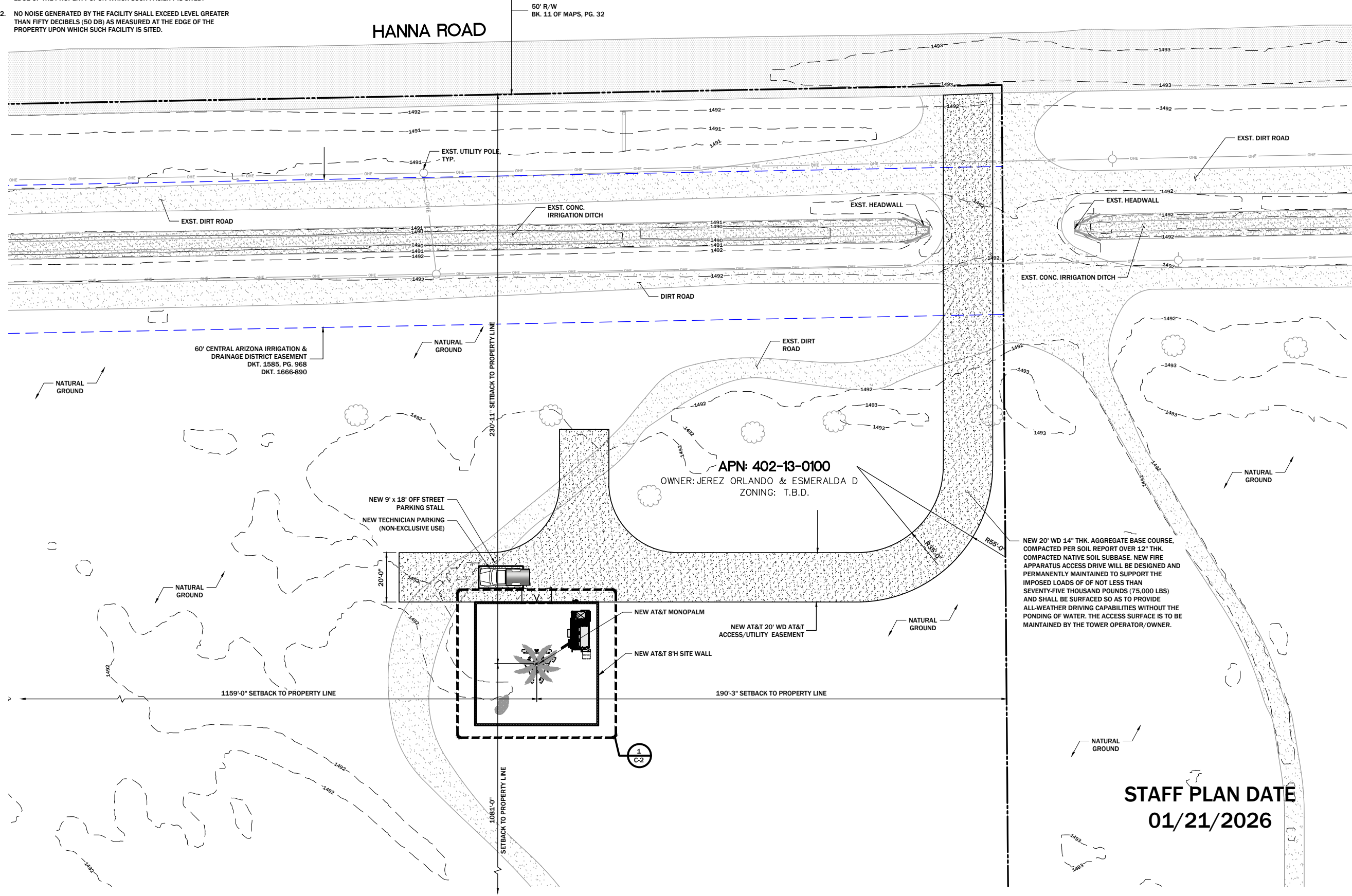
2

1.	THE FACILITY IS AN UNOCCUPIED DIGITAL TELECOMMUNICATION FACILITY.
2.	PLANS ARE NOT TO BE SCALED AND ARE INTENDED TO BE A DIAGRAMMATIC OUTLINE ONLY, UNLESS NOTED OTHERWISE. THE WORK SHALL INCLUDE FURNISHING MATERIALS, EQUIPMENT, APPURTENANCES AND LABOR NECESSARY TO COMPLETE ALL INSTALLATIONS AS INDICATED ON THE DRAWINGS.
3.	PRIOR TO THE SUBMISSION OF BIDS, THE CONTRACTORS SHALL VISIT THE JOB SITE AND BE RESPONSIBLE FOR ALL CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS, AND CONFIRMING THAT THE WORK MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE IMPLEMENTATION ENGINEER AND ENGINEER PRIOR TO PROCEEDING WITH THE WORK.
4.	THE CONTRACTOR SHALL OBTAIN, IN WRITING, AUTHORIZATION TO PROCEED BEFORE STARTING WORK ON ANY ITEM NOT CLEARLY DEFINED OR IDENTIFIED BY THE CONTRACT DOCUMENTS.
5.	THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS UNLESS SPECIFICALLY INDICATED OTHERWISE OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.
6.	ALL WORK PERFORMED AND MATERIALS INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS AND ORDINANCES. CONTRACTOR SHALL GIVE ALL NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY REGARDING THE PERFORMANCE OF THE WORK. MECHANICAL AND ELECTRICAL SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH ALL APPLICABLE MUNICIPAL AND UTILITY COMPANY SPECIFICATIONS, AND LOCAL AND STATE JURISDICTIONAL CODES, ORDINANCES AND APPLICABLE REGULATIONS.
7.	THE GENERAL CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK, USING THE BEST SKILLS AND ATTENTION. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES AND FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THE CONTRACT INCLUDING CONTACT AND COORDINATION WITH THE IMPLEMENTATION ENGINEER AND WITH THE LANDLORD'S AUTHORIZED REPRESENTATIVE.
8.	SEAL PENETRATIONS THROUGH FIRE RATED AREAS WITH U.L. LISTED AND FIRE CODE APPROVED MATERIALS.
9.	PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2-A OR 2-A10BC WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF THE PROJECT AREA DURING CONSTRUCTION.
10.	DETAILS ARE INTENDED TO SHOW END RESULT OF DESIGN. MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT JOB DIMENSIONS OR CONDITIONS, AND SUCH MODIFICATIONS SHALL BE INCLUDED AS PART OF THE WORK.
11.	REPRESENTATIONS OF TRUE NORTH, OTHER THAN THOSE FOUND ON THE PLOT OF SURVEY DRAWING (SHEET LS1 OR SHEET C-1), SHALL NOT BE USED TO IDENTIFY OR ESTABLISH THE BEARING OF TRUE NORTH AT THE SITE. THE CONTRACTOR SHALL RELY SOLELY ON THE PLOT OF SURVEY DRAWING AND ANY SURVEYOR'S MARKINGS AT THE SITE FOR THE ESTABLISHMENT OF TRUE NORTH, AND SHALL NOTIFY THE ENGINEER PRIOR TO PROCEEDING WITH THE WORK IF ANY DISCREPANCY IS FOUND BETWEEN THE VARIOUS ELEMENTS OF THE WORKING DRAWINGS AND THE TRUE NORTH ORIENTATION AS DEPICTED ON THE CIVIL SURVEY. THE CONTRACTOR SHALL ASSUME SOLE LIABILITY FOR ANY FAILURE TO NOTIFY THE ENGINEER.
12.	THE CONTRACTOR SHALL MAKE NECESSARY PROVISIONS TO PROTECT EXISTING IMPROVEMENTS, PAVING, CURBS, VEGETATION, GALVANIZED SURFACES, ETC., AND UPON COMPLETION OF WORK REPAIR ANY DAMAGE THAT OCCURRED DURING CONSTRUCTION TO THE SATISFACTION OF AT&T.
13.	KEEP GENERAL AREA CLEAN, HAZARD FREE, AND DISPOSE OF ALL DIRT, DEBRIS, RUBBISH AND REMOVE EQUIPMENT NOT SPECIFIED AS REMAINING ON THE PROPERTY. LEAVE PREMISES IN CLEAN CONDITION AND FREE FROM PAINT SPOTS, DUST OR SMUDGES OF ANY NATURE.
14.	PENETRATIONS OF ROOF MEMBRANES SHALL BE PATCHED/FLASHED AND MADE WATERTIGHT USING LIKE MATERIALS IN ACCORDANCE WITH NRCA ROOFING STANDARDS AND DETAILS. CONTRACTOR SHALL OBTAIN DETAILING CLARIFICATION FOR SITE-SPECIFIC CONDITIONS FROM ENGINEER, IF NECESSARY, BEFORE PROCEEDING.
15.	BEFORE ORDERING AND/OR BEFORE FABRICATING/CONSTRUCTING/INSTALLING ANY ITEMS, VERIFY THE TYPES AND QUANTITIES.
16.	CONTRACTOR SHALL PROVIDE SITE FOREMAN WITH A CELLULAR PHONE AND PAGER, AND KEEP SAME ON SITE WHENEVER PERSONNEL ARE ON SITE.
17.	THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS ON THE SITE AND NOTIFY THE PROJECT MANAGER OF ANY DISCREPANCIES BEFORE STARTING ANY WORK.
18.	CONTRACTOR TO PROVIDE COMPLETE SET OF AS BUILT DRAWINGS WITHIN 10 WORKING DAYS OF PROJECT COMPLETION.
19.	CONTRACTOR IS TO EXCAVATE 6" BELOW EXISTING GRADE AND SPRAY WITH WEED CONTROL. REPLACE WITH CLASS II AGGREGATE BASE AND CRUSHED WASHED ROCK, AS SPECIFIED ON SITE PLAN.
20.	CONTRACTOR SHALL PROVIDE TOILET FACILITY DURING ALL PHASES OF CONSTRUCTION.
21.	PRIOR TO THE COMMENCEMENT OF CONSTRUCTION OR THE FABRICATION OF MATERIALS TO BE INSTALLED AT THE SITE, THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS INCLUDING AS-BUILT DIMENSIONS OF EXISTING STRUCTURES OR STRUCTURAL ELEMENTS HAVING A BEARING ON THE SCOPE OF THE WORK TO BE PERFORMED. IF ANY DISCREPANCY IS FOUND BETWEEN THE VARIOUS ELEMENTS OF THE WORKING DRAWINGS AND THE DIMENSIONS OR CONDITIONS FOUND TO BE EXISTING IN THE FIELD, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND OBTAIN DESIGN RESOLUTION PRIOR TO PROCEEDING WITH THE PORTION(S) OF THE WORK AFFECTED. THE CONTRACTOR SHALL ASSUME SOLE LIABILITY FOR ANY FAILURE TO SO NOTIFY THE ENGINEER AND OBTAIN RESOLUTION BEFORE PROCEEDING.
STAFF PLAN DATE 01/21/2026	
GENERAL NOTES	

 1355 WEST UNIVERSITY DRIVE MESA, AZ 85201-5419	
THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO AT&T WIRELESS ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO AT&T WIRELESS IS STRICTLY PROHIBITED	
 10 CHURCH CIRCLE ANNAPOLIS, MD 21401	
 4551 EAST CARRIAGE WAY GILBERT, AZ 85297	
 EXPIRES: 12/31/2027	
1	10-20-25 JX COMMENTS
0	08-28-25 ISSUE FOR ZONING
REV.	DATE REVISION DESCRIPTION
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PROJECT INFORMATION: AZL04882 ESTRELLA 3265 W HANNA RD ELOY, AZ 85131 PINAL COUNTY	
FA: 14623897 USID: 501429	
DRAWN BY: JR	CHECKED BY: SEG
SHEET TITLE: GENERAL NOTES, ABBREVIATIONS & LEGEND	
T-2	
REV.: 1	

SITE GENERAL NOTES

1. PER SECTION 21-4-4.5.N. NO PERMIT (CONDITIONAL OR ADMINISTRATIVE USE PERMIT) SHALL BE ISSUED FOR ANY FACILITY WHICH GENERATES A NOISE LEVEL GREATER THAN FIFTY DECIBELS (50 DB) AS MEASURED AT THE EDGE OF THE PROPERTY UPON WHICH SUCH FACILITY IS SITED.
2. NO NOISE GENERATED BY THE FACILITY SHALL EXCEED LEVEL GREATER THAN FIFTY DECIBELS (50 DB) AS MEASURED AT THE EDGE OF THE PROPERTY UPON WHICH SUCH FACILITY IS SITED.



SITE PLAN



1355 WEST UNIVERSITY DRIVE
MESA, AZ 85201-5419

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10 CHURCH CIRCLE
ANNAPOLIS, MD 21401



4551 EAST CARRIAGE WAY
GILBERT, AZ 85297



EXPIRES: 12/31/2027

REV.	DATE	REVISION DESCRIPTION
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PROJECT INFORMATION:

AZL04882
ESTRELLA
3265 W HANNA RD
ELOY, AZ 85131
PINAL COUNTY

FA: 14623897 USID: 501429

DRAWN BY: JR CHECKED BY: SEG

SHEET TITLE:

SITE PLAN

C-1

1

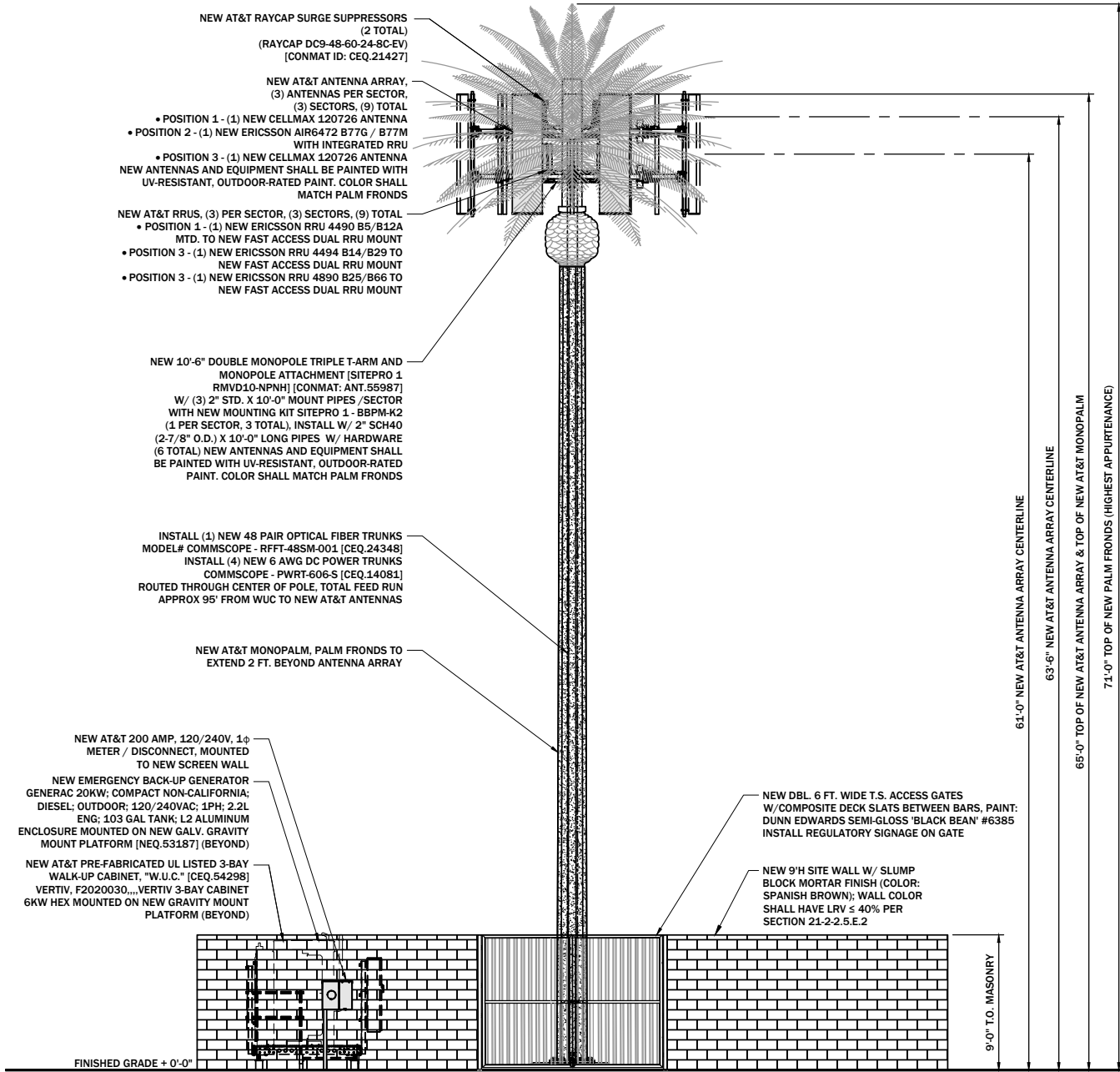
22"x34" SCALE: 1" = 20'-0"
11"x17" SCALE: 1" = 40'-0"

STRUCTURAL AND MOUNT ANALYSIS NOTES:

1. THE DESIGN DEPICTED IN THESE DRAWINGS IS VALID WHEN ACCOMPANIED BY A CORRESPONDING PASSING STRUCTURAL AND MOUNT ANALYSIS.
2. CONSTRUCTION MANAGER / GENERAL CONTRACTOR SHALL REVIEW THE STRUCTURAL AND MOUNT ANALYSES FOR ANY CONDITIONS PRIOR TO INSTALLATION.
3. ANY REQUIRED MOUNT MODIFICATION DESIGN OR MOUNT REPLACEMENT SHALL BE APPROVED BY EOR.

INSTALLER NOTES:

1. NEW ANTENNAS AND EQUIPMENT SHALL BE PAINTED WITH UV-RESISTANT, OUTDOOR-RATED PAINT. COLOR TO MATCH PALM FRONDS.
2. C-BAND EQUIPMENT EXEMPT FROM MODIFICATION. NO PAINT OR STEALTH SOCK APPLICATION PERMITTED ON C-BAND COMPONENTS.



NORTH ELEVATION

22"x34" SCALE: 3/16" = 1'-0"
11"x17" SCALE: 3/32" = 1'-0"



1

EAST ELEVATION

22"x34" SCALE: 3/16" = 1'-0"
11"x17" SCALE: 3/32" = 1'-0"



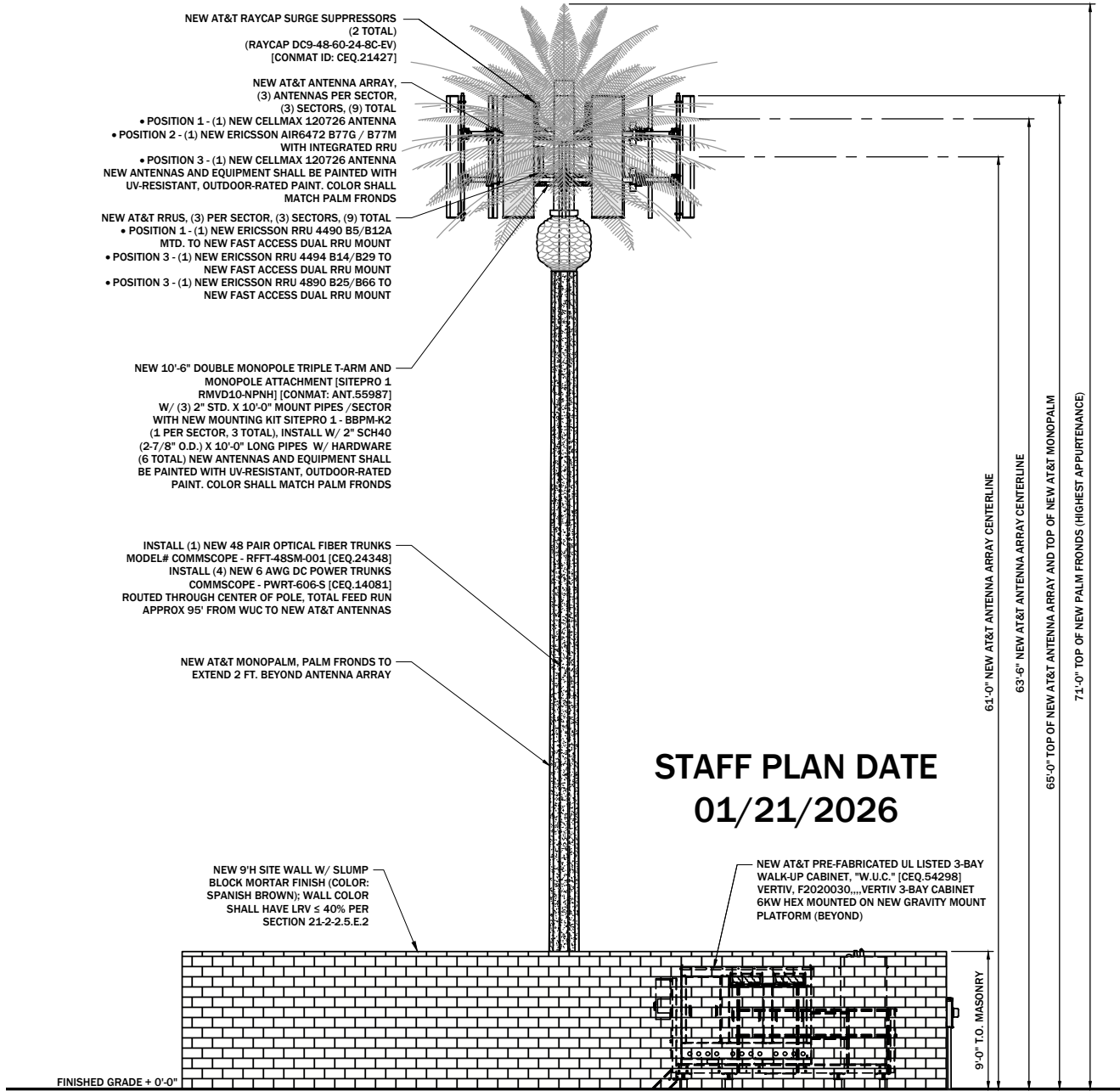
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STAFF PLAN DATE
01/21/2026



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EXPIRES: 12/31/2027

REV.	DATE	REVISION DESCRIPTION
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0	08-28-25	ISSUE FOR ZONING

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PROJECT INFORMATION:

AZL04882
ESTRELLA
3265 W HANNA RD
ELOY, AZ 85131
PINAL COUNTY

FA: 14623897 USID: 501429

DRAWN BY: JR CHECKED BY: SEG

SHEET TITLE:

PROJECT ELEVATIONS

C-3

1



NORTH ELEVATION

NOT TO SCALE

1



EAST ELEVATION

NOT TO SCALE

2

STAFF PLAN DATE
01/21/2026



1355 WEST UNIVERSITY DRIVE
MESA, AZ 85201-5419

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WIRELESS IS STRICTLY PROHIBITED



10 CHURCH CIRCLE
ANNAPOLIS, MD 21401



4551 EAST CARRIAGE WAY
GILBERT, AZ 85297



EXPIRES: 12/31/2027

REV.	DATE	REVISION DESCRIPTION
1	10-20-25	JX COMMENTS
0	08-28-25	ISSUE FOR ZONING

THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS
IN ACCORDANCE WITH MANUFACTURES RECOMMENDATIONS AND
SPEC'S, UNLESS SPECIFICALLY STATED OTHERWISE, THE
MANUFACTURES EQUIPMENT INSTALLATION SPEC'S SHALL ALWAYS
BE VERIFIED BY THE CONTRACTOR BEFORE INSTALLATION.

PROJECT INFORMATION:

AZL04882
ESTRELLA
3265 W HANNA RD
ELOY, AZ 85131
PINAL COUNTY

FA: 14623897 USID: 501429

DRAWN BY:	CHECKED BY:
JR	SEG

SHEET TITLE:
PROJECT ELEVATIONS
COLOR RENDERED

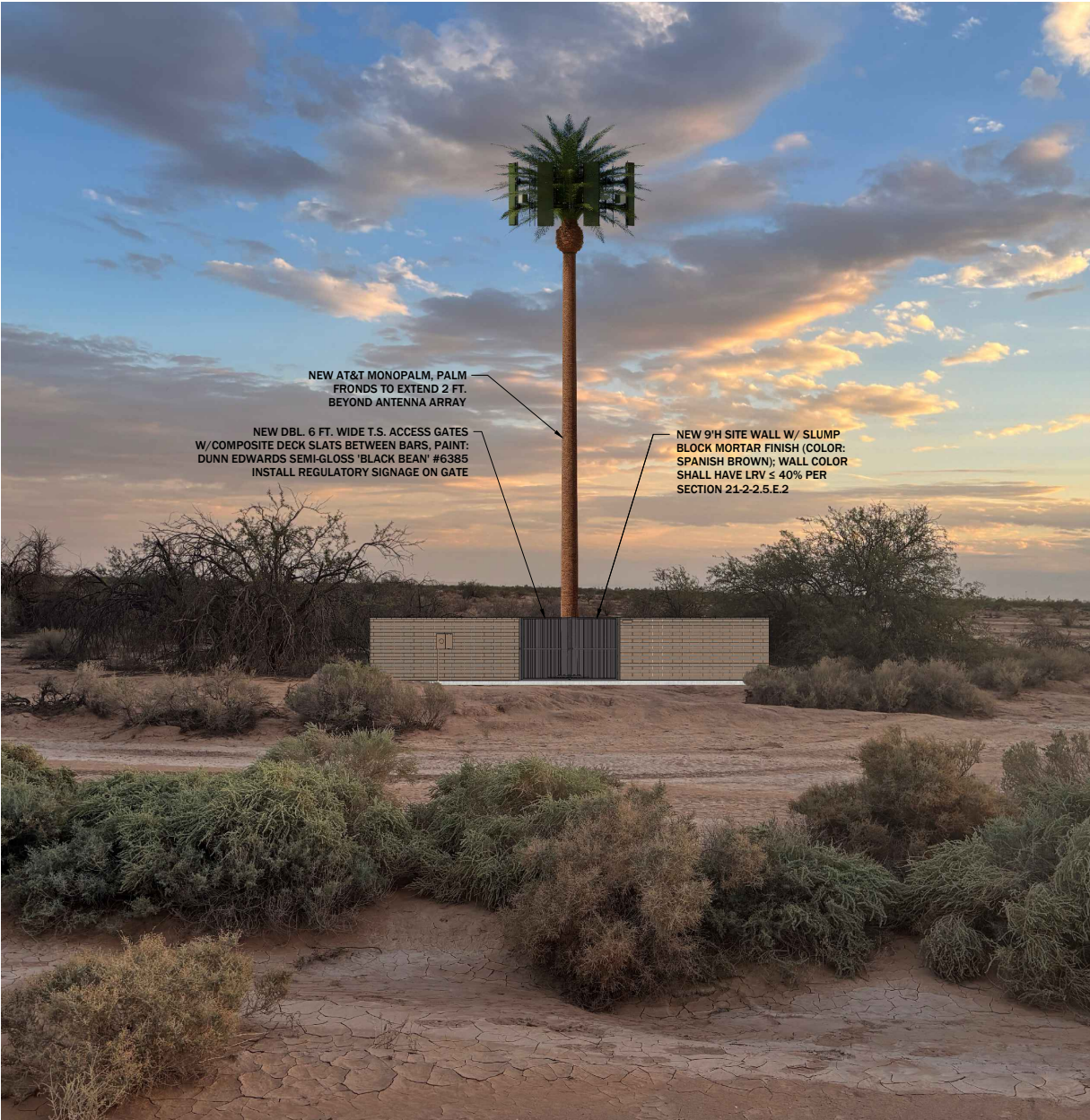
C-4 1



NORTH ELEVATION EXISTING

NOT TO SCALE

1



STAFF PLAN DATE
01/21/2026

NORTH ELEVATION NEW

NOT TO SCALE

2

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1355 WEST UNIVERSITY DRIVE
MESA, AZ 85201-5419

THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO AT&T WIRELESS
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DRAWN BY: JR	CHECKED BY: SEG

SHEET TITLE:
PROJECT ELEVATIONS
PHOTO RENDERED

C-5

1

Conditions of Approval for Conditional Use Permit:

Case No. CUP2025-010

AT&T Wireless Communication Tower

These stipulations are in order to protect the public health, safety, and welfare of the City of Eloy.

SITE DEVELOPMENT

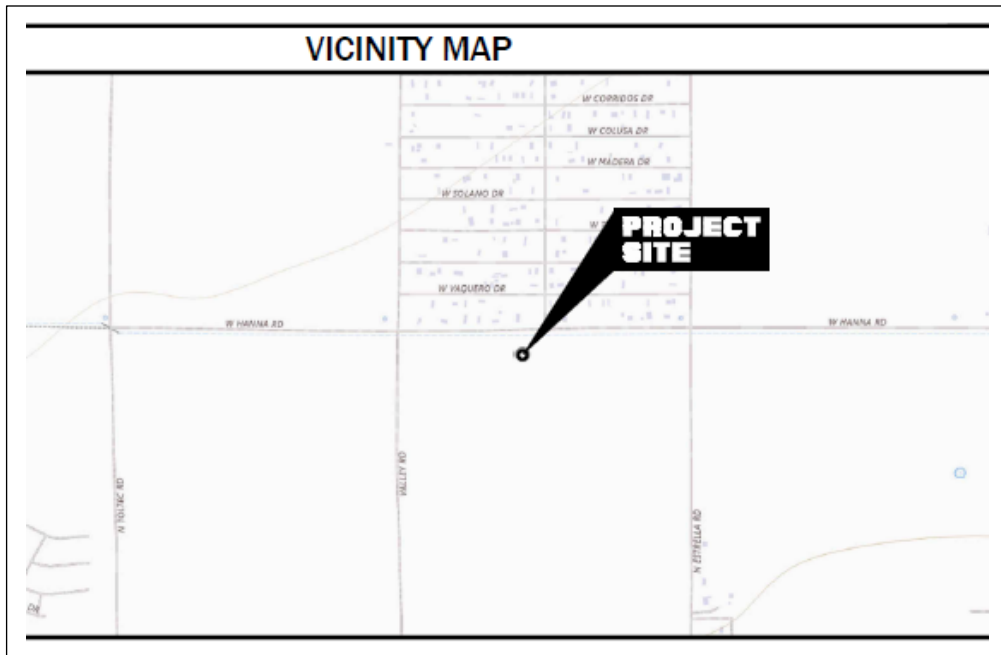
1. **DEVELOPMENT PLAN.** The wireless facility improvements shall conform to the plans with a staff date of 01/21/2026, and to the Condition of Approvals herein.
2. **MODIFICATIONS.** Any major changes or modifications to the subject CUP shall be reviewed and processed in accordance with the procedures outlined in the Eloy Zoning Ordinance, as may be amended from time to time. The Zoning Administrator or designee may administratively approve minor amendments and will determine the difference between major and minor amendments.
3. **EXPIRATION.** The Conditional Use Permit (Case No. CUP2024-002) shall expire on *(the date will be determined with the City Council approval, which shall be two years)*, unless the Conditional Use Permit has been used or extended by the City Council.
4. **MONOPOLE DESIGN.** To the satisfaction of the Community Development Director:
 - a. The monopole surface shall have a pseudobark textured finish and appearance representative of a real palm tree;
 - b. The pseudo palm tree crown shall accurately represent the size and appearance of a real palm tree crown;
 - c. All equipment and structural mounts within and near the palm fronds shall have a color that matches the fronds;
 - d. All fronds shall extend a minimum of three (3) feet beyond each adjacent antenna array;
 - e. To minimize the appearance of the antenna arrays, additional fronds shall be added by the developer to the structure prior to receiving a final planning and zoning inspection approval of the building permit.
5. **INTERNAL DRIVE AND TURNAROUND.** All internal drives and turnarounds shall be compacted to withstand a minimum gross vehicle weight of 75,000 pounds, and comply with the most recent Fire Code requirements of the Eloy City Code applicable at the time of permit issuance.
6. **SCREENING.** All equipment and structures (e.g., generators, electricity, controllers, cabinets, etc, but excluding monopole) shall be screened to the height of the tallest screened item, plus one foot, by a minimum opaque wall.
7. **SCREENWALL AND GATE COLOR.** The color of the screenwall and gate(s) shall be a desert color, and shall have a light reflective value (LRV) of 40 or less.
8. **SITE PLAN.** The Property Owner/Developer shall obtain the Zoning Administrator's or designee's approval for the Site Plan prior to submitting the construction documents for any part of the wireless facility improvements.



AZL04882 (Wireless Communication Facility)

3265 W. Hanna Rd., Eloy, AZ 85131

Citizen Review Report



A Citizen Notification letter was sent out to residents within 300' of the property lines of the subject parcel. This letter had a narrative describing the proposal and information for the scheduled community meeting that included the Date, time and Location. This letter went to 47 residents in the area. A sign also posted on the property with information about the proposed site. A Neighborhood meeting was held on Wednesday, Oct. 8, 2025 @ 6pm at 3265 W. Hanna Rd., Eloy, AZ 85131. No one attended the meeting. We have not received any responses.

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: **VII.A.**

Date: **1/21/2026**

Date submitted:
01/14/2026

Action: Other

Date requested:
1/21/2026

Subject: Conduct a public hearing and discuss the following: Case No. GPA2025-001: TES Eloy. At request by Julie Vermillion, of Coe & Van Loo Consultant, on behalf of I-10 Eloy Eleven Mile Corner and Battaglia Dr 453, LLC, for a major General Plan Amendment from Medium Density Residential and General Industrial to Mixed-Use consisting of approximately 338 acres located at the northeast corner of West Battaglia Road and West Frontier Street. This is a non-action public hearing.

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission conduct a public hearing and discuss the proposed major General Plan Amendment.

DISCUSSION:

General Plan Amendment Request (Case No. GPA2025-001):

The applicant's request is for a major General Plan Amendment of approximately 338 acres of property from Medium Density Residential and General Industrial to Mixed-use, located at the northeast corner of West Battaglia Road and West Frontier Street. The purpose of this application is to accommodate a separate Amendment to the Zoning Map (Rezone) application (Case No. RZPAD2025-002) to rezone the property from Single-family (R1-12) to Mixed-Use (MU) Planned Area Development (PAD) and Multiple Family Residential (R-3) PAD.

General Plan:

The General Plan Future Land Use Map designation of the property is Medium Density Residential and General Industrial. The Medium Density Residential land use designation

is intended to accommodate areas suitable for single-family, townhome, patio home, and duplex-type units; and the General Industrial land use designation is intended to allow intense industrial employment uses and generally consist of wholesale and storage warehouses, external storage yards (including utility centers), fabrication, manufacturing, processing, repairing, and packaging of goods. Manufacturing areas typically produce noise, truck or rail traffic, and open storage.

Context:

The property is located on the northeast corner of West Battaglia Road and West Frontier Street. The site is surrounded by primarily undeveloped land on most sides, North Eleven Mile Corner Road, West Frontier Street to the southwest, and the Santa Rosa Canal to the north. Within the upper center of the property is the City of Eloy water treatment facility, and Shumway Park on the northeast corner of North Eleven Mile Corner Road and West Battaglia Road.

Direction	General Plan Land Use Map Designation	Existing Property Zoning	Existing Use of the Property
Site	Medium Density Residential and General Industrial	Single Family Residential (R1-12)	Undeveloped land
North	Medium Density Residential and Public Facility	Single Family Residential (R1-12) and Light Industrial (I-1), and General Industrial (I-2) on the north side of I-10.	Santa Rosa Canal, Undeveloped land, and City of Eloy Public Facilities building, and Water Treatment facility.
South	Community Commercial	General Commercial (C-2)	Undeveloped land
East	Medium Density Residential and Parks/Open space	Single Family Residential (R1-12) and Open Space Recreational (OSR)	Undeveloped land
West	Light Industrial	Light Industrial (I-1)	Undeveloped land

General Plan Amendment Criteria and Guidelines (Case No.GPA2025-001):

The applicant's request is considered a major General Plan Amendment based on the criteria outlined in Section 2.2 of the Eloy General Plan. Furthermore, under Section 2.3 of the Eloy General Plan, changes to the General Plan must also meet the guidelines outlined below: (Staff's analysis of the guidelines is included in bold italic text, and the applicant's analysis is included in their narrative, attached)

1. That the City has not provided adequate land uses designated that would allow the proposed use to be sited as proposed.

- ***The General Plan's Future Land Use Map currently designates approximately 2.4% of the City's planning area for the Mixed-use General Plan land use designation. The proposed application would increase the Mixed-use General Plan land use designation to 2.5% of the City's total planning area. It is not uncommon for cities to typically allocate approximately 2% to 10% of a city's land use area for Mixed-used areas. While the Mixed-use land use falls within the typical range, the increase does not significantly expand the area of the city designated for this use designation. It should be noted that if the application is approved, the City's planning area with the Medium Density Residential land use designation would decrease from approximately 16.67% to 16.66%, and the General Industrial land use designation would decrease from approximately 1.77% to 1.74%***

2. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.

- ***The proposed amendment is anticipated to be an overall improvement to the General Plan in that the Mixed-use land use designation allows for a broader variety of implementing zones (Small Property Residential (R-2), Multiple family Residential (R-3), Neighborhood Commercial (C-1), General Commercial (C-2), Mixed-Use (MU), Public Facilities (PF), Business Park (BP), and Light-industrial (I-1)) within the Sun Corridor growth area. The proposed amendment would contribute to implementing the General Plan in the growth area by promoting "commercial, employment and industrial development [and uses in] an identified Growth Area nodes and encouraging a balanced and mixed-use environment in a growth area (GP 3.3.1.2 and 3.3.1.3).***

3. The amendment will not adversely impact any portion of the community by: a) Creating incompatible land use patterns; b) 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; c) Adversely impacting existing or planned land uses through an unreasonable increase in traffic generated by the proposed use unless mitigated by the applicant, or d) Adversely affecting the livability of an area or the health and safety of existing residents.

- ***The proposed Mixed-use land use designation is not anticipated to create an incompatible land use pattern with the abutting Community Commercial, Medium Density Residential, and Light Industrial, and it is***

typically provided between the lower-intensity land uses and the more intense land uses, such as the rail-road and North Frontier Street to the west, the water treatment facility in the center-north, and the Community Commercial to the south.

- ***There are water, wastewater (sewer), and roadway systems within and abutting the property. The property owner will be required to provide all necessary improvements related to traffic, roads, sewer, and water infrastructure, including any necessary relocation of improvements necessary to accommodate the development and the use of the property, as specified in the associated rezoning (Case No. RZPAD2025-001).***

4. That the amendment is consistent with the General Plan's overall intent and other adopted plans, codes, and ordinances.

- ***The proposed Mixed-Use land use designation is consistent with the General Plan in that it contributes to achieving the General Plan's Goal 3.1.1.1 to "provide a range of supportive... land uses to encourage and maintain a sustainable community," and achieving the Goals 3.3.1.2 and 3.3.2.3 by encouraging a balance of land uses and promoting commercial development in the Sun Corridor Growth Area.***

Zoning Ordinance Issues for Consideration for a General Plan Amendment:

In determining whether to approve, approve with conditions, or deny proposed General Plan amendments, issues for consideration shall include, but not be limited to, staff's analysis, which is included in bold italic text, and the applicant's analysis, which is included in their narrative, attached.

A. Whether the development pattern contained in the future land use plan provides appropriate optional sites for the use proposed in the amendment.

- ***The General Plan's Future Land Use map provides a limited amount of Mixed-Use land uses in this area of the city in general. Furthermore, most of the existing designated Mixed-Use land use areas are located at the south end of the Sun Corridor Growth Area, near State Route 87 and I-10, and the recently approved area (GPA2024-005 Eloy 310) near North Sunland Gin Road and I-10. The addition of the Mixed-use land use designation in the Sun Corridor Growth Area will assist in promoting a broader balance of uses near the city center, and the West Battaglia Road and North Frontier Road intersection.***

B. That the amendment constitutes an overall improvement to the Eloy General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.

- ***The proposed Mixed-use land use designation is anticipated to constitute an overall improvement to the General Plan by increasing the area of the land use within the City. Furthermore, the increase in the Mixed-Use area assists in implementing the Goals of the General Plan to provide a range of supportive land uses to encourage a sustainable community through the orderly development of the Toltec-Robson Area Growth Area (Goals 3.1.1.1, 3.3.1.2, and 3.3.2.3).***

C. The degree to which the proposed amendment will impact the City as a whole or a portion of the City by: 1) Significantly altering acceptable existing land use patterns; 2) Requiring larger and more extensive improvements to roads, sewer, or water systems than are needed to support the prevailing land uses in which, therefore may negatively impact the development of other lands. The Commission and/or the City Council may also consider the degree to which the need for such improvements will be mitigated pursuant to binding commitments by the applicant, a public agency, or other sources when the impacts of the uses permitted pursuant to the General Plan amendment will be realized; 3) Adversely impacting existing uses due to increased traffic on existing systems; and 4) Affecting the livability of the surrounding area or the health and safety of present or future residents.

- ***The proposed General Plan Amendment from Medium Density Residential and General Industrial to the Mixed-Use land use designation is not anticipated to significantly alter the existing land use patterns in the area. While improvements to roads, sewer, or water systems are anticipated to serve the development, these infrastructure necessities have been anticipated in the General Plan and the Water and Wastewater Master Plan to support the prevailing land uses planned for the area and the existing land use designations. The modification from the Medium Density Residential and General Industrial to the Mixed-Use land use designation is not anticipated to affect the livability of the surrounding area or the health and safety of present or future residents.***

D. That the amendment is consistent with the overall intent of the adopted Eloy General Plan.

- ***The proposed General Plan Amendment from Medium Density Residential and General Industrial land use designation is consistent with the intent of the General Plan's in that it contributes to the General Plan's Goal 3.1.1.1 to "provide a range of supportive land uses to encourage and maintain a substantial community." Also, the amendment assists in encouraging a balanced use within a designated Toltec-Robson Growth area (Goal 3.3.1.2.). Furthermore, the proposed land use designation will assist in***

providing a mix of land uses and encouraging the orderly development within the Growth Area (Goals 3.3.1.2 and 3.3.1.3).

E. Whether there was an error or oversight in the original Eloy General Plan adoption that did not fully consider facts, projects, or trends which could reasonably exist in the future.

- ***The proposed General Plan Amendment from Medium Density Residential and General Industrial to the Mixed-Use land use designation is not an error or oversight in the existing plan, or other factor that could reasonably exist in the future.***

F. Whether events subsequent to the Eloy General Plan adoption have superseded the original premises and findings made upon plan adoption.

- ***There have been no known events after the Eloy General Plan adoption that have superseded the original premises and findings made upon plan adoption. The proposed amendment from Medium Density Residential and General Industrial to the Mixed-Use land use designation will assist in encouraging a balanced use within a designated Toltec-Robson Growth area (Goal 3.3.1.2). Furthermore, the proposed land use designation will help provide a mix of land uses and encourage orderly development within the Growth Area (Goals 3.3.1.2 and 3.3.1.3).***

G. Whether events subsequent to the Eloy General Plan adoption may have changed the character and/or condition of the area so as to make the application acceptable.

- ***Before and since the City Council adopted the General Plan in May 2020, the property has been undeveloped land. The proposed Mixed-Use land use designation is anticipated to contribute to the ability to provide additional flexibility in the development potential of the land.***

H. The extent to which the benefits of the plan amendment outweigh any of the impacts identified in subsections A through G of this Section.

- ***The proposed General Plan Amendment from Medium Density Residential and General Industrial to the Mixed-Use land use designation will assist in encouraging a balance of uses within a designated Growth area (Goal 3.3.1.2.). Furthermore, the proposed land use designation will assist in providing a mix of land uses that is anticipated to encourage the "orderly development within Growth Areas" within the City (Goals 3.3.1.2 and 3.3.1.3).***

FISCAL IMPACT:

No financial impacts are anticipated from this agenda item.

October 29, 2025

TES Eloy PAD

Located at the northwest corner of
Battaglia Road and 11 Mile Corner

City of Eloy, Arizona

General Plan Amendment Application Narrative



4550 N 12th Street
Phoenix, AZ 85014
Job #: 1-01-04099-01

General Plan Amendment Application Narrative

for

TES Eloy PAD

City of Eloy, Arizona

Owner/Developer

I-10 Eloy Eleven Mile Corner and Battaglia Dr 453 LLC

3718 E Adobe Dr,
Phoenix, AZ 85050

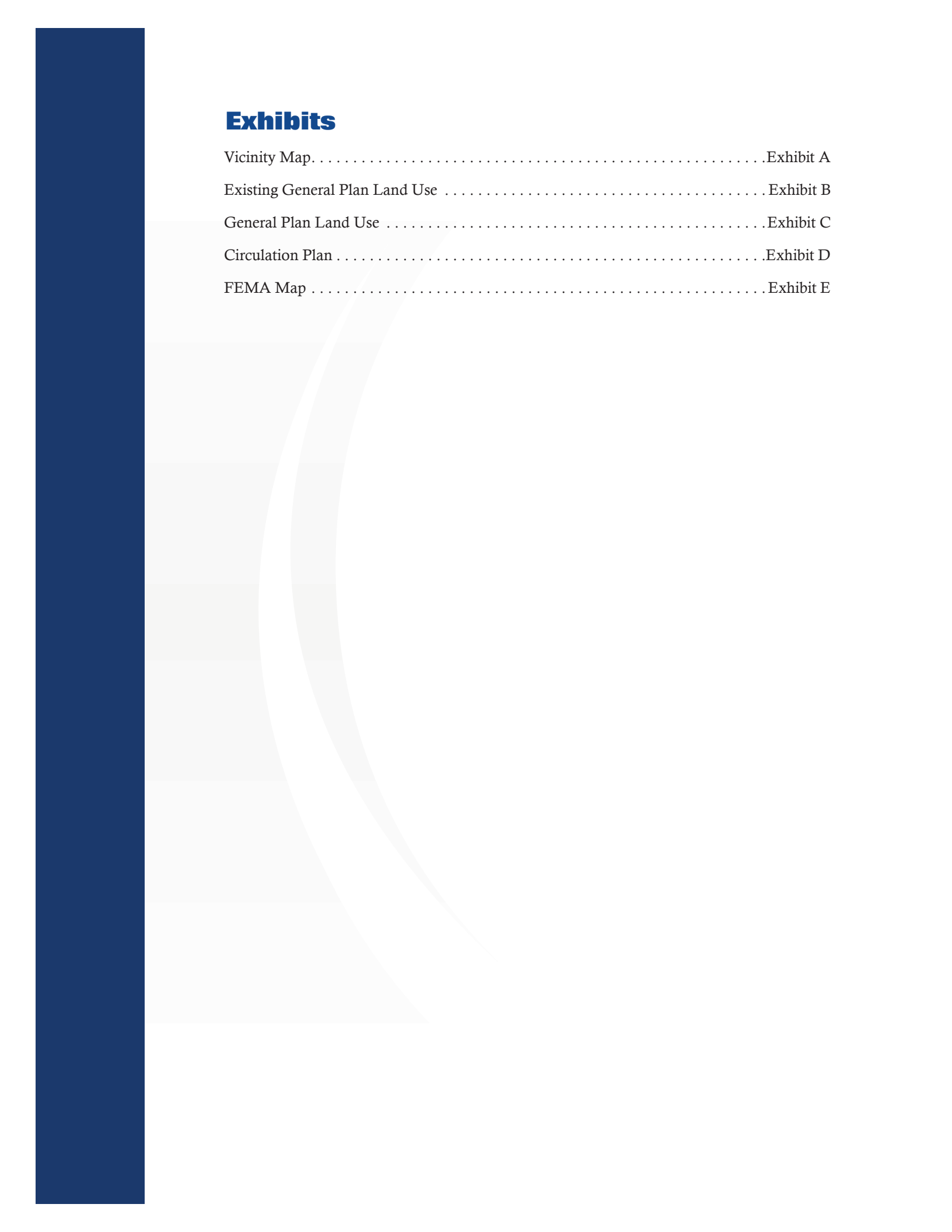
Planning/Civil Engineering Consultant

CVL Consultants

4550 North 12th Street
Phoenix, Arizona 85014
Attn: Julie Vermillion
jvermillion@cvlci.com

Contents

1. Introduction.	1
2. Purpose of Request	1
3. Existing Conditions.	2
4. Relationship to Surrounding Properties.	3
5. Community Services	3
6. Utilities and Services	4
Water	4
Wastewater	4
7. Circulation.	5
8. Drainage	5
9. General Plan and Zoning	6
10. General Plan Conformance	6
11. General Plan Amendment Guidelines.	9
12. Issues for Consideration	10
13. Conclusion	13



Exhibits

Vicinity Map	Exhibit A
Existing General Plan Land Use	Exhibit B
General Plan Land Use	Exhibit C
Circulation Plan	Exhibit D
FEMA Map	Exhibit E

1. Introduction

On behalf of and in conjunction with the property owner, CVL Consultants is pleased to submit this request to the City of Eloy (City) for a new master planned development known hereto as TES Eloy PAD (the Project), an approximately 338-acre development generally located at the northwest corner of Battaglia Road and 11 Mile Corner in the City of Eloy (the Property). North Frontier Street (Casa Grande-Picacho Highway) borders the site to the southwest, providing close connectivity between the Project and the regional transportation system. (Exhibit A, Vicinity Map).

The purpose of this narrative is to identify the information and criteria for the General Plan Amendment (GPA) requested to facilitate the development of the Project as intended. Please refer to the Rezoning Application Narrative provided under the concurrent PAD application submittal for additional details regarding this request.

TES Eloy PAD will provide an environment that promotes a flexible and dynamic range of land uses to support the City by addressing the demand for diverse housing opportunities in the region while creating the framework for large scale employment, services, and supporting uses suitable for this location. This variety of compatible uses is permitted within the proposed Mixed Use (MU) Land Use district, as detailed further in this proposal and the companion Rezone Submittal.

2. Purpose of Request

The purpose of this request is to submit, process, and obtain approval for a General Plan Amendment (GPA) to facilitate the development consisting of a comprehensive vision of land use opportunities to provide for residential neighborhoods, commercial, and industrial uses. Please refer to the Rezoning Application Narrative and the companion Land Use & Development Standards Guide provided under the concurrent Rezoning application submittal for additional details regarding this request.

TES Eloy PAD is located primarily within the General Industrial and Medium Density Residential (3.0 - 6.0 du/ac) land uses designated by the City of Eloy General Plan. With the Medium Density Residential land use on the site currently sandwiched between large portions of the General Industrial designation, this amendment to the City of Eloy General Plan will allow for a layout of uses that will create a transition between the two uses and provide a well considered plan more fitting for the area. This proposal seeks to update the existing patchwork entitlements on this long

undeveloped property to an overall cohesive designation of Mixed Use (MU) for a new and attractive master plan in this growing area of Eloy. (Refer to Exhibits B and C, Existing General Plan Land Use and General Plan Land Use).

Companion rezoning to update the approximately 338-acre property from Single-Family Residential (R1-12) to MU PAD and R-3 PAD zoning is intended to facilitate development of the Property through land uses that are better suited for the Property's proximity to both the Frontier Street and the City's adjacent wastewater treatment plant, along with the associated easements bisecting the land to route utilities to the City's parcel which encumber the site for future development.

Through the requested applications and the future requests to be made through the development process, TES Eloy PAD seeks to bring a new and desirable master plan to the City, featuring a mix of land uses that meet the desires of current and future homebuyers, businesses, and industries in the area. The approval of this request as proposed provides benefits to the City, such as infrastructure improvements and opportunities for housing in support of new and existing residents to meet the goals of the City of Eloy General Plan further described in this narrative.

3. Existing Conditions

TES Eloy PAD is primarily located at the northwest corner of Eleven Mile Corner Road and Battaglia Road in the City of Eloy, Arizona within Section 36, Township 7 South, Range 7 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona. The Assessor's Parcel Number is 404-12-0050 and the subject parcel is currently owned by I-10 Eloy Eleven Mile Corner and Battaglia Dr 453 LLC, managed by HATJ Management LLC.

The site is irregular in shape and consists of approximately 338-acres of undeveloped desert land that generally slopes to the northwest. It is bounded by a water treatment facility and the CAP Santa Rosa Canal to the north, Frontier Street to the southwest, agricultural land to the east, and undeveloped desert land to the west.

Regionally, the property is to the immediate northeast of the Frontier Street, which provides connectivity to nearby interstate highways for a route from the Project to metro Phoenix, Tucson, and further outlying communities.

4. Relationship to Surrounding Properties

The immediate surrounding area is within the jurisdiction of the City of Eloy. The character and zoning of the surrounding properties are detailed below.

Direction	Use	Zoning	General Plan
North	Santa Rosa Canal, undeveloped desert land, and Eloy Public Works.	R1-12, I-1, PF	MDR, GI, LI, P/I
South	Battaglia Road, Frontier Street, undeveloped desert land, and Republic Plastics plastic fabrication.	C-2, I-2, I-1	CC, GI
East	11 Mile Corner, undeveloped desert land.	R1-6, C-1	MDR,
West	Tumbleweed Road, undeveloped desert land.	R1-6	MDR,

Internal to the site is an existing outparcel which serves the City as a wastewater treatment plant. The proposed plan is an appropriate land use for this Property that will complement the existing and planned development.

5. Community Services

Service	Provider
Police	Eloy Police Department
Fire	Eloy Fire District
Library	Eloy Santa Cruz Library
School Districts	Toltec Elementary School District, Casa Grande Union High School District

The Eloy Police Department is located approximately 1 mile southeast of the Property at 630 N. Main St. Eloy, AZ 85131. The nearest fire protection facility is currently the Eloy Fire District Station 521, located approximately 2 miles southeast of the Property at 500 S. Sunshine Blvd., Eloy, AZ 85131.

6. Utilities and Services

All proposed utility systems and plans will be accessed and designed to the standards of the City of Eloy and the utility provider and submitted for staff review and approval with future development and permit applications. All required infrastructure improvements will be provided by the property development as part of the future development and permit application.

Service	Provider
Sewer	City of Eloy
Water	City of Eloy
Electric	Arizona Public Service (APS)
Telephone	CenturyLink, Cox Communications
Gas	Southwest Gas Corporation
Solid Waste	City of Eloy

Water

The Property is located within the water service area of the City of Eloy. Existing infrastructure includes a 6-inch water line within the project boundary. Adjacent infrastructure includes an existing 6-inch water line within N Tumbleweed Road, a 6-inch water line within W Frontier Street, and a 12-inch water line within 11 Mile Corner. Proposed distribution lines will be designed throughout the master plan based on City design criteria to provide water service and fire protection to the Project. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Water Master Plan provided with this application.

Wastewater

The Property is located within the wastewater service area of the City of Eloy. Existing infrastructure includes a 12-inch sewer main within the project boundary. Adjacent infrastructure includes sewer mains within Frontier Street and 11 Mile Corner.

The wastewater collection system will flow by gravity and will be designed to take advantage of topographic conditions wherever possible. All sewer lines will be located in major streets or in easements dedicated to that use and shall comply with the City's minimum requirements. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Wastewater Master Plan provided with this application.

7. Circulation

TES Eloy PAD is planned at the northwest corner of Eleven Mile Corner Road and Battaglia Road. Both roads are classified as Major Arterial. Half-street infrastructure improvements will be provided along the perimeter roads bounding the Property in accordance with City standards. In addition Frontier Street is and Major Arterial street and Tumbleweed is a Minor Arterial street (Exhibit D, Circulation Map).

Once vertical development opportunities are known, infrastructure details, interior street patterns, and access and circulation for each parcel will be detailed during the site planning process. The design will pursue efficient and safe traffic circulation with careful consideration of connectivity for pedestrians.

8. Drainage

TES Eloy PAD is located within the FEMA Flood Insurance Rate Map (FIRM) for Pinal County, Arizona and incorporated areas, Panel Number 04021C1590F dated May 16, 2019. The FIRM, published by the Federal Emergency Management Agency (FEMA), indicates that the subject area is within Zone X (unshaded). (Exhibit E, FEMA Map). Zone X (unshaded) is defined by FEMA as an Other Area: “Area of minimal flood hazard.”

Offsite flows are channelized around the site avoiding impact. The onsite drainage concept is to provide proper retention for the 100-year 2-hour storm as required by Pinal County. During final engineering, the streets will be designed to convey on-site runoff toward the various retention basins or underground retention within the site. The local streets will be designed such that the 10-year flows are contained within the top of curbs and 100-year flows are contained within the right-of-way. Where capacity of the street is exceeded, scupper or storm drain systems will be used to remove excess flow from the street and direct it toward retention basins or underground retention. To prevent erosion where flows are being concentrated for conveyance, riprap will be provided along scupper spillways, at the toes of scuppers, and at the outlet of storm drain pipes. Post development flows will not exceed pre-development flows in peak runoff, volume, or velocity and will not concentrate sheet flows without downstream offsite control per City of Eloy standards.

The design of the site will not cause any adverse drainage impacts or increased drainage problems for adjacent properties, upstream or downstream. For additional information please refer to the Master Drainage Report provided with this application.

9. General Plan and Zoning

The Property is currently split between the City of Eloy General Plan's Medium Density Residential (3.0-6.0 du/ac) and General Industrial land use categories. Both categories are incompatible with the site's existing zoning of overall R1-12 Single Family Residential (12,000 sq. ft.).

As stated above, the intent of the requested Major General Plan Amendment is to amend the existing patchwork land use designations to overall MU to facilitate development of the Property with the intended variety of land uses.

Companion rezoning of the approximately 338 acre Property from R1-12 to MU PAD and R-3 PAD zoning is requested, which is permitted by and consistent with the intent of the MU land use designation and better suited to facilitate development of the Property with consideration for the Property's proximity to the City's adjacent wastewater treatment plant, along with the associated easements bisecting the land to route utilities to the City's PAD which encumber the site for future development.

The approval of this request as proposed provides significant benefits to the City, such as infrastructure improvements and opportunities for housing in support of new and existing residents to meet the goals of the City of Eloy General Plan further described in this narrative.

10. General Plan Conformance

TES Eloy PAD is consistent with the goals and policies established by the City of Eloy General Plan. As described below, this request conforms with the key concepts identified for future growth within the City.

Land Use

The Land Use element of the General Plan analyzes the existing patterns of land use and identifies the changes that are needed to realize the community's vision for Eloy's future. TES Eloy PAD furthers the featured land use goals identified below.

Goal 3.1.1.1 Provide a range of residential, employment and supportive land uses to encourage and maintain a sustainable community.

Goal 3.1.1.2. Maintain, update and create standards and guidelines to which developments should adhere in an effort to achieve a sustainable community.

TES Eloy PAD establishes both residential and employment land uses to support the range of uses encouraged by the General Plan. The Project will comply with the standards and guidelines established by the City Code.

Housing

The Housing element of the General Plan addresses several aspects of Eloy's housing supply and recommends strategies and actions for the future of Eloy. TES Eloy PAD furthers the housing goal featured in the list below.

Goal 3.5.1.2. Encourage a variety of housing types to accommodate various levels of income and lifestyles.

TES Eloy PAD proposes medium to high density housing to support the City's goal to meet the needs of various levels of income and lifestyles. The residential use proposed increases the opportunity for affordable housing options and supports the diversity of housing types in the City.

Economic Prosperity

The Economic Prosperity element of the General Plan addresses the local economy, which helps determine the rate of growth in a community, the prosperity of its residents, and the resources available to the City government to carry out capital improvement projects, desired programs and services, and other public improvements. TES Eloy PAD furthers the economic goals featured in the list below.

Goal 3.10.1.1. Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.

Goal 3.10.1.2. Brand Eloy as a prime regional location for business, community growth and capital investment.

TES Eloy PAD proposes the entitlements for a new area of industrial development in support of the City's economic goals to attract employers to the area. The proposed residential growth resulting from the residential portion of TES Eloy PAD could have a resulting increase in retail and service business activities.

Parks, Open Space, and Trails

The intent of the Parks, Open Space, and Trails element of the General Plan is to address Eloy's current and future networks of parks, open space, and trails, which are an asset to quality of life in Eloy. A selection of the goals met by TES Eloy PAD are listed below.

Goal 3.4.1.1. Improve the Community's livability, aesthetics and desirability through active and passive "green" space.

Goal 3.4.1.2. Provide a wide variety of organized recreation opportunities for residents of all ages.

TES Eloy PAD furthers these plan elements by planning for active and passive green space and amenities area located within the residential and mixed-use components of the Project in accordance with the City Code requirements. The amenity plan and recreational facilities shall be determined and provided later in the development process.

Circulation

The Circulation element of the General Plan describes the City's roads, pathways, and other means for people to get from place to place. It assesses how Eloy's transportation network is functioning, address where development that impact the transportation system might occur and determine the improvements that are needed. The featured circulation goals listed below are applicable to the TES Eloy PAD.

Goal 3.2.1.1. Encourage public safety through appropriate street design.

Goal 3.2.1.2. Improve "Level of Service" through coordinated street design, signal spacing and access management within the community and the surrounding region.

All new streets within TES Eloy PAD will be constructed to meet City of Eloy standards.

11. General Plan Amendment Guidelines

This proposal conforms to the amendment guidelines identified below pursuant to Section 2.3. of the City of Eloy General Plan.

A. That the City has not provided adequate land uses designated that would allow the proposed use to be sited as proposed.

This property is positioned at a major development corridor along Frontier Road, near the I-10 Corridor, with a patchwork General Plan land use designation of Medium Density Residential (MDR) and General Industrial (GI). Both categories are incompatible with the site's existing zoning of overall R1-12 Single Family Residential (12,000 sq. ft.). This application corrects the incompatibility between the City's zoning map and General Plan.

B. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.

This application corrects the existing incompatibility between the City's zoning map and General Plan noted above. The requested General Plan Amendment amends the existing patchwork of land use designations to an overall MU designation to facilitate development of the Property. The Project has been designed with the parameters of the MU land use in mind, which permits similar uses to the existing MDR and GI designations in conformance with the intent of the City's General Plan for the area. This request furthers opportunities for industry, employment and housing in the area to benefit the residents and workers in the City of Eloy.

C. The amendment will not adversely impact any portion of the community, by:

1. Creating incompatible land use patterns;

The Property is located near the I-10, which serves as a growing economic corridor. The proposed majority of industrial use with supporting multi-family residential is consistent with it's proximity to the I-10 and similar development currently proposed in the immediate surrounding area.

2. 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;

This request is not anticipated to require considerably more expensive infrastructure improvements to the roads, sewer, or water delivery systems in comparison to the existing combination of MDR and GI land use designations. The owner, developer, and builder of TES Eloy PAD are committed to paying their associated fair share of costs used to fund and finance the public services necessary to serve the development.

- 3. Adversely impacting existing or planned land uses through an unreasonable increase in traffic generated by the proposed use unless mitigated by the applicant, or**

Approving this amendment will not have any adverse impact on any existing uses. Traffic generated by the proposed use shall be mitigated as needed so as not to adversely impact the adjacent properties. The Traffic Impact Analysis (TIA) attached shows planned mitigation efforts and traffic improvements which will support the future growth of this area.

- 4. Adversely affecting the livability of an area or the health and safety of existing residents.**

The project will further the opportunities for employment, services, and housing options to the City of Eloy. The requested MU land use is consistent with the intent of the planned growth in the area. Traffic shall be mitigated according to the provided analysis.

- D. That the amendment is consistent with the General Plan's overall intent and other adopted plans, codes, and ordinances.**

This amendment is consistent with the General Plan's overall intent by brining the zoning and land use into compliance with one another and correcting an existing incompatibility. Any development standard not addressed within this proposal or by the concurrent rezoning process shall be consistent to the current City Code and shall be maintained or exceeded without deviation from any of the applicable City of Eloy zoning, engineering, and subdivision standards, design review standards, requirements or provisions for the proposed zoning and land use.

12. Issues for Consideration

This proposal conforms to the issues for consideration identified below pursuant to Section 21-6-4.5. of the Eloy Zoning Ordinance.

- A. Whether the development pattern contained in the future land use plan provides appropriate optional sites for the use proposed in the amendment.**

The Project has been designed with the parameters of the MU land use in mind, which permits similar uses to the existing Residential and Industrial designations in conformance with the intent of the City's General Plan for the area. The MU land use is proposed to accommodate the concurrent rezoning to Mixed Use (MU) PAD and Multiple-Family Residential (R-3) PAD. Optional sites for the requested MU land use or similar uses that permit the desired combination of zones for TES Eloy PAD are not identified in other appropriate locations on the future land use plan.

B. That the amendment constitutes an overall improvement to the Eloy General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.

The Property is currently split between the City of Eloy General Plan's Medium Density Residential (3.0-6.0 du/ac) and General Industrial land use categories. Both categories are incompatible with the site's existing zoning of overall R1-12 Single Family Residential (12,000 sq. ft.). This request resolves an incompatibility between the City's zoning map and General Plan.

The intent of the requested Major General Plan Amendment is to amend the existing patchwork land use designations to overall MU to facilitate development of the Property with the requested variety of land uses. The Project has been designed with the parameters of the MU land use in mind.

C. The degree to which the proposed amendment will impact the City as a whole or a portion of the City by:

1. Significantly altering acceptable existing land use patterns;

The Property is well suited for the proposed majority of industrial and employment use with supporting commercial services and multi-family residential due to its location adjacent to Frontier Street.

2. Requiring larger and more extensive improvements to roads, sewer, or water systems than are needed to support the prevailing land uses in which, therefore, may negatively impact development of other lands. The commission and/or the City Council may also consider the degree to which the need for such improvements will be mitigated pursuant to binding commitments by the applicant, a public agency, or other sources when the impacts of the uses permitted pursuant to the General Plan amendment will be realized;

Approving this amendment will not require additional or more expensive improvements to be funded by the City. This request is not anticipated to require considerably more expensive infrastructure improvements to the roads, sewer, or water delivery systems in comparison to the existing combination of residential and industrial land use designations. Furthermore, the owner, developers, and builders of TES Eloy PAD are committed to paying their associated fair share of costs for the public services necessary to serve the development.

3. Adversely impacting existing uses due to increased traffic on existing systems; or

Traffic generated by the proposed use shall be mitigated as needed so as not to adversely impact the adjacent properties. The Traffic Impact Analysis (TIA) attached shows

planned mitigation efforts and traffic improvements which will support the future growth of this area.

4. Affecting the livability of the surrounding area or the health and safety of present or future residents.

Traffic shall be mitigated according to the provided analysis.

D. That the amendment is consistent with the overall intent of the adopted Eloy General Plan.

The proposed plan allows the flexibility to prepare for future market conditions while providing additional industry, employment and housing opportunities in this area.

E. Whether there was an error or oversight in the original Eloy General Plan adoption that did not fully consider facts, projects or trends which could reasonably exist in the future.

The existing zoning currently does not match the existing land use designation. This amendment will clean up this discrepancy and bring the zoning, the use and the General Plan into compliance.

F. Whether events subsequent to the Eloy General Plan adoption have superseded the original premises and findings made upon plan adoption.

As noted above, this amendment will clean up the discrepancies in the land use designation and zoning on this site. The proposed plan allows the flexibility to prepare for future market conditions while providing additional industry, employment and housing opportunities in this area.

G. Whether events subsequent to the Eloy General Plan adoption may have changed the character and/or condition of the area so as to make the application acceptable.

As noted above, this amendment will clean up the discrepancies in the land use designation and zoning on this site. The location of the TES Eloy PAD property adjacent to Frontier Road and the City's WWTP makes good land use sense for the intended plan.

H. The extent to which the benefits of the plan amendment outweigh any of the impacts identified in subsections A through G of this section.

This amendment, in conjunction with the concurrent rezoning application, will allow for much-needed improvements to the existing undeveloped site well positioned at a major development corridor. The proposed improvements will provide additional housing and employment for residents and workers in the City of Eloy and surrounding area. For these reasons it will create an excellent land use solution for this growing area of Eloy.

13. Conclusion

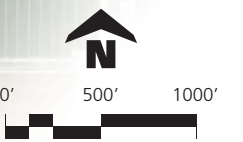
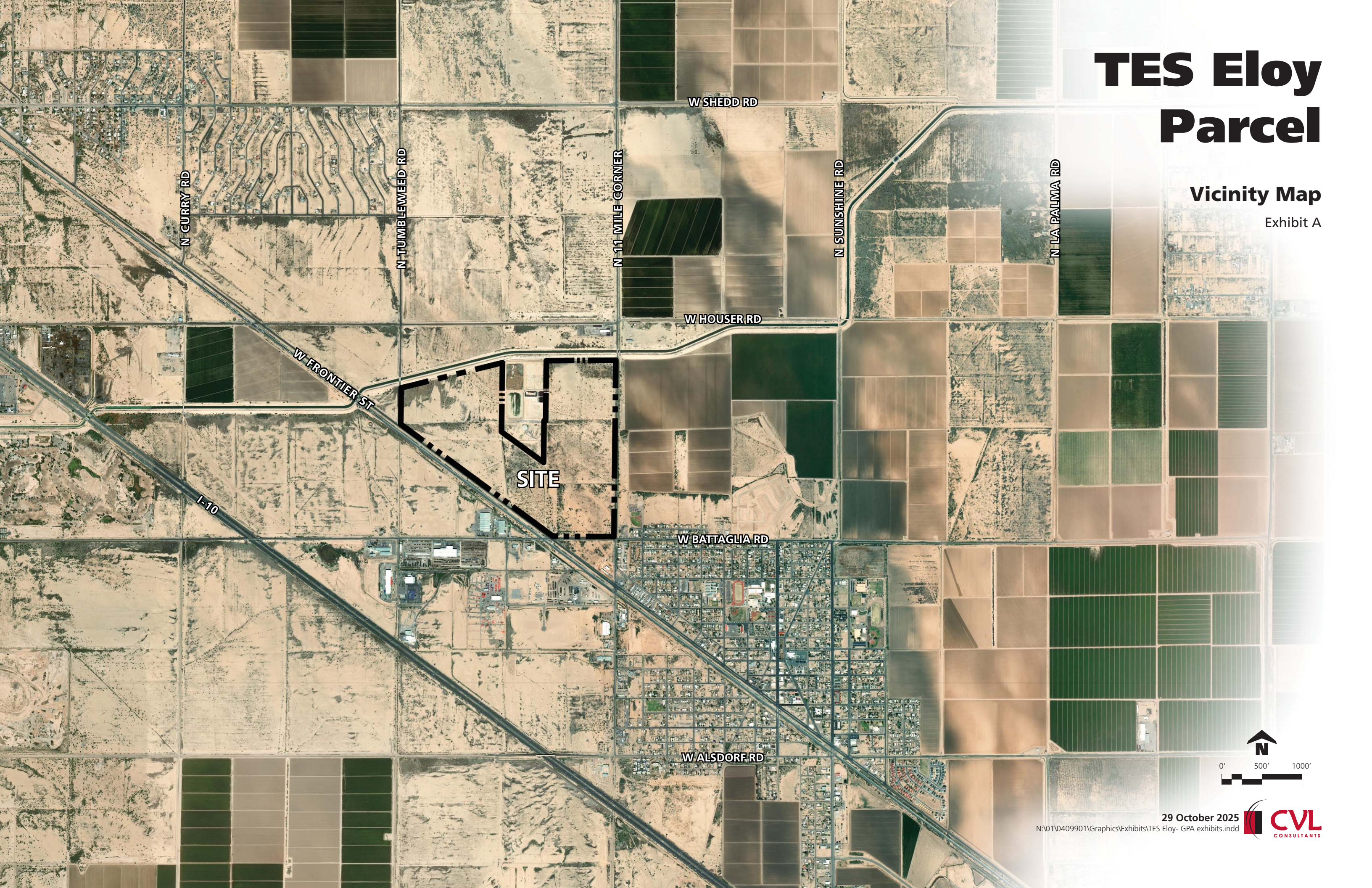
TES Eloy PAD will transform the existing site into a development that will improve upon the existing entitlements to provide economic opportunities and an underrepresented service to residents, fulfilling a need in this area of the City. This request provides compatibility with the intent of the existing land use designations on the site, while supporting the goals and objectives of the City of Eloy described above. The proposed request makes good land use sense for this property and will be an economically attractive presence in the area.

The development team believes that this request represents appropriate and favorable planning of the site and a positive contribution to the area. We look forward to our continued coordination with staff in the processing of TES Eloy PAD.

TES Eloy Parcel

Vicinity Map

Exhibit A



29 October 2025

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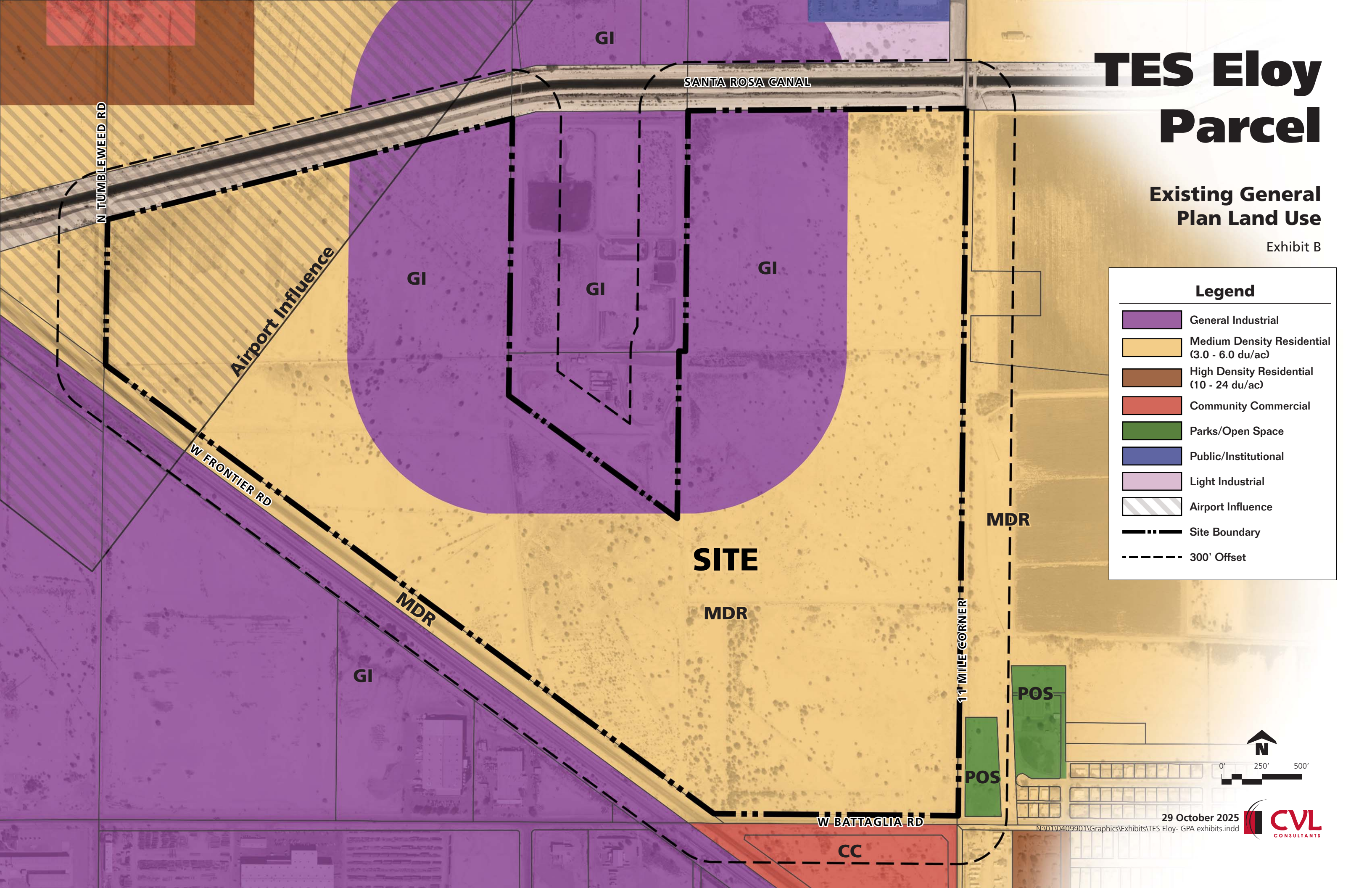
TES Eloy Parcel

Existing General Plan Land Use

Exhibit B

Legend

- General Industrial
- Medium Density Residential (3.0 - 6.0 du/ac)
- High Density Residential (10 - 24 du/ac)
- Community Commercial
- Parks/Open Space
- Public/Institutional
- Light Industrial
- Airport Influence
- Site Boundary
- 300' Offset



SITE

MDR

MDR

POS

POS

CC

29 October 2025
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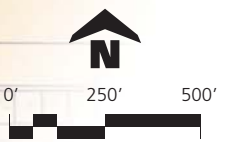
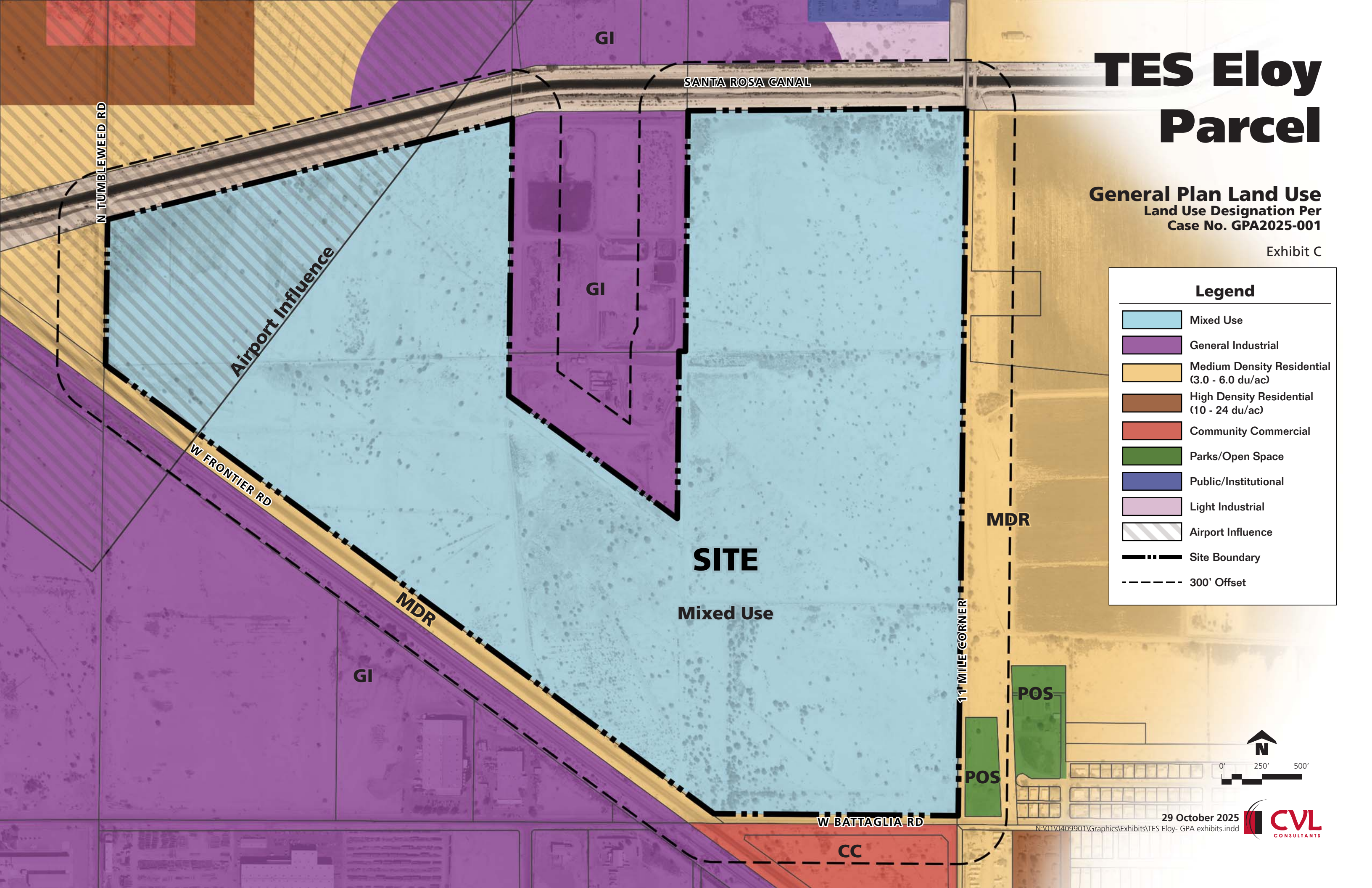
TES Eloy Parcel

General Plan Land Use
Land Use Designation Per
Case No. GPA2025-001

Exhibit C

Legend

	Mixed Use
	General Industrial
	Medium Density Residential (3.0 - 6.0 du/ac)
	High Density Residential (10 - 24 du/ac)
	Community Commercial
	Parks/Open Space
	Public/Institutional
	Light Industrial
	Airport Influence
	Site Boundary
	300' Offset



29 October 2025
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TES Eloy Parcel

Circulation Plan

Exhibit D

Legend

-  Major Arterial (130' ROW)
-  Minor Arterial (110' ROW)
-  Local Roads
-  Site Boundary

SITE



29 October 2025

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NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

PINAL COUNTY, AZ
And Incorporated Areas
PANEL 1590 of 2575



Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
ELOY, CITY OF	040083	1590	F
PINAL COUNTY	040077	1590	F

VERSION NUMBER
2.3.3.0

MAP NUMBER
04021C1590F

MAP REVISED
MAY 16, 2019

TES Eloy Parcel

FEMA Map

Exhibit E

FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT
[HTTP://MSC.FEMA.GOV](http://MSC.FEMA.GOV)

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A,V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		18.2 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary



4550 N 12th Street
Phoenix, AZ 85014

December 23, 2025

TES Eloy PAD

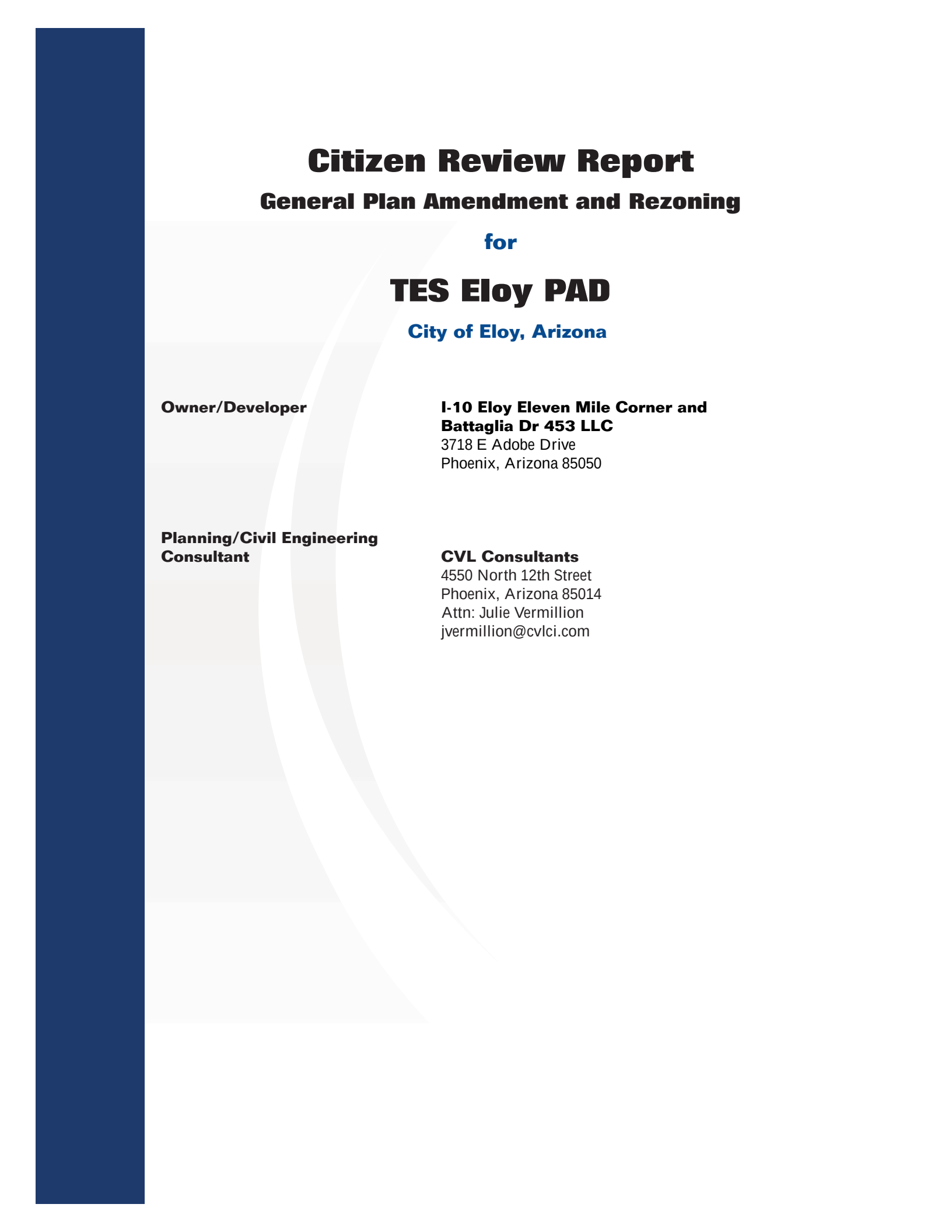
Located at the northwest corner of
Battaglia Road and 11 Mile Corner

City of Eloy, Arizona

Citizen Review Report - General Plan Amendment and Rezoning



4550 N 12th Street
Phoenix, AZ 85014
Job #: 1-01-04099-01



Citizen Review Report

General Plan Amendment and Rezoning

for

TES Eloy PAD

City of Eloy, Arizona

Owner/Developer

**I-10 Eloy Eleven Mile Corner and
Battaglia Dr 453 LLC**
3718 E Adobe Drive
Phoenix, Arizona 85050

**Planning/Civil Engineering
Consultant**

CVL Consultants
4550 North 12th Street
Phoenix, Arizona 85014
Attn: Julie Vermillion
jvermillion@cvlci.com

Contents

1. Introduction.....	1
2. Stakeholders & Parties Affected	1
3. Neighborhood Meeting.....	1
4. Public Hearing Notification.....	2
5. Response Procedure	2
6. Status Procedure	3
7. Conclusion	3

Exhibits

- Vicinity Plan
- Ownership Map
- Sign Mock-up
- Draft Notification Letter
- 300' Notification Buffer Map
- Mailing Labels

1. Introduction

On behalf of and in conjunction with the property owner, CVL Consultants is pleased to submit this Citizen Review Report to the City of Eloy (City) in support of a master-planned development known hereto as TES Eloy PAD (the Project), an approximately 338-acre development generally located at the northwest corner of Battaglia Road and 11 Mile Corner in the City of Eloy (the Property). Frontier Street (Casa Grande-Picacho Highway) borders the site to the southwest, providing close connectivity between the Project and the regional transportation system. (Refer to Vicinity Map).

Please refer to the General Plan Amendment and Rezoning Application Narratives for additional details regarding this request. The applicant will complete the following citizen notification procedures required to pursue the concurrent General Plan Amendment and Rezoning Applications for the Project.

2. Stakeholders & Parties Affected

The stakeholders and other parties most likely to be affected by the request for the Property include:

- All property owners within 300' of the subject property. (Refer to Ownership Map).
- Neighborhood Home Owners Associations, other property owners associations, or groups in the vicinity of the subject property, as identified by City staff, as having an interest in the subject property or immediate area.
- To date, no associations or other groups in the immediate vicinity have been identified by City staff for inclusion in this plan.
- Any other persons or parties interested in the property, as identified by City staff.
- To date, City staff have not identified any additional persons in the immediate vicinity for inclusion in this plan.

3. Neighborhood Meeting

The applicant held a neighborhood meeting in the Community Room at Eloy City Hall on Thursday, December 4th at 5:30pm. The meeting was held at least fifteen (15) calendar days before the first public hearing on the application at a publicly accessible location near the subject property. The meeting was held on a weekday evening at a reasonable time. The applicant waited at the meeting location for one hour. No members of the public were in attendance.

The applicant completed the following citizen notification steps for the neighborhood meeting:

- Notification letters mailed via first-class U.S. Mail to all property owners within 300' of the subject property, as well as any other interested persons, parties, and/or interested neighborhood groups as identified by City staff.
- Notified City staff of this neighborhood meeting via e-mail.
- The neighborhood meeting was notified at least ten (10) calendar days before its date.
- The notification included information regarding the description of the proposed request, details required to attend the neighborhood meeting, and the applicant's name and contact information.

4. Public Hearing Notification

Once the applicant has been notified of the hearing date(s) for the project, the following will occur at least fifteen (15) days prior to the first public hearing:

- The Property will be posted in accordance with City requirements.
- Mailed notices will be sent to all property owners and any interested parties / neighborhood groups as identified by City staff.
- Published notification on an area newspaper or other approved printed media will be completed in accordance with the City's requirements.

5. Response Procedure

Throughout the review process, should any additional comments be received on this application, the applicant will meet with and work with any groups, interested parties, and/or individuals to discuss the proposed development and to mitigate any concerns.

From these meetings and discussions, as well as any other comments provided by other interested parties and/or the City, the related request will be amended to the extent possible to address any comments/concerns made.

6. Status Procedure

The applicant recognizes that it is to our benefit to keep City staff apprised of the notification efforts and any responses received by any interested party. Therefore, the applicant, in addition to the requirements noted above, will keep staff apprised of meetings and discussions through periodic correspondence, including letters, e-mails, and/or phone calls as necessary. Additional notices of status changes will occur as required, and/or as requested by City staff.

7. Conclusion

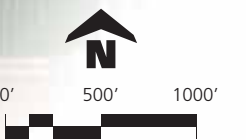
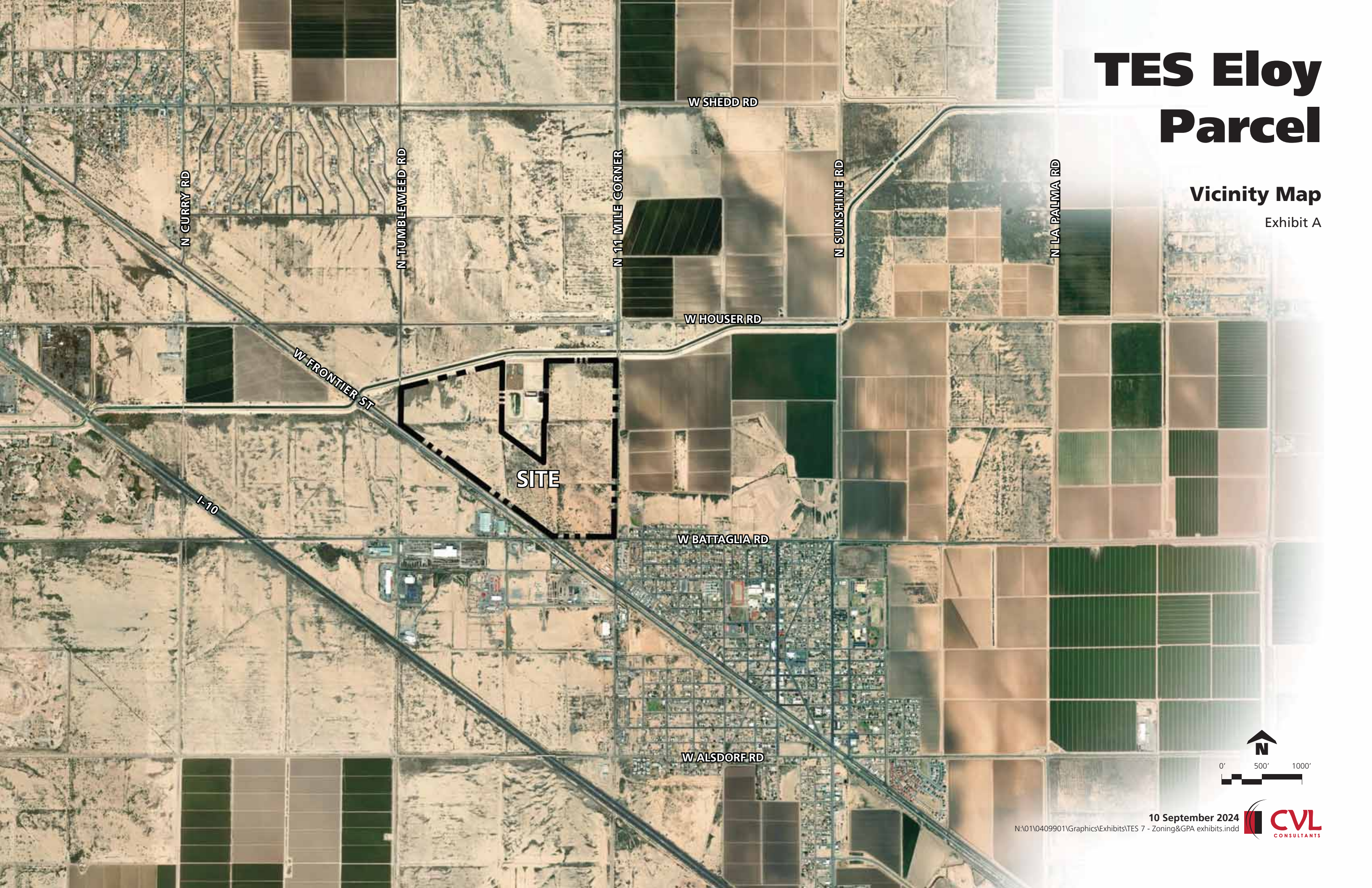
TES Eloy PAD will transform the existing undeveloped site into a development that will improve upon the existing entitlements to provide economic opportunities and an underrepresented service to residents, fulfilling a need in this area of the City. This request provides compatibility with existing development in the area while supporting the goals and objectives of the City of Eloy. The proposed request makes good land use sense for this property, maintains compatibility with the surrounding uses, and will be an economically attractive presence in the area.

Thank you for your consideration. We respectfully request your approval of this request intended to establish the highest and best use for the Property.

TES Eloy Parcel

Vicinity Map

Exhibit A



10 September 2024

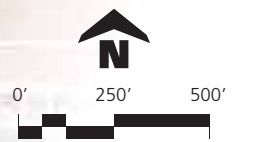
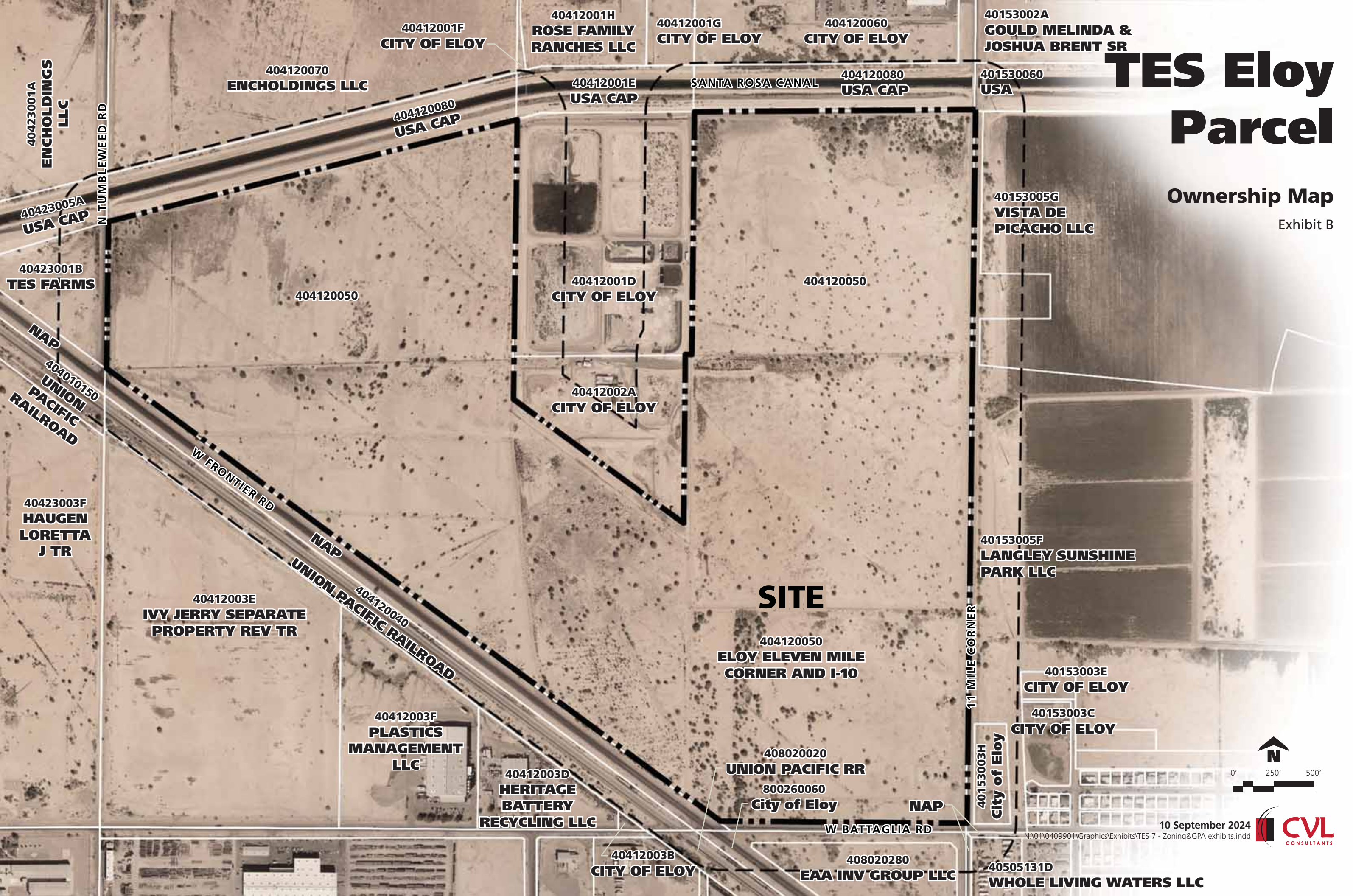
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TES Eloy Parcel

Ownership Map

Exhibit B



10 September 2024
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NAP , -	40423005A USA CAP PO BOX 43020 PHOENIX , AZ 85080-0302	404120060 CITY OF ELOY 595 N C ST STE 104 ELOY , AZ 85131-1255
NAP , -	40412001D CITY OF ELOY MAIL RETURN , -	404120080 USA CAP PO BOX 43020 PHOENIX , AZ 85080-0302
NAP , -	404120050 I-10 ELOY ELEVEN MILE CORNER AND 3718 E ADOBE DR PHOENIX , AZ 85050-0834	401530060 USA MAIL RETURN , -
NAP , -	404120080 USA CAP PO BOX 43020 PHOENIX , AZ 85080-0302	40153002A GOULD MELINDA & JOSHUA BRENT SR 206 S APACHE AVE ELOY , AZ 85131-1282
40505131D WHOLE LIVING WATERS LLC 531 MAIN ST STE 102 EL SEGUNDO , CA 90245-5306	40412001E USA CAP PO BOX 43020 PHOENIX , AZ 85080-0302	40153005F LANGLEY SUNSHINE PARK LLC 2738 E GUADALUPE RD GILBERT , AZ 85234-8523
408020020 UNION PACIFIC RAILROAD 1400 DOUGLAS ST STOP 1640 OMAHA , NE 68179-9100	40153005G VISTA DE PICACHO LLC MAIL RETURN , -	408020280 EAA INV GROUP LLC 5635 W ALAMEDA RD GLENDALE , AZ 85310-0361
40153003H CITY OF ELOY MAIL RETURN , -	40423001A ENCHOLDINGS LLC PO BOX 12947 CHANDLER , AZ 85248-8003	800260060 CITY OF ELOY 595 N C ST STE 104 ELOY , AZ 85131-1255
404120040 UNION PACIFIC RAILROAD 1400 DOUGLAS ST STOP 1640 OMAHA , NE 68179-9100	404120070 ENCHOLDINGS LLC PO BOX 12947 CHANDLER , AZ 85248-8003	404010150 UNION PACIFIC RAILROAD 1400 DOUGLAS ST STOP 1640 OMAHA , NE 68179-9100
40412002A CITY OF ELOY 595 N C ST STE 104 ELOY , AZ 85131-1255	40412001F CITY OF ELOY 595 N C ST STE 104 ELOY , AZ 85131-1255	
40423001B DALCOR REAL ESTATE LLC 624 E LAGUNA DR TEMPE , AZ 85282-2533	40412001G CITY OF ELOY 595 N C ST STE 104 ELOY , AZ 85131-1255	



4550 North 12th Street | Phoenix, AZ 85014
602.264.6831

November 20, 2025

Subject: TES Eloy PAD - Planned Area Development & Major General Plan Amendment
Case #: GPA2025-001 & RZPAD2025-002

Dear Neighbor:

The purpose of this letter is to inform you that concurrent Planned Area Development (PAD) and Major General Plan Amendment (GPA) applications have been filed with the City of Eloy for TES Eloy PAD. The applications request to amend the current zoning for the ±338-acre site known as TES Eloy PAD generally located at the northwest corner of Battaglia Road & 11 Mile Corner from R1-12 to Mixed Use (MU) PAD zoning and for a major amendment to the general plan land use from Medium Density Residential & General Industrial to overall to Mixed Use. The intention is to allow for the development of a new master plan featuring residential, commercial, and industrial uses.

According to the Pinal County Assessors records, you are a property owner within 300 feet of the property under consideration. In order to better inform you of the public meeting(s) scheduled for this matter, this notice is being sent to you via first class mail.

- **Neighborhood Meeting**

Date: December 4, 2025

Time: 5:30 p.m.

Location: Community Room, Eloy City Hall, 595 N C St. Eloy

We look forward to meeting with you at the scheduled meeting and answering all of your questions regarding this proposed request. If you wish to provide input on this matter, you may attend the meeting or submit a written comment before or during the meeting.

If you have any questions concerning this matter, feel free to reach me at the contact information listed below or contact Dan Symer, Community Development Director, at the City of Eloy Community Development Department at (520) 466-2578. You can also email them at dsymer@eloyaz.gov with the subject: Case #s GPA2025-001 & RZPAD2025-002, Project Name: TES Eloy - PAD and Major General Plan Amendment.

Please refer to the attached documents for additional information regarding this request.

Sincerely,

A handwritten signature in dark ink, appearing to read "Julie Vermillion".

Julie Vermillion

Project Manager, CVL Consultants

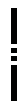
4550 North 12 Street, Phoenix, Arizona 85014

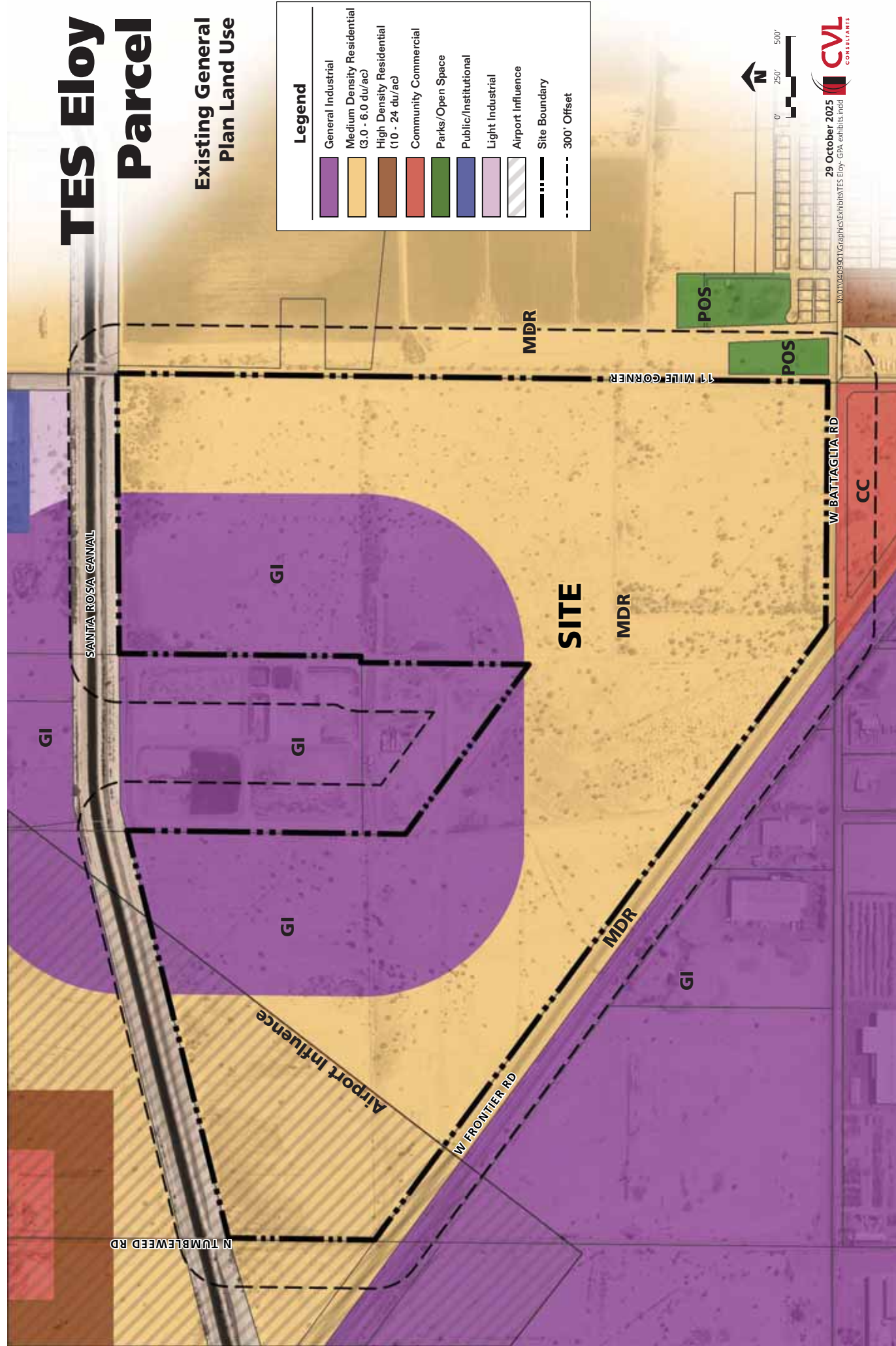
Phone: 602-753-8311 | Email: jvermillion@cvlci.com

TES Eloy Parcel

Existing General Plan Land Use

Legend

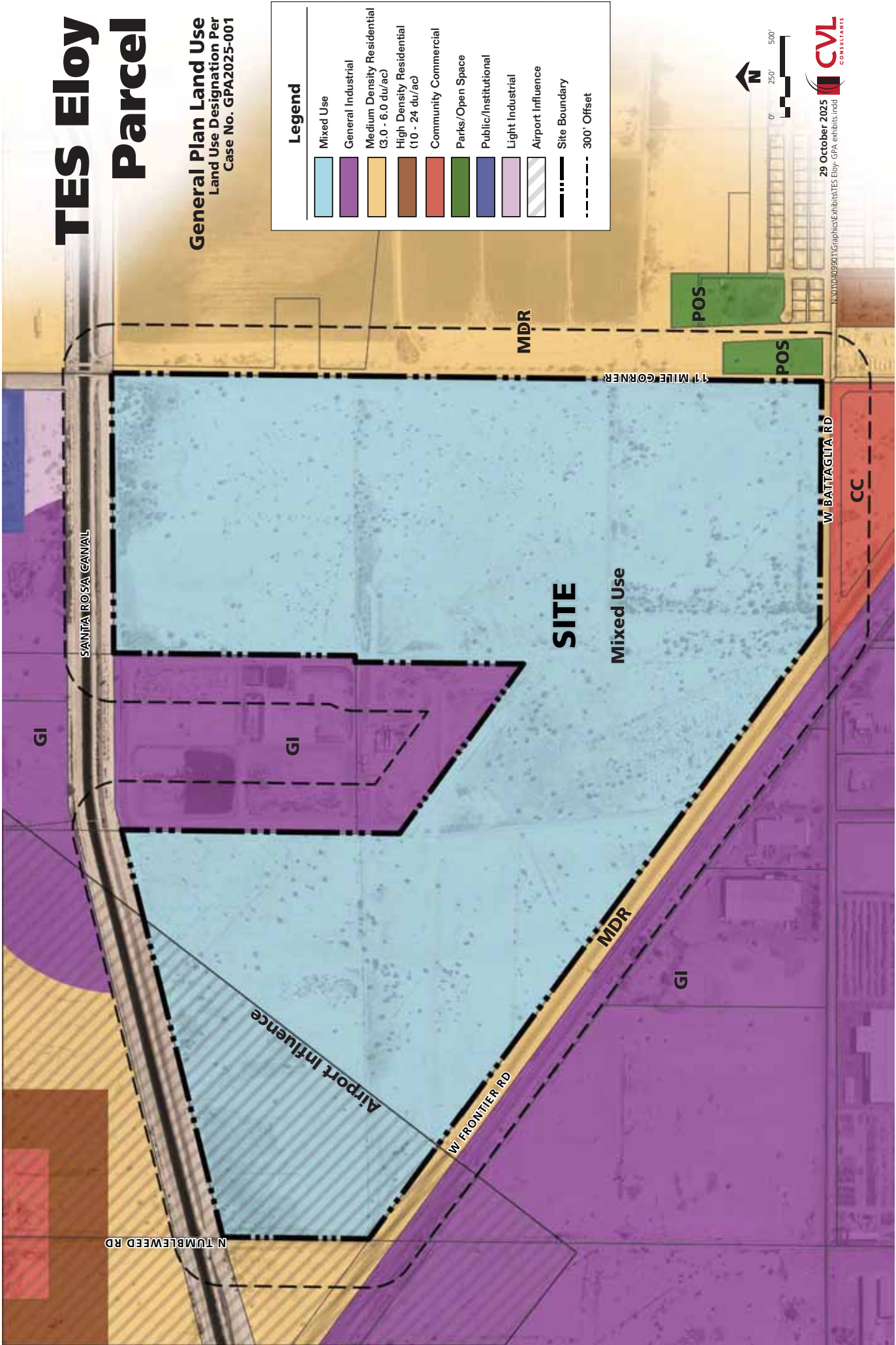
	General Industrial
	Medium Density Residential (3.0 - 6.0 du/ac)
	High Density Residential (10 - 24 du/ac)
	Community Commercial
	Parks/Open Space
	Public/Institutional
	Light Industrial
	Airport Influence
	Site Boundary
	300' Offset



TES Eloy Parcel

General Plan Land Use
Land Use Designation Per
Case No. GPA2025-001

Legend	
	Mixed Use
	General Industrial
	Medium Density Residential (3.0 - 6.0 du/ac)
	High Density Residential (10 - 24 du/ac)
	Community Commercial
	Parks/Open Space
	Public/Institutional
	Light Industrial
	Airport Influence
	Site Boundary
	300' Offset

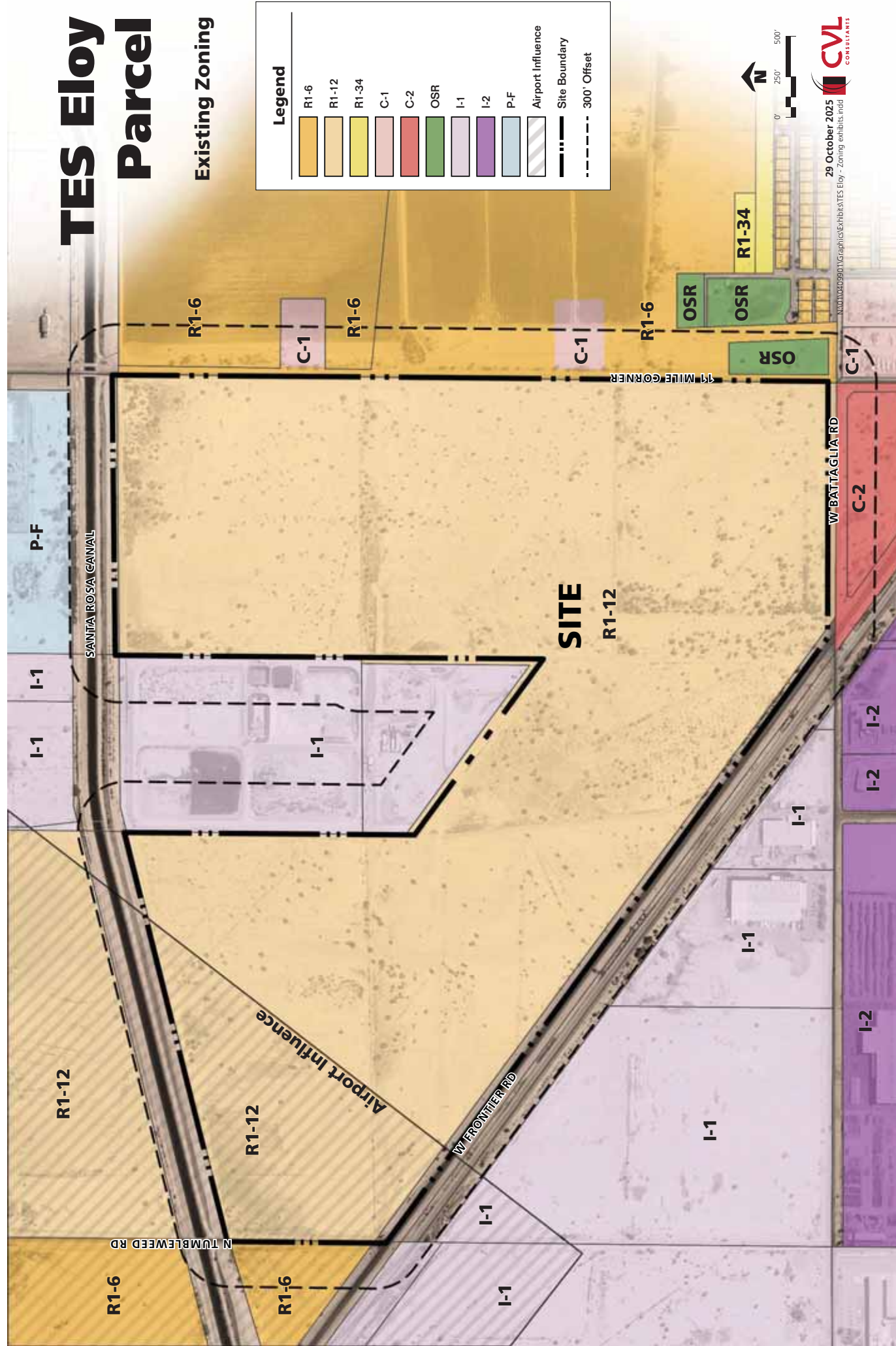


TES Eloy Parcel

Existing Zoning

Legend

	R1-6
	R1-12
	R1-34
	C-1
	C-2
	OSR
	I-1
	I-2
	P-F
	Airport Influence
	Site Boundary
	300' Offset



TES Eloy Parcel

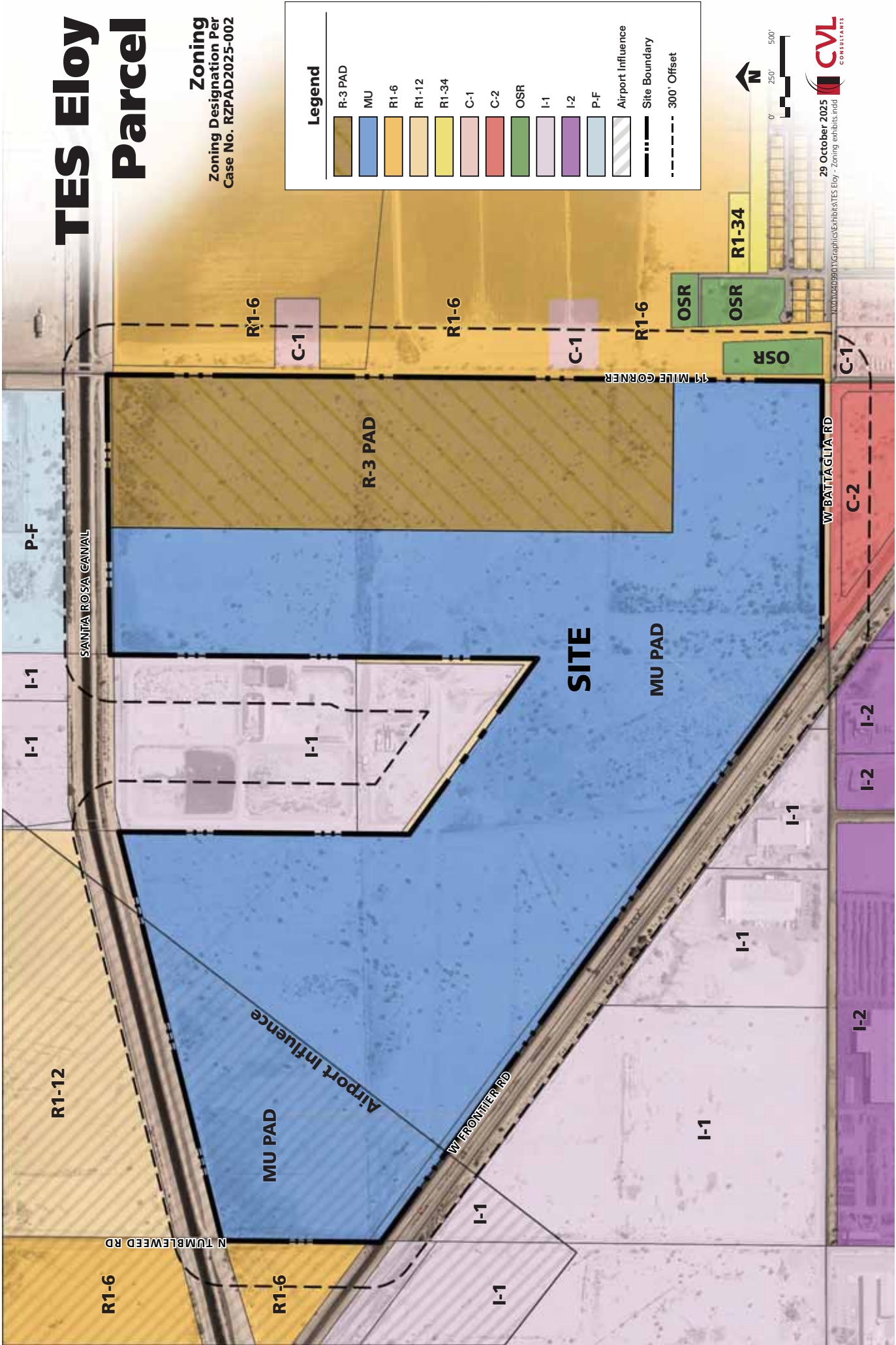
Zoning
Zoning Designation Per
Case No. RZPAD2025-002

Legend

	R-3 PAD
	MU
	R1-6
	R1-12
	R1-34
	C-1
	C-2
	OSR
	I-1
	I-2
	P-F
	Airport Influence
	Site Boundary
	300' Offset



29 October 2025
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CVL
CONSULTANTS



City of Eloy Public Hearing Notice

Case #s: GPA2025-001 & RZPAD2025-002

Request to amend the zoning from R1-12 to MU PAD & R-3 PAD and for a major amendment to the general plan land use from Medium Density Residential & Light Industrial to Mixed Use.

Site Location: Northwest corner of Battaglia Road & 11 Mile Corner

Site Size: ±338 acres

Proposed Use: New master plan consisting of residential, commercial, and industrial uses.

Applicant Name: Julie Vermillion

Phone Number: 602-753-8311

Email: jvermillion@cvlci.com

Neighborhood Meeting

Date: December 4, 2025

Time: 5:30 p.m.

Location: Community Room,
595 N C St. Eloy

Planning & Zoning Commission

Date: TBD

Time: 6:00 p.m.

Location: TBD

Planning & Zoning Commission

Date: TBD

Time: 6:00 p.m.

Location: City Council Chambers, 595 N C St. Eloy

City Council

Date: TBD

Time: 6:00 p.m.

Location: City Council Chambers, 595 N C St. Eloy

(insert site
location map,
1.5 foot x 1.5 foot min)

Information available at: City of Eloy, Community Development
595 N C St. Eloy, Arizona (520) 466-2578

6-foot min.



4550 North 12th Street | Phoenix, AZ 85014
602.264.6831

DATE

Subject: TES Eloy PAD - Planned Area Development & Major General Plan Amendment
Case #: GPA2025-001 & RZPAD2025-002

Dear Neighbor:

The purpose of this letter is to inform you that concurrent Planned Area Development (PAD) and Major General Plan Amendment (GPA) applications have been filed with the City of Eloy for TES Eloy PAD. The applications request to amend the current zoning for the ±338-acre site known as TES Eloy PAD generally located at the northwest corner of Battaglia Road & 11 Mile Corner from R1-12 to Mixed Use (MU) PAD zoning and for a major amendment to the general plan land use from Medium Density Residential & General Industrial to overall to Mixed Use. The intention is to allow for the development of a new master plan featuring residential, commercial, and industrial uses.

According to the Pinal County Assessors records, you are a property owner within 300 feet of the property under consideration. In order to better inform you of the public meeting(s) scheduled for this matter, this notice is being sent to you via first class mail.

Planning and Zoning Commission	Planning and Zoning Commission	City Council
Date: _____ Time: _____ Location: _____	Date: _____ Time: 6:00 p.m. Location: Council Chambers, Eloy City Hall, 595 N C St. Eloy	Date: _____ Time: 6:00 p.m. Location: Council Chambers, Eloy City Hall, 595 N C St. Eloy

If you wish to provide input on this matter, you may attend the meeting or submit a written comment before or during the meeting.

If you have any questions concerning this matter, feel free to reach me at the contact information listed below or contact Dan Symer, Community Development Director, at the City of Eloy Community Development Department at (520) 466-2578. You can also email them at dsymer@eloyaz.gov with the subject: Case #s GPA2025-001 & RZPAD2025-002, Project Name: TES Eloy - PAD and Major General Plan Amendment.

Please refer to the attached documents for additional information regarding this request.

Sincerely,

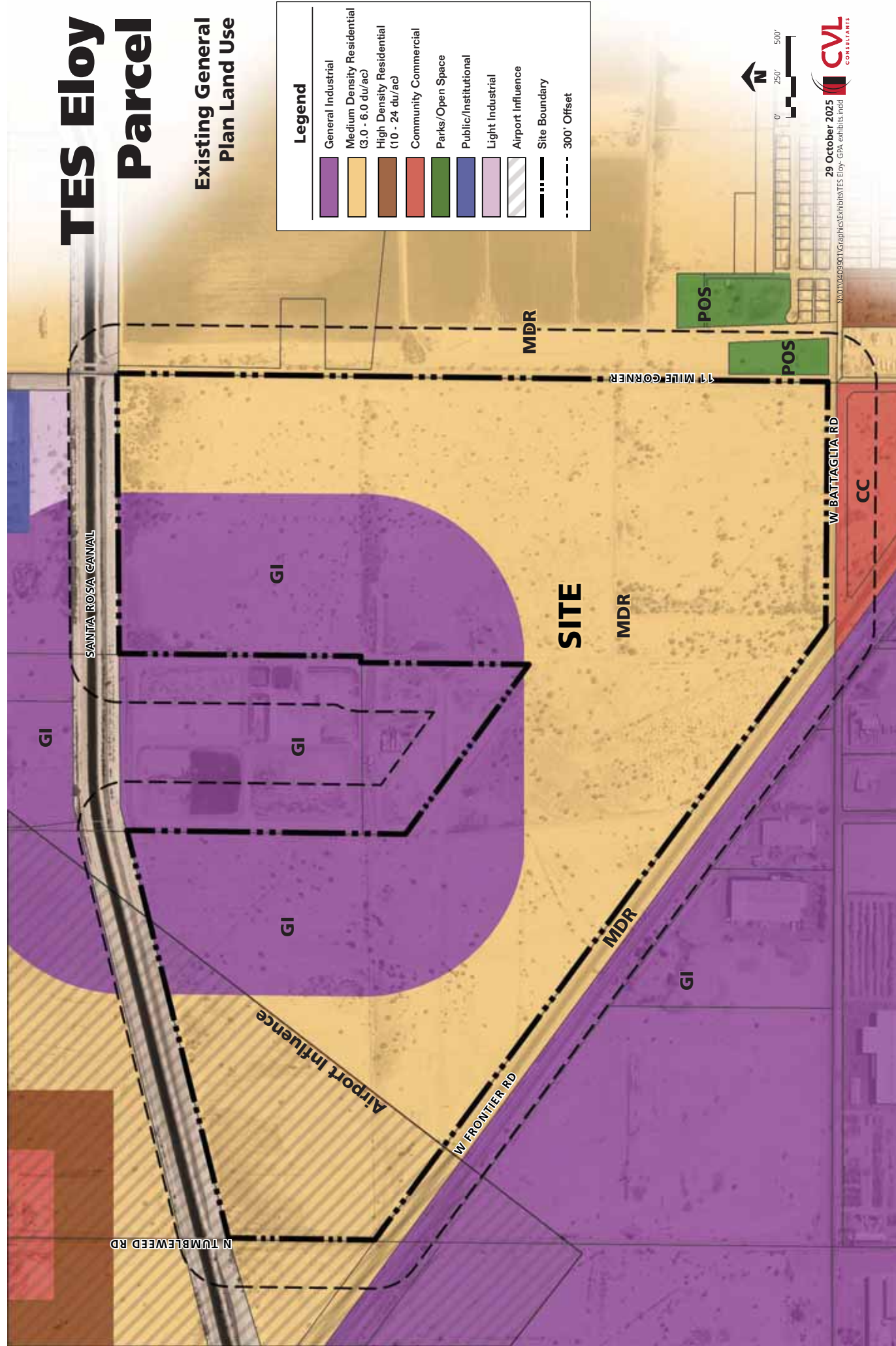
Julie Vermillion
Project Manager, CVL Consultants
4550 North 12 Street, Phoenix, Arizona 85014
Phone: 602-753-8311 | Email: jvermillion@cvlci.com

TES Eloy Parcel

Existing General Plan Land Use

Legend

	General Industrial
	Medium Density Residential (3.0 - 6.0 du/ac)
	High Density Residential (10 - 24 du/ac)
	Community Commercial
	Parks/Open Space
	Public/Institutional
	Light Industrial
	Airport Influence
	Site Boundary
	300' Offset



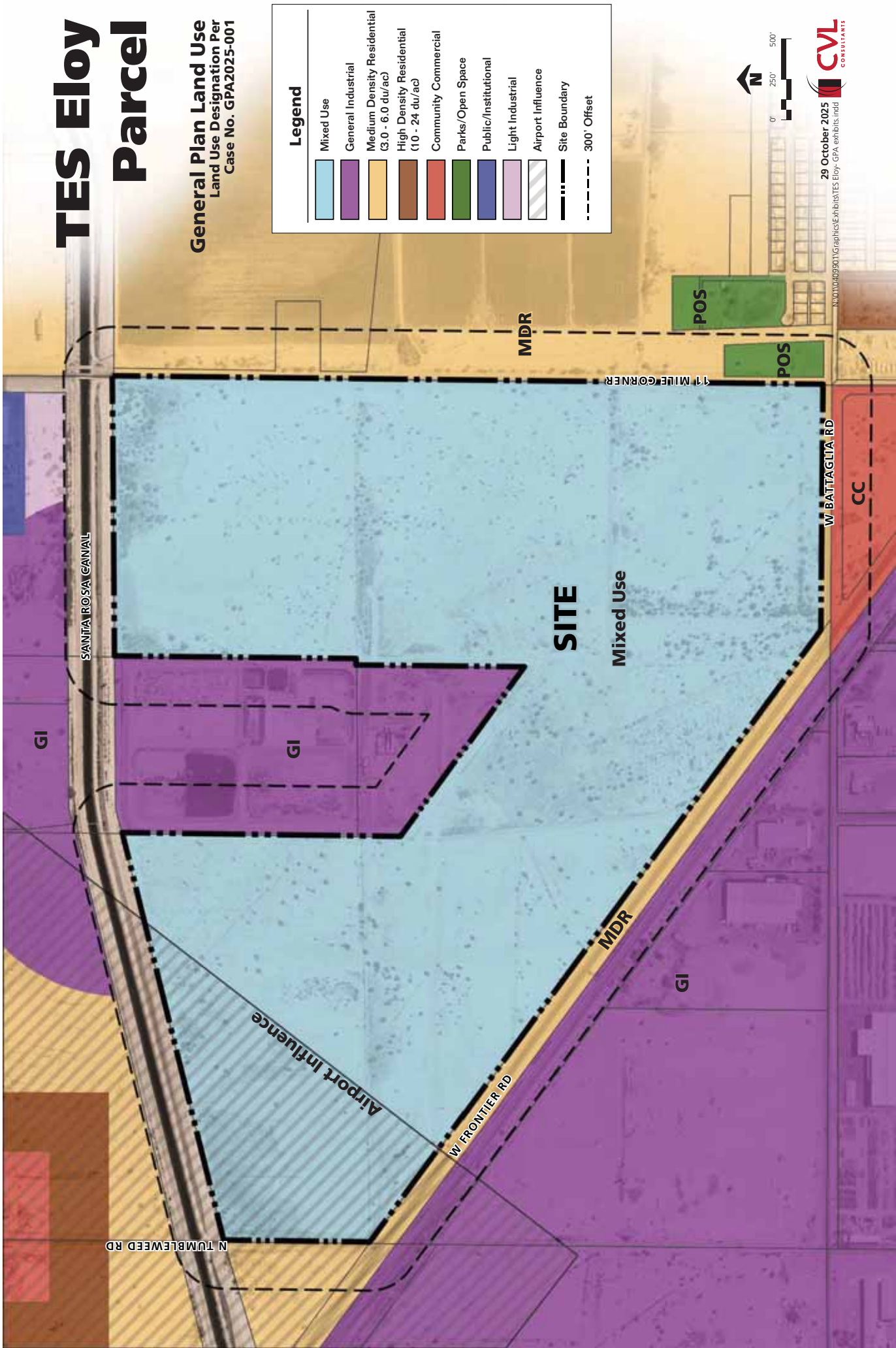
TES Eloy Parcel

General Plan Land Use
Land Use Designation Per
Case No. GPA2025-001

Legend	
	Mixed Use
	General Industrial
	Medium Density Residential (3.0 - 6.0 du/ac)
	High Density Residential (10 - 24 du/ac)
	Community Commercial
	Parks/Open Space
	Public/Institutional
	Light Industrial
	Airport Influence
	Site Boundary
	300' Offset



29 October 2025
NO1010409011\Graphics\Exhibits\TES Eloy - GPA exhibits.mxd
CVL
CONSULTANTS

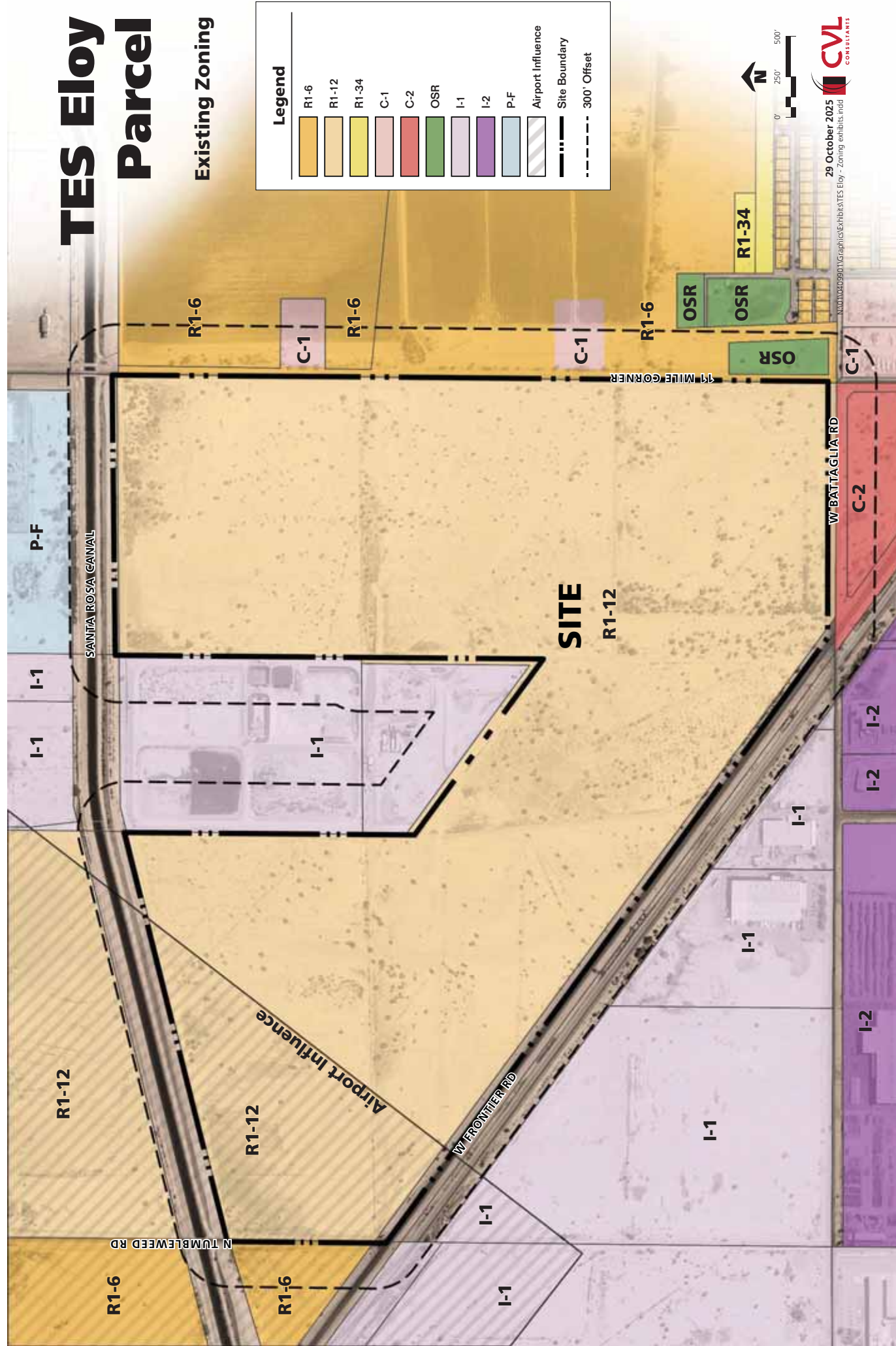


TES Eloy Parcel

Existing Zoning

Legend

	R1-6
	R1-12
	R1-34
	C-1
	C-2
	OSR
	I-1
	I-2
	P-F
	Airport Influence
	Site Boundary
	300' Offset



TES Eloy Parcel

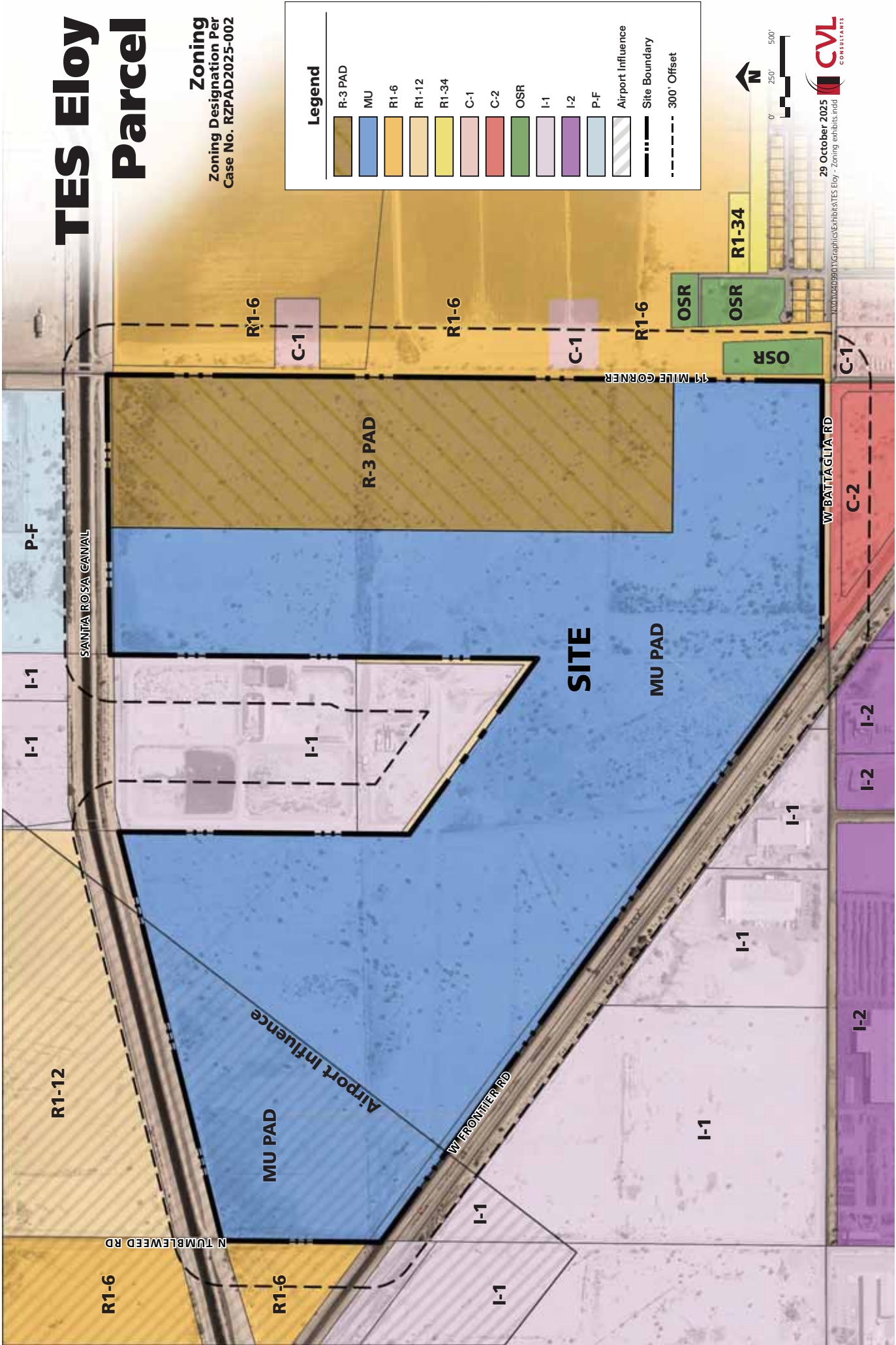
Zoning
Zoning Designation Per
Case No. RZPAD2025-002

Legend

	R-3 PAD
	MU
	R1-6
	R1-12
	R1-34
	C-1
	C-2
	OSR
	I-1
	I-2
	P-F
	Airport Influence
	Site Boundary
	300' Offset



29 October 2025
N:\00\00901\Graphics\Exhibits\TES Eloy - Zoning exhibit.mxd
CVL
CONSULTANTS



AFFIDAVIT OF SIGN POSTING

The undersigned Applicant has complied with the City of Eloy's posting requirements for Case # GPA2025-001 & RZPAD2025-002 on 11/20/25.

See attached photo exhibit.

For applicant:

COE & VAN LOO CONSULTANTS, INC.

Dynamite Signs, Inc.
Sign Company Name

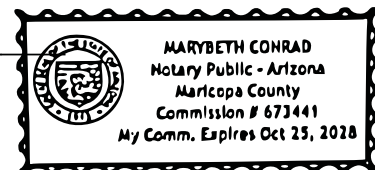
Meghan Liggett
Sign Company Representative

Subscribed and sworn to be on 11/20/25 by Meghan Liggett.

IN WITNESS WHEREOF, I Hereto set my hand and official seal.

Marybeth Conrad
Notary Public

My Commission expires: 10-25-28



City of Eloy Public Hearing Notice

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Planning & Zoning Commission

Date: TBD

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Location: TBD

Planning & Zoning Commission

Date: TBD

Time: 6:00 PM

Location: City Council Chambers, 595 N C Street, Eloy

City Council

Date: TBD

Time: 6:00 PM

Location: City Council Chambers, 595 N C Street, Eloy

Information available at: City of Eloy Community Development
595 N C St. Eloy, Arizona (520) 466-2578



November 20, 2025 at 11:55 AM

+32.767869, -111.567821

11th Mile Corner Rd

Eloy AZ 85131

City of Eloy Public Hearing Notice

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November 20, 2025 at 11:55 AM

+32.767869, -111.567821

11th Mile Corner Rd

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City Council

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Time: 6:00 PM

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595 N C St. Eloy, Arizona (520) 466-2578



November 20, 2025 at 11:27 AM

+32.767524, -111.579799

W Frontier St

Eloy AZ 85131

City of Eloy Public Hearing Notice



Case Number: GPA2025-001 & RZPAD2025-002

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Date: TBD

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Location: City Council Chambers, 595 N C Street, Eloy

City Council

Date: TBD

Time: 6:00 PM

Location: City Council Chambers, 595 N C Street, Eloy

Information available at: City of Eloy Community Development
595 N C St. Eloy, Arizona (520) 466-2578

November 20, 2025 at 11:26 AM

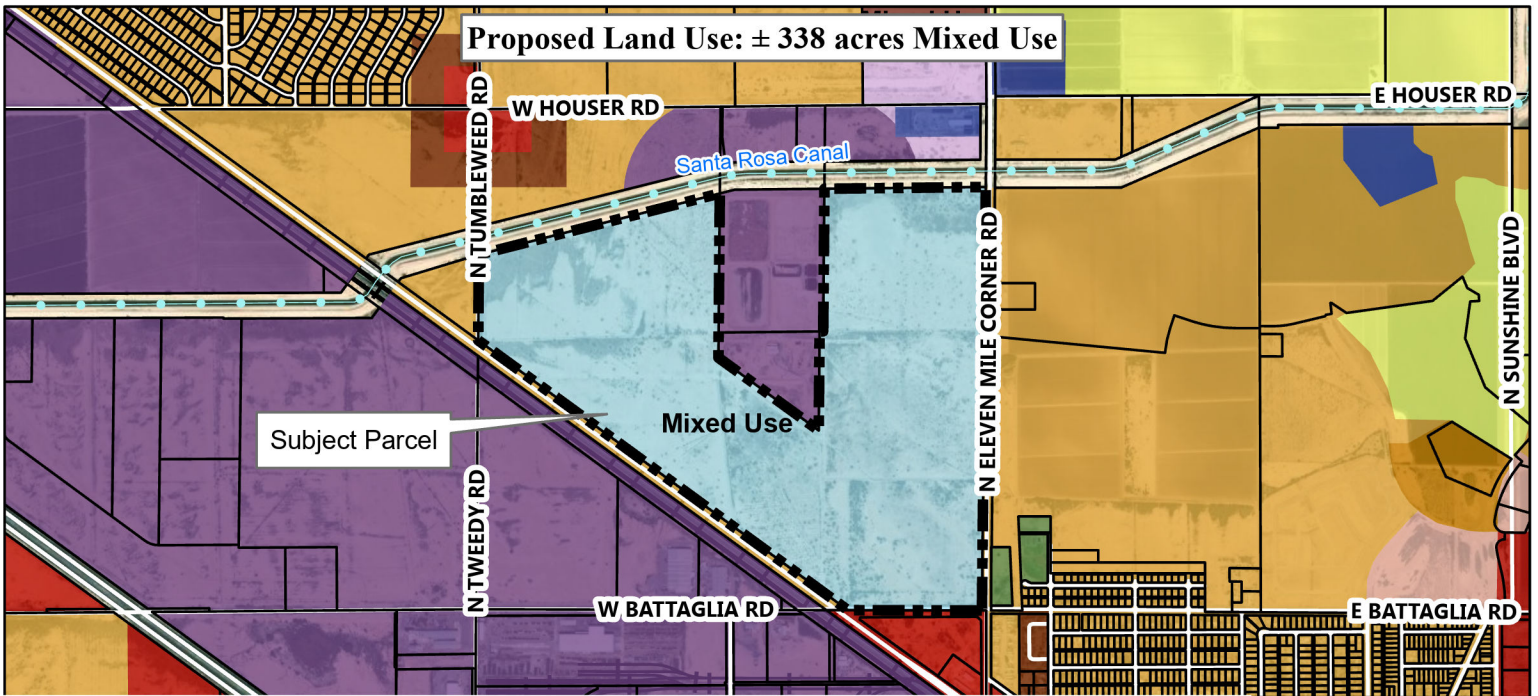
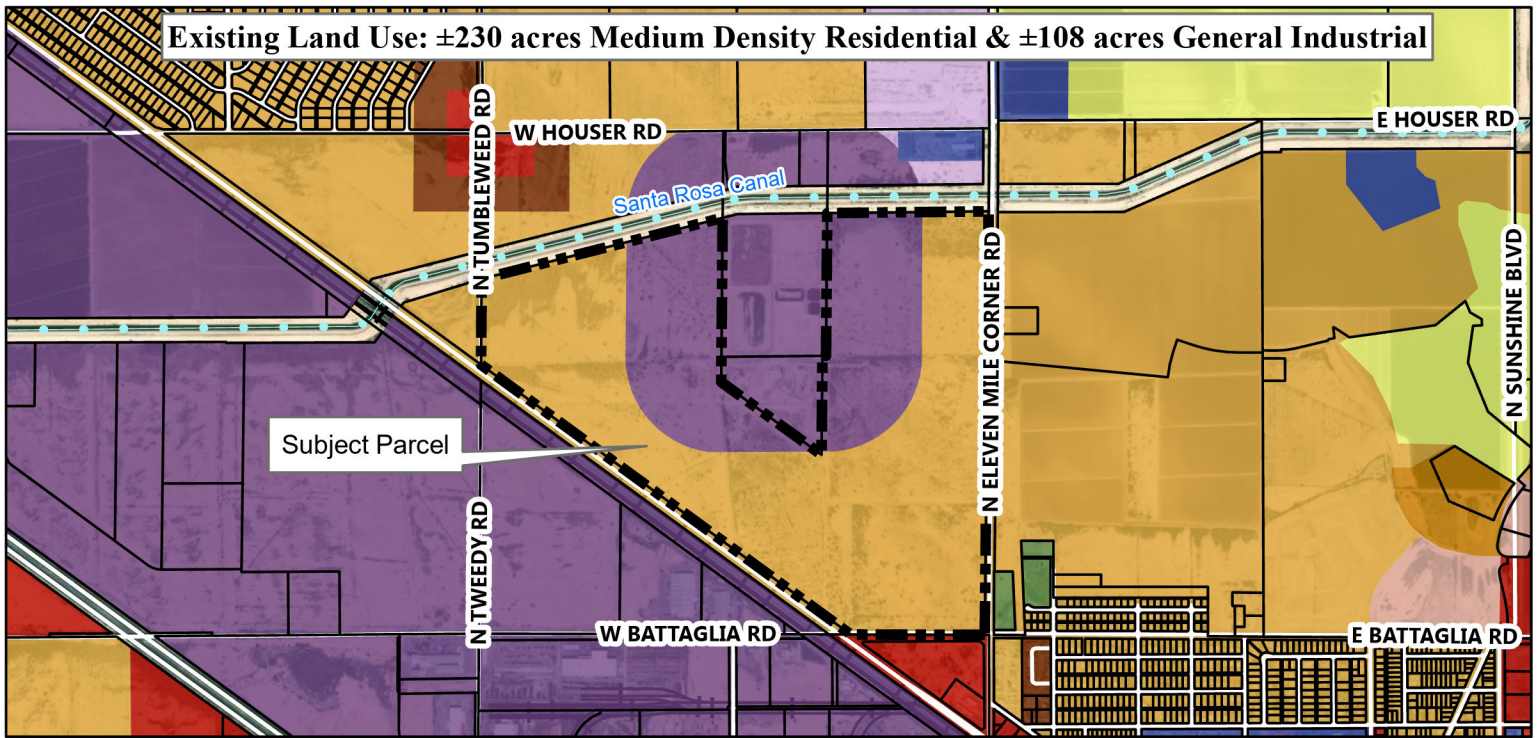
+32.767524, -111.579799

W Frontier St

Eloy AZ 85131



4550 N 12th Street
Phoenix, AZ 85014



Existing Land Use: ± 230 acres - MDR, ± 108 acres GI

Proposed Land Use: ± 338 acres - Mixed Use

TES Eloy Parcel

General Plan Amendment Exhibit - Case No: GPA2025-001

Land Use

Residential

- Estate Density Residential (0.2 - 1.0 du/ac)
- Low Density Residential (1.0 - 3.0 du/ac)
- Medium Density Residential (3.0 - 6.0 du/ac)
- Med-High Density Residential (6.0 - 12 du/ac)
- High Density Residential (10 - 24 du/ac)

Commercial

- Neighborhood Commercial

- Community Commercial

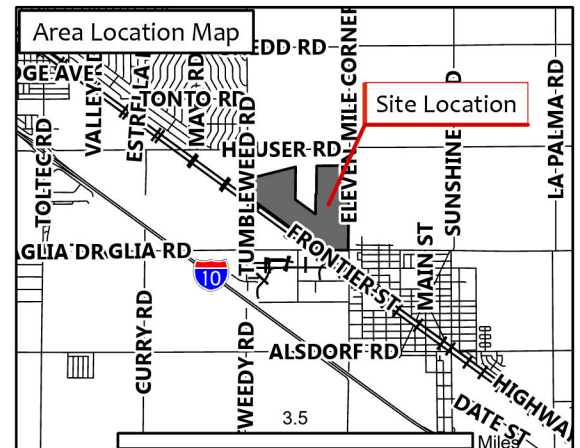
Industrial

- Light Industrial
- General Industrial

Other

- Parks/Open Space
- Mixed Use
- Public/Institutional

Disclaimer: This map is for reference purposes only and is not suitable for legal, financial, engineering, or surveying purposes or commitments. The City of Eloy assumes no responsibility for errors, omissions, or inaccuracies presented, and shall have neither liability nor responsibility for any direct or indirect loss or damage in connection with, or arising from, the information on this map. Any conclusions derived from this map are the responsibility of the user.



CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: VII.B.

Date: 1/21/2026

Date submitted:
12/18/2025

Action: Other

**Subject: Airport Master Plan
Implementation and Capital
Improvements Program Update**

Date requested:
1/21/2026

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission receive public comment, discuss, ask questions, and provide feedback to the staff on the Airport Update presentation.

DISCUSSION:

The Planning and Zoning Commission is the primary advisory board to the City Council on Airport and Airpark planning and development. Staff will be providing a brief update on the Airport Master Plan, the City's five-year Capital Improvement Plan, and project statuses. Attached is staff's presentation for your review before the meeting.

FISCAL IMPACT:

Eloy Municipal Airport

JANUARY 2026 UPDATE



Airport Master Plan

Airport Capital Improvement Program



Airport Master Plan

- ❑ An airport master plan is a long-range planning document to guide development, operations and growth.
- ❑ The City of Eloy has a contract with Coffman Associates, Inc. to provide airport planning and environmental consulting services.
- ❑ In July 2023, Coffman Associates, Inc. began the process of updating the Airport Master Plan – May 2013.
- ❑ February 10, 2025 council accepted the Eloy Municipal Airport Master Plan, as proposed by Coffman Associates, Inc., to serve as a strategic roadmap to ensure the airport's growth, operational efficiency, and alignment with the city's economic and environmental goals for the coming decade.



Airport Master Plan

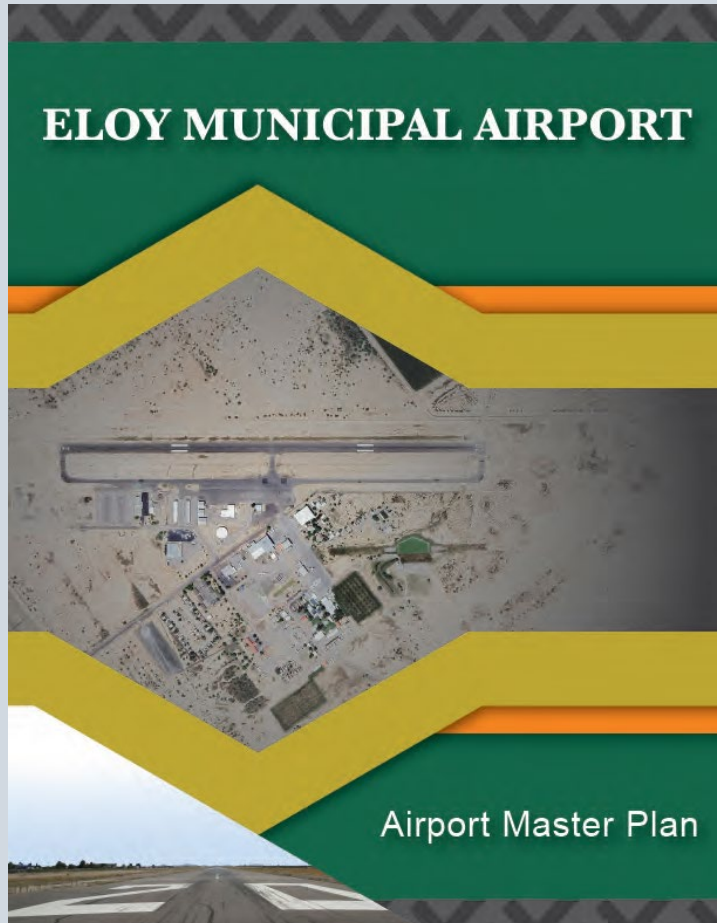
Airport Layout Plan (ALP)

- ❑ An Airport Layout Plan is a set of official, scaled drawings to show the existing and planned physical layout of an airport.
- ❑ Coffman Associates, Inc. submitted the updated ALP to the Federal Aviation Administration, and approval was received from the Phoenix Airports District Office August 2025.



Airport Master Plan

Final Print – September 2025



The full text Airport Master Plan can be found on the City Website.

<https://www.elayaz.gov/187/Airport>



Airport Capital Improvement Program

Outlined in the Master Plan

- ❑ An Airport Capital Improvement Program (ACIP) is a multi-year plan that lists, prioritizes, and tentatively schedules airport construction and improvement projects including their estimated costs and funding sources.
- ❑ The 2025 ACIP meeting was held in May. Representatives from ADOT, FAA, Coffman Associates, Inc., Lochner, and the City of Eloy were all in attendance.
- ❑ The Eloy Municipal Airport FY2026-2031 ACIP was submitted to both ADOT and FAA for approval.
- ❑ The City of Eloy FY 2026-2027 Capital Budget has been updated with the short term (5 years) ACIP projects.
- ❑ The ACIP and Capital Budget are reviewed annually to ensure they remain aligned with current airport needs, priorities, and available funding.



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

Airport Capital Improvement Program

FY 2025-2026 Complete

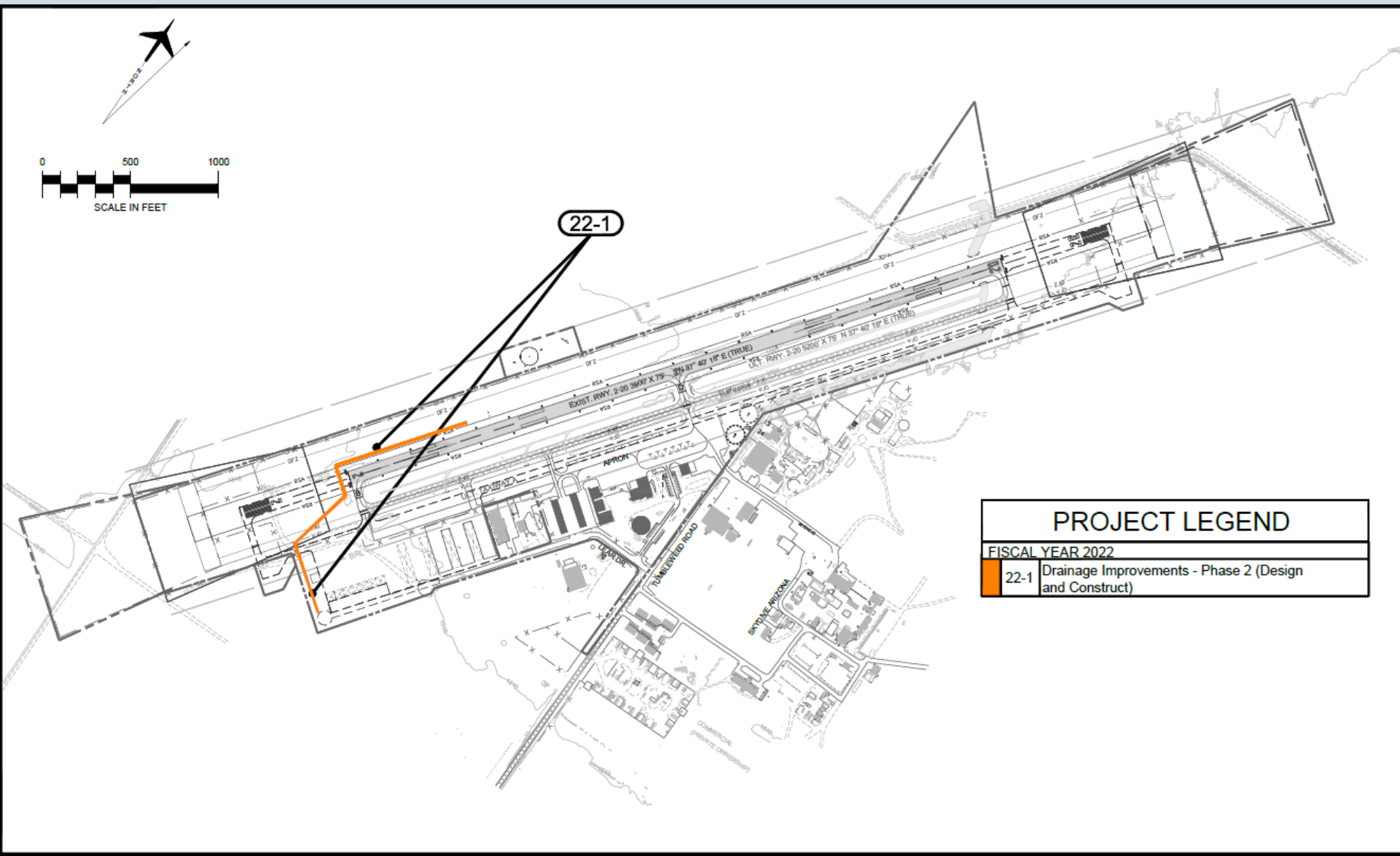
Estimated Cost \$750,000 – City Share \$75,000

☐ Drainage Improvements – Phase 2

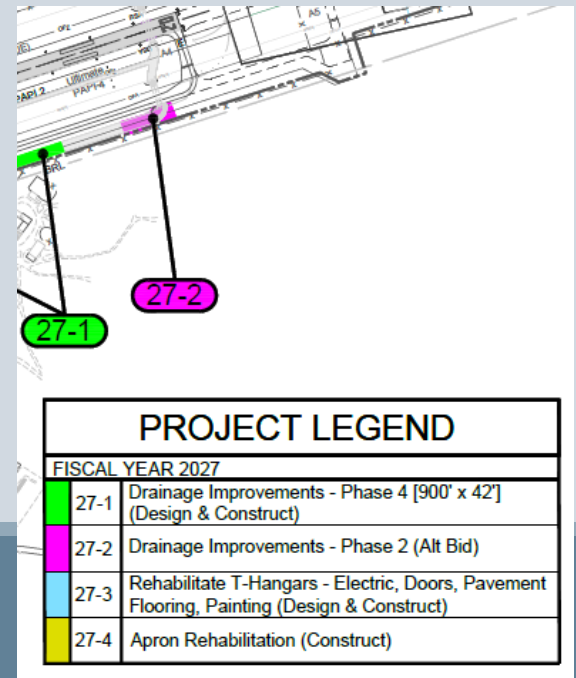
(Design & Construct)

- Dibble Engineering provided design, bid, and construction phase services for the Drainage Improvements – Phase 2 project. Rummel Construction, Inc. was awarded the bid for both the base and alternate projects. Construction of both portions of the improvements were completed before the end of calendar year 2025.
- The base project included a new drainage channel on the south side of the airfield.
- The alternate project included the reconstruction of the failing drainage channel on the northeast side of the airfield.
- Grant Closeout Documents and final invoices are being prepared.





Base Project



Alternate Project



Base Project



Alternate Project (Before TOP; After BOTTOM)

FY 2025-2026 In Progress

Estimated Cost \$1,370,000 – City Share \$105,500

☐ Drainage Improvements – Phase 3

(Design & Construct)

- 30% Design Meeting – September 2025
- Add a series of culverts and ditches to drain the southeastern Terminal Area adjacent to the water tower.
- Improve the roadside ditch network from adjacent to the wind cone and segmented circle to N. Lear Dr.
- Replace the culvert crossing under N. Lear Dr.
- Construct new channels and culverts along N. Lear Dr.

☐ Rehabilitate T-Hangars

(Design)

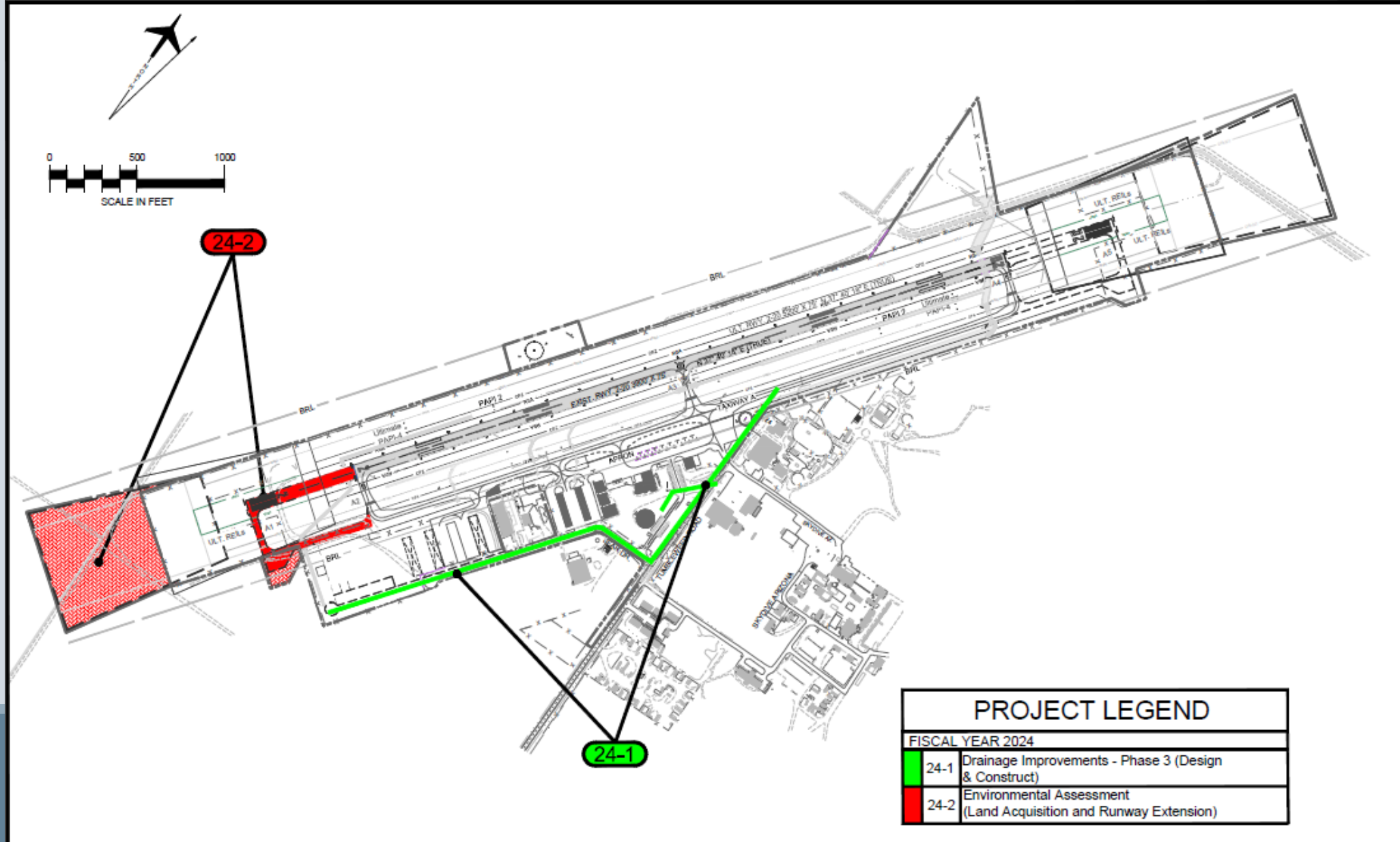
- Site Evaluation – November 2025
- Inspection of hangar electric, doors, pavement/concrete, and paint etc. completed by contracted architecture firm.

☐ Apron Rehabilitation

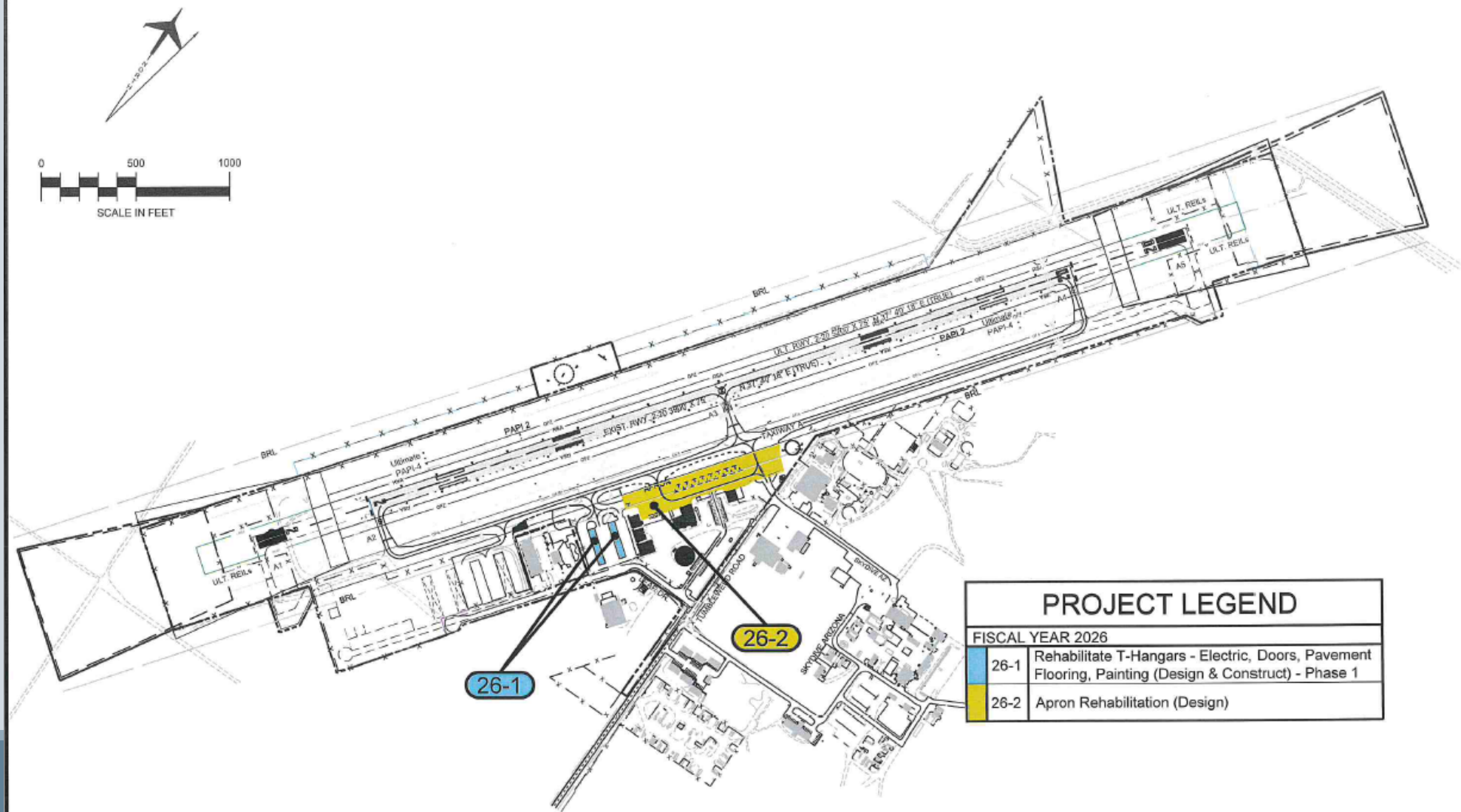
(Design)

- Topographic Survey – December 2025





Drainage Improvements – Phase 3



Rehabilitate T-Hangars Apron Rehabilitation

FY 2026-2027

Estimated Cost \$1,059,000 – City Share \$65,325

☐ Drainage Improvements – Phase 4

(Design & Construct)

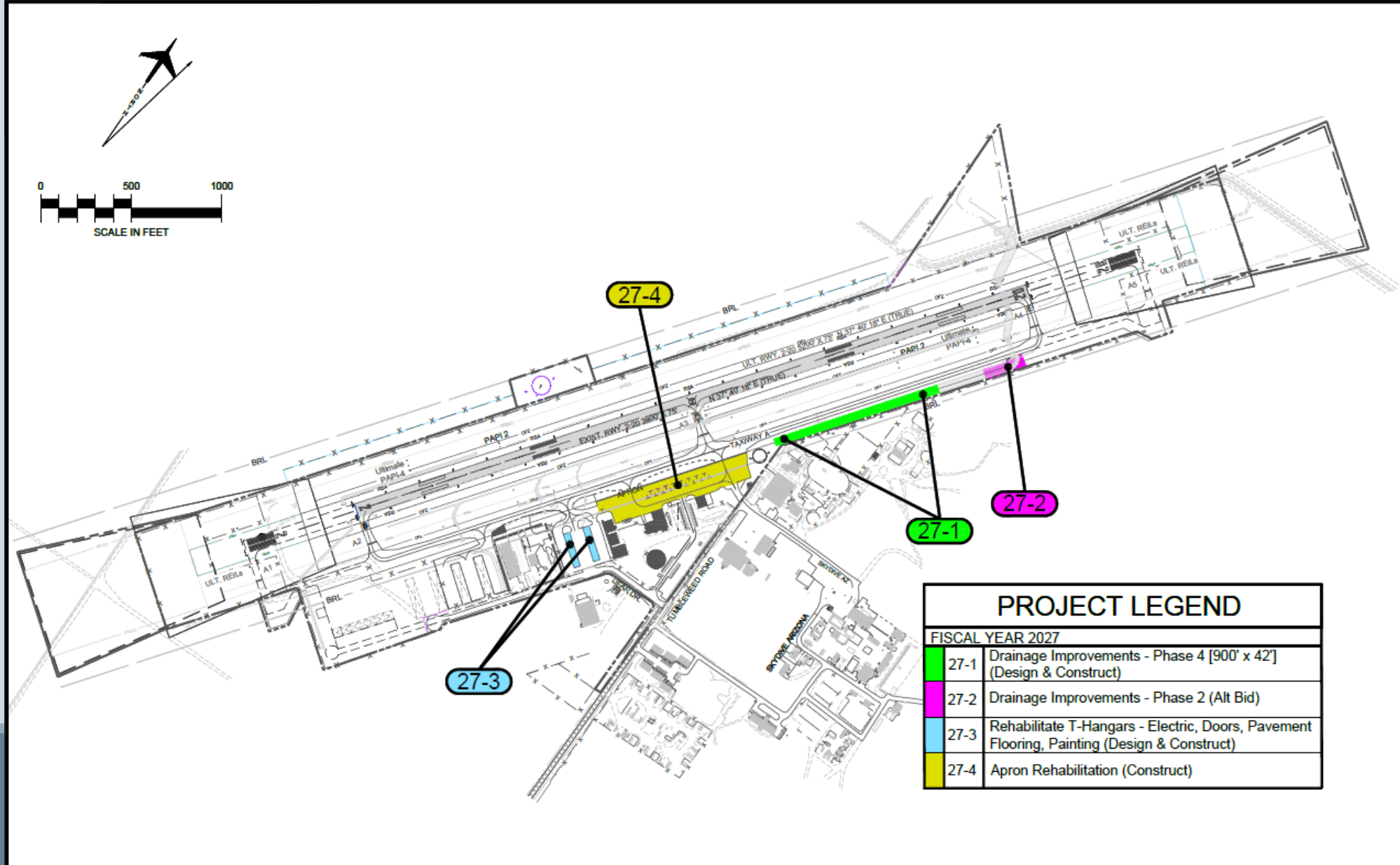
- Improvement of the drainage channels and culverts adjacent to the taxiway on the northeast side of the airfield.

☐ Rehabilitate T-Hangars

(Design & Construct)

- Continuation from FY 2025-2026





Drainage Improvements – Phase 4 Rehabilitate T-Hangars

FY 2027-2028

Estimated Cost \$3,600,000 – City Share \$143,262

☐ Apron Rehabilitation

(Construct)

- Continuation from FY 2025-2026

☐ Land Acquisition

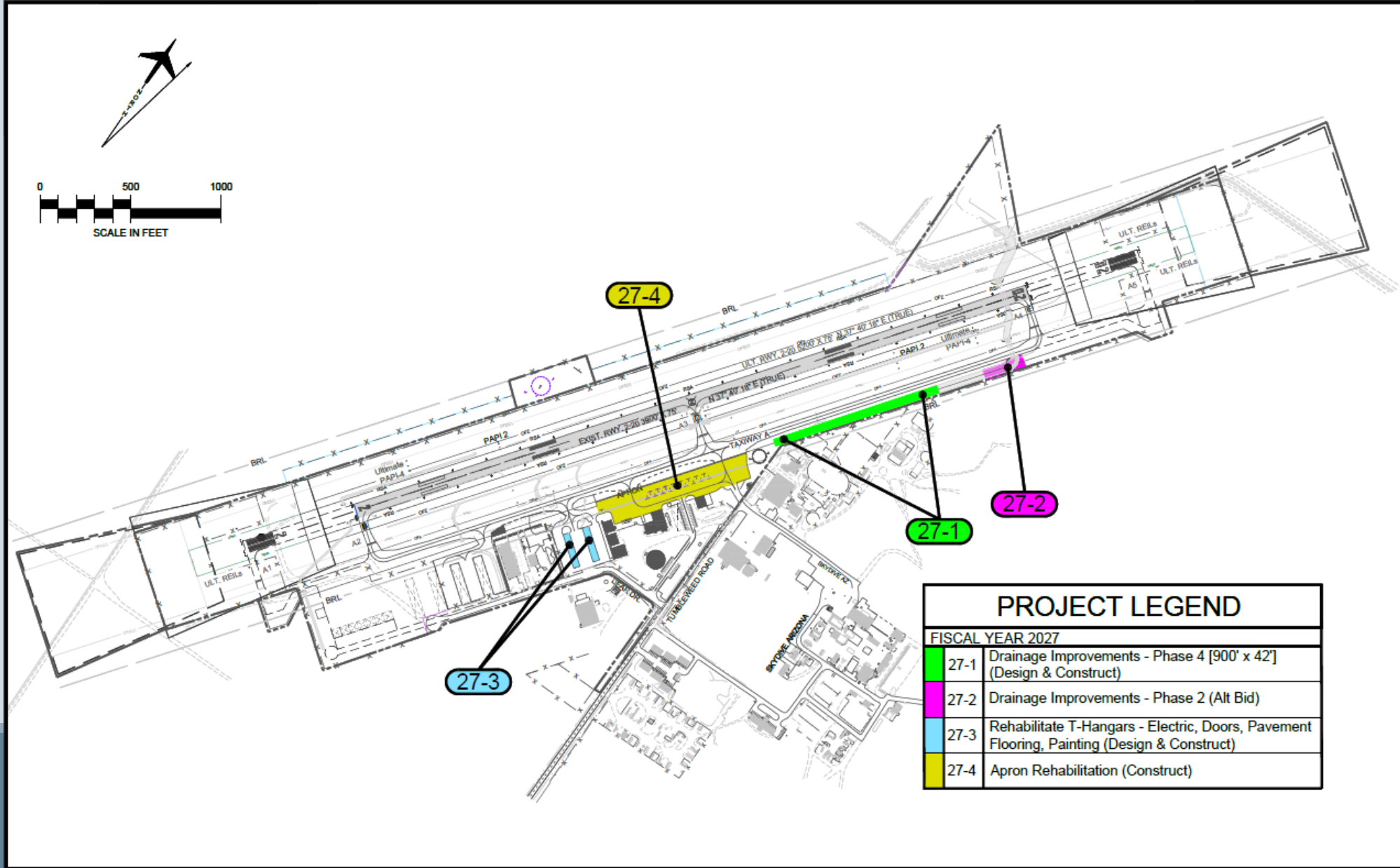
- Required to relocate the fence, wind cone, and segmented circle and install an automated weather observing system (AWOS).

☐ Rehabilitate Airport Pavements

(Design & Construct)

- Crack seal and seal coat airport property pavements.





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)

Apron Rehabilitation

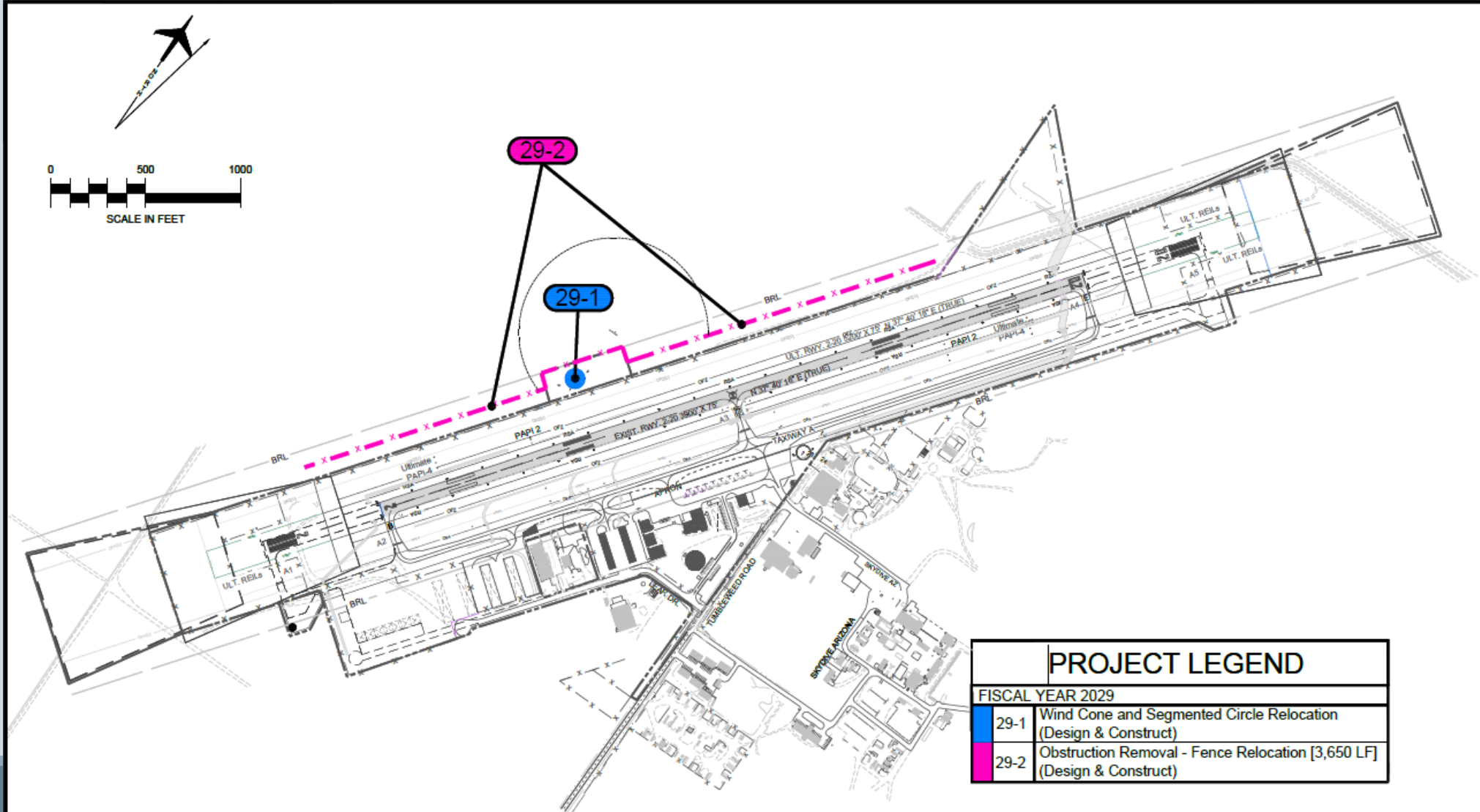


FY 2028-2029

Estimated Cost \$650,000 – City Share \$53,940

- ☐ Wind Cone and Segmented Circle Relocation
(Design & Construct)
- ☐ Obstruction Removal
(Design & Construct)
 - Fence relocation





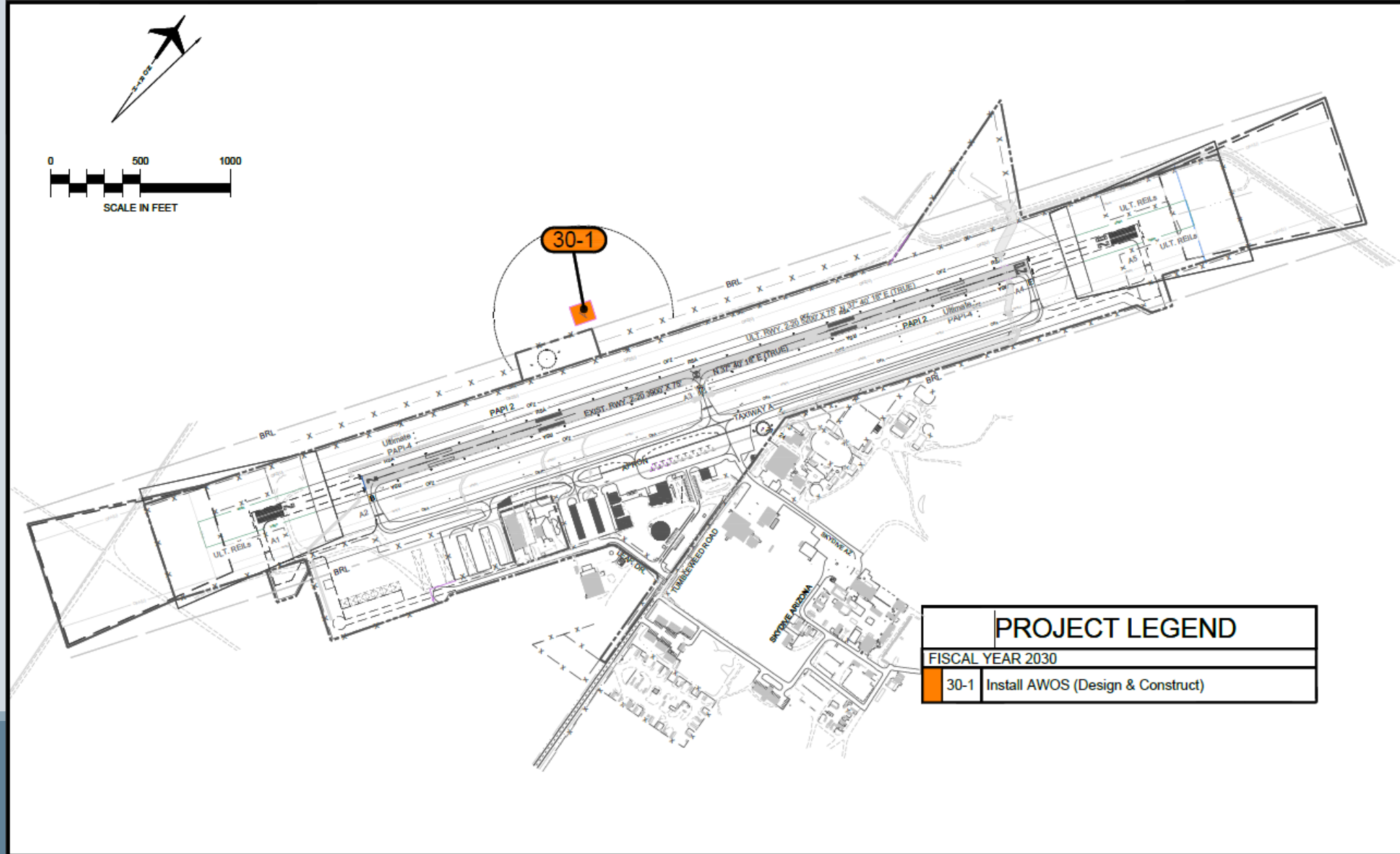
Wind Cone & Segmented Circle Relocation Obstruction Removal

FY 2029-2030

Estimated Cost \$500,000 – City Share \$22,351

- ☐ Install Automated Weather Observing System (AWOS)
(Design & Construct)





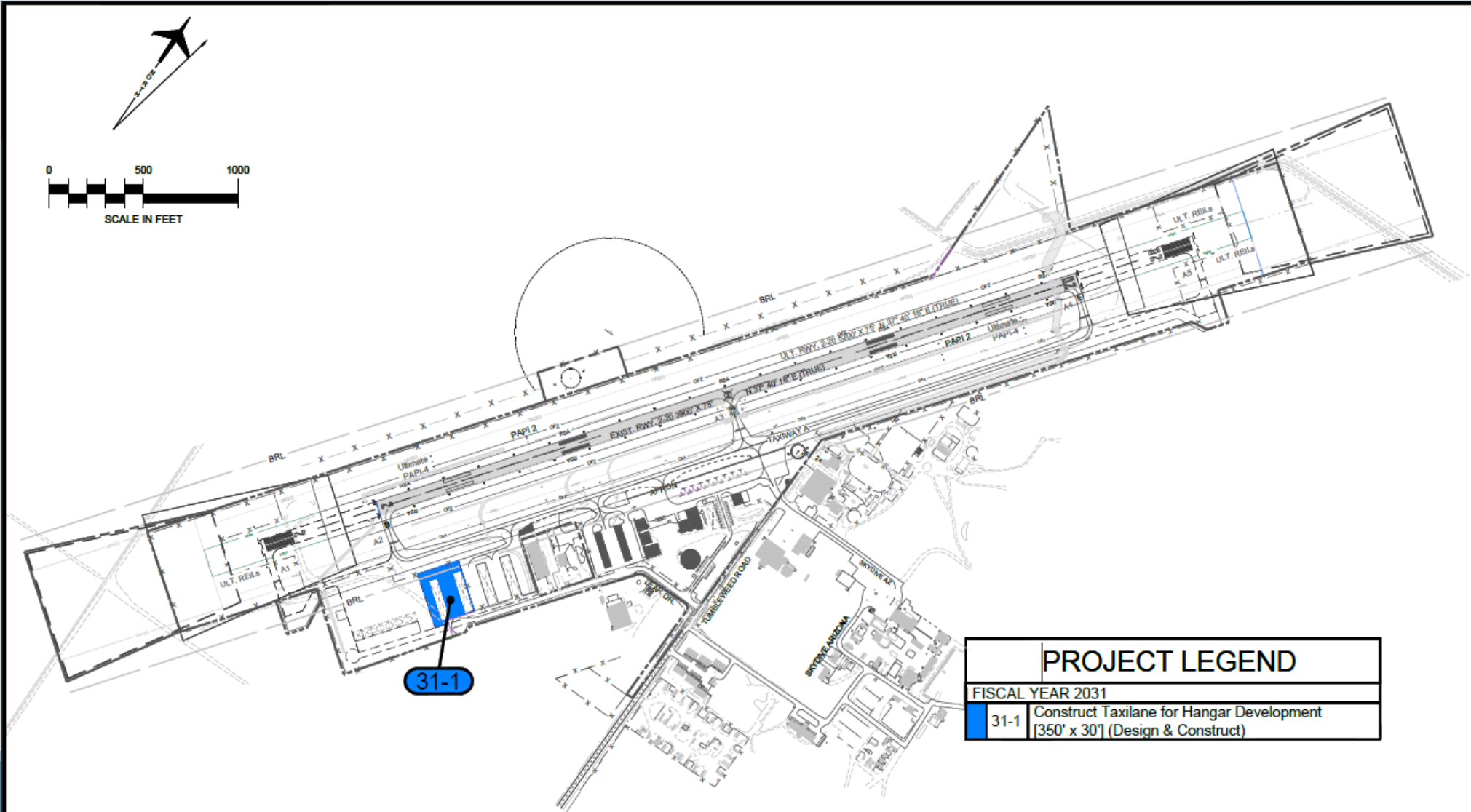
Install AWOS

FY 2030-2031

Estimated Cost \$1,000,000 – City Share \$44,700

- ☐ Construct Taxilane for Hangar Development
(Design & Construct)





Construct Taxiway for Hangar Development

Questions?



CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: **VII.C.**

Date: **1/21/2026**

Date submitted:
01/14/2026

Action: Other

**Subject: General Plan Update -
Mapping the Future Outreach
Summary**

Date requested:
1/21/2026

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission receive public comment, and discuss, ask questions, and provide feedback to the staff and the City's consultant on the General Plan Update Mapping the Future Outreach Summary.

DISCUSSION:

The City of Eloy took a bold step toward shaping its future by launching an update to its General Plan in February 2025. From March through November 2025, staff and consultants facilitated a range of outreach activities—including online questionnaires, in-person events, stakeholder listening sessions, and workshops—to gather community input. Since the General Plan progress update to the City Council on September 25, 2025, staff and consultant efforts have focused on the "Mapping the Future" community outreach process to obtain feedback on the aspirational statements previously presented to the City Council, the drafted goals associated with the statements, future land use categories, and the conceptual future land use map. Aimed at increasing awareness and participation in shaping the City's long-term growth and public services, the Mapping the Future outreach efforts included four community events, two in-person workshops, a virtual workshop available from October 24, 2025, to November 23, 2025, and several additional listening sessions. So far, 3,902 people have reviewed and have been engaged in the General Plan update process to provide feedback. Attached is a summary of the outreach efforts.

Below is the conceptual General Plan Vision Statement, plan elements and their associated aspirational statements and goals that were presented to the public.

General Plan Community Vision Statement:

- Eloy is growing with purpose—rooted in history, guided by community pride, and focused on improving the 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.

Purposeful Growth Element

- **Aspirational Statement:** 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.
 - Goal: Encourage a diversity of land uses to provide for a balanced and resilient community.
 - Goal: Promote development, including the revitalization of the downtown area, to ensure efficient use of existing and proposed infrastructure, coordinated land use patterns, and retention of small-town character.
 - Goal: Protect and maintain viewsheds and open space.
 - Goal: Coordinate with surrounding jurisdictions on planning and development issues.

Prosperous Economy Element

- **Aspirational Statement:** Eloy envisions a thriving community where economic opportunity is within reach for everyone. This will be cultivated by supporting a diverse and vibrant economy that provides opportunities for business growth, housing, and job creation.
 - Goal: Retain and attract quality employers for a diverse range of employment opportunities to support a vibrant local economy.
 - Goal: Encourage a diverse range of new housing types and commercial options and foster redevelopment, rehabilitation, and adaptive reuse of housing, neighborhoods, and commercial buildings.
 - Goal: Sustain and Strengthen Neighborhoods through preservation activities.
 - Goal: Prioritize strategic public investments and public-private partnerships to support economic growth and stimulate job creation.
 - Goal: Implement economic development and monetary strategies that mutually reinforce the financial prosperity of the city and the community.

Balanced Environment Element

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

- Goal: Elevate the quality of life of all residents by enhancing, connecting, promoting, and expanding: high-quality parks, paths and trails, cultural and recreational programs, and active and passive open spaces.
- Goal: Protect native vegetation and sustain essential natural habitats within the desert ecosystem.
- Goal: Maintain local and regional air and water quality, promote water conservation, and reduce or mitigate environmental hazards and development in environmentally sensitive or high-risk areas.

Resilient Infrastructure Element

- **Aspirational Statement:** 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 long-standing neighborhoods with modern, resilient facilities.
 - Goal: Maintain, improve, and enhance efficient and functional circulation through multimodal street design, optimized signal spacing, and coordinated access management.
 - Goal: 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.
 - Goal: 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.

In addition to the information above, the conceptual Future Land Use Map and land use category descriptions were provided to the public for comment (Attachment 2). The most significant modifications to the Future Land Use Map include:

- Consolidating the existing five residential land use categories into the three;
- Consolidating the master planned communities' land use designations under the Planned Community Area designation
- Consolidating the Downtown area under a single land use designation of mixed-use, and
- Renaming the Industrial land use designations to employment, and commercial designations to commerce.

On January 21, 2026, a representative from the City's consultant for the General Plan will provide a summary presentation of the General Plan Update vision process and the results of the community input.

FISCAL IMPACT:

No fiscal impact is anticipated from this item.



Mapping the Future

December 2025

General Plan Update



Community Events & Engagement September 10 – December 1, 2025

Event	Date	Format	Number Engaged
Fiestas Patrias	September 12-13, 2025	In-Person	181
Listening Sessions (during this phase)	September 10 – December 1, 2025	Virtual	7
City Council Visioning Summary Update	September 22, 2025	In-Person	21
Getting Arizona Involved in Neighborhoods (G.A.I.N.)	October 15, 2025	In-Person	140
Workshop #2 – Mapping the Future	October 18, 2025	In-Person, Robson Ranch	41
Workshop #2 – Mapping the Future	October 22, 2025	In-Person, City Hall	43
Questionnaire #3 & Virtual Workshop #2	October 24 – November 23, 2025	Online	30
Eloy GLOW	November 8, 2025	In-Person	196
Family Bingo Night	November 12, 2025	In-Person	26

3,902 The total number of individual engagements during the
Eloy General Plan update process to date!

General Plan Update



Community Drop-In Events



Attendees

Drop-in events help educate the community about the GPU with activities, informational materials and project branded giveaways.

The events have increased the community's awareness of the GPU and their critical role in the process.

Fiestas Patrias

181



Getting Arizona Involved in Neighborhoods (GAIN)

140



Eloy GLOW

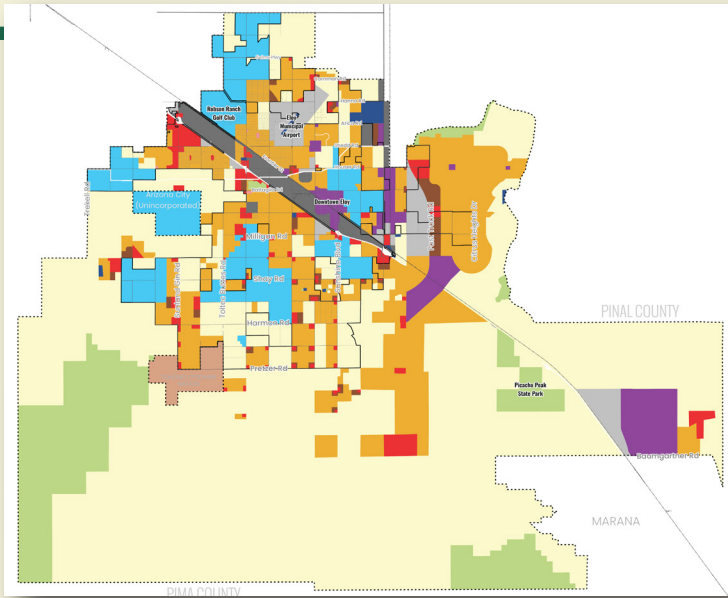
196



General Plan Update



Mapping the Future Workshops



Two in-person community workshop sessions and one virtual workshop were conducted in Phase 2 of the General Plan Update. Workshops focused on future land use mapping categories and place types. Vision and aspirational statements as well as goals were reconfirmed at the workshops.

A future land use map is a planning tool that shows how land is intended to be developed or preserved in the future. Future land use categories describe the types of uses depicted on the future land use map. All future rezonings must be consistent with the community driven future land use designations.

The future land use mapping exercises provided an opportunity for participants to identify what land uses were desirable in certain areas.

All workshop materials were provided in both English and Spanish.

City Hall 43



Mapping the Future WORKSHOPS:

October 18, 2025 | Robson Ranch

October 22, 2025 | Eloy City Hall

October 24 – November 23, 2025

Virtual Workshop

General Plan Update



Imagining Future Land Use Placetypes

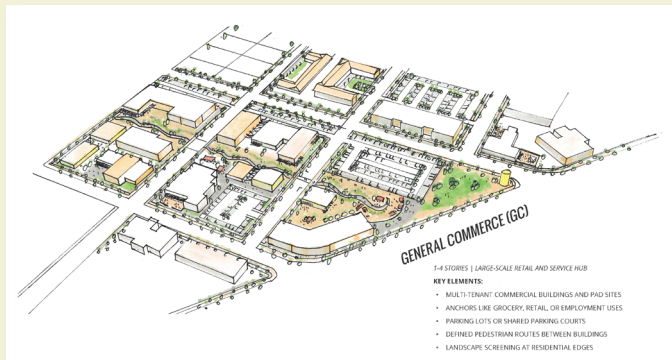
Placetypes support future land uses by depicting conceptual development that may occur. Placetypes generally describe the different areas in a community—such as neighborhoods, commercial centers, or mixed-use districts. They help guide how places should look, feel, and grow.

Conceptual Placetypes:



Workshop Comments:

- All abilities recreation
- Parks – ADA accessible
- More street lighting with sidewalks (not just on main?)
- Sidewalks + Curbs
- Playgrounds + Dog parks



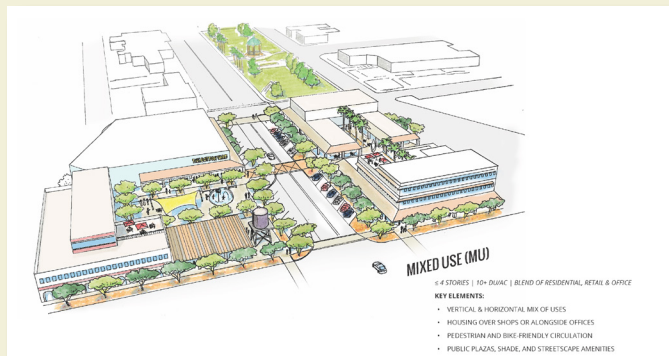
- Excellent plan
- Low income apartments
- Senior center
- Grocery store

These conceptual illustrations of future land use categories and intensities were vetted through the public engagement process. Participants had opportunities to share their thoughts and provide input. These illustrations will be utilized in the Mobile Immersion Lab and in the final General Plan.

General Plan Update



Conceptual Placetypes:

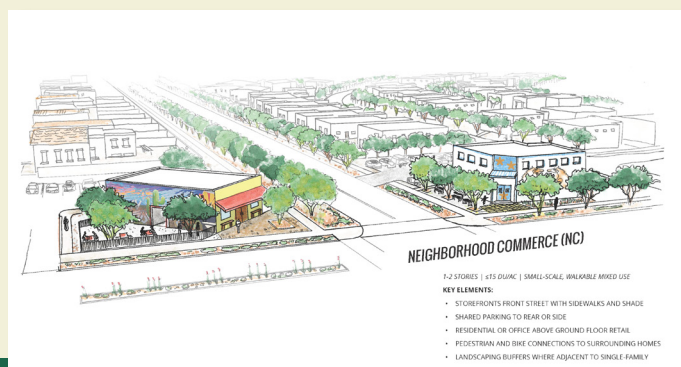


Workshop Comments:

- Love live/work spaces!
- What about revitalizing homes and businesses?



- No more prisons
- Business attraction
- Road traffic?
- No high-water use businesses



- Needs below market rate housing/apartments
- Keep prices affordable.

General Plan Update



Future Land Use Categories:

Future Land Use Categories

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.

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.

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.

Neighborhood Commerce (NC):

This designation accommodates neighborhood serving small-scale commercial uses providing goods, offices, retail and services for residents, workers, and visitors 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.

General Commerce (GC):

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 General 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 General Commerce designation should have adequate vehicular access from a collector or arterial street.

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 areas 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.

Future Land Use Categories

Planned Community Area (PCA):

This designation accommodates areas that comprise large-scale (approximately 640 gross acres or more) master-planned developments that includes 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.

Public and Institutional:

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.

Employment Light (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 Light land use designation also includes a variety of employment supportive uses, such as packaging of goods, office, 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 Light designation should have adequate vehicular access via a street network designed to accommodate the varying intensity of vehicular traffic associated with designation.

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

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 land use designation also includes facilities that support the open space or recreational areas, such as restroom facilities, parking, and public facilities and utilities. Residential uses may be allowed on any privately held or state trust lands at a density of no more than one dwelling unit per acre (1 du/ac).

Tohono O'odham Nation (TON):

This designation accommodates areas held by the Tohono O'odham sovereign nation.



General Plan Update



Draft Vision and Aspirational Statements ~Reconfirmed Through Community Input at Workshop #2~

General Plan 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.



Purposeful Growth Theme Aspirational Statement: 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.



Prosperous Economy Theme Aspirational Statement: Eloy envisions a thriving community where economic opportunity is within reach for everyone. This will be cultivated by supporting a diverse and vibrant economy that provides opportunities for business growth, housing, and job creation.



Resilient Infrastructure Theme Aspirational Statement: 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.



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

Community Vision & Aspirational Statement Workshop Comments:

ELOY GENERAL PLAN UPDATE

Does this statement reflect what you want for the future of Eloy?

Element	Aspirational Statement	Yes	No
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.	Yes	No
Prosperous Economy	Eloy envisions a thriving community where economic opportunity is within reach for everyone. This will be cultivated by supporting a diverse and vibrant economy that provides opportunities for business growth, housing, and job creation.	Yes	No
Balanced Environment	Eloy will preserve and enhance its natural beauty and open space through an interconnected network of parks, trails, paths, and recreational spaces. We envision a healthy, outdoor-focused community where residents enjoy the desert environment and celebrate the City's heritage.	Yes	No
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 long-standing neighborhoods with modern, resilient facilities.	Yes	No

Comments

Revitalize education programs/schools

Support / stimulate Eloy's local economy

Can't have a prosperous economy without JOBS!

More walking and biking trails!

- Revitalize education programs/schools
- Support / stimulate Eloy's local economy
- Can't have a prosperous economy without JOBS!
- More walking and biking trails!

General Plan Update



Draft Goals by Theme:

Workshop Comments:

INSPIRE ELOY
ELOY GENERAL PLAN
Planning Today, for a Stronger Tomorrow!

ELOY GENERAL PLAN UPDATE

Purposeful Growth



Goals	Does this goal reflect what you want for the future of Eloy?		Comments Place sticky notes here!
	Yes	No	
Encourage a diversity of land uses to provide for a balanced and resilient community.			
Promote development, including the revitalization of the downtown area, to ensure efficient use of existing and proposed infrastructure, coordinated land use patterns, and retention of small-town character.			
Protect and maintain viewsheds and open space.			
Coordinate with surrounding jurisdictions on planning and development issues.			

<https://publicinput.com/eloygeneralplan>

- Yes, improve run down parts of the downtown!

INSPIRE ELOY
ELOY GENERAL PLAN
Planning Today, for a Stronger Tomorrow!

ELOY GENERAL PLAN UPDATE

Balanced Environment



Goals	Does this goal reflect what you want for the future of Eloy?		Comments Place sticky notes here!
	Yes	No	
Elevate the quality of life of all residents by enhancing, connecting, promoting, and expanding high-quality parks, paths and trails, cultural and recreational programs, and active and passive open spaces.			
Protect native vegetation and sustain essential natural habitats within the desert ecosystem.			
Maintain local and regional air and water quality, promote water conservation, and reduce or mitigate environmental hazards and development in environmentally sensitive or high-risk areas.			

<https://publicinput.com/eloygeneralplan>

- Non-motorized trails along Frontier.

- Connect adjacent housing communities with non-motorized trails.

Community input on the goals will be reflected in the final General Plan.

General Plan Update



Draft Goals by Theme:


Planning Today, for a Stronger Tomorrow!

ELOY GENERAL PLAN UPDATE

Prosperous Economy



Goals

Retain and attract quality employers for a diverse range of employment opportunities to support a vibrant local economy.

Encourage a diverse range of new housing types and commercial options and foster redevelopment, rehabilitation, and adaptive reuse of housing, neighborhoods, and commercial buildings.

Sustain and Strengthen Neighborhoods through preservation activities.

Prioritize strategic public investments and public private partnerships to support economic growth and stimulate job creation.

Implement economic development and monetary strategies that mutually reinforce the financial prosperity of the city and the community.

Does this goal reflect what you want for the future of Eloy?

Yes	No
☐	☐
☐	☐
☐	☐
☐	☐
☐	☐

Comments

Place sticky notes here!

<https://publicinput.com/eloygeneralplan>

Workshop Comments:

- Limit use of public funds
- Plan for senior living facility with stepped care options.
- No more prisons.


Planning Today, for a Stronger Tomorrow!

ELOY GENERAL PLAN UPDATE

Resilient Infrastructure



Goals

Maintain, improve, and enhance efficient and functional circulation through multimodal street design, optimized signal spacing, and coordinated access management.

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.

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.

Does this goal reflect what you want for the future of Eloy?

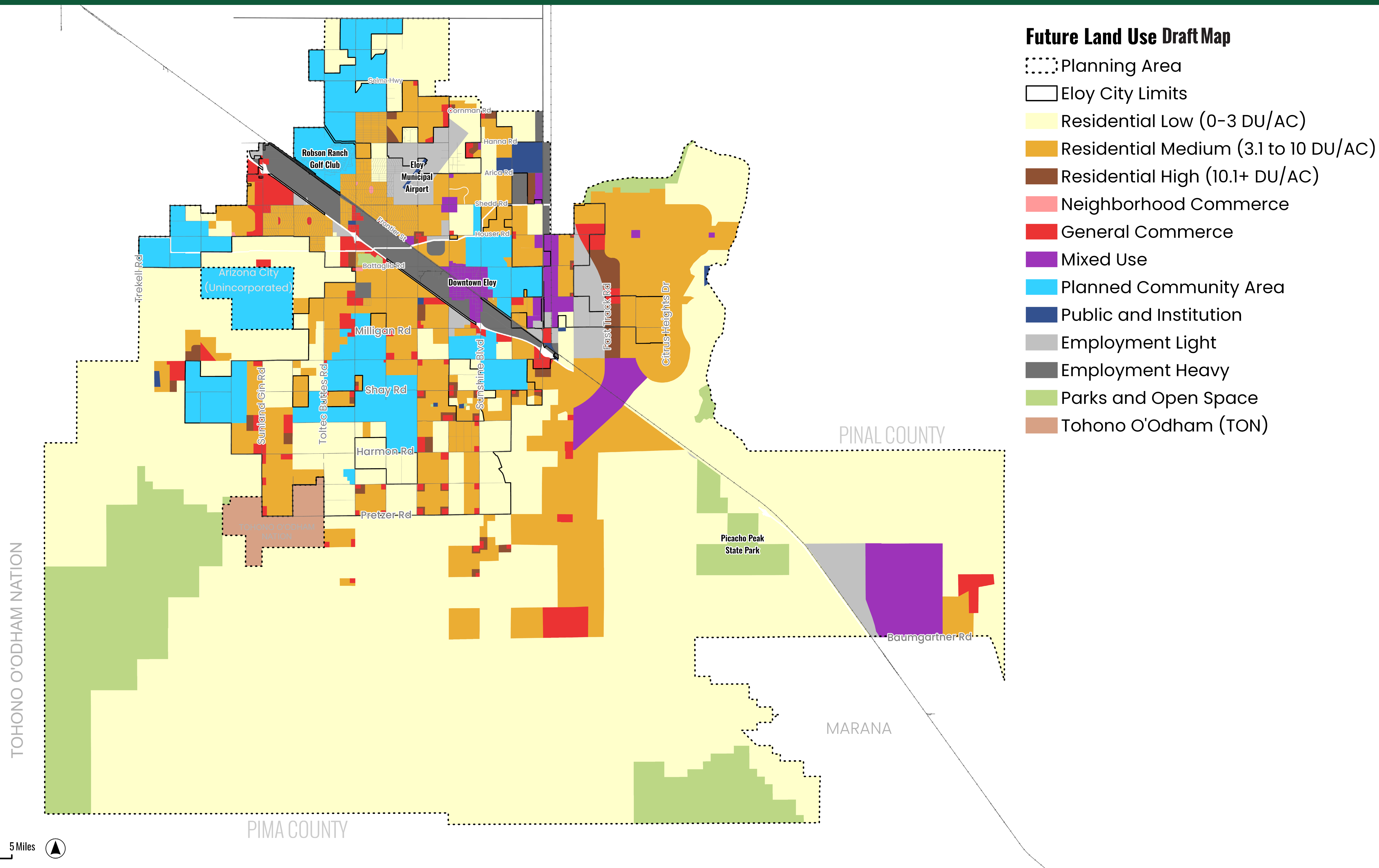
Yes	No
☐	☐
☐	☐
☐	☐

Comments

Place sticky notes here!

<https://publicinput.com/eloygeneralplan>

- Don't reduce vehicle access to accomodate bikes
- Frontier needs more traffic lanes.
- Need more open space and parks within developed areas.



ELOY GENERAL PLAN UPDATE

Future Land Use Categories

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.

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ELOY GENERAL PLAN UPDATE

Future Land Use Categories

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Tohono O'odham Nation (TON):

This designation accommodates areas held by the Tohono O'odham sovereign nation.

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: VII.D.

Date: 1/21/2026

Date submitted:
01/14/2026

Action: Other

Subject: Eloy Airpark Area Plan —
Existing Conditions Report and Initial
Outreach Summary

Date requested:
1/21/2026

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission receive public comment, discuss, ask questions, and provide feedback to the staff and the City's consultant on the Eloy Airpark Area Plan — Existing Conditions Report and Initial Outreach Summary.

DISCUSSION:

On July 28, 2025, the City of Eloy took a bold step toward shaping its future by initiating the development of an Airpark Area Plan to guide growth and establish goals and policies for the Airport Area Growth Area. Beginning with an existing conditions analysis and a public outreach kick-off work session with the Planning and Zoning Commission and City Council in October 2025, City staff and consultants have facilitated a variety of outreach efforts—including online questionnaires, in-person events, and stakeholder listening sessions—to gather community input. Attached are summaries of the Existing Conditions Report and the results of the first public outreach questionnaire. Attached are summaries of the existing condition report and the recent outreach efforts for your review.

On January 21, 2026, a representative from the City's consultant for the Airpark Plan will provide a summary presentation of the existing condition report and recent outreach efforts and will seek comments, questions, and input on these results.

FISCAL IMPACT:

Eloy Airpark Area Plan

Existing Conditions Report

January 14, 2026





Table of Contents

COMMUNITY AND REGIONAL CONTEXT3

DEMOGRAPHICS AND SOCIOECONOMIC PROFILE 8

LAND USE, ZONING, AND REGULATORY CONDITIONS..... 12

AIRPORT OPERATIONS, FACILITIES, AND SAFETY18

PLANNED AIRPORT INFRASTRUCTURE PROJECTS34

TRANSPORTATION AND CONNECTIVITY38

INFRASTRUCTURE AND PUBLIC SERVICES 40

MILITARY OPERATIONS.....42

ENVIRONMENTAL CONSIDERATIONS..... 44



Community and Regional Context

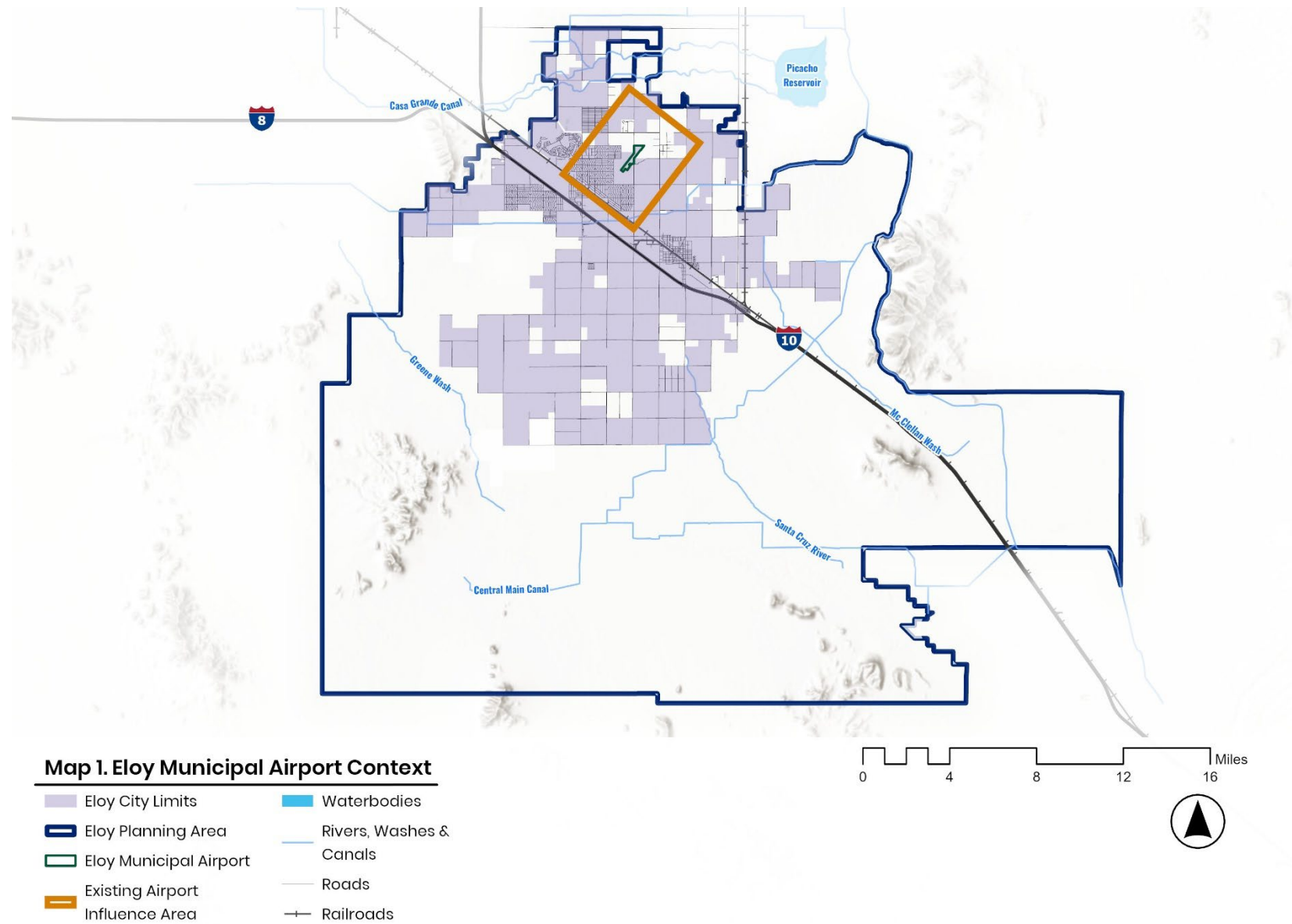
The Eloy Municipal Airport sits at a strategic midpoint between the Phoenix and Tucson metropolitan areas, anchoring the transportation network of central Pinal County. The Airport and the surrounding area have shifted over the years from its original focus on agricultural trade and basic aviation services to a multifaceted role as a hub of logistics, recreation, and industry.

Eloy's convenient access to major highways and rail lines contributes to the efficient movement of goods, supports local employers, and strengthens Eloy's position as a regional gateway. Nearby airports serve specialized needs across the region, but Eloy's Airport stands out for its world-class skydiving operations and concentrated economic activity, which have defined the city's identity as a commercial and adventure tourism destination.





Map 1: Airport Context





ELOY AIRPORT HISTORY

The Eloy Municipal Airport was originally constructed in February 1969 by the US Air Force for pilot training. It is located approximately three miles northwest of downtown Eloy. The Airport's creation reflected Eloy's growing role as a transportation and agricultural trade center, capitalizing on regional links to rail and highway networks. Over the years, the Airport expanded its operations with the development of related businesses co-locating around the airport including aircraft maintenance, agricultural spraying, aeronautical support, and skydiving.

In 1991, Skydive Arizona began operations at Eloy Municipal Airport, transforming it into a world-renowned destination for skydiving and parachute training. The company operates a sizable fleet of aircraft and continues to invest in facility upgrades. As a result, the Airport now serves as one of the busiest skydiving centers globally, supporting international competitions and military parachute training missions.

The current **Airport Influence Area** was established in 2011 through the previous Eloy Airport Master Plan and follows guidance and regulations from the Federal Aviation Administration (FAA), as well as state and local agencies.

Its boundaries were originally based on airport operations and surrounding land uses, considering factors such as aircraft noise, flight paths, safety zones, and potential land use conflicts. The Influence Area boundaries extend about 1.5 nautical miles from the runway. Within that area, aviation overlay districts were established in Eloy's Zoning Ordinance to help manage noise impacts and protect safe aircraft activity, setting guidelines for which uses, building types, and heights are appropriate close to the airport.

ELOY AIRPARK STUDY AREA

For the purposes of long-range planning and maximizing growth opportunities surrounding the Airport, the City is creating an **Eloy Airpark Area Plan**, which addresses land uses and infrastructure plans. This planning effort will establish a boundary for the Eloy Airpark Area Plan, which

An **Airport Influence Area** is the defined space surrounding an airport affected by its operations, including noise, overflights, and safety factors. These areas are often designated by state or local authorities to guide land use planning and development. Regulations within these areas help guide development to promote safety and compatibility with airport operations. This area will not be evaluated or modified as part of the exercise, as it is required by the Arizona Revised Statutes and the City's Zoning Ordinance.



will include the Airport and an identified area around the Airport. Planned improvements and infrastructure will support airport-related uses that contribute to the Airport's success. The Airpark will also be an economic hub for the City that consists of a variety of destination activities. Furthermore, this process is intended to acknowledge nearby residential uses and to provide considerations for appropriate land-use transitions.

REGIONAL OVERVIEW AND AIRPORT SETTING

Eloy is supported by a statewide network of major regional airports, including Phoenix Sky Harbor International, Mesa Gateway, Chandler Municipal, Phoenix-Goodyear, Scottsdale, Falcon Field, Casa Grande Municipal, Coolidge Airport, and Pinal Airpark. Each of these airports fills a distinct niche: Sky Harbor as the state's principal commercial gateway; Mesa Gateway, Chandler, and Falcon Field as general aviation and reliever airports; and others as centers for cargo, aerospace, and training. Eloy complements these facilities by providing airspace capacity, skydiving operations, and a hub for agricultural and aviation services in southern Pinal County.

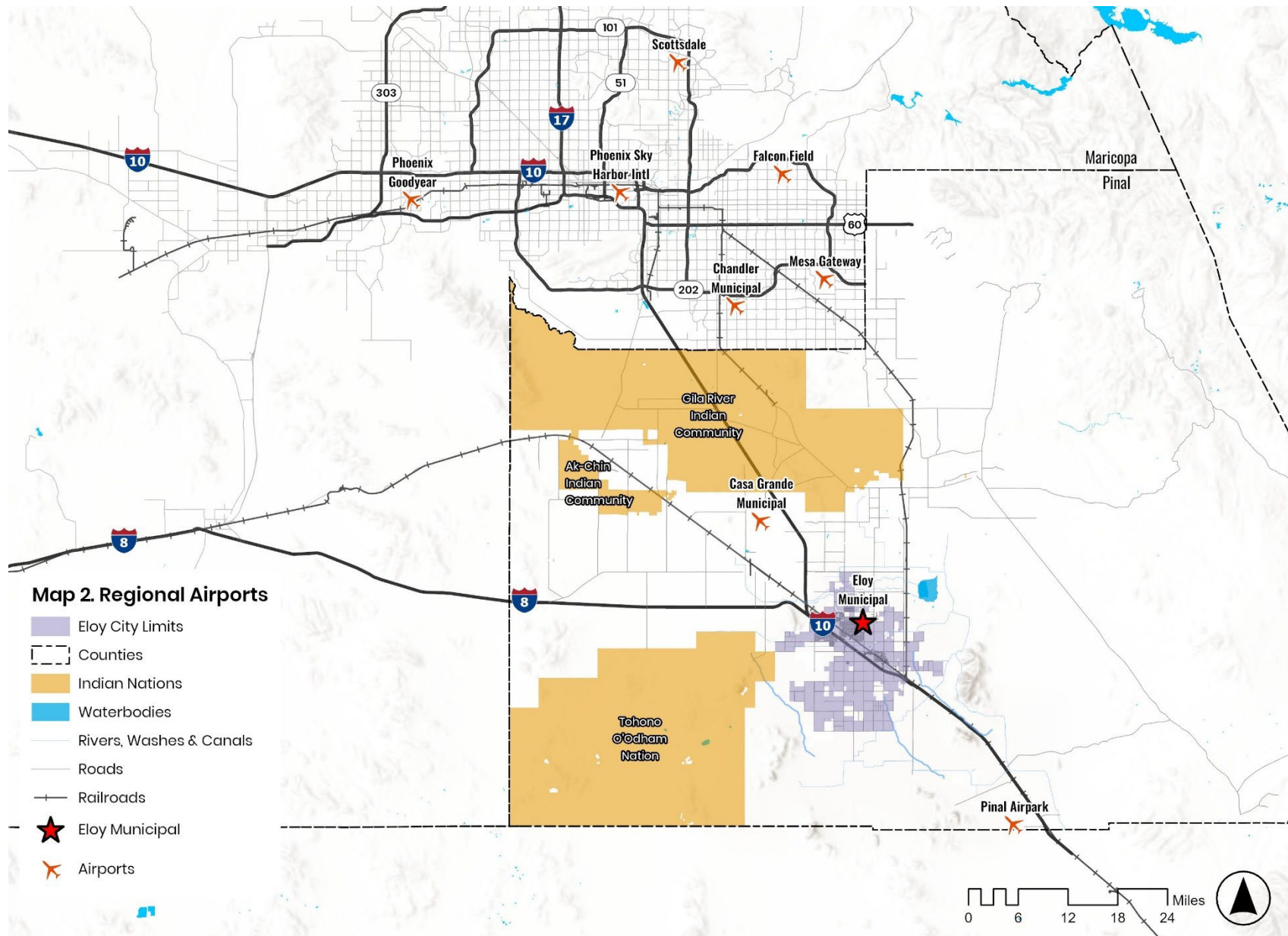
The majority of the existing businesses around the Airport specialize in supporting the skydiving industry, including world-renowned military skydiving training programs. These specialized focuses add unique value to the region's aviation and tourism sector. Eloy's Airport presence generates local jobs and economic activity, filling an important role within the region by supporting specialized aviation, logistics, and training that nearby airports do not. The Airport Strengthens Eloy's economy and Arizona's broader transportation system.



Airplanes at Eloy Airport



Map 2: Regional Context





Demographics and Socioeconomic Profile

CITY OF ELOY

Population

Eloy has experienced strong population growth over the past 20 years. Eloy's 2000 population was 10,375. That number increased by 2010 to 15,125 people and increased again by 2020 to 18,306 people. According to the Arizona Office of Economic Opportunity, the 2024 numbers shown reflected a slight increase to 18,994. Overall, Eloy's population increased approximately 79% between 2000–2024, which significantly outpaces the state's overall population increase of about 6% over the same period. Pinal County experienced significant growth from 2000–2024 of over 165%, making it one of Arizona's fastest-growing regions.

Future population projections paint a similarly dramatic evolution for Eloy. Estimates show a 2050 population forecast of 87,161 people – a 350% increase in population over the next 25 years. This sustained and anticipated growth underscores the importance of infrastructure and resource planning to accommodate the growing population.

Figure 1: 2024 Population



Even with the incredible rate of growth, the current population density is still very low and rural in nature with just 166 people per square mile. For comparison, Phoenix has 3,104 people per square mile.



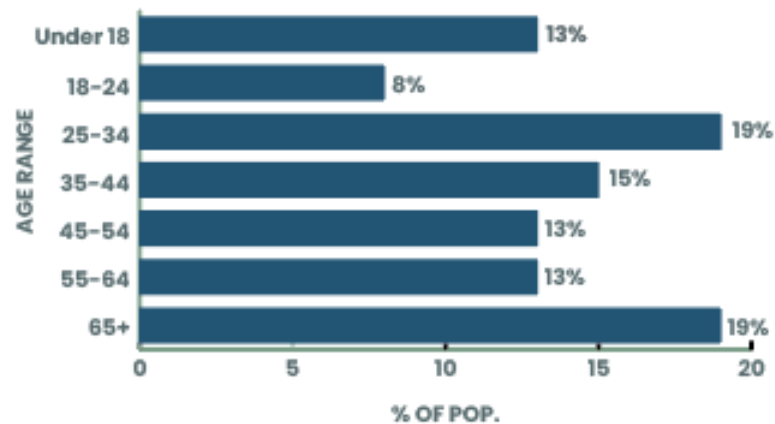
Age, Education, & Household Size

The city has a mature demographic, with a median age of 41 years old. More than 75% of the population is over the age of 25, and approximately 20% are considered senior citizens. About 24% of the population has completed some college or gone on to earn bachelor's degrees or higher; and the average household size in Eloy is 2.6 people.

Household Income

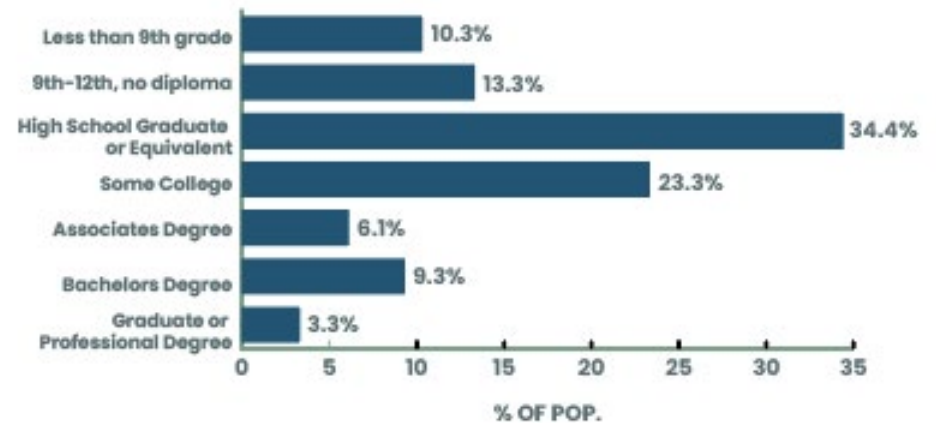
The median household income is about \$54,000, which is considerably lower than the state median household income of \$74,568. About 2,374 individuals, or 14% of the Eloy households earn below the poverty level established by U.S. Department of Health and Human Services for Arizona.

Figure 2: Age Distribution



Source: 2023 ACS 5-Year Est.

Figure 3: Educational Attainment



Source: 2023 ACS 5-Year Est.

Figure 4: Population and Housing Growth



Sources: 2023 ACS 5-Year Est.



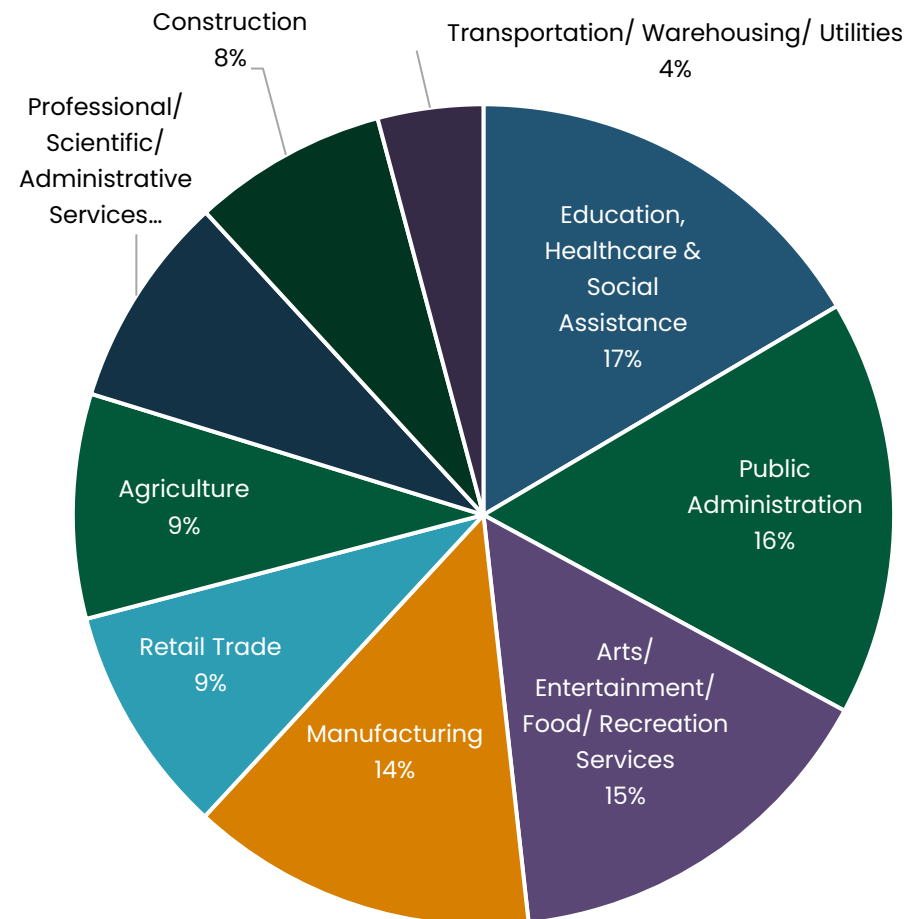
Employment Sectors and Major Employers

Eloy has a labor force of approximately 4,950 people, with recent growth driven by diversification in industrial, service, and retail trade sectors. The community's workforce participation rate has historically been lower than the statewide average, but local job training and economic development programs continue to target increased engagement, especially in logistics, manufacturing, and aviation support services.

The largest employment sectors in Eloy include education, healthcare and social assistance (15.5%), public administration (15.4%), arts/entertainment/food/recreation services (14.4%), and manufacturing (12.8%). Retail trade (8.5%), agriculture (8.3%), professional/scientific/administrative services (7.9%), construction (7.2%), and transportation/warehousing/utilities (3.9%) are other significant contributors.

Major employers directly and indirectly linked to the Airport include Skydive Arizona, CoreCivic (multiple corrections facilities), Schuff Steel, Otto Environmental Systems, Republic Plastics, San Juan Pools, Monsanto, Arizona Pacific Wood Preserving, and HASA of Arizona.

Figure 5: Employment Sectors



Source: ACS 2024 5-year estimates



AIRPARK AREA DEMOGRAPHICS

While Eloy is a low-density, growing community, the area around the Airport exhibits a distinct demographic and economic profile that reflects its role as an employment and aviation hub. Using census blocks or traffic analysis zones that generally align with the Airport Influence Area boundary, the study area includes a smaller share of Eloy's total population but a disproportionate share of industrial and aviation-related jobs.

Compared to citywide conditions, the residents living in the area around the Airport are more concentrated in working-age adults, with fewer school-aged children and seniors, and a similar racial and ethnic composition to Eloy overall, where White and Hispanic or Latino residents make up the largest shares of the population. Household sizes and incomes in the vicinity of the Airport tend to fall near citywide averages, but the area's proximity to major transportation corridors and industrial uses creates a stronger connection to logistics, manufacturing, and aviation support occupations than in purely residential neighborhoods.

Airport Area Labor Market

The Eloy Airport Area's labor market is driven by logistics, aerospace, skydiving, and agricultural support industries, supported by a workforce trained in aircraft operations, maintenance, hospitality, and logistics. Skydiving facilities attract seasonal and year-round employees ranging from flight crews and trainers to military, hospitality and event staff. The proximity to major highways and rail supports continued growth in transportation, warehousing, and advanced manufacturing.



Land Use, Zoning, and Regulatory Conditions

Within the Airpark Influence Area, a mix of private and public holdings supports a variety of aviation and industrial uses. Zoning overlays provide a regulatory framework to balance growth with operational safety, guiding building placements, use types, and noise mitigation for residential and sensitive areas.

EXISTING LAND USES

A diverse mix of land uses characterizes the area both within and surrounding Eloy Airport's Influence Area. Vacant land is the dominant land use within the Influence Area but is notably complemented by substantial agricultural parcels. Scattered throughout the remainder of the Influence Area are a variety of other uses, including commercial and industrial businesses, residential neighborhoods (with both single-family and multifamily housing), and manufactured home/RV parks.

The immediate vicinity of the airport is largely defined by agricultural fields and undeveloped, vacant lands. The land use pattern becomes increasingly urbanized further out from the Airport, with a greater presence of commercial centers, residential districts, and public

facilities. This transition from rural and undeveloped surroundings to more concentrated urban development marks a distinct land use gradient outward from the Airport. Land use conflicts could arise between the airport operations, which generate noise and potentially other disturbances, and the nearby residential properties that demand quieter, less disruptive environments. Careful buffer planning and land use transitions, such as locating commercial or industrial uses adjacent to the Airport before residential zones, can help mitigate such conflicts.

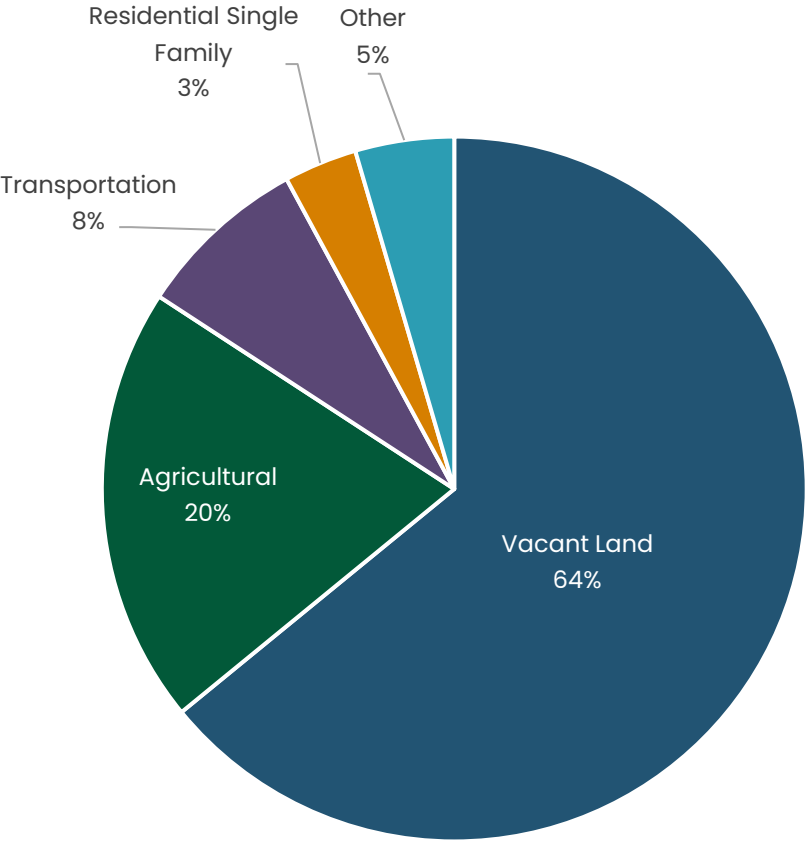


Airplanes in Hangar



The presence of parks and open spaces within the Influence Area can serve as beneficial noise buffers for more sensitive residential areas. Overall, while the mix of agricultural and commercial uses near the airport provides some physical and operational compatibility, attention should remain on land use policies that manage the interface with existing and future residential development to ensure compatibility and mitigate noise impacts effectively.

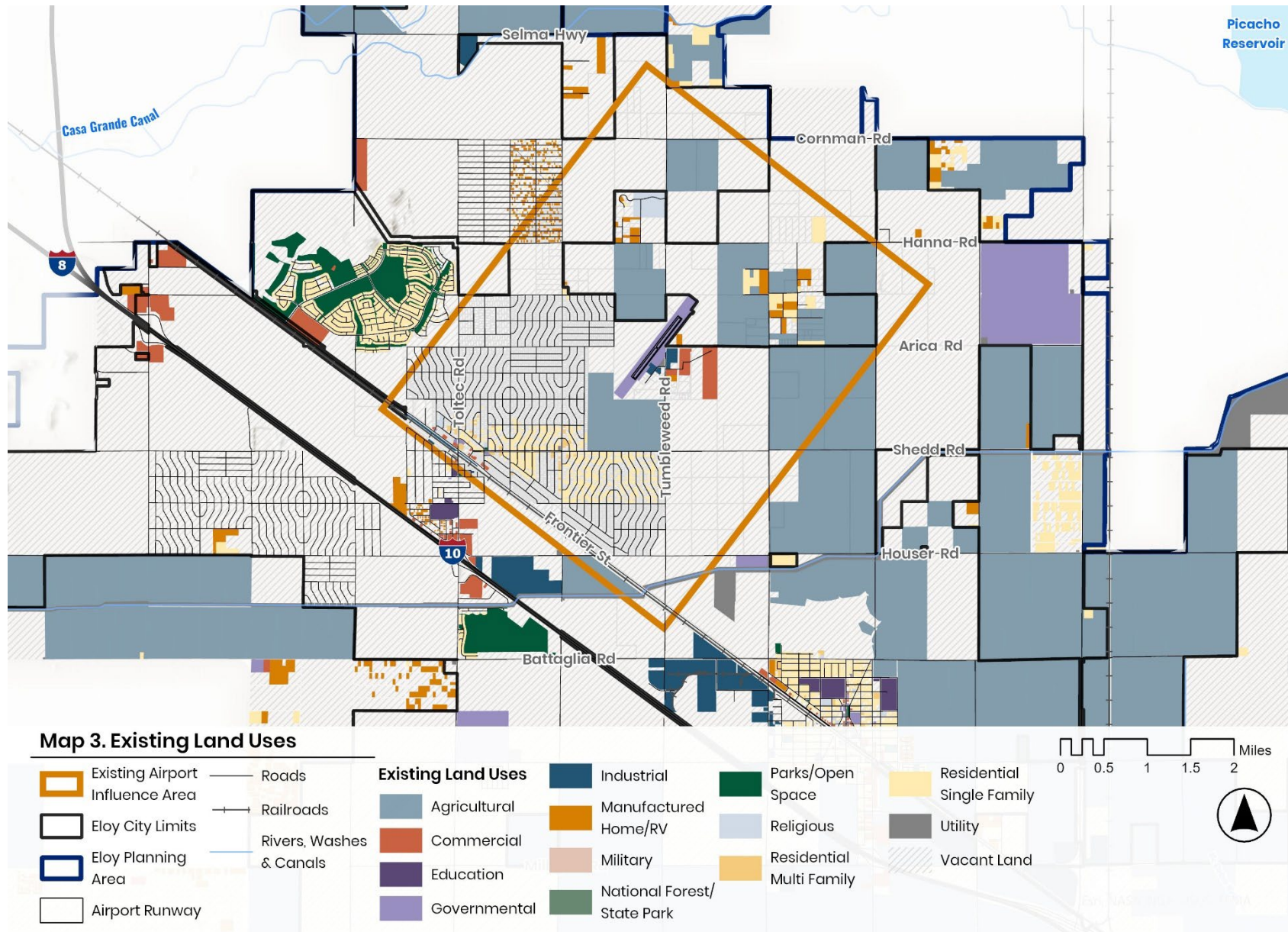
Figure 6: Existing Land Use Composition



Source: City of Eloy



Map 3: Existing Land Uses



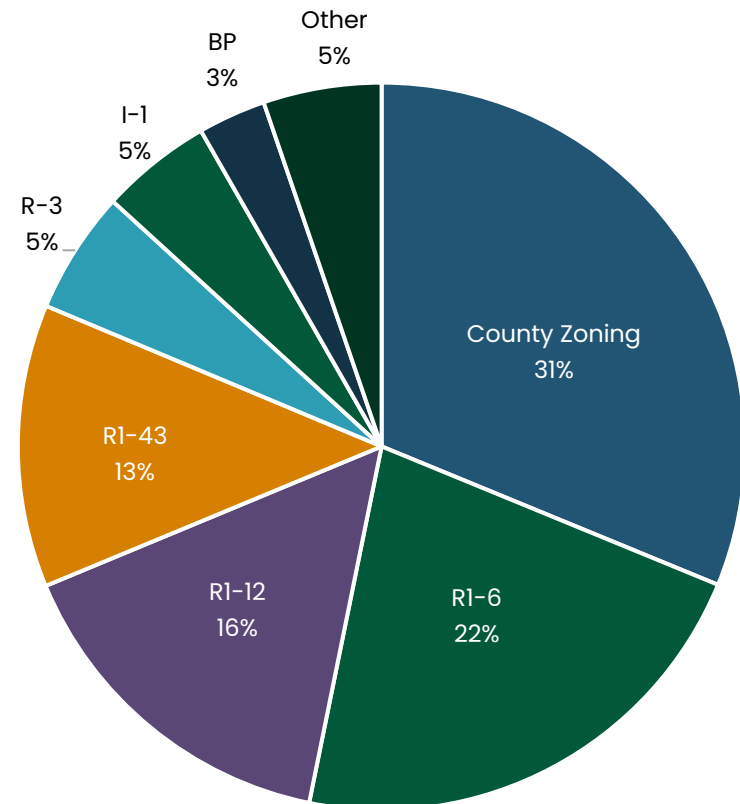


EXISTING ZONING

Zoning within and around the Airport features a varied and strategic distribution of designations intended to support both airport operations and compatible surrounding development. The Airport Influence Area is characterized by zones such as industrial (I-1, I-2) and business park (BP), providing flexibility for activities directly related to aviation and commercial enterprises.

Further from the Airport, but still within the Airport Influence Area the zoning designations transition toward residential (including R1-6, R1-12, R1-43, RR-2.5, RR-5, RR-20, R-2, R-3, R1-54), commercial (C-1, C-2), open space/recreation (OSR, OSC). The Aviation Overlay Zone 1 (AO-1) and Aviation Overlay Zone 2 (AO-2) apply additional regulations to properties within the airport influence area. The AO-2 overlay restricts residential uses, even where the underlying zoning allows residential development. This transition mirrors the gradient seen in land use, with lower-density and rural residential zoning near the periphery, and higher-density and urban residential districts concentrated closer to Eloy's core.

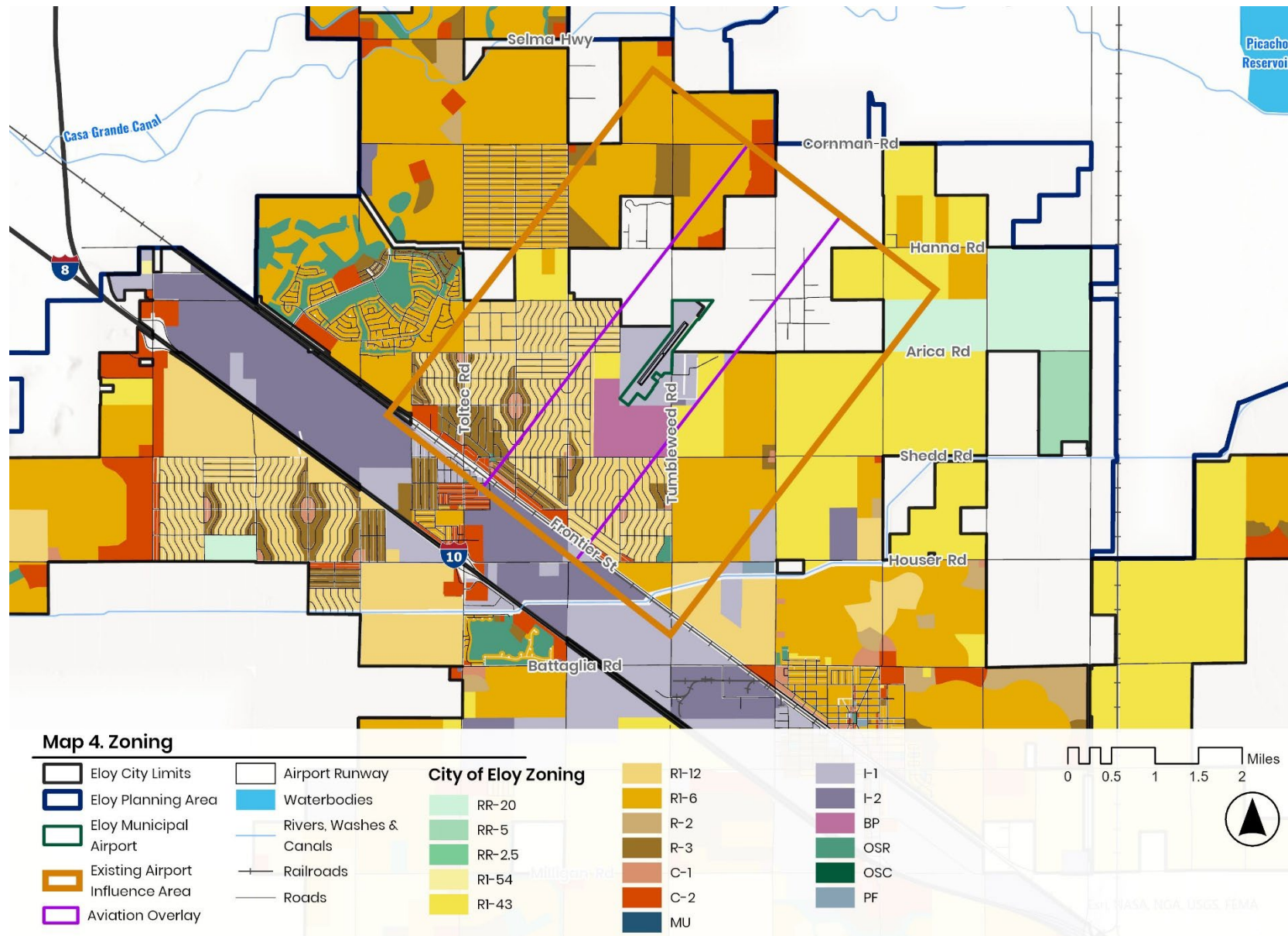
Figure 7: Existing Zoning Composition



Source: City of Eloy



Map 4: Existing Zoning





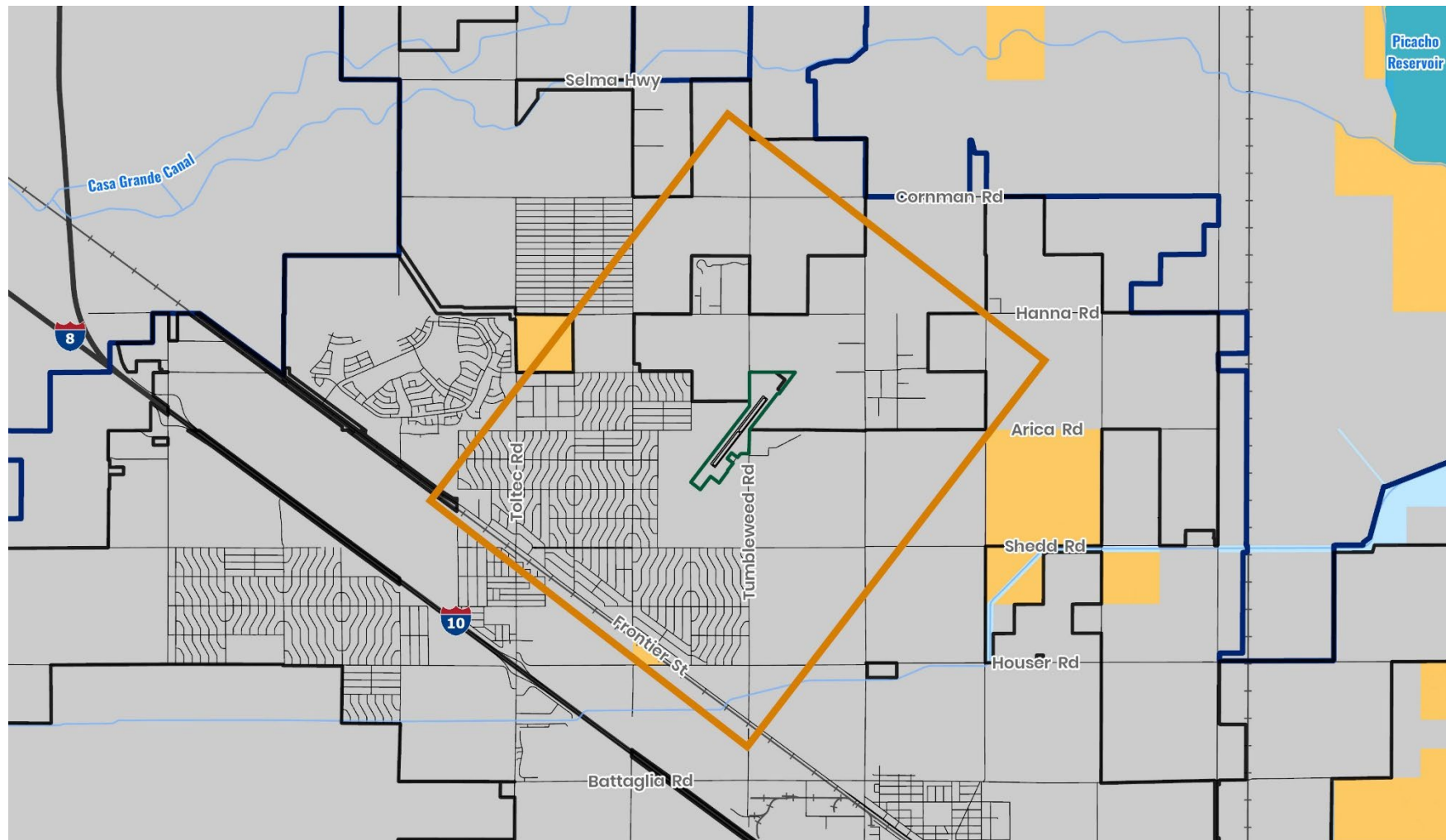
Oblique Aerial of Airport Influence Area

LAND OWNERSHIP

Most of the parcels within the Influence Area are under private ownership, which provides flexibility for potential development or redevelopment aligned with municipal planning goals. There are a few areas held by the Arizona State Land Department.



Map 5: Land Ownership



Map 5. Land Ownership





Airport Operations, Facilities, and Safety

AIRPORT MASTER PLAN UPDATE

In 2023, the city initiated an Airport Master Plan Update to assess the future needs of Eloy Municipal Airport and establish a strategic direction for the Airport's continued growth. The master plan was sponsored by the FAA and Arizona Department of Transportation (ADOT) Aeronautics Group. Eloy Municipal Airport is of interest to many constituencies. Due to the many interests, comprehensive, meaningful and consistent engagement took place throughout the duration of the project.

The continued development of the Airport demonstrates the City of Eloy's commitment to growth and prosperity while remaining sensitive to the needs of the residents, visitors, and employees it serves. The updated Master Plan provides the tools the City of Eloy will need to meet the challenges of the future. By providing a safe and efficient facility, the Eloy Airport will continue to serve and enhance its aviation and economic development role within the City of Eloy and the surrounding region. The updated Eloy Municipal Airport Master Plan was adopted by the Eloy City Council on February 10, 2025, and is a planning document that guides future airport development, informed by

aviation demand forecasts generated during the study. It only addresses infrastructure and operations of the Airport facility itself and does not evaluate development potential for the area surrounding the Airport.

For further information on the airport master plan, please visit the "Airport" page on the City of Eloy website (<https://www.elayaz.gov/187/Airport>); a copy of the Final Eloy Municipal Airport Master Plan can be downloaded from this page.

PHYSICAL INVENTORY AND CONDITIONS

Runway

A runway is defined as a rectangular area on a land aerodrome prepared for the landing and takeoff of aircraft. As part of the Airport Master Plan, the adequacy of the existing runway at the Eloy Municipal Airport was analyzed from several perspectives related to adherence to safety area standards. Runway conditions (such as designation, orientation, length, width, and pavement strength) were analyzed at the Eloy Municipal Airport and requirements for runway improvements were determined



for the airport from this information. The Eloy Municipal Airport has a single runway, Runway 2-20, which is oriented northeast to southwest and is depicted on Figure 9. Runway 2-20 measures 3,901 feet long and 75 feet wide and is constructed of asphalt. Pavement conditions were determined by a visual inspection conducted as part of the 2022 Arizona Airport Pavement Management System Study. Pavement condition index (PCI) ratings range from 0 (failed) to 100 (excellent). As of the 2022 pavement inspection, Runway 2-20 has a PCI of 91 with very low longitudinal and transverse cracking. The runway has a weight-bearing capacity of 12,500 pounds for single wheel (SWL) aircraft. Runway 2-20 is equipped with basic markings, which distinguish the runway centerline and designation. Standard lefthand traffic patterns are used for Runway 2 and righthand traffic patterns are used for Runway 20. The gradient of the runway is 0.2 percent; the Runway 2 end elevation is 1,511 feet mean sea level (MSL) and the Runway 20 end elevation is 1,505 feet MSL.

Runway 2-20 (Existing)/3-21 (Future)

Along with other aircraft classifications, airport and runway classifications are used to determine the appropriate FAA design standards to which the airfield facilities should be designed and built. The runway design code (RDC) considers the approach speed and wingspan of the design aircraft and provides information needed to determine certain applicable design standards. Analysis in the Airport Master Plan concluded that the existing RDC for Runway 2-20 is B-II. At its current length of 3,901 feet, existing Runway 2-20 can accommodate most general aviation activity, including limited small- and mid-sized



Eloy Airport Taxiway

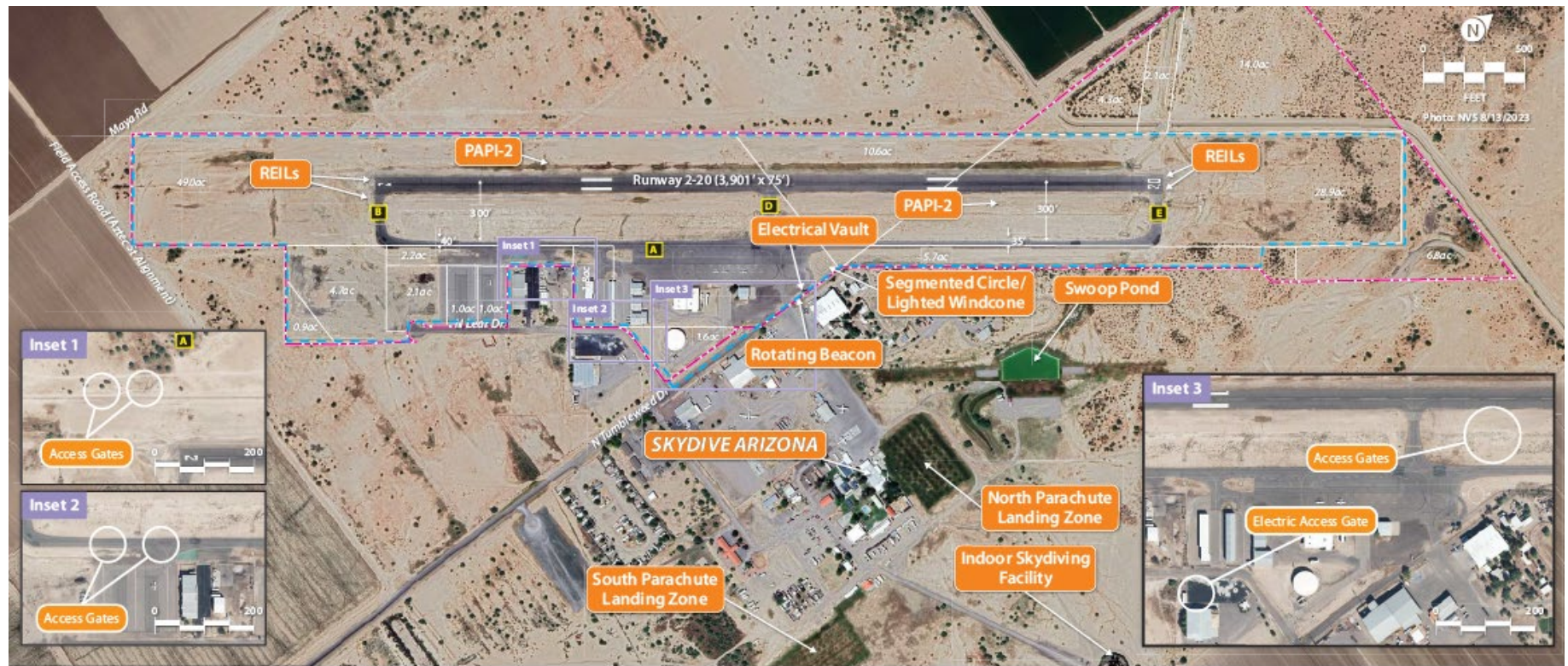


business jet activity. Future planning considers numerous upgrades to the runway and the implementation of instrument approach capabilities on future Runway 3-21. Figure 8 provides a summary of the RDCs for the runway, based on the master plan concept. In addition to the physical and operational components of an aircraft, the RDC considers the instrument approach capabilities of a runway, expressed in runway visual range (RVR) values. For existing Runway 2-20, the RVR value of “VIS” indicates that the runway is for visual approaches only and there are no instrument approach capabilities. The future RVR value of 5000 indicates approach visibility minimums not less than one mile, which correspond to the proposed instrument approaches serving future Runway 3-21. As such, the ultimate RDC is considered B-II-5000.

Figure 8: Runway Design Standards

RUNWAY DESIGN	
Runway Width	75 feet
Blast Pad Length x Width	150 x 95 feet
RUNWAY PROTECTION	
Runway Safety Area	
Width	150 feet
Length Beyond Departure End	300 feet
Length Prior to Threshold	300 feet
Runway Object Free Area	
Width	500 feet
Length Beyond Departure End	300 feet
Length Prior to Threshold	300 feet
Runway Obstacle Free Zone	
Width	400 feet
Length Beyond Runway End	200 feet
Approach Runway Protection Zone	
Runway End	2-20/3-21
Inner Width	500 feet
Outer Width	700 feet
Length	1,000 feet
Departure Runway Protection Zone	
Inner Width	500 feet
Outer Width	700 feet
Length	1,000 feet
RUNWAY SEPARATION	
Runway Centerline to:	
Hold Line Position	200 feet
Parallel Taxiway	240 feet
Aircraft Parking Apron	250 feet

Figure 9: Airside Facilities



Sources: FAA AC 150/5300-13B, Airport Design, March 2022; Coffman Associates Analysis, September 2024

LEGEND	
---	Airport Property Line
---	Perimeter Fence
A	Taxiway Designator



Taxiways

A taxiway is a defined path established for the taxiing of aircraft from one part of an airport to another. The taxiway system at the Eloy Municipal Airport consists of a full-length parallel taxiway and three connectors, as identified on Figure 9. Taxiway A serves as the full-length taxiway with a 300-foot centerline separation from Runway 2-20. Taxiway B provides access to Runway 2 and Taxiway E provides access to Runway 20. Taxiway D connects the runway to the main apron. The taxiways are constructed of asphalt and are 35 feet wide. It should be noted that portions of the taxiway system exceed 35 feet in width due to FAA taxiway fillet geometry design standards.

Airfield Lighting, Signage, and Marking

Airfield lighting systems extend an airport's usefulness into periods of darkness and/or poor visibility. A variety of lighting systems are installed at the airport for this purpose. These lighting systems are categorized by function and summarized as follows.

Airport Identification Lighting

The location of the airport is universally identified by a rotating beacon at night. The rotating beacon stands 61 feet above the ground and projects two beams of light,

one white and one green, 180 degrees apart. The beacon operates from sunset to sunrise, is owned and operated by the City of Eloy, and is located near the northeast corner of the main apron.

Pavement Edge Lighting

Pavement edge lighting defines the lateral limits of the pavement to ensure safe operations during night and/or low visibility times, maintaining safe and efficient access to and from the runway and aircraft parking areas. Runway 2-20 is equipped with medium intensity edge lighting (MIRL) to illuminate the runway edges at night and/or during poor meteorological conditions. Each runway end is equipped with threshold lights, which emit green light outward from the runway and red light toward the runway. Green lights indicate the landing threshold for arriving aircraft and red lights indicate the end of the runway for departing aircraft. The entirety of the taxiway system at the Eloy Municipal Airport is equipped with elevated blue medium intensity taxiway lighting (MITL).

Visual Approach Aids

Visual glideslope approach aids provide a visual cue to pilots, alerting them as to whether they are on the correct glide path to landing. Each end of the runway is outfitted with a two-light precision approach path indicator (PAPI-



2) system with a 3.00-degree standard glide path. Pilots interpret the system of red and white lights, which indicate whether their aircraft are above, below, or on the designated descent path to the runway.

Runway end identification lights (REILs) provide a visual identification of the runway end for landing aircraft. The REILs consist of two synchronized flashing lights, which are located laterally on each side of the runway end, facing the approaching aircraft. These flashing lights can be seen during the day or night for up to 20 miles, depending on visibility conditions. Runway 2-20 is equipped with REILs on both ends of the runway. This equipment is owned and operated by the City of Eloy.

Pilot-Controlled Lighting

During nighttime hours, a pilot can use the pilot-controlled lighting (PCL) system to activate the MIRL and visual approach aids from their aircraft through a series of clicks of their radio transmitter, using the common traffic advisory frequency (CTAF) 122.8 megahertz (MHz). Some systems allow pilots to adjust the lighting intensity: three clicks for low intensity, five clicks for medium intensity, and seven clicks for high intensity.

Airfield Signage and Pavement Markings

Airfield identification signs assist pilots in identifying runways, taxiway routes, and critical areas. The airfield at the Eloy Municipal Airport is equipped with lighted location, directional, and mandatory instruction signs. Pavement markings aid in the safe and efficient movement of aircraft along airport surfaces and identify closed or hazardous areas on the airport. The Eloy Municipal Airport provides and maintains marking systems in accordance with Part 139.311(a) and FAA Advisory Circular (AC) 150/5340-1, *Standards for Airport Marking*, and AC 150/5300-13B, *Airport Design*.

As previously detailed, Runway 2-20 has basic markings that distinguish the runway centerline and designation. All taxiways at the airport are marked with yellow centerline and holding position markings, as well as leadoff lines on normally used exits. Centerline markings assist pilots in maintaining proper clearance from pavement edges and objects near taxiway edges. Aircraft holding positions are marked at each runway/taxiway intersection. Holding positions are located 200 feet from the centerline of Runway 2-20.



Weather and Communication Aids

Eloy Municipal Airport is equipped with a lighted wind cone, which provides pilots with wind speed and direction information, and a segmented circle, which provides traffic pattern information. The lighted wind cone and segmented circle are owned and operated by the City of Eloy and are located on the northeast edge of the main apron adjacent to the rotating beacon.

Many airports are equipped with automated weather observation stations (AWOS), which record and transmit current weather conditions, such as wind speed, wind gusts, wind direction, temperature, dew point, altimeter setting, and density altitude. The Eloy Municipal Airport is not currently equipped with an on-site AWOS. Instead, pilots rely on the weather information available at Coolidge and Casa Grande Municipal Airports.

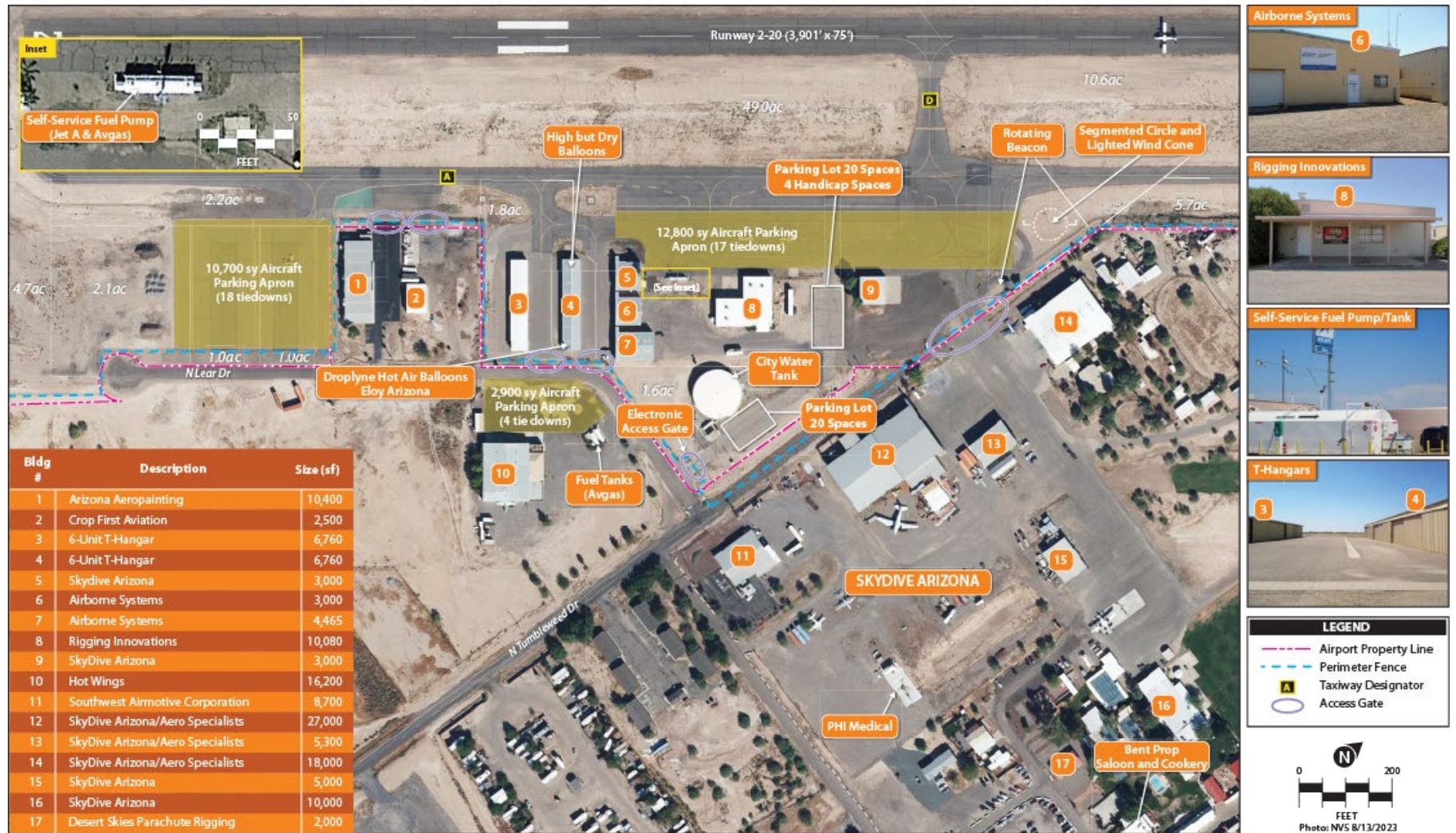
Aircraft Hangar Facilities

Existing hangar facilities located on airport property at the Eloy Municipal Airport include one conventional hangar, four executive hangars, and two T-hangars, which are shown on Figure 10. Conventional hangars typically offer more than 10,000 square feet (sf) of storage space, while executive hangars are smaller and usually range in size from 2,500 sf to 10,000 sf; most hangars at the Eloy Municipal Airport are executive hangars. T-hangars are used primarily for small piston aircraft. Approximate total tenant space allocations of the existing hangar types are as follows:

- Conventional hangars – 10,080 sf
- Executive hangars – 13,465 sf
- T-hangars (12 individual storage units) – 13,520 sf



Figure 10: Landside Facilities





THROUGH-THE-FENCE ACCESS

Through-the-fence activities are permitted by the airport sponsor through an agreement that provides airside infrastructure access to independent entities that own and have improved their property adjacent to airport property. At the Eloy Municipal Airport, five gates currently provide airfield access to off-airport businesses. Two of these gates are located on the southwest side of the airfield along Taxiway A and two other gates are located east of the two T-hangars. The fifth gate is located east of the main apron, which connects Skydive Arizona to the main apron area. Additionally, the City of Eloy maintains an electric airfield access gate on the southernmost side of the airfield.

AIRPORT BUSINESSES

SASOs and Other Businesses

Several specialty aviation service operators (SASOs) and other businesses are located on the Airport, including air charter operators, flight schools, and aircraft maintenance providers. Figure 11 includes information about the businesses operating on the airfield.

Figure 11: Airport Businesses

On-Airport property	Off-Airport property
Skydive Arizona – Two Hangars	Skydive Arizona
Airborne Systems – Two Hangars	PHI Medical
Aerial Entertainment – T-Hangar	Hot Wings
Aero Specialists – T-Hangar	Aero Specialists – T-Hangar
Crop First Aviation – T-Hangar (on & off)	
Cockrill Brothers Farms – T-Hangar (on & off)	

Source: Eloy Municipal Airport Records, as of July 2023

Several aviation-related businesses are located off airport property but have access to the airfield via through-the-fence agreements with the City of Eloy.



AIRCRAFT PARKING APRONS

Aircraft aprons are pavement areas that are sufficiently isolated from aircraft taxiways and movement areas. Aprons facilitate the safe and efficient transition of passengers from the airside element (runways and taxiways) to the landside element, provide access to hangars, and provide short-term and long-term aircraft parking. The Eloy Municipal Airport has two distinct apron areas: the main apron and the southwest apron.

The main apron, which is immediately northwest of Hangar 1 and the Skydive Arizona hangar, encompasses approximately 12,800 square yards (sy). There are 17 marked tiedowns on this apron. The southwest apron measures approximately 10,700 sy and includes 18 marked tiedowns. Additionally, the Hot Wings hangar (Building #10), which has a through-the-fence agreement, has an approximately 2,900-sy apron and includes four marked aircraft tiedowns.

AIR TRAFFIC VOLUMES BY TYPE

Annual Operations

Aircraft operations (takeoffs and landings) are a primary indicator of aeronautical activity at the Eloy Municipal Airport. Aircraft operations are classified as local or itinerant. Local operations often include touch-and-go or pilot training activity. Itinerant operations are performed by aircraft that arrive from or depart to other airports outside the local operating area. It should be noted that an operation is counted as a takeoff or a landing; for example, a touch-and-go operation would count as two operations (one takeoff and one landing).

Aircraft operations can be separated into four general categories: air carrier, air taxi, general aviation, and military. Due to the absence of an airport traffic control tower (ATCT) at the Eloy Municipal Airport, it can be difficult to maintain an accurate count of the airport's operations. An estimated account of annual activity is available via FAA Form 5010, *Airport Master Record*. The current account estimates that the Eloy Municipal Airport experiences approximately 30,000 total operations per year. The *Airport Master Record* apportions the estimated operation totals for the airport by type: 25,400 general aviation local



operations, 4,500 general aviation itinerant operations, and 100 military operations.

Chapter Two of the master plan update provides a more detailed account of the existing and projected aircraft operations for the airport. The categories of aircraft operations listed above are described below.

- **General aviation operations** are conducted by civil aviation operators other than scheduled air services and nonscheduled for-hire air transport operations. Most operations at the Eloy Municipal Airport can be categorized as general aviation operations, including skydiving operations.
- **Military operations** are conducted by airplanes and helicopters with military identification. The Eloy Municipal Airport currently experiences approximately 100 annual operations by military aircraft.

OPERATIONS FORECAST SUMMARY

Figure 12 presents the summary of the selected operations forecasts from the Airport Master Plan. The summary table details the culmination of each selected operations forecast. Over the planning horizon, total operations at the Eloy Municipal Airport are projected to grow from 30,000 operations in 2023 to 43,400 operations by 2043 at a compound annual growth rate (CAGR) of 1.86 percent. It is anticipated that itinerant operations will comprise an increasing percentage of total operations over time. This can be attributed to trends in the based aircraft fleet mix forecast transitioning to more sophisticated turbine-powered aircraft, as well as business opportunities linked to local and regional economic development pursuits.

Figure 12: Total Operations Forecast Summary

Year	ITINERANT				LOCAL			Total Operations
	Air Taxi	General Aviation	Military	Total	General Aviation	Military	Total	
2023	0	4,500	100	4,600	25,400	0	25,400	30,000
2028	100	5,900	100	6,100	28,200	0	28,200	34,300
2033	200	7,100	100	7,400	29,800	0	29,800	37,200
2043	500	9,600	100	10,200	33,200	0	33,200	43,400
CAGR	36.44%	3.86%	0.00%	4.06%	1.35%	0.00%	1.35%	1.86%

Source: Coffman Associates Analysis, December 2023



BASED AIRCRAFT

The FAA defines a based aircraft as an aircraft that is operational and airworthy and is typically located at a specific airport most of the year. Identifying the current number of based aircraft at an airport is important to the master plan analysis but can be challenging because of the transient nature of aircraft storage. Eloy Municipal Airport maintains a record of aircraft based on the airport. As of November 2023, there were 42 based aircraft at the Eloy Municipal Airport, including 27 single-engine piston aircraft, two multi-engine piston aircraft, and 13 turboprop aircraft. Data from the previous planning studies and the state system plan were also consulted to provide an expanded history.

Historical based aircraft levels at the Eloy Municipal Airport are shown in Figure 13 of the airport master plan. Since the completion of the airport master plan, the Eloy Municipal Airport has experienced a slight reduction in the number of based aircraft. As of October 2025, the FAA indicates that there are 38 validated based aircraft at the Eloy Municipal Airport.

Figure 13: Based Aircraft History

Year	Based Aircraft	Source
1979	22	1979 Eloy Master Plan
1988	27	1988 Eloy Master Plan
1996	22	2001 Eloy Master Plan
2009	41	2013 Eloy Master Plan
2016	21	2018 State System Plan
2023	42*	Airport Records
<i>*Includes aircraft that are based off airport property.</i>		
<i>Source: Eloy Municipal Airport Records (November 2023)</i>		



Based Aircraft Fleet Mix Forecast

When the Airport Master Plan was updated, the based aircraft fleet mix consisted of 27 single-engine piston aircraft, two multi-engine piston aircraft, and 13 turboprops. As a local general aviation airport with a significant level of skydiving activities and proximity to an increasing commercial and industrial economic base, the Eloy Municipal Airport should continue to have a diverse fleet mix, including small single-engine piston aircraft, turbine-powered aircraft, and helicopters. The forecasted growth trends in the Eloy Municipal Airport based aircraft fleet mix take FAA projections of the national general aviation fleet mix into consideration. Consistent with national aviation trends, growth is anticipated to occur within the more sophisticated aircraft categories, including the turboprop, jet, and helicopter categories.

On a local level, this growth is anticipated to be driven by continued operations by Skydive Arizona, which primarily flies turboprop aircraft; housing demand and business attraction and expansion fueled by development along the I-10 corridor; the future North-South Corridor; and the widening of I-10 between Casa Grande and Phoenix. Figure 14 presents the forecasted fleet mix for based aircraft at the Eloy Municipal Airport.

Figure 14: Based Aircraft Fleet Mix

Aircraft Type	2023	Percent	2028	Percent	2033	Percent	2043	Percent
Single-Engine Piston (SEP)	27	64.3%	28	60.0%	30	56.0%	35	53.0%
Multi-Engine Piston (MEP)	2	4.8%	2	4.0%	1	2.0%	1	2.0%
Turboprop	13	31.0%	15	32.0%	18	34.0%	23	35.0%
Jet	0	0.0%	1	2.0%	2	4.0%	4	6.0%
Helicopter	0	0.0%	1	2.0%	2	4.0%	3	4.0%
Total:	42	100.0%	47	100.0%	53	100.0%	66	100.0%

Sources: FAA Based Aircraft Registry; Coffman Associates Analysis, December 2023; Eloy Municipal Airport Records, December 2023



SUPPORT FACILITIES

Terminal Building

The Eloy Municipal Airport does not have a terminal building; however, the Skydive Arizona hangar located southwest of the self-service fuel facility provides services to visitors, including a pilot lounge and restrooms.

Vehicle Parking

Three vehicle parking lots are available and are accessible inside the fence for tenants and visitors. A paved and marked lot located immediately east of the City Water Tank provides 20 automobile parking spots. A second paved and marked parking lot is available between Hangar 1 and the Skydive Arizona hangar. This lot provides 24 automobile parking spaces, including four accessible/*Americans with Disabilities Act* (ADA)-compliant spots. An unpaved parking lot is located east of the self-service fuel facility and could accommodate approximately 50 parking spaces if they were marked and planned for maximum efficiency.

Figure 15: Airport Parking

Proximity to Nearest Building/Structure	Parking Spaces	ADA-Compliant Spaces	Approximate Area (sf)
East of City Water Tank	20	0	6,500
Southwest of Skydive Arizona (Building #9)	24	4	8,300
Southwest of Rigging Innovations (Building #8)	50	0	17,500

Source: Coffman Associates Analysis (November 2023)

Airport Maintenance and Firefighting Facilities

The Eloy Municipal Airport does not have a dedicated maintenance facility; however, regular airport maintenance is conducted by City of Eloy personnel and Skydive Arizona.

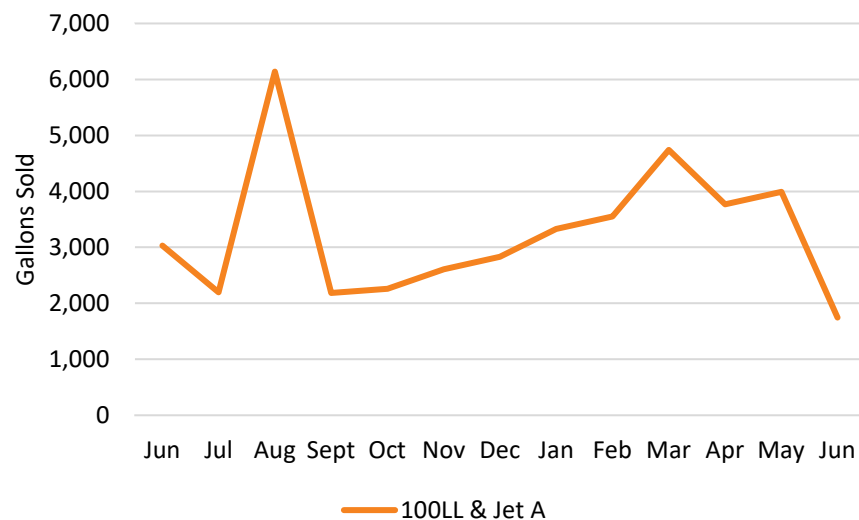
As a general aviation airport, the Eloy Municipal Airport is not required to maintain on-site aircraft rescue and firefighting (ARFF) equipment or services. Firefighting services are provided by the Eloy Fire District, which operates two stations within the city. The nearest fire station to the airport is Station 522, which is located at 4015 N Toltec Road, approximately three miles southwest of the airport.



Fuel Storage

Skydive Arizona owns and operates the airport's fuel facilities, which are located on the main apron between the Skydive Arizona and Airborne Systems hangars. The existing facilities are aboveground and consist of a 6,000-gallon 100LL Avgas tank and a 6,000-gallon Jet A tank. Fuel is distributed via a self-delivery system co-located with the storage tanks.

Figure 16: Fuel Flowage June 2022–June 2023



The current fuel flowage data available for 100LL and Jet A fuel are summarized in Figure 16. The airport dispensed 42,382 gallons of 100LL fuel and Jet A fuel combined in a 12-month period ending in June 2023. The highest number of fuel sales occurred in August 2022, with a significant drop the following month. Fuel sales slowly began to trend upward in 2023, with another drop in June 2023.

Perimeter Fencing

The entire perimeter of the Airport is enclosed with chain-link fencing for security. Most of the airport property is surrounded by eight-foot security fencing, which is topped with three strands of barbed wire. A small portion of the airport property is enclosed with four-foot barbed wire fencing. The apron area is protected by a six-foot chain-link fence. Signs prohibiting unauthorized entry are displayed on all gates and in other prominent locations to control inadvertent or unauthorized entry to the airfield. An electronic gate is located at the main entrance to the airport. Manual access gates at various locations on the airfield allow access to movement and non-movement areas and are secured with padlocks.



Planned Airport Infrastructure Projects

AIRPORT MASTER PLAN DEVELOPMENT CONCEPT

The Eloy Municipal Airport is classified as a local general aviation (GA) airport within the FAA's *National Plan of Integrated Airport Systems* (NPIAS). NPIAS airports are considered important to the national aviation system and are eligible for development grant funding from the FAA. At the state level, the ADOT Aeronautics Group classifies the Eloy Municipal Airport as a GA rural airport. The Airport's classifications are not anticipated to change as a result of the recommendations in the Airport Master Plan, which fully supports the continued and necessary development of the Airport to serve the respective functions of local and rural GA roles for the FAA and ADOT.

The master plan concept, as shown on Figure 17, presents the recommended configuration for the Eloy Municipal Airport. This configuration preserves and enhances the role of the facility while meeting FAA design and safety standards (to the extent practicable). The concept provides for anticipated facility needs over the next 20 years and establishes a vision and direction for meeting facility needs beyond the 20-year planning period of the Airport Master Plan.

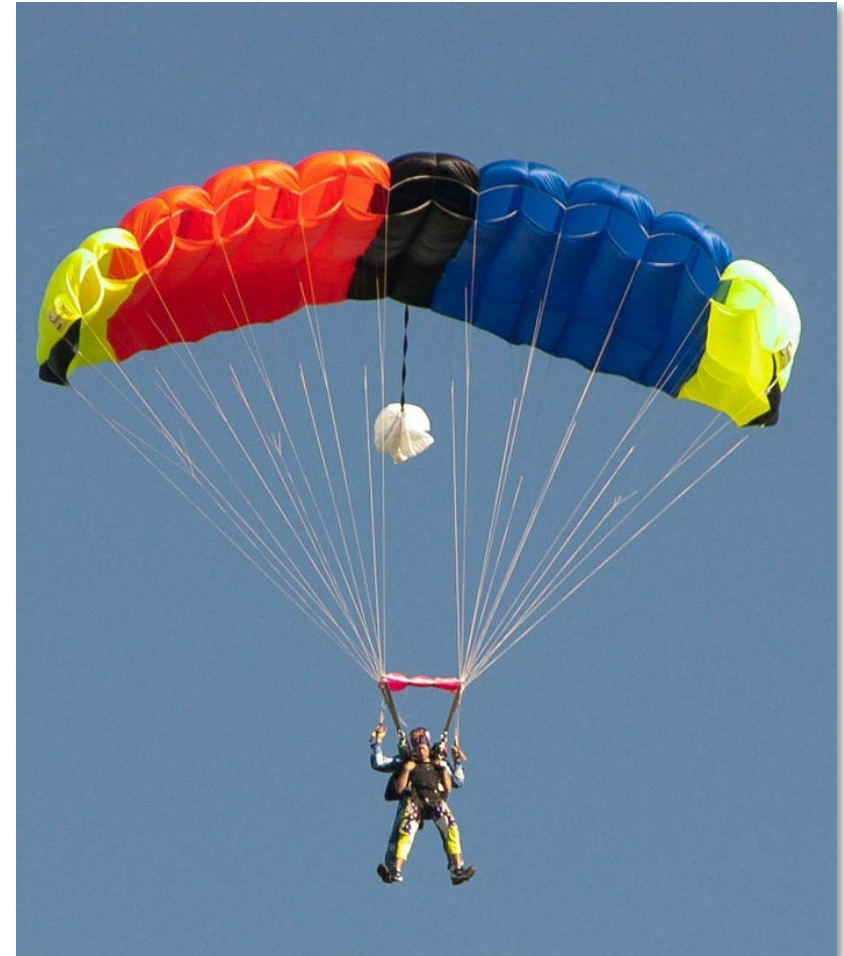
CAPITAL IMPROVEMENT PROGRAM AND DEVELOPMENT STAGING

The Airport Master Plan provides a description and overall cost estimates for the projects identified in the capital improvement program (CIP) and development schedule. The program has been evaluated from a variety of perspectives and represents a comparative analysis of basic budget factors, demand, and priority assignments. Once a list of necessary projects for the Eloy Municipal Airport was curated and refined, project-specific cost estimates were prepared. These estimates include design, construction, administration, and contingency costs that may result from each project.

Capital costs presented should be viewed only as order-of-magnitude estimates that are subject to further refinement during any engineering and/or architectural design; nevertheless, they are considered sufficient for planning purposes. Cost estimates for each development project in the CIP are based on present-day construction, design, and administration costs. Adjustments will need to be applied over time to account for inflation and changes in construction and capital equipment costs. The CIP is a point-in-time analysis that will change annually based on actual demand and the changing needs of the airport.

An estimate of grant (FAA and/or ADOT) funding eligibility is included, although actual funding is not guaranteed.

Figure 18 presents the proposed 20-year development staging for the Eloy Municipal Airport.



Skydiver in Eloy, Arizona

Figure 17: Development Concepts

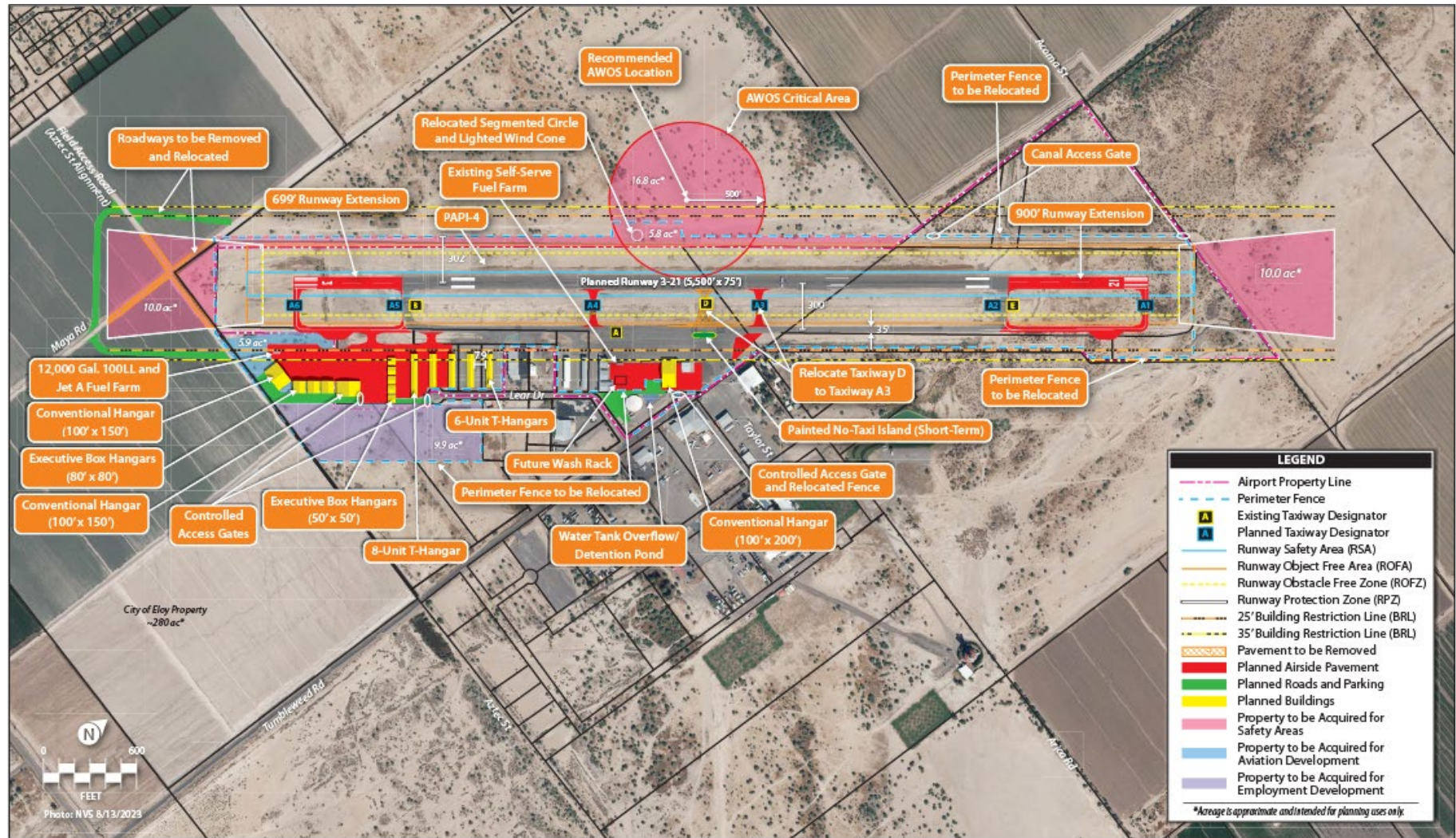
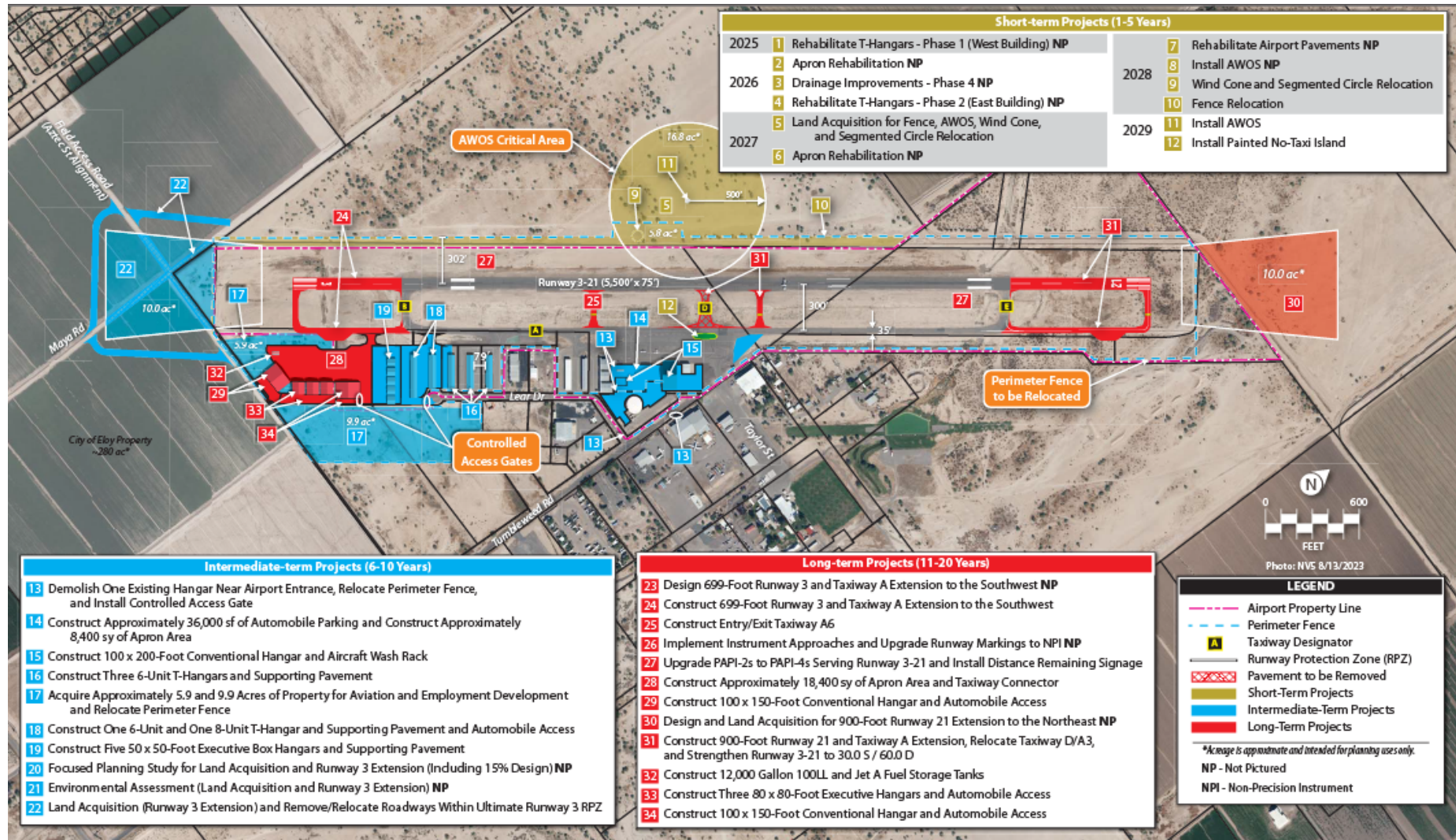


Figure 18: Development Staging





Transportation and Connectivity

EXISTING ROADWAY NETWORK

The functional classification system defines the role that a particular roadway plays in the flow and distribution of traffic. Figure 19 breaks down the Eloy Planning Area total mileage for each functional classification as well as the Airport Influence Area. The roadway network for Eloy Airpark Influence Area consists mostly of minor arterials and collectors beyond the local roadways.

The Airport is accessible via Tumbleweed Rd., a major collector to the south. Other north-south roads in the Influence Area include 11 Mile Corner Rd. and Estrella Rd., both of which are major collectors. The only continuous east-west connection through the Influence Area is Frontier St., a minor arterial along the southwestern edge of the Influence Area. Frontier St. is the primary arterial connection between Eloy and Casa Grande.

Figure 19: Functional Classification Network

Functional Classification	Description	City Mileage	Airport Influence Area Mileage
Interstate	Uninterrupted traffic flow for long distance or regional trips across the metro area	52.1	0.0
Freeway		0.0	0.0
Principal Arterial	High traffic roads connecting major activity centers	8.0	0.0
Minor Arterial	High traffic roads connecting moderate length trips	15.9	3.5
Major Collector	Continuous roadways providing access to arterials	47.6	12.1
Minor Collector	Provides connectivity from local roads to arterials	60.8	3.8
Local	Low-volume roads that provides access to properties	610.4	81.2

Source: ADOT



ACTIVE AND PUBLIC TRANSPORTATION

The City of Eloy's active transportation network is largely limited to the historic center of the city. There are no sidewalks along Tumbleweed Rd. to connect to the Airport nor along the local roadways around the Airport. Many roads in this area have a wide right-of-way, providing easy access to develop future active transportation facilities such as trails, sidewalks, or on-street bicycle facilities.

There are no local public transportation services in Eloy. A fixed-route bus line has been proposed between central Eloy and Casa Grande has been proposed in several recent studies, including the Eloy Transit Feasibility Study completed in 2019, the Sun Corridor Metropolitan Planning Organization (SCMPO) Regional Transportation Plan (RTP) completed in 2024, and the City of Coolidge Short-Range Transit Plan completed in 2025. This recommended future transit connection would run along Frontier Street.

RAIL AND FREIGHT TRANSPORTATION

The Union Pacific Railroad (UPRR) runs northwest to southeast through the Airport Influence Area, running parallel to Frontier St. There are several spurs southeast of the Influence Area that provide direct railroad access for industrial businesses.

The Union Pacific Sunset Line runs along the southwestern border of the Influence Area. While the railroad provides potential future access to the Influence Area, it also limits traffic flow to and from I-10 to two at-grade railroad crossings at Toltec Rd. and Houser Rd. With an estimated 40 trains per day along the Sunset Route in this area, these crossings are frequently blocked, causing travel time reliability issues to reach the Airport.

The closest truck route to the Airport is Interstate 10 (I-10); there are no other designated truck routes in the Airport Influence Area. There is no direct connection from the airport property to I-10. The closest interchange locations are at Toltec Rd. and Sunshine Blvd. The Toltec Rd. interchange is closer to the Influence Area, but traffic is required to make several turns and go through residential areas along Shedd Rd. or Houser Rd. to access Tumbleweed Rd.



Infrastructure and Public Services

WATER SERVICES

Potable Water

The water that services the Airport comes from the City of Eloy, with the main water line following Tumbleweed Rd. There is an additional water line that runs east to west just south of the airport runway connecting Tumbleweed Rd. to the north-to-south line on Estrella Rd. The City of Eloy has four storage tanks that hold a total of four million gallons of water total, and one is located at the Airport. In addition to the water from the City of Eloy there is a section of the Influence Area that is serviced by the Picacho Water Co. This area is found on the west side of the Influence Area and mostly services the Robson Ranch community.

Wastewater

The Airport currently does not have any sewer lines that services the area. The closest sewer gravity main is found at the intersection of Estrella Rd. and Shedd Rd. The Airport uses septic tanks for its sewer.

Stormwater Management

The stormwater management for this area of Pinal County falls under the management of the Pinal County Flood Control District. The Pinal County staff check the compliance of construction sites and ensure that there is minimized erosion and discharge of pollutants into the environment.

ENERGY

The Airport Influence Area spans Electrical Districts #2 and #4. Arizona Public Service (APS) provides electricity to the entire Influence Area.

Numerous trunk and distribution lines carry natural gas to and through the City of Eloy, including the Airport Influence Area. The trunk lines are owned and operated by Kinder Morgan, while Southwest Gas holds the Certificate of Convenience and Necessity (CC&N) for distribution for the entire Influence Area.



TELECOMMUNICATIONS AND BROADBAND

CenturyLink operates and maintains a fiber network in the Airport Influence Area. Other providers serving the area including Orbitel Communications and AireBeam Broadband.

PUBLIC SERVICES

Police, Fire, and Emergency Services

Medical Centers

The nearest medical center to the airpark area of influence is the Sun Life Family Health Center (SLFHC) located at 205 North Stuart Boulevard, but the SLFHC does not provide inpatient medical services. The Exceptional Community Hospital is the nearest medical center that offers inpatient medical services and is located at 340 East Milligan Road.

Eloy Fire District

The Eloy Fire District (EFD) provides services in an area over 55 square miles. The EFD consists of one administrative office and two fire stations. The airpark area of influence is serviced by Toltec Fire Station 522.

Eloy Police Department

The Eloy Police Department (EPD) is located at 630 North Main Street and is made up of two divisions: the Patrol Division and the Support Services Division. The Patrol Division is divided into four squads to ensure continual coverage of the City. The Support Services Division contains specialized units to support law enforcement efforts and improve community safety including:

- Criminal investigations
- Records unit
- Communications unit
- School resource officer
- Evidence and property unit



Military Operations

The Eloy Municipal Airport is in proximity to several military installations and operations, notably those associated with the Arizona Army National Guard. These military and associated operations are integral to the region's defense infrastructure and may influence land use planning, noise considerations, and community safety measures that may be pertinent to the Eloy Airport Area Plan.

Several military training routes (MTRs) wrap around the Eastern side of Eloy and travel south into restricted airspace and Military Operating Areas near Florence. These MTRs (VR 239, 241 and 244) have been identified as "Critical Routes" by the Department of Defense as they provide tactical access to the Barry M Goldwater Range, which is used 24/7/365 by military units across the nation. Some of these MTRs fall inside the Eloy Airport Influence Area to include land around Picacho Peak State Park. In addition to the invaluable military readiness and aviation training these installations and infrastructure provide for the Arizona Army National Guard, they also represent a significant statewide economic impact of nearly \$15 billion and 78,000 jobs. Pinal County's National Guard

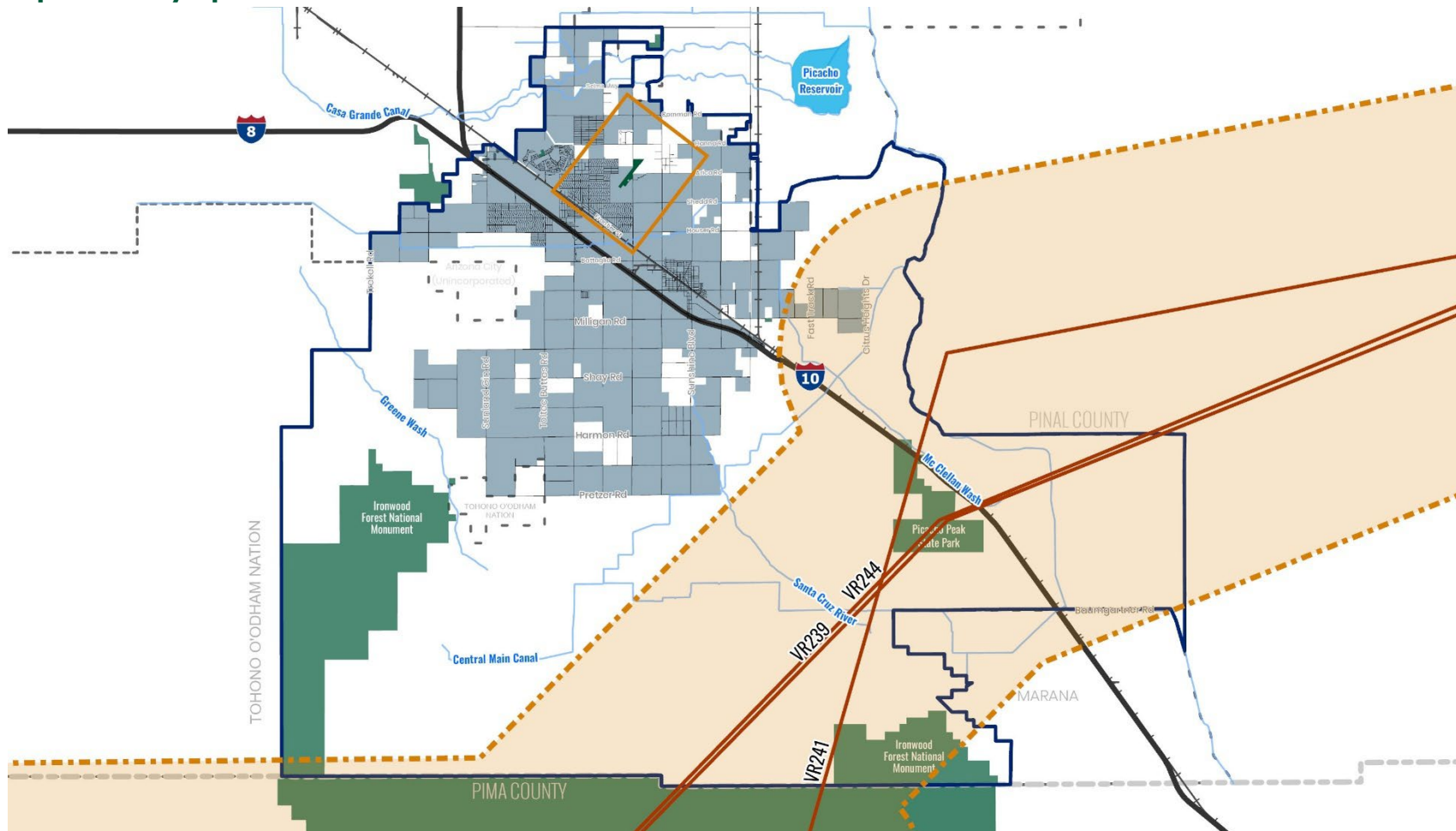
installations alone support over 3,350 jobs and approximately \$856 million in economic impact annually.

Silverbell Army Heliport (SBAHP): Located near Marana at the Pinal Airpark, approximately 20 miles northwest of Eloy, SBAHP serves as a premier aviation training site for the Arizona Army National Guard. It supports the Western Army National Guard Aviation Training Site (WAATS), which provides training for UH-72 Lakota and UH-60 Black Hawk aircrews and maintainers. The facility also accommodates the 1st Attack Reconnaissance Battalion, 285th Aviation Regiment, an operational AH-64 Apache unit.

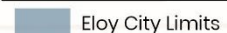
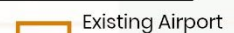
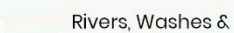
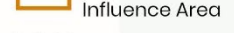
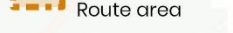
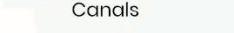
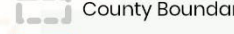
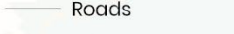
Florence Military Reservation (FMR): National Guard training site located in Florence used for training 5,100 soldiers annually. FMR is primarily used for small arms and artillery training. There are 15 live-fire weapons ranges, 7 non-weapons ranges, and 7 training areas at FMR.

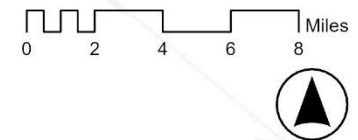
Picacho Stagefield: Situated near Pinal Airpark, approximately 10 miles north of Eloy, Picacho Stagefield is managed by the Arizona Army National Guard. It serves as a helicopter training area, supporting various aviation operations and exercises.

Map 9: Military Operations



Map 9. Military Operations

- | | | | |
|--|---|--|---|
|  Eloy City Limits |  Existing Airport Influence Area |  Military Training Route area |  Rivers, Washes & Canals |
|  Eloy Planning Area |  County Boundary |  Military Training Route flight paths |  Roads |
|  Eloy Municipal Airport |  Waterbodies | |  Railroads |





Environmental Considerations

The following environmental hazards are pertinent to development around the Eloy Municipal Airport. Pinal County has established hazard mitigation plans and guidelines to address geological hazards, wildfires, climate change, urban heat vulnerability, and flooding to protect communities and promote sustainable development.

GEOLOGICAL HAZARDS

Eloy's Planning Area features a flat, alluvial agricultural valley floor with several mountain peaks. Approximately 32.2% of land within the Planning Area (and City boundary therein) is affected by slopes greater than five percent. Development on land with slopes greater than five percent requires geological evaluations for slope stability, and construction on slopes exceeding ten percent faces significant mitigation challenges. The region has experienced land subsidence and fissures, which are potential hazards to people, livestock, and infrastructure.

WILDFIRES

Eloy is part of Pinal County, which has developed a Multi-Jurisdictional Hazard Mitigation Plan. This plan outlines strategies to reduce or eliminate risks from various hazards, including those exacerbated by climate change, such as wildfires. The plan focuses on the area's most threatening hazards and provides a strategy to reduce or eliminate the risk of those hazards to the people and property of the county.

CLIMATE CHANGE

Eloy is situated within the Maricopa-Pinal County region, which has developed a Priority Climate Action Plan. This plan identifies measures to reduce greenhouse gas emissions and adapt to climate change, including expanding access to weatherization, energy efficiency upgrades, and renewable energy projects. While the plan is regional, its strategies are relevant to Eloy and contribute to broader climate resilience efforts.



URBAN HEAT VULNERABILITY

Eloy experiences the effects of urban heat, although less affected by urban heat than major metropolitan areas. Urban heat is the phenomenon where urban areas experience significantly higher temperatures than surrounding rural areas. This occurs because cities have more heat-absorbing surfaces like asphalt, concrete, and buildings, which trap and retain heat. Human activities, such as transportation, industry, and air conditioning, also contribute to warming.

SOLAR

In the City of Eloy, there are approximately 1,552 acres of solar installations. Solar panels can be compatible with airparks and airports, but specific considerations must be addressed to ensure safety and operational compatibility. The main concern is glare from solar panels, which can impact pilots' visibility during takeoff, landing, or in air traffic control towers. To address this, the FAA requires glare analyses for solar installations on or near airports and encourages the use of anti-glare technology and strategic siting to minimize risks to flight operations.

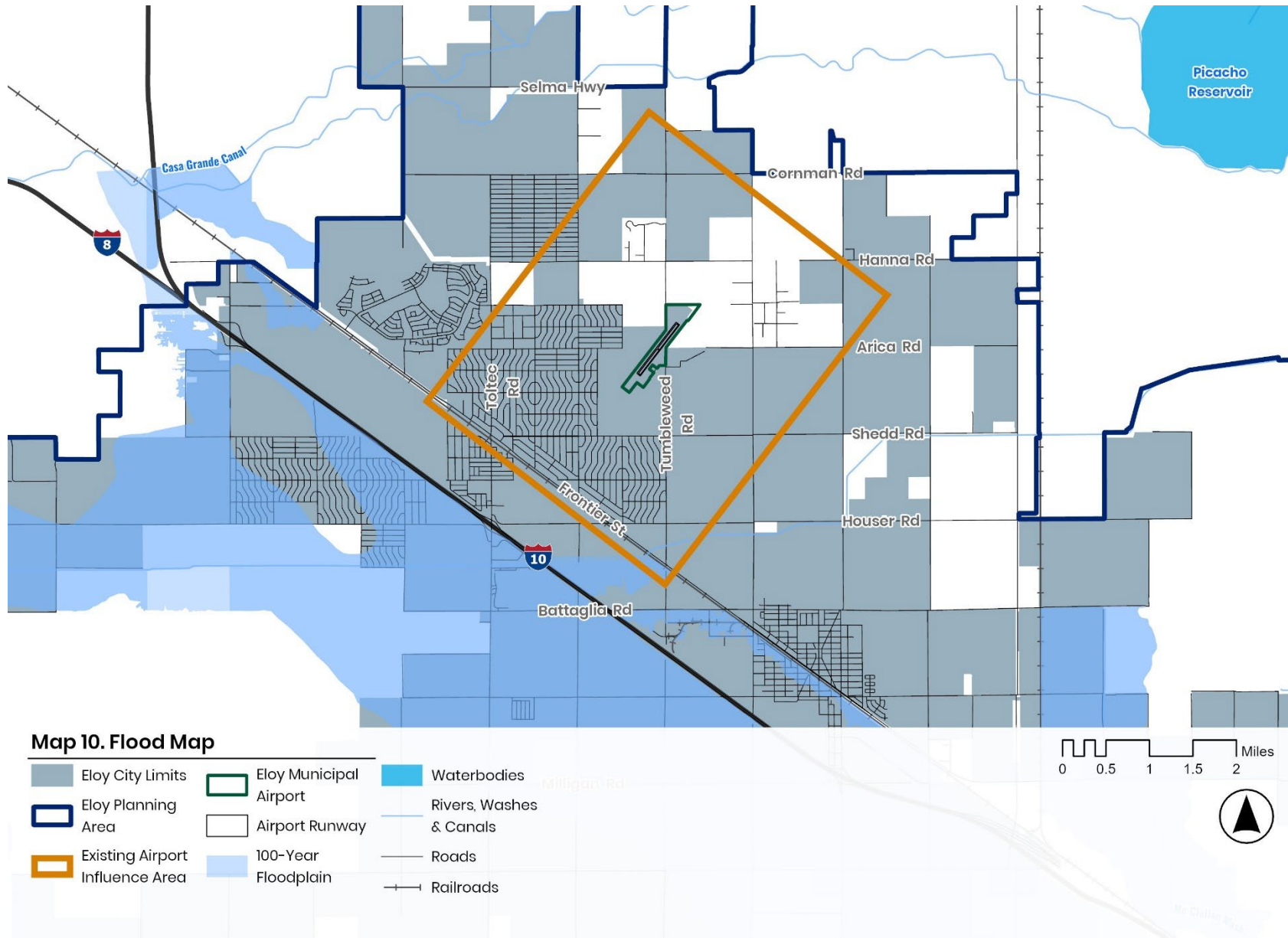
Properly designed solar installations—using anti-reflective coatings and appropriate siting away from critical flight

paths or air traffic control locations—are unlikely to create hazards. In fact, many airports have successfully implemented large-scale solar projects, benefiting from reduced energy costs and carbon emissions while maintaining safety standards. Additional considerations include ensuring solar panels do not interfere with radar or communications and are not located in space needed for current or future airport operations.

FLOODING

Pinal County is characterized by its arid climate and occasional monsoon rains. Flooding in Eloy primarily occurs during severe storm events. To mitigate flood risks, the City has implemented several strategies in collaboration with the Pinal County Flood Control District (PCFCD). The City of Eloy has established floodplain regulations to manage development within flood-prone areas. The City enforces zoning and building codes designed to safeguard against wind and fire hazards, and it works closely with the PCFCD to address flooding concerns. Areas that are heavily flood-prone present an opportunity for additional future designation of open space use.

Map 10: Flood Mapping in Eloy



Eloy General Airpark Area Plan - Questionnaire #1

Summary & Analysis

January 13, 2026

Questionnaire Overview

The Eloy Airpark Area Plan (AAP) will help shape the future of the Eloy Airport and surrounding area, helping to maintain current operations and expanding economic potential. As Eloy grows, the AAP will guide opportunities to bring new jobs and industries to the community. It will also outline goals and ideas to guide future growth and development.

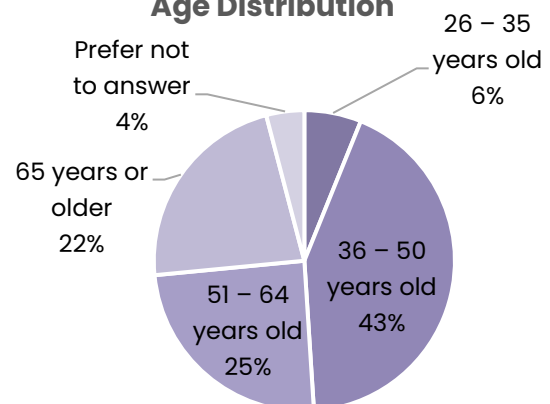
The first public questionnaire in the AAP process gathered information about the community's perception of the Airport's current strengths, benefits to the city, concerns, and challenges. The questionnaire received 335 views, 69 participants, and 114 comments, which was considered a strong response for the area.

Who Completed the Questionnaire?

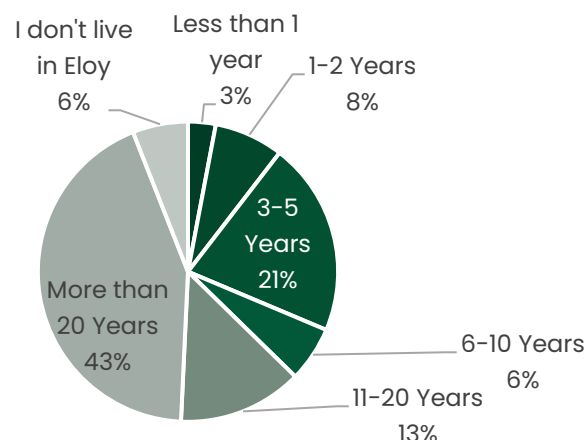
The questionnaire was primarily completed by long-term Eloy residents, with nearly half living in the area for over 20 years and most others between 3 and 20 year-residents. Respondents were mostly middle-aged, followed by those in their 50s and 60s.

Racial and ethnic representation was predominantly White and Hispanic/Latino, with small percentages identifying as Black or American Indian/Alaskan Native. Almost all participants were Eloy residents, and many had ties to the airport area. Business owners, airport tenants, pilots, or aviation users were most common respondents indicating strong local engagement and interest in the future of the Airport.

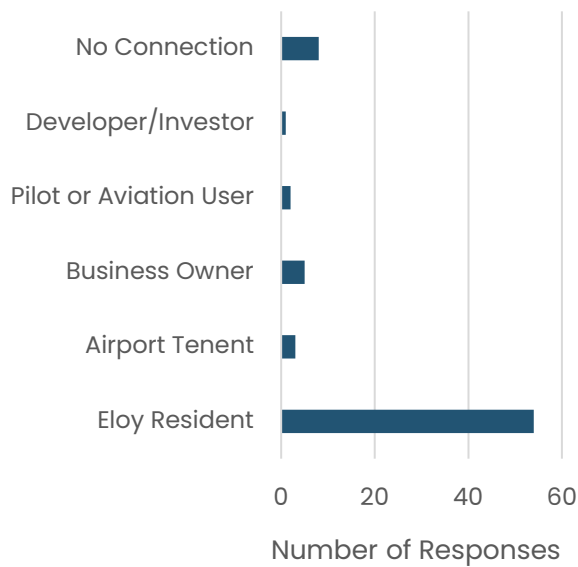
Age Distribution



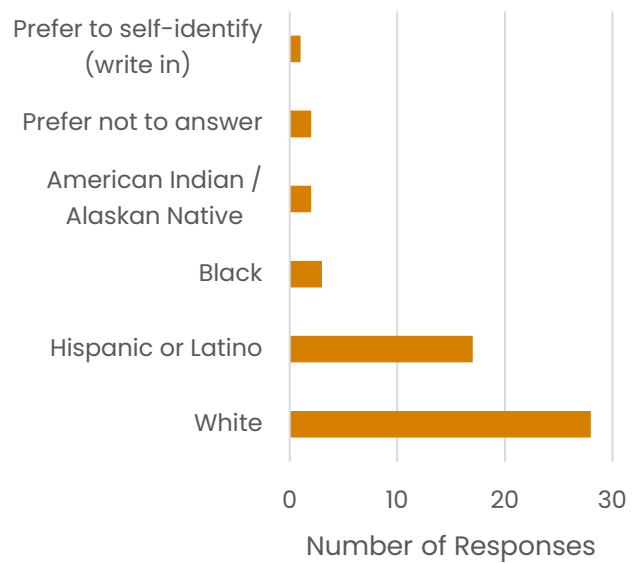
Tenure in Eloy



Connection with Eloy Airport



Race & Ethnicity

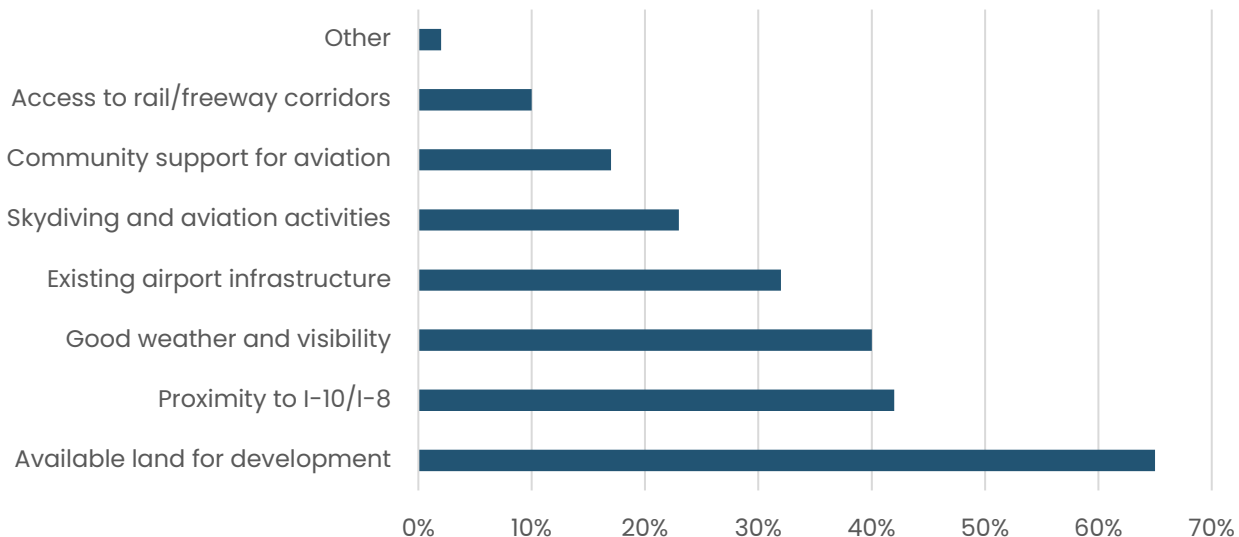


QUESTIONNAIRE ANALYSIS

1. Top Strengths of the Eloy Airport and Surrounding Area

Respondents perceived key strengths of the Airport include available land for development, proximity to I-10 and I-8, skydiving facilities, and favorable weather conditions. These attributes make Eloy desirable for aviation-related businesses, tourism, and industrial growth, while maintaining accessibility to major transportation corridors.

Top Strengths of the Eloy Airport (choose up to 3 choices)



2. Unique and Attractive Attributes of the Eloy Airport and Surrounding Area

The global reputation of Skydive Arizona, the plentiful open space, and the small-town character of Eloy were all top responses about what makes Eloy unique. Many see opportunities for hotels, restaurants, and entertainment to take advantage of the City's proximity to major transportation routes and to support skydiving tourism. The Eloy Airport is viewed as a cultural and recreational asset that could be a catalyst and anchor future economic development.

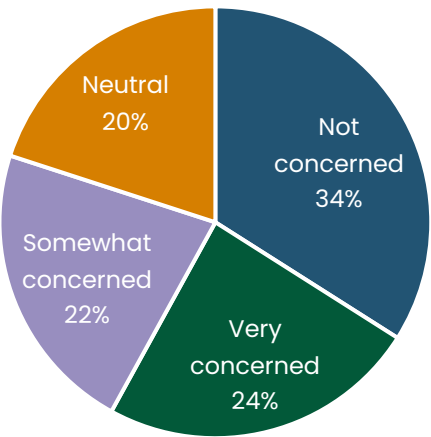
3. Current Benefits to the City

Respondents attributed the Airport's contribution to the City primarily to tourism (skydivers), generating tax revenue and jobs in hospitality and aviation services. However, Some noted that Eloy lacks supporting amenities like lodging and dining, causing visitors to spend money in neighboring communities. This demonstrates an opportunity for strategic investment to capture economic benefits locally.

4. Concerns about Noise Impacts on Future Growth

Responses reflected a range of opinions suggesting that while noise is not a universal issue, it is a significant concern for nearly half of participants. The mixed responses highlight the need for noise compatibility planning and clear community education and communication as part of any airpark expansion strategy.

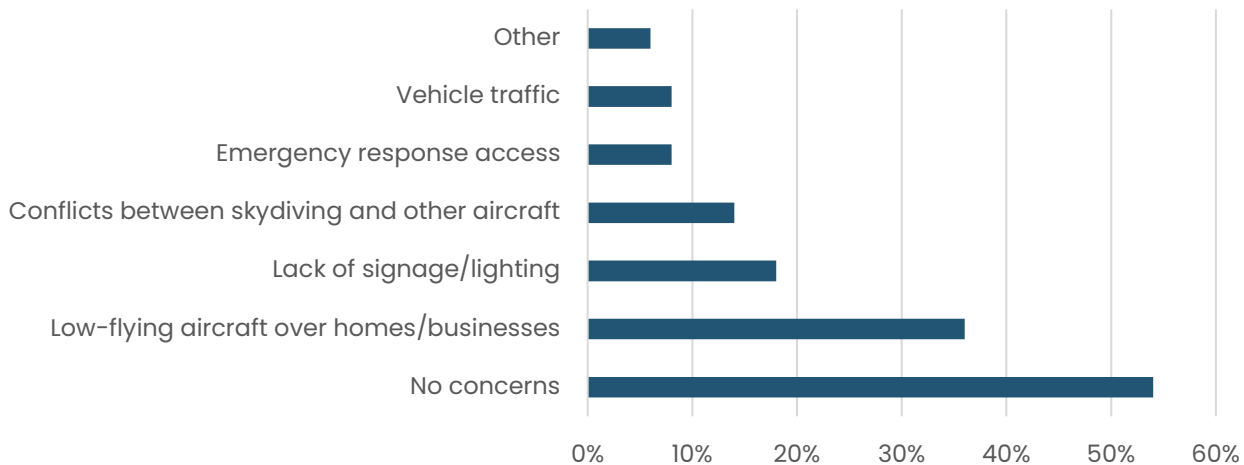
Level of Concern about Noise Impacts on Future Growth



5. Concerns about Safety

More than half of respondents reported no concerns about safety, although issues like low flying aircraft and a lack of signage were noted by others. Although safety is not a widespread issue among respondents, operational and infrastructure improvements could improve community perception.

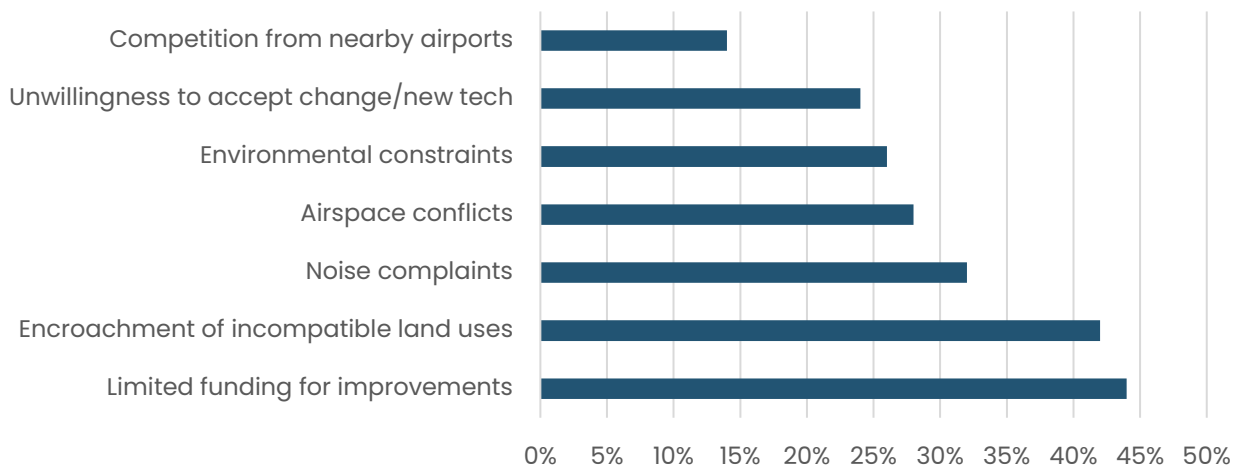
Safety Concerns Near the Airport



6. Threats or Risks to Development of the Airport and Surrounding Area

Overall, the feedback highlights perceived financial limitations, land use compatibility, and operational safety as the most significant barriers to successful growth of the Airport. This suggests that without adequate funding, critical infrastructure improvements and Airport upgrades may stall, limiting growth potential.

Top Threats/Risks to Development



Key Takeaways and Themes

1. Strong Identity Around Skydiving and Aviation

- Pride in being a world-renowned skydiving destination
- Enjoyment of watching skydivers as a community activity
- Aviation as a unique attraction for visitors
- Desire to build more tourism supportive uses around it (hotels, restaurants, entertainment)

2. Desire for More Commercial Amenities

Many respondents expressed frustration over the lack of basic and visitor oriented services. Desired future services include:

- Hotels
- Restaurants
- Entertainment
- Local small business growth
- A stronger downtown

3. Concerns About Airport Management, Safety, and Compliance

- Airport operations should be better regulated
- Some tenants aren't compliant with rules
- Safety needs stronger oversight
- Noise may become more of a problem with expanded aviation
- The airport must be run as an income producing facility, not solely for hobby users

4. Desire for Economic Development and Jobs

Comments expressed a need for:

- More local jobs
- More investor (business) attraction
- Harnessing the Airport as an economic engine, not just a recreational amenity
- Ensuring revenue stays in Eloy, not neighboring cities

5. Recognition That the Airport Brings Opportunities

- Draws people from all over the world
- Brings in tourism dollars
- Creates jobs in aviation, hospitality, and services
- Gives Eloy a unique identity compared to other towns

Opportunities & Challenges

Responses from Questionnaire #1 detailed some themes that fall under the categories of opportunities and challenges.

OPPORTUNITIES

- **Expanding visitor-oriented services**

There is interest in adding hotels, restaurants, and gathering places to better serve visitors and the skydiving community. These uses could keep spending in Eloy and help create a lively activity center near the Airport.

- **Using the Airport as an economic engine**

The Airport's global skydiving reputation, reliable year-round weather, and available land create real *potential* for new businesses, jobs, and tourism. With thoughtful management, the Airport can generate more long-term revenue for the city.

- **Guiding growth while protecting community character**

Eloy's open land, rural feel, and highway access present an opportunity for planned growth that supports small businesses and new housing without losing the city's identity. Residents want development that fits the community, not development that overwhelms it.

CHALLENGES

- **Limited infrastructure and funding**

Road access, utilities, lighting, and emergency services may need upgrades to support new development. Funding limitations mean improvements will need to be phased or supported through partnerships.

- **Noise, safety, and compatibility concerns**

Aviation activity brings noise and safety considerations that must be balanced with nearby land uses. Without careful planning, these issues could limit future development or create conflicts with residents.

- **Management and operational challenges**

Some residents raised concerns about Airport oversight and consistency in operations. Addressing governance and compliance issues will be important to unlocking the Airport's full potential.

- **Tension between growth and rural character**

While growth is widely supported, there is concern about losing the small-town, open-space character that defines Eloy. Poorly planned development could reduce quality of life and community support.

General Community Desires for the Airport Area

1. More Amenities and Visitor Services

Responses indicated a desire for new development near the Airport that include:

- Hotels
- Restaurants
- Entertainment
- Gathering places
- Family oriented spaces

2. Better Use of Airport Potential

- Follow regulations
- Bring in more revenue
- Attract new aviation businesses
- Provide more community benefits

3. Balanced, Respectful Growth

- Protection of rural character
- Maintaining open space
- Growth that benefits residents, not just outside users

4. Stronger Economic Base

- Increased employment
- Sustainable investment
- Amenities that support both residents and visitors

5. Reliability, Safety, and Fairness

- Better safety practices
- Enforcement of Airport rules
- Equitable treatment of tenants
- Transparency and accountability

Quotes from Questionnaire #1 Responses

Strengths v. Needs

“Eloy is known around the world as the home of the largest and best skydiving facility.”

"The skydivers are a big attraction for a small town like Eloy. You meet folks from all around the world."

"We need hotels and restaurants. People come here but spend their money somewhere else."

Concerns

"It's sad to watch these development plans push the long timers out for the next quick buck."

"The Airport facility needs oversight and compliance. It should be an income producing asset for Eloy."

"Close to our home and we do not want excessive noise."

Economic Potential

"This is a gold mine and can become a great revenue-producing asset for Eloy."

Sense of Place

"I love my town and the Airport is the one thing you can look forward to."

"It is wonderful for the whole family to watch the skydivers from home."

Next Steps – Framing a Vision

Using all the information contained in the questionnaire responses, a few draft vision ideas have been prepared below.

1. Active destination with services, businesses, and gathering places that attract visitors and capture economic benefits for Eloy residents.
2. World class destination for skydiving and aviation, attracting visitors from around the globe and offering unique services, hospitality, and experiences.
3. Gateway for innovation, supporting aviation related industries, small businesses, and new commercial opportunities that broaden Eloy's economic base.

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: **VII.E.**

Date: **1/21/2026**

Date submitted:
01/15/2026

Action: Other

Subject: Eloy Air Park - Vision

Date requested:
1/21/2026

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission receive public comment, discuss, ask questions, and provide feedback to the staff and the City's consultant on the vision considerations and recommend themes, questions, and strategies for incorporation into the next phase of public engagement.

DISCUSSION:

As the Airpark Area Plan moves into its next phase, staff and consultants are seeking input from the Planning and Zoning Commission to help shape the vision and guide upcoming public engagement efforts. The Commission's comments and considerations will play a critical role in refining the plan's overall vision, identifying key land use and development considerations, and ensuring that future outreach effectively addresses community interests and long-term strategies for the Airport Area Growth Area. This discussion will provide the Commission with an opportunity to offer its perspective on key vision considerations and to recommend themes, questions, and strategies for incorporation into the next phase of public engagement.

FISCAL IMPACT: