

**MINUTES OF THE STUDY SESSION AND REGULAR MEETING  
OF THE TOWN COUNCIL OF THE TOWN OF CHINO VALLEY**

**TUESDAY, NOVEMBER 9, 2021  
5:00 P.M.**

**CHINO VALLEY COUNCIL CHAMBERS  
202 N. STATE ROUTE 89, CHINO VALLEY, AZ**

Present: Mayor Jack Miller; Vice-Mayor Annie Perkins; Councilmember Tom Armstrong (remotely); Councilmember Eric Granillo; Councilmember Cloyce Kelly; Councilmember John McCafferty; Councilmember Lon Turner

Staff Present: Town Manager Cindy Blackmore; Town Attorney Andrew McGuire (remotely); Public Works Director/Town Engineer Frank Marbury; Economic Development Project Manager Maggie Tidaback; Development Services Director Laurie Lineberry; Senior Planner Will Dingee; Planner Behan Heng; Assistant to the Town Manager Terri Denemy; Officer Todd Hyslip(Sergeant at Arms); Audio Visual Technician Lawrence Digges; Town Clerk Erin Deskins (recorder)

**1) CALL TO ORDER; ROLL CALL**

Mayor Miller called the meeting to order at 5:00 p.m.

Councilmember Granillo arrived at 5:06 p.m.

**2) Discussion regarding upcoming 2022 Town Council meeting schedule. (Erin N. Deskins, Town Clerk)**

Erin Deskins presented the following:

- Shared the annual calendar with Council meeting, packet distribution, and Town office closures dates.
- Proposed taking the Council study session meeting dates off the calendar. When study sessions were cancelled, it required a public posting in three physical locations and online. Study sessions would instead only be published when needed.
- Town Code did not require scheduling study sessions.
- Staff proposed having study sessions on the same Tuesday and prior to regular scheduled meetings. Councilmembers preferred that type of schedule.

Council and staff discussed the following:

- Removing the dates of July 26<sup>th</sup> and August 9<sup>th</sup> from the regular meeting schedule for a Council summer break. It would also cancel July 21<sup>st</sup> and August 4<sup>th</sup> packet distribution.
- A final draft schedule would be presented at the next regular council meeting for final approval.

- 3) Consideration and discussion regarding UDO §1.4.2 Powers and Duties of the Planning and Zoning Commission, UDO Committee function, discussion on guest house definition, and possible placement permit on parcels relating to cargo containers. (Laurie Lineberry, Development Services Director)

Laurie Lineberry presented the following:

- During her contractual period in July, she noted issues and concerns that the department was facing. She would be presenting the issues to Council to determine if the issues should be further pursued by staff, Planning and Zoning, and Council. Four items would be presented for consideration.

*UDO Committee*

- The committee was scheduled to meet monthly.
- Staff proposed putting the UDO Committee on hiatus until the General Plan was complete. Once completed, staff would begin the necessary changes to the UDO to implement the updated General Plan.
- The General Plan timeline was to hire a consultant team by March 2022. The Plan revision project would take around 18-months and would need to go to the voters for approval.

Council and staff discussed the following:

- Staff estimated it would be two-years before they started working on the UDO again.
- The history of the UDO Committee was discussed. The Committee had been formed because the UDO needed work. The UDO was an avenue to deal with urgent issues that could not be held off for multiple years, and that would assist staff and the community as a whole.
- Staff explained there would still be a pathway to make changes to the UDO. Section 1.4.2,(A)(4) Powers and Duties of the Planning Commission, gave the Commission the responsibility to initiate changes to the Town zoning map or the provisions of the UDO. The ability to make the changes still existed, but the UDO Committee would be on hold.

*SR-0.16 District*

- Staff had heard multiple complaints at Planning Commission and Council meetings on how the Town was using the SR-0.16 district in the zoning code.
- The purpose statement for the zone, which was the key to how the ordinance should work, stated that it was not the Town's intent to use the designation to make new zoning districts.
- Staff thought the statement was clear and that it was also clear the Town was using the code to make more designations.
- Staff proposed the designation be put in the non-conforming use section. Once the General Plan was complete and it was clear where the higher density uses would be located, they could generate the districts that made sense for the size, location, and places.
- Higher density would not be eliminated because it was needed in the community, but it was currently a mixture of locations and uses. The designation did not do a good job of following utility lines or other needed infrastructure, and it was not a methodical way to look at planning.

- The Planning Commission had not yet heard staff's proposal, but they would be having a similar discussion.
- Projects had been given permission to move through using the designation, so staff had waited until all the projects had gone through the required process before the proposal was publicly presented.

Council and staff discussed the following:

- After the General Plan was complete, the Town would develop additional zoning districts that had higher density.
- Staff was currently working with the Planning Commission on half acre lots and would soon begin discussions on quarter acre lots. Once the General Plan was done, they could then look at intensity and specific locations for the higher density areas. It was the hope of staff that both smaller zoning districts would be in place within 90 days.
- Higher density developments could not be approved until the General Plan was completed. Any place that already had the higher density entitlements for the 0.16 designation could begin development, but there would not be any additional rezones for that designation.
- Council thought staff should present the proposal to the Planning and Zoning Commission.

#### *Guest Houses*

- The current definition for guest housed did not allow them to be rented to anyone other than family members.
- Staff had been in a community in which a text amendment allowed guest houses to be built and could be occupied by someone other than a family member as long as the property owner lived in one of the units on the property. This protected the neighbors and property values. When a property owner was on site, issues were handled. It was successful.
- Staff proposed Council allow staff to go to the Planning and Zoning Commission with a definition change removing the sentence that said it could not be rented other than to household members.
- If a property owner applied for a rental license, they would need to sign that they would be living in one of the units on the property.

Council and staff discussed the following:

- Members thought it would be worth addressing.
- Property owners were required to submit an annual business license for rentals. The business license would require people to verify they were the owner and living in one of the units on the property. Violations would be handled through code enforcement.

#### *Metal Storage Containers*

- Staff reviewed information from previous Town Council discussions and information from other locations. They picked the information that worked together and inserted key information.
- In other locations, the storage units were called cargo containers, and a building permit was not required. The containers only needed a land use permit. This ensured setbacks were measured and the container was in the proper location. No electrical or plumbing was allowed.
- The properties in Town had enough lot space, with at least one acre, to put it on a property without being obnoxious to the neighbors.

- Staff proposal included:
  - One acre minimum property
  - Each full acre could have 400 square feet of containers
- Every week people requested the ability to place a cargo container on their property.
- If they kept the current code, they could continue to not allow the containers or they could create a pathway within parameters allowing people to have the cargo units.
- Staff created a sheet with the issues brought up last time it was being considered. The biggest issue previously was the requirement of a building permit. Without a building permit, they would not need to deal with the building code.
- By allowing the containers to be used only for storage, they eliminated other issues that could be created.
- The definition of storage container was shared. It was intended for a metal storage container that was specifically made for storage.
- The definition of a land use permit, which was done over the counter, included items that did not qualify for a building permit.
- Other items considered included:
  - No plumbing or electrical
  - Permitted as accessory units (the site must have a primary use)
  - Cannot be located in a required parking space
  - Cannot be located in retention basins, drainage, or flood areas
  - Allow contractor or homeowners with a building permit, to bring in a container during the construction phase.
  - No company logos and allow staff to consider flexible paint colors.
  - Containers not visible from SR89 or on corner residential lots.

Council and staff discussed the following:

- The UDO Committee had discussed using a use permit instead of a building permit.
- Since a 40-foot container would be semi-permanent, the Committee thought the setbacks should follow building setbacks instead of temporary structure setbacks.
- The Committee wanted to have some control over the paint colors used.
- Because of easement requirement on half acre lots and smaller, they lost square footage for the storage containers.
- A smaller container could work based on the percentage of the lot. The Council liked the equation they had used previously to determine the storage for each lot size.
- Members discussed keeping the paint tones simple.

#### 4) ADJOURNMENT

Meeting was adjourned at 5:36 p.m.

**1) CALL TO ORDER, PLEDGE OF ALLEGIANCE; ROLL CALL**

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

**2) INTRODUCTIONS, PRESENTATIONS, AND PROCLAMATIONS**

- a)** Presentation by Erin Mabery, Executive Director, Yavapai Big Brother Big Sisters, and proclamation declaring December 31, 2021, as Yavapai Big Brother Big Sisters 50th Anniversary. (Annie Perkins, Vice-Mayor)

Erin Marbery, presented the following:

- This year was their 50th anniversary.
- The organization matched adults and children for meaningful and productive relationships. The organization professionally and intentionally supported the relationship, which averaged four years.
- They vetted the adult volunteers for safety and to ensure they would follow the rules and guidelines. Then they were matched with children who had shared interests.
- There were different programs, including a community based program and a school based program.
- Volunteerism was at an all-time low nationwide, and it had been difficult getting volunteers for the program, and they were needed. Interested people could sign-up at [www.azbig.org](http://www.azbig.org), call, or come by their office.
- They currently had 146 waiting children.
- The adults often had the biggest life impacts from the program.
- Over the 50-years, they had served over 11,500 children.
- Involvement helped children stay off drugs, finish school, and give back to the community.

Vice Mayor Perkins presented the proclamation:

- She had been a foster child and had a Big, which was why she wanted to present the proclamation. She recounted memories of her experience.
- She read and shared the proclamation.

- b)** Presentation of AZ Pro Racing hosting two weekend events at Old Home Manor. (Maggie Tidaback, Economic Development Project Manager)

Maggie Tidaback presented the following:

- Introduced Kyle Krause, owner of Arizona Off Road Promotions. He and his business partner had been hosting racing events for over 50-years combined, throughout the State.
- They wanted to host a family friendly fun racing event twice a year at Old Home Manor (OHM). One weekend in April, and the other in May.
- They worked with several venues, including the U.S. Forest Service and different municipalities, throughout the State.
- They had designed some of the best racecourses throughout the State.
- They proposed using 80-acres. They had already named the event the Chino Bandino. It would include a side by side 50-mile route and a grand prix race that had the track setup and taken down and included dust mitigation.
- They were fully insured and would add the Town as an additionally insured entity.
- Event videos were shared. When making their videos, they showcased the Town as well as the event.
- After the event, they restored the area to be like it was previous to the event.
- The area would be along Perkinsville Road, and they would camp at the baseball fields, with 40 acres of the area to be the racetrack.
- There would be a positive economic impact. The Arizona Department of Tourism estimated an average expenditure of \$250 per day per car.

Council, Mr. Krause, and staff discussed the following:

- The events were held during weekends, with the longest event at three days.
- Staff would be in contact with the Equestrian Center.
- They did a 15-mile night ride after the event, for two hours on Saturday and Sunday nights. They had nighttime festivities, and fed the people typically with a local food vendor.
- OHM would host the RV's at their local RV Park. Other people rented hotel rooms or only came for the day. Most camping was dry camping.
- The Grand Prix race would be at OHM, the other event was a 50-mile loop that was anticipated to be the Jerome loop.

- c) Presentation by Vincent Gallegos from Central Yavapai Metropolitan Planning Organization (CYMPO) regarding their five-year program and overview. (Frank Marbury, Public Works Director/Town Engineer)

Frank Marbury, and Vincent Gallegos, CYMPO, presented the following:

- The new signal on Road 1 North was a CYMPO project
- Introduced Vincent Gallegos, CYMPO
- Mr. Gallegos was the Executive Director of CYMPO.
- A history of Metropolitan Planning Organizations (MPO) was provided. Any urbanized area with a population of 50,000 or more people, was designated as an urbanized area and would have an MPO. There were over 400 MPO's throughout the U.S., with eight in Arizona, and CYMPO established in 2003.
- It was a multimodal program that funded roads, highways, public transit, bicycle, and pedestrian activities.
- The vision was to maintain a regional, coordinated transportation system for the safe and efficient movement of people, goods, and services, by using regional leadership and planning in promoting a comprehensive and multimodal transportation system.

- The urbanized area was Prescott and Prescott Valley, but the planning area was the quad-city area that included Town, Dewey-Humboldt, and the unincorporated County areas. The CYMPO area was approximately 400 square miles, with a population of about 150,000.
- He served under an executive board, and the Town's representative was Councilmember Armstrong, and Craig Brown from the County. There was also a technical committee, and Frank Marbury represented the Town.
- There was a group called EMAC that looked at wildlife mitigation related to transportation.
- They were funded under the federal infrastructure bill. The primary expense of CYMPO was planning. They were able to use some funds for infrastructure construction, such as traffic signals and roundabouts. Every penny received was accounted for in their work program.
- The Transportation Improvement Program accounted for five years of major projects. The 25-year Regional Transportation Plan was required by the Federal Government to be updated every five years. It looked at future growth, development, and traffic and how it operated. It also identified solutions
- Projects that involved CYMPO included: Perkinsville Road Roundabout, Hwy 89 widening, and the traffic interchange at Hwy 89 and 89A. There was a long list of regional projects that impacted the entire area.
- The five-year Transportation Improvement Program focused on larger projects including the Sundog Connector Design, Highway 69 as a master corridor, State Route 89A widening, the Great Western Extension (a route connecting Prescott Valley with Chino Valley), and the 89 Master Corridor Plan.
- Urbanized areas received federal funds for public transportation. The rural areas were also able to go after funds on a competitive basis. Yavapai Regional Transit had received funds, and they were working on expanding services with them. Prescott Valley was also looking at starting a transit service, and planning would consider how the service could be expanded.
- The Rural Transportation Advocacy Council would lobby to get \$50 million dollars in one time funding for rural Arizona. If successful, \$4,000,000 would be for the Central Yavapai area. The money would help fund the Sundog Connector, the 89A eastbound onramp, and additional dollars for Hwy 69/169 roundabout.

Council, Mr. Gallegos, and staff discussed the following:

- They hoped to have a bike route specific project identified within the next year, and it would be an active transportation plan. They would identify bike route opportunities in the quad-city area. They would also identify sources of funding.

### 3) **CALL TO THE PUBLIC**

*Call to the Public is an opportunity for the public to address the Council on any issue within the jurisdiction of the Council that is not on the agenda. Public comment is encouraged. Individuals are limited to speak for three (3) minutes. The total time for Call to the Public may be up to 30 minutes per meeting. Council action taken as a result of public comment will be limited to directing staff to study the matter, scheduling the matter for further consideration and decision at a later date, or responding to criticism.*

- Eileen Rafter – Citizen and operations supervisor for Lifeline Ambulance – She wanted to bring forward what she believed to be intentionally misleading and harmful information that was provided to the community. Chief Freitag had mentioned incidents in which he thought Lifeline had allegedly not responded adequately to the community. His specific examples excluded relevant facts and/or context that was pertinent to each incident. This had caused Lifeline’s reputation and long history as an outstanding community partner to be under attack. She requested to meet with and present additional information to the Council. She did not want to disparage any individual or organizations but wanted to provide a more complete and accurate account of the matters, so that community leaders could base their decisions and guidance after hearing all of the facts.
- Supervisor Craig Brown – Congratulated the Town for the light at Road 1 North and for the other upcoming CYMPO projects. He personally wanted to see some of those funds for the larger quad cities be redirected towards Hwy 89 North out of Town. There was a 20 acre park in Quail Ridge that was not being used. He wanted the Town to consider sending any baseball teams that wanted to practice up to the fields at no charge.
- Larry Holt – Mentioned the social media publications from the previous year by the Coalition for Compassionate Justice, claiming they had approved 25 mobile homes going on a four acre lot behind Chino Valley Animal Hospital. They were claiming it was a done deal and many residents were very upset. He encouraged Council to look at the project closely, look at their other projects in other Towns (crime and service related calls), and although there was a homeless issue in the area, this would not be for veterans. It was his understanding the housing was for people on the street in Prescott, giving their problem to Town. They did not have the resources for it, including mental health and treatment resources. He was impressed by the new Development Services Director and thanked her for her efforts on public notices and considerations of the 0.16 zoning area. He cautioned allowing against guest houses becoming rentals because he could see everyone bringing in a modular home, trailer, or RV’s to rent out.

**4) CURRENT EVENT SUMMARIES AND REPORTS**

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

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

Mayor Miller reported a local businessperson had said they were proud of the job the Council had been doing. Ichor Airsoft had their ribbon cutting and was open.

Councilmember Perkins reported the following:

- The Chino Valley boys’ and girls’ soccer team won their State Championship game. It was the first time in five years, only the second time in the girls’ soccer team history, and only the second time both boys and girls won.
- The local student athlete mountain bike team won their State Title.
- Veterans Day would be on Thursday. Town offices were closed, and she thanked

the veterans.

Councilmember McCafferty reported he had toured the local library and was amazed by the detail, dedication, and the work done by the Friends of the Library.

Councilmember Kelly also congratulated the high school boys' and girls' soccer and bike team for winning State.

- b) Status report by Town Manager Cindy Blackmore regarding Town accomplishments, and current or upcoming projects.

Town Manager Blackmore reported on the following:

- Introduced new employee Terri Denemy to the Town Manager's Office.
- Recognized Economic Development Project Manager, Maggie Tidaback for her accomplishments. Chino Valley had been awarded a Golden Prospector Award for the Discover Chino Valley website from the Arizona Association for Economic Development. She was also awarded the Economic Developer of the Year for a small community. Her impact in a short time was notable and showed her efforts to showcase the Town.

5) **CONSENT AGENDA**

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

MOVED by Vice-Mayor Annie Perkins, seconded by Councilmember Cloyce Kelly to approve Consent Agenda Items 5(a), (b), (c), and (d) as written.

AYE: Mayor Jack Miller, Vice-Mayor Annie Perkins, Councilmember Tom Armstrong (remotely), Councilmember Eric Granillo, Councilmember Cloyce Kelly, Councilmember John McCafferty, Councilmember Lon Turner

**7 - 0 PASSED - Unanimously**

- a) Consideration and possible action to award a Professional Services Agreement to Civiltec Engineering, Inc. (Civiltec) for the design of the FY22 Street Improvements Projects in the amount of \$69,973. (Frank Marbury, Public Works Director/Town Engineer)
- b) Consideration and possible action to award a Professional Services Agreement to Civiltec Engineering, Inc. (Civiltec) for the design of the FY23 Street Improvements Project in the amount of \$89,546. (Frank Marbury, Public Works Director/Town Engineer)

- c) Consideration and possible action to approve the Professional Services Agreement with EHS Support, LLC, for the final phase of Northern Arizona Groundwater Flow Modeling Work for the Wine Glass Ranch (Big Chino Subbasin) in an amount not to exceed \$120,957. (Frank Marbury, Public Works Director/Town Engineer)
- d) Consideration and possible action to approve the Town's continued participation in the Opioid Settlement and authorize the Mayor to sign the One Arizona Opioid Settlement Distribution Agreement. (Joe Duffy, Administrative Services Director).

6) **ACTION ITEMS**

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

- a) Consideration and possible action to approve the Perkinsville 44 Final Plat Phases 1, 2, 3, and 4, to divide approximately 44.3 acres into 162 lots with an average lot size of approximately 7,000 square feet. Applicant Craig Helsing, Brown Homes. APN 306-18-009H (Will Dingee, Senior Planner)

**Recommended Action:** (1) Hold a Public Hearing; (2) Approve the Perkinsville 44 Final Plat Phases 1, 2, 3, and 4, to divide approximately 44.3 acres into 162 lots with an average lot size of approximately 7,000 square feet with the stipulations outlined in Attachment A.

Will Dingee and Frank Marbury presented the following:

- Request was for final plat approval of the Perkinsville 44.
- The project location was reviewed.
- The property consisted of approximately 44 acres, with a proposed 162 lots.
- The proposal had four phases and would be connected to Town water and sewer.
- The Item was brought to Council on October 26<sup>th</sup>. Council had directed staff to research the pedestrian safety concerns on Perkinsville Road. Staff had completed the research and was bringing forward two options to address public concerns.
- Staff had several discussions with the developer's traffic engineer and also brought it to the Roads and Streets Committee for discussion. The main entrance to the subdivision was along Perkinsville Road. It would be easy to put a crosswalk on Road 1 East, but they needed to decide if they wanted to make it a four way stop. Widening of Road 1 East was part of the Town's 2026 Road Improvement Plan, and there would be good sidewalks all the way to the school and the recreation facility.
- An additional concern was how pedestrians would cross the street to go to the recreation facilities across the street.
- The Roads Committee discussed a mid-block crossing east of the intersection that would be ADA compliant and would line up with the drive entrance of the dog park. The Committee recommended the following:
  - Install crosswalks at Road 1 East without a four-way stop. They recommended using flashing beacons on the crosswalk signs. The pedestrian would push a button and the lights would flash while they crossed. The recommended the same treatment at the crossing near the dog park.
  - There would be no stop signs on Perkinsville.

- Lower the speed to 25 miles per hour.
- The Committee thought they could start with flashing beacons and evaluate it through time and adjust as needed.
- In discussions with the developer's traffic engineer, there was concern about having two crosswalks with flashing beacons. They were concerned that having flashing beacons in close proximity would make it more likely people would ignore them. They recommended installing a four-way stop at Road 1 East, with a crosswalk at that spot and no flashing beacons. The beacons could then be used at the crossing near the Dog Park, and still lower the speed limit.

Mayor Miller opened the public hearing. After receiving no comments, the public hearing was closed.

Council, applicant Craig Helsing, Brown Homes, and staff discussed the following:

- Members discussed the four-way stop at Road 1 East. Some members of the Road Committee did not like the four-way stop because they thought it was too close to the roundabout. They also thought that the crosswalks would be minimally used in a 24-hour period at that intersection. They did not want truck traffic to have to stop every time they used the road. They also discussed making the beacon lights red instead of yellow, signifying a stop instead of a warning. Staff explained that there were legal requirements when using red lights. The beacons were typically amber yellow and white. Since red meant stop, they could be violating the Federal Manual of Uniform Traffic Control (FMUTC). Staff would need to research further.
- Staff explained that Perkinsville Road had approximately 3,300 vehicles per day, and Road 1 East had roughly 1700 vehicles per day. Four-way stops were typically used when the traffic flow was more even. Traffic on Road 1 East was heaviest in the morning and late afternoon hours, with little traffic during the day.
- There was potential that the breaking pattern of the trucks would cause more wear and tear on the roads. But, when water and sewer were extended towards the highway, they would be rebuilding the road section, and it would be built to handle the impact.
- The development would be improving the road on their side, and it would be made wider, with a right turn only lane. When the Town did their road work, they would also be widening the intersection to match.
- Council agreed that even if they saved one life, a four-way stop was worth the hassle. They also agreed the flashing beacon crosswalk near the dog park was necessary. There would be a crosswalk warning sign before the crosswalk.
- Adding a mid-road crosswalk beacon would warn people of the crossing and an implication of safety that may not actually be there, but there was a risk of safety by not putting anything at the spot.
- There was concern that not having anything would not stop kids from crossing the street near the dog park. If a crosswalk was available, they would be more likely to use it and stay near sidewalks.
- They could consider putting in rumble speed bumps as a warning before the crosswalk. Staff would research the use.
- There was concern with the number of commercial vehicles going down to OHM. Most of the 3,300 vehicles were commercial. As OHM grew, it would get worse, and a concern that even a four-way stop would not be enough. Staff explained that the long-term plan for commercial traffic going to OHM was to use Road 4 North as the entrance to the business park. It still would not stop commercial traffic on Perkinsville.
- A pedestrian bridge over the road was suggested.
- The applicant was not opposed to any of the safety measures. They wanted to do the

right thing and ensure the community was safe. He hoped there was an acceptable solution, so they could move forward with the project.

MOVED by Vice-Mayor Annie Perkins, seconded by Councilmember John McCafferty to Approve the Perkinsville 44 Final Plat Phases 1, 2, 3, and 4, to divide approximately 44.3 acres into 162 lots with an average lot size of approximately 7,000 square feet with the stipulations as outlined in Attachment A, and #1, shall install an all way stop intersection with advanced warning signs and marked crosswalks on the northern and eastern legs of the intersection. Developer shall also install a marked crosswalk with warning signs and rectangular rapid flashing beacons to line up with the drive entrance to the Chino Valley Dog Park. Lastly, the Developer shall install signage to reduce the speed limit to 25 mph from Highway 89 to Pinto Lane.

AYE: Mayor Jack Miller, Vice-Mayor Annie Perkins, Councilmember Tom Armstrong (remotely), Councilmember Cloyce Kelly, Councilmember John McCafferty, Councilmember Lon Turner

NAY: Councilmember Eric Granillo

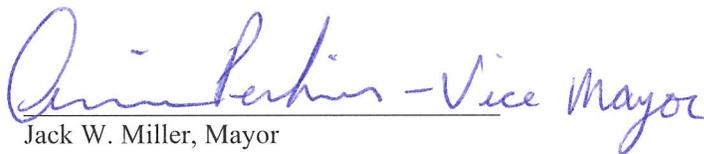
**6 - 1 PASSED**

7) **ADJOURNMENT**

MOVED by Councilmember Lon Turner, seconded by Councilmember Cloyce Kelly to adjourn the meeting at 7:18 p.m.

AYE: Mayor Jack Miller, Vice-Mayor Annie Perkins, Councilmember Tom Armstrong (remotely), Councilmember Eric Granillo, Councilmember Cloyce Kelly, Councilmember John McCafferty, Councilmember Lon Turner

**7 - 0 PASSED - Unanimously**

  
Jack W. Miller, Mayor

ATTEST:

  
Erin N. Deskins, Town Clerk

CERTIFICATION:

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Regular Meeting of the Town Council of the Town of Chino Valley, Arizona held on the 9<sup>th</sup> day of November, 2021. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this 21<sup>st</sup> day of December, 2021.

Erin N. Deskins  
Erin N. Deskins, Town Clerk