



# COCHISE COUNTY

## COMMUNITY DEVELOPMENT

"Public Programs...Personal Service"

### MEMORANDUM

**TO:** Board of Supervisors  
Through: Michael J. Ortega, County Administrator

**FROM:** Michael Turisk, Planning Manager  
For: Beverly J. Wilson, Director, Planning Division

**SUBJECT:** Dockets MDP-13-01/Z-13-02 (Inde Motorsports Ranch)

**DATE:** July 15, 2013 for the July 23, 2013 Meeting

### **APPLICATION FOR A MASTER DEVELOPMENT PLAN (MDP) AND REZONING**

The Planning Center and Perry Engineering have jointly submitted an application for a Master Development Plan (MDP) and rezoning on behalf of the Inde Motorsports Ranch in order to facilitate a long-range vision for a mixed-use development project. The rezoning request is to establish a 312-acre Planned Development (PD) zoning district at the 458-acre subject property located off Airport Rd. and west of the City of Willcox. The proposed project would include a new two-mile road course circuit with control tower, hangars and tie down area, a members' clubhouse, and a residential component which is described in more detail in the narrative below.

### **I. PLANNING AND ZONING COMMISSION MEETING ON JULY 10, 2013**

After staff's presentation, the Applicant's agent reiterated that these requests are intended to facilitate the long-term vision for the Inde Motorsports Ranch and help the organization respond to possible changes in market demand within the motorsports enthusiasts' community. Staff confirmed with District 2 Commissioner Bemis that water assurances would be required from ADEQ for the residential subdivision component of the MDP. District 3 Commissioner Martzke mentioned that he has visited the site on several occasions and remarked on the high quality of the project. One member of the public voiced support, indicating that the owners have been good neighbors, that it's a "top notch" facility and organization, and that off-site noise generated from motorsports activities is minimal. One neighboring property owner who grazes/ranches property adjacent to the site expressed protest through concern about the possible impact the expansion would have on the local water table and their ranching activities. After additional brief discussion, the Planning and Zoning Commission voted unanimously (9-0) to forward a recommendation of *Conditional Approval* to the Board of Supervisors.

### **II. DESCRIPTION OF THE SUBJECT PARCEL**

Parcel Size: 458-acres  
Current Zoning: RU-4 (Rural; minimum lot size of 4-acres)  
Proposed Zoning: 312-acres to PD (Planned Development).  
Existing Plan Designation: Rural  
Existing Growth Area: D

Proposed Growth Area

MDP

**Surrounding Zoning and Uses**

<b>Relation to Subject Parcel</b>	<b>Zoning District</b>	<b>Use of Property</b>
North	RU-4	Undeveloped private and State Trust land; single-family residence
South	RU-4	Undeveloped State Trust land; single-family residence
East	RU-4	Undeveloped private land
West	RU-4	Undeveloped State Trust land

**III. PARCEL HISTORY**

2008 – Special Use Permit conditionally approved for 20-ft. wide, 2.5-mile track/touring road and members’ facilities for a private, high-end automobile club.

**IV. NATURE OF THE REQUEST**

**Master Development Plan (MDP)**

Master Development Plans represent conceptual long-range and typically large-scale and mixed-use development visions, and are useful where a variety of uses and impacts may be proposed on one property. In addition, MDPs provide a great deal of flexibility in addressing building placement in order to, in part, encourage innovative design with local topography and environmental conditions in mind.

The Cochise County Zoning Regulations describe MDPs as duly adopted components of the Cochise County Comprehensive Plan that provide detailed plans for the coordinated development of specific areas. MDP developments shall only be approved in conformance with the policies of the Comprehensive Plan and are considered amendments to the Comprehensive Plan and shown on the Plan’s map like a new growth area. Any proposed zoning districts or Special Uses within a MDP must be in conformance with the submitted MDP. Once adopted as an element of the Comprehensive Plan, proposed future Modifications to the MDP would necessitate this project going through a thorough evaluation and perhaps a new public review process. MDPs address larger conceptual planning issues, and therefore address broad aspects of a project such as housing density, open space, access, water use and topography. MDPs help to ensure that land uses are arranged to provide for compatibility with the surrounding area, to avoid adverse impacts on surrounding properties, and ensure that necessary facilities and improvements are available (or are provided) to support the development. Because of their conceptual nature, extreme detail is unnecessary until the Applicant moves towards the building permit application or plat review phases of a given project.

**Inde Motorsports Ranch Master Development Plan**

This MDP and associated rezoning request is intended to build upon the existing development and concept that was proposed and approved by the County in 2008 through the Special Use process.

At that time, future expansion was discussed, including development of on-site living accommodations, so this application represents a larger, much longer-range vision for the Inde Motorsports Ranch.

The trend in private motorsports organizations is to offer current and prospective members the option to live on site with the benefit of amenities to serve motorsports enthusiasts, such as large private garages with ready access to onsite track facilities. The Inde Motorsports project proposed would include three development areas described in brief as follows:

- Development Area A would include residential homes and casitas on 80-acres of the site that would be sold to seasonal and permanent residents (12-36 privately owned casitas and 4-5 single-family homes and garages);
- Development Area B would include member facilities, a clubhouse with restaurant, lounge, and locker rooms on two-acres of the site; and
- Development Area C would include a new two-mile road course and accessory uses and possibly additional private garages, airplane hangars, paddock and control tower.



View Eastward of Inde Motorsports Ranch Track and Control Tower

To help to preserve the rural nature of the site, amenities would be provided as needed for the various Development Areas, including the Open Space component which would be dedicated with approval of Phase 1. The preliminary phasing plan is described below:

Phase I:

- Open Space dedication;
- North/South Spine Road improvements;
- 6 casitas in the 24-unit project area;
- 4 garage buildings (identical to the existing three now on-site); and
- Member locker room with showers and restrooms.

Phase II:

- Six casitas in the 24-unit project area;
- Four garage buildings (identical to the existing three to the southeast of the existing road course);
- New road course with associated buildings to include timing and scoring; and
- Building, classroom, and restroom.

Phase III:

- Six casitas in the 24-unit project area;
- Four garage buildings (identical to the existing three);
- 8,000 sq.-ft. member clubhouse with restrooms and dining area/kitchen;
- Pedestrian paths from clubhouse to residential and road course areas; and
- Up to four single-family homes.

Phase IV:

- Six casitas in the overall 24-unit project;
- Four garage buildings (identical to the existing three);
- Four single family homes; and
- 20-private garages and casitas to the northeast of the proposed road course.

**V. Compliance with Submittal Requirements for Master Development Plans (Section 406.06A)**

A. The Applicant shall submit a master development plan map, drawn at a scale of either 50, 100, or 200 feet to one inch, or at a scale approved by the Zoning Inspector, and including the following information:

**1. Title of the development, a legal description of the property, parcel number(s), name of the developer and registered land surveyor or engineer, date of the plan, a north arrow and scale. (Complies)**

**2. A vicinity map showing the general location of the property, development and any incorporated city boundaries within 3 miles of the development. (Complies)**

- 3. Boundary lines and ties to at least two section corners or quarter corners, and dimensions of plan area boundaries. Section lines and mid-section lines shall be clearly designated. (Not Applicable)**
- 4. Existing land uses, existing zoning status, roads and wash corridors within the designated area and within ¼ mile of the proposed plan area. (Complies)**
- 5. Proposed sizes of the various types of lots or parcels to be developed (acreage or square footage). (Complies)**
- 6. General topography, at 10-foot contour intervals, all drainageways having a contributing drainage area of 150 acres or more, and all flood hazard zones. (Complies)**
- 7. Major street layout, including: existing major thoroughfares serving, traversing, abutting, or otherwise affecting or affected by the proposed plan area; proposed collector and arterial streets; existing easements and rights-of-way within the plan area. (Complies)**
- 8. If more than one zoning district is proposed, boundaries of the different zoning districts. (Complies)**

The proposed boundary of the Planned Development (PD) District is shown as well as that area of the site that would remain RU-4.

**9. Locations of proposed and existing structures, land use locations, major off-street parking and loading areas, open space, pedestrian circulation systems, bike and/or equestrian trails, public facilities such as schools, and approximate densities. (Complies)**

**10. General location of utilities, easements and other service facilities: (Complies)**

Shown on the preliminary Record of Survey.

**11. Intended phasing of the development, if applicable: (Complies)**

Typically, MDPs have a long build-out because of the scope and long-range vision that drives the process. The Applicant has offered four proposed phases of the project in the submitted narrative and has indicated a 15-20 year timeframe for full build out. The proposed phasing is outlined in Section III above.

## **VI. Compliance with Submittal Requirements for Master Development Plans (Section 406.06B)**

**1. Methods of screening and buffering, where incompatible land use configurations necessitate protection for proposed development or surrounding development. (Complies)**

The Applicant has proposed open space as well as a buffer area around development

**2. Provisions for creation, use and maintenance of open space, recreation areas and preservation of scenic features of the land (Complies)**

Open space is described in the Zoning Regulations as that area of land not occupied by buildings, towers, walls, billboards, or man-made impervious surfaces that is set aside or reserved in perpetuity for the use of the public or the residents or visitors of the development.

The proposed 142-acres of open space meet this requirement. The MDP narrative and conceptual plans indicate that much of the proposed open space is concentrated on the northern portion of the property and adjacent to Airport Rd. Therefore, like existing development, new development would be set back considerably from the Airport Rd. right-of-way and scattered private lands in this area. Development under this provision is intended to provide an innovative site planning design in harmony with existing natural conditions or features and constraints of specific sites, for example.

As part of the MDP application, the Applicant has proposed PD (Planned Development) Zoning, described in more detail below; therefore, Article 15 of the Zoning Regulations requires a minimum of 50% open space for the residential component of the project.

**3. General provisions for pedestrian, bicycle and equestrian circulation throughout the development (Complies)**

Pedestrian circulation is would be a component of this project and be constructed of pervious materials to maximize recharge. While the proposed housing areas are relatively small, and residents are projected to be at the site on a part-time basis at best, the availability of the proposed open space to these residents will provide an amenity as well as preserve a large portion of the site.



*View Westward of Inde Motorsports Ranch Track from Control Tower*

**4. Statement specifying how roads, State-approved waste disposal, water supply, fire protection, and utilities will be provided, with approximate timing and location, including closest sewer and community waterlines and capacity to serve this development: (Would Comply With Condition)**

The project narrative does provide information regarding fire protection and utility services. A letter from the Willcox Rural Fire Department confirms fire protection services are available.

The Arizona Department of Environmental Quality would determine if the proposed methods of wastewater treatment would adequately service the casitas and homes that are being proposed. Applications have been submitted to the Arizona Department of Water Resources (ADWR) for water availability determination, and an analysis of Adequate Water Supply will be required prior to Final Plat approval.

**5. Statement specifying how amenities are to be provided (sidewalks, open space, parks, recreational facilities, streetlights, curb and gutter, landscaping) including approximate timing and location: (Complies)**

The Applicant has indicated that curbs and sidewalks would not be provided for the residential component. Because the Inde Motorsports Ranch is a very rural and private, gated community with all internal roadways being private, these amenities would not be required nor are they as important by virtue of the rural location of the project site.

As noted in Section 3 above, internal pedestrian circulation would be integrated as a design feature of the project, and open space would be featured within the development. Landscaping is installed onsite and all future landscaping would consist of low water use varieties, per the Applicant.

**6. Statement of general kinds of development standards intended to be controlled through deed restrictions (i.e., architectural design, building height, construction materials, common area development and maintenance, landscaping, screening and buffering of individual sites: (Complies with Condition)**

Development standards would be enforced through yet to be crafted CC&Rs. The Applicant intends to offer prospective lot and homebuyers a standard home design and model; however, the Applicant also intends to provide for the option of custom home designs. Common areas would include dog parks and swimming pools and would be maintained by residents through a Homeowners Association (HOA). The submitted concept plans indicate a large buffer area around development activities that is intended to provide for additional protection from potential off-site impacts.

In 2008, a Condition of Special Use Approval included limiting noise levels to 65-decibels (Dba) over a continuous 30-minute period due to the potential for off-site vehicle noise impacts associated with the touring track. At that time, the Arizona State Lands Department (ASLD) expressed no concern with regard to noise levels on the adjacent State Lands tracts. No comments have been received from that agency regarding these requests. Staff proposes the same Condition of Approval be carried forward for this proposal.

**7. Statement of the projected population and anticipated impact of the development upon existing regional utilities and community facilities and services including, but not limited to water, electricity, sewer and solid waste disposal, schools and parks, police and fire protection: (Complies)**

The current population associated with the existing facilities is one full-time resident, three part-time residents, and four part-time workers. The existing improvements have little to no impact to community services or facilities. Furthermore, since water and sewer services are private, the only use of public utilities would be from the Sulphur Springs Valley Electric Coop (SSVEC). The projected population is likely going to be primarily seasonal. It is anticipated each new residential unit would have an average of 1.5-residents per unit.

With up to 52 proposed dwelling units, additional population of approximately 78 residents is estimated. Staffing needs for the ultimate build out would add approximately three full-time equivalent workers. However, since these are seasonal residents and staffing would be minimal, the impact to regional and community facilities would not be significant.

**8. Report or narrative assessing adequacy of water supply to serve the proposed development (Complies with Condition)**

For water service, three wells exist on site, with each capable of producing around 30-gallons per minute. The existing development is served by two of these wells. Proposed water service improvements would be served by the two wells at the western portion of the site and by an improved existing well to the east. New piping would be provided between the wells and the proposed developments.

Storage tanks might also be provided in order to meet future domestic water flow requirements. Staff recommends a Condition of Approval that requires submittal of a formal plan for water conservation as part of any draft CC&Rs and/or as a stand-alone water conservation document prior to first permit issuance.

**9. Projected trip generation for the entire project at completion. If projected trip generation is of sufficient magnitude to significantly increase traffic, thereby reducing the level of service on one or more abutting or surrounding streets, or where existing demonstrable traffic problems have already been identified such as high number of accidents, substandard road design or surface, or the road is near, at, or over capacity, a traffic impact study including the following additional information is necessary (Complies)**

The project site is located in a remote, rural area with the only access provided by improved, County-maintained, two-lane Airport Rd. that, subsequent to Special Use approval in 2008, the owners contributed funds to improve. Projected future traffic is expected to be generated by residents and from those only visiting the road courses and garages.

Currently, approximately 15-cars visit the road course per week when no special events are scheduled. However, planned special events can attract up to 100-vehicles. Almost all traffic coming from and going to the site is from the east and off I-10. Because vehicular traffic is anticipated to generate from the more heavily populated areas near Willcox, this suggests that most traffic on Airport Rd. visiting this site would use Airport and Taylor Roads to gain access to and from I-10.

The project narrative suggests that average daily trip counts (ADT) are low, particularly in the vicinity of the site, and per the County's Transportation Planner, traffic counts are currently minimal. The submitted project narrative suggests residential traffic to be about 8-average daily trips per residence. Fifty-two homes are proposed at build out, for a daily average (if not seasonal) of 416-trips per day. Seasonal traffic would generate traffic counts lower than this figure. Inde staff would account for 10-trips per day as they travel to and from work.

The recreational use currently generates a small number of trips and the future road course is not anticipated to generate many additional trips. The Applicant participated in the improvements made to Airport Rd. at the time the existing road course, clubhouse, garages and other facilities were constructed.

On occasion, larger special events are held that generate more traffic than is typical. However, per the County Transportation Planner the residential component would possibly double existing traffic counts on Airport Rd. due to the total number of proposed housing units. Residential uses typically produce 10-trips per residential unit; with 52-units at build out at full occupancy, the project could generate an estimated 690 to 1,370 trips per day.

Left turn lanes with sufficient queuing and commercial aprons would possibly be needed for the residential component of this project. A formal Traffic Impact Analysis (TIA) with detailed information about how access would be controlled, the surface treatment of travelways and the scope of planned special event activities would be required at the time of Tentative Plat submittal.

**10. Provisions for water conservation measures such as effluent re-use, recharge facilities, low-flow appliances, deed restrictions governing water use, drought-tolerant landscaping, limitations on irrigation, or others (Complies with Condition)**

The use of drought-tolerant and native vegetative species will be strongly encouraged in landscaping within both the common and private areas, except in limited rear-yard areas. The use of low-water irrigation systems, such as drip irrigation will be strongly encouraged among the residents of the community.

The Applicant has indicated that *Design Guidelines and Sustainability Standards* would encourage various water conservation features such as gray water systems, low flow appliances, rainwater harvesting systems and resident awareness and education of water conservation methods. Because water conservation is an important consideration, particularly for projects of this magnitude, as a Condition of Approval, staff recommends a water conservation plan be memorialized in the project's CC&Rs or as a stand-alone document prior to first permit issuance.

**11. Soils analyses for any proposed plan area shown on the most recent soil survey (USDA, Natural Resources Conservation Service) as containing soils having moderate to severe erosion hazard or corrosivity: (Complies)**

The information provided indicates onsite soils are characterized as having "medium" to "high" corrosivity, but does not appear to be especially erosive.

**12. Statement of development not to exceed 5-years from approval unless otherwise approved by the Board of Supervisors: (Does Not Comply)**

As noted, the Applicant has suggested 15-20 years for build out. The Applicant is requesting a waiver from Section 406.06B13 due in part because the project would be largely market-driven; therefore, a more demand reactive and deliberate development approach is intended.

## **VII. Compliance with Site Development Standards for Planned Development (Section 1503)**

### **Rezoning Request**

The Planned Development (PD) Zoning District is intended to set the development standards for the project area and how those standards are applied, as well as afford the Applicant additional flexibility in the types of uses and the locations of activities and structures. In exchange for this flexibility, a minimum of 50% of the *residential* portion of the project area must be preserved as open space (a minimum of 20% must be provided for commercial uses). Of the 458-acres that make up the Inde Motorsports Ranch project site, the area requested for rezoning to PD totals approximately 312-acres (approximately 146-acres would remain RU-4).

## **Compliance with Applicable Site Development Standards for Planned Development Districts (Section 1503)**

### **1503.01 Minimum Development Area: (Complies)**

The minimum site area allowed for MDPs is 10-acres; at 458-acres, the project easily meets this minimum standard.

### **1503.02 Density: (Complies with Condition)**

Maximum densities are not restricted with MDPs if the existing infrastructure and recommended improvements (if any are necessary) are capable of adequately handling the proposed maximum number of residential units. The number of units proposed (52) represents a significant increase from what exists in the area, as there are only very scattered rural homesites and ranches. As noted, a Traffic Impact Analysis would be required at the time of submittal of the first Tentative Plat in order to accurately determine what improvements are needed based on the level of service and the scope of the project. The following chart is from the project narrative and illustrates the proposed development standards for this project.

### **1503.03 Site Coverage and Design: (Complies)**

MDPs permit site coverage flexibility in part to encourage innovative site design. The Zoning Regulations indicate that site coverage ratios for similar uses in other zoning districts shall generally be used as guidelines and shall be evaluated in the context of integrated use of open space, drainage, topography, vehicular and pedestrian circulation. More detail-specific design evaluation would occur at the permit submittal and plat review phases.

### **1503.04 Setbacks: (Complies)**

The Applicant selected the site in 2008 due to its remote location, large acreage and scenic vistas.

Site development standards associated with MDPs are flexible, but the various activities and structures would be set back considerable distances from the property lines to minimize off-site impacts.

The Zoning Regulations indicate that setbacks for structures and uses from lot boundaries within PD Districts must be specified in the MDP. The project narrative, as submitted, shows minimum residential building setbacks of 18-ft. for front yards; however, the Applicant has recently proposed reducing these setbacks to 10-ft. (*See Attachment E*). Per the Applicant, the largely seasonal residents anticipated would likely not want the degree of maintenance required for larger lots (*see Attachment E*). In addition, the Applicant has proposed changing the residential building setback for side yards to “0.”

The Board of Supervisors has authority to approve these recent changes; however, these changes were not proposed by the Applicant until after the Planning and Zoning Commission considered the matter on July 10. In spite of this, staff supports both proposed reduced setbacks as they are not considered significant changes to the nature or scope of the overall project. Note, however, that the Board of Supervisors has the discretion to return the MDP and Rezoning requests to the Planning and Zoning Commission for reconsideration with the new and reduced residential building setbacks.

**1503.05 Open Space: (Complies)**

Development with the Open Space provision is intended to provide an innovative site planning design in harmony with existing natural conditions or features and with the constraints of specific sites in mind, for example. As part of the MDP application, the Applicant has proposed PD (Planned Development) Zoning (discussed in more detail below); therefore, a minimum of 50% open space is required for all residential uses.

**1503.06 Non-Residential Uses: (Does Not Comply)**

A MDP should be designed to provide non-residential services for the use of the development’s residents and guests in order to minimize potential off-site average daily vehicle trips. As proposed, the project would not include onsite services that would reduce vehicle trips to Willcox, for example, to obtain food and other goods and services.

**1503.07 Sanitary Sewer and Water Systems: (Complies with Condition)**

Per the Zoning Regulations, no building permits shall be issued for development until provisions have been made for connection onto community water and sanitary sewer systems or some other approved system. Wastewater treatment for the existing facilities is achieved with septic tanks and leach fields. Sewer service for future commercial development would also likely be provided by septic systems.

The wastewater facilities would be constructed entirely within the common areas of the proposed subdivisions, and would be maintained by a Homeowners’ Association or another mechanism and permitted by the Arizona Department of Environmental Quality (ADEQ). The Applicant continues discussion with the ADEQ regarding wastewater treatment, and whatever approach is taken to treat wastewater must be approved by that agency.

**1503.08 Access, Circulation, and Street Improvements: (Complies)**

Airport Rd. is a County-maintained improved road serving scattered rural homesites and ranches in the area of the project site. The Zoning Regulations require MDPs to have external access to at least one publicly-maintained collector or arterial street, and that the site shall be designed to discourage direct access to a predominantly residential street outside of the development.

The County's Subdivision Regulations would require submittal of a Traffic Impact Analysis with the first Tentative Plat submittal to help in determining what improvements, if any, would be warranted given the scope and nature of the proposed residential developments.

**1503.08D. Design of Pedestrian Circulation Systems: (Complies)**

Pedestrian ways, equestrian and bicycle paths shall be, to the maximum extent feasible, separate and protected from vehicular access points, and shall form logical, safe, and convenient non-vehicular access to all dwelling units, facilities, recreational open space and off-site pedestrian destinations. This component of the project proposal as submitted meets this standard.

**1503.09 Screening: (Complies)**

Screening is not required along the exterior boundaries because the project site does not abut a residential zoning district. However, interior screening of PD districts is required in order to minimize the visual impacts of non-residential uses on the residential portions of the development. Staff recommends a Waiver of this requirement because the residential areas would be sited some distance from the track and associated structures, and also to allow the Applicant to decide whether this would be appropriate given the nature of the project and the clientele.

**1503.10 Landscaping: (Complies)**

Per the Zoning Regulations, development shall be landscaped within the MDP district in a manner consistent with the site development standards described in Section 1806.02B. According to the project narrative, the use of drought-tolerant and native plant species would be encouraged in the project's Design Guidelines and Sustainability Standards within both the common and private areas. The use of low-water irrigation systems, gray water systems, low-flow appliances and water harvesting systems would also be strongly encouraged. Staff recommends that a formal water conservation plan be submitted as part of any CC&Rs or as a stand-alone document which provides specific and effective water conservation measures prior to the issuance of the first permit.

**1503.11 Maximum Structure Height: (Complies)**

The maximum height permitted in the PD districts is 50-feet. The Applicant has not proposed any structure at this height.

**1503.12 Minimum Distance Between Structures: (Complies)**

For the purposes of MDP and rezoning review, the project complies. This site development standard would be closely scrutinized at the permit and plat submittal phases.

## **VIII. Compliance with Applicable Site Development Standards for Planned Development Districts (Section 1503)**

### **Summary of Compliance with Rezoning Factors (Section 2208.03)**

Section 2208.03 of the Zoning Regulations provides a list of 14-evaluation factors in addition to compliance with an area or master plan, with factors 8 (Traffic Circulation) and 9 (Development Along Major Streets) combined below. This Rezoning request complies with eight factors, complies with conditions with three factors and does not comply with one factor, with one factor not applicable.

#### **1. Compliance with a Comprehensive Plan, Area Plan or MDP: (Complies)**

Although not within an approved Area Plan, the project would need to proceed in substantial conformance with the approved Master Development Plan. MDPs allow staff the opportunity to review and evaluate the significant characteristics for a particular development with enough detail to justify the rezoning request. The Comprehensive Plan provides voluntary development alternatives, including providing increased densities for a master planned development and subdivisions setting aside open space.

The project site is within a Category D Rural Area, characterized as areas between cities and unincorporated communities having a low rate of growth, unimproved roads, low density, and large lot rural residential development, agricultural production, and large tracts of undeveloped private and public lands. Non-residential development typically is directed at providing local services, tourism or intensive uses that are not appropriate in more the densely populated parts of the County.

The Comprehensive Plan also indicates that the County's sparsely populated rural lands have the potential for future master-planned communities that will provide the infrastructure to support any proposed increases in residential density or non-residential activities.

#### **2. Land Use/Concept Plan: (Complies)**

The Applicant submitted a MDP application packet in accordance with Article 4 of the Zoning Regulations. The submitted materials illustrate the configuration of the existing and proposed development in a clear manner that meets the minimum standard for this factor.

#### **3. Compliance with Applicable Site Development Standards: (Complies)**

All structures and activity areas appear capable of meeting minimum applicable site developments standards. However, the submitted plans are conceptual, therefore, the Applicant would be required to submit more details at the time of commercial permit submittal and plat review. Although there is flexibility afforded, all development would be closely scrutinized for compliance with fire codes and applicable site development standards at the time of commercial and residential permit application.

#### **4. Adjacent Districts Capable of Development: (Complies)**

Adjacent properties would remain capable of development if the rezoning is approved.

**5. Limitation on Non-Conforming Uses: (Complies)**

The proposed rezoning would not create any non-conforming uses despite the flexibility that PD zoning allows in terms of site coverage and design.

**6. Compatibility with Existing Development: (Does Not Comply)**

The surrounding area is characterized by very scattered rural homesites and ranches with large acreages of undeveloped private and State land in particular. The project proposes up to 52-residential units which would be out of character with existing area development.

**7. Rezoning to More Intense Districts: (Complies)**

The Applicant would be required to develop residential uses under the subdivision process and all applicable site development standards would be considered during that process.

Non-residential uses would be required to be developed as separate development plans consistent with the MDP.

**8. Adequate Services and Infrastructure: (Complies)**

The site is served by the Sulphur Springs Valley Electric Cooperative. The Application indicates that the Willcox Rural Fire Department serves the project site. All other essential utilities are currently provided on-site, including septic and potable water.

**9. Traffic Circulation/ Development Along Major Streets: (Complies)**

A Traffic Impact Analysis is required at the time of the submittal of the first Tentative Plat.

**10. Infill: (Not Applicable)**

This project site is not proposed to be rezoned to General Business, Light Industry or Heavy Industry.

**11. Water Conservation: (Complies with Condition)**

Provisions for water conservation measures have not been adequately addressed. The subject property is not located within an adopted Water Conservation Overlay District; however, all residential and non-residential uses would be required to comply with Section 1820 of the Cochise County Zoning Regulations governing water conservation measures. As mentioned in Section 10 above, a recommended Condition of Approval speaks to the need to submit a formal water conservation plan in the project's CC&Rs or as a stand-alone document prior to the issuance of the first permit.

**12. Public Input: (Complies)**

The Applicant's public notification process was completed and is documented in *Appendix A* of the project narrative. The Applicant mailed Citizen Review letters on May 13 to property owners within 1,500-feet of the subject parcel; however, no comments were received.

The Department also mailed letters to property owners within 1,500-feet of the site on June 17, published legal notices in the *Sierra Vista Herald* and the *Willcox Range News* and posted a notice of public hearing at the project site.

To date, the Department has received one letter expressing support (indicated that Inde has been a good neighbor) and one letter expressing opposition to the project, citing concerns about increased traffic and water use. The Department has also received five letters of support from various area local government, agencies and businesses including the Willcox Chamber of Commerce and the Southeast Arizona Economic Development Group.

### **13. Hazardous Materials: (Complies)**

Comparatively small amounts of racing fuels and motor oils have been stored onsite since 2008. Material Data Safety Sheets were submitted in 2008; staff received no comments or objections from the Arizona Department of Environmental Quality or any other agency at that time with regard to the use and storage of such substances.

### **IX. SUMMARY**

Inde Motorsports Ranch has submitted an application for a Master Development Plan (MDP) and rezoning to Planned Development (PD) to facilitate a mixed-use project on 458-acres located approximately 5.5 miles west of the City of Willcox off Airport Rd.

The Inde Motorsports Ranch has been operating as an existing private motorsports club for approximately three years, and these requests reflect the Applicant's long range development plans and vision for the property, including a new two-mile road course circuit with control tower and paddock, airplane hangars and tie down area, clubhouse and residential uses. Approximately 146-acres would remain RU-4 zoning and be preserved as open space. The project is projected to take 15 – 20 years to complete.

Water and sewer services would be provided by wells, septic systems and possibly water treatment facilities that must meet State agency approval. A Traffic Impact Analysis at the time of submittal of the first Tentative Plat would indicate whether off-site road improvements are necessary.

As noted, residential building setbacks for the front and side portions of future residential lots has recently been reduced to 10-ft. and "0"-ft., respectively. These reduced setbacks, however, were not included in the informational packet that was reviewed by the Planning and Zoning Commission on July 10. Therefore, while staff is recommending approval of these changes, the Board of Supervisors has the discretion to return the project proposal to the Planning and Zoning Commission for reconsideration through the lens of the proposed reduced residential setbacks.

### **Factors in Favor of Approval of the MDP and Rezoning:**

1. The development meets the Master Development Plan intent, and the Planned Development zoning district and MDP are designed to work as a planned, cohesive development that encourages innovative site design;
2. Rezoning to Planned Development ensures that a large portion of the property is preserved as open space;
3. The project represents an extension of an existing use;

4. Residential units would be provided through the subdivision process rather than by lot-splitting;
5. The project would attract visitors and their accompanying economic benefits to Cochise County, particularly to Willcox and Benson, the communities nearest the project site;
6. The projected build out time (approximately 15-20 years) would allow the project to grow based on market demand;
7. The project site is in a remote area of the County, few residents would experience possible off-site impacts;
8. Two local government agencies, three businesses and one neighbor have expressed support for the project; and
9. On July 10, the Planning and Zoning Commission voted unanimously (9-0) to forward a recommendation of approval.

**Factors Against Approval of the MDP and Rezoning:**

1. The project at build out has the potential to generate significant additional traffic that might require offsite improvements;
2. Residential development at the proposed scale would be considered out of character with development in the area; and
3. One neighboring property owner has expressed opposition to the project.

**Recommendation**

***Note that two distinct motions are required; one for the MDP and one for the Rezoning, however, the Factors in Favor and Factors Against for the MDP and rezoning are combined.***

Based on the Factors in Favor of Approval, the Community Development Department recommends that the Board of Supervisors **conditionally approve** this MDP and Rezoning request with the following Conditions:

1. At the time of Tentative Plat submittal, documentation shall be provided indicating evidence that the proposed method(s) of wastewater treatment is approved by the ADEQ and is adequate to accommodate all structures and uses proposed;
2. Prior to first permit issuance, a formal plan for water conservation shall be submitted as part of any draft CC&Rs for the residential developments and/or as a stand-alone water conservation document;
3. Detailed site plans shall be submitted for each phase for review by the appropriate County Departments and agencies. All residential development is subject to the County's subdivision process and must conform to the requirements of the subdivision process;

4. The Applicant shall ensure that noise levels are kept at 65 decibels (Dba) or below along the eastern property boundary for any 30-minute continuous period of operation for the new track;
5. At the time of the first Tentative Plat submittal, a Traffic Impact Analysis (TIA) shall be submitted and approved by the Community Development Department;
6. The Applicant shall submit the first Tentative Plat within one year from the date of approval from the Board of Supervisors. If build out of the MDP as proposed is not completed within 15-years from the date of approval, any undeveloped portions of the PD district shall revert to the original RU-4 zoning;
7. Within 90 days from the date of Board of Supervisors approval, the Applicant shall submit a legal description for that portion of the subject property rezoned to Planned Development;
8. The Applicant shall be required to obtain all other necessary permits and licenses prior to the construction or operation of any use described in the MDP. Any use that is not deemed to be in substantial conformance with the submitted MDP application shall be subject to review by the Community Development Department and may be required to undergo an MDP amendment process; and
9. The Applicant shall provide the County a signed Acceptance of Conditions and a Waiver of Claims form arising from ARS Section 12-1134 signed by the property owner of the subject property within thirty (30) days of approval from the Board of Supervisors.

*Staff also recommends approval of the following Master Development Plan Modification and Waiver:*

1. Section 406.06B13 which requires development not to exceed 5-years from approval unless otherwise approved by the Board of Supervisors; and
2. Section 1503.09 which requires interior (on site) screening of residential portions of PD districts from non-residential uses.

#### **X. ATTACHMENTS**

- A. Rezoning Application
- B. Project Narrative, including Concept Plans and Citizen Review Report
- C. Correspondence from Willcox Rural Fire Department
- D. Public Comment
- E. Correspondence from Mr. Dorland and revised Development Standards graphic (RE: residential setbacks)