



Development Services

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MEMORANDUM

TO: Cochise County Planning and Zoning Commission
FROM: Matthew Taylor, AICP, Planner II
FOR: Christine McLachlan, AICP, Director
SUBJECT: Docket RZ25-08 (Hwy 80/James Ranch Rd Industrial)
DATE: July 9, 2025

Docket RZ25-08 (Hwy 80/James Ranch Rd Industrial)

The applicant requests rezoning 116-acres from RU-4 (Rural District, one dwelling per 4 acres) to LI (Light Industry District). The property is located at the approximate southwest corner of Highway 80 and James Ranch Road west of Douglas

I. DESCRIPTION OF SUBJECT PARCEL AND SURROUNDING USES

Applicant: Tactical Holdings LLC c/o Hardeep Cheira
Location: Highway 80 and James Ranch Road
APN: 408-34-007A, 008B, 010, 013E
Parcel Size: 116 acres
Current Zoning: RU-4
Proposed Zoning: LI
Growth Area: B – Community Growth Areas
Plan Designation: Developing
Area Plan: None
Existing Use: Undeveloped
Proposed Use: Warehousing and Storage, Truck Stop

Surrounding Zoning and Land Uses:

North	RU-4	Undeveloped
South	RU-4	Undeveloped
East	RU-4	Undeveloped
West	RU-4	Undeveloped

II. PARCEL HISTORY

- No active code compliance actions

IV. COMPLIANCE WITH REZONING CRITERIA

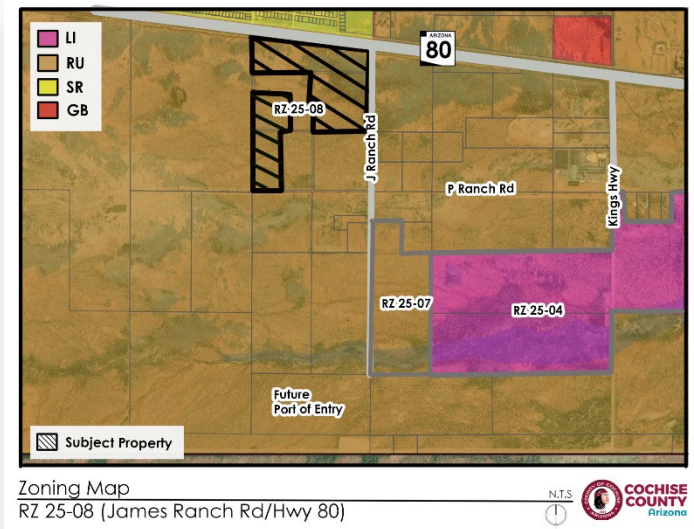
Section 2.63.080 of the zoning regulations requires zoning district boundaries be in accordance with Comprehensive Plan land use and growth area designations, and the requested LI zoning is consistent with the Plan (*Developing, Growth Area B*). Based on the application submittal, 14 of 15 factors apply to this rezone with all factors complying:

1. Adequate Land Use/Concept Plan: Complies

The applicant provided a concept plan demonstrating future development of the parcels for warehousing and storage uses as well as a truck stop, which are allowed by right in industrial zoning districts.

2. Compliance with Applicable Site Development Standards: Complies

If the 116 acre site is successfully rezoned to LI, future development must comply with applicable standards identified in the zoning regulations, notably Section 2.36 (*Light Industry Zoning District*) and Section 2.51 (*Site Development Standards*). Applicable standards include allowed uses and bulk standards such as setbacks, height, distances between structures, maximum lot coverages, parking, screening, and landscaping. Other requirements such as building codes, floodplain regulations, and potentially land division/subdivision regulations will also apply, transitioning to City of Douglas requirements should the properties be annexed in the future. It is reasonable to assume the parcel is developable and will comply with applicable zoning regulation requirements based on its land area and location at the intersection of Highway 80 and James Ranch Road.



3. Adjacent Districts Remain Capable of Development: Complies

All adjacent parcels are zoned RU-4 and also designated *Developing* and *Growth Area B* by the Comprehensive Plan. These properties are also candidates for future rezonings to non-residential zoning districts since all business and industry zoning districts are consistent with current Plan designations. More restrictive use and development standard provisions apply to intense business or industry zoning districts and not on neighboring parcels with less intense rural zoning regardless of development status.

4. Limiting Creation of Nonconforming Uses: Complies

Rezoning the parcels to LI will not result in the creation of nonconforming uses since they are without established uses and permanent structures.

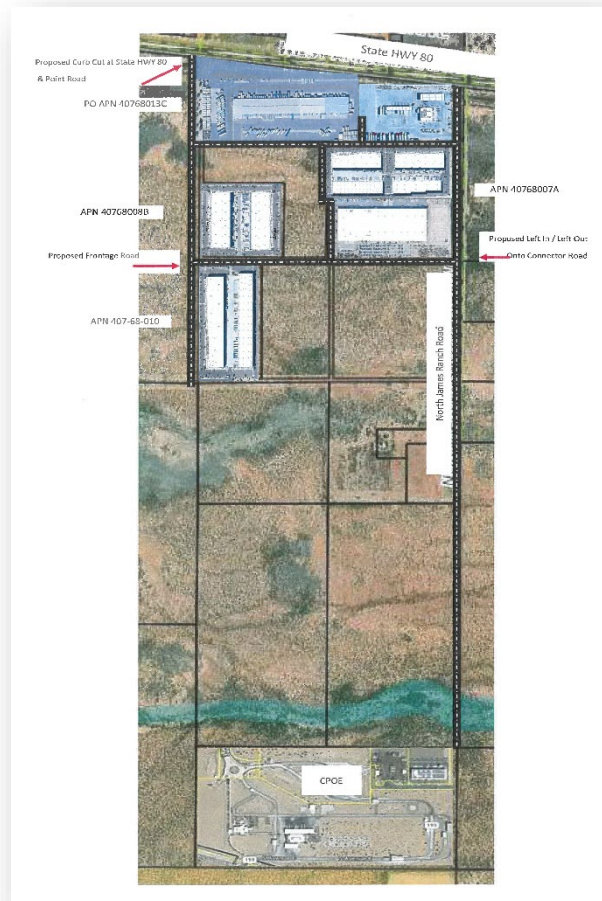
5. Compatibility with Existing Development: Complies

Adjacent parcels appear to be used for grazing but otherwise have no established uses or permanent structures. On parcel to the east of James Ranch Road is addressed (2227 James Ranch) but the dwelling appears abandoned. Development along James Ranch Road south of Highway 80 to the new Port of Entry is likely to be non-residential with warehousing and storage uses, potentially including other similar uses such as manufacturing, wholesaling, and distribution. Residential properties in the vicinity of the new Port will be impacted in both land use and commercial truck traffic. Otherwise, the area does not have an established development pattern or defined neighborhood character.

6. Rezoning to More Intense Districts: Complies

Rezoning to more intense zoning districts are required to demonstrate that adjacent, less intense zoning districts and uses are protected. The zoning regulations require the following considerations:

- The proposed District is buffered by an intermediate District of sufficient size to provide a reasonable transition of intensity from the existing area (as a guide, a reasonable transition is considered to be a difference of intensity or density of two levels as defined in Paragraph 2).
 - *The parcels are adjacent to undeveloped rural land, much of which is also designated Developing by the Comprehensive Plan, allowing upzones to more intense business and industry zoning districts. The Developing land use classification and LI zoning function as a buffer along the south side of Highway 80 between the Enterprise designation and existing HI zoning to the east of Plantation Road and the Rural designation beginning about 1 mile west of James Ranch Road. It is expected the roughly 4.85 square miles of area near the new Port will be developed with non-residential commerce-related uses with few new residential uses.*



- The proposed District is a reasonable extension of a similar density District within the area.
 - *Heavy industrial zoning west of Douglas ends at Plantation Road with Phelps Dodge property, but the 369 acres to the southeast were recently rezoned to LI to allow uses that can support the new commercial Port of Entry. The subject properties are zoned RU-4 and the applicant requests a similar upzone to develop similar commerce-related uses. The county anticipates a continuation of rezoning applications to rezone the area bound by Plantation and James Ranch Roads to the east and west and Highway 80 and the international boundary to the north and south as a result of the new Port. The properties will have direct access to Highway with additional access to James Ranch Road.*
- The proposed District provides a transition between an existing less intense District and a more intensive District or an arterial street; or, the proposed District is designed to provide adequate protection to the adjacent less intense development in the form of enhanced screening, landscaping, setbacks, large lot size, building orientation, or other design measures. (Note: When an HI District is

proposed in a Comprehensive Plan Rural Area, this factor may be the only applicable factor because it is unlikely that a reasonable transition can be provided between the existing Rural Zoning District and the HI District.)

- *The request LI district will serve as a transitional zoning district between HI zoning to the east of Plantation Road, adjacent properties to the east recently rezone LI, and properties zoned RU-4 zoning to the west of James Ranch Road. James Ranch, Kings Highway, and other intermediary alignments will receive substantial improvements to handle commercial truck traffic associated with development of the new Port. The subject properties are not adjacent to other properties with established residential uses requiring additional buffering other than what is already required by the zoning regulations.*

7. Adequate Services and Infrastructure: Complies

The zoning regulations include this factor to measure the viability of a rezone to a more intensive zoning district and the uses that district would allow. Specifically, this factor considers impacts on roadways, infrastructure, and public facilities such as traffic volumes, roadway conditions, and required street, water, and sewer improvements. Given the property's location near the new Port of Entry at the intersection of Highway 80 and James Ranch Road along with the probable jurisdictional shift to the City of Douglas, the properties will have access to water, sewer, and improved roads. Additionally, power to the site is available from Arizona Public Service (APS).



8. Traffic Circulation: Complies

Two of the parcels have direct access to James Ranch Road, an unimproved road not maintained by the county. James Ranch will eventually be the major north-south connector for commercial traffic traveling to and from Highway 80 with limited access. James Ranch Road, along with Kings Highway, will be improved to support the transition from rural residential land uses to commerce-driven uses associated with the new Port of Entry and will be supplemented with smaller interior roads for connectivity, including through this property. Roadway improvements will be funded by private developers and a variety of public sources, including Cochise County and will require right-of-way dedications. Direct access will be from a public roadway and is subject to ADOT approval.

9. Development Along Major Streets: Complies

James Ranch Road is an unimproved road not in county-maintenance. This parcel will have direct access to James Ranch Road, and significant road improvement projects are planned to accommodate large amounts of commercial traffic (road widening and paving, dedications of right-of-way, and traffic control appurtenances). Direct access to Highway 80, whether from a public road or private property, falls under

the jurisdiction of the Arizona Department of Transportation (ADOT).

10. Infill Compatibility: Complies

This factor applies to rezoning requests to General Business (GB), Light Industry (LI), or Heavy Industry (HI) zoning districts and encourages non-residential uses in area with established similar uses to reduce sprawl and potentially negative impacts on less intense, especially residential, land uses. Proposed industrial uses are intended to support commercial truck traffic associated with the new Port of Entry. There are no established residences on adjacent properties through adjacent properties are also candidates for rezoning to business or industrial zoning districts due to their Comprehensive Plan designations. Site development standards of the LI district contained in the in the zoning regulations, including setbacks, screening, and landscaping will apply to future development and these standards are more restrictive when adjacent to parcels zoned rural or residential.



11. Unique Topographic Features: Complies

Similar to infill compatibility above, this factor applies to rezoning requests to more intense business or industrial zoning districts and promotes protection of areas with unstable soils, steep slopes, washes, and floodplains. There are numerous topographical features in the vicinity but this subject parcels are not impacted by such features. Future development will comply with county zoning, building, engineering, and floodplain regulations.

12. Water Conservation: Complies

The property is located within the Douglas Active Management Area (AMA). Water is anticipated to be provided by the City of Douglas, and county-wide water conservation requirements identified in the Zoning Regulations apply to non-residential uses and properties, including this project, and will be identified at permitting.

13. Public Input: Complies

The applicant mailed notices to property owners on April 22, 2025. Staff mailed notices, published legal notice, and posted the properties June 8-13, 2025.

14. Hazardous Materials: Not Applicable

Proposed future land uses include warehousing and storage along and near James Ranch Road and a truck stop at the southwest corner of Highway 80 and James Ranch Road. Uses involving the production or utilization of hazardous materials are not proposed.

15. Planning Policies: Partially Complies

The requested industrial zoning is consistent with existing Comprehensive Plan designations (*Developing, Growth Area B*). The new commercial Port will create opportunities for supporting uses, generating new

employment opportunities within Cochise County in an area otherwise undeveloped with few established residences. The Comprehensive Plan applies the *Developing* designation to areas presumed in transition with scattered residential, business, industrial, or agricultural uses intended and capable of accommodating future growth – the new Port of Entry will facilitate transition of the area from rural agriculture to international commerce.

V. SUMMARY AND CONCLUSION

The applicant proposes developing approximately 116 acres to develop warehousing and storage uses and a truck stop to support the new commercial traffic associated with the new Port of Entry west of Douglas. The majority of land area in the vicinity of the new Port is undeveloped, presenting an opportunity to develop new non-residential uses absent potential land use conflicts common when mixing new with existing uses. The county anticipates additional use-related applications in this area, specifically rezones to business or industrial districts and commercial permitting submittals as this area evolves in response to Port activities.

Factors in Favor

- Complies with all applicable factors.
- Few established residences nearby.
- Allows land uses that support the new commercial Port of Entry.
- Contributes to a potential new employment center.
- Commercial uses are appropriate along highways and at major intersections.
- No opposition received.

Factors Not in Favor

- None

VI. RECOMMENDATION

Based on the factors in favor of approval, Staff recommends forwarding Docket RZ25-08 to the Board of Supervisors with a recommendation of approval with the following special condition:

1. Right-of-way dedications per exhibits.

SAMPLE MOTION

I move to recommend approval of Docket RZ25-08 to the Board of Supervisors with the special condition recommended by staff, rezoning tax parcels 407-68-007A, 008B, 010, and 013E from *RU-4* to *LI*, the factors in favor of approval constituting findings of fact.

EXHIBIT DRAWING

SHOWING AFFECTED PARCELS, RIGHT OF WAY AND DRAINAGE EASEMENTS.



SCALE: 1" = 1000'

