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COMMUNITY DEVELOPMENT DEPARTMENT

Planning, Zoning and Building Safety
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*James Vlahovich, Deputy County Administrator
Interim Planning Director*

MEMORANDUM

TO: Keith Dennis, Planner II

FROM: Karen L. Lamberton, County Transportation Planner

SUBJECT: Eldercare for Life/Windmill Ranch Residential Care Facility
SU-09-08A\Parcel #104-02-006F

DATE: October 21, 2010

The owners of the Elder Care for Life/Windmill Ranch residential care facility are seeking to modify conditions related to the operation and traffic circulation on their existing residential care home, currently approved per SU-09-08 for eight (8) residents. The site is on approximately three (3) acres and expansion to the existing buildings has not been proposed. A commercial permit (CP-09-5029) was obtained; however, a certificate of occupancy for the additional two (2) residents approved in 2009 has yet to be issued.

Traffic analysis completed during the previous Special Use Permit process in Feb. 2009 found the following: Based on a maximum of eight beds, trip generation could be expected to average 18.96 trips per day, per the ITE Manual, 7th edition. Most of these trips would be off-peak hours and would be similar, or slightly higher, over the weekends. The applicants indicate that this would be a fully staffed 24/7 facility which would have the potential of slightly higher trip rates, based on number of employees, estimated at about 26.25 trips per day, based on the low range (small scaled/rural facility) trip generation rates per the ITE Manual, 7th edition. This site would not be expected to produce much more in the way of traffic with the proposed use than would be on this parcel if it were built out to the full extent of the TR-36 zoning. Comparative trip generation rates for a single family housing are an average of 9.57 with a range of 4 to 22 trips per day. The applicants anticipate approximately 12-15 vehicles per day in keeping with the estimated trip generation.

The site is served by Calle de Mango, a 20 foot, chip-sealed, rural-minor access county-maintained road (part of the Charleston Park subdivision) and by Calle de Naranja, also a 20 foot rural minor access road but is county-maintained as a native surfaced road. Calle de Mango does have pass through traffic using the subdivision roads to make a connection with other collector and arterials roads like Hereford Rd. further south of the subject parcel. Labrador Lane, provides access to the parcel from both Calle de Mango and Calle de Naranja, and is a private roadway with private easements along the 36-foot wide corridor with specific recorded conditions

(related to types of appropriate land uses for adjacent lots). A recorded deed for 24 feet of the Labrador Lane width is on file with the county. This easement information is provided as advisory information only and is not intended to substitute for title company documentation of legal access rights of property owners along Labrador Lane.

Notwithstanding the legal access provided by recorded easements along Labrador Lane the applicants were required to use an alternative route (Calle de Naranja rather than Calle de Mango) as the final leg to their site as part of a negotiated agreement with adjacent property owners, staff and the Commission. As typical for these type of uses taking primary access onto a private roadway a Private Maintenance Agreement for Labrador Lane was also required. The applicants were required to post a sign instructing visitors to use this alternative route; however, this condition, created in an attempt to address neighbor concerns, conflicted with the County sign regulations and was administratively modified on April 24, 2010 to direct the applicant to post such a sign at the entrance of their driveway on their own property rather than in the public right-of-way. The applicants were also to notify, in writing, employees, delivery drivers and family members of the preferred route access via Calle de Naranja.

The applicants now seek to modify these conditions citing to monsoon wash-outs along the alternative route and the need to ensure emergency vehicle access along Labrador Lane. It should be noted that these conditions were placed on the applicants in context of the increase from six to eight residents in their facility: a certificate of occupancy for the additional two residents has not yet been issued.

Recommendation

The traffic impact of a residential care facility of this size (8 residents) is minimal and would not require any significant infrastructure improvements at this time. The use, as noted previously, is the equivalent of the full-build out of this parcel within current zoning. From a traffic circulation standpoint the more direct and better maintained route is that of Calle de Mango to Labrador Lane. Calle de Naranja provides an adequate alternative route: there are no current plans to upgrade this road to a chip-sealed or better surface.

Condition C regarding the posting of a sign has been administratively modified to request posting on site rather than at the intersection of Calle de Mango and Labrador Lane. I would have no comment on the applicability, effectiveness or enforceability of requiring site directions to be provided in writing or by signs on site that may or may not match up with intuitive review of any local map. (For example: an inquiry on yahoo maps for direction to this site from Bisbee results in these directions: Turn **R** on E RAMSEY RD; Turn **L** on S CALLE LIMA ; Turn **R** on E CALLE DE LA ALMENDRA ; Turn **L** on S CALLE DE LA MANGO; Turn **R** on E LABRADOR LN ; Arrive at 5605 E LABRADOR LN, HEREFORD, AZ)

Typically, neighbors welcome the additional maintenance activities required under the Private Maintenance Agreement although the standard for such maintenance is "safe, passable" and does not reach to fully improving the roadway to county standards. The traffic impact of this proposed use does not reach to that level of mitigation although in some cases neighbors do work together to dedicate right-of-way to the County and participate in a partnership with the County to improve the roadway. Such a partnership has not been proposed on Labrador Lane. The

applicants have not asked to be relieved of this condition; however, given the minimal traffic generation of this use, the Commission may make a determination of the necessity for the Private Maintenance Agreement if adjacent property owners do not desire maintenance activities to take place on their section of Labrador Lane.

The matter before the Commission is less of a traffic mitigation consideration as it is balancing stated neighborhood concerns about traffic-related concerns. This memo provides technical analysis of traffic impacts and the condition of the roadways that provide access to the approved residential care facility.

cc: Docket SU-09-08A; Diane Cratsenburg, Hwy/FP