



Cochise County
Community Development
Highway and Floodplain Division

Public Programs...Personal Service
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INTEROFFICE MEMO

Date: March 12, 2018
To: Peter Gardner, Planner II
From: Teresa Murphy, Right-of-Way Agent
Subject: SU-18-07 (Majewski Daycare)

Background: The applicant requests a Special Use Authorization to expand a current four child daycare business located in an existing home, which does not require County permits to a ten child daycare business, a use considered a Daycare Facility. Daycare Facilities located in Residential Zoning Districts require Special Use Authorization. The 4.47 acre site, APN 202-16-009, is located at 3900 N. Fort Grant Road in Willcox, and is zoned R-36. The applicant is Kara Majewski.

Right-of-Way Staff was contacted by Planning and Zoning to review the permit and provide comments regarding right-of-way dedication needs for county maintained roads.

Analysis:

- Access via Fort Grant Road
- Fort Grant Road is a County Maintained Road (MI #346)
- Public Dedication of West 33 feet per Book 4 of Maps and Plats, page 50.
- Public Dedication of East 70 feet per Docket 887, page 140.
- Established as a County Highway per the Cochise County Board of Supervisors minute Book 23, page 335, dated June 7, 1965 at a declared width of 60 feet.
- Fort Grant Road is classified as a Federal Function Major Collector Road which has a 100'-150' minimum standard right-of-way width (see figure CC011 of Cochise County Highway Standards).

Recommendation:

- Further right-of-way dedication is not required for Fort Grant Road at this time.

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MEMORANDUM

Date: March 20, 2018
To: Peter Gardner, Planner I
From: Karen L. Lamberton, AICP County Transportation Planner
Subject: Majewski Daycare/SU-18-07/Parcel # 202-16-009

The applicant, Kara Majewski, is requesting a Special Use authorization to expand a 4-child day care to a 10-child day care facility. The property is zoned RU-36, Neighborhood Conservation, and the proposed day care facility requires a special use in this zoning.

Special Use Authorization Conditions

We have no objection to issuing the requested Special Use Authorization with the following conditions:

1. At the Commercial Permit phase the applicant will be required to obtain a ROW/Encroachment Permit for the construction of a commercial driveway, meeting Design Standard CC205-2, with clear zones (sight distance triangles) per Design Standard, CC300 and Zoning Code 1807.06B, in advance or concurrent with their Commercial Permit application.

Background

The applicant is applying for a Special Use Authorization to provide day care services in an existing home located in the Willcox area. Access to the site is from Fort Grant Road: a county maintained, federally functionally classified rural major collector, asphalt-concrete surfaced, with a 28-foot cross-section.

Driveway Access

Commercial uses typically require a commercial driveway apron allowing for two-way traffic (minimum 24 feet per Design Standard CC2015-2). At a minimum a Type D driveway apron should be constructed.

However, it is understood that this is a fairly low impact commercial use and the applicant may request a modification from the full commercial access apron width from the County Engineer. Design standards for commercial use driveways require that the driveway apron match the surfacing of the adjacent county-maintained roadway; a waiver from that requirement may only be granted by the County Engineer upon a written request and justification for meeting a different or lower standard.

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Given the classification of Fort Grant Road, the traffic volumes and speeds, the evidence of tracking of debris onto the roadway under existing conditions, a hard-surfaced driveway apron is appropriate. A waiver is unlikely to be granted.

However, up to a one year to complete an approved Right-of-Way Encroachment Permit can be granted, if approved by the County Engineer. If the applicant feels that constructing this infrastructure improvement immediately is a hardship, and the Planning and Zoning Commission is not opposed to a delay in this improvement, the applicant may request additional time from the County Engineer to meet this requirement. (e.g. assessing each student \$2.00 per day will likely generate the necessary funds to construct this improvement within 10 months). A request for more time is likely to be granted.

The applicant should keep in mind that typically only a temporary permit to operate will be issued until the driveway condition is completed.

Traffic Analysis

Trip generation, with one employee and ten daycare children, using the primary residential unit, is estimated to be 34.54 vehicle trips per day, per the ITE Manual, 9th edition. This use is likely to increase the trip generation from this parcel slightly beyond that of the high end of the range for a single residential unit (21.85 trips per day). This potential use would likely create a slight increase in trips generated during the morning and evening peak hour travel periods.

Traffic volumes average 2,684 vehicles per day on Fort Grant Road with an estimated 18% of the daily traffic heavy trucks or buses. Average speeds on this segment of Fort Grant Road is 62 miles per hour (it is recommended that this speed be used for calculating sight distance triangles). Fort Grant Road has the capacity to absorb both current and future traffic generated by this use without causing an adverse effect on traffic patterns. No off-site improvements would be necessary for this proposed use.

Applicant Guidance

We have no objection to issuing the requested Special Use authorization with the following advisory notes to the applicant:

- The site plan is adequate to illustrate the concept for this Special Use authorization request. It will not be adequate at the Commercial Permit phase. The applicant is advised that a revised site plan that clearly shows all the driveway dimensions as well as sight triangles (Roadway Design Standards CC300 & Zoning Regulation 1807.06B) will be needed at the Commercial Permit stage.

What we are looking for is the dimensions of the width of the driveway, the distance of those from the edge of pavement, property lines. What we want the applicant to be sure of is that no fixed objects, including signs, interfere with sight distance.