

PROJECT NARRATIVE

Hayden Rd / Miller Rd: Pinnacle Peak Rd to Happy Valley Rd

DATE:	10/22/2021
RE:	DRB Development Application Checklist
PROJECT #:	350-PA-2021
KEY CODE:	7T677

Project Narrative

- **Ordinances, Master Plans, General Plan, and Standards**

- The Miller Road project includes improvements to Miller Road from approximately 400 feet north of Pinnacle Peak Road to Parkview Lane including a vehicular bridge crossing at Rawhide Wash. The main purpose of this project is to fill in this missing gap in Miller Road and provide a continuous roadway corridor to handle current and future traffic needs for all modes of transportation.
- This project will tie into the Rawhide Wash Flood Hazard Mitigation project, currently being completed by the Flood Control District as a separately funded project, to make sure that both projects work together.
- The key project elements include:
 - Widening Miller Road to provide two northbound and two southbound lanes with new asphalt pavement.
 - An all-weather vehicular bridge structure to cross over the Rawhide Wash.
 - New curb & gutter and 8-foot-wide concrete sidewalks on both sides of the roadway
 - An 8-foot multi-use trail on the east side of the road.
 - Dedicated on-road bike lanes.
 - Raised landscape medians south of the bridge crossing.
 - Landscaping throughout the limits of the project
 - Supplemental street lighting and way-finding signage
 - Storm drain and erosion control improvements.
 - Utility relocations
- This project is located within Zone D in the City General Plan.
- The proposed improvements have been designed in coordination with the concurrent Rawhide Wash project that is anticipated to be built before this project. See Concurrent Development Application and ESLO Wash Modifications Development Application, reference number 7-WM-2020.

- Per the City Transportation Master Plan (2016), no City bus or trolley routes are planned within the project limits.
- Per the City Local Area Infrastructure Plans (LAIP) Overview Map (2019), the project limits are not within a LAIP area and will therefore not be held to those requirements.
- Per the City Scenic Corridor Design Guidelines (2003), the project limits are not within a scenic corridor and will therefore not be held to those requirements. The streetscape is shown as a Natural Streetscape and within a Suburban Neighborhood area in the City 2035 General Plan (Draft).
- The project limits are not contained within any City Character Area Plan and will therefore not be held to those requirements.
- The project limits are not contained within any City Historic Property Areas and will therefore not be held to those requirements.
- The project limits are not located within a Neighborhood Study Area for the Trail System Master Plan. The Trail Network Map (2004) shows a local trail along Miller Rd beginning at Pinnacle Peak Rd and connecting to the secondary trail within Rawhide Wash. The improvements of this project will complete the connection between these two trails. The proposed shared-use path width is 8 feet wide, which meets the minimum widths of the trail classification standards. The Transportation Master Plan lists this portion of proposed path as a low priority.
- Improvements are designed per the City of Scottsdale Design Standards and Policy Manual (DSPM) (2018). As needed, supplemental design criteria has been used from the AASHTO Green Book and FCDMC's Drainage Design Manual for Maricopa County (Arizona hydrology and Arizona hydraulics).
- Structural improvements are designed per City of Scottsdale Design Standards and AASHTO Bridge Design Specifications. As needed, supplemented design criteria has been used from the Arizona Department of Transportation Bridge Design Guidelines.
- Per the City of Scottsdale Development Standards and Procedures Manual a Master Environmental Design Concept Plan (MEDCP) is intended to be used for phased master plan projects. This project does not meet these requirements and as such a MEDCP will not be included for this project.
- **Architectural Character, Landscaping, and Site Design**
 - The proposed landscape materials reflect the surrounding Sonoran Desert environment. This project is located within the Environmentally Sensitive Lands Overlay (ELS). All landscape materials except for Queen Victoria Agave and Black Dalea were selected from the City of Scottsdale's Indigenous Plant List. Although, Black Dalea and Queen Victoria Agave are not listed on the Indigenous Plant List, both species are drought tolerant and can be found on the Arizona Department of Water Resources Approved Low-Water Use Plant List. Queen Victoria Agave was selected due to its low height and sight visibility restrictions along the corridor. Black Dalea provides erosion control along the adjacent wash, and its purple flower provides color along the corridor. Decomposed granite is proposed for dust control along the corridor and stabilized decomposed granite is proposed for the shared-use path adjacent to the corridor. Both materials

- All trees 4-inch caliper or greater and cacti 3-feet or taller were inventoried and tagged in accordance with the City of Scottsdale native plant ordinance. Of the 94 trees and shrubs that were inventoried, 31 were tagged to remain in place, 3 were tagged to be destroyed due to poor health, and 56 were tagged to be salvaged. Salvaged trees will be installed along the corridor to maintain a similar landscape palette of the surrounding Sonoran Desert environment.
- The bridge will span approximately 375' and be constructed on columns to maintain an open and natural feeling under the structure and within the wash. The surface of the bridge will include an asphalt concrete overlay to help reduce traffic noise.
- The height of the bridge over the wash is approximately 10.5 feet from the surface of the road to the bottom of the wash. This is based on providing a 2-foot clearance from the bottom of the bridge to the highest water elevation for the 100-year storm event per City and Flood Control District standards. This leaves approximately 8.5 feet of clearance for pedestrian and maintenance access under the bridge.
- The bridge aesthetics will include a desert animal themed railing with steel plate cutouts of animals found in the surrounding area and a drystack cultured stone veneer. The proposed concrete barriers would be colored to be sensitive to the desert environment.
- **Ingress, Egress, On-Site Circulation, Parking, and Pedestrians**
 - The proposed roadway horizontal and vertical geometries have been designed to the City of Scottsdale DSPM (2018). Raised and striped medians will be added to improve safety to vehicular traffic. One driveway for the Rawhide Wash maintenance road has been added north of the bridge. No parking or loading area improvements are included as a part of this project.
 - ADA compliant sidewalks will be added to both west and east sides of the roadway including curb ramps at the Mariposa Grande Road connection.
 - A multi-use trail is planned on the east side of the road. The multi-use trail will merge with the sidewalk on the southeast corner of the bridge allowing trail users access across the wash during all-weather conditions.
 - On road bike lanes will be provided with the proposed improvements and will connect the existing bikeways to the north and south of the project limits.
 - The bridge crossing will include concrete barriers that separate the roadway from the sidewalks, providing a protected walkway for pedestrians as they walk across the bridge.
- **Mechanical and Utility Equipment**
 - The proposed waterline relocations beneath Rawhide Wash will result in new air release blow-off assemblies to be installed within the project limits. As a part of these assemblies, required manholes, hydrants, and valves will be placed within landscape and cut/fill areas as best as geometrically and economically viable.
 - Where applicable, existing utility cabinets, junction boxes, vaults, etc. will be relocated or adjusted to finished grade outside the vehicular and pedestrian paths. Occasional at-grade appurtenances, such as manholes, valve boxes, or junction boxes, may be required to be placed within the vehicular or pedestrian paths if

geometrically required. Coordination with utility companies in the area will continue throughout the project.

- No additional proposed mechanical or utility equipment will be installed as a part of this project.

- **Old Town Scottsdale**

- The project limits are outside of Old Town Scottsdale and will not be required to conform to the Old Town Scottsdale Urban Design and Architectural Guidelines.

- **Location of Artwork**

- This project is not required to participate in the Cultural Improvement Program or Public Art Program and will therefore not be held to those requirements.