

# THE PARKWAYS, HISTORIC, AND SCENIC ROADS ADVISORY COMMITTEE EVALUATION CRITERIA

This section explains how the report will be evaluated by the Advisory Committee. It is offered here to familiarize the applicant with the systematic evaluation criteria and process.

**Parkway** evaluations are based on meeting **scenic** and/or **historic** criteria, access, and corridor protective restrictions, interagency agreement, and certain economic factors. Its designation allows for the development of appropriate facilities such as visitor centers, rest areas, trails, etc., so that the resource may be enjoyed at a more intimate, leisurely level.

Not all scenic and historic roads are qualified for parkway designation and the applicant should not feel that this is the ultimate goal of the process. Other benefits are obtained from careful consideration of a particular roadway under these criteria.

**Historic** evaluations are based on documented criteria as confirmed by the Arizona Historical Society and the Arizona Historical Advisory Committee. Factors critical to the historical designation include the **impact of the route** on cultural heritage, **historical contribution**, **proximity** to the historical area, and **uniqueness**.

**Scenic** evaluations are based on the level of the overall visual quality rating developed on the visual quality summary sheet, and not just landscape components. Attributes critical to the visual quality are **vividness**, **intactness**, and **unity**.

The three categories --- parkways, historic, and scenic roads --- and the rating systems are explained on the following pages.

## PARKWAY PROPOSAL EVALUATION

The proposal for the parkway shall be evaluated by the use of the following criteria:

- Meet the one mile minimum distance between access roads as established by ARS 41- 514.
- Meet the established criteria for either a historic or scenic road.
- Appropriate space obtainable for interpretive area with parking and visitor facilities.
- Controlled access and development of adjacent property rights obtained by the Arizona Transportation Board or other governments.

These definitive criteria will not be rated on a scale as are the historic and scenic criteria.

## HISTORIC ROAD PROPOSAL EVALUATION

Proposals for historic roads shall be evaluated by the advisory committee by rating the four factors; (1) Impact of the route, (2) Impact of the area, (3) Proximity to historical place or road, and (4) Uniqueness. The numerical combination of the four factors shall be used to establish the historic quality as outlined on the **Historic Road Evaluation Sheet**. The uniqueness rating will be used to establish priorities for the historic designation and management.

## **Impact of the Route**

Impact of the route relates to the estimated relative importance of the historical route or place to the cultural heritage within the national, state, regional or local framework, which are judged to be of equal significance. This factor includes consideration of the historical impact on the development of Arizona's heritage in such fields as transportation, commerce, architecture, history, archaeology, mining, agriculture and culture.

### **Rating:**

7 - Has made a paramount contribution to the cultural heritage of the area traversed by the roadway.

5 - Has made a major contribution to the cultural heritage of the area traversed by the roadway.

3 - Has made a moderate contribution to the cultural heritage of the area traversed by the roadway.

1 - Has made a nominal contribution to the cultural heritage of the area traversed by the roadway.

## **Impact of the Area**

Impact of the area relates to the significance of the contribution of the historical place or road to the exploration, settlement or development of Arizona. The activities of exploration, settlement or development may be considered collectively or individually. This factor should include consideration of the historical impact of exploration settlement and or development of the Indian, Hispanic/Mexican and United States civilizations. It will also include consideration of the historic impact on political/governmental, socio/cultural and technologic/economic development at all political subdivision levels.

### **Rating:**

7 - Has made a paramount contribution to the exploration, settlement, or development of a certain region of the state.

5 - Has made a major contribution to the exploration, settlement, or development of a region of the state or a substantial contribution to a localized area.

3 - Has made a moderate contribution to the exploration, settlement, or development of a regional area or a moderate contribution to a local area.

1 - Has made a nominal contribution to the exploration, settlement, or development.

## **Proximity**

Proximity of the proposed historical route to the historical place or road shall consider both physical and/or visual access.

**Rating:**

7 - The proposed route lies along or is adjacent to the historical place or road with easy access to it.

5 - The proposed route is within one mile of the historical place or road with easy access to it.

3 - The proposed route is between one mile and five miles of the historical place or road with easy access to it.

1 - The proposed route is over five miles from the historical place or route or over one mile with difficult access to it.

**Uniqueness**

Uniqueness of the historical place or road refers to the relative scarcity or abundance of a given type of historic resource.

**Rating:**

7 - There is nothing else within the state comparable to it.

5 - The historical road is rare but not unique within the state.

3 - The historical road or place is one of several of its kind within the state but is unique within its region.

1 - The historical road or place is one of several kind throughout the state.

**SCENIC ROAD PROPOSAL EVALUATION**

Proposals for scenic road designations are evaluated by the Parkways, Historic, and Scenic Roads Advisory Committee based on the summary sheet of visual quality ratings. The information provided by the **Visual Quality Summary Sheet** includes the overall visual quality of each landscape assessment unit and the average visual quality of the entire road segment.

Many factors contribute to the visual quality of a landscape. For purposes of evaluation generally, these factors can be grouped under the attributes of vividness, intactness, and unity.

**Vividness**

Vividness is the memorability of the visual impression received from the contrasting landscape elements, as they combine to form a striking distinctive visual pattern.

**Rating:**

7 - The proposed route is extremely vivid, unforgettable elements and patterns combine to form a unique visual impression.

5 - The proposed route is primarily vivid, elements and patterns combine to form a rare visual impression.

3 - The proposed route is moderately vivid, elements and patterns combine to form a pleasing visual impression.

1 - The proposed route is nominally vivid, visual elements and patterns found elsewhere throughout the state form the same impression.

### **Intactness**

Intactness is the integrity of the visual order in the natural and human built landscape, and the extent to which the landscape is free from visual encroachment.

7 - The route is intact with no noticeable or distracting disturbance or encroachment on the visual landscape.

5 - The route is primarily intact with little noticeable or distracting disturbance or encroachment on the visual landscape.

3 - The route is moderately intact with some noticeable or distracting disturbance or encroachment on the visual landscape.

1 - The route is nominally intact with noticeable or distracting disturbance or encroachment on the visual landscape.

### **Unity**

Unity is the degree to which the visual aspects of the landscape elements join together to form a harmonious composite of visual patterns.

7 - The elements of the landscape combine to form a cohesive unique unified experience, and visual aspects are sensitive to the existing landscape.

5 - The elements of the landscape are primarily unified to form a complimentary and pleasing visual experience.

3 - The elements of the landscape are moderately unified but do not form a unique visual impression.

1 - The elements of the landscape are nominally unified but do not create a cohesive, responsive landscape.

The overall visual quality rating of each landscape assessment unit is an expression of the totaled rating of the three attributes weighted by the length of the road (in miles) of the assessment unit.

The maximum visual quality rating for any assessment unit is twenty-one. Multiplying the rating by the length of the unit will provide a unit total. Summing the unit totals for all of the landscape assessment

units in the road segment will provide a road total. Dividing the road total by the length of the road segment will afford an average visual quality for the entire segment. Those segments with an average rating of 14.7 or above are eligible for scenic designation. This score represents an average equal to or greater than 70 percent of the highest possible visual quality score.

The average visual quality score may be manipulated if the lowest segments occur at either end of the evaluated section. Low scoring or less scenic landscape assessment units may be eliminated if it does not disturb the continuity of the whole designation. Therefore, the average visual quality score for the proposed route can be increased.

Ratings from an alternate route can provide a basis for a comparative evaluation. The Advisory Committee can draw conclusions from such alternate ratings as the comparison indicates the uniqueness of the viewsheds along the road segment proposed for designation. The ratings for the proposed segment should exceed the alternate route, supporting the suitability of the proposal for special status.