PERSPECTIVE

The preservation of the quality of the visual and historical environment has become increasingly important to the American public. No longer is the land seen as an obstacle to be moved and conquered, but rather a fragile resource to be protected and enjoyed. The highway has become the important link between the public and their enjoyment of these resources. Americans rely on their vehicles to transport them to these places of unique beauty and cultural significance.

In President Johnson's Message to the Congress on the **Natural Beauty of Our Country**, he recognized the automobile as a principal instrument of recreation and pleasure. He stated that "By making our roads highways for the enjoyment of nature and beauty, we can enrich the lives of nearly all our people in city and countryside alike."

This message was expanded by the Department of Commerce report **A Proposed Program for Scenic Roads and Parkways.** This report charged the state legislatures as the agencies to establish criteria, eligibility, methods of financing, duration, and magnitude for parkway and scenic road programs.

The Highway Beautification Act and the **National Environmental Policy Act** reinforced the need for natural, scenic, and ecologically sound corridors along the nation's highways. They acknowledged that highway corridors had been left exposed to developments which, in the long run, deteriorate both the functional integrity and environmental quality of the landscape.

Urban sprawl needs to be checked and held in balance so that future Americans can experience and enjoy the important historical, cultural, and scenic resources surviving today. Agencies need to identify and develop methods and procedures which will insure that environmental amenities and values be given appropriate consideration in decision making along with economic and technical considerations.

In 1982 the State of Arizona responded to these national concerns by enacting into law ARS 41-512 through ARS 41-518. This law provides for the establishment of Parkways, Historic, and Scenic Roads on Arizona City, County, Indian, State and Federal Routes. The **Arizona Department of Transportation** (ADOT) is the agency responsible to implement these laws. **Laws and Rules** governing the Parkways, Historic and Scenic Road Program are contained in the Appendix.

This document provides procedures in Arizona for the cooperation of national, state and local agencies in effectively responding to public interest for preservation of scenic and historical resources along Arizona's roadways.

The pressure of interests seeking to meet demands for housing and commercial development can be considered, prioritized, and directed to prevent blight and destruction

of the natural and cultural resources while achieving conditions which preserve the unique qualities that are aesthetic, healthful, pleasant, and environmentally sound.

The process for consideration of a road can be initiated by any interested group or individual by requesting designation to the **Parkways, Historic and Scenic Roads Advisory Committee** (PHSRAC). The advisory committee is comprised of eleven members, including six citizen appointees by the governor, and one each from the Arizona Department of Transportation, the Arizona State Parks Board, the Arizona Historical Society, and the Arizona Office of Tourism and Tourism Advisory Council.

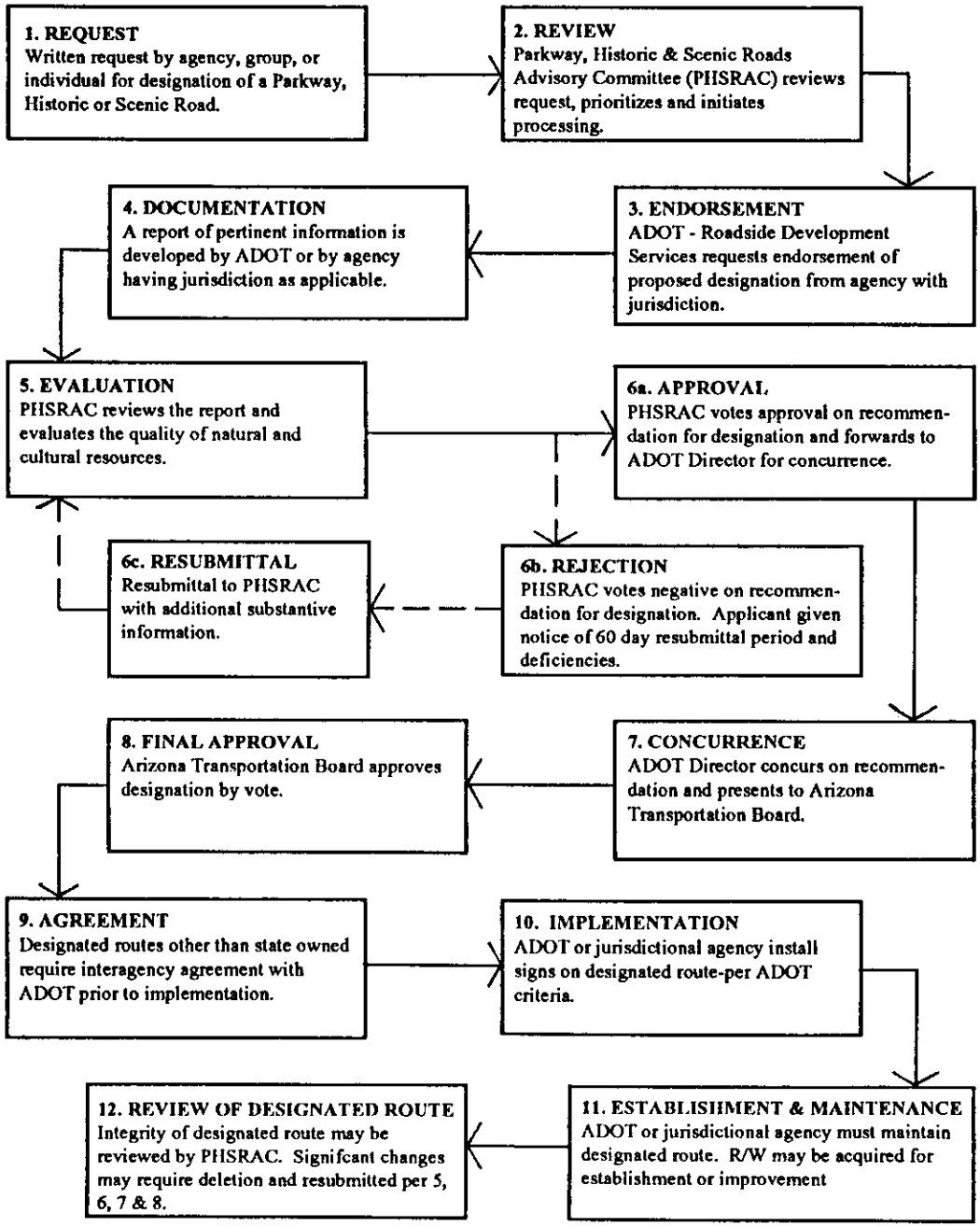
The Parkways, Historic and Scenic Roads Advisory Committee reviews, prioritizes and evaluates the requests based on the established criteria and the quality of resources. Recommendations are then made to the Arizona Transportation Board for the designation of favorable routes. Development guidelines are compiled as recommendations for the enhancement and preservation of the route. Designated routes also may be reviewed and significant changes may require deletion of a designation to maintain the integrity of the program.

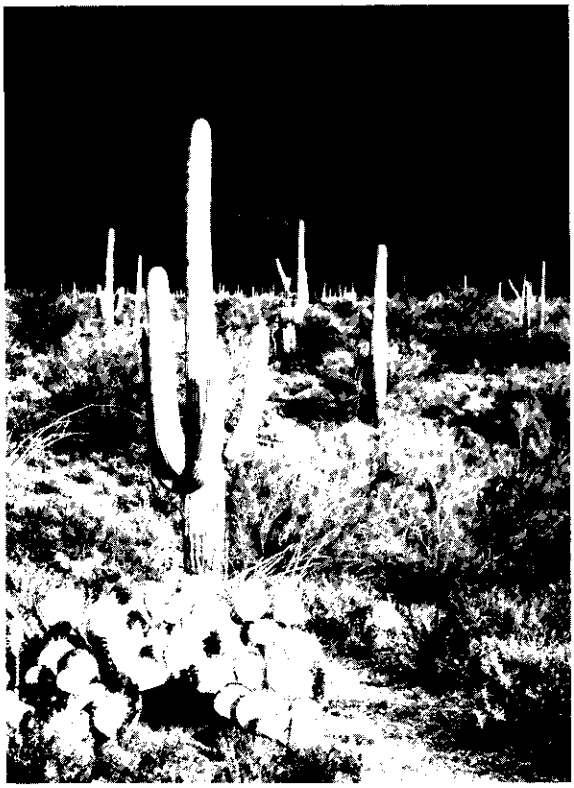
The guidelines contained in this publication were developed to help the applicant in preparing the application report for the designation of Parkways, Historic and Scenic Roads.

COMPILING THE REPORT

The law and rules were developed to define criteria and provide the process for establishment and designation of parkways, historic and scenic roads. Each request for designation will receive consideration through the process to determine if the road will be recommended for designation. The designation process is illustrated in the flow chart on the next page.

THE ARIZONA PARKWAY, HISTORIC AND SCENIC ROADS DESIGNATION PROCESS





FORMAT

The format of the application report to the Parkway, Historic, and Scenic Roads Advisory Committee should be prepared following the criteria listed below:

1. Use 8 1/2" x 11" pages, vertically bound on the left side, with the capacity to add or delete material without destroying the binder (loose leaf, spiral bound or similar).

2. Provide a cover sheet with the proposed project name, route number, mileposts, preparer's name, date, and agencies involved.

3. A cover letter addressed to the Parkways, Historic, and Scenic Roads Advisory Committee, 205 South 17th Avenue, Mail Drop 617E, Phoenix, Az. 85007.

4. A copy of the letter of request for designation and the jurisdictional agencies approval for designation of the road as a parkway, historic or scenic road.

5. A table of contents.

6. The report with the information outlined in sections or pages.

7. Note the following:

Photographs included in the report for information and documentation should be enclosed in acetate sheet protectors on black background or in clear vinyl sheet holders. Color photocopies are acceptable.

Any supportive material not conforming to the 8 1/2" x 11" format should be folded neatly and placed in a pouch at the back of the report. It should be labeled: Appendix A, B, C, as appropriate, and referred to in the text of the report.

ROAD SECTIONS OR AREAS

The road sections or areas recommended for designation should be clearly described by a written paragraph and should be depicted on standard, published maps.

The written description should include the general location within the state, the county, road name and number, length, mileposts, adjacent cities, direction of road and area or width of the zone of influence.

For example: From the Coronado Trail Scenic Road Application Report:

The road proposed for designation is a 93 mile segment of U.S. Route 666 in Apache and Greenlee Counties which continues as a 32 mile segment of U.S. Route 180 in Apache

County. The majority of the road segment is within the Apache-Sitgreaves National Forests and is known as the Coronado Trail. It traverses the east-central portion of Arizona and runs in a north-south direction.

U.S. Route 666 is a two lane federal aid primary highway. The limits of the road area under consideration are:

M.P. 161.00 to the south near Clifton/Morenci, Arizona
to
M.P. 253.74 at Alpine, Arizona

U.S. Route 180 is a two lane federal aid primary highway. The limits of the road area under consideration are:

M.P. 394.36 near Eager/Springerville, Arizona
to
M.P. 426.39 at Alpine, Arizona

Both roads are winding, paved, all weather roads.

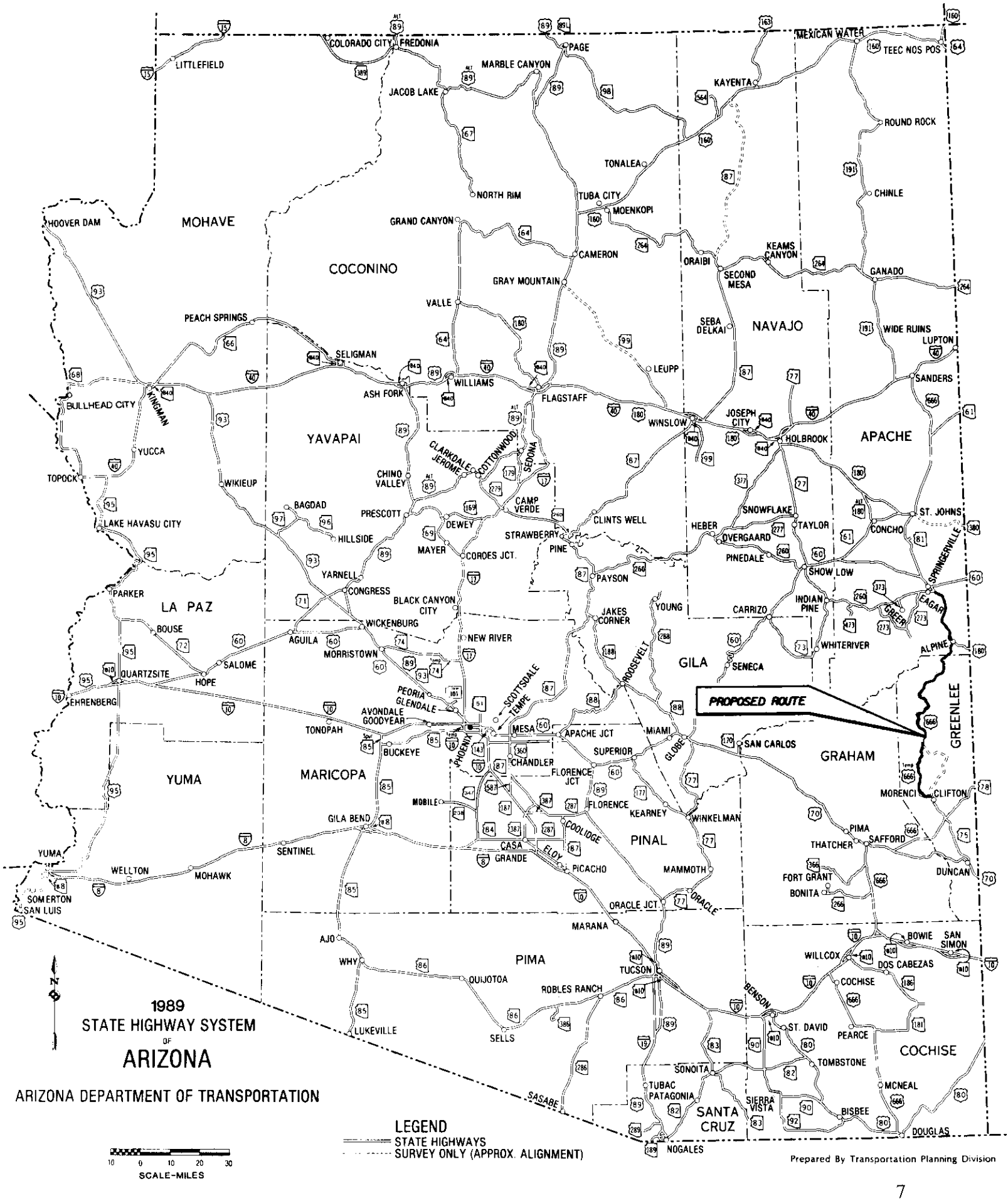
MAPS

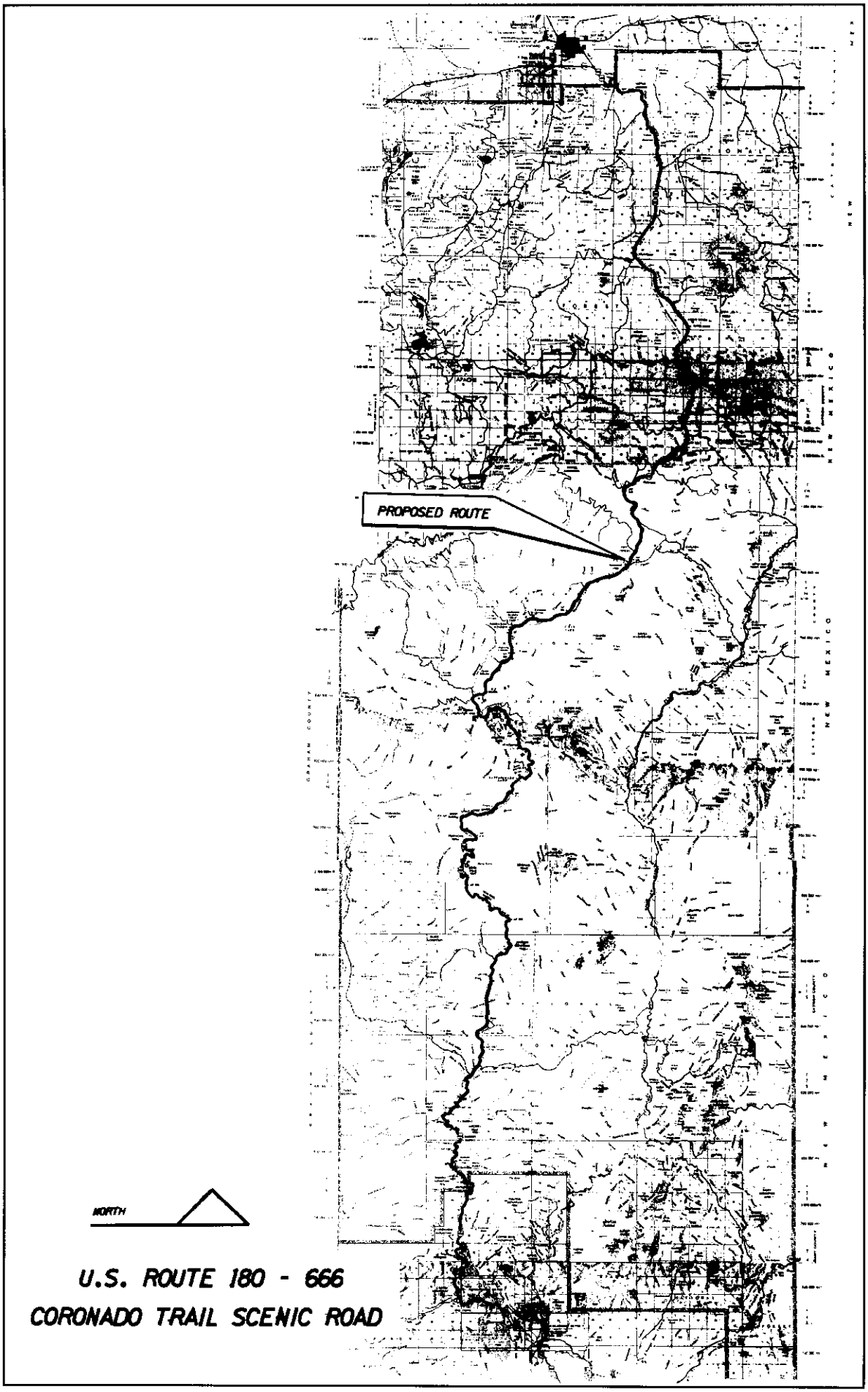
Maps to be included in the report should be of a quality published by the United States Geological Survey, ADOT, the county or city. The area to be depicted should be at a scale that will maximize the space on the 8 1/2" x 11" sheet. If a larger map is used, fold and place it in the pouch at the back of the report.

1. Delineate the area with marking pens or similar instruments of legible quality.

2. Label any interesting, relevant points along the road.

State and County maps are shown on the following pages:


1989
STATE HIGHWAY SYSTEM
OF
ARIZONA
ARIZONA DEPARTMENT OF TRANSPORTATION
LEGEND
STATE HIGHWAYS
SURVEY ONLY (APPROX. ALIGNMENT)
SCALE-MILES
PROPOSED ROUTE
MOHAVE
COCONINO
NAVAJO
YAVAPAI
APACHE
LA PAZ
YUMA
MARICOPA
GILA
GRAHAM
GREENLEE
PINAL
PIMA
SANTA CRUZ
COCHISE
LITTLEFIELD
COLORADO CITY
FREDONIA
PAGE
MARBLE CANYON
JACOB LAKE
MEXICAN WATER
TEEC NOS POS
KAYENTA
ROUND ROCK
TONALEA
NORTH RIM
TUBA CITY
MOENKOPI
CHINLE
HOOVER DAM
GRAND CANYON
CAMERON
KEAMS CANYON
ORAIBI
SECOND MESA
GANADO
GRAY MOUNTAIN
VALLE
PEACH SPRINGS
SEBA DELKAI
WIDE RUINS
LUPTON
SELIGMAN
LEUPP
SANDERS
BULLHEAD CITY
KINGMAN
ASH FORK
WILLIAMS
FLAGSTAFF
WINSLOW
JOSEPH CITY
HOLBROOK
YUCCA
CLARKDALE
JEROME
COTTONWOOD
SEDONA
TOPOCK
WIKIEUP
CHINO VALLEY
CAMP VERDE
SNOWFLAKE
ST. JOHNS
BAGDAD
PRESCOTT
DEWEY
CLINTS WELL
HEBER
TAYLOR
CONCHO
LAKE HAVASU CITY
HILLSIDE
STRAWBERRY
OVERGAARD
SPRINGERVILLE
MAYER
COROES JCT.
PINE
PINEDALE
YARNELL
PAYSON
SHOW LOW
PARKER
CONGRESS
BLACK CANYON CITY
INDIAN PINE
EAGAR
GREER
JAKES CORNER
YOUNG
CARRIZO
BOUSE
WICKENBURG
AGUILA
NEW RIVER
WHITERIVER
ALPINE
MORRISTOWN
ROOSEVELT
SALOME
QUARTZSITE
HOPE
SENECA
SCOTTSDALE
TEMPE
PEORIA
GLENDALE
EHRENBERG
AVONDALE
GOODYEAR
TONOPAH
MESA
APACHE JCT
MIAMI
SAN CARLOS
BUCKEYE
PHOENIX
SUPERIOR
GLOBE
CHANDLER
FLORENCE JCT
MORENCI
CLIFTON
MOBILE
FLORENCE
KEARNEY
WINKELMAN
GILA BEND
COOLIDGE
PIMA
SAFFORD
THATCHER
YUMA
SENTINEL
CASA GRANDE
ELOY
PICACHO
MAMMOTH
FORT GRANT
DUNCAN
WELLTON
MOHAWK
BONITA
SOMERTON
SAN LUIS
ORACLE JCT.
ORACLE
MARANA
AJO
BOWIE
SAN SIMON
WHY
TUCSON
WILLCOX
DOS CABEZAS
OUIJOTOA
ROBLES RANCH
COCHISE
BENSON
LUKEVILLE
SELLS
ST. DAVID
PEARCE
TOMBSTONE
SONOITA
MCNEAL
TUBAC
PATAGONIA
SIERRA VISTA
BISBEE
SASABE
NOGALES
DOUGLAS
Prepared By Transportation Planning Division


PROPOSED ROUTE
NORTH
U.S. ROUTE 180 - 666
CORONADO TRAIL SCENIC ROAD

THE INVENTORY PROCESS

The inventory of natural, cultural, and visual resources is the main focus of the designation evaluation. It must be descriptive and provide complete and convincing information. **Historical Road Applications** should emphasize **cultural resources** and **Scenic Road Applications** should emphasize **natural and visual resources**.

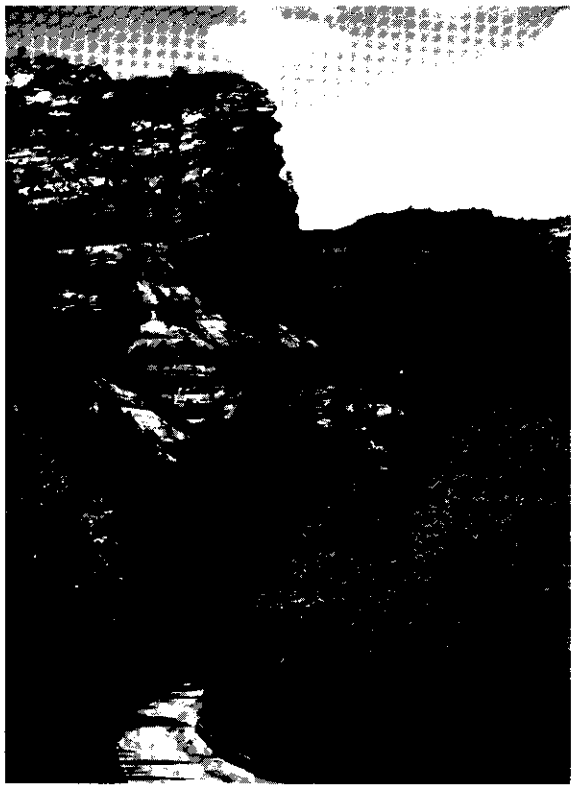
The inventory should contain the following information as applicable to the road area under consideration. Explanations of these characteristics and sources of assistance are given on the next few pages.

NATURAL RESOURCES

Natural resources are comprised of five distinct features. The **geology, hydrology, climate, biota** and **topography** of the area will be addressed in this section.

❖ Geology

Geology is the description of the physical history of the earth and the rocks and soil of which it is composed. This section should contain information on the bedrock strata, sections and rock outcrops, and the surface geology and soil types.



❖ Hydrology

Hydrology contains information that addresses the occurrence, circulation and distribution of water. This section should contain information of interest about groundwater tables, aquifers and recharging basins. Surface drainage comprised of streams and bodies of water should also be inventoried.

❖ Climate

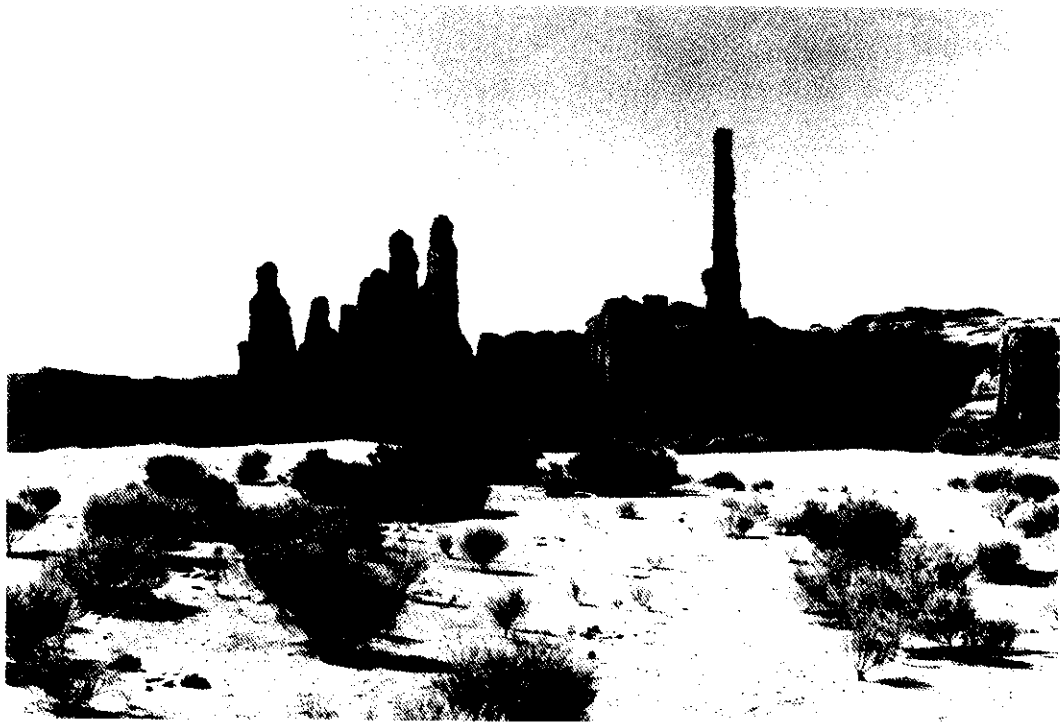
The climate of the area should be comprised of the prevailing weather conditions of the area. Issues such as the temperature, precipitation and seasonal distribution and prevailing winds should be addressed in this section.

❖ Biota

The biota portion of the report shall contain a description of the living matter contained within the study area. This should outline the biotic communities, plants, animals, birds, insects and fish within the area. It should also contain information on the ecosystem values, changes and controls as they pertain to the proposed designation.

❖ Topography

The topographic resources of the area are comprised of the land conformation and natural resources. The natural resources are comprised of relief, land form, water and vegetative cover.



Natural resources should be depicted on maps and described in written form. Areas of importance to the road designation should be sufficiently detailed. For a list of sources to obtain natural resource data please see **Index of Resources** in the appendix.

CULTURAL RESOURCES

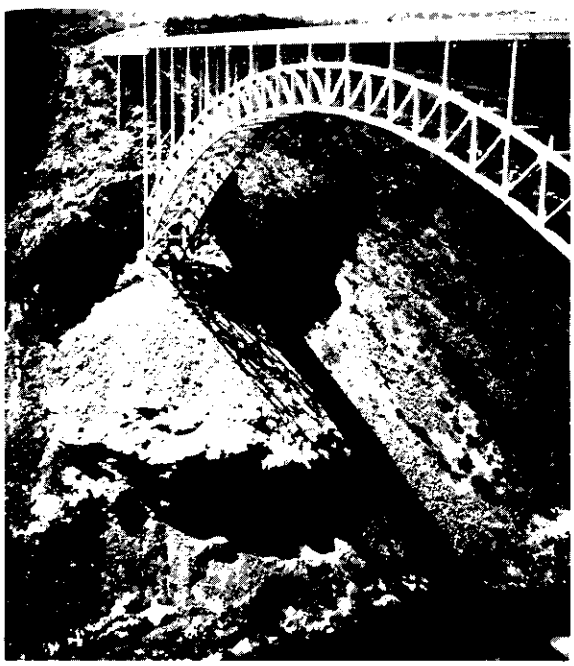
Cultural resources are the fragile, limited, and nonrenewable portions of the human environment. They are composed of cultural heritage contained in the **architectural**, **historical** and **archaeological resources**, and in the **cultural development** of civilization. Cultural resources should also inventory the man made features comprised of trafficways, buildings and structures, site improvements and changes, and utilities easements and constructs.

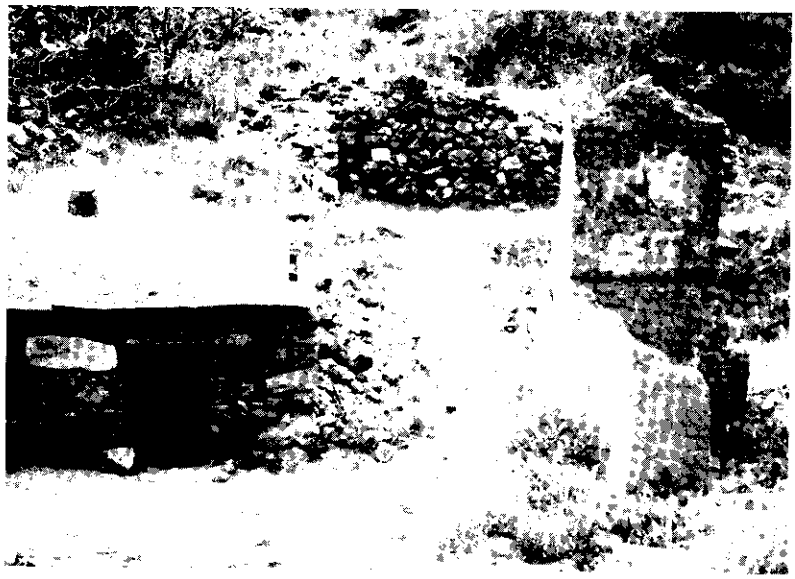
❖ Architectural resources

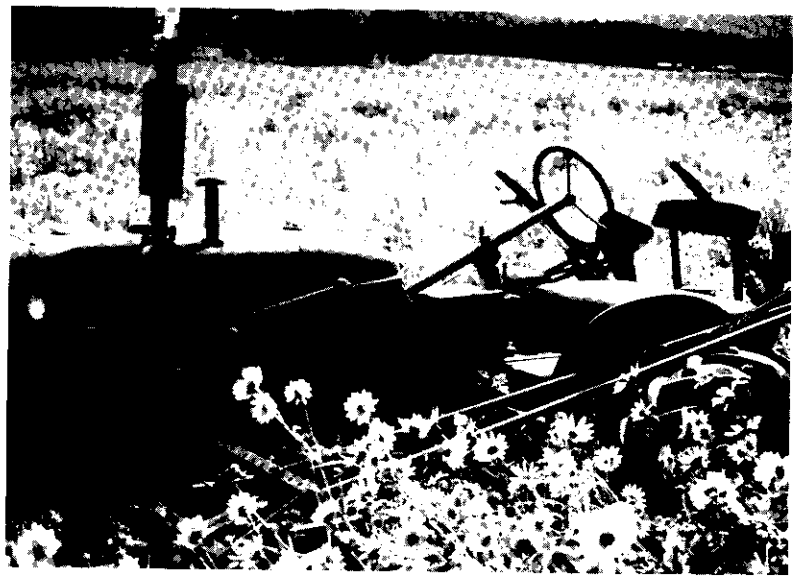
Structures, landscaping or other human constructions that possess artistic merit, which are particularly representative of their class or period, or which represent achievements in architecture, engineering, technology, design or scientific research and development.

❖ Historical resources

Sites, districts, structures, artifacts or other evidences of human activities that represent facets of the history of a nation, state or locality; places where significant historic







or unusual events occurred, even though no physical evidence of the event remains, or places associated with a personality important in history.

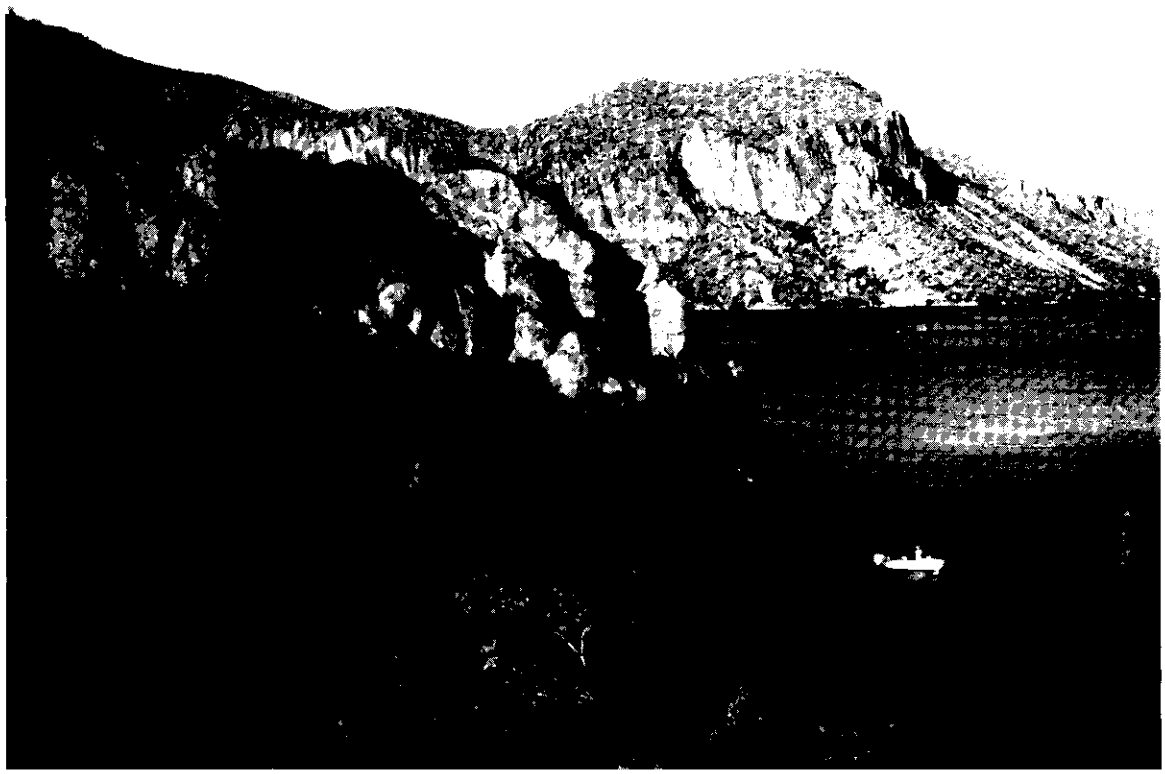
❖ Archaeological resources

Occupation sites, work areas, evidence of farming or hunting and gathering, burials and other funerary remains, artifacts, and structures of all types, usually dating from prehistoric or aboriginal periods, or from historic periods and non-aboriginal activities for which only vestiges remain.

❖ Cultural development

Cultural resources also encompass the historic development of civilization. These should include political/governmental development, socio/cultural and technologic/economic impacts of civilization on the study area.

The information presented should deal with the impact of the road or area and what influence it has had in history. Focus on how it helped shape society on a local, state, and/or national level. The information may have been documented by a historical organization. Cultural resources should be depicted on maps, when applicable, and described in written form. Areas of importance to the road designation should be sufficiently detailed. For the



historic designation of a route the **cultural resources** section should comprise the main body of the report. A list of sources to obtain cultural resource data is contained in the **Index of Resources** in the appendix.

VISUAL RESOURCES

Visual resources are created by the physical components of the natural and cultural resources in the landscape. These components are so arranged that they make up the visual character of a landscape and distinguish it from others. Whereas natural and cultural resources may be well documented, their visual character requires direct observation in order to determine visual quality.

In the process of designating scenic highways, documentation of the visual character of the roadway is necessary to provide the Parkways, Historic and Scenic Roads Advisory Committee an objective basis for their evaluation and recommendations.

Use of standardized procedures for developing the visual quality assessment and the subsequent visual quality evaluation serve to minimize subjective bias and promote a common understanding of the qualities and merits of the roadway.

Successful visual quality assessment requires two essential steps:

1. The establishment of landscape assessment units by
    a. the selection of appropriate viewpoints, and
    b. the classification of the scenic elements at those viewpoints.
2. An evaluation of the visual quality of the landscape for each of the established landscape assessment units.

The following sections outline the methods for the systematic selection of representative viewpoints using a **landscape classification process** and a **landscape inventory system**. The development of the visual quality evaluation for each landscape assessment unit is also described.

❖ Visual Quality Assessment Procedures

❖ Landscape Classification Process

The preliminary work is accomplished in the office, establishing landscape assessment units to be individually evaluated for their scenic qualities.

The first step in the visual quality assessment procedure is to classify the landscape according to specific characteristics: the segment of the roadway, primary biotic community,

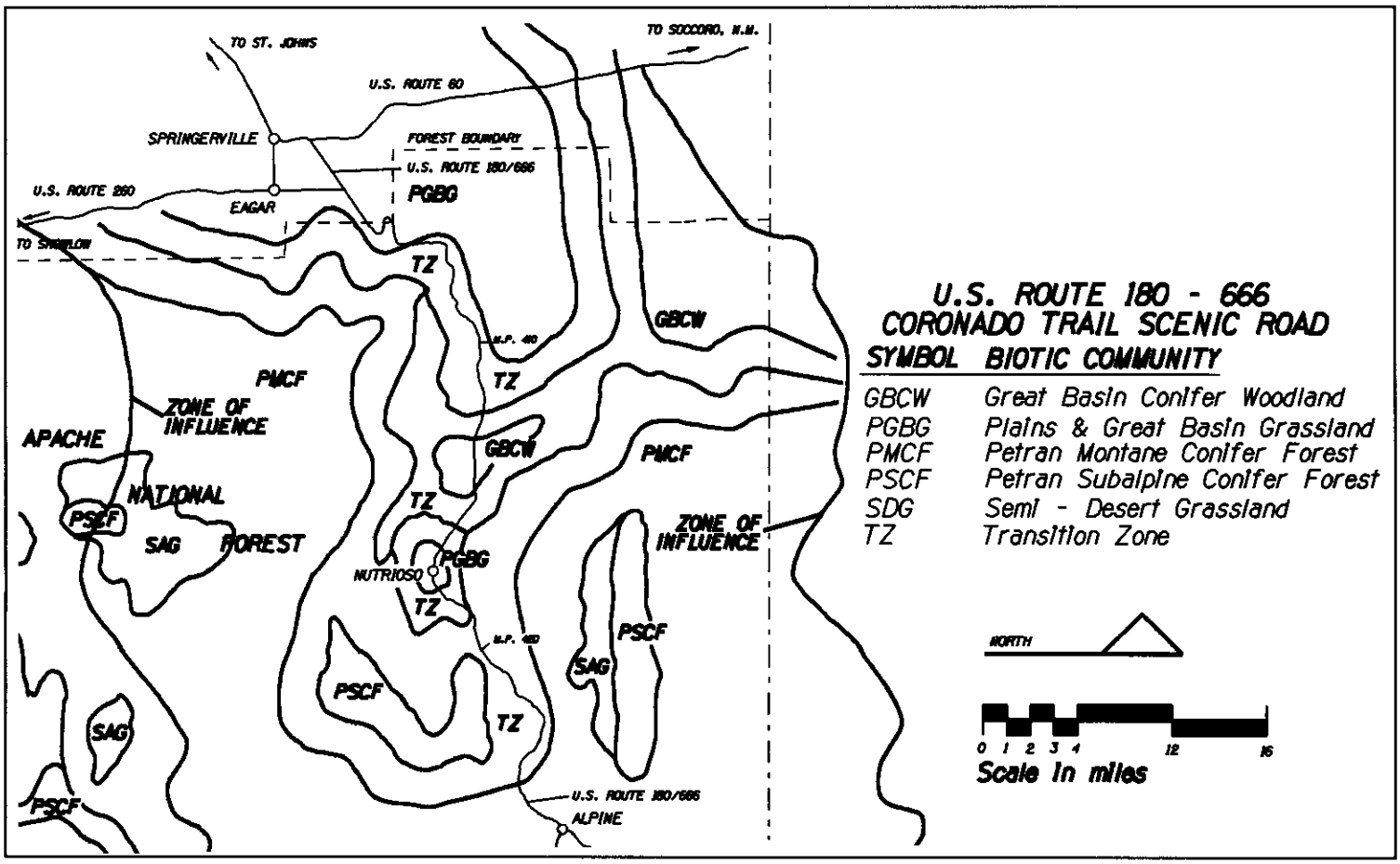
vegetative cover, landforms, land-use aspects, and any special features which may provide visual distinctiveness to the area. The following sequence is recommended:

1. Outline on a highway map, the proposed road segment for scenic designation, along with the potential 15 mile zone of influence on either side of the roadway.

2. Using the map, note the limits and name of each distinct biotic community found along the proposed road segment. Use the reference map from "Biotic Communities of the Southwest", (Brown and Lowe, 1980). This reference is available at area libraries or may be ordered from the United States Forest Service.

3. Identify and describe on the map any transition zones which are indicated by the overlap between distinct biotic communities. These areas of overlap are characterized by a mixture of vegetative cover and landforms and are visually distinct from a single biotic community.

4. Identify and describe the vegetative cover for each of the biotic communities defined. List the principal plant types, enough to properly characterize the area.



❖ Landscape Inventory

This step requires the completion of a field evaluation along the segment of the proposed scenic road. The rater will complete the **Visual Assessment Unit Inventory and Viewpoint Ratings Form**. See **Application Procedure Forms** in the Appendix.

The purpose of the inventory is to verify the description of the landscape assessment units identified in the landscape classification process and to assign visual quality ratings to each unit. This form will include the on-site descriptions of the vegetative cover, landforms, land-uses, and any additional special features which contribute to visual distinctiveness.

The first visual assessment unit should be established and inventoried at the beginning of the road segment proposed for scenic designation. As each successive assessment unit is encountered, an additional inventory sheet should be prepared.

If the combinations of characteristics within any of the pre- defined landscape assessment units change due to significant changes in landforms, vistas, natural, cultural or man-made influences not previously defined or detected, a new landscape assessment unit should be established and an inventory sheet prepared.

Viewpoints for each of the field inventories should be selected at or near the center of the landscape assessment unit under examination. The view should include the features that were identified on the **Assessment Unit Description Form**. Further, the field inventory

should include the length of the road segment represented by each viewpoint for use in weighting the visual quality of the viewshed.

The inventory should document the landscape components within three distance categories: foreground, middle ground, and background. These divisions are guidelines; natural visual breaks in the landscape may also be used to define the distance from the viewpoint. Each selected viewshed is then assigned visual quality ratings for vividness, intactness, and unity. Each attribute is rated on a scale of 1 to 7, with 1 being the lowest rating and 7 being the highest. The three attribute ratings are then totaled for that viewpoint.

❖ Visual Quality Assessment Definitions

An understanding of the terms used in the visual quality assessment process is necessary to properly represent the roadway and its characteristics.

BACKGROUND is the area more than three miles from the roadway. Visually, individual plants are not distinguishable but are visible as vegetative cover.

BIOTIC COMMUNITY refers to the dominant combination of environmental elements such as geology, elevation, climate, animals, and vegetative cover. A selected area is usually identified in terms of characteristic vegetation forms. For this application, use the map from "Biotic Communities of the Southwest" (Brown and Lowe, 1980).

FOREGROUND is the area up to 1/3 mile from the edge of the roadway. Visually, individual branches on plants are distinguishable.

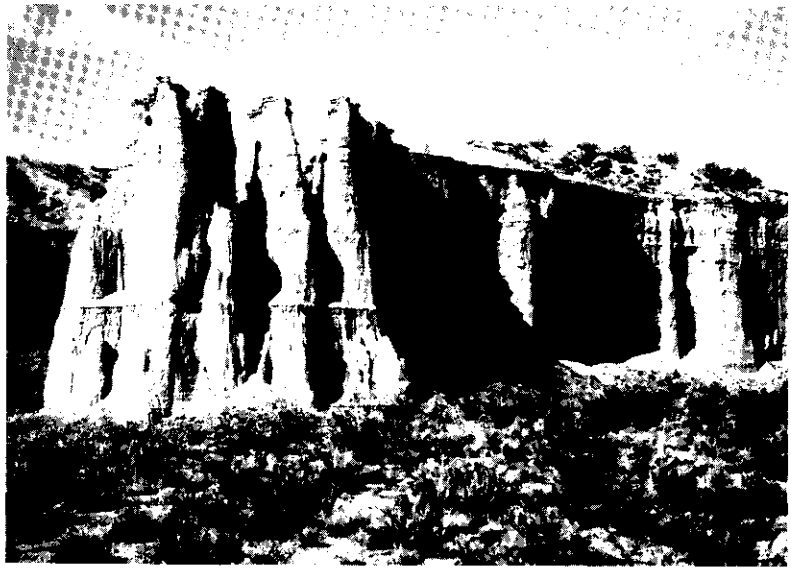
INTACTNESS is the integrity of visual order in the natural and human built landscape, and the extent to which the landscape is free from visual encroachment.

LANDFORMS are geologic features of the earth's surface due to natural causes. Examples are plains, rolling hills, ravines, mountains, cliffs, etc.

LANDSCAPE ASSESSMENT UNITS are areas along the selected road segment which have similar biotic communities, vegetative cover, landforms and land-use. They are the focus of the visual quality assessment.

LANDSCAPE CLASSIFICATION is the process of identifying which landscape characteristics are representative and should be recorded at the selected viewpoints. Landscape classification will include characteristics such as biotic communities, vegetative cover, landforms, and land-use activities.

LAND-USE describes the development, alteration or adaption of the natural terrain to human purposes. Examples include urban and suburban locations, agricultural areas, farms, ranches, mines, etc.



MIDDLEGROUND is the area beginning 1/3 mile from the edge of the roadway and extending to three miles from the roadway. Visually, the form of individual plants is distinguishable.

ROAD SEGMENT is the full length of the road proposed for scenic designation plus a fifteen mile zone on each side of the roadway.

TRANSITION ZONES are areas of overlap by two or more biotic communities, typically within three miles on either side of the biotic community boundaries.

UNITY is the degree to which the visual aspects of the landscape elements join together to form a harmonious, composite, visual pattern.

VEGETATIVE COVER is the principal type of plant covering apparent from a given viewpoint, e.g.,

Alpine Vegetation (small herbaceous plants)
Northern Mesic Evergreen Forest (Douglas fir, spruce, etc.)
Western Xeric Evergreen Forest (oak, pinon, juniper, etc.)
Grassland (fescue, grama, etc.)

Arizona Chaparral (manzanita, scrub oak, etc.)
Great Basin Microphyll Desert (sagebrush, greasewood, etc.)
Arizona Succulent Desert (cacti, creosote-bush, etc.)
California Microphyll Desert (cottonwood, Joshua-tree, etc.)
(Drawn from "Arizona Flora", Kearney & Peebles, 1969).

VIEWPOINT is a stationary point where the individual assessing the scenic quality of the road can stop and record visual quality ratings which support the request for designation as a scenic roadway. A number of viewpoints should be selected in order to properly represent the total range of landscape characteristics visible from the roadway. A visual quality evaluation will be conducted for each characteristic combination.

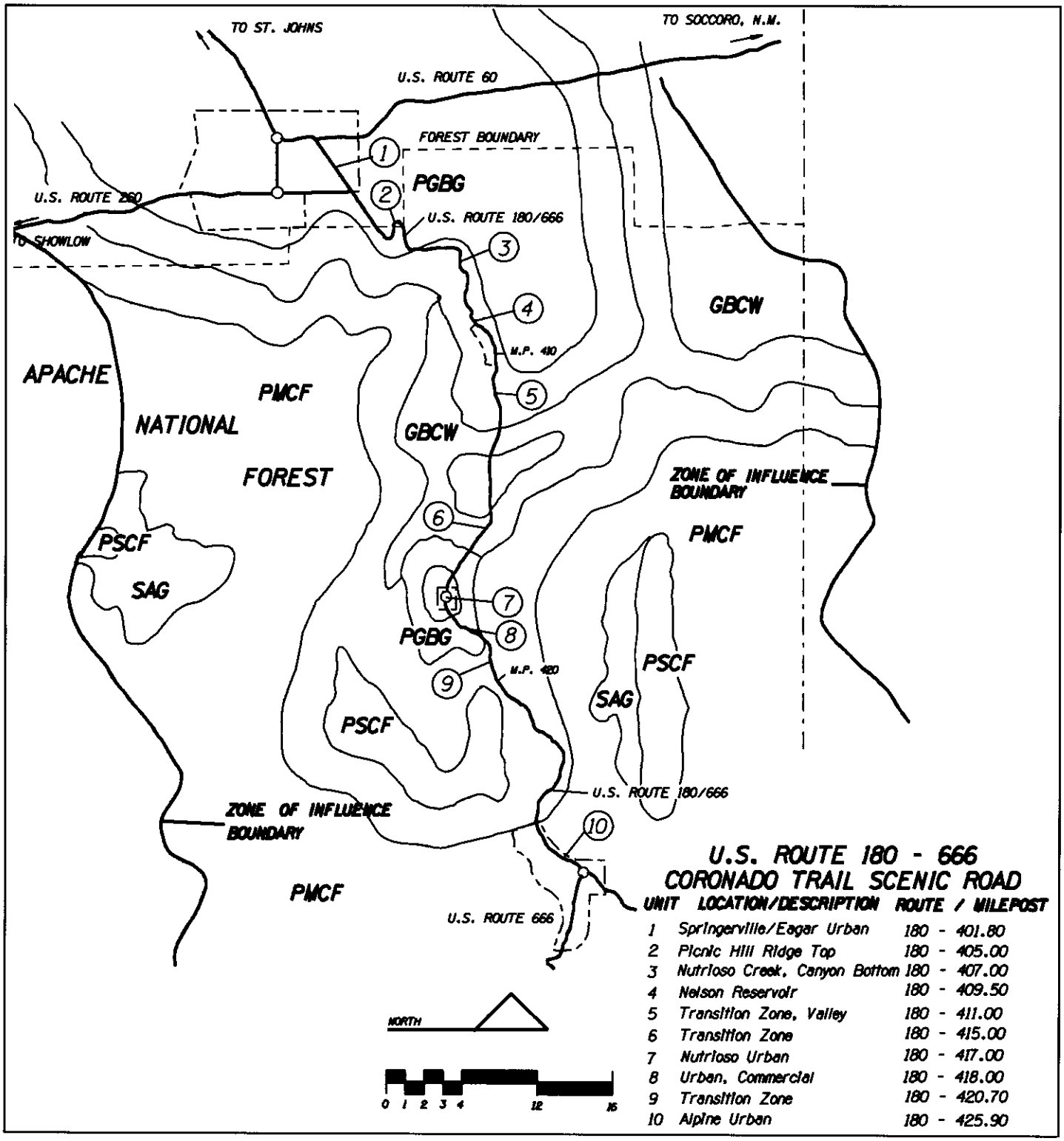
VIEWSHED is that which can be seen from the vantage of a particular viewpoint.

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

These terms are defined in an effort to reduce the prospect of confusion in interpreting and applying these instructions. If one is unsure of the proper term in a given application, common sense should prevail.

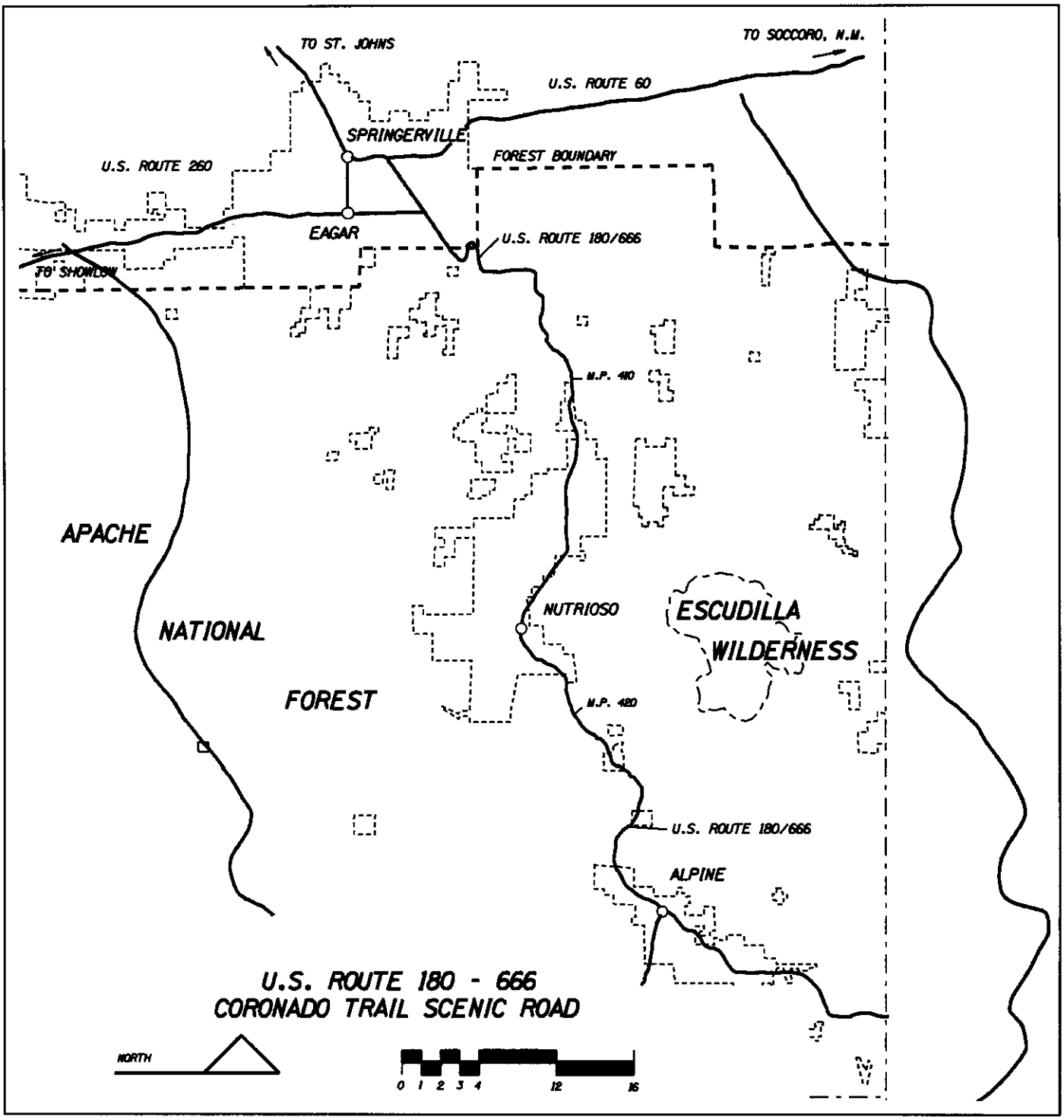
DESIRABLE ZONE OF INFLUENCE

Define an area to either side of the roadway that would be necessary to protect the resources from damaging encroachment. These areas will be generally the same as the viewshed, but may need to be further clarified. Give linear measurements for the corridors and illustrate on a map.



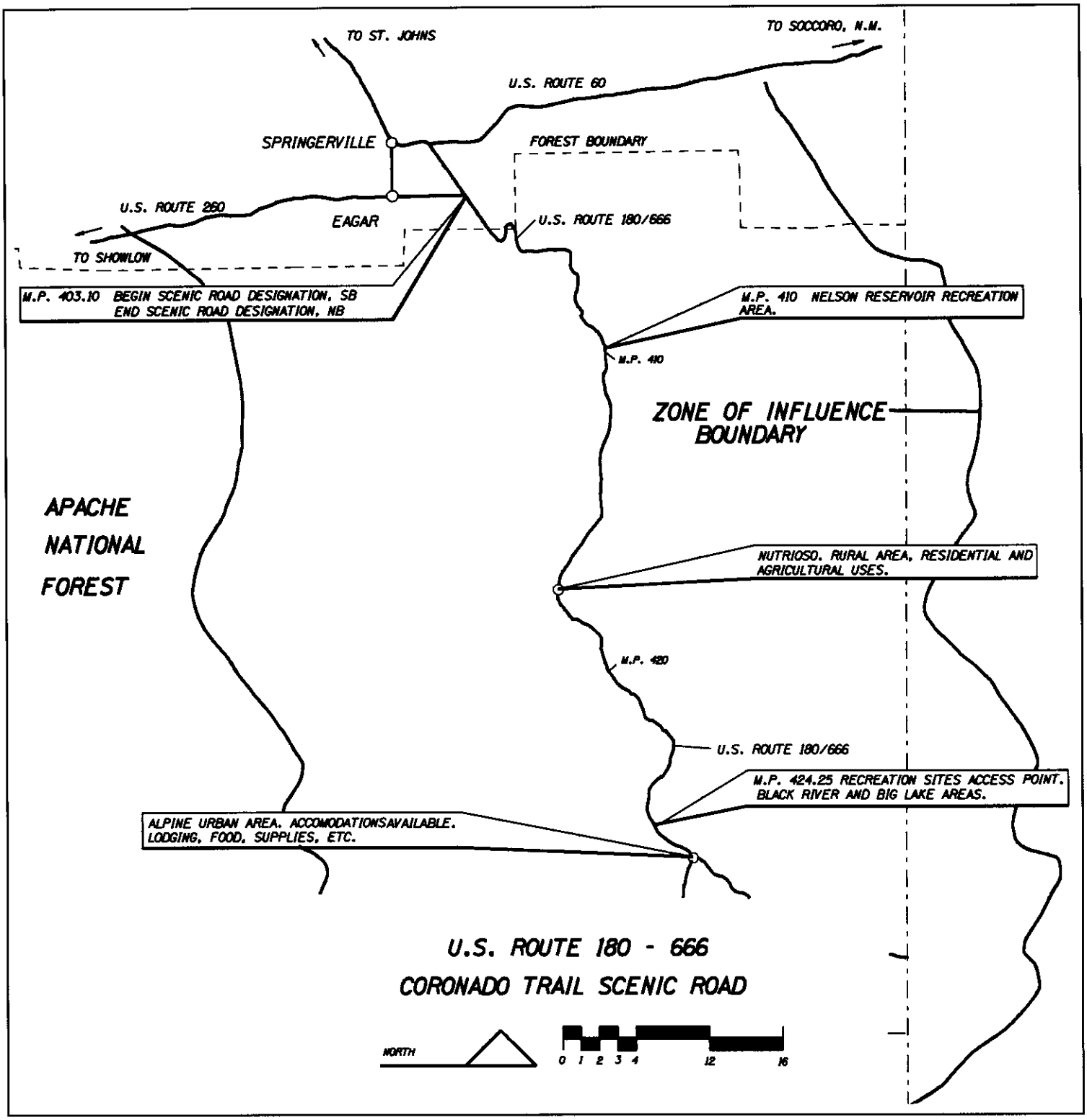
LAND OWNERSHIP

Describe and illustrate the land ownership along the roadway. Use the following general categories: federal (Bureau of Land Management , United States Forest Service), state, city, reservation and private.



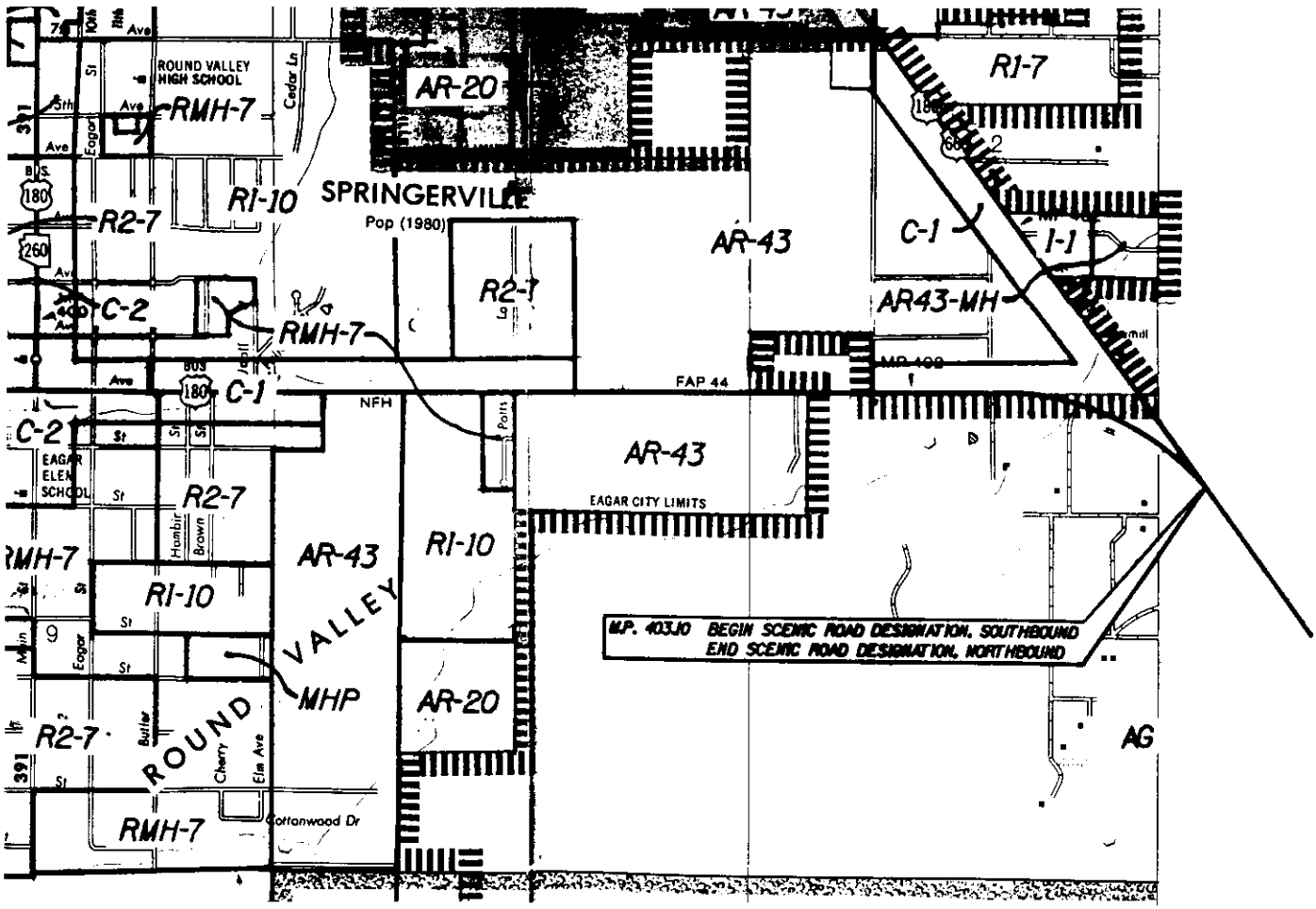
LAND USE

Describe and illustrate the land uses along the roadway. Use the following categories: residential, commercial, industrial, agricultural, governmental, conservational, and recreational.



LAND ZONING

Describe and illustrate the zoning along the roadway. Consult local zoning boards for this information.

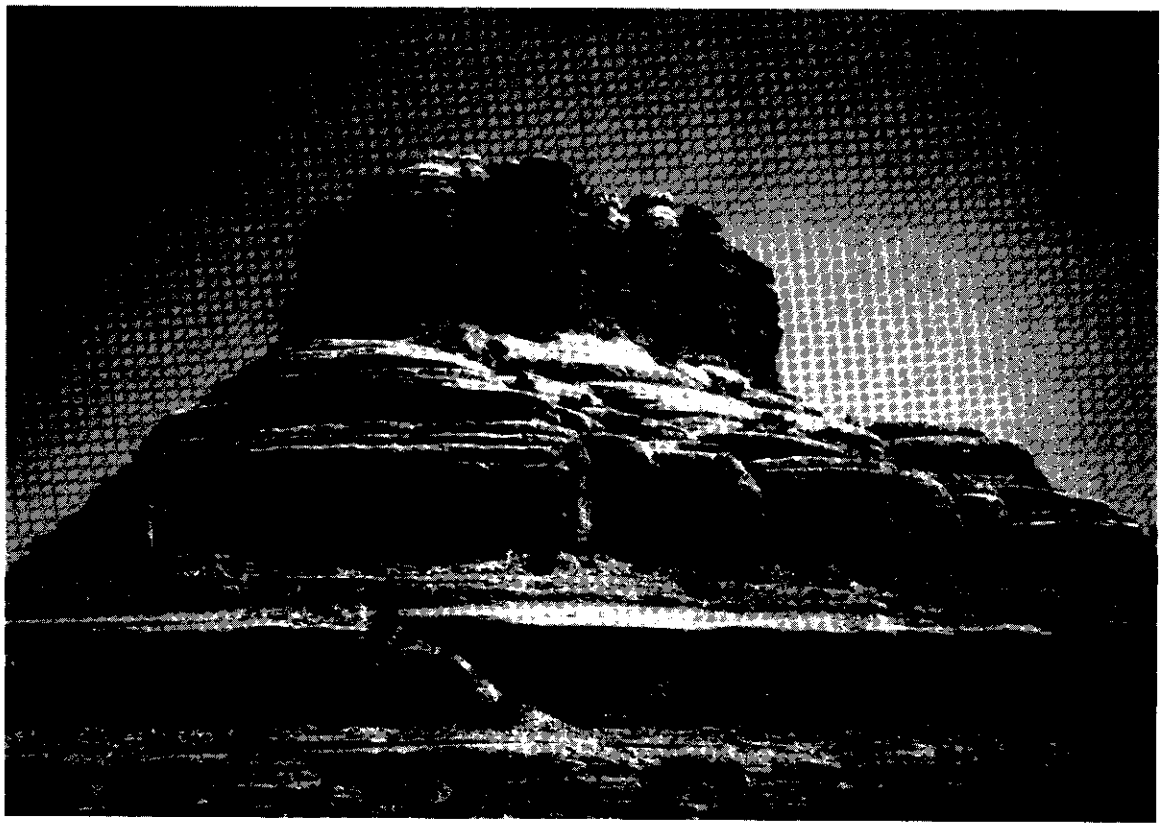


U.S. ROUTE 180 - 666
CORONADO TRAIL SCENIC ROAD

ZONE DISTRICT	
AG	General Agriculture (5 acre parcel)
AR-43	Agricultural Residential (43,000 Sq. Ft. Lots)
AR-20	Agricultural Residential (20,000 Sq. Ft. Lots)
R1-2	Single Family Residential (7,500 Sq. Ft. Lots)
R2-7	Single & Multi Family Residential (7000 Sq. Ft. Lots)
R1-10	Single Family Residential (10,000 Sq. Ft. Lots)
RMH-7	Single & Multi Family Residential and Mobile Homes (7000 Sq. Ft. Lots)
MHP	Mobile Home Park
C-1	General Commercial
C-2	Commercial (Central Business District)
I-1	Industrial
AR43-MH	Agricultural Residential & Mobile Homes (43,000 Sq. Ft. Lots)

PHOTOGRAPHS AND SUPPORTIVE MATERIAL

Provide photographs and other information that document the scenic or historic significance of the roadway. Newspaper, magazine articles, etc. may be cited here. Include letters from local agencies or groups indicating their concern with the proposed designation. These may be special interest groups, city or county governments, etc.



RECOMMENDATIONS

List recommendations to protect or enhance the unique features and special natural or cultural resources in the area. ARS 41-516 and R17-3-809 provide for exemption from standard construction and maintenance practices to ensure resource preservation and provide for the safe use and service of the traveling public.

Examples of recommendations are:

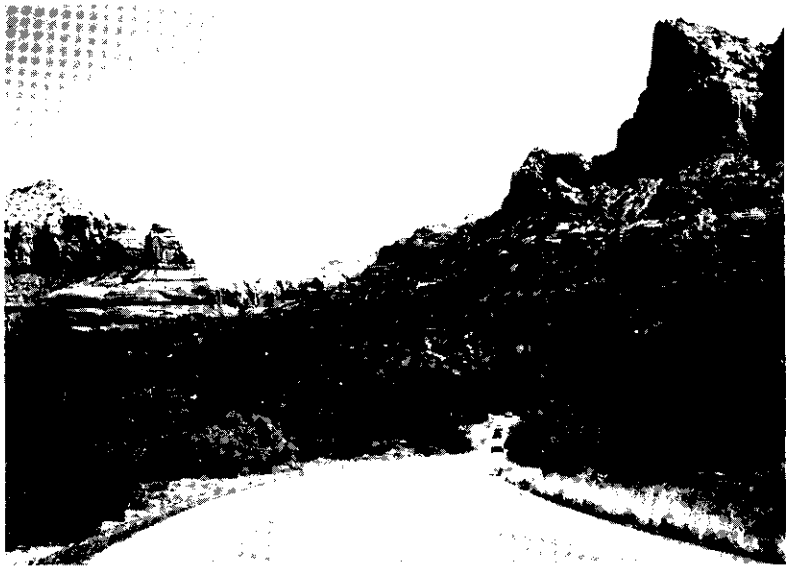
Modifications to structures and signs
Pruning or removal or addition of plant materials
Enhancement of historical markers
Erosion control
Addressing vehicular and pedestrian traffic
Compliance with area planning and zoning
Location of scenic viewpoints
Restoration of vegetative cover in disturbed areas

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 obtain



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**.

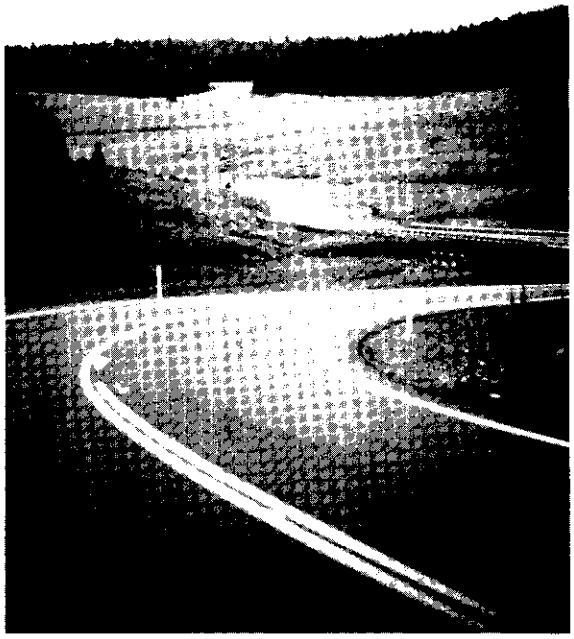
Scenic evaluations are based on the level of the overall visual quality rating developed on the visual quality summary sheet, and not just landscape components. Attributes critical to the visual quality are **vividness**, **intactness**, and **unity**.

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** (see **Application Procedures Forms** in the Appendix). 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** (see **Application Procedures Forms** in the Appendix) 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.

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.