IMPACT ON VISUAL ENVIRONMENT

VISUAL IMPACT RATING SCHEDULE

0 - NO IMPACT, SUPERIOR QUALITY
1 - MINOR IMPACT, EXCELLENT QUALITY
2 - MEDIUM IMPACT, GOOD QUALITY
3 - MAJOR IMPACT, FAIR QUALITY
4 - SEVERE IMPACT, POOR QUALITY

PROPOSED FREEWAY CORRIDORS ALTERNATIVES	PHYSICAL ELEMENTS OF FREEWAY						EL SERENO LANDSCAPE UNIT							MONTEREY HILLS LANDSCAPE UNIT							CENTRAL SOUTH PASADENA LANDSCAPE UNIT							TOTAL IMPACT *
	LENGTH IN MILES	MILES BELOW GRADE	MILES AT GRADE	MILES ABOVE GRADE	MILES DOUBLE DECKED	ACRES REQUIRED	STREET TREES	CANYONS & HILLSIDE COMMUNITIES	VALLEY COMMUNITIES	HISTORIC & UNIQUE BUILDINGS	VIEWS OF FREEWAY	VIEWS FROM FREEWAY	PARKS & OPEN SPACE	STREET TREES	CANYONS & HILLSIDE COMMUNITIES	VALLEY COMMUNITIES	HISTORIC & UNIQUE BUILDINGS	VIEWS OF FREEWAY	VIEWS FROM FREEWAY	PARKS & OPEN SPACE	STREET TREES	CANYONS & HILLSIDE COMMUNITIES	VALLEY COMMUNITIES	HISTORIC & UNIQUE BUILDINGS	VIEWS OF FREEWAY	VIEWS FROM FREEWAY	PARKS & OPEN SPACE	
MERIDIAN	6.2	3.5 (56%)	0.6 (9%)	2.1 (35%)	0	240	1	0	2	1	2	2	0	3	1	2	3	1	3	0	3	0	2	4	2	3	0	55
WESTERLY	7.1	3.5 (50%)	0.4 (5%)	3.2 (45%)	0	307	1	2	2	1	3	3	2	1	3	3	2	4	3	3	2	0	2	2	3	1	3	80
ACHP E	6.6	3.8 (57%)	0.4 (6%)	2.4 (37%)	0	235	1	3	2	1	4	3	3	1	4	4	2	4	4	0	3	4	4	3	4	3	0	88
B-D	7.9	2.0 (25%)	0.4 (5%)	5.5 (70%)	3.2	325	1	2	2	1	3	3	2	1	3	3	2	4	3	3	0	2	4	2	4	1	4	87
E-B-D	7.2	2.6 (36%)	0.4 (5%)	4.2 (59%)	2.5	200	1	3	2	1	4	3	3	1	4	4	2	4	4	0	3	4	4	3	4	3	0	89
WESTERLY PLAN B	7.3	2.8 (38%)	0.5 (7%)	4.0 (55%)	1.2	273	1	2	2	1	3	3	2	1	3	3	3	4	3	3	0	2	2	2	4	1	4	89
MERIDIAN VARIATION	6.2	3.5 (56%)	0.6 (9%)	2.1 (35%)	0		1	0	2	1	2	2	0	3	1	2	3	1	3	0	3	0	2	3	3	3	3	69

PROPOSED FREEWAY CORRIDORS ALTERNATIVES	OAKLAWN LANDSCAPE UNIT							ARROYO LANDSCAPE UNIT							PASADENA LANDSCAPE UNIT						
	STREET TREES	CANYONS & HILLSIDE COMMUNITIES	VALLEY COMMUNITIES	HISTORIC & UNIQUE BUILDINGS	VIEWS OF FREEWAY	VIEWS FROM FREEWAY	PARKS & OPEN SPACE	STREET TREES	CANYONS & HILLSIDE COMMUNITIES	VALLEY COMMUNITIES	HISTORIC & UNIQUE BUILDINGS	VIEWS OF FREEWAY	VIEWS FROM FREEWAY	PARKS & OPEN SPACE	STREET TREES	CANYONS & HILLSIDE COMMUNITIES	VALLEY COMMUNITIES	HISTORIC & UNIQUE BUILDINGS	VIEWS OF FREEWAY	VIEWS FROM FREEWAY	PARKS & OPEN SPACE
MERIDIAN	3	0	2	4	1	2	0	0	0	0	0	0	0	0	1	0	2	2	1	2	0
WESTERLY	3	0	3	3	3	3	0	0	3	0	0	4	1	3	1	0	2	2	1	2	0
ACHP E	3	0	3	3	3	3	0	0	2	0	0	4	2	0	1	0	2	2	1	2	0
B-D	0	0	2	0	3	2	0	0	4	0	0	4	1	4	1	0	4	2	4	3	3
E-B-D	0	0	2	0	3	2	0	0	2	0	0	4	2	0	1	0	4	2	4	3	3
WESTERLY PLAN B	3	0	3	3	4	1	0	0	4	0	0	4	1	4	1	0	3	2	4	3	0
MERIDIAN VARIATION	3	0	3	4	3	3	0	0	0	3	0	2	2	0	1	0	2	2	1	2	0

* NOTE: THIS VISUAL IMPACT MATRIX WAS DEVELOPED TO PLACE TANGIBLE NUMERICAL VALUES ON THE ENVIRONMENTAL IMPACTS OF THE PROPOSED FREEWAY CONSTRUCTION. A NUMERICAL VALUE WAS ASSIGNED TO EACH VISUAL ELEMENT IDENTIFIED IN THE MATRIX RANGING FROM NO IMPACT/SUPERIOUR QUALITY (0) TO SEVERE IMPACT/POOR QUALITY (4). THESE VALUES WERE DETERMINED BY THE DEPARTMENT OF LANDSCAPE ARCHITECTURE THROUGH EXTENSIVE FIELD INVESTIGTION AND STUDY OF EACH PROPOSED FREEWAY ALTERNATIVE. THE PROPOSED ALTERNATIVE WITH THE LOWEST NUMERICAL RATING SHOULD HAVE THE LEAST VISUAL IMPACT ON THE ENVIRONMENT.

Caltrans LANDSCAPE ARCHITECTURE

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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