Chapter 3: Affected Environment and Environmental Consequences

Downtown Denver Skyline View Shed
The Downtown Denver Skyline view shed can be viewed as a backdrop to the north, when passing over University Boulevard while traveling on C-470, as shown in Figure 3-26. The foreground is filled with commercial and residential structures making up the region’s southeast business district, as shown in Figure 3-27. The foreground is filled with commercial and residential structures and urban landscaping.

In addition to analyzing views from the highway, it is also important to discuss views of the highway features itself, as well as views from the areas nearby towards the highway, as perhaps a resident or trail user may see.

The existing noise walls near Santa Fe Drive and Wadsworth Boulevard were constructed with standard design treatments, using a brown color scheme that is inconsistent the colors on existing C-470 bridges. Most of the bridge, retaining wall,

Denver Technological Center View Shed
The Denver Technological Center view shed can be seen from C-470 by looking northeast when passing over Broadway and University Boulevard. This view includes commercial structures making up the region’s southeast business district, as shown in Figure 3-26. The foreground is filled with commercial and residential structures and urban landscaping.

Figure 3-25
McClellan Reservoir and South Platte Park View Shed

Figure 3-26
Downtown Denver Skyline View Shed
lighting, signing, guardrail, and other design elements also lack consistency or a common theme. As a result, many of these structural elements contain colors, forms, and textures that are not compatible with others within the project area. One notable exception includes the sign structures for overhead signs, which now exhibit the new CDOT standard mono tube sign supports and sign bridges. These inconsistencies stem from the fact that the existing highway was constructed prior to the development of design standards, as described in CDOT’s Urban Design for Region 6. For more information regarding the application of visual standards to C-470, see the C-470 Visual and Aesthetic Character (March 2005).

Several jurisdictions have expressed interest in incorporating interchanges within the project area into gateways to their respective communities. As such, they have requested some flexibility in the design treatments for these interchanges to achieve their community goals. Both Lone Tree and Douglas County use the Quebec Street interchange as gateways to their jurisdictions. Community signs and designation features have been placed on Quebec Street at each gateway, and should be maintained. The City of Littleton has expressed interest in using the Santa Fe Drive interchange, currently a typical diamond configuration, as a gateway to their community. Discussions occurred as to the types of features they would like to see put into place, and these ideas were carried out with the visual analysis. A view of the existing Santa Fe Drive interchange is shown Figure 3-28.