

Looking at the roadway from nearby areas such as the Wolhurst Community or Chatfield State Park, the existing view includes a four lane highway, with a large grassy median, as shown in the typical section presented in **Figure 2-5**. Interchanges currently exist at Kipling Parkway, Wadsworth Boulevard, Platte Canyon Road, Santa Fe Drive, Lucent Boulevard, Broadway, University Boulevard, Quebec Street, Yosemite Street, and I-25. A moderate amount of signage is present, mostly directional overhead signs. Several existing noise barriers and retaining walls exist along this stretch of the C-470 Corridor.

**3.3.14.2 Environmental Consequences  
No-Action Alternative**

The No-Action Alternative would result in no visual effects along C-470. This alternative does not provide a means to apply consistent design standards as do the build alternatives, since the highway would not be reconstructed.

**General Purpose Lanes Alternative**

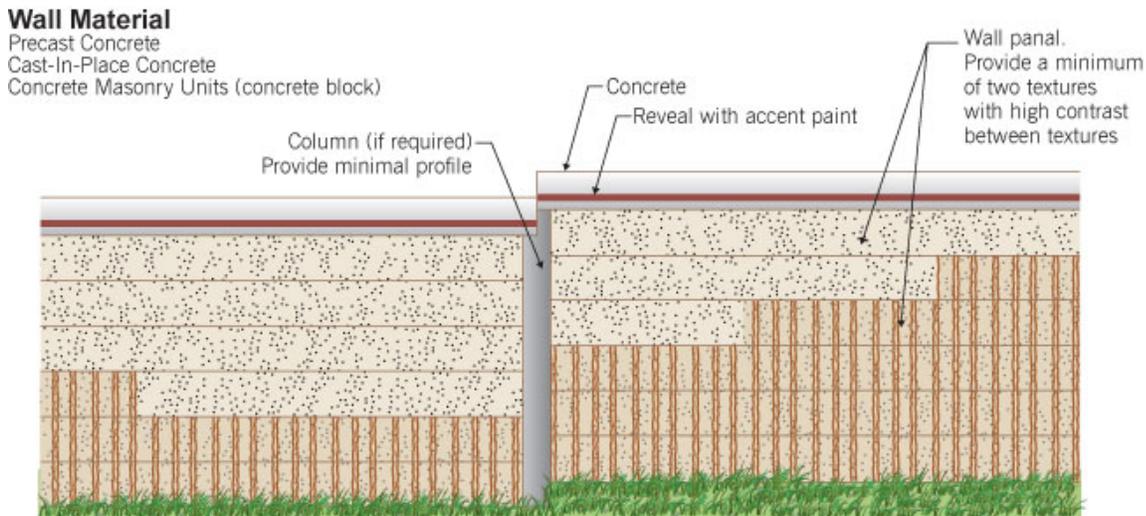
Under the GPL Alternative, direct effects would alter the character of the C-470 Corridor. Wider pavement sections would be noticeable with the elimination of the existing grassy median, as shown in the GPL Alternative typical section in **Figure 2-6**. Interchanges would have larger

footprints, as the ramps are pulled back for safe geometric design. The longer ramps would result in the need for more retaining walls and barriers near the intersections. These larger interchanges would also require large abutments, and more overhead lighting to ensure safety concerns are met. As discussed in **Section 3.3.3**, noise walls would be constructed at several locations to provide highway related noise abatement along C-470. These additional features (wider pavement, additional lighting, more retaining and noise walls) would be seen from nearby, giving the area an even more developed character and potentially blocking views to the highway. Architectural drawings show examples of these added features in **Figures 3-29** and **3-30**.

Water quality ponds would be constructed along C-470 to mitigate the effects of increased surface runoff from the highway, as discussed in **Section 3.3.4**. These ponds would be visible both to and from the highway but would not obstruct or enhance views to other locations within the project area, as they would be flush with the existing ground level.

The addition of roadside retaining walls as part of the GPL Alternative would be necessary to minimize effects to environmentally sensitive areas, prevent the need for excessive ROW

**Figure 3-29  
Architectural Treatment on Retaining and Noise Walls**



51  
52  
53  
54  
55  
56  
57  
58  
59  
60  
61  
62  
63  
64  
65  
66  
67  
68  
69  
70  
71  
72  
73  
74  
75  
76  
77  
78  
79  
80  
81  
82  
83  
84  
85  
86  
87  
88  
89  
90  
91  
92  
93  
94  
95  
96  
97  
98  
99  
100