

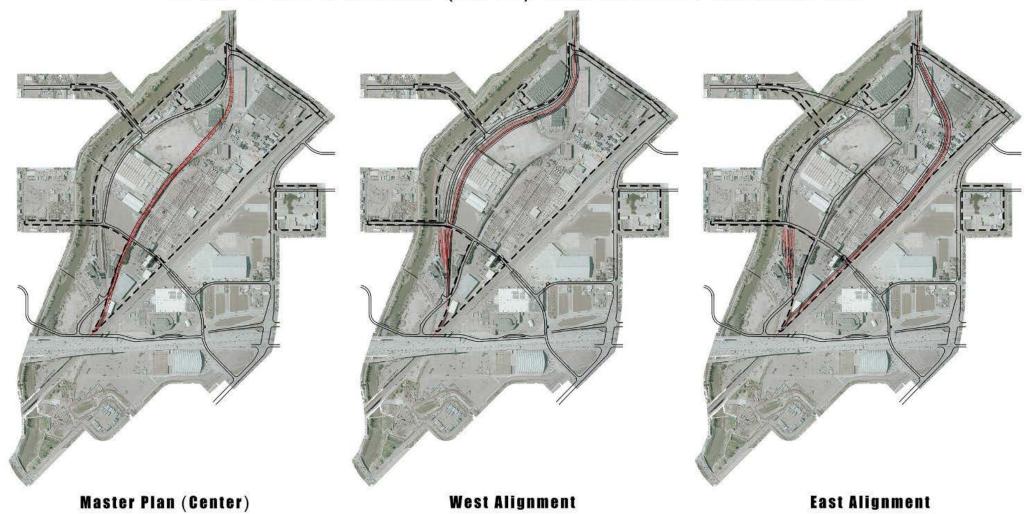
NWC CAPITAL BUILD PHASE 1 AND 2

SITE PLANNING EVALUATION

NWC CAC January 25th, 2018

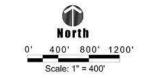
IMAGINE. DISCOVER. CULTIVATE.

Denver Rock Island (DRIR) Alternative Alignments









Pros

- Provides public access to South Platte river along NWD
- Provides active uses along Bettie Cram Drive
- Provides an active street front on Race Court
- Places the stockyards as a prominent venue along Bettie
 Cram Drive

Cons

- Limited space for CSU Animal Health;
- CSU facilities are split at 2 ends of the site;
- At grade rail crossing at Bettie Cram Drive;
- Rail barrier between NWC site and River;
- Limited site access points
- Increased conflicts between service and patrons
- Long walking distances between main portion of site and uses along Race Court;





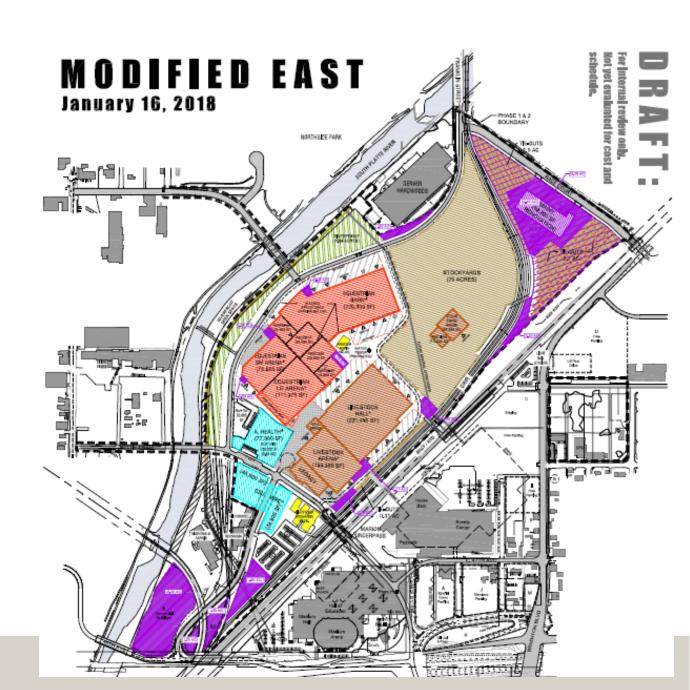
Pros

- Provides full access to the River from NWD and the site
- Removes at grade rail crossing of Bettie Cram Drive and rail barrier along NWD
- Clusters the education, research, innovation and entertainment venues and "front-of-house" activities nearest to Bettie Cram Drive
- Reduces conflicts between patrons and vendors
- Creates a more legible experience for visitors

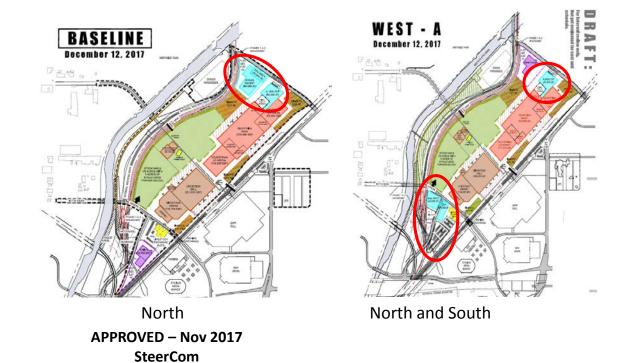
Cons

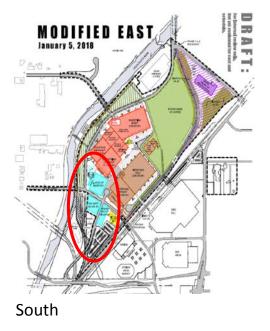
- Limited space for CSU Animal Health
- Longer underpass along Bettie Cram Drive under BNSF
- New DRIR tracks closer to livestock exchange (+/-60')
- Back of house uses along Race Court





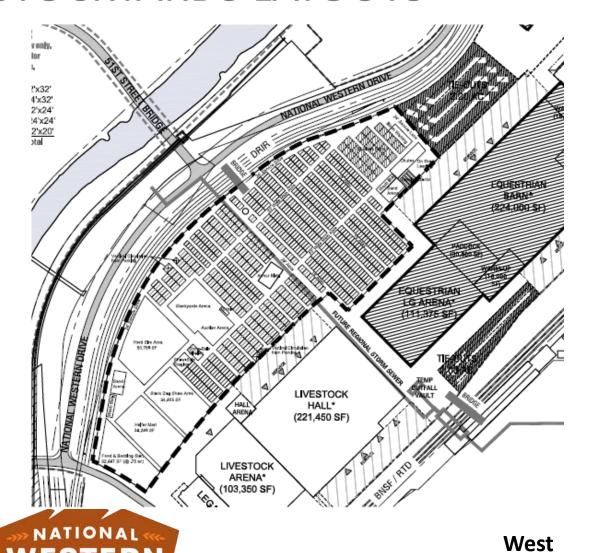
SITE PLANNING – CSU PLOT ASSESSMENT

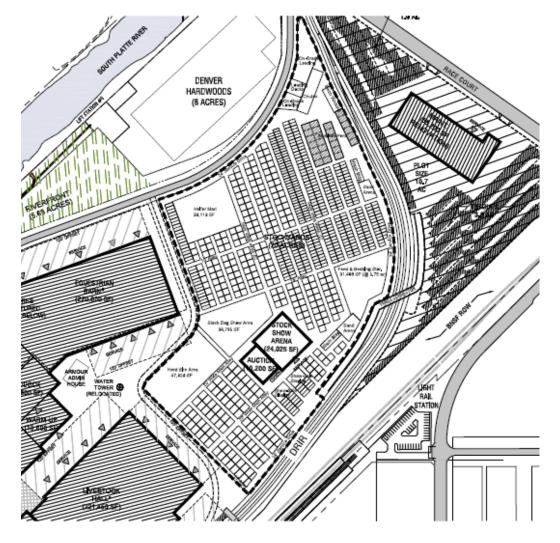






STOCKYARDS LAYOUTS





East

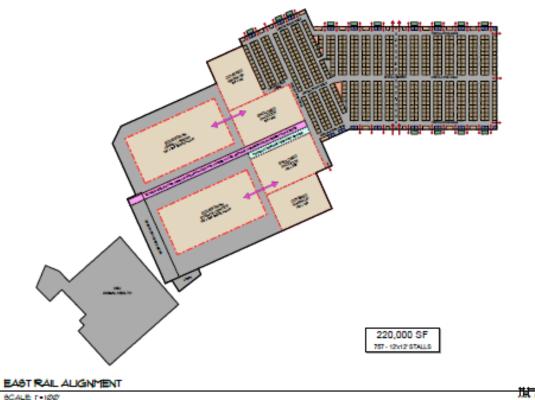
HORSE BARN LAYOUT

West Alternative 759 12' x 12' Stalls

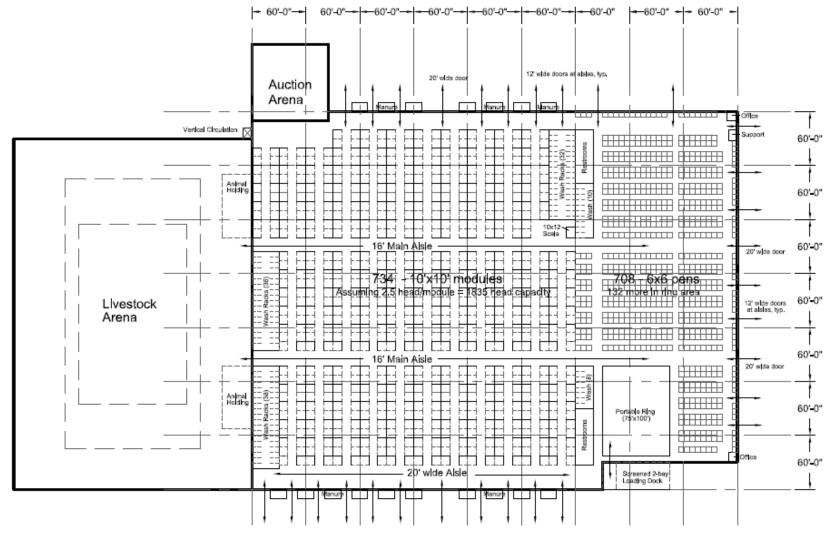




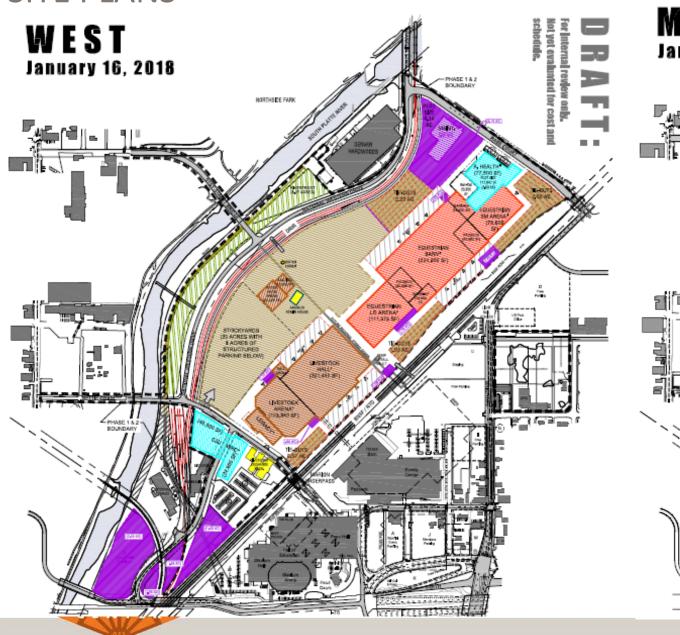
East Alternative 757 12' x 12' Stalls

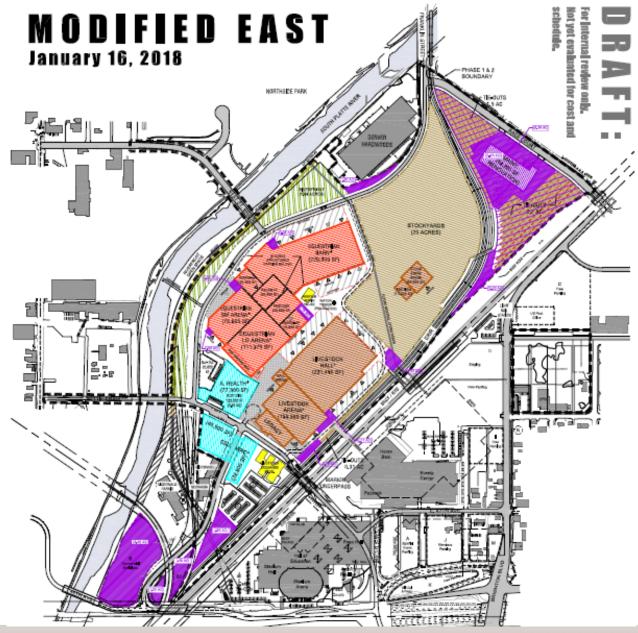


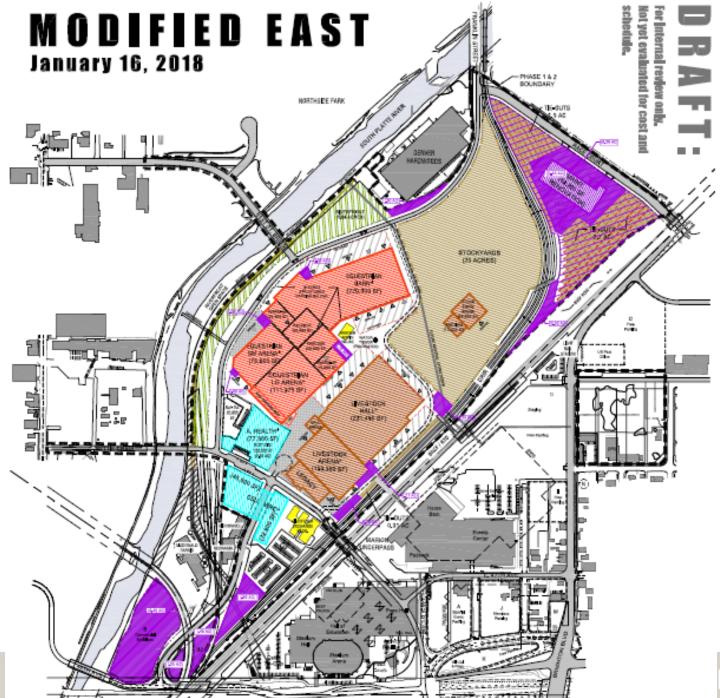
LIVESTOCK BARN-WEST AND MODIFIED EAST ALTERNATIVES





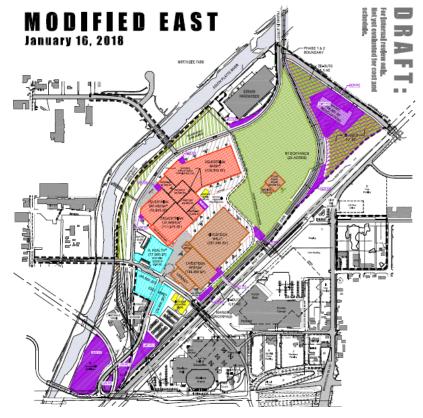








RECOMMENDATION FROM DESIGN TEAM -- WITHOUT COST OR CONSTRUCTABILITY CONSIDERATION: MODIFIED EAST



NATIONAL WESTERN CENTER

- Best engages the South Platte River by:
 - eliminating the adjacent railroad barrier
 - placing a public street along the east edge of the riverfront open space
 - placing the most active campus uses closest to the river (Equestrian Center and CSU facilities)
 - creating an opportunity for other active uses on the east edge of National Western
 Drive
- Removes the at-grade rail crossing at Bettie Cram Drive creating a safer environment for rail, vehicles and pedestrians;
- Clusters the education, research, innovation and entertainment venues and "front-of-house" activities nearest to Bettie Cram Drive
- Best reduces conflicts between patrons and vendors while still maintaining a certain element of "seeing behind the curtain";
- Locates parking structure in a location with safe, sufficient and convenient access
- Best makes the Campus feel like a "place"
- Adapts better to future unknown uses and programs and provides greater opportunities for various facilities to be programmed together;
- Reduces walking distances for patrons and most users of the site and improves the overall pedestrian experience;

REMAINING CONSTRUCTION RISKS

Design/Construction Risk	Baseline	West	Modified East
Unforeseen conditions and geotechnical suitability impacts			
Timing of Water Quality and operations			
Environmental Clean Up issues delay completion of work (e.g. Le Mouton)			
Groundwater/PCE Plume impacted			
Temporary utility requirements			
Rail complexity/impact on construction			
Green Roof Implementation TBD (\$20-30 M)			
Interim operations and use (temporary parking, interim pen locations)			
Construction impacts on community			
Concurrent operations of NWSS			

