

# LDAP Phase I REPORT

## City of Lake Charles Downtown Development Authority

Lake Charles, Louisiana

March 2008



MOORE PLANNING GROUP, LLC  
LANDSCAPE ARCHITECTS • SITE PLANNERS

# LDAP Phase I Team



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March 12, 2008

Lake Charles City Council Members

The citizens of the City of Lake Charles came together in unison to express their support for a new Vision for our Lakefront and Downtown.

The attached document reflects the steps of good stewardship, hard work, and innovation that this Downtown Development Authority along with the Mayor's office and you as City Council members have taken to develop this reality and build confidence for this investment. The time commitment to working through this three month strategic planning process has culminated in a true "action/business plan" that will demonstrate financial prudence and innovation as well as good decision-making for prioritizing our projects, programs, and policies as we grow forward.

Although this portion of work is complete, it does not, however, signal an opportunity for us to sit back and rest on our laurels. Our city must constantly look for opportunities to improve the quality of life for all our citizens and remain competitive with surrounding regional centers by attracting quality jobs and desirable development. The LDAP - Planning work is an invaluable tool that will help guide us to meet these new challenges with confidence.

It is with great enthusiasm that on behalf of the entire DDA Board, I present to you the City Council and citizens of Lake Charles this Phase I - Lakefront Downtown Action Plan for your review and consideration for adoption. Our members look forward to working with you and Mayor Roach as we begin the implementation phases of this important work. We would like to express our sincere thanks to all who generously shared their time and insights in developing this good work.

Oliver "Rick" Richard  
City of Lake Charles  
Downtown Development Authority  
Chairman



Oliver "Rick" Richard – Chairman  
Adley Cormier – Vice Chairman  
Patrick Marcantel  
Thomas Guillory, Jr.  
Jonald Walker  
Stan Johnson  
Gigi Kaufman  
Lori Marinovich –Executive Director

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In September 2005 Hurricane Rita slammed into southwest Louisiana causing catastrophic damage to the coast and severely affecting the City of Lake Charles. Citizens and community leaders wasted no time charting a path to recovery of their City. Taking advantage of FEMA Long Term Community Recovery assistance and the Louisiana Recovery Authority-Louisiana Speaks process, the City hosted a recovery planning design charrette to engage the community in the development of a plan for the downtown area. The goal was to develop a plan that could take advantage of Federal recovery funding opportunities and help rebuild the downtown area safer, stronger, and smarter.

The resulting Downtown Lake Charles Charrette Report was adopted and funding resources established for implementation efforts through passage of a special bond issue. The City then moved to initiate implementation of plan concepts.

This Lakeshore Downtown Action Plan (LDAP) - Phase I represents the first steps toward an innovative and prudent implementation. The goal is to establish a strategic implementation strategy for moving forward. The plan reviews the trajectory of efforts leading up to LDAP Phase I and develops a clearly defined strategy for beginning implementation of a series of highly important projects and programs and the utilization of an assortment of funding sources including Federal, State, Local, and Private.

The following report summarizes the work completed on LDAP Phase I.

# Downtown Lake Charles Charrette Report

As previously mentioned the Downtown Lake Charles Charrette Report was initiated as a way of assisting storm-damaged Lake Charles develop a recovery vision.

The plan was commissioned by the Louisiana Recovery Authority (LRA) and facilitated by the planning firm of Duany Plater-Zyberk & Company which brought together planning and urban design professional expertise from Louisiana and around the world. This effort resulted in a forward looking plan that took advantage of imbedded assets – lake front, existing buildings and infrastructure, interstate access – and integrated innovative planning concepts.

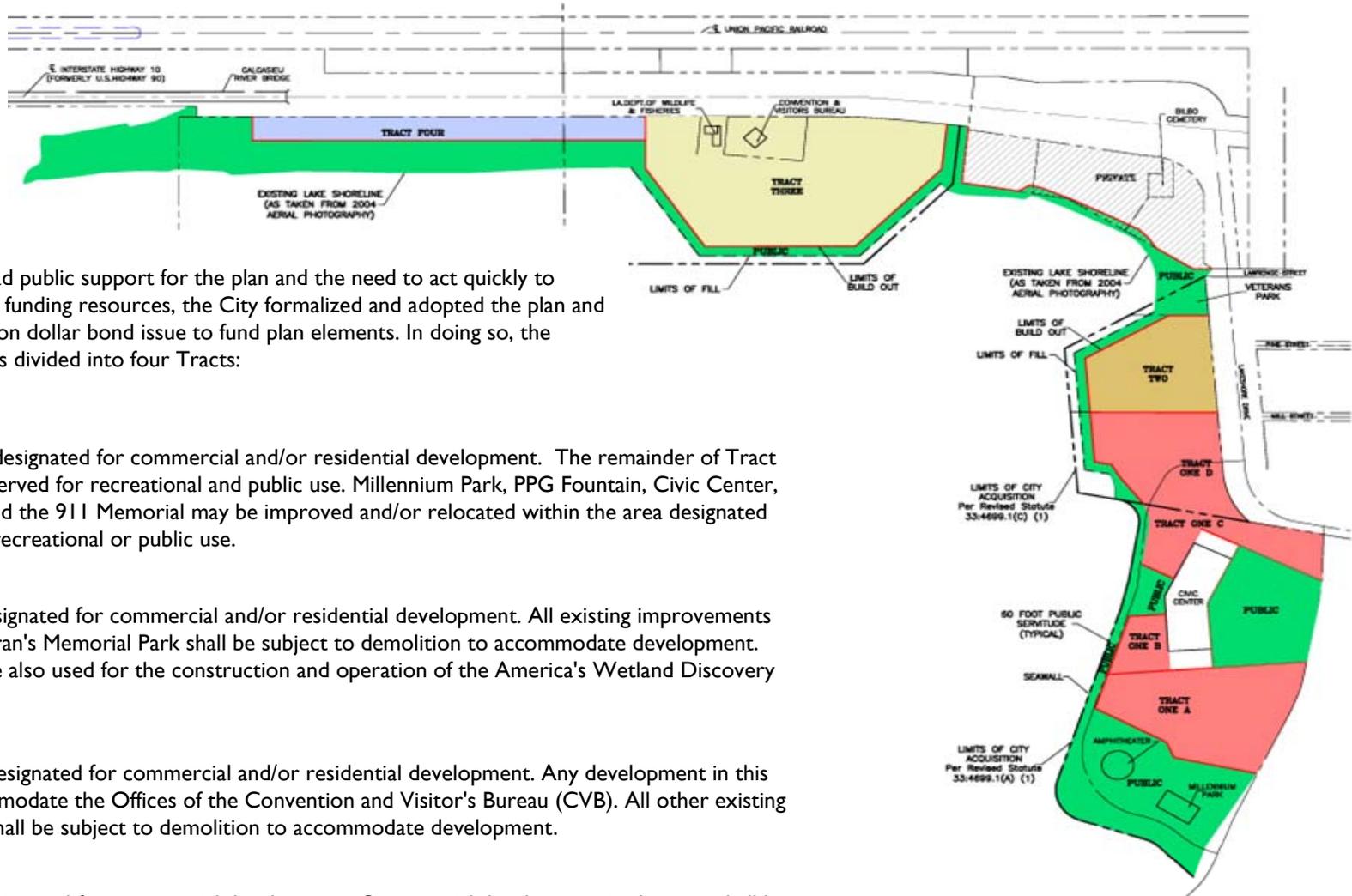
Heavily influenced by the public through the participatory charrette process, the plan reflects the desires and concerns of downtown Lake Charles stakeholders and a broad array of city residents and community leaders. The consensus was so strong that, upon completion of the plan, the City immediately adopted the plan and passed six Resolutions directing City leadership to pursue its concepts.

The priorities of the Downtown Lake Charles Charrette Report developed by consensus through the charrette process can be summarized as follows:

- To Extend the urban fabric to the waterfront**
- To Provide lakefront amenities conducive to public use**
- To Upgrade waterfront storm surge and flood protection**
- To Entice private development through innovative codes**
- To Resolve existing traffic problems**
- To Accommodate / encourage transit-friendly development patterns**
- To Integrate projects under consideration before Rita**
- To Catalyze high-quality housing construction in the downtown area**
- To Use environmentally responsible building techniques**
- To Feature reduced storm-related risks**

These priorities formed the basis for the downtown plan and will continue to permeate the decision process in the LDAP-Phase I work.





Based upon broad public support for the plan and the need to act quickly to capture available funding resources, the City formalized and adopted the plan and passed a 90 million dollar bond issue to fund plan elements. In doing so, the planning area was divided into four Tracts:

## Tract One

Tract One-A is designated for commercial and/or residential development. The remainder of Tract One shall be reserved for recreational and public use. Millennium Park, PPG Fountain, Civic Center, Amphitheater and the 911 Memorial may be improved and/or relocated within the area designated as reserved for recreational or public use.

## Tract Two

Tract Two is designated for commercial and/or residential development. All existing improvements other than Veteran's Memorial Park shall be subject to demolition to accommodate development. This area may be also used for the construction and operation of the America's Wetland Discovery Center.

## Tract Three

Tract Three is designated for commercial and/or residential development. Any development in this area shall accommodate the Offices of the Convention and Visitor's Bureau (CVB). All other existing improvements shall be subject to demolition to accommodate development.

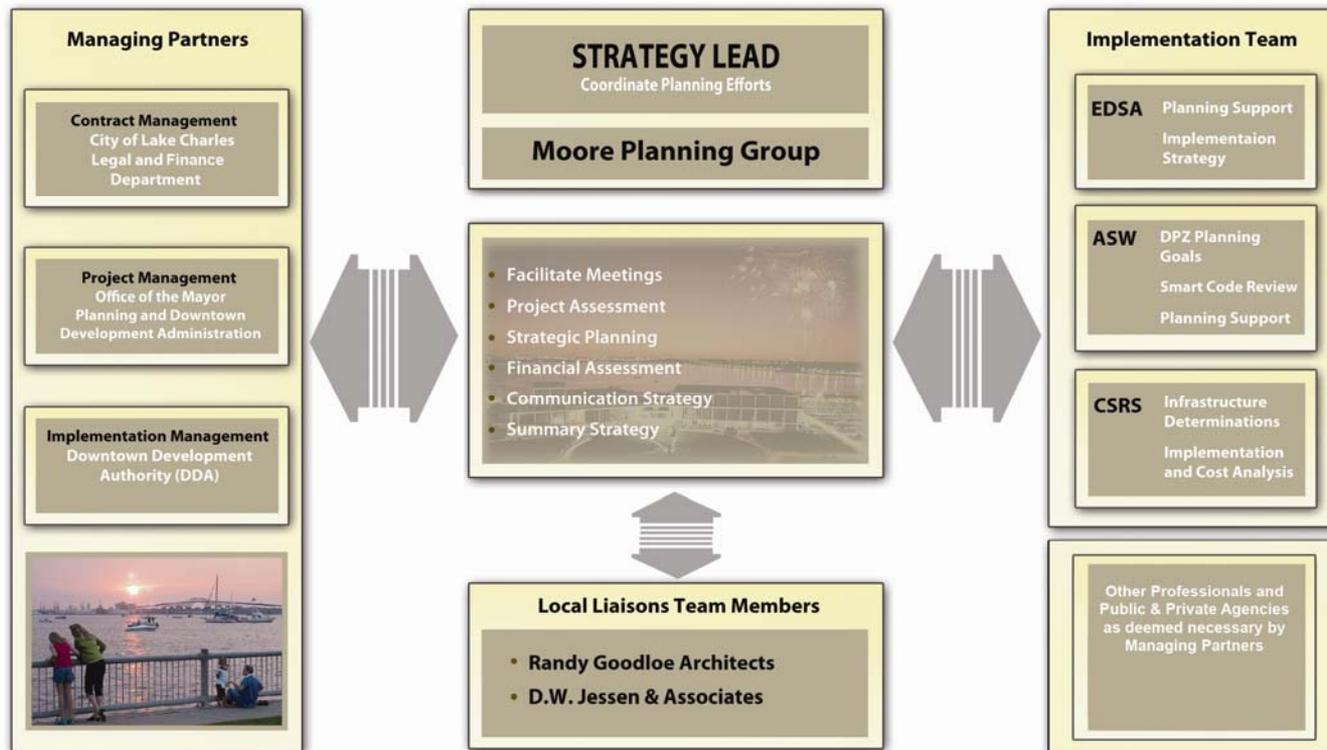
## Tract Four

Tract Four is designated for commercial development. Commercial development in this area shall be limited to facilities that support recreational use of this area. The remainder of Tract Four is reserved for public use.

Four Tracts Map

# Lakefront / Downtown Implementation Strategy Action Plan

With the funding in place, the City contracted with Moore Planning Group, LLC. (MPG) to develop the Lakefront Downtown Action and Development Plan – Phase I, a strategic implementation plan for coordination of implementation projects, management, and recommendations for resource allocation required to accomplish the goal of downtown Lake Charles revitalization. MPG worked with the original planners and a team of national and local planning specialists, market researchers, and City staff and officials to begin the process of forging a strategic approach to determining an innovative and realistic approach to leveraging and combining resources with plan priorities.



The first step in the Strategic Implementation process was to firmly link the Downtown Lake Charles Charrette Report plan with existing conditions. While the original plan provided a solid, well-devised vision, several additional parts of the puzzle had to be assembled in order to bring the vision to reality.

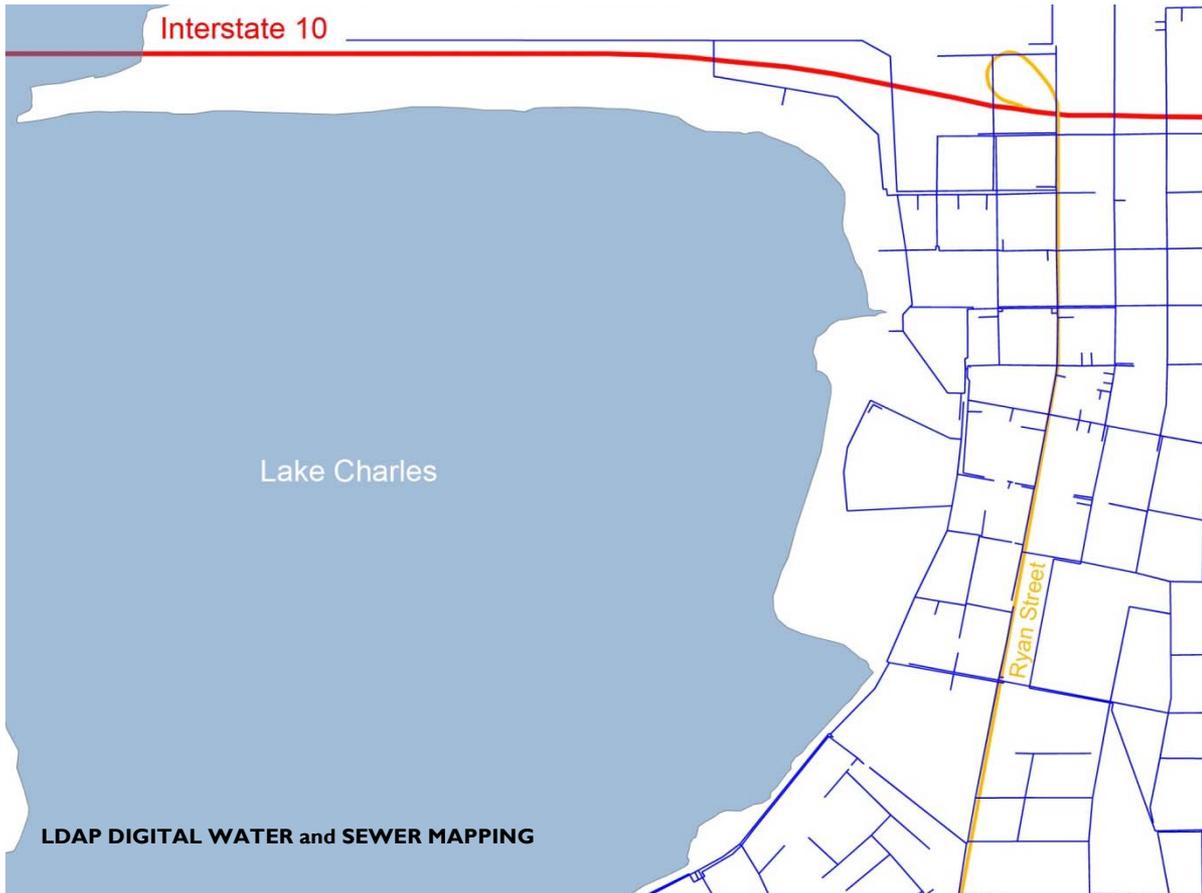


REVISED MASTER PLAN

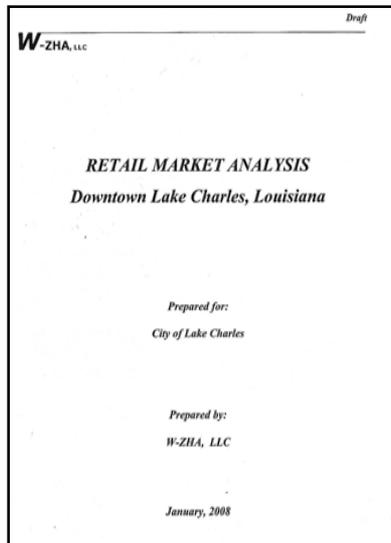
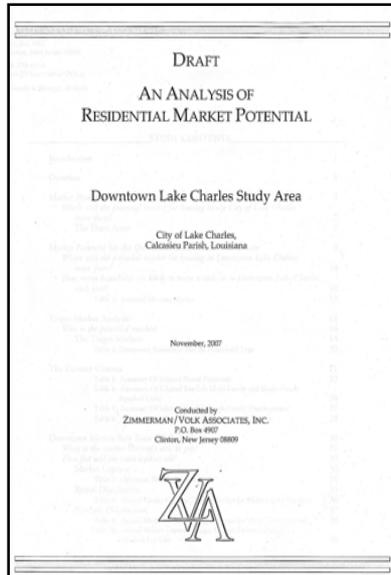
## EXISTING SEWER and WATER MAPPING

The MPG planning team began by securing information about underground infrastructure – water service and sewer service in the LDAP area – which would be essential to successful implementation. Previously, only hand drawn maps of these utilities were available.

Through the LDAP Phase I process, the MPG Team led efforts in the creation of digital information on these critical utilities which can be used to facilitate developing cost projections and decisions, with maintenance, management and planning, and with recording and updating efficient upgrades that may be necessary to accommodate the full vision for this area of the City.



*Previously, downtown infrastructure mapping was done by hand on paper mapping. Prone to damage and often outdated, these maps should be converted to a stable digital base that can be used and updated as new work occurs.*



In order to create a rational plan for the Downtown area, the city contracted with W-ZHA, LLC. and ZVA Associates to prepare market feasibility studies for the project area. The studies looked at the potential for downtown Lake Charles to support new retail and residential development respectively. This information will help to guide decision-making for both the land use and density of future development and for the phasing of improvements. It will govern incremental investments and help to insure that development doesn't outpace demand for space and services, and help maintain the value of all investment.

**Some of the key findings of the reports are as follows:**

**Residential Market Potential**

- Projects should be devised to help retain existing residents.
- Projects should be devised to attract new residents.
- Projects provide high-density housing in the downtown area.
- Projects should provide quality infill housing in the downtown area.
- The housing product should appeal to retirees and younger singles and couples.

**Retail Market Potential**

- Projects should help to create a vital, attractive environment.
- Projects should enhance access to and movement within the downtown area.
- Projects should represent incremental development of retail capacity.
- Projects should improve downtown infrastructure.
- Projects should be oriented toward attracting local and regional residents.
- Projects should help to increase visitors to the area.
- Projects should enhance Lakefront Development.

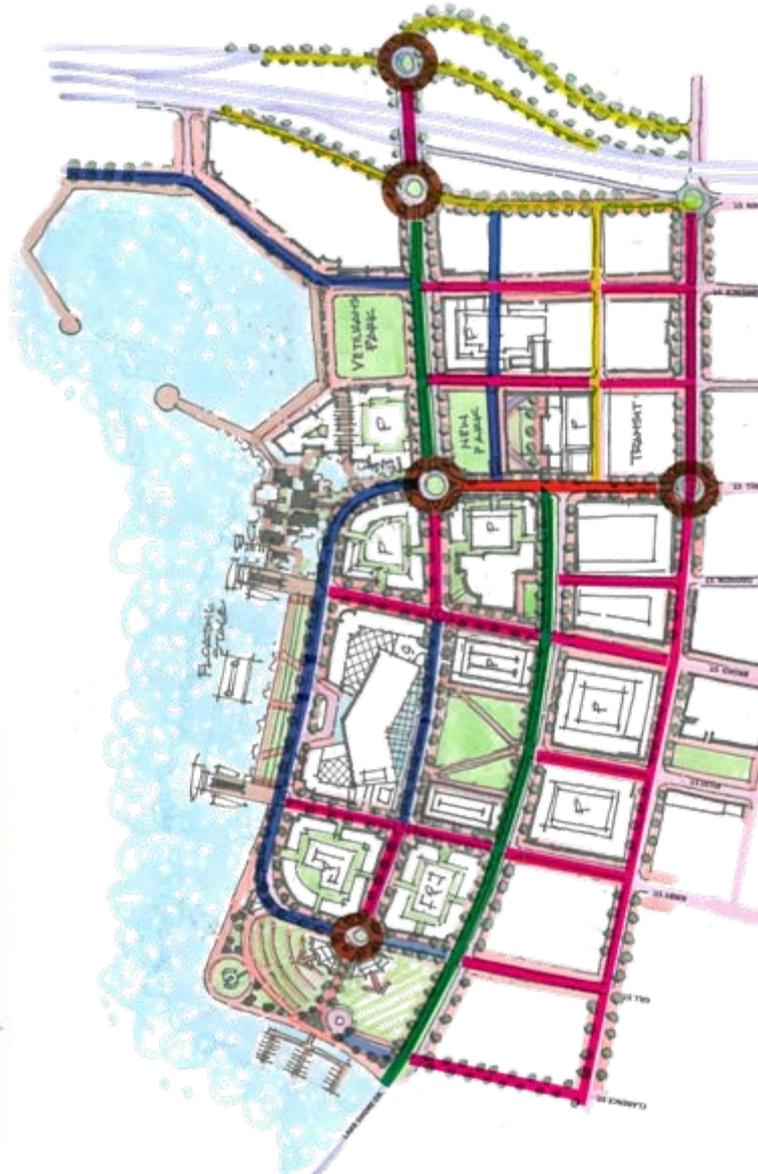
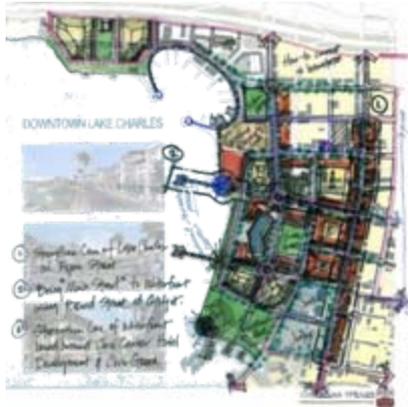
As with the priorities developed in the Downtown Lake Charles Charrette Report plan, the results of the market feasibility studies will also permeate the planning and implementation strategy of the LDAP Phase I work.

**Master Developer**

The City of Lake Charles has also taken positive steps to utilize the knowledge, services and financial backing of the private development sector. A nationwide 'Request for Qualifications' (November 2007) was submitted to over 100 companies and was subsequently answered by two national development firms. The City is currently in negotiations with the firm that was selected and it is hoped that this company will be on-board soon to begin to respond to current plans and give input on the first stages of developable projects.

Armed with infrastructure information, market feasibility data, and input from City Leaders, the MPG Team began suggesting refinements to the plan. In a series of workshops and presentations the planning team developed schematic diagrams and plan suggestions for review by City staff and leadership.

The objective was to create a series of development “envelopes” along the lakefront that remained true to the original plan, and that related to each other and the broader community.



The recommended LDAP Phase I Plan focused on strategic development of the Four Tracts on the lakefront with additional collectors reaching into the downtown area.

During the process of making plan refinements, several key issues were revealed which will require continuing consideration and further attention. They include transportation and traffic flow off of Interstate 10 and in the downtown area, incorporation of the American Wetland Discovery Center into the urban fabric, and the relationship between private development and the originally proposed size of the harbor.



Part of refining the plan involved stepping back and completing an evaluation of plan components in light of the Louisiana Speaks Regional Plan (LSRP). This plan was developed after the hurricanes to help guide safer, stronger, smarter development along the Gulf Coast. Lake Charles, being a major presence, will benefit greatly by incorporating LSRP criteria into the decision making about future development/redevelopment. The Louisiana Speaks Regional Plan lists the following as the goals and actions:

### Vision Goal One- Recover Sustainably: Strategies for Near-Term Recovery

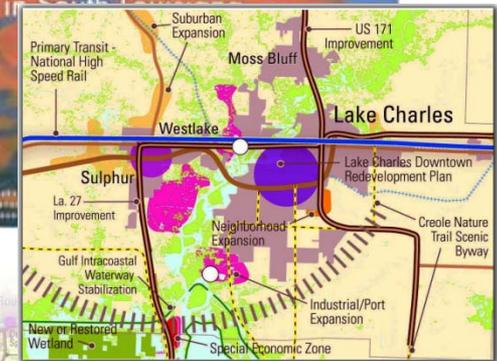
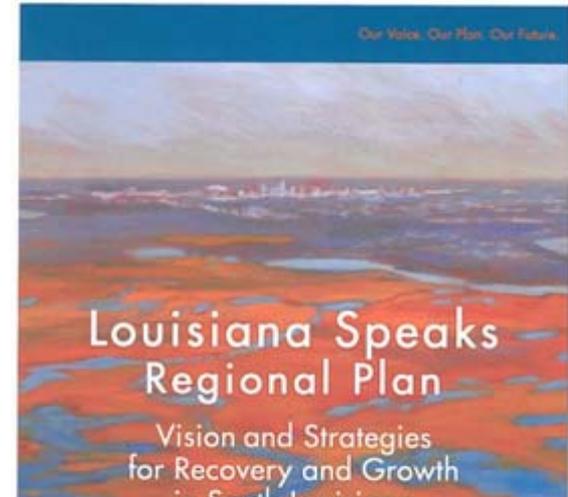
- Adopt the (CPRA) Master Plan
- Identify and remove obstacles to affordable insurance.
- Coordinate local, parish, state, and federal recovery efforts
- Focus infrastructure and new development into existing communities/urbanized areas.
- Provide financial assistance, housing, quality healthcare, and training programs
- Build a local housing industry, coastal-sciences technology sector.
- Expand access to quality healthcare and K-12 educational opportunities.

### Vision Goal Two- Grow Smarter: Strategies for Long Term Reinvestment and Growth

- Coordinate protection/restoration with public/private investment, and state/local policies.
- Build new walkable communities coordinated with transportation/protection
- Infrastructure focused on existing assets
- Build efficient passenger/freight transportation networks (road, rail, air, water).
- Build a Robust and Resilient Economy
- Ensure adequate housing to meet a range of future needs throughout the region.
- Sustain the places we treasure and the things that make us Louisiana.
- Provide Quality Social and Community Services, including healthcare and education

### Vision Goal 3- Think Regionally: Planning and Implementation

- Extend the Louisiana Speaks Regional Plan to the entire state
- Achieve Effective Statewide Planning by resources and legislation



The LDAP Phase I Plan was evaluated in terms of how effectively it met these criteria. The evaluation matrix below shows the results. The plan successfully responded to over eighty percent of the actions listed and could easily raise that score through administrative actions.

It should also be noted that the LSRP, being a regional plan, includes many actions that can only be accomplished on a regional and statewide level. For the purposes of this evaluation, those actions were not included in the scoring.

### EVALUATION OF DPZ PLAN / REFINED LDAP PLAN

#### LOUISIANA SPEAKS REGIONAL PLAN CRITERIA

#### SCORE

##### **Vision Goal One Recover Sustainably: Strategies for Near-Term Recovery**

**69.43%**

Adopt the (CPRA) Master Plan	100.00%
Identify and remove obstacles to affordable insurance .	100.00%
Coordinate local, parish, state, and federal recovery efforts	86.00%
Focus infrastructure and new development into existing communities/urbanized areas.	100.00%
Provide financial assistance, housing, quality healthcare, and training programs	0.00%
Build a local housing industry, coastal-sciences technology sector.	100.00%
Expand access to quality healthcare and K-12 educational opportunities.	0.00%

##### **Vision Goal Two Grow Smarter:Strategies for Long Term Reinvestment and Growth**

**71.29%**

Coordinate protection/restoration with public/private investment, and state/local policies.	100.00%
Build new walkable communities coordinated with transportation/protection infrastructure	100.00%
Build efficient passenger/freight transportation networks (road, rail, air, ,water).	66.00%
Build a Robust and Resilient Economy	100.00%
Ensure adequate housing to meet a range of future needs throughout the region.	33.00%
Sustain the places we treasure and the things that make us Louisiana.	100.00%
Provide Quality Social and Community Services, including healthcare and education	0.00%

##### **Vision Goal 3 Think Regionally: Planning and Implementation**

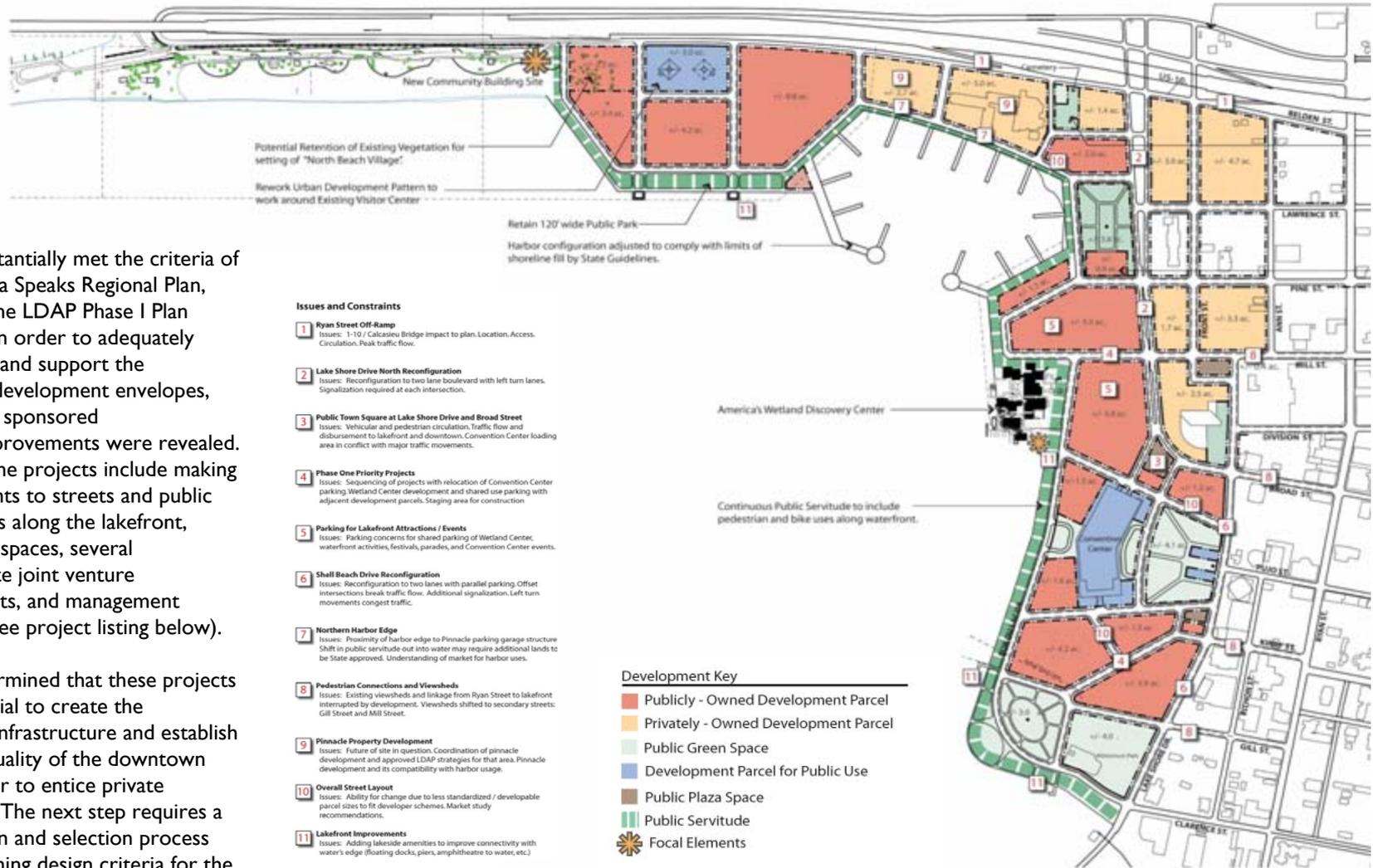
**100.00%**

Extend the Louisiana Speaks Regional Plan to the entire state	NA
Achieve Effective Statewide Planning by resources and legislation	100.00%

**TOTAL**

**80.24%**

*N.B. Many of the objectives included in the Louisiana Speaks Regional Plan are statewide issues that are not applicable or actionable by municipalities. These issues were not scored nor used to determine percentages. See appendix for details.*



Having substantially met the criteria of the Louisiana Speaks Regional Plan, refining of the LDAP Phase I Plan continued. In order to adequately prepare for and support the envisioned development envelopes, several City sponsored projects/improvements were revealed. Generally, the projects include making improvements to streets and public right of ways along the lakefront, public open spaces, several public/private joint venture developments, and management programs (see project listing below).

It was determined that these projects were essential to create the supporting infrastructure and establish the image quality of the downtown area in order to entice private investment. The next step requires a prioritization and selection process and establishing design criteria for the projects.

### Issues and Constraints

- 1 Ryan Street Off-Ramp**  
Issues: 1-10 / Calcasieu Bridge impact to plan. Location. Access.  
Circulation. Peak traffic flow.
- 2 Lake Shore Drive North Reconfiguration**  
Issues: Reconfiguration to two lane boulevard with left turn lanes. Signalization required at each intersection.
- 3 Public Town Square at Lake Shore Drive and Broad Street**  
Issues: Vehicular and pedestrian circulation. Traffic flow and disbursement to lakefront and downtown. Convention Center loading area in conflict with major traffic movements.
- 4 Phase One Priority Projects**  
Issues: Sequencing of projects with relocation of Convention Center parking. Wetland Center development and shared use parking with adjacent development parcels. Staging area for construction.
- 5 Parking for Lakefront Attractions / Events**  
Issues: Parking concerns for shared parking of Wetland Center, waterfront activities, festivals, parades, and Convention Center events.
- 6 Shell Beach Drive Reconfiguration**  
Issues: Reconfiguration to two lanes with parallel parking. Offset intersections break traffic flow. Additional signalization. Left turn movements congest traffic.
- 7 Northern Harbor Edge**  
Issues: Proximity of harbor edge to Pinnacle parking garage structure. Shift in public servitude out into water may require additional lands to be State approved. Understanding of market for harbor uses.
- 8 Pedestrian Connections and Viewsheds**  
Issues: Existing viewsheds and linkage from Ryan Street to lakefront interrupted by development. Viewsheds shifted to secondary streets: Gill Street and Mill Street.
- 9 Pinnacle Property Development**  
Issues: Future of site in question. Coordination of pinnacle development and approved LDAP strategies for that area. Pinnacle development and its compatibility with harbor usage.
- 10 Overall Street Layout**  
Issues: Ability for change due to less standardized / developable parcel sizes to fit developer schemes. Market study recommendations.
- 11 Lakefront Improvements**  
Issues: Adding lakeside amenities to improve connectivity with water's edge (floating docks, piers, amphitheatre to water, etc.)

### Development Key

- Publicly - Owned Development Parcel
- Privately - Owned Development Parcel
- Public Green Space
- Development Parcel for Public Use
- Public Plaza Space
- Public Servitude
- Focal Elements

# Strategic Implementation Plan

A strategic implementation plan must consider many things – funding requirements, management capacity, and critical sequencing. A first step in analyzing and evaluating projects is determination of duration. Some projects are short term, some medium term and others are long term. To efficiently accomplish the strategic implementation, effort must be made to simultaneously pursue projects in a coordinated way. To over-emphasize short term projects and fail to address medium and long term ones will provide quick results but also causes longer than necessary delays on medium and long term projects. The projects identified in LDAP Phase I Plan are defined as follows:

**Short Term (6-24 months)**

- Ryan Street Streetscape
- Lakefront Promenade
- Public Realm Renovations
- Gateways- Ryan Street North and South and South Lakeshore Drive
- South Park Marina Structure

**Medium Term (25-60 months)**

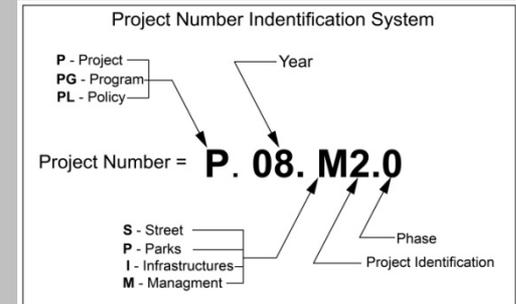
- North Beach Site Improvements
- Lake Shore Drive Median Enhancement
- South Park Development
- Yacht Club/Marina
- Lifecycle Management Program

**Long Term (+60 months)**

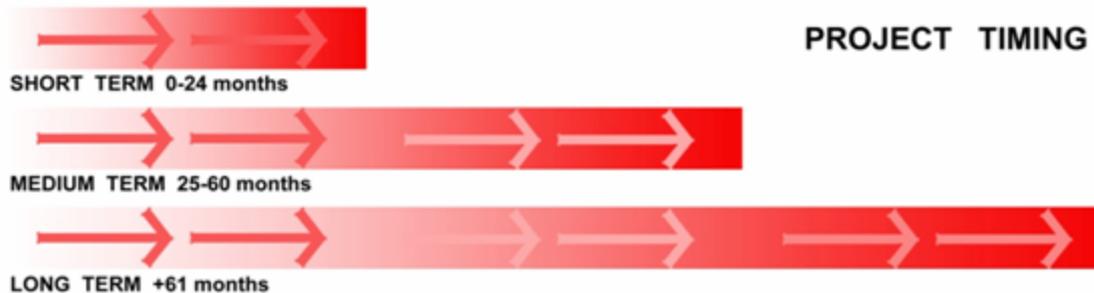
- Harbor and Infrastructure
- American Wetland Discovery Center
- Veterans Park Renovations

*N.B.: Timing begins after surveys, permits, and property acquisition have been completed and design/engineering contracts have been approved.*

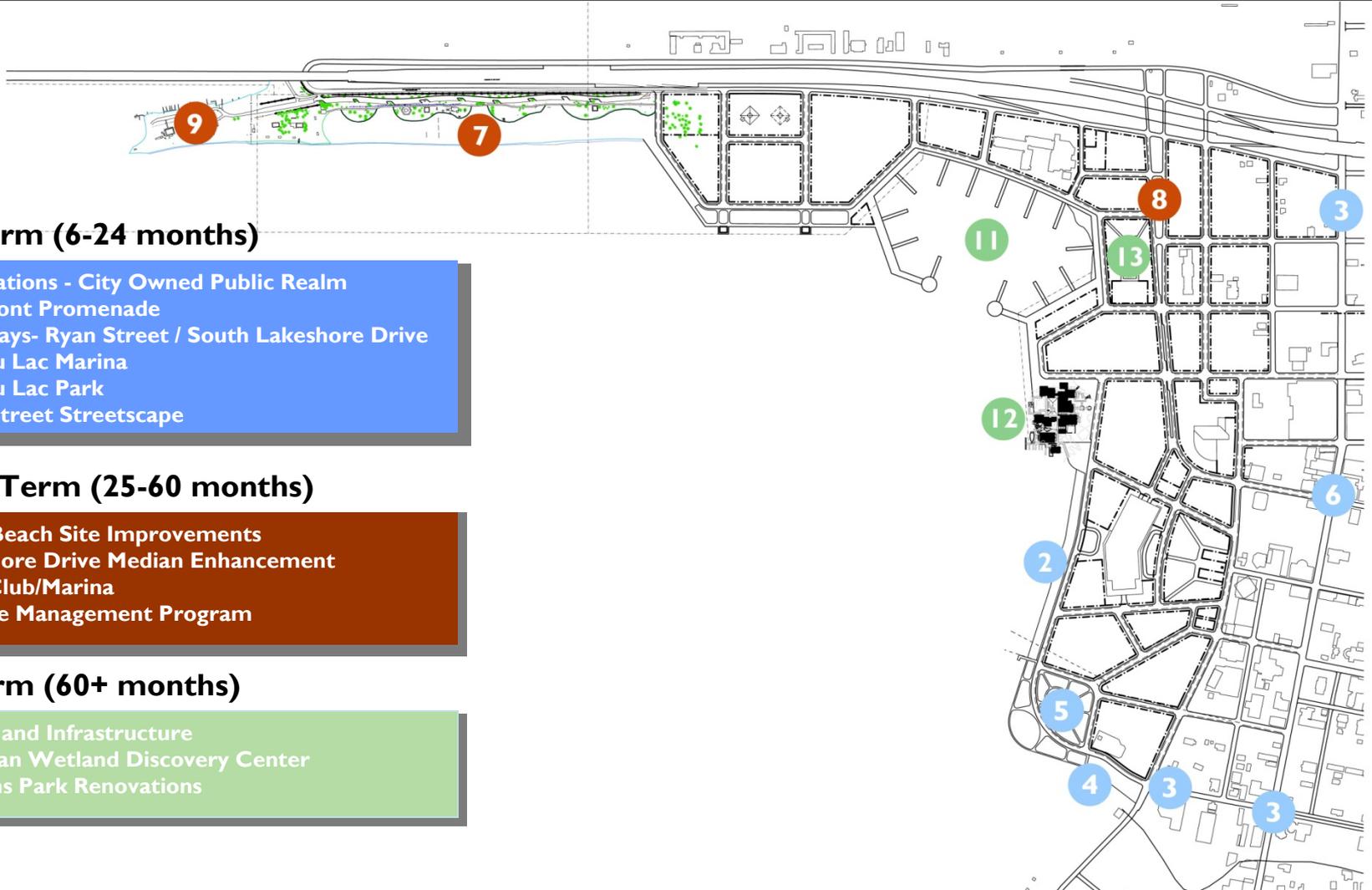
Diligent management is needed to keep track of the myriad of requirements, applications, permits, and funding rubrics that accompany projects. In order to facilitate identification and tracking of LDAP Projects, MPG has developed a coding system for assigning project numbers. Coded for type of project, year initiated, number and phase, this simple system can provide important “at –a-glance” information to the management and marketing team.



It is important to stress that projects from all three groups need to be advanced simultaneously. Failure to do so may provide some short-term success but will dramatically delay accomplishments in the medium and long term. Working all three together will provide a steady stream of good projects that will inspire citizens and stimulate investment.



The next step in the process requires establishing criteria for evaluating projects.



### Short Term (6-24 months)

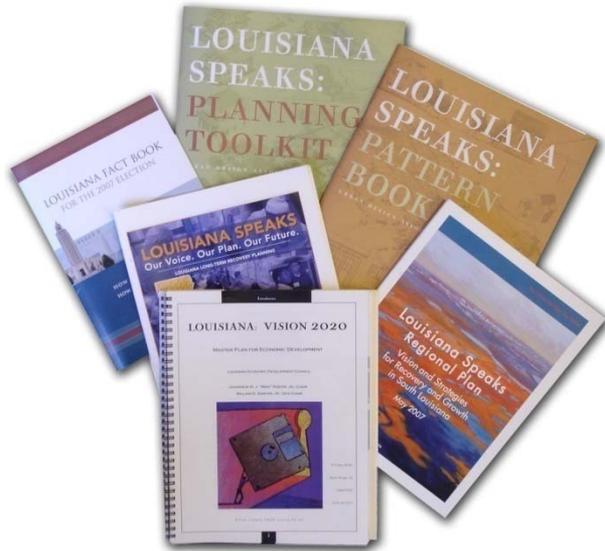
1. Renovations - City Owned Public Realm
2. Lakefront Promenade
3. Gateways- Ryan Street / South Lakeshore Drive
4. Bor Du Lac Marina
5. Bor Du Lac Park
6. Ryan Street Streetscape

### Medium Term (25-60 months)

7. North Beach Site Improvements
8. Lake Shore Drive Median Enhancement
9. Yacht Club/Marina
10. Lifecycle Management Program

### Long Term (60+ months)

11. Harbor and Infrastructure
12. American Wetland Discovery Center
13. Veterans Park Renovations

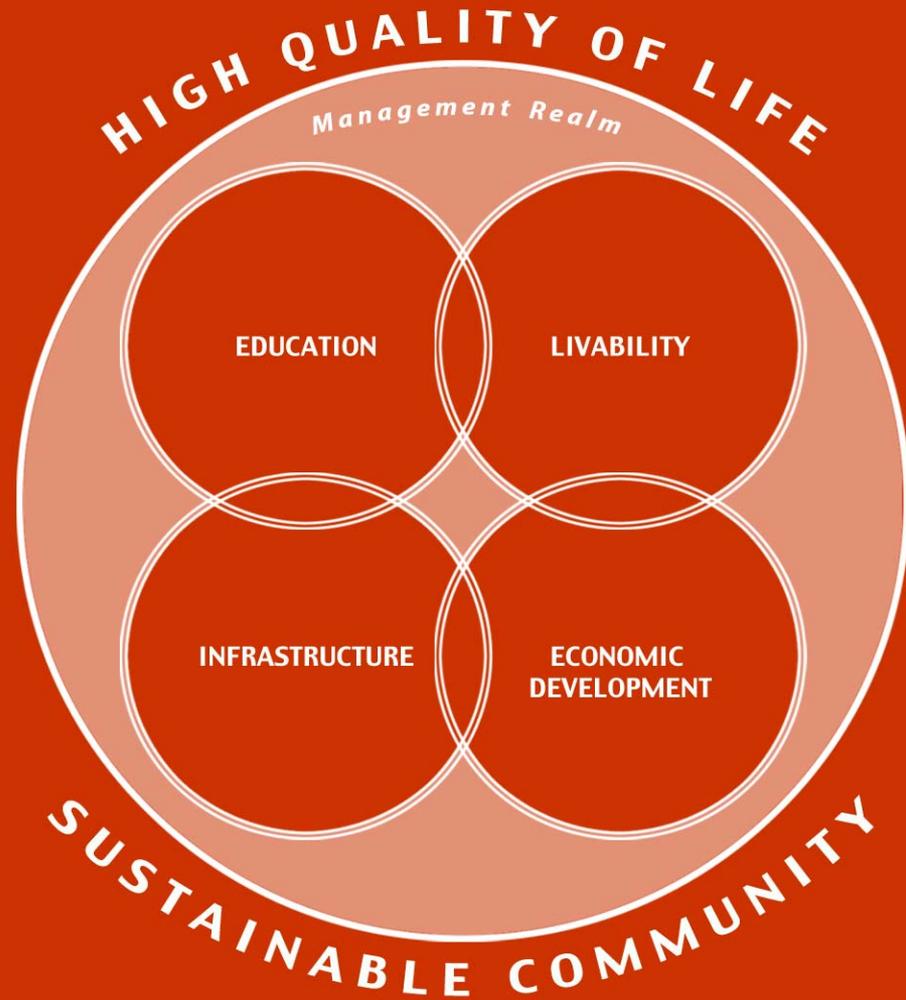


Now that the projects have been divided by term, it becomes necessary to establish criteria for selecting which projects are most important to meeting the intent of the LDAP effort.

MPG uses a variety of tools to do this and has developed an Evaluation Matrix to help guide decision-making. The first component of the matrix involves the balancing of the **Four Elements of Community Sustainability and High Quality of Life**.

Over the years, MPG has developed this evaluation tool to help community leaders make informed decisions about prioritizing projects, programs, and policies that will advance their community goals while maintaining a critical balance between **Education, Infrastructure, Economic Development, and Livability**.

This tool has been refined over the years and amplified to include guiding influences and innovative works such as **Smart Growth Principles, Louisiana Vision 2020**, and most recently, **Louisiana Speaks Regional Plan** criteria.



## KEEPING IN BALANCE

As communities work toward a prosperous future for their citizens, it is essential to maintain a proper balance between the **four essential elements of community sustainability and high quality of life: Education, Livability, Infrastructure and Economic Development.** Frequently, with only scant resources available, communities must be diligent investors to insure that these four elements maintain equilibrium. Over-investment in one area will inevitably require cuts in others and will hinder a community's ability to be self-sustaining and substantially improve quality of life.

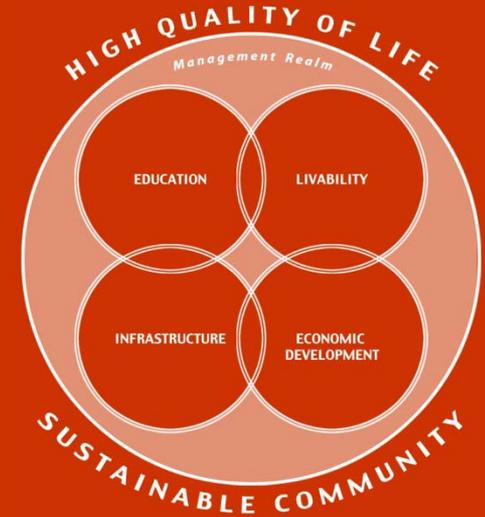
The nature of the four elements is that they are interlocking, and some blending inevitably occurs. An educated population is required to stimulate high-quality economic development, while transportation and communications infrastructure make economic development possible. Finally, livability assets provide quality places within which families flourish and with which businesses can recruit high quality employees.

## HIGH QUALITY OF LIFE

Wikipedia begins its article on "Quality of Life" as follows: *"The well-being or quality of life of a population is an important concern in economics and political science. It is measured by many social and economic factors. A large part is standard of living, the amount of money and access to goods and services that a person has. Others like freedom, happiness, art, environmental health, and innovation are far harder to measure. This has created an inevitable imbalance as programs and policies are created to fit the easily available economic numbers while ignoring the other measures, that are very difficult to plan for or assess. Debate on quality of life is millennia-old, with Aristotle giving it much thought in his Nicomachean Ethics and eventually settling on the notion of eudaimonia, a Greek term often translated as happiness, as central."*

One might also look to Maslow's Hierarchy of Needs and determine that the higher the population is on the pyramid, the higher their quality of life could be said to be. Another description of communities with high quality of life comes from the United Kingdom, ...*"places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all."*

Regardless of the interpretation, quality of life should be understood to occur on a continuum - from good to poor, high to low - and it is the responsibility of leadership to create the conditions that elevate the quality of life.



## SUSTAINABILITY

Community sustainability is a simple concept that seeks equilibrium between production and consumption. Whenever consumption outpaces production, the community must import production, thus making it dependent which is inherently unsustainable. Therefore, a sustainable community is one that practices good stewardship of resources and good fiscal management so that it can provide for itself the basic needs of its members. Maintaining a balance between the four essential elements improves the community sustainability through careful management of natural, human and economic resources.







# Guiding Principles

## Project Evaluation Criteria

The final evaluation criteria are in the form of MPG Guiding Principles used for the design and development of public facilities. Projects are evaluated in terms of their performance in three critical areas – Safety, Function and Aesthetics. These criteria are arranged in descending order with the understanding that, above all, public facilities must be safe or enhance public safety (0-10). Next, projects are judged according to their ability to improve function. This concerns operational, maintenance and management aspects (0-7). Third, projects are evaluated in terms of their contribution to the aesthetic quality of the community (0-3).

GUIDING PRINCIPLES CRITERIA		RANGE
<b>SAFETY</b>		
P.1	Does the project provide a remedy/ major improvement for a serious safety problem?	0 or 8-10
P.2	Does the project improve overall public safety?	0 or 8-10
P.3	Does the project comply with Hazard Mitigation Plan?	0 or 8-10
<b>SAFETY SUBTOTAL</b>		
<b>FUNCTION</b>		
P.4	Does the project improve performance/delivery of services?	0 or 4-7
P.5	Does the project reduce maintenance and life-cycle operating costs?	0 or 4-7
P.6	Is the project designed/built of quality materials so as to stand the test of time?	0 or 4-7
P.7	Does the project serve multiple functions?	0 or 4-7
<b>FUNCTION SUBTOTAL</b>		
<b>AESTHETICS</b>		
P.8	Does the project mitigate a serious aesthetic blight?	0-3
P.9	Does the project improve the aesthetic quality of the community?	0-3
P.10	Does the project provide visual continuity?	0-3
P.11	Does the project provide overall improvement to the sensory environment?	0-3
<b>AESTHETICS SUBTOTAL</b>		

PROJECT EVALUATION MATRIX		INFRASTRUCTURE	ECONOMIC	LIVABILITY	DIZ PLAN	MARKET - RESIDENTIAL	MARKET - RETAIL	IMAGE	INNOVATION	SAFETY	FUNCTION	AESTHETICS	SCORE
PROJECT NO.	PROJECT NAME												
<b>SHORT TERM PROJECTS</b>													
P.08.S1.0	Ryan Street Streetscape												
P.08.P1.0	Lakefront Promenade												
P.08.M1.0	Pulic Realm Renovations												
P.08.S2.0	Gateway- Ryan Street North												
	Gateway- Ryan Street South												
P.08.P2.0	Gateway- South Lakeshore Drive												
	South Park/ Pylon Marina Structure												
<b>MEDIUM TERM PROJECTS</b>													
P.08.P3.0	North Beach Site Improvements												
P.08.S3.0	Lakeshore Drive Median Enhancement												
P.08.P4.0	South Park Development												
P.08.P5.0	Yacht Club/Marina												
PG.08.M2.0	Lifecycle Management Program												
<b>LONG TERM PROJECTS</b>													
P.08.I1.0	Harbor and Infrastructure												
P.08.I2.0	American Wetland Discovery Center												
P.08.P6.0	Veterans Park Upgrades												



# Evaluation Scorecard

## Project Evaluation

The final Project Evaluation Matrix thus combines all the essential ingredients into one format and projects can be judged according to objective criteria leading to effective decision-making and transparency. The higher a project scores, the higher its priority will be. This will also help to guide decisions regarding the allocation of resources and phasing.

**PROJECT EVALUATION WORKSHEET**

**LDAP Phase I Short Term Projects Evaluation**

**ELEMENTS OF SUSTAINABILITY CRITERIA**

**EDUCATION SUBTOTAL**

**INFRASTRUCTURE SUBTOTAL**

**ECONOMIC DEVELOPMENT SUBTOTAL**

**LIVABILITY SUBTOTAL**

**MARKET - RESIDENTIAL SUBTOTAL**

**IMAGE SUBTOTAL**

**INNOVATION SUBTOTAL**

**SAFETY SUBTOTAL**

**FUNCTION SUBTOTAL**

**AESTHETICS SUBTOTAL**

**GRAND TOTAL**

**PROJECT EVALUATION MATRIX**

PROJECT NO.	PROJECT NAME	CRITERIA											SCORE	
		EDUCATION	INFRASTRUCTURE	ECONOMIC	LIVABILITY	DPZ PLAN	MARKET - RETAIL	MARKET - RESIDENTIAL	IMAGE	INNOVATION	SAFETY	FUNCTION		AESTHETICS
<b>SHORT TERM PROJECTS</b>														
P.08.S1.0	Ryan Street Streetscape	9.5	16.5	18	15	32	12	28	33	5	14	25.5	12	(220.5/305) <b>72%</b>
P.08.P1.0	Lakefront Promenade													
P.08.M1.0	Pulic Realm Renovations													
	Gateway- Ryan Street North													
P.08.S2.0	Gateway- Ryan Street South													
	Gateway- South Lakeshore Drive													
P.08.P2.0	South Park/ Pylon Marina Structure													
<b>MEDIUM TERM PROJECTS</b>														
P.08.P3.0	North Beach Site Improvements	12.5	14	14.5	17	29	11.5	24	27.5	6	17	22	11	(206/305) <b>68%</b>
P.08.S3.0	Lakeshore Drive Median Enhancement													
P.08.P4.0	South Park Development													
P.08.P5.0	Yacht Club/Marina													
PG.08.M2.0	Lifecycle Management Program													
<b>LONG TERM PROJECTS</b>														
P.08.I1.0	Harbor and Infrastructure	14.5	19	19.5	19.5	39.5	13	31	32.5	7	12	22.5	11.5	(241.5/305) <b>79%</b>
P.08.I2.0	American Wetland Discovery Center													
P.08.P6.0	Veterans Park Upgrades													

Three LDAP projects (one short term, one medium term and one long term) were evaluated by MPG as an example exercise. Evaluating a project required approximately ten minutes. Their respective scores, represented as a percentage of criteria met, are shown above. Scoring can be viewed in two ways:

- as an objective way of prioritizing projects
- as a way to determine weaknesses in projects and give direction for ways to improve their overall effectiveness.

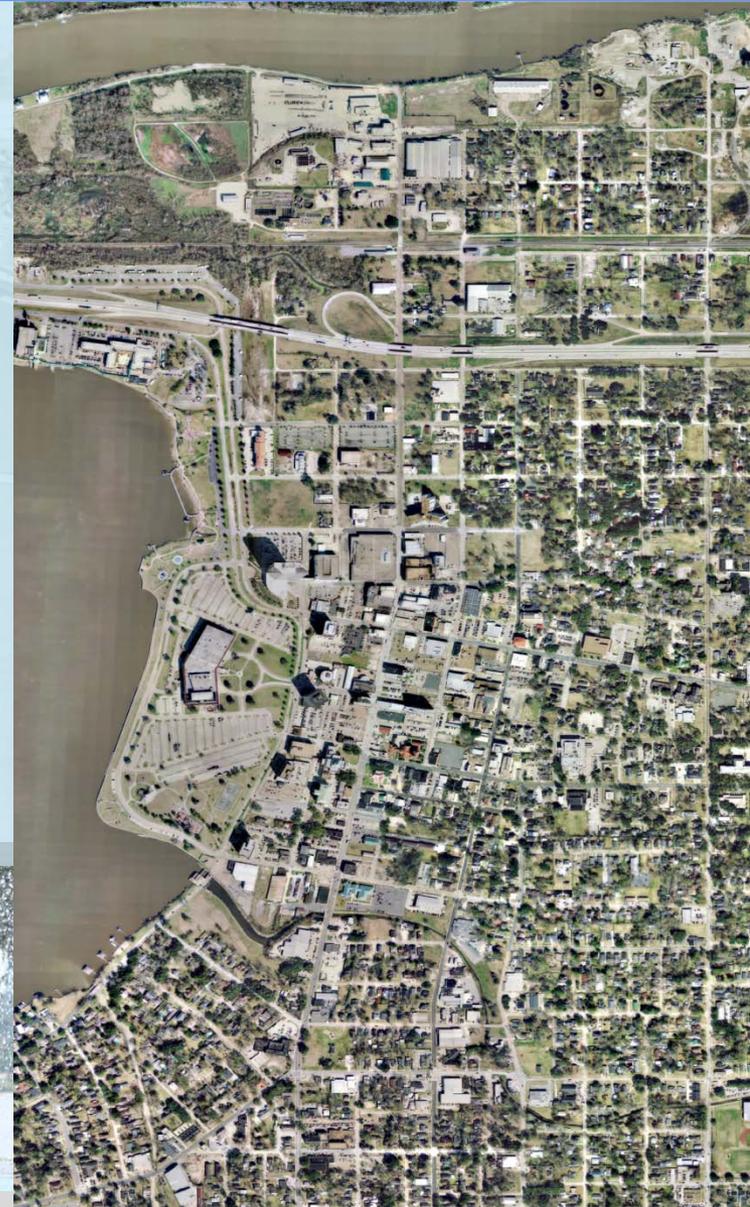
# Project Budget and Resource Allocation

CRITERIA 24

City of Lake Charles Downtown Lakefront Development				Rev. March 17, 2008		
Funding Source	01/03/08 Balance Funding Amount	Current Available Funds	Future Availability Dates	Authorized Project	Potential Project	Other Notes
<b>CITY GENERAL FUND</b>						
City Capital allocated for Downtown Development	\$ 2,176,000.00	\$ 2,176,000.00	Annual contribution	Lakefront / Downtown Implementation		revenue source riverboat - determined each year
<b>Totals</b>	<b>\$ 2,176,000.00</b>	<b>\$ 2,176,000.00</b>				
<b>AWDC</b>						
CIAP (Coastal Impact Assistance Program)				America's Wetland Discovery Center (501C3 Non-Profit) - \$500K spent on planning "soft costs"		CoLC sponsor for ctr. - Joe Champeaux, Proj. Architect
Dow BEP donation	\$ 800,000.00	\$ 800,000.00				beneficial env. project from DOW
City Accumulated capital funding	\$ 1,027,000.00	\$ 1,027,000.00				General Fund - Casino revenue
<b>Totals</b>	<b>\$ 1,827,000.00</b>	<b>\$ 1,827,000.00</b>				
<b>CITY BOND ISSUE</b>						
City Bond - Utility Improvements						
City Bond - Downtown/Lakefront Development	\$ 18,000,000.00	\$ 8,000,000.00		Lakefront Development - Bond Issue Series 1		Matching funds for C.O.
City Bond - Economic Development	\$ 5,000,000.00			America's Wetland Discovery Center		
City Bond - City Park Development Program	\$ 500,000.00	\$ 500,000.00		North Beach Pavilion		
<b>Totals</b>	<b>\$ 23,500,000.00</b>	<b>\$ 8,500,000.00</b>				
<b>PARISH FUND</b>						
Parish FEMA ESF-14 Original \$5.2M plus \$13.3 M	TBD			Additional allocations for these projects from the parish's \$18.5 M total	marina/community center	Long Term Community Recovery Program - CDBG grant (\$6M allocated to Parish Recovery Plan)
<b>Redevelopment of Downtown Lake Charles</b> <i>Sears Retail Demolition</i>						may be considered for CDBG grant
<b>America's Wetland Discovery Center</b>						may be considered for CDBG grant
<b>Total</b>						
<b>Federal Funding</b>						
AWDC Appropriations Bill	\$ 400,000.00	\$ 400,000.00				
I-10 Service Road Improvements	\$ 1,000,000.00	\$ 1,000,000.00				
<b>Total</b>	<b>\$ 1,400,000.00</b>	<b>\$ 1,400,000.00</b>				
<b>CAPITAL OUTLAY</b>						
50-MF9-06B-01 Relocation of Lakeshore Drive (Ryan St. exit)	\$ 400,000.00	\$ 400,000.00	Priority 2 - \$100K	Relocation of Lakeshore Drive (Ryan St. exit)		
50-MF9-07-02 Lakefront Development	\$ 18,000,000.00	\$ 500,000.00	Priority 3 - \$14M Priority 5 - \$3.5M	Lakefront Development	allocate funds to North Beach Community Center	\$350K Bond approval for line of credit / \$50K Oct. request
50-MF9-07B-03 Lakefront Harbor	\$ 10,000,000.00	\$ -	Priority 2 - \$400K Priority 3 - \$6M Priority 5 - \$3.6M	Lakefront Harbor		
50-MF9-07B-04 Civic Center Parking/Streets Infrastructure Relocation	\$ 10,000,000.00	\$ -	Priority 2 - \$400K Priority 3 - \$6M Priority 5 - \$3.6M	Civic Center Parking/Streets Infrastructure Relocation		
50-MF9-07B-05 Lakefront Shoreline Modification	\$ 6,000,000.00	\$ -	Priority 2 - \$300K Priority 3 - \$3M Priority 5 - \$2.7M	Lakefront Shoreline Modification		
50-MF9-07B-06 America's Wetland Discovery Center	\$ 5,000,000.00	\$ -	Priority 2 - \$200K Priority 3 - \$3M Priority 5 - \$1.8M	America's Wetland Discovery Center		
<b>Totals</b>	<b>\$ 49,400,000.00</b>	<b>\$ 900,000.00</b>				
<b>Total</b>		<b>\$ 14,803,000.00</b>				

# Short Term Projects

- **Renovations - City Owned Public Realm**
- **Lakefront Promenade**
- **Gateways – Ryan St. / Lakeshore Drive**
- **Bord Du Lac Marina**
- **Bord Du Lac Park**
- **Ryan Street Streetscape**



## Project Location

This short-term project encompasses the entire LDAP area of lakefront and downtown; Tracts 1 – 4 City of Lake Charles public properties and right of ways. Other significant private properties that effect the visual image of the area will be catalogued and the owners notified by the DDA.

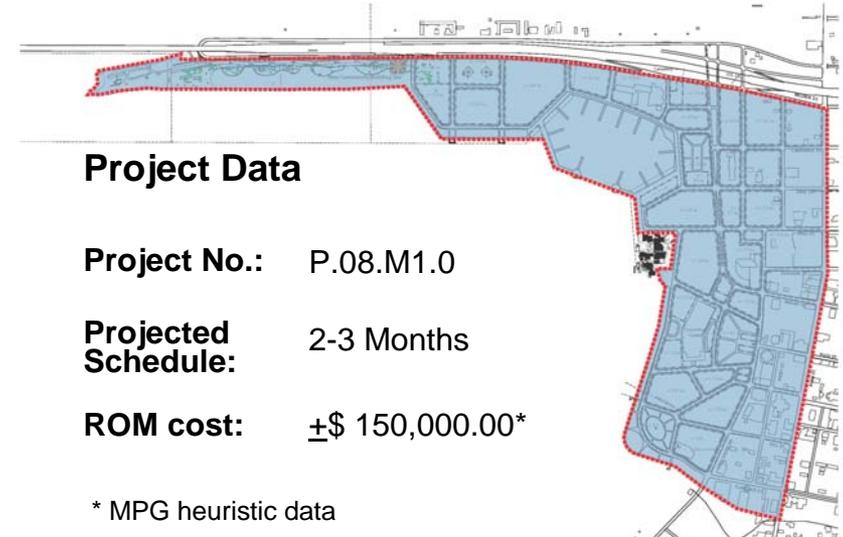


## Current Conditions

As noted in every plan and study reviewed as part of this strategic plan and in comments from downtown businesses and visitors, the visual image and upkeep of downtown is below average. Overgrown lots, substandard and vacant buildings, broken sidewalks and planters, and landscaping that is in decline all add up to a rough texture that is being presented to the public and to new visitors.

## Project Description

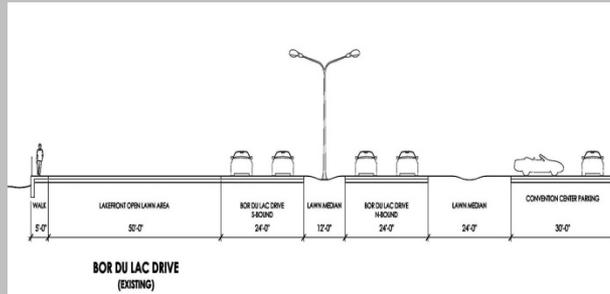
An initial clean-up of these high profile areas along with minor improvements of landscape and other site conditions will provide a “spring” start to creating a fresh image and show commitment to action. Beyond this work effort, a plan of action for possibly privatizing new higher level of management of this important public realm will need to follow.



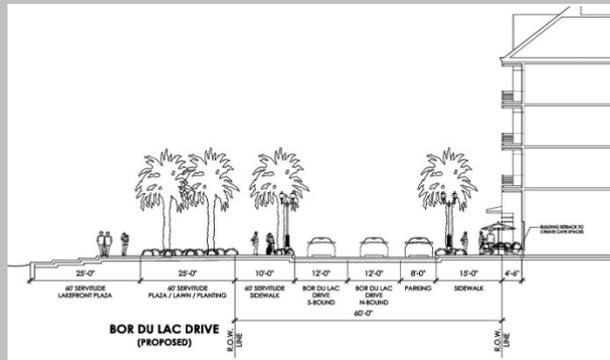
Key Map



Veterans Park fountain.



**Street Section A:** Existing Conditions



**Street Section B:** Proposed Conditions



**Before:** Existing lakeshore treatment provides limited interaction with water and no defined program.

**After:** Enhancements to the Lake Charles Lakefront Promenade will create a unique sense of place, promote healthy lifestyle, and facilitate growth extending toward the core of the downtown area.



### Project Location

The project is located along the edge of downtown Lake Charles in the Tract I- A/B area. This is the Lakefront public realm that is bounded by the lake and the ± 60' wide parkway edging Bor du Lac Drive. The project is planned from the intersections of Bor du Lac and Lakeshore Drives continuing to the northern-most edge of the Civic Center.

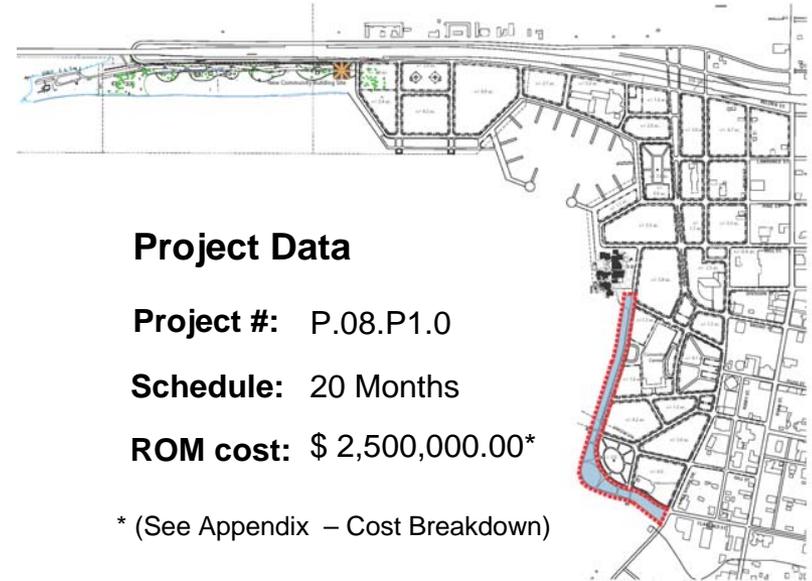


### Current Conditions

The current green space and multi-use trail along the lake edge is heavily used by joggers/walkers as well as during the many festivals and events. There are no direct nodes tying this potential greenway back into the downtown nor a sense of scaled landscape or safety features such as lighting and wider walk/plaza space.

### Project Description

The Lakefront edge is one of the best natural assets of the city. Increasing the safety of the area with new decorative lighting and wider public promenade of special paving and connections to downtown would increase resident and visitor usage. Other public enhancements added to the project include shaded seating structures, site furniture of benches and litter receptacles, land forms and landscaping, irrigation, educational interpretive signage, and viewing devices. All of these improvements when completed would increase the value of any new development proposed for the adjacent parcels.



### Project Data

**Project #:** P.08.P1.0

**Schedule:** 20 Months

**ROM cost:** \$ 2,500,000.00\*

\* (See Appendix – Cost Breakdown)

### Key Map



Example of waterfront amenities in other comparable cities.

### Project Locations



**Ryan St. North** - Downtown-Ryan Street starting mid-block between Beldon Street and Lawrence Street heading south to intersection of Pine Street.



**Ryan St. South** - Ryan Street starting at the Python Coulee bridge heading North to the intersection of Clarence Street.



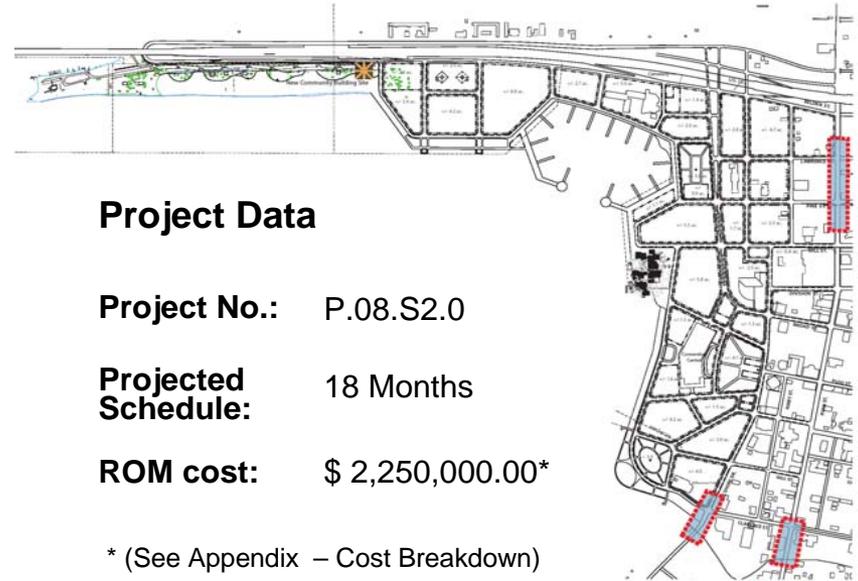
**Lakeshore Dr. South** - South Lake Shore Drive starting South of the Python Coulee bridge heading North to the intersection of Clarence Street.

### Current Conditions

The gateways are currently non-discernable and lack way-finding signage or any sense of entry into the heart of the City. Landscape and site issues along with the degraded and crowded condition of the historic Python Coulee bridge crossings underscore safety, function and image challenges that need attention.

### Project Description

General Streetscape / Gateway elements are planned and can include architectural pylon structures, special paving, decorative lighting with banners, landscape, and way-finding signage. It may also be advantageous to consider potential property acquisition in these viewshed areas.

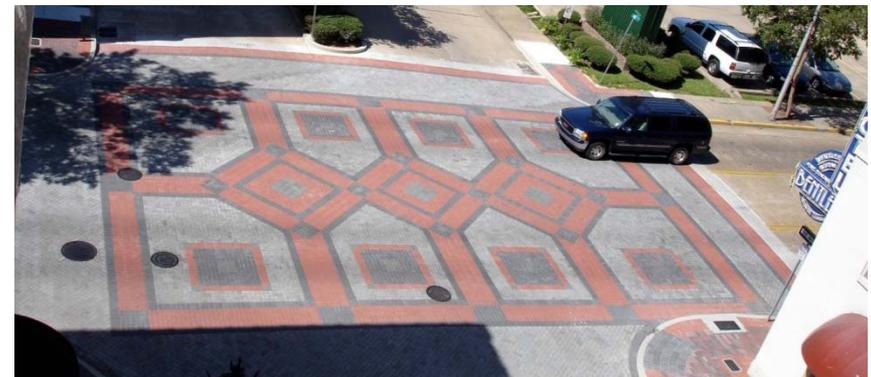


### Project Data

**Project No.:** P.08.S2.0  
**Projected Schedule:** 18 Months  
**ROM cost:** \$ 2,250,000.00\*

\* (See Appendix – Cost Breakdown)

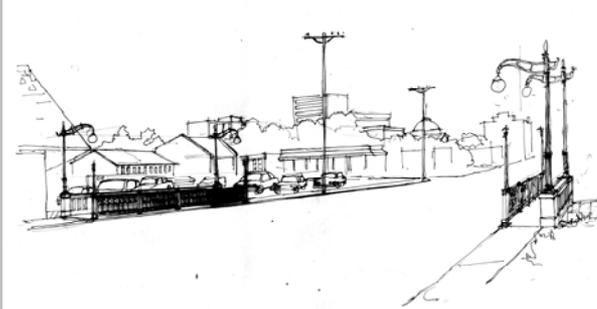
**Key Map**



Example of a typical streetscape pavement enhancement.



Goodloe Architects – South Lakeshore Drive Gateway Sketch



Goodloe Architects – South Ryan Street Sketch



**Before:** South Lakeshore existing conditions showing unsightly overhead power lines and Python Coulee Bridge.

**After:** South Lakeshore Drive Gateway that includes iconic landscape elements which conceal power lines and manufactured-building facades.



## Project Location

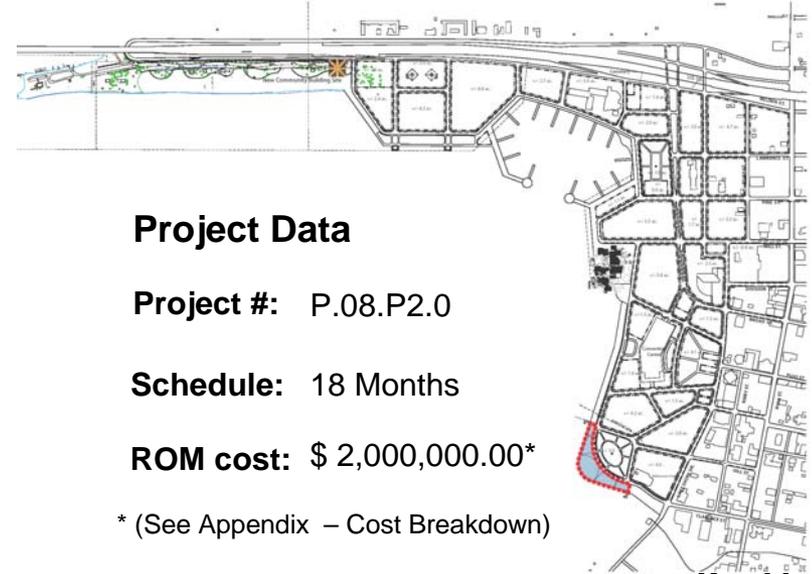
Located at the most southern edge of the lake and included in Tract I-A, this location serves not only as a water gateway into downtown but also a visual connection to South Park and the Lakefront.



Existing conditions at proposed South Park Marina.



Proposed boat slips, pylon structure, and enhancements to South Park.



Key Map

## Project Data

**Project #:** P.08.P2.0

**Schedule:** 18 Months

**ROM cost:** \$ 2,000,000.00\*

\* (See Appendix – Cost Breakdown)

## Current Conditions

This area is a beginning point for recreation, festivals and a lakefront experience from the south. It also is the outfall of the Pithon Coulee drain way from the interior of the city. The area is bounded by the South Park / Bor du Lac Drive and has the closest access to food and entertainment venues in the downtown core for watercraft.

## Project Description

As a short-term project, the implementation of the proposed floating marina/docking facility with short-term boat slips is achievable. These are heavy-duty pre-designed and manufactured units that, properly planned, can be in place and usable in a relatively short timeframe. Because this area serves as the “anchor end” of the Lakefront, a strong iconic architectural working structure is being planned. It would serve as an access to South Park and a potential pier and deck structure with a lighthouse type facility.

## Project Location

Tract I-South Park area as identified within the LDAP Strategic Implementation Plan.

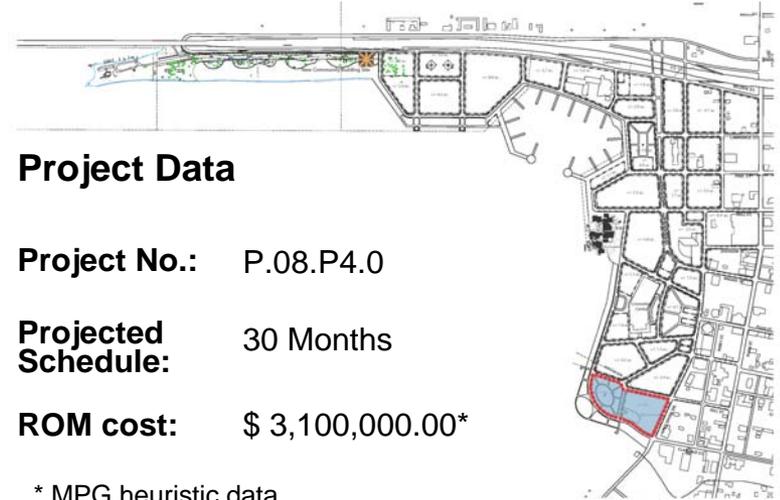


## Current Conditions

While the amphitheater is an impressive structure the orientation and integrated usage is in need of re-evaluation. The tennis courts are under-utilized and pedestrian access is challenged. Restrooms appear non-functional and blocked site lines make safety an issue.

## Project Description

The proposed South Park Improvements consist of reconfiguring the orientation and possible downsizing of the existing Amphitheater and introducing upgraded facilities of a new stage pavilion using portions of the existing structure, introducing a shade structure with concrete terraced seating areas, rest rooms, ADA pedestrian accessibility, and service roadway access. Simple improvements to Millennium Park with new play facilities and possibly a carousel.



## Project Data

**Project No.:** P.08.P4.0  
**Projected Schedule:** 30 Months  
**ROM cost:** \$ 3,100,000.00\*

\* MPG heuristic data

**Key Map**



## Project Location

The general project limits are Ryan Street, starting North at mid-block between Lawrence and Pine Street, heading South and terminating at the intersection with Clarence Street. The work is intended to extend from façade / property line to inside edge of new street curb.

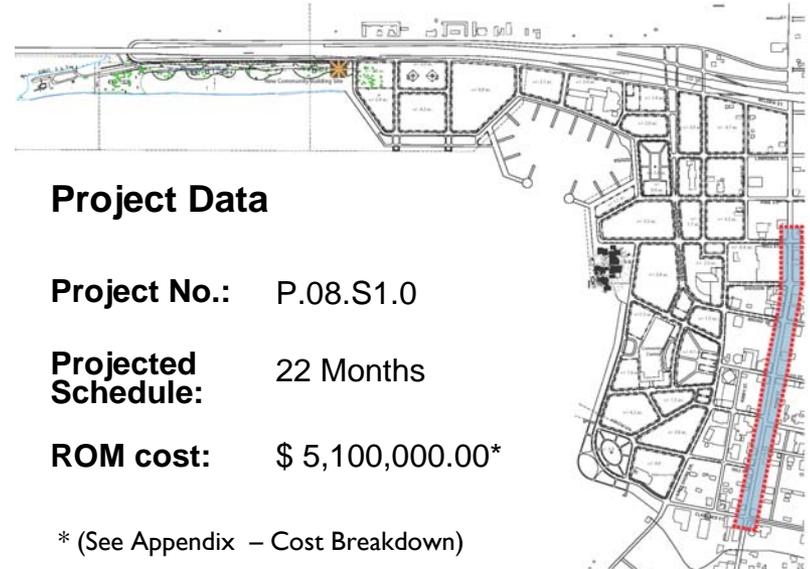


## Current Conditions

Ryan Street is the location of many of the vital food and entertainment venues and professional offices currently in Downtown. Many historic buildings are underutilized and vacant lots available for infill. The sidewalks and crosswalks in several places are not easily maneuvered by mobility-challenged pedestrians. There is no consistent theme of signage, landscape or street furniture making the street less presentable to residents, visitors, or investors that may otherwise consider the area.

## Project Description

This Streetscape enhancement project is to consist of sidewalk and street intersection improvements consisting of special paving, overhead lighting by decorative lamp post / fixtures, banner and hanging plant baskets, street furniture such as benches and litter receptacles, way-finding signage, landscaping, watering system and potential underground electrical service. No renovation of existing subsurface utilities is planned at this time.



## Project Data

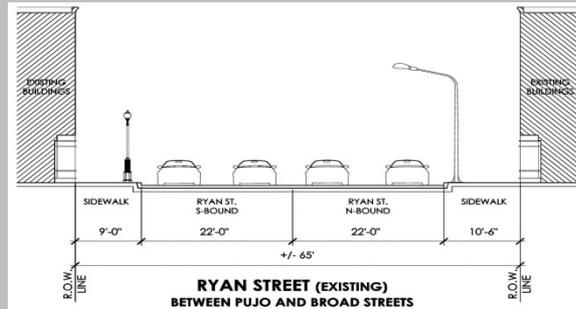
<b>Project No.:</b>	P.08.S1.0
<b>Projected Schedule:</b>	22 Months
<b>ROM cost:</b>	\$ 5,100,000.00*

\* (See Appendix – Cost Breakdown)

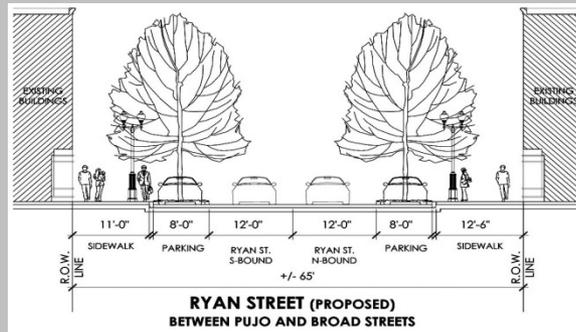
Key Map



Existing Conditions – North Ryan Street.



**Street Section A: Existing Conditions**



**Street Section B: Proposed Conditions**



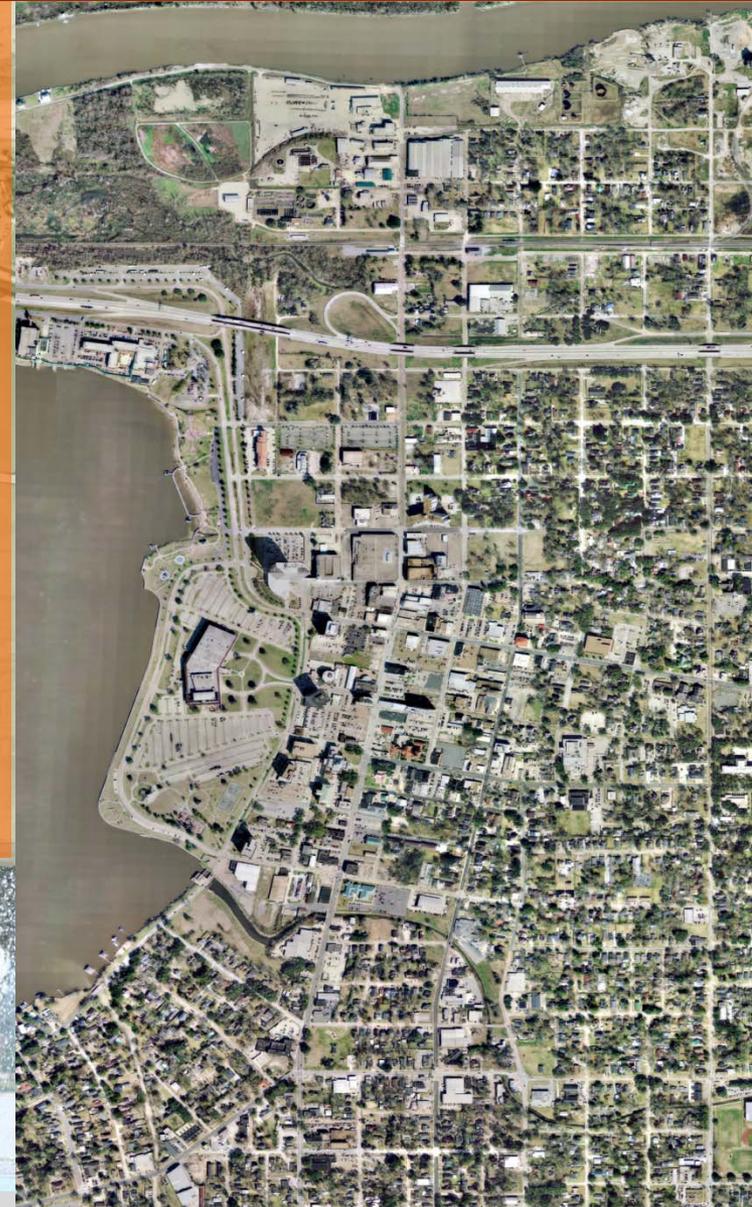
**Before:** Ryan Street existing conditions.



**After:** The completed Streetscape project will provide enhanced economic development opportunities and establish a pattern for coding the continuation of downtown development.

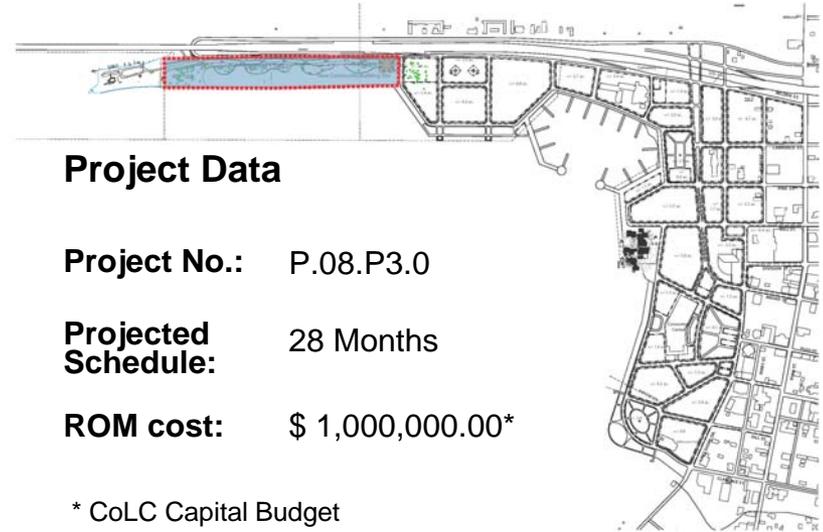
# Medium Term Projects

- **North Beach Site Improvements**
- **Lakeshore Drive Median Enhancements**
- **Yacht Club**
- **Lifecycle Management Program**



## Project Location

Located in Tract – 4, the North Beach beachfront and park area serve a variety of users and is a major gateway into Lake Charles. The area being considered for improvements extends from the east near the Wildlife and Fisheries property heading west and terminates at the gates of the Yacht Club public lease property.



## Project Data

**Project No.:** P.08.P3.0

**Projected Schedule:** 28 Months

**ROM cost:** \$ 1,000,000.00\*

\* CoLC Capital Budget

## Current Conditions

Although the beach/park elements that were destroyed by the hurricane have been removed or repaired, there are still remnants of this event that make the park less functional and usable. Safety is a concern for visitors. This situation, in concert with constant wear and tear have worn the area to a point of disrepair.

## Project Description

The proposed North Beach Park enhancement project is to consist of new playground equipment, shade structures, renovated rest rooms, new sewer line upgrade (serving the adjacent Yacht Club), site feature elements, pedestrian walkway improvements, lighting upgrades, site furniture of benches and litter receptacles, transportation shelters, and way-finding signage. All of these improvements will bring the park back to safety and management standards that the City is aiming to accomplish.



**Key Map**

# Medium Term Projects

## Project Location

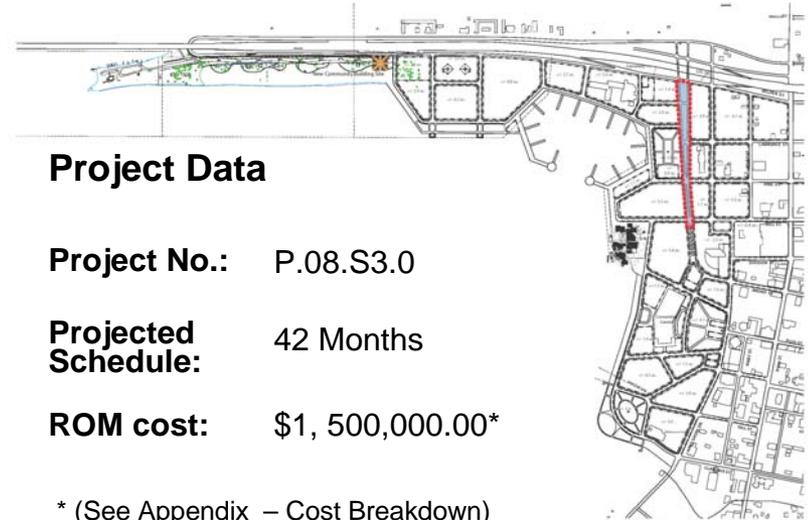
The boundary of this proposed project is the Lake Shore Drive medians and Right-of-Ways starting North near I-10 heading South terminating at the intersection with Bor Du Lac Drive. This is an important ‘regional’ entry artery into the community from the Interstate 10 corridor, but because this area will be effected by planned changes it is being held as a medium-term project.

## Current Conditions

This corridor is an important gateway into the downtown. While the live oak lined boulevard is impressive, the highway layout only promotes early morning and late “leaving work” traffic. The American Wetland Center, a planned private development, off-ramp changes, and the Harbor are all developments that will effect the use and design of this corridor.

## Project Description

Future plans are suggesting that this could be a streetscape type median and Right-of-Way enhancement project consisting of landscaping of the medians, pruning of existing Live Oak trees, irrigation, and potential roadway curb and gutter realignments and improvements.

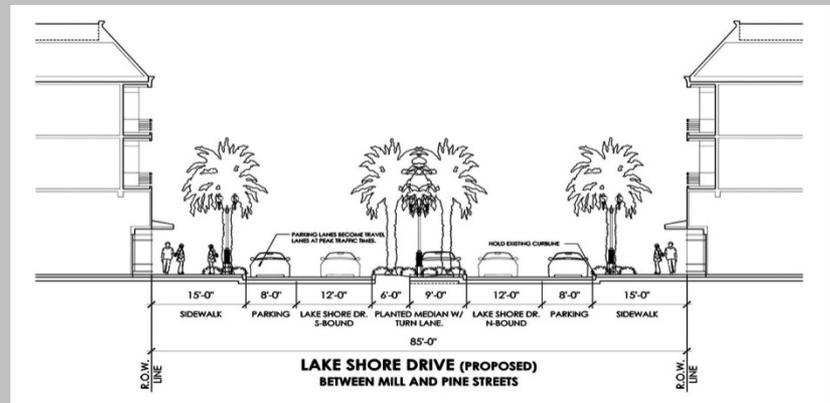
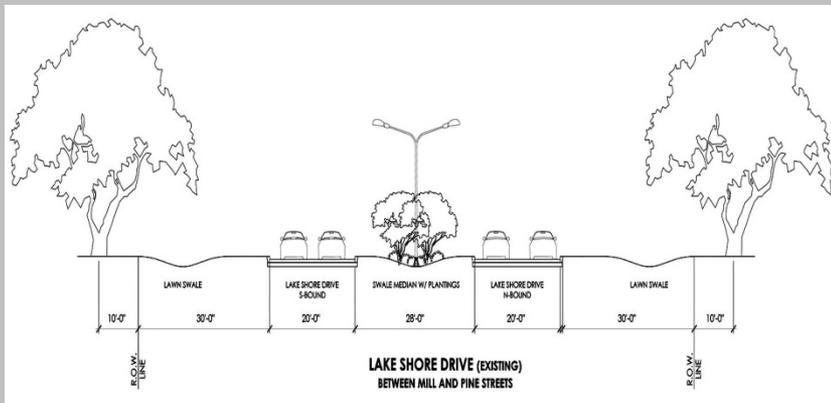


## Project Data

**Project No.:** P.08.S3.0  
**Projected Schedule:** 42 Months  
**ROM cost:** \$1,500,000.00\*

\* (See Appendix – Cost Breakdown)

Key Map



## Project Location

This community boating facility is the western-most “downtown” city facility and is located at the end of North lakeshore Drive adjacent to the Interstate 10 bridge in Tract -4. It is referred to as the North Beach Yacht Club.

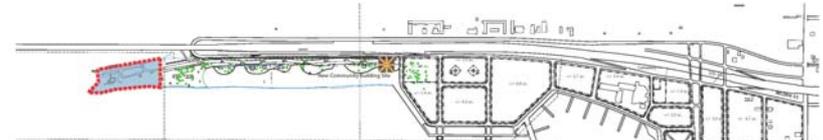


## Current Conditions

This North Lakeshore Drive city facility is leased to the North Beach Yacht Club. Automobile and pedestrian access is challenging to all users and confusing to visitors. Current clubhouse size and conditions do not allow for a great increase in new user/members and is in need of upgrade. Site and boat storage/marina conditions are worn or nonexistent.

## Project Description

Working with members, the proposed improvements to be included in this Yacht Club Marina project could consist of a new Clubhouse structure, floating dock marina for potential short term and long term leasing, improved boat ramp, and pedestrian walkway system. Because this area, like the South Park, is a “terminus” of the city lakefront, an architectural icon “lighthouse” type structure should be integrated into any improvement plans.



## Project Data

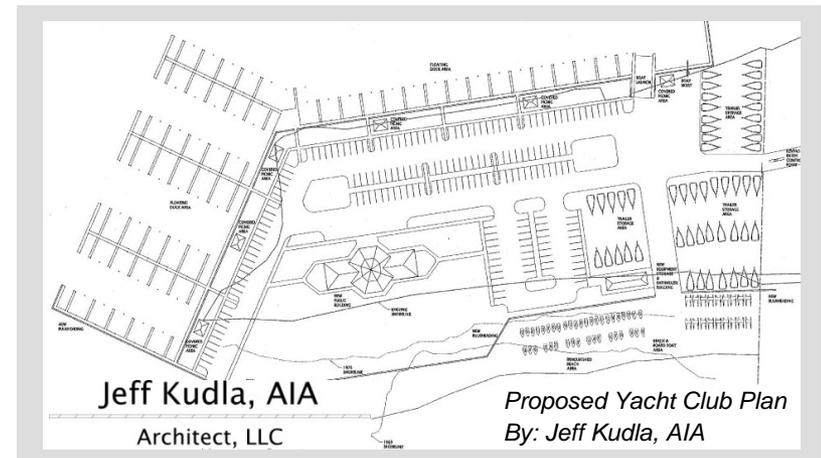
Project No.: P.08.P5.0

Projected Schedule: 26 Months

ROM cost: \$ 3,700,000.00\*

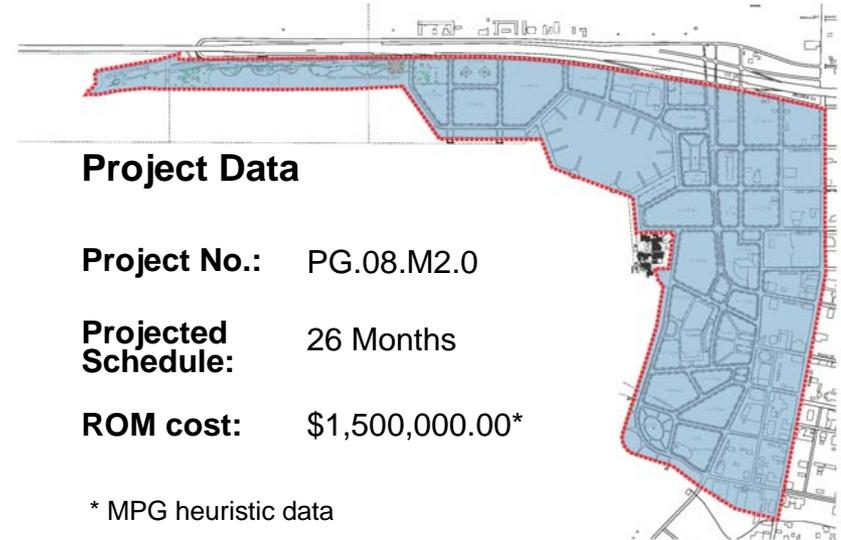
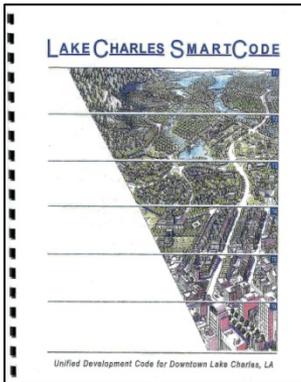
\* MPG heuristic data

## Key Map



### Project Location

The boundaries for this program should initially be those LDAP Strategic Implementation Plan limits that are not currently being managed by others. As growth occurs, the DDA and City may consider expanding these limits.



### Project Data

**Project No.:** PG.08.M2.0  
**Projected Schedule:** 26 Months  
**ROM cost:** \$1,500,000.00\*

\* MPG heuristic data

Key Map

### Current Conditions

The Lakefront and Downtown serves as the ‘Living Room’ for the southwest Louisiana region. As such it should be an inviting place to entertain friends and guests alike. The overall first impression to visitors is less than appealing and needs repair and long-term improved management. While upgraded landscaping, lighting, and site improvements are needed, another level of consistent management of the grounds and improvements would be very beneficial.

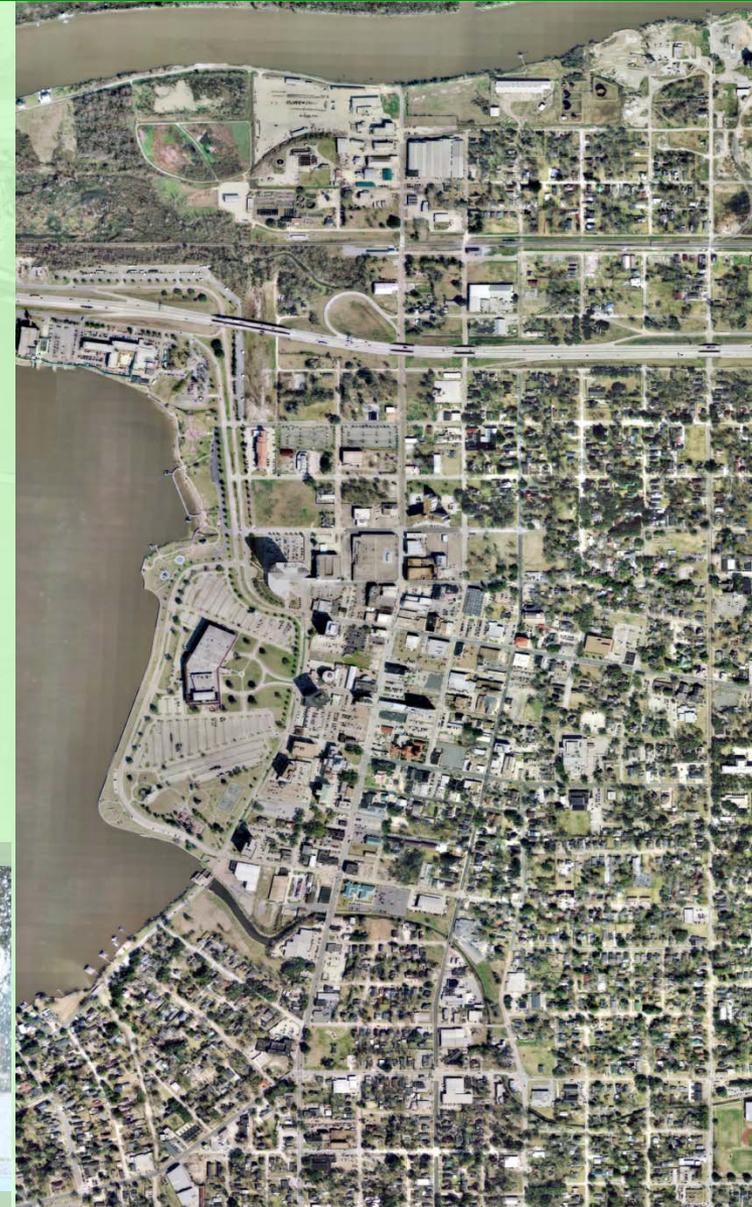
### Project Description

It is proposed that the City consider the initial outsourcing of landscape/streetscape upgraded management for this area. Consistent management and upgrades of the regulating plan and codes are imperative for progressing development. The DDA may be positioned to carryout this endeavor.



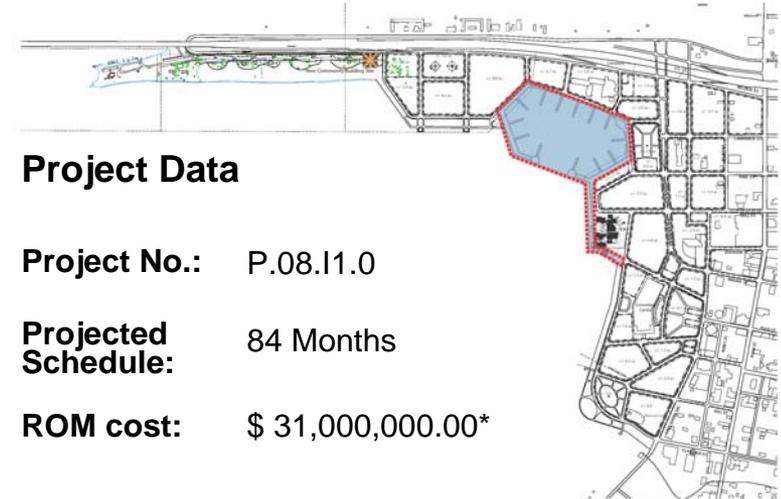
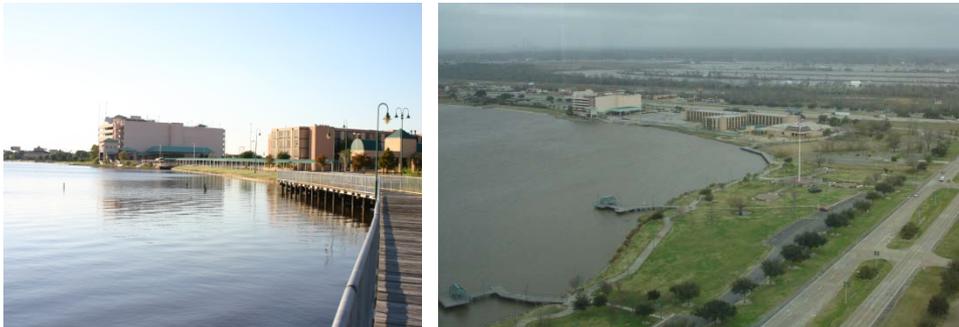
# Long Term Projects

- **Harbor Development**
- **American Wetlands Discovery Center**
- **Veterans Park Reconfiguration / Upgrades**



## Project Location

The general location of the proposed Harbor project and related public realm improvements is in Tract – 3 and lies adjacent to the now closed casino hotel and Interstate 10.



## Project Data

**Project No.:** P.08.11.0  
**Projected Schedule:** 84 Months  
**ROM cost:** \$ 31,000,000.00\*

\* (See Appendix – Cost Breakdown)

**Key Map**

## Current Conditions

There is no current harbor. The site would be a significant construction development as it will involve dredging a significant portion of the lake and erecting seawalls to enclose the project.

## Project Description

This Harbor and public realm/infrastructure project is currently being re-evaluated in terms of size, market assessment, and potential leasing considerations. Basic elements consisting of dredging of Lake Charles Lake for channel access, harbor, and public land expansion, infilling new landside area with structural hydraulic fill, building of a seawall, and public lakefront infrastructure (roadway and promenade) are included.



### Project Location

The American Wetland Discovery Center (AWDC) is sited on the lakefront north of the Civic Center between proposed North Civic Center LDAP Plan roadway and Mill Street Extension. It is planned to be woven into the lake edge and the lake itself in order to utilize both fresh and brackish water conditions.

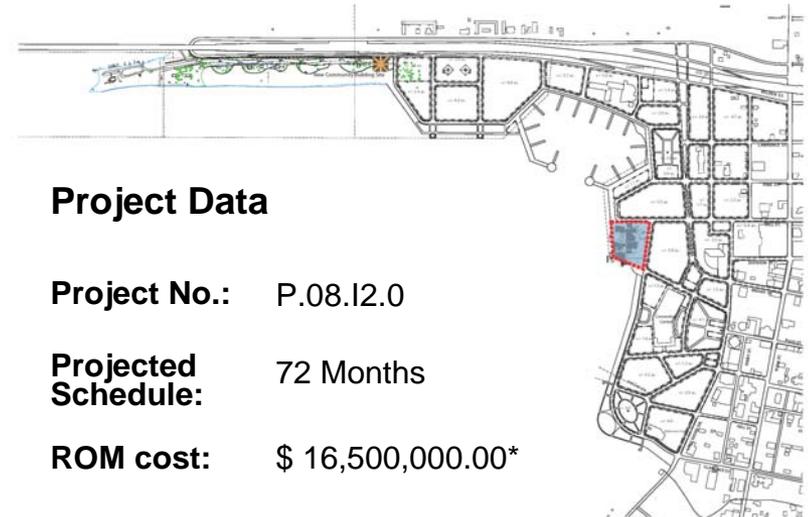


### Current Conditions

The AWDC has completed plans and specifications for this regional facility but has stalled due to the effects of Hurricane Rita and the strategy for defined placement on the lakefront. This is a large and very important project to the economic stimulus strategy for Lake Charles downtown.

### Project Description

The American Wetland Discovery Center project consisting of the first phase of the Center's Master Plan includes proposed site improvements of parking, walkways, lighting, etc. The center is currently being considered for revised siting in tandem with the Harbor edge development and a mix-use retail component making its economic vitality greater.



### Project Data

**Project No.:** P.08.I2.0

**Projected Schedule:** 72 Months

**ROM cost:** \$ 16,500,000.00\*

\* CoLC Capital Budget

### Key Map



*Sketch of Proposed Wetland Center  
By: Champeaux Landry Architects*

## Project Location

Veterans Park is currently located along Lakeshore Drive near Interstate 10 and at the west terminus of Lawrence Street.

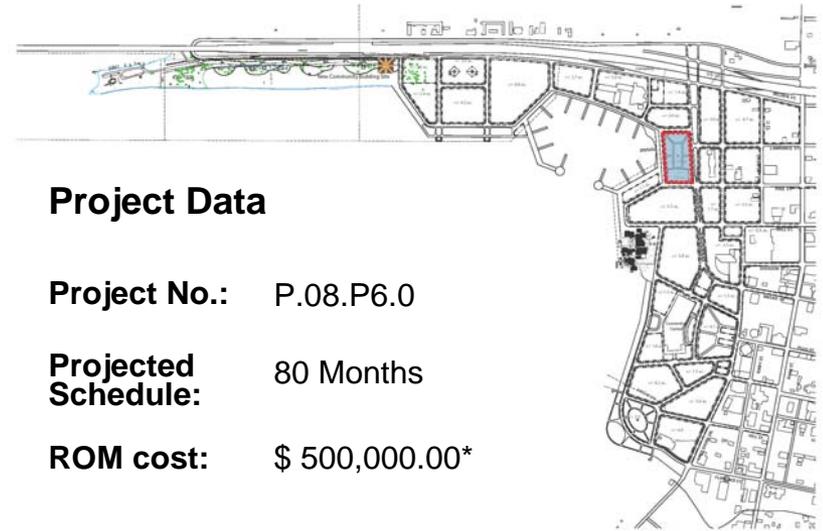


## Current Conditions

The current park has impressive elements reflective of the different military campaigns and divisions of the U.S. Armed Forces. Many site elements were effected by the hurricane and are now showing a degraded state. Leaking water feature, run-down landscaping, broken lights, etc.

## Project Description

Veterans Park remains an important site commemorating the past and present heritage of this city. Upgrades and relocation within the general Tract -2 configuration is proposed. This final siting may be in concert with the mixed use development and American Wetland center for a more diverse and stimulating project. It could consist of reconfiguring the location and existing elements of the park, introducing new site improvements and improved accessibility.



## Project Data

**Project No.:** P.08.P6.0

**Projected Schedule:** 80 Months

**ROM cost:** \$ 500,000.00\*

\* MPG heuristic data

**Key Map**



Lakefront and Downtown Action Plan - Strategic Implementation - March 2008							
Project Number	Project Name	Projected Schedule	Resource Allocation	Opinion of Cost / ROM March 2008	Alternative Resource	Design / Implementation Lead	Project Description
<b>Short Term (0-2 years)</b>							
P.08.M1.0	City Owned Public Realm - Renovations	2-3 months	City Capital City General Fund - Operations and Maintenance	\$ 160,000.00	DDA and Business Owner Volunteers Keep America Beautiful	MPG	Maintenance and Improvements project consisting of cleaning up overgrown vegetation, removing miscellaneous structures and obstructions, resurfacing pavement and curbing, painting, and other improvements as determined of city property and R.O.W.'s.
P.08.P1.0	Lakefront Promenade	20 months	City Bond Parish FEMA EBF-14	\$ 2,600,000.00	Urban Forestry Federal funds	MPG EDSA Jessen	Lakefront edge public enhancement project consisting of public promenade of special paving, custom fabricated light standards with banner placement, shade seating structures, site furniture of benches and litter receptacles, land forms and landscape, irrigation, interpretive signage, and viewing devices.
P.08.32.0	Gateway - Ryan Street North	18 months	City Bond - Downtown / Lakefront	\$ 2,260,000.00	Main Street and Urban Forestry	Goodloe Arch.	Streetscape / Gateway project consisting of potential property acquisition, architectural pylon structures, special paving, decorative lighting with banners, landscape, and way finding signage.
	Gateway - Ryan Street South						Streetscape / Gateway project consisting of potential property acquisition, architectural pylon structures, special paving, decorative lighting with banners, landscape, and way finding signage.
	Gateway - South Lake Shore Drive						Streetscape / Gateway project consisting of potential property acquisition, architectural pylon structures, special paving, decorative lighting with banners, landscape, and way finding signage.
P.08.P2.0	South Park / Pylon Marina Structure	18 months	City Bond - Downtown / Lakefront Capital Outlay - Lakefront Development	\$ 2,000,000.00	Wallop - Breaux Fund	Jessen	Marina floating dock facility with short term boat slips to access South Park and a potential pier and deck structure with an architectural lighthouse type structure.
P.08.P4.0	Bord du Lac Park Development (Amphitheater, Millennium Park, Overall Improvements)	30 months	Capital Outlay - Lakefront Development City Bond - Downtown / Lakefront	\$ 3,100,000.00	Land and Water Conservation Fund Private / Corporate Sponsor	MPG / EDSA	South Park improvements consisting of reconfiguring the orientation of the existing Amphitheater and introducing upgraded facilities of a new stage pavilion using portions of the existing structure. Introducing a shade structure with concrete terraced seating areas, rest rooms, ADA pedestrian accessibility, and service roadway access. Make improvements to Millennium Park with new play facilities and possibly a Carousel.
P.08.31.0	Ryan Street Streetscape	22 months	City Bond - Downtown / Lakefront City Capital	\$ 6,100,000.00	Main Street Urban Forestry Capital Outlay - Civic Center Parking / Streets	MPG / Jessen	Streetscape enhancement project that may consist of sidewalk and street intersection improvements of special paving, overhead lighting of decorative lamp post / fixtures, banners, street furniture of benches and litter receptacles, way finding signage, landscape, water system and potential underground electrical service.
<b>Medium Term (2-5 years)</b>							
P.08.P3.0	North Beach Site Improvements	28 months	City Bond - City Park Development Program Capital Outlay - Lakefront Development Parish FEMA EBF-14	\$ 1,000,000.00	DNR / EPA assistance	MPG / Jessen	North Beach Park enhancement project consisting of new playground equipment, shade structures, renovated rest rooms, new sewer line upgrade, pedestrian walkway improvements, lighting upgrades, site furniture of benches and litter receptacles, transportation shelters, and way finding signage.
P.08.33.0	Lake Shore Drive Medians Enhancement	42 months	City Bond - Utility Improvements Capital Outlay - Civic Center Parking / Streets	\$ 1,600,000.00	LA DoOTD - TEP Urban Forestry		Streetscape median and Right-of Way enhancement project consisting of landscaping of the medians, pruning of existing Live Oak trees, irrigation, and potential roadway curb and gutter improvements.
P.08.P5.0	Yacht Club / Marina	26 months	Capital Outlay - Lakefront Development City Bond - Downtown / Lakefront City Bond - Utility Improvements	\$ 3,700,000.00	Wallop - Breaux Fund Land and Water Conservation Fund Private / Corporate Sponsor	MPG / Goodloe	Yacht Club Marina project consisting of a new Clubhouse structure, floating dock marina for potential short term and long term leasing, improved boat ramp, pedestrian walkway system, and architectural 'lighthouse' icon.
PG.08.M2.0	Lifecycle Management Program / Policy	26 months	City General Fund - Operations and Maintenance City General Fund - Accumulated	\$ 1,600,000.00	Future DDA dedicated account	MPG	Project consist of long term physical and programmatic management of City of Lake Charles projects and facilities.
<b>Long Term (5 years or greater)</b>							
P.08.I1.0	Harbor Development	84 months	Capital Outlay - Lakefront Harbor City Bond - Downtown / Lakefront City Capital	\$ 31,000,000.00	Wallop - Breaux Fund Federal Earmark Funds Private / Corporate Sponsor		Harbor and Infrastructure project consisting of dredging of Lake Charles Lake for channel access, harbor, and public land expansion. Infilling new landside area with hydraulic fill, building of a seawall, and public lakefront infrastructure (roadway and promenade).
P.08.I2.0	American Wetland Discovery Center / CoLC Partnership Project	72 months	State DNR - LDAP (SPENT) Federal Appropriation Private Foundation City Bond / General Fund	\$ 16,600,000.00	Private / Corporate Sponsor	Champeaux	American Wetland Discovery Center project consisting of the first phase of the Centers Master Plan with proposed site improvements of parking, walkways, lighting, etc).
P.08.P6.0	Veterans Park Reconfiguration Upgrades	80 months	City Bond - Downtown Lakefront Development City Capital	\$ 600,000.00	VFW / Private Foundations	Goodloe Arch.	Veterans Park project consisting of reconfiguring the location and existing elements of the park, introducing new site improvements and accessibility.

# Project Worksheets

## Relative Order of Magnitude Cost Opinions

# APPENDIX

Ryan Street Streetscape (P.08.S1.0) City of Lake Charles				
Relative Order of Magnitude (ROM), Preliminary Opinion of Probable Cost (OPC) March 2008				
Project Location: ROW of Ryan Street from Pine Street to Clarence Street.				
Item	Description	Quantity	Unit	Total Cost
<b>Survey</b>				
	Jessen's improvement plans			
<b>Mobilization / Construction Layout</b>				
	Mobilization (5%)	1	ls	\$ 232,000.00
	Construction layout (3%)	1	ls	\$ 138,000.00
	Temporary signs and barricades	1	ls	\$ 25,000.00
<b>Demolition / Earthwork</b>				
	Remove of concrete pavement (sidewalk)	6500	sy	\$ 25.00
	Remove of concrete pavement (intersection)	4000	sy	\$ 35.00
	Removal of curb and gutter	1000	lf	\$ 15.00
	Removal miscellaneous elements	1	ls	\$ 15,000.00
	Temporary erosion control	1	ls	\$ 5,000.00
	Unknowns	1	ls	\$ 50,000.00
<b>Utilities</b>				
	Electrical improvements to overall streetscape	1	ls	\$ 150,000.00
<b>Site Work</b>				
	Site Drainage systems	1	ls	\$ 10,000.00
	Curbs and Gutters replacement (unknown)	1000	lf	\$ 28.00
	CMU brick pavers (Sidewalk)	58500	sf	\$ 12.50
	CMU brick pavers (Street)	46000	sf	\$ 13.50
	Decorative light standards	67	ea	\$ 6,500.00
	Landscape uplights	120	ea	\$ 300.00
<b>Site Elements</b>				
	Shade structures (Buis stop)	3	ea	\$ 8,000.00
	Benches	30	ea	\$ 1,800.00
	Litter receptacles	30	ea	\$ 19,000.00
	Way finding signage	1	ls	\$ 100,000.00
<b>Landscape</b>				
	Trees	70	ea	\$ 350.00
	Palms	60	ea	\$ 1,200.00
	Plant Material beds	1450	sy	\$ 80.00
	Water distribution system	8800	lf	\$ 9.00
	Irrigation	1450	sf	\$ 20.00
				Sub-Total \$ 3,862,950.00
				Contingency 20% \$ 772,590.00
				Total Cost \$ 4,635,540.00
				A&E Fees (9%) \$ 417,198.60
				Total Cost \$ 5,052,738.60
<b>Other Project Considerations</b>				
	Property acquisition	1	ls	\$ 200,000.00
	Electrical service underground (removal of overhead power and cable to sub-surface lines)	1	ls	\$ 1,000,000.00

Gateway Projects (P.08.S2.0), City of Lake Charles				
Relative Order of Magnitude (ROM), Preliminary Opinion of Probable Cost (OPC) March 2008				
Project Location: Ryan Street North and South, and Lake Shore Drive South				
Item	Description	Quantity	Unit	Total Cost
<b>Property Acquisition</b>				
	Property acquisition	1	ls	\$ 350,000.00
<b>Survey</b>				
	Registered survey (Lake Shore drive South)	1	ls	\$ 10,000.00
<b>Mobilization / Construction Layout</b>				
	Mobilization (5%)	1	ls	\$ 100,000.00
	Construction layout (3%)	1	ls	\$ 60,000.00
	Temporary traffic control (signs and barricades)	1	ls	\$ 20,000.00
<b>Demolition / Earthwork</b>				
	Remove of miscellaneous items	1	ls	\$ 20,000.00
	Remove of asphalt or concrete pavement (sidewalks and roadway)	1	ls	\$ 50,000.00
	Temporary erosion control	1	ls	\$ 5,000.00
<b>Utilities</b>				
	Removal or relocation of utility poles	1	ls	\$ 15,000.00
	Electrical service	1	ls	\$ 30,000.00
<b>Site Work</b>				
	Site Drainage systems	1	ls	\$ 50,000.00
				\$ -
	Bridge Repair and Monument	2	ls	\$ 100,000.00
				\$ -
	Fence	200	lf	\$ 45.00
	Concrete Roadway (8" depth)	10800	sf	\$ 10.00
	Curbs and Gutters	1	ls	\$ 20,000.00
				\$ -
	CMU brick pavers (Sidewalk and street)	1	ls	\$ 300,000.00
	Decorative light standards	18	ea	\$ 6,500.00
	Landscape uplights	30	ea	\$ 150.00
				\$ 4,500.00
<b>Site Elements</b>				
	Gateway Monument	1	ls	\$ 35,000.00
	Bus / trolley stop / shelter	1	ea	\$ 30,000.00
				\$ -
	Benches	6	ea	\$ 1,800.00
	Litter receptacles	2	ea	\$ 1,900.00
				\$ 3,800.00
	Way-finding-signage	1	ls	\$ 20,000.00
				\$ 20,000.00
<b>Landscape</b>				
	Trees	7	ea	\$ 450.00
	Palms (12' from base to bottom of frond)	34	ea	\$ 800.00
	Plant material beds	300	sf	\$ 9.00
				\$ 2,700.00
	Irrigation	1	sf	\$ 10,000.00
				\$ 10,000.00
				Sub-Total \$ 1,611,150.00
				Contingency 20% \$ 322,230.00
				Total Cost \$ 1,933,380.00
				A&E Cost (±9%) \$ 174,004.20
				Total Cost \$ 2,107,384.20



# Project Worksheets

## Relative Order of Magnitude Cost Opinions

Lake Shore Drive Medians Enhancement (P.08.S3.0)					
Relative Order of Magnitude (ROM), Preliminary Opinion of Probable Cost (OPC) March 2008					
Project Location: Lake Shore Drive Medians from 1-10 South to Bor Du Lac Intersection					
Item	Description	Quantity	Unit	Unit Cost	Total Cost
<b>Agency</b>					
	LaDOTD Enhancement Co-sponsored with city				
<b>Survey</b>					
	Registered survey	1	ls	\$ 10,000.00	\$ 10,000.00
<b>Mobilization / Construction Layout</b>					
	Mobilization (5%)	1	ls	\$ 50,000.00	\$ 50,000.00
	Construction layout (2.5%)	1	ls	\$ 25,000.00	\$ 25,000.00
	Temporary traffic control	1	ls	\$ 8,000.00	\$ 8,000.00
<b>Demolition / Earthwork</b>					
	Clearing and grubbing	1	ls	\$ 5,000.00	\$ 5,000.00
	Live Oak Tree Pruning	36	ea	\$ 400.00	\$ 14,400.00
	Removal or relocating structures or obstructions	1	ls	\$ 10,000.00	\$ 10,000.00
	Excavation and embankment (borrow fill)	1	ls	\$ 20,000.00	\$ 20,000.00
	Temporary erosion control	1	ls	\$ 5,000.00	\$ 5,000.00
<b>Utilities</b>					
	Removal of utility poles	1	ls	\$ 15,000.00	\$ 15,000.00
	Relocate electrical service underground	1	ls	\$ 200,000.00	\$ 200,000.00
	Utility upgrades (sewer, water, etc)	1	ls	\$ 35,000.00	\$ 35,000.00
<b>Site Work</b>					
	Culverts and storm drains (concrete trench drain)	1	ls	\$ 50,000.00	\$ 50,000.00
	Drainage systems	1	ls	\$ 10,000.00	\$ 10,000.00
					\$ -
	Custom / Decorative light standards	45	ea	\$ 6,500.00	\$ 292,500.00
	Landscape uplights	18	ea	\$ 300.00	\$ 5,400.00
<b>Site Elements</b>					
	Gateway signage	1	ls	\$ 30,000.00	\$ 30,000.00
<b>Landscape</b>					
	Trees (ornamental)	20	ea	\$ 300.00	\$ 6,000.00
	Palms	60	ea	\$ 1,200.00	\$ 72,000.00
	Plant Material beds	10000	sf	\$ 8.00	\$ 80,000.00
	Seeding	2	ac	\$ 3,000.00	\$ 6,000.00
	Irrigation	14000	sf	\$ 2.00	\$ 28,000.00
				Sub-Total	\$ 977,300.00
				Contingency 20%	\$ 195,460.00
				Total Cost	\$ 1,172,760.00
				A&E Fee (15%)	\$ 175,914.00
				<b>Total Cost</b>	<b>\$ 1,348,674.00</b>

Harbor and Infrastructure (P.08.I1.0) City of Lake Charles					
Relative Order of Magnitude (ROM), Preliminary Opinion of Probable Cost (OPC) March 2008					
Project Location: Northwest of Civic Center to Western edge of Pinnacle Property near parking garage.					
Item	Description	Quantity	Unit	Unit Cost	Total Cost
<b>Property Acquisition</b>					
	Property acquisition	1	ls	\$ 350,000.00	\$ 350,000.00
<b>Survey</b>					
	Registered survey	1	ls	\$ 30,000.00	\$ 30,000.00
<b>Mobilization / Construction Layout</b>					
	Mobilization (±6%) Environmental, Geotechnical, Insurance, permits, mobilization	1	ls	\$ 1,300,000.00	\$ 1,300,000.00
	Construction layout (±2%)	1	ls	\$ 460,000.00	\$ 460,000.00
<b>Demolition</b>					
	Removal and relocation of structures and obstructions	1	ls	\$ 50,000.00	\$ 50,000.00
<b>Earthwork / Seawall</b>					
	Dredging of Harbor, seawall, and channel	640000	cy	\$ 10.00	\$ 6,400,000.00
	Seawall	3600	lf	\$ 3,000.00	\$ 10,800,000.00
	Hydraulic fill	191000	cy	\$ 10.00	\$ 1,910,000.00
<b>Utilities</b>					
	Electrical service	1	ls	\$ 300,000.00	\$ 300,000.00
<b>Site Work</b>					
	Drainage system	3600	ls	\$ 30.00	\$ 108,000.00
	Public realm promenade - hardscape	64800	sf	\$ 12.00	\$ 777,600.00
	Custom / Decorative light standards	36	ea	\$ 6,500.00	\$ 234,000.00
	Landscape uplights	66	ea	\$ 300.00	\$ 19,800.00
<b>Site Elements</b>					
	Special Features (Sculpture, fountain, etc.)	2	ea	\$ 150,000.00	\$ 300,000.00
	Seating / Shade structures	3	ea	\$ 8,000.00	\$ 24,000.00
	Benches	60	ea	\$ 1,800.00	\$ 108,000.00
	Litter receptacles	20	ea	\$ 1,900.00	\$ 38,000.00
	Coin operated telescope	2	ea	\$ 5,000.00	\$ 10,000.00
	Interpretative panels	3	ea	\$ 3,000.00	\$ 9,000.00
<b>Landscape</b>					
	Palms	85	ea	\$ 1,200.00	\$ 102,000.00
	Plant Material beds	7200	sf	\$ 8.00	\$ 57,600.00
	Hydro Seeding (over seeding)	2.5	ac	\$ 3,500.00	\$ 8,750.00
	Sodding	1660	sy	\$ 4.00	\$ 6,640.00
	Irrigation	7200	sf	\$ 2.50	\$ 18,000.00
				Sub-Total	\$ 23,421,390.00
				Contingency 20%	\$ 4,684,278.00
				Total Cost	\$ 28,105,668.00
				A&E Fee (±9%)	\$ 2,529,510.12
				<b>Total Cost</b>	<b>\$ 30,635,178.12</b>

## PHASE II LDAP

1. Finalization of the DPZ / Transportation Engineer Plan revisions.
2. Coordination with Master Developer / workshops.
3. Finalized Regulating Plan and Unified Development Code.
4. Developing Lakefront / Downtown Design Guidelines.
5. Assist Neil Schaffer and Associates in Development of Parking Analysis.
6. Assist Owner/DDA with public Agency and Private Investor/landowner.
7. Assist the Owner/DDA in Leveraging Funding Opportunities.
8. Assist Owner/DDA in LDAP Management / Public Relations / Workshops.
9. Programming for Future LDAP Projects.
10. Project Coordination and Management for Future LDAP Projects