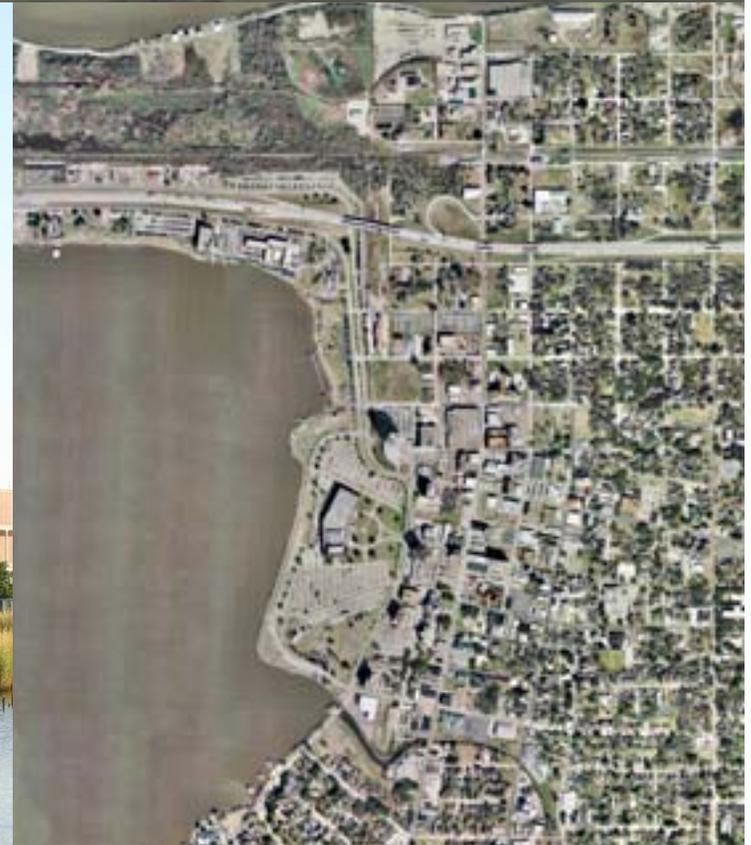


Lakefront Downtown Action Plan Update Report

Lake Charles. LA



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LDAP

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LDAP

**City of Lake Charles
Downtown Development Authority**

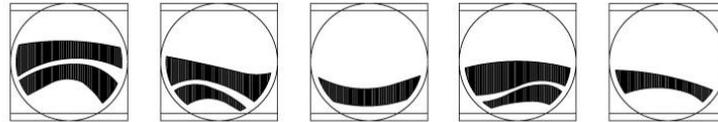
Lake Charles, Louisiana

2008



MOORE PLANNING GROUP, LLC
LANDSCAPE ARCHITECTS • SITE PLANNERS

Phase I Team



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LANDSCAPE ARCHITECTS • SITE PLANNERS

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The drawings and Evaluation Matrix enclosed herein are the property of the Moore Planning Group, LLC. They are submitted on the condition that they are not to be reproduced, or copied, in whole or in part, or used by others outside of the City of Lake Charles and Lake Charles Downtown Development Authority, without the prior written consent of the Moore Planning Group, LLC. All common law rights of copyright and otherwise are specifically reserved.

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

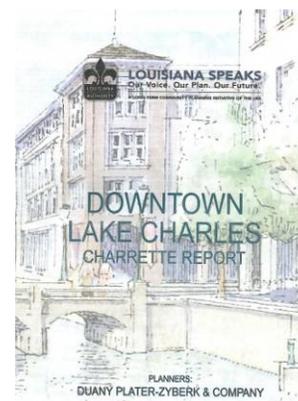
The plan was commissioned by the Louisiana Recovery Authority (LRA) and facilitated by the planning firm of Duany Plater-Zyberk & Company which brought together planning and urban design professional expertise from Louisiana and around the world. This effort resulted in a forward looking plan that took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

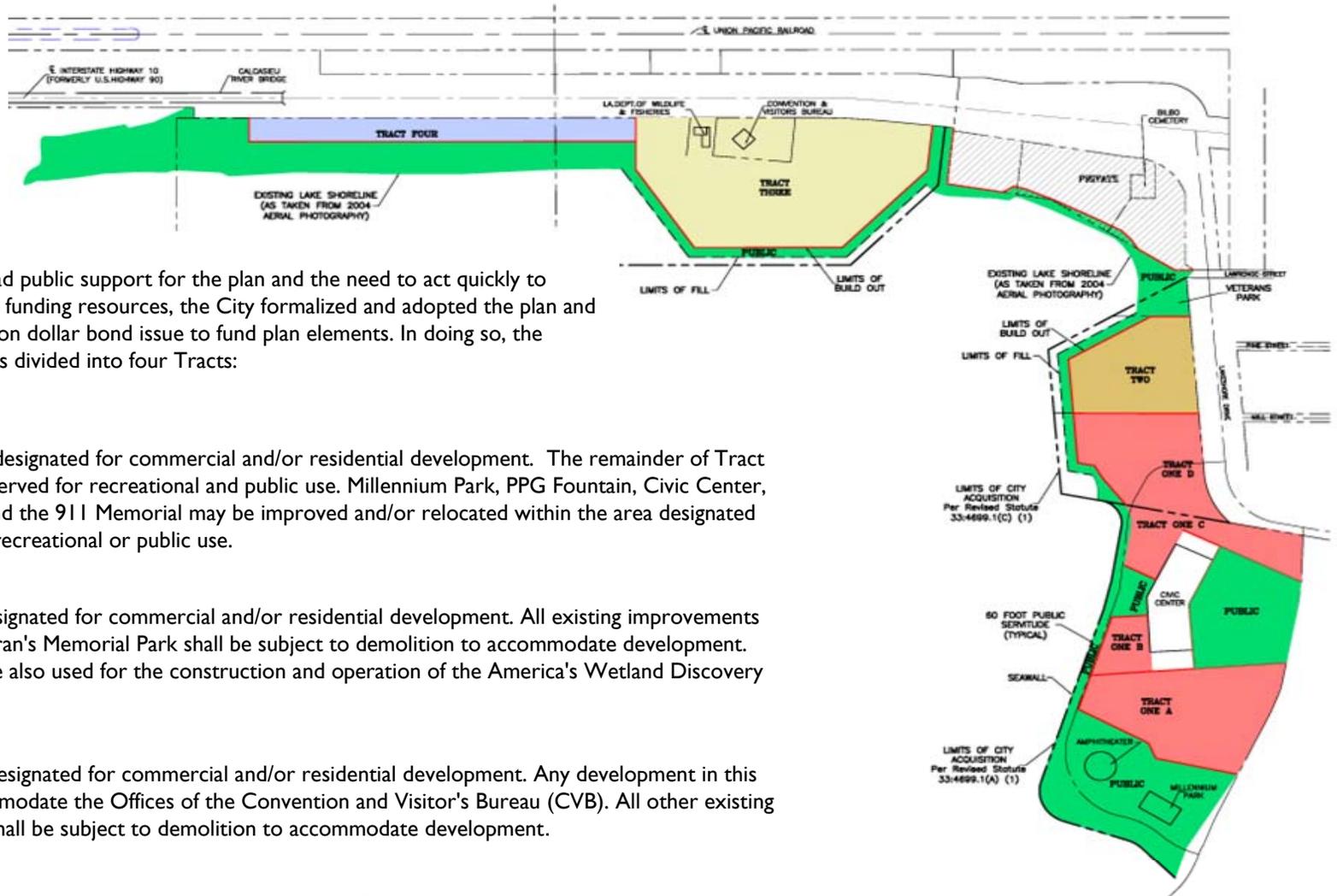
Heavily influenced by the public through the participatory charrette process, the plan reflects the desires and concerns of downtown Lake Charles stakeholders and a broad array of city residents and community leaders. The consensus was so strong that, upon completion of the plan, the City immediately 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.

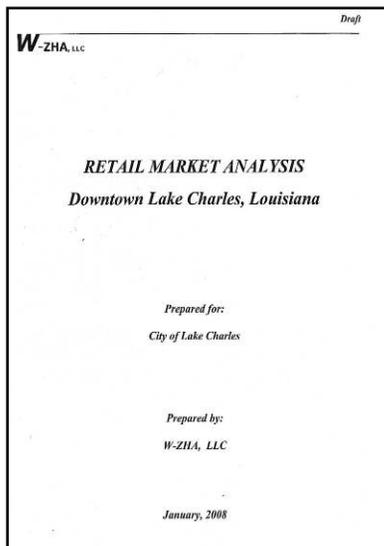
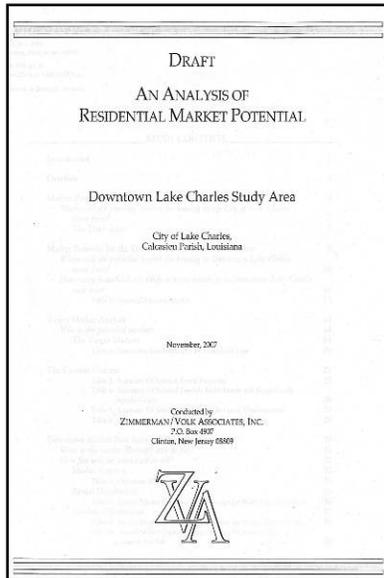
Tract Three

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



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.

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

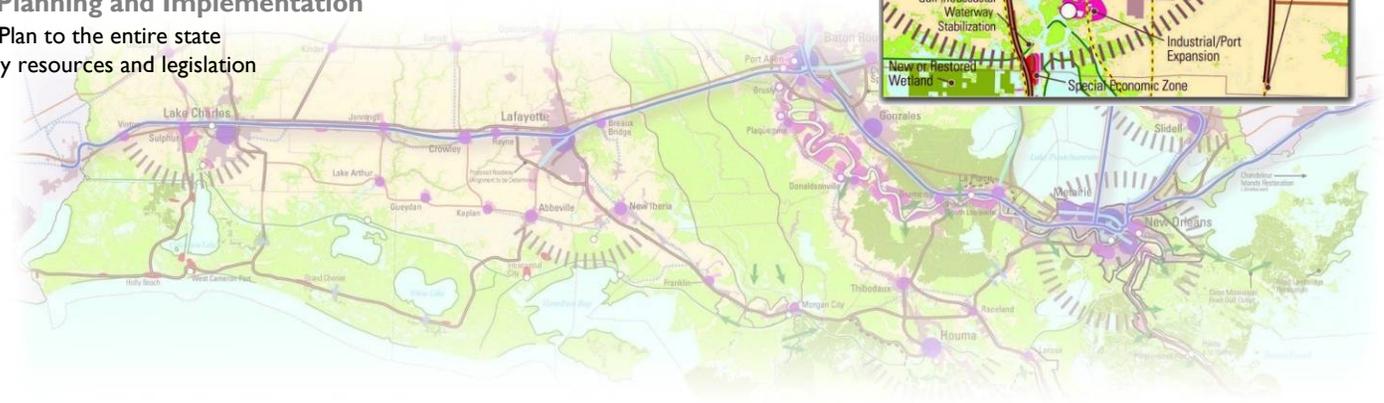
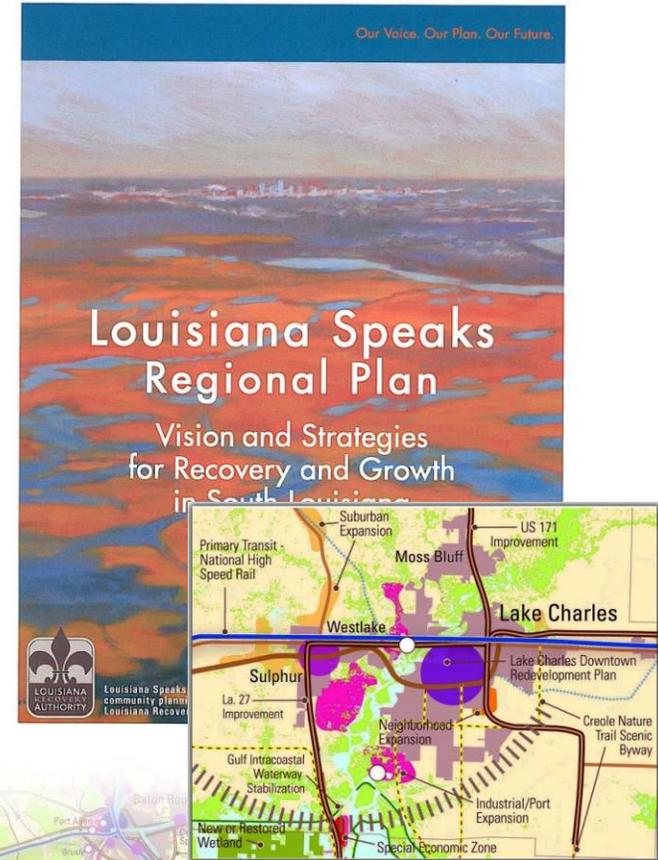
- Adopt the (CPRA) Master Plan
- Identify and remove obstacles to affordable insurance.
- Coordinate local, parish, state, and federal recovery efforts
- Focus infrastructure and new development into existing communities/urbanized areas.
- Provide financial assistance, housing, quality healthcare, and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

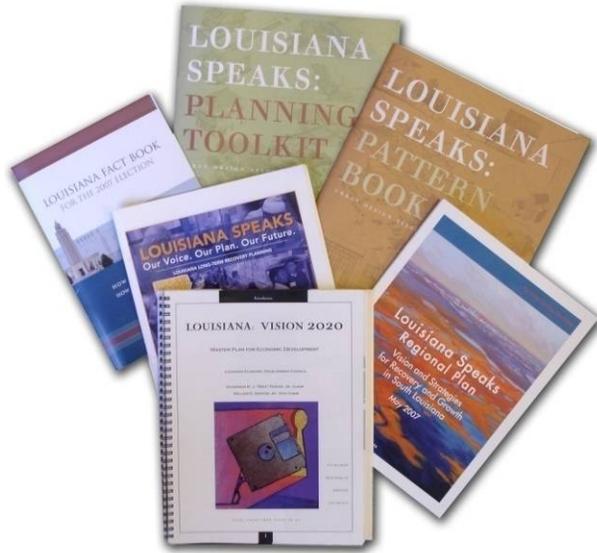
Vision Goal Two- Grow Smarter: Strategies for Long Term Reinvestment and Growth

- 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



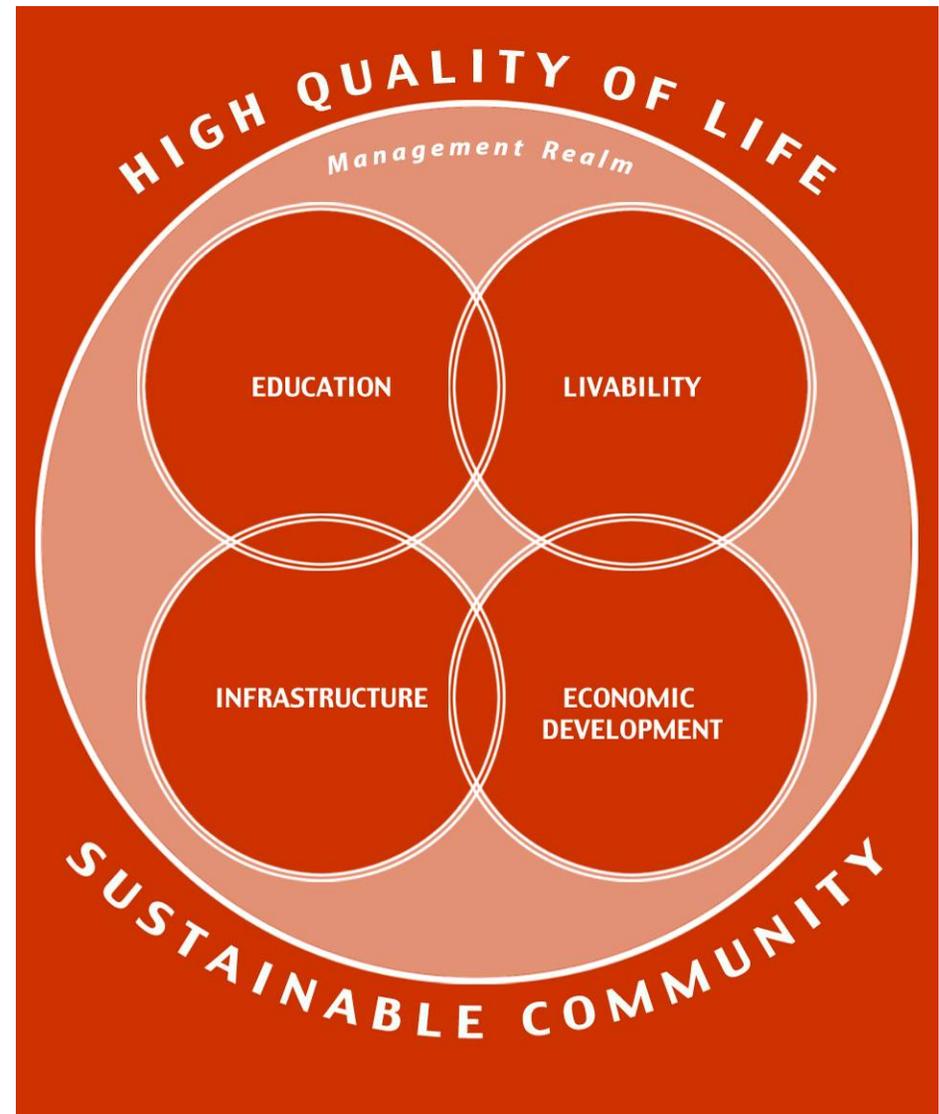


Now that the projects have been divided by term, it becomes necessary to establish criteria for selecting which projects are most important to meeting the intent of the LDAP effort.

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.



Project Evaluation Scorecard

CRITERIA ||

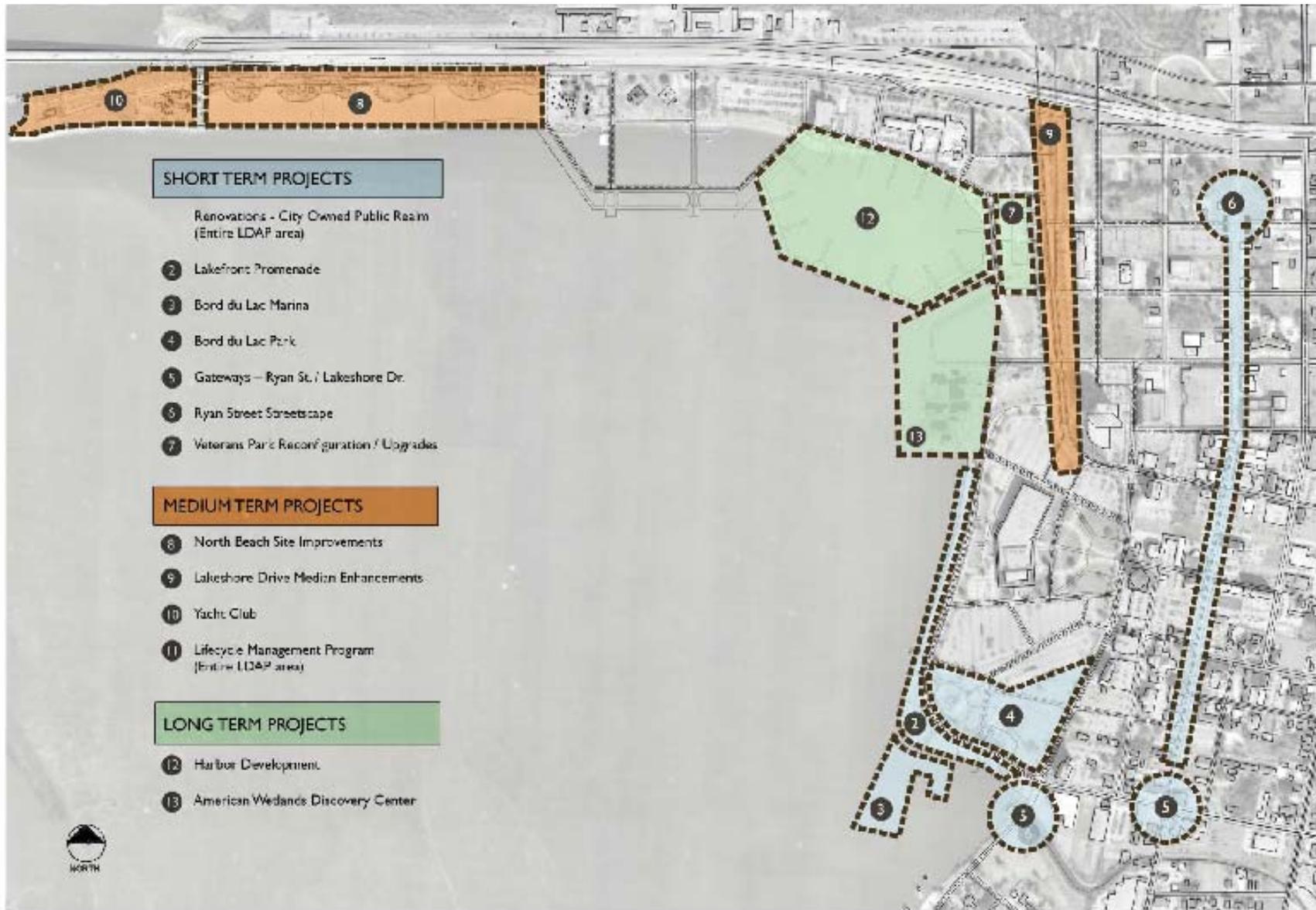
The final Project Evaluation Matrix thus combines all the essential ingredients into one format and projects can be judged according to objective criteria leading to effective decision-making and transparency. The higher a project scores, the higher its priority will be. This will also help to guide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

PROJECT EVALUATION WORKSHEET		EXCELLENT	VERY GOOD	GOOD	FAIR	POOR	VERY POOR
LDAP Phase 3 Short Term Projects Evaluation							
ELEMENTS OF SUSTAINABILITY CRITERIA		RANGE					
E.1 Provide enhanced or additional quality educational facilities?		0-1					
E.2 Provide enhanced or additional quality educational experiences?		0-1					
E.3 Provide enhanced or additional quality educational resources?		0-1					
E.4 Provide enhanced or additional quality access to education opportunities?		0-1					
EDUCATION SUBTOTAL							
Infrastructure - Does the Project, Program or Policy...							
I.1 Provide enhanced or additional quality infrastructure facilities?		0-1					
I.2 Provide enhanced infrastructure experiences?		0-1					
I.3 Provide enhanced or additional quality infrastructure resources?		0-1					
I.4 Provide enhanced or additional quality access to infrastructure services?		0-1					
INFRASTRUCTURE SUBTOTAL							
Economic Development - Does the Project, Program or Policy...							
ED.1 Provide enhanced or additional quality economic development facilities?		0-1					
ED.2 Provide enhanced economic development experiences?		0-1					
ED.3 Provide enhanced or additional quality economic development resources?		0-1					
ED.4 Provide enhanced or additional quality access to economic development opportunities?		0-1					
ECONOMIC DEVELOPMENT SUBTOTAL							
Livability - Does the Project, Program or Policy...							
L.1 Provide enhanced or additional quality livability facilities?		0-1					
L.2 Provide enhanced livability experiences?		0-1					
L.3 Provide enhanced or additional quality livability resources?		0-1					
L.4 Provide enhanced or additional quality access to livability opportunities?		0-1					
LIVABILITY SUBTOTAL							
Market Feasibility - Does the Project, Program or Policy...							
M.F.1 Provide enhanced or additional quality market feasibility facilities?		0-1					
M.F.2 Provide enhanced market feasibility experiences?		0-1					
M.F.3 Provide enhanced or additional quality market feasibility resources?		0-1					
M.F.4 Provide enhanced or additional quality access to market feasibility opportunities?		0-1					
MARKET FEASIBILITY SUBTOTAL							
Characteristics Report Criteria		RANGE					
C.1 Create the urban form to be evaluated?		0-1					
C.2 Provide sufficient amenities conducive to public use?		0-1					
C.3 Integrate sufficient design goals and best practices?		0-1					
C.4 Encourage private development?		0-1					
C.5 Respond to existing traffic patterns?		0-1					
C.6 Accommodate/encourage transit?		0-1					
C.7 Integrate projects under consideration before RFP?		0-1					
C.8 Integrate high-quality housing construction in the downtown area?		0-1					
C.9 Use environmentally responsible building techniques?		0-1					
C.10 Features reduced risk for flooding and storm surge?		0-1					
CHARACTERISTICS SUBTOTAL							
Market Feasibility Criteria		RANGE					
M.F.1 Provide enhanced or additional quality market feasibility facilities?		0-1					
M.F.2 Does the project attract new residents?		0-1					
M.F.3 Does the project provide high-density housing in the downtown area?		0-1					
M.F.4 Does the project provide housing in the downtown area?		0-1					
M.F.5 Does the housing product appeal to younger workers and tourists?		0-1					
RESIDENTIAL MARKET SUBTOTAL							
Retail Market Feasibility		RANGE					
M.F.6 Does the project help to create a vital, attractive environment?		0-1					
M.F.7 Does the project enhance access to and movement within the downtown area?		0-1					
M.F.8 Does the project represent incremental development of retail capacity?		0-1					
M.F.9 Does the project improve downtown retail capacity?		0-1					
M.F.10 Is the project oriented toward attracting local residents?		0-1					
M.F.11 Does the project increase visitors to the area?		0-1					
M.F.12 Does the project enhance downtown development?		0-1					
RETAIL SUBTOTAL							
Image Enhancement Criteria		RANGE					
I.E.1 Does the project improve the visual quality of the LDAP area?		0-1					
I.E.2 Provide quality architectural and landscape features?		0-1					
I.E.3 Create continuity of spaces and scale?		0-1					
I.E.4 Remove obstructions (e.g., overhead wires, abandoned structures, etc.)?		0-1					
Does the project improve the sustainability of the LDAP area?							
I.E.5 Provide amenities/services that attract visitors and tourists?		0-1					
I.E.6 Provide a distinctive branding opportunity?		0-1					
IMAGE SUBTOTAL							
Innovation Criteria		RANGE					
I.N.1 Does the project use "leading edge" practices, techniques, technologies?		0-1					
I.N.2 Does it use "best practices" practices, techniques, technologies?		0-1					
I.N.3 Does it use "industry standard" practices, techniques, technologies?		0-1					
INNOVATION SUBTOTAL							
Guiding Principles Criteria		RANGE					
G.P.1 Does the project provide a remedy/ major improvement for a serious safety problem?		0-1					
G.P.2 Does the project improve overall public safety?		0-1					
G.P.3 Does the project comply with Hazard Mitigation Plan?		0-1					
SAFETY SUBTOTAL							
Function		RANGE					
F.1 Does the project improve performance/delivery of services?		0-1					
F.2 Does the project reduce maintenance and life cycle operating costs?		0-1					
F.3 Is the project designed/built of quality materials so as to stand the test of time?		0-1					
F.4 Does the project serve multiple functions?		0-1					
FUNCTION SUBTOTAL							
Safety		RANGE					
S.1 Does the project mitigate a serious aesthetic, sight?		0-1					
S.2 Does the project improve overall quality of the community?		0-1					
S.3 Does the project provide visual continuity?		0-1					
S.4 Does the project provide overall improvement to the security environment?		0-1					
SAFETY SUBTOTAL							
Aesthetics		RANGE					
A.1 Does the project provide overall improvement to the security environment?		0-1					
AESTHETICS SUBTOTAL							
SUBTOTALS (from above)							
EDUCATION							
INFRASTRUCTURE							
ECONOMIC DEVELOPMENT							
LIVABILITY							
CHARACTERISTICS REPORT							
RESIDENTIAL MARKET							
RETAIL MARKET							
IMAGE ENHANCEMENT							
INNOVATION							
SAFETY							
FUNCTION							
AESTHETICS							
PROJECT TOTAL							

PROJECT NO.	PROJECT NAME	CRITERIA											SCORE	
		EDUCATION	INFRASTRUCTURE	ECONOMIC	LIVABILITY	DPZ PLAN	MARKET - RETAIL	MARKET - RESIDENTIAL	IMAGE	INNOVATION	SAFETY	FUNCTION		AESTHETICS
SHORT TERM PROJECTS														
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) 72%
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													
MEDIUM TERM PROJECTS														
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) 68%
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													
LONG TERM PROJECTS														
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) 79%
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 Updates



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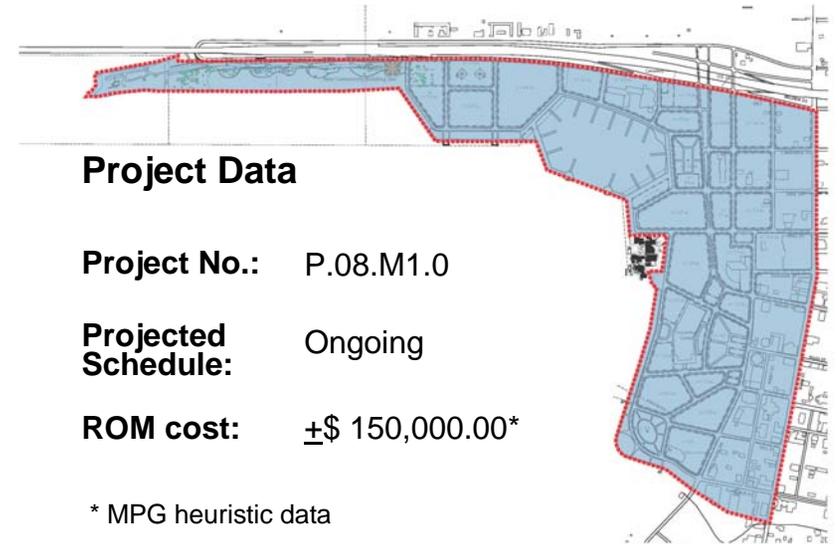
- **Renovations - City Owned Public Realm**
- **Lakefront Promenade**
- **Bord Du Lac Marina**
- **Bord Du Lac Park**
- **Gateways – Ryan St. / Lakeshore Drive**
- **Ryan Street Streetscape**
- **Veterans Park Reconfiguration / Upgrades**



Short Term Projects

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.



Project Data

Project No.: P.08.M1.0

Projected Schedule: Ongoing

ROM cost: ±\$ 150,000.00*

* MPG heuristic data

Key Map

Current Conditions

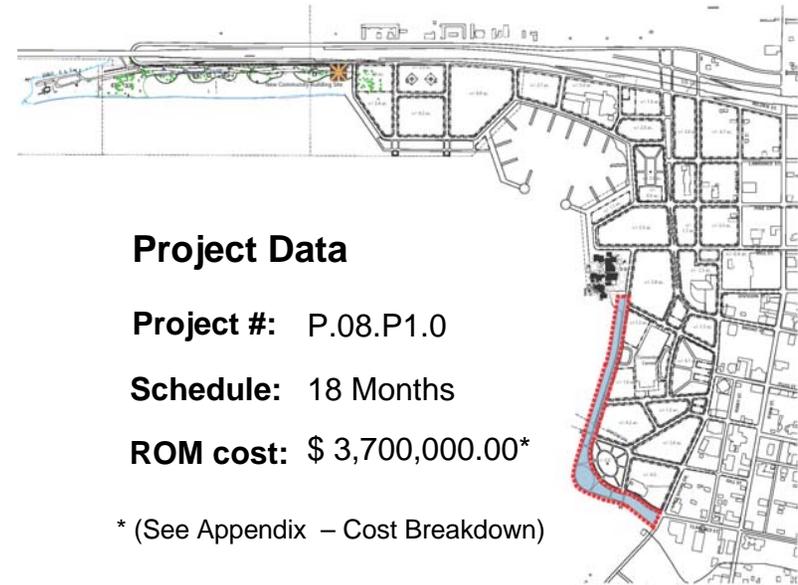
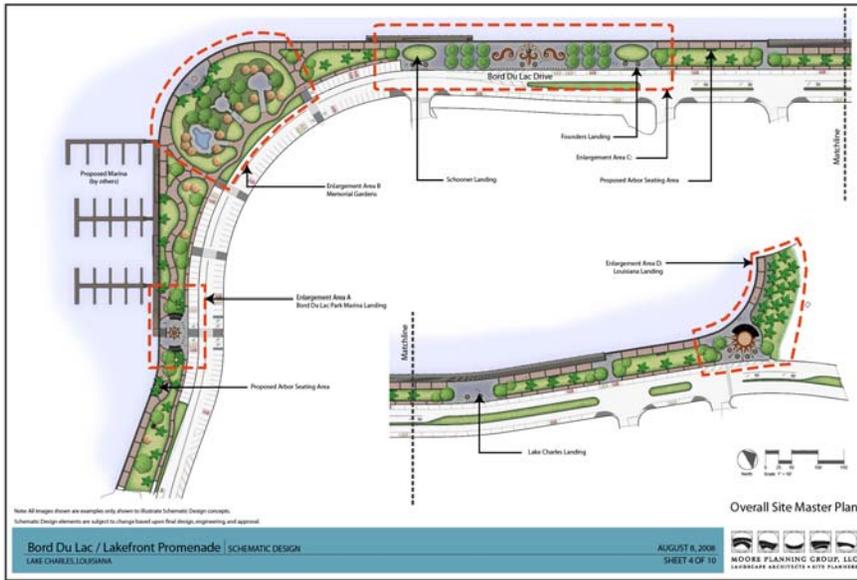
As noted in every plan and study reviewed as part of this strategic plan and in comments from downtown businesses and visitors, the visual image and upkeep of downtown is below average. Overgrown lots, substandard and vacant buildings, broken sidewalks and planters, and landscaping that is in decline 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.



City Owned Property.



Project Data

- Project #:** P.08.P1.0
- Schedule:** 18 Months
- ROM cost:** \$ 3,700,000.00*

* (See Appendix – Cost Breakdown)

Key Map

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.

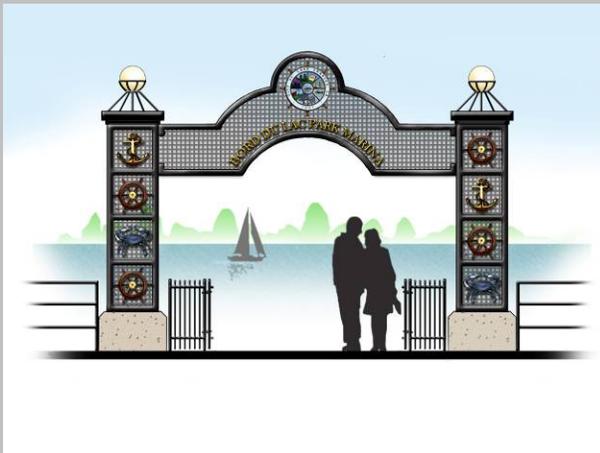


Example of waterfront amenities in other comparable cities.

Short Term Projects



Covered Glider: Proposed Conditions



Marina Gateway: Proposed Conditions



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

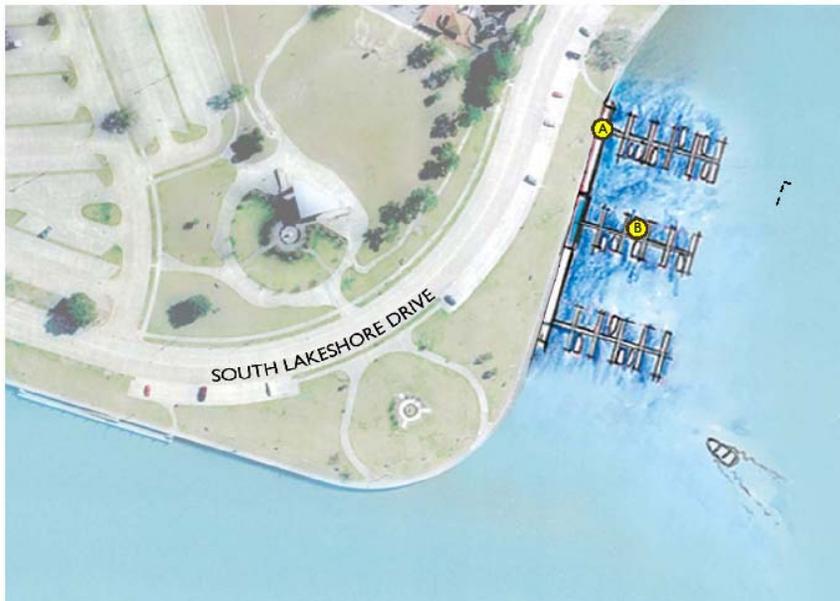
After: Enhancements to the Lake Charles Lakefront Promenade will create a unique sense of place, promote healthy lifestyle, and facilitate growth extending toward the core of the downtown area.



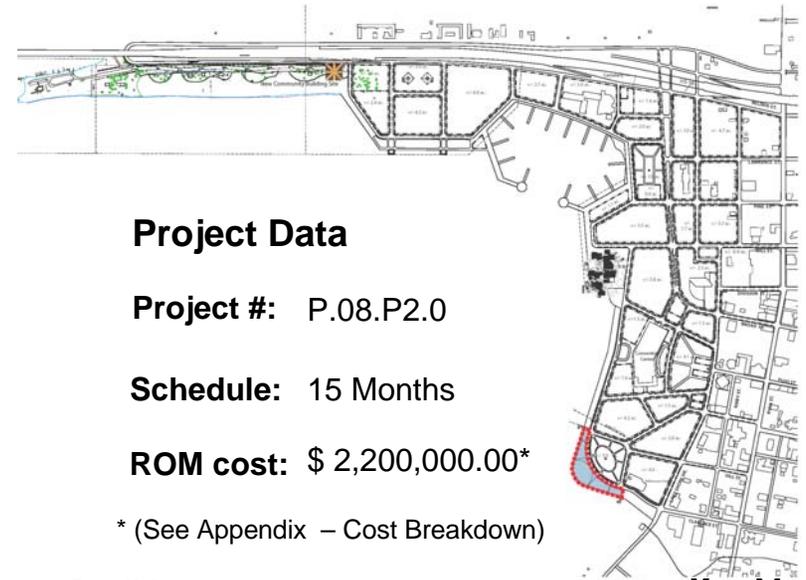
Short Term Projects

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.



Proposed boat slips and enhancements to South Park.



Key Map

Project Data

Project #: P.08.P2.0

Schedule: 15 Months

ROM cost: \$ 2,200,000.00*

* (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.

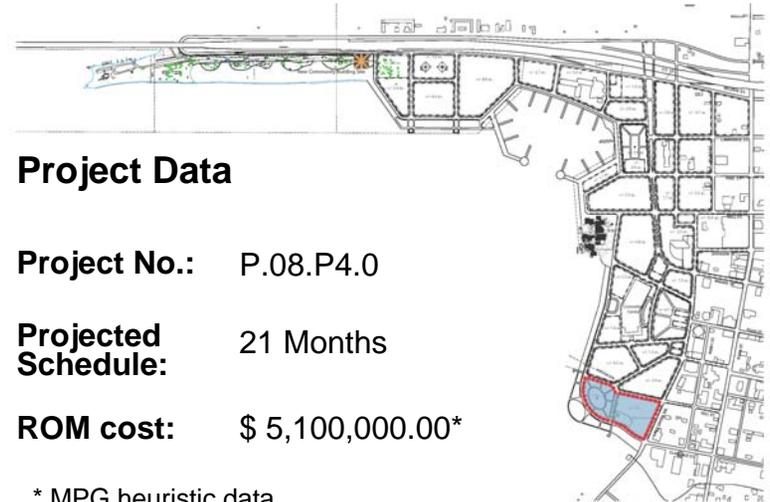


Current Conditions

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: 21 Months

ROM cost: \$ 5,100,000.00*

* MPG heuristic data

Key Map



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.



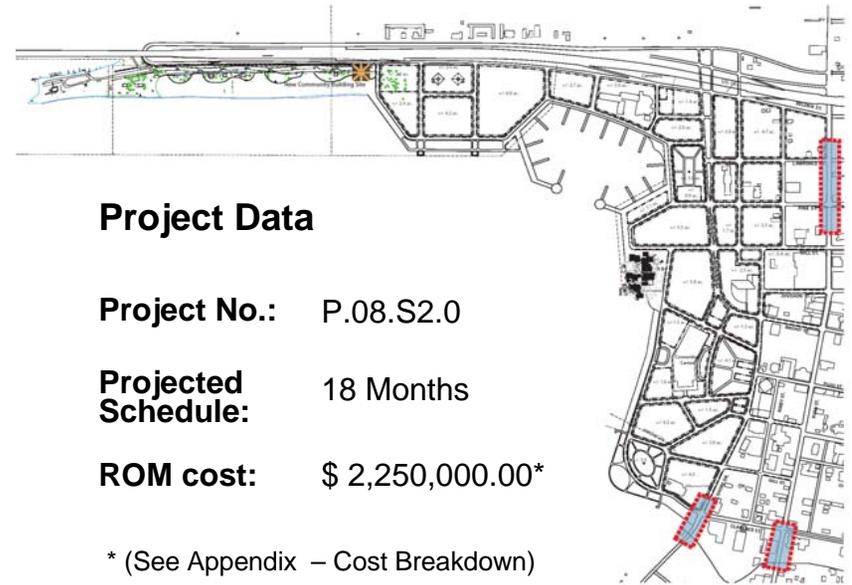
Lakeshore Dr. South - South Lake Shore Drive starting South of the Python Coulee bridge heading North to the intersection of Clarence Street.

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.



Key Map

Project Data

Project No.: P.08.S2.0

Projected Schedule: 18 Months

ROM cost: \$ 2,250,000.00*

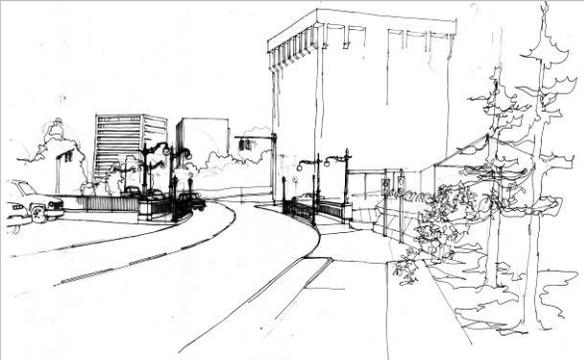
* (See Appendix – Cost Breakdown)



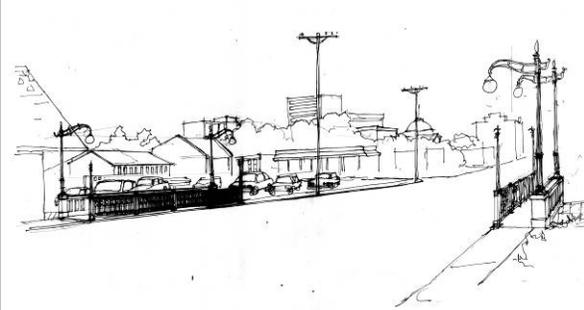
Taussig property at Lakeshore Drive South.

Short Term Projects

GATEWAYS - RYAN STREET & LAKESHORE DRIVE 21



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.



Short Term Projects

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.

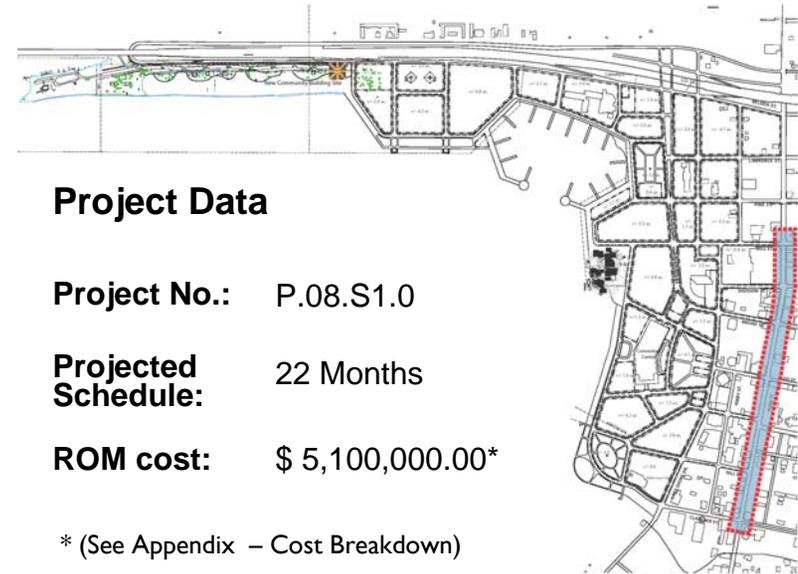


Current Conditions

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.

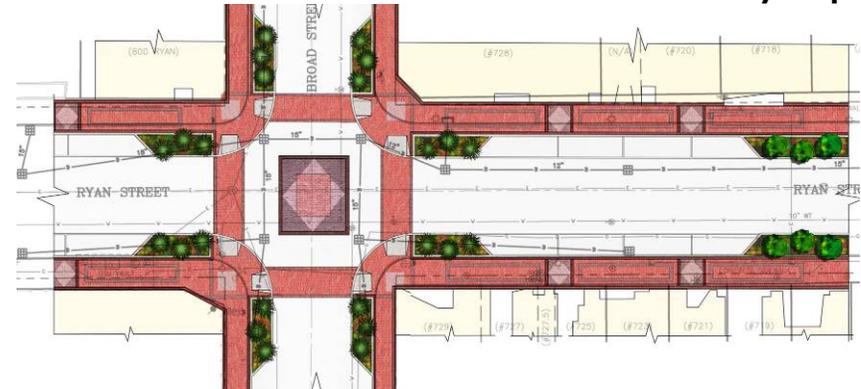


Project Data

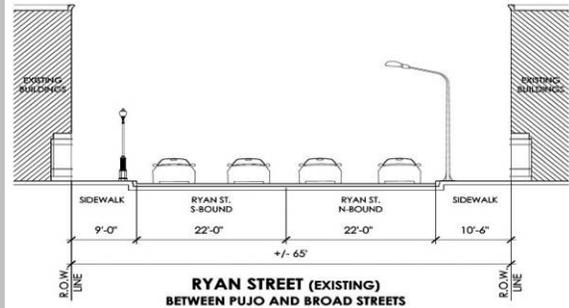
Project No.: P.08.S1.0
Projected Schedule: 22 Months
ROM cost: \$ 5,100,000.00*

* (See Appendix – Cost Breakdown)

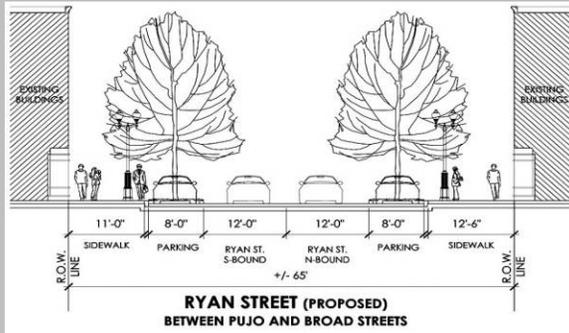
Key Map



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.

Short Term Projects

Project Location

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

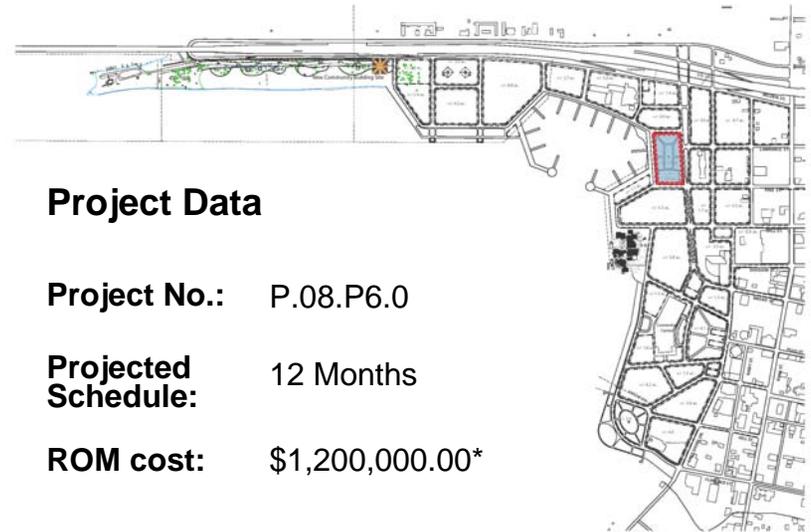


Current Conditions

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: 12 Months

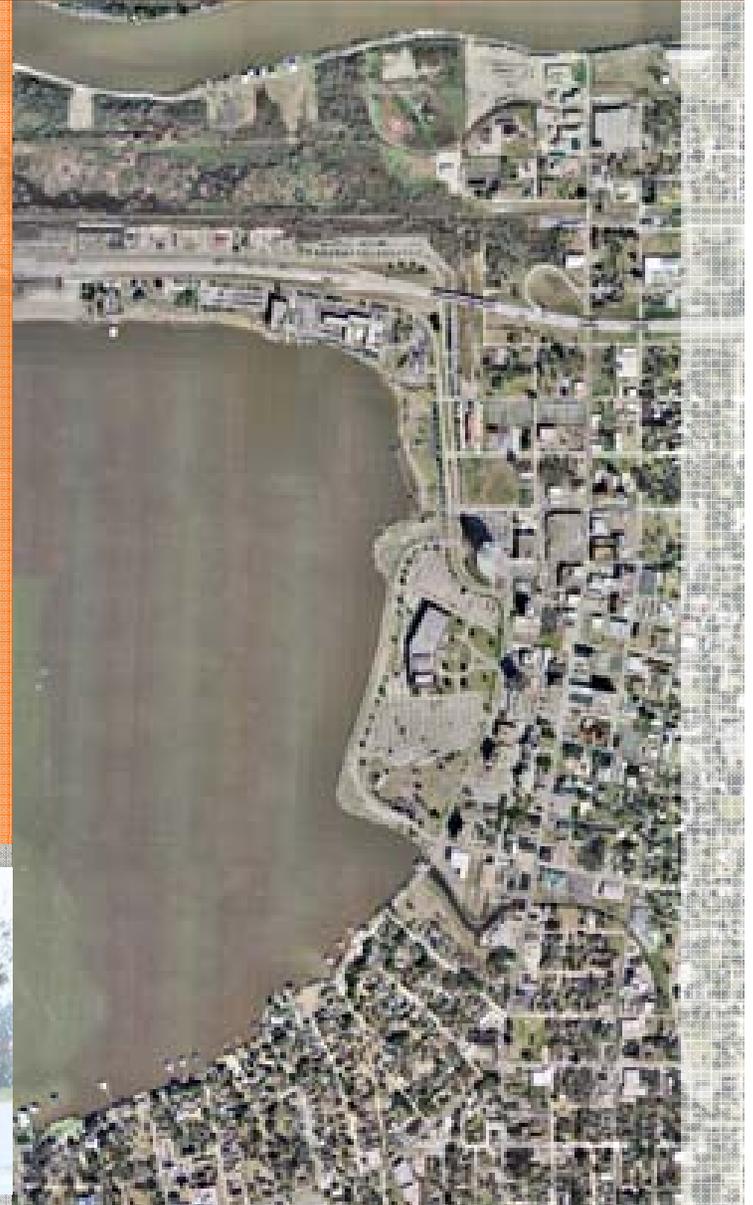
ROM cost: \$1,200,000.00*

* MPG heuristic data

Key Map



- **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.

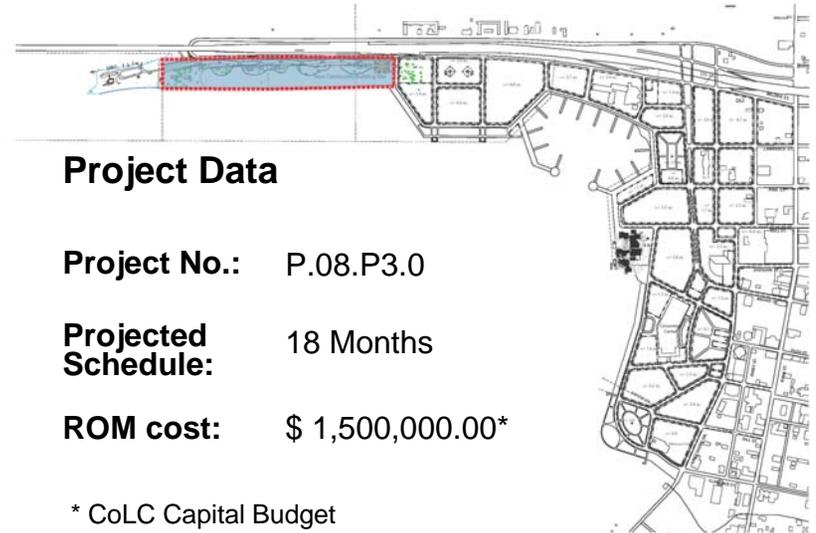


Current Conditions

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.



Project Data

Project No.: P.08.P3.0

Projected Schedule: 18 Months

ROM cost: \$ 1,500,000.00*

* CoLC Capital Budget

Key Map



Project Location

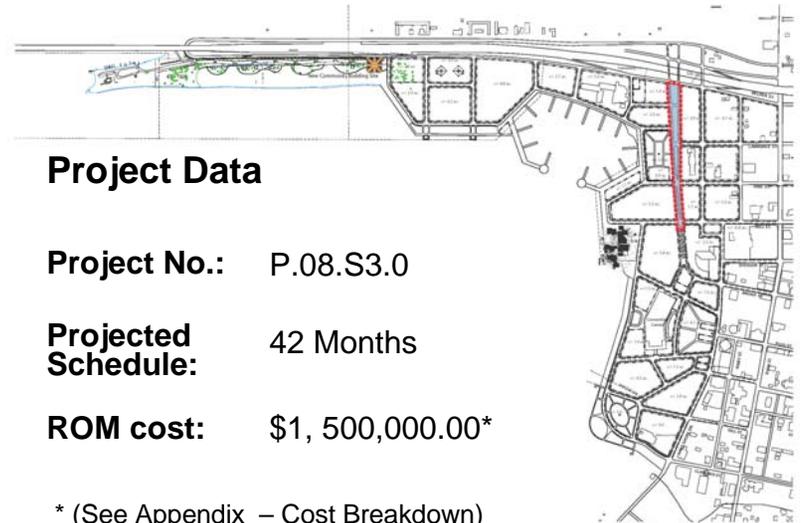
The boundary of this proposed project is the Lake Shore Drive medians and Right-of-Ways starting North near I-10 heading South terminating at the intersection with Bor Du Lac Drive. This is an important ‘regional’ entry artery into the community from the Interstate 10 corridor, but because this area 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

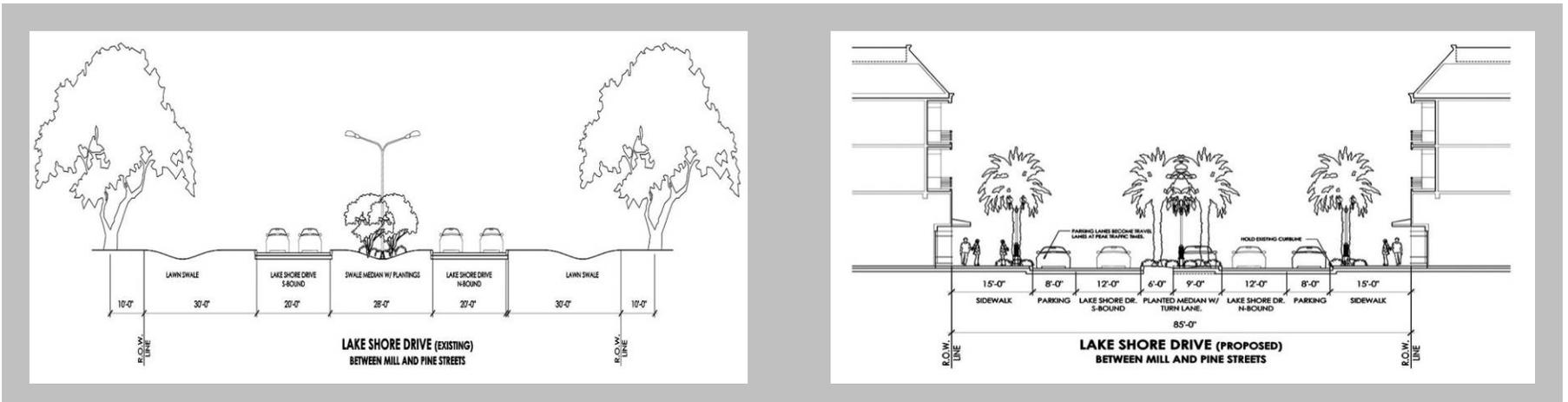
Project No.: P.08.S3.0

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.

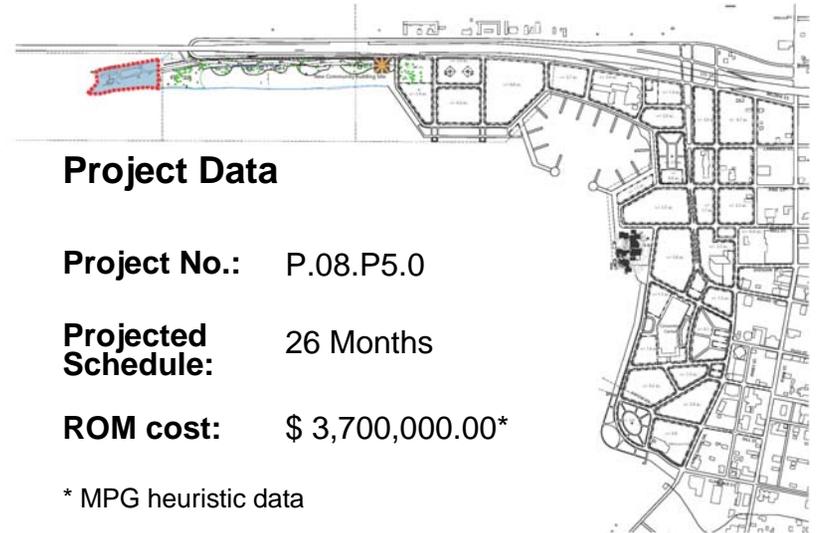


Current Conditions

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

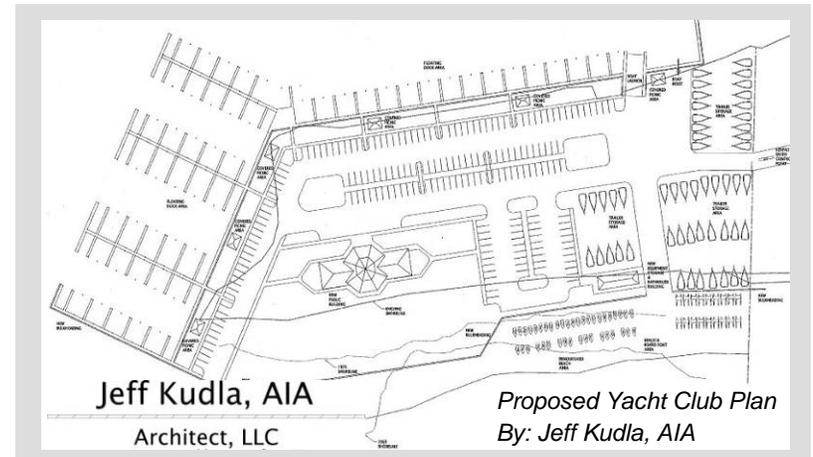
Project No.: P.08.P5.0

Projected Schedule: 26 Months

ROM cost: \$ 3,700,000.00*

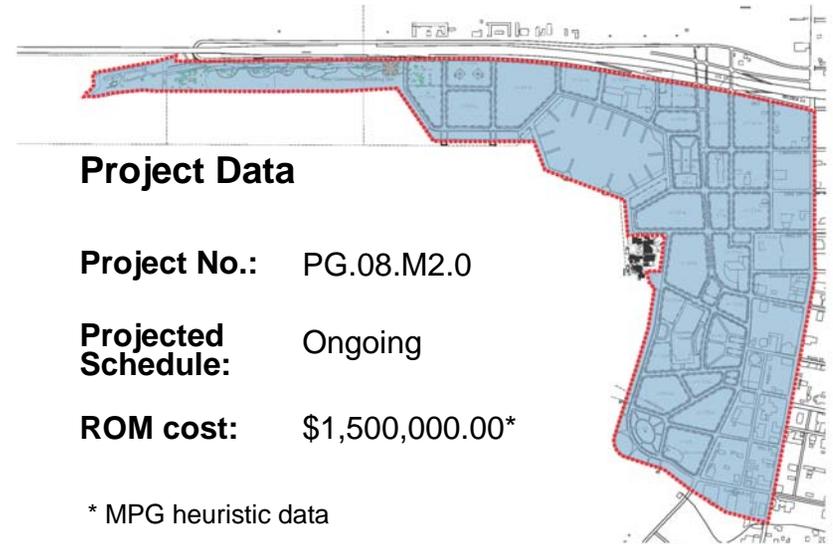
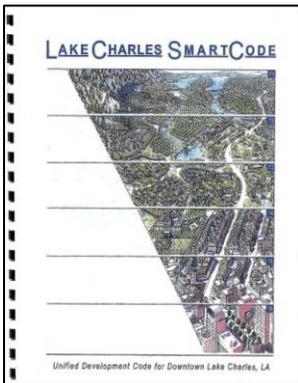
* MPG heuristic data

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: Ongoing

ROM cost: \$1,500,000.00*

* MPG heuristic data

Key Map

Current Conditions

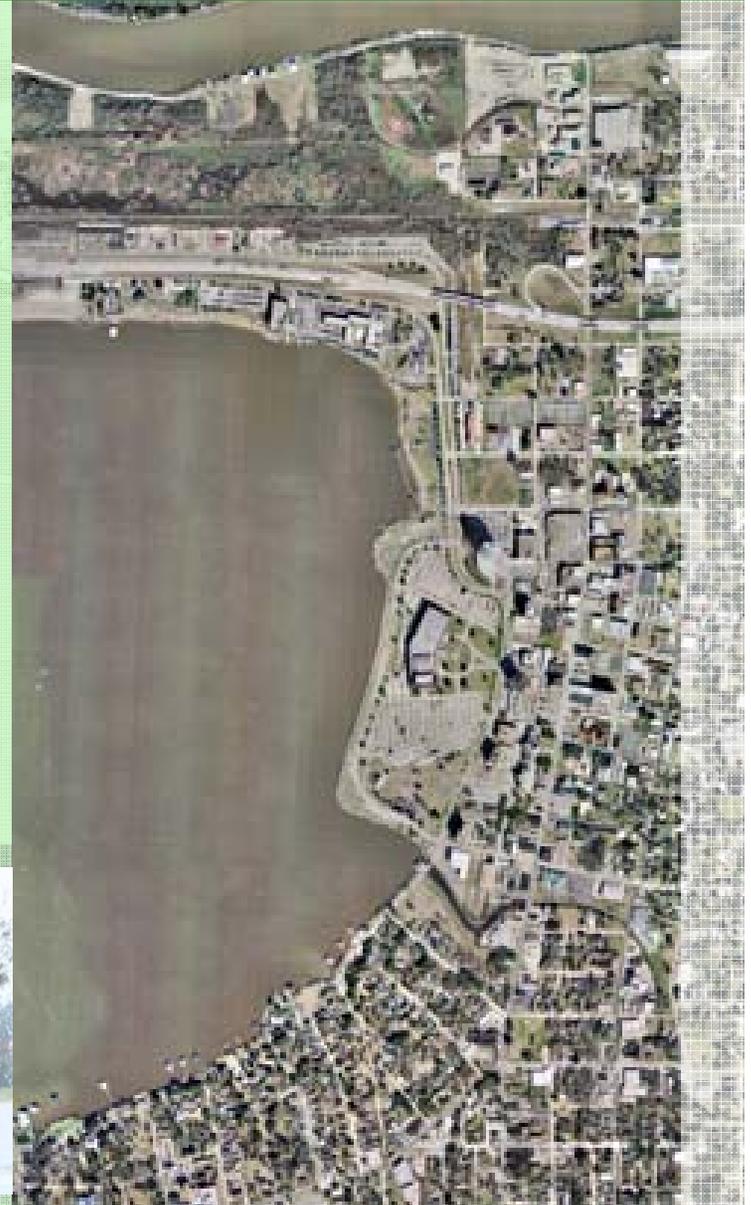
The Lakefront and Downtown serves as the ‘Living Room’ for the southwest Louisiana region. As such it should be an inviting place to entertain friends and guests alike. The overall first impression to visitors is less than appealing and needs repair and long-term improved management. While upgraded landscaping, 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.

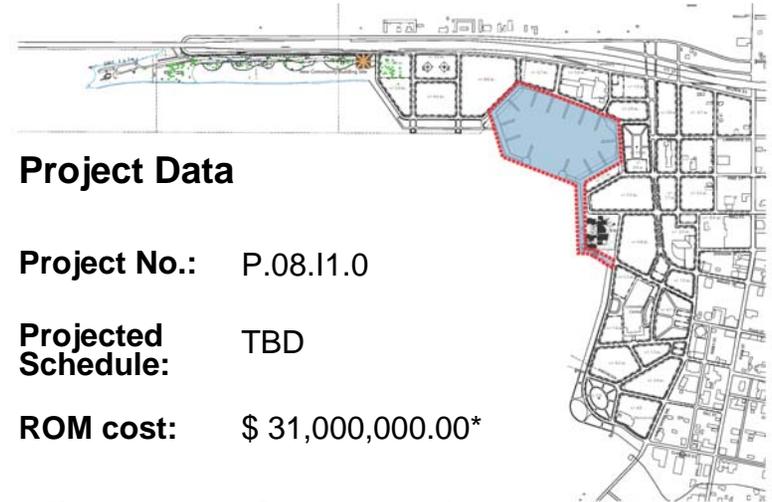


- **Harbor Development**
- **American Wetlands Discovery Center**
- **Pithon Coulee Trail System**



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: TBD

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.



Long Term Projects

Project Location

The America's 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.

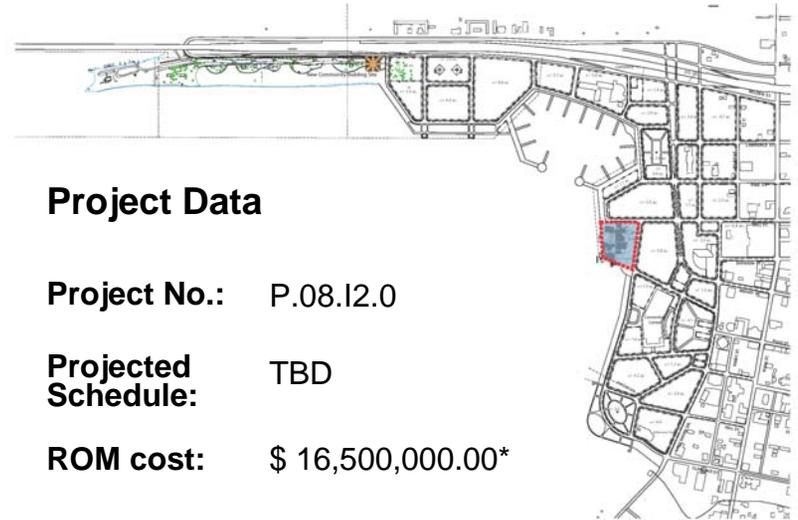


Current Conditions

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 America's 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: TBD

ROM cost: \$ 16,500,000.00*

* CoLC Capital Budget

Key Map

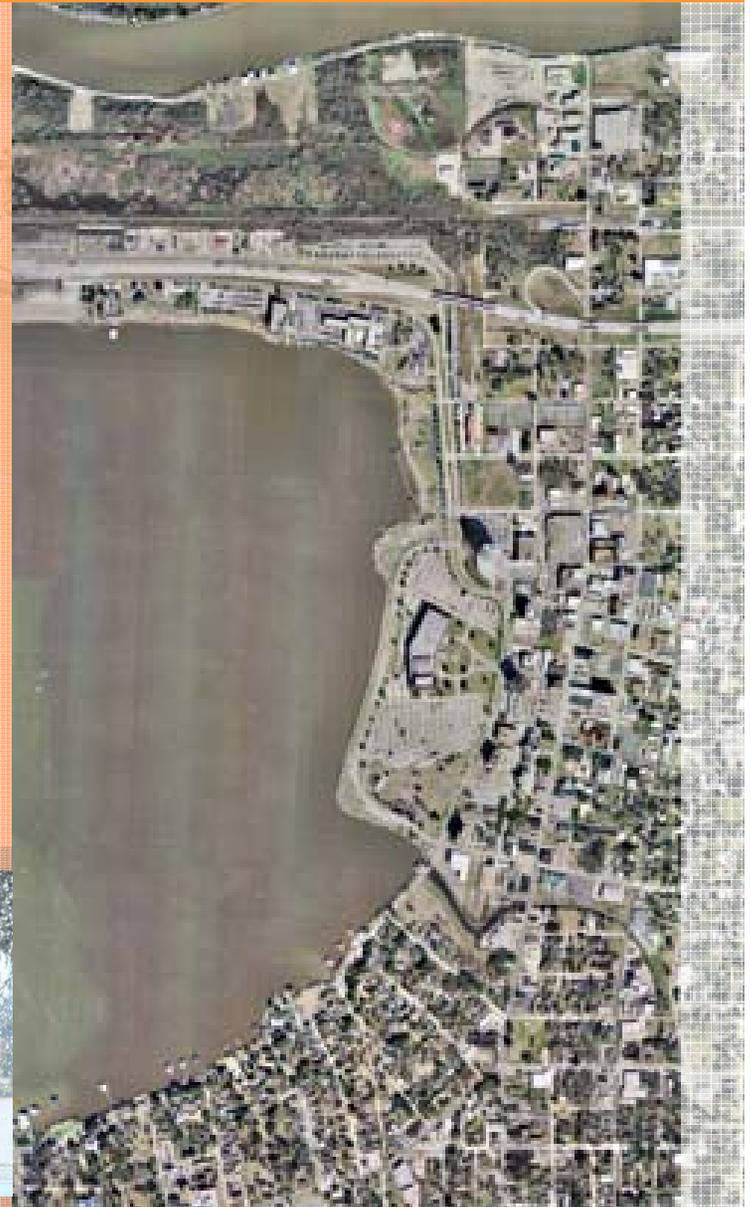


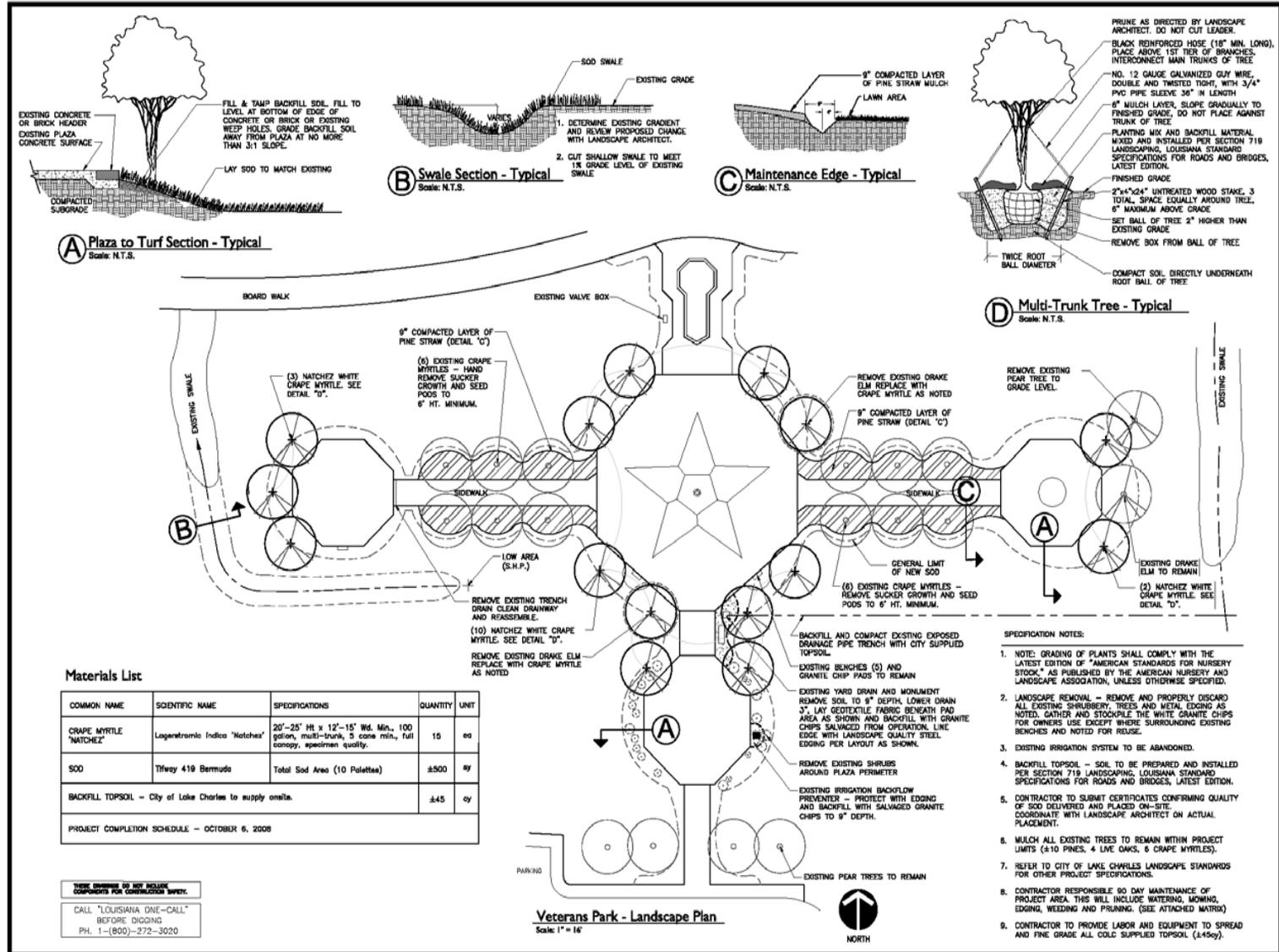
*Sketch of Proposed Wetland Center
By: Champeaux Landry Architects*





- **Veteran's Park Revitalization**
- **Promenade Palm Planting**
- **Lakefront Railing Painting**
- **Bord Du Lac Striping**
- **Ryan Street 'Blueprint' Project**





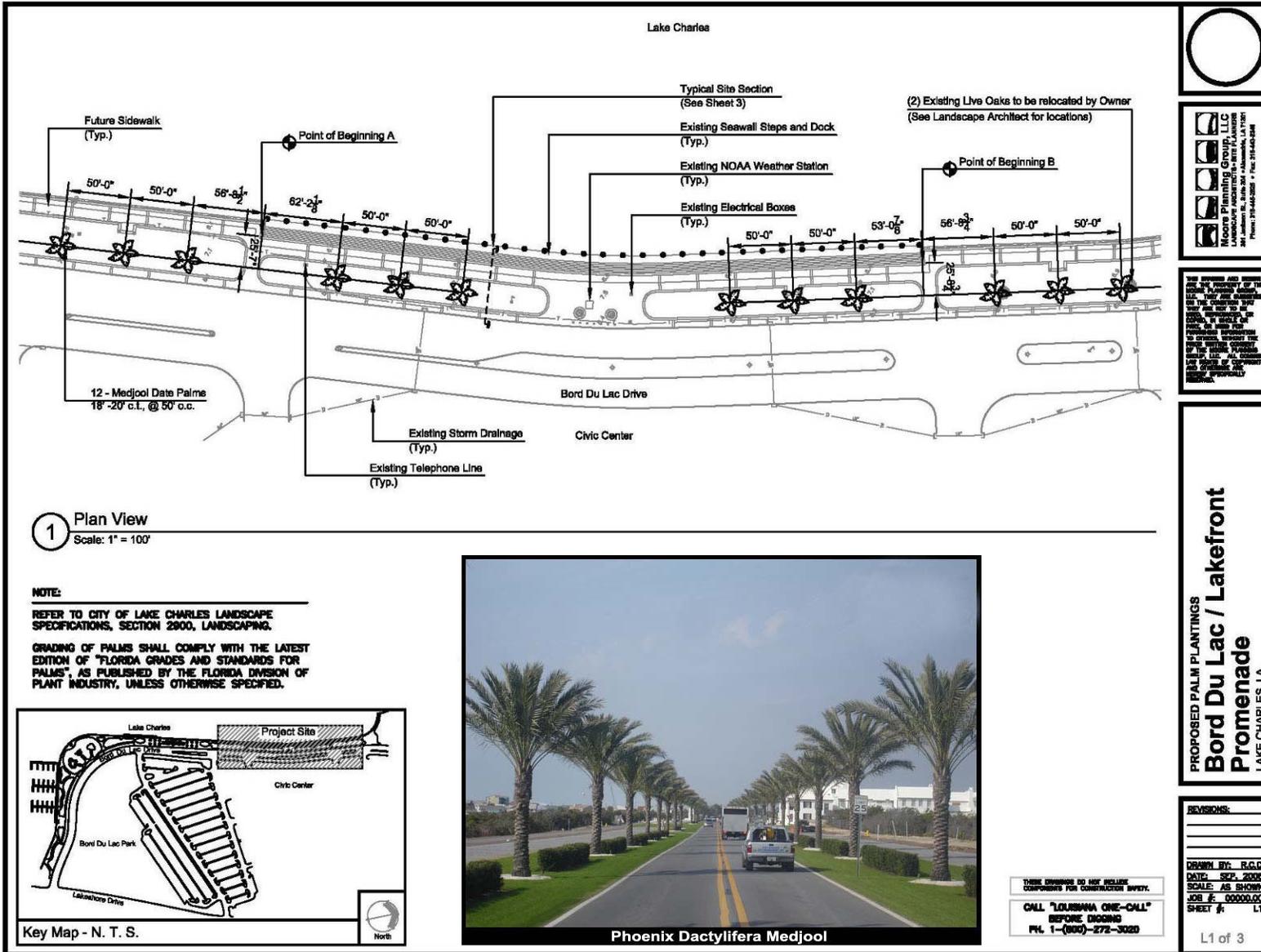
MOORE PLANNING GROUP, LLC
Landscape Architecture - 8714 Lakeshore Drive
Lake Charles, LA 70601
Phone: 337-546-2000 Fax: 337-546-2008

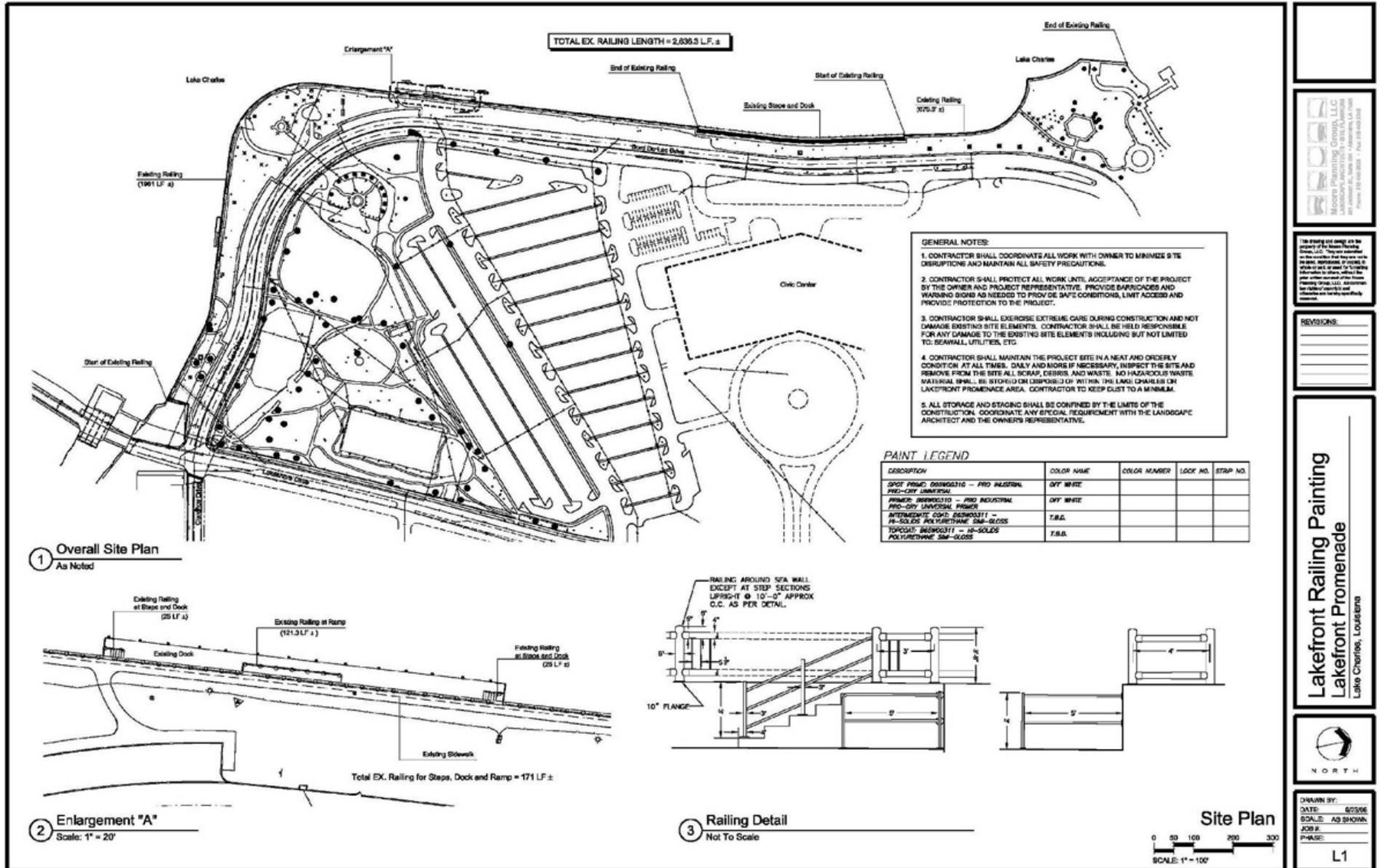
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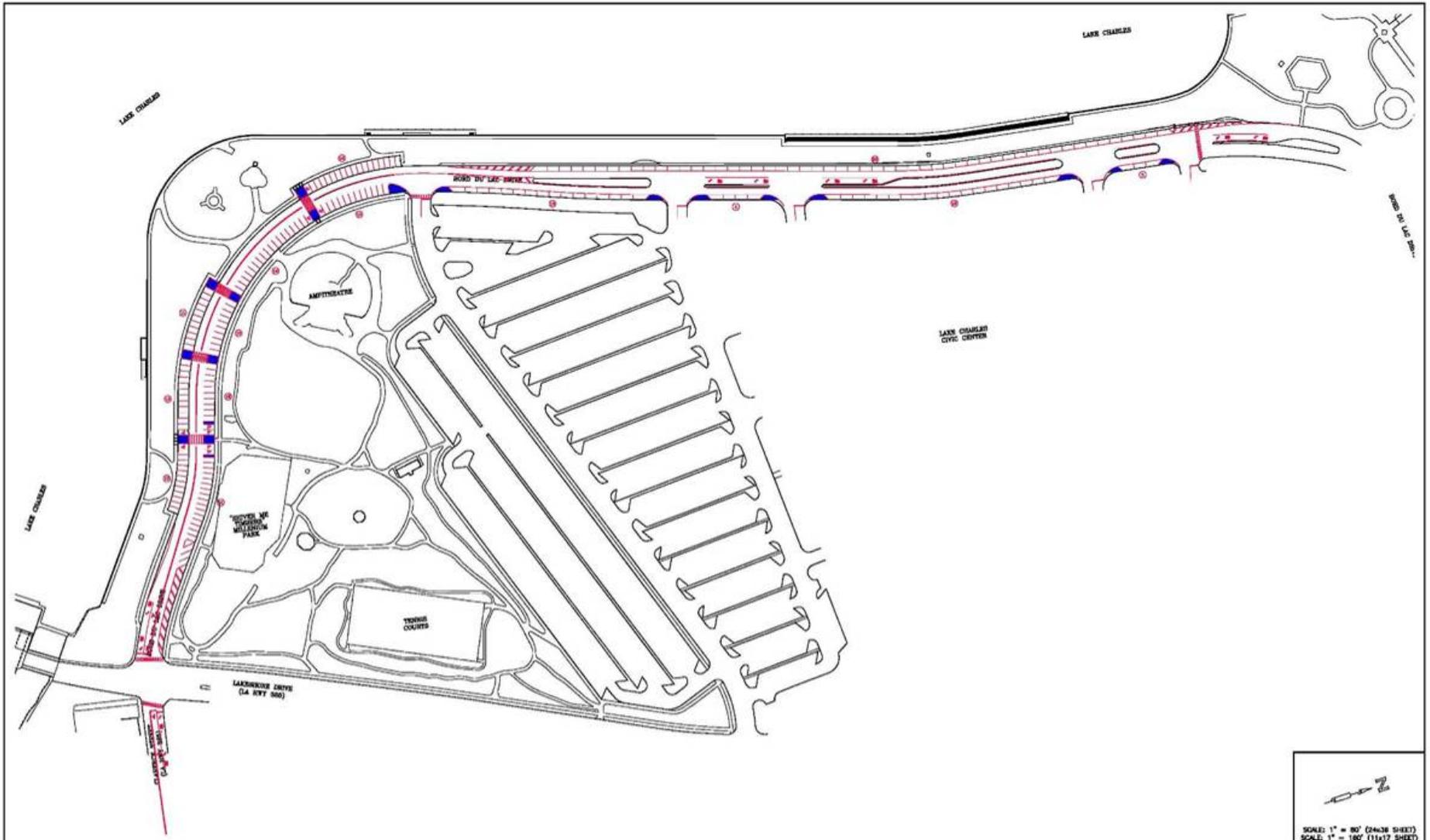
LANDSCAPE REVITALIZATION PLAN FOR
VETERANS MEMORIAL
LAKE CHARLES, LA.

REVISIONS:

DRAWN BY: B.C.P.
DATE: SEP. 2008
SCALE: AS SHOWN
JOB #: 00000.00
SHEET #: 17

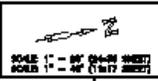
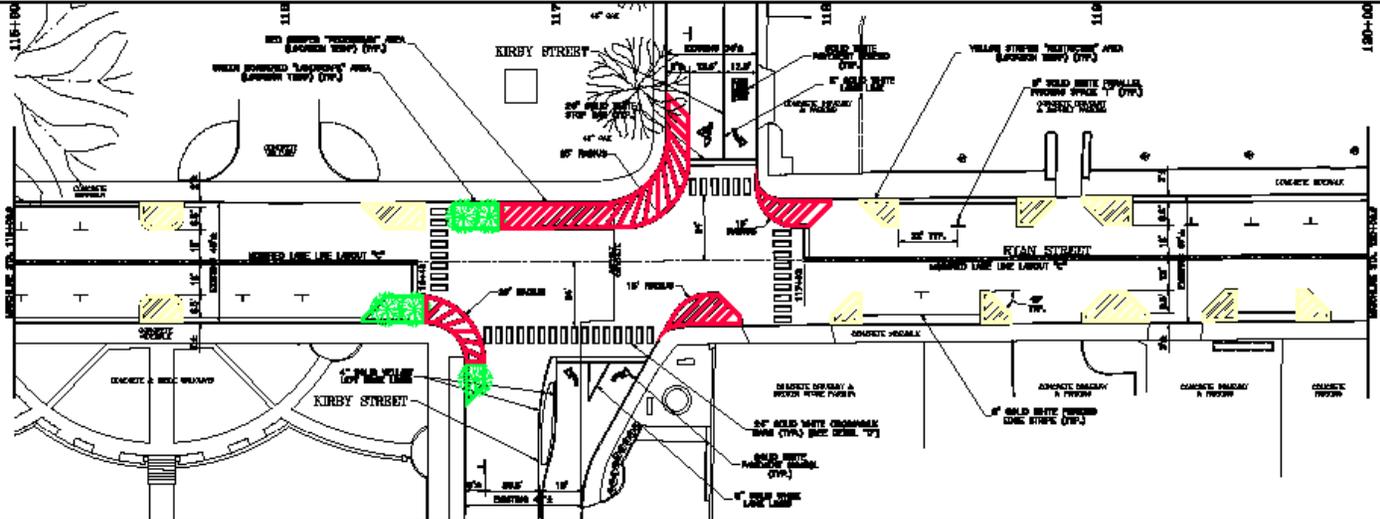






		DRAWN: W. A. DUNGAN, Jr. APPROVED: D. W. JESSEN, Jr. DATE: 07-01-2008 ACAD. FILE: LC-2008-287 (Pace Street-Lorraine to Present) REFERENCE: N/A BY: P.L.S. BOOK: 2325	D. W. Jessen & Associates, LLC Civil and Consulting Engineers Lake Charles, Louisiana 400 Ridge Street Lake Charles, LA 70601 Phone: (337)431-4341 Fax: (337)431-4342 D. W. Jessen, Jr., P.E., P.L.S. C.E. License No. 3146 P.L.S. License No. 464	PROJECT No. LC-2008-301 CITY of LAKE CHARLES LAKEFRONT PROMENADE & CIVIC CENTER SEAWALL/BOARDWALK TOPOGRAPHIC SURVEY	SHEET No. 4
No.	DATE	REVISION DESCRIPTION			

PRELIMINARY



NO.	DATE	REVISION DESCRIPTION	BY	FIELD BOOK

DWJ

D. W. Jensen & Associates, LLC
 Civil and Consulting Engineers - Lake Charles, Louisiana
 1000 Highway 100, Lake Charles, LA 70601
 Phone: (337) 533-2222
 Fax: (337) 533-2223
 D. W. Jensen, P.E., P.L.C.
 C.E.L. No. 10, 2008 - E.L.A. No. 10, 2008

PROJECT No. 2008-005 (LSP No. F008.1.1)
CITY of LAKE CHARLES
 Ryan Street
 Clarence Street to Interstate 10
NEW STRIPES LAYOUT

SHEET No.	1
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Project Calendar

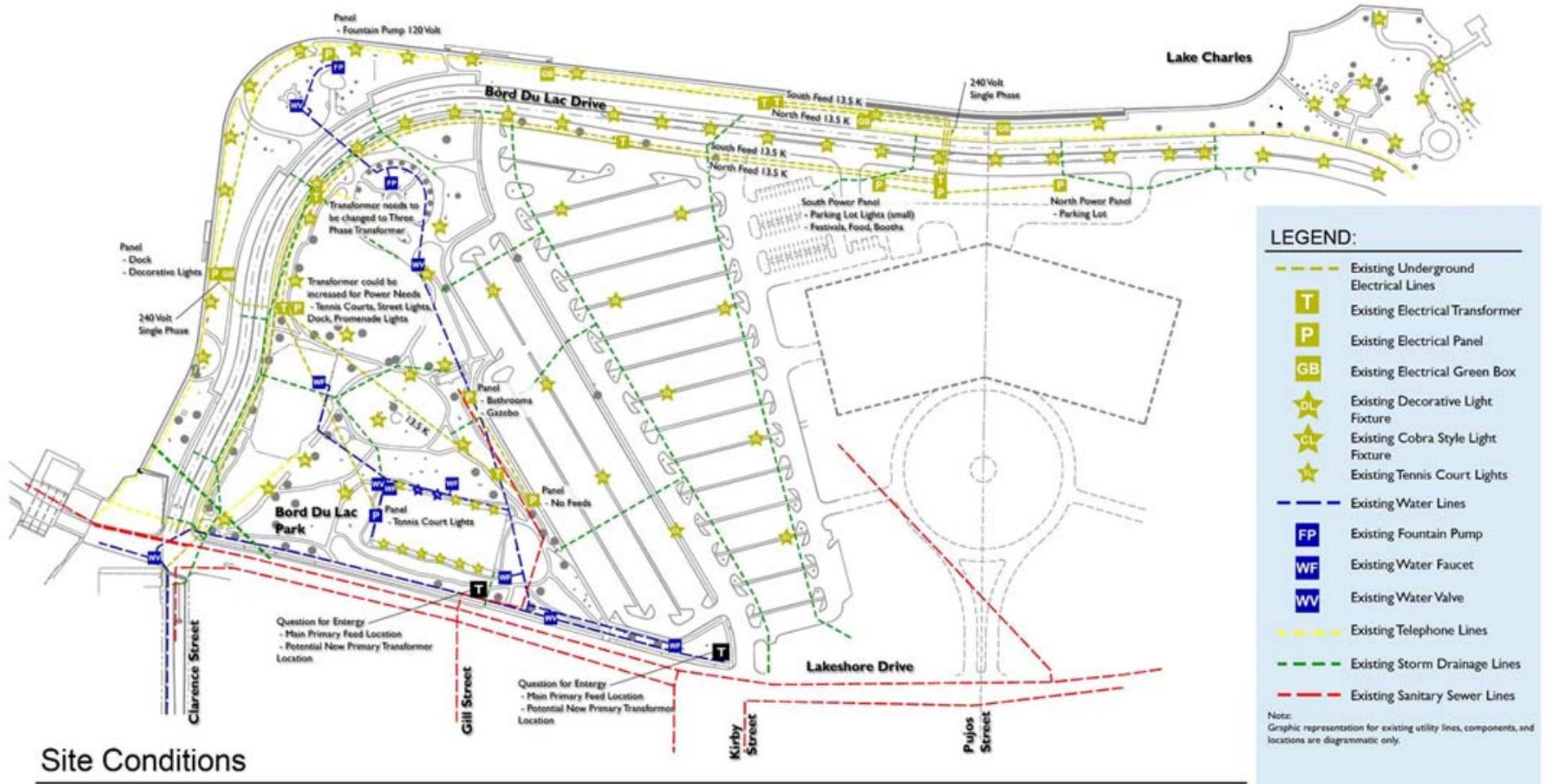


MOORE PLANNING GROUP, LLC
LANDSCAPE ARCHITECTS ■ SITE PLANNERS

DPZ Update Report



MOORE PLANNING GROUP, LLC
LANDSCAPE ARCHITECTS ■ SITE PLANNERS



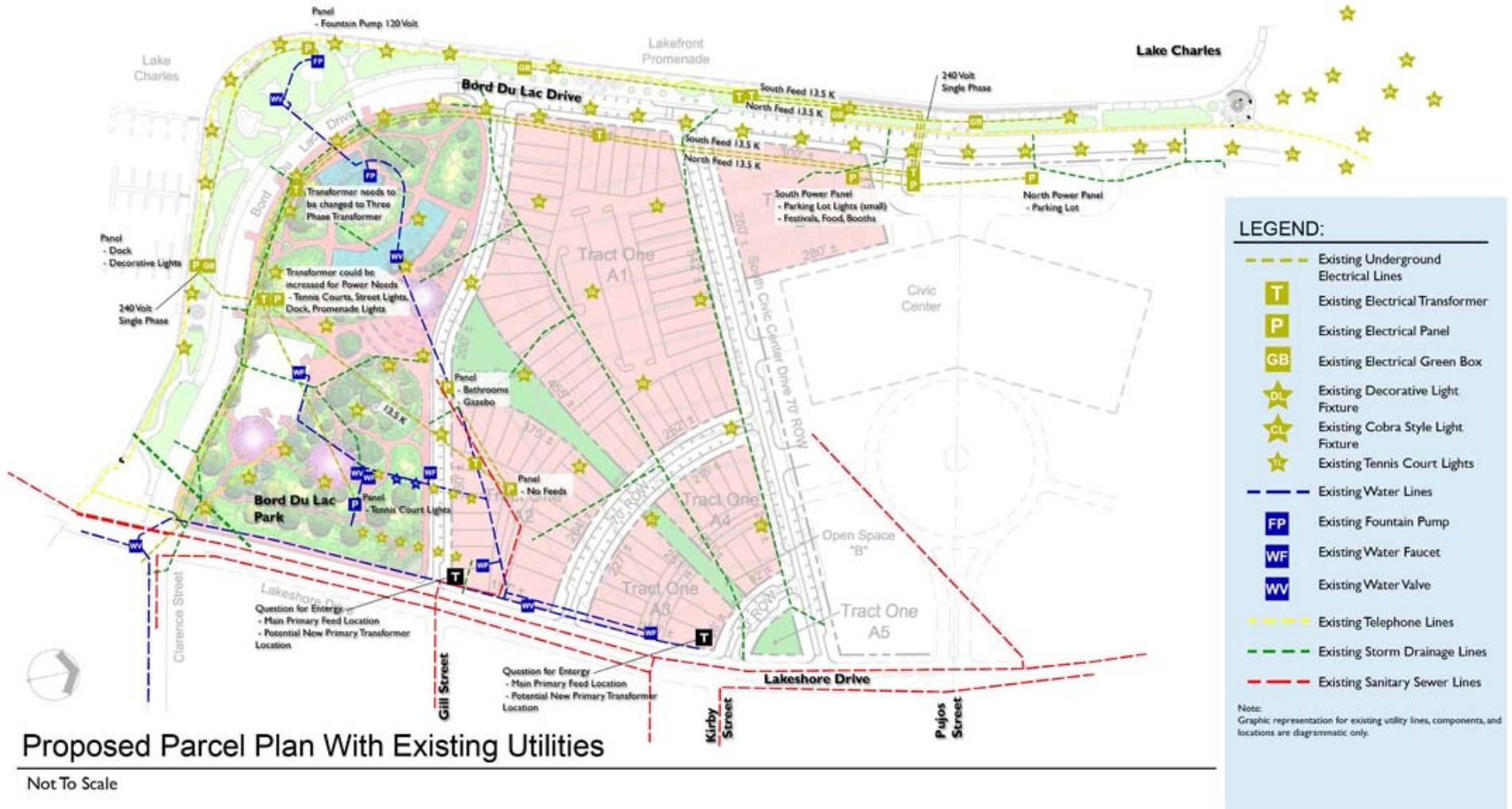
LEGEND:

- Existing Underground Electrical Lines
- Existing Electrical Transformer
- Existing Electrical Panel
- Existing Electrical Green Box
- Existing Decorative Light Fixture
- Existing Cobra Style Light Fixture
- Existing Tennis Court Lights
- Existing Water Lines
- Existing Fountain Pump
- Existing Water Faucet
- Existing Water Valve
- Existing Telephone Lines
- Existing Storm Drainage Lines
- Existing Sanitary Sewer Lines

Note:
Graphic representation for existing utility lines, components, and locations are diagrammatic only.

Site Conditions

Not To Scale



Sequencing Master Plan



MOORE PLANNING GROUP, LLC
LANDSCAPE ARCHITECTS ■ SITE PLANNERS

1a. 2-3 STORIES-

The type and scale of a development initially needed to create a vibrant, pedestrian oriented downtown. As Project (2) is brought on line, the City could provide financial and zoning incentives for infill and renovation along Ryan street.

- a. 230 surplus parking spaces
- b. 114 town home/ live work units
- c. 10,000 SF ground floor retail
- d. 100 accessory apartments

1b /1c. 6 STORIES

Mixed Use Civic Center Annex buildings potentially including:

- a. Hotel, Office, and Retail uses
- b. Additional program space for Civic Center.

2. 4 STORIES-

Frees up the Bord Du Lac Park area from surface parking

- a. 700 surplus parking spaces
- b. 8000 SF ground floor retail
- c. 16 condo/apartment units

3. 4 STORIES

Could support the Wetland Discovery Center with parking and retail.

- a. 300 surplus parking spaces
- b. 30,000 SF ground floor retail
- c. 64 condo/apartment units

4. 5 STORIES

Ideal location for hotel and condo uses.

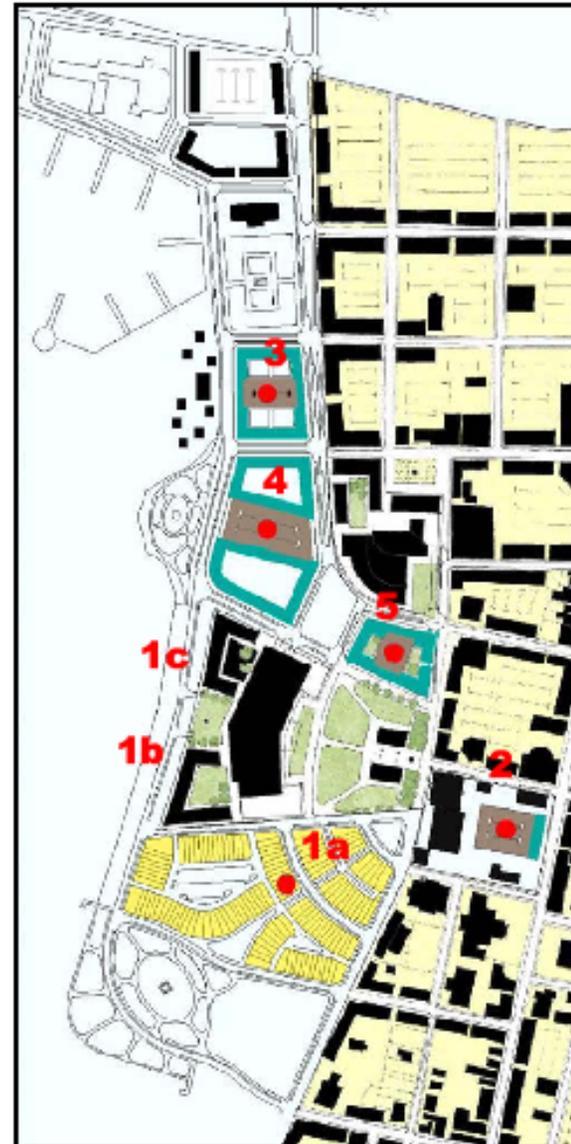
Can provide additional public parking if needed.

- a. 840 surplus parking spaces
- b. 50,000 SF ground floor retail
- c. 113 condo/apartment units

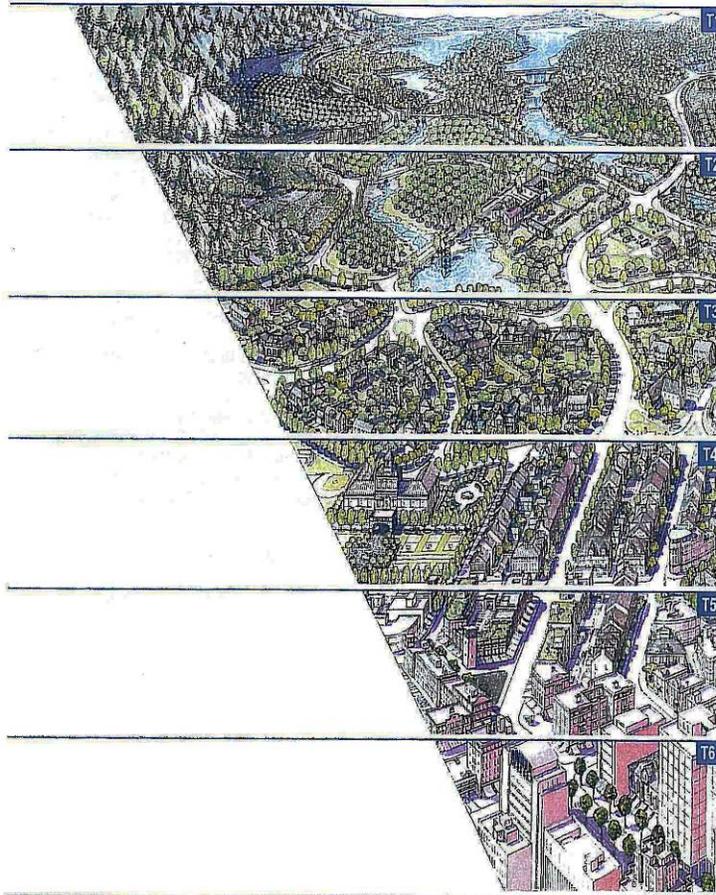
5. 4 STORIES

ideal for condos and apartments and can provide additional public parking if needed

- a. 150 surplus parking spaces
- b. 30,000 SF ground floor retail
- c. 60 condo/apartment units



LAKE CHARLES SMARTCODE



Unified Development Code for Downtown Lake Charles, LA

