



January 21, 2014

Community College Phase One: 65,000 SF

Parking Garage Capacity: 300

Lot Capacity: 80

Lot Capacity: 40



Downtown Alexandria Now



Tab 1

COVER LETTER

PLEASE NOTE: Pursuant to authority granted by Alexandria City Ordinance and resolutions, this is the sole response to the LCTCS Request for Property Proposals for the downtown of Alexandria. Any responses pertaining to downtown sites submitted by other proposers have neither been approved, nor certified to comply with City feasibility for purposes of matching funds or other infrastructure commitments.

NAME: Albin A. Provosty

TITLE: Special Assistant & Counsel to the Mayor

January 21, 2014

January 21, 2014

LCTCS Facilities Corporation
C/O LCTCS
265 S. Foster Drive
Baton Rouge, LA 70806-4104
Attention: Jan Jackson, Sr. Vice President for
Finance and Administration



RE: Siting and Programming — Central Louisiana Technical Community College, Alexandria Campus, Rapides Parish Workforce Industrial Training Campus

Dear LCTCS, LCTCS Facilities Corporation, and other Stakeholders:

The City of Alexandria (“Alexandria” or “City”) seeks a collaborative effort with you to create a robust workforce. We want to see a measurable, significant increase in the capacities needed for a trained and able workforce — the underpinning for all real, sustainable economic development.

Alexandria has the resources to aid in offering and expanding current training and educational opportunities to citizens and stakeholders throughout Central Louisiana and the State, while simultaneously reinvigorating its downtown and promoting partnerships through its SPARC (see SPARC page 38). and other capital programming.

We must think—first and foremost—of the students to be served by locating a campus in our area. Because of the desire to ensure access and the best opportunity for positive outcomes, the City of Alexandria entertained partnering with private citizens and other stakeholders to offer its downtown area as part of this process. Initially, the City desired to provide “wrap around” services and commitments to individual RFP respondents, with varying degrees of support and always dependent upon the feasibility of the response. The City feels strongly that use of its matching dollars should go to the best project possible in the downtown effort.

As we moved forward, the downtown respondent pool approached the City and asked that it provide a logistics-based response—for all potential respondents and for one site. The City of Alexandria vetted several sites and believes its response offers the best site for the initial Project. The stakeholders agreed and wished to forego individual responses in favor of one response. Knowing even the best preparation and work can miss some need, the City is offering one site to be exhausted for appropriateness but notes it has other sites conforming to the analysis set forth in its response of varying degrees. Therefore, the City approves and supports with its match funds and infrastructure commitments only one site—the Central City Site. It offers expansion sites, most particularly the Lee Gateway Site, if the need arises. However, the City wishes to engage the LCTCS with regard to the Central City Site. In order to ensure no prejudice if anything should render one site or another deficient based on an unknown problem, the City included a second site for expansion in its response to place hold and comply with the RFP. Because the City feels so strongly that current data supports the downtown as the optimal location for student progress, the City has approached this as the facilitator of the downtown and not particular real estate.

There is only one site submitted that has the approval of the City. No other respondent with downtown property has any guarantee of public funding or commitment. This is very important when factoring feasibility. Alexandria has chosen carefully based on a multifactorial approach favoring its SPARC development guidelines. The City also purposefully did not provide an “architect’s” plan but instead an empirically-based scale model of its commitment—knowing the LCTCS will determine the design features of its facilities. Alexandria focused on the hard logistics and data gleaned from several studies of the needs of the LCTCS.

Alexandria, depending upon the process, may provide certain infrastructure improvements to the surrounding areas and site of the Community College Initiative. In order to help the City better understand the needs of the LCTCS and help better understand the individual potential of the various downtown sites, the Administration initially developed a two-stage process to aid in site selection: is downtown right for the LCTCS and if so, where? During that process, the RFP was issued and now a unified plan has been submitted.

It is our belief that at the end of this process, LCTCS will be able to make an informed decision about the siting of the new Downtown Alexandria community college campus. While no other site carries any guarantee from the City, assuming downtown is chosen, further competitive advantage feasibility is always available between or among plans.

The City of Alexandria looks forward to being a vital partner with the LCTCS in the development of a community and technical college campus in downtown Alexandria. I am the single contact and authorized representative of the Proposer, the City of Alexandria. I am further authorized by multiple stakeholders to provide this response. I hereby certify that the information provided in response to the Request for Property Proposal is true and accurate. Please find here the proposer response form, property detail sheet, and tabs 2 through 6 for your use and consideration.

Respectfully,

Albin A. Provosty
Special Assistant and Counsel to the Mayor
City of Alexandria, Louisiana
(318) 449-5025
albin.provosty@cityofalex.com



PROPOSER RESPONSE FORM (Exhibit 1)

January 21, 2014

To LCTCS Facilities Corporation

Gentlemen:

In compliance with your Request for property Proposals for the Central Louisiana Technical Community College, Alexandria Campus, we have examined the request with related documents and provide our response thereto.

Proposer understands that the Owner reserves the right to reject any or all responses and to waive any informalities. Proposer acknowledges that the LCTCS Facilities Corporation is a private non-profit corporation, and that this selection process is not governed by any statute, rule or regulation applicable to public entities.

The Proposer agrees that this Response shall constitute an offer, which shall remain open and available for acceptance and may not be withdrawn for a period of ninety days after the scheduled closing time for receiving Response.

Respectfully submitted.

IN WITNESS WHEREOF, the undersigned representative of the municipality has caused this instrument to be executed and its seal affixed by its duly authorized officers this 21st day of January, 2014.



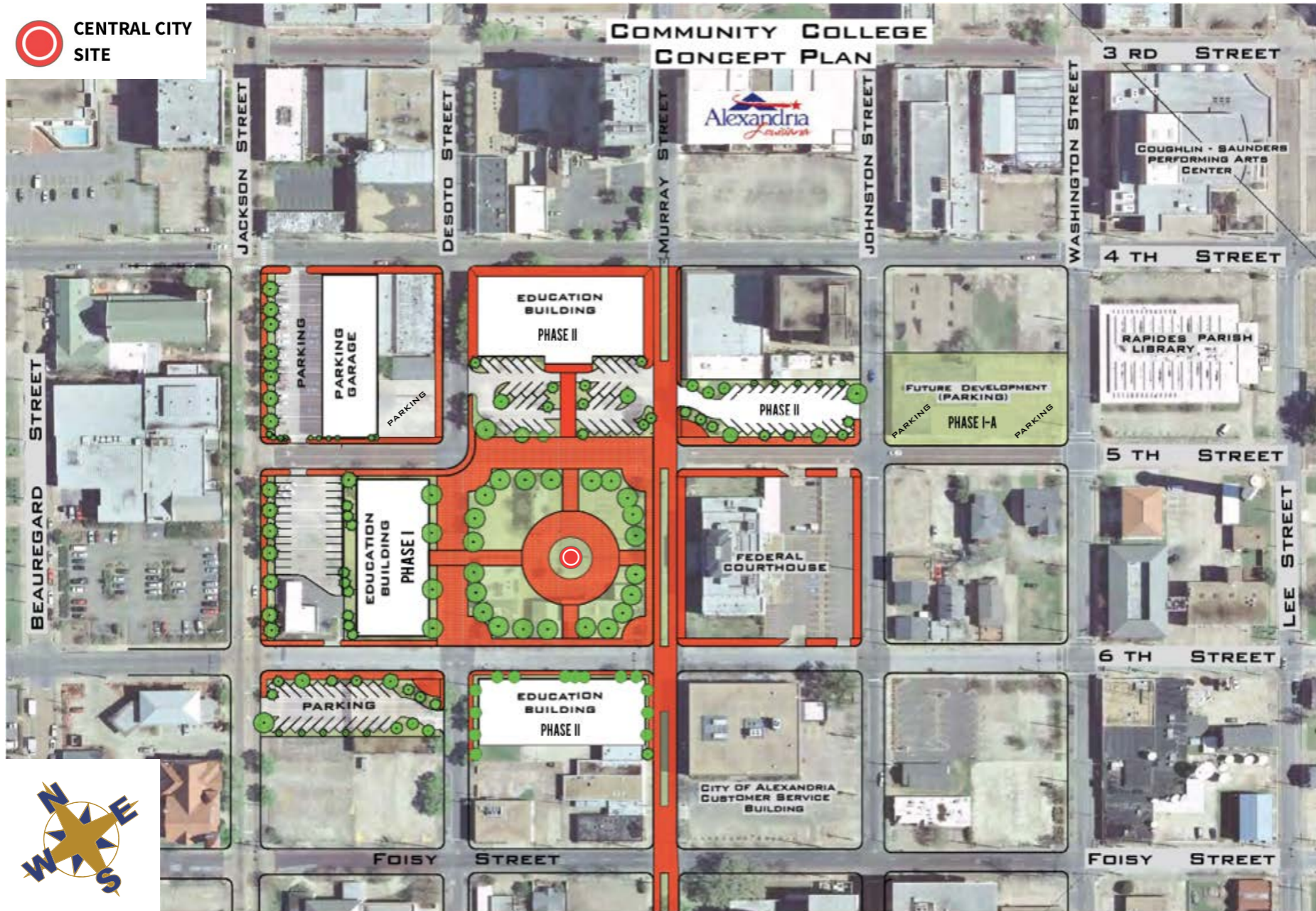
By:

Albin A. Provosty,
Special Assistant and Counsel to the Mayor

Attest:

T.: 318.449.5025
E.: albin.provosty@cityofalex.com
F.: 318.449.5229

Property Detail Sheet



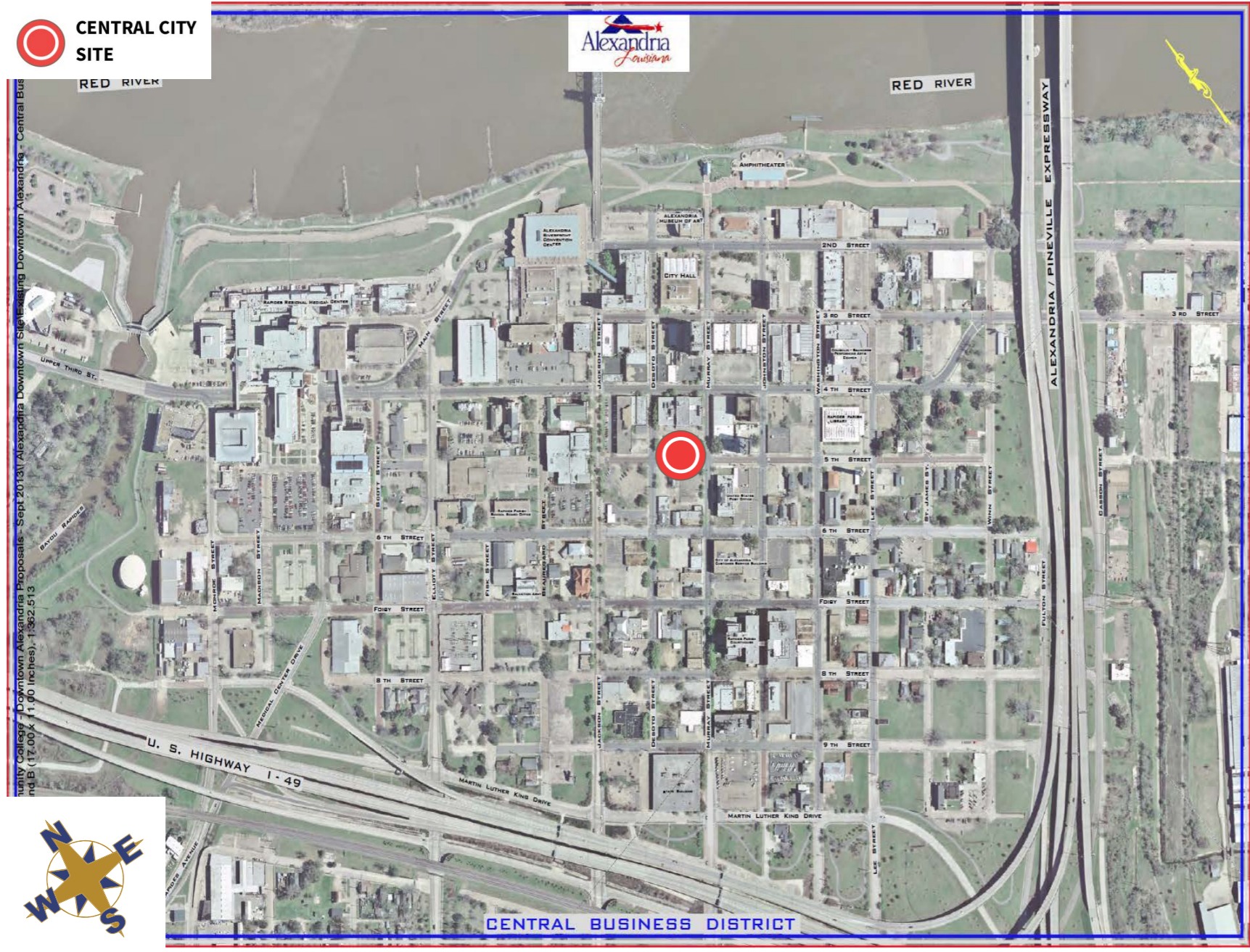
NOTE: Please refer to video attachment for a dynamic view of phased campus development.

Tab 2

VISIBILITY:

*The site will be located in a highly visible and noticeable area frequented by commuters and travelers.
Adjacent properties must be attractive, well maintained, and appropriate.*

Visibility

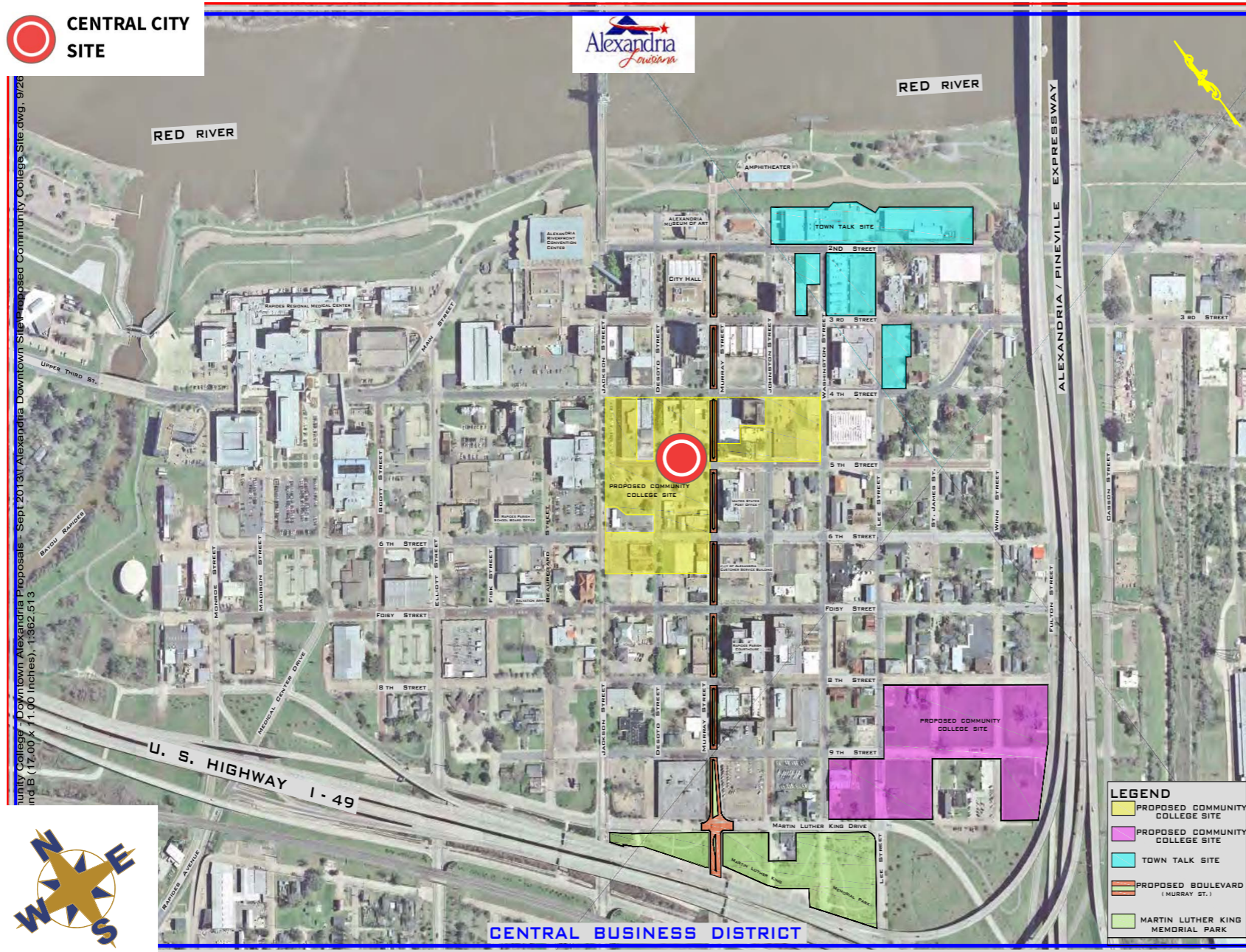


Alexandria’s roadway network is more than 500 miles long and provides surface transportation to the people and businesses of the City and the region.

Interstate 49 offers Alexandria’s downtown superb access from all quadrants of the region. Such access significantly upgrades the viability of downtown businesses and establishes Central Louisiana as the true regional center for business and commerce. Our city has a high degree of visibility due to its encirclement by I-49, the Cottingham Expressway, and the Red River. And our historic town, with its original streets still intact, continues to be the civic center in important ways. It is the seat of government and justice; it is the center for education, culture; healing arts; and a center for entertainment and recreation.

Visibility

 CENTRAL CITY SITE



The proposed Downtown Alexandria site is highly visible to more than 50,000 travelers daily, according to traffic count data from the Louisiana Department of Transportation and Development. The main building would be visible from Interstate 49 and the Cottingham Expressway as well as Jackson, Murray, Sixth, Fifth, Foisy and Desoto streets.

This 81 square block area is the historic 1805 town of Alexandria, the center of government, justice, culture, and art. It is bounded by the Red River, Jackson street (our principal Urban thoroughfare), I-49, and the Cottingham Expressway (the concrete "river" of commerce). This area contains the tallest and most permanent architecture in the city, built along Main Street, 3rd Street, and Murray Street. Lee Street has acquired a new importance as a major gateway to the Urban area and Arts Campus from I-49.

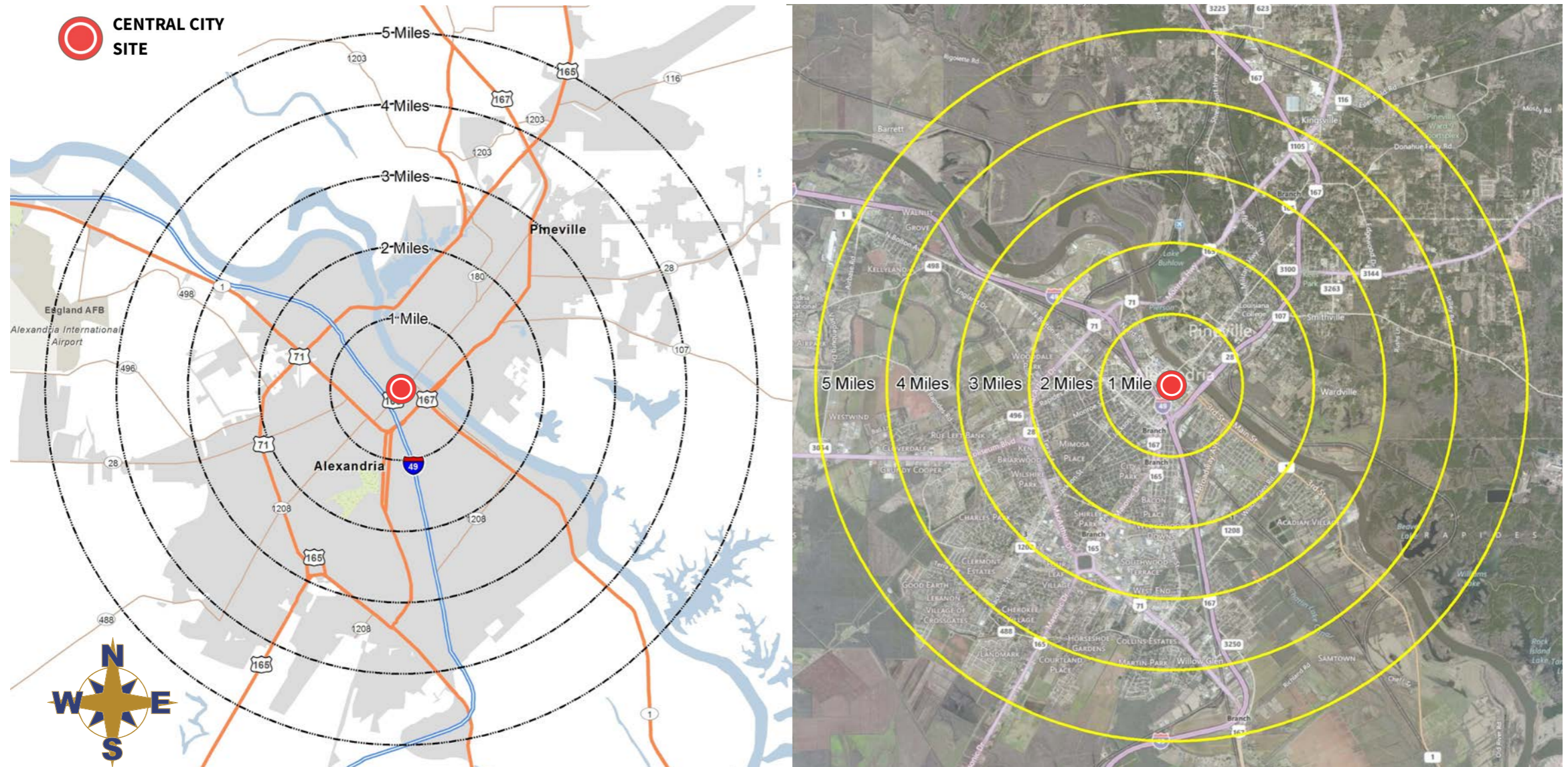
Tab 3

ACCESSIBILITY:

The site will be located conveniently near the most populous areas and served by major traffic arteries and mass transportation.

Five Mile Radial - Downtown Site

NOTE: Five miles from the downtown site access includes 95% plus of the Alexandria-Pineville metropolitan statistical area (MSA), capturing the population to be served.

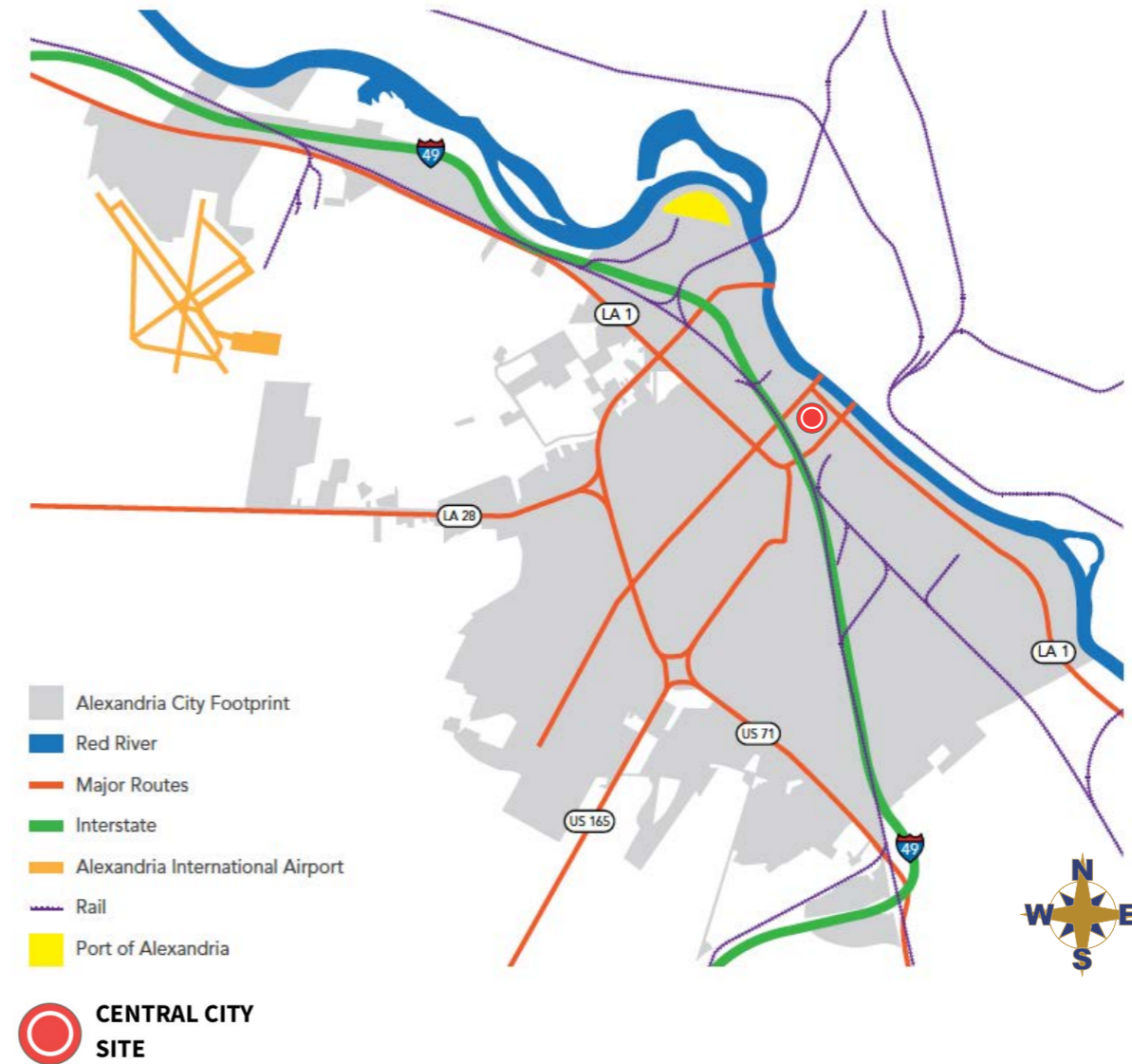


Infrastructure

Although Alexandria has a population around 50,000, our infrastructure accommodates more than 150,000 people EVERY DAY.

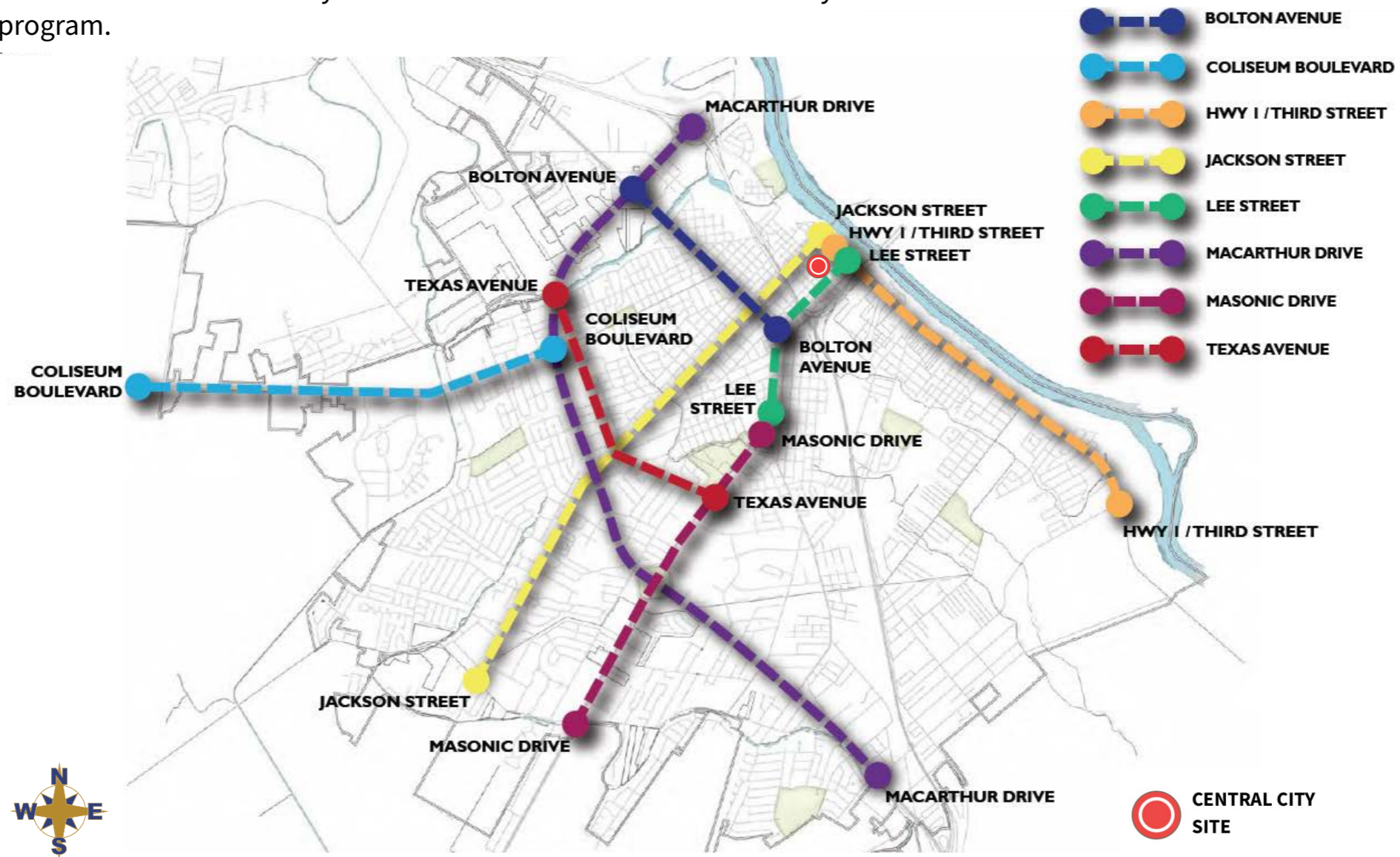
Our hospitals and airport service an area of more than 415,000 people.

The City of Alexandria benefits from a well-connected network of highway, rail, water, and air transportation. The city lies along one interstate corridor, I-49, and along two Class I freight railroads, the Union Pacific Railroad (UP) and the Kansas City Southern Railway (KCS). Additionally, the Port of Alexandria facilitates commercial and industrial commerce of the region via the Red River. This transportation system also supports passenger and goods movement via air travel from the Alexandria International Airport. The city continues to improve and add bicycle paths and pedestrian walkways.

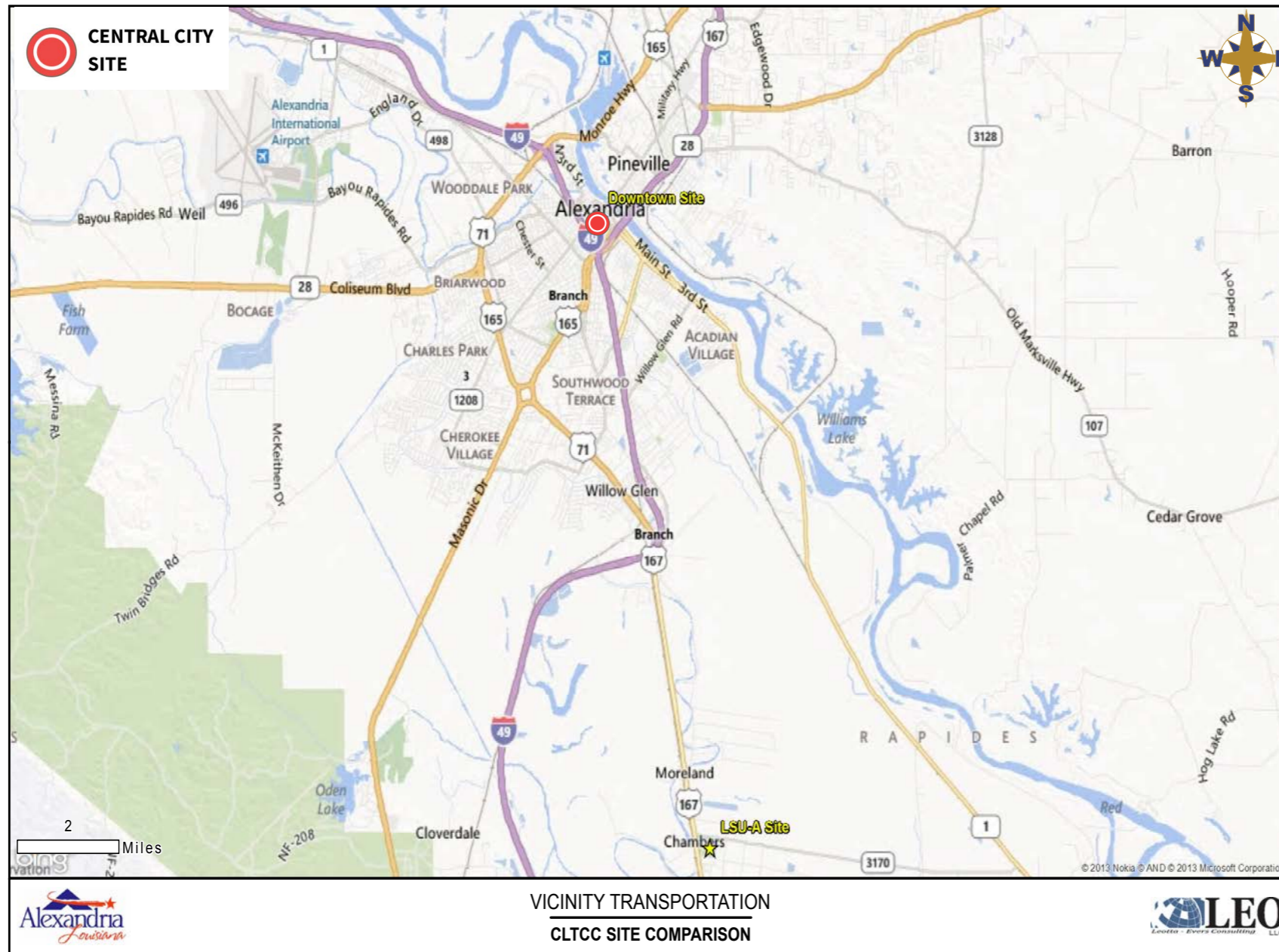


Primary Corridors

NOTE: This diagram is a citywide map locating the Major, or Primary, Corridor locations. These Primary Corridors are also the focus of the City's SPARC program.



Accessibility

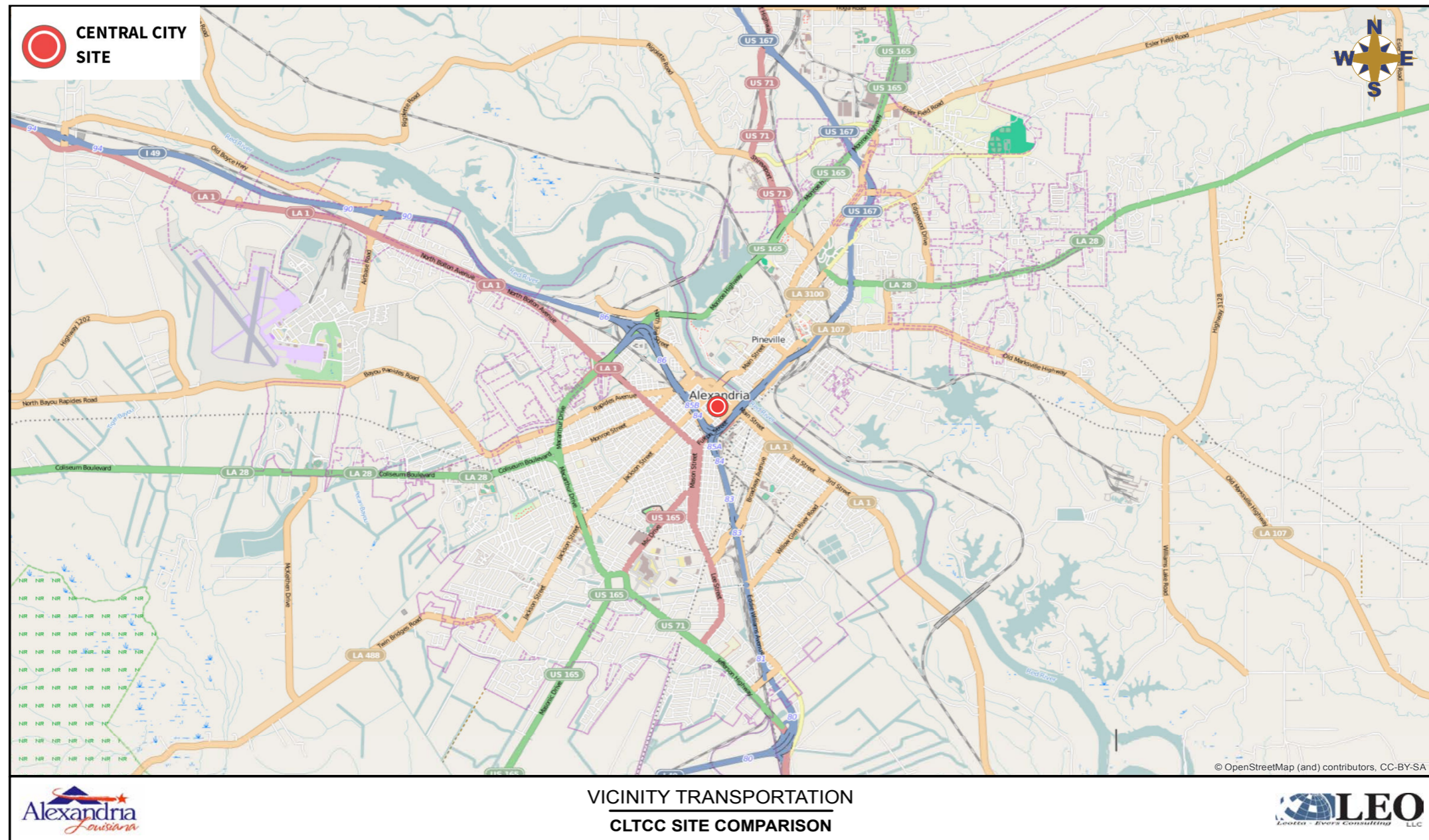


The City has a robust collection of major roadways that connect the urban area to the surrounding region, all areas of Louisiana and the United States: Interstate-49 connects Interstate 10 to Interstate 20; Louisiana Highway 1, which runs southeast to northwest through the state; Louisiana Highway 28 connects Alexandria to the western-most parts of the state; US Route 165 runs north-south through Louisiana and ends in Little Rock, AR; and US Route 71 starts in Krotz Springs, LA and travels through the Midwest.

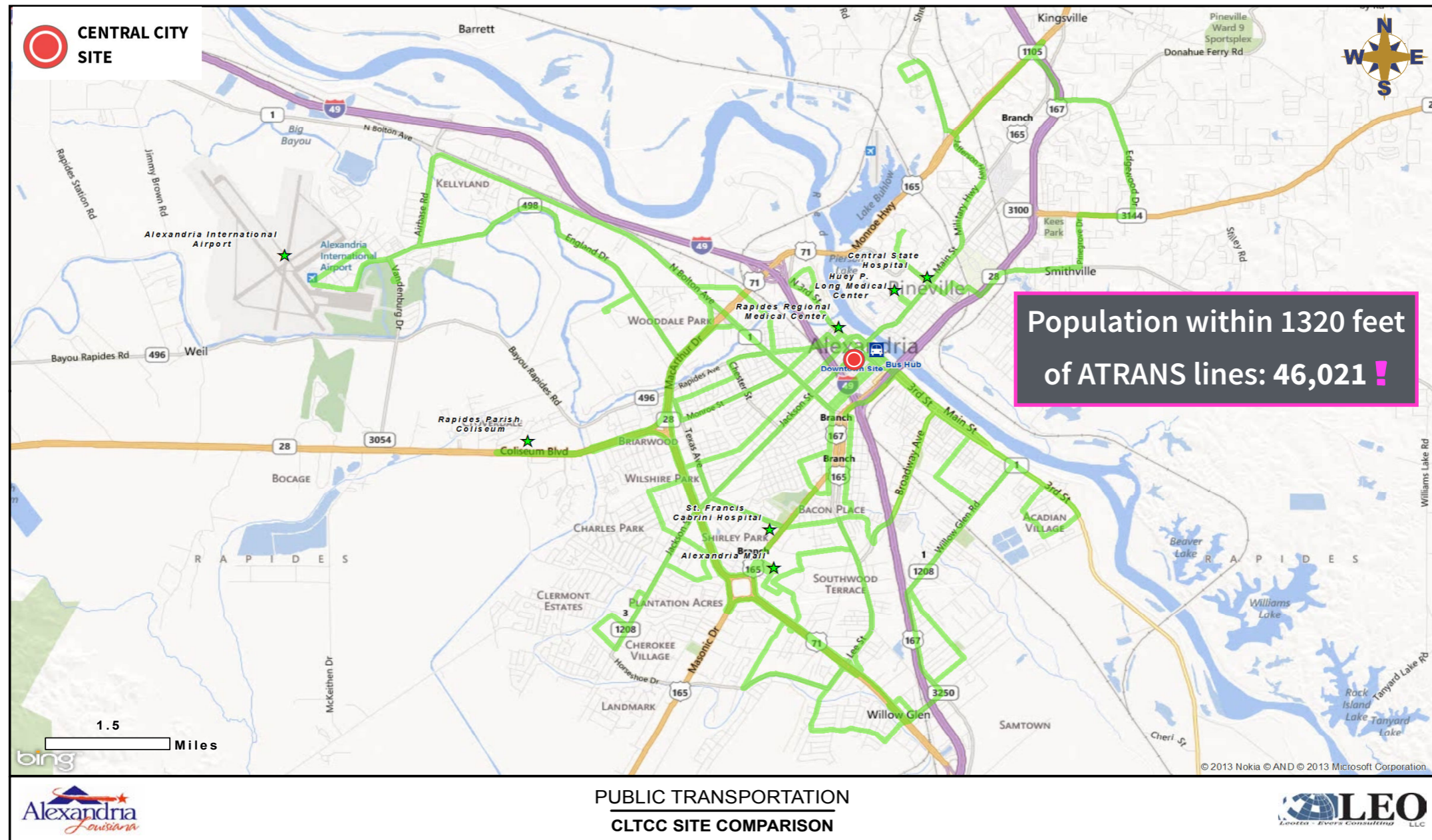
There is an extensive local road network that is adequate and will see a wide-range of improvements in the near future (SOURCE: Alexandria/Pineville Metropolitan Transportation Plan 2035).

Alexandria is also host to a broad network of rail lines. None of these connections supports passenger service in Alexandria, but several operate freight service. The port of Alexandria is an asset that can be used to connect the river to rail and truck freight operations. Alexandria International Airport (AEX), formerly England Airforce Base, is four miles from downtown Alexandria and offers commercial service to Houston, Dallas, Memphis, and Atlanta.

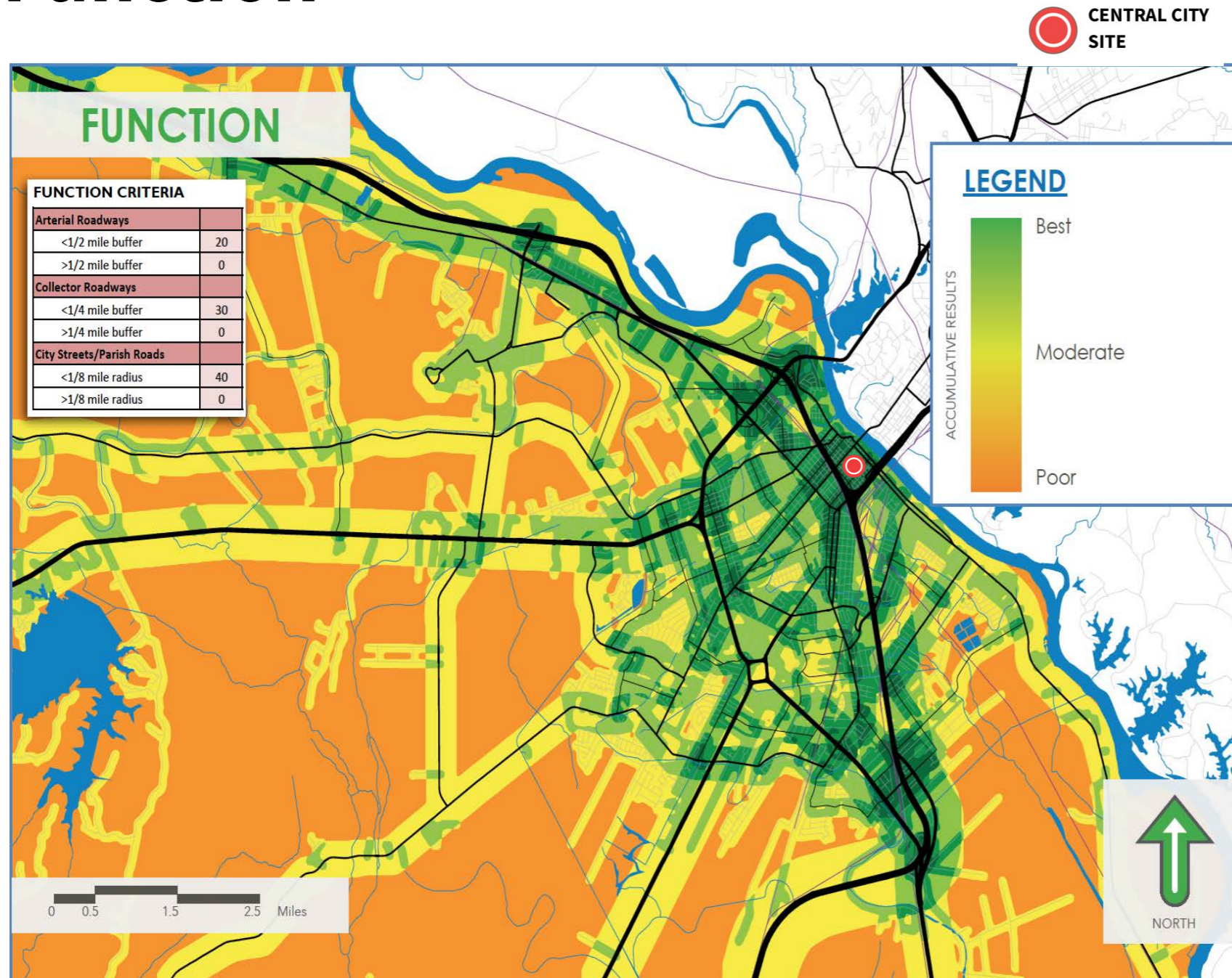
Vicinity Transportation



Public Transportation



Function



 CENTRAL CITY SITE

The map illustrates the result of the function analysis. Orange areas have the fewest mobility/connectivity options, and green areas have the most.

As can be readily viewed, the downtown area exists at the heart of connectivity.

Data were assigned values based on their proximity to three levels of roadways: arteries, collectors and local city streets/parish roads. Values were assigned according to the size and capacity of the roadway, and according to its ability to provide connectivity.

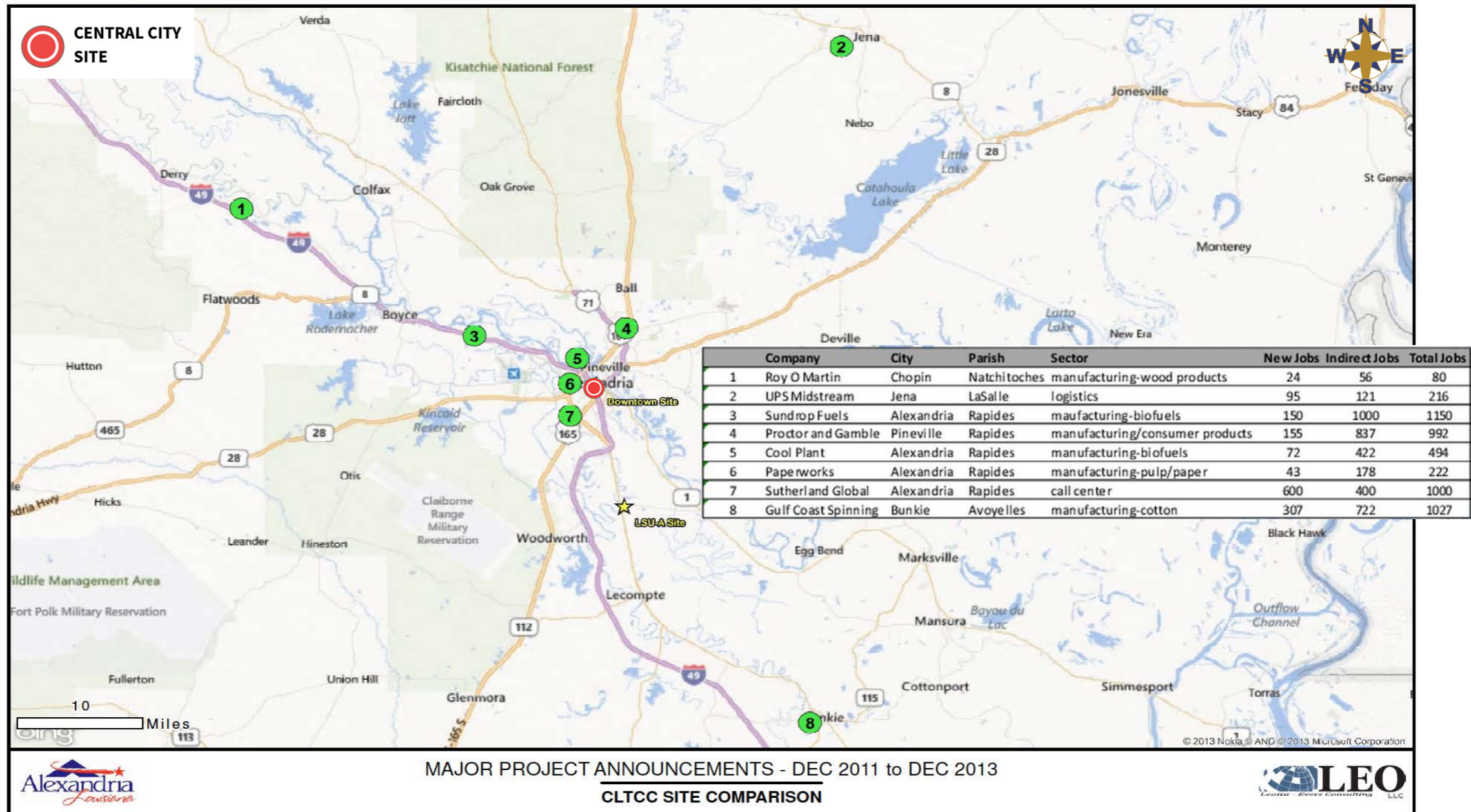
Objective data available for the function analysis was limited to existing streets and roadways; representing an enormous financial investment.

Tab 4

SUITABILITY:

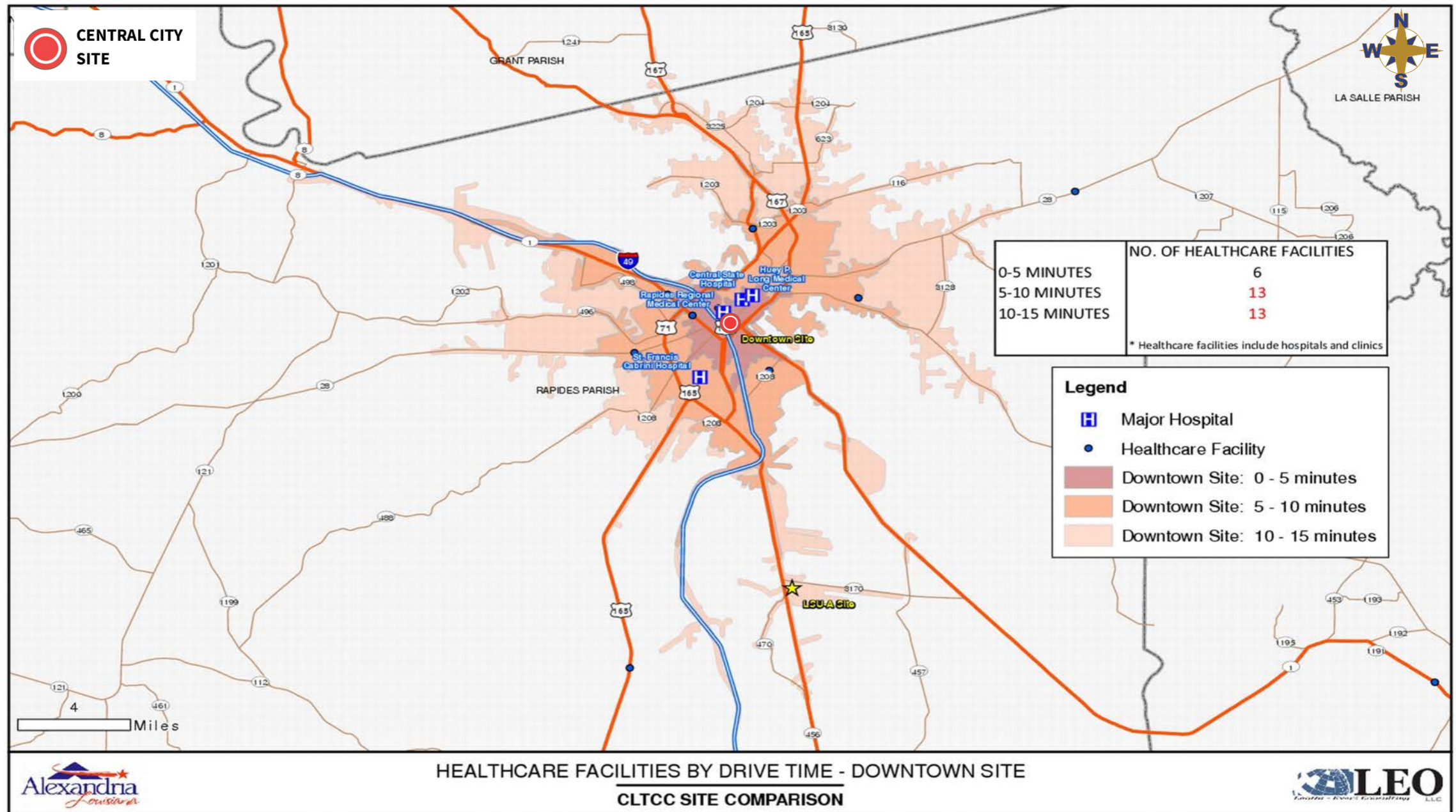
The site will be evaluated on the size and configuration of the property for the construction of multiple buildings, vehicle circulation and parking. The availability and location of utility (electricity, natural gas, sewer, water, and telecommunications) services, potential cost for extending the services within the property, ROW restrictions, and the location easements/servitudes will be considered in the evaluation. The current condition, past use, and current use of the site will be evaluated along with the condition and use of adjacent properties. Proximity to other businesses serving students and staff (e.g., banks, child care, employment centers, etc. will be considered in the evaluation).

Major Project Announcements



Healthcare Facilities by Drive Time - CoA

NOTE: This map demonstrates the marked advantage the City has considering the proximity of healthcare-related facilities to the student body served. Healthcare is one of the lead industries for our region. LCTCS curricula surrounding healthcare-related training is essential to the region. Additionally, from a public safety standpoint, students are much closer to any needed health services.



Utilities

Water, sewer, and storm drainage systems are well planned and sized to meet almost any demand from a residential or commercial nature.

Natural Gas:

This system is one of the best systems in the South. It is a \$30,000,000 project and consists of a 12" loop encircling the entire city. There is a cross-loop connector enabling constant gas supply in the event of damage to the loop.

Electric:

The City has invested \$21,000,000-plus to install a Downtown Substation and upgrade the electrical distribution system within the downtown area. These upgrades will position the City to handle future downtown development for the next 25 - 50 years and provide improved service reliability and increased capacity. In addition, the City's Alexandria Utility Sustainability Project (AUSP) will invest another \$125,000,000 in electric generating infrastructure.

Water:

The downtown area of Alexandria is well served with water. There are two primary water supply corridors from the Interstate to the River.



Sewer:

The sanitary sewer system in the downtown area is sufficiently handling the current needs and, in general, will be adequate to handle increases due to future infill/development in the downtown area.

Stormwater:

With the building of I-49, there were several improvements to the storm water management in the downtown area. The most dramatic change involved the installation of two lift stations underneath the elevated section of the interstate.

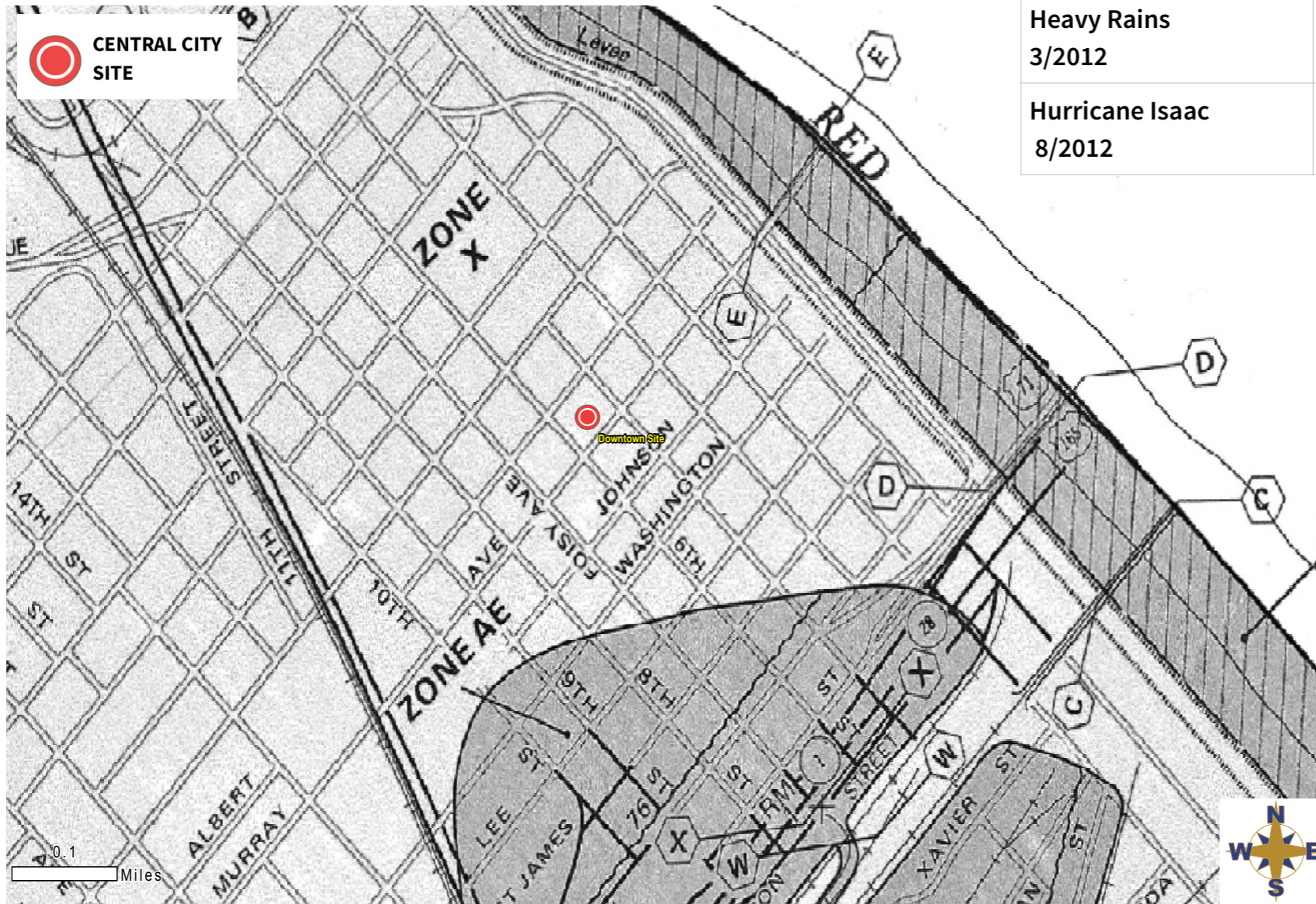
Community Features 1/2 Mile Radius



NOTE: Additional amenities located in the downtown area are denoted on the map by blue dots:

- Alexandria City Hall
- Rapides Parish School Board
- Hotel
- Coffee Shop
- Convention Center
- Amphitheater
- Walking Trail
- Park
- Bus Terminal
- Public Parking Garage
- Rapides Parish Sheriff
- Alexandria Planning
- Alexandria Courthouse
- Rapides Parish Courthouse
- U.S. Federal Courthouse

Flood Zone



FLOOD EVENT	DOWNTOWN COA	LSUA
Hurricane Gustav 9/2008	No	Yes
Heavy Rains 3/2012	No	Yes
Hurricane Isaac 8/2012	No	Yes

NOTE: Most of downtown is in Flood Insurance Rate Map Flood Zone C, and out of flood-prone areas. The extreme northeast edge between U. S. Highway 165 and Bayou Rapides is in Zone A8; the southeast corner bordered by Casson Street, Bolton Avenue and Lee Street is in Zone A3. Both areas are in the 100 year flood plain.

The Central City site is situated on the “highest” land in the area, being near the Red River, and as such has excellent drainage and no flooding concerns.

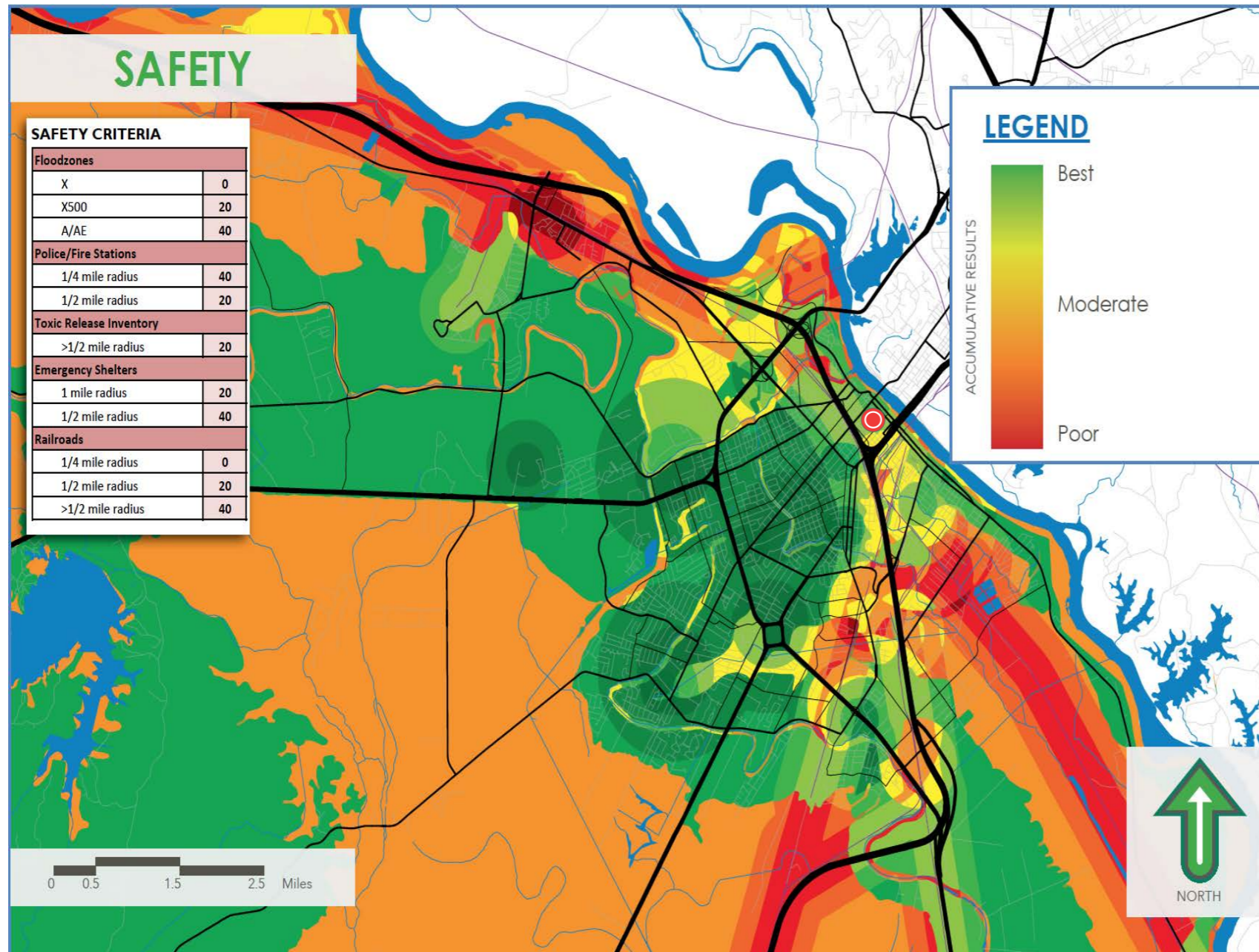


FLOOD ZONE - DOWNTOWN SITE
CLTCC SITE COMPARISON



Safety

 CENTRAL CITY SITE

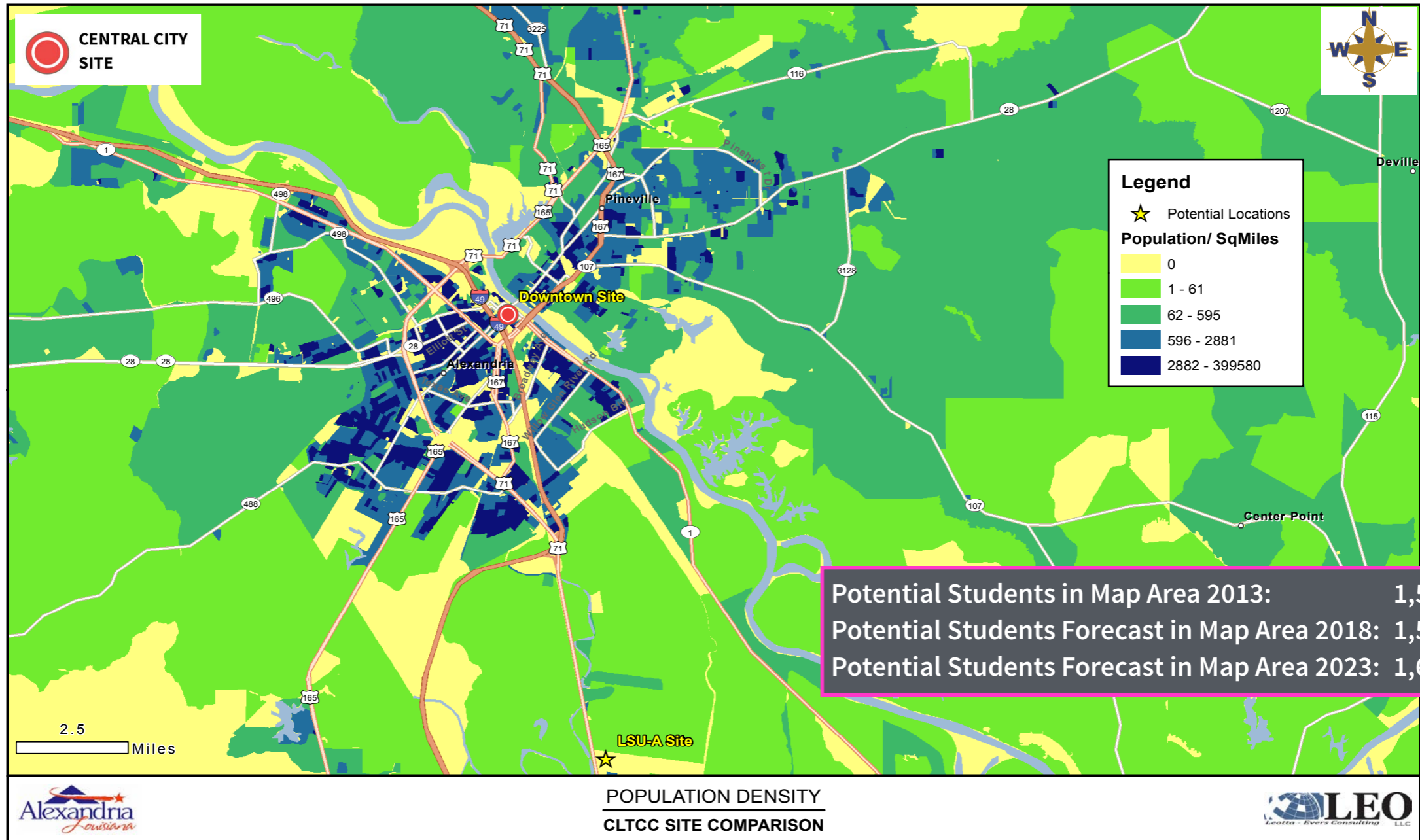


The map illustrates the result of a safety analysis. Red areas have the most safety challenges and/or risks, and green areas the fewest.

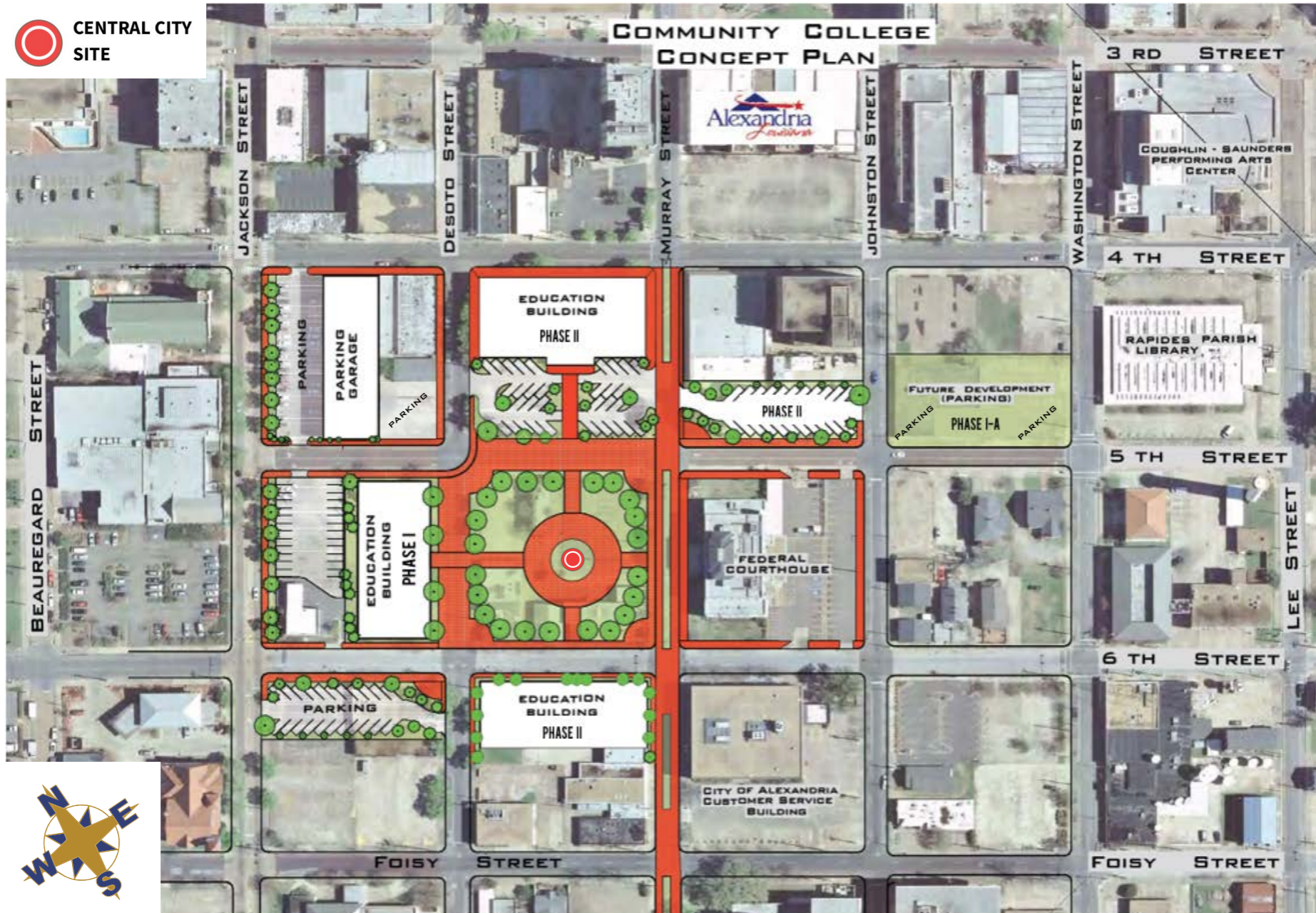
As can be seen, the proposed Downtown Alexandria Now site is a low risk area.

The safety analysis mapped available data in GIS format. Data points were assigned value based on the risk or opportunity they offered in relation to the community. Highest scores went to areas within close proximity to police and fire stations, emergency shelters, and far away from railroad corridors (at risk for toxic spills). Lowest scores were assigned to areas within the 100 Year Flood Zone and in close proximity to railroad corridors.

Potential Student Population



Property Detail



NOTE: Please refer to video (Attachment **) for a dynamic view of phased campus development.

Downtown Alexandria Site Phase I



Alternate View



Recreation Assets

PARKS AND RECREATION



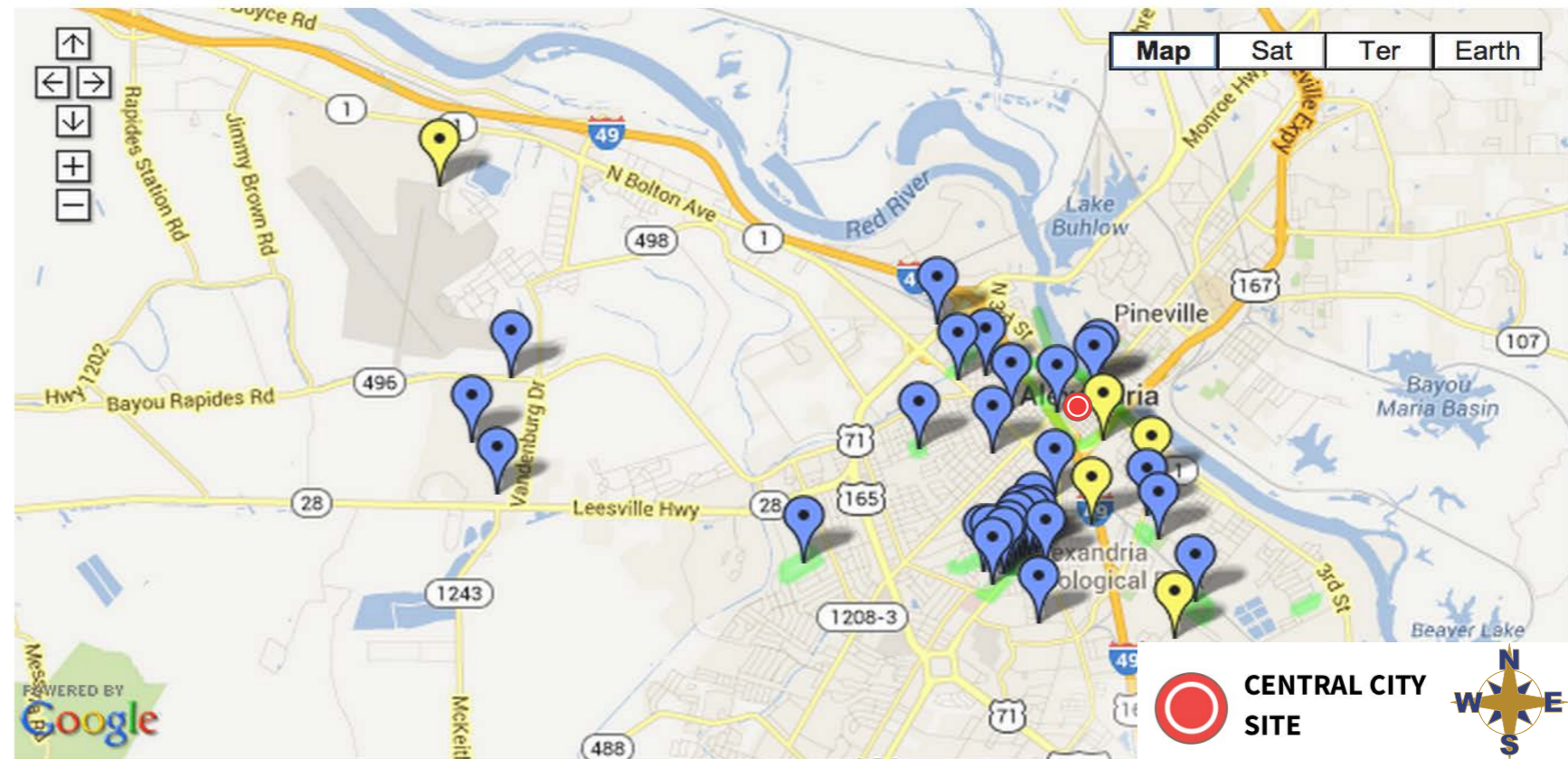
20
PARKS

17
FACILITIES

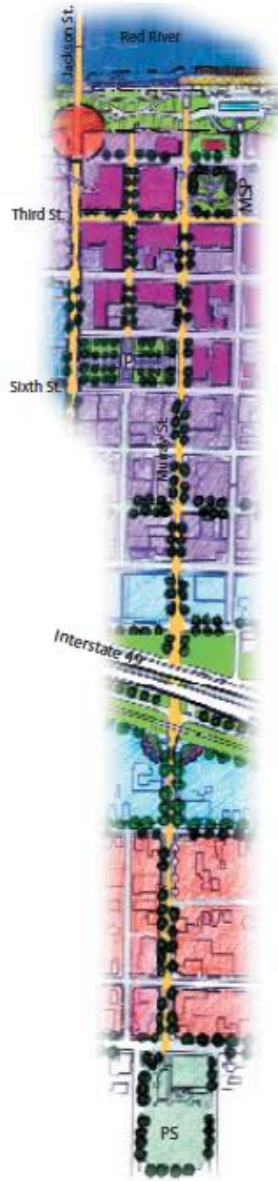
3
GREENWAYS

5
COMMUNITY CENTERS

Parks are closed at sundown except for the tennis courts which close at 10 PM. **Parks and tennis courts are closed during bad weather. All facilities are subject to closure during maintenance.**



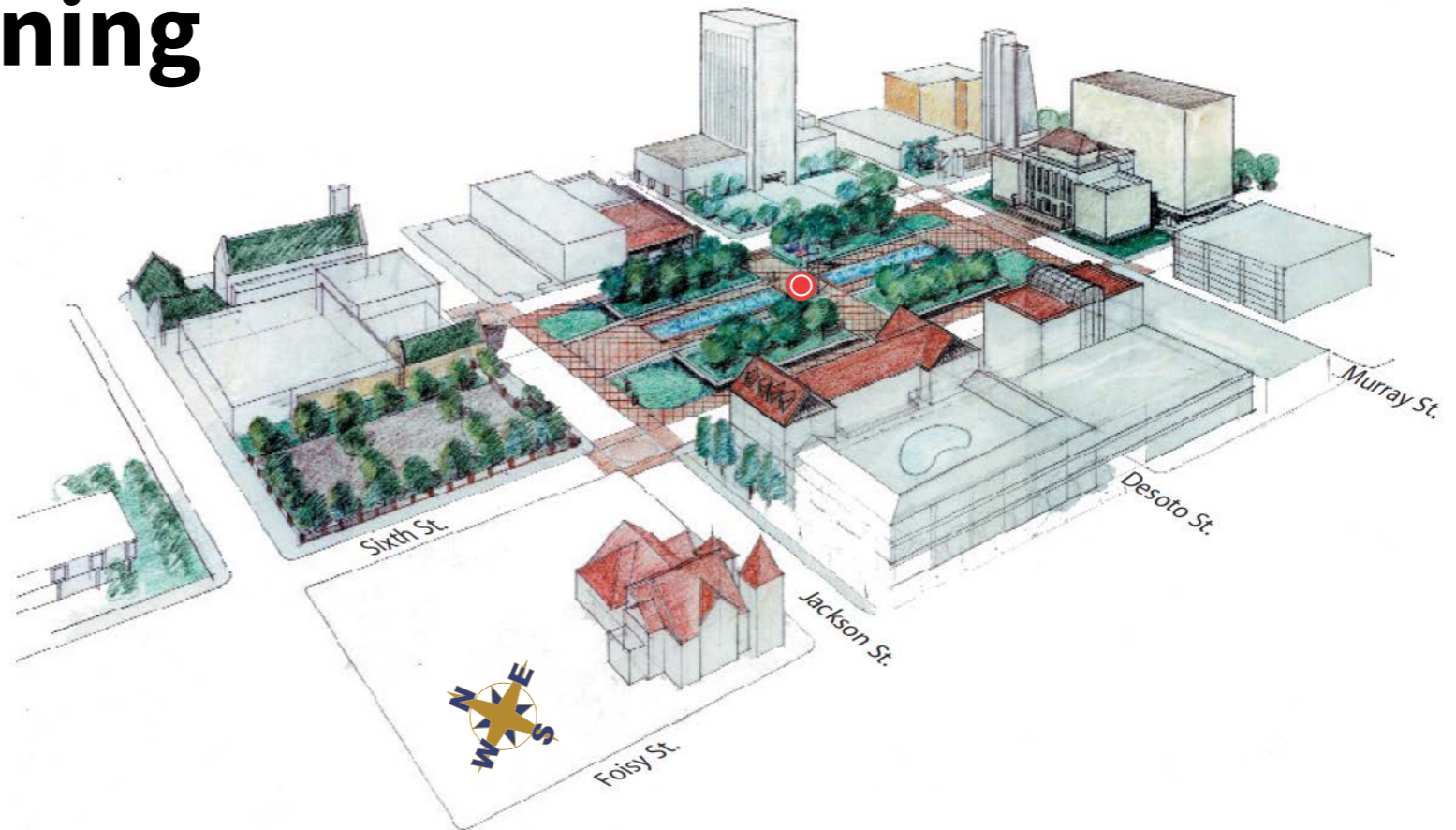
Longterm Planning



Summary

Murray Street is one of the most important corridors in the city. It is healthy along its entire length. Major governmental institutions are situated here. City Hall, Federal and State Courthouses, Louisiana State Office Building and the Public Safety Complex. Major banks are headquartered here including Capital One, Chase, and Regions. Many law and other professional offices also are located on Murray Street along with Bell South offices and the St. James Episcopal Church campus. This major employment center generates considerable pedestrian activity.

The Master Plan envisions significant enhancement of the Streetscape and creation of major open space in order to foster and maintain an enjoyable pedestrian environment.



College Park

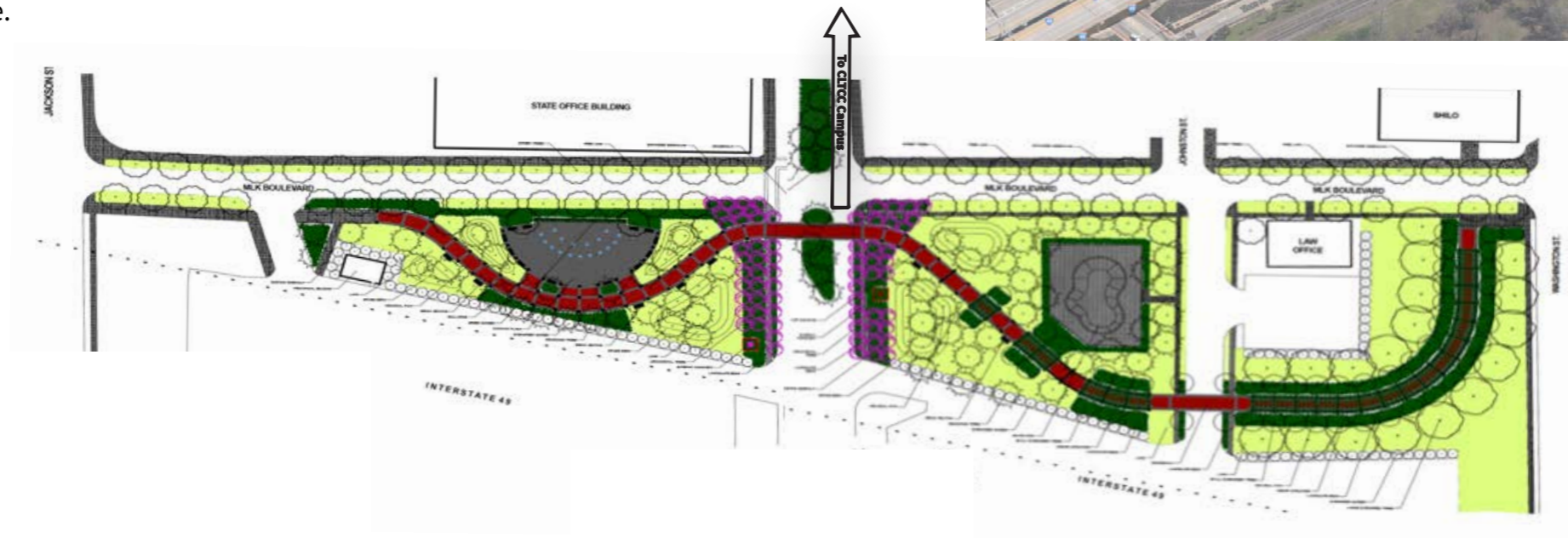
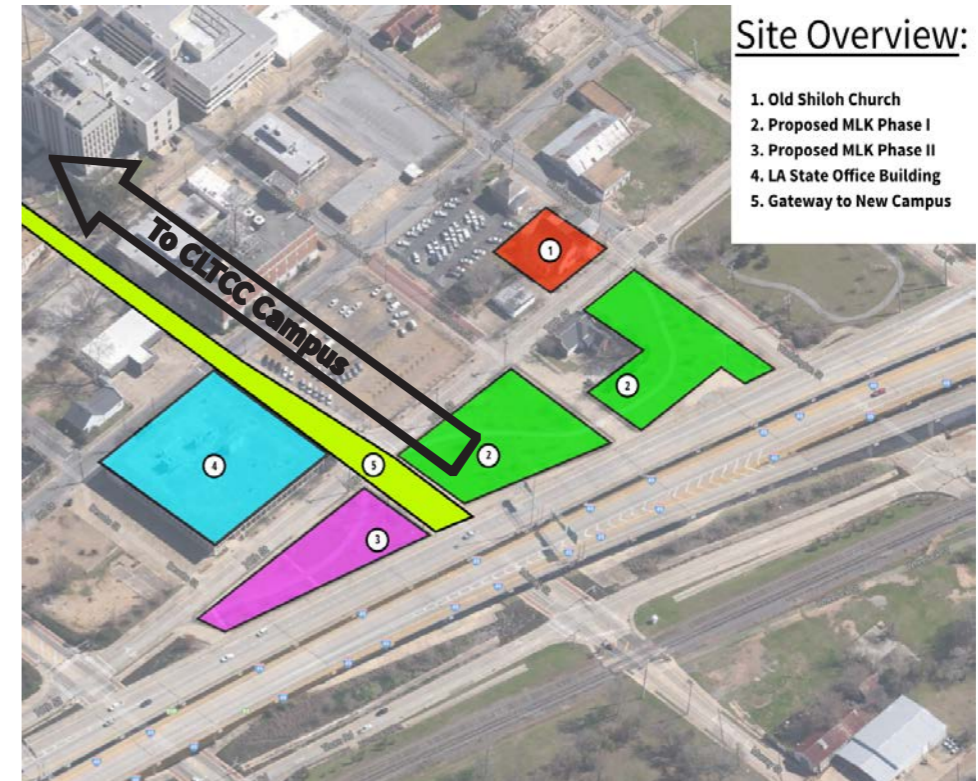
Development of a 2.5 acre park with above grade parking fronting Jackson Street and Federal Courthouse would create a new address along Sixth Street for an improved mixed-use development. The opening of this area as public/parking space would enhance the use, prominence, and image of downtown.



Civil Rights Memorial

1. The Civil Rights Memorial (CRM) is part of the City's planning efforts to bring attention to historic and important moral and contributive efforts by civil rights leaders on a national and local scale.
2. The CRM has a secondary function of providing another high-quality and highly visible gateway into the City through the City's SPARC Gateway project.

The Civil Rights Memorial, as can be seen from this map, is adjacent to the Lee Gateway site. Therefore, they function in tandem in terms of shared greenspace and aesthetic quality. The park area already is located on properties with restrictive development capacity because of Federal grants used for greenways and will provide a much needed and visible facelift from the vantage points of the Cottingham Expressway and I-49 into downtown. For example, if the Central City site is used for LCTCS and the Lee Gateway site is used for transit and additional mixed-use development and services, the CRM is able to meet the two goals stated above.



Tab 5

EXPANDABILITY:

The site will be evaluated on its ability to support additional structures, parking and other site amenities as may be required at some future date.

Downtown Alexandria Site Phase II



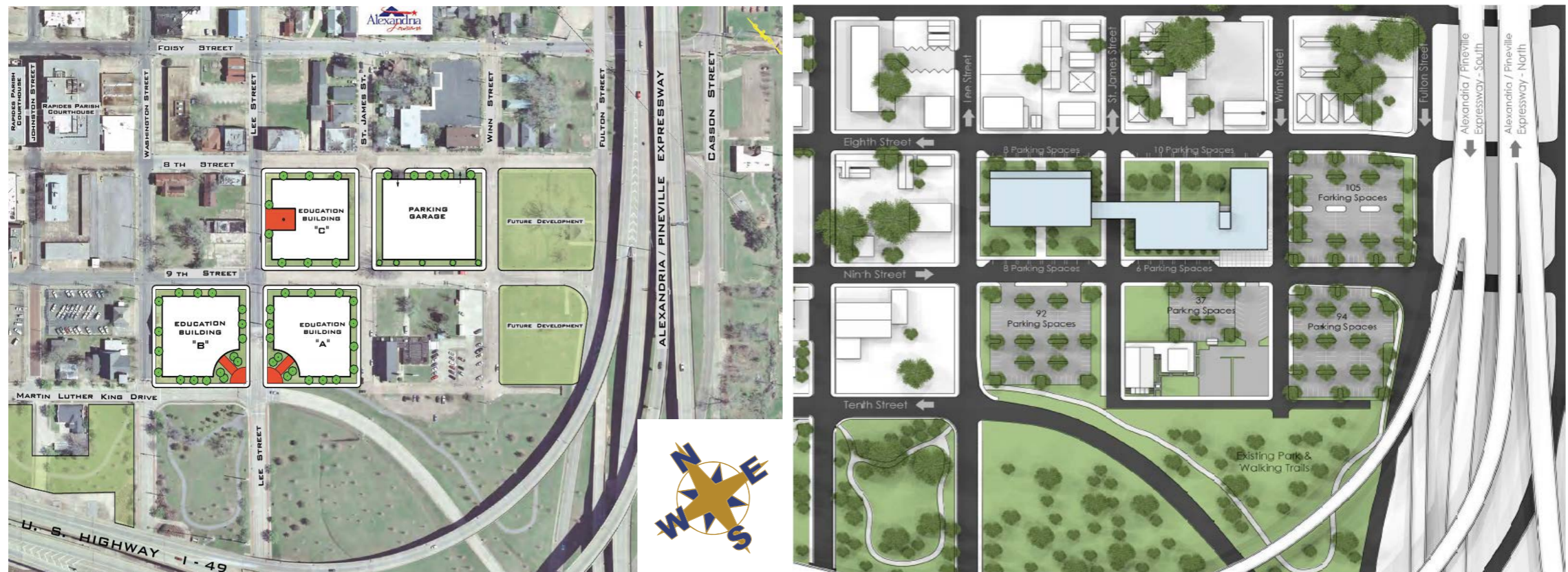
Available Parking

NOTE: The existing parking supply in the downtown area is statistically sufficient to meet current needs (5,690 off-street & 860 on street spaces). The utilization level is presently only 54%.



More Expandability

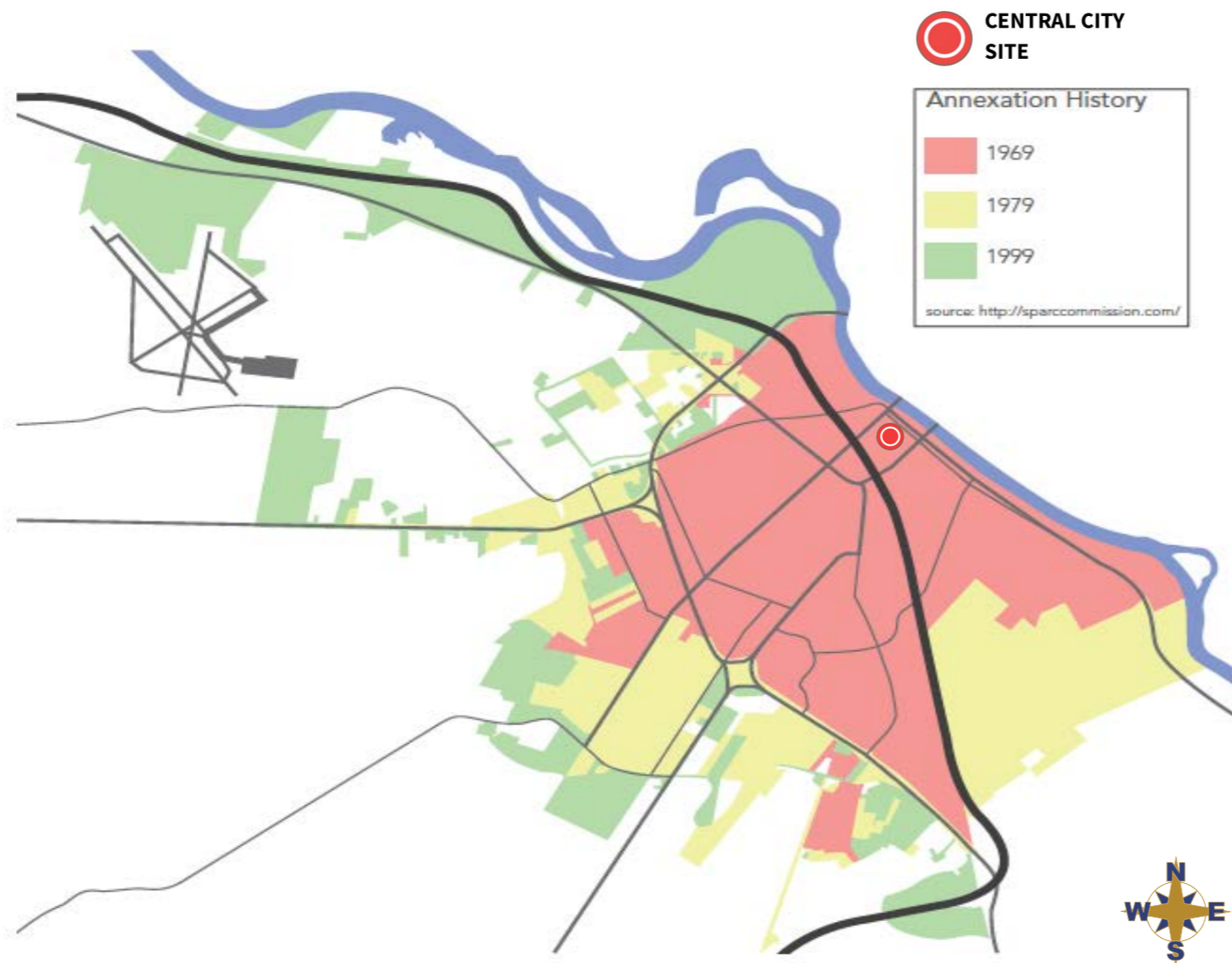
To qualify for City match funds, this site is subject to further City feasibility determinations. It offers similar amenities and connections as the Central City site. It offers the highest visibility of any downtown site. With more time to study its highest and best use, it is expected to produce expanded development opportunities on many fronts, including working in connection with community college expansion.



NOTE: Conceptual rendering , not cost projected.

Future Growth

Expansion of the City



The growth of the City of Alexandria has been characterized by annexation. The City has consistently acquired land since its adaptation to the automobile. From 1969-1979, the city annexed land and spread to the south, and from 1979-1999, the city grew along Bolton Avenue while it continued its growth to the south and west.

Further annexation will require a measured and prudent approach to ensure that Alexandria can maintain its capacity while improving its character in ways that meet the needs of residents.

Tab 6

VALUE PROPOSITION:

The site will be evaluated on the value relative to the planned project, potential development cost of the property, transfer of mineral rights, along with incentives or additional information proved associated with the site.

City’s Commitment to Prospective Students, Education Stakeholders, Business, and the Central Louisiana Community

The City of Alexandria (“Alexandria” or the “City”) presents these commitments and discussion points to optimize Alexandria and our region’s development potential through workforce readiness—the key measuring stick in ensuring a sustainable future for economic growth. Interested parties will learn why choosing the downtown Alexandria area now is not merely a competitive choice among several plausible choices—such as co-location of a comprehensive community and technical college campus with Louisiana State University at Alexandria. Rather, the proposal here represents the best practice and most sustainable choice in meeting *the declared goals* of the community college system and *the needs* of the students. Quite simply, if the existing data, best practices, and objective findings are the benchmarks for this critical community decision, choosing downtown Alexandria now is the best choice.

Having stated this position, increased innovation and collaboration are paramount on a programmatic basis between Louisiana State University Alexandria (LSUA) and the Central Louisiana Technical and Community College (CLTCC), if the community is to realize the highest and best return on its economic and educational investments. While co-location is not indicated as the better practice in our situation, co-programming and collaboration are essential ingredients in our regional educational gumbo. Our regional needs, however, are driven by several key findings of experts in the two-year college realm, of which the most important is the finding by NCHEMS: a splintered delivery system has failed our region, will fail any system, and must be corrected in favor of a single front door and campus. Notions of “splitting the baby” in order to appease stakeholders or “mix the missions” under the flag of non-duplication or cost savings must give way to best practice and the wealth of research our region possesses on this subject matter.

As we said in the earliest debate on this issue, we choose to have the full panoply of educational opportunities for our citizens—we choose two-year *and* four-year opportunities. Now, we must state we choose to have top-notch two-year and four-year opportunities, not struggling or conflated missions in those educational theaters dooming each to fail under the misapprehension one is needed to support the other. We endeavor to provide that for you here, and look forward, always!

Stakeholders, City Resourcing and Careful Deliberation

Alexandria seeks a collaborative effort to create a robust workforce. To that end, LSUA, the Chamber of Commerce, the Rapides Foundation (and other foundations), Greater Alexandria Economic Development Authority (“GAEDA”), Central Louisiana Economic Development Alliance (“CLEDA”), our healthcare partners, the Central Louisiana Business Incubator (“CLBI”), and private and public sectors have been working toward a measurable, significant increase in the capacities needed for a trained and able workforce—the underpinning for all real, sustainable economic development.

Alexandria has the resources to aid in offering and expanding current training and educational opportunities to citizens and stakeholders throughout Central Louisiana and the State, while simultaneously reinvigorating its downtown and promoting partnerships through its SPARC and other capital programming.

In this process, community and education stakeholders should deliberate carefully (and fully) the long-term implications to all education assets (particularly LSUA) in the community that the location and establishment of a comprehensive Louisiana Community and Technical College System (“LCTCS”) campus and its programming (together, the “Community College Initiative”) would mean for our region. The formal construction project name of Act 360 is the Central Louisiana Technical Community College, Alexandria Campus, Rapides Parish Workforce Industrial Training Campus (the “Project”).

For this important decision to be made, important facts and discussions need to be had in our community and transparency is critical. A long-term decision like this does not come around often, and we need to make the right decision for the best, most sustainable model. We believe that choice is Downtown Alexandria Now!

Commitments of the City

LCTCS requires certain commitments from any partner, with the central one being a match of funds totaling \$2,280,000. Alexandria already has segregated in its capital budget the sum required by amendments to La.R.S. 17:3394.3 and 39:1367, relative to a match of state funds of 12% of \$19,000,000, or \$2,280,000, as shown by Line Items 051103, 051201, and 051202, enacted by Alexandria City Council Ordinance, No. 48-2013, on April 2, 2013, and as further provided by Alexandria City Council Resolution, No. 9227-2013, adopted in regular session on September 17, 2013. Alexandria further has committed to certain incentives to LCTCS and the Community College Initiative in order to enhance the Project's viability in addition to the funding match. These commitments from the City and private stakeholders provide value to the taxpayer given the measurable return on investment of the Project.

- **GENERAL INFRASTRUCTURE ASSISTANCE:** Alexandria is committed to provide general infrastructure support and improvements to the surrounding areas and site of the Community College Initiative and Project development nodes, including but not limited to:

- A. Extension and tie-in to all utilities;*

- B. Upgrades to buildings owned by the City;*

- C. Transportation and new transportation facilities, as needed and negotiated;*

- D. Property acquisition; and*

- E. Commercial and development-negotiated planning review, legal assistance, and utility rates as provided for by special cooperative endeavor agreement and rates.*

- **PLANNING REVIEW AND ASSISTANCE:** Alexandria will offer a reduction of plan review fees, building permit fees, inspection fees, sign permits, or other similar administrative costs/fees associated with the initial construction/renovation of new or improved properties. Other planning and site development may be provided by Alexandria, as negotiated.

- **COMPETITIVE COMMERCIAL UTILITY RATES:** Alexandria will provide significant savings over a period of 5-10 years through its municipal-owned utility on a graduated scale per the development agreement.

- **OTHER INCENTIVES:** Alexandria is committed to specific transportation and property incentives.

- **Total Projected Value Proposition:** \$2,280,000 - \$4,000,000.

Community College Initiative Needs

The needs of the Community College Initiative have been provided to the public as follows. The reporting by expert stakeholders and the findings herein address those considerations, along with providing demographic and related information so decision makers may consider who the population to be served is and where and how that population center is best and most visibly served to ensure a long-term, viable Project.

Logistical/Feasibility Needs of Campus at Downtown Sites:

- 65,000 plus square feet for educational buildings
- modular growth or expandability quotient of the site
- parking availability adjacent or proximate to site
- public service efficiencies
- sufficient acreage for construction with access and visibility relative to major thoroughfares and interstate
- location consistent with population to be served
- transit system availability
- utility tie in and incentives availability
- varying proximity to ancillary student services and amenities
- proximity to hotel and convention space
- proximity to performing arts facilities
- proximity to governmental services complex
- funding match - \$2,800,000 - \$4,000,000

Feasibility of Downtown Alexandria Now!

The Community College Initiative finds Alexandria at a time of revitalization on a large scale in particular corridors of the City, including its downtown. The downtown welcomes the opportunity to first serve Central Louisiana with location of the campus within the region and secondarily by enhancing the commitments of the City and private sector in support of downtown investment. After first reviewing the needs of the campus in terms of feasibility, the downtown option is the only one that has a secondary impact of great regional significance separate and apart from the impact the campus will have anywhere in the region serving our needs. This is the opportunity of a generation for the downtown and a community seeking stabilization and growth. The campus, once optimized, would support additional food and beverage outlets, housing choices, and ultimately retail destinations. While this secondary goal must be considered only after the educational partners' needs are determined, it is an appropriate and timely goal of the City supported as a matter of public policy and as enunciated in multiple resolutions of the Alexandria City Council. Some of the feasibility undergirding any decision by LCTCS in favor of the City Downtown can be shown in these important areas:

Geographic Location - The Project's location. The downtown stakeholders can demonstrate the location as the highest and best area for a two-year educational campus.

Improvement of Public Services - The Project has the ability to improve public services such as water, sewer, sidewalks, parking, improved traffic circulation, etc., to an area currently underserved or congested. Gateway, public green space, and other community assets and commitments are fulfilled along with, and made possible by, the servicing of the college needs.

Urban Renewal Goals - The Project is the highest version of a SPARC Project to date, with the ability to significantly further specific goals found in the current Urban Renewal Plan, such as the SPARC goals and aims.

Environmental Impacts - The Project poses little or no negative impact on the environment in terms of noise, contamination, dust, pollution, public safety, traffic congestion, pedestrian access, visual aesthetics, etc.

Technical Contributions - The Project would help address design and technological capabilities pertaining to the Community College Initiative needs.

NCHEMS Analysis

The findings of the National Center for Higher Education Management Systems (“NCHEMS”) is the most important third-party expert assessment of the Project’s key assumptions. A close reading of this study favors the downtown site without serious question. There is neither a competing study of any type suggesting the inaccuracy of these findings nor is there any study supporting co-location with another system as being able to meet the findings of NCHEMS; instead, the findings of NCHEMS essentially demand that the Project stand on its own while suggesting co-programming and collaboration are key.

NCHEMS makes the specific case for the downtown location and separate nature of the campuses, despite arguments of taxpayer savings by co-location and use of facilities. **Because no cost savings are achievable by a failed Community College Initiative, NCHEMS suggests a single point of contact requires a separate campus—a single front door—for students who require special training and more than high school education but less than a four-year degree.** This in no way forecloses “2+2” programming—programming that allows a two-year student to move into and graduate in a four-year program. Indeed, a healthful community college will help sustain a healthful four-year institution, while subjecting one mission to the other will harm both institutions. An increasing percentage of 2+2 students is desired by all, but failing to make the LCTCS mission about two-year students as the primary task is folly for our region, as the data forcefully illustrates. Remember, as a region, we came from the mixed-mission model when LSUA fought to be a four-year school. It makes little sense to return LSUA to this mixed mission, and even less sense to relegate LCTCS’s mission to one not recognized as separate and distinct from the four-year mission when the vast bulk of expertise in the Nation does make that important distinction in programming and function. Consider the following findings of CLEDA about the greatest needs to be served in our region in terms of education and workforce preparedness:

CLEDA Highlights

- CLEDA region occupation numbers declined by 0.8% during this economic downturn period while U.S. occupations grew by 2.5% and Louisiana by 1.5%.
- The economy experienced a net new jobs loss for the period; however, the impact of replacement jobs generated a total estimated job openings figure of 20,133.
- **82% of the job openings are for occupations that require less than a 4-year degree.**
- Of the 16,579 estimated job openings requiring less than a 4-year degree, 12,159 (73%) require short- or moderate-term on the job training (customized training) and 2,122 require either an associate's degree or some form of post secondary non-degree award.
- In view of the role jobs requiring less than a 4-year degree will play in the future CLEDA region economy, CLTCC should act as the official hub for the regional workforce development system.
- Every organization offering workforce education and training services in the region should have an office on the new CLTCC campus.
- A small office should be established at CLTCC as the gateway to all CLEDA regional education and training services. This Cenla Workforce Development Welcome Center should function as a triage agent assessing and connecting individuals to the most appropriate programs or program mixes and serving as a conduit to training resources for companies and economic development officials.
- As a comprehensive community and technical college and workforce system hub with a robust manufacturing center, CLTCC should be a showcase for existing companies and recruitment prospects and should be an integral part of the CLEDA brand.
- By far, the highest training demand is projected to be for occupations requiring on-the-job training. It is important to note that the higher demand occupations requiring less than a 4-year degree that would be included under the manufacturing + - related umbrella mostly require short-term and moderate-term on-the-job training. This kind of customized training can be, and often is, provided by community and technical colleges throughout the U.S., especially those with manufacturing training centers.

Source: CLEDA 2013



Alexandria Downtown Now offers a distinctly unique opportunity to partner with the CLTCC in becoming the single front door greeting existing and new business while providing the most proximate location to the student population to be served – those students needing less than a 4-year degree and constituting 82% of the region's future job openings.

CLEDA Highlights

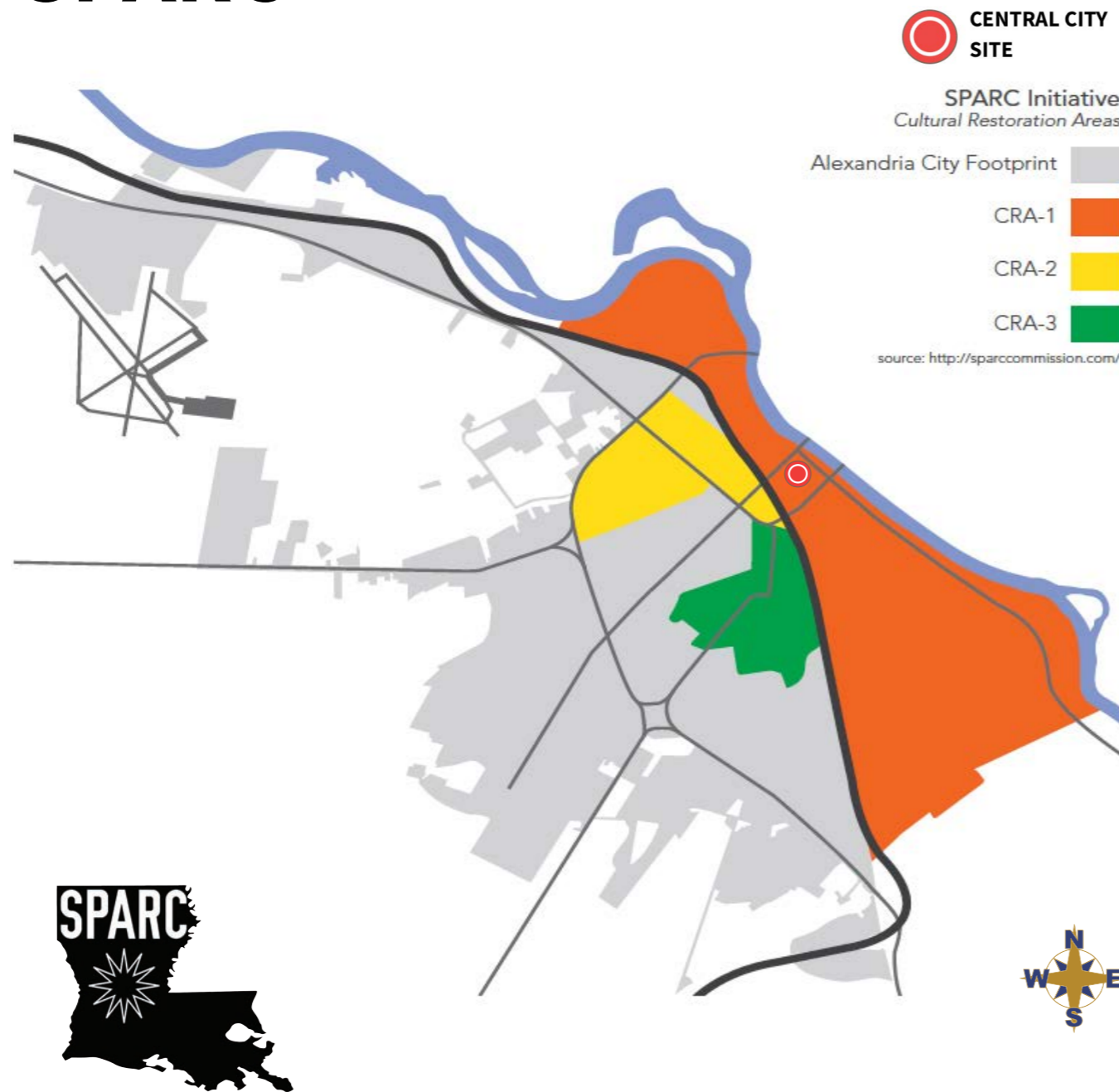
Table 11: Jobs by Educational Attainment

Educational Level	2009 Jobs	2012 Jobs	New Jobs	Replacement Jobs	Total Openings
Less than 4-Yr Degree	110,800	109,896	(904)	17,483	16,579
4-Yr Degree or Higher	22,934	21,979	(955)	3,585	2,630

Table 12: Jobs by Type of Training

Educational Level	2009 Jobs	2012 Jobs	Total Openings
Associate's Degree	6,689	6,642	775
Postsecondary Non-Degree Award	9,145	9,229	1,347
Work Experience in a Related Field	10,387	10,219	1,244
Long-Term On-The-Job-Training	6,072	5,805	1,055
Moderate-Term On-The-Job-Training	21,013	20,936	3,519
Short-Term On-The-Job Training	57,494	57,064	8,640

SPARC



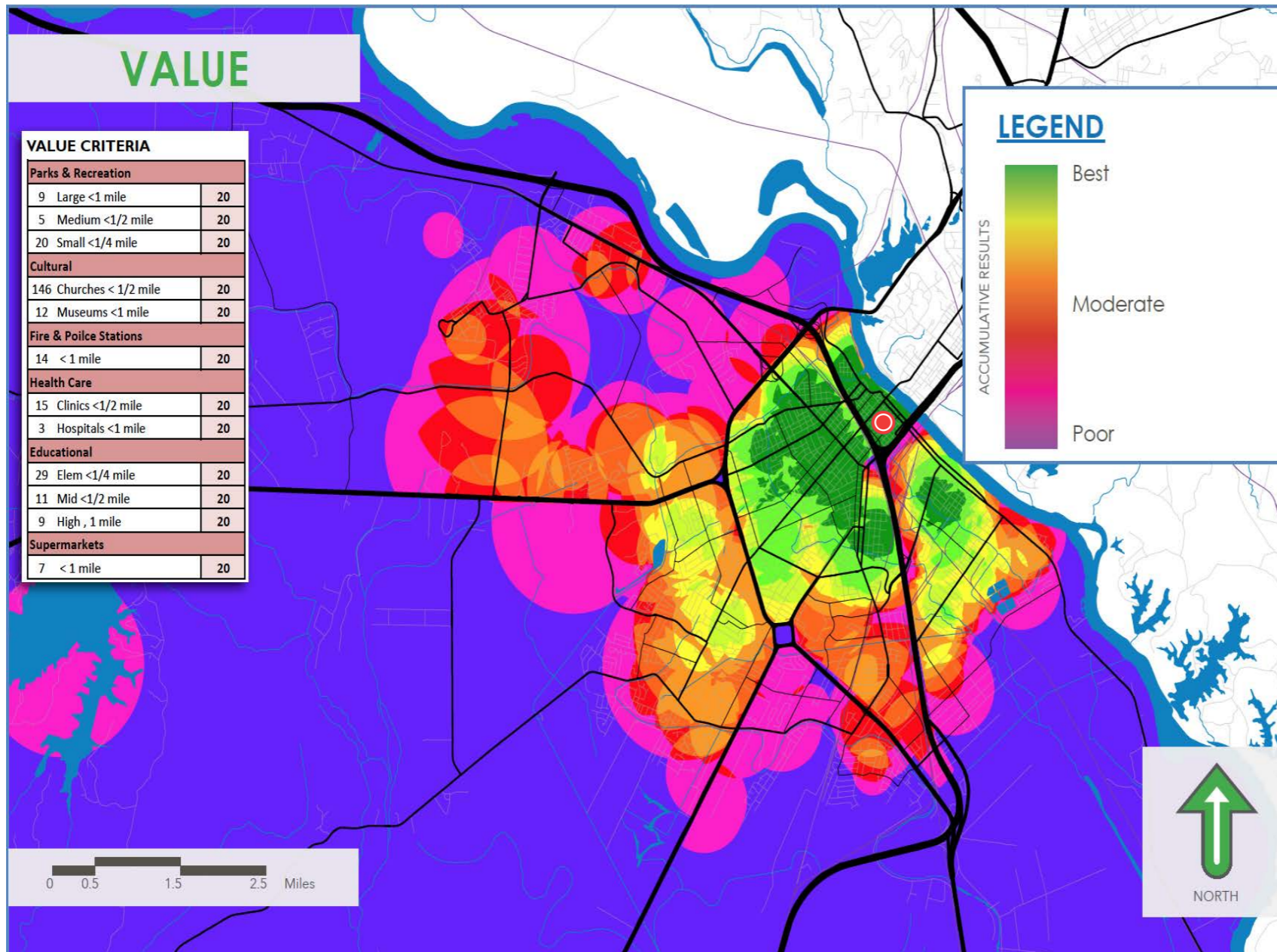
The SPARC (Special Planned Activity Redevelopment Corridors) Initiative is a City of Alexandria effort to invest \$96 million in infrastructure improvements and the revitalization of Alexandria’s most underserved neighborhoods. The plan concentrates its work in three specific “Cultural Restoration Areas” (CRAs):

- CRA-1 (the downtown, riverfront, and Lower Third),
- CRA-2 (North MacArthur Drive and Bolton Avenue),
- CRA-3 (Masonic Street and Lee Street).

The initiative’s guidelines are to:

- *“Leverage financial value with the immediate influx of substantial public spending”*
- *“Create the opportunity for rehabilitation tax credits and/or New Market Tax Credits...as they relate to preserving community character, affordable housing, central business districts, and Main Street economic development activity”*
- *“Alleviate urban flight (and blight)”*
- *“Provide potential for mixed-use”*
- *“Promote diverse ownership and partnering”*
- *“Preserve not displace, separate, or marginalize our city and its neighborhoods and people”*

Value



The map illustrates the result of the value analysis.

As can be seen on this map, Downtown Alexandria is the cultural center of the City.

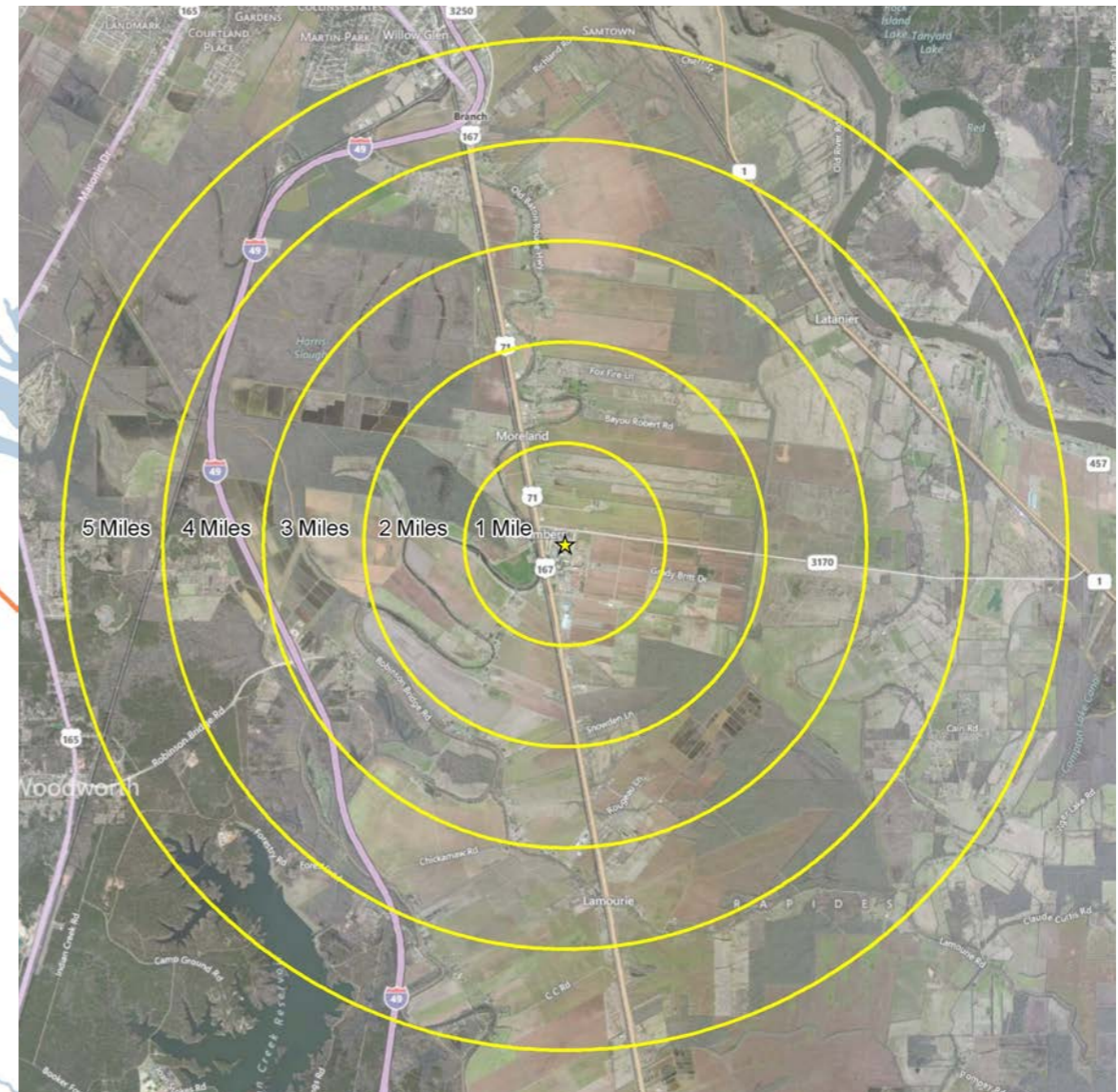
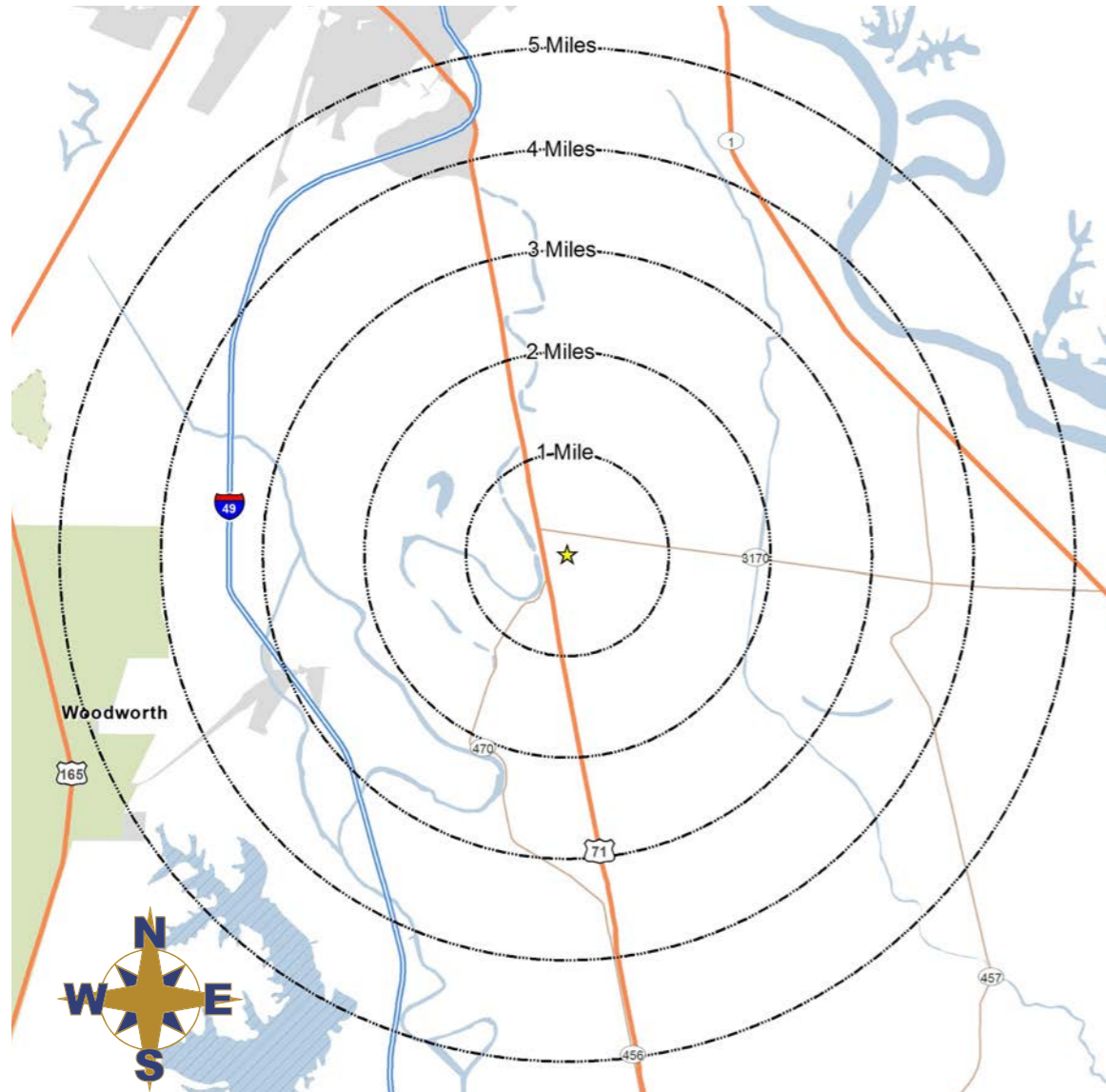
Data used for analyzing more than two hundred data points as community, cultural, parks and recreational, educational, and healthcare-related assets.

Cultural assets covered a wide range of facilities, from small neighborhood churches to large museums and historic sites. All represent places of value to the community where citizens gather.

Depending on their size and scope, neighborhood churches and cultural sites were valued with a half-mile or one-mile radius.

Five Mile Radial - LSUA Site

NOTE: For comparison to the downtown site, these maps clearly show that the LSUA site is not situated in a populated area.



Healthcare Facilities by Drive Time - LSUA

NOTE: This map demonstrates the marked advantage the City has considering the proximity of healthcare-related facilities to the student body served. Healthcare is one of the lead industries for our region. LCTCS curricula surrounding healthcare-related training is essential to the region. Additionally, from a public safety standpoint, students at a downtown campus would be much closer to any needed health services.

