

The minutes below are taken from the meeting to represent items addressed and actions taken by this board. All meetings are recorded with video and audio for our records. In the event these minutes are ever in question or controversy, the audio/video archive shall be used to determine the actual item or action taken by individuals present at this meeting.

**MINUTES
PLANNING COMMISSION
JULY 8, 2026**

The Planning Commission of the Parish of Ascension held a Public Meeting on Wednesday, July 8, 2026, at 6:00 p.m. at the Ascension Parish Courthouse, 607 E. Worthey Road, Council Chambers – 1st Floor, Gonzales, Louisiana in regular session convened.

I. Called to Order

The meeting was called to order by Vice-Chairman Max Nassar.

II. Roll Call of Members

The following members were present:

Michele Unitas, Mark Villa, Erik Jones, Max Nassar, Cross Marchand, Wade Schexnaydre

The following members were absent:

Nicholas Miller

III. Pledge of Allegiance

IV. Introduction of Staff

Stacie Webb – Recording Secretary, Planning Commission

Jarius Carey – Information Technology (IT)

Kenneth Dupaty – Parish Attorney

Eric Poche – Director, Planning and Development

Shaun Sherrow – Engineering Review Agent, Westwood

Lance Brock – Zoning Official, Planning and Development

V. Vice Chairman's Comments

Vice Chair had no comment.

VI. Public Comment on any Agenda Item

No comments.

VII. Staff Report

A. Subdivision Status – July 2026

Mr. Eric Poche presented and explained the attached report on subdivisions.

(ATTACHMENT A)

VIII. Engineering Staff Report

Engineering had no report.

IX. Minutes

A. Approval or Denial of the Minutes of June 10, 2026, Planning Commission Meeting

Commission Action: Moved by Mr. Erik Jones, seconded by Mr. Mark Villa and unanimously adopted, to approve the June 10, 2026, Planning Commission minutes as presented.

X. Consent Agenda

A. Affidavit of Mortgage Declaration

Adrienne and Charlie Thibodeaux – Lot A-2-A-1 (10302 Hwy 937, St. Amant, LA)

B. Affidavit of Mortgage Declaration

Calob Leindecker – Lot 29-A-2-B (18648 Oak Grove Pkwy, Prairieville, LA)

Commission Action: Moved by Mr. Mark Villa, seconded by Ms. Michele Unitas and unanimously adopted, to approve the consent agenda as presented.

XI. Public Hearing to Approve or Deny the following Family Partitions:

A. Dewayne A. Pack Property – Lot B-2-B-1, B-2-B-2 & B-2-B-3

The subject property is located on the east side J. D. Broussard Road, approximately 1,875' north of LA Hwy. 621 at the end of Patriot Lane in Council District 9 and is zoned Medium Intensity Residential (RM). The application is on behalf of Dewayne A. Pack by Earles and Associates, LLC, Professional Land Surveyors.

The Applicant is proposing a family partition of Lot B-2-B (5.87 acres) into Lot B-2-B-1 (3.608 acres), Lot B-2-B-2 (1.131 acres) and Lot B-2-B-3 (1.131 acres). **Lot B-2-B-1** is being retained by the applicant; **Lot B-2-B-2** is being donated to a Mother-in-Law; and **Lot B-2-B-3** is being donated to a father.

STAFF REVIEW COMMENTS

Comments sent to Earles and Associates, LLC on 5/27/2026.

1. Show routing and discharge point of individual sewer treatment systems to parish maintained ditch with public drainage servitude and/or to 'blue line stream'. It is the responsibility of the Owner to consult with the Ascension Parish Board of Health to confirm routing for permitting purposes.
Show/make statement of such on final plat. Plat will not be signed and recorded without this information.
2. Add road name "Patriot Lane" to Ex. 30' Private Servitude of Passage.
3. Remove 'proposed before submitting plat for signature.
4. Records show correct spelling for mother's name is 'Deana'. Verify and correct as necessary.
5. Records show correct spelling for father's name is 'Pearce'. Verify and correct as necessary.
6. Remove existing SOP where proposed turns north as it is no longer necessary.

7. Owner of Lot B-2-A must also sign plat. You cannot 'propose' a Private Servitude of Passage onto someone else's property without their knowledge and/or permission.
8. Revise zoning classification, Medium Intensity 'Residential'.
9. Note is not required. Three (3) or more lots are not being created.
10. Submit final plat in CAD prior to final plat being signed.

STAFF ANALYSIS

This property division meets all current requirements of the family partition section of the subdivision regulations. The owner has owned the property for at least three years as required by Paragraph 17-4026. B. This family partition is creating two (2) new lots.

Should the commission approve this family partition, staff will have the Chairman sign the plat when all comments have been addressed on the final map as listed above and the required conveyance documents completed and recorded according to Paragraph 17-4026.F of the Subdivision Regulations.

Mr. James Falgout with Earles and Associates, LLC presented this family partition.

Public hearing was opened.

The following spoke:

- 1 – Londra Williams
- 2 – Letitia B. Polar

The speakers' main concern was culvert issues and drainage/flooding.

Public hearing was closed.

Commission Action: A motion was made by Mr. Wade Schexnaydre to approve this family partition. Motion died for the lack of a second

A Substitute Motion was made by Mr. Mark Villa, seconded by Mr. Wade Schexnaydre and unanimously adopted, to approve this family partition as presented.

B. George Valentine Property – Lot A-1-B-1-A, A-1-B-1-B & A-2-A-1-A

The subject property is located on the east and west side of Serenity Ct just outside of the northeast corner of Lake at Twin Oaks Subdivision in Council District 8 and is zoned Medium Intensity Residential (RM). The application is on behalf of George Valentine by Earles and Associates, LLC, Professional Land Surveyors.

The Applicant is proposing a family partition of Lot A-1-B-1 & A-2-A-1 (6.467 acres) into Lot A-1-B-1-A (1.499 acres), Lot A-1-B-1-B (1.452 acres) and Lot A-2-A-1-A (3.516 acres). **Lot A-1-B-1-A** is being donated to a son; **Lot A-1-B-1-B** is being retained by the applicant; and **Lot A-2-A-1-A** is being donated to a daughter.

STAFF REVIEW COMMENTS

Comments sent to Earles and Associates, LLC on 6/3/2026.

1. Property is covered by FEMA Map **0040E**, not 0065E. Verify and correct if necessary.
2. Records show property on FEMA map in Flood Zone "A", not "AE". Verify and correct as necessary.
3. Owner(s) of Lot A-2-A-1 must also sign plat.
4. Ref Map#3 shows distance to be 29.34'. Verify and correct as necessary.
5. Ref Map 2 & 3, show existing monuments with distances of 50' between each. These should be shown on plat.
6. Note is not required. Three (3) or more lots are not being created.
7. Submit final plat in CAD prior to final plat being signed.

STAFF ANALYSIS

This property division meets all current requirements of the family partition section of the subdivision regulations. The owner has owned the property for at least three years as required by Paragraph 17-4026. B. This family partition is creating one (1) new lot.

Should the commission approve this family partition, staff will have the Chairman sign the plat when all comments have been addressed on the final map as listed above and the required conveyance documents completed and recorded according to Paragraph 17-4026.F of the Subdivision Regulations.

Mr. James Falgout with Earles and Associates, LLC presented this family partition.

Public hearing was opened.

No comments.

Public hearing was closed.

Commission Action: Moved by Mr. Erik Jones, seconded by Ms. Michele Unitas and unanimously adopted, to approve this family partition as presented.

C. Benton Frederic Estate – Lot 2-E-1-A & 2-E-1-B

The subject property is located on the east side Benton Frederic Road, approximately 880' south of Stringer Bridge Road in Council District 6 and is zoned Rural (R). The application is on behalf of Michael W. Frederic by McLin Taylor, Inc. Engineering and Land Surveying.

The Applicant is proposing a family partition of Lot 2-E-1 (1.106 acres) into Lot 2-E-1-A (0.553 acres) and Lot 2-E-1-B (0.553 acres). **Lot 2-E-1-A** is being donated to a daughter; and Lot **2-E-1-B** being donated to a son.

STAFF REVIEW COMMENTS

Comments sent to McLin Taylor, Inc. on 6/9/2026.

1. Verify road name with the Parish's address coordinator. Road names can no longer have initials or abbreviations.
2. Add Private Use and Maintenance note.
3. Submit final plat in CAD prior to final plat being signed.

STAFF ANALYSIS

This property division meets all current requirements of the family partition section of the subdivision regulations. The owner has owned the property for at least three years as required by Paragraph 17-4026. B. This family partition is creating one (1) new lot.

Should the commission approve this family partition, staff will have the Chairman sign the plat when all comments have been addressed on the final map as listed above and the required conveyance documents completed and recorded according to Paragraph 17-4026.F of the Subdivision Regulations.

Ms. Ellen Jackson with McLin Taylor, Inc. presented this family partition.

Public hearing was opened.

The following spoke:

1 – Michael Frederic - applicant

Public hearing was closed.

Commission Action: Moved by Mr. Mark Villa, seconded by Mr. Wade Schexnaydre and unanimously adopted, to approve this family partition as presented.

XII. Public Hearing to Approve or Deny the following Preliminary Plat:

A. Harvest Fields

The proposed major subdivision is located on the West side of LA Hwy. 44 approximately 350' south of Bertville Road. The project lies in Council District 11 and is zoned Mixed Use 2 (MU2) and Medium Intensity Residential (RM). The application is on behalf of Dantin-Bruce Development by MR Engineering & Surveying, LLC.

The property consists of +/-37.8 acres. The applicant is proposing a subdivision containing 115 lots with a minimum size of 6,250 square feet. There are 48 lots at a 50' width range, 46 lots at a 60' width range, 19 lots at a 70' range and 2 lots at an 80' range. The proposed subdivision will require 2.3 acres of park space, and the developer is providing 3.05 acres of dedicated park space with 1.68 acres of upland park space (not including detention pond of 1.38 acres). This complies with the major subdivision regulations. Approximately 25% of the property is within the AE flood zone with a base flood elevation of 16.0' and existing elevations across the project between 13.0'-18.0'. The project drains to Bert Delaune Lateral thence into Black Bayou to the south. The applicant is proposing a sewer system discharging along this route from a private treatment system. All sewer discharge permitting is subject to approval from LDH.

STAFF REVIEW COMMENTS

All elements of the subdivision as per ordinance have been provided and addressed on the plat along with the required notes, labels, setbacks and

servitudes as per Paragraph 17-406 of the Subdivision Regulations. All other comments have been addressed by the consultant as noted in ERA Review Letter.

ENGINEER REVIEW COMMENTS

Preliminary Plat:

The Preliminary Plat has been reviewed by Staff and the Engineer Review Agent (ERA) Comments are attached. (***ATTACHMENT B***)

Drainage impact study:

The drainage impact study has been reviewed by the Engineer Review Agent (ERA) Comments are attached. (***ATTACHMENT B***)

Off-Site Drainage Analysis:

An off-site drainage analysis was required for this project and has been reviewed by the Engineer Review Agent (ERA) Comments are attached. (***ATTACHMENT B***)

Traffic impact study:

The traffic impact study has been reviewed by the Ascension Parish Traffic Engineers and the Engineer Review Agent (ERA). Comments are attached. (***ATTACHMENT B***)

STAFF ANALYSIS

The proposed plat/map having been denied at the February 2026 meeting had the option of resubmitting if either of the following conditions had been met:

1. At least 12 months have passed since the original hearing date; or
2. Changes have been made to the original application that address the concerns stated in the Commission's decision to deny the application.

The applicant chose to submit a new application addressing the concerns stated in the Commission's decision. The major concerns being a revised traffic study analyzing all required intersections as well as clearing any confusion about the maximum density allowed in the project. Staff conferred with the Planning Commission attorney and found that the revised application met the second requirement as stated in the Subdivision Regulations.

The proposed plat/map meets all guidelines for a major subdivision per current ordinance. Traffic, Drainage and the Offsite Drainage Analysis conform to code requirements. An additional entry/exit point has been included and studied based on requirements of the Subdivision Regulations, and a new traffic study provided based on additional scoping requirements by Ascension Parish. The Drainage and Offsite Drainage Analysis conform to code requirements and will be studied in greater detail through the construction document phase and only approved to move forward should the refined design conform to all code requirements. All densities have been recalculated based on previous Commission comments and conform fully to the subdivision Regulations. Any acreage within drainage servitudes not mitigated in the development have been removed for the calculation, and each maximum density for the Mixed-Use 2 (MU2) and Medium Intensity Residential (RM) zoning categories have been calculated and do conform to requirements. This additional information has been added to the proposed Preliminary Plat.

The Commission must determine through discussion based on the engineering analysis whether any traffic impacts are a direct result of the development and have the option of approval, approval with conditions or denial. Should the commission approve this subdivision preliminary plat, staff will ensure any comments and/or conditions are noted, and that the development will not move beyond the construction document phase until all conditions and code requirements are met upon final design.

Vice Chairman Max Nassar said he wanted to get clarification on a procedural issue. He said there has been a lot of conversation that this item should not be on the agenda because of some belief that there should be a 12-month waiting period before it comes back on the agenda since it was denied. In preparation for addressing this issue, he said he wanted to get a clear legal opinion that whatever the ULDC requires for this to be back on the agenda tonight, he wanted it cleared up before taking up this item.

Mr. Eric Poche stated, in Subdivision Regulations, Section 17-4096 under Re-submittal Procedure, it states:

- A. *If the Planning Commission denies an application, the applicant has the option of appealing the decision as defined in section 17-4092 or re-submitting the application if the following conditions have been met;*
 - 1. *At least 12 months have passed since the original hearing date; Or*
 - 2. *Changes have been made to the original application that address the concerns stated in the Commission's decision to deny the application.*

Mr. Poche said the two major concerns that were addressed in resubmission of this preliminary plat were the additional connection out to the west end of the project with the additional trips and the intersections studied to have a more complete Traffic Impact Analysis. The second item being there was a lot of concern about the densities and the number of units that would be allowed. He said they went back through and did the traffic study to include all the additional counts at the intersections that were scoped by staff and the transportation department. The applicant also went through and put specific lists on the plat to denote the different densities, what was removed, and how the densities were calculated and that the lot count matches the code. He said he conferred with the attorney for the Planning Commission, Mr. Spencer Long. He stated Mr. Long watched the previous meeting and agreed with his assessment before it was allowed to be placed on the agenda and to begin the review process for the project. Also, a meeting was held last week in anticipation of Mr. Long being absent from the meeting tonight. Mr. Kenneth Dupaty and Mr. Jean Paul Robert, attorneys for the Parish, were also in attendance at that meeting, agreed with the assessment and that it should be allowed to be on the agenda tonight.

Mr. Erik Jones stated he would be abstaining due to a relative owning the property.

Mr. Wade Schexnaydre stated he would be abstaining due to having a business contract with a third-party that involves the current landowner and left the meeting at this time.

Mr. Tom Easterly, on behalf of the applicant, and Mr. Jonathan Bradley with MR Engineering, LLC, presented this preliminary plat.

Public hearing was opened.

The following spoke: *Not In Support*

Denise Drago (Attachment C)	Susan Jordan
Mark Wilson	Ray Mouch
Brenda Whitney	Mark Taylor (Attachment D/email)
Cheryle Totten (Attachment E/email)	Rowan Taylor
Amanda Taylor	Lisa Guidry
William R Guidry (Attachment F/email)	Jason Cassard
Gina Billiot	Theresa Robert (Attachment G)
Joe Rozier	Kathy Koehl
Darin Pensyl	Larry Powell
Jamie Powell (Attachment H/email)	Dina LeJeune
Donald Borey	John Lee
Jeffrey Nolan (Attachment I/email)	Cheryl Nolan
Polly Glover	Susan Buckley
Andres Monterrey	Walter Beach (Attachment J/email)

The following did not wish to speak but signed in as *Not in Support*

Larry P Braud Jr	Melissa Lee
Melissa Cassard	Renee L Cole
Jasper N Cole Jr	Patricia Borey
Phil McLaurin	Ricky P Lambert
Darrell J Fontenot	Sheila Anderson
Nathalie S Bagwell	Margaret Bonnacarrere
Burt Rentz	Lindsey Falcon
Jody Falcon	Mary Ashford
James Harrell	Louise Harrell
Wanda Ward	Peggy J Watts
Pamela Resweber	Dylan Boudreaux
C Peyton McGivaren	Sebastian Billiot
Laurie Lavigne LeGrange	Franny Guillot
Julie Rivett	Sonya Guedry (Attachment K/email)
Yvette Froisy	Steve Guillot
Darryl W Bourgeois Jr	Brad Rivett
Adam Guidry	Henry Guidry
Trish Jones	Bill Jones
Jasper Taylor	Delane Hathcock
Grace Hathcock	Jim Hathcock
Cynthia Savoy	Stephanie Conerly
Nicholas Conerly	Skylar Demourelle
Billy Demourelle	Robert Demourelle
Khristina Odom	Chris Odom
Pedro Alfaro	Beth Wilson
Lisa Abrams	Keith Abrams
Luke Stears	Coty Naquin
Jeff L.	Brandy Pitre
Michelle Pranskey	Aubree Pranskey
Leah Pranskey	Sharon Laiche
Clay Laiche	Hugh Richard Jordan

Denise K Emmons
Ian Smith
James V Totten

Benny Drago
Jennifer Pensyl

Did not wish to speak but signed in as ***In Support***
Cornelius Calhoun

Was not present, sent in email, ***Not in Support***
Patrick Murtagh (Attachment L/email)

Public hearing was closed.

Mr. Easterly addressed some of the concerns addressed by the public. He stated that a great deal of documentation has been presented to the Planning Commission by the Planning staff, and that the entire process in terms of the different areas of inquiry that go into the evaluation, are extensive. He went on to say the UDC requires that the development be evaluated on many different levels. There are several different studies, which were all performed. In particular, the Traffic Impact Study (TIS), was performed by the Parish's representative/agent. It was an independent study. There were no defects pointed out by the Parish's engineering review agent.

Mr. Jonathan Bradley said the two intersections that were mentioned, Causey Road and Braud Road. The traffic study identifies some issues in the AM peak hour. He said if you read the specific language of the code, it states:

“When a proposed development that is subject to the TIA requirements of the section shall be denied when the results of the required TIA demonstrate that the proposed development will over burden the existing roadway system.”

He said there is no level of service change at the intersection of Causey Road and Hwy 44.

Mr. Bradley stated the only requirement for the development is for a left and right turn lane into the development and traffic impact fees.

Mr. Easterly said there was a comment, a long report (regarding a buried oil well) generated by Mr. Jeffrey Nolan (public speaker). Mr. Easterly stated it is not something the UDC delves into. It is governed by state law. He said if there was an issue about being refused entry, then DNR and DEQ can deal with that. He reiterated at this point, that they meet the criteria of a preliminary plat. They have provided a Phase 1 ESA, and it satisfies everything they need on that front.

Vice Chair Nassar asked Ms. Kimberly McDaniels, with Intelligent Transportation Systems, the state(s) in which she is licensed, how many years, etc. and in her opinion, does the traffic study that was performed meet the requirements of the UDC for a preliminary plat. Ms. McDaniels stated her firm has a contractual agreement with Ascension Parish to perform the study. She said

she is a licensed civil engineer and has been practicing in the state of Louisiana for over 23 years. She is also licensed in the state of Texas and previously licensed in the state of Michigan. She is a certified professional traffic operations engineer and a professional transportation planner, both of which are national certifications and can be practiced in any state which she is licensed as a professional engineer. She stated it is her professional opinion that all the requirements of a traffic study for this type of development in this particular situation for Ascension Parish were met. They were also all done in accordance with standard engineering practice as set forth by not only by Ascension Parish but also Louisiana Department of Transportation Development and United States Department of Transportation through the Federal Highway Administration and in accordance with ITE Methodologies.

Ms. McDaniel stated their firm was simply selected in a rotation process, in which there are three (3) other firms, with each having a retainer contract with the Parish with similar qualifications. She said she had no introduction to the developers prior to performing the study.

Vice Chair asked the same of Mr. Shaun Sherrow with Westwood, Engineering Review Agent for the Parish. Mr. Sherrow stated he is a licensed civil engineer in Louisiana and Texas. He said he has been in Ascension doing engineering review work since 2005. For over 21 years licensed, specifically codes, ordinances, drainage reviews, traffic reviews, development reviews. He does this for Ascension Parish, City of Central, Calcasieu Parish and codes and ordinances for multiple parishes. He expressed that he also lives in Ascension Parish.

Mr. Eric Poche stated, looking at the density, lot counts, connectivity, all things related to the mapping and requirements of the preliminary plat have been met and is confident it meets the code.

Mr. Mark Villa stated the Parish needs to think about going forward more collaboratively and engage more groups within the parish to have them part of the Planning application, like the School Board, to have a complete package to review and make sure that every stone is unturned.

Mr. Villa also mentioned that better funding methods need to change regarding how we fund infrastructure here in Ascension Parish.

He also questioned the dates, times and length of the traffic counts. Ms. McDaniel said the actual count used in the supplemental in the additional counts that they did were taken March 25, 2026, between the AM and PM peak hours (7day/24-hour count) and schools were in session. They look at 7 days and 24 hours' worth of traffic. They determine the highest 2 hours or sometimes 3 hours. But this time they used 2 hours that were significantly higher than others. Presenting a worst case 1 hour scenario in the morning and a worst case 1 hour scenario in the evening. She stated that it is standard practice and the hours that were counted for the additional data.

Mr. Cross Marchand questioned the conflicts with the proposed ponds and the existing pipelines that are on site. He also questioned the intention of the ponds.

Mr. Jonathan Bradley said regarding pipelines, there are strict requirements that each company has that they must meet. There are required steps and permitting that vary for each pipeline company.

Mr. Bradley stated some of the ponds were for detention, to send the extra runoff into and some for mitigation, to create flood zone storage.

Mr. Nassar wanted to clarify that the current Ascension Parish code requires connectivity through the adjacent subdivision. Mr. Poche confirmed. And from the standpoint of the Cottonfield roadway, Mr. Nassar said they asked at the last public hearing when this proposed subdivision was considered, there was comment about bringing that road up to standard. Previous public hearing and conversation, that roadway does meet the current Ascension Parish standard. Mr. Poche stated yes, according to the section and information from DPW.

Ms. Michele Unitas said regarding the environmental risk that was brought up by the Nolans, a memorandum was sent stating a Level 1 ESA had been done to determine whether a recognized environmental condition existed. She stated they do not have that report. She said they have a memorandum that rebuts what was said in the documentation that was provided by Mr. Nolan, which is part of the record. Ms. Unitas expressed, under the code, the Commission's mandate is that their first responsibility is to the health, welfare and safety of the public. She noted there exists public record that there were toxins, things that are potentially risky to substructure that was done under different regulations and codes that we have to abide by now when we build new things. She said she understands the triggers for phase 1 and phase 2; we have a recognized condition that would trigger a phase 2 sampling.

Ms. Unitas said she would move, that they ensure a phase 2 ESA is attached to whatever decision they come to tonight.

Mr. Jonathan Bradley stated a Phase 1 ESA is not a requirement in the UDC at the preliminary plat stage. They did it for their own due diligence. He also mentioned that all state and federal laws will have to be followed with regard to this.

Mr. Sherrow went through, step by step, the different stages of review that a development goes through for a conditional final plat of approval from Parish, State and Federal agencies. Mr. Sherrow also mentioned that for this particular project, knowing that things got communicated regarding environmental risks, they required them to submit, by a certified person, a Phase 1 ESA. The Phase 1 ESA says it is clear. There is no requirement to move forward to a phase 2 ESA.

Mr. Mark Villa said there was a lot of discussion on a lot of different things. In his opinion, the one thing that hadn't changed was the roads surrounding project. He stated part of their responsibility is the safety and welfare of the parish, the people. He said he is not faulting any developer or engineer in their work, but until we address our roads, it's a problem.

Commission Action: A motion was made by Mr. Mark Villa to deny, based on the safety and welfare of the public. Motion died for the lack of a second.

9:35 PM – At this time the Vice Chair called for a 5-minute recess.

Commission Action: A motion was made by Mr. Max Nassar to approve this preliminary plat as it meets the requirements under the Unified Development Code.

A Substitute Motion was made by Ms. Michele Unitas, seconded by Mr. Cross Marchand to approve this preliminary plat as it meets all the requirements of the code, with the condition that those environmental and geotechnical studies are validated prior to any construction being done to ensure that the safety of the land is suitable. This motion was approved by the following roll call vote:

YEAS: Michele Unitas, Cross Marchand, Max Nassar

NAYS: Mark Villa

ABSTAINED: Erik Jones

ABSENT: Nicholas Miller, Wade Schexnaydre

(3) YEAS; (1) NAYS; (1) ABSTAINED; (2) ABSENT and motion carried.

XIII. Adjourn

A motion was made and meeting adjourned at 9:45 p.m.

Max Nassar, Vice-Chairman

ATTACHMENT A

<i>July, 2026</i> Subdivision Name	Location	Number of Lots	Prelim. Plat Approved	CD Submitted	CDs Approved	Current Status	PP Conditions	Engineer	Developer	Subject to I.D.D.
Arrowhead Industrial Park	LA Highway 30 approx. 3,000' W of LA Hwy 73	12				Preliminary Plat Submitted 5/13/2026		CSRS/Westwood	Harvest Companies of LA, LLC	No
Black Bayou Estates	Black Bayou Rd. between Lobell Ln. & Hilbert Young Rd.	20	1/11/2017	Revised CDs 8/20/2021	10/13/2021	In Construction	No Conditions	Quality Engineering& Surveying	BSC Industries, LLC	Yes
Gateway Farms	S Side-LA 74, E of I-10 at end of Fauchaux Rd.	77	12/11/2024			Preliminary Plat Approved- 12/11/2024	Fauchaux Rd. widened to 20' Hwy. 74 2-way turn lane to DOTD and Parish Standards	Quality Engineering& Surveying	KD Development Group	Yes
Harvest Fields	W Side of LA Hwy. 44 approx. 1/2 Mile North of Germany Rd.	115				Preliminary Plat Submitted 5/12/2026		MR Engineering & Surveying	Dantin-Bruce	Yes
Moss Side Villas	N Side-LA Hwy 74-Immediately West of IH-10 Overpass	36	2/8/2023	5/31/2023	2/2/2026	In Construction	Off-site drainage work to be completed prior to subdivision	MR Engineering & Surveying	Inline Construction	No-Private
Pelican Point-14th F-Phases 1 &2 Sunset Bend (FKA Planation Commons)	LA Hwy 44, 1/2 mile north of LA Hwy. 22 off end of Green Tree Ave.	77	2/10/2021	1st-5/13/21	6/12/2025	CDs Approved 6/12/2025	No Conditions	Quality Engineering& Surveying	Doug Diez	Yes
Riverton-3rd-5th Filings	LA Hwy 22-1 mile west of LA Hwy 44	220	3/9/2016	12/23/2020		CDs Submitted 12/23/2020	As stated in Planning Commission Meeting Minutes	Quality Engineering& Surveying	SLC, LLC	Yes
Stone Valley Farm	LA Hwy. 429 (W. Cornerview Rd.) at Thurston McCrory	117				Preliminary Plat Submitted 2/11/2026		Quality Engineering& Surveying	Tower Capital	Yes

An asterisk (*) denotes a status change from last month's report

June 30, 2026

Mr. Eric Poche
Ascension Parish Planning Commission
P.O. Box 1659
Gonzales, LA 70707

**RE: Harvest Fields Subdivision
Preliminary Plat Review Summary**

Mr. Poche,

The ERA and Ascension Parish staff have reviewed the Preliminary Plat, Drainage Impact Study, and Traffic Impact Study submitted for the above referenced development for compliance with the Ascension Parish Subdivision Regulations and the Ascension Parish Development Code. Shown below are the comments made to the Consulting Engineer for the project as a result of our review of their submittals, as well as a description of their correction or response made to our comments (**shown in bold print**).

Preliminary Plat

1. The FZD form indicates a BFE of 16.0 feet for the site. Revise the pre-plat and the DIS to be consistent with the BFE stated on the FDZ form. **Comment has been addressed.**
2. Remove "Revised" from in front of Preliminary Plat in title. This is an entirely new submittal. **Comment has been addressed.**
3. Lot 104 and 105 should be classified as Type 'E' housing types. Please correct and adjust the overall numbers. **Comment has been addressed.**
4. Tracts CA-1 and CA-4 are below ½ acre to be considered 'Park Space'. I recommend removing them from the calculations as far as Park Space or Open Space to avoid confusion. **Comment has been addressed.**
5. Bull Wevil Drive should extend beyond Red Snapper Drive to the tee-turnaround, removing Yellowtail Drive. **Comment has been addressed.**
6. Consider removing either Amberjack Avenue or Mangrove Ave. and completing the road under one name between the intersection with Bull Wevil on both ends. **Comment has been addressed.**

Drainage Study

1. Provide a stamp on the submitted DIS with license number by a Professional Engineer licensed by the State of Louisiana per the Ascension Parish ULDC, Appendix IV, Attachment B, item A. **Consultant has provided.**
2. Please provide a flood determination form from the parish floodplain manager. This can be applied for online or by contacting Marcia Shivers (marcia.shivers@apgov.us) or Mia Todd (mia.todd@apgov.us). **Consultant has provided.**
3. In the site location section of the narrative of the report, please:
 - a. Describe the location by section, township, and range in accordance with the Drainage Impact Study Procedure, Item B.1. **Comment has been addressed.**
4. On the pre- and post-development drainage map, please show surveyed 1-foot contours in accordance with the Drainage Impact Study Procedure, Item C.1. **Comment has been addressed.**
5. On the pre- and post-development maps show onsite and offsite flow arrows around the perimeter of the property line to delineate whether stormwater is flowing onto or away from the site. **Comment has been addressed.**

6. Post development map does not reflect the current preliminary plat as submitted on 12/29/25. Please revise to show updated road connection and proposed dry detention pond. **Comment has been addressed.**
7. The 10-yr rainfall depth is currently shown to be 8.6 inches instead of 7.8 inches in the HydroCad models. The final pond outfall control structures will need to be reevaluated during the detailed construction plan design process. **Comment has been addressed.**
8. The proposed dry detention pond outfall pipe size will need to be reevaluated during the detailed construction plan design process. **Consultant acknowledges this.**
9. There are approximately 18.5 acres of off-site area that is coming towards per the overall watershed map and contours from the preliminary plat map. This area needs to be delineated and shown on both the pre-development and post-development drainage maps. **Comment has been addressed.**
 - a. The pipe system to accept this water and the sizing of the drainage servitudes will be determined during the detailed construction plan design process. **Consultant acknowledges this.**
10. The FZD form gives BFEs for two separate parcels: 20023829 and 20036242. Both parcels are not called out on the vicinity/site map. Revise the assessor's map to include and clearly show both parcels that apply to this project (20023829 and 20036242). **Comment has been addressed.**

Traffic Study

1. A two-way left-lane will not be allowed on LA 44 based on conversations with DOTD. The analysis in the TIA will need to be updated to remove the two-stage movement for motorists making a left turn from the development drive to LA 44 northbound. **Comment has been addressed.**
2. A discussion may be needed based on the Synchro analysis when the two-stage movement is changed to a single movement based on the given delay/LOS. **Comment has been addressed.**
3. The attached revised preliminary plat can be referenced to show a mitigation attempt to connect other roads within the nearby system. **Comment has been addressed.**
4. Revise Causey Road (LA 929) to PR 929 now (road transfer) is no longer a state route. Revise throughout the report. **Comment has been addressed.**
5. The report mentions an alternative analysis performed for Causey Road at Braud Road/ Hornsby intersection. A roundabout is planned for PR 929 at Braud Rd. The roundabout configuration provides additional capacity on the east leg (westbound approach). The final plan set is being provided for reference. **Comment has been addressed.**
6. On page 18, "Conclusion and Recommendations" section recommends the further analysis on Causey Rd. and Braud Rd/ Hornsby Rd. Ascension Parish Government has a roundabout planned at PR 929 at Braud Rd. Potential to be constructed within the next few years. **Comment has been addressed.**
7. On page 18, "Conclusion and Recommendations" revise "overall decreased **levels** of service" to "overall decreased **level** of service" **Comment has been addressed.**
8. The volume balancing section references "After discussions with the Parish and the Developer, a decision was made to move forward by using the data and perform a balancing on the volumes to equalize the corridor." Wording of this section to be changed based on emails exchanged on 6/22/2026. **Comment has been addressed.**
9. On page 4, volume balancing section revise "Cause Road intersections" to Causey Road. **Comment has been addressed.**
10. On page 4, "We met with both ITS and MRE", revise to "The Parish Department of Transportation met with..".

11. Provide a definition of the “#” when it comes to queue length. See below. **Comment has been addressed.**

Table 3: Existing Capacity Analysis (Signalized)

Intersection	Approach	AM				PM			
		LOS	Delay (s/veh)	V/C Ratio	95% Queue (ft)	LOS	Delay (s/veh)	V/C Ratio	95% Queue (ft)
North Burnside Avenue (LA 44) at Causey Road/ Merritt Evans Road	EB T	C	24.1	0.34	131	E	57.9	0.92	410
	EB	C	24.1	-	-	E	57.9	-	-
	WB T	D	52.5	0.85	346	C	30.7	0.50	122
	NB L	D	50.5	-	-	C	30.7	-	-
	NB T	B	19.8	0.52	238	C	33.7	0.82	#742
	NB	B	19.8	-	-	C	33.7	-	-
	SB T	C	23.8	0.69	450	C	22.2	0.56	385
	SB	C	23.8	-	-	C	22.2	-	-
North Burnside Avenue (LA 44) at Germany Road (LA 931)	Intersection	C	30.5	0.85	-	D	36.4	0.92	-
	EB L	D	45.8	0.38	69	E	75.1	0.78	179
	EB T	D	40.8	0.57	308	E	58.3	0.82	387
	EB	D	41.5	-	-	E	62.6	-	-
	WB L	F	115.7	1.04	#305	F	173.7	1.14	#205
	WB T	D	50.9	0.75	515	D	47.4	0.65	297
	WB	E	73.3	-	-	F	84.3	-	-
	NB L	C	34.1	0.51	80	B	12.9	0.33	87
	NB T	C	30.7	0.32	169	D	35.6	0.71	#678
	NB R	A	0.4	0.13	0	A	4.7	0.27	35
	NB	C	25.5	-	-	C	25.1	-	-
	SB L	B	17.6	0.18	48	B	14.9	0.28	56
	SB T	E	66.9	0.98	#969	C	27.9	0.61	484
	SB	E	62.2	-	-	C	26.3	-	-
	Intersection	E	55.5	1.04	-	D	42.6	1.14	-

95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.

12. On page 6, revise the formula to “V/C ratio” as lower case “v” typically denotes flow. **Comment has been addressed.**

13. In table 3 “Turn Lane Warrant Analysis” revise “Raod” to “Road”. **Comment has been addressed.**

14. On page 15, AM Peak Hour section, remove the orphaned bullet. **Comment has been addressed.**

15. No mention of the left turn lane project at 44 at Causey/ Merritt Evans, the parish is currently in the preliminary design phase for NB and SB left turn lanes on LA 44 at Causey Rd/ Merritt Evans Rd. The turn lane project is being coordinated with DOTD through the Highway Modification Application process. **Comment has been addressed.**

16. Revise “ITE Trip Generation Manual 11th Edition” to 12th edition Trip Generation Manual which is required by APG code. **Comment has been addressed.**

17. In regard to Appendix VIII (Roundabout Design Plans), please only include Sheet 18 in the traffic report to show the roundabout configuration for the AP project. Please do not include the entire construction plan set in the traffic report. **Comment has been addressed.**

Drainage Impact Study Summary:

Consulting Engineer:	Jonathan Bradley, P.E.
Date of Study:	September 2025
Size of Development:	38 acres
Existing Land Use:	The existing site is Undeveloped Land mixture of pervious Meadow and Woods

Receiving Basin:	Onsite areas flows into the east of Delaune Lateral. Offsite areas will flow to both Delaine Lateral and Black Bayou.
FEMA Flood Zone:	The site is located within flood zone A and X-Shaded
100-year Flood Elevation:	16 feet, based on Flood Zone Determination form.
Offsite Drainage Area:	Approximately 342 acres
Fill Mitigation:	Fill mitigation is being addressed with the proposed pond.

The Drainage Impact Study substantially conforms to the requirements of the Drainage Impact Study Procedure included in the Subdivision Regulations. The Engineering Review Agency has performed a review of the input parameters and results of the submitted drainage calculations for compliance with the Subdivision Regulations and generally accepted practices for storm water hydrologic design. Upon approval of the preliminary plat, the applicant can proceed with final drainage design in accordance with the concepts submitted in the study.

Traffic Impact Study Summary:

Consulting Engineer:	Kimberly McDaniel, P.E., PTOE, PTP, Intelligent Transportation Systems, LLC.
Date of Report:	June 26, 2026
Date of Traffic Counts:	September 3 rd , 2025 for LA 44 corridor observations; additional counts collected March/ April 2026
Number of Proposed Lots:	115
Peak Hour Trips:	PM is peak. 113 Total
Study Threshold Level:	2
LOS D Analysis:	The La 44/ La 931 intersection has a less than a D in future morning for the no build (aka "without the developments trips") and the full build scenarios. This intersection timing is controlled by DOTD as a part of the La 44 corridor. Timing could be reevaluated in the future under actual conditions to see if the intersection could obtain a D or better for the morning without adversely impacting the other intersections of the corridor.
Offsite Intersections Studied:	North Burnside Avenue (LA 44) at Causey Road/ Merrit Evans Road, North Burnside Avenue (LA 44) at Germany Road (LA 931), North Burnside Avenue (LA 44) at New Access. Causey Rd at Sheree St., PR 929 at Braud Rd/Hornsby Rd., and Braud Rd at Woodland Ave.
Conclusion:	The proposed development is not expected to create significant adverse impacts to the surrounding roadway network. A northbound left-turn lane and southbound right-turn lane are warranted and recommended at the proposed LA 44 access. Existing LOS deficiencies at several off-site intersections are primarily related to existing conditions and are expected to be addressed through planned Ascension Parish roadway improvement projects. No additional off-site mitigation is recommended beyond the proposed site-access improvements. Sight distance at the proposed access is adequate.
Sight Distance Evaluation:	Sight distance was evaluated at the current condition and concluded that sight distance is adequate.

Below are summary tables of traffic analysis at offsite intersections:

Table 3: Existing Capacity Analysis (Signalized)

Intersection	Approach	AM				PM			
		LOS	Delay (s/veh)	V/C Ratio	95% Queue (ft)	LOS	Delay (s/veh)	V/C Ratio	95% Queue (ft)
North Burnside Avenue (LA 44) at Causey Road/ Merritt Evans Road	EB T	C	24.1	0.34	131	E	57.9	0.92	410
	EB	C	24.1	-	-	E	57.9	-	-
	WB T	D	52.5	0.85	346	C	30.7	0.50	122
	NB L	D	50.5	-	-	C	30.7	-	-
	NB T	B	19.8	0.52	238	C	33.7	0.82	#742
	NB	B	19.8	-	-	C	33.7	-	-
	SB T	C	23.8	0.69	450	C	22.2	0.56	385
	SB	C	23.8	-	-	C	22.2	-	-
	Intersection	C	30.5	0.85	-	D	36.4	0.92	-
North Burnside Avenue (LA 44) at Germany Road (LA 931)	EB L	D	45.8	0.38	69	E	75.1	0.78	179
	EB T	D	40.8	0.57	308	E	58.3	0.82	387
	EB	D	41.5	-	-	E	62.6	-	-
	WB L	F	115.7	1.04	#305	F	173.7	1.14	#205
	WB T	D	50.9	0.75	515	D	47.4	0.65	297
	WB	E	73.3	-	-	F	84.3	-	-
	NB L	C	34.1	0.51	80	B	12.9	0.33	87
	NB T	C	30.7	0.32	169	D	35.6	0.71	#678
	NB R	A	0.4	0.13	0	A	4.7	0.27	35
	NB	C	25.5	-	-	C	25.1	-	-
	SB L	B	17.6	0.18	48	B	14.9	0.28	56
	SB T	E	66.9	0.98	#969	C	27.9	0.61	484
	SB	E	62.2	-	-	C	26.3	-	-
	Intersection	E	55.5	1.04	-	D	42.6	1.14	-

95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.

Table 4: Existing Conditions Analysis (Unsignalized)

Intersection	Approach	AM				PM			
		LOS	Delay (s/veh)	V/C Ratio	95% Queue (veh)	LOS	Delay (s/veh)	V/C Ratio	95% Queue (veh)
Causey Road (PR 929) at Braud Road/Hornsby Road (LA 929)	EB	C	16.8	0.436	2.1	D	27.2	0.730	6.0
	WB	F	75.0	1.019	15.2	C	16.4	0.437	2.2
	NB	C	20.7	0.581	3.4	D	33.6	0.813	8.0
	SB	D	31.2	0.781	6.7	C	21.7	0.624	4.2
	Intersection	E	44.0	-	-	D	26.3	-	-
Braud Road at Woodland Avenue	WB	B	14.4	0.102	0.3	B	13.09	0.051	0.2
	SB L	A	7.7	0.003	0	A	8.2	0.011	0.0
	SB T	A	0.0	-	-	A	0.0	-	-
	SB	-	0.06	-	-	-	0.40	-	-
	Intersection	-	0.9	-	-	-	0.6	-	-
Causey Road at Sheree Street	WB L	A	7.6	0.006	0	A	8.2	0.014	0.0
	WB T	A	0.0	-	-	A	0.0	-	-
	WB	-	0.13	-	-	-	0.65	-	-
	NB	A	11.2	0.046	0.1	B	11.4	0.028	0.1
	Intersection	-	0.6	-	-	-	0.5	-	-

Table 6: 2027 No Build Analysis (Signalized)

Intersection	Approach	AM				PM			
		LOS	Delay (s/veh)	V/C Ratio	95% Queue (ft)	LOS	Delay (s/veh)	V/C Ratio	95% Queue (ft)
North Burnside Avenue (LA 44) at Causey Road/ Merritt Evans Road	EB T	C	24.1	0.33	141	E	61.0	0.94	#480
	EB	C	24.1	-	-	E	61.0	-	-
	WB T	D	50.2	0.84	#409	C	30.5	0.52	131
	WB	D	50.2	-	-	C	30.5	-	-
	NB T	C	23.7	0.61	263	D	45.4	0.92	#836
	NB	C	23.7	-	-	D	45.4	-	-
	SB T	C	28.5	0.77	489	C	25.0	0.62	427
	SB	C	28.5	-	-	C	25.0	-	-
North Burnside Avenue (LA 44) at Germany Road (LA 931)	Intersection	C	32.6	0.84	-	D	42.2	0.94	-
	EB L	D	50.5	0.45	75	E	78.8	0.81	191
	EB T	D	41.8	0.60	326	E	58.0	0.82	408
	EB	D	43.0	-	-	E	63.4	-	-
	WB L	F	149.7	1.15	#338	F	192.6	1.20	#225
	WB T	D	53.2	0.79	545	D	47.1	0.65	312
	WB	F	86.6	-	-	F	89.6	-	-
	NB L	D	37.1	0.54	87	B	14.2	0.38	93
	NB T	C	31.1	0.34	177	D	38.6	0.75	#745
	NB R	A	0.9	0.14	4	A	4.8	0.28	36
	NB	C	26.6	-	-	C	27.2	-	-
	SB L	B	18.0	0.19	50	B	16.7	0.32	58
	SB T	E	78.1	1.02	#1044	C	30.2	0.64	522
	SB	E	72.3	-	-	C	28.6	-	-
	Intersection	E	63.5	1.15	-	D	45.0	1.20	-

95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.

Table 7: 2027 No Build Conditions Analysis (Unsignalized)

Intersection	Approach	AM				PM			
		LOS	Delay (s/veh)	V/C Ratio	95% Queue (veh)	LOS	Delay (s/veh)	V/C Ratio	95% Queue (veh)
Causey Road (PR 929) at Braud Road/Hornsby Road (LA 929)	EB	C	17.6	0.459	2.2	D	32.3	0.776	7.0
	WB	F	85.4	1.064	16.4	C	17.9	0.470	2.4
	NB	C	21.9	0.609	3.7	E	42.7	0.869	9.6
	SB	D	34.1	0.819	7.2	C	24.8	0.672	4.9
	Intersection	E	49.1	-	-	D	31.7	-	-
Braud Road at Woodland Avenue	WB	B	14.96	0.111	0.4	B	13.58	0.057	0.2
	SB L	A	7.7	0.003	0.0	A	8.3	0.011	0.0
	SB T	A	0.0	-	-	A	0.0	-	-
	SB	-	0.06	-	-	-	0.38	-	-
	Intersection	-	0.9	-	-	-	0.6	-	-
Causey Road at Sheree Street	WB L	A	7.6	0.006	0.0	A	8.2	0.14	0.0
	WB T	A	0.0	-	-	A	0.0	-	-
	WB	-	0.13	-	-	-	0.64	-	-
	NB	B	11.3	0.046	0.1	B	11.48	0.028	0.1
	Intersection	-	0.6	-	-	-	0.5	-	-

Table 10: Future Build Conditions Analysis (Signalized)

Intersection	Approach	AM				PM			
		LOS	Delay (s/veh)	V/C Ratio	95% Queue (ft)	LOS	Delay (s/veh)	V/C Ratio	95% Queue (ft)
North Burnside Avenue (LA 44) at Causey Road/ Merritt Evans Road	EB T	C	25.2	0.35	149	E	61.2	0.94	#486
	EB	C	25.2	-	-	E	61.2	-	-
	WB T	D	49.9	0.84	#412	C	30.7	0.52	133
	WB	D	49.9	-	-	C	30.7	-	-
	NB T	C	25.6	0.66	295	D	49.5	0.94	#858
	NB	C	25.6	-	-	D	49.5	-	-
	SB T	C	29.5	0.79	502	C	25.9	0.65	447
	SB	C	29.5	-	-	C	25.9	-	-
North Burnside Avenue (LA 44) at Germany Road (LA 931)	Intersection	C	33.3	0.84	-	D	43.9	0.94	-
	EB L	D	51.0	0.46	75	F	83.6	0.26	197
	EB T	D	41.8	0.60	326	E	59.2	0.26	408
	EB	D	43.1	-	-	E	65.7	-	-
	WB L	F	149.7	1.15	#338	F	187.0	1.19	#222
	WB T	D	53.3	0.79	546	D	48.1	0.66	315
	WB	F	86.7	-	-	F	88.5	-	-
	NB L	D	37.1	0.54	87	B	14.4	0.38	93
	NB T	C	31.3	0.34	179	D	46.9	0.86	#788
	NB R	A	0.9	0.14	4	A	4.9	0.30	36
	NB	C	26.7	-	-	C	32.7	-	-
	SB L	B	18.1	0.19	51	B	18.4	0.38	59
	SB T	F	82.6	1.04	#1,068	C	31.6	0.67	544
	SB	E	76.4	-	-	C	30.0	-	-
	Intersection	E	65.0	1.15	-	D	47.6	1.19	-

95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Table 11: Future 2027 Build Conditions Analysis (Unsignalized)

Intersection	Approach	AM				PM			
		LOS	Delay (s/veh)	V/C Ratio	95% Queue (veh)	LOS	Delay (s/veh)	V/C Ratio	95% Queue (veh)
Causey Road (PR 929) at Braud Road/Hornsby Road (LA 929)	EB	C	17.8	0.465	2.3	E	36.9	0.821	7.9
	WB	F	91.2	1.076	17.2	C	19.1	0.500	2.7
	NB	C	22.2	0.617	3.7	E	46.7	0.893	10.1
	SB	D	35.0	0.827	7.3	D	26.9	0.695	5.3
	Intersection	F	51.8	-	-	D	34.9	-	-
Braud Road at Woodland Avenue	WB	C	15.56	0.151	0.5	B	14.41	0.094	0.3
	SB L	A	7.7	0.003	0.0	A	8.4	0.15	0.0
	SB T	A	0.0	-	-	A	0.0	-	-
	SB	-	0.06	-	-	-	0.50	-	-
	Intersection	-	1.2	-	-	-	0.9	-	-
Causey Road at Sheree Street	WB L	A	7.6	0.004	0	A	8.2	0.015	0.0
	WB T	A	0	-	-	A	0.0	-	-
	WB	-	0.1	-	-	-	0.69	-	-
	NB	B	11.69	0.078	0.3	B	12.3	0.047	0.1
	Intersection	-	0.8	-	-	-	0.7	-	-
North Burnside Avenue (LA 44) at New Access	EB L	C	22.1	0.182	0.7	C	23.7	0.124	0.4
	EB	C	22.15	0.182	0.7	C	23.70	0.124	0.4
	NB L	A	9.3	0.007	0.0	A	9.0	0.320	0.1
	NBT	A	0.0	-	-	A	0.0	-	-
	NB	-	0.16	-	-	-	0.30	-	-
	SB	-	0.00	-	-	-	0.00	-	-
	Intersection	-	0.9	-	-	-	0.6	-	-

**Table 13: Future Build Conditions Alternative Analysis –
Proposed Harvest Fields Access Connection at North Burnside Avenue (LA 44)**

Intersection	Approach	AM				PM			
		LOS	Delay (s/veh)	V/C Ratio	95% Queue (veh)	LOS	Delay (s/veh)	V/C Ratio	95% Queue (veh)
North Burnside Avenue (LA 44) at New Access with Warranted Turn Lanes (NBL, SBR)	EB L	C	21.90	0.244	0.9	D	26.00	0.207	0.8
	EB	C	21.93	-	-	D	26.00	-	-
	NB L	A	9.20	0.008	0	A	9.00	0.048	0.2
	NB T	A	0	-	-	A	0	-	-
	NB	-	0.18	-	-	-	0.46	-	-
	SB	-	0.00	-	-	-	0.00	-	-
	Intersection	-	1.40	-	-	-	1.00	-	-

Table 14: Future Build Alternative Analysis – Causey Road (PR 929) and Braud Road/Hornsby Road (LA 929)

Intersection	Approach	AM				PM			
		LOS	Delay (s/veh)	V/C Ratio	95% Queue (veh)	LOS	Delay (s/veh)	V/C Ratio	95% Queue (veh)
Causey Road (PR 929) at Braud Road/Hornsby Road (LA 929) Including Westbound Left Turning Lane	EB	C	16.8	-	-	E	39.1	-	-
	WB L	C	18.0	0.475	2.5	B	12.9	0.093	0.3
	WB TR	D	25.4	0.689	5.3	C	17.5	0.434	2.1
	WB	C	22.5	-	-	D	16.7	-	-
	NB	C	19.9	-	-	E	47.4	-	-
	SB	D	30.4	-	-	D	26.9	-	-
	NB LTR	C	19.9	0.57	3.5	E	47.4	0.893	10.2
	EB LTR	C	16.8	0.439	2.2	E	39.1	0.827	8.2
	SB LTR	D	30.4	0.77	6.9	D	26.9	0.695	5.3
	Intersection	C	23.3	-	-	E	35.3	-	-

Table 15: Comparative Analysis

Intersection	Approach	Existing				2027 No Build				2027 Build				2027 Build with Warranted Turn Lanes			
		AM		PM		AM		PM		AM		PM		AM		PM	
		LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
North Burnside Avenue (LA 44) at Causey Road/ Merritt Evans Road	EB T	C	24.1	E	57.9	C	24.1	E	61.0	C	25.2	E	61.2	-	-	-	-
	EB	C	24.1	E	57.9	C	24.1	E	61.0	C	25.2	E	61.2	-	-	-	-
	WB T	D	52.5	C	30.7	D	50.2	C	30.5	D	49.9	C	30.7	-	-	-	-
	WB	D	50.5	C	30.7	D	50.2	C	30.5	D	49.9	C	30.7	-	-	-	-
	NB T	B	19.8	C	33.7	C	23.7	D	45.4	C	25.6	D	49.5	-	-	-	-
	NB	B	19.8	C	33.7	C	23.7	D	45.4	C	25.6	D	49.5	-	-	-	-
	SB T	C	23.8	C	22.2	C	28.5	C	25.0	C	29.5	C	25.9	-	-	-	-
	SB	C	23.8	C	22.2	C	28.5	C	25.0	C	29.5	C	25.9	-	-	-	-
North Burnside Avenue (LA 44) at Germany Road (LA 931)	Intersection	C	30.5	D	36.4	C	32.6	D	42.2	C	33.3	D	43.9	-	-	-	-
	EB L	D	45.8	E	75.1	D	50.5	E	78.8	D	51.0	F	83.6	-	-	-	-
	EB T	D	40.8	E	58.3	D	41.8	E	58.0	D	41.8	E	59.2	-	-	-	-
	EB	D	41.5	E	62.6	D	43.0	E	63.4	D	43.1	E	65.7	-	-	-	-
	WB L	F	115.7	F	173.7	F	149.7	F	192.6	F	149.7	F	187.0	-	-	-	-
	WB T	D	50.9	D	47.4	D	53.2	D	47.1	D	53.3	D	48.1	-	-	-	-
	WB	E	73.3	F	84.3	F	86.6	F	89.6	F	86.7	F	88.5	-	-	-	-
	NB L	C	34.1	B	12.9	D	37.1	B	14.2	D	37.1	B	14.4	-	-	-	-
	NB T	C	30.7	D	35.6	C	31.1	D	38.6	C	31.3	D	46.9	-	-	-	-
	NB R	A	0.4	A	4.7	A	0.9	A	4.8	A	0.9	A	4.9	-	-	-	-
	NB	C	25.5	C	25.1	C	26.6	C	27.2	C	26.7	C	32.7	-	-	-	-
	SB L	B	17.6	B	14.9	B	18.0	B	16.7	B	18.1	B	18.4	-	-	-	-
Causey Road (PR 929) at Braud Road/Hornsby Road (LA 929)	SB T	E	66.9	C	27.9	E	78.1	C	30.2	F	82.6	C	31.6	-	-	-	-
	SB	E	62.2	C	26.3	E	72.3	C	28.6	E	76.4	C	30.0	-	-	-	-
	Intersection	E	55.5	D	42.6	E	63.5	D	45.0	E	65.0	D	47.6	-	-	-	-
	EB	C	16.80	D	27.20	C	17.60	D	32.30	C	17.80	E	36.90	C	16.8	E	39.1
	WB L	-	-	-	-	-	-	-	-	-	-	-	-	C	18.0	B	12.9
	WB TR	-	-	-	-	-	-	-	-	-	-	-	-	D	25.4	C	17.5
	WB	F	75.00	C	16.40	F	85.40	C	17.90	F	91.20	C	19.10	C	22.5	D	16.7
Braud Road at Woodland Avenue	NB	C	20.70	D	33.60	C	21.90	E	42.70	C	22.20	E	46.70	C	19.9	E	47.4
	SB	D	31.20	C	21.70	D	34.10	C	24.80	D	35.00	D	26.90	D	30.4	D	26.9
	Intersection	E	44.00	D	26.30	E	49.10	D	31.70	F	51.80	D	34.90	C	19.9	E	47.4
	WB	B	14.40	B	13.09	B	14.96	B	13.58	C	15.56	B	14.41	-	-	-	-
	SB L	A	7.70	A	8.20	A	7.70	A	8.30	A	7.70	A	8.40	-	-	-	-
Causey Road at Sherree Street	SB T	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	-	-	-	-
	SB	-	0.06	-	0.40	-	0.06	-	0.38	-	0.06	-	0.50	-	-	-	-
	Intersection	-	0.90	-	0.60	-	0.90	-	0.60	-	1.20	-	0.90	-	-	-	-
	WB L	A	7.60	A	8.20	A	7.60	A	8.20	A	7.60	A	8.20	-	-	-	-
	WB T	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	-	-	-	-
North Burnside Avenue (LA 44) at New Access	WB	-	0.13	-	0.65	-	0.13	-	0.64	-	0.10	-	0.69	-	-	-	-
	NB	A	11.20	B	11.40	B	11.30	B	11.48	B	11.69	B	12.30	-	-	-	-
	Intersection	-	0.60	-	0.50	-	0.60	-	0.50	-	0.80	-	0.70	-	-	-	-
	EB L	-	-	-	-	-	-	-	-	C	22.10	C	23.70	C	21.90	D	26.00
	EB	-	-	-	-	-	-	-	-	C	22.15	C	23.70	C	21.93	D	26.00
	NB L	-	-	-	-	-	-	-	-	A	9.30	A	9.00	A	9.20	A	9.00
North Burnside Avenue (LA 44) at New Access	NB	-	-	-	-	-	-	-	-	-	0.16	-	0.30	-	0.18	-	0.46
	SB	-	-	-	-	-	-	-	-	-	0.00	-	0.00	-	0.00	-	0.00
	Intersection	-	-	-	-	-	-	-	-	-	0.90	-	0.60	-	1.40	-	1.00

End of Traffic Summary

The following items should be considered by the Planning Commission in their analysis of the case:

- No comments

Should you have any questions or comments, please do not hesitate to contact me at (225) 769-0546.

Respectfully,
Engineer Review Agency for the Ascension Parish Planning Commission



Shaun Sherrow P.E., PMP

CC: Chad Stevens, MR Engineering & Land Surveying, LLC

17-4060. - Traffic Impact Analysis (TIA).

- A. Purpose. These standards are intended to protect the health, safety, and welfare of the citizens and visitors of Ascension Parish by ensuring the provision of safe and adequate transportation facilities. The requirements established by this section provide Parish decisionmakers with information necessary to assess potential transportation-related impacts, operational or safety related, of proposed developments on neighboring residents, businesses, and property owners and to evaluate proposed mitigation when required.

G. Mitigation.

1. The Parish shall have the authority to require mitigating improvements based on the results of the TIA. Such mitigation costs shall be the financial responsibility of the applicant.
2. A proposed development that is subject to the TIA requirements of this section shall be denied when the results of the required TIA demonstrate that the proposed development will overburden the existing roadway system by causing a reduction in service of affected roadways. In the case where the existing Level of Service (LOS) is below "D," the required mitigating improvements shall improve all approaches, legs, or any elements within the development area to an LOS of "D" or better. An applicant, in coordination with the Director, may modify the development proposal to reduce traffic-related impacts. Modifications to applications for projects may include, but shall not be limited to:
 - a. Reducing the size, scale, scope, or density of the development to reduce trip generation;
 - b. Alter the use and type of development to reduce trip generation;
 - c. Divide the proposed development into phases and authorize only those phases that can be accommodated while maintaining an LOS "D" or better;
 - d. Restriping or reconfiguration of intersections;
 - e. Construction of additional lanes; or

ATTACHMENT C

- f. Installation of one or more roundabouts;
 - g. Dedication of additional right-of-way and street improvements;
 - h. Re-routing traffic and proposed access points serving the proposed project;
 - i. Traffic Signal Timing and/or phasing adjustments (with coordination and approval from the owner of the signal;
 - j. Installation of one or more signals;
 - k. Providing funding for infrastructure improvements of projects that are already in the planning or construction stages; and
 - l. Any other recommendations by the Department of Planning and Development or the Planning Commission upon review.
- 3. If traffic mitigation is required as part of an approved TIA, all such mitigation shall be implemented prior to issuance of a building permit unless otherwise provided for in the TIA Approval Letter and/or DOTD Letter of Compliance that it is to be completed within construction of a subsequent phase.

Formal Request to Cancel Hearing

Mark Taylor [40110 Cotton Field Ave. Gonzales, LA 70737 Mtayl26@gmail.com](mailto:Mtayl26@gmail.com) 225-278-6113 July 3, 2026

Ascension Parish Planning & Development Department Attn: Director of Planning and Development / Planning Commission Secretary [828 S. Irma Blvd., Gonzales, LA 70737](mailto:828.S.Irma.Bldv.Gonzales.LA.70737)

Re: Request to Cancel July 8, 2026 Planning Commission Hearing for Harvest Fields Preliminary Plat – Procedural Violation of Ascension Parish Unified Land Development Code (ULDC) Appendix IV, Section 17-405

Dear Director and Planning Commission Members,

I am writing as a concerned resident and adjacent property owner to formally request the immediate cancellation of the July 8, 2026 Planning Commission hearing on the resubmitted preliminary plat for the proposed Harvest Fields subdivision.

Basis for Request – Procedural Violation

The Ascension Parish Planning Commission unanimously denied the Harvest Fields preliminary plat application on **February 11, 2026** (5-0 vote, with two abstentions), citing significant concerns including traffic, drainage/flooding, health/safety/welfare, and overall code compliance.

The developer has now resubmitted the application for consideration on July 8, 2026 — only approximately five months later — with **no major changes to the plat itself** and only a **supplemental traffic study**. This resubmission violates the parish's established procedures under the **Unified Land Development Code (ULDC) Appendix IV – Subdivision Regulations**, specifically:

- **Section 17-405.C (Preliminary Plat Procedure):** Within five business days of submittal, the Director shall make a formal determination of application completeness. **“If the application is incomplete or submitted prematurely, the applicant shall be notified in writing of the reasons for the determination.”** The current resubmission qualifies as premature.
- **Established One-Year Waiting Period:** Consistent with parish practice and analogous provisions in the ULDC (e.g., provisions for conditional use permits and similar development applications stating that if denied, the application will be eligible for resubmission one year from the date of the denial), a denied preliminary plat (or substantially similar application) may not be resubmitted until **12 months from the date of denial**. This rule prevents serial or premature applications that lack meaningful revisions.

This 12-month rule was explicitly applied and referenced by parish officials in prior cases, such as the **Delaune Estates** (formerly Antebellum Pointe) matter, where resubmission was permitted only after 12 months had elapsed since denial.

Furthermore, the limited supplemental traffic study does not constitute a meaningful revision sufficient to overcome the waiting period or the prior denial. The study is **incomplete and flawed** because:

- Traffic counts conducted at the intersection of **Braud Road and PR-929** were performed while **PR-929 was closed** at the intersection of PR-929 and Daigle Road due to roundabout construction, rendering the data unrepresentative of normal conditions.
- **No traffic count was conducted** at the intersection of **Germany Road and Braud Road**, a key nearby intersection directly relevant to the project's traffic impacts.

These deficiencies mean the resubmission fails to adequately address the Commission's original concerns and remains substantially the same as the previously denied application.

Requested Action

I respectfully request that the Planning & Development Department:

1. Immediately determine the application as **premature and/or incomplete** and reject it in writing pursuant to ULDC §17-405.C.
2. **Cancel the July 8, 2026 public hearing** to avoid unnecessary expenditure of public resources and to uphold procedural integrity.
3. Notify the applicant in writing of the deficiencies, including the premature filing and flaws in the supplemental traffic study, and confirm the earliest eligible resubmission date (February 11, 2027).

Enforcing these requirements upholds the intent of the ULDC to ensure orderly, thorough development review and prevents circumvention of the Commission's prior denial.

I am available to discuss this matter and can provide additional documentation or evidence regarding the traffic study deficiencies if needed. Thank you for your prompt attention to this important procedural matter.

I respectfully request that if the hearing on July 8th continues that this submission be included in the official packet and entered into the administrative record in full.

Sincerely,

Mark Taylor

CC: Ascension Parish Council Members Parish President Clint Cointment Planning Commission Members

ATTACHMENT E

----- Forwarded message -----

From: **Cheryle Totten** <ctotten13@gmail.com>

Date: Tue, Jul 7, 2026 at 10:37 PM

Subject: Cancel July 8, 2026 Planning Commission Hearing for Harvest Fields

To:

Cheryle Totten
40446 Old Hickory Ave.
225-205-9137

Ascension Parish Planning & Development Department
Attn: Director of Planning and Development / Planning Commission Secretary
828 S. Irma Blvd., Gonzales, LA 70737

Re: Request to Cancel July 8, 2026 Planning Commission Hearing for Harvest Fields
Preliminary Plat – Procedural Violation of Ascension Parish Unified Land Development
Code (ULDC) Appendix IV, Section 17-405

Dear Director and Planning Commission Members,

I am writing as a concerned resident and adjacent property owner to formally request the immediate cancellation of the July 8, 2026 Planning Commission hearing on the resubmitted preliminary plat for the proposed Harvest Fields subdivision.

Basis for Request – Procedural Violation

The Ascension Parish Planning Commission unanimously denied the Harvest Fields preliminary plat application on February 11, 2026 (5-0 vote, with two abstentions), citing significant concerns including traffic, drainage/flooding, health/safety/welfare, and overall code compliance.

The developer has now resubmitted the application for consideration on July 8, 2026 — only approximately five months later — with no major changes to the plat itself and only a supplemental traffic study. This resubmission violates the parish's established procedures under the Unified Land Development Code (ULDC) Appendix IV – Subdivision Regulations, specifically:

Section 17-405.C (Preliminary Plat Procedure): Within five business days of submittal, the Director shall make a formal determination of application completeness. "If the application is incomplete or submitted prematurely, the applicant shall be notified in writing of the reasons for the determination." The current resubmission qualifies as premature.

Established One-Year Waiting Period: Consistent with parish practice and analogous provisions in the ULDC (e.g., provisions for conditional use permits and similar development applications stating that if denied, the application will be eligible for resubmission one year from the date of the denial), a denied preliminary plat (or substantially similar application) may not be resubmitted until 12 months from the date of denial. This rule prevents serial or premature applications that lack meaningful revisions.

ATTACHMENT E

This 12-month rule was explicitly applied and referenced by parish officials in prior cases, such as the Delaune Estates (formerly Antebellum Pointe) matter, where resubmission was permitted only after 12 months had elapsed since denial.

Furthermore, the limited supplemental traffic study does not constitute a meaningful revision sufficient to overcome the waiting period or the prior denial. The study is incomplete and flawed because:

Traffic counts conducted at the intersection of Braud Road and PR-929 were performed while PR-929 was closed at the intersection of PR-929 and Daigle Road due to roundabout construction, rendering the data unrepresentative of normal conditions. Additionally, the bridge construction on Duvall caused a diversion for residents of Keystone subdivision the has a direct impact on traffic at Merritt Evans/Causey Rd intersection at Hwy 44.

No traffic count was conducted at the intersection of Germany Road and Braud Road, a key nearby intersection directly relevant to the project's traffic impacts. These deficiencies mean the resubmission fails to adequately address the Commission's original concerns and remains substantially the same as the previously denied application.

Requested Action

I respectfully request that the Planning & Development Department:

Immediately determine the application as premature and/or incomplete and reject it in writing pursuant to ULDC §17-405.C.

Cancel the July 8, 2026 public hearing to avoid unnecessary expenditure of public resources and to uphold procedural integrity.

Notify the applicant in writing of the deficiencies, including the premature filing and flaws in the supplemental traffic study, and confirm the earliest eligible resubmission date (February 11, 2027).

Enforcing these requirements upholds the intent of the ULDC to ensure orderly, thorough development review and prevents circumvention of the Commission's prior denial.

Thank you for your prompt attention to this important procedural matter.

I respectfully request that if the hearing on July 8th continues that this submission be included in the official packet and entered into the administrative record in full.

Sincerely,

Cheryle S. Totten

Why Louisiana Civil Code Article 9 Mandates A Denial Of The Harvest Fields Plat

1. The Explicit Rejection of the “Pre-Existing Failure” Loophole

The planning director’s argument rests on the idea that if the intersection is already failing (below LOS D), the developer isn’t responsible for it. However, the ordinance explicitly anticipates this exact scenario and completely shuts the door on it:

“In the case where the existing Level of Service (LOS) is below ‘D,’ the required mitigating improvements shall improve all approaches, legs, or any elements within the development area to an LOS of ‘D’ or better.”

The phrase **“In the case where the existing Level of Service (LOS) is below ‘D’”** means the ordinance explicitly applies to roads that are already failing before the developer even arrives.

It does not say the developer is exempt. It says the exact opposite: if it’s already failing, the developer’s mitigation **“shall improve... to an LOS of ‘D’ or better.”** The word “shall” in Louisiana statutory law is mandatory, not discretionary.

2. The Trigger for Mandatory Denial

The very first sentence establishes the threshold for denying an application:

“A proposed development... shall be denied when the results of the required TIA demonstrate that the proposed development will overburden the existing roadway system by causing a reduction in service of affected roadways.”

If the developer’s new traffic study shows that the intersections are still failing, adding even a single car to a failing intersection mathematically reduces the “service” (by increasing delay times, queue lengths, or volume-to-capacity ratios) on an already overburdened system.

Under **La. C.C. art. 9**, this language is clear and unambiguous. The planning director is attempting to read an exception into the text (“unless the developer didn’t cause the initial failure”) that simply does not exist.

3. The Absurd Consequences Test (La. C.C. Art. 9)

Interpreting this to mean a developer can worsen an already-failing intersection creates an absurd consequence.

According to the director’s logic:

Scenario A: A developer builds next to a functioning road (LOS D). Their project drops it to LOS E.
Result: Mandatory Denial.

Scenario B: A developer builds next to a gridlocked road (LOS F). Their project adds 1,000 daily trips, making the gridlock significantly worse.
Result: Approved, because they didn’t create the initial “F.”

This interpretation turns the entire Unified Land Development Code on its head. The explicit intent of a TIA ordinance is to protect public safety and infrastructure capacity. ***Rewarding developers for targeting already-collapsed infrastructure is the exact definition of an “absurd consequence” that Louisiana courts routinely strike down.***

4. The Authorized Remedies

The ordinance even gives the developer a roadmap of how to fix a failing intersection to get their project approved. They can reduce density, phase the project, or build roundabouts/lanes.

If the developer has “doubled down” with a redesigned traffic study, but the intersections still do not reach an LOS of “D” or better, they have failed to utilize the remedies provided by the law.

- **The Code is Mandated:** Under Civil Code Article 9, you must apply the ULDC as written.
- **The “Pre-Existing” Rule is Clear:** The code explicitly states what happens if an intersection is already below “D.” The developer must bring it up to “D” or better.
- **The Data Demands Denial:** Because the developer’s own study shows the intersections still fail, the Commission’s non-discretionary duty under the first sentence of this section is to vote “Deny.”

Please Deny Harvest Fields Proposed Development.

Sincerely,

William Guidry
40380 Cotton Field Ave.
Gonzales, LA 70737

Harvest Fields Preliminary Plat - Request To Deny - SUMMARY

Planning Analysis of Consistency with the Unified Land Development Code and Ascension Parish Master Plan

The purpose of this report is to evaluate whether the Harvest Fields Preliminary Plat demonstrates compliance with the standards adopted by Ascension Parish. This report is not an objection to growth. Growth is expected and beneficial when it occurs in accordance with the Unified Land Development Code (ULDC) and the Ascension Parish Master Plan. The question before the Planning Commission is whether this application satisfies those adopted standards.

Based upon the application materials and supporting documents, I respectfully request that the Planning Commission consider the following findings:

1. The Traffic Ordinance Requires Denial

ULDC Appendix IV, §17-4060(G)(2)

The Unified Land Development Code provides that a proposed development “shall be denied” when the required Traffic Impact Analysis demonstrates that the development will overburden the roadway system, unless the required mitigation achieves the adopted Level of Service standard.

Finding Requested: The submitted Traffic Impact Analysis does not demonstrate compliance with the mandatory traffic standards adopted by the Parish Council.

2. Existing Traffic Deficiencies Are Not an Exception

ULDC Appendix IV, §17-4060(G)(2)

The ordinance specifically addresses intersections already operating below Level of Service D, requiring mitigation that improves those facilities to the adopted standard.

“A proposed development that is subject to the TIA requirements of this Section shall be denied when the results of the required TIA demonstrate that the proposed development will overburden the existing roadway system by causing a reduction in service of affected roadways. **In the case where the existing Level of Service (LOS) is below ‘D,’ the required mitigating improvements shall improve all approaches, legs, or any elements within the development area to an LOS of ‘D’ or better.”**

Finding Requested: Existing traffic deficiencies do not create an exemption from the ordinance’s mitigation requirements.

3. Louisiana Law Requires the Ordinance to Be Applied as Written

Louisiana Civil Code Article 9

When the language of a law is clear and unambiguous, it must be applied according to its plain language.

Finding Requested: The Planning Commission should apply the traffic ordinance as adopted by the Parish Council.

4. The Revised Traffic Study Raises Significant Questions

ULDC §17-4060

The updated Traffic Impact Analysis appears to rely upon traffic counts collected during atypical conditions, including school closures and construction affecting access to Airline Highway. The revised study also continues to identify intersections operating below the adopted Level of Service.

Finding Requested: The Commission should determine whether the submitted study accurately represents normal operating conditions before relying upon its conclusions.

5. The Current Application Does Not Materially Resolve the Previous Denial

ULDC §17-4096

The Planning Commission previously denied this preliminary plat based upon concerns including traffic and infrastructure.

Finding Requested: The Commission should determine whether the current application meaningfully resolves those deficiencies before reconsidering approval.

6. The Master Plan Remains the Parish's Planning Framework

ULDC §17-405

Appendix III – Ascension Parish Master Plan

The Master Plan provides the framework for responsible growth by encouraging development that is compatible with surrounding neighborhoods, supported by adequate infrastructure, mindful of flood risk, and coordinated with long-term community needs.

Finding Requested: The proposed subdivision should be evaluated for consistency with the Master Plan before approval.

7. Public Infrastructure Should Lead Growth

Appendix III – Ascension Parish Master Plan

The Master Plan encourages residential growth that is coordinated with transportation, drainage, utilities, schools, and other public infrastructure.

Finding Requested: The Commission should determine whether existing public infrastructure is capable of supporting this development consistent with the Master Plan.

8. Neighborhood Compatibility

ULDC §17-405

Appendix III – Ascension Parish Master Plan

Harvest Fields proposes approximately fifty-foot lots adjoining established neighborhoods consisting primarily of one-half to two-acre residential lots.

Finding Requested: The Commission should determine whether this proposal is compatible with the surrounding development pattern envisioned by the Master Plan.

9. Floodplain Development Is Discouraged

ULDC §17-405

Appendix III – Ascension Parish Master Plan

Approximately 25% of the proposed subdivision lies within FEMA Flood Zone A.

Finding Requested: The Commission should determine whether the proposal demonstrates responsible planning consistent with the Master Plan's flood resilience and public safety objectives.

10. Engineering Questions Remain Unresolved

Following an increase in the applicable Base Flood Elevation, the grading and drainage plans appear substantially unchanged despite the additional fill that may now be required across a significant portion of the subdivision. January map and plans showed a 14' Estimated BFE. That was updated to 16' with no visible or remarkable changes to the plans that were re-submitted. How does 2 additional feet of required fill appear with no change in the drainage plans, ponds or map?

Finding Requested: The Commission should determine whether the submitted engineering plans accurately reflect the current design requirements before approval.

11. Long-Term Infrastructure Should Be Considered

Appendix III – Ascension Parish Master Plan

The preliminary plat includes more than 3 acres of detention ponds and over 3,200 linear feet of pond shoreline, creating perpetual maintenance obligations for approximately 115 future homeowners.

Finding Requested: The Commission should consider whether these long-term maintenance obligations are consistent with the Master Plan's principles of sustainable development.

Requested Action

The Unified Land Development Code and the Ascension Parish Master Plan exist to ensure that growth occurs responsibly, consistently, and in a manner that protects both existing residents and future generations.

For the reasons discussed throughout this report, I respectfully request that the Planning Commission determine that the Harvest Fields Preliminary Plat has not demonstrated compliance with several mandatory provisions of the Unified Land Development Code and remains inconsistent with important planning principles contained within the Ascension Parish Master Plan.

Accordingly, I respectfully request that the Preliminary Plat be denied.

Sincerely,
William Guidry

1. Traffic Impact Analysis Requirements

The Unified Land Development Code Requires Denial When Required Traffic Standards Are Not Demonstrated

Applicable Authority

Ascension Parish Unified Land Development Code
Appendix IV, §17-4060(G)(2)

“A proposed development that is subject to the TIA requirements of this Section shall be denied when the results of the required TIA demonstrate that the proposed development will overburden the existing roadway system by causing a reduction in service of affected roadways. **In the case where the existing Level of Service (LOS) is below ‘D,’ the required mitigating improvements shall improve all approaches, legs, or any elements within the development area to an LOS of ‘D’ or better.**”

Why This Standard Exists

Traffic Impact Analyses are one of the most important public safety tools in the Unified Land Development Code. They are not intended to prevent development. They are intended to ensure that development occurs only where the transportation network can safely accommodate additional traffic, or where the applicant provides the improvements necessary to maintain acceptable roadway performance.

Roadways serve more than commuters. They carry school buses, emergency responders, commercial traffic, and thousands of residents every day. As traffic volumes increase, congestion affects not only travel times but also emergency response, intersection safety, and the overall reliability of the transportation system.

For that reason, the Parish Council adopted objective traffic standards rather than leaving these decisions to subjective judgment.

What the Ordinance Requires

The traffic ordinance establishes two mandatory requirements.

First, a proposed development shall be denied if the required Traffic Impact Analysis demonstrates that the development will overburden the existing roadway system by causing a reduction in service.

Second, the ordinance specifically addresses situations where an intersection is already operating below Level of Service D. Rather than exempting those intersections, the ordinance requires that the applicant’s mitigation improve them to Level of Service D or better.

The ordinance therefore recognizes that existing traffic deficiencies may already be present and establishes a specific standard for those situations.

Application to Harvest Fields

The Traffic Impact Analysis submitted for Harvest Fields continues to identify critical intersections operating below the minimum Level of Service required by the ordinance. The applicant’s analysis acknowledges that some intersections remain below Level of Service D and, in several instances, relies on future roadway improvements or actions by other agencies that are not part of the proposed development and are not guaranteed to occur.

The ordinance, however, does not measure compliance based on anticipated future projects. It measures compliance based on whether the required mitigation improves affected facilities to the adopted Level of Service standard.

If the required level of service has not been demonstrated, the application has not demonstrated compliance with the traffic standard established by the Parish Council.

Whether the traffic deficiencies existed before the application was submitted is addressed separately in Chapter 2. This chapter considers only one question: Has the applicant demonstrated compliance with the traffic standard required by ULDC §17-4060(G)(2)?

Based on the Traffic Impact Analysis submitted with this application, I do not believe that standard has been demonstrated.

Requested Finding

I respectfully request that the Planning Commission find that the Harvest Fields Preliminary Plat has not demonstrated compliance with ULDC Appendix IV, §17-4060(G)(2) because the submitted Traffic Impact Analysis continues to identify intersections operating below the required Level of Service without demonstrating the mitigation required by the ordinance.

Accordingly, the application should be denied unless and until compliance with the adopted traffic standard is demonstrated.

2. Application of Traffic Standards to Existing Deficient Roadways

Existing Traffic Deficiencies Are Not an Exception to the Ordinance Applicable Authority

Ascension Parish Unified Land Development Code
Appendix IV, §17-4060(G)(2)

“In the case where the existing Level of Service (LOS) is below ‘D,’ the required mitigating improvements shall improve all approaches, legs, or any elements within the development area to an LOS of ‘D’ or better.”

Why This Standard Exists

The Unified Land Development Code recognizes that not every roadway begins in perfect condition.

Some intersections already experience congestion before a new subdivision is proposed. Rather than ignoring those conditions, the Parish Council specifically addressed them within the ordinance.

The purpose of this provision is straightforward. When development is proposed in an area where traffic infrastructure is already operating below acceptable standards, additional growth should not be approved unless the required mitigation restores those facilities to the adopted Level of Service. This protects both existing residents and the future residents of the proposed subdivision.

The Ordinance Already Answers This Question

One of the primary arguments presented in support of this application is that existing traffic deficiencies should not prevent approval because the applicant did not create those deficiencies.

While that position may appear reasonable at first glance, it is not the standard adopted by the Parish Council.

The ordinance specifically anticipates this exact situation.

It begins with the words: *“In the case where the existing Level of Service (LOS) is below ‘D’...”*

Those words are important. They acknowledge that existing deficient intersections may already be present before a subdivision application is submitted.

Rather than creating an exemption for those intersections, the ordinance establishes the opposite requirement. It states that the required mitigating improvements shall improve those facilities to Level of Service D or better. The ordinance therefore does not distinguish between traffic deficiencies that existed before the application and those created by the proposed development. Instead, it establishes the performance standard that must be achieved before approval.

Why This Interpretation Matters

The Planning Commission’s decision in this case extends beyond a single subdivision. It establishes how this ordinance will be applied to future developments throughout Ascension Parish. If existing failing intersections are treated as exempt from the mitigation requirement, a practical problem immediately arises.

Developers proposing projects near intersections operating at acceptable levels of service may be required to construct improvements in order to maintain compliance.

Meanwhile, developers proposing projects adjacent to intersections already operating below the required stan-

dard could argue that no comparable obligation exists because they did not create the original deficiency.

That interpretation would create an unintended incentive to concentrate future development in areas where transportation infrastructure is already under the greatest strain.

I do not believe that was the intent of the Parish Council when it specifically included language addressing intersections that are already operating below Level of Service D.

The Limiting Principle

This application proposes approximately 115 homes. If the Commission concludes that additional development may proceed because the existing traffic deficiencies were created by others, an important question remains.

What is the limiting principle?

If the same reasoning permits 115 homes, would it also permit 300? Would it permit 600? Would it permit 1,000? At what point does the existing congestion become sufficient to prevent additional development?

The Unified Land Development Code answers that question. It does not establish a numerical limit. It establishes a performance standard. That standard is Level of Service D.

By adopting an objective standard instead of a subjective one, the Parish Council ensured that future applications would be evaluated consistently, regardless of the size of the proposed development or the identity of the applicant.

Requested Finding

I respectfully request that the Planning Commission find that ULDC Appendix IV, §17-4060(G)(2) expressly addresses roadway segments and intersections already operating below Level of Service D and requires mitigation sufficient to improve those facilities to the adopted standard before approval.

Because the submitted Traffic Impact Analysis does not demonstrate that this standard has been achieved, the applicant has not demonstrated compliance with the Unified Land Development Code.

3. Applying the Ordinance as Written

The Unified Land Development Code Should Be Applied According to Its Plain Language

Applicable Authority

Louisiana Civil Code Article 9

“When a law is clear and unambiguous and its application does not lead to absurd consequences, the law shall be applied as written and no further interpretation may be made in search of the intent of the legislature.”

ULDC Appendix IV, §17-4060(G)(2)

Why This Standard Exists

Every ordinance adopted by the Parish Council represents a policy decision. The Planning Commission’s responsibility is not to rewrite those policies or substitute a different standard. Rather, it is to determine whether an application complies with the standards that have already been adopted.

Louisiana law recognizes this principle by directing that clear and unambiguous laws be applied according to their plain language. This promotes consistency, predictability, and fairness for applicants, neighboring property owners, and future Planning Commissions.

The Traffic Ordinance Is Direct

The traffic ordinance contains several mandatory statements.

It provides that a proposed development shall be denied when the required Traffic Impact Analysis demonstrates that the proposed development will overburden the existing roadway system by causing a reduction in service.

It further provides that where the existing Level of Service is below “D,” the required mitigating improvements shall improve those facilities to Level of Service D or better.

These provisions are written in mandatory terms. The ordinance does not state that existing deficient intersections are exempt from mitigation. Nor does it provide that applicants are relieved of responsibility because they did not create the existing conditions. Instead, the ordinance establishes the performance standard that must be demonstrated before approval.

Why Interpretation Matters

Reasonable people may disagree about whether the ordinance should contain different language. That policy decision, however, belongs to the Parish Council. If the Council believes existing deficient intersections should be treated differently, it may amend the Unified Land Development Code. Until that occurs, the Planning Commission is asked to apply the ordinance that currently exists.

Doing so provides consistency for every applicant and preserves public confidence that the same standards apply equally to every subdivision.

Application to Harvest Fields

The Harvest Fields application asks the Commission to evaluate a Traffic Impact Analysis in which now three

intersections continue to operate below the adopted Level of Service standard. Whether those deficiencies existed before the application was submitted does not change the language adopted by the Parish Council.

The ordinance specifically addresses existing deficient intersections and establishes the mitigation required before approval. Accordingly, I respectfully submit that the Commission should evaluate this application using the language contained in the ordinance itself.

Requested Finding

I respectfully request that the Planning Commission apply ULDC Appendix IV, §17-4060(G)(2) according to its plain language and determine whether the applicant has demonstrated the traffic mitigation required by the ordinance before granting preliminary plat approval.

4. Representative Traffic Data

Sound Decisions Require Representative Traffic Conditions

Applicable Authority

ULDC §17-4060

Traffic Impact Analyses are intended to evaluate the effects of proposed development using representative traffic conditions and accepted engineering methodology.

Why This Standard Exists

Traffic Impact Analyses are intended to provide the Planning Commission with an accurate picture of how a proposed development will affect the surrounding transportation network.

Like any engineering study, the reliability of the conclusions depends upon the quality and representativeness of the underlying data.

If traffic counts are collected during conditions that differ significantly from normal operating conditions, the resulting analysis may not accurately reflect the traffic that residents experience throughout most of the year.

Questions Raised by the Updated Study

Based on the materials submitted with this application, portions of the updated Traffic Impact Analysis appear to have relied on traffic counts collected during periods when Ascension Parish schools were closed for parent-teacher conferences.

In addition, portions of LA 929 providing access to Airline Highway were closed because of construction during the same general period.

Both conditions had the potential to influence normal traffic patterns. School closures reduce school-related traffic, while major roadway closures may divert or suppress traffic that would ordinarily pass through nearby intersections. There are legitimate questions regarding whether the collected data accurately represents normal weekday conditions.

The Importance of Representative Conditions

The purpose of a Traffic Impact Analysis is not simply to collect traffic counts. Its purpose is to provide the Planning Commission with reliable information upon which to base a decision affecting both current residents and future homeowners.

If reasonable questions exist regarding whether the data reflects ordinary operating conditions, those questions should be resolved before a preliminary plat is approved. Engineering decisions are only as reliable as the assumptions upon which they are based.

Requested Finding

I respectfully request that the Planning Commission determine whether the submitted Traffic Impact Analysis accurately reflects representative traffic conditions and whether the resulting analysis provides a reliable basis for evaluating compliance with ULDC §17-4060.

5. Consistency with the Ascension Parish Master Plan

The Master Plan Provides the Framework for Responsible Growth

Applicable Authority

ULDC §17-405

ULDC Appendix III

Ascension Parish Master Plan

Why the Master Plan Matters

Every growing community eventually faces the same question. How do we accommodate new development while protecting the qualities that made people want to live there in the first place? Ascension Parish answered that question by adopting a comprehensive Master Plan.

The Master Plan is not simply a vision document. Through Appendix III of the Unified Land Development Code, it becomes part of the planning framework the Planning Commission is directed to consider when reviewing subdivision applications under ULDC §17-405.

Its purpose is not to prevent growth. Its purpose is to guide growth. It encourages development that is compatible with existing neighborhoods, supported by adequate infrastructure, mindful of environmental constraints, and coordinated with the long-term needs of the community. These principles help ensure that today's development decisions continue to benefit Ascension Parish decades into the future.

The Master Plan Should Guide Every Application

The Master Plan does not evaluate individual developments. Instead, it establishes the principles by which all developments should be evaluated.

That consistency is important. It ensures that every applicant is measured against the same expectations, regardless of the size of the project or the location of the property. When the Planning Commission considers a preliminary plat, it is not deciding whether new housing is desirable. It is determining whether the proposed development is consistent with the planning policies adopted by the Parish. Those policies exist to balance growth with transportation, drainage, schools, neighborhood compatibility, public services, and environmental considerations.

Application to Harvest Fields

Several aspects of the Harvest Fields proposal raise questions regarding consistency with the Master Plan.

These include:

- Neighborhood compatibility with the surrounding development pattern.
- Development within an area containing significant floodplain.
- Transportation infrastructure that remains under substantial strain.
- Public facilities, including schools, that are already experiencing increased demand.
- Long-term maintenance obligations associated with extensive detention infrastructure.

Requested Finding

I respectfully request that the Planning Commission evaluate the Harvest Fields Preliminary Plat for consistency with the Ascension Parish Master Plan as required by ULDC §17-405 and Appendix III before determining whether the application satisfies the standards adopted by the Parish.

6. Neighborhood Compatibility

New Development Should Respect the Character of Existing Communities

Applicable Authority

ULDC §17-405

Appendix III - Ascension Parish Master Plan

The Master Plan encourages development that is compatible with surrounding neighborhoods and respects established community character.

Why Compatibility Matters

One of the strengths of Ascension Parish is the diversity of its neighborhoods. Some communities developed around larger rural home sites. Others developed as traditional suburban neighborhoods. Still others reflect more recent residential growth. Each contributes to the character of the Parish.

The Master Plan recognizes that preserving this diversity is an important part of responsible planning.

Growth is encouraged, but transitions between different types of development should be carefully considered so that new neighborhoods complement rather than overwhelm existing communities.

Application to Harvest Fields

The surrounding neighborhoods include homes situated on lots generally ranging from one-half acre to more than two acres. Harvest Fields proposes approximately fifty-foot residential lots with direct connections to those established neighborhoods. **This represents a substantial change in development pattern and neighborhood character.**

Compatibility is not measured by whether development is possible. It is measured by whether new development fits appropriately within its surroundings while respecting the expectations of existing residents and the planning policies adopted by the Parish.

The Master Plan encourages thoughtful transitions between differing development patterns rather than abrupt changes in density and neighborhood form.

Why This Matters

Neighborhood character is difficult to restore once it has been fundamentally altered. For that reason, compatibility decisions deserve careful consideration before subdivision approval rather than after construction has begun. Growth and compatibility are not opposing goals. Good planning seeks to accomplish both.

Requested Finding

I respectfully request that the Planning Commission determine whether the proposed subdivision demonstrates compatibility with the surrounding neighborhood and whether the application satisfies the community planning principles identified within the Ascension Parish Master Plan.

7. Public Infrastructure Must Keep Pace With Growth

Responsible Growth Requires More Than Available Land

Applicable Authority

ULDC §17-405

Appendix III - Ascension Parish Master Plan

The Master Plan promotes development that is coordinated with the capacity of public infrastructure and community facilities.

Why This Standard Exists

One of the primary purposes of a Master Plan is to ensure that growth occurs alongside the infrastructure necessary to support it.

- Roads
- Schools
- Drainage
- Utilities
- Emergency Services

These systems are interconnected. When one falls behind, the effects are felt throughout the community. For that reason, good planning does not simply ask whether land can be developed. It asks whether the surrounding public infrastructure is prepared to support that development over the long term.

Infrastructure Should Lead Growth

The Master Plan recognizes that infrastructure should guide development rather than constantly reacting to it.

When neighborhoods are approved before roads, schools, and public services have sufficient capacity, communities often spend years trying to catch up. Residents experience increased congestion. Schools become overcrowded. Drainage systems require expansion. Public investment is shifted toward correcting problems that could have been anticipated during the planning process. Responsible planning seeks to avoid those outcomes.

Application to Harvest Fields

Harvest Fields is proposed within an area where several major public systems are already experiencing significant demand. The surrounding transportation network continues to experience congestion at multiple critical intersections. Public school capacity has become an increasing concern as residential growth continues throughout this portion of the parish.

These issues do not suggest that development should stop. They suggest that growth should occur where supporting infrastructure is capable of accommodating it, or where necessary improvements accompany the proposed development. That principle lies at the heart of the Ascension Parish Master Plan.

Requested Finding

I respectfully request that the Planning Commission determine whether the Harvest Fields Preliminary Plat demonstrates consistency with the Master Plan's objective of coordinating residential growth with adequate public infrastructure.

8. Schools Are Infrastructure

Educational Facilities Should Be Considered When Planning Growth

Applicable Authority

ULDC §17-405

Appendix III - Ascension Parish Master Plan

The Master Plan encourages coordination between residential growth and public facilities, including educational infrastructure.

Why This Standard Exists

Every new neighborhood brings new families. Every new family brings new students. For that reason, schools are not separate from land-use planning. They are part of the public infrastructure that supports residential development.

The Master Plan recognizes this relationship by encouraging coordination between future residential growth and educational facilities. Doing so helps ensure that neighborhoods are served by schools capable of supporting long-term population growth.

Application to Harvest Fields

Sugar Mill Elementary is a very new school. Despite its age, it has already experienced significant enrollment growth as residential development has expanded throughout the surrounding area. I have had school staff tell me that portable buildings were supposed to be on campus for the 2025-26 school year but did not arrive in time. They are bursting at the seams.

This application proposes additional residential growth within that same service area. Whether school capacity alone determines the outcome of this application is not the issue. Rather, the question is whether this proposal is consistent with the Master Plan's objective of coordinating growth with public infrastructure, including educational facilities. That consideration forms part of the broader planning analysis required under ULDC §17-405.

Why This Matters

School capacity rarely changes overnight. New schools require years of planning, funding, land acquisition, design, and construction. Residential development often occurs much faster. The Master Plan recognizes that planning decisions should account for this difference.

Requested Finding

I respectfully request that the Planning Commission consider whether the proposed subdivision demonstrates consistency with the Master Plan's goal of coordinating residential growth with public infrastructure, including educational facilities.

9. Floodplain Development Requires Careful Planning

Flood Risk Should Be Minimized Whenever Possible

Applicable Authority

ULDC §17-405

Appendix III - Ascension Parish Master Plan

The Master Plan encourages responsible development that considers environmental constraints, flood hazards, and long-term public safety.

Why This Standard Exists

Floodplains are an unavoidable part of life in South Louisiana. For that reason, floodplain management is not intended to prohibit development. Its purpose is to reduce unnecessary risk through thoughtful planning.

Flood maps identify areas where flooding is more likely to occur. Those maps allow planners, engineers, and decision-makers to evaluate whether development can occur in a manner that protects both future residents and neighboring property owners. The Master Plan recognizes that flood risk should be considered before development occurs rather than after homes have been constructed.

Application to Harvest Fields

According to the preliminary plat, approximately twenty-five percent of the proposed subdivision lies within FEMA Flood Zone A.

Building within a flood plain is strongly discouraged. It is bad practice and sets up residents for a known danger. As discussed later in this report, questions also remain regarding revised Base Flood Elevations and whether the submitted engineering plans have been updated to reflect those revised design assumptions.

Why This Matters

Floodplain decisions affect more than the homes constructed within a subdivision. They also influence drainage patterns, maintenance obligations, public infrastructure, and the long-term resilience of surrounding neighborhoods. That is why the Master Plan encourages thoughtful consideration of flood risk before development occurs.

Requested Finding

I respectfully request that the Planning Commission determine whether the Harvest Fields Preliminary Plat demonstrates consistency with the Master Plan's objectives regarding flood risk, environmental constraints, and responsible development.

10. The BFE Changed From 14' To 16' With No Map Or Pond Changes

Applicable Authority

ULDC §17-405

Applicable drainage, floodplain, and engineering standards governing subdivision review.

Why This Standard Exists

Engineering plans are only as reliable as the assumptions upon which they are based. When a significant design assumption changes, the supporting engineering should demonstrate how the project continues to comply with the applicable standards. This protects future homeowners, neighboring property owners, and the integrity of the Planning Commission's review.

Application to Harvest Fields

Shortly before this application returned to the Planning Commission, the Base Flood Elevation (BFE) applicable to portions of the subdivision increased from approximately 14 feet to 16 feet. Because Ascension Parish requires finished floor elevations to be constructed two feet above the Base Flood Elevation, this change appears to require substantially more fill across a significant portion of the proposed subdivision.

Despite this significant design change, the grading plan, drainage plan, and overall site layout appear substantially unchanged.

This raises several important engineering questions. If additional fill is now required:

- Have the cut-and-fill calculations been updated?
- Has the grading plan been revised?
- Has the drainage analysis been updated?
- Have detention calculations changed?
- How has compliance with applicable fill requirements been demonstrated?

These are not conclusions. They are questions that naturally arise when a major engineering assumption changes.

Why This Matters

Planning decisions should be based upon engineering plans that reflect current design requirements.

If a significant design parameter changes, the Commission should have confidence that the plans before it demonstrate compliance with those revised conditions before preliminary plat approval is granted.

Requested Finding

I respectfully request that the Planning Commission determine whether the engineering plans submitted with this application accurately reflect the current Base Flood Elevation requirements and demonstrate compliance with the applicable engineering standards before approving the preliminary plat.\

11. Long-Term Infrastructure Long-Term Maintenance (5 PONDS!)

Responsible Planning Considers More Than Initial Construction

Applicable Authority

ULDC §17-405

Appendix III – Ascension Parish Master Plan

The Master Plan encourages development that is sustainable and supported by infrastructure capable of serving the community over the long term.

Why This Standard Exists

Subdivision approval is not simply a decision about construction. It is also a decision about long-term ownership and maintenance. Drainage systems, detention ponds, and common areas remain long after construction equipment has left the site. Responsible planning considers whether that infrastructure can be maintained safely and economically for decades to come.

Application to Harvest Fields

According to the preliminary plans, Harvest Fields includes more than three acres of detention ponds with over 3,200 linear feet of shoreline and embankment requiring perpetual maintenance. These facilities appear to be located largely within an area affected by floodplain conditions and soft South Louisiana soils.

Over time, detention ponds require mowing, erosion repair, sediment removal, drainage maintenance, and periodic reconstruction. *Those responsibilities will not remain with the developer.* They will become the responsibility of approximately 115 homeowners through their homeowners association. While these obligations do not necessarily prohibit development, they represent a significant long-term responsibility that should be considered as part of the Planning Commission's review.

Why This Matters

Good planning considers not only whether a subdivision can be built. It also considers whether it can be successfully maintained by future residents. The decisions made today will affect homeowners for generations.

Requested Finding

I respectfully request that the Planning Commission consider whether the proposed subdivision demonstrates the long-term sustainability envisioned by the Ascension Parish Master Plan, including the maintenance obligations associated with extensive common drainage infrastructure.

11. Who Maintains 5 Ponds Forever?

Responsible Planning Considers More Than Initial Construction

Applicable Authority

ULDC §17-405

Appendix III – Ascension Parish Master Plan

The Master Plan encourages development that is sustainable and supported by infrastructure capable of serving the community over the long term.

Why This Standard Exists

Subdivision approval is not simply a decision about construction. It is also a decision about long-term ownership and maintenance. Drainage systems, detention ponds, and common areas remain long after construction equipment has left the site. Responsible planning considers whether that infrastructure can be maintained safely and economically for decades to come. These ponds are very expensive to maintain and will be relied upon for drainage while 25% of Harvest Fields falls in an A flood zone.

Application to Harvest Fields

According to the preliminary plans, Harvest Fields includes more than three acres of detention ponds with over 3,200 linear feet of shoreline and embankment requiring perpetual maintenance. These facilities appear to be located largely within an area affected by floodplain conditions and soft South Louisiana soils. Over time, detention ponds require mowing, erosion repair, sediment removal, drainage maintenance, and periodic reconstruction. Those responsibilities will not remain with the developer. They will become the responsibility of approximately 115 homeowners through their homeowners association.

While these obligations do not necessarily prohibit development, they represent a significant long-term responsibility that should be considered as part of the Planning Commission's review.

Why This Matters

Good planning considers not only whether a subdivision can be built. It also considers whether it can be successfully maintained by future residents. The decisions made today will affect homeowners for generations.

Requested Finding

I respectfully request that the Planning Commission consider whether the proposed subdivision demonstrates the long-term sustainability envisioned by the Ascension Parish Master Plan, including the maintenance obligations associated with extensive common drainage infrastructure.

12. Material Changes Since the Previous Denial

The Current Application Should Demonstrate Meaningful Resolution of the Commission's Previous Concerns

Applicable Authority

ULDC §17-4096

The Unified Land Development Code establishes standards governing resubmittal of applications following denial by the Planning Commission.

Why This Standard Exists

The Planning Commission's decisions should carry meaning. When an application is denied, the purpose of a revised submission is to address the deficiencies identified by the Commission, not simply to request a second review of substantially the same proposal.

This protects the integrity of the planning process and provides certainty for applicants, residents, and the Commission itself.

Application to Harvest Fields

In February 2026, the Planning Commission denied the Harvest Fields Preliminary Plat after considering concerns regarding traffic, infrastructure, and overall consistency with the Unified Land Development Code.

The current application raises an important question: What has materially changed?

- The revised Traffic Impact Analysis continues to identify intersections operating below the adopted Level of Service standard.
- The proposed neighborhood layout remains substantially similar.
- The surrounding public infrastructure has not materially changed.
- The compatibility concerns identified by neighboring residents remain substantially the same.

While the applicant has submitted additional materials, the Commission should determine whether those materials meaningfully resolve the issues that led to the previous denial or simply revisit those same issues under a substantially similar proposal.

Why This Matters

The Planning Commission's decisions establish expectations for future applicants. If substantially similar applications may be repeatedly reconsidered without resolving the reasons for denial, the value of the Commission's original findings is diminished. The public benefits when applicants understand that meaningful revisions—not simply additional review—are expected before reconsideration.

Requested Finding

I respectfully request that the Planning Commission determine whether the current application materially addresses the reasons for the previous denial and whether the revised submission demonstrates compliance with the standards previously found lacking.

Conclusion

Requested Action

Throughout this report, I have attempted to evaluate the Harvest Fields Preliminary Plat using the same standards adopted by Ascension Parish for every subdivision application.

This report is not intended to oppose growth. Growth is both expected and necessary. Rather, it asks a narrower question: **Has the applicant demonstrated compliance with the Unified Land Development Code and the Ascension Parish Master Plan?**

Based upon the materials submitted with the application, I respectfully conclude that the applicant has not yet demonstrated compliance with several important planning standards, including:

- The mandatory traffic requirements of ULDC Appendix IV, §17-4060.
- The performance standard applicable to intersections already operating below Level of Service D.
- The planning principles incorporated through Appendix III of the Unified Land Development Code.
- The need for representative traffic data supporting the submitted Traffic Impact Analysis.
- Questions regarding revised engineering assumptions following changes to the Base Flood Elevation.
- Long-term infrastructure sustainability and compatibility with surrounding neighborhoods.

For these reasons, I respectfully request that the Planning Commission deny approval of the Harvest Fields Preliminary Plat until the applicant demonstrates compliance with the standards adopted by Ascension Parish.

The purpose of the Unified Land Development Code and the Ascension Parish Master Plan is not to prevent growth.

Their purpose is to ensure that growth occurs responsibly, consistently, and in a manner that protects both existing residents and future generations.

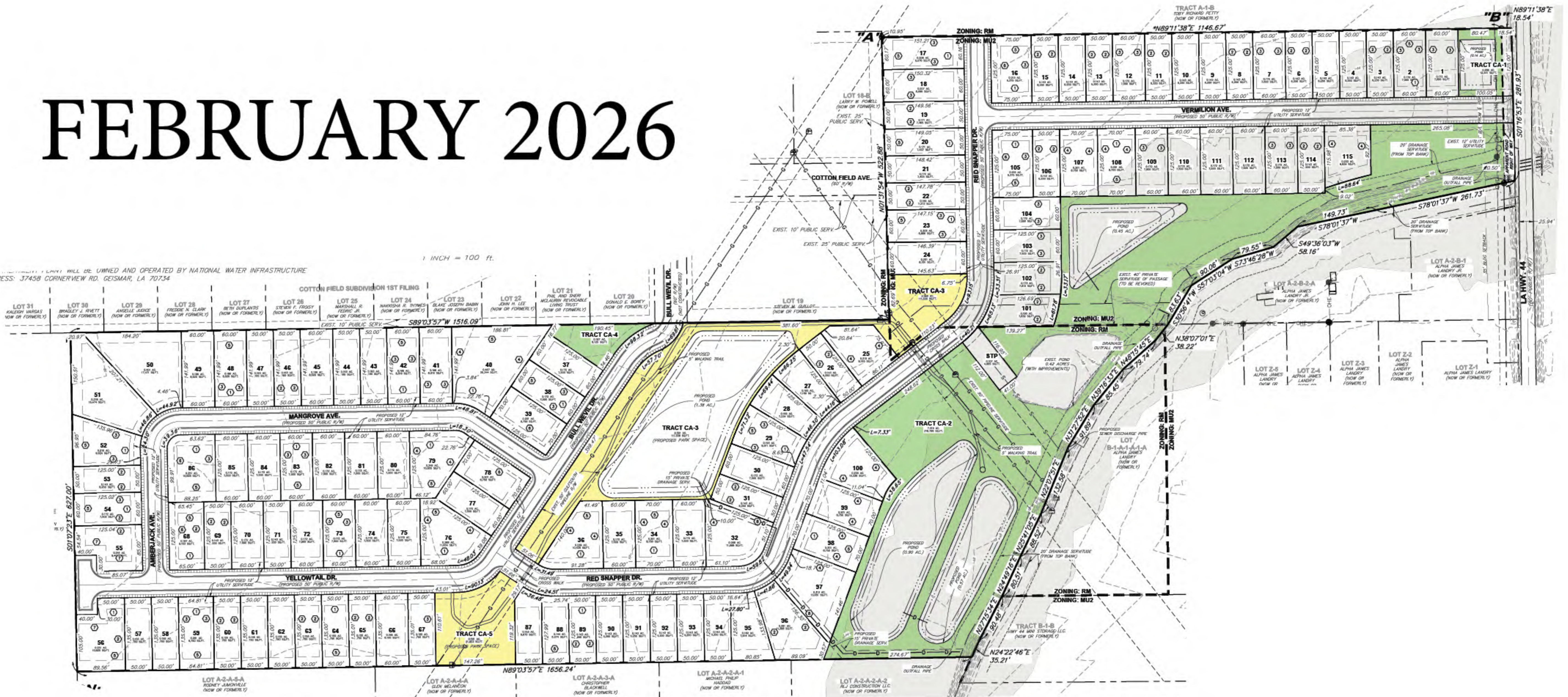
Sincerely,

William Guidry
40380 Cotton Field Ave.
Gonzales, LA 70737

FEBRUARY 2026

THE PROJECT PLANS WILL BE OWNED AND OPERATED BY NATIONAL WATER INFRASTRUCTURE (NW). ADDRESS: 37458 CORNERVIEW RD. GEISMAR, LA 70734

1 INCH = 100 ft.



Theresa Robert
2205 Hwy. 44
Gonzales LA 70737

**Speech for Ascension Parish Planning Commission –
July 8, 2026 Opposition to Harvest Fields Preliminary Plat Approval**

Mr. Chairman, members of the Planning Commission:

Thank you for the opportunity to speak on the Harvest Fields preliminary plat. This 115-lot subdivision on LA 44 would add significant traffic to an already strained road network. While the applicant and CSRS have addressed some review comments, the Traffic Impact Analysis (TIA) remains fundamentally flawed and does not meet the requirements of our **Unified Land Development Code (ULDC)** and Subdivision Regulations.

Invalid and Incomplete Traffic Study – Critical Intersections Missing

The supplemental traffic study is invalid because it failed to analyze a key intersection that traffic from this development will use: **Germany Road at Braud Road**.

Under the ULDC TIA standards (requiring a comprehensive study area that includes all roadways providing reasonable access to and from the site, plus relevant intersections), this omission is significant. Residents leaving the subdivision via a left turn out of Woodland Drive will directly reach the Germany/Braud intersection. Failing to study it ignores real-world traffic patterns generated by the project and understates cumulative impacts.

Even where the study *did* look at nearby intersections, the results are concerning. The **Braud Road / PR-929 (Causey Road) intersection** was studied and still showed failing conditions (LOS F movements and overall E/F in several scenarios). This is especially telling because **PR-929 was closed to Airline Highway** due to ongoing roundabout construction at PR-929/Daigle Road. Reduced through-traffic should have improved conditions, yet it **STILL FAILED**. This demonstrates the corridor's existing vulnerability—adding 115 homes will only make it worse.

We Cannot Rely on Uncertain Future Improvements

The CSRS letter references a future roundabout at PR-929/Braud Road to improve conditions. This 3.2 million dollar project was identified in 2018 however it has never progressed beyond design phase. We have **no certainty** this project will ever be built. The **recent cancellation of the roundabout at PR-929 and Daigle Road** proves exactly why we cannot base approval on speculative future infrastructure. ULDC standards require developments to demonstrate adequate mitigation based on **existing and committed conditions**—not hopeful projects that may never materialize due to funding, priorities, or other delays. Relying on them shifts the burden onto existing residents and risks creating unsafe conditions in the interim.

Hwy 44 at Germany Road – Clear Failing Conditions with No Solid Mitigation

The data in the TIA is even more damning at the **LA 44 / Germany Road (LA 931) intersection**—one of the primary access points for this development. Existing conditions already show LOS E overall, with multiple F movements (e.g., westbound left turns). Future no-build and build scenarios worsen delays, with v/c ratios exceeding 1.0 and massive queues. No robust, guaranteed mitigation is proposed for this critical intersection and DOTD restrictions further limit options. This directly violates the ULDC's intent to **maintain or improve Levels of Service** and ensure developments do not create significant adverse impacts on the transportation network.

Broader ULDC and Public Welfare Concerns

Our code exists to prevent exactly this situation: approving intense development on substandard infrastructure without full mitigation. Traffic is not abstract—it affects safety for families, emergency response times, and quality of life in neighboring communities like Cotton Fields and Woodland. Combined with the project's location in a flood-prone area (addressed only partially in the drainage study), this proposal fails to meet the health, safety, and welfare standards that must guide your decision.

I ask you to stand with residents and enforce our code consistently. **Deny the Harvest Fields preliminary plat.** Require any future proposals to fully study all relevant intersections, demonstrate concrete mitigation without relying on uncertain future projects, and prove no degradation of existing LOS.

I respectfully urge you to **deny** this plat to protect public safety, welfare, and the integrity of our development standards.

Thank you for your time and service to Ascension Parish.

ATTACHMENT H

-----Original Message-----

From: Jamie Powell <powell.jamiea@gmail.com>

Sent: Monday, July 6, 2026 5:43 PM

To: commissionermiller <commissionermiller@yahoo.com>; mvillazoning <mvillazoning@gmail.com>; cross.marchand <cross.marchand@gmail.com>; Wade Schexnaydre <wade@schexrest.com>; mhunitas <mhunitas@gmail.com>; mjnsr <mjnsr@aol.com>

Cc: Stacie Webb <stacie.webb@apgov.us>; Eric Poche <eric.poche@apgov.us>

Subject: Formal Request to Cancel Hearing

[You don't often get email from powell.jamiea@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Formal Request to Cancel Hearing

Cotton Field Resident

Jamie Powell

40414 Cotton Field Ave.

Ascension Parish Planning & Development Department

Attn: Director of Planning and Development / Planning Commission Secretary

828 S. Irma Blvd., Gonzales, LA 70737

Re: Request to Cancel July 8, 2026 Planning Commission Hearing for Harvest Fields Preliminary Plat – Procedural Violation of Ascension Parish Unified Land Development Code (ULDC) Appendix IV, Section 17-405

Dear Director and Planning Commission Members,

I am writing as a concerned resident and adjacent property owner to formally request the immediate cancellation of the July 8, 2026 Planning Commission hearing on the resubmitted preliminary plat for the proposed Harvest Fields subdivision.

Basis for Request – Procedural Violation The Ascension Parish Planning Commission unanimously denied the Harvest Fields preliminary plat application on February 11, 2026 (5-0 vote, with two abstentions), citing significant concerns including traffic, drainage/flooding, health/safety/welfare, and overall code compliance.

The developer has now resubmitted the application for consideration on July 8, 2026 — only approximately five months later — with no major changes to the plat itself and only a supplemental traffic study. This resubmission violates the parish's established procedures under the Unified Land Development Code (ULDC) Appendix IV – Subdivision Regulations, specifically:

Section 17-405.C (Preliminary Plat Procedure): Within five business days of submittal, the Director shall make a formal determination of application completeness. "If the application is incomplete or submitted prematurely, the applicant shall be notified in writing of the reasons for the determination." The current resubmission qualifies as premature.

ATTACHMENT H

Established One-Year Waiting Period: Consistent with parish practice and analogous provisions in the ULDC (e.g., provisions for conditional use permits and similar development applications stating that if denied, the application will be eligible for resubmission one year from the date of the denial), a denied preliminary plat (or substantially similar application) may not be resubmitted until 12 months from the date of denial. This rule prevents serial or premature applications that lack meaningful revisions.

This 12-month rule was explicitly applied and referenced by parish officials in prior cases, such as the Delaune Estates (formerly Antebellum Pointe) matter, where resubmission was permitted only after 12 months had elapsed since denial.

Furthermore, the limited supplemental traffic study does not constitute a meaningful revision sufficient to overcome the waiting period or the prior denial. The study is incomplete and flawed because:

Traffic counts conducted at the intersection of Braud Road and PR-929 were performed while PR-929 was closed at the intersection of PR-929 and Daigle Road due to roundabout construction, rendering the data unrepresentative of normal conditions.

No traffic count was conducted at the intersection of Germany Road and Braud Road, a key nearby intersection directly relevant to the project's traffic impacts.

These deficiencies mean the resubmission fails to adequately address the Commission's original concerns and remains substantially the same as the previously denied application.

Requested Action

I respectfully request that the Planning & Development Department:

Immediately determine the application as premature and/or incomplete and reject it in writing pursuant to ULDC §17-405.C.

Cancel the July 8, 2026 public hearing to avoid unnecessary expenditure of public resources and to uphold procedural integrity.

Notify the applicant in writing of the deficiencies, including the premature filing and flaws in the supplemental traffic study, and confirm the earliest eligible resubmission date (February 11, 2027).

Enforcing these requirements upholds the intent of the ULDC to ensure orderly, thorough development review and prevents circumvention of the Commission's prior denial.

Thank you for your prompt attention to this important procedural matter.

I respectfully request that if the hearing on July 8th continues that this submission be included in the official packet and entered into the administrative record in full.

Sincerely,

Jamie Powell

Sent from my iPhone

Date: June 25, 2026

To: Ascension Parish Council and Ascension Parish Planning Commission

RE: Plugged and Abandoned Oil Well (Serial Number 166173 and Potential Subsurface Oil and Gas Waste Pit Located under the Proposed Harvest Fields Development

Executive Summary:

I am a retired Environmental Scientist with 29 years of service at the Louisiana Department of Environmental Quality (LDEQ). I am submitting this communication to summarize documentary records, imagery, and recent regulatory contacts that indicate a historical oil well and a surface anomaly consistent with a legacy reserve pit on the property proposed for the Harvest Fields subdivision. My intent is to provide the Parish, the current developer, and any future developers with a historical record and a recommended, measured path forward so that potential environmental, geotechnical, regulatory, and financial uncertainties may be evaluated before final approvals or infrastructure dedication.

Chronological Narrative of Observations and Recommended Next Steps

How did I confirm these records:

On February 11, 2026, following the public hearing on the Harvest Fields proposal, I overheard attendees' comments suggesting a historical oil well on the property. I confirmed the historical well record for Well Serial No. 166173 (Landry Estate No. 1) in the SONRIS database and located its coordinates at approximately latitude 30.29278185 N, longitude -90.92327898 W, which place the well within the proposed Harvest Fields development footprint. I then reviewed the SONRIS well file, historical well logs, permit plats, multiyear aerial imagery, and contemporaneous field photos and compiled the records summarized below. (See attachment 1 – Louisiana Department of Energy and Conservation (LDEC) Oil Well 166173 Documents.pdf; See attachment 2 - Application for permit to drill 11.1.79.pdf; See attachment 3 - Header from Well Log 166173.pdf; See attachment 4 - Entire Well log 5.12.80.pdf; See attachment 5 - Various Google Earth Photo of surface anomalies.pdf)

Where the potential issue is located:

The SONRIS coordinates for Well Serial No. 166173 place the historical well within the area shown on the current Harvest Fields subdivision plat. The subject site is located at 30.29278185° N, -90.92327898° W. The nearest street address is 15225 Louisiana Highway 44, Gonzales, LA 70737. Multiyear aerial imagery and permit plat overlays reveal a persistent rectangular surface anomaly that spatially overlaps several proposed residential lots, the main access road, and at least one proposed stormwater pond shown on the current

subdivision layout. (See attachment 5 - Various Google Earth Photo of surface anomalies.pdf) The overlay of the plat is approximate.

The surface anomaly is a distinct, **rectangular** area measuring roughly **1.2–1.3 acres** that appears to have been mechanically disced or otherwise managed repeatedly over many years. Its sharp, regular geometry and the fact that the same footprint is maintained year-to-year are characteristic of man-made disturbance rather than a transient natural patch; the feature's persistent location and alignment with the historical permit plat make it reasonable to treat the area as a former operational footprint (for example, a pit or pad) pending subsurface verification. This description is offered as an observational fact only — not an allegation — and it supports the practical recommendation that the Parish require targeted geophysical mapping and regulator-overseen borings across the rectangle before approving roads, lots, or stormwater infrastructure that would disturb the area. This area is also located downgradient of the plugged and abandoned well. It was widespread practice to locate the reserve pits downgradient of a well so that mud pit waste could gravity flow to the reserve pit.

When this history began and key historical observations (1979–1980):

- November 1, 1979: Permit application and plat were filed for Well Serial No. 166173 (Cabot Corporation / Landry Estate No. 1). The permit plat establishes the historical well footprint relative to surface features. (See attachment 2 - Application for permit to drill 11.1.79.pdf)
- Early 1980: The well was drilled to a total depth of 11,627 feet and was subsequently plugged and abandoned in May 1980 as a dry well, according to the Office of Conservation well file. (See attachment 1 - LDEC Oil Well 166173 Documents.pdf)
- February–May 1980: **Well log headers and field notes document drilling mud use, a heavy barite-weighted mud system, a significant borehole washout during drilling, and that samples were taken from a “pit” during the drilling phase. Reported pit pH values in the well log headers were high (reported pH values in the record include 12 and 12.5).** These entries are historical observations from the well file and well log. (See attachment 3 - Header from Well Log 166173.pdf; See attachment 4 - Entire Well log 5.12.80.pdf)

Standard practices at the time versus current residential and regulatory expectations:

- Historical practice (circa 1979–1980): At that time in Louisiana it was common to use unlined earthen reserve pits for drilling mud, cuttings, cement returns, and rig wash. Closure of such pits frequently consisted of decanting and backfilling without engineered compaction or post-closure sampling to modern residential standards.

The well file and well log entries reflect practices and field conditions consistent with that era. (See attachment 1 - LDEC Oil Well 166173 Documents.pdf)

- Contemporary expectations and regulatory framework: Current residential development standards and modern regulatory practice generally expect engineered controls, documented site characterization, and, where applicable, RECAP-based assessment and corrective action under LDEC oversight. Modern residential construction and subdivision approval processes typically consider geotechnical suitability for foundations and infrastructure, documented environmental site conditions, and compliance with stormwater and water quality regulations. Where legacy industrial features are suspected, targeted Phase II environmental investigations and geotechnical borings are commonly used to determine site suitability and to define any necessary remediation or engineering controls. (See attachment 6 - Notification Letter to LDEC 03.31.2026.pdf)

Subsequent surface observations and recent discovery (2007–2026):

- Circa 2007: Aerial imagery shows a pond excavated roughly 60 yards south-southwest (down-gradient) from the rectangular surface anomaly; multiyear imagery shows persistent surface anomalies and altered vegetation patterns immediately south and downgradient of the historical well location. (See attachment 5 - Various Google Earth Photo of surface anomalies.pdf) (Note I originally reported this as 600 yards to the southwest to LDEC and LDEC. That was a typo.)
- Post-2007 imagery: Imagery from 2010 and 2025 shows an approximate 1.2 to 1.3-acre rectangular area immediately south of the wellhead that looks like it might be disced by a tractor or farm equipment of some kind; this area displays distinct vegetation patterns and soil moisture characteristics that may align with a possible subsurface legacy reserve pit. (See attachment 5 - Various Google Earth Photo of surface anomalies.pdf). These anomalies appear to be made by a tractor discing the land. They always appear to be in the same location: just south and down gradient of the abandoned well.
- **On December 5, 2024, field photographs show a milky-teal hue in a pond located downgradient of the mapped anomaly; this is an observational record only and does not establish contamination or causation.** Because the observation is contemporaneous with other site records, it is reasonable to include visual pond-color documentation as a non-conclusive line of evidence in any Phase II sampling plan. (see Attachment 8 and Attachment 7). The last aerial photograph in attachment 5 shows what appears to be the approximate timeframe that the pond

was constructed. The photograph is dated 7.22.2007. There is no pond in earlier photographs. The next earlier photograph is June 2006 and shows no pond at this location. From the plat provided in February 2026, this appears to be the pond that the proposed sewage treatment plant will discharge into before discharging to the bayou.

- February–May 2026: I transmitted the SONRIS records and imagery to LDEQ and requested guidance on RECAP applicability and Phase II scope. I also submitted a disclosure and request for technical review to the LDEC Office of Conservation. The LDEQ Field Interview Form records that during a May 13–14, 2026 site visit, the landowner stated they would consult counsel and declined to grant regulator access at that time. (See attachment 6 - Notification Letter to LDEQ 03.31.2026.pdf; See attachment 10 - LDEQ FIF 5.14.2026.pdf)
- LDEQ and LDEC were formally notified in March and April 2026, respectively, and both agencies have been provided the SONRIS records, well files, and aerial imagery for technical review. Subsequent, limited follow-up review by the author and review of additional imagery indicate only minor refinements to the mapped surface anomaly footprint (minor changes in the measured acreage) and a modest clarification in the reported drilling mud weight in the logging records; these adjustments do not alter the core documentary facts or the overall circumstances described herein.

Potential concerns framed as possibilities:

- If subsurface drilling wastes are present and disturbed during construction, certain constituents (for example, barium, chlorides, elevated pH levels, chromium, or hydrocarbons) could be mobilized; a Phase II investigation should include appropriate analytes and controls. (See attachment 3 - Header from Well Log 166173.pdf; See attachment 4 - Entire Well log 5.12.80.pdf)
- Backfilled, uncompacted features can be associated with differential settlement that could affect roads, utilities, and foundations. (See attachment 4 - Entire Well log 5.12.80.pdf)
- Depending on site conditions and drainage connections, there is a potential for regulatory obligations related to stormwater and water quality that the Parish and developer may wish to evaluate. (See attachment 7 - USGS Elevation Profile from Well to Bayou.pdf)

- If investigation identifies significant contamination or geotechnical instability, remediation and stabilization requirements could affect project design, schedule, and cost. (See attachment 1 - LDEC Oil Well 166173 Documents.pdf)

Recommended actions the Parish may wish to consider:

To reduce uncertainty and to protect public health, infrastructure integrity, and the Parish's financial exposure, I recommend the Parish consider the following measures and conditions:

1. Retain records in the project file. Preserve the SONRIS records, well files, imagery, and correspondence so future reviewers and potential developers have access to the documented history. (See attachment 1 - LDEC Oil Well 166173 Documents.pdf; See attachment 2 - Application for permit to drill 11.1.79.pdf)
2. Condition approvals on investigation. Consider making final plat approval, infrastructure dedication, or issuance of certain permits contingent on completion of a targeted Phase II Environmental Site Assessment and geotechnical investigation for the anomaly footprint. Such an assessment could confirm or deny the presence of a pit, the horizontal and vertical extent of possible contamination, and confirm if shallow groundwater has been contaminated if a reserve pit is present. (See attachment 6 - Notification Letter to LDEC 03.31.2026.pdf)
3. Phase II scope (recommended elements). The Parish should request that any developer interested in purchasing and developing this site for residential use fund a Phase II sampling investigation that includes targeted soil borings across the anomaly footprint, laboratory analyses using RECAP nonindustrial parameters appropriate to legacy drilling pits (for example: barium, chromium, TPH-DRO, benzene, chlorides, and pH/alkalinity), and groundwater sampling if hydrogeologic conditions warrant. LDEC would have ultimate authority to define the formal sampling program. (See attachment 3 - Header from Well Log 166173.pdf; See attachment 4 - Entire Well log 5.12.80.pdf; See attachment 6 - Notification Letter to LDEC 03.31.2026.pdf)
4. Geotechnical scope. Request targeted geotechnical borings and settlement analyses for proposed roads, stormwater basins, the sewage treatment footprint, and lots that overlie the anomaly. (See attachment 4 - Entire Well log 5.12.80.pdf)
5. Regulatory coordination and servitudes. Consult legal counsel about contract language, indemnities, and preservation of regulatory access so that state agencies retain the ability to inspect or sample if needed in the future. Consider requiring recorded servitudes or deed notices if appropriate to preserve future access for regulators. (See attachment 1 - LDEC Oil Well 166173 Documents.pdf)

6. Reporting and QA/QC. Require that all sampling, laboratory reports, geotechnical analyses, and construction monitoring records be submitted to the Parish and to LDEQ/LDEC with full chain-of-custody documentation and QA/QC prior to acceptance of infrastructure. (See attachment 6 - Notification Letter to LDEQ 03.31.2026.pdf)
7. Public transparency. Consider placing a concise, factual summary of the historical records and the status of any investigations in the public project file so future stakeholders are informed. (See attachment 5 - Various Google Earth Photo of surface anomalies.pdf)

Legal and residential considerations to inform Parish decision making:

- Infrastructure dedication and long-term liability: The Parish may wish to avoid accepting dedication of infrastructure located over or adjacent to a suspected legacy feature until site suitability is demonstrated or appropriate contractual protections are in place. Acceptance of infrastructure can create ongoing maintenance and fiduciary duties that may expose the Parish to repair costs or third-party claims if unforeseen settlement or water quality issues arise. (See attachment 1 - LDEC Oil Well 166173 Documents.pdf)
- Stormwater and water quality compliance: Because proposed stormwater systems may intercept shallow groundwater or receive runoff from the anomaly footprint, the Parish and developer may wish to evaluate potential Clean Water Act and state regulatory implications if sampling indicates constituents of concern. Regulatory agencies (LDEQ/LDEC) should be consulted to determine whether RECAP or other corrective action pathways are applicable. (See attachment 7 - USGS Elevation Profile from Well to Bayou.pdf; See attachment 6 - Notification Letter to LDEQ 03.31.2026.pdf)
- Residential health and safety: Modern residential development standards expect engineered foundations, stable subgrades, and documented environmental conditions. If legacy materials are present, remediation or engineering controls may be necessary to meet residential construction standards and to protect future occupants. (See attachment 3 - Header from Well Log 166173.pdf; See attachment 4 - Entire Well log 5.12.80.pdf)

Disclaimer and Notice:

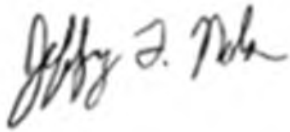
These materials and this letter present documentary evidence, observations, and recommended next steps for regulatory review and subsurface investigation. They do not assert current subsurface conditions as certifiable facts, nor do they allege wrongdoing by

any party. The purpose of this disclosure is to ensure the Parish and regulators have the information necessary to resolve the question of whether a buried oil and gas reserve pit exists and, if so, to determine the extent and concentration of any potential contamination so that decisions can be made safely, transparently, and cost-effectively.

Summary:

- Confirmed plugged and abandoned well: A subsurface plugged and abandoned oil well (Well Serial No. 166173, Landry Estate No. 1) exists on the property with certainty based on the SONRIS well record and Office of Conservation well file. (See attachment 1 - LDEC Oil Well 166173 Documents.pdf)
- Documentary records and multi-year imagery are consistent with features commonly associated with historical reserve pits; however, the presence, extent, and any contamination can only be confirmed or ruled out by targeted subsurface sampling conducted under an agreed sampling plan. **The well log header notes samples were taken from a 'pit' during the drilling phase.** pH values were 12.0 on February 14, 1980, 12.5 on May 1, 1980, and chloride samples were 2,300 ppm. (See attachment 3 - Header from Well Log 166173.pdf; See attachment 5 - Various Google Earth Photo of surface anomalies.pdf)
- Engineering and feasibility risk: Even if sampling shows pollutant concentrations below residential RECAP standards, building over a potential subsurface oil and gas reserve pit containing barite-weighted drilling mud may present engineering challenges that may be significant; subsurface utilities, stormwater ponds, roads, and the Parish's zero-net-fill ordinance could affect project feasibility. (See attachment 4 - Entire Well log 5.12.80.pdf)
- The only way to confirm: The only reliable method to confirm the presence or absence of a reserve pit, to delineate its extent, and to characterize any potential contamination is to perform a targeted Phase II sampling investigation (targeted soil borings, appropriate laboratory analyses, and groundwater sampling if warranted) conducted in coordination with LDEQ and LDEC under an agreed sampling plan. The Parish should require such an investigation prior to final plat approval, infrastructure dedication, or acceptance of construction in the anomaly footprint. (See attachment 6 - Notification Letter to LDEQ 03.31.2026.pdf)

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jeffrey T. Nolan". The signature is written in a cursive, flowing style.

Jeffrey T. Nolan, Retired Environmental Scientist
225-241-7142

Attachments referenced and explained in the body of this letter:

Attachment 1 — LDEC Oil Well 166173 Documents.pdf — Office of Conservation well file excerpts, plug-and-abandon paperwork, and permit plat records for Serial No. 166173; these documents establish the well's permit history, P&A entries, and official regulatory filings relied upon in this disclosure.

Attachment 2 — Application for permit to drill 11.1.79.pdf — The original permit application and associated plat that locate the well relative to the surface features and provide the historical permit-era footprint used to compare against the proposed Harvest Fields subdivision layout.

Attachment 3 — Header from Well Log 166173.pdf — Schlumberger well log header and field notes that include the explicit notation that “samples were taken from a ‘pit’ during the drilling phase” and record a pit sample pH of 12.5; this header provides the contemporaneous field observation that informs analytical selection. It also indicates a problem with the first drilling attempt in February 1980 indicating a significant washout during the drilling process.

Attachment 4 — Entire Well log 5.12.80.pdf — The complete well log documenting the drilling program, including a 16.1 ppg barite-weighted mud system, borehole washout noted on 2/14/1980, and caliper anomalies; these entries are the technical basis for both contaminant and geotechnical concerns described in this letter.

Attachment 5 — Various Google Earth Photo of surface anomalies.pdf — Multi-year aerial imagery and permit plat overlays showing a persistent rectangular surface anomaly at the well coordinates; the imagery demonstrates spatial overlap between the anomaly and proposed lots, the main access road, and the proposed stormwater pond. These anomalies appear to be made by a tractor discing the land. They always appear to be in the same location: just south and down gradient of the abandoned well. The plat overlay is approximate.

ATTACHMENT I

Attachment 6 — Notification Letter to LDEQ 03.31.2026.pdf — The March 31, 2026, notification to LDEQ that transmitted the SONRIS records and imagery and requested LDEQ review and guidance on RECAP applicability and Phase II scope; this attachment documents the initial regulatory outreach.

Attachment 7 — USGS Elevation Profile from Well to Bayou.pdf — An elevation profile showing the short flow path from the anomaly toward a nearby bayou; this profile is cited in the letter to explain potential surface-water interaction and to inform pond siting and drainage concerns.

Attachment 8 — Pond Colors.pdf — Photographic and observational documentation (dated 12/05/2024) of pond color differences, including a milky-teal hue in a pond downgradient of the anomaly; this attachment is provided as contemporaneous field evidence that may indicate, but not guarantee, altered water chemistry and warrants investigation.

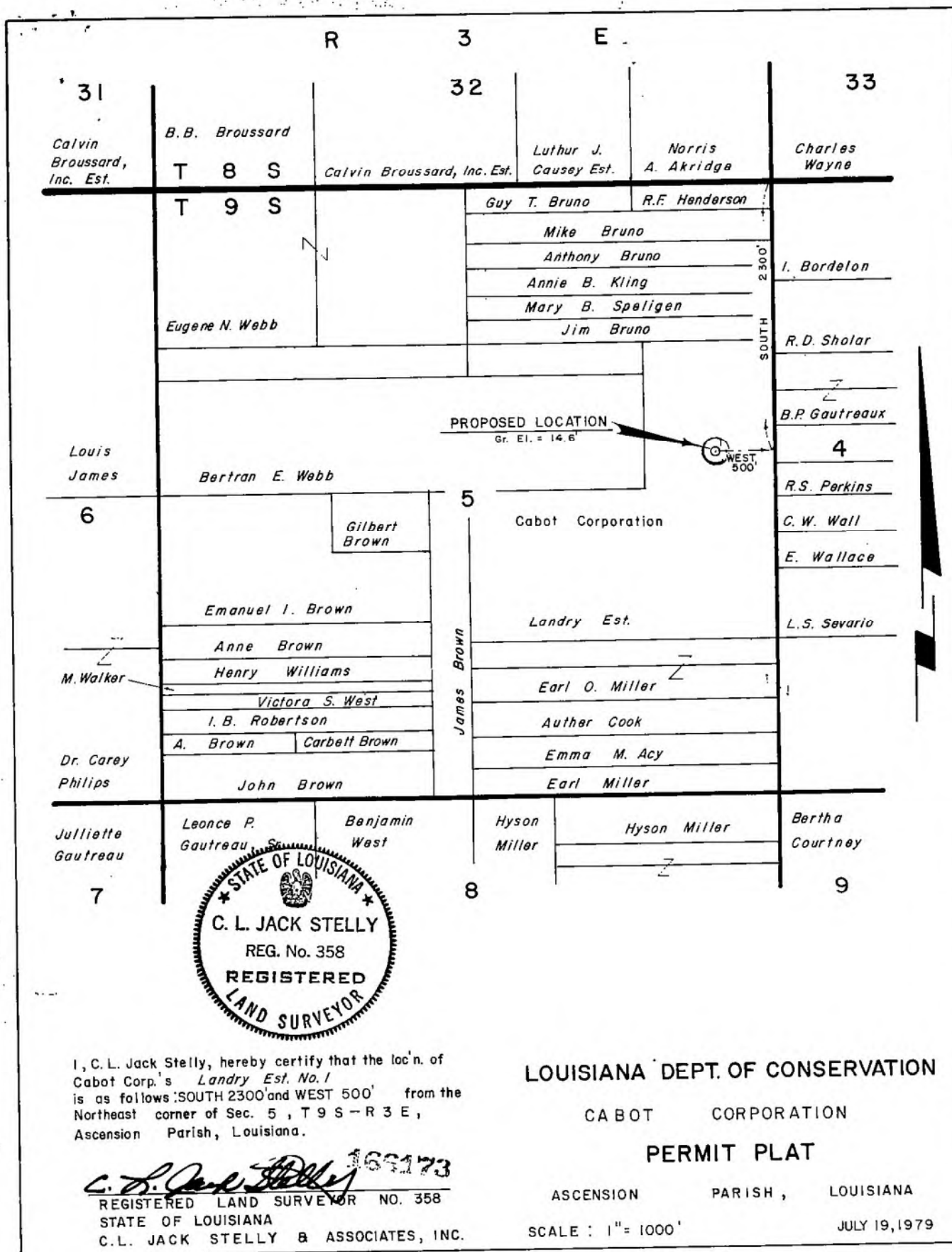
Attachment 9 — LDEC Oil Well Letter 04.06.2026.pdf — The April 6, 2026, disclosure to the Louisiana Department of Energy and Conservation (LDEC), Office of Conservation, requesting LDEC consult with LDEQ regarding RECAP applicability and, if warranted, to approve a Phase II scope with targeted borings and RECAP-appropriate analyses.

Attachment 10 — LDEQ FIF 5.14.2026.pdf — The LDEQ Field Interview Form documenting the May 13–14, 2026 drive-by and attempted site contact, the landowner's statement that he would consult counsel, and the landowner's refusal to grant LDEQ access at that time; this attachment documents the current limitation on independent regulator inspection.

Attachment 11 – Lat Long From SONRIS Database.pdf – This is a snapshot of the database where I find the coordinates for the plugged and abandoned well.

Attachment 1

LDEC Oil Well 166173 Documents





R.T. SUTTON
COMMISSIONER



DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION

November 9, 1979

RE: Landry Est #1
Gonzales Field
Ascension Parish, La

Cabot Corporation
P. O. Box 52129
Lafayette, La. 70505

Gentlemen:

I have received your application to drill subject well.

Fresh water sands in this area extend to sub-sea depths of approximately $\pm$ 3000 feet. It is the usual procedure of this Department to require an operator to set sufficient casing to as to protect the fresh water sands from possible pollution. However, an alternate procedure may be used whereby surface casing may be set to the minimum depth as required by Statewide Order 29-B (1800) and should this well prove productive, a cementing collar is used to displace cement around the production string at the fresh water-salt water contact.

In either procedure, a representative of this Department must be contacted to conduct a surface casing test and, if the cementing collar is used, to witness the placement of the cement seal around the production string.

Should this well be plugged and abandoned with fresh water sands exposed a cement plug shall be placed from at least one hundred feet (100') below the base of the deepest fresh water sand to at least one hundred fifty feet (150') above the base of the sand. A cement plug of at least one hundred feet (100') shall also be placed from at least fifty feet (50') below the shoe of the surface casing to at least fifty feet (50') above it. In lieu of the above, you have the option of using a cement retainer placed at least fifty feet (50') above the surface casing shoe and a sufficient amount of cement shall be squeezed below the retainer to fifty feet (50') below the base of the surface casing. A ten foot (10') cement plug shall be placed on top of the retainer.

Hoping for your full cooperation in this matter, I am

Yours very truly,

R. T. SUTTON, Commissioner
Office of Conservation
Original Signed
W. J. CLARK

W. J. CLARK, District Manager
New Orleans District

WJC:as

cc: Mr. J. F. DeVall
Mr. Bob Bates

STATE OF LOUISIANA
OFFICE OF CONSERVATION

Inter Office

Date: November 9, 1979

To: MR. J. W. HECKER, CHIEF ENGR.

DRILL
Pending 29E & Order 644-Series

From: NEW ORLEANS DISTRICT

Attn: MR. J. F. DEVAL

Enclosed herewith please find application from CABOT CORPORATION (1013)

_____ for permit to DRILL
 their LANDRY EST #1, GONZALES Field
ASCENSION Parish, Louisiana. Zone Nodosaria

Also enclosed please find:

Check No. 993 in the amount of \$ 100.00.YES Well location platON PLAT Well location certification

29-B
 29-E
 must comply w/ 644 Series

_____ Form A.D.C.
 _____ Electric Log
 _____ Schematic diagram
 _____ (Dual) structure map if well does not comply with existing Orders
 _____ (Selective-Onshore) structure map showing reservoir limits
 _____ (Selective-Offshore) letter(s) of no objection from offset operators

Applicable Department of Conservation Order No. 29E & 644 SERIES

Pending Hearing, Docket No. _____.

Remarks & Recommendations: COMPLETION OF THIS WELL MUST BE IN COMPLIANCE WITH
 ORDER 29-E AND ORDER 644-SERIES. PLEASE SEE MY LETTER
 TO OPERATOR REGARDING PROTECTION OF FRESH WATER SANDS
 IN THIS AREA. INCLINATION SURVEY MUST BE FILED BEFORE
 WJC:as ASSIGNING THIS WELL AN ALLOWABLE

By _____

[Signature]
 District Manager
 New Orleans District

cc: Geological Oil & Gas Division
 Prod. Audit (for Amended Permits only)

LT-1

FORM MD 13-R (3-74)

WELL FILE COPY

STATE OF LOUISIANA
DEPT. OF CONSERVATION

PERMIT TO DRILL FOR MINERALS

PERMIT\$100.00
Multiple Zone Processing

ATT

Sand To: New Orleans/15 Date November 12, 1979

Serial No.: 166173 API 1700520137

Parish: Ascension 003 Field Gonzales 4094

Operator: Cabot Corporation 1013

Address: P O Box 52129

City & State: Lafayette LA 70505

Well Name: Landry Est No. 1

Location: Sec. 5 T9S, R3E

S 2300' & W 500' fr NE/C Sec. 5

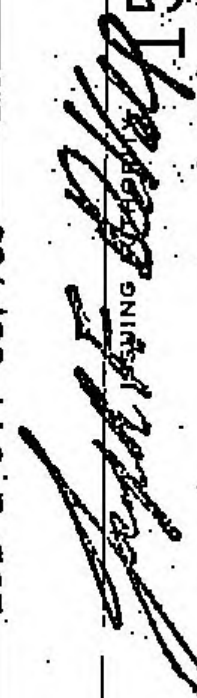
PTD 12500

Zone or Reservoir of Proposed Completion

Nodosaria

Applicable Department of Conservation Order

29B E 644 Series

150432



R.T. SUTTON
COMMISSIONER



DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION

November 15, 1979

P.O. BOX 44275
BATON ROUGE, LA. 70804

RE: Ascension
Gonzales
Landry Est No. 1
Serial # 166173

Cabot Corporation
P O Box 52129
Lafayette LA 70505

Gentlemen:

The above application for Permit to Drill is being issued with the understanding that you will furnish the appropriate District Manager with Inclination and/or Directional Survey data as proof that the well has been drilled in compliance with the provisions of the Statewide Order No. 29-B, Section XVIII, dated March 1, 1967.

Also, this well cannot be completed in any pool in which the location does not conform with the provisions of the Statewide Order No. 29-E.

In addition, there will be no completion in any reservoir which is not in compliance with the provisions of the Louisiana Office of Conservation Orders of the 644 Series, for the above captioned field and parish.

Very truly yours,

R. T. SUTTON, COMMISSIONER
OFFICE OF CONSERVATION

BY _____

Joseph W. Hecker
Chief Engineer

cc: W J Clark
District Manager
New Orleans

JWH/JFD/fah

Work Permit

STATE OF LOUISIANA DEPARTMENT OF CONSERVATION

Well Name & No. Landry Estate #1 Sec. 5 T 9 S R 3E
 Field Gonzales/4094 Parish Ascension/003
 Permit Serial No. 166173 Work Permit No. 558-80

Description of Work (1) - Abandon (Plug & Abd.)
(7) - Pull Casing
All operations to be performed in accordance with Rules and
Regulations of the Department of Conservation.

Sand & Reservoir To Be Tested Nodosaria TD 11,627'

Operator Cabot Corporation
 Address P. O. Box 52129
 City, State & Zip Lafayette, La. 70505

Permit Requested By [Signature] Date 5/20/80

Permit Authorized By [Signature] District 210 Date 5/20/80

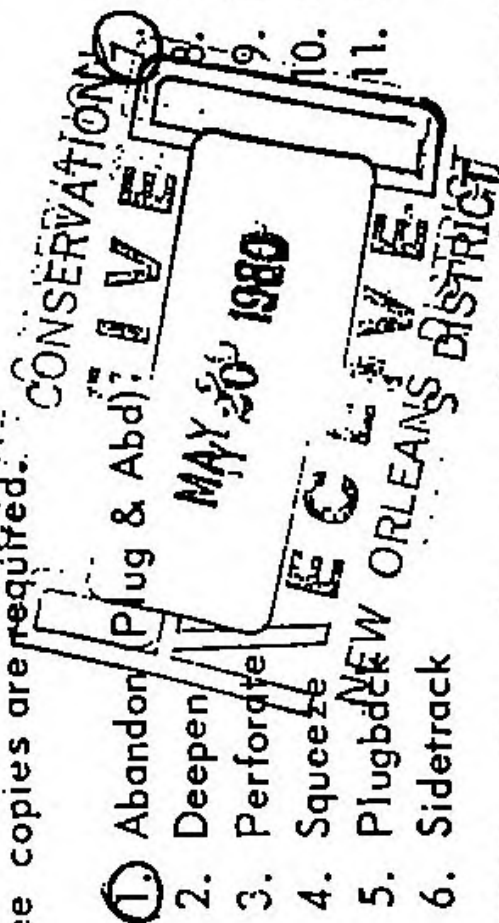
See Instructions On Reverse Side

Form DM-4R Rev.

INSTRUCTIONS

A single application will suffice for one, or combinations of, the below operations provided that if more than one operation is requested on one form, such work must be performed consecutively.

If additional applications for Work Permits are necessary on any one well, each should be numbered 1, 2, etc. in the order requested. An original and one copy of this form will suffice for all work with exception of plug and abandon, for which an original and three copies are required.



1. Abandon (Plug & Abd)
2. Deepen
3. Perforate
4. Squeeze
5. Plugback
6. Sidetrack
7. Pull Casing
8. Change Zone of Selective Completion
9. Drill Salt Water Disposal Well
10. Convert to Salt Water Disposal Well
11. Drill Product Storage Well

NOTICE: To perform any of the above, as well as any other possible operations in Louisiana, without first obtaining a Permit is an infraction of the law and subject to prosecution.

STATE OF LOUISIANA
OFFICE OF CONSERVATION
PLUG AND ABANDON REPORT

WORK PERMIT NO. 558-80WELL SERIAL NO. 16673DATE WORK FINISHED (MM-DD-YY) 5-20-80

New Orleans DISTRICT
(Three Copies to be Filed with the District Office)

NOTE: This Report Will Be Returned If Not Properly Completed And Signed.

Field Georgelas Parish Assumption Sec. 5 Twp. 9S Rge. 3E
Operator Cabot Corp. CODE
1013 Well Name Landry Est. Well No. 1
Total Depth 11627 Condition of Well Dry

CHECK APPROPRIATE BOX:

☒ 29 DRY HOLE☐ 30 FORMERLY PRODUCTIVE WELL

	CASING SIZE	AMOUNT PULLED	CEMENT PLUGS			
			FROM	TO	SACKS	HOW PLACED
301	20"	none	4	34	25	Displacement
302	13 ³ / ₈ "	none	2920	3130	125	Rig Pump-
303	7 ⁵ / ₈ "	3025'	10228	10270	10	Halliburton
304			10273	10493	90	Halliburton

Mud Record: Weight 9.8 Viscosity 43Remarks: Cement Retainer Set @ 10270'

This work was done according to the Rules and Regulations of the Office of Conservation.

H. P. Dumas
WITNESS

Cabot Corp.
OPERATOR

(Signed) Free Roy Belaire
REPRESENTATIVE

ATTACHMENT I

 OFFICE OF CONSERVATION WELL HISTORY AND WORK RESUME REPORT		FIELD GONZALES / 4094							
		SERIAL NO. 166173							
		PRODUCING INTERVAL							
		RESERVOIR (COMPANY SAND IDENTIFICATION) NODOSARIA							
Three typewritten copies of this report must be filed with the District Office of the Office of Conservation in which the well is located within twenty (20) days of the date of completion. NOTE: If not properly completed and signed this report will be returned.									
LEASE AND WELL DATA									
CHECK APPROPRIATE BOXES ☐ NEW WELL ☒ RECOMPLETION ☒ P & A		☐ 31 INACTIVE DRY HOLE FUT. UTIL. ☒ 32 INACTIVE DRY HOLE NO FUT. UTIL. ☐ 36 INACTIVE WAITING ON PIPELINE ☐ 37 INACTIVE WAITING ON MARKET	PRODUCT ☐ OIL ☐ GAS ☐ OTHER						
OPERATOR CABOT CORPORATION		CODE 1013	ADDRESS P.O. BOX 52129, LAFAYETTE, LA. 70505						
WELL NAME LANDRY ESTATE		WELL NO. 1							
PARISH ASCENSION		SEC. 5 TWP. 9S RGE. 3E	DATE PERMIT ISSUED 11-12-79						
DATE SPUNDED M D Y 1-17-80	DATE READY TO PRODUCE*	TOTAL DEPTH 11,627'	PBTD. 10,220' RETAINER SET AT 10,270'						
GROUND ELEVATION 15	CASING HEAD FLANGE ELEVATION 22	DISTANCE FROM RKB TO CHF 23							
DATE WELL TURNED INTO TANKS		SINGLE, DUAL OR TRIPLE COMPLETION?	NOTE: IF THIS IS A MULTIPLE COMPLETION, FURNISH A SEPARATE REPORT FOR EACH COMPLETION						
WAS WELL DIRECTIONALLY DRILLED? NO	WAS DIRECTIONAL SURVEY MADE? NO	WERE 3 COPIES FILED WITH THE OFFICE OF CONSERVATION?	DATE FILED						
TYPE OF ELECTRICAL OR OTHER LOGS RUN (CIRCLE LOGS FILED WITH OFFICE OF CONSERVATION) 1-SFL CN FD			DATE FILED 5-26-80						
CASING, LINER AND TUBING RECORD									
Casing Size	Hole Size	Casing Weight	Depth Set		Sacks Cement	Test Pressure	Hours Under Pressure	Date Tested (MM DD YY)	Name of Test Witness - State if Conservation Agent or Offset Operator
			From	To					
101 13-3/8	17-1/2	55.50							
102		61.00	0	3030	2575	1250	12	1-24-80	
103 7-5/8	12-1/4	33.70							
104		29.70	0	10317	2870	2060	6	2-22-80	
105									
TUBING SIZE		DEPTH OF TUBING		DEPTH OF PACKER(S)					
INITIAL COMPLETION OR RE-COMPLETION DATA									
INITIAL PRODUCTION		GAS VOLUME		GOR		CHOKE SIZE		PRODUCING METHOD	
WOPD		MCF/DAY		CF/BBL		/64"			
FLOWING TUBING PRESSURE		SHUT-IN TUBING PRESSURE		CASING PRESSURE		WATER PRODUCTION		BS&W	
psig		psig				BPD		%	
GRAVITY		BHP (SHUT-IN)		COMPANY REPRESENTATIVE		DATE GAUGED			
°API @ 60° F		psig							
PLUG AND ABANDON (P & A) DATA									
Casing Size	Amount Pulled	CEMENT PLUGS				Date Work Performed	Name of Test Witness - State if Conservation Agent or Offset Operator		
		From	To	Sacks	How Placed				
20"	0	4	34	25	DISPLACED				
13-3/8"	0	2920	3130	125	"	5-19-80			
7-5/8"	3025	10228	10270	10	HOWCO				
		10273	10493	90	"	5-20-80	H.S. Finnerty		
CERTIFICATE: I, the undersigned, state: That I am employed by <u>CABOT CORPORATION</u> and that I am authorized to make this report, and that this report was prepared under my supervision and direction and that all facts stated herein are true, correct and complete to the best of my knowledge.									
Signature: _____						Title: <u>FIELD SUPT.</u>			

* Date well is equipped to produce, but due to no available market, no pipe line connection, etc., the well has been shut-in.

ATTACHMENT I

WORK RESUME					
List below all work performed under Office of Conservation Work Permits while drilling and completing well.					
WORK PERMIT NO	DATE WORK PERFORMED	SERVICE COMPANY	DESCRIPTION OF WORK		
558-80	5-5-80 5-20-80	SUPERIOR W/L HALLIBURTON SEABOARD	SET BAKER MODEL "K" CEMENT RETAINER @ 10,270' DISPLACED CEMENT PLUGS. DISPLACED CEMENT PLUGS & PULLED 7-5/8" CASING		
RECEIVED JUN 2 1980 WELL FILES					
List below all important Paleofaunal or Geological Formation tops, Cap Rock and Salt Overhang bottoms.					
FORMATION		DEPTH	FORMATION		DEPTH

OFFICE OF CONSERVATION

MAY 28 1980

NEW ORLEANS DISTRICT

FORM A D

STATE OF LOUISIANA
OFFICE OF CONSERVATION

REPORT OF PROOF OF APPARENT DEVIATION

SERIAL NO. 166173OPERATOR CABOT CORPORATION DISTRICT NEW ORLEANSFIELD GONZALES PARISH ASCENSIONWELL NAME & NO. LANDRY ESTATE, #1 SEC. 5 T 9S R 3E

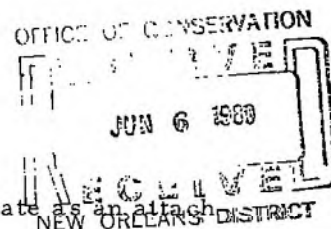
Degrees Deviation	Deviation Factor	DEGREES DEVIATION	DEPTH FROM SURFACE	LENGTH OF INTERVAL	DEVIATION FACTOR	DEVIATION OF INTERVAL	CUMULATIVE APPARENT DEVIATION	REMARKS
		1/4	87	87	.00436	0.37932		
		0	540	453	0	0		
1/4	.00436	1-3/4	1,018	478	.03054	14.59812		
1/4	.00873	3/4	1,112	94	.01309	1.23046		
1/4	.01309	1/2	1,579	467	.00873	4.07691		
1	.01745	1	2,079	500	.01745	8.725		
1 1/4	.02182	3/4	2,498	419	.01309	5.48471		
1 1/4	.02618	1/4	3,025	527	.00436	2.29772		
1 1/4	.03054	2	3,515	490	.03490	17.101		
2	.03490	1	4,015	500	.01745	8.725		
2 1/4	.03926	1/4	4,501	486	.00436	2.11896		
2 1/4	.04362	1/4	5,015	514	.00436	2.24104		
2 1/4	.04798	1/4	5,522	507	.00436	2.21052		
3	.05234	1-1/2	6,028	506	.02618	13.24708		
3 1/4	.05669	1-3/4	6,503	475	.03054	14.5065		
3 1/4	.06105	3	7,027	524	.05234	27.42616		
3 1/4	.06540	2	7,284	257	.03490	8.9693		
4	.06976	1-3/4	7,709	425	.03054	12.9795		
		2	8,109	400	.03490	13.96		
4 1/4	.07411	2	8,397	288	.03490	10.0512		
4 1/4	.07846	1/4	8,774	377	.00436	1.64372		
4 1/4	.08281	1	9,270	496	.01745	8.6552		
5	.08716	1	9,764	494	.01745	8.6203		
5 1/4	.09150	3/4	10,150	386	.01309	5.05274		
5 1/4	.09585	3/4	10,305	155	.01309	2.02895		
5 1/4	.10019	3/4	10,575	270	.01309	3.5343		
6	.10453	5	10,659	84	.08716	7.32144		
6 1/4	.10887	3-1/4	10,708	49	.06540	3.2046		
6 1/4	.11320	2-3/4	10,809	101	.03490	3.5249		
6 1/4	.11754	3-1/4	10,912	103	.06105	6.28815		
7	.12187	2-3/4	11,303	391	.04798	18.76018		
7 1/4	.12620	3-1/4	11,627	324	.05669	18.36756		
7 1/4	.13053							
7 1/4	.13486							
8	.13917							
8 1/4	.14349							
8 1/4	.14781							
8 1/4	.15212							
9	.15643							
9 1/4	.16074							
9 1/4	.16505					257.3305	257.3305	
9 1/4	.16935							
10	.17365							

Certified as Being True & Correct by

*J. L. Simmons*Title Asst. Dist. Supt. Date 6-5-80THREE (3) SIGNED COPIES
OF THIS REPORT SHOULD BE SUBMITTED WITH FORM WH ON ALL WELLS, EXCEPT AS NOTED ON THE
REVERSE SIDE.

SEE INSTRUCTIONS ON REVERSE SIDE

INSTRUCTIONS



This report shall be typewritten only and filed in triplicate as an attachment to the Well History and Work Resume Report (Form WH).

The tabulation, set apart in the blocked section on the left is for easy reference, and the three blank columns located between the double lines are for convenience in calculations. All blank columns should be completed so that all work may be easily checked.

In the first two columns record the Degrees Deviation and the Depth from Surface at which such deviation was recorded.

The Length of Interval for any particular Depth from Surface is obtained by subtracting the previous Depth from Surface from that particular point.

The only exception being the first Length of Interval which is equal to its Depth from Surface.

The Deviation Factor may be obtained from the tabulation on the left. Multiply the Length of Interval by the respective Deviation Factor to obtain the Deviation of Interval.

Cumulative Apparent Deviation is a running summation of Deviation of Interval values and the final figure in the Cumulative Apparent Deviation Column should be equal to the sum of all the individual Deviation of Interval figures and will be the apparent resultant lateral deviation of the hole at Total Depth.

If a Directional Survey determining the bottom of the hole is filed with the Commissioner of Conservation upon completion of the well, it shall not be necessary to furnish the Inclination Survey data.



Attachment 2

LDEC Application for permit to drill 11.1.79

STATE OF LOUISIANA OFFICE OF CONSERVATION

APPLICATION FOR PERMIT TO DRILL or (RENEW) FOR MINERALS

#166173
Cushare att TYPE ONLYSERIAL No 5704122 DATE 11-1-79
Mo D Yr

CODE NUMBERS

PARISH AscensionFIELD GonzalesOPERATOR Cabot CorporationADDRESS P. O. Box 52129CITY LafayetteSTATE La.ZIP 70505WELL NAME Landry Est.NO 1LOCATION Sec 5 T 9S R 3ESURF. LOC. South 2300' & West 500' from N/E corner of Sec. 5,
T9S - R3EAPPLICATION FOR ☒ OIL ☒ GAS ☐ OTHER WELL PROPOSED TOTAL DEPTH 12,500'ZONE or RESERVOIR OF PROPOSED COMPLETION NodosariaAPPLICABLE OFFICE OF CONSERVATION ORDERS 29B, E, 644-B SeriesSEND PERMIT TO Above addressFOR ADDITIONAL INFORMATION - CONTACT J. L. SimmonsPHONE 232-3441BY J. L. Simmons

APPLICANT'S SIGNATURE

DISTRICT APPROVAL 23 CalantDATE 11-9 19 79ISSUED BY Jay E Caldwell JrDATE 11-12 19 79

API No (OC USE ONLY)

#1700520137

Form MD 10 R(1-78)

Attachment 3

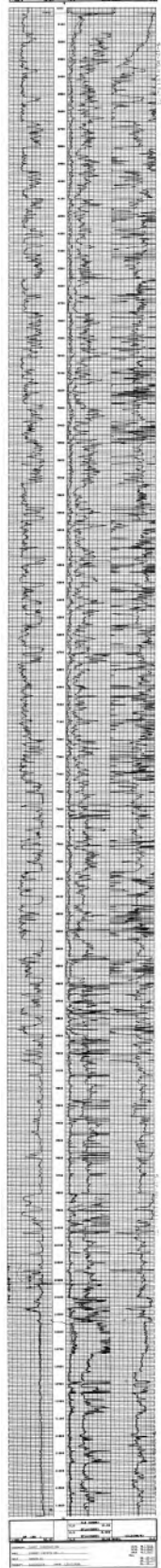
Header from Well Log 166173

166173 Schlumberger INDUCTION-SFL COMPENSATED NEUTRON- FORMATION DENSITY A CSU* Service																											
COUNTY ASCENSION FIELD GONZALES LOCATION LANDRY ESTATE NO. 1 WELL LANDRY ESTATE NO. 1 COMPANY CABOT CORPORATION		COMPANY CABOT CORPORATION WELL LANDRY ESTATE NO. 1 FIELD GONZALES COUNTY ASCENSION STATE LOUISIANA LOCATION FNE/C SEC. 5, GO S 2300' 6" W 500' TO LOCATION. SERIAL NO. 166173 SEC. 5 TWP. 9S RANGE 3E ST																									
Permanent Datum: BHF Log Measured From: RKB 23.10 ft. Above Perm. Datum Drilling Measured From: SAME		Elev.: K.B. 23.10 D.F. 22.10 G.I. 15																									
Date 2-14-80 5-1-80 Run No. ONE TWO Depth-Driller 10310 11627 Depth-Logger (Schl.) 10317 11627 Btm. Log Interval 10316 11626 Top Log Interval 3030 10317 Casing-Driller 133/8 @ 3030 7 5/8 @ 10317 Casing-Logger 3030 10317 Bit Size 12" 6 1/2" Type Fluid in Hole LIGNOSULF LIGNOSULF Dens. Visc. 12.4 40 16.1 50 pH Fluid Loss 12.0 4.8 ml 12.5 2.0 ml Source of Sample MUD PIT PIT Rm @ Meas. Temp. 87 @ 75 °F 0.68 @ 79 °F Rmf @ Meas. Temp. 80 @ 75 °F 0.37 @ 79 °F Rmc @ Meas. Temp. 1.3 @ 75 °F 1.10 @ 79 °F Source: Rmf Rmc M C M C Rm @ BHT 377 @ 73 °F 0.25 @ 214 °F Circulation Stopped 1400 2-14 1100 5-1 Logger on Bottom 2030 2-14 2230 5-1 Max. Rec. Temp. 173 °F 214 °F Equip. Location 8062 HOUMA 8065 HOUMA Recorded By HAMMEL BRADLEY Witnessed By MESSRS: NORMAND-SKARDA SKARDA-NORMAND																											
SCALE CHANGES Type Log SP Depth 10317 Scale Up Hole 20 Scale Down Hole 15																											
REMARKS RUN 1 MAXIMUM CALIPER READING 19.5" HOLE WASHED OUT TO MAXIMUM IN SEVERAL SPOTS CAUSING INVALID RNA, NPFI, DRHO, DPFI CURVES.																											
EQUIPMENT DATA Run No. ONE TWO Service Order No. 121345 121398 Fluid Level FULL FULL Solubility, PPM CL 23.00 30 33 Speed - FPM Ind. Module Ind. Sonda BB-192 BB-222 Nt. Module QB-182 QB-150 Nt. Sonda VA-260 VA-352 Dens. Cart. BB-186 BB-231 Dens. Skid J-233 JA-95 Dens. Sonda 278 396 Dens. Source HB-235 HB-80 Dens. Calibrator J-5450 5310 Neut. Cart. SFT-172 SFT-1034 Neut. Source CNC-1660 A-1676 Neut. Calibrator A-1564 GR Cart. CNB-1672 CNB-1682 SAR J-1073 J-155 S.O. 0.5 0.5 S.O. 2.65 0.0																											
LOGGING DATA <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">DEPTH</th> <th colspan="2">CNP</th> <th colspan="2">FDC</th> </tr> <tr> <th>Perosity Scale</th> <th>Auto Corr. or Hole Size Setting</th> <th>Grain Density</th> <th>Hole Fluid</th> </tr> </thead> <tbody> <tr> <td>Top</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3030</td> <td>10317</td> <td>SAND</td> <td>2.65</td> <td>WATER</td> </tr> <tr> <td>10317</td> <td>11626</td> <td>SS</td> <td>2.65</td> <td>MUD</td> </tr> </tbody> </table>				DEPTH	CNP		FDC		Perosity Scale	Auto Corr. or Hole Size Setting	Grain Density	Hole Fluid	Top					3030	10317	SAND	2.65	WATER	10317	11626	SS	2.65	MUD
DEPTH	CNP		FDC																								
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Top																											
3030	10317	SAND	2.65	WATER																							
10317	11626	SS	2.65	MUD																							

All interpretations and calculations based on information from Schlumberger and its subsidiaries and are not guaranteed by Schlumberger. Schlumberger and its subsidiaries assume no responsibility for any loss, injury, or damage to property or equipment caused by the use of this log, or for any loss, injury, or damage to property or equipment caused by the use of this log, or for any loss, injury, or damage to property or equipment caused by the use of this log. Schlumberger and its subsidiaries assume no responsibility for any loss, injury, or damage to property or equipment caused by the use of this log, or for any loss, injury, or damage to property or equipment caused by the use of this log. Schlumberger and its subsidiaries assume no responsibility for any loss, injury, or damage to property or equipment caused by the use of this log, or for any loss, injury, or damage to property or equipment caused by the use of this log.

Attachment 4

Entire Well Loge 5.12.80



Attachment 5 — Various Google Earth Photos of Surface Anomalies

12/2010

ATTACHMENT I

30.29278185 N, 90.92327898 W  Oil Well Serial Number 166173, Cabot Corporation, Field 4094

Image USDA/FPAC/GEO

Imagery Date: 12/31/2009 lat 30.292476° lon -90.923192° elev 0

Oil Well Serial Number 166173, Cabot Corporation, Field 4

3/2013

ATTACHMENT I

30.29278185 N, 90.92327898 W  Oil Well Serial Number 166173, Cabot Corporation, Field 4094

30.29278185 N, 90.92327898 W Oil Well Serial Number 166173, Cabot Corporation, Field 4094

30.29278185 N, 90.92327898 W Oil Well Serial Number 166173, Cabot Corporation, Field 4094

30.29278185 N, 90.92327898 W 📌 Oil Well Serial Number 166173, Cabot Corporation, Field 4094

1/2016

ATTACHMENT I

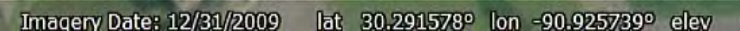
30.29278185 N, 90.92327898 W  Oil Well Serial Number 166173, Cabot Corporation, Field 4094

Image © 2025 Maxar Technologies

Imagery Date: 1/5/2016 lat 30.292451° lon -90.923319° elev

Oil Well Serial Number 166173, Cabot Corporation

30.29278185 N, 90.92327898 W  Oil Well Serial Number 166173, Cabot Corporation, Field 4094



10/2007

ATTACHMENT I

Oil Well Serial Number 166173, Cabot Corporation, Field 4094

Image USDA/FPAC/GEO

Imagery Date: 7/22/2007 lat 30.290931° lon -90.923391° elev

Attachment 6

Notification Letter to LDEQ 03.31.2026

March 31, 2026

Scott Guillaume, Assistant Secretary
Office of Environmental Assessment
Louisiana Department of Environmental Quality
602 N. Fifth Street
Baton Rouge, LA 70802

RE: Request for Regulatory Review:
Potential Buried Reserve Pit and Environmental Area of Concern
Project: Proposed Harvest Fields Subdivision
Location: Section 5, T9S–R3E, Ascension Parish, Louisiana
Legacy Oil Well: Serial No. 166173 (Landry Est. No. 1)
Coordinates of Concern: 30.29278185° N, –90.92327898° W

Dear Assistant Secretary Guillaume:

I am submitting this correspondence to formally notify the Louisiana Department of Environmental Quality (LDEQ), Office of Environmental Assessment, of a potential subsurface environmental condition located within the proposed Harvest Fields subdivision in Ascension Parish, Louisiana.

Based on a review of the LDNR well file, industry-standard drilling practices in 1979–1980, and multi-year aerial imagery, there is correlating evidence suggesting the presence of a buried reserve pit associated with Oil Well Serial No. 166173 (Landry Est. No. 1), plugged and abandoned in May 1980. The suspected pit footprint is centered at 30.29278185° N, –90.92327898° W, which aligns with the original 1979 permit plat and the visible soil anomaly.

To be clear, I am not asserting the pit's existence as a confirmed fact. However, the convergence of historical documentation, waste-volume calculations, and persistent surface indicators suggests that a buried pit is reasonably likely, and that verification requires subsurface sampling conducted under LDEQ oversight.

I. Basis for Concern

A. Historical Drilling Practices

During the 1979–1980 period, operators in Louisiana routinely utilized unlined earthen reserve pits for drilling mud, cuttings, cement returns, and rig-wash fluids. Closure typically consisted of pushing in and covering the pit, without sampling, compaction, or waste removal.

The LDNR file for Serial No. 166173 contains no documentation of waste removal, pit stabilization, or post-closure sampling.

B. Waste Volume Indicators

The well reached a total depth of 11,627 feet using a 9.8 ppg freshwater/barite mud system. Based on boring diameter and cementing records, this site could have generated a tremendous amount of mixed drilling waste, consistent with a standard reserve pit of that era.

C. Aerial Imagery Evidence

A persistent soil anomaly—rectangular in shape and consistent with a reserve pit footprint—appears in multiple years of aerial imagery at 30.29278185° N, -90.92327898° W.

The anomaly:

- aligns with the 1979 permit plat,
- matches the expected dimensions of a reserve pit, and
- remains visible decades after closure.

While aerial imagery alone cannot confirm a buried pit, the pattern is consistent with known reserve pit signatures documented in other legacy oilfield locations.

II. Potential Environmental and Structural Implications

Even if chemical concentrations ultimately fall below RECAP Screening Standards, chemical compliance does not equate to structural suitability for residential development. A buried reserve pit may present:

A. Structural Instability

Uncompacted drilling waste can create long-term settlement issues, posing risks to foundations, roadways, and underground utilities.

Notably, the proposed main subdivision entrance road appears to cross directly over the suspected pit area.

B. Residual Waste Concerns

Barite-weighted muds, cuttings, and cement returns may remain in place. While these materials may not exceed RECAP thresholds, they can still affect soil behavior, drainage, and long-term land stability.

C. Access and Servitude Considerations

LDNR and regulatory authorities retain the right to access legacy well sites for inspection or re-entry if required.

If the suspected pit lies beneath planned infrastructure, this may create a servitude conflict or impede regulatory access.

III. Request for LDEQ Review and Guidance

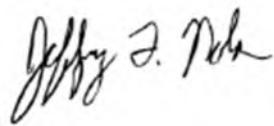
Given the potential for a buried reserve pit and the proposed residential development over the area, I respectfully request that LDEQ:

- Review the attached documentation, including the LDNR well file and aerial imagery.
- Determine whether the suspected pit constitutes an Area of Environmental Concern (AEC) under RECAP.
- Advise whether a Phase II Environmental Site Assessment is warranted, including soil borings, laboratory analysis, and geotechnical evaluation.
- Clarify any regulatory obligations applicable to the developer or landowner if a buried pit is confirmed.

Conclusion

This notice is submitted to ensure that LDEQ is aware of a potential environmental condition that may affect public safety, land stability, and regulatory compliance. I appreciate your office's attention to this matter and am ready to provide additional documentation or participate in any follow-up discussions.

Respectfully,

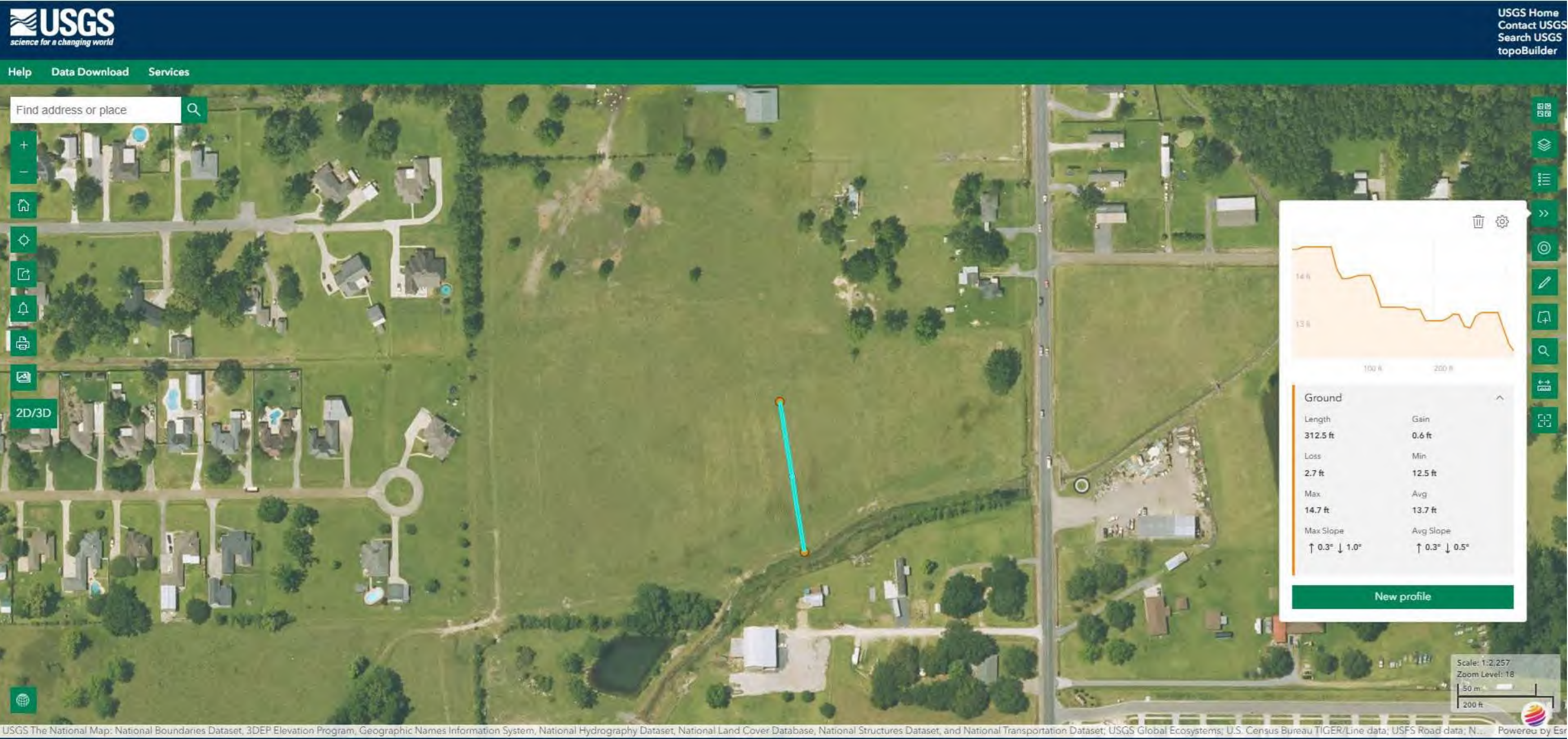
A handwritten signature in black ink, appearing to read "Jeffrey T. Nolan". The signature is written in a cursive, flowing style.

Jeffrey T. Nolan

225-241-7142

Attachment 7

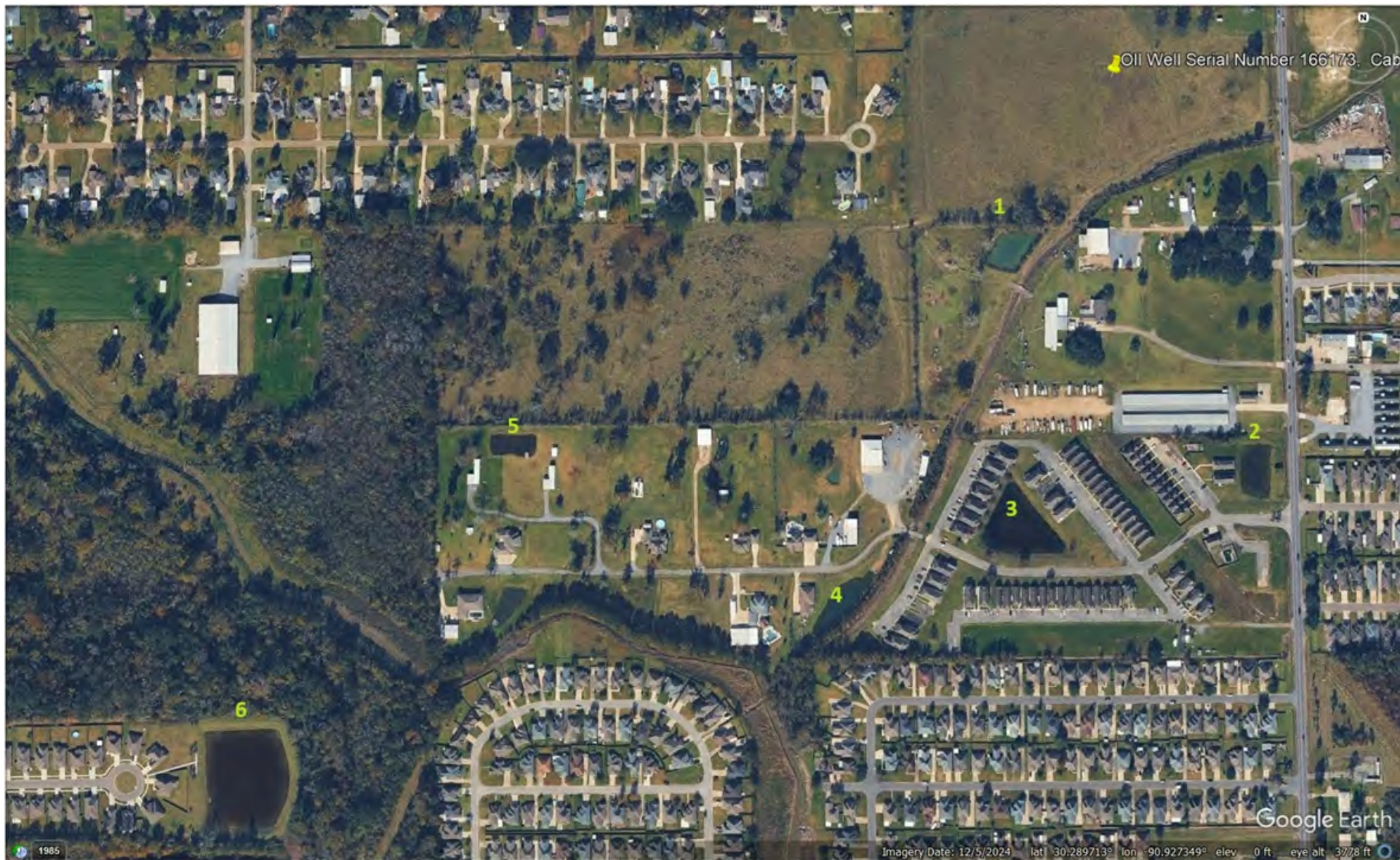
USGS Elevation Profile from Well to Bayou



Attachment 8

Pond Colors

ATTACHMENT I



Attachment 9

LDEC Oil Well Letter 04.06.2026

**Disclosure and Request for Technical Review
Well Serial No. 166173 (Landry Est. No. 1) — Cabot Corporation**

Date: April 6, 2026

To: Cassandra Parker, Section Manager
Office of Conservation Louisiana Department of Energy and Natural Resources

Location and Current Property Owner:

The subject site is located at 30.29278185° N, -90.92327898° W. The nearest street address, 15225 Louisiana Highway 44, Gonzales, LA 70737. According to the Ascension Parish Assessor's Office the recorded landowner is Timberlanes, LLC, with Alpha "James" Landry listed as Manager and Registered Agent. This letter summarizes historical records and contemporary observations and requests that DENR conduct a technical review and coordinate with LDEQ as appropriate.

Statement of Scope Legal Posture:

For the record, I am not asserting factual certainty about current subsurface conditions, and I am not accusing any person or company of wrongdoing. The statements below summarize documentary observations and a request for DENR review.

The observations below are drawn from historical LDNR records, Schlumberger logging notes, plug-and-abandon paperwork, and multi-year aerial imagery provided as Attachments 1–7. Taken together, these materials suggest the potential for the presence of the wellbore and a legacy reserve pit within the footprint of the proposed residential subdivision along Louisiana Highway 44 between Causey Road and Germany Road in Ascension Parish. These materials do not constitute proof of contamination or liability.

Key factual excerpts from the historical record:

- The Schlumberger well log header and field notes in 1980 include the entry: "samples were taken from a 'pit' during the drilling phase." (Attachment 3).
- The same logging records show a pit sample measurement recorded as pH 12.5 (Attachment 3).
- The Plug & Abandon report documents cement placements and casing work consistent with the Office of Conservation rules in effect at the time; current regulatory standards and residential land-use expectations differ from those historical practices. (Attachment 1).

Planned development and spatial overlap:

- A residential subdivision called Harvest Fields Subdivision is being proposed at the location of the plugged and abandoned well (Attachment 5).
- If the surface anomaly corresponds to a suspected reserve-pit footprint, that footprint would overlap several proposed lots, the main access road, and a proposed stormwater pond.

Historical industry practice and technical implications:

- Standard practice in 1980 — It was common industry practice at that time to decant reserve pits and backfill them in place rather than remove wastes and perform post-closure sampling to modern residential standards. The LDNR file for Serial No. 166173 contains no record of off-site waste removal or post-closure sampling against contemporary residential criteria (Attachment 1).
- Additives and constituents of concern — For deep, high-temperature wells like this one, historical drilling programs frequently used barite-weighted muds and lignosulfonate thinners. Operators sometimes used diesel-containing spotting fluids and, in some historical formulations, chromium-containing compounds for corrosion control or other purposes. These materials can leave residual constituents such as barium, chlorides, chromium, and petroleum hydrocarbons in buried wastes and can affect soil chemistry and geotechnical behavior if left in place (Attachments 3–4).
- Logged alkalinity — The recorded pit sample pH 12.5 is a technical observation indicating strongly alkaline conditions in at least one pit sample taken during drilling. Alkalinity at that level can influence metal mobility and soil chemistry and should drive analytical selection and remediation approaches (Attachment 3).

Drilling mud weight, washout, and technical implications (additional record-based observations)

- Recorded mud weight: The well file and Schlumberger header indicate use of a 16.1 ppg (lb./gal) mud system during the drilling program. This is a high-density, barite-weighted mud consistent with deep, high-pressure drilling operations (Attachments 3–4).
- Washout on first logging attempt (February 14, 1980): The Schlumberger header and equipment remarks document a hole washout encountered during the early logging run dated February 14, 1980, and note a maximum caliper reading (reported in the header/remarks) consistent with significant borehole enlargement. These entries indicate the first logging attempt encountered substantial borehole enlargement and related logging challenges (Attachment 3).
- Combined implications (mud weight and washout): The combination of a heavy 16.1 ppg barite mud and a recorded borehole washout on 2/14/1980 suggests that drilling returns and any reserve-pit contents at the time could have contained a relatively large mass of barite and other additives, and that washout-derived solids may have contributed significant volumes of waste to a suspected reserve pit. Washouts can also invalidate or complicate certain log curves and can produce heterogeneous cuttings and fluid returns. If a pit was used and later decanted and backfilled in place (a common practice at the time), the presence of heavy-mud solids and washout material could increase the likelihood of residual chemical constituents (for example, barium, hydrocarbons, chlorides, chromium where used) and geotechnical heterogeneity in any backfilled zone. The logged pit sample pH 12.5 further indicates strongly alkaline conditions in at least one sample and should inform analytical selection. (Attachments 3–4)

2007 Site Alterations:

Approximately in 2007, aerial imagery indicates a pond was excavated approximately 500 yards south, southwest (down-gradient) from the well location. Historical imagery shows the pond filling with water during excavation, possibly suggesting a shallow groundwater table.

Subsequent to the pond excavation, distinct surface anomalies began to appear just south and downgradient of the well site. Imagery from 2010 and 2014 shows a 3-acre rectangular area immediately south of the wellhead that looks like it might be disced by a tractor or farm equipment of some kind. This area displays distinct vegetation patterns and soil moisture characteristics that may align with a possible subsurface legacy reserve pit.

In 2023 as well as other aerial imagery, the 2007 pond displays a distinct milky-teal hue, contrasting sharply with the dark, organic-rich appearance of neighboring ponds photographed on the same day. Could this be a potential shift in water chemistry, possibly linked to the migration of legacy minerals or salts from the possible up-gradient pit through shallow groundwater? (See Attachment 8)

Why this matters for the proposed lots, roads, and pond:

- Human health risk: If legacy pit materials are present and disturbed, there is a potential for mobilization of constituents that could create exposure pathways; a screening investigation should include pH, metals, and petroleum analyses to evaluate potential human-health implications. Given the documented observations, a targeted sampling investigation is recommended to evaluate potential human-health and environmental concerns. (Attachments 3–4)
- Structural risk: Backfilled pit materials that were not engineered or compacted can create differential settlement risks for roads, foundations, and buried utilities. The well log documents washouts and caliper anomalies that are relevant to this geotechnical concern (Attachment 4).
- Excavation and exposure pathways: Construction of the stormwater pond, road subgrades, or utility trenches could create direct pathways for surface water to contact legacy materials and mobilize constituents. The USGS elevation profile shows a short flow path from the anomaly toward a nearby bayou, which is relevant to potential surface-water interaction (Attachment 7).
- Regulatory and access considerations: Legacy well and pit footprints can create servitude or access requirements for future inspection or reentry by regulatory authorities; placing primary infrastructure over such areas can complicate future oversight.

Requested actions and coordination request

- Please consult with LDEQ regarding RECAP applicability and whether the documented record and imagery warrant designation as an Area of Environmental Concern (AEC) or a formal RECAP screening.
- If DENR determines further evaluation is warranted, please coordinate with LDEQ to:

ATTACHMENT I

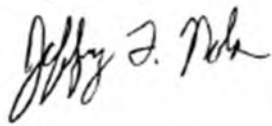
- Approve a Phase II scope that includes targeted soil borings across the anomaly footprint, laboratory analysis for RECAP non-industrial parameters consistent with a legacy drilling mud pit (TPH-DRO, benzene, barium, chlorides, chromium where indicated), pH/alkalinity testing given the logged pH 12.5 and the documented use of a 16.1 ppg mud system, and groundwater sampling if hydrogeologic conditions warrant; and
- Provide regulatory oversight for sampling protocols, chain-of-custody, and laboratory methods to ensure defensible results for permitting and land-use decisions.

Accordingly, I submit these materials for DENR's technical review and respectfully request confirmation that DENR will consult with LDEQ regarding RECAP applicability and next steps. For the record, these statements are based on my review of the referenced records and imagery and are submitted for regulatory review; they do not assert factual certainty nor allege wrongdoing by any party.

Attachments provided

- Attachment 1 — LDNR well file excerpts, permit plat, P&A and work permit records (Serial No. 166173).
- Attachment 2 — Application and Permit to Drill (11/1979).
- Attachment 3 — Schlumberger well log header and metadata (includes pit sample notation and pH entry and the 2/14/1980 washout notation).
- Attachment 4 — Complete well log (5/12/1980) (includes mud weight and washout/caliper notes).
- Attachment 5 — Multi-year aerial imagery and subdivision overlay showing the surface anomaly and proposed lot/road/pond locations.
- Attachment 6 — Prior notification letter to LDEQ (3/31/2026).
- Attachment 7 — USGS elevation profile from the anomaly to the nearby bayou.
- Attachment 8 — Pond Color Survey on the same date (12/05/2024).

Respectfully,

A handwritten signature in black ink, appearing to read "Jeffrey T. Nolan". The signature is fluid and cursive, with the first name "Jeffrey" being more prominent.

Jeffrey T. Nolan
(225) 241-7142

Attachment 10

LDEQ Facility Inspection Form 5.14.2026

LOUISIANA DEPARTMENT OF ENVIRONMENTAL QUALITY
FIELD INTERVIEW FORM

AGENCY INTEREST#: 83547 INSPECTION DATE: 5.13.26 TIME OF ARRIVAL: 9.35 AM
 ALTERNATE ID#: T228650 DEPARTURE DATE: 5.13.26 TIME OF DEPARTURE: 10:05 AM
 (ID Type/Number)

FACILITY NAME: Timberlane LLC PHONE #: (225) 328-8944
 LOCATION: Property (vacant pasture) located on HWY 44 adjacent to Sonny Landry Lane
 PARISH: Ascension

RECEIVING STREAM (BASIN/SUBSEGMENT): Bayou Black

MAILING ADDRESS:

(Street/P.O. Box)

(City)

(State)

(Zip)

FACILITY REPRESENTATIVE: James Landry TITLE: Registered Agent
 FACILITY REPRESENTATIVE PHONE NUMBER: 225-328-8944

NAME, TITLE, ADDRESS and TELEPHONE of RESPONSIBLE OFFICIAL (if different from above):
same as above

INSPECTION TYPE: other

PROGRAM INVOLVED: AIR ☐ WASTE ☐ WATER ☐ OTHER: ☐

INSPECTOR'S OBSERVATIONS: (e.g. AREAS AND EQUIPMENT INSPECTED, PROBLEMS, DEFICIENCIES, REMARKS, VERBAL COMMITMENTS FROM FACILITY REPRESENTATIVES)

Based on a citizens complaint, the LDEQ Surveillance Division^(SD) Remediation Division^(RD) conducted a driveby survey and observed from the road a grassy pasture with trees. The LDEQ-RD contacted Mr. Landry to obtain site access at 8:45am. Mr. Landry would contact his lawyers to discuss access of the complaint. AT 10:30 am, after driveby survey, Mr. Landry stated his lawyers suggested that access at this time is not appropriate; however, his discussion with the lawyers of developer it was relayed him and to LDEQ-RD^{SD} that the developer was planning on performing a Phase I Environmental Assessment of the property and based on the findings and if required would perform additional Assessment.

AREAS OF CONCERN:

REGULATION

EXPLANATION

CORRECTED?

YES ☐ NO ☐

YES ☐ NO ☐

PHOTOS TAKEN: YES ☐ NO ☒

SAMPLES TAKEN: YES ☐ NO ☒ (Attach Chain-of-Custody)

RECEIVED BY SIGNATURE: N/A

PRINT NAME: N/A

(NOTE: SIGNATURE DOES NOT INDICATE AGREEMENT WITH INSPECTOR'S NOTES)

INSPECTOR(S): Fernando Iturra - LDEQ-RD

CROSS REFERENCE:

Nathan Prince - LDEQ-SD/Comor Grants - LDEQ-SD ATTACHMENTS:

REVIEWER:

NOTE: The information contained on this form reflects only the preliminary observations of the inspector(s). It should not be interpreted as a final determination by the Department of Environmental Quality or any of its officers or personnel as to any matter, including, but not limited to, a determination of compliance or lack thereof by the facility operator with any requirements of statutes regulations or permits. Each day of non-compliance constitutes a separate violation of the regulations and/or the Louisiana Environmental Quality Act.

Attachment 11 – Lat Long From SONRIS Database

ATTACHMENT I

https://sonlite.dnr.state.la.us/ords/r/sonris_pub/sonris_data_portal/well-profile?ig%5Bmaster%5D_well_serial_num=166173&clear=CR.9000

Well Serial Num equals 166173

Flagged Operator	Well Serial Num	Well Name	Well Num	Operator ID	Operator Name	Field ID	Field Name	Section	Township	Range	Meridian	Pi
Yes	166173	LANDRY EST	001	1013	CABOT PETROLEUM CORPORATION	4094	GONZALES	005	09S	03E		(0

1 rows selected

Surface Coordinates

Bottom Hole Coordinates

LUW Association

R4/Emergency Clearance

History

Scout Information

Tests

Casing

Well Allowables (Well only, not unit)

Perforations and Injection Zones

Well Conditions

Plug and Abandon

Oil and Gas Production Information

Tubing and Packers

Work Permits

Cavern Well Sonar / MIT

Class I Test Inspections

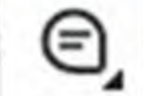
Surface Coordinates

Search: All Text Columns

Go

Actions

Coordinate System Code Description	Latitude			Longitude			Decimal Degrees		UTM				Comments
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Latitude	Longitude	X	Y	G Lat Y	G Long X	
1927 LAMBERT COO...	30	17	33.295	90	55	23.426			699726.575132...	3353054.378...	30.2927818502421	-90.9232789787254	



166173
Schlumberger

INDUCTION-SFL COMPENSATED NEUTRON FORMATION DENSITY

A CSU* Service

COMPANY CABOT CORPORATION

WELL LANDRY ESTATE NO. 1

FIELD GONZALES

COUNTY ASCENSION STATE LOUISIANA

LOCATION FNE/C SEC. 5, 60 S 2300' & W 500' TO LOCATION.

SERIAL NO. 166173 SEC. 5 FWP 9S RANGE 3E

DATE 2-14-80 5-1-80

TIME 1400 2230

LOGGED BY HAHNE BRADLEY

WITNESSED BY NESSIS: NORMAND-SKARDA ISKARDA-NORMAND

DATE	2-14-80	5-1-80	SAMPLE DATES
Depth-Driller	10310	11627	
Depth-Logger (Sekt.)	10317	11627	
Thin Log Interval	10316	11626	
Top Log Interval	3030	10317	
Casing-Driller	13 3/8 @ 3030	7 5/8 @ 10317	
Casing-Logger	3030	10317	
Bit Size	12 1/2	9 1/2	
Type Fluid in Hole	LIQUID	LIQUID	
Dens.	12.4	16.1	
pH	12.0	12.5	
Source of Sample	MUD P11	P11	
Res @ Meas. Temp.	.87 @ 75 F	0.88 @ 75 F	
Ref @ Meas. Temp.	.80 @ 75 F	0.37 @ 79 F	
Rnc @ Meas. Temp.	1.3 @ 75 F	1.10 @ 79 F	
Source: Ref	M	C	
Rm @ BHT	.372 @ 73 F	0.25 @ 214 F	
Circulation Stopped	1400 2-14	1100 5-1	
Logger on Bottom	2030 2-14	2230 5-1	
Max. Rec. Temp.	173 F	214 F	
Equip.	8062 HOUMA	8065 HOUMA	
Recorded By	HAHNE	BRADLEY	
Witnessed By	NESSIS: NORMAND-SKARDA	ISKARDA-NORMAND	

The well name, location and borehole reference data were furnished by the customer.

SCALE CHANGES				
Type log	Depth	Scale Up Hole	Scale Down Hole	
SP	10317	20	15	
 *LSDCC0010000644172*				
REMARKS				
RUN 1 MAXIMUM CALIPER READING HOLE WASHED OUT TO MAXIMUM IN SEVERAL SPOTS CAUSING INVALID RWA, NPHI, DRHO, DPHI CURVES.				

ONE	TWO
121345	121398
FULL	FULL
2300	

Salinity Value

BB-192	BB-222
QB-182	QB-150
VA-260	VA-352
BB-186	BB-231
J-223	JA-95
278	396
HR-235	HR-80
J-5450	5310
SFT-172	SFT-1034
CWC-1660	A-1676
A-1564	
CNB-1672	CNB-1682
J-1073	J-155
0.5	0.5
2.65	0.0

Well Wash out

EQUIPMENT DATA	
IE Module	
Ind. Cartridge	
Ind. Sande	
NI Module	
Dens. Cart.	
Dens. Skid	
Dens. Sonda	
Dens. Source	
Dens. Calibrator	
Neut. Cart.	
Neut. Source	
Neut. Calibrator	
GR Cert.	
SIR	
S.O.	

Well Wash out

Salinity Value

LOGGING DATA	DEPTH	Bottom	Porosity Scale	Auto Corr. or Hole Size Setting	Grain Density	Liquid Density	Hole Fluid
	Top	10317	.50-0	CAL	2.65	1.0	WATER
	10317	11626	.50-0	CORR	2.65	1.0	MUD

All interpretations are opinions based on information from electrical or other measurements and we cannot and do not guarantee the accuracy of any interpretation, and we shall not, except in the case of gross or willful negligence on our part, be liable or responsible for any loss, cost, damages or expenses incurred or sustained by anyone resulting from any interpretation made by any of our officers, agents or employees. These interpretations are also subject to Class 4 of our General Terms and Conditions as set out in our current Price Schedule.

ATTACHMENT J

----- Forwarded message -----

From: **EMS REFORM** <walter@emsreform.org>

Date: Tue, Jul 7, 2026 at 3:23 PM

Subject: Harvest Field Planing Committee meeting 07/08/20206

To: commissionmiller@yahoo.com <commissionmiller@yahoo.com>, mvillazoning@gmail.com <mvillazoning@gmail.com>, erlmjones@icloud.com <erlmjones@icloud.com>, cross.marchand@gmail.com <cross.marchand@gmail.com>, mjnsrt@aol.com <mjnsrt@aol.com>, mhunitas@gmail.com <mhunitas@gmail.com>, wade@schexrest.com <wade@schexrest.com>, billguidry@eatel.net <billguidry@eatel.net>

Dear Planning Committee,

I would like you to consider your objection to the Planning vote scheduled for July 8th, 2026. I attended the first meeting and suggested that the first responder be included in the study. To date, we still don't know how many ambulances we have in the parish. We also have no idea if a Paramedic is on the trucks. This is crucial to protect life and property. I encourage a "No" vote until we know and prove that we have ways to verify the impact on the first responder.

Walter Beach
13335 W. Mill Grove Dr.
Gonzales, LA 70737
225 266 8911

From: Sonya Guedry <guedry5@eatel.net>
Date: June 29, 2026 at 1:58:13 PM CDT
To: mjnsr@aol.com
Subject: Fwd: Harvest Fields Opposition

Dear Commissioners,

I'm respectfully requesting that you refer back to previous meetings regarding this issue. I feel if Michele Unitas was not there and stood for what was right and common sense then we would be looking at a different outcome. I sure hope she is present on 7/8/26.

We feel that this developer is bad for Ascension Parish and this particular tract of land. They seem to be getting special treatment in certain instances.

1. Wade Schexnaydre having private meetings
2. More time allowed to present their rebuttal when citizens were kept to their time.
3. Changing rules so they could get less people in attendance on board for appeal.
4. Being able to come back to planning commission before one year.
5. Performing a traffic study while 2 major roads were closed and schools were not in session.

I would also hope that y'all have all reviewed the 6/18/26 Parish Council Meeting where Councilman Varnador stood up for the people of Ascension Parish when a back door request was being made that would be detrimental to the Parish. I hope he attends this meeting also.

Sincerely,

Patrick Murtagh

40412 Sycamore Ave.
Gonzales, LA 70737
(504) 782-9838
pmurtagh@gmail.com

July 7, 2026

Ascension Parish Planning & Development Department
Attn: Director of Planning & Development
Planning Commission Secretary
828 S. Irma Blvd.
Gonzales, LA 70737

RE: Request to Remove Harvest Fields Preliminary Plat from the July 8, 2026 Agenda

Dear Director and Members of the Planning Commission,

My name is Patrick Murtagh, and I am a resident of Ascension Parish who lives near the proposed Harvest Fields subdivision at 40412 Sycamore Avenue in Gonzales. I respectfully request that the July 8, 2026 hearing on the resubmitted preliminary plat be canceled or postponed because significant procedural questions remain regarding the application's acceptance and because many of the issues that led to the Commission's unanimous denial in February have not been adequately addressed.

On February 11, 2026, the Planning Commission unanimously voted 5-0 to deny the Harvest Fields preliminary plat after hearing extensive testimony regarding traffic, drainage, flooding, public safety, and the overall impact the proposed development would have on the surrounding community.

Only five months later, essentially the same development has returned for consideration. From the information made available to the public, the primary change appears to be the addition of a supplemental traffic study rather than a substantially revised subdivision plan. The number of lots, the overall layout, and many of the original concerns remain largely unchanged.

Because of this, I respectfully request that the Planning & Development Department explain how this application satisfies the requirements of ULDC Appendix IV, Section 17-405(C) regarding application completeness and whether this resubmission should have been accepted for review at this time.

Traffic. The supplemental traffic study raises serious questions about its reliability. Traffic counts at Braud Road and LA Highway 929 were conducted while Highway 929 was closed at Daigle Road due to ongoing roundabout construction. In addition, no traffic count was performed at the Germany Road and Braud Road intersection, making it difficult to accurately evaluate the project's traffic impacts.

Drainage and Flooding. As a resident of Sycamore Avenue, I have personally witnessed drainage problems for years. Even after relatively small rain events, portions of my yard collect standing water, and the roadside ditch often remains full for extended periods. These existing conditions make me concerned that adding more than one hundred homes could further strain an already stressed drainage system unless adequate mitigation is clearly demonstrated.

Environmental and Public Safety. Residents have also raised concerns regarding an abandoned oil well and former drilling pit reportedly located on or near the property. Before residential construction proceeds, I respectfully request that any available environmental assessments, closure documentation, or remediation reports be provided to the Commission and the public.

Request. I respectfully request that the Planning Commission review whether the application complies with ULDC Appendix IV, Section 17-405(C), determine whether it should have been accepted in its current form, remove or postpone the item from the July 8 agenda until these

ATTACHMENT L

concerns are resolved, and include this letter in the official administrative record if the hearing proceeds.

Thank you for your time and consideration.

Respectfully,

Patrick Murtagh