

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
June 11, 2025**

The Planning Commission of the Parish of Ascension held a Public Meeting on Wednesday, June 11, 2025, at 6:00 p.m. at the Ascension Parish Courthouse, 607 E. Worthey Road, Council Chambers – 1st Floor, Gonzales, Louisiana in a regular session convened.

I. Call to Order

Meeting was called to order by Chairman Wade Schexnaydre.

II. Roll Call of Members

The following members were present:

Michele Unitas, Mark Villa, Nicholas Miller, Wade Schexnaydre, Max Nassar, Randy Clouatre, Jr., Erik Jones

The following members were absent:

None

III. Pledge of Allegiance

IV. Introduction of Staff

Stacie Webb – Recording Secretary, Planning Commission

Jarius Carey – Information Technology (IT)

Spencer Long, Parish Attorney

Eric Poche – Director, Planning and Development

Shaun Sherrow, Engineering Review Agent

V. Chairman's Comments

Chairman Schexnaydre briefed the audience on the public speaking guidelines when it came time for public hearings.

VI. Public Comment on any Agenda Item

No comments.

VII. Staff Report

A. Subdivision Status – June 2025

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

(SEE ATTACHEMENT A)

Mr. Poche stated at last month's meeting there would be another community engagement meeting on the Small Area Master Plan for the West Bank. He said it took place on Monday, June 9th and approximately 25-30 people were in attendance. Savannah Morales with Bayou Rouge Planning, a consultant on the project, gave a brief overview on the project.

- The West Bank Small Area Plan is a non-regulatory guidance document that is focused on long range planning with growth and development of the unincorporated areas of the West Bank.
- Promoting and guiding development on the West Bank was identified in the 2019 land use master plan as one of the goals. So, this project is a step towards that goal.
- To give an update of where they are right now, she stated they kicked off in February of this year. They have completed a community survey for which they received 132 responses with over 300 comments. Completed two (2) community engagement events and had two (2) or three (3) stakeholder committee meetings.
- The next step: they are currently working on the draft, and the goal is to have it ready for the public to view mid to late July and then to the Commission for the August meeting.

VIII. Engineering Staff Report

Engineering had no report.

IX. Minutes

A. Approval or Denial of the Minutes of May 14, 2025, Planning Commission Meeting

Commission Action: Moved by Mr. Max Nassar, seconded by Mr. Randy Clouatre, Jr. and unanimously adopted, the May 14, 2025, Planning Commission minutes were approved as presented.

X. Consent Agenda

A. Affidavit of Mortgage Declaration

Christopher J. Kent (CJK Rentals, LLC) – Lot 1 & 1-A (9575 Hwy 22, St. Amant, La)

B. Affidavit of Mortgage Declaration

Todd Folse & Simone Folse – Lot 12 (45236 Marina Dr, Prairieville, La)

C. Affidavit of Mortgage Declaration

Randal Denham – Lot 5B-1 (44204 Robert Rd, St. Amant, La)

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

XI. Public Hearing to Approve or Deny the Following Family Partition:

A. James Smith Property – Lot 3-A, 3-B, 3-C and 3-D

The subject property is located on the south side of LA Hwy. 74 at the end of La Rue Lane approximately 1,325' east of Coontrap/K.C. Road in Council District 9 and is zoned Medium Intensity Residential (RM). The application is on behalf of James Smith by McLin Taylor, Inc. Engineering and Land Surveying.

The Applicant is proposing a family partition of Lot 3 (3.924 acres) into **Lot 3-A** (0.981 acres), **Lot 3-B** (0.981 acres), **Lot 3-C** (0.981 acres), and **Lot 3-D** (0.981 acres). Lot 3-A is being donated to a son, Lot 3-B is being donated to a son, Lot 3-C is being donated to a daughter and Lot 3-D is being donated to a son.

STAFF REVIEW COMMENTS

Comments sent to McLin Taylor, Inc. on 5/13/2025.

1. Property is covered by FEMA Map 0040E AND 0105E. Verify and correct if necessary.
2. "Kelleher" is misspelled.
3. Current side setback for RM zone is 5'.
4. Show ditch (average top bank width) and provide current drainage servitude width in accordance with Land Development Code.
5. If possible, relocate owners signature line so the signature does not interfere with dedication note.
6. 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 three (3) 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.

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

Public hearing was opened.

No comments.

Public hearing was closed.

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

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

Chairman Schexnaydre announced that Mr. Mark Villa would be stepping down as a Commission for this item to join the meeting as a constituent and that Mr. Erik Jones will be recusing himself from discussion and voting on this agenda item.

A. Pelican Point Golf Community – Large Scale Development Master Plan – Major Revision

This subdivision is located on the west side of LA Hwy. 44 approximately 2 miles south of Interstate Hwy. 10 in Council District 2 and the underlying zoning is Conservation (C), Medium Intensity Residential (RM) and Mixed Use (MU). The

application is on behalf of Pelican Point Golf Community, LLC by Quality Engineering & Surveying, LLC

This plan was originally approved on January 15, 1997 under Section 17-4021 of the Subdivision Regulations pertaining to a Large Scale Development. On April 13, 2005, a revised Conceptual Plan for this Large Scale Development was approved. The revised preliminary layout provided for 1,029 lots on a site of approximately 788 acres. A new revised Plan for the overall development was submitted and approved on May 8, 2019. The submitted plan revises land use for 2 lots, adds 1 commercial lot and 2 townhouse lots. If this revised plan is approved, there will be a total of 1,174 proposed lots/units. There are currently 907 existing lots. This plan change will revise the Overall Development Master Plan as noted below.

STAFF REVIEW COMMENTS

All elements of the Master Plan as per ordinance have been provided and addressed on the plat along with the required notes and labels, as per Paragraph 17-406 of the Subdivision Regulations.

The developer is proposing the following changes to be addressed specifically by the Planning Commission as part of this application:

1. Revise the land use of Tracts M-1-B-1-A and RT-1-A-2 to 'Mixed-Use', with uses as noted on the map.
2. Add 1 additional lot to The Greens, Part 1 (Lot 1171).
3. Create Lot PPGC-2-B south of the main entrance and designate as a 'Mixed-Use' lot. This lot will be subdivided from existing Open Space Lot PPGC-2, leaving +/-325.9 acres of open space.
4. Remove Private Drive from The Village, Phase 1 to North Entrance east of new Lot PPGC-2-B.
5. Update Pelican Point Golf Community Lot Count Table. This removes 24 Lots approved for Tract M-1-B-1-A in Revision no. 7, adds 154 Lots in The Parkway, Ph. 1-3 and the Panama Landing and adds 1 Lot in The Greens, Phase 1.
6. Revises Land Use options (included and excluded) within The Village and additional tracts.
7. Updated name for Plantation Commons to Sunset Bend.
8. Updated plan to show clubhouse at The Greens above new lot 1171.
9. Added Tract TP-1 in northwest corner as a new sewer treatment plant site.
10. Added The Parkway, Parkside and Panama Landing filings.

Drainage impact study:

A new drainage study was submitted based on the Planning Commission requirement. Comments are attached. **(SEE ATTACHMENT B)**

Traffic impact study:

A new traffic study was performed based on the Planning Commission requirement. Comments are attached. **(SEE ATTACHMENT B)**

STAFF RECOMMENDATIONS

The proposed plan meets all guidelines for Large Scale Development Master Plan per current ordinance. The required Traffic and Drainage studies have been completed as noted by staff and the ERA. Should the commission concur with staff's analysis, staff recommends approval provided the applicant addresses any and all outstanding comments or conditions placed by the Commission.

Mr. Corey Blanchard, with Quality Engineering and Surveying, LLC and Mr. Beau Diez, applicant, presented this major revision to preliminary plat.

Public hearing was opened.

The following spoke:

NOT IN SUPPORT

- 1- Colleen Labat
- 2- Darlene Kluka (***SEE ATTACHMENT C***)
- 3- Cathy Maddox (***SEE ATTACHMENT D***)
- 4- Barry Bourgeois (***SEE ATTACHMENT E***)
- 5- Barbara Bourgeois (***SEE ATTACHMENT F***)
- 6- Dee Pecoraro (***SEE ATTACHMENT G***)
- 7- Donald Bailey (***SEE ATTACHMENT H***)
- 8- Christine Crow (***SEE ATTACHMENT I***)
- 9- Mark Villa (***SEE ATTACHMENT J***)
- 10- Jane Matt
- 11- Silton Matt (*Did not wish to speak*)

NEUTRAL

- 12- Remy Amedee (***SEE ATTACHMENT K***)
- 13- Jason Ball - Airport Mgr., LA Regional Airport
- 14- Theresa Dickerson

Some of the concerns mentioned were:

- Drainage / Flooding
- Rezoning of Tract M-1-B-1-A that is being proposed
- Maintaining green space
- Limited Evacuation Routes & Strained Emergency Response Resources
- Lack of a Third Exit
- Lot 1171, proposed use
- To have all commercial property have access restricted to Hwy 44 or Main St.
- Airport Safety Zone
- New residential lots will be adjacent next to a 10' Shell pipeline, 30' Air Liquide pipeline and a 10' Air Product pipeline
- RID up for election – Commercial lots and club house are exempt. If additional commercial lots are approved and developed, they will pay no taxes – but homeowners are and will not be getting the benefit of the profit. Therefore, would like to see no cut-through Pelican Point for that reason.
- Streets, too narrow

- Need natural gas access to new lots
- Need streetlights to all new development

Public hearing was closed.

Chairman Schexnaydre called a five (5) minute recess at this time, 7:00 p.m.
Meeting was called back to order at 7:05 p.m.

The engineer representing Pelican Point Golf Community took this time to rebut, answering as many questions as possible to the concerns the speakers may have had during the public hearing.

- The open space “remainder tract” adjacent to the airport that the safety zone encroaches into, it is the remaining tract after subdividing the 153 lots in the back. It is not designated as park space; it is not designated to anyone or for anything; nor is it for sale. It is just a remaining tract with no designation.
- Drainage servitude maintenance – any drainage servitudes in the rear of the property must be privately maintained. They cannot be dedicated to public.
- Greenspace concern – with there being powerlines and drainage servitude in that area, they are not interested in having it dedicated as park space.
- Traffic Impact Study – Was completed and accepted.
- Future Development on lots along Hwy 44 – the revision was to mainly designate land use to individual lots. Each lot will require its own traffic study, drainage study, etc. when developed.
- Lot 1171, The Greens – Single family residential use.
- Clubhouse in plans – plans were changed to show clubhouse accurately.

Mr. Shaun Sherrow said the TIS counts were done in April 2024. The completion report was September 11, 2024. He stated the key is to get the counts done while traffic best represents the area. Mr. Sherrow said there was a question, “does it account for future growth”. He stated as a master plan, they are targeting 2029 as a good date to feel when the impacts will be for the new lots entered into the network. They accounted for all empty lots in Pelican Point, Pelican Crossing as well as growth rate from the CRPC study. Mr. Sherrow explained that you don’t approach DOTD at this point. It is not until you have a proposed project.

Mr. Sherrow expressed this is a Master Plan. Anything development done within Pelican Point still has to come back to the Planning Commission with a preliminary plat.

Commission Action: Moved by Mr. Max Nassar, seconded by Ms. Michele Unitas, this major revision to preliminary plat for Pelican Point Golf Community Large Scale Development Master Plan was approved with the condition as our ordinances state, the impacts that are identified in the traffic analysis and in the drainage analysis are completed before the overall development moves forward; and that would be in conformance with our ordinances.

Roll call vote was as follows:

YEAS: Michele Unitas, Nicolas Miller, Wade Schexnaydre, Max Nassar, Randy Clouatre, Jr.

NAYS: None

ABSTAINED: Erik Jones

ABSENT: Mark Villa

(5) Yeas; (0) Nays; (1) Abstained; (1) Absent and motion carried.

XIII. Adjourn

A motion was made by Mr. Nicholas Miller, the meeting adjourned at 7:38 p.m.

Wade Schexnaydre, Chairman

ATTACHMENT A

<i>June, 2025</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.
Ascension Commerce Center II-1st Filing-Magnolia Ridge	End of Industriplex Ave. approx. 1,350' North of LA Hwy 30	18	6/12/2024	9/13/2024	4/10/2025	In Construction	Repair/widen Industriplex, Dir. review lots 1&2 for alleys, asphalt	Quality Engineering& Surveying & Monceaux Buller & Assoc., LLC	Axios Capital Partners, 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
Moss Side Villas	N Side-LA Hwy 74-Immediately West of IH-10 Overpass	36	2/8/2023	5/31/2023		CDs Submitted 5/31/2023	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 Plantation 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		CDs Submitted 5/13/2021	No Conditions	Quality Engineering& Surveying	Doug Diez	Yes
Riverton-2nd Filing	LA Hwy 22-1 mile west of LA Hwy 44	91	3/9/2016	2/16/18 2/28/18	9/4/2018	In Construction	As stated in Planning Commission Meeting Minutes	Quality Engineering& Surveying	SLC, LLC	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

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

June 4, 2025

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

**RE: Pelican Point Golf Community
Revision (8) to Large Scale Development Master Plan 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**).

Large Scale Development Master Plan

1. In Revision no. 8, note 2 states M-1-B-1-A should be mixed-use but is still noted as commercial use on the map. Revise accordingly. **Comment has been addressed.**
2. In Revision no. 8, add a note to include the community park area (+/- 15 acres). **Comment has been addressed.**
3. Remove the label "Developer Donated" within the community park area. **Comment has been addressed.**

Traffic Study

1. A revised comprehensive traffic study has been submitted and approved for this revision.

Drainage Evaluation

1. Provide the ERA with the original Parish supplied studies that were used for comparisons. Either the files or a list of the studies, including the phase name, engineering firm, and date, may be sufficient. **Comment has been addressed.**
2. Within the narrative of the report, specify the date of the original studies that were approved and submitted that were used for comparisons within this study. **Comment has been addressed.**
3. Per the Drainage Evaluation Scope dated 8/30/2024, a topographic survey of the ponds is to be performed by QES to determine the storage currently provided by the development.
 - a. Provide a table or add to the current tables the normal pools, top banks, and acreage for all ponds for both design and surveyed conditions. **Comment has been addressed.**
 - b. Under 3.1 within the narrative, it states that the existing storage required was based on the 10-yr storm event. We believe that this would not result in an accurate comparison of available storage. Edit storage tables to show the available storage from normal pool to (approximate) top bank for each pond to compare between design and surveyed available storage. **Comment has been addressed.**
4. Within Table 1, for Basin 3, provide clarifications on what the "Irrigation Lakes" and "Outfall Lakes" are referring to. **Comment has been addressed.**

5. Within Table 1, for Basin 3, provide reasons for empty cells under the “Parish Reports” column. **Comment has been addressed.**
6. Table 2 in the narrative, note 2 states that exact size and/or inverts of pipes could not be verified due to partial submergence. Inverts at the most downstream ponds are essential for confirming normal pools. Surveyed inverts or static water levels at Outfalls A3, B1, C1, 18B, 17A, 16B will be required and should be noted within Table 2. **Comment has been addressed.**
7. In the Existing Ditch Cross sections, show and label the static water surface elevations and average depths. **Comment has been addressed.**
8. In the Existing Ditch Cross sections, label pond designations in plan view. **Comment has been addressed.**
9. In the Existing Ditch Cross sections, provide a section/profile showing the pond connection into the ditch.
10. In Appendix A, provide the following:
 - a. Add Table 2 from the narrative to the Overall Drainage Exhibit. **Comment has been addressed.**
 - b. The increase size of ditch flow arrows. They are currently difficult to read. **Comment has been addressed.**
 - c. Confirm the 162” Culvert for “19 Outfall 2 Design Outfall” into Lake 16B is correct. **Comment has been addressed.**
 - d. Table 2 shows the Design Outfall for Lake B-1 has (2)-24” culverts while the map shows 1. Confirm and revise accordingly. **Comment has been addressed.**
 - e. Label for Outfall B2 notes the design outfall was not given but in Table 2 it shows a size and invert. Confirm and revise accordingly. **Comment has been addressed.**
 - f. Label outfall for Lake 16B and 17A. **Comment has been addressed.**
 - g. Outfall Between Lakes B2 and C3 seems to be mislabeled as Outfall B2 according to Table 2. Confirm and revise accordingly. **Comment has been addressed.**
 - h. A-5-X Outfall note covers what seems to be the ditch connection into Lake A5. **Comment has been addressed.**
11. Appendix A: The surveyed 15B Outfall seems to be well undersized compared to the design size. **Comment has been addressed.**
12. In Table 3, the design capacities should be based on the average depth rather than the maximum depth. **Comment has been addressed.**

Drainage summary

- The ERA and Ascension Parish Staff have reviewed the Drainage Evaluation submitted for this development. Quality Engineering & Land Surveying (QES) has been tasked with evaluating the existing capacity of the drainage systems within the PPGC subdivision. This included analyzing pond storage volumes, pond outfall structures, and the receiving conveyance systems. QES conducted surveys of the existing ponds, pond drainage structures, and conveyance systems, and compared them to the original studies and plans designed by Ferris Engineering. The resulting analysis concluded that:
 - The collective storage capacity of each pond system meets or exceeds the design volume required for a 10-year storm event required by the approved drainage studies for the individual developments within the subdivision,
 - Outfall structures that were accessible appear to have the required capacities,
 - The analysis of key conveyance ditches shows existing ditch profiles remain in good condition and exceed design capacities.

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: Corey Blanchard, Quality Engineering & Land Surveying, LLC

Title: *Designing for Dignity: Concern for the Community Brand*

Good evening. My name is Darlene Kluka. I live in the 55+ active aging community referred to as The Greens at 5247 Courtyard Drive.

I appreciate the opportunity to discuss a vital aspect of community well-being as development options are being considered for the proposed parcel of land adjacent to The Greens. The question must be asked: How can this project best serve not only future residents but the entire Pelican Point community?

Why Green Space Matters:

Green spaces are the foundation for healthy aging. Nationally known researchers consistently show that access to parks, gardens, and nature pathways reduces chronic disease risk, improves mood and cognition, and encourages social engagement. Unfortunately, golf paths as walking paths are not able to be used unless each resident of The Greens pays a social membership fee of over \$1000.00. Most cannot afford this additional cost.

While residential or mixed-use development may offer housing and commercial opportunities, please weigh those against the physical, social, and emotional needs of an aging population. In the State of Louisiana, aging-in-place is a growing goal and, The Greens can continue to be a model for other developments.

State-Level Support:

Louisiana recognizes the importance of green spaces through initiatives like the *Green Space Ordinance*, which encourages new developments to preserve natural land areas. This ordinance aims to minimize environmental impacts and promote community well-being by maintaining surfaces and natural landscapes (Louisiana CPRA).

National Regulations and Standards:

While Americans with Disabilities Act Accessibility Guidelines do not directly govern land use, any public or communal areas developed must comply with standards for accessible routes, signage, lighting, and seating. Also, HUD-supported best practices recommend integrating open spaces, walking trails, and therapeutic landscapes in senior housing developments.

Rather than seeing the parcel of land as only a housing or commercial site, it can be developed as a multifunctional wellness zone, perhaps blending low-density housing with green buffers and a fitness loop to promote physical activity and social interaction.

As stewards of the beautiful Pelican Point area, this is an opportunity to model sustainable, age-friendly planning in a way that reflects our collective values and the legacy we all continue to build in Gonzales. I appreciate your time and consideration.

Good Evening - My name is Cathy Maddox

I live at 5357 Courtyard Drive in Pelican Point, which is within The Greens a "designated Active 55 and over" subdivision.

I am here to express my growing concern for the existing traffic congestion on Highway 44 and **more importantly** for the VERY LIMITED evacuation routes currently available for our residents, whether for a Hurricane or Industrial plant emergency. A TIS "traffic impact study " was done for this project application, but I have many questions.

I am requesting that as part of this proposed project a requirement that a third Exit be created and constructed coming off of Highway 22 west of Pelican Point cutting through to the new filings behind Courtyard Drive. And, that this new Exit must be completed prior to any home construction being done. The construction trucks used would be required to access the new filing from this road, eliminating damage to our development's other parish roads. This new street would ensure that the new filings could exit Highway 22 thus giving a new emergency route for Pelican Point.

After reviewing the Parish Department of Public Works and Engineering Review Agency website and the requirements for the Planning and Zoning Commission, I am asking why on your website information there NO details of the TIS that has been done for this hearing. There is a letter of approval from Shawn Sherrow, who represents your Engineer Review Agency for Ascension Parish saying the TIS was read and approved! That is it! Have each of you read this TIS study? Your website details the requirements for a lot of criteria that must be included in this study found in Section 17-4060 of the TIA Analysis Guidelines. Based on no information, these are my questions on the TIS study?

- 1) The impact study is required to be done between September – May of each year to include school traffic. What is the Date of this study – Month and Year?
- 2) Was there both a Parish TIS and State DOTD Scope study done? Pelican Point has only two exits, both onto Highway 44 which is a state highway. According to Section 17-4060 a DOTD study must also be done if a State Highway 44 is involved. Was a DOTD study does as well and when?
- 3) Regulations also require that the study must "take into account" other proposed developments in the study area:
 - a) Was the new Air Products plant, which is NOW building on Highway 22 and River Road factored into TIS study? What threshold limitations of peak traffic hours were determined? They are bringing in 2000+ workers. When completed, if Air Products had a spill and an evacuation would be required, Pelican Point residents would not be able to access Hwy. 22 going or River Road to the East....ONLY Highway 44 or Highway 22 to the West – an evacuation would be a disaster waiting to happen.
 - b) Conway and Pelican Crossing's expansion are continuing. Their growth will further limit our access to I-10. We become an island in an evacuation!

Thank you for your time.

Cathy Maddox

Resident of Pelican Point since 2005.

Barry Bourgeois

5290 Courtyard Drive

Gonzales, LA 70737

Email: barrypbourgeois@gmail.com

Cell: 225-439-5581

Good evening,

My name is Barry Bourgeois of 5290 Courtyard Drive in The Greens of Pelican Point.

I am here to express serious concerns about the proposed addition to the Pelican Point Master Plan—specifically, its impact on traffic and public safety.

Once the proposed 1,174 homes are completed—including 267 new ones—vehicle traffic in Pelican Point is expected to increase by 29%, all funneled through just two existing gates and with no dedicated merge lanes. This will further strain an already inadequate and hazardous traffic infrastructure.

Currently, exiting Pelican Point onto Highway 44 from the 2nd Gate known as the Greens Gate—where there is no traffic signal—is extremely difficult during peak hours: morning, 5:30–6:30, noon, 11:30–12:30, and evening, 4:00–6:30. Wait times can range from 5 to 15 minutes, creating significant delays and safety concerns.

Air Products new plant construction will bring thousands of construction workers for three years, along with ongoing deliveries from vendors—further overwhelming our roads and access to them.

Traffic is already growing on Hwy 44 due to the continued buildout of the Village of Conway, to the 950 proposed homes and the planned expansion of Pelican Crossing.

In an emergency, the lack of a third exit—such as a direct connection to Highway 22—means residents, especially the 270 vulnerable seniors living in The Greens 55+ community, have no alternative evacuation route. Adding this exit would improve safety and provide a practical access point for construction vehicles and materials deliveries for the proposed expansion.

Past new construction has brought construction traffic through the 2nd gate/Greens gate, intensifying congestion in what is already a key bottleneck.

For all these reasons, I strongly urge the Commission to reconsider or delay approval until these traffic and safety concerns are thoroughly addressed.

Thank you for your time and attention.

Good evening,

My name is Barbara Bourgeois, and I live at 5290 Courtyard Drive in The Greens, a 55+ community within Pelican Point. I'm here to express my strong opposition to any new construction in our community unless serious safety and infrastructure concerns are addressed first.

The Greens is home to 270 older adults, with an average age of 75. While we're called an "active adult" community, some of us are no longer very active. We have residents on oxygen, in wheelchairs, using walkers or canes. Around 65 women live alone—widowed or divorced—with little or no nearby family. For us, emergency access isn't a convenience. It's a matter of life and death.

Our entire neighborhood—and roughly 1,000 additional homes in Pelican Point—will share just two entry and exit points, both leading onto Highway 44. In a major emergency—whether a hurricane or a chemical incident—this creates a serious bottleneck, especially for seniors who need help evacuating.

We've learned that The Greens may fall within the "kill zone" on Air Products' chemical plant risk map. That plant will not only increase our exposure to potential toxic releases but will also bring in much more traffic—on a two-lane highway that was never designed for industrial transport.

My husband and I both worked in local chemical plants. We've been through total plant evacuations. I can tell you from my experience—it's terrifying. And I'm deeply concerned for our community's safety.

Approving more development under these conditions isn't just shortsighted—it's dangerous. We are not just dots on a map. We are people. We are seniors. And we deserve to live out our lives in safety and dignity.

I respectfully urge you: Do not approve any new construction until the following are addressed:

- A new, alternate evacuation route for Pelican Point
- Road and infrastructure improvements to manage increased traffic.
- A full risk assessment of the new chemical plant's impact on surrounding neighborhoods.

Thank you for your time—and for protecting the people you serve.

Barbara Bourgeois
5290 Courtyard Drive
Gonzales, LA 70737

My name is Dee Pecoraro, and I reside at 5463 Courtyard Drive in the Greens at Pelican Point. I am writing to formally submit a public comment in opposition to the Pelican Point Golf Community Large Scale Development Master Plan due to serious concerns about drainage and flooding—both from rainfall and nearby ponds.

While I have not had access to the full drainage study, I reviewed the CSRS summary. Aside from a few brief references to ponds, the summary does not address historic or future flooding concerns in Pelican Point, particularly in the Greens section. To my knowledge, there has been no direct outreach to residents to assess existing street or home flooding issues.

As a resident, I have personally witnessed repeated street flooding in the main Pelican Point area, and I know of homes that have suffered interior flooding. Within the Greens, Courtyard Drive frequently floods during heavy rain, particularly near the drains at the front of the neighborhood. These areas often become impassable and pose a recurring safety issue.

Two specific provisions in the proposal are of particular concerns.

1. Rezoning of M-1-B-1-A from Commercial to Mixed Use

This change would affect 2.2 acres of open green space between Highway 44 and the front pond of the Greens. Replacing this area with buildings, driveways, and parking will significantly increase impervious surfaces and runoff, likely worsening flooding on Courtyard Drive and Putters Lane.

2. Development of Lot 1171 Adjacent to 5486 Courtyard Drive

This lot borders both a private home and the Greens Activity Center. The rear of the property is known to retain water and drain poorly. It is slightly elevated and slopes toward Courtyard Drive. Paving this land will almost certainly increase runoff and worsen existing flooding issues in a part of the street that already becomes impassable during storms.

In Closing

I respectfully ask that you take these serious and ongoing drainage concerns into account when evaluating the proposed development. These changes directly affect the livability and safety of our community.

Thank you for your time and consideration.

Sincerely,
Dee Pecoraro

(Map in place) I'm Don Bailey. I reside at 5496 Green Park Drive in the Greens . I'm here to speak in opposition.

We have two primary concerns

- 1. The request to add an additional lot—identified as Lot 1171 on this map—raises questions.**

We have no confirmation regarding the type of structure proposed for this lot. Please confirm, Lot 1171 will be restricted to a single-family home consistent with the existing character of The Greens.

- 2. Our second concern is the Rezoning of M-1-B-1-A to Mixed Use as identified on this map.**

This property directly borders The Greens—separated only by a wooden fence—and is adjacent to our front pond and residential homes. Currently, there is no buffer zone to reduce the impact of potential noise, traffic, or other disruptions.

(New slide) We are particularly concerned about the broad range of uses permitted under Mixed Use zoning, including:

- Bars and microbreweries**
- Entertainment complexes**
- Film and music studios**
- Child care**
- Bed and breakfasts**

These types of businesses typically bring high traffic volume, large crowds, and extended hours of operation—none of which are compatible with the quiet residential nature of The Greens.

We strongly urge the placement of restrictions that address:

- Noise mitigation**
- Limited hours of operation**
- Controlled traffic flow**
- A proper buffer between the business and our homes.**

We are also concerned about the access from Hwy 44 to this new location which would be dangerously close to our back gate and could create safety and congestion issues.

Summary of Additional Concerns from Residents:

Tonight, Greens residents have voiced their opposition, citing:

- **green space**
- **traffic congestion**
- **flood and drainage risks**
- **Strained emergency response resources**
- **Overall impact on quality of life and infrastructure**

A Note on Communication & Transparency

Prior to this hearing, there was little to no proactive communication from key stakeholders—no town halls, no informational meetings, and no meaningful outreach from the parish council, the developer, the PP HOA, or the Greens HOA.

This lack of transparency is unacceptable and, frankly, a disservice to residents who live here and contribute HOA dues. Had open communication occurred earlier, many of our concerns could have been addressed more constructively.

As you've heard tonight and will continue to see in the future, Greens residents are informed, engaged, and unwilling to be ignored.

Thank you for your time and consideration.

We respectfully ask that the council:

- **Confirm the use of Lot 1171 as a single-family residence only**
- **Deny the rezoning to Mixed Use—or, at the very least, impose meaningful restrictions**
- **Prioritize the well-being and character of our community moving forward**

Thank you for your time and consideration.

WEDNESDAY, JUNE 11, 2025

ATTACHMENT I

TO: Chairman and Members of the Ascension Parish Planning Commission

FROM: Christine L Crow, 42514 Breeze Court, Gonzales LA 70737 in the Pelican Point Golf Community

RE: Public Comment regarding Item 12 (A) Pelican Point Golf Community - Large Scale Development Master Plan - Major Revision

- The proposed Master Plan Revision calls for a new "Park/Landscape" area.
- Effectively, this revision would transfer the maintenance obligation of this area to the Pelican Point HOA - i.e. the home owners of Pelican Point.
- In regard to a Park, the Pelican Point HOA already provides park facilities -- including a play yard with playground climber and swings, a grassy plot suitable for volleyball and other sport activities, and a separate baseball field.
- These facilities are more centrally located adjacent to the Pelican Point Club facilities than the proposed area AND more significantly, the current facilities are sporadically utilized; therefore any additional park space is not warranted for the Community.
- Furthermore, this Revision area is unusable as park if is located in an airport safety zone; the Revision map notes that the proposed airport safety zones bisect this proposed park/landscape area.
- In regard to a "landscape area", any so-called "landscaping" would be "visible" to a maximum 23 homesites (that is, those next to Parkside and Parkway lots and at a distance from Royal Lakes Estates and Sunset lots)
- Therefore, any esthetic benefit would only be available to less than 2% of the proposed 1174 homesites in the Community.
- The bottom line issue for the home owners of Pelican Point is twofold: first, why should the financial obligation of maintaining this property be transferred to them when that area is of extremely marginal benefit to them? and secondly, how would it be conscionable for this Planning Commission to approve this Master Plan Revision that does so?



INDICATES EXISTING LOTS

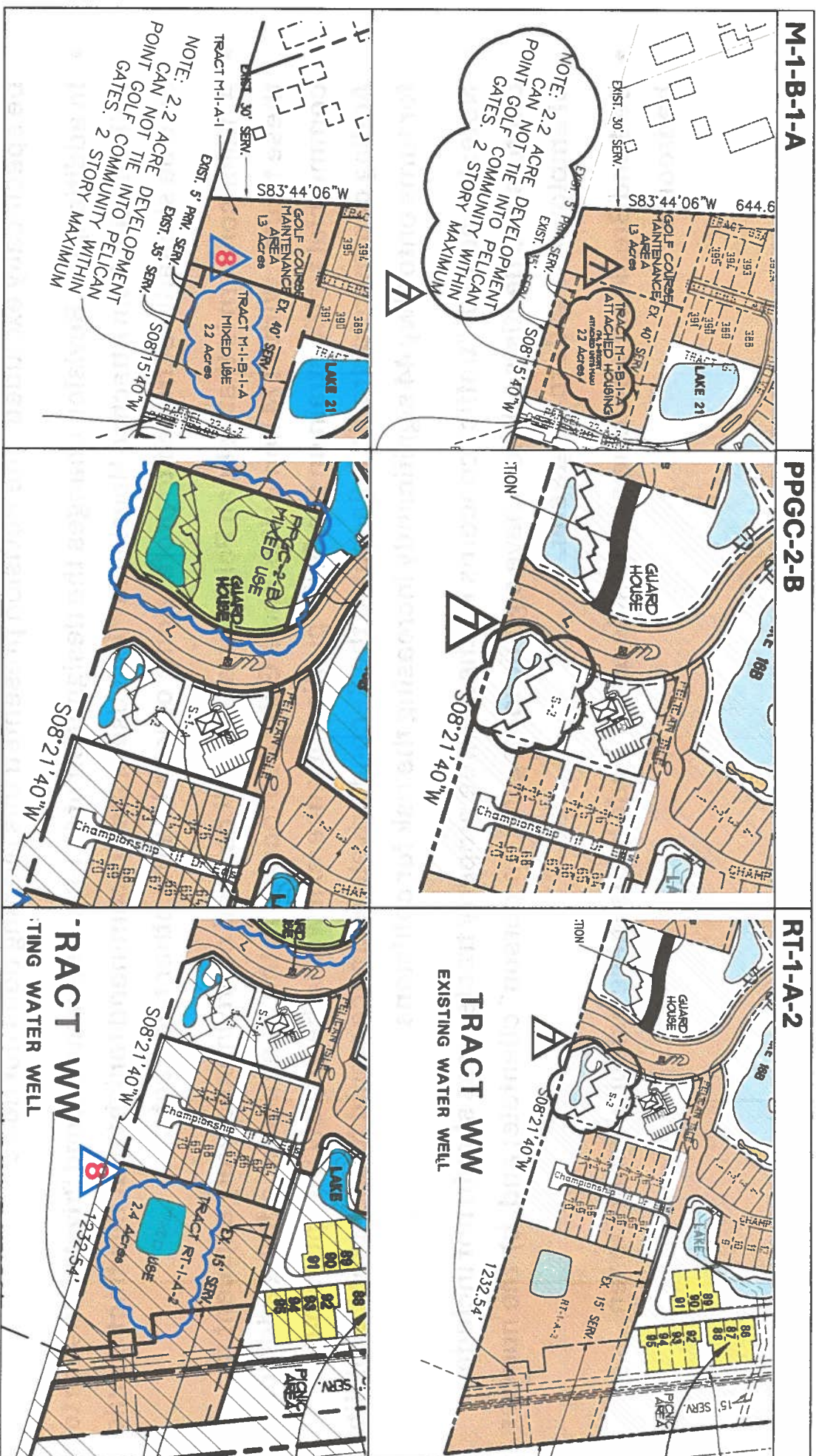
INDICATES PROPOSED LOTS/PRIOR APPROVED

INDICATES CURRENT PROPOSED LOTS/FUTURE CONSTRUCTION
NOTE: THESE LOTS ARE DESIGNED TO CONFORM TO THE
OVERALL DRAINAGE OF PELICAN POINT GOLF COMMUNITY.
FURTHER, A DETAILED DRAINAGE IMPACT STUDY WILL BE
PRODUCED PRIOR TO ANY DEVELOPMENT AT SUBMITTAL

INDICATES PROPOSED PHASE LINE

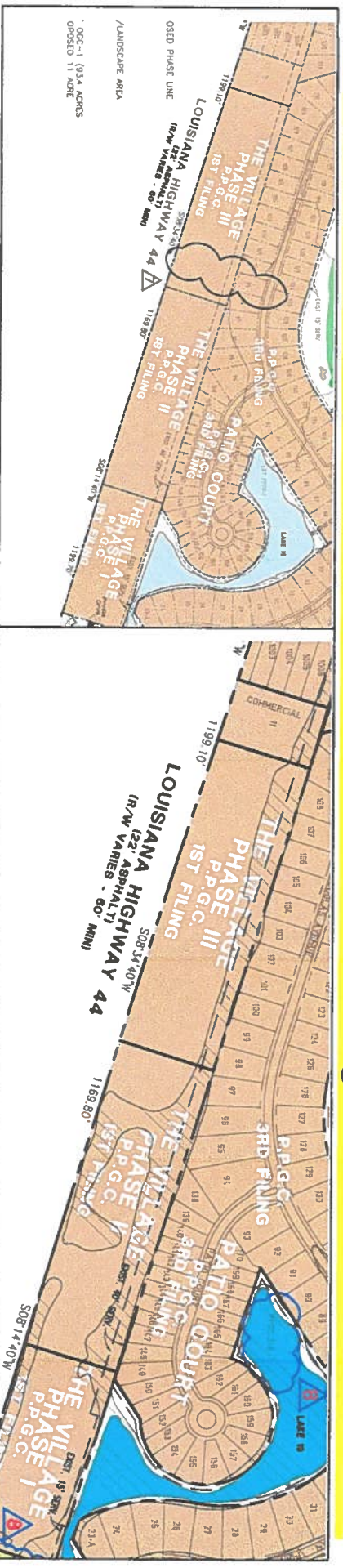
INDICATES PROPOSED
PARK/LANDSCAPE AREA

- The proposed Master Plan Revision changes "included" and "excluded" uses for three land Tracts fronting Hwy 44:



- I presented a recommendation at the February 14, 2024 planning meeting that use of PPGC-2-B and RT-1-A-2 near the MAIN entrance to Pelican Point should be for *only* one-story professional office space for engineers, architects, insurance agents, financial consultants, accountants, lawyers, real estate agents, and similar services and any and all other commercial uses should be specifically excluded. The Revision presented this evening does not do so.
- In addition, the Revision changes the designation of M-1-B-1-A near the Second Private Entrance to Pelican Point from Attached Housing to Mixed Use. I also recommend tonight that this tract should also be similarly restricted to professional offices like the other two tracts.
- A major concern is that Pelican Point entrances will be used or are immediately adjacent to these tracts. With 1174 homesites and a Golf Club located in the Community, adding additional commercial traffic strain on the **ONLY** public entrance/exit would be grossly irresponsible. Adding commercial traffic adjacent to the Second private entrance would further block visibility for turns onto Hwy 44 significantly increasing the risk for collisions.
- Note: because of "traffic" concerns for these three property tracts, uses should not include doctors and dentists: a) both have significant regular "in-person" clientele; and, b) the number of employees tends to be greater.
- Bed and Breakfast would be acceptable as the Code limits these establishments to ten bedrooms.

- The proposed Master Plan Revision changes "included" and "excluded" uses for the Village tracts that front Hwy 44; it also designates Lot 11 as "commercial" without stating "included" or "excluded" uses.



- At the February 14, 2024 planning meeting I questioned the designation of the Village for "Light Industrial Operations. In addition, in regard to the Revision presented tonight, the frontage to Pelican Point should also not be used for warehouses, wholesale business and storage, or outside storage of construction materials. These types of business involve commercial truck loading and movement and do not directly benefit the residents of the Community.

17-2017 - Light industrial (LI)

A. Light Industrial is intended to accommodate light manufacturing, assembly, fabrication, processing, small scale warehousing and distribution, repair facilities and similar operations utilizing previously prepared materials. Light industrial operation should be operated in a clean and quiet manner in compatibility with surrounding commercial and residential users. Generally, operations in light industrial zones should be contained wholly within a structure. Where it is necessary to have exterior storage areas for raw materials, finished products, goods-in-process, lay down yards, etc., these should be screened from view via vegetation or opaque fencing. Retail sales would be allowed in Light Industrial zones where they are incidental to the operation.

- Lot 11 should be designated the same as the Village? Why is it being designated "commercial" with not included or excluded uses?

Mark Villa
Pelican Point HOA
Gonzales, LA

June 11, 2025

Ascension Parish Planning and Zoning Board
607 E. Worthey Road
Gonzales, LA 70737

Subject: Comments on Pelican Point Development Application; Master Plan Rev 8

Dear Members of the Board, Parish Administration, and Mr. Diez,

I respectfully submit the following comments to you and request that this letter, with its photo attachments, be documented in the record.

Pelican Point is the only established large-scale development in this area of Ascension Parish, showcasing over 20 years of incremental growth. It is recognized as a vibrant golf course community frequented regularly by both residents and non-residents, utilizing the neighborhood for golfing, dining, and community amenities. Consequently, vehicle traffic remains consistently active throughout our community.

Highway 44, spanning from the interstate to the river, serves as a vital corridor. It experiences significant daily use from residents of communities such as Conway, Oak Lake, Pelican Xing, and Pelican Point, as well as thousands of workers commuting to job sites located on both sides of the river and tourists visiting local attractions, such as Houmas House.

Although a traffic study was submitted in connection with this application, targeting the area from Loosemore to Hwy 22, it is essential to acknowledge that the current study is substantially insufficient. Specifically, it fails to adequately reflect the cumulative regional impact of the numerous industrial and commercial projects that are anticipated to be operational in the near future.

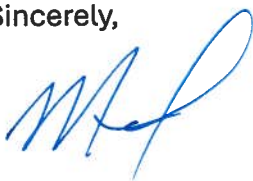
Due to the continued projected growth in this area, we have the opportunity to be proactive in our planning.

We ask the Ascension Parish Planning Board to consider the following in its motion:

- Synchronize and extend the timing of traffic lights at Hwy 44/22 and the Pelican Point entrance to alleviate immediate congestion.
- Limit development referenced in this application until the recommended option of Hwy 44 widening and roundabouts are completed.
- Remove references to "park space," "common area," "land donation," and similar terms, as the HOA does not wish to assume maintenance responsibilities, particularly in drainage areas identified on the map in the Sunset Bend area. Responsibility should remain with the parish or developer.
- From the Master Plan, Mr. Diez has agreed to withdraw his proposed donation of approximately 10+ acres to the HOA that lies within the FAA Airport Safety Zone A. Confirm that this reference has been removed, and it will not be common space.
- Require all commercial spaces to include a landscape buffer zone shielding residential properties.
- Ensure that all commercial property access is restricted to Hwy 44 or Main Street Market only.
- Designate drainage servitude areas as public and parish responsibilities, not Pelican Point HOA responsibilities.

Thank you for your careful consideration of these requests. Your cooperation and proactive planning are greatly appreciated.

Sincerely,



Mark Villa
President
Pelican Point Homeowners Association



Marked as park
It's actually a continuation of
drainage from behind the Greens

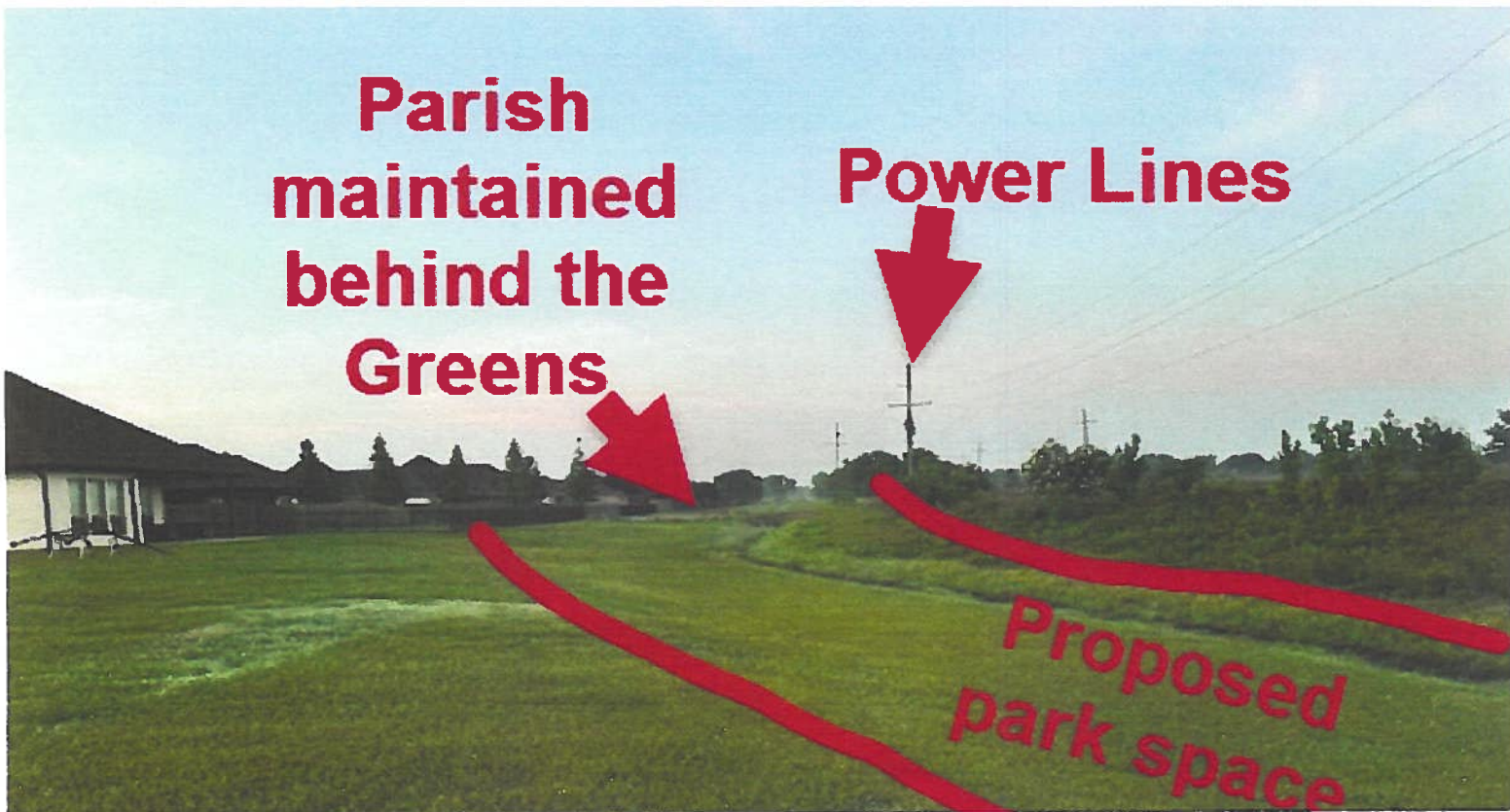
At Green Tree



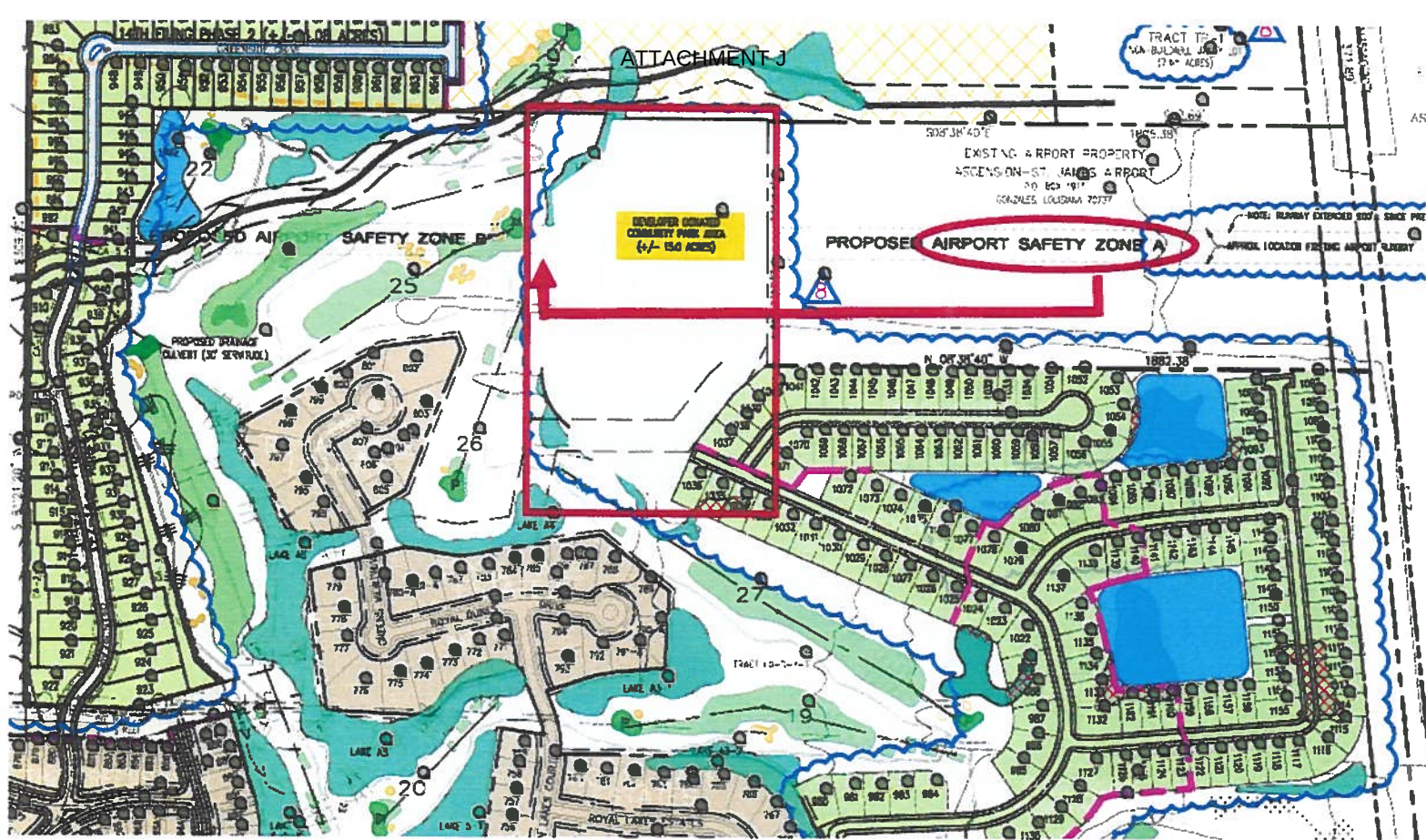
Parish
maintained
behind the
Greens

Power Lines

Proposed
park space



45





Good Evening

My name is Remy Amedee, I reside at 6030 Cypress Point Lane.

MPC made Sec. 11.1
NOTE TRAFFIC STUDY ⇒ PAGE 6
I am asking for this board to postpone your decision for a minimum 90-days on the following points.

① Homeowners had one week notice of this meeting to gather information, analyze this information, and present questions and concerns. Only one week from the public posting.

Neighbor brought to my attention city of Tan
② One point of concern is according to Ascension Parish requirements, 50 or more home development requires 2 egress points. One of the egress points cannot be gated.

③ Increased traffic,.... a traffic study is required by the developer as listed in the proposal, This was submitted and accepted. Question is..... what are the requirements or conditions that a developer needs to have its traffic study accepted, what are these documented conditions?

④

It is illustrated in the enclosed submitted plot plans, that the Airport runway, has been extended in length by 900' which now extends into to the original plot plan for Pelican Point Subdivision. Question, ~~was~~ there a Zoning change of the property / lots, which will now abut the airport property?

Question, what is this PROPOSED Airport Safety Zone A & B on the south end of the runway extending into the proposed development? and what does that mean?

I strongly object to our HOA from accepting any property adjacent to the airport property or industrial infrastructure that may be under federal and state jurisdiction, As this will increase the HOA's liability, and place more financial pressure on the HOA.

⑤

Finally, there are 3 pipelines listed on the plot plan where new residential lots will be adjacent and next to a... 3 industrial infrastructure facilities.

- a) 10' ROW for a Shell Pipeline,
- b) 30' ROW for a Air Liquide Pipeline,
- c) 10' ROW for a Air Products Pipeline.

It's my opinion, that if this boards recommends approval for this added development as presented to the parish council, you are setting a state wide and parish wide precedence, that its acceptable for the placement of single family homes adjacent and abutting to an established airport, and industrial pipeline ROW's.

With that I ask for you to postpone a decision for 90 days and require the developer to adjust the proposed additions to The Pelican Point Golf Community Subdivision as presented here tonight.