

December 3, 2025

Hon. Holly Fonseca, Council Chair
St. Charles Parish Council
P.O. Box 302
Hahnville, LA 70057

**RE: Feasibility Review and Proposed Realignment – Pit Road, Southern Alexander Street,
and Southern Boutte Project Road**

Ms. Fonseca:

Pursuant to **Resolution No. 6874**, adopted by the St. Charles Parish Council on November 17, 2025, the South Central Planning and Development Commission (SCPDC) was requested to review the current district boundary configuration between Council Districts 1 and 7 and to explore the feasibility of realigning the neighborhood encompassing Pit Road, the southern portion of Alexander Street, and the southern portion of Boutte Project Road into a single council district. The intent of this review was to determine whether such an adjustment could be accomplished while maintaining compliance with all applicable redistricting laws, demographic requirements, and traditional redistricting principles.

SCPDC has completed its analysis, and **the proposed realignment is feasible.**

Summary of Findings

The adjustment would relocate **127 residents from District 7 to District 1**. Analysis indicates that:

- **The parishwide total deviation remains 7.09%**, well within acceptable standards for local redistricting.
- The proposed realignment results in **minimal demographic and population impacts** to either district.
- The change would **unite a clearly identifiable neighborhood/community** into one council district, improving consistency and simplifying election administration.
- While the resulting configuration includes an **irregular segment**, this shape is a direct consequence of the **underlying Census block structure** in the area.

The district shape is therefore not a result of discretionary drafting, but rather of the geometric limitations imposed by Census geography. These irregularities restrict alternatives for smoother boundaries without causing greater population deviation or dividing additional communities.

Population and Demographic Impact

Before Adjustment

District 1 – Population: 7,349 (Deviation: –2.1%)

- White: 36.86%
- Black: 54.58%

District 7 – Population: 7,530 (Deviation: +0.31%)

- White: 71.71%
- Black: 18.29%

After Adjustment

District 1 – Population: 7,476 (Deviation: –0.41%)

- White: 36.4%
- Black: 55.19%

District 7 – Population: 7,403 (Deviation: –1.39%)

- White: 72.78%
- Black: 17.05%

These shifts are slight and do not materially alter district composition or minority representation.

Recommendations

Given the minimal population and demographic impacts, improved neighborhood cohesion, and compliance with legal and customary redistricting standards, **SCPDC supports the proposed boundary adjustment.**

Additionally, because district shape challenges are rooted in the configuration of existing Census blocks, SCPDC recommends that **St. Charles Parish participate in future U.S. Census Bureau boundary programs**—including the Boundary and Annexation Survey (BAS) and the Participant Statistical Areas Program (PSAP)—to improve block geometry and provide greater flexibility for future redistricting cycles.

Enclosures for Council Consideration

To support the Council’s review and potential adoption of the proposed realignment, SCPDC has prepared and enclosed the following:

1. **Redline Comparison** of boundary adjustments
2. **A map of the affected area** illustrating the proposed new alignment between Districts 1 and 7; and

Jeff Naquin
Chairman
Police Juror
Assumption Parish

Duval Arthur
Vice-Chairman
Mayor
Town of Berwick

Ellis Alexander
Treasurer
St. Charles Parish

Jason Bergeron
Secretary
Parish President
Terrebonne Parish

Kevin Belanger
Chief Executive
Officer

3. **A draft ordinance** implementing the corresponding boundary corrections in accordance with the Council's directive under Resolution No. 6874.

Both documents are provided to assist the Council in its deliberations and to support potential legislative action.

Please advise if additional analysis, alternative scenarios, or supplemental public communication materials are desired. I remain available to assist the Council throughout the adoption process.

Respectfully,

Joshua Manning
Planner IV

Enclosures

cc: Michelle Impastato, Council Secretary w/enclosures
Brian Champagne, Registrar of Voters w/enclosures

Enclosure 1: Redline Comparison

This exhibit provides a redline comparison of the sections of the St. Charles Parish Code of Ordinances, Chapter 8, Section 8-1, that are affected by the proposed realignment of the neighborhood along Pit Road, southern Alexander Street, and southern Boutte Project Road. This redline exhibit visually illustrates the **minimal but precise boundary shifts** required to reunite the affected neighborhood into a single council district. These edits do **not** alter the structure or scope of the remaining portions of the district descriptions.

A **clean, codified version** of the updated legal descriptions appears in the ordinance accompanying this memorandum. Only the affected segments of **District 1** and **District 7** are shown. All other text and all other council districts remain unchanged.

District 1.

Beginning at the point where the Saint John the Baptist/Saint Charles Parish line intersects the center flow channel of the Mississippi River; thence, proceeding downstream along the center flow channel of the Mississippi River to its intersection with a straight line extension of the centerline of Destrehan Drive; thence, northerly along a straight line extension of Destrehan Drive and the centerline of Destrehan Drive to its intersection with the centerline of Eve Street; thence, proceeding westerly along the centerline of Eve Street to its intersection with the centerline of Murray Hill Drive; thence, proceeding northerly along the centerline of Murray Hill Drive to its intersection with the centerline of the Canadian National Railroad Tracks; thence, proceeding southeasterly along the centerline of the Canadian National Railroad Tracks to its intersection with the centerline of South Destrehan Avenue; thence, proceeding southerly along the centerline of South Destrehan Avenue to its intersection with the centerline of Ashton Drive; thence, proceeding westerly along the centerline of Ashton Drive to its intersection with the centerline of Longwood Drive; thence, proceeding northerly and northwesterly along the centerline of Longwood Drive to its intersection with the centerline of Rosedale Drive; thence, proceeding southwestwardly along the centerline of Rosedale Drive to its intersection with the centerline of San Francisco Drive; thence, proceeding westerly along the centerline of San Francisco Drive to its intersection with the centerline of Longview Drive; thence, proceeding southwestwardly along the centerline of Longview Drive to its intersection with the centerline of Louisiana Highway 48 (River Road); thence, proceeding southeasterly along the centerline of Louisiana Highway 48 (River Road) to its intersection with the centerline of Interstate 310; thence, proceeding southerly along the centerline of Interstate 310 to its intersection with a straight line extension of the centerline of Louisiana Highway 18 (River Road); thence, proceeding southeasterly along the centerline of Louisiana Highway 18 (River Road) to its intersection with the centerline of Bradwall Street; thence, proceeding southwestwardly along the centerline of Bradwall Street to its intersection with the centerline of Saint Charles

Boulevard; thence, proceeding southeasterly along the centerline of Saint Charles Boulevard to its intersection with the centerline of Luling Avenue; thence, proceeding southeasterly along the centerline of Luling Avenue to its intersection with the centerline of Louisiana Highway 52 (Paul Maillard Road); thence, proceeding southwesterly along the centerline of Louisiana Highway 52 (Paul Maillard Road) to its intersection with ~~the centerline of Tinney Street; thence, proceeding westerly along the centerline of Tinney Street~~ the centerline of the Burlington Northern Santa Fe railroad track; thence, proceeding southwesterly along the centerline of the Burlington Northern Santa Fe railroad track to its intersection with the centerline of Interstate 310's northern entrance ramp; thence, proceeding northwesterly along the centerline of the northbound land of Interstate 310 to its intersection with the center flow channel of the Eighty Arpent Canal; thence, proceeding ~~northeasterly~~ southeasterly along the center flow channel of the Eighty Arpent Canal to its intersection with the center flow channel of an unnamed drainage feature west of Ashton Oaks Lane; thence continuing northeasterly along the center flow channel of the Ashton Oaks Lane drainage feature to its intersection with the centerline of Hackberry Street; thence, proceeding southeasterly along the centerline of Hackberry Street to its intersection with the centerline of Kinler Street; thence, proceeding northeasterly along the centerline of Kinler Street to its intersection with the centerline of Brooklyn Street; thence proceeding easterly along the centerline of Brooklyn Street to its intersection with the centerline of Ristroph Street; thence proceeding northeasterly along the centerline of Ristroph Street to its intersection with the centerline of Easy Street; thence, proceeding northwesterly along the centerline of Easy Street to its intersection with the centerline of Gassen Street; thence, proceeding northerly a short distance along the centerline of Gassen Street to its intersection with the centerline of the Union Pacific Railroad; thence, proceeding northwesterly along the centerline of the Union Pacific Railroad to its intersection with the centerline of Interstate 310; thence, proceeding southwesterly along the centerline of Interstate 310 to its intersection with the center flow channel of the Eighty Arpent Canal; thence, westerly along the centerline of the Eighty Arpent Canal to its intersection with the centerline of Louisiana Highway 3127; thence, proceeding northwesterly along the centerline of Louisiana Highway 3127 to its intersection with the center flow channel of the Vial Canal; thence, proceeding southwesterly along the center flow channel of the Vial Canal to its intersection with the center flow channel of the Eighty Arpent Canal; thence, proceeding northwesterly along the center flow channel of the Eighty Arpent Canal to its intersection with the center flow channel of the Saint Charles Canal; thence, proceeding westerly and northwesterly along the center flow channel of the Saint Charles Canal to its intersection with the Saint John the Baptist/Saint Charles Parish line; thence, proceeding northeasterly along the Saint John the Baptist/Saint Charles Parish line to the intersection of the center flow channel of the Mississippi River, the point of beginning.

District 7.

Beginning at the intersection of the centerlines ~~or of~~ Interstate 310's southbound lane and the Union Pacific Railroad Tracks; thence, proceeding easterly along the centerline of the Union Pacific Railroad Tracks to its intersection with the centerline of Gassen Street; thence, proceeding southerly along the centerline of Gassen Street to its intersection with the centerline of Easy Street; thence, proceeding easterly along the centerline of Easy Street to its intersection with the centerline of Ristroph Street; thence, proceeding southwesterly along the centerline of Ristroph Street to its intersection with the centerline of Brooklyn Street; thence, proceeding westerly along the centerline of Brooklyn Street to its intersection with the centerline of Kinler Street; thence, proceeding southwesterly along the centerline of Kinler Street to its intersection with the centerline of Hackberry Street; thence, proceeding westerly along the centerline of Hackberry Street to its intersection with the center flow channel of an unnamed drainage feature west of Gassen Street and Ashton Oaks Lane; thence, proceeding southwesterly and northwesterly along the center flow channel of the Ashton Oaks drainage feature and the Eighty Arpent Canal to its intersection with the ~~centerline extension of Tinney Street; thence, proceeding easterly along the centerline of Tinney Street~~ centerline of the northbound lane of Interstate 310; thence, proceeding southerly along the centerline of the northbound lane of Interstate 310 to its intersection with the centerline of the Burlington Northern Santa Fe railroad track; thence, proceedings northeasterly along the centerline of the Burlington Northern Santa Fe railroad track to its intersection with the centerline of Louisiana Highway 52 (Paul Maillard Road); thence, proceeding northerly along the centerline of Louisiana Highway 52 (Paul Maillard Road) to its intersection with the centerline of Hall Drive; thence, proceeding easterly along the centerline of Hall Drive to its intersection with the centerline of Milling Avenue; thence, proceeding southerly along the centerline of Milling Avenue to its intersection with the centerline of Courville Drive; thence, proceeding easterly along the centerline of Courville Drive to its intersection with the centerline of Sugarhouse Road; thence, proceeding northeasterly along the centerline of Sugarhouse Road to its intersection with the centerline of the Union Pacific Railroad Tracks; thence, proceeding easterly along the centerline of the Union Pacific Railroad Tracks to its intersection with the centerline of Queenie Drive (private); thence, proceeding southerly and southeasterly and southwesterly along the centerline of Queenie Drive (private) to its intersection with the centerline of the Burlington Northern Santa Fe Railroad Tracks; thence, proceeding northeasterly along the centerline of the Burlington Northern Santa Fe Railroad Tracks to its intersection with the centerline of Louisiana Highway 3060 (Barton Avenue) ; thence, proceeding southerly along the centerline of Louisiana Highway 3060 (Barton Avenue) to its intersection with the centerline of United States Highway 90; thence, proceeding easterly along the centerline of United States Highway 90 to its intersection with the center flow channel of the Peterson Canal; thence, proceeding

southerly along the center flow channel of the Peterson Canal to its intersection with the Willow Ridge Hurricane Protection Levee; thence, proceeding westerly along the Willow Ridge Hurricane Protection Levee to its intersection with the center flow channel of the Cousin Canal; thence, proceeding southerly along the center flow channel of the Cousin Canal to its intersection with the center flow channel of the Blouin Canal; thence, proceeding northwesterly along the center flow channel of the Blouin Canal and the Ellington Canal to intersection with the centerline of Valencia Drive; thence, proceeding northerly a short distance along the centerline of Valencia Drive to its intersection with the centerline of Primrose Drive; thence, proceeding westerly along the centerline of Primrose Drive to its intersection with the western fence line of Valencia Drive; thence, proceeding northeasterly along the western fence line of Valencia Drive to its intersection with the centerline of Coronado Drive; thence, continuing northeasterly along the centerline of Coronado Drive and its extension to its intersection with the centerline of the Burlington Northern Santa Fe Railroad Tracks; thence, proceeding southwesterly along the centerline of the Burlington Northern Santa Fe Railroad Tracks to its intersection with the centerline of the Interstate 310 [Southbound](#) Off Ramp; thence, proceeding northwesterly and northeasterly along the centerline of [the](#) Interstate 310 [Southbound lane](#) to its intersection with the centerline of the Union Pacific Railroad Tracks, the point of beginning.



Existing Districts: Area of Concern

Legend

- Precincts (2022)
- Louisiana Roadways

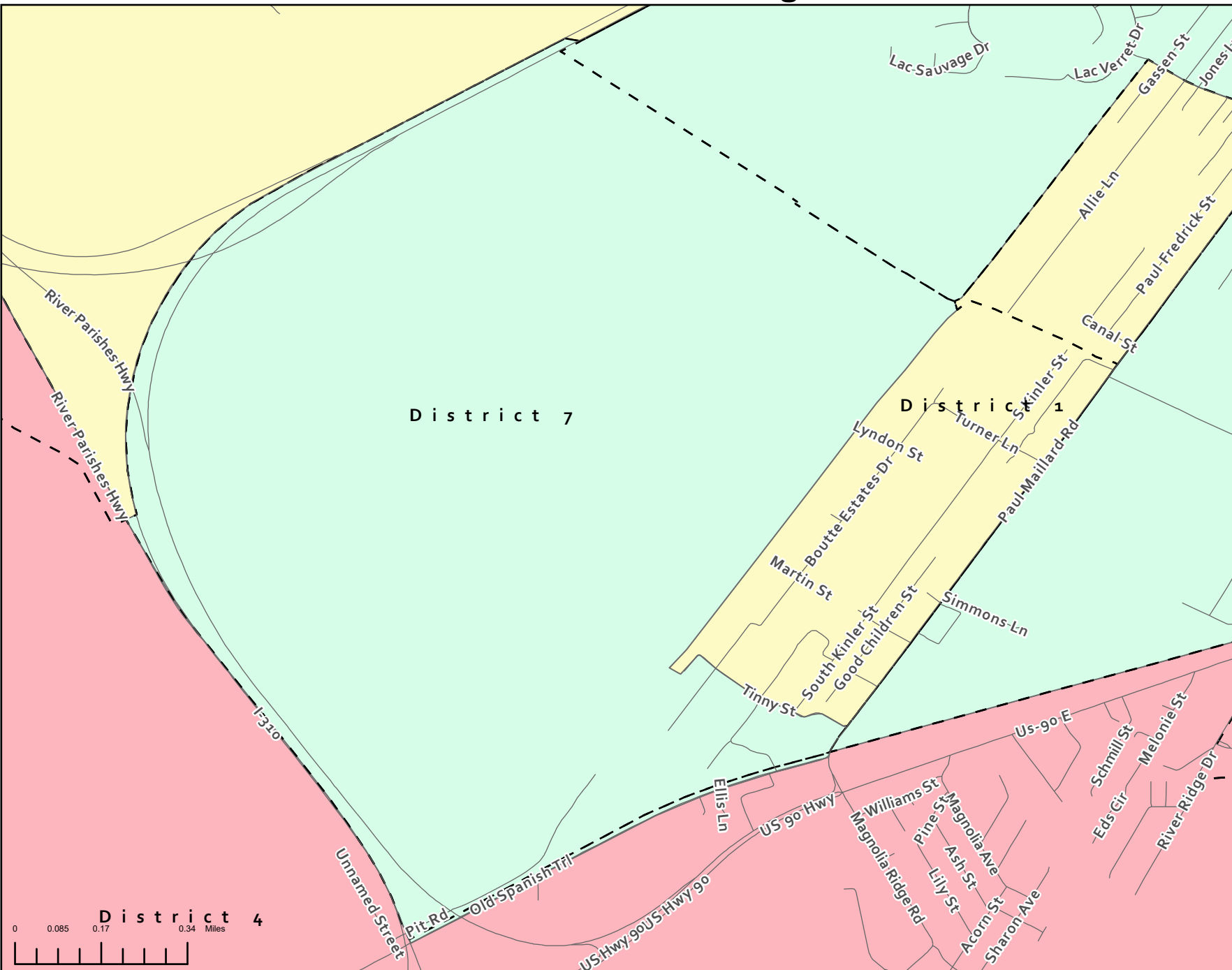
Existing Districts (2022)

DISTRICT

- 1
- 2
- 3
- 4
- 5
- 6
- 7

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ST. CHARLES PARISH

LOUISIANA



Proposed Districts: Area of Concern

SCPDC
South Central Planning &
Development Commission

Legend

- Precincts (2022)
- Louisiana Roadways

Recommended Revision

DISTRICT

- 1
- 2
- 3
- 4
- 5
- 6
- 7

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ST. CHARLES PARISH

LOUISIANA

ORDINANCE NO. _____

An ordinance to amend Chapter 8, Elections, Section 8-1 of the St. Charles Parish Code of Ordinances to revise the legal descriptions of Council Districts 1 and 7, in order to realign portions of Pit Road, southern Alexander Street, and southern Boutte Project Road into a single council district, all in accordance with Resolution No. 6874 and applicable redistricting laws.

WHEREAS, Section 8-1 of the St. Charles Parish Code of Ordinances currently sets forth the official council district boundaries adopted following the 2020 United States Census; and

WHEREAS, on November 17, 2025, the St. Charles Parish Council adopted Resolution No. 6874 requesting the South Central Planning and Development Commission (SCPDC) to explore, and if feasible, prepare a redistricting ordinance to realign a portion of the neighborhood encompassing Pit Road, Alexander Street, and Boutte Estates Drive south of Tinney Street into a single council district; and

WHEREAS, SCPDC has determined that such an alignment is feasible, maintains compliance with all federal and state redistricting requirements, and results in minimal demographic or population deviation; and

WHEREAS, the Council desires to revise only the legal descriptions for District 1 and District 7 to implement the recommended alignment while leaving all other council district descriptions unchanged.

THE ST. CHARLES PARISH COUNCIL HEREBY ORDAINS:

SECTION I. That Chapter 8, Elections, Section 8-1 of the St. Charles Parish Code of Ordinances is hereby amended only to replace the legal descriptions of District 1 and District 7 with the following:

Sec. 8-1. Council district boundaries and district boundaries for justices of the peace and constables.

District 1.

Beginning at the point where the Saint John the Baptist/Saint Charles Parish line intersects the center flow channel of the Mississippi River; thence, proceeding downstream along the center flow channel of the Mississippi River to its intersection with a straight line extension of the centerline of Destrehan Drive; thence, northerly along a straight line extension of Destrehan Drive and the centerline of Destrehan Drive to its intersection with

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the centerline of Eve Street; thence, proceeding westerly along the centerline of Eve Street to its intersection with the centerline of Murray Hill Drive; thence, proceeding northerly along the centerline of Murray Hill Drive to its intersection with the centerline of the Canadian National Railroad Tracks; thence, proceeding southeasterly along the centerline of the Canadian National Railroad Tracks to its intersection with the centerline of South Destrehan Avenue; thence, proceeding southerly along the centerline of South Destrehan Avenue to its intersection with the centerline of Ashton Drive; thence, proceeding westerly along the centerline of Ashton Drive to its intersection with the centerline of Longwood Drive; thence, proceeding northerly and northwesterly along the centerline of Longwood Drive to its intersection with the centerline of Rosedale Drive; thence, proceeding southwesterly along the centerline of Rosedale Drive to its intersection with the centerline of San Francisco Drive; thence, proceeding westerly along the centerline of San Francisco Drive to its intersection with the centerline of Longview Drive; thence, proceeding southwesterly along the centerline of Longview Drive to its intersection with the centerline of Louisiana Highway 48 (River Road); thence, proceeding southeasterly along the centerline of Louisiana Highway 48 (River Road) to its intersection with the centerline of Interstate 310; thence, proceeding southerly along the centerline of Interstate 310 to its intersection with a straight line extension of the centerline of Louisiana Highway 18 (River Road); thence, proceeding southeasterly along the centerline of Louisiana Highway 18 (River Road) to its intersection with the centerline of Bradwall Street; thence, proceeding southwesterly along the centerline of Bradwall Street to its intersection with the centerline of Saint Charles Boulevard; thence, proceeding southeasterly along the centerline of Saint Charles Boulevard to its intersection with the centerline of Luling Avenue; thence, proceeding southeasterly along the centerline of Luling Avenue to its intersection with the centerline of Louisiana Highway 52 (Paul Maillard Road); thence, proceeding southwesterly along the centerline of Louisiana Highway 52 (Paul Maillard Road) to its intersection with the centerline of the Burlington Northern Santa Fe railroad track; thence, proceeding southwesterly along the centerline of the Burlington Northern Santa Fe railroad track to its intersection with the centerline of Interstate 310's northern entrance ramp; thence, proceeding northwesterly along the centerline of the northbound land of Interstate 310 to its intersection with the center flow channel of the Eighty Arpent Canal; thence, proceeding southeasterly along the center flow channel of the Eighty Arpent Canal to its intersection with the center flow channel of an unnamed drainage feature west of Ashton Oaks Lane; thence continuing northeasterly along the center flow channel of the Ashton Oaks Lane drainage feature to its intersection with the centerline of Hackberry Street; thence, proceeding southeasterly along the centerline of Hackberry Street to its intersection with the centerline of Kinler Street; thence, proceeding northeasterly along the

centerline of Kinler Street to its intersection with the centerline of Brooklyn Street; thence proceeding easterly along the centerline of Brooklyn Street to its intersection with the centerline of Ristroph Street; thence proceeding northeasterly along the centerline of Ristroph Street to its intersection with the centerline of Easy Street; thence, proceeding northwesterly along the centerline of Easy Street to its intersection with the centerline of Gassen Street; thence, proceeding northerly a short distance along the centerline of Gassen Street to its intersection with the centerline of the Union Pacific Railroad; thence, proceeding northwesterly along the centerline of the Union Pacific Railroad to its intersection with the centerline of Interstate 310; thence, proceeding southwesterly along the centerline of Interstate 310 to its intersection with the center flow channel of the Eighty Arpent Canal; thence, westerly along the centerline of the Eighty Arpent Canal to its intersection with the centerline of Louisiana Highway 3127; thence, proceeding northwesterly along the centerline of Louisiana Highway 3127 to its intersection with the center flow channel of the Vial Canal; thence, proceeding southwesterly along the center flow channel of the Vial Canal to its intersection with the center flow channel of the Eighty Arpent Canal; thence, proceeding northwesterly along the center flow channel of the Eighty Arpent Canal to its intersection with the center flow channel of the Saint Charles Canal; thence, proceeding westerly and northwesterly along the center flow channel of the Saint Charles Canal to its intersection with the Saint John the Baptist/Saint Charles Parish line; thence, proceeding northeasterly along the Saint John the Baptist/Saint Charles Parish line to the intersection of the center flow channel of the Mississippi River, the point of beginning.

District 7.

Beginning at the intersection of the centerlines [of Interstate 310's](#) southbound lane and the Union Pacific Railroad Tracks; thence, proceeding easterly along the centerline of the Union Pacific Railroad Tracks to its intersection with the centerline of Gassen Street; thence, proceeding southerly along the centerline of Gassen Street to its intersection with the centerline of Easy Street; thence, proceeding easterly along the centerline of Easy Street to its intersection with the centerline of Ristroph Street; thence, proceeding southwesterly along the centerline of Ristroph Street to its intersection with the centerline of Brooklyn Street; thence, proceeding westerly along the centerline of Brooklyn Street to its intersection with the centerline of Kinler Street; thence, proceeding southwesterly along the centerline of Kinler Street to its intersection with the centerline of Hackberry Street; thence, proceeding westerly along the centerline of Hackberry Street to its intersection with the center flow channel of an unnamed drainage

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feature west of Gassen Street and Ashton Oaks Lane; thence, proceeding southwesterly and northwesterly along the center flow channel of the Ashton Oaks drainage feature and the Eighty Arpent Canal to its intersection with the centerline of the northbound lane of Interstate 310; thence, proceeding southerly along the centerline of the northbound lane of Interstate 310 to its intersection with the centerline of the Burlington Northern Santa Fe railroad track; thence, proceeding northeasterly along the centerline of the Burlington Northern Santa Fe railroad track to its intersection with the centerline of Louisiana Highway 52 (Paul Maillard Road); thence, proceeding northerly along the centerline of Louisiana Highway 52 (Paul Maillard Road) to its intersection with the centerline of Hall Drive; thence, proceeding easterly along the centerline of Hall Drive to its intersection with the centerline of Milling Avenue; thence, proceeding southerly along the centerline of Milling Avenue to its intersection with the centerline of Courville Drive; thence, proceeding easterly along the centerline of Courville Drive to its intersection with the centerline of Sugarhouse Road; thence, proceeding northeasterly along the centerline of Sugarhouse Road to its intersection with the centerline of the Union Pacific Railroad Tracks; thence, proceeding easterly along the centerline of the Union Pacific Railroad Tracks to its intersection with the centerline of Queenie Drive (private); thence, proceeding southerly and southeasterly and southwesterly along the centerline of Queenie Drive (private) to its intersection with the centerline of the Burlington Northern Santa Fe Railroad Tracks; thence, proceeding northeasterly along the centerline of the Burlington Northern Santa Fe Railroad Tracks to its intersection with the centerline of Louisiana Highway 3060 (Barton Avenue) ; thence, proceeding southerly along the centerline of Louisiana Highway 3060 (Barton Avenue) to its intersection with the centerline of United States Highway 90; thence, proceeding easterly along the centerline of United States Highway 90 to its intersection with the center flow channel of the Peterson Canal; thence, proceeding southerly along the center flow channel of the Peterson Canal to its intersection with the Willow Ridge Hurricane Protection Levee; thence, proceeding westerly along the Willow Ridge Hurricane Protection Levee to its intersection with the center flow channel of the Cousin Canal; thence, proceeding southerly along the center flow channel of the Cousin Canal to its intersection with the center flow channel of the Blouin Canal; thence, proceeding northwesterly along the center flow channel of the Blouin Canal and the Ellington Canal to intersection with the centerline of Valencia Drive; thence, proceeding

northerly a short distance along the centerline of Valencia Drive to its intersection with the centerline of Primrose Drive; thence, proceeding westerly along the centerline of Primrose Drive to its intersection with the western fence line of Valencia Drive; thence, proceeding northeasterly along the western fence line of Valencia Drive to its intersection with the centerline of Coronado Drive; thence, continuing northeasterly along the centerline of Coronado Drive and its extension to its intersection with the centerline of the Burlington Northern Santa Fe Railroad Tracks; thence, proceeding southwesterly along the centerline of the Burlington Northern Santa Fe Railroad Tracks to its intersection with the centerline of the Interstate 310 Southbound Off Ramp; thence, proceeding northwesterly and northeasterly along the centerline of the Interstate 310 Southbound lane to its intersection with the centerline of the Union Pacific Railroad Tracks, the point of beginning.

SECTION II. All other district descriptions adopted under Ordinance No. 2022-0193 shall remain in full force and effect and are not amended by this ordinance.

SECTION III. Should any section or provision of this ordinance be declared unconstitutional or invalid, such ruling shall not affect the remainder of the ordinance.

SECTION IV. All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

SECTION V. This ordinance shall become effective immediately upon adoption and publication as required by law.

CHAIRMAN: _____

SECRETARY: _____

DLVD/PARISH PRESIDENT: _____

APPROVED: _____ DISAPPROVED: _____

PARISH PRESIDENT: _____

RETD/SECRETARY: _____