ST. CHARLES PARISH

OFFICE OF THE COUNCIL SECRETARY

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February 12, 2026

Mr. Joshua Manning
Chief Executive Officer
South Central Planning & Development Commission
P. O. Box 1870
Gray, LA 70359

Re: Amend Code, Chapter 8, Elections, Section 8-1
Revise Legal Descriptions of Council Districts 1 and 7

Dear Mr. Manning:

On Monday, February 9, 2026, the St. Charles Parish Council adopted Ordinance No. 26-2-3 amending St. Charles Parish Code of Ordinances, Chapter 8, Elections, Section 8-1 to revise the legal descriptions of Council Districts 1 and 7, in order to realign portions of Pit Road, Alexander Street, and Boutte Estates Drive, all south of Tinney Street into a single council district, all in accordance with Resolution No. 6874 and applicable redistricting laws.

A copy of the amended ordinance is enclosed for your records.

Sincerely,

MICHELLE IMPASTATO
COUNCIL SECRETARY

MI/mr

Enclosure

cc: Parish Council
Ms. Samantha de Castro w/enclosure
Mr. Corey Oubre w/enclosure
Honorable Liz Murrill, LA Attorney General w/enclosure
Secretary of the Louisiana State Senate w/enclosure
Clerk of the Louisiana House of Representatives w/enclosure
Honorable Lance Marino, Clerk of Court w/enclosure
Honorable Brian J. Champagne, Registrar of Voters w/enclosure
Ms. Alise Babin, Elections Services w/enclosure

2026-0025

INTRODUCED BY: HOLLY FONSECA, COUNCILWOMAN-AT-LARGE, DIVISION B
LA SANDRA D. WILSON, COUNCILWOMAN, DISTRICT I
MICHELE DEBRULER, COUNCILWOMAN, DISTRICT VII

ORDINANCE NO. 26-2-3

An ordinance to amend St. Charles Parish Code of Ordinances, Chapter 8, Elections, Section 8-1 to revise the legal descriptions of Council Districts 1 and 7, in order to realign portions of Pit Road, Alexander Street, and Boutte Estates Drive, all south of Tinney Street 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, Resolution No. 6874 adopted on November 17, 2025, by the St. Charles Parish Council, requesting the South Central Planning and Development Commission (SCPDC) to explore and, if feasible, prepare a redistricting ordinance to align certain areas along Pit Road, Alexander Street, and Boutte Estates Drive, south of Tinney Street, within 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 by removing District 1 and District 7 in its entirety and replaced 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 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 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, 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.

SECTION II. All other district descriptions adopted under Ordinance No. 22-12-12 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.

The foregoing ordinance having been submitted to a vote, the vote thereon was as follows:

YEAS: MOBLEY, WILSON, SKIBA, COMARDELLE, O'DANIELS, DEBRULER
NAYS: NONE
ABSENT: FONSECA, PILIE, FISHER

And the ordinance was declared adopted this 9th day of February, 2026. The provisions of this Ordinance shall become effective immediately.

ACTING CHAIRMAN: _____
SECRETARY: Michelle Impastato
DLVD/PARISH PRESIDENT: February 10, 2026
APPROVED : _____ DISAPPROVED: _____

PARISH PRESIDENT: _____
RETD/SECRETARY: February 10, 2026
AT: 11:15am RECD BY: _____