## Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>.201 (Chapter 1) Vision, Principals, and Goals.</td>
<td>7</td>
</tr>
<tr>
<td>.202</td>
<td>2030 Vision Statement.</td>
</tr>
<tr>
<td>.203</td>
<td>Preface &amp; Purpose: the Growth Challenge.</td>
</tr>
<tr>
<td>.204</td>
<td>Principles and Key Concepts.</td>
</tr>
<tr>
<td>.205</td>
<td>Goals.</td>
</tr>
<tr>
<td>.2010 (Chapter 2) future Land Use Map.</td>
<td>17</td>
</tr>
<tr>
<td>.2020 (Chapter 3) Future Land Uses.</td>
<td>20</td>
</tr>
<tr>
<td>.2021</td>
<td>Residential Land Use Categories.</td>
</tr>
<tr>
<td>.2022</td>
<td>Mixed-use Land Use Categories.</td>
</tr>
<tr>
<td>.2023</td>
<td>Business / Industrial Land Use Categories.</td>
</tr>
<tr>
<td>.2024</td>
<td>Natural Land Use Category.</td>
</tr>
<tr>
<td>.2025</td>
<td>Special Map Designations.</td>
</tr>
<tr>
<td>.2026</td>
<td>Land Use / Zoning Consistency.</td>
</tr>
<tr>
<td>.2030 (Chapter 4) Growth Patterns.</td>
<td>29</td>
</tr>
<tr>
<td>.2031</td>
<td>Growth Areas.</td>
</tr>
<tr>
<td>.2032</td>
<td>Rural Areas.</td>
</tr>
<tr>
<td>.2033</td>
<td>Subdivision Considerations.</td>
</tr>
<tr>
<td>.2034</td>
<td>Industrial Land Uses.</td>
</tr>
<tr>
<td>.2035</td>
<td>Growth Pattern-specific Implementation Strategies and Actions.</td>
</tr>
<tr>
<td>.2040 (Chapter 5) Transportation.</td>
<td>45</td>
</tr>
<tr>
<td>.2041</td>
<td>Inter-relationship of Land Use and Transportation.</td>
</tr>
<tr>
<td>.2042</td>
<td>Road Standards and Improvements.</td>
</tr>
<tr>
<td>.2043</td>
<td>Access Management.</td>
</tr>
<tr>
<td>.2044</td>
<td>Transit.</td>
</tr>
<tr>
<td>.2045</td>
<td>Regional Roadway Planning.</td>
</tr>
<tr>
<td>.2046</td>
<td>Walking and Bicycling.</td>
</tr>
<tr>
<td>.2047</td>
<td>Funding Transportation Investments.</td>
</tr>
<tr>
<td>.2048</td>
<td>Transportation-specific Strategies and Actions.</td>
</tr>
<tr>
<td>.2050 (Chapter 6) Housing.</td>
<td>77</td>
</tr>
<tr>
<td>.2051</td>
<td>Balancing Housing Development and Setting.</td>
</tr>
<tr>
<td>.2060 (Chapter 7) Infrastructure and Utilities.</td>
<td>81</td>
</tr>
<tr>
<td>.2061</td>
<td>Domestic Water.</td>
</tr>
<tr>
<td>.2062</td>
<td>Wastewater (Sewer).</td>
</tr>
<tr>
<td>.2063</td>
<td>Stormwater Drainage.</td>
</tr>
<tr>
<td>.2064</td>
<td>Other Private Utilities: Telephone, Cable, Electricity.</td>
</tr>
<tr>
<td>.2065</td>
<td>Coordination of Infrastructure.</td>
</tr>
<tr>
<td>.2070 (Chapter 8) Public Services.</td>
<td>93</td>
</tr>
<tr>
<td>.2071</td>
<td>Law Enforcement.</td>
</tr>
<tr>
<td>.2072</td>
<td>Fire Protection.</td>
</tr>
<tr>
<td>.2073</td>
<td>Emergency Preparedness.</td>
</tr>
<tr>
<td>.2074</td>
<td>Schools / Education.</td>
</tr>
<tr>
<td>.2075</td>
<td>Library.</td>
</tr>
<tr>
<td>.2076</td>
<td>Healthcare.</td>
</tr>
<tr>
<td>.2077</td>
<td>Airport.</td>
</tr>
<tr>
<td>.2078</td>
<td>Solid waste.</td>
</tr>
</tbody>
</table>
### Figures (continued)

<table>
<thead>
<tr>
<th>Figure</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figure 14</td>
<td>Evolution into a center over time</td>
<td>33</td>
</tr>
<tr>
<td>Figure 15</td>
<td>Conversion of a traditional retail and shopping area (left) into a mixed-use center (right); illustration by Dover Kohl Architects</td>
<td>33</td>
</tr>
<tr>
<td>Figure 16</td>
<td>Participants in the update process identified rural character as a valued aspect of the parish</td>
<td>35</td>
</tr>
<tr>
<td>Figure 17</td>
<td>Clustering development in rural areas</td>
<td>36</td>
</tr>
<tr>
<td>Figure 18</td>
<td>Preserving traditional setbacks on rural roads also can help maintain rural character</td>
<td>36</td>
</tr>
<tr>
<td>Figure 19</td>
<td>Active agriculture still occurs in areas of the parish</td>
<td>37</td>
</tr>
<tr>
<td>Figure 20</td>
<td>An industrial mega-site has been designated at Sunshine Point / Point Houmus</td>
<td>41</td>
</tr>
<tr>
<td>Figure 21</td>
<td>Transition areas</td>
<td>41</td>
</tr>
<tr>
<td>Figure 22</td>
<td>Percent change in Average Daily Traffic between 2004 and 2007</td>
<td>47</td>
</tr>
<tr>
<td>Figure 23</td>
<td>Recommended Roadway Sections</td>
<td>54-59</td>
</tr>
<tr>
<td>Figure 24</td>
<td>The desire lines for additional road connections</td>
<td>61</td>
</tr>
<tr>
<td>Figure 25</td>
<td>Example of a connected road system compared to a disconnected system</td>
<td>61</td>
</tr>
<tr>
<td>Figure 26</td>
<td>Plan Ascension recommends many connections with narrow road sections</td>
<td>62</td>
</tr>
<tr>
<td>Figure 27</td>
<td>Example of rural character roadway</td>
<td>63</td>
</tr>
<tr>
<td>Figure 28</td>
<td>Example of a complete street encouraged in a more urban/suburban areas and served with a sewer system</td>
<td>63</td>
</tr>
<tr>
<td>Figure 29</td>
<td>Example of access modifications along Airline Highway</td>
<td>64</td>
</tr>
<tr>
<td>Figure 30</td>
<td>Recommended road section for a multi-way boulevard</td>
<td>65</td>
</tr>
<tr>
<td>Figure 31</td>
<td>Example transition of Airline Highway into a multi-way boulevard</td>
<td>65</td>
</tr>
<tr>
<td>Figure 32</td>
<td>Two additional exits are proposed for I-10</td>
<td>66</td>
</tr>
<tr>
<td>Figure 33</td>
<td>Preliminary alignments for two conceptual regional roadways</td>
<td>71</td>
</tr>
<tr>
<td>Figure 34</td>
<td>The housing ladder includes a variety of housing unit types</td>
<td>79</td>
</tr>
<tr>
<td>Figure 35</td>
<td>Mapping of private and public water providers in Ascension Parish</td>
<td>83</td>
</tr>
<tr>
<td>Figure 36</td>
<td>The use of water tanks is one method used to increase water pressure</td>
<td>85</td>
</tr>
<tr>
<td>Figure 37</td>
<td>Mapping of individual package treatment plants within the parish</td>
<td>86</td>
</tr>
<tr>
<td>Figure 38</td>
<td>Examples of stormwater drainage Best Management Practices</td>
<td>90</td>
</tr>
<tr>
<td>Figure 39</td>
<td>Future infrastructure should be sized according to the 2030 Future Land Use Map</td>
<td>93</td>
</tr>
<tr>
<td>Figure 40</td>
<td>Mapping of parish fire districts and station locations</td>
<td>98</td>
</tr>
<tr>
<td>Figure 41</td>
<td>Quality schools are an important aspect of the parish that should be protected over time</td>
<td>100</td>
</tr>
<tr>
<td>Figure 42</td>
<td>The Louisiana Regional Airport provides a productive general aviation facility for local businesses and recreation</td>
<td>102</td>
</tr>
<tr>
<td>Figure 43</td>
<td>Location of the parish landfill</td>
<td>103</td>
</tr>
<tr>
<td>Figure 44</td>
<td>Mapping of parish historic and cultural sites and structures</td>
<td>107</td>
</tr>
<tr>
<td>Figure 45</td>
<td>Mapping of parish floodplains</td>
<td>110</td>
</tr>
<tr>
<td>Figure 46</td>
<td>Local bayous provide an important drainage function for the parish</td>
<td>112</td>
</tr>
<tr>
<td>Figure 47</td>
<td>Solar panels can be used to create energy and reduce dependence on fossil fuels</td>
<td>117</td>
</tr>
<tr>
<td>Figure 48</td>
<td>Existing park facility at Dutchtown Recreation Center</td>
<td>120</td>
</tr>
<tr>
<td>Figure 49</td>
<td>The parish can encourage and support additional recreation activities like youth soccer</td>
<td>122</td>
</tr>
<tr>
<td>Figure 50</td>
<td>The parish has plans to expand the Lamar Dixon Expo Center</td>
<td>124</td>
</tr>
<tr>
<td>Figure 51</td>
<td>Example of a trail section along a bayou</td>
<td>125</td>
</tr>
<tr>
<td>Figure 52</td>
<td>Trails could be built along the many bayous and utility easements that crisscross the parish</td>
<td>126</td>
</tr>
<tr>
<td>Figure 53</td>
<td>Tax increment financing is a tool communities can use to create a revenue stream for funding community improvements</td>
<td>133</td>
</tr>
<tr>
<td>Figure 54</td>
<td>The parish Zoning Map helps implement Plan Ascension</td>
<td>139</td>
</tr>
</tbody>
</table>
.201 (Chapter 1)
VISION, PRINCIPLES, AND GOALS.

A. Introduction.

The 2010 update of the comprehensive plan, Plan Ascension, is intended to capture the community’s vision for the future of the parish and strategize how to best realize that vision. This chapter sets the stage and explains the current conditions to which the plan responds, provides an overall Vision Statement, outlines the key principles behind the approach, and sets forth the key goals of the plan.

Plan Ascension is intended to capture the vision of the parish’s citizens and translate that vision into reality through the adoption and implementation of strategic actions that will guide long-term future investment and development. The successful implementation of the plan will take a concerted effort by parish leaders, area businesses, community leaders, residents, property owners, developers and investors.

Plan Ascension is the result of an extensive public engagement process used to identify community values and describe a parish vision. The public was encouraged to participate in a variety of ways: numerous stakeholder interviews, seven public meetings, ten Support Committee meetings, Planning and Zoning Commission public hearings, and individual meetings with staff and / or the consultants. Public information regarding the process was conveyed through articles in The Advocate and other local newspapers, meetings televised and rebroadcast on local access television, the parish website, a comprehensive plan website (www.PlanAscension.org), a Facebook page, a Twitter account, e-mail invitations to attendees, appearances on local television and radio stations, and an article in Ascension Magazine. Information on the public process and document creation can be found in the comprehensive plan supporting documents: Public Engagement, Document Creation, and Summary of Public Input.
2030 Vision Statement.

Throughout the planning process, Ascension citizens and stakeholders expressed their shared vision for the future during workshops, meetings, interviews, and other public opportunities. The 2010 Ascension Parish Vision Statement describes how participants in the update process desired to see the parish evolve over the next 15-20 years. It is a synopsis, in its most succinct form, of the recommended plan direction:

Ascension Parish shall be a well balanced community providing an outstanding quality of life to live, work, and entertain in South Louisiana, by raising the standards for growth and economic development, preserving cultural heritage, and providing high levels of quality service to the citizens of the parish.

Preface & Purpose: the Growth Challenge.

A. Past and Future Population Growth and Settlement Patterns.

Ascension Parish has had sustained growth for the last forty years, and it has accelerated in the last two decades to a level that is high relative to other parishes in Louisiana. Most recently this growth has even continued, at a lower level, during the 2009/2010 national recession.

According to a variety of forecasts, the parish population is projected to double by 2030—adding another 100,000 population. It is only a forecast, but a cursory analysis of the amount of undeveloped land in the parish, even factoring in wetlands and floodplains, suggests that at current zoning levels an additional 100,000 people can indeed be accommodated.

Approximately 25% of parish residents live in the three incorporated municipalities (Gonzales, Sorrento, Donaldsonville). The remaining, approximately 75,000 residents live in the 39 unincorporated communities (such as Geismar, Dutchtown, St. Amant, etc.) and in the rural areas of the parish. The following chart (Figure 2) indicates the relative percentage of home/lot types and area:

While properties of over 20 acres comprise 71% of the area of the parish, they account for only 2% of the number of properties in the parish. Conversely, while properties

1 Sources: Comprehensive Plan Economic Analysis - James Richardson; 2009 U.S. Census and Population Estimates from Louisiana Parish Population Projections Series, 2010-2030 from Louisiana State University; Projecting Louisiana’s Future: Population Trends for Louisiana Parishes, 2010-2030 - Dr. Troy C. Blanchard Department of Sociology Louisiana State University; Woods and Poole Demographic Profile 2009, Ascension Parish

2 Source: Ascension Parish Assessor’s data, Winston Associates
under one-third acre account of only 2% of the area of the parish, they comprise approximately 37% of the number of parish properties. The second most numerous lot size in the parish is one-third to one acre lots (32%), followed by one to two acre lots (13%). Lot sizes of two to twenty acres comprise only 19% of the parish area, and 16% of the number of lots.

While many perceive Ascension Parish as rural, it is actually significantly suburban, with areas of commercial and industrial development and even areas of higher density residential. This trend is expected to continue, with the majority of the projected population locating on smaller lots in the parish (based on the analysis of total available lots and current zoning).

A key characteristic of the parish, which contributes to its rural feel, is the intermixing of a wide variety of lot sizes and home types. As Figure 3 shows, there is a general gradient of small lots to large lots from north to south and from interior to exterior, and within each quadrant or sub-area of the parish there is also a wide mix of lot sizes scattered in a "salt and pepper" pattern. Thus, as one drives through the parish there is a pleasing mix of home types and lot sizes—covering the full range from large agricultural areas to commercial centers.

**B. Impacts of Growth.**

People are coming to the parish due to the quality of life (including our rural character, access to natural areas, and high quality schools), reinforced by comparably less expensive land and lower development costs (than neighboring areas such as Baton Rouge). These are the "crown jewels" of Ascension Parish. However, with the growth come both positive and negative impacts. Positive impacts include increases in the number of residents, which entices new retail to the area. This results in an increase in property and sales taxes and revenue that help fund the amenities and services essential to a livable community. Negative impacts include diminishing rural character and putting

---

**Figure 2: Relative percentage of home/lot types and area within the parish**

---

**PLAN Ascension**

Ascension Parish Code - Appendix - III - Section 17
Figure 3: Varying lot sizes (in acres) of Ascension Parish indicated by varying colors.

Figure 4: Growth over time in the Prairieville area; 1989 (left) and 2009 (right).

Figure 4: Growth over time in the Prairieville area; 1989 (left) and 2009 (right).
a strain on infrastructure and facilities: high traffic levels on parish roads and demand for additional schools, fire stations, police services, etc.

Local development practices in Ascension Parish have also had their own unique impacts. Water quality levels in the bayous and ponds have fallen significantly below local and national health standards. Two prime contributors to this are first, a large portion of the parish discharges partially treated wastewater into open drainage ditches. Second, there are over 150 independent package treatment plants that receive little or no monitoring by the state\(^3\) to assure that they are functioning properly. Many existing systems do not meet current required standards and may need retrofitting or replaced with new technology to meet new state standards \(^4\).

### C. The Need For A Mid-Course Correction.

From extensive public input during the comprehensive plan process, it is clear that the public recognizes that if development trends continue, and practices are not adjusted to deal with the impacts, the valued aspects of the parish will be sacrificed.

What does it mean if we do not modify the parish’s course? To stay on the current path? It means:

- Continued congestion and compounded impacts on the road system, a system that needs improvements to meet today’s demands let alone the demands of a significant increase in population.
- Expanded suburban development, will generate more car trips per household and contribute to the congestion of the roadways\(^5\).
- Eventual loss of rural character when all of the open lands are filled in with suburban subdivisions and homes line all the roadways.
- Inadequate sewer treatment in many areas will continue to increase the pollution of parish bayous, rivers and lakes. If the trend continues, drastic federal and state remedies may be forced on the parish\(^6\).
- Additional revenues will be needed to pay for “catching up” with the road impacts that we are already experiencing, as well as to “keep up” with services and infrastructure necessary for additional growth.
- The real possibility that the quality of schools and public services will diminish due to the continued lack of teachers, fire fighters, law enforcement officers, etc., who can afford to live here.
- The potential of pushing residential closer to industry.

---

3. Rapid growth contributes to the strain on state budget.
4. Chuck Berger, LDEQ.
5. Professional experience in many communities has shown that just building wider roads does not actually reduce congestion, it attracts more cars, more driving.
6. Chuck Burger, Louisiana Department of Environmental Quality; via presentation at the February 17, 2010 Ascension Parish Comprehensive Plan Support Committee meeting. Actions could involve curtailing discharge permits for individual homes, loss of federal grants, and a negative public image.
In sum, the current course poses a threat to the “crown jewels” that make Ascension Parish attractive today (areas with true rural character, school quality, and access to a healthy natural environment). If current trends diminish the crown jewels, property values will likely drop and interest in business will fall. The choice of doing nothing will cost more to the residents and businesses of Ascension Parish than the cost of implementing good planning tools.

The challenge before the parish is to find the balance between individual property decisions and public interests (fiscal, environmental, quality of life) of the neighborhood, community and parish.

The course laid out in Plan Ascension is to accommodate growth, but to encourage it in locations and ways that will preserve the “crown jewels” and meet the needs of current residents and land owners, as well as future residents, businesses, and the general public. Single-family housing (one house on one lot) will continue to be the dominant residential pattern for the parish—particularly in the rural areas, Plan Ascension encourages growth to also occur in and adjacent to existing communities and in several compact centers—both of which allow greater efficiencies of service and infrastructure and also help to retain rural character in other areas of the parish.

The plan also identifies general locations for commercial, office and industrial uses and recommends appropriate standards of design and construction. Compatibility of new development with adjacent uses is to be enforced through the zoning and development code and other adopted parish policies and regulations.

Plan Ascension sets out strategies to maintain a high quality of life in a more self-sustained environment where the quality of health, safety and welfare is preserved for all parish residents.

D. Continuity.

Much of Plan Ascension’s direction is not new. It builds on many concepts that are found in the previous edition of the comprehensive plan.

E. A Great Community = A Kit Of Parts.

There are many factors—a “kit of parts” –that comprise great, livable communities. All of the parts are interrelated. Land uses and densities influence travel patterns and impacts on roads. Sewer treatment systems (related to land use and densities) impact water quality and public health. The location of housing relative to where people work affects traffic and roads. The location of schools influences where utilities and roads are extended and where growth will follow. Each component of the community interacts with the others to affect the future. Each part of Plan Ascension addresses
community components in numerous ways. All of the parts have been considered for their individual functions as well as how they operate as a whole to make Ascension a successful and livable community.

**F. Realizing The Vision Over Time.**

While some Plan Ascension concepts in this document may be achieved quickly, many others will take years to accomplish. Nevertheless, decisions can be made today to allow realization of the desired future and avoid choices that will prevent the vision. Plan Ascension is designed to help Ascension Parish anticipate problems so that resources can be focused on proactive, rather than reactive, efforts.

### Principles and Key Concepts.

Throughout the planning process, eight key principals emerged that reflect and support parish citizens’ core values. The following eight principals were established through citizen and stakeholder input and were adopted by the Ascension Parish Support Committee. Plan Ascension establishes the following eight key principles that will help shape future growth in the parish:

**A. Sustainable Growth Patterns.**

The plan encourages cost-effective development and discourages growth patterns that cause disproportionate increases in cost of services. Growth should occur where it avoids threats to health and safety, where it can be supported with adequate infrastructure and where it does not result in negative impacts on existing roadways.

**B. Leave Some Areas Rural by Focusing Some Growth In Centers and Areas Served Efficiently By Utilities.**

Residents want to preserve the extensive agricultural and open space land surrounding the municipalities within the parish. They also want the benefits of more efficient street and utility services. More compact development patterns will support both of these objectives. Plan Ascension includes an emphasis on neighborhood-compatible mixed-use centers as a key growth pattern, accompanied by encouragement of development around existing municipalities. Rural areas largely occur outside sewer districts. These concepts represent important new directions in the community’s efforts to balance the pressures for outward growth with the desire to promote cost-efficient growth.
C. **Balance Jobs and Housing Through Economic Development.**

The plan identifies where new employment opportunities can locate in order to support and promote economic development and thus reduce commuting to employment centers outside the parish.

D. **Provide A Balanced Transportation System.**

Traffic congestion was identified as a major negative impact as a result to high paced, low density development feeding onto rural standard roads. Plan Ascension encourages an interconnected road network that provides alternative modes of transportation (transit, biking, and walking). The plan identifies key corridors that need capacity improvements to sustain, and allow, new development in appropriate locations.

E. **Provide Housing For The Needs of the Entire Community.**

The plan allows, and encourages, more variety in housing types (besides just large lot single family homes) that will better meet the needs of our diverse population—singles, couples, families, those just starting out in their own home, children who have left home, retirees, etc – and at all income levels.

F. **Create Opportunities For Active, Healthy Living.**

As the parish is transitioning from a rural parish to a more populated parish, residents increasingly choose to seek greater opportunities for both active and passive recreation. Because Ascension Parish began as a rural parish, sidewalks, parks, trails and recreation facilities often associated with larger populations have not been established. The plan considers opportunities for an active community where people can walk to the store, a trail system along bayous, and a new pattern for street design that includes sidewalks and bike lanes. Plan Ascension also encourages that a more extensive park system be created, in centers and other locations as development continues.

G. **Respect Our Physical Setting.**

The recreational and visual aspects of the natural environment are key parts of Ascension Parish's crown jewels that attract residents and
businesses to the parish. At the same time, wetlands and floodplains play an important role for drainage and protection from flooding. The plan recommends less development in, and protection of, floodplain and wetlands to avoid negative impacts on existing development and habitats.

H. Retain Our Historic Assets.

There are several historic places within the parish. Tourism associated with these areas provides some alternative revenue sources for the parish. These historic areas are a foundation to the Ascension Parish culture that the plan seeks to preserve.

205 Goals.

The goals of Plan Ascension were developed throughout the planning process through public meetings, key pad polling, and written comment and confirmed by the Support Committee:

A. Accommodate growth in a manner that preserves a high quality of life in the parish, allows workers in the parish to live in the parish, attracts and retains businesses, and allows the parish to provide services and amenities in a cost-effective manner.

B. Plan for growth so that it occurs near existing or planned utilities, areas that are easily serviced.

C. Provide safe, efficient travel throughout the parish that accommodates automobiles and considers the potential of other modes of travel.

D. Preserve existing and create new housing opportunities to accommodate working families.

E. Provide a complete "housing ladder" with homes to accommodate a broad range of life stages with quality product at each price point. Future residential growth to include rural estates and large lot homes, as well as suburban lots, single family small lots, town homes, and small multi-unit dwellings (apartments, condos).

F. Ensure that the demand to live in Ascension Parish remains strong and residential development patterns are attractive to businesses and their workers and that we preserve the quality of life, that makes the parish attractive.

G. Provide adequate public utilities to current and future residents, businesses and guests of the parish.

*For more information on the public engagement process and plan development, please refer to the Plan Ascension supporting document: Public Engagement. Please contact the Ascension Parish Planning and Building Department for this document*
H. Operate and maintain a sanitary sewer system that protects the health of the public and environment and eliminates the discharge of wastewater into surface ditches and streams.

I. Use infrastructure phasing to help realize the development pattern direction of this plan.

J. Provide domestic water to the residents of the parish in quantity, pressure and quality, that meets or exceeds health and safety standards.

K. Provide infrastructure to support growth in areas determined to be favorable to the economy and will coordinate and install infrastructure improvements in a timely and fiscally responsible manner within the parish.

L. Manage drainage in the parish to protect the health and safety of residents and visitors, and protect the natural functions and health of the environment.

M. Leverage the parish’s physical assets and expand cultural and entertainment programs—all to better people’s experience living in, working in, and visiting the parish.

N. Protect the natural resources and increase water quality in the parish.

O. Provide recreational facilities, management, funding and program, to meet the needs of parish residents in the most cost-effective manner possible.

P. Ensure a solid tax and revenue base that will allow the parish to keep up with basic public services and maintain a competitive tax structure, an important ingredient in encouraging economic development.
2010 (Chapter 2)

FUTURE LAND USE MAP.

The 2030 Future Land Use Map depicts the spatial and physical character of the 2030 Vision Statement and the goals and the policies of Plan Ascension. It indicates where and what range of uses is appropriate and consistent with achieving the vision based on the public input received during the update process as well as the parish’s zoning map. This chapter displays several views of Map 1. An 11 x 17 format of the Future Land Use Map can be found in Section .2020 (Chapter 3). Close-up views are also included in this section. The land use designations on the Future land Use Map are coordinated with transportation routes, the natural environment and the built environment.

Map 1: Future Land Use Map

Future Land Use Map

0 1 2 4 6 8 Miles

Natural
Rural
Suburban
Medium Density
Medium High Density
Medium Low Density
Medium Industrial
Heavy Industrial
Municipality

Gateways
Small Town Center
Neighborhood Center
Rural Commercial
Mixed-use Corridor
USACE Parish Sewer Boundary

Future Interchange
Existing Interchange
Potential Commuter Rail
Railroad
Transition Area 1
Transition Area 2
Map 1: Future Land Use Map Zoom-in - see following pages for close-up of indicated areas A - D
Map 1: Future Land Use Map Zoom-ins - indicated areas A - B
Future Land Uses.

The following land use designations described in the following chart suggest how specific land use concepts are encouraged and where they occur on the 2030 Future Land Use Map (Map 1).

Residential Land Use Categories.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>General Type</th>
<th>Description</th>
<th>Density</th>
<th>Locations</th>
</tr>
</thead>
</table>
| Rural    | Residential  | • generally larger lots, with an estate or agricultural character  

- includes uses associated with agriculture: farming, livestock, nurseries, and greenhouses  
- retail uses consist of on-site sale of farm produce, with larger agribusiness  

- 1 or less du/acre  
- a mix of lot sizes encouraged;  

areas not served by a central sewer system |
| Suburban | Residential  | • single-family detached housing  

- a mix of lot sizes is encouraged to preserve the informal character of the parish  
- clustering development to preserve areas of open space with small areas of attached housing (duplexes and triplexes)  
- commercial limited to small convenience centers along major roadways and in designated centers  

- 1-3 du/acre (one-third to one acre lots)  
- if not served by central sewer system, lot sizes should be matched to effluent absorption capacity  

areas served by central sewer |
### 2022 Mixed-use Land Use Categories.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>General Type</th>
<th>Description</th>
<th>Density</th>
<th>Locations</th>
</tr>
</thead>
</table>
| **Medium Density Residential** |             | • a mix of attached and detached housing types: single-family houses as well as small multi-family dwellings (duplex, triplex, townhomes, and small condo/apartment buildings)  
• commercial use is concentrated along major roadways and at designated centers | • 4 du/acre (1/4 acre lots)  
• a variety of densities are encouraged | • areas served by central sewer system;  
• adjacent to existing municipalities |
| **Neighborhood Center Mixed-use** |             | • 5 to 20 acres in area  
• uses are more local in nature; some regional uses: facilities, parks, schools, shopping  
• smaller in scale (compared to a Small Town) center but more dense than surrounding areas  
• design and buffering aid in the transition between residential areas and the neighborhood centers so that the centers are compatible with the adjacent residential areas. | a variety of densities up to 8 – 10 du/acre | existing crossroad-commercial areas |
| **Small Town Center Mixed-use** |             | • 20 to 200 acres in area  
• both regional and local uses  
• higher density residential development is encouraged to help support commercial uses, reduce infrastructure costs per capita, and to support transit  
• ideal location for future public service substations, schools  
• Includes parks, amenities | a variety of densities up to 14 du/acre | vicinity of Prairieville - intersection of highways US 61 and LA 42 |
### Mixed-use Corridor

**Description:**
- A variety of uses including commercial, retail, office, restaurant, entertainment and multi-family housing co-existing through design either in a horizontal or vertical fashion
- Adjacent uses are to be designed so that they are compatible with adjacent development and neighborhoods
- Commercial and business uses provide regional as well as local goods and services and employment opportunities

**Density:** A variety of densities up to 8 – 10 du/acre

**Locations:** Airline Highway

---

## 2023 Business / Industrial Land Use Categories.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>General Type</th>
<th>Description</th>
<th>Density</th>
<th>Locations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Heavy Industrial</strong></td>
<td>Business / Industrial</td>
<td>Accommodates high-impact manufacturing, compounding, processing, packaging, treatment and other industrial uses, including extractive and waste-related uses, that by their nature create a nuisance, and which are not properly associated with or are compatible with nearby residential or commercial neighborhoods.</td>
<td>n/a</td>
<td>Southwest section of East Bank, southern parish near Burnside, Sunshine Point / Point Houmus</td>
</tr>
<tr>
<td><strong>Medium Industrial</strong></td>
<td>Business / Industrial</td>
<td>Consists of industrial uses, such as warehousing, processing, manufacturing, that need adequate area to operate but do not produce toxic products, by-products or other serious public health risk</td>
<td>n/a</td>
<td>Adjacent to Heavy Industrial land uses in the southwest section of the East Bank</td>
</tr>
<tr>
<td>Land Use</td>
<td>General Type</td>
<td>Description</td>
<td>Density</td>
<td>Locations</td>
</tr>
<tr>
<td>--------------------------</td>
<td>--------------</td>
<td>---------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Natural</td>
<td>Natural</td>
<td>• lands in or reverting to a natural or undeveloped condition, including lands unsuitable for settlement due to topography, hydrology or vegetation. • agricultural uses included in appropriate areas is allowed</td>
<td>1 dwelling unit per 2 acres (or 0.5 dwelling units per acre)</td>
<td>various locations around parish; southeast parish</td>
</tr>
<tr>
<td>Business / Light Industrial</td>
<td>Business / Light Industrial</td>
<td>• accommodates light manufacturing, research / development, warehousing, wholesale and processing uses • good design is required to ensure development relates to site and is buffered to surrounding land uses • operations are to be in accordance with applicable noise ordinance regulations (Chapter 14, Article III of the Code of Ordinances) and should not be obnoxious to nearby uses • uses are not to create environmental / safety problems</td>
<td>n/a</td>
<td>various locations throughout parish • adjacent to Heavy Industrial land uses in the southwest section of the East Bank</td>
</tr>
<tr>
<td>Rural Commercial</td>
<td>Commercial</td>
<td>• less than 5 acres in area • provide local services, retail uses: convenience stores, offices • provide convenient access to goods and services to help reducing the need for cross-parish traffic • have a similar character to existing adjacent neighborhoods</td>
<td>n/a</td>
<td>areas where rural commercial exists outside planned sewer districts</td>
</tr>
</tbody>
</table>
A. Transition Areas.

<table>
<thead>
<tr>
<th>Special Designation</th>
<th>General Type</th>
<th>Description</th>
<th>Density</th>
<th>Locations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transition Area 1</td>
<td>Transition</td>
<td>Transition Area 1 is the first tier of transition area. Uses allowed in the transition areas include Medium Industrial, Light Industrial, and very low density residential or Rural. Clustering of residential units in compact forms (such as PUDs, SPUDs or TNDs), and people-intensive commercial uses, are not permitted.</td>
<td>1 unit dwelling per acre</td>
<td>one-quarter mile within existing industrial property boundaries and one-quarter mile outside industrial property boundaries</td>
</tr>
<tr>
<td>Transition Area 2</td>
<td>Transition</td>
<td>Transition Area 2 is a second tier of transition area. Uses allowed include Light Industrial, some Commercial, and very low density residential or Rural. Clustering of residential units in compact forms (such as PUDs, SPUDs or TNDs), and people-intensive commercial uses, are not permitted.</td>
<td>1 dwelling unit per acre</td>
<td>one-half mile north of Transition 1 in the vicinity of LA 30</td>
</tr>
</tbody>
</table>

B. Gateways.

<table>
<thead>
<tr>
<th>Special Designation</th>
<th>General Type</th>
<th>Description</th>
<th>Density</th>
<th>Locations</th>
</tr>
</thead>
</table>
| Gateways            | Gateway      | • intended to give residents and visitors the first impression of the Ascension Parish community  
• typically consist of landscaping and signage but may include structures, seating areas or other welcoming amenities | n/a     | Located at each major road entrance into the parish                     |
2026
LAND USE / ZONING CONSISTENCY.

The following chart correlates the Future Land Use designations (across the top) with current parish zoning categories (left side). The chart identifies the appropriate zoning for the designated land use. The intention is to have consistency between land use and zoning. (See section 17-207. F. Consistency and Predictability.)

<table>
<thead>
<tr>
<th>FLUM Zoning</th>
<th>Natural</th>
<th>Rural</th>
<th>Suburban</th>
<th>Medium Density</th>
<th>Small Town Center</th>
<th>Mixed-use Corridor</th>
<th>Rural Commercial</th>
<th>Business / Light Industrial</th>
<th>Medium Industrial</th>
<th>Heavy Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU 1 – Mixed-use Corridor 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MU 2 – Mixed-use Corridor 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CC – Crossroad Commercial</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RM – Medium Intensity Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R - Rural</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C - Conservation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BP – Business Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T - Transition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IND - Industrial</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Chart 1: Appropriate Zones per Land Use Category: if a particular zone is considered appropriate to implement the land use category, the intersecting box is checked.*
Growth Patterns.

A. Introduction.

The public that participated in the update process strongly supported preserving the rural character of the parish while accommodating new residential development. They also wanted new development that reduces inefficiencies of low-density sprawl; one that creates a street and utility system that is more efficient for access and maintenance. Growth in the unincorporated parish will continue, but it will be encouraged in patterns and locations where it can best be supported by adequate infrastructure, and maintain the livability and varied character of the parish. These concepts represent important new directions in the community’s desires to balance the pressures for new growth with the desire to protect the quality of life in Ascension Parish.

Existing development patterns will be maintained. A diversity of lot sizes are found throughout the parish and a diversity of lot sizes is expected to continue with new development. The plan also provides for a few areas of more compact development (adjacent to cities, in centers and areas with central sewer). To protect existing neighborhoods, new infill development is expected to blend to the densities and context found on adjacent properties. Higher density developments should occur on where there is adequate room to make a graceful transition back to adjacent lower densities.

Based on public comments received during the plan update process, a significant amount of projected future growth is encouraged to locate on vacant and underutilized land within and immediately surrounding the parish municipalities (Donaldsonville, Gonzales and Sorrento) and also within planned sewer districts. Suburban and Medium Density residential areas a few mixed-use centers are envisioned in these areas. Outside these areas, low density growth will continue, and should respect the existing rural character. Other areas of the parish have been designated to accommodate employment and commerce.

B. Growth Pattern-specific Goals and Main Policies.

1. Goals:
   a. Accommodate growth in a manner that preserves a high quality of life, provides housing options to workers in the parish (so they can live in the parish), attracts and retains businesses, and allows the parish to provide services and amenities in a cost-effective manner.
   b. Plan for growth so that it occurs near existing or planned utilities, areas that are easily serviced.

2. Main policies:
   a. Retain and continue opportunities for agricultural land as a major natural resource. Primary emphasis for preserving rural character will be in:
o Geismar
o West of Donaldsonville
o East side of the parish
o Adjacent to Sorrento.

b. Preserve existing industrial operations in the parish.

c. Protect industrial uses in the parish by only allowing adjacent uses that are compatible with typical heavy industrial operations and practices.

d. Encourage and work with parish municipalities to accommodate urban growth in and adjacent to their boundaries, reducing the demand for urban growth patterns in the unincorporated areas of the parish.

e. Make land use and infrastructure decisions consistent with the goal of supporting and encouraging the development of centers.

f. For development that requires municipal services (such as sewer and water infrastructure) not provided by the parish, those services shall be provided by a municipality or district capable of providing municipal services.

g. If new development exceeds the densities of adjacent existing neighborhoods, they must include:
   o A transition of densities (feathering densities) and / or a physical buffer, such as landscaping and fencing.
   o A minimum of ten acres of contiguous property to ensure an adequate transition of density to adjacent properties.
2031 Growth Areas.

Future development should be located where infrastructure can support it. In general, the majority of future development should occur within current or planned sewer districts. The regional sewer district is in the planning stages so its boundary is not fixed. Suburban and Medium residential land use designations and the location of centers are flexible and are to be contained within sewer districts. Higher density residential uses (those denser than three units per acre) should not occur until parish sewer is installed.

A. Municipal Infill.

Donaldsonville and Gonzales both have available utility capacity and undeveloped land—including high ground out of the floodplain—that can support significant infill and redevelopment. Some development may also be absorbed within the Town of Sorrento, but its vacant land is mostly within the floodplain and will require extensive flood mitigation to accommodate extensive development.

In addition to internal growth in Gonzales, the 2030 Future Land Use Map indicates opportunities for external urban growth west of the city along the LA 30 corridor (toward I-10) and north along the Airline Highway corridor. There are additional opportunities for urban types of growth south of Gonzales along the LA 44 corridor toward the Burnside area. Additional attention to floodplain mitigation is required to achieve urban levels of growth in this area.

Encouraging growth in and adjacent to Donaldsonville will help reduce pressure for development of the rural, productive agricultural areas on the west bank.
The parish’s policy regarding sharing of sales tax is a disincentive to these communities annexing additional land and/or extending services. There is a concern that the additional cost of service will exceed the revenue potential from expansion.

### B. Small, Compact and Concentrated Centers.

The 2030 Future Land Use Map identifies a number of opportunities for various types of small, mixed-use centers: the Small Town Center and Neighborhood Center.

1. **Locations.** The locations of the centers are approximate. They reflect where commercial is already occurring, or where a combination of intersections and surrounding development suggests the potential for a center exists. Actual locations can vary per market demand and land availability and some may not ever develop.

2. **Center design considerations.** Good design is important to bringing together a mix of uses in an attractive, compact, livable community. Components of a well-designed center include:

   a. **Mix-of-uses**—vertically and/or horizontally—so that the uses are compatible and complement each other.

   b. Compact, people-scale spaces where the shoppers and residents can walk to a destination easily.

   c. Large windows on the first floor to draw in customers as well as to give life to the street.

   d. Civic spaces - such as plazas, fountains, sidewalk cafes, benches - make a place appealing to visitors, businesses and residents.

---

**Sidebar 1:**

**Feathering Density**

If an existing property has one-third acre lots, and a new adjacent development is granted a higher density, the new development would be required to place one-third to one-quarter acre lots along the common property line. If the new development has a lower average density, it could place a few one-third to one-half acre lots along the common boundary to more closely match existing development.

When large density “jumps” cannot be avoided, they should be mitigated by buffer transitions, such as increased setbacks between the uses, gradual changes in building mass, significant landscape planting, etc.

Higher density residential uses are encouraged as a buffer transition between low density neighborhoods and commercial, industrial, or business uses.

---

Figure 11: Overlaying a diagram of the River Ranch (Lafayette, LA) mixed-use center on an aerial of the Prairieville area illustrates the potential for a Small Town Center.

Figure 12: Example of a neighborhood with a mix of densities.

Figure 13: Example of a center with a mix of uses.
Figure 14: Evolution into a center over time: existing conditions (top left), landscaping and road improvements (top right), development of new retail and commercial buildings (bottom left), redevelopment of under-utilized land (bottom right); illustration by Urban Advantage

Figure 15: Conversion of a traditional retail and shopping area (left) into a mixed-use center (right); illustration by Dover Kohl Architects
e. Gradual transitions in building types rather than abrupt changes (see Feathering Density Sidebar 1 on page 32).

f. Facilities and amenities are important to the livability of centers. Facilities such as schools, fire and police sub-stations, branch libraries, etc. help create a synergy of uses that promote vitality. They allow employees to eat in nearby restaurants and shop in local stores, benefitting employees, businesses and stores.

g. Sidewalks, bicycle paths and bicycle parking should be included to encourage the use of alternative modes of transportation.

h. Architectural standards to ensure compatible, attractive development.

3. Tools to help create centers. Centers will be created by the private sector through market forces. However, there are tools that the parish can utilize to encourage and help bring about centers, such as:

a. Designate centers to suggest an opportunity, not a requirement. However, designation allows advance planning for roads, utilities, schools, etc.

b. Encourage higher density market-based development. Incentives will also be conditioned on design and compatibility with adjacent development (see Feathering Density). Density bonuses have also been shown to encourage land owners and developers to cooperate in assembling land for centers.

c. Expedite development review, when compliant with all standards.

d. Prioritize infrastructure and roads that serve centers or intersections with high levels of congestion.

e. When supported by bus or rail transit systems, incentivize centers by designating transit stations and stops in them.

f. Some projects may be able, or required, to take advantage of special financing tools, such as the creation of Public Improvement Districts (PID). A PID can provide services that are not offered by the parish, such as central sewer, streetlights, parks, street sweeping, etc. The PID is financed through a property tax approved by an election by property owners in the proposed district.

C. Mixed-Use Corridor: Airline Highway.

The Airline Highway corridor has a single designation of Mixed-Use Corridor. This category allows for the continuance of current commercial patterns but also encourages the addition of higher density residential and mixed-use developments within the corridor. Shared parking, access and infrastructure—such as driveways and drainage facilities—are encouraged.


D. Business Park Corridor.

An additional road connection is envisioned in the vicinity of the airport and connecting north / northwest toward the Lamar-Dixon Expo Center. Along this roadway, a business / light industrial land use will be applied. The corridor is envisioned as a prime economic engine / employment area where business parks can locate, especially those who want or need access to the airport.

E. Suburban Residential.

These areas are served by the regional sewer system, and are generally close to or adjacent to existing municipalities and parish centers. Planned Unit Developments are permitted to occur within the planned sewer district. Much of the area designated for Suburban or Medium Density is already developed, at a variety of densities (including some at 1/4 acre lots), and will not redevelop. There are only a limited number of undeveloped parcels that could be developed. New subdivisions should to be designed to be compatible with adjacent uses and densities. To exceed surrounding densities, developments should include:

- A transition of densities (feathering densities) and / or a physical buffer, such as landscaping and fencing.
- A minimum of ten acres of contiguous property to ensure an adequate transition of density to adjacent properties.

2032 Rural Areas.

Areas outside the designated regional sewer district are encouraged to develop in a manner that preserves the existing varied, rural character of the parish except where local neighborhood support exists and adequate services and infrastructure can accommodate the change from rural to more urban level development.

A. Rural Character.

Because the definition of rural varies from person to person, for the purposes of Plan Ascension, rural refers to areas outside the sewer treatment boundary. The following criteria should be considered during development review for projects in the rural areas:

1. The project maintains rural character, is consistent with the surrounding context (for example within one-quarter mile of the site)--such as diversity of lot sizes, lot frontages, preservation of mature trees, continued agricultural use, etc.
2. The use will not pollute the groundwater or discharge polluted water onto adjacent properties.
3. There are adequate public facilities in place to serve the project--road capacity,
school capacity or the development will contribute its pro rata share of needed improvements to needed infrastructure capacity increases.

4. The project will not increase flood levels on adjacent properties.
5. The project will not preclude major road connectivity needs of the parish.
6. The project is consistent with parish subdivision standards.

It should be noted that these are considered interim standards, to be modified by the detailed plans of each subarea.

B. Target Areas to Encourage Rural Development.

Preserving rural character will focus on areas not served by sewer, areas within 100-year floodplains, and areas zoned as Conservation (including wetlands). Although large lots are encouraged to be preserved throughout the parish (to maintain current variety), the primary emphasis for preserving rural character will be in:

- Geismar
- West, northwest of Donaldsonville
- East side of the parish
- Darrow
- South and East of Sorrento.

C. Rural Conservation Tools.

Rural character can be conserved by:

1. Encouraging wide lot configurations. Large lots that are narrow and deep place homes closer together than lots that are wider and keep homes further apart.

Figure 17: Clustering development in rural areas allows development to occur while preserving larger areas of open land; illustration by Ken Last

Figure 18: Preserving traditional setbacks on rural roads also can help maintain rural character
2. Floodplain constraints. Enforcement of existing floodplain regulations, on single family homes will not only prevent incremental filling of the floodplain (which impacts adjacent properties) but will also encourage lower densities overall.

3. Cluster development incentives. Providing a density bonus in exchange for clustering of smaller lots will not only preserve open areas, but will also have benefits of more efficient service (less paving per home) and will also help maintain the variety of lot sizes that characterize the parish today.

4. Large setbacks from roadways. Homes placed further from the road leave the road corridor open for the perception of a rural atmosphere. Neighborhoods that wish to retain rural character can establish larger setback requirements in their neighborhood plans. Setbacks should be individually determined during subarea planning efforts in order to reflect appropriate context.

5. Using natural features as community separators. New centers and existing communities that wish to retain their own identity can locate their growth boundaries away from bayous, wetlands and other natural features. This natural edge to a community will help preserve a natural transition to rural and agricultural uses.

6. Public purchase. If there are high priority areas a community collectively wants to preserve, the most sure method is to purchase either the land, or the development rights (less expensive).

7. Conservation easement donation. There are significant tax benefits that accrue to a property owner that donates conservation easements to a non-profit entity.

8. Easements. The parish should explore setting up a procedure for the parish to be able to accept conservation easement donations. (This involves property appraisals and conducting periodic inspections to assure compliance with the terms of the easement.)

D. The Importance of Protecting Agriculture.

Agriculture has been an important basic industry for Ascension Parish. It supported the early growth of the region and, while some forms of agriculture are losing the competition with urban growth, there are still farms in the parish that are viable agriculture (sugar cane, cattle, fruit, and some vegetables). Local food sources are becoming increasingly more important for security reasons as well as to lower food costs and support the sustainability of the region.

Agricultural protection will focus on existing, productive (large, efficient) agricultural properties,
primarily in the Darrow area and northwest of Donaldsonville. Tools for protecting agriculture include:

1. Very large lot zoning. True functioning farms need space. A density of one dwelling unit per 20 acres reflects the minimum parcel size typically needed to operate a functioning farm. Over 70% of the land area of the parish consists of parcels larger than 20 acres (not all farmland). Large lot zoning, that requires rezoning to subdivide, helps protect agricultural properties from speculation.

2. Right-to-farm legislation. Right-to-farm legislation may be adopted by the parish. The legislation protects agricultural operations from nuisance complaints by adjacent uses.

3. Avoiding adjacent conflicting uses. The intention is to not locate residential subdivisions adjacent to working farms so that agricultural operations do not become a perceived nuisance. A heightened level of review should occur for development proposals in close proximity of working farms.

4. Cluster development. Clustering is one way to develop a portion of a farm while maintaining agriculture on the remainder. Cluster residential development should be located away from working farm areas, or adequately buffered.

**2033 Subdivision Considerations.**

The following criteria will ensure adequate infrastructure is provided concurrent with new subdivisions (including platting of more than 2 lots):

**A. Roadways.**

1. In addition to roadways that meet internal circulation needs, new subdivisions may be required to reserve rights-of-way for roads that serve neighborhood, sub-area and parish-wide needs (as identified in the future parish Transportation Master Plan). Depending on the size of the subdivision, a traffic analysis may be required to demonstrate the traffic implications of the proposed development.

2. To improve parish-wide circulation new Minor Subdivisions must allow for interconnectivity with adjacent development and may be required to reserve right-of-way for future designated circulation routes.

3. If the Minor Subdivision does not meet the Ascension Parish Simple Division Rules (all lots fronting on an existing public road), any new private or public road will be paid for by the developer, built to parish standards, and will only be dedicated for parish maintenance if it is accepted as a parish road by the Parish Council.
B. Access.

The pavement width of roads accessing and supporting a subdivision is to be a minimum of 23 feet with a right-of-way of 50 feet. More than one access to the subdivision is required for safety and emergency purposes.

C. Fire Flow and Water Supply.

Domestic water service will need to meet fire hydrant standards (Ascension Parish Subdivision Regulation 39.105) or other water reserve needed to fight fire and any hydrants or other water reserve needed to protect the development – as determined by the fire protection district - will be at the developer’s expense.

D. Floodplain Regulations.

All floodplain requirements must be met per existing drainage and floodplain plans and existing development regulations.

E. Interim Wastewater Treatment Considerations.

The regional sewer system is planned to be implemented in phases over a number of years. The following tools may be utilized to allow land owners to make appropriate land use decisions in the interim.

1. New interim package treatment plants should be conditioned upon:
   a. Demonstration of compliance with water quality discharge standards
   b. Agreement to connect with regional sewer system when available
   c. Escrow the cost to remove the interim system after connection to the regional sewer system (such as through a bond)
   d. Dedicate the interim treatment plant and associated property to the parish.

2. Designated densities on the Land Use Map can be partially achieved prior to sewer service by developing a portion of a property at lower density, with a reservation of the remainder of property for higher density development in the future, when urban infrastructure/services (sewer, as well as water for fire flow, roads, etc.) become available. Treatment systems may be located on a reserve parcel.

   A plat note should be used to identify the potential increased development of the reserve lot. The minimum parcel size eligible for major subdivision in this classification is 10 acres to encourage smaller lots to group together and the subdivision must comply with the established subdivision criteria.
3. It is intended that the regional sewer system will expand beyond its initially designated boundary. A property adjacent to the sewer district boundary may develop at higher densities prior to expansion of the boundary, by:
   a. Petitioning to amend the sewer district boundary and business plan
   b. Establishing an official agreement to connect with sewer system once line is available
   c. Installation of an interim acceptable system
   d. Provision for the decommissioning and removal of the plant after connection to the regional system
   e. Amending the 2030 Future Land Use Map if applicable
   f. Amending the Zoning Map if applicable.

4. Minor Subdivisions should be required to demonstrate that they will meet water quality discharge standards, including initial installation and long-term performance/monitoring. Approval of any collective sewage treatment system will be conditioned on agreement to connect into the regional wastewater system if/when it is available.

F. Subdivisions Outside of Sewer Districts.

Subdivisions of properties outside of the regional sewer district, that do not petition to join, should develop at a very low density to minimize impacts. Higher density subdivisions may be considered in the rural areas if the proposal meets criteria set forth in this (Section 17-2033) of this plan. However, Planned Unit Developments (PUDs), and re-zonings to allow PUDs are not encouraged outside planned sewer districts. Future subdivisions should also be designed to maintain the varied, rural character of the parish. This suggests that a subdivision consist of either larger lots, or a variety of lot sizes that include a significant number of large lots. Appropriate densities for rural areas shall be determined by approved neighborhood plans and / or special area studies adopted as amendments to Plan Ascension. Until demonstrated otherwise, a minimum lot size of 2 acres is recommended.

.2034
Industrial Land Uses.

Plan Ascension takes special precautions to preserve the ability for industrial uses to continue and to expand.

A. Heavy Industrial Designations.

Heavy Industrial designations are located along the Mississippi River, initially due to deep water port access, and subsequently due to the synergy of complementary uses.
A megasite at Sunshine Point / Point Houmas on the West Bank, east of Donaldsonville has been added to this update of the plan. River access is available at the site. This is currently an agricultural area and new infrastructure and roads will need to be extended.

A force main pump has been planned to be installed between the future sewer treatment plant and the Mississippi River. The main will be contained within an easement created for its purpose. The force main infrastructure is considered an allowed use within all of the industrial land uses and transition areas. Encroachment into the easement is not permitted.

**B. Industrial Transition Areas.**

To assure that Heavy Industrial land uses can expand on-site without triggering future incompatibility issues, two types of transition areas have been established around the existing Heavy Industrial areas. The intention of the transition area is to protect industrial uses while providing predictability to neighboring land owners. In most cases Transition Area 1 preserves a significant area for expansion of Heavy Industrial land uses. Where this creates a hardship due to small lot size or existing facility locations, the transition area will be applied flexibly. Existing businesses are allowed to expand with acknowledgement of the neighboring Heavy Industrial uses but more intense uses are not encouraged. High density residential uses, even clusters that preserve open land are discouraged– even if regional sewer service is available. Public and recreation uses, such as the Lamar Dixon site, are considered compatible.
GROWTH PATTERN-SPECIFIC IMPLEMENTATION STRATEGIES AND ACTIONS.

The following strategies and actions will allow the parish to realize the planned growth pattern.

A. Begin neighborhood planning immediately. Develop detailed neighborhood plans for neighborhoods / sub-areas of the parish (communities such as St. Amant, Darrow, Modeste, etc.) with residents to determine appropriate densities/development and adapt the broad objectives of Plan Ascension to the site specific conditions of individual areas. Amend the comprehensive plan accordingly.

B. Encourage the creation of centers by modifying existing regulations and creating incentives:
   1. Ensure proper zoning designations exist
   2. Create center incentives
   3. Create processing incentives such as an expedited review
   4. Develop infrastructure priorities (roads, sewer)
   5. Avoid approving development that would preclude centers
   6. Focus transit priorities (locating stops, stations) to designated centers.

C. Increase the enforcement of existing restrictions on development in the floodplain. Develop standards for maximum fill heights, side slopes or other criteria to prohibit new development from greatly changing the character of existing residential.

D. Work with Ascension Economic Development Corporation to develop a suitable definition for Light and Medium Industrial Zoning, and to identify an appropriate target amount of medium and light industrial land to be designated in the parish.

E. Consider and adopt appropriate agriculture protection techniques, such as:
   - Very large lot zoning (20 acres or greater)
   - Right-to-farm legislation
   - Avoiding adjacent conflicting uses (feathering densities).

F. Consider and adopt appropriate techniques to preserve rural character, such as:
   - Establishing minimum lot sizes and property frontage dimensions
   - Clustering to achieve a mix of property sizes
   - Designating large setbacks from roadways
o Not allowing abrupt changes in adjacent uses (feathering densities).

G. Evaluate and adopt appropriate guidelines to allow interim development prior to the availability of the regional sewer system.

H. Work with existing municipalities to encourage infill and redevelopment to accommodate a significant portion of future growth that is seeking urban conditions. Explore together techniques such as:
   1. Modifying sales tax sharing agreement to allow cities capture a large portion of the sales tax due to new annexations, to make it more feasible to extend urban services immediately adjacent to their boundaries.
   2. Establishing commercial "non-compete" areas near cities to avoid raiding local sales tax.
   3. Exempting areas adjacent to existing communities from required participation in the parish sewer treatment system, in exchange for extension of city services.
   4. Creating floodplain mitigation bank to allow more efficient infill of small lots in or adjacent to city growth areas.
   5. Work with the parish finance department to review and consider allocation of funds. Convene a task force to review parish/city sales tax sharing vs. cost of services.
   6. Work with parish municipalities to ensure Plan Ascension guidelines and policies are followed.

I. Work with the school district to:
   1. Identify future school sites consistent with the objectives of Plan Ascension (e.g. in/near centers).
   2. Develop plans for compact school buildings that reduce land cost.
   3. Coordinate the development and sharing of schools with adjacent parks.
   4. Utilize land banking and land exchanges to acquire appropriate schools sites.

J. Work with the business community to create and regularly update (five years) an inventory of land uses (developed vs. available) to track utilization rates, jobs/housing balance, etc.

K. Work with Corps of Engineers to modify the sewer treatment system boundary to include designated centers, to adjust phasing to help implement Plan Ascension, and to identify criteria for future expansions of the boundary to include other areas of the parish.

L. Explore setting up a procedure for the parish to be able to accept conservation easement donations (this involves property appraisals and conducting periodic inspections to assure compliance with the terms of the easement).

M. Review, and revise if necessary, the zoning map to designate areas appropriate for Medium and Suburban residential land use densities.
Transportation.

A. Introduction.

The Transportation Chapter was created based on both community input and data analysis. Participants during the Plan Ascension process indicated that traffic congestion was a major issue for the plan to address. Traffic congestion, as a result of the dramatic population growth confined to rural-standard roads, will be one of the most expensive issues for the parish to address. To accommodate past and future growth, additional circulation capacity is needed today and more will be needed into the future.

Today, many parish roads experience significant congestion during rush hours due to the high level of commuting: out of the parish for jobs in Baton Rouge and New Orleans, and into the parish for industrial employment. In addition to too many vehicles for the capacity of the roads, five other conditions add to the traffic congestion:

- Numerous “missing links” where the traditional parish grid street system does not connect, forcing traffic onto fewer routes
- Traditional rural roads now serving higher levels of traffic
- Numerous cul-de-sac and single access developments that do not permit “back way” connections and require residents and services to use major thoroughfares
- Numerous driveways and commercial / business accesses on major thoroughfares that slow down traffic
- Lack of signalization, monitoring and studying.

The roadways in the parish are under three separate jurisdictions: federal (interstate highway), state, and parish. Most of the major roads in the parish are under state jurisdiction, and the state is challenged fiscally to keep up with the requirements of maintenance and improvement.

Finances enable the parish to only maintain its 400+ miles of parish roads on a 15-20 year cycle, which is not keeping up with the 10-12 year maintenance requirement of most roads. The parish is in need of “catching up” and then “keeping up” with maintaining and improving the road system in order to support continued growth and high quality of life.

In addition, there is a need to shift emphasis away from solely depending on the automobile. Local and national experience shows that it is not possible to add
enough roadway capacity to keep up with the traffic demands of a 100% population increase if every home has to drive for every daily need. The parish is already having difficulty catching up and likely will not be able to keep up if current practices continue.

However, once out of the automobile, there is virtually no provision in the parish for pedestrian and bicycle travel. The narrow road sections do not have shoulders that could be used by pedestrians or bicyclists. The adjacent drainage ditches render it very difficult and expensive to add sidewalks, paths or even bike lanes except when built in conjunction with major roadway construction. If desired, bus service in the future will also be challenging due to the fact that many of the parish's roads do not have adequate depth of asphalt to support heavy vehicles.

Quality of life, the attractiveness of the built environment, and maximum travel choices are primary factors in economic competitiveness and business recruitment/retention. In today's competitive environment, companies and entrepreneurs wishing to relocate have many choices—regionally and nationally. Many tend to choose areas with the highest quality of life. From a transportation perspective, this means that if the parish wants to attract quality businesses, it is important to maximize personal travel choices—whether it is bicycle, walking, bus, train or automobile—rather than just wide roadways to accommodate commuter trips.

B. Transportation-specific Goals and Main Policies.

1. Goal: Provide safe, efficient travel throughout the parish—that accommodates automobiles as well as other modes of travel.

2. Main policies:
   a. Small roads and driveways that do not receive a minimum level of public use should be analyzed by the Parish Council and determined if they should be removed from the parish's maintenance responsibilities (ownership reverts back to owners) so as to focus parish efforts and funding on roads that benefit most of the residents.
   b. Any road-widening in the outlying areas of the parish should be designed to preserve the parish's rural character.
   c. The parish will promote connecting key missing links between major existing roads, and require multiple access and connectivity from future development but allow exception if an alternative pedestrian/bike route is available.
   d. Significant modifications to existing commercial developments should require compliance with both pedestrian and vehicular connectivity standards and requirements.
Figure 22: Percent change in Average Daily Traffic between 2004 and 2007 (source: Charlier Associates, LaDOTD)
Inter-relationship of Land Use and Transportation.

Land use decisions (location, density/intensity, mix/variety, and character/design) profoundly influence travel behavior. An objective of Plan Ascension is to enable land use patterns over time that bring housing closer to shopping, work, and recreation—to make vehicle trips shorter and to create opportunities for walking, bicycling, and transit. Effective land use planning should also help to “capture” more work and shopping trips within the parish so residents do not need to go outside the parish for goods and services.

A. Build to the Plan.

New roads should be built according to the needs of the 2030 Future Land Use Map so that adequate capacity and connections will exist to support the plan. The parish should extend and widen streets in a manner that enables and encourages centers, relieves congested intersections, and other plan features.

B. Transportation Master Plan.

Following adoption of Plan Ascension, the parish should create a Transportation Master Plan addressing specific improvements, and alignments, needed to meet 2030 population forecasts. Once adopted, the parish should then require new development to build “its share” of the master plan based on its proportional impacts as established through the process. The Transportation Master Plan should consider the following trade-offs to help prioritize actions:

1. Prioritize a transportation network that protects and enhances neighborhoods and the environment over fast traffic flow and plentiful capacity.
2. Except for key new connections, prioritize the maintaining and maximizing of existing parish roads before widening or building significant new capacity.
3. Address key roadway connections/gaps to disperse traffic over a well-developed grid network of narrower, safer roads rather than concentrate traffic on fewer very wide roadways.
4. Require new development to fund multimodal transportation investments to address its transportation impacts and achieve regional mobility and growth management objectives over concerns of private property rights and limited regulation.
5. Prioritize complete streets (for new construction) and maximize travel choices, even if roadway projects become more expensive.
C. New Roads: Old Highway 22 and Airport Corridor.

One proposed road shown on the Future Land Use Map runs just north of the airport and then turns north/northwest toward Lamar-Dixon. The corridor would provide a needed connection for the road system but also provide a Business Park/Light Industrial corridor where businesses would be able to locate.

Old Highway 22 is also a potential corridor for a connection from Sorrento (from the I-10 interchange to the Mississippi River). The road would allow truck traffic to be directed off of LA 44 which has become primarily residential in use.

2042 Road Standards and Improvements.

Transportation investments should reflect the community value of rural character by favoring a more functional network of smaller streets rather than creating a network of overly wide roadways. With this in mind, it will still be necessary to widen some stretches of the current rural road system to support even the existing population. The 2030 Future Land Use Map will allow the parish to anticipate, and minimize, where additional capacity will be needed. Charts 2 and 3 (pages 52 - 53) provide policy direction regarding the funding and programming of investments in the streets and roadways network based on the five categories described below and the policy guidance in this memorandum.

A. Road Categories.

The following five categories of streets, roadways, and highways are not functional classification or access management classifications but are policy categories for purposes of discussion and planning within Plan Ascension.

The Roadway Improvements Map (Map 2 found on the following pages) shows the road segments that need widening for safety issues and capacity needs to implement the 2030 Future Land Use Map. The map also shows road segments needed to create a collector system, needed for a more connected grid, and also other roads proposed through the plan. The following charts (Charts 2 and 3 -see page 52 and 53), relate road category, appropriate sections and policy expectation. Recommended roadway sections are displayed in Figure 20 (following Charts 2 and 3).

1. Category 1- parish streets and roads. This category includes all streets and roadways to be maintained (primarily repaving and resurfacing) by the parish.

2. Category 2- substandard parish streets and roads. This category includes those parish streets and roadways that do not meet current design, cross-section, or
Map 2: (Recommended) Transportation System Improvements Map
Map 2: (Recommended) Transportation System Improvements Map - zoom-in to central parish
### Ascension Parish Streets and Roadways Recommended Cross-Section and ROW Width Requirements

**Policy Category**  | **Roadway Classification** | **Roadway Cross-Section (2)** | **Storm Drainage** | **# of Lanes** | **Bikeable Shoulder/ Bike Lane (3)** | **Total Pavement Width (4)** | **Ditch Width (5)** | **Sidewalk Width** | **Sidewalk Buffer Width (6)** | **Needed ROW Width (4)** |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>All existing Parish roads</td>
<td>Circulation, Access, Collector, Local</td>
<td>Suburban Rural</td>
<td>Existing “Circulation” and “Access” Parish roads and streets will maintain their current cross-section and design configuration unless safety-or sewer-related retrofits are needed (see Category 2 below).</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Two</td>
<td>Substandard Parish roads</td>
<td>Circulation, Access, Collector, Local</td>
<td>Access - Suburban Rural</td>
<td>open</td>
<td>2</td>
<td>10'-11&quot;</td>
<td>0&quot;</td>
<td>20'-22&quot;</td>
<td>5'</td>
<td>5'-6&quot;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>closed</td>
<td>2</td>
<td>10'-11&quot;</td>
<td>0&quot;</td>
<td>20'-22&quot;</td>
<td>5'</td>
<td>5'-6&quot;</td>
<td>0' (7)</td>
</tr>
<tr>
<td>Three</td>
<td>New Parish network</td>
<td>Circulation Collector/ Connector</td>
<td>Circulation - Suburban Rural</td>
<td>open</td>
<td>2</td>
<td>10'-11&quot;</td>
<td>4'-6&quot;</td>
<td>28'-34&quot;</td>
<td>5'</td>
<td>5'-6&quot;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>closed</td>
<td>2</td>
<td>10'-11&quot;</td>
<td>4'-6&quot;</td>
<td>28'-34&quot;</td>
<td>5'</td>
<td>5'-6&quot;</td>
<td>5&quot;</td>
</tr>
<tr>
<td>Four</td>
<td>Congested State roads (8)</td>
<td>Travel, Circulation, Collector</td>
<td>Travel - Suburban Rural</td>
<td>open</td>
<td>2-4</td>
<td>11'-12&quot; 2&quot; (w/MUP); 0&quot;</td>
<td>20'-60&quot;</td>
<td>5&quot;</td>
<td>3&quot; or 8'-10&quot; MUP</td>
<td>0'-5&quot;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>closed</td>
<td>2-4</td>
<td>11'-12&quot;</td>
<td>4&quot; + 2&quot; gutter pan</td>
<td>34'-60&quot;</td>
<td>5&quot;</td>
<td>5'-6&quot; (9)</td>
<td>5&quot;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Travel - Rural</td>
<td>open</td>
<td>2-4</td>
<td>11'-12&quot;</td>
<td>0&quot;</td>
<td>34'-60&quot;</td>
<td>5&quot;</td>
<td>0&quot;</td>
</tr>
<tr>
<td>Five</td>
<td>Other Parish roads</td>
<td>Circulation Collector</td>
<td>Urban/Suburban, Rural</td>
<td>These roadways will be maintained, retrofitted, or built to appropriate cross-section and design standards based on their location-specific function and context.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTES**

1. As defined in the Transportation Element
2. Urban/Suburban: Located within sewer district and Future Land Use Plan target areas; Rural: Located outside sewer district and FLU Plan target areas
3. Bike lanes or bikeable shoulders not needed on low-volume, low-speed residential-character streets
4. Ranges reflect the minimum requirements in every category (incl. # of lanes) to the maximum in every category to show total range of all variables.
5. Placeholder estimate - waiting for Jackie B. call-back
6. For open drainage, ditch is presumed to be between road and sidewalk, so buffer is from ditch, and depends on ditch dimensions for safety.
7. Sidewalks not needed on rural “Access” roadways if speeds are 35 mph or lower.
8. These recommendations are advisory for state highways, which are under DOTD jurisdiction.
9. Sidewalks should be provided on suburban “Travel” roadways where speeds are ≤45 mph. MUPs should be provided where speeds are higher and where cross-streets and curb cuts are infrequent.

MUP = Multi-Use Path: shared-use path for pedestrians and bicyclists

*Chart 2: Ascension Parish Roadways Standards*
# Acension Parish Streets and Roadways Policy Planning Framework

<table>
<thead>
<tr>
<th>Policy Category</th>
<th>Roadway Classification</th>
<th>Access Management</th>
<th>Roadway Design &amp; Cross-Section</th>
<th>Transportation Financing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category</td>
<td>Description</td>
<td>Recommended (1)</td>
<td>Conventional</td>
<td>Category</td>
</tr>
<tr>
<td>One</td>
<td>All existing Parish roads</td>
<td>Circulation, Access</td>
<td>Collector, Local</td>
<td>Connectivity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Keep Up</td>
</tr>
<tr>
<td>Two</td>
<td>Substandard Parish roads</td>
<td>Circulation, Access</td>
<td>Collector, Local</td>
<td>Connectivity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Keep Up</td>
</tr>
<tr>
<td>Three</td>
<td>New Parish network</td>
<td>Circulation</td>
<td>Collector/ Connector</td>
<td>Connectivity, Conventional</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Keep Up</td>
</tr>
<tr>
<td>Four</td>
<td>Congested State roads (6)</td>
<td>Travel, Circulation (7)</td>
<td>Arterial, Collector</td>
<td>Connectivity (7)</td>
</tr>
<tr>
<td>Five</td>
<td>Other Parish roads</td>
<td>Circulation</td>
<td>Collector</td>
<td>Connectivity, Conventional</td>
</tr>
</tbody>
</table>

Investment guided by specific circumstances and opportunities

**NOTES**

1. As defined in the Transportation Element
2. Connectivity: As defined in the Transportation Element; Conventional: Access management standards the Parish should develop
3. Urban/Suburban: Located within sewer district and Future Land Use Plan target areas; Rural: Located outside sewer district and FLU Plan target areas
4. CIP: Capital Improvements Program process; Concurrency: Concurrency requirements for new growth as recommended in the Transportation Element
5. Should be programmed through CIP, but will also depend on sewer retrofit implementation schedule
6. Other, uncongested, state roads are solely LDOTD responsibility for maintenance, management, etc.
7. Recommended for Parish, but may be superseded by LDOTD requirements
Figure 23: Recommended Roadway Sections
Figure 23: Recommended Roadway Sections - continued
Figure 23: Recommended Roadway Sections
Figure 23: Recommended Roadway Sections - continued
Figure 23: Recommended Roadway Sections - continued
Figure 23: Recommended Roadway Sections - continued
safety parameters. The retrofitting of these streets includes widening to achieve standard lane widths, installation of sanitary sewer, and potential incorporation of closed curb-and-gutter drainage to facilitate the provision of walking and bicycling facilities.

3. Category 3- new parish connector roads. This category is roads needed to create a parish roadway network concurrent with growth, new development, and redevelopment. The purposes of this network are to:
   a. Mitigate the traffic impacts of new growth and land use changes by dispersing traffic over a broader network rather than concentrating congestion on a limited network of residential streets, major arterials, and intersections
   b. Provide a balanced roadway network in terms of hierarchy, scale, size, and function
   c. Encourage travel choices and options – driving, walking, bicycling, and – over time – transit on a balanced transportation network.

4. Category 4—major state roads. This category includes primarily state arterials that are forecast to become significantly congested over the next 20 years. Even with the growth-driven parish collector/connector roadway connections in Category 3, these congested state roadways will likely need to be retrofitted for modern cross-section, safety, and sewer components.

5. Category 5 - Parish roads that may need some type of improvement or investment over time that are not specifically tied to retrofitting, new growth, or another “trigger” discussed in the previous categories.

B. Road Function and Classification.

Ascension Parish should develop a standard classification system for all parish roads: residential, subdivision, and other local streets. However, the objective of this framework is to consider a road’s core function, not just its classification, and its relationship to surrounding land uses, its own operating and design characteristics, and other factors in regulating access control and management. Such standards should address and balance traffic flow, congestion, capacity, roadway access, speed, safety and travel choices - driving, transit, walking, and biking - and address all three elements of travel mobility:
   o Travel: the ability to move over large distances to connect regions
   o Circulation: the ability to move within areas and to connect land uses
   o Access: the ability to enter and make use of specific land uses and sites.

These mobility elements function as an overall framework for corridor-level planning, cross-section design, and decision-making. Within each mobility element are corridor components addressing functional classification, appropriate facilities for each travel mode, transportation investment mix, and other planning factors, as follows:
1. Travel corridors. Travel corridors are major arterials, freeways, and other corridors of regional significance. Examples of travel corridors are Interstate 10, Airline Highway, LA 30, and LA 42. Relating to the policy categories of this plan, they are primarily Category 4 roads. Facilities to consider including in travel corridors include freeways, arterials, high capacity transit, regional multiuse paths, and marked bicycle lanes.

2. Circulation corridors. Circulation corridors include collector/connector and other roads that link residential areas to travel corridors or directly to employment, retail, and other destination land uses. Facilities to include in these corridors are collectors/connectors, some high capacity transit (bus rapid transit, light rail transit, streetcar), transit service, multiuse paths, marked bike lanes, and sidewalks. These corridors and associated roads are typically Category 3 but there are also some Category 1 and 2 roads in this group. With the exception of a few roadways, the parish lacks a true collector/connector network, with most parish roads being local residential streets connecting directly to arterial state highways.

3. Access corridors. Access corridors are local streets and facilities meant to provide direct access to adjacent land uses. Facility types along this type of corridor include local streets, parking, limited transit, sidewalks, crosswalks, and signed bicycle routes. Access corridors of the parish tend to be primarily Category 2, but there are some Category 1 examples.
C. Connectivity.

A well-connected system of local streets is able to diffuse traffic over multiple routes rather than concentrating traffic on one or two major routes resulting in greater overall mobility, reduction of congestion and facilitation of emergency access. Having a connected network allows the roads to stay narrow, which promotes slow, consistent vehicle speeds, maximizing safety for all travel modes while minimizing traffic impacts to adjacent properties. Connectivity is intended to occur over time and primarily with new development. Desire lines (where connections may be beneficial) for new connections shown on Map 2 are general locations and not necessarily exact alignments. More precise alignments will be identified during the Transportation Master Plan and subarea planning processes.

1. Regional connectivity. Currently, Ascension Parish lacks a collector network that can adequately transfer vehicles from the parish local roads to the state-managed arterial system. Map 2 demonstrates recommended new connections for arterials, collectors and local roads (Category 3 roadways).

2. Network connectivity. Network connectivity applies to connections between neighborhoods, subdivisions, and different land uses. Network connectivity shall be required of all new land development and redevelopment, and encouraged as locally appropriate and acceptable to complete gaps or missing links in the network. Adding links allows for a system of back ways to get around the parish. Key connections will be analyzed and mapped during the creation of neighborhood plans and the Transportation Master Plan.

   a. Connectivity should generally take the form of narrow local and collector/connector streets of no more than two lanes with speed limits of 25 mph or slower. Offset connections are encouraged to calm and slow traffic, discourage cut-through traffic, and to create shorter block lengths and intersection densities.

   b. Connectivity should also be multimodal in more urban areas - complete streets designed for driving, transit, walking, and biking, as well as...
connected sidewalks, pathways, and other non-auto travel pathways.

3. Site-level connectivity. The design of subdivision layout, including street connectivity (block length), access points along roadways and other site-level factors impact personal travel choices and local/regional traffic flow patterns such as:
   - "Flagpole" and single-entry subdivisions that concentrate traffic on parish roadways and at intersections
   - Sprawling subdivisions that make walking, biking, and transit use impractical, even for short trips.

Driving becomes the only viable option, and creates long, circuitous trips.

Connectivity and multiple accesses are encouraged for all new subdivisions. New subdivisions should have multiple ingress/egress points, requirements to connect with adjacent developments, and small block sizes (ideally 300 feet, no greater than 528 feet). Where existing stub outs and rights-of-way extensions to property lines have been made previously, the parish should make sure the connections are carried out as adjacent land develops.

D. Complete Streets.

Ascension Parish has several unique and challenging road design constraints. Many parish roads have only 18 feet of pavement and are bounded by ditches on one or both sides. Separate utility servitudes, no public rights-of-way on existing roads, timing of sanitary sewer implementation, lack of funding, and other factors complicate the parish's ability to modernize its roadways.

Ascension Parish has dual objectives: to provide adequate transportation and to retain its rural character. To achieve these dual objectives, roadway standards will respect their
context. That is, in rural areas of the parish (outside the regional sewer boundaries), the traditional rural lanes continue to be the standard. In designated growth areas of the parish (inside the regional sewer boundaries), however, complete streets are encouraged.

1. Complete streets in growth areas. "Complete streets" is an effort to assure that streets are able to accommodate various modes of transportation instead of the current focus on the automobile. A complete street is designed to allow for the safe travel of pedestrians, automobiles and bicycles in a single corridor. Commonly, a complete street includes sidewalks and bicycle lanes in addition to lanes for automobiles, but variations may exist depending on traffic volume and physical area of the corridor. These roadways should have the following cross-section design elements:

   - Number of lanes: two with connectivity, no more than four
   - Speed limit: 30 mph or slower for access facilities, 35 mph or slower for circulation facilities
   - Lane width: ten to twelve feet
   - Shoulder width (curb and gutter): six feet total (four-foot marked bike lane and two-foot gutter pan)
   - Shoulder width (open drainage): four-foot marked bike lane or two-foot shoulder and an eight- to ten-foot multi-use path
   - Sidewalk (curb and gutter): six to eight feet with an eight- to ten-foot sidewalk buffer
   - Sidewalk (open drainage): six to eight feet if bike lane, or eight- to ten-foot multi-use path, and at least six-foot ditch buffer depending on location.

Figure 29: Example of access modifications along Airline Highway; current conditions (left) versus modifications (right) - the green areas show the boulevard, pink dashed lines show new shared access points.
Figure 30: Recommended road section for a multi-way boulevard

Figure 31: Example transition of Airline Highway into a multi-way boulevard; illustration by Urban Advantage
2. Rural street section in outlying areas. In rural areas use a rural street section to maintain rural character—narrow widths, narrow shoulders, drainage ditches, and separated bike/pedestrian pathways if appropriate. These are facilities outside both the proposed sewer district and the areas intended for most development in the 2030 Future Land Use Map. These roadways should have the following cross-section design elements:
   - Lane width: eleven to twelve feet
   - Shoulder width: at least six feet, striped (to serve as a bikeable shoulder and walking buffer)
   - Sidewalk: none, though a multi-use path (at least eight feet) may substitute for the bikeable shoulder if there are few cross-streets and curb cuts.

3. Recommended roadway standards for the various types of roads around the parish are shown in Figure 20. Three important points about these roadway standard recommendations.
   a. State roadways must follow LaDOTD design guidelines. The agency is currently moving towards – but has not yet officially adopted – a “complete streets” policy. The parish should advocate for a complete streets cross-section design, particularly in mixed-use areas and corridors designated within the 2030 Future Land Use Map.
   b. Local residential streets (access facilities) may have different design guidelines depending on local community character and preferences. For example, bicycle lanes may not be appropriate in all areas; some neighborhoods may not desire sidewalks. The guidelines should reflect what the neighborhoods prefer and also what can be built. The parish

Figure 32: Two additional exits are proposed for I-10: one at Perkins Road and one at Hwy 621 as shown with blue diamond in graphic (this is an excerpt of Map 1)
should assist (through cost-sharing) neighborhoods that desire to retrofit sidewalks.

c. Stormwater drainage Best Management Practices advocate for open drainage where feasible. Given the parish’s unique roadway and drainage constraints and underlying land values, it is not always feasible to move a drainage conveyance or private utility servitude to accommodate a modernized roadway cross-section, both lane widths, and the provisions of walking and biking facilities. In mixed-use centers and more urban areas, closed drainage may be preferable. The timing of sanitary sewer installation may also affect design decisions. The parish should carefully and strategically weigh all of these issues while striving to achieve these recommended cross-section designs as much as possible.

.2043
Access Management.

Once appropriate for the traffic levels, the current condition of multiple open accesses from properties onto the road is beginning to become a hazard as traffic increases with population. Access management standards can be applied to address this issue.

A. Airline Highway: Multi-Way Boulevard.

The land use vision for Airline Highway is a Mixed-use Corridor consisting of a variety of uses including: commercial, retail, office, restaurant, entertainment and multi-family housing. This vision is not unrealistic for the land uses. However, the options to make Airline Highway into an attractive commercial setting are limited. The main traffic aspect that needs addressed along Airline Highway is access management. Increasing access control is the first step to conversion to increasing traffic capacity.

A parallel and complementary aspect of the vision for Airline Highway is to convert it into a multi-way boulevard. This configuration, proposed for Airline Highway from East Baton Rouge Parish to Burnside Avenue, has a higher traffic capacity than Airline Highway does today, while also increasing safety for driving, walking, and bicycling. The concept features four through travel lanes (two in each direction), with medians separating these lanes from each other and from the two adjacent one-way, one lane parallel streets for local travel, walking and biking, business access and adjacent land use access. Frontage roads would become into tree-lined, single loaded commercial streets with on-street parking as well as parking at the rear of the buildings. The described cross-section usually fits within a 150-foot right-of-way, well within Airline Highway’s 200-foot right-of-way throughout most of the parish.
This concept preserves capacity for regional travel, separates local traffic, preserves adjacent access, balances safety and mobility for all travel modes, and is aesthetically pleasing due to careful design and lush landscaping. Landscaping and plantings create a parkway feel for the corridor that enhances local character, attracts quality development, raises adjacent property values, and increases economic commerce and revenues, especially in contrast with a six-lane highway.

B. Limiting Access on Certain Roads.

Some roadways would function better over time if access was limited. The Ashland Road corridor has been identified on the Road Improvements Map (Map 2 - pages 50 - 51) as a limited access corridor. LA 44 is another road where access, especially for truck traffic, should be limited due to its residential atmosphere. As properties along the corridor develop, access should be considered and limited in order to keep traffic, especially truck traffic associated with Heavy Industrial, flowing in the area.

C. Arterials and Collectors.

There are several access management strategies, geared particularly towards collector and arterial roadways where adjacent land uses have developed in linear, or "strip" fashion as is the case in Ascension Parish. The parish should consider:

1. Cross access. Connect adjacent parking lots internally so that traffic accessing adjacent properties does not have to turn onto, and then quickly turn off of, the roadway.
2. Joint access. Design a single access point or driveway, shared by two or more adjacent properties, so that each one does not need to have its own direct roadway access.
3. Partial access. Restrict access to a parcel to not allow full turning movements in or out. "Right-in/right-out" configurations – where right turns to/from a property are allowed but not left turns – are very common partial access configurations.
4. Driveway/intersection spacing standards. Establish numerical standards for spacing distance between driveways and/or between intersections based on roadway design and operational characteristics.
5. Turning movements. Use medians and separate turn lanes to control or channel turning movements and access points.
6. Frontage roads. Use arterials or barrier/median-separated travel lanes on frontage roads to restrict direct access to the mainline facility and to separate slower speed local traffic from higher speed regional traffic.
7. Backage roads: Similar to frontage roads, but locate backage roads behind parcels adjacent to the mainline facility.
D. Interstate 10 (I-10).

Two additional (future) exits are identified on the 2030 Future Land Use Map (Map 1 - see pages 17 - 22) and the Roadway Improvements Map (Map 2 - see pages 50 - 51): one at an extension of Causey Road and one at LA 74. The exits are intended to increase connections to the Interstate and reduce congestion at the existing exits.

2044 Transit.

Driving will continue to be the predominant travel mode in the parish over the next two decades. However, from experience in the parish and the region, it is not possible to build enough highways to escape roadway congestion, due to driving habits, funding, and community/environmental constraints. A parish population of 200,000 will need, and need to be able to support, public transit. Over time, the parish will benefit from using every transportation strategy and travel mode at its disposal to manage traffic. Planning for transit now will preserve its possibility (including cost - it will be more expensive without a plan) regardless if parish residents decide not to implement it.

A. Internal Parish Bus Routes.

New transit systems by nature start small and evolve over time in size, area, and scope. To set the stage for further transit planning efforts, the following conceptual framework is recommended.

1. Stage 1. The parish should focus on commute-oriented travel through park-and-ride service to key employment destinations outside the parish (primarily in Baton Rouge). This is a key step to introduce transit in an auto-oriented environment to address a critical transportation issue within the parish. This stage could also include express service, vanpools and other transportation demand management strategies.

2. Stage 2. The parish should establish a small but strategic fixed route network within the parish serving key destinations. The objective should be strategic, destination-oriented depth of service, not broad breadth of coverage. A targeted small network of good service (at least 30 minute headways) is more productive and efficient than a broad network of limited service.

3. Stage 3. Over time, and in concert with transit-ready and transit-oriented development, the parish should carefully expand and strengthen the fixed route network to serve key areas across the parish with convenient and frequent service (15-20 minute headways).

4. Stage 4. As conditions warrant, the parish should implement very frequent local service (10 minutes in peak periods), circulators, and other strategies to set the stage for potential high-capacity transit (see next section).
B. Commuter Rail.

The feasibility of a high speed commuter rail between New Orleans and Baton Rouge has been studied in recent years. The Feasibility Plan indicated the potential for service and identified a possible stop near northwest Gonzales. If the project continues to gain attention, the parish should work with the proper entities to further plan for the service and for the location of future stops. As plans for the commuter rail continue, the parish should strengthen its participation and visibility.

1. Stop location. If the plan is realized, passenger rail stations should be located as close to major residential areas but towards the primary direction of in-bound travel. In other words, travel to Baton Rouge should be served by stations that are proximate to, between or in front of, such areas and Baton Rouge so that commuters do not have to drive "away from" the direction of travel to Baton Rouge ("backwards") to reach the station.

2. Center connection to rail. The parish should encourage locally-appropriate transit-oriented development (TOD) around planned stations to maximize their ridership and economic potential. Concentrated centers that are mixed-use and transit-oriented support future transit by placing a critical mass in general locations that can be serviced by buses and connect to the rail stop and to expand the overall rail service.

3. The parish should preserve the opportunity (and not preclude the possibility) to implement passenger rail in the existing railroad corridor through right-of-way preservation and other means.

C. Transit Development Plan.

The parish should prepare a Transit Development Plan (TDP) to identify areas of existing and future need and potential for transit service as well service options, costs, funding, and governance (service provider framework).

1. Funding. To create and facilitate the opportunity for future transit service, the parish should investigate governance and funding. Funding sources should primarily be locally-controlled, dedicated for transit, stable, predictable, and diversified. Funding should be public as well as private sources.

2. Subdivision revision. The parish should modify its subdivision and entitlement regulations to emphasize transit demand, potential, and access through land use mix (diversity), density, and design (both urban design and street network layout).

3. Roadway standards. The parish should also include transit access, operations, and infrastructure in its standard roadway design parameters for existing and new functionally-classified (collector/connector and arterial) parish roadways to ensure that new and retrofitted roadways be built as complete streets that accommodate all travel modes – driving, transit, walking, and biking.
Regional Roadway Planning.

Ascension Parish is a component of a larger interacting region. When planning for efficient transportation within the parish, regional plans and efforts need to be considered. Two large transportation routes are being considered at the time of this plan that may have potential impacts on the parish transportation system: the Baton Rouge Loop and the West Bank Turnpike.

A. Baton Rouge Loop.

The Baton Rouge Metropolitan Planning Organization (MPO) has identified a preliminary corridor for the Baton Rouge Loop that would cross Ascension Parish. The route would enter Ascension Parish from the west near LA 30 then dip south of Gonzales before turning north along the eastern edge of the parish toward Livingston Parish.

Due to the location of the planned roadway, it is unlikely that the roadway would alleviate traffic congestion within Ascension Parish—since the majority of traffic congestion occurs between Gonzales and East Baton Rouge.

1. The proposed location and indirect connection with Baton Rouge means that the loop is not an effective travel option for most Ascension Parish residents’ trips into the city. Therefore, it is very unlikely that this project will solve Ascension Parish’s transportation issues and would instead create a new set of problems while simultaneously limiting mobility options to solve them.

2. Though it is unlikely that the section that passes through Ascension Parish will be built before the horizon of Plan Ascension, the location of exits planned may cause land speculation for future development. When the southeast section of the Loop becomes closer to a reality, planning for the roadway should be carefully monitored to make sure that it does not create unintended consequences for land use planning in the parish.

Figure 33: Preliminary alignments for two conceptual regional roadways: West Bank Turnpike (left) and the Baton Rouge Loop (right). For more detailed plans please see the Planning and Development Department.
B. West Bank Turnpike.

A second regional roadway, the West Bank Turnpike, is in the early stages of planning and is proposed on the West Bank of the Mississippi River. A segment of the route would go near Donaldsonville. The roadway would provide a more direct and improved route between western Baton Rouge and New Orleans.

1. The parish recognizes that the West bank Turnpike would likely benefit Donaldsonville if the interface is well planned.

2. The parish will continue to participate and work with the regional planning agencies on this plan. The parish will encourage a close proximity to and interaction with Donaldsonville and oversee that the interface does not negatively impact the city.

.2046

Walking and Bicycling.

Walking and bicycling are climate-appropriate much of the year, particularly for short trips and school trips, yet few walk or ride in the parish—primarily due to the lack of sidewalks and pathways. In many communities, sidewalks, paths and trails provide critical network connections, particularly when street connections may not be feasible or desired. They also help promote a "healthy community."

Sidewalks, paths and / or trails should be incorporated into all new streets and roadways and retrofitted into existing areas where desired by residents and financially feasible. Locations for new sidewalks and bike routes should be prioritized to consider safety, schools (Safe Routes to Schools), access to major activity centers, and connections to other travel modes, particularly transit. Sidewalks should be a high priority in any new urban residential and commercial development. For existing neighborhoods and commercial areas that desire sidewalks, the parish will work with these areas to plan an appropriate and feasible way to install sidewalks over time.

.2047

Funding Transportation Investments.

Ascension Parish has numerous transportation needs and limited revenues and funding options. Parish citizens will need to remedy the impacts from prior growth—to which they contributed. Therefore, as a matter of policy, the existing tax base should fund existing transportation needs and identified deficiencies.

Current residents should not have to subsidize the impacts of future growth. The additional impacts expected from future development can be paid for by the new growth itself.
Another critical aspect of new growth (development and redevelopment) is that it must follow the 2030 Future Land Use Map if it is to achieve the parish's overall vision and objectives. Major deviations in land use density, location, and character from the 2030 Future Land Use Map will undermine the predictability, opportunities, financing, timing, and other carefully-constructed components of the plan. From a transportation perspective, this means giving a high priority to helping create the mixed-use centers and other land use concepts that bring housing, jobs, and shopping closer together to shorten vehicle trips and create personal travel choice options.

A. “Catching Up”.

Catch up applies to needed system improvements caused by existing development and population. Catch up elements include: retrofitting an adequate cross section, maintaining existing roads, expanding some roads to add capacity, and the eventual retrofit for sewer. Category 1 and 2 roads fall into this category.

1. Catch up funding. Funding for catch up aspects will need to be paid for through parish revenue or through grants and other special funding sources. Some funding for such projects that need retrofitting for sewer will be available through the Army Corps of Engineers’ regional sewer plan. The parish also can bond for new roads through an available margin in the local sales tax.

2. Catch up timing.
   a. With sewer projects. Some catch up projects can be coordinated with a sewer-related project. If known sewer improvements are being slated, catch up roadway improvements such as widening, overlays – can cost-effectively share the construction costs.
   b. As incentives to encourage development. Funding some road projects will to help achieve Plan Ascension goals, such as the development of centers.
   c. Reimbursement program. The parish can establish a “pay-back” system to reimburse developers that install road improvements that will eventually be shared by other development.
   d. Right-of-way dedication incentives. Top priority is given to those road segments where all adjacent property owners agree to dedicate necessary rights-of-way to the parish.
   e. Programming and prioritization should also be in accordance with a predictable and objective process based on safety, need, and condition.

B. Future Growth and “Keeping Up”.

Keeping up with transportation needs is twofold: with the need for continued maintenance of roads and adding extra capacity due to future growth.

1. Continued maintenance. Ongoing maintenance will need to be funded through existing or new sales tax and / or grants. A Capital Improvements
Budget needs to include the projects slated for improvements over at least a 10-year time frame. Increasing the parish budget through the general fund, sales tax, and/or property assessments will help fund ever-increasing maintenance/repair backlog.

2. Adding capacity. For capacity to serve new growth, that new growth itself should contribute to transportation investments through such means as exactions, concurrency requirements, and tax increment financing. Impacts directly associated with development would have to be installed and paid for by the developer concurrent with the construction. Adequate construction of needed improvements that meet parish standards, impacts fees and / or exactions should be required by all development and be paid concurrent with development approvals.

3. Addressing state roads. While the state (LaDOTD) is responsible for the maintenance and performance of state roadways (Category 4 roads), it may not have the financial resources for capacity investment, such as road widening, new interchanges, or other major projects. Regardless, the parish is financially responsible for all utility improvements (sewer) to state roadways that are not specifically funded through another source.

C. Reversions of Road Maintenance.

There are many sections of roadway under parish jurisdiction that only serve as driveways to only a few houses. While under parish jurisdiction, they must be maintained, which increases parish costs with minimal public benefit. Returning these low-use roadway sections to the private users will reduce the miles of road for which the parish is responsible and therefore reduce cost to the parish. The parish should make a list of roads that do not meet minimum level-of-service standards and recommend appropriate actions to the Parish Council on an annual basis. A fiscally responsible budget and plan to maintain all roads in the parish system should also be created and updated yearly.

D. Funding Implementation.

The following are potential implementation strategies for funding transportation improvements.

1. Concurrency (adequate public facilities). Require new development to improve any off-site roadways that it impacts, before or as development occurs. This element should be part of the “build to the plan” strategy. Unless managed carefully, concurrency can result in wide roadways at development fringes without addressing traffic flow further in.

2. Addressing off-site traffic impacts. Require new development to mitigate its traffic impacts on parish roads. This element should be used with concurrency, and focuses on adjacent off-site capacity (not maintenance) investments. The
parish must have legal authority which should be parish-wide, but can vary by geographic area to support land use/growth management objectives.

3. Regional planning. Work with the MPO to prioritize needs and collect funds for state road improvements in Ascension Parish.

2048
TRANSPORTATION-SPECIFIC STRATEGIES AND ACTIONS.

A. Enforce current development standards that require new subdivisions to connect to existing stub-outs or extensions to property lines and adopt street connectivity standards for new development regarding block length and street spacing.

B. Modify street standards to require that all arterials and collectors in the growth areas are complete streets and have:
   o Sidewalks or multiuse paths where appropriate on all new streets (except in rural areas).
   o Bike lanes on minor collector, and larger, street types and bike-able shoulders for rural areas (right-of-way permitting).

C. When the regional sewer system is initiated, develop street standards that include closed sewer system and allow narrower right-of-way without drainage ditches.

D. Research funding required and potential sources to enable road improvements and maintenance.

E. Define the criteria for commercial improvements that trigger the need for compliance with new standards. Investigate and adopt cost-effective mechanisms, such as a sidewalk improvement district, to make compliance more affordable.

F. Develop a program to encourage existing neighborhoods to install sidewalks where they are desired.

G. Develop criteria (such as levels of service) for roads that should be maintained by the parish.

H. Obtain authority to use procedures similar to those used by LaDOTD, to enable the design and construction new roadways to proceed while fair market value is being determined for any right-of-way acquisition.

I. Explore the potential for creating a trail system in the parish, including:
   o Research feasibility and cost of using drainageways
   o Gauge community support
   o Listen to land owner issues
   o Create a demonstration project.
J. Work with land owners and developers to investigate the feasibility of, and begin advance land use planning (if appropriate), for a commuter rail station in the north Gonzales/Prairieville area.

K. Revise the Zoning Code to require with all new land development and redevelopment, network connectivity and the provision of corridors and rights-of-way for network connectivity. Encourage connectivity in existing neighborhoods that are locally appropriate and acceptable to complete gaps or missing links in the network.

L. Create, ideally as part of a parish Transportation Master Plan, road classification, access management, and connectivity standards and requirements for all non-state roadways.

M. Follow these recommended steps as Airline Highway evolves.
   1. Optimize traffic flow and capacity within its existing “footprint” through signal synchronization and timing, Intelligent Transportation Systems (ITS) strategies, intersection improvements, and other traffic flow strategies.
   2. Consider improvements for transit traffic flow for potential feasibility and application within the corridor. Such strategies might also include high occupancy vehicle (HOV) lanes, which are feasible on non-limited access arterials in appropriate locations based on traffic volumes, signal density, speed, and other factors.
   3. Develop an Access Management Plan that balances traffic flow, congestion and capacity, adjacent land use access, and safety and mobility for all travel modes.

N. Develop an Access Management Plan for major roadways.
   1. First, the parish should develop access management standards and strategies as part of a roadway classification system. Since most existing major roads are state highways, the parish must defer to LaDOTD’s access management standards for its roads. However, the parish can still develop preferred access management strategies and work with LaDOTD to advocate for their use on state highways.
   2. Second, the parish should work with LaDOTD to create a framework for how and when new access management standards and strategies will be applied on state highways. The typical means of doing so are as land use changes occur (development or redevelopment) and/or when roadway investments occur, such as widening or major resurfacing.
   3. Third, the parish should work with LaDOTD to conduct corridor-specific access management plans, corridor studies, or other similar studies to start proactively addressing desired access, cross-section, and other roadway design changes along critical corridors.
Housing.

A. Introduction.

As expressed by the public during the Plan Ascension process, a central reason that people want to live in Ascension Parish is the relatively lower cost of the homes (at all price levels) combined with the quality of life they are able achieve through:

- The rural character of much of the parish – its roads and byways, views, and distinctly country setting and pace of life
- Close proximity to centers, like the employment center of Baton Rouge, yet with a bounty of natural beauty associated with a rural countryside
- A strong public school system.

With a plan, these values can be retained over time.

As the attraction to Ascension Parish gets even stronger, failing to anticipate the needs of the work force, may sacrifice one of the reasons that make Ascension Parish attractive to workers to fill needs for teachers, police, firemen, store clerks, factory workers, etc. Lack of housing (including cost) that is attractive to the work force negatively impacts the ability to attract workers, therefore job growth, which affects economic development, and ultimately the financial capacity of the parish to provide basic services as well as amenities that contribute to quality of life.

The majority of the housing inventory in the parish is single-family detached homes. However, some of the housing stock is not of a level of quality, safety or in a location that is appealing to that work force.

Ensuring that housing is developed in a manner that contributes to the long-term economic viability of the parish is one objective of Plan Ascension. A key component of the 2030 Future Land Use Map is to encourage varieties of housing types, including a few areas of compact development (centers). These centers will accommodate those that want to locate near a job – thus reducing congestion and reducing development pressure on more rural areas of the parish.

B. Housing-specific Goals and Main Policies.

1. Goals:
   a. Preserve the existing housing stock, and create new housing opportunities, especially for working families.
   b. Provide a complete “housing ladder” of homes that accommodate a broad range of life stages,
with quality homes at each type and price: rural estates, large lot homes, smaller suburban lots, town homes, and even small multi-unit dwellings (duplexes, triplexes, small apartments and condominiums).

c. Ensure that the demand to live in Ascension Parish remains strong - that residential development patterns are attractive to businesses and their workers - so that we preserve the quality of services and businesses that makes the parish attractive.

2. Main policies:

a. The parish shall encourage housing that is attractive to a wide range of life stages (singles, starter families, families with children, empty nesters, retirees), spread throughout the parish.

b. The parish will focus new, compact housing types to locate in areas that have convenient access to employment, shopping, commuter routes and future transportation corridors—in ways that strengthen the existing parish character and emphasize the country setting.

c. The parish will discourage locating incompatible densities adjacent to existing neighborhoods. The parish will require buffers and gradual transitions of density between higher density development and existing adjacent residential neighborhoods.

.2051

Balancing Housing Development and Setting.

A. The Jobs: Housing Balance.

For many, Ascension Parish serves as a "bedroom community" for Baton Rouge - people living in Ascension Parish commute out to East Baton Rouge Parish or other parishes to work. At the same time, some people living in other parishes commute in to work at the major industrial plants in Ascension Parish. A major by-product of this level of commuting is the congestion seen on parish roads.

Since people often shop where they work, enabling those who work in the parish to live in the parish leads to more workers’ dollars being spent in the parish. The more teachers, police officers, firefighters, clerks, coaches, pharmacists and others employees that live and work in the parish, the more they support local business, and the more economically viable the parish becomes over the long run.

Additional employment opportunities in the parish that compete with the employment in Baton Rouge can help reduce commuting and traffic generation. The 2030 Future Land Use Map identifies areas for employment within the parish including the expansion of industry, business parks, commercial and services. Over time, the capacity will be in place to increase the amount of job opportunities within the parish.
B. Providing a Complete Housing Ladder.

The majority of the housing in Ascension Parish currently is single-family detached housing. This style of housing appeals to many but does not meet the needs of the entire community. Considerations for housing that allows a range of choices include:

1. Range of housing types and sizes. The “housing ladder” is a range of housing types - such as single-family units, duplexes, condominiums, apartments, accessory dwelling units, and townhouses - each at a variety of price levels. The housing ladder also should include both home-ownership and rental units opportunities in all units types and price points. The ladder, therefore, can provide a broader choice for the residents of Ascension Parish such as those who cannot afford or do not desire to maintain a larger property. Adding some of these other types of units to the existing stock, the parish will come closer to offering a complete housing ladder.

2. Location of smaller unit types. Plan More compact residential types should be encouraged to locate in centers and other areas close to jobs and shopping. The parish of course will continue to provide opportunities for rural living as well, for those that prefer that lifestyle and are willing to endure longer commutes.

Figure 34: The housing ladder includes a variety of housing unit types: large lot single family (top left), small lot single family (bottom left), duplexes (top middle), townhouses (bottom middle), small apartment buildings, accessory dwelling units (top right), and mixed use buildings (apartments over commercial) (bottom right)
3. Mixed-density development. Rather than create large developments of a single housing type, the plan encourages new development to include a range of home types in a variety of settings, which better reflect the variety of small neighborhoods that exist in the parish today.

4. Rental units. The plan encourages housing opportunities for a range of incomes including rental opportunities. Rental units are one means of providing affordable choices to parish residents.

5. The importance of design. When developing mixed-density and more compact housing, design becomes an important aspect. The goal is to build attractive and functional communities – where residents enjoy living. It is important to ensure that more compact developments are compatible with their surrounding neighborhoods. For new compact development (townhouses and condominiums), the parish should encourage design guidelines as well as open space with mature trees preserved, native vegetation, and energy efficient construction and neighborhood development.

C. Putting Housing Closer to Jobs.

The 2030 Future Land Use Map identifies areas where new development, including housing, is encouraged. Some growth is encouraged in centers that contain a mix of uses – housing, employment, retail and new facilities like schools and fire stations. With a mix of uses comes a mix of unit types available to the community. The development of centers will offer parish residents with a wide range of income the opportunity for housing near employment and services.

D. Transportation Connectivity Is Important to the Total Cost of Housing.

For those in modest income ranges, the cost of car ownership (including gas and insurance) adds significantly to the total cost of housing, especially for multiple driver households. New housing development that allows walkability, short travel distances, and even transit options is attractive to a large segment of the work force. To further help ensure that any new, non-rural new housing development does not disproportionately strain on parish systems, Plan Ascension encourages housing to be located near schools, within adequate sewer districts and on proper road networks.
.2060 (Chapter 7)
INFRASTRUCTURE AND UTILITIES.

A. Introduction.
If land use patterns are unpredictable, it is difficult to plan and provide for the necessary infrastructure that will be required to accommodate future growth in the parish. Many services to parish residents are provided by privately-owned utility companies. The 2030 Future Land Use Map will help the parish and these companies provide services and appropriately sized infrastructure in an efficient manner by guiding where growth should occur and at what intensities. Being able to plan effectively for infrastructure likely will help to reduce costs for all residents of the parish.

Infrastructure costs are closely tied to development patterns - there are many capital costs that are sensitive to the type and location of growth. Generally, when growth occurs in lower densities, utility providers incur a disproportionate additional cost (more miles of infrastructure per house) than they would if they provided the service to more compact forms of development.

B. Infrastructure- and Utilities-specific Goals and Main Policies.
1. Goal: Provide adequate public utilities to current and future residents, businesses and guests of the parish.
2. Main policies.
   a. Parish land use decisions will be consistent with the 2030 Future Land Use Map. The parish will make land use and infrastructure decisions consistent with Plan Ascension and the 2030 Future Land Use Map.
   b. The parish will require adequate infrastructure, utilities, facilities, and services to be provided concurrent with new development. Associated expenses will not be paid for with parish government funds (cost will either be borne by developer or private utility provider).
   c. The parish will work with utility providers to ensure adequate service by sharing land use plans and contacting providers in regard to development proposals.

.2061
DOMESTIC WATER.

A number of entities provide domestic water to Ascension Parish. Private wells do exist in the parish but, especially on the East Bank, the well-water quality suffers due to the prevalence of brackish groundwater.
A. Water Service Providers.

1. Ascension Water Company (AWC). Ascension Water Company (a subsidiary of Baton Rouge Water Company) serves approximately 65% of the parish population on the East Bank. The parish and AWC have a 20-year franchise agreement that was established in 2006 and is to be re-evaluated in 2027. The agreement permits AWC to lay, repair, construct, maintain, relocate and operate water mains and pipes and other related equipment in, under, along and through the public property, streets, avenues, alleys, roads, highways, and other parish rights-of-way for the production, transmission, distribution and sale of potable water to the Ascension Parish residents and businesses.

The water company believes that it has adequate supplies to service the projected 2030 population. Developers do pay the cost of water line extension to individual projects within the service area. However, AWC is implementing its own plans to extend and improve service, retrofit lines and install fire hydrants in its service area.

Adequate water pressure is a concern in the parish, and AWC is increasing water pressure with improvements to the system and two elevated water tanks.

2. Darrow Water District. The Darrow Water District provides service to approximately 380 customers in the Darrow and Hillaryville areas. St. James Water Company provides water to the Darrow Water District as well as to the Town of Sorrento; the source is surface water from the Mississippi River. Due to supply and pressure issues, discussions are being held to determine if Ascension Water Company or an Ascension Consolidated Utilities District will assume water service in the area.

3. Other East Bank providers. Diversion Water supplies water to areas in the north portion of the parish. Ascension Waterworks District (AWWD) No. 2, in the Darrow area, is supplied by St. James Water. French Settlement Water Company has a line that goes under the Amite and serves 12 camps in northern Ascension Parish.

4. West Bank providers. The Donaldsonville area is served by both Peoples Water Service and Ascension Consolidated Utility District No. 1 (ACUD 1). St. James Water Company serves parts of the Lemanville area. Other areas have independent wells.

5. Industry. A number of the individual industries supply their own domestic water whose source is from either the Mississippi River or private wells.

B. Water-specific Goal and Main Policies.

1. Goal: Provide domestic water to the residents of the parish in quantity, pressure, and quality that meets or exceeds health and safety standards.

2. Main policies:
   a. Developers and / or private utility providers (and not the parish) should be required to install infrastructure needed to support domestic water connection and adequate fire flow.
Ascension Parish Community Public Water Systems

NOTE: The geographical extent of the distribution areas approximations based on water supplier data are subject to revision, and may not be used for any purpose other than informational. DHH does not guarantee that service is provided everywhere within the distribution area polygons. Wells located inside the LA1033019 distribution area polygon may be owned by individual water systems, as indicated by a different PWSID, with individual distribution areas whose geographical extents are not currently available from DHH.

There are no community public water systems in the southeaster portion of the parish. The data shows estimated number of persons served by each water system. Non-community water systems and domestic wells are not included. Community public water systems included on this map are those that serve the general population, e.g., industrial customers. Non-community intakes are typically used for potable and process use in industrial facilities and do not serve the general population. Non-community systems may be used for potable purposes by convenience stores, churches, slide parks, industrial facilities, etc.

<table>
<thead>
<tr>
<th>PWS ID</th>
<th>PWS name</th>
<th>Population served</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>LA1005001</td>
<td>ASCENSION PARISH WATER WORKS DISTRICT #2</td>
<td>1202</td>
<td>225-952-7616</td>
</tr>
<tr>
<td>LA1005004</td>
<td>BON TERRE CORP.</td>
<td>72</td>
<td>225-644-5454</td>
</tr>
<tr>
<td>LA1005006</td>
<td>BELLE RINA</td>
<td>88</td>
<td>225-952-7316</td>
</tr>
<tr>
<td>LA1005017</td>
<td>KENNEDY HEIGHTS SUBDIVISION</td>
<td>56</td>
<td>225-952-7315</td>
</tr>
<tr>
<td>LA1005030</td>
<td>LA1005030</td>
<td>13560</td>
<td>225-647-2841</td>
</tr>
<tr>
<td>LA1005036</td>
<td>SUMMERFIELD SUBDIV.</td>
<td>22</td>
<td>225-647-7388</td>
</tr>
<tr>
<td>LA1005046</td>
<td>JIMMY BABIN APARTMENTS</td>
<td>78</td>
<td>225-644-6617</td>
</tr>
<tr>
<td>LA1005060</td>
<td>SUMMERFIELD SUBDIV.</td>
<td>25</td>
<td>225-445-3706</td>
</tr>
<tr>
<td>LA1005112</td>
<td>BOBS TRAILERLAND</td>
<td>144</td>
<td>225-647-2528</td>
</tr>
<tr>
<td>LA1005114</td>
<td>SHADY OAKS MHP</td>
<td>192</td>
<td>225-445-3706</td>
</tr>
<tr>
<td>LA1005118</td>
<td>COUNTRYSIDE MOBILE HOME COURT</td>
<td>140</td>
<td>225-647-7368</td>
</tr>
<tr>
<td>LA1005144</td>
<td>PLANTATION MOBILE HOME VILLAGE</td>
<td>132</td>
<td>225-445-3706</td>
</tr>
<tr>
<td>LA1005147</td>
<td>WHITE ROAD MOBILE HOME PARK</td>
<td>152</td>
<td>225-647-7368</td>
</tr>
<tr>
<td>LA1005152</td>
<td>PINE TRAILER PARK</td>
<td>60</td>
<td>225-715-6425</td>
</tr>
<tr>
<td>LA1005153</td>
<td>MARANTHA ACRES S/D</td>
<td>72</td>
<td>225-952-7316</td>
</tr>
<tr>
<td>LA1005171</td>
<td>OAK VILLAGE MOBILE HOME</td>
<td>116</td>
<td>225-929-9510</td>
</tr>
<tr>
<td>LA1005186</td>
<td>CORNERVIEW FARMS</td>
<td>25</td>
<td>225-952-7316</td>
</tr>
<tr>
<td>LA1005202</td>
<td>COUNTRYVIEW MOBILE HOME COURT</td>
<td>116</td>
<td>225-647-0503</td>
</tr>
<tr>
<td>LA1005203</td>
<td>DIVERSION WATER - NEW RIVER ESTATES</td>
<td>36</td>
<td>225-673-8560</td>
</tr>
</tbody>
</table>

The data serves as the basis for the mapping of private and public water providers in Ascension Parish. The data is provided by the Louisiana Department of Health and Hospitals (LDHH) through its Safe Drinking Water Program (SDWP) and may not be used for any purpose other than informational. LDHH does not guarantee that service is provided everywhere within the distribution areas. Therefore LDHH and its SDWP does not guarantee the quality and accuracy of this dataset. However, the user should be aware that the information on this dataset and does not accept any responsibility for any and all eventual consequences arising from its use.
b. The parish will work with Ascension Consolidated Utilities District 1 (ACUD 1) to supply domestic water to new development on the West Bank outside the limits of the City of Donaldsonville.

C. Water Service-specific Strategies and Actions.

1. Work with all of the water suppliers and providers to make investments to systems to facilitate the uses indicated on the 2030 Future Land Use Map. Provide to the water supply companies the information about future land use that will enable them to plan their systems to provide adequate supply and pressure in an efficient manner, which will provide the parish residents with the best possible rates for the services.

2. Work with Ascension Water Company to assure that water infrastructure is able to provide adequate quantity and pressure to serve the centers proposed in Plan Ascension.

3. Encourage consolidation of water services where feasible to achieve a more unified service and ensure a stable and dependable water source for all areas of the parish.

4. Require developers or water companies to extend all lines for service. Infrastructure and services are not to be paid for by the parish.

5. Require adequate fire flow with construction including enhanced water pressure and service capabilities for fire protection.

6. Work with Ascension Water Company to inform users about water supplies, future demands, and if appropriate implement a program to encourage water conservation measures.

7. Investigate the potential re-use of reclaimed water from the regional treatment system to reduce the cost of water in landscaping and industrial applications and provide a revenue source to the parish.

8. Work with water providers to obtain Geographic Information Systems mapping data of existing water lines and maintain data with yearly updates.

.2062
Wastewater (Sewer).

There are two types of wastewater treatment systems in the unincorporated parish: septic tanks (including Mo-Dads) for individual homes and self-contained package treatment systems for major subdivisions. The municipalities of Donaldsonville, Sorrento, and Gonzales have wastewater treatment facilities to service their residents. The majority septic tank treatment systems release partially treated effluent directly into the bayous, ditches and lakes of the parish. Many of the 150+ package treatment plans that serve larger subdivisions in the parish work relatively well and their discharges meet current standards. However, there is not an effective monitoring program to assure that the effluent continues to meet adequate standards.
Due to the cumulative effects of these systems there are relatively high levels of pollutants in the various water bodies in the parish. Numerous violations of National Pollutant Discharge Elimination System (NPDES) permit effluent limitations for the discharges have occurred. Such conditions result in a significant potential for waterborne health problems in the parish. The Louisiana Department of Environmental Quality (LDEQ) is promulgating new standards for sewer discharge to address the pollution levels. The new standards are expected to exceed the capability of current package treatment systems and will likely only be able to be met by the technology employed in regional treatment plants.

A. A Planned Regional Wastewater System.

The parish and the US Army Corps of Engineers have worked together to design a regional wastewater treatment plant and collections system that will be extended in phases to the more developed areas of the parish. The areas served by the city systems, or this regional system, will be the areas that can support significant additional development in the parish.

1. Sewer District Business Plan. The 2007 Ascension Parish Capital Improvement Business Plan provides a “road map” for the improvement and development of the wastewater infrastructure. It includes identification of water and wastewater infrastructure projects, work sequencing, identification of funding, cost opinions, ordinance recommendations, parish sewer utility department creation, and recommendation for development base project specifications.

2. Cost to parish. It is projected to cost an estimated $200 million, according to the Corps plan, to implement the Sanitary Sewer system. The project will be funded through grants and local funds, and the debt will be reimbursed through service fees. Additional costs for the project include:

   a. Additional personnel. The parish will need to create a sewer division to manage the operations and maintenance. Salaries, facilities and equipment will be required.
b. Operations/maintenance. Operations and maintenance costs for wastewater facilities will include: treatment plant, lift stations, force mains, and gravity lines. Operations and maintenance costs will increase as the implementation area grows and the life of the facilities increases.

B. Other Sewer Plans.

In addition to the parish-wide system, other measures have been taken to plan for the treatment and discharge of wastewater.

1. Darrow Sanitary Sewer System. An award was authorized in 2004 for the construction of a sanitary system in the Darrow area.

2. Hillaryville. Community wastewater improvements include gravity sewer lines and a waste water treatment plant.

3. Ascension Parish Jail. A tie-in of the parish jail to City of Donaldsonville system is being engineered and would include a sewage pump station and force main that would serve the vicinity of Lemanville.
C. **Wastewater-specific Goals and Main Policies.**

1. **Goals:**
   a. To operate and maintains a sanitary sewer system that protects the health of the public and environment and eliminates the discharge of wastewater into surface ditches and streams.
   b. To use infrastructure phasing to help realize the development pattern direction of this plan.

2. **Main policies:**
   a. The parish will work with the US Army Corps of Engineers to implement the Sewer Master Plan prepared by the Corps. The parish should adopt revisions to the plan as required.
   b. The parish sewer system should operate in compliance with all local, state and federal standards.
   c. On-site treatment plants and discharge to ditches or surface waters should only be permitted in areas where the sewer system does not extend. All on-site discharges should meet local and state regulations. Prior to availability of central sewer service, individual and package treatment plants may be used if:
      i. The developer’s facility meets parish water quality discharge standards
      ii. The users of the system agree to connect to the parish-wide treatment system once the system is within 50 feet of the subdivision perimeter and, immediately after hook-up, the package plant is properly decommissioned.
   d. The parish-wide sewer treatment district is intended to be expanded to serve all areas of the parish that desire to be served, and that can be served cost-effectively.
   e. The cost of the sewer system should be borne by the users of the system.
   f. Sewer effluent that does not meet parish or state water quality discharge standards is not discharged into drainage ditches or surface waters of the parish.
   g. Residents and businesses within the sewer treatment district should be required to connect to the new sewer system when the service lines reach their area.

D. **Wastewater Treatment-specific Strategies and Actions.**

1. Develop detailed policies and procedures for development within the regional sewer district boundary prior to full implementation.
2. Work with the ACOE to modify the phasing of the sewer plan to incentivize the creation of the new town and centers by having those areas as early phases of the system. The parish should also modify the sewer district to include growth
areas west of I-10 in the Dutchtown / Geismar area. Phasing of the sanitary sewer system needs to pay attention to logical sequencing of system extension but also include some less efficient forks in order to incentivize centers.

3. Work with LDEQ and the State Dept. of Health and Hospitals to create an appropriate inspection/certification plan to allow development to continue without increasing water pollution levels.

4. Designate (or create) a staff position whose duties will include:
   a. Implementing the existing ACOE Sewer Master Plan and associated business plan.
   b. Conducting regular inspection of all sewer discharges in the unincorporated parish and monitoring water quality (coordinate with LDEQ).
   c. Coordinating with other parish departments to ensure concurrency of sewer line installation with road improvements
   d. Working with the ACOE to modify the sewer boundary as appropriate.
   e. Creating an ordinance and program to require residences and businesses to connect to sewer once the system is in proximity of the property.

.2063
STORMWATER DRAINAGE.

West of the Mississippi, the parish drains into bayous that flow west and south. The west parish bayous are connected hydraulically to the Gulf of Mexico, and therefore the bayous’ capacity is affected by tidal activity.

The majority of the eastern part of the parish historically drained south westerly to the Mississippi. Due to levees constructed along the river, drainage has been rechanneled into canals, bayous and historic streams that flow to the east, and southeast. From there the water has to be mechanically pumped into Moore Pond, Lake Pond and Lake Pontchartrain.

Locally the parish drainage system consists of open ditches that drain to bayous and creeks. Because of the high cost of land that must be acquired to widen parish roads, which is even larger when including surface drainage ditches, the parish is considering gradually converting to a subsurface piped storm drain system below the roadways. The phasing is a challenge because the drainage ditches cannot be filled in until the regional wastewater treatment system can receive the discharge that empties into the ditches.

There are very few subsurface drainage systems within the parish. Stretches of LA 42 from Airline Hwy to Jefferson and LA 44 from LA 30 to LA 621 have existing closed storm drainage systems. Current projects on LA 42 and LA 73 will widen the roads and include closed drainage and sewer systems.
The parish has adopted Drainage Resolutions (Appendix V of the Land Development Code) and a Floodplain Damage Prevention ordinance (Chapter 9.5 of the Ascension Parish Code of Ordinances). The parish currently is preparing a master drainage plan (concurrent to this update). As the parish grows, stormwater drainage will need to be considered along with road and sewer improvements. As development occurs in growth areas such as in and around centers, roads will be widened and ditches replaced by subsurface drainage systems. In other areas, the open ditches will remain. Considerations as to whether a section will be open or closed include: land value, setback of adjacent structure, and continuity of the system. Even though there will be opportunities to consider road and drainage issues concurrently, the parish will need to address drainage needs regardless of road improvements. In some cases, the improvements to the two systems may not coordinate.

A. Drainage Districts.

The drainage canals in the parish are under the jurisdiction of two drainage districts—East Ascension Parish and West Ascension Parish. The East Ascension Parish Drainage District currently has a long-term project to evaluate each major drainage canal in the district and reshape the channel to optimize its flood-handling capacity.

B. Stormwater Drainage-specific Goals and Main Policies.

1. Goals: Manage drainage in the parish to protect health and safety and to protect the natural functioning and health of the environment.

2. Main policies:
   a. The parish should comply with the National Pollutant Discharge Elimination System (NPDES) as required by Section 402 of the Clean Water Act.
   b. The parish should encourage the use of Best Management Practices (BMPs) in stormwater management design practices.
   c. BMPs should be applied for stormwater drainage management. Post-construction BMPs should be implemented when possible.

C. Stormwater Drainage-specific Strategies and Actions.

1. Coordinate the Drainage Master Plan with Plan Ascension. The drainage plan should consider specific future land uses and development patterns identified in the 2030 Future Land Use Map. In addition, the drainage plan should include stormwater Best Management Practices such as bioswales, rain gardens, infiltration systems, etc which are to be applied to development projects.
   a. Develop standards for the subsurface stormwater drainage system.
   b. Develop a procedure to coordinate stormwater drainage into parish and state road projects (see section 17-2065 for details on infrastructure coordination).
A. Utility Providers.

Private utility providers servicing Ascension Parish include Cox (telephone), Eatel (telephone), AT&T (telephone), Atmos Energy (natural gas), Entergy (electric), and DEMCO (electric).

B. Servitudes.

Currently, private utilities are placed in servitudes outside of public road rights-of-way. This practice frequently creates a hardship on the parish when the improvements to widen, or realign roadways encroachment into a servitude resulting in the need for the parish to relocate the servitude and the utilities.

Franchise Agreements with utility providers may allow the parish to set regulations regarding use of its right-of-way for service lines and to collect a percentage of the fees collected by the utility.

C. Private Utility Provider-specific Goals and Main Policies.

1. Goal: The parish will promote access to adequate utility service.
2. Main policies:
   a. The parish has a responsibility to ensure the orderly, cost-effective provision of all utilities to its residents and businesses.
   b. Servitudes are encouraged along rear lot lines if accessible due to the presence of an alley, a greenway and / or trail system.
   c. Future servitudes should be designed and sized to allow for future infrastructure connection.
   d. It is in the interest of parish residents’ health and safety that all parcels within the parish have adequate access to utilities at a level that supports the development and needs of its residents. The parish will review current

Figure 38: Examples of stormwater drainage Best Management Practices (BMPs): bioswale (left) and infiltration system (right)
practices to ensure that proper servitudes and roads are created per adopted infrastructure master plans.

D. Private Utility Provider-specific Strategies and Actions.

1. Coordinate with private utility companies to provide them with the planned growth information so that they can adequately plan their facilities for the future.

2. Revise subdivision regulations to require new utility lines to be located within the rights-of-way of minor collector and larger parish roads.
   a. Existing servitudes not impacted by road improvement plans may remain.
   b. Within subdivisions, servitudes may be located outside of local road rights-of-way. Rear servitudes are encouraged for cosmetic reasons and to assist in the creation of shared green space and trails. However, the servitude must allow multiple uses within it and also have the connection to infrastructure and utilities in the rights-of-way.

3. Parish Council should consider adopting an ordinance that states new servitudes will be fully dedicated (fee title) by the developer to the parish upon subdivision approval.

4. Review and modify subdivision standards, zoning code and building code to address servitudes. Include a requirement for the establishment of proper servitudes. Discussions with utility providers on adequate servitude widths, such as 30 feet, may need to occur prior to adopting a standard.

5. Study the feasibility and costs of requiring utilities to be placed underground.

6. Consider modifying parish roadway cross sections and require franchise agreements to place utilities within the right-of-way.

2065 Coordination of Infrastructure.

Over the next two decades, a significant amount of infrastructure will need to be implemented to remedy the issues that the parish is facing today: drainage, wastewater sanitation, and traffic congestion. Phasing and coordinating infrastructure plans and construction will help direct growth and allow for the most efficient installation as possible. Road improvements along with sanitation sewer and stormwater sewer installation are the most critical (and expensive) components to coordinate and phase. Water lines and servitudes for other utilities (gas, cable, electric, telephone) will also need to be considered in some areas.

The State of Louisiana requires widening projects for state roads must include provisions for any community sewer and drainage systems. For state road projects, the costs for installing the sanitary sewer are to be borne by the parish. However, since the state
maintains all roadside ditches and storm drain facilities the state will bear the cost for storm drainage on state roads.

As improvements are made, it will be important for infrastructure to be sized to accommodate the 2030 Future Land Use Map for both development pattern and density. Due to the extent of required projects (sewer installation, road improvements, and drainage projects), another important position that the parish must take is prioritizing the quality of new infrastructure over the quantity.

A high priority for roadway and sewer improvements should be to extend to designated centers. This increases relative to the number of people served, which will increase revenues to reimburse costs, and will provide service to the most people in the initial stages of implementation. For example, infrastructure to the new town center in Prairieville should be an initial phase for a sewer and road system that can support the intended land uses and densities.

A. **Coordination of Infrastructure-specific Goals and Main Policies.**

1. **Goal:** To provide infrastructure to support growth in areas determined to be favorable to the economy and will coordinate and install infrastructure improvements in a timely and fiscally efficient manner within the parish.

2. **Main Policies:**
   a. The parish will work with the utility companies and state agencies to insure their phasing schedules match the parish priorities and plans in place and underway.
   b. All state and federal improvements accomplished within Ascension Parish shall be coordinated with all utilities, including sewer dry lines and conduit crossings as necessary for future expansion of utilities.
   c. Priority will be given to areas in which full support of affected owners have been granted and they have cooperated and expedited the process for right-of-way acquisition.
   d. All utilities shall be installed underground and coordinated within the parish right-of-way to prevent costly private relocations at a future date.

B. **Coordination of Infrastructure-specific Strategies and Actions.**

1. Coordinate infrastructure and utilities with regional sewer improvements. Many segments of the overall system will occur based on the phasing of the regional ACOE sewer district plan.

2. Prioritize infrastructure and road improvements according to how the projects incentivize the 2030 Future Land Use Map (including the creation of centers) and size them according the 2030 Future Land Use Map uses and densities.
3. Install new sewer collection systems concurrent with parish roadway widening projects if the sewer collection system is planned for extension into that area within three years of the planned roadway project.
   a. Develop guidelines that describe the general procedures for the installation and extension of utilities and infrastructure within the parish. An example may be the Lafayette Utilities System development guidelines.8
   b. Plan to fund the construction of sewer collection systems for state roadway improvement projects.

4. Apply two options for handling the sewer/utility lines location within the road rights-of-way:
   a. The utilities can be placed under the road within the road right-of-way. If funds exist to install a mainline sewer, it would be cost effective to install it at the time of road construction. Connections will then happen later to the trunk line under the road.
   b. All utilities can be placed together within a utility servitude or easement offset from the road outside the actual right-of-way. Building setbacks need to be expanded to accommodate the servitude/easement. If funds do not exist to install sewer at the time of road widening, acquire the utility servitude during right-of-way preservation. Utilities may be placed in the easement at a later date when need is presented or funds are found.

5. Adopt a defined location of utility placements within the right-of-way so individual utilities can plan in advance where their placement should occur (whether it is under the road or in an offset easement). Ascension Parish has franchise agreements with the utility companies, that often specify larger-than-normal spacing or servitude requirements. In the case of road widening, replacing these wide servitudes greatly increases the cost to the parish. The

---

8 For more information visit www.lus.org/site129
individual franchise agreements will need to be reviewed, and possibly modified, during the creation of the guidelines to ensure the ability to comply.

6. Consider stormwater drainage systems along with roadway improvements where a central sewer is present. The appropriate drainage system will be determined on a case-by-case basis.
   a. Overall, open drainage is preferred as a Best Management Practice. However, for areas where it is cost-effective in terms of land acquisition for rights-of-way, stormwater drainage may be piped and included in the roadway section.
   b. New roadway projects that have been estimated for budget purposes should also include the storm drainage system.
   c. The parish currently maintains the roadside ditches so there should not be much additional cost to maintain a closed storm drain system.

7. Anticipate being responsible for all improvement costs for projects on parish roads: road widening, curb, storm drainage, and sanitary sewer. If the parish receives state funding for the roadway improvements through a grant, it is possible the state will also require that a sewer system be installed along with the roadway improvements. If the project is funded only by parish funds, the parish would have the option to construct the sewer system, depending on the stage of the collection system and available funds.

8. Amend the zoning code to add requirements that adequate installation of infrastructure and utilities needs to be in place prior to a development proposal consideration.


**.2070 (Chapter 8)**

**PUBLIC SERVICES.**

A. **Introduction.**

Public services support the community and, in return, current levels of service should be maintained into the future. If the level of service is not maintained, the quality of life for all residents is diminished. Population growth is challenging the ability of local service providers to keep up with increased service demands and school enrollments - including those services provided by the parish. The quality of life in the community is directly related to maintaining an acceptable level of these vital services. Plan Ascension provides general directions for maintaining and improving these functional aspects of our community that are often taken for granted but that are essential to “livability” to ensure that quality services continue to be provided as the parish grows.

B. **Public Services-specific Goals and Main Policies.**

1. Goal: Ensure adequate services and facilities are provided for the existing and future parish population.
2. Main policy: The parish will work with non-parish service providers, such as the school district and health care providers, to ensure that they can provide adequate services and facilities to meet demands of the growing population.

C. **Public Services-specific Strategies and Actions.**

Encourage cost-effective development and discourage growth patterns that cause disproportionate increases in cost of services. Growth should occur where it can be supported with adequate infrastructure and services and where it does not result in negative impacts on existing roadways. Knowing where and at what levels future development is to occur will allow services to better plan for future needs.

**.2071**

**Law Enforcement.**

A. **Law Enforcement-specific Issues.**

As the parish continues to develop and increase in population, law enforcement service needs will increase and become more specialized. Though the growth pattern described by this plan will help improve coverage
and response times, more intense land uses require attention to other details, and this will likely be the case in the Neighborhood Centers and the Small Town Center. As the centers develop, it will be important to follow proven principles and guidelines in planning and designing medium and higher density development so as to not foster increased criminal activity and avoiding concentrated areas of low-income housing.

B. Law Enforcement-specific Strategies and Actions.
   1. Consider placing annex stations in one or more of the identified centers.
   2. Embrace the use of Crime Prevention Through Environmental Design (CPTED) when reviewing and designing higher density projects. These principles are incorporated into Plan Ascension via general guidelines for centers, distributing housing types throughout the growth area of the parish, providing neighborhood layouts and home types that provide “eyes on the street” and on public places.

.2072.
Fire Protection.

A. Fire Protection issues.

Currently there are three fire districts and nine fire departments within the unincorporated parish. The departments provide emergency services in addition to fire protection. Most of the fire departments are staffed primarily by volunteers.

Increases in population will require additional fire facilities in order to maintain adequate fire insurance ratings (which affect insurance premiums) for home and business owners. Insurance ratings take into consideration communication systems, water availability, and staffing, but strongly emphasize response times which are a function of the spacing of fire stations.

The three main issues that Plan Ascension addresses in respect to fire protection:

- Lack of road connectivity that extends the miles traveled to reach a locale and adds to traffic congestion which compromises the ability to reach a destination in an acceptable time frame.
- The lack of hydrants and poor fire flow pressure occurring in some areas of the parish.
- The need for additional funds to supplement sales and property taxes.

   1. In appropriate locations, encourage compact development and its positive impact on fire insurance ratings. Reasonable fire insurance ratings can be
expected for people located within the one and one-half mile service radius of a station.

2. Fill in key missing link connections in the major roadways, and require that new development provide a connected system of streets that have multiple accesses.

3. Locate new stations in centers where proximity to population and adequate roads exist.

4. Assist the fire districts and work with water providers to ensure adequate pressure exists for fire flow.

5. Required hydrants in new subdivisions as determined by the associated fire protection agency. Representatives from the fire protection districts should be involved in development review.

6. Consider adopting concurrency requirements for new development to ensure infrastructure (on-site and off-site) and services can support the development and the needs of its resident, including fire district service.

Emergency Preparedness.

A. Emergency Preparedness-specific issues.

The Ascension Parish Office of Homeland Security and Emergency Preparedness (OHSEP) provides emergency response coordination for internal emergency response agencies within all cities and townships of Ascension Parish. The service includes: educating the general public to prepare for potential emergencies, training and employing emergency responders, and managing efforts toward a rapid recovery from disasters.

After the experiences of Hurricane Katrina, Ike and Gustav, the following needs emerged:

- Appropriate debris storage is needed where the debris can remain in place for an extended period without impacting the usability of community amenities like parks and recreation fields. Options include:
  - Undeveloped land at Lamar-Dixon Expo Center.
  - Agricultural fields (perhaps too remote for efficient use).
  - Unused portions of large industrial properties (remote and many are forested).
  - Open space purchased closer to the growth area (and used for informal recreation).
Figure 40: Mapping of parish fire districts and station locations
In the cases when emergency shelters are needed, community centers and Lamar-Dixon should be considered over schools so that school operations can return to schedule as soon as possible.

In addition to being located in a hurricane zone, the parish is the home of several petrochemical industries. The duty of the Ascension Parish Chemical Industry’s Community Awareness Emergency Response Committee (CAER) is to inform the community about the chemical industry, what it manufactures, and what chemicals are used. To better inform the community of a chemical emergency, the CAER Committee has installed a Community Siren Emergency Alerting System.


1. Continue the siren and telephone alert systems that are activated in the event of a chemical emergency that may affect the nearby community.

2. Establish the transition areas designated in the 2030 Future Land Use Map.

3. Conduct additional scientific studies to determine the actual impact area of a potential chemical release and to determine if the land use plan should be modified for safety considerations.

4. Make road improvements according to the Roadway Improvements Map to improve connectivity and capacity of roadways which will improve the number of emergency routes available.

5. More strictly apply floodplain regulations to lower the impact development may have on flood levels and lower the potential damage to lives and property caused by flood events.

6. Work with property owners of large tracts, and prepare long-term agreements for the temporary use of agricultural fields and / or industrial properties for debris storage in the case of an emergency.

7. Review the adequacy of Lamar-Dixon and the existing community centers serving as temporary emergency shelters.

8. Continue to work toward the implementation of the parish 2009 Hazard Mitigation Plan.

2074
Schools / Education.

A. School-specific Issues.

In the last 10 years the district added 3,000 students and grew from 16,000 students to 19,000 students. The district has opened eight schools in last seven years. However, five of those schools were needed just to catch up with the demand of the 2005 population.
Future growth will necessitate significant increased school construction. The projected doubling of parish population by 2030 could generate up to 20,000 students (potentially double the current number). Over and above the four existing high schools (Dutchtown, East Ascension, St. Amant, Donaldsonville), the district owns a high school site in Prairieville and anticipates needing a high school site eventually near Sorrento. Even if the average household size of future residents declines, it is likely that a large number of middle and elementary schools will be needed to accommodate the education needs of future parish children.

Adequate school sites are increasingly difficult to find and afford, especially in the right locations. Currently, the district practice is to purchase less expensive sites in the direction of growth, but further out where land is cheaper. Extending infrastructure to school sites encourages growth to follow because it is attractive to development to access the already extended infrastructure. The location of schools is an important factor to cost-effective growth and efficient use of resources.

Approximately 10% to 15% of students are driven to school by their parents, the rest are bussed (very few students walk). The district maintains a fleet of 200 busses. Additional growth will increase the cost of bussing. Future schools in the planning area should be located within walking distance of as many homes as possible to promote healthy communities and reduce travel needs.

**B. School-specific Strategies and Actions.**

1. Work with the school district to locate new school sites based on the 2030 Future Land Use Map. School sites should be identified during neighborhood planning processes and encouraged to locate near or in centers. Work with the School District to assure that school locations will reinforce the objectives of Plan Ascension.

2. Locate schools adjacent to parks, and vice-versa, to promote the synergy of uses whenever possible.

3. To enable the school district to create new facilities to accommodate the projected growth, the parish should work with developers and the school district assist in funding schools.

4. Ensure a variety of housing types at different price points, so that the school district can retain quality employees who can afford to live in the parish.

*Figure 41: Quality schools are an important aspect of the parish that should be protected over time*
2075
Library.

A. Library-specific Issues.

There are four library branches located in the parish: Prairieville, Donaldsonville, Geismar/Dutchtown, and Gonzales. As a use that attracts people and provides a place for the community to socialize, library branches are important components of future centers by improving the synergy of uses.

B. Library-specific Strategies and Actions.

Locate branch libraries in future centers, near other social activities such as a post office, shopping, and schools.

2076
Healthcare.


Healthcare is an important factor for families, retirees and large businesses in choosing where to locate. Ascension Parish is served by four hospitals: three in Gonzales and one in Belle Rose. In addition, the Ascension Parish Health Unit provides basic medical care and social services. Additional healthcare can be obtained at the various private physician offices in the parish.

As the parish approaches 200,000 population it will need and support additional healthcare capacity that will likely come through expansion of the existing hospital facilities, as well as the Ascension Parish Health Unit.

B. Healthcare-specific Strategies and Actions.

Encourage a new healthcare facility to locate in the new town center in the Prairieville vicinity so that it is in close proximity to the planned growth areas.

2077
Airport.

A. Airport-specific Issues.

The Louisiana Regional Airport is located in just south of Gonzales. The general aviation facility is owned and operated by the Ascension-St. James Airport and Transportation Authority. Multiple parties assist in the continuance of the facility:
The Federal Aviation Administration (FAA)  
The LaDOTD  
Ascension Parish  
St. James Parish.

The long term plan for the airport is to remain a general aviation facility for local business and recreation. There are no plans to expand the role to a larger facility (cargo or air carrier facility). However, to improve the current facility, plans have been made to:

- Extend the length of the runway
- Add hangers and approach lights
- Maintain vegetation (for adequate clearance).

The facility is not opposed to industrial or business park uses in the vicinity if adequate roads are constructed to serve the uses and buildings are placed so as to not obstruct flight paths.

**B. Airport-specific Strategies and Actions.**

1. Continue to respect the airport overlay zone that addresses FAA concerns on development height and use. The zone also addresses associated noise from the operation. New development within the overlay zone should continue to abide by these regulations so that the integrity of the airport is preserved. The parish should avoid making land use and zoning modifications that compromise the integrity of the airport.

2. Continue to work with the Ascension – St. James Airport and Transportation Authority to address operation needs of the facility including the consideration of additional roads in the area to provide additional access.

**2078 Solid waste.**

**A. Solid Waste-specific Issues.**

Solid waste collection in unincorporated Ascension Parish is handled by private companies. The BFI Colonial Landfill, a privately-owned landfill handling (Type I) and municipal (commercial and residential) /non-industrial (Type II) solid waste, is located...
on Hwy 928 in the vicinity of Sorrento at the Department of Public Works (DPW) yard and is the only permitted landfill in the parish. It accepts solid waste from other parishes, municipalities and businesses outside Ascension Parish as well as the within the parish. The current facility has an estimated life span of an additional 46 years. Though capacity is seen as sufficient, it is infinite and therefore solid waste reduction programs and efforts are warranted.

Currently there is one central recycling facility in the parish in the vicinity of Gonzales.

**B. Solid Waste-specific Strategies and Actions.**

Expand the parish recycling program including locating additional satellite recycling and solid waste collection facilities in the designated centers.

*Figure 43: Location of the parish landfill: south of Sorrento at the Department of Public Works (DPW) yard off of Hwy 70*
.2080 (Chapter 9)

ENVIRONMENTAL AND CULTURAL RESOURCES.

A. Introduction.

Historic and cultural resources were noted as valued attributes of the parish during the Plan Ascension process. Historic and cultural resources play a role in remembering history and taking pride in the past. They also contribute to tourism and attracting visitors to the parish. With the direction of Plan Ascension and collaboration with outside party efforts, the parish continues the course of conserving its environmental and cultural resources.

B. Environmental and Cultural Resources-specific Goals and Main Policies.

1. Goals:
   a. Leverage parish physical assets and expand cultural and entertainment programs—all to better people’s experience living in, working in, and visiting the parish.
   b. Protect, conserve and restore the parish’s natural resources and systems, especially ecologically sensitive areas.

2. Main policies:
   a. The parish should direct growth to appropriate areas away from valued natural landscapes.
   b. The parish should retain rural areas that reflect the history of agricultural in the area.
   c. The parish should consider the protection of environmental and cultural resources during land use and development decisions.

.2081

HISTORIC AND CULTURAL ASSETS.

A. Asset Inventory.

Ascension Parish has a strong cultural heritage that has shaped the region into what it is today. Part of the heritage is the agricultural plantation tradition, along with structures and sites that have been conserved over centuries. Retaining these historic and cultural assets can help a community retain its pride and identity over time as new development and people enter that community. Historic and cultural assets also enhance tourism within the parish, which helps diversify the economy and provides additional revenue to local businesses.
Ascension Parish has an impressive resource of historic and cultural assets. They include cultural and historic sites such as:

- Ascension Parish Court House, Jail, and Louisiana Square
- Ashland Belle-Helene Plantation
- Bocage Plantation
- Fort Butler
- Houmas House
- L’Hermitage Plantation
- Donaldsonville Historic District
- Galvez Town Site
- Landry Tomb
- Palo Alto Plantation.

Historical and cultural assets also include historic structures such as:

- Ascension Church
- Bel House
- Dixon (Moore) House
- Helvetia Dependency
- Lemann Store
- Mulberry Grove
- Parish Hall
- Rome House
- Ashland Building
- Sisters of Charity Church
- Evan Hall Slave Cabins
- Jacob (Nassar) House
- Lousteau House
- Palo Alto Dependency
- Robert Penn Warren House
- St. Emma

Insensitive development, often inadvertently, can negatively impact historic resources such as by blocking views to and from, the historic structures, and by removing the cultural setting around the structures. Plan Ascension aims to strike a balance between encouraging historic preservation and encouraging new development. There is great public benefit to the whole parish in protecting these treasures from impacts associated with growth and ensuring these assets are conserved and maintained over time.

**B. Historic and Cultural Asset-specific Strategies and Actions.**

1. Inventory and document historic and cultural assets. The parish should encourage volunteers to create a library and database of historic information as well as best practices in maintenance and rehabilitation.

2. Cooperate with other public agencies, municipalities, civic leaders, local industry, and private enterprises to promote and encourage organized activities that bring people to Ascension Parish including the Ascension Parish Tourism Commission and the Ascension Chamber of Commerce. Support the growth of tourism by:
   a. Contributing to tourism promotion
   b. Upgrading and expanding parks and trails along the Amite and Mississippi Rivers (as well as bayous and major utility easements)
Figure 44: Mapping of parish historic and cultural sites and structures
c. Continuing to maintain historic buildings, and improving the first impressions of parish.

3. Protect cultural and historic sites with appropriate and compatible land uses and design.
   a. Consider historic sites and land use during neighborhood planning. Buffer them from new development through either land use, physical separation or through plan design.
   b. Adopt strategies to assure that impacts from new development on historical sites and structures are minimized:
      o Maintain established historic setbacks
      o Incorporate landscape concepts to create a buffer zone
      o Making gradual transitions of building mass (step up or down gradually)
      o Incorporate materials and/or color of the adjacent buildings into the new development.

4. Encourage local industry “good citizen” activities and contributions to invest in preserving historic and cultural assets.

5. Encourage and support community initiatives in a preservation education and awareness program for historic and cultural preservation. The program will include awards to community members for efforts in preservation / conservation.

2082

FLOODPLAINS.

A. Development Impacts to the Floodplain.

Approximately 63% of the parish is within the latest 100-year floodplain designation. A new canal being dug on the north side of the parish will divert water to the Amite River, and may lower the floodplain in some areas. At the same time, recent storm events have caused the Federal Emergency Management Agency (FEMA) to increase the 100-year flood plain in some areas. FEMA is in the process of adopting new flood zones and elevations, and mapping will be made available after state levees are certified.

Development subject to flooding has significant consequences for a community in the form of potential loss of valuables, time, property, work, and in some cases, life during a

9 A floodplain is the land area on either side of the banks of a stream subject to flooding. The 100-year floodplain is an estimation of the area that would be flooded by a flood event that would only occur once in 100 years. The floodway is the channel and immediately adjacent land inundated with an overflow of water caused by flooding. A “Regulatory Floodway” means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Flood zones are hazard areas identified on the Flood Insurance Rate Map and are categorized by the relative chance for flooding. Source: http://www.fema.gov/plan/prevent/floodplain
flooding event. In addition, when flood damage occurs, public funds are often required to provide emergency dikes and/or rehabilitation after flooding events. Filling in the floodplain, without offsetting excavation nearby, decreases the flood capacity and increases flood levels on other properties.

Currently the parish requires that new buildings be constructed with the main floor one foot above the FEMA100-year flood level. The parish requires that any fill imported into the floodplain (such as to raise building out of the floodplain) must be offset by removing an equal volume of dirt within the flood area to preserve the flood capacity. However, individually constructed single-family homes are not monitored. Furthermore, though the parish technically regulates cut and fill activities for grading projects, there is no enforcement if a building permit is not involved. Thus, unregulated filling can, and does, occur in floodplains. These actions have significant cumulative impacts on the rest of the parish.

At the local level, Ascension Parish has taken an active role in floodplain management by participating in and adopting a Flood Damage Prevention code, the Amite River Basin Flood Hazard Mitigation Plan, Floodproofing Resources, the Community Rating System (CRS; CRS is part of National Flood Insurance Program - the current parish CRS rating is 810), and a Hazard Mitigation Plan. The parish currently has a floodplain administrator on staff to coordinate development within the floodplain.

The parish is developing a Floodplain Management Plan and policy with an estimated adoption in 2010. It contains principles and policies to address development within the floodplain. In general, the objectives of the Floodplain Management Plan are to: lessen the damaging effects of floods and/or storm surges, maintain and enhance natural floodplain values, and make effective use of water and related land resources within the floodplain.

The federal government offers flood insurance through the National Flood Insurance Program, (NFIP) to homeowners in communities that are compliant with federal floodplain guidelines. Many mortgage lenders require flood insurance for homes located in the 100-year floodplain. If communities allow improper development within the 100-year floodplain, they can be placed on probation and potentially suspended from the flood insurance program. FEMA has a voluntary program that encourages communities to go beyond the minimum standards, such as increased restrictions in the 100-year floodplain, requiring additional setbacks, initiating conservation agreements, and on-going citizen education programs. Communities participating in the program are rewarded with discounts to flood insurance rates.

---

10 The CRS rating scale is 1-10; 1 being the best and 10 the poorest rating
B. **Floodplain Protection-specific Goals and Main Policies.**

1. **Goal:** Protect people and their properties within and outside of the flood hazard areas of the parish, keeping insurance premiums low and property damage to a minimum.

2. **Main Policies:**
   
a. Not to approve regulations, or permit development, that will increase flood impacts on other properties (outside or within the flood hazard areas) of the parish.

b. Continue to educate and train staff as well as create processes to better enforce NFIP standards for development of the parish.

c. Create development regulations that are consistent with NFIP regulations.

d. Work towards achieving lower CRS rating for the benefit of the people of the parish.

e. Floodplains and floodways shall be established, and regulations modified, to ensure protection of properties and the safety of citizens is maintained.

f. The parish shall coordinate the zoning map to be consistent with the current flood zone map and revise it accordingly with future updates.
C. Floodplain Protection-specific Strategies and Actions.

1. Work with federal, state and local agencies to develop a unified floodplain management program including the strengthening of existing flood forecasting, warning and evacuation systems as well as educating the public on the issues.

2. Adopt and maintain a Floodplain Management Plan that compliments the Drainage Master Plan (in draft upon adoption of Plan Ascension). Policies that should be incorporated into the plan include:
   a. No construction should be allowed that will negatively impact base flood elevations (No-Rise).
   b. Development practices in the floodplain should be limited to a “no adverse impact” vision where development within the floodplain may not cause impact to others.
      i. This does not mean “no development” but that any adverse impact caused by a project must be mitigated.
      ii. Flood studies should consider the future hydrological conditions based on the 2030 Future Land Use Map. This means that flood discharges are projected according to future land-use conditions, not current ones. Not allowing the base flood elevation to increase over time will help ensure that impacts on others are avoided.
   c. Continue participation in the National Flood Insurance Program (NFIP) and comply with the requirements for participation in the NFIP.
   d. Maintain up to date Flood Insurance Rate Maps.
   e. Require a construction permit for any work within a floodplain that verifies the construction activities will not increase base flood elevations that are not part of a larger subdivision.

3. Re-evaluate, improve, update, and enforce the floodplain management regulations. Potential refinements include:
   a. Protect critical facilities (fire, disaster and police centers, hospitals, prisons, and facilities for the elderly and handicapped) to the 500-year flood elevation.
   b. Encourage developers to purchase all necessary property rights from all adversely affected property owners to compensate for increased flood damage, increased building costs, increased flood insurance and other costs when proposed development may increase flood elevations on adjacent properties.
   c. Include a "no net fill" policy on vacant land.
   d. Include requirements to apply cut-fill activities to single family homes.
   e. Require development to prove no adverse impact to the floodplain and no increase to the base flood elevation.
   f. Work to reduce the parish CRS rating.
4. In addition to floodplain, identify and designate floodways on the preliminary 100-year floodplain maps.
5. Expand the 2009 Hazard Mitigation Plan to incorporate complete and comprehensive flood hazard mitigation plans.
6. Develop an information packet for the media and general public to explain the nature of floods, the relationship between unwise development and damage, hazard mitigation methods, and available programs.
7. Require a coastal use permit with the Department of Natural Resources in addition to the Army Corps of Engineers for any activities within the designated coastal zone.

**2083 WATERWAYS, WETLANDS, AND WATER QUALITY.**

The parish’s natural areas are valued by residents and visitors alike. Their natural vegetation is attractive and they provide habitats for wildlife and fisheries that are important to local sportsmen/women. These natural areas also serve other important functions, such as drainage and groundwater recharge, that help preserve health and safety of the population.

**A. Introduction to Waterways, Wetland and Water Quality.**

In 2006, approximately 47% of the current land use of the parish was designated natural resources. A majority of the areas of the parish designated as Natural land use occur in the southeastern portion of the parish which is lower in elevation and naturally receives the runoff that flows southeasterly across the parish.

The Spanish Lake/Alligator Bayou, Bayou Manchac, and the Amite River are of particular importance. The biggest threat to the parish waterways is declining water quality related to discharges from package sewer plants and septic tanks into surface drainage.

The LA Department of Natural Resources will soon be redefining the coastal zone designation for Louisiana. Designation under the Coastal Resources Management Act seeks to protect, develop, and, where feasible, restore or enhance the resources of the state’s coastal zone. If portions of the parish are designated within the coastal zone, activities within those designated areas will
require a special permitting in addition to wetland permits currently required by the Army Corps of Engineers (ACOE). The parish can assume local management of the Coastal Zone Management (CZM) program, which will allow it to manage the regulation of local activities such as subdivision development activities.

Wetland permitting is under jurisdiction by the Army Corps of Engineers – New Orleans District. Any activity (such as, but not limited to structures, dredging, excavation, and filling) that impacts wetlands is required review by the Army Corps of Engineers and if warranted, must obtain a wetland fill permit before construction is allowed.

B. Inventory of Major Waterways.

1. Amite River. The Amite River forms the eastern parish boundary. The Amite River is a major floodway for southeastern Louisiana which is managed by the Amite River Basin Commission. The Amite River and the Diversion Canal are also a recreational destination for boating, fishing and hunting for the region.

2. Spanish Lake / Alligator Bayou. The Spanish Lake Basin is a backwater swamp of the Mississippi River, as well as part of the Bayou Manchac and Lake Pontchartrain Basins that cover southeast Louisiana. The Spanish Lake Basin’s nutrient-rich waters, lush vegetation and numerous species of trees nurture wildlife, purify polluted waters, check the destructive powers of floods and storms, and provide people with the opportunity to hunt, fish, and enjoy and learn from nature. Between 250 and 285 species of birds visit and live in these bayous, swamps and forests.

Bayou Manchac was recently designated as a historic and scenic river from the Amite River to the Mississippi River. Since 1993, the Alligator Bayou, which feeds into Bayou Manchac, has undergone extensive preservation efforts. Nearly 1,500 acres were acquired, 901 of which are preserved as-is in perpetuity through a national non-profit organization.

Recent flooding in adjacent Iberville Parish raised issues about opening or closing a flood gate to keep Bayou Manchac from backing up into Alligator Bayou and the Spanish Lake Basin. Management of the flood gate affects water levels that in turn affect land suitability for development in Ascension Parish.

C. Waterways, Wetlands, and Water Quality-specific Goals and Main Policies.

1. Goal: Protect the natural resources, and increase water quality, in the parish.

Sidebar 3: The Alligator Bayou Flood Gate
The flood control structure was installed in the 1950s under Alligator Bayou Road as a six-foot-wide concrete culvert. During high water, the closed gate prevents Bayou Manchac from backing up into Alligator Bayou and the Spanish Lake Basin. When closed in normal conditions, the gate keeps Alligator Bayou from emptying into Bayou Manchac. The gate is controlled by the Iberville Parish Government and has served two main functions. One is to protect the homes and businesses that surround the Spanish Lake wetlands from flooding caused by Bayou Manchac. The other is to keep water high enough in the basin for boat traffic, duck hunting and fishing.

source: Louisiana Department of Wildlife and Fisheries. Louisiana’s Natural Heritage Program
source: HB No 451 of the Regular Session of the 2009 Legislature
source: Bluff Swamp Wildlife Refuge & Botanical Gardens
2. Main Policies:
   a. The parish should incentivize the protection of high quality wetlands in the parish through regulations, regardless of any impacts that may be allowed by the Corps regulations.
   b. The parish shall use its natural resources to promote economic growth and tourism by coordinating resource protection with improvements through grants and other non-profit means.
   c. The parish natural resources provides for recreation, aesthetics, and support ecosystems vital to Louisiana. The parish will promote and encourage use of these areas with the input from the property owners.

D. Waterways, Wetlands, and Water Quality-specific Strategies and Actions.

1. Improve the water quality of discharges. The development of the regional sewer treatment system will do much to reduce the discharge of effluent into surface waterways. Areas outside the regional sewer district should be developed in a manner that only discharges water that meets or exceeds acceptable standards.

2. The parish should protect sensitive areas.
   a. Obtain GIS versions of sensitive habitats from the Department of Wildlife and Fisheries. Keep current versions of the maps on the parish GIS system.
   b. Include the listed species and/or communities in the development review criteria (require verification by applicant).
   c. If a development proposal is thought to be in the vicinity of a known habitat, send a referral to appropriate federal and state agency.
   d. Sensitive areas may be protected through:
      i. The dedication of open space (voluntary)
      ii. Acquiring conservation easements (land trusts, hunting/wildlife groups)
      iii. Setback requirements, and other zoning tools
      iv. Transfer of development rights (where appropriate)
      v. Applying the Natural land use and Conservation Zone to sensitive environments to avoid development in these areas and therefore conserve the areas in a more natural state.

3. Avoid allowing development in wetlands without proper permitting. Further limit impacts to wetlands if the proposal is in conflict the intent of Plan Ascension.

4. If portions of the parish are designated within the Coastal Zone, adopt coastal zone management policies. Any activities within these areas will require a coastal use permit with the Department of Natural Resources in addition to the Army Corps of Engineers.
.2084
SENSITIVE SPECIES AND NATURAL COMMUNITIES.

A. Wildlife.

The protection of listed Threatened and Endangered Species is regulated by the Federal Government. Because local actions do have an impact on the intention of the Endangered Species Act, it is in the best interest of the parish to respect federal efforts and cooperate with guidelines and laws during subdivision and development review. It should be the developer’s responsibility to conduct the study to determine if any Threatened or Endangered Species exist on a proposed development site.

B. Sensitive Species and Natural Communities-specific Strategies and Actions.

1. Consider applying the Natural land use and Conservation Zone to wetland and waterways of the parish to protect many of the listed species and communities are associated with wetland and waterways.

2. Add the following tool to assist in development review:
   a. Obtain GIS versions of sensitive habitats from the Department of Wildlife and Fisheries.
   b. Keep current versions of the maps on the GIS system.
   c. Include the listed species and/or communities in the development review criteria (require verification by applicant)
   d. Send a referral to appropriate federal and state agency if a development proposal is thought to be in the vicinity of known sensitive habitat.

.2085
AIR QUALITY.

A. Cleaner Air.

Air quality has a local component and a regional component. Plan Ascension addresses the two main sources within the parish: automobile exhaust and industry. The 29 chemical plants located in Ascension Parish are regulated by the LA Department of Environmental Quality (LDEQ) for air quality standards.

B. Air Quality-specific Strategies and Actions.

1. Continue to track LDEQ air quality monitoring.

2. Promote a development pattern that will enable people to use alternative modes of transportation including walking, bicycles and transit. Placing uses in proximity to residents allows alternative modes of transportation to be more
convenient and used more frequently. Ideally, this will equate to fewer vehicle miles traveled and less exhaust emitted.

.2086
HAZARDOUS MATERIALS.

A. Disposed Materials.

A major economic engine in the parish is its petrochemical plants. Notwithstanding this benefit, it is important that these industries, as well as other light and medium industrial uses, do not impact the community with hazardous materials. The chemical plants in Ascension Parish are regulated for hazardous materials by the LDEQ.


1. Limit future uses in proximity of mapped hazardous material sites on these identified properties to those that will not be impacted by any remnant of the hazardous materials.
2. Apply transition areas adjacent to Heavy Industry land uses to help ensure compatibility of uses.

.2087
ENERGY EFFICIENCY.

A. Alternative Sources and Energy Use Reduction.

With the foundations of Smart Growth and sustainability, the parish strives to become more energy efficient over time. Overall energy efficiency strategies attempt to reduce fossil fuel and total energy use by improving energy efficiency in the transportation, building, and other appropriate sectors. The parish currently enforces Chapter 11 of the 2006 International Residential Building Code Chapter which includes energy efficiency standards. The State Fire Marshall also applies and enforces the 2009 International Energy Conservation Code (IECC) for commercial developments.


1. The parish should consider the adoption and application of federal and state energy standards Guidance can be obtained from the U.S. Department of Energy’s Building Energy Codes program.
2. Encourage energy-efficient standards for new planned unit developments.
3. Adopt a policy that energy-efficiency will be a leading factor in purchase decisions (paper, vehicles, building materials) for the parish government.
4. Work with local solid waste collection companies to locate a satellite recycling drop off in the Prairievile area until a parish-wide recycling program can be established.

5. Appoint an energy efficiency task force to further study methods for the parish to promote energy efficiency and develop a plan to:
   a. Identify goals and create a strategy to implement the energy saving actions appropriate to Ascension Parish.
   b. Prioritize energy saving actions that are cost-effective and have other benefits; target the most cost-effective opportunities to reduce energy use and improve energy efficiency (and ones that help achieve economic and environmental benefits)
   c. Create indicators for measuring progress
   d. Identify funding from other federal, state, and private sources that can be combined with grants and parish revenue to implement the energy efficiency plan.

7. Direct growth in order to develop infrastructure and provide services efficiently and cost-effectively

Figure 47: Solar panels can be used to create energy and reduce dependence on fossil fuels
A. Introduction.
During the Plan Ascension process, public input indicated a desire for more amenities, such as parks, trails and recreation facilities, in the future. Parks, trails, and recreation facilities are important aspects of a “livable” community. Providing parks and recreation opportunities are an important element in a healthy community by providing opportunities for relaxation, stress relief, socializing, exercise, and skills improvement.

Less obvious, but no less important, parks and recreation are important economic development tools for the parish. A good park and recreation system can help attract both businesses and workers to Ascension Parish. In special circumstances, recreation facilities can also be a source of revenue—some communities have athletic fields and facilities that attract regional and national tournaments that generate sales taxes from players and spectators.

Traditionally, parks and recreation have been provided somewhat informally, with significant support from volunteer organizations. In recent years however, as the parish has grown and filled in, the demand for recreation has grown. A recent recreation opinion survey identified that recreation facilities are important to residents, but that there is not a strong willingness to pay for recreation facilities. A Parks Master Plan was prepared for the parish in 2006\(^\text{14}\) which inventoried existing park facilities and projected future needs.

B. Parks-, Recreation-, and Trails-specific Goals and Main Policies.
1. Goal: Provide recreation facilities, management, funding, and programs, to meet the needs of parish residents in the most cost-effective manner possible.
2. Main policies:
   a. Park land should be provided in quantities and locations to serve the broadest possible spectrum of recreation needs. Parks should be located so as to serve all the neighborhoods equitably, conveniently, and with a minimum of overcrowding and overuse.
   b. Parks are encouraged to locate in centers and adjacent to existing and planned public facilities and other places of public congregation (i.e. schools).
   c. The parish should actively pursue joint use of public facilities with other public and quasi-public partners to cost-effectively expand and integrate recreational amenities.
   d. The parish should strive to achieve park levels of service of 2 acres/1,000 population for neighborhood parks and 2 acres/1,000 population for community parks.

\(^{14}\) Lamar Dixon Recreation Facility Master Plan, SJB Group, March 30, 2006; the parish recreation inventory and needs are included as a context for an evaluation of the acquisition of the Lamar-Dixon complex.
PARKS AND RECREATION.

A. Parks.

The existing park types in the parish are neighborhood, community and special use. Neighborhood parks serve the immediate vicinity surrounding the facility and tend to be less than 15 acres in area. Community parks tend to be larger than five acres and provide facilities for a larger population not limited to the immediate vicinity. Special use facilities can be any size but are developed for a particular purpose.

The parish currently provides and maintains 80 acres of neighborhood parks (an average of 5 acres each in size) and 80 acres of community parks (an average of 15 acres each in size). There are also approximately 160 acres of school properties that serve as parks.

The parish recently acquired the Lamar Dixon complex, which is a resource for the whole parish and should be considered a regional park. It is 250 acres in size, with 117 acres undeveloped. It contains:

- Banquet Facilities
- Commissary
- 4-H Show Building
- Trade Mart Building
- YM CA fitness center.

B. Level-of-service.

Level-of-service (LOS) is a ratio of acres, or numbers of facilities, to the population (usually per thousand population). LOS allows a community to measure itself over time.

In Ascension Parish, the total area of parks and school grounds represents an LOS of 5.8 acres/1000 population for both neighborhood and community parks. This is comparable to some parishes in the state but below many others.

To maintain the current availability of parks as the population grows (to maintain the current LOS) will require adding additional parks in proportion to population. The 2006 Parks Master Plan recommended the following LOS:

- Community park 4 ac/1000
- Neighborhood park 1 ac/1000.

Figure 48: Existing park facility at Dutchtown Recreation Center
The community park LOS is much higher than currently exists in the parish, and the neighborhood park LOS is lower than exists. As a closer match to the existing LOS, Plan Ascension recommends the following LOS:

- Community park 2 ac/1000
- Neighborhood park 2 ac/1000
- Regional park 2 ac/1000.

The table below indicates current and projected park needs according to the proposed LOS as well as that of the 2006 Parks Plan:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>District/Regional</td>
<td>250</td>
<td>0</td>
<td>250</td>
<td>2.5</td>
<td>2</td>
<td>-50</td>
<td>150</td>
<td>585</td>
</tr>
<tr>
<td>Community</td>
<td>81</td>
<td>98</td>
<td>179</td>
<td>1.8</td>
<td>2</td>
<td>21</td>
<td>221</td>
<td>211</td>
</tr>
<tr>
<td>Neighborhood</td>
<td>80</td>
<td>71</td>
<td>151</td>
<td>1.5</td>
<td>2</td>
<td>49</td>
<td>249</td>
<td>-53</td>
</tr>
<tr>
<td>Total</td>
<td>411</td>
<td>169</td>
<td>580</td>
<td>5.8</td>
<td>6</td>
<td>20</td>
<td>620</td>
<td>743</td>
</tr>
</tbody>
</table>

Table 1: Current and Projected Park Needs per 2006 Parks Plan

This is a general approximation, but if the population grows as projected, even according to the lower LOS proposed here, the parish will need to expand the park system by at least 500 to 600 acres. This includes:

- 250 acres of neighborhood parks—some of which can be created with schools, some can be developed in conjunction with future subdivisions
- 200 acres of community parks—which can also meet some of the neighborhood park needs
- 150 acres of regional parks—which can include trails, another smaller nature-oriented park, or even an expansion of Lamar-Dixon by 2030.

With regard to location, the map (Map 3) on page 123 shows that the majority of existing parks are located on the periphery of the parish. As the central part of the parish continues to fill in, parks will be needed there.

In the past, parks have been funded through the parish’s general funds. Other potential sources include developer donations, voter-approved bond issues, and grants. Parks can also generate funding through leasing ball field lights for cell towers, naming rights for facilities, and advertising (baseball fences, banners, etc.). In some communities special
interest groups have generated significant funding for special facilities (skateboard park, handicapped play structure, BMX course). Some communities have been successful in obtaining donations from public-spirited citizens as well as from donors that gain tax and estate benefits from donations.

An additional possibility is the formation of a parish-wide recreation district. Recreation districts serve, and are funded by, their own tax district. Districts are particularly appropriate for large areas that include multiple jurisdictions and enable many small recreation operations to be consolidated with much greater efficiency. With their own funding source districts are insulated from changing allocations that necessarily occur through general fund budgeting.

C. Recreation Facilities and Activities.

The 2006 Parks Master Plan identified levels of service for recreation facilities. Currently, many of the parks in the parish include baseball facilities. Other facilities have basketball, tennis and volleyball courts, softball and t-ball fields and playgrounds. Some facilities are more specialized like the Ascension Parish Civic Center and the Lamar-Dixon Expo Center, which have equestrian facilities.

The current policy is that the parish provides facilities for active sports, and the organizing of those sports is provided by volunteers—community organizations and individuals. While volunteer organizations are inexpensive for the parish, their reach is sometimes limited—activities may not be well publicized, and there is a limit to the number of teams and events that can be managed by volunteers.

D. Parks and Recreation-specific Strategies and Actions.

1. Update the 2006 Parks Master Plan to address needs to address the needs for 2030, to include trails, and to identify, with local input, desirable locations for future parks. The parish should work with local neighborhoods in a sub-area planning process to create individual neighborhood plans that identify possible locations for neighborhood parks and include in the master plan update. The following guidelines should also be considered in the update.

   a. Neighborhood parks should be approximately three to five acres in size, and serve both a walk-to and drive-to population. Future parks should be provided in new subdivisions that are of sufficient size (where the number of residents nears 1,000 people) to warrant it (2 acres/1000 population).
b. Special provisions should be made to include neighborhood parks, greens and plazas in or adjacent to future centers. The locations shown may need to be adjusted to reflect actual development densities (closer for higher densities, further apart for lower densities).

c. Community parks are usually 10-20 acres each in size and contain a variety of active sports facilities. The locations of community parks are flexible, and will be determined by land availability. They should generally be distributed evenly around the parish.

d. Wherever possible, neighborhood and community parks are recommended to be located near, or adjoined to, schools.

The park-school concept should apply primarily to neighborhood parks and elementary schools, but could also be considered for middle schools combined with community parks.

e. Neighborhood parks should be strongly encouraged in larger developments that generate sufficient demand for at least three acres of parkland. Where there are multiple small developments, advanced planning and coordination between property owners is required.

f. The parish should actively encourage neighborhood parks in new development that is suburban in nature, or greater. Parks can be maintained by homeowners associations or be dedicated to the parish.

hg. The parish should consider joint development of parks with emergency preparedness needs, such as open areas for debris storage and the joint use of a recreation center for emergency shelter.

2. Develop parish parks, recreation facilities, and programs through partnerships with the parish municipalities, non-profit organizations, the school district, citizen sport groups, and the business sector (donations and advertising) to maximize cost-effectiveness.

Figure 50: The parish has plans to expand the Lamar Dixon Expo Center, a valued recreation facility; for more information on this plan, please see the Planning and Development Department.
**2092**

**Trails / Multi-use Paths.**

**A. Alternative Travel, Mobility, and Recreation.**

The community has expressed interest in expanding trails / multi-use paths. Currently there are few trails / multi-use paths within the parish although several parks have walking paths/trails and there are a few bicycle paths along city parks and along bayous in Gonzales. Trails would be beneficial in Ascension Parish to provide safe, alternative routes to school where there is a shortage of sidewalks and where sidewalks and bicycle lanes are not feasible. Trails also provide health, social, and economic benefits that increase the quality of life and community.

Potential opportunities for trails in Ascension Parish include the network of canals and bayou drainageways as well as trans-parish utility easements. Both could provide opportunities for trails/multi-use paths accessing both urban and rural areas. Trails/multi-use paths along bayous would provide the parish residents with the ability to enjoy the natural beauty and resources within the parish.

Under state law, on major drainageways (canals, bayous) the drainage district is automatically granted an easement that extends 100 feet to either side of the drainage way. This easement is for drainage purposes and facilities. However, it may be possible to add a trail within the easement – with proper consent of both property owners and the drainage/utility agency that holds the easement.

**B. Trails / Multi-use Paths-specific Goals and Main Policies.**

1. **Goal:** Provide pedestrian and bicycle routes around the parish that are safe, accessible and beneficial to the health of the citizens.

2. **Main Policies:**
   a. The parish shall promote pedestrian friendly development through both regulation and planning tools.
   b. Sidewalks and bike paths should be considered in all new developments as way of achieving a multimodal system in the parish.
   c. The parish shall work toward a master trail plan connecting parks, schools, and civic uses with the neighboring communities.
   d. The parish shall encourage committees and volunteers to assist with planning efforts to create throughways and greenways through the parish.

*Figure 51: Example of a trail section along a bayou*
C. Trails / Multi-use Paths-specific Strategies and Actions.

1. Update the 2006 Parks Master Plan and include a trails component. Ideally trails and multi-use paths will connect parks, recreation facilities and other civic spaces (i.e. community centers) or pseudo-civic spaces (i.e. schools).

2. Construct hard surface trails/multi-use paths that better withstand weather and increase usability (strollers, wheel chairs, roller blades). (Soft-surface trails are less expensive to build and maintain but limit some types of users and are more impacted by weather and flooding.)

3. Explore with land owners, interest groups and drainage districts the potential to create a demonstration project trail or multi-use path along a bayou and/or major utility corridor, utilizing the public easement.

4. Identify priority areas for trail / multi-use path locations in growth areas, especially where road improvements are not expected to occur in the near term.

5. Work with neighborhood groups to develop a local Trails Master Plan in neighborhood plans and the Parks Master Plan. In priority order the steps to a successful trail system are to:
   a. Identify potential bicycle/pedestrian facilities (sidewalks, bicycle lanes, multiuse paths, signed routes, single track and other off-road facilities)
   b. Create an initial spine network safely connecting key origins and destinations (particularly schools, parks, and neighborhood commercial areas)
   c. Encourage new developments and redevelopments to supplement the network over time.

6. Enlist volunteers to help maintain the trail facilities.

7. Convene a task force to explore the level of interest, parish-wide or in neighborhoods, to form a recreation district to provide more extensive facilities and/or to manage recreation programs. Include Gonzales, Sorrento, and Donaldsonville in the conversation.

Figure 52: Trails could be built along the many bayous and utility easements that crisscross the parish
A. Introduction.

Ascension Parish has had an accelerated and sustained growth pattern, as measured by population, for the last forty years. It has grown from 27,086 persons in 1970 to a parish with almost 102,000 in 2008. By several estimates this growth is projected to continue at a high rate—to a projected 196,140 persons by 2030. Whereas these are trend-related projections, a cursory analysis of vacant, developable land in the parish reveals that there is capacity to accommodate 100,000 more people.

Notwithstanding a national recession in 2009/2010 that slowed growth moderately, Ascension Parish is in a growth corridor of the state and it is likely that this region will continue to have growth opportunities and potential over the next twenty years. Ascension Parish is economically strong compared to the rest of the state. The state has emphasized the Interstate 10/Interstate 12 economic corridor as part of the state’s economic development strategy which will help keep Ascension Parish in the forefront.

However, regardless of regional efforts, the parish itself can take steps to ensure a strong, vital economy.

The parish has a balanced distribution employment types. Of the just over 35,000 jobs in Ascension Parish in 2010, about 17% are in construction, 13% in manufacturing, almost 15% in retail trade, almost 8% in accommodations and food service, and just over 7% in healthcare. These industries account for approximately 60% of the jobs that exist in Ascension Parish.

Notwithstanding the number of jobs in the parish, the parish has a large population-to-employment ratio. Many people living in Ascension Parish commute to East Baton Rouge Parish or other parishes in order to work. People in other parishes also commute to the major industrial plants in Ascension Parish. However, the out-commuting from Ascension Parish to other parishes exceeds any in-commuting from other parishes.

Commuting causes traffic congestion, a negative impact on the quality of life. Another drawback from commuting is that many of those commuters are spending their money where they work. This is often referred to as “leakage.” Stemming the leakage, getting more of those dollars spent within Ascension Parish will help retain the parish’s assets and allow the parish to better finance the amenities requested by residents and businesses.

A key strategy of Plan Ascension is to capture more of residents’ dollars that are spent outside the parish by: a) bringing more employment and commercial uses within the parish and b) bringing jobs and services closer to where people live. Both of these strategies also help reduce congestion.

15 Louisiana State University economic data and analysis; James Richardson
B. Parish Economics-specific Goals and Main Policies.

1. Goal: Ensure a solid tax base that will allow the parish to keep up with basic public services and maintain a competitive tax structure, an important ingredient in encouraging economic development.

2. Main policies:
   a. The parish will encourage continued variety in commercial and employment within the parish.
   b. The parish should retain an inventory of already zoned light and medium industrial properties that have infrastructure in place and are ready for development.
   c. The parish should provide adequate buffer of transitional land use to preserve industrial viability.
   d. The parish should manage growth to ensure a fiscally responsible extension of infrastructure and minimize future parish operation and maintenance costs.
   e. The costs associated with new development, for roads, infrastructure and services, should be borne by the new development and should not place a financial burden on existing residents.
   f. The parish should work to retain its assets – quality schools and rural character – and work to balance its housing opportunities to continue to be an attractive location for business and employers.

A. Harnessing Regional Economic Growth.

Economic development and growth is a complex system of feedbacks: as businesses see a growing market in the form of higher population numbers, they tend to relocate to or emerge in the region which, in turn, provides the jobs needed to attract new residents. Businesses will locate to a region because of its role as a dominant economic region in the state and in response to economic development strategies associated with economic development authorities.

B. Heavy Industry.

Industrial businesses are major employers and taxpayers in the parish. These uses not only require large properties, but they also are not compatible with residential uses being located nearby. As the parish continues to grow, it is important to assure that future development does not infringe on the ongoing viability of these important industrial uses.
1. To preserve industrial viability, the transition areas are applied to create an adequate buffer of land use.

2. An industrial "megaside" at Point Houmas / Sunshine Point has been identified on the 2030 Future Land Use Map. It has been zoned Industry (on the parish Zoning Map) and is therefore prepared if heavy industry seeks a new location within the parish. The property has a port on the Mississippi River but infrastructure will need to be extended to the area and road improvements will need to be considered upon development review of a proposal.

C. Other Business Opportunities.

It is anticipated that the major petrochemical complexes may be peaking in employment before the 20-year horizon of Plan Ascension. Therefore new employment sources will be needed in the parish. The result may be a bigger distribution of employment across the parish, as opposed to concentrated in a few areas.

1. According to the Economic Development Council one of the biggest needs in the parish is to have an inventory of available light and medium industrial properties that are already zoned, have infrastructure in place, and are ready for development. The 2030 Future Land Use Map designates large areas of land for employment: Heavy Industrial, Medium Industrial and Business / Light Industrial.

2. Centers allow for more commercial to locate within the parish. Centers are made up of a mix of uses: residential, commercial, retail, offices. The mix of uses brings jobs and services closer to where people live. Centers also identify to commercial and retail employers, where a large pool of people are planned that will support that business. The parish should encourage a mix-of-uses in centers.

3. A technology corridor, a prime economic engine / employment area where business parks can locate, is envisioned for the area between Lamar-Dixon and the airport.

D. Place-making to Attract Business to the Parish.

1. When considering where to relocate, employers consider the quality of life that their employees will have in the new location. The parish should add amenities, such as additional recreation facilities, parks and a trail system, as it develops. It should also create quality places in centers where people want to live.

2. Compact centers provide opportunities to live near a job thus reducing travel and congestion and reducing development pressure on more rural areas of the parish. Optimally, the parish will incorporate a full range of high quality housing types and price points (a housing ladder) that will provide a full workforce range available for new and existing employers (for more on housing as an economic tool, see Section 17-2050).

1. Allow existing parish Heavy Industrial land uses to expand.
   a. Apply transition areas outside Heavy Industrial land.
   b. Establish the industrial “megasite” at Point Houmas / Sunshine Point.

2. Plan for diverse employment opportunities. The parish should maintain a portfolio of available employment sites.

3. Target businesses that are attracted by population and quality of life, and not solely geographically-specific. Typical businesses include financial, professional/technical, administrative, and health care services as well as wholesale trade and warehousing.

4. Tap into the national, growing “green industry” by reaching out as well as encouraging local “green” businesses already existing in the parish. The parish should encourage green industries to locate in the Business/ Light Industrial land use designations and well as in centers.

5. Construct an additional road connection north of the airport that stretches toward the Lamar-Dixon Expo Center and designate Business / Light Industrial land use along the roadway.

6. Encourage growth that also protects the crown jewels of the parish – the good schools, rural character and affordable housing —that will contribute to the long term viability of the parish.

7. Develop amenities for existing residents that also attract future employers and their employees. Invest in upgrading and expanding parks, trails and the landscaping and signage at key gateways to the parish and include trails along the Mississippi and Amite Rivers in the Trails Master Plan.

8. Greatly expand tourism to contribute more to the local economy.

9. Encourage development to occur in and around Donaldsonville:
   a. Take a more detailed look at specific future employment locations during a neighborhood plan process.
   b. Continue to discuss the establishment of a branch campus of River Parishes Community College in Donaldsonville.
   c. Support the West Bank Turnpike and should participate in the planning process to ensure proximity to Donaldsonville so that the city can harness positive impacts while reducing potential negative impacts.

20102
Paying for Plan Ascension.

Regardless of the degree to which Plan Ascension is implemented, the parish faces a number of infrastructure challenges:
o Catching up with overdue road maintenance
o Road widening to relieve congestion
o Construction of the regional sewer system
o Storm drainage improvements
o Right-of-way acquisition
o Additional staffing.

There are additional costs recommended by Plan Ascension to improve safety and quality of life as some areas of the parish continue to develop:

  o Emergency preparedness—such as improving storm drainage, providing emergency shelters and areas for post-storm debris collection
  o Sidewalks and trails to allow safe pedestrian and bicycle travel, and exercise, in new subdivisions and along major roadways
  o Parks to meet the needs of future residents.

A. Cost-effective growth.

The parish is facing fiscal challenges related to catching up with past growth and keeping up with future growth. Plan Ascension makes several important contributions to the cost-effective use of parish financial resources and provides:

  o An overall vision that will allow coordinated planning and prioritizing of improvements
  o Opportunities for areas of compact development that will permit efficient services and quality living environment to a sector of our economy on which current and future business will depend
  o Assistance to economic development by providing a predictable framework that will appeal to businesses planning to relocate to the parish and will allow landowners to better anticipate their potential
  o The designation of areas that will assure the parish can continue to increase its commercial competitiveness and capture a bigger portion of the purchasing power of local residents
  o An improvement in the jobs/housing balance to reduce out-commuting, reduce congestion on major routes, and attract supporting commercial development
  o Acknowledgement of the decade-long trend toward suburban and urban growth, and channeling it in a way that still preserves the rural character of much of the parish that will in the end allow the parish to continue to be an attractive location for current and future businesses, employees, and residents of the parish.
B. Major project costs and potential sources.

Below are described several of the key infrastructure improvements needed in the parish with or without implementing the concepts of Plan Ascension.

1. Road costs.
   a. Over the last 5 years the cost of road maintenance has been approximately $300,000 per mile. On a twelve-year cycle, the parish needs to maintain approximately 39 miles per year to keep up but has managed to maintain 14 miles per year over the past 10 years. The cost for the remaining is estimated to be $98 million.
   b. As the parish increases in population, significant widening will be required on many roadways in the parish. Many of the roads that need widening are state roads. However, there are still significant widening improvements needed on parish roads. Approximately $15 million in capacity improvements has been previously planned, but not budgeted.
   c. Section 17-2040 identifies several new roads that are considered missing links in the road network that will have several benefits: improving capacity even if the parallel state roads are not widened, avoiding major arterial streets that destroy rural character, and providing alternative means for emergency access and evacuation in case of disasters.

2. The regional sewer system cost is approximately $200 million dollars over the 20-year implementation period. This cost includes the wastewater treatment plant, effluent force main, and collection systems. The collection systems include main collection lines along parish and state roadways and parish drainage servitudes, but do not include private collection lines, service lines for new development, or individual service connections.

3. The costs associated with the provision of potable water costs should be minimal to the parish because of the Franchise Agreement with Ascension Water Company (AWC). Customers currently pay approximately $21/month and use an average of 7,000 gallons/month of water. The parish is responsible to pay a rental fee to AWC of $50/year for operation, inspection and maintenance of each qualified fire hydrant. The parish must also pay $300/year into a Capital Recovery Fund for each qualified hydrant constructed under the Targeted Subdivision Improvement Program, which identified 689 hydrants to be constructed over a six-year period.

4. The cost to construct a new roadway stormwater collection system is approximately $150/linear foot (LF) (including curb and gutter, storm drain lines, and drainage inlets for both sides of the roadway). The cost to construct a storm drainage collection system for road widening projects is approximately $100/LF for each side of the roadway (including curb and gutter, storm drain, and drainage inlets).
C. Funding Sources.

There are a number of funding sources, and funding strategies, that may be considered which can be applied individually and collectively to the parish needs that include:

1. General Sources.
   a. Taxes and revenues are the basic source to adjust.
      i. As the parish grows, revenue from existing tax levels will increase, and will cover a significant portion of the increasing costs of the parish. As the parish adds key missing retail components, the parish has the opportunity to capture a greater portion of the taxes from the $111 million leakage of sales currently going to neighboring parishes16.
      ii. A 0.5% sales tax increase in the parish could support up to an $80 million bond issue; a 0.25% tax sales tax increase would support about a $40 million bond issue17. Lesser increments are also possible (0.125% or 0.25%). A quick estimate of the cost per person, based on current tax yield and population, would be $39 per year at 0.25% or $78 per person if the tax rate is 0.5%--to address significant existing needs, increase in quality of life, and increase property values of existing homes and businesses.
      iii. A tool used in many areas of the country, tax increment financing (TIF) essentially keeps the current tax revenue stream from designated properties or areas of the parish at their current level, and all of the increment due to new development or redevelopment is allocated for a specified period (for example 10 to 15 years) is dedicated to infrastructure improvements that are needed to support the new development. After the designated period, the increased revenue resulting from the new development is reallocated to the original recipients. TIF can be applied only to sales tax, unless there is a vote of electorate (e.g. for property tax increment).

This tool is best when limited to a specific area, particularly

\[ \text{Figure 53: Tax increment financing is a tool communities can use to create a revenue stream for funding community improvements} \]

16 Estimate from analysis by Claritas, for Dr. James Richardson, Feb 01, 2020. See appendix for details.
17 Sales tax rates in nearby parishes are: East Baton Rouge (5 to 5.5%); Livingston (4 to 6%); St. James (3.5%); and assumption (5.0%). (The Gonzales, Sorrento, and Donaldsonville sales tax rate is 4.5%)
commercial development, and works best if multiple taxing entities agree to participate (drainage district, school district, even the state). The incentive is that the development enabled by the improvements is greater, or of increased valuation, than if the improvements were not able to be made (resulting in increased congestion, diminished appeal of the area for development, etc.) and that the entity benefits over the long term for a short term sacrifice.

b. In the past, the parish has received significant grants for hazard mitigation, disaster recovery, emergency preparedness, environmental protection, and community development block grants. Grants are available in other categories, such as healthy communities, energy conservation, environmental stewardship, etc.

c. Many communities in high growth areas of the U.S. have resorted to requiring that developers are to ensure adequate infrastructure, roads and amenities to support the development and its residents exist prior to allowing the development to occur to cover the per house contribution to the need for the improvement. When growth is rapid, as has been experienced in Ascension Parish, the need for infrastructure happens much more immediately than do the increased tax revenues from the growth. For example, if a wider road is needed because of 1,000 new homes in an area, it takes many years for property and sales taxes from the new homes to equal the several million dollars the road widening cost. The result is that the cost is born by the rest of the community in the form of capital improvements being diverted from projects that might serve other areas of the parish, or increased overall taxes. The negative aspect of development requirements is that it can increase the cost of new housing; the positive aspect is that it can reduce the fiscal burden on the rest of the community.

d. The parish already has a number of special tax districts: drainage districts, fire districts, school district, etc.—even a homeowners association is a form of special district—that levy taxes for specific services. The anticipated regional sewer system will likely be financed at least in part by a special district. Special districts are formed through a vote of the members of the district. Other special districts that may be considered for Ascension Parish include a parks and recreation district, road improvement district, and business improvement districts.

e. The power of private fund raising should not be overlooked. In a number of communities motivated interest groups have raised significant funding for such things as trails, park improvements, sports facilities, playgrounds for handicapped children, etc. Ascension Parish is also fortunate to have a number of community-minded businesses and business associations that have and will continue to contribute to items that build the community image and quality of life.
f. Consolidating some services with municipalities may avoid duplication, and may create efficiencies of scale. Examples may be extending of city water and sewer services in some areas, combining recreation programs or departments, exchanging emergency service coverages, etc.

g. Lamar Dixon is a first class parish facility, and unique in the Baton Rouge/New Orleans corridor. If enough shows and exhibits were housed there, it could possibly become a new revenue stream for the parish and even a major revenue generator for its type in the state. New shows, new exhibits, and new opportunities should be researched.

2. Potential road funding sources:
   a. The state has a 20-cent gasoline tax with 16 cents going to the operations of the Department of Transportation and Development (LaDOTD). The remaining 4 cents of the gasoline tax goes the Transportation Infrastructure Model for Economic Development (TIMED). Ascension Parish would have to contribute 25% of the funding for the project. An application for this funding must be accepted by the State Legislature and signed by the Governor.
   b. Existing tax revenues will continue to rise, and will fund significant improvements even though the revenues are not meeting total demand at present. Capturing leakage will help add to the revenue sources by increasing dollars spent within the parish.
   c. Special road improvement districts are adopted by some jurisdictions around the U.S. facing similar problems.

3. Sewer system funding sources:
   a. Sewer User Fees – Approximately $45/month per customer
   b. Sewer Connection Fees - $500 per connection (required)
   c. Sewer Operation / Infrastructure Fees – Imposed on new development for service
   d. Grant Funding – state and federal grant funding opportunities
   e. State Revolving Fund (SRF) Loan from LDEQ

4. Supply, treatment, operation, and maintenance of the potable water systems within the parish are the responsibility of AWC or individual well systems, so there are no direct costs for service. The parish receives a franchise fee of 5% of the gross water service revenues from AWC.

5. Potential stormwater drainage system funding sources:
   a. Grant Funding – federal and state grant funding opportunities
   b. Drainage Infrastructure Fees – imposed on new development for service
   c. State Revolving Fund (SRF) Loan from LDEQ
D. Funding-specific Strategies and Actions.

In addition to seeking additional funds for needed improvements, there are a number of things the parish can do to reduce the cost, share the cost, or increase the cost-effectiveness, of making improvements. Examples include:

1. Reduce sales tax leakage. Success in improving the quality and quantity of commercial development in the parish will result in more sales tax being captured locally.

2. Sales tax sharing. The parish should convene a blue ribbon panel to evaluate sales tax sharing with municipalities upon annexation of properties with mixed-use, or business/industrial land use categories.

3. Require concurrency requirements. Requiring adequate services and infrastructure to be present at the time of development can often induce developers to participate financially in off-site improvements.

4. Apply and enforce development requirements. The parish should consider which amenities to require (such as sidewalks, neighborhood parks, dedicating right-of-way for major roads), and which to be discretionary or encouraged so that priorities are paid for first.

5. Establish development incentives. Bonus densities can be an inducement for a developer to provide discretionary improvements (for example, providing a trail).

6. Enable quick-possession. A significant cost of roadway construction is the delay required to negotiate the price for acquisition of right-of-way for road widening projects. The state LaDOTD procedure allows the state to take possession of the property while the value is being determined. Allowing the same ability to the parish would greatly accelerate the pace of road improvements, lower the costs, and still preserve fair value to the property owner.

7. Combine projects. The parish is faced with multiple projects that will affect the same corridors: major road repairs, road widening, storm drain improvements, regional sewer system installation, and possibly sidewalk construction. To combine and coordinate these projects will reduce duplication of many costs as well as reduce the disruption to adjacent property owners.

8. Consider cost reimbursement. In some cases, a developer may be more willing to pay the cost of off-site improvements if there is a mechanism by which he/she can be reimbursed by later projects that also utilize, and are required to help pay for, the improvements.

9. Seek out cost-efficiencies. Considering the cumulative impact may allow cost reductions. For example, the cost of land is a major contributor to the cost of roadway improvements. Having to acquire land to relocate open ditches and adjacent utility servitudes adds to that cost. Past roadway widening projects
have cost up to $5 million per mile. Converting from surface ditches to piped
stormwater is estimated to have possible savings of $500,000 per mile.
Allowing/requiring other utilities in the right-of-way may reduce the total cost
of land and the time and expense of servitude costs and utility relocation for
future widening.

10. Reduce traffic demand. A significant portion of the traffic on local roads is
related to trips for convenience shopping, school, deliveries, recreation, etc.
These traffic impacts can be reduced by providing opportunities for those
who wish to live closer to destinations. Also, upgrading and completing several
missing links in the local parish roadway system will provide alternative, parallel
routes through key parts of the parish, which may reduce the demand for much
more expensive widening of major arterials.
.20110 (Chapter 12)

ADMINISTRATION, IMPLEMENTATION AND ENFORCEMENT.

Plan Ascension is intended for use by everyone who makes decisions that affect future of the community: the Ascension Parish Planning and Zoning Commission, Ascension Parish Council, other parish boards and commissions, parish staff, developers, employers and residents in the community.

.20111
ADMINISTRATION.

A. Document Ownership.

Per Louisiana State statutes, comprehensive plans are a land use decision tool created by the Planning and Zoning Commission. In Ascension Parish, the comprehensive plan is used by both the Planning and Zoning Commission and Parish Council document in making land use and development decisions.
B. Authority.

This comprehensive plan, Plan Ascension, has been written according to the Louisiana Revised Statute 33-106. Per the statute, this plan gives consideration to the following:

1. Transportation systems (railroads, highways, streets, bridges, waterways)
2. Recreation systems (playgrounds, squares, parks, public ways, grounds, open spaces)
3. Public buildings, schools and other public property
4. Housing and the planning of blighted areas
5. Public and private utilities for water, light, sanitation, communication, power and transportation.

Implementation Tools.

A. Implementation.

Plan Ascension will be administered by the Ascension Parish Planning and Zoning Commission. The Plan is implemented through a variety of parish regulations: the Ascension Parish Subdivision Regulations, Development Ordinance (Chapter 17, Planning and Development of the Code of Ordinances of Ascension Parish Louisiana), and the Building and Building Regulations (Chapter 6 of the Code of Ordinances of Ascension Parish). The Planning and Zoning Commission, or the courts, are to interpret and implement Plan Ascension to promote the purposes set forth by the Ascension Parish Council.

B. Consistency between the Comprehensive Plan and Zoning.

Successful and attractive places are a result of thoughtful plans being implemented consistently over time. It is important that land use decisions (e.g. development projects and re-zoning) be consistent with Plan Ascension. If they are not, the plan will cease to be an effective guide for decision-making and may have legal ramifications. All zoning and land use decisions should be consistent with the 2030 Future Land Use Map unless there is a significant public benefit to depart there from. If there is an inconsistency between Plan Ascension and a proposed land use decision, it should be resolved by either modifying the proposal or amending the plan.
C. Development Review.

Upon every development review, staff and the review body will use the concepts of Plan Ascension and the 2030 Future Land Use Map to make determinations of expected development quality, location and design.

- Every application for development will include a section for the developer to indicate how the project upholds the intention of Plan Ascension.
- Every staff report will include a section on how the project meets or does not meet the intent of Plan Ascension.

C. Capital Improvements Plan.

Begin creation and monitoring of the Capital Improvements Plan. Monitoring of the Capital Improvements Plan is to be done annually and should include implementation of Plan Ascension concepts.

D. Implementation Framework Chart.

An Implementation Framework Chart is provided on the following pages. It is the intention of the chart to be flexible. It provides a list of all Plan Ascension actions; a general time frame; a designation of the responsible parish departments and agencies; and possible funding sources for the strategies and actions described in Plan Ascension.

The implementation chart is to be used as a guide. On a yearly basis the Director of Planning and Development will create a work program based on recommendations by the Planning and Zoning Commission and approved by the Parish Council. The work program will outline the actions that are most important to achieve in the following year based on timely priorities and the budget and resources at hand.

20113 Bi-annual Evaluation.

The parish Planning and Development Department should prepare an evaluation and appraisal report every other year beginning two years (2012) after plan adoption. The report will be submitted to the Ascension Parish Planning and Zoning Commission for review. The report will be used to determine Plan Ascension progress and when amendments are necessary. The report will include (but limited to):
<table>
<thead>
<tr>
<th>Action / Strategy</th>
<th>Timeframe</th>
<th>Responsible Department and / or Agency</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Growth Pattern</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop detailed neighborhood plans for neighborhoods / sub-areas of the parish. Items to consider during the process include but not limited to:</td>
<td>2010 - 2018</td>
<td>Planning and Development</td>
<td>General Fund Grant Normal operations</td>
</tr>
<tr>
<td>• Locations for sidewalk retro-fitting</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Appropriate densities and land uses</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Connectivity in existing neighborhoods</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Roadways</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Protection of historic sites</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Trail and park locations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Specific future employment locations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Review and modify existing regulations and create incentives for center development.</td>
<td>2010 - 2012</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Increase the enforcement of existing restrictions on development in the floodplain.</td>
<td>On-going</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Develop standards for maximum fill heights, side slopes or other criteria to prohibit new development from greatly changing the character of existing residential.</td>
<td>2010 - 2012</td>
<td>Planning and Development &amp; Drainage</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Work with Ascension Economic Development Corporation to identify an appropriate target amount of medium and light industrial land to be designated.</td>
<td>2012 - 2015</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Consider and adopt appropriate agriculture protection techniques.</td>
<td>2012 - 2015</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Consider and adopt appropriate techniques to preserve rural character.</td>
<td>2010 - 2012</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Evaluate and adopt appropriate guidelines to allow interim development prior to the availability of the regional sewer system.</td>
<td>2010 - 2011</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Work with existing municipalities to encourage infill and redevelopment.</td>
<td>On-going</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Work with the business community to create and regularly update (five years) an inventory of land uses (developed vs. available) to track utilization rates, jobs/housing balance, etc.</td>
<td>2014 – 2016</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Work with Corps of Engineers to modify the sewer treatment system boundary to include designated centers, to adjust phasing to help implement Plan Ascension, and to identify criteria for future expansions of the boundary.</td>
<td>2011 - 2015</td>
<td>Planning and Development &amp; Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Review the family partition process and standards make sure they meet the intent of the ordinance.</td>
<td>2011 - 2013</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Explore setting up a procedure for the parish to be able to accept conservation easement donations.</td>
<td>2012 - 2015</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td><strong>Transportation</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enforce current development standards that require new subdivisions to connect to existing stub-outs or extensions to property lines.</td>
<td>On-going</td>
<td>Planning and Development &amp; Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Adopt street connectivity standards regarding block length and street spacing for new development.</td>
<td>2011 - 2015</td>
<td>Planning and Development &amp; Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Modify street standards to require that all arterials and collectors in the growth areas are complete streets.</td>
<td>2011 - 2014</td>
<td>Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Action / Strategy</td>
<td>Timeframe</td>
<td>Responsible Department and / or Agency</td>
<td>Funding</td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------</td>
<td>--------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td><strong>Transportation (continued)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop street standards that include closed sewer system and allow narrower right-of-way without drainage ditches.</td>
<td>2011 - 2015</td>
<td>Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Research funding required and potential sources to enable road improvements and maintenance.</td>
<td>2010 - 2013</td>
<td>Public Works &amp; Finance &amp; Grants</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Define the criteria for commercial improvements that trigger the need for compliance with new standards. Investigate and adopt cost-effective mechanisms, such as a sidewalk improvement district, to make compliance more affordable.</td>
<td>2011 - 2014</td>
<td>Planning and Development &amp; Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Develop a program to encourage existing neighborhoods to install sidewalks where they are desired.</td>
<td>2015 - 2020</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Develop criteria (such as levels of service) for roads that should be maintained by the parish.</td>
<td>2010 - 2011</td>
<td>Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Obtain authority to use procedures similar to those used by LaDOTD, to enable the design and construction new roadways to proceed while fair market value is being determined for any right-of-way acquisition.</td>
<td>2010 - 2012</td>
<td>Public Works &amp; Legal / Public Requests</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Explore the potential for creating a trail system in the parish.</td>
<td>2015 - 2020</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Work with land owners and developers to investigate the feasibility of, and begin advance land use planning (if appropriate), for a commuter rail station in the north Gonzales/Prairieville area.</td>
<td>2015 - 2020</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Revise the Zoning Code to require with all new land development and redevelopment, network connectivity and the provision of corridors and rights-of-way for network connectivity.</td>
<td>2011 - 2012</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Encourage connectivity in existing neighborhoods that are locally appropriate and acceptable to complete gaps or missing links in the network.</td>
<td>2010 - 2018</td>
<td>Planning and Development &amp; Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Develop a parish Transportation Master Plan. Include road classification, access management, and connectivity standards and requirements for all non-state roadways.</td>
<td>2011 - 2015</td>
<td>Public Works</td>
<td>General Fund Grant</td>
</tr>
<tr>
<td>Design a plan for the evolution of Airline Highway.</td>
<td>2013 - 2018</td>
<td>Planning and Development &amp; Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Develop an Access Management Plan.</td>
<td>2012 - 2016</td>
<td>Public Works</td>
<td>General Fund Grant</td>
</tr>
<tr>
<td>Develop a set of tools to encourage quality affordable homes in new subdivisions in the parish.</td>
<td>2014 - 2018</td>
<td>Planning and Development</td>
<td>General Fund Grant</td>
</tr>
<tr>
<td>Consider tax incentives (reduced sales tax rates) to businesses that assist in the supply of affordable housing.</td>
<td>2014 - 2018</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td><strong>Infrastructure and Utilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provide to the water supply companies the information about future land use.</td>
<td>2010 (and on-going)</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Action / Strategy</td>
<td>Timeframe</td>
<td>Responsible Department and / or Agency</td>
<td>Funding</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>----------------------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>Work with all of the water suppliers and providers to make investments to systems to facilitate the uses indicated on the 2030 Future Land Use Map.</td>
<td>2011 - 2013</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Work with Ascension Water Company to assure that water infrastructure is able to provide adequate quantity and pressure to serve the centers.</td>
<td>2012 - 2020</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Encourage consolidation of water services where feasible to achieve a more unified service and ensure a stable and dependable water source for all areas of the parish.</td>
<td>2020 - 2025</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Require developers or water companies to extend all lines for service.</td>
<td>On-going</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Modify regulations to require adequate fire flow with construction.</td>
<td>2011 - 2012</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Work with Ascension Water Company to inform users about water supplies, future demands, and if appropriate implement a program to encourage water conservation measures.</td>
<td>On-going</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Investigate the potential re-use of reclaimed water.</td>
<td>2018 - 2023</td>
<td>Planning and Development &amp; Environmental Services</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Work with water providers to obtain Geographic Information System (GIS) data of existing water lines and maintain data with yearly updates.</td>
<td>2011 - ongoing</td>
<td>Planning and Development &amp; Public Information</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Develop detailed policies and procedures for development within the regional sewer district boundary.</td>
<td>2010 - 2013</td>
<td>Planning and Development</td>
<td>General Fund Grant</td>
</tr>
<tr>
<td>Work with the ACOE to modify the phasing of the sewer plan to incentivize the creation of the new town and centers by having those areas as early phases of the system.</td>
<td>2010 - 2015</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Work with LDEQ and the State Dept. of Health and Hospitals to create an appropriate inspection/certification plan.</td>
<td>2011 - 2015</td>
<td>Planning and Development &amp; Health Unit</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Designate (or create) a staff position to facilitate the sewer district implementation.</td>
<td>2011 - 2013</td>
<td>Public Works</td>
<td>General Fund</td>
</tr>
<tr>
<td>Coordinate Plan Ascension and Drainage Master Plan.</td>
<td>2011 - 2015</td>
<td>Drainage &amp; Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Develop standards for the subsurface stormwater drainage system.</td>
<td>2011 - 2015</td>
<td>Public Works &amp; Drainage</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Develop a procedure to coordinate stormwater drainage into parish and state road projects.</td>
<td>2011 - 2015</td>
<td>Public Works &amp; Drainage</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Coordinate with private utility companies to provide them with the planned growth information.</td>
<td>2010 (and ongoing)</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Revise subdivision regulations to require new utility lines to be located within the rights-of-way of minor collector and larger parish roads.</td>
<td>2012 - 2017</td>
<td>Planning and Development &amp; Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Consider adopting an ordinance that states new servitudes will be fully dedicated (fee title) by the developer to the parish upon subdivision approval.</td>
<td>2011 - 2013</td>
<td>Planning and Development &amp; Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Action / Strategy</td>
<td>Timeframe</td>
<td>Responsible Department and / or Agency</td>
<td>Funding</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
<td>------------</td>
<td>---------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Review and modify subdivision standards, zoning code and building code to address servitudes for family partitions.</td>
<td>2011 – 2013</td>
<td>Planning and Development &amp; Public Works &amp; Building</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Modify regulations to require utilities to be placed underground.</td>
<td>2012</td>
<td>Planning and Development &amp; Public Works &amp; Building</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Modify parish cross sections and require franchise agreements to place utilities within the right-of-way.</td>
<td>2012</td>
<td>Planning and Development &amp; Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Coordinate infrastructure and utilities with regional sewer improvements.</td>
<td>2011 - 2015</td>
<td>Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Prioritize infrastructure and road improvements according to how the projects incentivize the 2030 Future Land Use Map and size them according the 2030 FLUM.</td>
<td>2011 - 2015</td>
<td>Public Works &amp; Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Install new sewer collection systems concurrent with parish roadway widening projects if the sewer collection system is planned for extension into that area within three years of the planned roadway project.</td>
<td>2012 - 2017</td>
<td>Public Works</td>
<td>General Fund Grant Improvement District Special District Concurrency requirements</td>
</tr>
<tr>
<td>Develop guidelines that describe the general procedures for the installation and extension of utilities and infrastructure within the parish.</td>
<td>2012 - 2017</td>
<td>Public Works</td>
<td>Normal operations General Fund Grant</td>
</tr>
<tr>
<td>Plan to fund the construction of sewer collection systems for state roadway improvement projects</td>
<td>2012 - 2017</td>
<td>Public Works</td>
<td>General Fund Grant Improvement District</td>
</tr>
<tr>
<td>Apply two options for handling the sewer/utility lines location within the road rights-of-way.</td>
<td>2011 - 2016</td>
<td>Public Works</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Adopt a defined location of utility placements so individual utilities know up front where their placement should occur, whether it is under the road or in an offset easement.</td>
<td>2011 - 2016</td>
<td>Public Works &amp; Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Consider stormwater drainage systems along with roadway improvements where a central sewer is present.</td>
<td>2012 - 2018</td>
<td>Public Works</td>
<td>Normal operations General Fund Grant Improvement District Concurrency requirements Regulation</td>
</tr>
<tr>
<td>Be responsible for all improvement costs for projects on parish roads: road widening, curb, storm drainage, and sanitary sewer.</td>
<td>On-going</td>
<td>Public Works &amp; Finance</td>
<td>General Fund Grant Improvement District Special District Concurrency Requirements Regulation</td>
</tr>
<tr>
<td>Action / Strategy</td>
<td>Timeframe</td>
<td>Responsible Department and / or Agency</td>
<td>Funding</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>-------------------------------------------------------------------</td>
<td>------------------------------------------------</td>
</tr>
<tr>
<td>Consider placing sheriff annex stations in one or more of the identified centers.</td>
<td>On-going</td>
<td>Planning and Development &amp; Sheriff</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Consider the application of Crime Prevention Through Environmental Design (CPTED) when designing and reviewing higher density projects.</td>
<td>2013 - 2018</td>
<td>Planning and Development &amp; Sheriff</td>
<td>Normal operations</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Grant Grant</td>
<td>General Fund</td>
</tr>
<tr>
<td>Work with fire districts to locate new stations in centers where proximity to population and adequate roads exist.</td>
<td>On-going</td>
<td>Planning and Development &amp; Fire Protection Districts</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Required hydrants in new subdivisions dependent on the need of the associated fire protection agency.</td>
<td>On-going</td>
<td>Planning and Development &amp; Fire Protection Districts</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Evaluate additional funding sources to supplement fire district resources.</td>
<td>2012 - 2015</td>
<td>Planning and Development &amp; Fire Protection Districts</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Conduct additional scientific studies to determine the actual impact area of a potential chemical release and to determine if the land use plan should be modified for safety considerations.</td>
<td>2015 - 2020</td>
<td>Office of Homeland Security and Emergency Preparedness</td>
<td>Grant</td>
</tr>
<tr>
<td></td>
<td></td>
<td>General Fund</td>
<td>Public / Private Partnership</td>
</tr>
<tr>
<td>Apply stronger floodplain regulations.</td>
<td>On-going</td>
<td>Planning and Development &amp; Drainage &amp; Building</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Work with property owners of large tracts, and prepare long-term agreements for the temporary use of agricultural fields and / or industrial properties for debris storage in the case of an emergency.</td>
<td>2012 - 2018</td>
<td>Office of Homeland Security and Emergency Preparedness</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Review the adequacy of Lamar-Dixon and the existing community centers serving as temporary emergency shelters.</td>
<td>2010 - 2011</td>
<td>Office of Homeland Security and Emergency Preparedness</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Continue to work toward the implementation of the 2009 Hazard Mitigation Plan.</td>
<td>2010 – on-going</td>
<td>Office of Homeland Security and Emergency Preparedness</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Work with the school district to:</td>
<td>2011 - 2020</td>
<td>Planning and Development &amp; School District</td>
<td>Normal operations</td>
</tr>
<tr>
<td>1. Identify future school sites consistent with the objectives of Plan Ascension</td>
<td></td>
<td>Grant Grant</td>
<td>General Fund</td>
</tr>
<tr>
<td>2. Develop plans for compact school buildings that reduce land cost.</td>
<td></td>
<td>Public / Private Partnership</td>
<td></td>
</tr>
<tr>
<td>3. Coordinate the development and sharing of schools with adjacent parks.</td>
<td></td>
<td>Public / Private Partnership</td>
<td></td>
</tr>
<tr>
<td>4. Utilize land banking or land exchanges to acquire appropriate schools sites.</td>
<td></td>
<td>Public / Private Partnership</td>
<td></td>
</tr>
<tr>
<td>Evaluate the supplemental sources to fund schools.</td>
<td>2011 – 2015</td>
<td>Planning and Development &amp; Finance &amp; School District</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Locate branch libraries in future centers, near other social activities such as a post office, shopping, and schools.</td>
<td>On-going</td>
<td>Planning and Development &amp; Library</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Encourage a new healthcare facility to locate in the new town center in the Prairieville vicinity so that it is in close proximity to the planned growth areas.</td>
<td>On-going</td>
<td>Planning and Development &amp; Health Unit</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Action / Strategy</td>
<td>Responsible Department and / or Agency</td>
<td>Timeframe</td>
<td>Funding</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------------------------------------</td>
<td>-----------</td>
<td>---------</td>
</tr>
<tr>
<td><strong>Public Services (continued)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continue to work with the Ascension - St. James Airport and Transportation Authority to address operation needs of the facility including the consideration of additional roads in the area to provide additional access.</td>
<td>Planning and Development</td>
<td>On-going</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Expand the parish recycling program including locating additional satellite recycling and solid waste collection sites in the designated centers.</td>
<td>Environmental Services</td>
<td>2011 - 2016</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Cooperate with other public agencies, municipalities, civic leaders, local industry, and private enterprises to promote and encourage organized activities that bring people to Ascension Parish.</td>
<td>Planning and Development &amp; Environmental Services</td>
<td>2012 - 2020</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Protect cultural and historic sites with appropriate and compatible land uses and design.</td>
<td>Planning and Development &amp; Environmental Services</td>
<td>2013 - 2018</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Adopt strategies to assure that impacts from new development on historical sites and structures are minimized.</td>
<td>Planning and Development &amp; Environmental Services</td>
<td>2012 - 2020</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Develop a preservation education and awareness program for historic and cultural preservation.</td>
<td>Planning and Development &amp; Environmental Services</td>
<td>2012 - 2020</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Work with federal, state and local agencies to develop a unified floodplain management program.</td>
<td>Environmental Services</td>
<td>2011 - 2018</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Adopt and maintain a Floodplain Management Plan.</td>
<td>Environmental Services</td>
<td>2011 - 2014</td>
<td>Normal operations</td>
</tr>
</tbody>
</table>

Chart 4: The Implementation Chart continued
<table>
<thead>
<tr>
<th>Action / Strategy</th>
<th>Timeframe</th>
<th>Responsible Department and / or Agency</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Environmental and Cultural Resources (continued)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Re-evaluate, improve, update, and enforce the floodplain management regulations.</td>
<td>2011- 2014</td>
<td>Drainage &amp; Building &amp; Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Grant</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>General Fund</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Public / Private Partnership</td>
</tr>
<tr>
<td>Work to reduce parish CRS rating.</td>
<td>2011- ongoing</td>
<td>Drainage &amp; Building &amp; Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identify and designate floodways on the preliminary 100-year floodplain maps.</td>
<td>2011 - 2014</td>
<td>Drainage &amp; Public Information</td>
<td>Normal operations</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Grant</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>General Fund</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Public / Private Partnership</td>
</tr>
<tr>
<td>Expand the 2009 Hazard Mitigation Plan to incorporate complete and comprehensive</td>
<td>2012 - 2016</td>
<td>Office of Homeland Security and Emergency Preparedness &amp; Drainage</td>
<td>Normal operations</td>
</tr>
<tr>
<td>flood hazard mitigation plans.</td>
<td></td>
<td></td>
<td>Grant</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>General Fund</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Public / Private Partnership</td>
</tr>
<tr>
<td>Develop an information packet for the media and general public to explain the</td>
<td>2011 - 2015</td>
<td>Office of Homeland Security and Emergency Preparedness &amp; Drainage</td>
<td>Normal operations</td>
</tr>
<tr>
<td>nature of floods, the relationship between unwise development and damage, hazard</td>
<td></td>
<td></td>
<td>Grant</td>
</tr>
<tr>
<td>mitigation methods, and available programs.</td>
<td></td>
<td></td>
<td>General Fund</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Public / Private Partnership</td>
</tr>
<tr>
<td>Require a coastal use permit with the Department of Natural Resources in</td>
<td>On-going</td>
<td>Office of Homeland Security and Emergency Preparedness &amp; Drainage</td>
<td>Normal operations</td>
</tr>
<tr>
<td>addition to the Army Corps of Engineers for any activities within the</td>
<td></td>
<td></td>
<td>Grant</td>
</tr>
<tr>
<td>designated coastal zone (if designated).</td>
<td></td>
<td></td>
<td>General Fund</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Obtain GIS versions of sensitive habitats from the Department of Wildlife and</td>
<td>2011 - 2014</td>
<td>Public Information</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Fisheries and keep current versions of the maps on the parish GIS system.</td>
<td></td>
<td></td>
<td>General Fund</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Include the listed species and/or communities in the development review</td>
<td>2011 - 2014</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>criteria.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Include appropriate federal and state agencies associated with environmental</td>
<td>On-going</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>issues in development review referrals.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Consider and adopt methods to protect sensitive areas.</td>
<td>2013 - 2018</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Grant</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>General Fund</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Public / Private Partnership</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Private funding</td>
</tr>
<tr>
<td>Require proper permitting reviews for any development in wetlands.</td>
<td>On-going</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apply the Natural land use and Conservation Zone to wetland and waterways of the</td>
<td>2011 - 2020</td>
<td>Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>parish to protect many of the listed species and communities are associated with</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>wetland and waterways.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Action / Strategy</td>
<td>Responsible Department and/or Agency</td>
<td>Timeframe</td>
<td>Funding</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------------------------</td>
<td>-----------</td>
<td>---------</td>
</tr>
<tr>
<td>Continue to track LDEQ air quality monitoring.</td>
<td>Planning and Development &amp; Office of Homeland Security and Emergency Preparedness</td>
<td>On-going</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Work with the building construction and development community to increase the energy-efficiency and sustainability of homes, businesses, and neighborhoods.</td>
<td>Planning and Development &amp; Office of Homeland Security and Emergency Preparedness</td>
<td>2012 - 2016</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Adopt a policy that energy-efficiency will be a leading factor in purchase decisions.</td>
<td>Planning and Development &amp; Office of Homeland Security and Emergency Preparedness</td>
<td>2012 - 2016</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Appoint an energy efficiency task force to conduct an inventory and develop an energy-efficiency plan for the parish.</td>
<td>Planning and Development &amp; Office of Homeland Security and Emergency Preparedness</td>
<td>2012 - 2016</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Leverage funding from other federal, state, and private sources that can be combined with grants and parish revenue to implement the energy efficiency plan.</td>
<td>Planning and Development &amp; Office of Homeland Security and Emergency Preparedness</td>
<td>2012 - 2016</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Pursue new economic development and job creation opportunities that promote energy efficiency.</td>
<td>Planning and Development &amp; Office of Homeland Security and Emergency Preparedness</td>
<td>2012 - 2016</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Develop public/private partnerships objectives to encourage sustainable energy sources.</td>
<td>Planning and Development &amp; Office of Homeland Security and Emergency Preparedness</td>
<td>2012 - 2016</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Update the 2006 Parks Master Plan. Include a trails element and identify priority areas for trail/multi-use path locations in growth areas, especially where road improvements are not expected to occur in the near term.</td>
<td>Planning and Development &amp; Office of Homeland Security and Emergency Preparedness</td>
<td>2012 - 2016</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Develop public/private partnerships with regional, state, and local park agencies to leverage resources for new park construction.</td>
<td>Planning and Development &amp; Office of Homeland Security and Emergency Preparedness</td>
<td>2012 - 2016</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Construct hard surface trails/multi-use paths that better withstand weather and increase usability.</td>
<td>Planning and Development &amp; Office of Homeland Security and Emergency Preparedness</td>
<td>2012 - 2016</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Explore with landowners, interest groups, and drainage districts the potential to create a demonstration project trail/multi-use path along a bayou and/or major utility corridor, utilizing the public easement.</td>
<td>Planning and Development &amp; Office of Homeland Security and Emergency Preparedness</td>
<td>2012 - 2016</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Enlist volunteers to help maintain the trail facilities.</td>
<td>Planning and Development &amp; Office of Homeland Security and Emergency Preparedness</td>
<td>2012 - 2016</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Action / Strategy</td>
<td>Timeframe</td>
<td>Responsible Department and / or Agency</td>
<td>Funding</td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------------</td>
<td>----------------------------------------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>Parks, Recreation and Trails (continued)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Convene a task force to explore the level of interest, parish-wide or in neighborhoods, to form a recreation district.</td>
<td>2013 - 2018</td>
<td>Recreation</td>
<td>Normal operations Grant Public / Private Partnership Private funding</td>
</tr>
<tr>
<td>Parish Economics</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plan for diverse employment opportunities. The parish should maintain a portfolio of available employment sites.</td>
<td>On-going</td>
<td>Planning and Development &amp; Economic Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Target businesses that are attracted by population and quality of life, and not solely geographically-specific.</td>
<td>On-going</td>
<td>Economic Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Encourage green industries to locate in the Business/ Light Industrial land use designations and well as in centers.</td>
<td>On-going</td>
<td>Economic Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Construct an additional road connection north of the airport that stretches toward the Lamar-Dixon Expo Center and designate Business / Light Industrial land use along the roadway.</td>
<td>2013 - 2018</td>
<td>Public Works &amp; Planning and Development</td>
<td>Grant Public / Private Partnership Private funding General Fund</td>
</tr>
<tr>
<td>Develop amenities for existing residents that also attract future employers and their employees.</td>
<td>On-going</td>
<td>Recreation &amp; Planning and Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Continue to discuss the establishment of a branch campus of River Parishes Community College in Donaldsonville.</td>
<td>On-going</td>
<td>Planning and Development &amp; Economic Development</td>
<td>Normal operations</td>
</tr>
<tr>
<td>Support the West Bank Turnpike.</td>
<td>On-going</td>
<td>Administration</td>
<td>Normal operations</td>
</tr>
</tbody>
</table>
A. Accomplishments.

A description of the accomplishments should be produced in the first five-year period of the plan, describing the degree to which the goals, policies and plan direction have been reached.

B. Issue Identification.

Obstacles or problems, which resulted in underachievement of goals, direction and policies should be noted.

C. Modifications to the Program.

New or modified goals, objectives or policies should be recorded that are used to correct discovered problems.

20114

Keeping the Plan Current.

Plan Ascension is both a statement of long-term objectives and also guides day-to-day development review decisions by the parish and many others. To be effective, it is important that Plan Ascension continues to reflect the community’s values and vision. Therefore, it is important that the plan be kept current. Prior to any change to the plan, the public will be notified and public input will be sought.

A. Major Update.

Major updates to Plan Ascension should be done at least within seven years (2017) but may be considered as often as necessary to reflect changes in community goals and needs. Because priorities and work plans change from year to year, parish staff and officials should continually evaluate and adjust the actions at each update of Plan Ascension (see section 17-20114).

B. Minor Changes.

Minor changes to the plan, such as editing, clarification and slight changes that do not change the substance or intent of the plan, may be considered by the Ascension Parish Planning and Zoning Commission twice a year. Changes may be requested by a citizen, property owner, parish official, or parish staff. Even minor amendments shall allow input opportunities for the public and any stakeholder.
C. **Periodic Amendments.**

The parish may amend Plan Ascension periodically if the proposed change is consistent with the vision (intent), goals and polices of Plan Ascension. If the changes are deemed appropriate, the amendment will be documented and posted. Periodic amendments to the plan shall allow input opportunities for the public and any stakeholder. The following criteria should be applied when considering a plan amendment:

1. Subsequent events have invalidated the original premise and findings; and/or
2. The character and/or condition of the area has changed such that the amendment is consistent with the plan; and/or
3. Public and community facilities are adequate to serve the type and scope of land use proposed; and/or
4. An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or
5. The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.
.20120 (Chapter 13)

DEFINITIONS AND ACKNOWLEDGEMENTS.

A. Definitions.

Action – A specific measure to be taken to implement a policy within Plan Ascension.

Accessory dwelling unit – An attached or detached dwelling unit integrated within a single family dwelling or located in a detached accessory building located on the same lot as the single family dwelling.

Best Management Practices - Methods or techniques found to be the most effective and practical means in achieving an objective.

Business / Light Industrial land use – Land use category intended to accommodate light manufacturing, research and development, land-intensive commercial, warehousing, wholesale and processing uses. Light industrial is intended to encourage originality and flexibility in design to ensure that the development is properly related to its site and buffered to surrounding land uses. Development should be operated in a relatively clean and quiet manner in accordance with applicable noise ordinance regulations (Chapter 14, Article III of the Code of Ordinances) and should not be obnoxious to nearby residential or commercial uses. Uses shall create little or no environmental or safety problems.

Capital improvement - Land, improvements to land, structures, and equipment that enhance the value of a property.

Catch up – For the purposes of Plan Ascension, catch up is the need for the parish to fund existing roadway improvements and maintain the existing transportation system.

Center - An identified area with a concentration and variety of different land uses – housing, retail space, offices and other services – within close proximity of one another. The intention is to have areas that allow people to perform daily tasks without necessarily having to drive.
**City parish** – The state where a traditionally rural parish becomes populated and develops to a more urbanized state; with the transition comes urban levels of responsibility.

**Cluster development** - A form of development design where development is concentrated on a specific portion of a site to allow the remaining land area to be devoted to common space, open space, active recreation, reservation of environmentally sensitive areas, or agriculture at least until a future date.

**Compact growth** – New development that is designed to have many land uses in a small area.

**Cost of services** - The amount of money required for a utility or service to operate and maintain facilities, cover capital expenses, and provide an opportunity to earn a profit and maintain adequate reserves.

**Crown jewels** – The characteristics of the parish that attract people to choose to reside in the parish: areas with true rural character, school quality, and access to a healthy natural environment.

**Density** - The number of dwelling units (DU) allowed per unit of land (acre).

**Dwelling unit** - A room or group of rooms that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long term basis and having permanent provisions for living, cooking, eating, sleeping and sanitation.

**Feathering density** – A transition of density between and existing neighborhood and a denser development. If an existing property has one-third acre lots, and a new adjacent development is granted a higher density, the new development would be required to place one-third to one-quarter acre lots along the common property line. If the new development has a lower average density, it could place a few one-third to one-half acre lots along the common boundary to more closely match existing development. When large density “jumps” cannot be avoided, they should be mitigated by buffer transitions, such as: increased setbacks between the uses, gradual changes in building mass, significant landscape planting, etc. Higher density residential uses are encouraged as a buffer transition between low density neighborhoods and commercial, industrial, or business uses.

**Flood zone** - Flood hazard areas identified on the Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA). SFHA are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. SFHAs are labeled as Zone A, Zone AO, Zone AH, Zones A1-A30, Zone AE, Zone A99, Zone AR, Zone AR/AE, Zone AR/AO, Zone AR/A1-A30, Zone AR/A, Zone V, Zone VE, and Zones V1-V30. Moderate flood hazard areas, labeled Zone B or Zone X are also shown on the Flood Insurance Rate Map (FIRM), and are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X18.

**Floodplain** - The land area on either side of the banks of a stream subject to flooding. The 100-year floodplain is an estimation of the area that would be flooded by a flood event that would only occur once in 100 years.

18 www.fema.gov/plan/prevent/floodplain/nfipkeywords/flood_zones
**Floodway** – A channel and adjacent land inundated with an overflow of water caused by flooding. A "Regulatory Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height\(^{19}\).

**Future Land Use Map** - A graphic and written analysis of a desirable and feasible pattern, or alternative patterns indicating the general location, character, extent and relationship of future land uses at specified times. The map is based on the community’s vision and goals and through implementation of policies, the land use map and specified actions. Also known as the Land Use Map, 2030 Future Land Use Map, and Map 1 of this plan.

**Gateway** - A gateway is located at major entrances to the parish and gives residents and visitors a first impression of a community. Gateways typically consist of landscaping and signage but may include structures and seating areas.

**Green industry** – Business and industry that produce environmentally friendly products, reduce polluting by-products, and / or reduce production and operation dependence on fossil fuels, green house emissions and toxins.

**Growth** – Physical development and expansion, along with increasing population, of a community over time.

**Growth area** - A highly developed area that includes or is appurtenant to a place and contains a variety of commercial, residential, and cultural uses or is found appropriate for future growth due to the presence of existing or planned infrastructure and services and absence of natural constraints to development.

**Heavy Industrial land use** – Land use category intended to accommodate high-impact manufacturing, compounding, processing, packaging, treatment and other industrial uses, including extractive and waste-related uses, that by their nature create a nuisance, and which are not properly associated with or are compatible with nearby residential or commercial neighborhoods.

**Housing ladder** – A range of housing types, each with a range of price points, offered to the community so residents can choose a unit that fits their preferences and housing is made available to all income levels.

**Infrastructure** - Public services and facilities needed to sustain industry, residential, commercial, and all other activities. Infrastructure includes sewage-disposal systems, water-supply systems, other utility systems, and roads.

**Keep up** – Keep up refers to the need to make improvements to the transportation system based on impacts associated with future population growth and development.

**Land use** - A description of how land is occupied or utilized.

**Land Use Map** - See Future Land Use Map. Also known as 2030 Future Land Use Map and Map 1 of this plan.

**Leakage** – The loss of potential tax/ revenue dollars to another jurisdiction due to residents spending money outside their parish instead of at businesses within their parish of residency.

---

\(^{19}\) [www.fema.gov/plan/prevent/floodplain/nfipkeywords/floodway](http://www.fema.gov/plan/prevent/floodplain/nfipkeywords/floodway)
**Level of service** - A level-of-service (LOS) is a ratio of some measurement of public service or facility (such as water pressure for fire protection) related to population.

**Livability** - Suitable for living in; habitable; comfortable.

**Medium Density land use** – Land use category that consists of attached and detached housing types such as single-family houses, and multi-family structures including row (town) houses and apartments. Commercial activity is concentrated along major roadways and at designated centers. This category is located around municipalities where development has already occurred.

**Medium Industrial land use** – Land use category that consists of industrial uses, such as warehousing, processing, manufacturing, that need adequate area to operate but do not produce toxic products, by-products or other serious public health risk.

**Mixed-use** - The presence of two or more land uses often integrated but compatible with each other such as retail stores with offices, offices with residences, a park and a school, etc. Mixed-use can be vertical/within the same building (office over a bakery) or horizontal/adjacent (shops next to residences).

**Mixed-use Corridor land use** - Land use category that consists of a variety of uses including commercial, retail, office, restaurant, entertainment and multi-family housing co-existing through design either in a horizontal or vertical fashion. The uses provide regional as well as local goods and services and employment opportunities.

**Natural land use** – Land use category that consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation. Agricultural use in appropriate areas is allowed. Densities are one dwelling unit per two acres (or 0.5 dwelling units per acre).

**Neighborhood Center** - Neighborhood Centers provide a mix of uses (such as residential, commercial, retail, office, services, etc.) to support regional needs such as employment, housing and facilities in a concentrated area. Neighborhood Centers tend to be more dense and diverse areas (but smaller scale - 5 to 20 acres - than Small Town Center) than surrounding areas though design and a buffering of densities aid in the transition between neighborhoods and centers.

**Price point** – The price for which something is sold on the retail market.

**Rural area** - A sparsely developed area, with low population density, where the land is primarily undeveloped or used for agricultural purposes without urban services such as central sewer service.

**Rural land use** – Land use category that consists of sparsely settled lands and agricultural activity in open or cultivated states and typically outside a sewer district. Typical buildings are farmhouses, agricultural buildings and camps. Areas without building constraints, such as floodplain, high ground water, wetlands, and have adequate conditions for septic and water may consist of large lot single-family detached housing on one acre or larger. Limited retail activity is located in specifically designated with the Rural Commercial land use category.

**Rural Commercial land use** - Small commercial areas, typically located at major crossroads, that provide local services and retail to the rural areas of the parish.
**Self-sustaining community** – A community that is sustainable (see sustainability) and can continue without dependence on outside areas.

**Servitude** – The legal use of private property for the provision, maintenance, and extension of infrastructure and utilities.

**Small Town Center** - A Small Town Center (20 to 200 acres in area) consists of a mix of uses including employment, commercial, retail, services and residential. Higher density residential development and mixed-use development are encouraged in this area to help support commercial uses in the vicinity, support transit and other multi-modal opportunities, and reduce the cost of infrastructure. The Small Town Center is also where public service providers (law enforcement, fire protection, etc), and new schools are encouraged and incentivized to locate.

**Smart Growth** - A planning and transportation concept that concentrates growth in designated areas to avoid sprawl; and advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with a range of housing choices.

**Special district** - A corporation created by state statute and endowed with a definite governmental organization and revenue raising authority for the purpose of performing a single function or a few related functions.

**Sprawl** - Uncontrolled growth, usually of a low-density nature, in previously rural areas and some distance from existing urban development, services and infrastructure.

**Subdivision** - A division of a lot, tract, or parcel of land into two or more parts for the purpose of sale or building development.

**Suburban land use** – Land use category that consists of single-family detached housing with some opportunities for attached housing products. The overall residential density is 3 dwelling units per acre. Commercial activity is concentrated along major roadways and in designated centers.

**Sustainability** – A community and its development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Sustainability means that a system can be maintained indefinitely with no (or very little) outside subsidy (financial, energy, etc.). Environmental sustainability means conserving natural resources so that they maintain themselves naturally (plant and animal species reproduce) while still accommodating growth.

**Transit** - A system of regularly-scheduled buses, other vehicles and/or trains available to the public on a fee-per-ride basis.

**Transit-oriented development** (TOD) - Development designed to support and take advantage of transit opportunities and reduce personal vehicle trips by including a combination of several land uses such as commercial, retail, services and higher density residential uses, and incorporating facilities for transit into the design of the development.
**Transition area** - The transition area is designated for limited residential, commercial, light and medium industrial development. The land use lies within the chemical emergency warning zone established by the chemical plants in the parish. This area provides a public safety buffer between large-scale residential and commercial development and industrial plants due to the potential serious public health risk associated with the industries.

**Trip** - A one-way journey that proceeds from an origin to a destination via a single mode of transportation.

**Zoning** - The delineation of districts and the establishment of regulations governing the use, placement, spacing and size of land and buildings.
B. Acknowledgements.

Parish Council
Councilman Adrian Thompson    Councilman Benny Johnson
Councilman Chris Loar          Councilman Dempsey Lambert
Councilman Dennis Cullen       Councilman George Valentine
Councilman Kent Schexnaydre    Councilman Oliver Joseph
Councilman Pat Bell             Councilman Randy Cloutatre
Councilman Todd Lambert

Planning and Zoning Commission
Alan Krouse                    Beverly Barre
Milton Cloutatre               Julio Dumas
Howard Dalton                  Luther “Buddy” Wells
Michael L. Marchand            Robert Nance
Sheri Sliman                   Steve Barrow

Support Committee
Barney Arceneaux               Alan Krouse
Blake A. LeBlanc               Julio Dumas
Leroy Sullivan                 Pat Bell
Cedric Grant                   John Fetzer
George Bonfanti                Sharon Kell
Wade Alleman                   Chad Lynch
John Scanlon                    Donna Villar
Michael Eades                  Sherri Despino
Garney Gautreau                Scott Bledsoe
Billy Aguillard                 Don Ramsey
Darrel Primeaux                Ann Shaneyfelt
Jessie Bartley                Tom Yura

Technical Review Committee
Ben Laurie, Engineer           Brandon Odeay, Technology Manager
Bill Roux, EAD Manager         Brian E. Martinez, Planner
Cedric Grant, Chief Administrative Officer Chad Lynch, AP School District
Chuck Montero, Donaldsonville Fire District 2 Danny Laporte, Utilities Supervisor
Darrel Primeaux, Chief Drainage Engineer      David Matassa, Mosquito Control
Garney Gautreau, Parks Manager                Gene Witek, Fire District 1
Gwen LeBlanc, CFO / Treasurer                 Jackie Baumann, Chief Engineer
Jeff Wiley, Sheriff                           June Delaune, Floodplain Coordinator
Kenny Matassa, Parish Health Unit              Lance Brock, Zoning Official
Lavern Bourgeois, Chief Building Official     Raymond Poche, Fire District 3
Ronnie Fairchild, Public Works Director       Tara Titone, Center for Planning Excellence
Terrance Irvin, Public Information Officer    

**Parish Staff**
Tommy Martinez, Parish President
Cedric Grant, Chief Administrative Officer
Richard Compton, Planning and Development Director
Brian Martinez, Planner
Jeff Leuenberger, Planner
Lance Brock, Zoning Official

**Center for Planning Excellence**
Camille Manning Broome
Tara Titone
Boo Thomas

**Comprehensive Plan Consultants**
Winston Associates
C. H. Fenstermaker
Charlier Associates
czb, LLC
James Richardson