

June 2018

COVINGTON BICYCLE PLAN AND COMPLETE STREETS POLICY

FEASIBILITY STUDY

FINAL REPORT

RPC Task Number:

MC-2.18 Cov; FY-18 UPWP

State Project Number:

H.972275.1



PREPARED BY AND PROJECT TEAM LEADS



Jeffrey W. Roesel, AICP, Executive Director
Chris Laborde, Senior Transportation Planner
New Orleans Regional Planning Commission
10 Veterans Memorial Boulevard
New Orleans, LA 70124
P: 504-483-8500



Mike Cooper, Mayor
City of Covington
317 N. Jefferson Avenue
Covington, LA 70433
P: 985-892-1811



Ross Liner, AICP, PTP, Director of Planning
David Lebreton, P.E., PTOE, Senior Project Manager
527 W. Esplanade Avenue, Suite 200
Kenner, LA 70065
P: 504-468-6129



Dana Nunez Brown, FASLA, PLA, AICP, Principal
Andrew Doyle, ASLA, PLA, Senior Associate
1836 Valence Street
New Orleans, LA 70115
P: 504-345-2639

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This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409. Contact the Traffic Safety Office at (225) 379-1871 before releasing any information.



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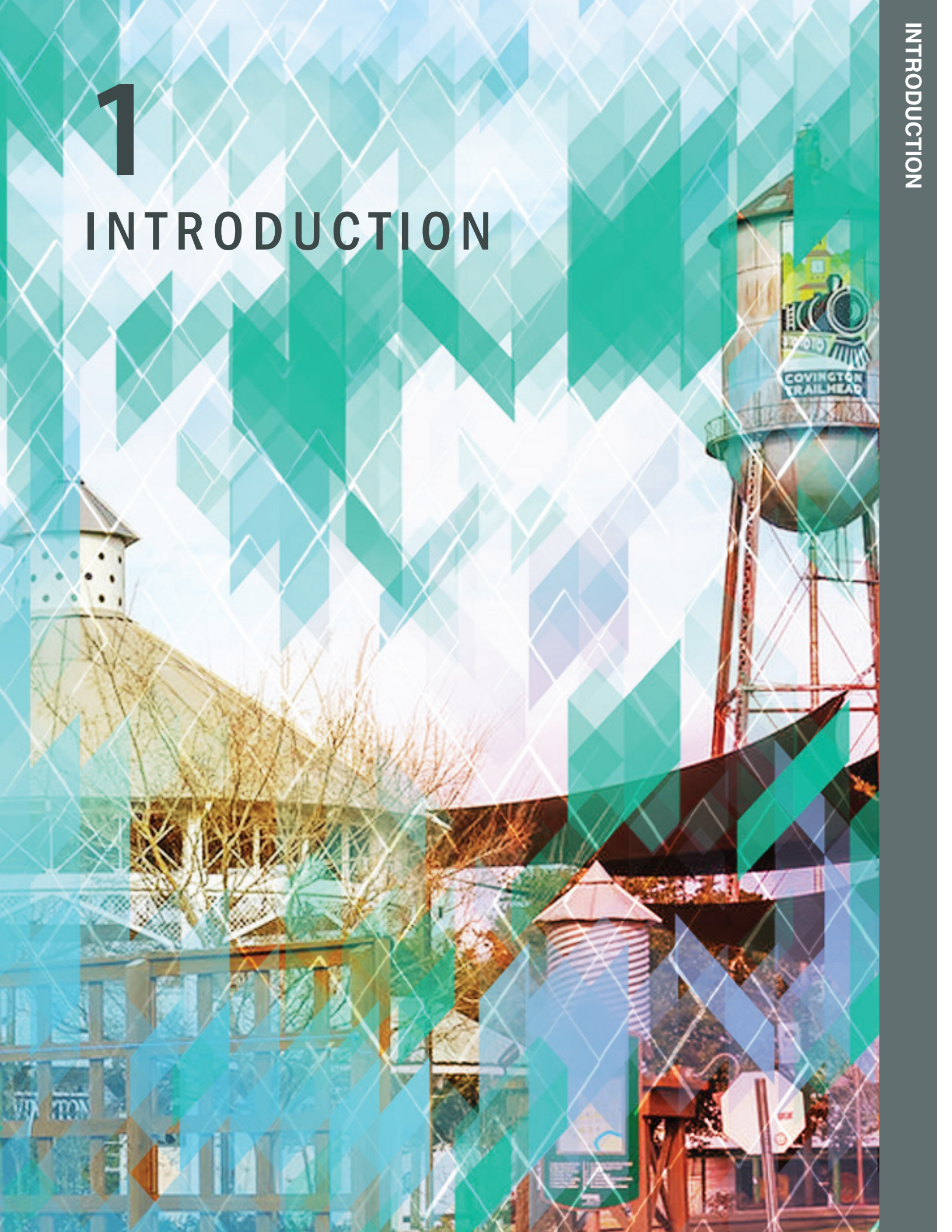
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INTRODUCTION



1. INTRODUCTION

Project Overview

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes (RPC) in coordination with the City of Covington (City) has contracted Digital Engineering (DE) and Dana Brown & Associates (DBA) to perform a Bicycle Plan Feasibility Study, and to develop a city-wide Complete Streets Policy. This includes a Stage 0 Environmental Checklist and a Stage 0 Preliminary Scope and Budget Checklist for short and long-term recommendations.

Short and long-term comprehensive conceptual designs have been developed for the study area including plan layouts, typical sections, visual renderings, traffic control and calming features, and bicycle and pedestrian improvements. The short and long-term alternatives were developed in a collaborative effort of the Project Management Committee (PMC) with members from the RPC, City of Covington Mayor's Office, City Council, and Engineering and Planning Departments, and the Louisiana Department of Transportation and Development District 62 (LA DOTD). The short and long-term alternatives are presented in detail in Section 4.0 and contains the following information:

- *Complete Streets Approach*
- *Pedestrian Crosswalks and/or Other Safety Improvements*
- *Bicycle Lanes and/or Other Safety Improvements*
- *Conceptual Plan of Vehicular Travel Lanes*
- *Typical Striping Policies*
- *Traffic Circulation and Management Short and Long-term Options*

Project Description

The scope of work for the Bicycle Plan Feasibility Study includes the following:

- **Project Management Committee (PMC)** - Assist the RPC in establishing and supporting a PMC to guide the technical work effort and to review the proposed concepts. The PMC includes members of the City of Covington Mayor's Office, City Council, and Engineering Department, and the LA DOTD District 62.
- **Existing and Proposed Land Use** - Prepare a generalized land use map of the study area showing major existing and proposed land uses. Review any previous planning studies, reports, etc. provided by the PMC used as the basis for identifying proposed land use changes within the study area. The land use information (existing and future) will be used in part to analyze connectivity issues, needs, and opportunities for improved bicycle and pedestrian access between neighborhoods, downtown, and public places.

- **Conduct Deficiency Analysis** - Conduct a complete field visual inspection of all candidate roadways in the study area. This examination will include an assessment of roadway and sidewalk width and condition as well as a review of handicap ramps for compliance with current Americans with Disabilities Act (ADA) design standards. Both the land use and field data will be used to identify target areas that have an interest in or experience issues regarding bicycle and pedestrian accessibility and connectivity.
- **Conceptual Planning and Design** - Prepare overall bicycle master plan using site design elements such as new or upgraded sidewalks, signage, striping, landscaping, bike racks, and other measures to enhance downtown Covington as a bike friendly town center destination. Prepare overall visualizations of the proposed improvements and conceptual design alternatives, helping the community understand the design intent by using before and after graphic perspectives for important nodes and before and after graphics in plan view for selected study corridors.
- **Complete Streets Policy** - Assist the City of Covington by preparing a draft Complete Streets Policy document for review by the Mayor and PMC membership. Based on comments received, make revisions to the document and resubmit to the PMC for final review and further consideration by the Mayor and Council.
- **Prepare Preliminary Plans** - Prepare the initial draft of the Bicycle Master Plan and related improvements for review by the PMC. The PMC members will review and comment on study findings and draft recommendations, including project priorities, which are appropriate and feasible for implementation.
- **Draft and Final Reports** - Upon review and approval of the draft submission, the Final Stage 0 Feasibility Study Report will be provided to the RPC and the PMC members.

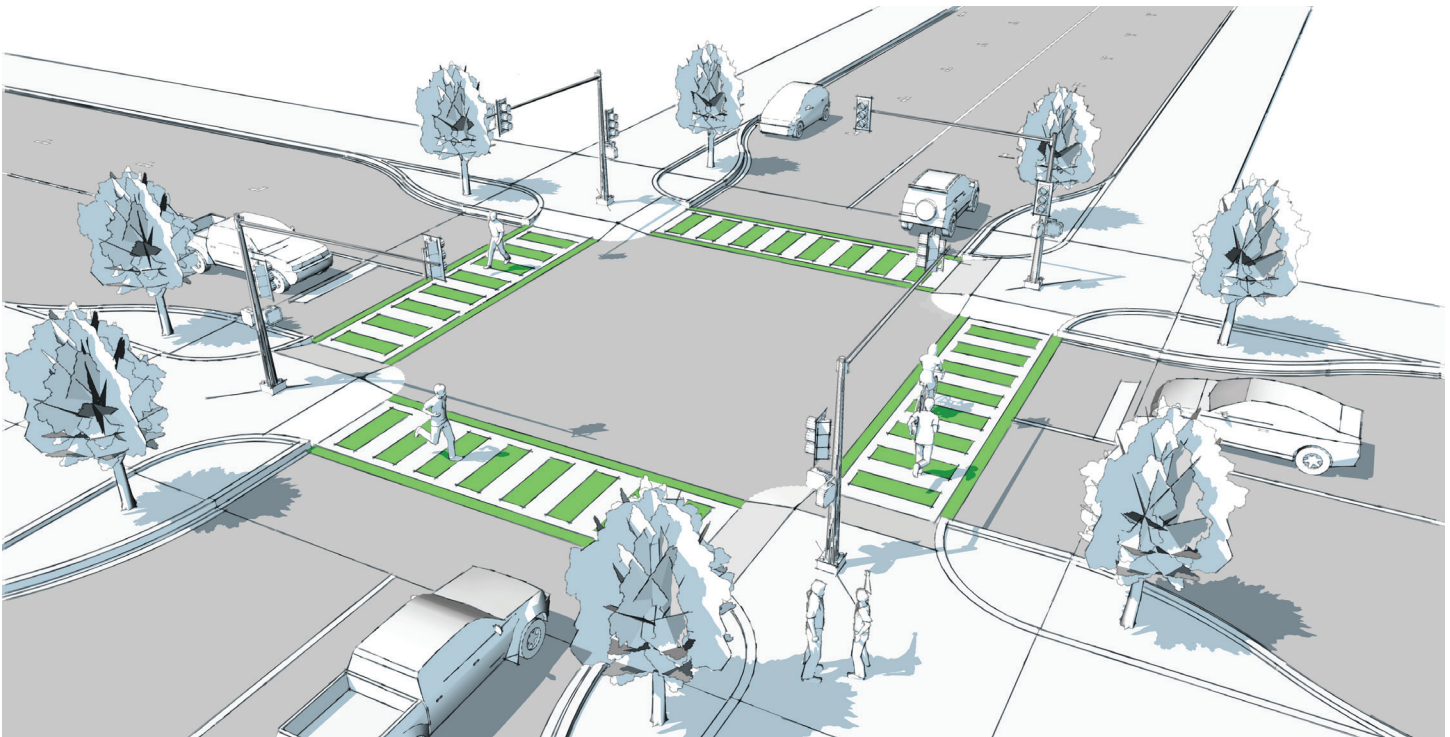


Figure 1.1: Intersection Pedestrian Safety Improvement Study (Source: Dana Brown & Associates)

Background

The Regional Planning Commission in coordination with the City of Covington determined a feasibility study for a bicycle master plan is needed for the purpose of linking neighborhoods with downtown Covington, schools, parks, commercial centers, and other public facilities. The study also inventories sidewalk conditions on selected federal-aid eligible routes to identify new or missing sections necessary to comply with the American Disabilities Act (ADA) standards. The geographic boundaries of the scope are the City of Covington limits with emphasis placed on potential bicycle routes which can be incorporated into a regional or locally significant travel network.

The City and RPC goal is to develop a comparative analysis of alternative bicycle routing concepts and in determining priority routes by facility type within the City. In addition, data on sidewalk types and condition, ADA ramps and deficiencies, and opportunities for landscaping at key node points are identified. This data is used by the City of Covington in preparing an application for capital project assistance under DOTD's Transportation Alternatives Program and similar programs for bicycle, pedestrian, and related facilities.

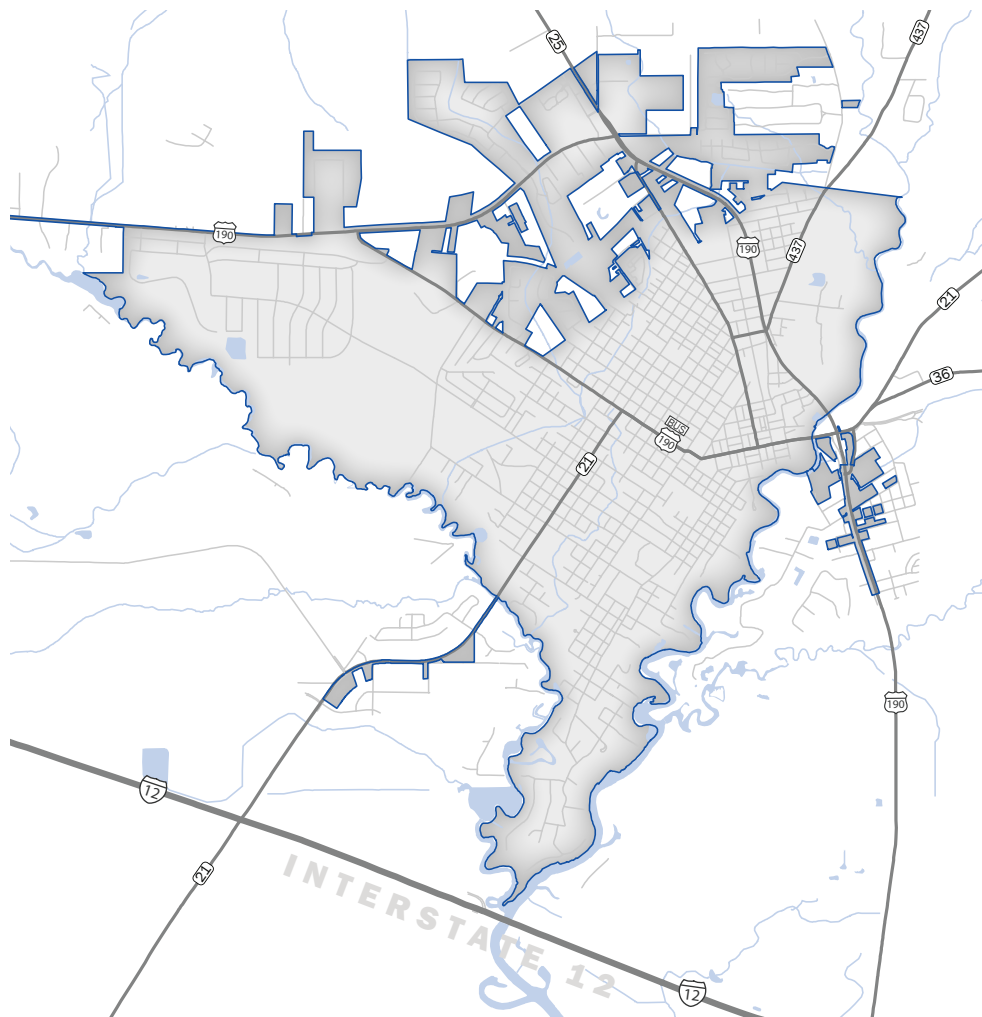
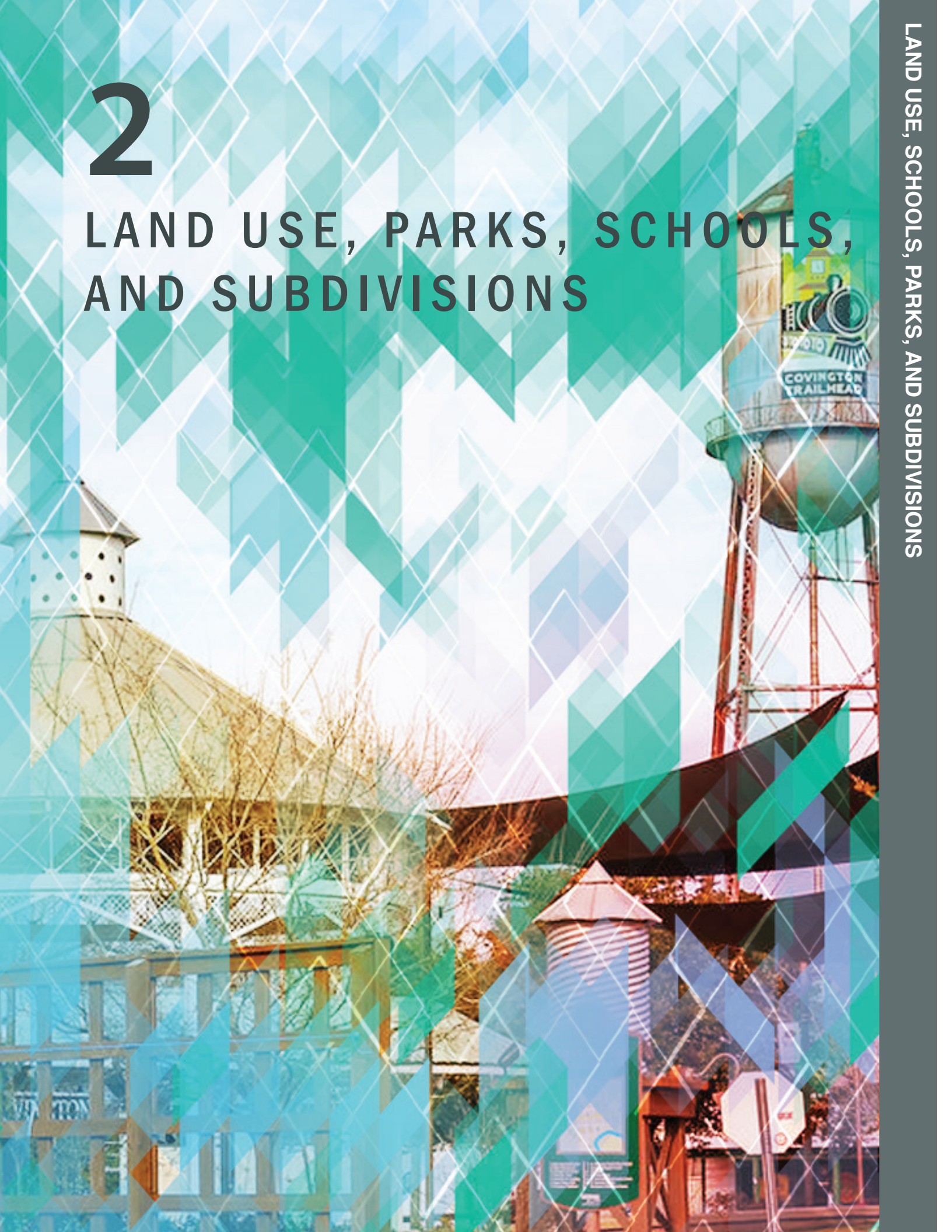


Figure 1.2: Project Study Area Context Map (Sources: Imagery – ESRI; Boundary - Covington)

In order to assist in the implementation of the goals and objective of this project, Digital Engineering and Dana Brown & Associates assisted Covington and the RPC in drafting a Complete Streets Policy for the City. This policy which is discussed in greater detail later in this report ensures that appropriate, multi-modal transportation facilities are provided both within the public right-of-way and private development based on a number of factors such as surrounding land use, proximity to landmarks, or traffic volume.

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LAND USE, PARKS, SCHOOLS, AND SUBDIVISIONS



2. LAND USE, PARKS, SCHOOLS, AND SUBDIVISIONS

Land Use

The City of Covington has several types of land use typologies that must be addressed while performing a bicycle feasibility study. As noted in the city's Comprehensive Plan, the city is home to a historic revitalized Downtown and well-loved historic neighborhoods. Outside of its vibrant and relatively dense core, Covington has experienced decades of exclusively auto-oriented development with commercial, residential, and civic uses which are primarily accessed by car. However, there are still a significant amount of undeveloped areas within and around Covington. These lands lend to Covington's small town impressions in which its residents take pride.

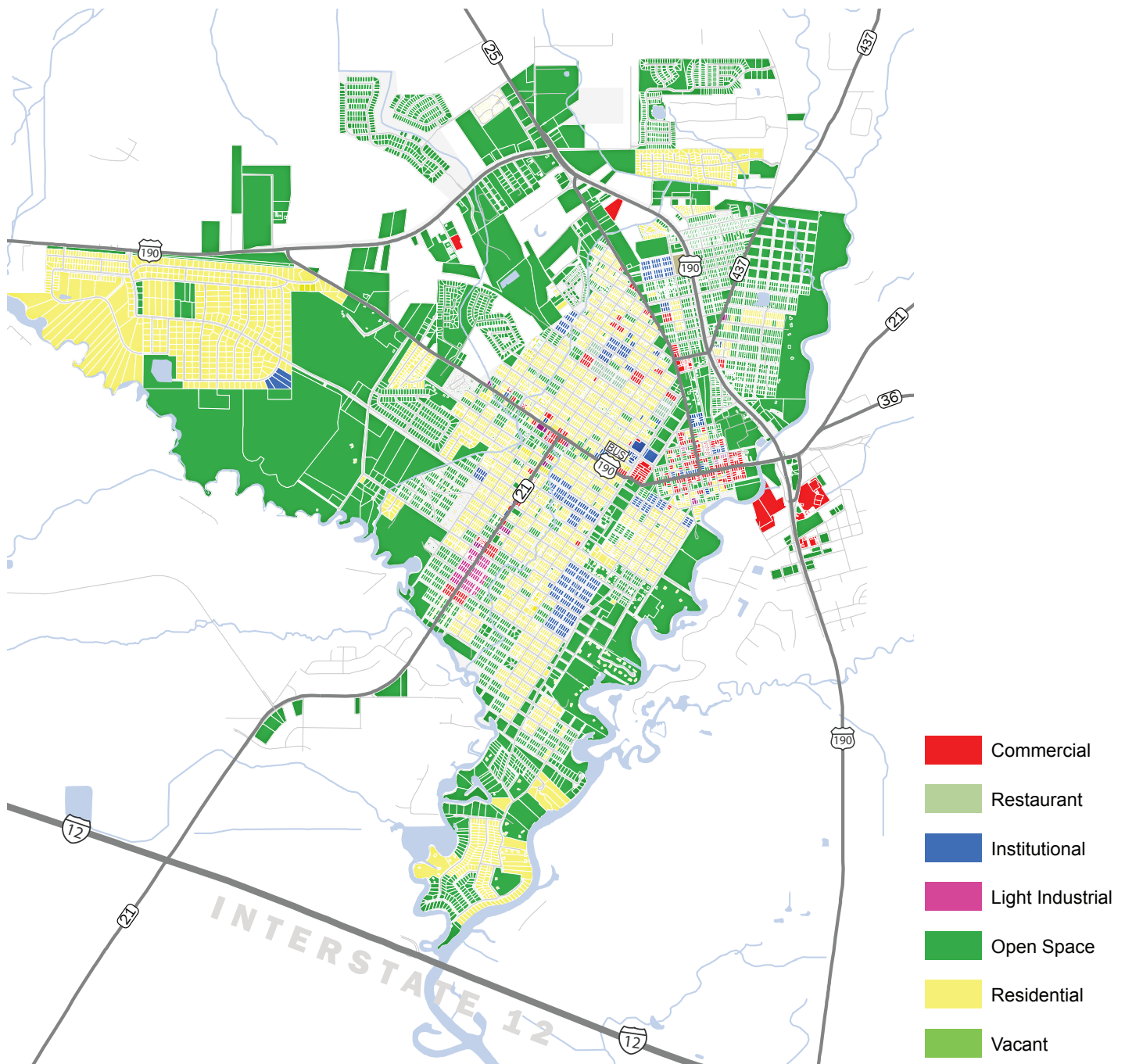


Figure 2.1: Land Use Map (Sources: Imagery – ESRI; Land Use – Covington)

The City of Covington has several documents that guide the development of the city. The study team reviewed the comprehensive plan, comprehensive zoning ordinance, subdivision ordinance, and historic district guidelines when developing proposed alternatives for bicycle, pedestrian, and complete streets facilities. The data in these documents was used to analyze connectivity issues, needs, and opportunities for improved bicycle and pedestrian access between neighborhoods, downtown, and public places. The land use map on the previous page illustrates the current patterns within the city.

Schools and Park/Recreation Locations

The City of Covington in association with the St. Tammany Parish School Board and other organizations can work together to ensure safe and efficient walking and bicycling to school and parks is available. Education and awareness programs by schools and recreation departments that teach safety help students and families develop safe walking and biking habits for a lifetime. Enforcement of the laws and engineering safety improvements near schools help minimize risk to students as they travel to school. The study team reviewed the detailed base map of schools and parks to ensure that proposed bicycle facilities address the need of the students. We strive to develop routes for children with the lowest speeds and volumes of moving vehicles while minimizing the number of intersections. Walking and biking routes to school are never completely free from safety risks. However, recognizing and evaluating a concern is the first step in addressing it.

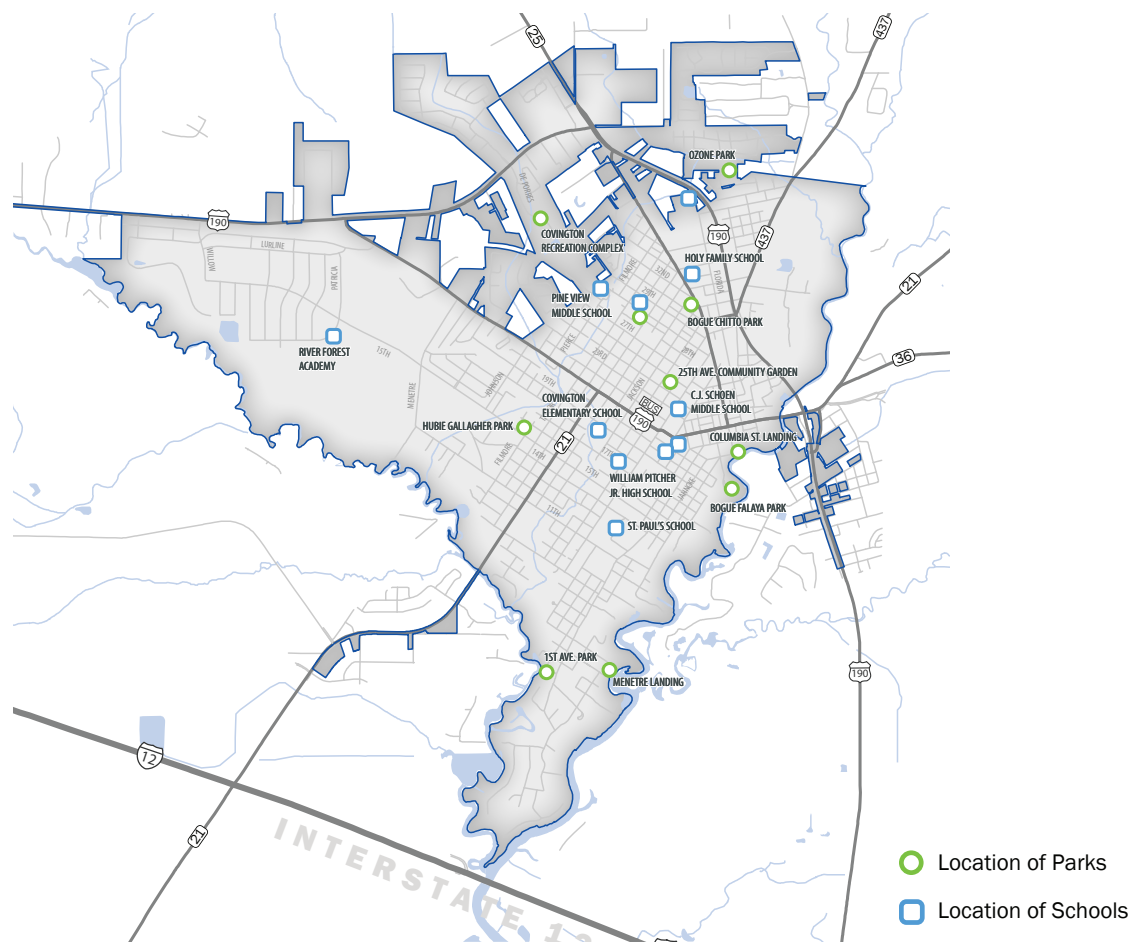


Figure 2.2: Schools and Parks (Source: Imagery – ESRI; GIS Data – Covington)

Many bicycle and pedestrian design techniques can reduce traffic volumes, decrease speed, reduce crossing distances, and improve safety. While these measures can often be costly, several engineering solutions don't require large expenditures, such as posting signs, re-timing lights, or repainting crosswalks, stop bars, and bike lanes.

Subdivisions

Land use substantially influences a person's walking and bicycling habits. Someone living near a variety of land uses is more likely to run an errand on foot or with their bike than someone living in a large residential subdivision. Complete streets principles create more livable communities by promoting variety, preserving the environment, and making alternative modes of transportation viable.

The team identified numerous subdivisions within Covington and analyzed potential north-south and east-west bicycle and pedestrian linkages and routes through various subdivisions, as a means to provide users multiple routes to reach various destinations. This analysis will encourage bicyclists and pedestrians to increase their usage among multiple routes.

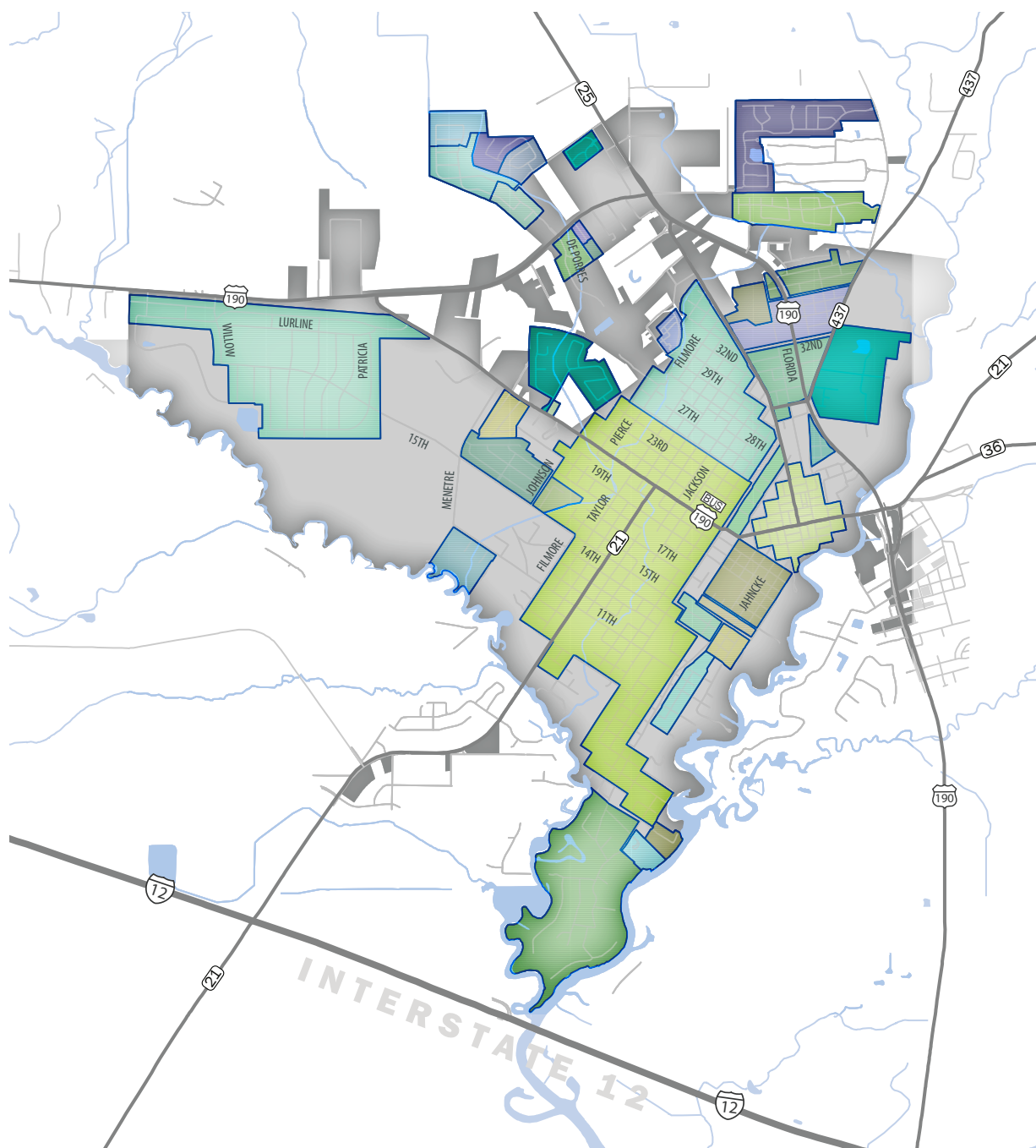
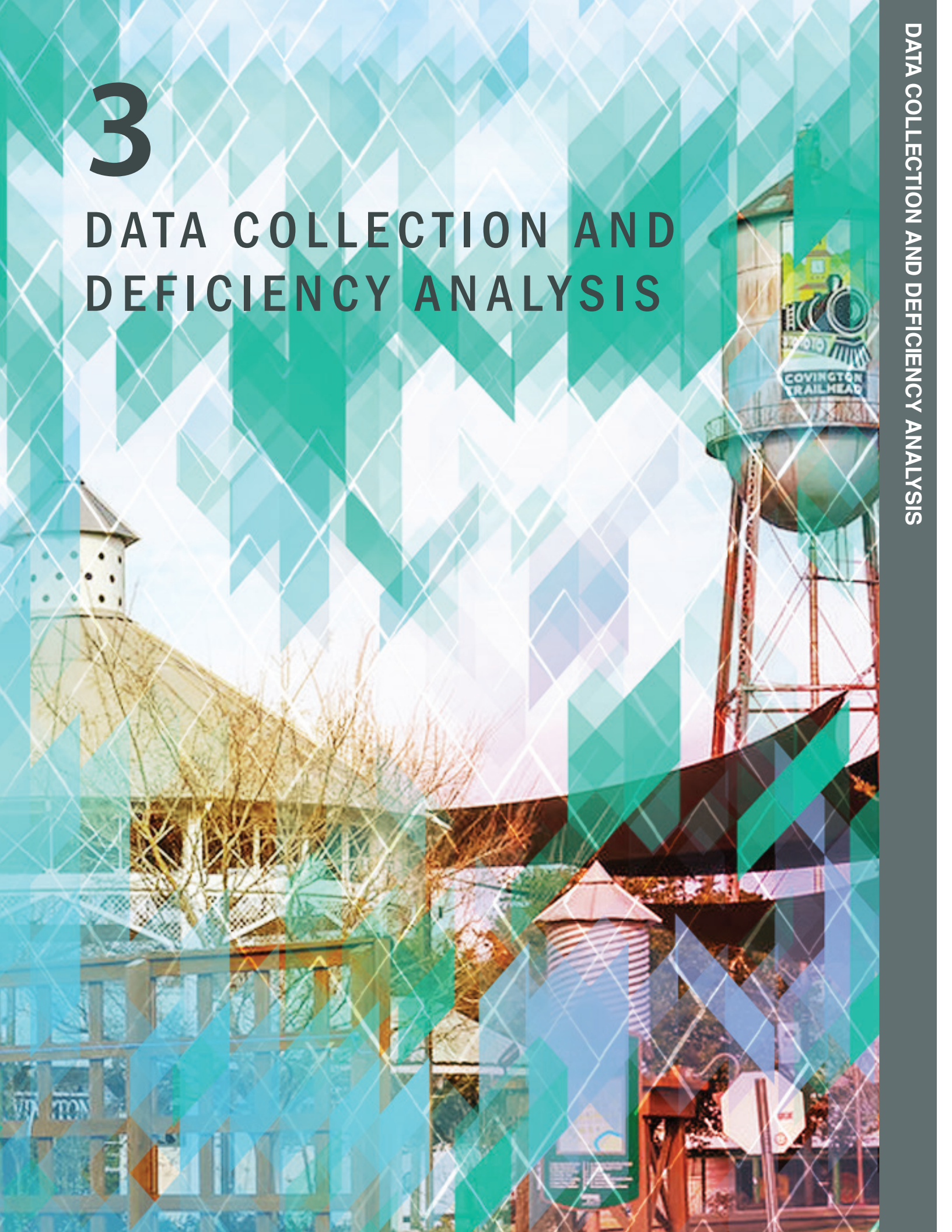


Figure 2.3: Subdivisions (Sources: Imagery – ESRI; Land Use – Covington)

3

DATA COLLECTION AND DEFICIENCY ANALYSIS



3. DATA COLLECTION AND DEFICIENCY ANALYSIS

Overview of Data Collection Effort

The study team collected data and information related to the Covington study area from various sources including the RPC, the City, and LA DOTD. The RPC and Covington provided relevant studies and technical information needed to develop the geo-referenced aerial mapping and conceptual designs. The City provided Geographic Information Systems (GIS) data including, land use, zoning, streets, parks, schools, and other relevant files for the study area. LA DOTD provided the stage 0 environmental checklist and preliminary scope and budget forms, as well as instructions and information related to completing the forms and landscaping guidelines. RPC provided crash data for vehicles, bicycles, and pedestrians.

Several meetings for the purposes of developing the existing conditions analysis and the conceptual designs were conducted between the RPC, Covington, and the study team (DE and DBA). The study team made numerous field visits to the study area for data collection and site analysis. The data collection visits included collecting roadway, traffic, and right-of-way data for identified streets, as well as creating a photographic catalogue. As a result of these meetings and investigations, the team was able to prepare an existing conditions inventory that included land use, zoning, traffic volumes, parking, traffic signal and signage information, community elements, and cultural resources. The summary information concerning the environmental investigations is included in Section 3.7 Environmental Conditions and in full in the appendix.



Figure 3.1: View of existing crosswalks and curb ramps at North Columbia and East Gibson Streets

During the course of this project, the consultant team reviewed previous studies relevant to the study area. Overviews of the components relevant to the Bicycle Plan Feasibility Study from each study are included below.

The City of Covington completed the Comprehensive Master Plan Update (2007). The plan's vision states:

"The City of Covington will continue to preserve its natural and created environment while fostering its small-town wholesomeness and its family centeredness. To preserve its distinct identity, the citizens of Covington will accept the challenge of creating a safe, united, and identifiable community that enhances the quality of life for all residents. Covington will embrace its historic and environmental assets and recognize the needs of its diverse community. An improved quality of life will be accomplished by providing and protecting housing, recreation, employment, and transportation choices that meet the needs of all ages, incomes, and backgrounds. The City will create balanced economic development by utilizing its cultural, geographical, and social assets to achieve sustainable economic opportunities for its citizens. Covington's built environment will be one in which regulation and design is used to guide development in a safe, connected, fair, and balanced manner, while preserving, emulating, and respecting its existing identity, architecture, and trends. As its community and families grow, Covington will preserve the lifestyle that its citizens enjoy, desire, and deserve."

Within the plan are community concerns as it relates to bicycle and pedestrian safety. Of note, traffic calming and enhancing bicycle and pedestrian safety and mobility are primary issues stressed in Section II: Consensus. These are not sufficiently expounded upon within the transit and transportation recommendations.

The LA DOTD completed the Statewide Bicycle and Pedestrian Master Plan in 2009. According to the plan, statewide 0.6% of the workforce traveled by bicycle to work. Bicycle-friendly communities, like walkable communities, have elements such as a mix of land uses in relative proximity, allowing for shorter trips; a connected system of streets and trails which facilitates getting between origins and destinations efficiently. Communities with higher rates of bicycling often provide bicycle infrastructure, such as bike lanes, parking and signage, which makes it safer and more comfortable for bicyclists to ride side-by-side with vehicular traffic. Some higher ranked communities have limited bicycle infrastructure in place, as is the case with the City of Covington which ranked #13 on the top 20 list. The vision for the plan is *"to enable people to regularly walk and bike safely and comfortably along and across Louisiana's roads to access schools, jobs, social services, shopping, and transit and for health and recreation."*

Bike lanes are the preferred facility on urban and suburban arterials and collectors. The bicycle facility policy states: *"The provision of bicycle paths separated from the roadway will require an agreement between the respective local government(s) and the Department whereby the maintenance of the path becomes the responsibility of the local government(s) in perpetuity."* The vision and policy were relied upon when making facility recommendations.

In 2015 the LA DOTD released Bicycle Suitability Maps. These maps are for state routes only and don't adequately address the needs of the city and its users.

Analysis of Data Collected

This report provides a summary of the development and methodology to arrive at potential concepts for each corridor. The goal of this report is not to provide a final design or details of the design but to determine feasibility of implementing a shared lane (sharrow), bicycle lane, and/or shared use trail conceptual design considerations. Impacts and feasibility to determine a preliminary concept for each corridor was developed by analyzing the data throughout this section.

Criteria that were reviewed included existing street width, travel lane width, sidewalk width, lane assignments, presence of bike facilities, parking characteristics, curb and gutter characteristics, proximity to generators and attractors, traffic volume, posted speed, and other elements.

The objective of the analysis is to provide a high-level evaluation of the feasibility of bicycle facilities on corridors in the City of Covington. Each corridor was segmented (if applicable) based on street widths, parking characteristics; and sections with similar features. For each segment, the street width, daily traffic (if available), parking, and state or local route classification were documented, as well as land use context and connectivity to complete a network. Based on each segment's characteristics, different to create a bicycle facility were explored.

Utilizing the data gathered in the collection effort, including the existing conditions and an understanding of the alternatives acceptable to the RPC and City of Covington, the next step was to identify the strengths, weaknesses, opportunities, and threats associated with the development of bicycle facilities.



Figure 3.2: View of existing crosswalks and curb ramps on North Florida and East Gibson Streets.

Existing Conditions

Roadway Facilities

The study area geographic boundaries are the city limits of Covington (~8 sq mi) as detailed in Section 1. The study area includes newly developed commercial nodes, a vibrant historic downtown, and a mix of older and newer residential developments. As such, the road network is a mix of facility types to service different development patterns and land uses. Presented below are the road classifications. North-South streets (president streets) typically have fifty feet (50') of right-of-way and have posted speed limits of 25 mph. East-West streets (numerical streets) typically have eighty feet (80') of right-of-way and have posted speed limits of 25 mph. The typical roadway width for all streets in the study area is approximately eighteen to twenty feet (18-20').

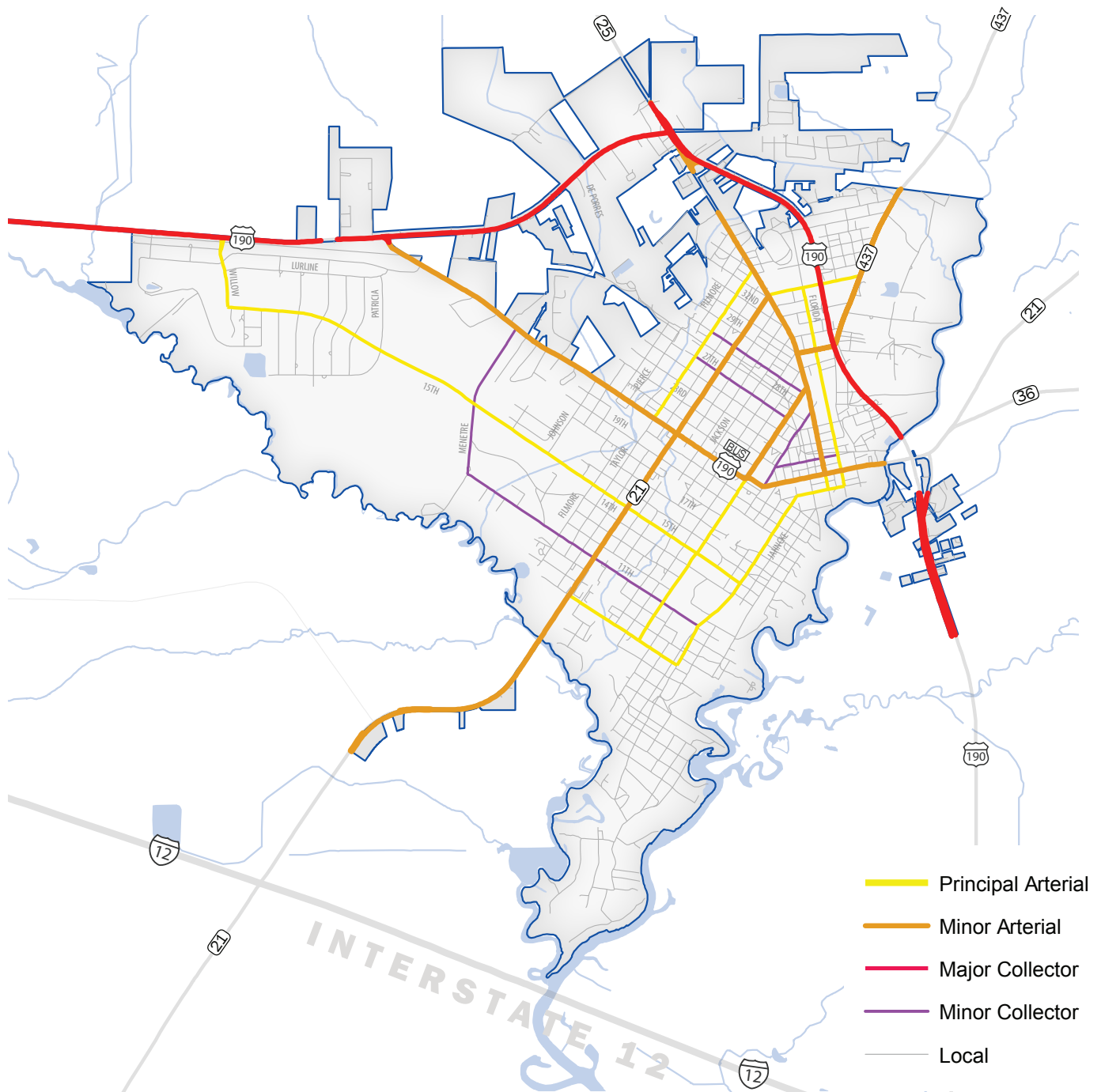


Figure 3.3 Road Classification (Sources: Imagery – ESRI and Roads – LA DOTD)

After numerous site visits and reviewing aerial imagery, the team assessed the identified roadways listed below for the following information: posted speed, width of right-of-way, average daily traffic (ADT – if known), crash data, existing bicycle facilities, existing pedestrian facilities, the presence of a school or park, and is noted whether the alignment is a north/south or east/west facility.

Where shared use lanes are recommended the City may need to investigate additional traffic calming measures to potentially establish bike boulevards/neighborhood greenways. Bike boulevards or neighborhood greenways are low volume roads where bicycle traffic is encouraged and local access is maintained for motor vehicles but through traffic is discouraged by design elements. Presented below are samples of the numerous corridors and data collected from them. For full information see the appendix.

8th Avenue (Jahncke Avenue to Jefferson Avenue)

In Figure 3.4, a street view of the 8th Avenue roadway, an east/west facility, has an apparent right-of-way width of 80' and is in generally good condition. The older design and character of the surrounding residential development demonstrate a right-of-way that is narrow and lined with utility poles and trees. 8th Avenue has no existing sidewalk on either side and open swale drainage on both. No bicycle facilities exist. Introducing a facility to this route would provide a key connection to Jefferson Avenue and access to St. Paul's School.



Figure 3.4: 8th Ave. Street View (Source: Digital Engineering; May 2018)

8th Avenue (Jahncke Ave. to Jefferson Ave.)	
Road Condition	Appears in Good Condition
ADT	None Available
Speed Limit (mph)	25
ROW Width	80' (approximately)
Sidewalks	Intermittent and Varying Condition
Bike Facilities	None
Access Issues	None
Existing Drainage	Open swales

8th Avenue provides an east/west movement in the study area. While the posted speed limit is 25 mph the study team witnessed vehicles traveling at a higher rate of speed. There are no sight distance issues. The corridor appears to be a good candidate for a shared lane.

11th Avenue (Jahncke Avenue to Menetre Drive)

11th Avenue roadway, an east/west facility, has an approximate right-of-way width of 80' and is in generally good condition. The older design and character of the surrounding residential development demonstrate a right-of-way that is narrow and lined with utility poles and trees. 11th Avenue has no existing sidewalk on either side and open swale drainage on both. No bicycle facilities exist. The road has a posted speed of 25 mph. This segment could provide a missing link in the east-west circulation between the city's parks, school, and commercial corridors.

11th Avenue (Jahncke Ave. to Menetre Dr.)	
Road Condition	Appears in Good Condition
ADT	None Available
Speed Limit (mph)	25
ROW Width	80' (approximately)
Sidewalks	None
Bike Facilities	None
Access Issues	None
Existing Drainage	Mostly open swales with some subsurface



Figure 3.5: 11th Avenue Street View (Source: Digital Engineering; May 2018)

11th Avenue provides an east/west movement in the study area. There are no sight distance issues, and no apparent significant crash experience. The corridor appears to be a good candidate for a shared lane.

15th Avenue (Jahncke Avenue to Willow Drive)

In Figure 3.6 below, a street view of the 15th Avenue roadway, an east/west facility, has an approximate right-of-way width of 80' and is in generally good condition. There is a mix along the corridor of older and newer design of the surrounding residential development. The older areas demonstrate a right-of-way that is narrow and lined with utility poles and trees, while the newer area has a wider R-O-W and less trees. 15th Avenue has some existing sidewalks and a combination of open swales and subsurface drainage on both. A separated bicycle lane exists from Pierce St. to Patricia Dr. The road has a posted speed of 25 mph. No apparent significant crash experience.

15th Avenue (Jahncke Ave. to Willow Dr.)	
Road Condition	Appears in Good Condition
ADT	None Available
Speed Limit (mph)	25
ROW Width	80' (approximately)
Sidewalks	Intermittent
Bike Facilities	Intermittent
Access Issues	None
Existing Drainage	Mostly open swales with some subsurface



Figure 3.6: 15th Avenue Street View (Source: Digital Engineering; May 2018)

15th Avenue provides east/west movement in the study area, and provides access to St. Paul's, South Tyler St., Hubie Gallagher Park, and Kehoe-France School. There are minimal sight distance issues. The corridor has two large undeveloped areas between Johnson St. and Patricia Dr. with the developed areas generally consisting of residential. The roadway is low speed with moderate traffic volume observed. 15th Avenue appears to be a good candidate for a shared lane facility.

Harrison Street (11th Avenue to 17th Avenue)

In Figure 3.7 below, a street view of the Harrison Street roadway, a north/south facility, has an approximate right-of-way width of 50' and is in generally good condition. This route offers a safer link to Covington Elementary than the busier LA 21 (S. Tyler Street) to the east. The older design and character of the surrounding residential development demonstrate a right-of-way that is narrow and lined with utility poles and trees. Harrison Street has no existing sidewalks on either side (except near 11th Ave and St. Tammany Parish Hospital) and open swale drainage on both. No bicycle facilities exist. The road has a posted speed of 25 mph and no apparent significant crashes.



Figure 3.7: Harrison St. Street View (Source: Digital Engineering; May 2018)

Harrison Street (11th Ave. to 17th Ave.)	
Road Condition	Appears in Good Condition
ADT	None Available
Speed Limit (mph)	25
ROW Width	50' (approximately)
Sidewalks	None (except near hospital)
Bike Facilities	None
Access Issues	None
Existing Drainage	Open swales

Harrison Street provides a north/south movement in the study area parallel to Tyler Street (LA 21). There are no sight distance issues. The corridor appears to be a good candidate for a shared lane.

Jackson Street (22nd Avenue to 29th Avenue)

In Figure 3.8 below, a street view of the Jackson Street roadway, a north/south facility, has an approximate right-of-way width of 50' and is in generally good condition. The older design and character of the surrounding residential development demonstrate a right-of-way that is narrow and lined with utility poles and trees. Jackson Street has no existing sidewalk on either side and open swale drainage on both. No bicycle facilities exist. Introducing bicycle facilities to this corridor would provide a link from the West 20s neighborhood to the St. Tammany Parish Library.



Figure 3.8: Jackson St. Street View (Source: Digital Engineering; May 2018)

Jackson Street (22nd Ave. to 29th Ave.)	
Road Condition	Appears in Good Condition
ADT	None Available
Speed Limit (mph)	25
ROW Width	50' (approximately)
Sidewalks	None
Bike Facilities	None
Access Issues	None
Existing Drainage	Open swales

Jackson Street provides a north/south movement in the study area, has a posted speed of 25 mph, and no apparent significant crash experience. There are no sight distance issues. The corridor appears to be a good candidate for a shared lane.

Pierce Street (23rd Avenue to 28th Avenue)

In Figure 3.9 below, a street view of the Pierce Street roadway, a north/south facility, has an approximate right-of-way width of 50' and is in generally good condition. The older design and character of the surrounding residential development demonstrate a right-of-way that is narrow and lined with utility poles and trees. Pierce Street has no existing sidewalk on either side and open swale drainage on both. No bicycle facilities exist. Pierce Street has the ability to connection pedestrian/cyclists circulation of the West 20s neighborhood with the Tammany Trace and the Covington Recreation Center.



Figure 3.9: Pierce St. Street View (Source: Digital Engineering; May 2018)

Pierce Street (23rd Ave. to 28th Ave.)	
Road Condition	Appears in Good Condition
ADT	None Available
Speed Limit (mph)	25
ROW Width	50' (approximately)
Sidewalks	None
Bike Facilities	None
Access Issues	None
Existing Drainage	Open swales

Pierce Street provides a north/south movement in the study area, has a posted speed of 25 mph, and no apparent significant crash experience. There are no sight distance issues. The corridor appears to be a good candidate for a shared lane.

Sidewalks and Crosswalks

The purpose of this section was to evaluate the current pedestrian sidewalk and crosswalk system conditions along potential corridors within the study area and provide recommendations to improve the safety of pedestrians. As per Louisiana Revised Statute 32:212, pedestrians have the right-of-way in crosswalks, marked and unmarked. Streets without safe places to walk, cross, catch a bus, or bicycle put people at risk. Pedestrian crashes are more than twice as likely to occur in places without sidewalks.

A majority of the residential areas do not have sidewalks. Illustrated below (Figures 3.10 and 3.11) are the intersections of 17th Avenue at Jefferson Street and 23rd Avenue at Jefferson Street, as seen in the encircled locations on the sidewalks no cross connections are constructed. Figure 3.12 is an example of poor conditions. Both of these types of situations constrain the mobility of all users.



Figure 3.10: Intersection of 17th Avenue and Jefferson Street sidewalks
(Source: Digital Engineering; May 2018)



Figure 3.11: Intersection of 23rd Avenue and Jefferson Street sidewalks
(Source: Digital Engineering; May 2018)



Figure 3.12: Intersection of 23rd Avenue and Jefferson Street sidewalks
(Source: Digital Engineering; May 2018)

The image below illustrates how current sidewalk conditions, and a lack of sidewalks on many streets, forces pedestrians to utilize the roadway as means for traveling.



Figure 3.13: Pedestrians in vehicle travel lane on 15th Avenue. (Source: Digital Engineering; March 2018)

Conversely, much of the downtown core along Boston Street, also known as US-190 Business, features an extensive network of sidewalks and crosswalk markings.

Additionally, there are several areas within the City of Covington that provide ample code-compliant pedestrian routes. These are typically located adjacent to, or in close proximity to, landmarks such as school or parks. One of the goals of this study is to provide suggestions on how to link these nodes of existing pedestrians facilities through the surrounds residential street network.



Figure 3.14: View of existing sidewalks along the edge of a park near Downtown Covington.



Figure 3.15: View of existing crosswalks and curb ramps on North Florida and East Gibson Streets.

Due to the study area's large geographical size the study team couldn't catalogue and analyze every sidewalk and cross connection. However, typical sections will be presented for implementation that can be used throughout the study area.

Signage

Another essential element of safety, traffic management, and wayfinding – for all users - is signage in the study area. Accurate signage helps direct drivers, bicyclists, and pedestrians safely. Signage within the study area is generally in good condition but may be placed inaccurately and/or have an obstructed view. Adequately maintained retroreflective signs improve nighttime visibility and reduce the risk of crashes by bouncing light from vehicle headlights off of the traffic control device and back toward the vehicle and the driver's eyes. This makes signs and markings appear brighter and easier to see and read at night.

Below is an example of signage within the study area that is incorrectly installed. Illustrated in the figure below is a pedestrian crossing sign that has probably been placed where people are known to cross. However, there are no crosswalk markings and no sidewalk cross connections.

Due to the study area's large size the study team couldn't catalogue every regulatory traffic sign. However, when a corridor is programmed for roadway, bicycle, and/or pedestrian enhancements it is recommended that the signage and striping are reviewed and replaced as needed to comply with the latest MUTCD edition.



Figure 3.16: 15th Avenue signage



Figure 3.17: 15th Avenue signage near entrance to an existing separated bike lane

Crash Data

The Regional Planning Commission provided the following figures concerning crash data. Bicycle crashes in the City of Covington remain a serious concern. The presence of numerous elementary, middle, and high schools along with parks increase the number of riders and potential riders. The most important point to be made is that with proper street design and behavior change amongst all road users, the overwhelming majority of bicycle crashes are preventable.

Awareness is one of the best strategies for combatting errors from all users. Examples of vehicular or bicyclist error include:

- *Motorist drives out of controlled intersection.*
 - *Motorist and bicycle collide even though bicyclist had the right of way.*
- *Motorist overtaking bicyclist.*
 - *Car gets too close or sideswipes bicyclist causing them to overcorrect the bike to avoid a collision.*
- *Dooring*
 - *A driver opens their door in front of bicyclist and the bike can't stop in time.*
The bicyclist is either knocked down, knocked into or forced to swerve into traffic, often being struck or run over by another vehicle.
- *Motorist left turn into oncoming bicyclist or right turn into path of bicyclist*
 - *Car coming towards bicyclist makes a left turn right in front or right into the bike.*
 - *Car passes bicyclist and then tries to make a right turn directly in front or right into the bike.*
- *Bicyclist rides out at a driveway or a controlled intersection.*
 - *Bicyclist enters the roadway out of a driveway or an alley and has little to no time to stop or avoid vehicle coming straight for bike.*
 - *The bicyclist proceeds across the intersection before it is safe and collides with oncoming motorist.*
- *Wrong way bicyclist.*
 - *Bicyclist rides the wrong way of oncoming traffic and is struck by motorist.*

The following figures show bicycle and pedestrian – vehicle crashes, the type of crash, and number of occurrences per location. The information provided in these maps assisted the study team to develop the proposed bicycle facilities concepts. No facility design can prevent vehicular, bicyclist, or pedestrian error.

Figure 3.18 on the following page shows the number of bike and pedestrian crashes in the study area between 2014 and 2016. Triangles indicate the location of pedestrian crashes and squares indicate the location of bicyclist crashes. You will notice that most crashes occurred on local routes and appear to be statistically random. Routes with no bike or pedestrian crashes are ideal. Many routes chosen to be in the bike plan had no bike or pedestrian crashes between 2014 and 2016. That is not to suggest or imply that future crashes won't take place.

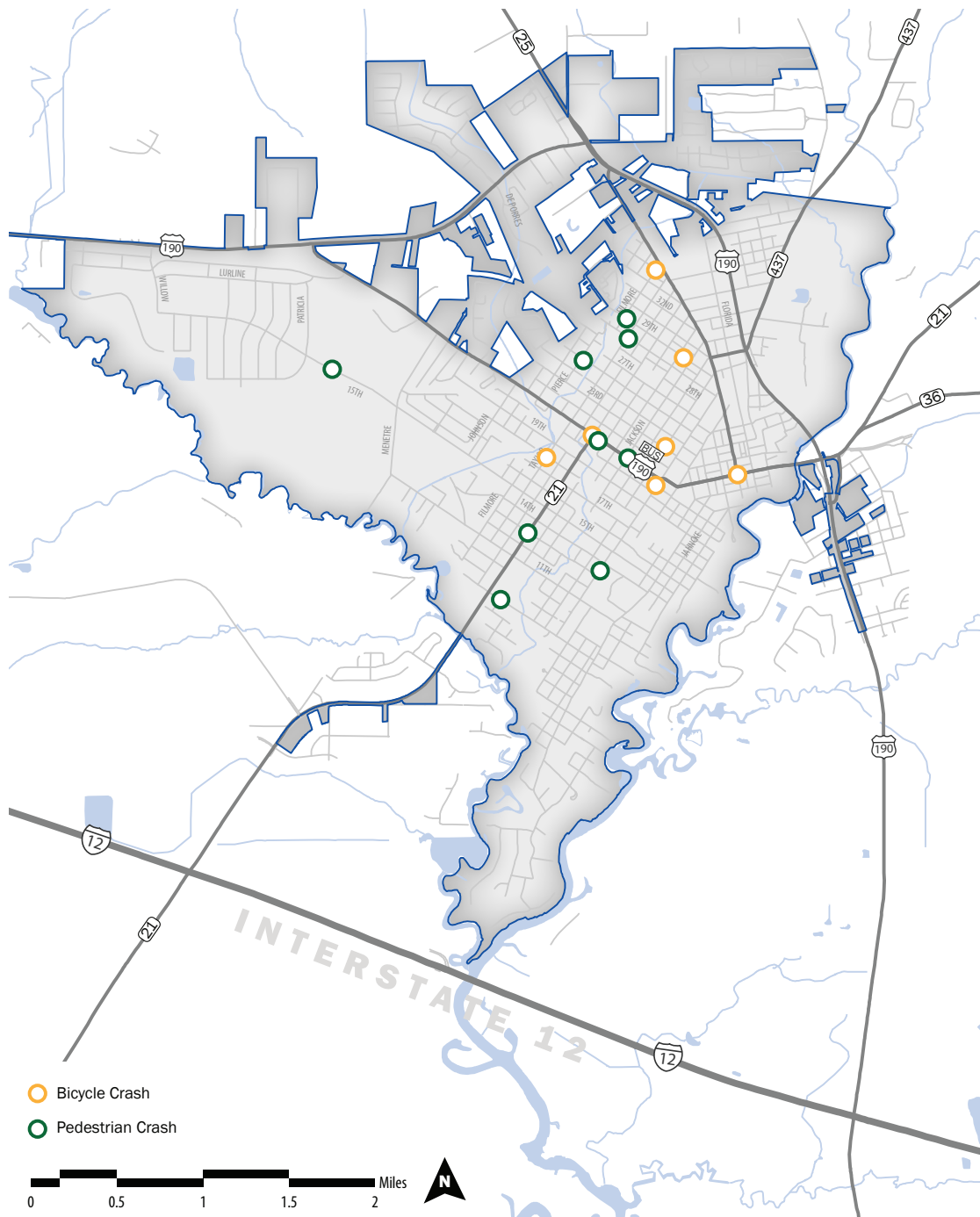


Figure 3.18: Bicycle and Pedestrian Crash Locations 2014-2016 (Source: Imagery – ESRI; Crash – RPC)

It is important to also look at auto crashes when considering the safety of potential bike routes. Figure 3.19 shows the location of auto crashes between 2014 and 2016, on selected corridors.

Crash frequency between 2014 and 2016 is shown in Figure 3.20 below. On this map the larger concentrations of yellow areas indicate the higher frequency of crashes along that corridor. This map shows the highest frequency of crashes occurring on major routes and at major intersections such as 21st Avenue (US 190 B) and S. Tyler St. (LA 21).

The bike routes chosen for this plan seek to enable bicyclers to navigate the city while avoiding the crash frequency hot spots.

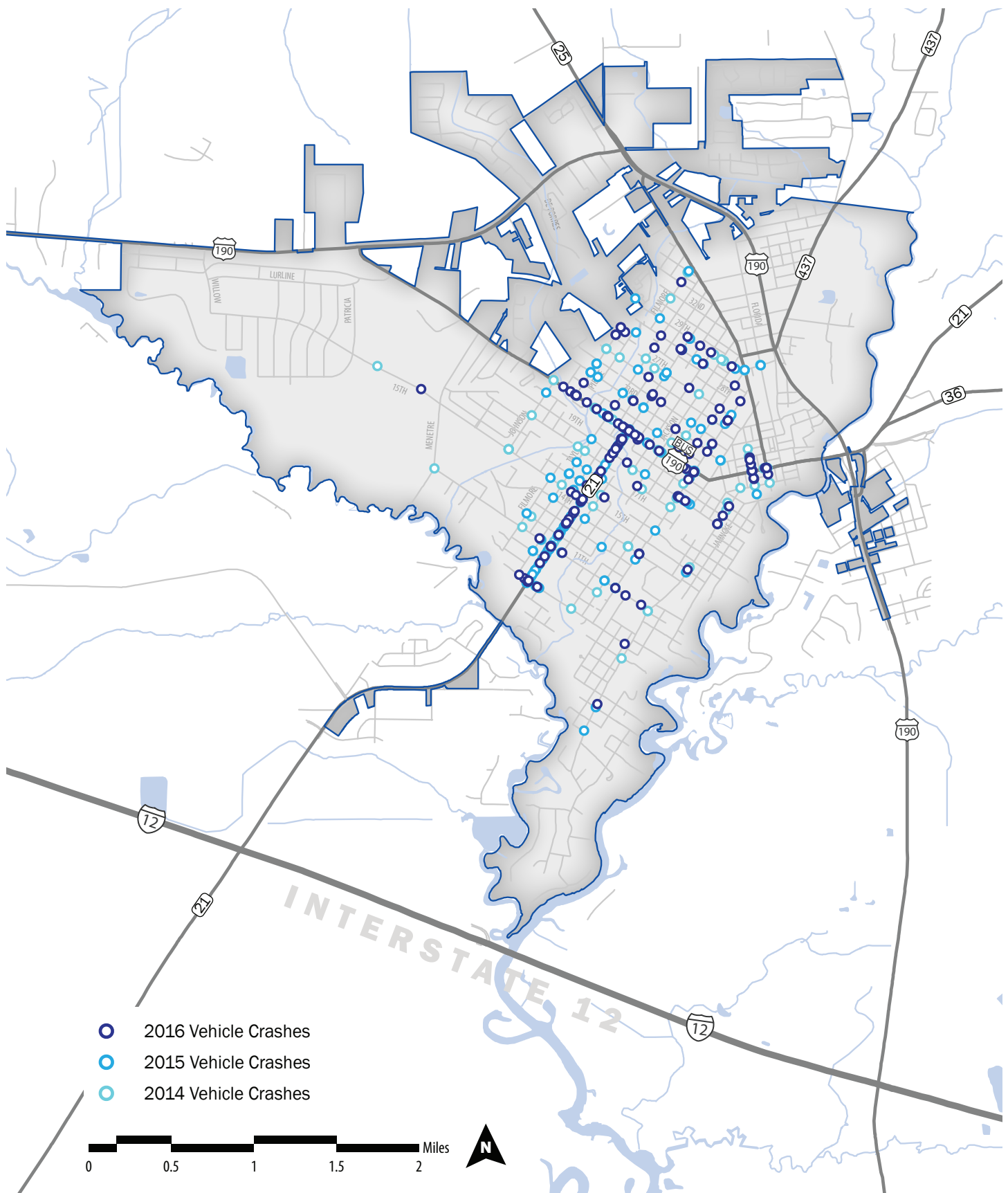


Figure 3.19: Vehicle Crash Locations 2014-2016 (Source: Imagery - ESRI; Crash Data - RPC)

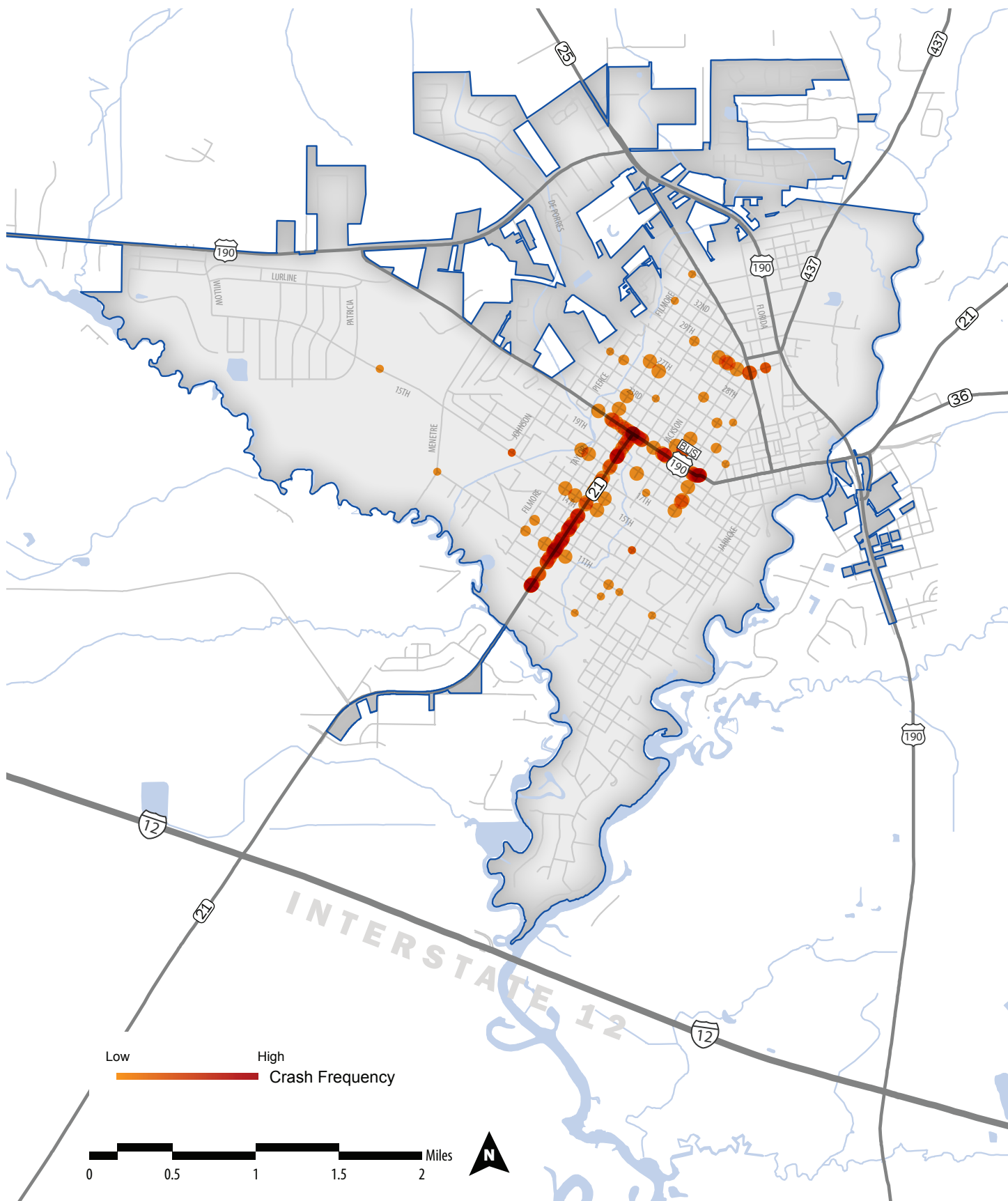


Figure 3.20: Vehicle Crash Frequency (Source: Imagery - ESRI; Crash Data - RPC)

Environmental Conditions

The Stage 0 Environmental Checklist inquires if the proposed alternatives are adjacent to or will impact churches, cemeteries, schools, public facilities, or water supply.

The goal of this project is to increase vehicular, pedestrian, and bicyclist's safety while enhancing access and increasing mobility options for all users. Our investigation concludes the following.

There are multiple churches and at least one cemetery that are located along corridor alternatives but none will be negatively impacted by the conceptual designs. No community elements of any type would negatively impact any proposed alternatives for bicycle and pedestrian enhancements. It is worth noting that existing rights-of-way will be utilized for all alternatives on all city owned streets.

There are many public facilities adjacent to the proposed alternatives, such as City Hall, Police Department, Fire Department, Library, and the Justice Center to name only a few. There are water towers located along some potential corridors but proposed alternatives will not negatively impact operations.

The short-term impacts will be minimal during construction as alternative routes are readily and currently available. The long-term impacts will be positive due to increased traffic efficiency, conflict reduction, and safety enhancements for all users. The goal of this project is to increase access for these community elements for all users.

Wetlands Inventory

No jurisdictional wetlands or wetlands enrolled in the reserve program exist along any corridor in the study.

Native American Tribal Lands

The corridor does not contain any known properties owned by a Native American Tribe.

Section 4(f) Issues

Section 4(f) issues investigated along the corridors consisted of public recreation, public parks, refuges, and historic sites. No known negative impacts of public recreation, public parks, wildlife refuges, or historic sites along any corridor.

Endangered Species

The Endangered Species Act of 1973 was designed to protect critically imperiled species from extinction as a "consequence of economic growth and development untempered by adequate concern and conservation." The Act is administered by two federal agencies, the United States Fish and Wildlife Service (FWS) and the National Oceanic and Atmospheric Administration (NOAA).

The Covington study area consists of a mostly developed area approximately six miles away from Lake Pontchartrain. No other known habitats are near the area; therefore, the possibility of disturbing a threatened or endangered species is unlikely. A list of threatened and endangered species relevant to the St. Tammany Parish, LA area is located in the appendix.

Louisiana Scenic Rivers Act

In 1970, the Louisiana Legislature created the Louisiana Natural and Scenic Rivers System. The System was developed for the purpose of preserving, protecting, developing, reclaiming, and enhancing the wilderness qualities, scenic beauties, and ecological regimes of certain free-flowing Louisiana streams. Today, there are approximately 3,000 miles of Louisiana designated Natural and Scenic Rivers. Within Covington are the Abita, Bogue Falaya, and Tchefuncte (and its tributaries) Rivers, a Natural and Scenic River as described in Louisiana Revised Statute 56:1847. None of the alternatives considered will be adjacent to nor will impact the river.

Significant Trees

DOTD in Publication EDSM No: I.1.1.21 offers directives towards significant trees. The directive establishes a general policy governing the treatment of significant trees within the highway right-of-way, zone of construction, and/or operational influence. Trees of significance could be located within the right-of-way along certain corridors under study. However, in coordination with City of Covington and LA DOTD precautions or mitigation will be made for any trees impacted by the alternatives.

Navigable Waterways

The Covington study area contains several navigable waterways. However, none are adjacent to corridors under study.

Hazardous Materials

The corridors under study consist primarily of office, retail, and residential activities. The Louisiana Department of Environmental Quality and US Environmental Protection Agency, among other relevant databases were researched for any known existence of hazardous materials, spills, or non-compliance issues along the corridor. The complete details are located in the appendix and should be cross-referenced at which time each recommendation is being implemented.

Environmental Justice

Based on the conceptual designs, no relocations or displacements will need to take place for construction. Neither sensitive community nor cultural issues are negatively impacted along the corridors. Since the goal of the project is to provide better access and modal choice, no Environmental Justice issues exist for this Stage 0 report.

4

CONCEPTUAL PLANNING AND DESIGN



4. CONCEPTUAL PLANNING AND DESIGN

Overview

Please note that the final designation of specific routes for inclusion in the bicycle master plan or for designation as complete streets is at the discretion of the City of Covington. This includes not only the designation of the route itself, but also the type of proposed facility for each. Therefore, any maps, illustrations, or charts included in this report are subject to change, or be updated, by the City of Covington.

The Covington study area is undergoing land use changes and economic growth which is contributing to increasing vehicle congestion and a demand for consideration of alternative means of transportation, i.e., bicycling and walking use. Markings on roads and signage have important functions in providing guidance and information for the road user. Currently, a majority of streets are not striped for bicyclists or pedestrian use. Enhancements such as signage and striping are needed.

Relatively low cost, high visibility alternatives for roadway, bicycle, and pedestrian facility improvements are detailed below in the following sections. If implemented, the short-term goals will increase walking, bicycling, and driving safety and increase efficiency. All signs shall be retroreflectorized for use on bikeways, including shared-use paths and bicycle lane facilities.

The short-term options include best practices from the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration (FHWA) and other reputable publications from the American Association of State Highway and Transportation Officials (AASHTO), the National Association of City Transportation Officials (NACTO), and the Institute of Transportation Engineers (ITE) were reviewed for relevance.

The absence of a marked bicycle lane or any of the other traffic control devices recommended in this section on a particular roadway shall not be construed to mean that bicyclists are not permitted to travel on that roadway.

Pedestrian and Bicycle Improvements

Crosswalks

Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to other intersections where traffic stops. In conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways (as seen in Figure 4.1). It is recommended that crosswalks be installed at intersections within the limits of this project study area that immediately serve schools and parks. The latest MUTCD or NACTO guidance should be used for installation.

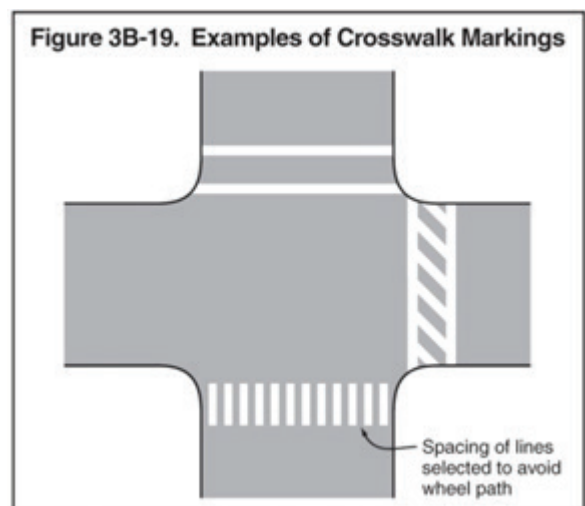


Figure 4.1: MUTCD Figure 3B-19: Crosswalk Marking Types
(Source: MUTCD)

Awareness Campaign

It is a best management practice that municipalities perform awareness campaigns for reminding vehicular drivers, bicyclists, and pedestrians of state laws concerning right-of-way in crosswalks. LA R.S. 32:212 states the following in summary:

- *The driver of a vehicle shall stop and yield the right-of-way, to a pedestrian crossing the roadway within a crosswalk.*
- *No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle.*
- *Whenever any vehicle is stopped at a marked or an unmarked crosswalk the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.*

MUTCD (2009 edition) provides safety guidance in Section 2B.11. It is recommended that temporary, moveable signage such as the one illustrated in Figure 4.2 be purchased by the City of Covington and placed as per MUTCD guidance at intersection locations within the City on a regular time interval. An example would be 1-2 weeks in one location, then moved to another location for the same length of time, and it is advised that the signage can be stored for a period of time then brought out again for awareness. Studies suggest displaying and removing signage in different locations in areas similar to Covington have a more effective result.



Figure 4.2: Temporary Crosswalk Signage (Source: MUTCD)

Shared Lane

“Every person riding a bicycle upon a highway of this state shall be granted all the rights and shall be subject to all the duties applicable to the driver of a vehicle” (LA RS 32:194 Traffic Laws Apply to Persons Riding Bicycles). Cyclists must obey traffic signals and come to a complete stop at stop signs (LA RS 32:232/32:123).

The City of Covington is experiencing economic and population growth. The City is home to a vibrant historic downtown, quaint neighborhoods, beautiful and numerous parks, and has a trailhead on the Tammany Trace. All of this activity perpetuates the need for safe modes of travel for all users. Pavement marking word messages, symbols, and/or arrows should be used on bikeways where appropriate. Consideration should be given to selecting pavement marking materials that will minimize loss of traction for bicycles under wet conditions.

It is recommended for the proposed roads that MUTCD (2009 edition) guidance be followed.

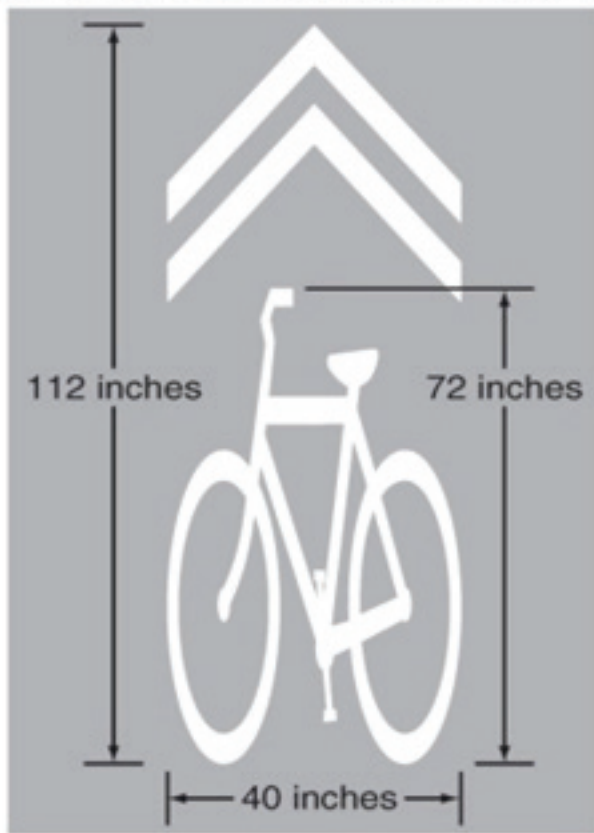


Figure 4.3: MUTCD Figure 9C-9 Shared Lane Marking

Where shared use lanes are recommended the City may investigate additional traffic calming measures to potentially establish bike boulevards/ neighborhood greenways. Bike boulevards or neighborhood greenways are low volume roads where bicycle traffic is encouraged and local access is maintained for motor vehicles but through traffic is discouraged by design elements. Additional traffic calming measures are beyond the scope of this study. The Shared Lane Marking shown in Figure 4.3 below may be used to assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle; assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane; alert road users of the lateral location bicyclists are likely to occupy within the traveled way; encourage safe passing of bicyclists by motorists; and reduce the incidence of wrong-way bicycling.

Bicycle Lane

Bicycle lanes are at grade and adjacent to motor vehicle traffic lane and are designated by a single solid wide stripe between the motor vehicle lane and bike lane. A width of 6 feet is recommended for a bicycle lane when designing the facility type, the minimum width for a bicycle lane is 5 feet when adjacent to curb, or 4 feet when no curb is present. Additional width is considered when higher volumes of cyclists are anticipated or when adjacent to parallel on-street parking. The latest MUTCD or NACTO guidance should be followed.

Shared Use Trail (Shared Use Path)

As per the MUTCD (2009 edition) a Shared-Use Path is a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users. The combined Bicycle/Pedestrian (W11-15) sign may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path.

Signage

The MUTCD recommends signage to be used in addition to pavement markings. Different bicycle facility types and segments require either Regulatory signage such as R3-17 or R4-11, Warning signs such as W11-1, or Guide signs D11-1 (Source: MUTCD 2009 Edition).



R3-17



W11-1*



D11-1

**A fluorescent yellow-green background color may be used for this sign or plaque. The background color of the plaque should match the color of the warning sign that it supplements.*

It is worth noting that R3-17 is not required and could contribute to sign clutter if not properly installed. Generalized signage such as D11-1 can be customized with a route name and/or wayfinding text that is more beneficial to people bicycling. The latest MUTCD or NACTO guidance should be followed.

Bicycle Rack Locations

Covington hosts a popular farmers market, numerous community events, and has bicyclists all days of the week bicycling through the city. To provide bicyclists with safe, secure bicycling parking while they shop, eat, or attend an event, it is recommended additional bicycle racks be installed throughout the study area. Right-of-way may be limited and field verification will be needed for exact placement. However, the study team suggests bike racks be placed near the following locations:

- *Parks*
- *Schools*
- *Government facilities (i.e. libraries, city hall, city court)*
- *Locations where community events are held*
- *Large scale public parking locations (Ox Lots)*
- *Locations of high density commercial activities*

Concept Development

Several concepts were developed during the project. The study team in association with the RPC and City of Covington refined the data collected into feasible bicycle route facility type alternatives. Bicycle facilities are desirable in order to provide viable mobility alternatives and for bicycle users to have the ability to access land uses that matches their needs.

Figures 4.4 and 4.5 represent the early data and concept developed. The study team also took geotagged photos while performing the data collection. A GIS file will be given to the RPC and City that will allow the user to click a link to show the picture taken at that location. The figures below show the routes considered and the exact location of the picture taken. Figure 4.4 potential routes was presented to the PMC at the April 9th meeting and Figure 4.5 was developed based on the PMC comments.

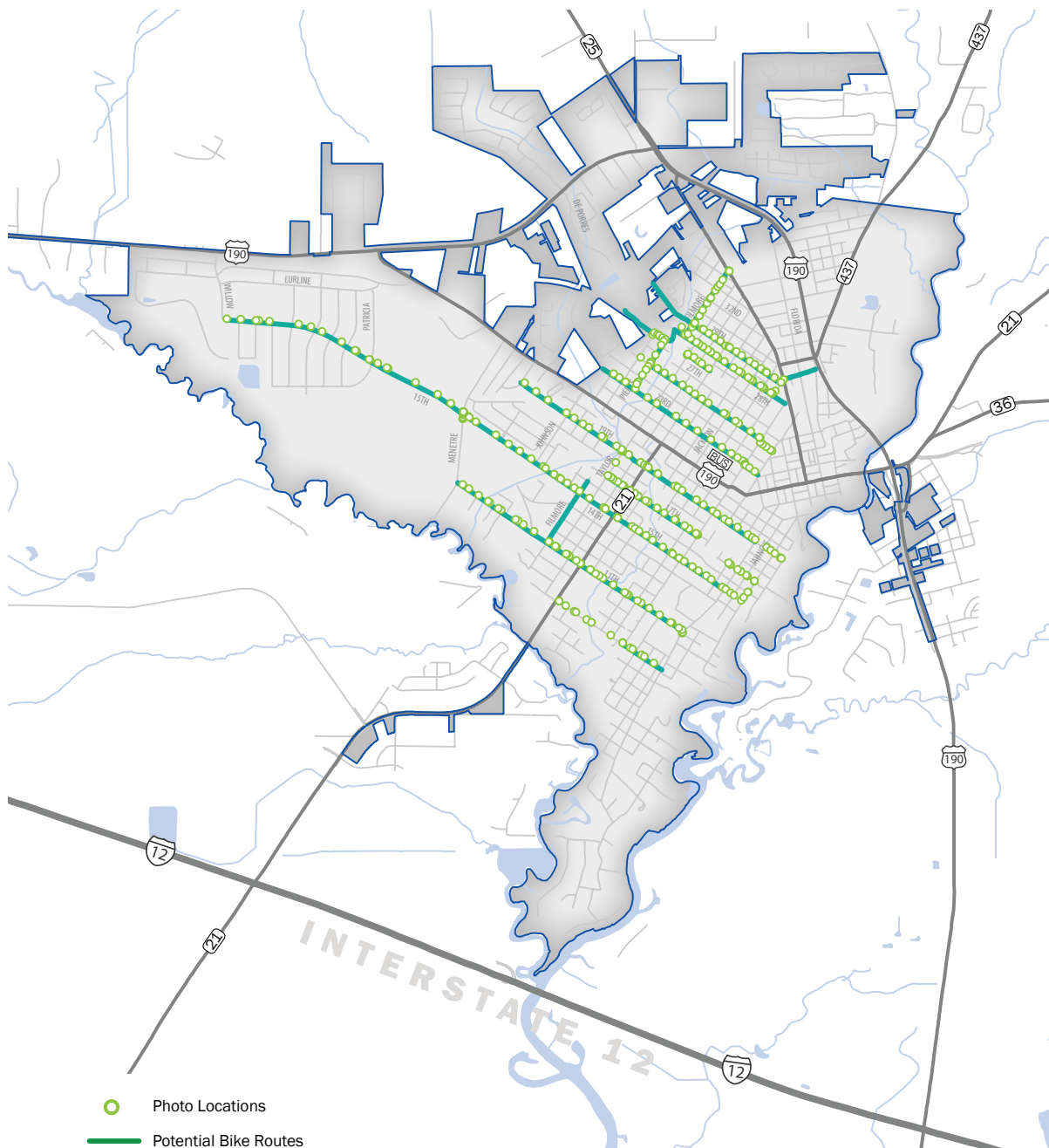


Figure 4.4: Development of Potential Bicycle Routes (Sources: Imagery – ESRI, Streets – Covington, and Pictures – Digital Engineering)

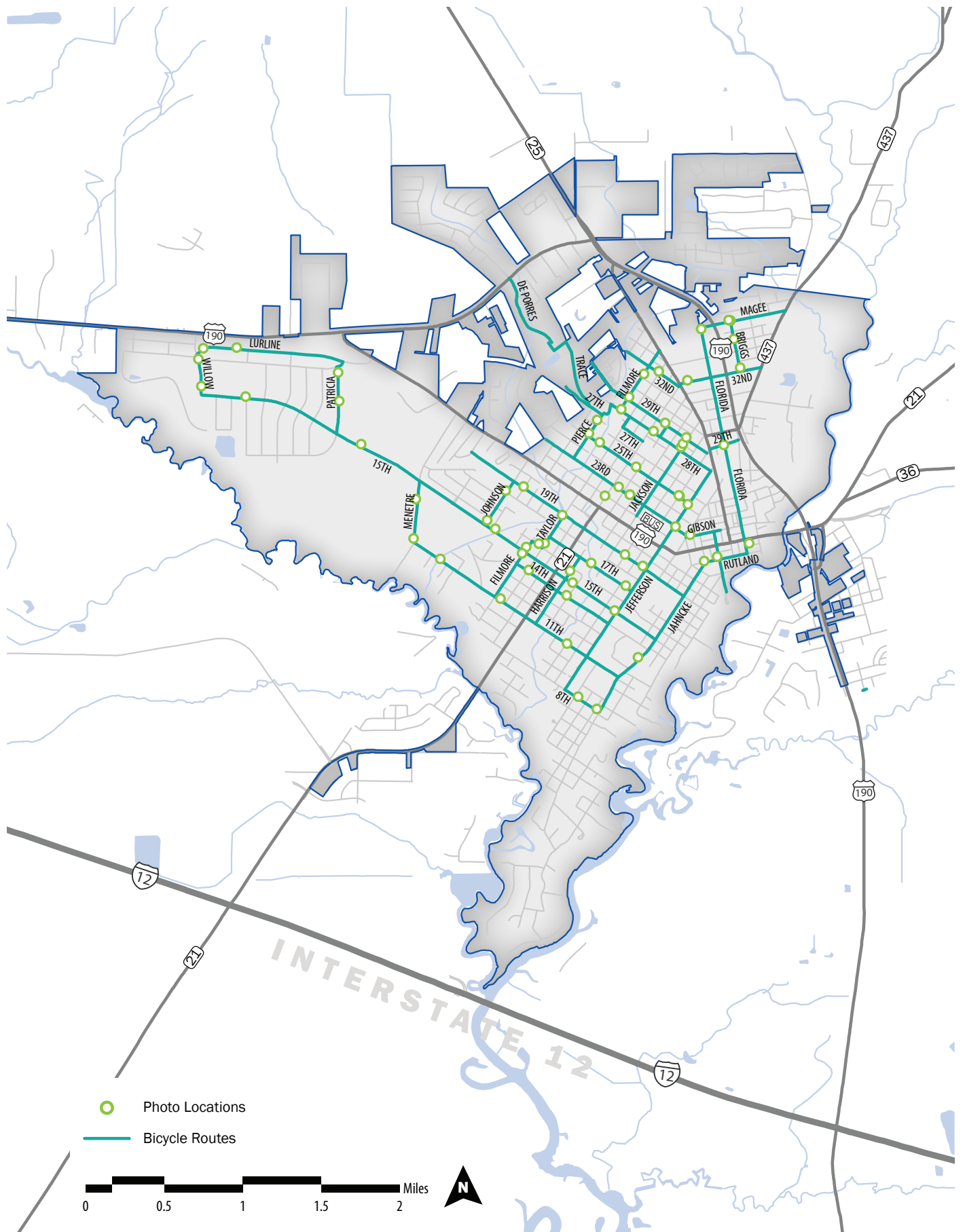


Figure 4.5: Covington Bicycle Plan Routes (Sources: Imagery – ESRI, Streets – Covington, and Pictures – Digital Engineering)

Conceptual Facilities

As bicycling continues to grow in popularity for all age groups, the need for clarity and safety along roads for both vehicles and cyclists, becomes a priority. Conceptual facility improvements within the Covington study area should be made with a conscience effort to retain the character and enhance the charm of the area. The study area is large and each road facility is unique to its paved sections/ intersections, streetscape/tree cover, and ridability/ walkability. However, a number of specific roadways were selected for a detailed study of their existing condition and how the introduction of bicycle and pedestrian facilities may impact their overall character. It was determined that two specific situations offer a comprehensive representation of the large majority of specific situations present in the City of Covington. The first being East-West corridors which are typically numerical avenues (such as 17th Ave, 19th Ave, etc.). These streets feature wider rights-of-way at approximately 80 feet. While the second scenario is the North-South corridor which are most often named after a former US president (such as Madison St, Jefferson St, etc). These roadways were found to have more narrow rights-of-way ranging around 50 feet in width.

Specific criteria for selection is discussed in greater detail in Chapter 5 of this report. The following illustrations are conceptual for planning purposes only, field verification, and construction designs shall be needed for installation. The following conceptual renderings are the proposed routes and facility types as recommended by the PMC.

Typical Corridor with 80' Right-of-Way - Example 1

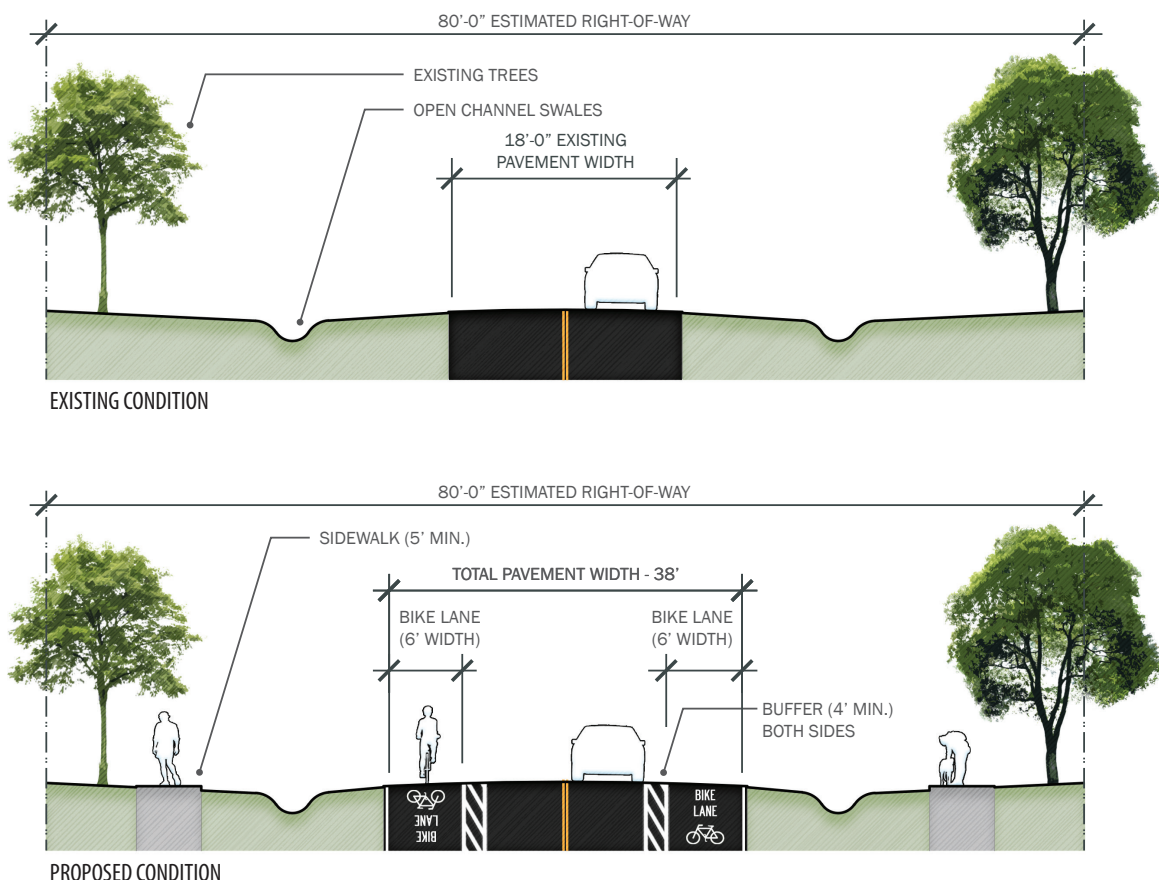


Figure 4.6: Cross-section study of existing and proposed conditions of typical corridor with 80' right-of-way

Typical Corridor with 80' Right-of-Way - Example 2

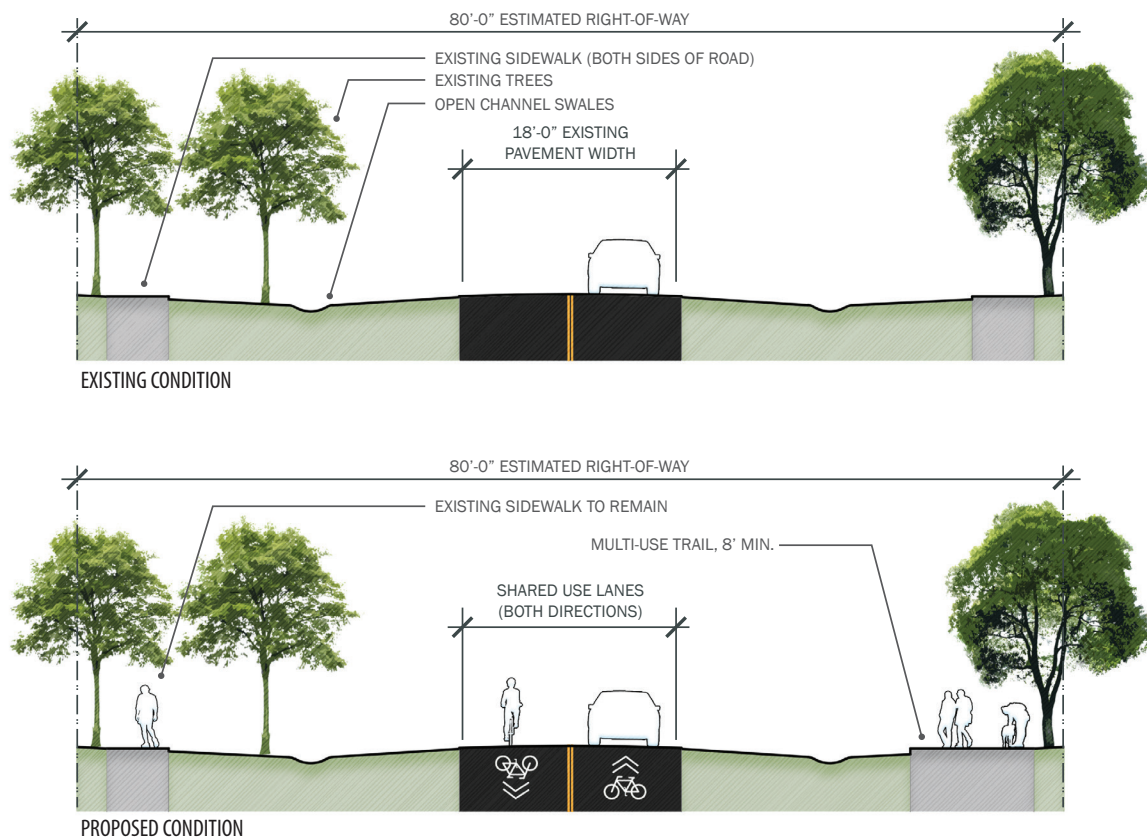


Figure 4.7: Cross-section study of existing and proposed conditions of typical corridor with 80' right-of-way

Typical Corridor with 80' Right-of-Way - Example 3

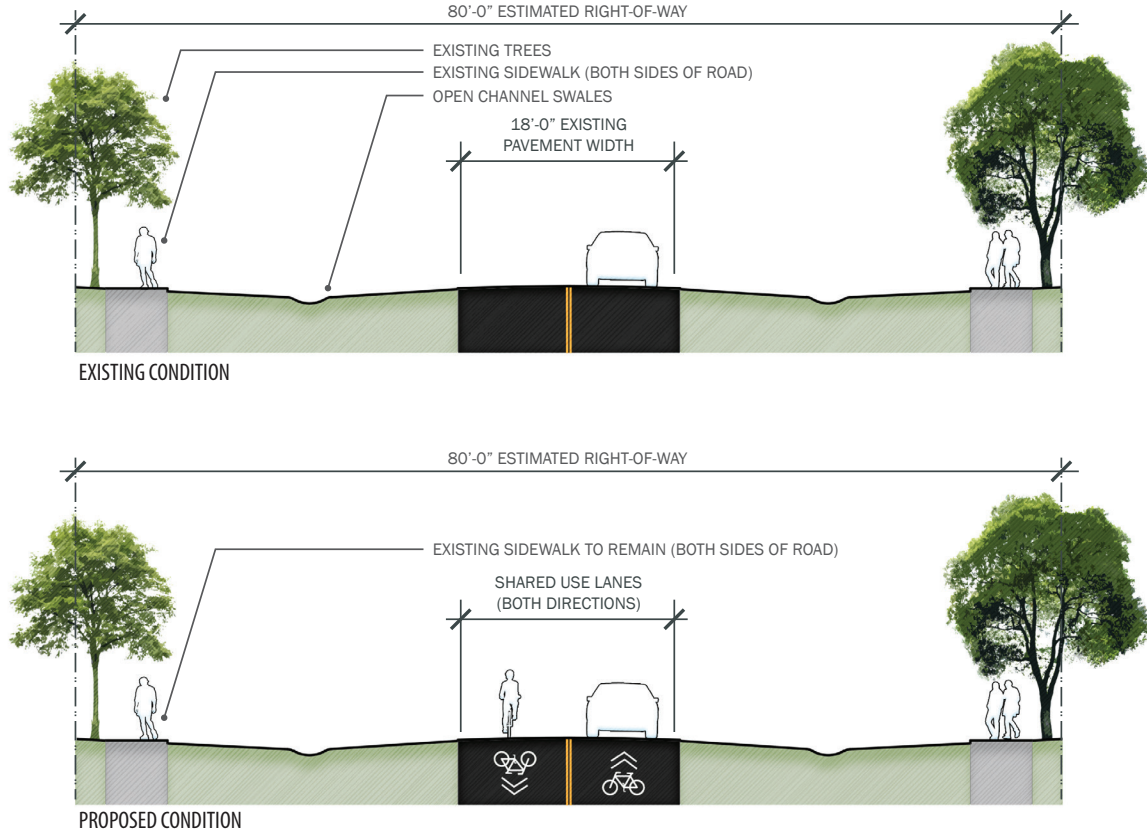


Figure 4.8: Cross-section study of existing and proposed conditions of typical corridor with 80' right-of-way

Typical Corridor with 50' Right-of-Way - Example 1

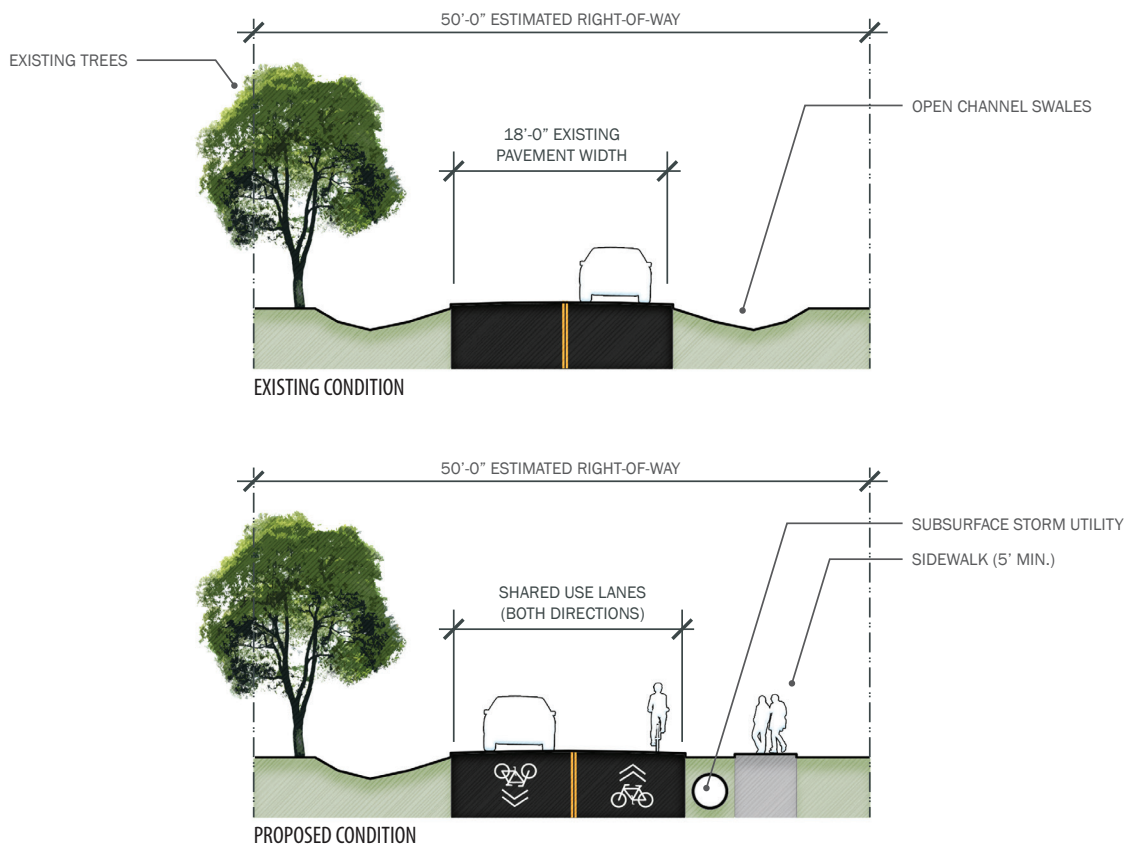


Figure 4.9: Cross-section study of existing and proposed conditions of typical corridor with 50' right-of-way

Typical Corridor with 50' Right-of-Way- Example 2

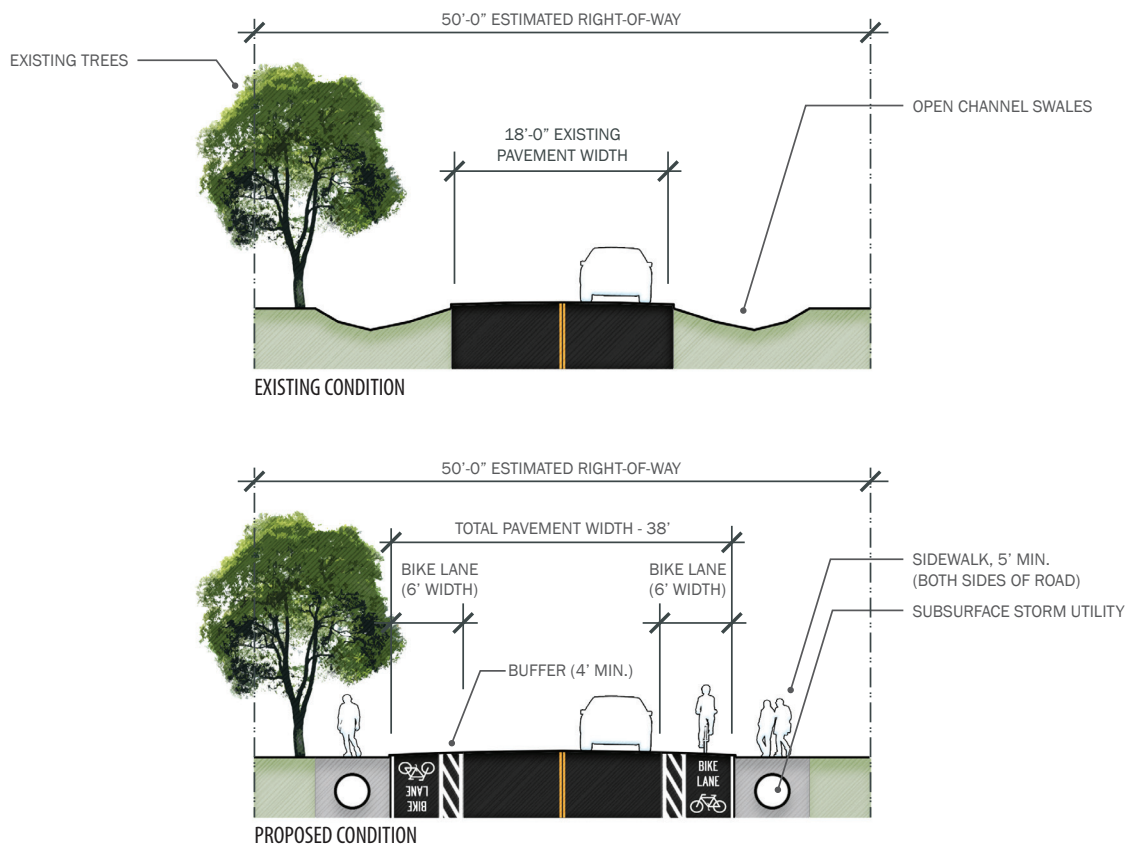


Figure 4.10: Cross-section study of existing and proposed conditions of typical corridor with 50' right-of-way

Planned Bike Route Phasing

The corridor specific studies done by the project team, in addition to the a thorough inventory of conditions across the City of Covington by conducting a series of site visits allowed for the creation of a suitable network of bicycle routes. Once implemented, this network will allow for safe and convenient connectivity between various amenities within Covington ranging from commercial development to schools and parks.

In order to facilitate in the timely and organized implementation of the proposed bicycle network a phasing plan was developed:

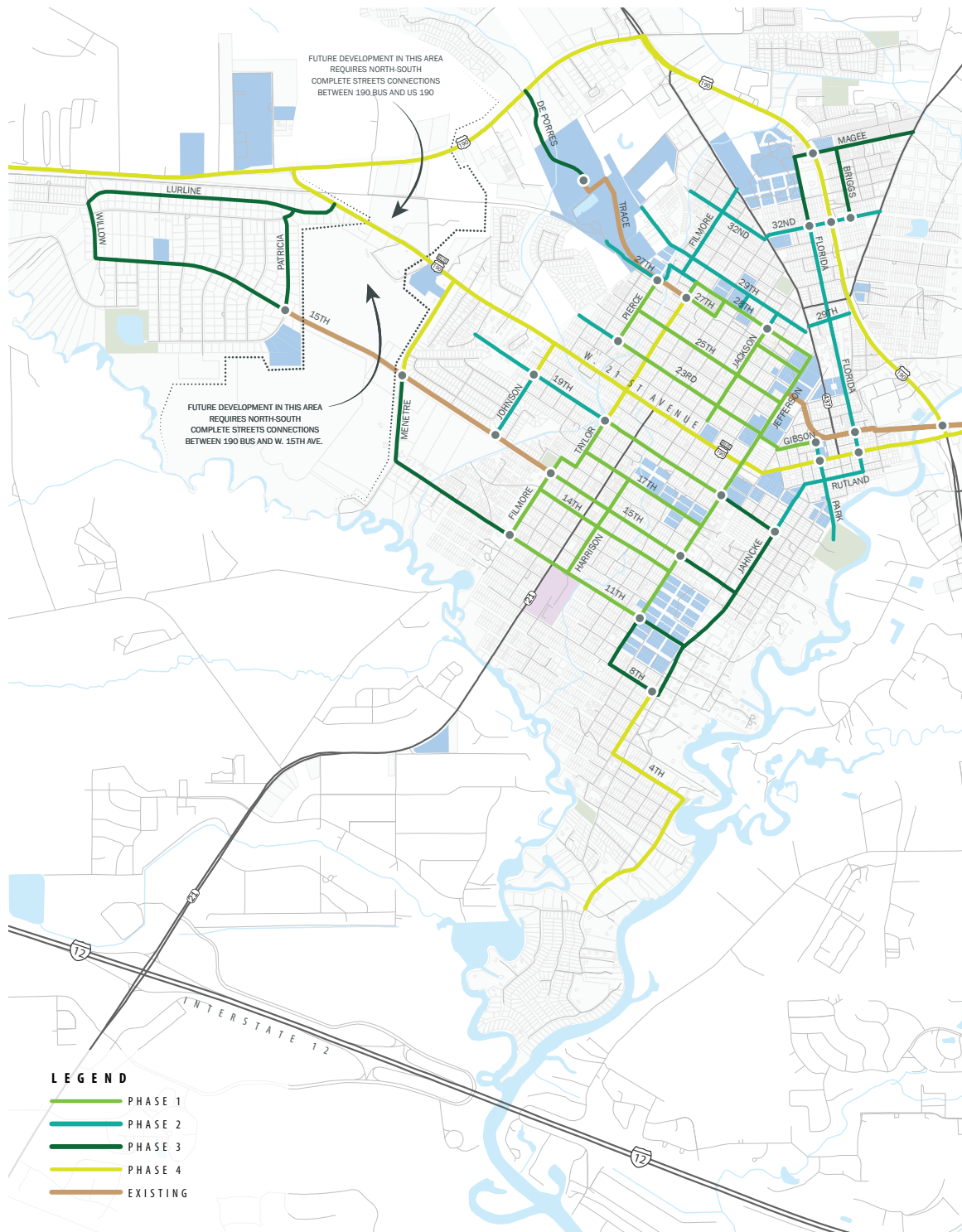


Figure 4.11: City of Covington Bicycle Facility Network Phasing Plan - Overall Plan

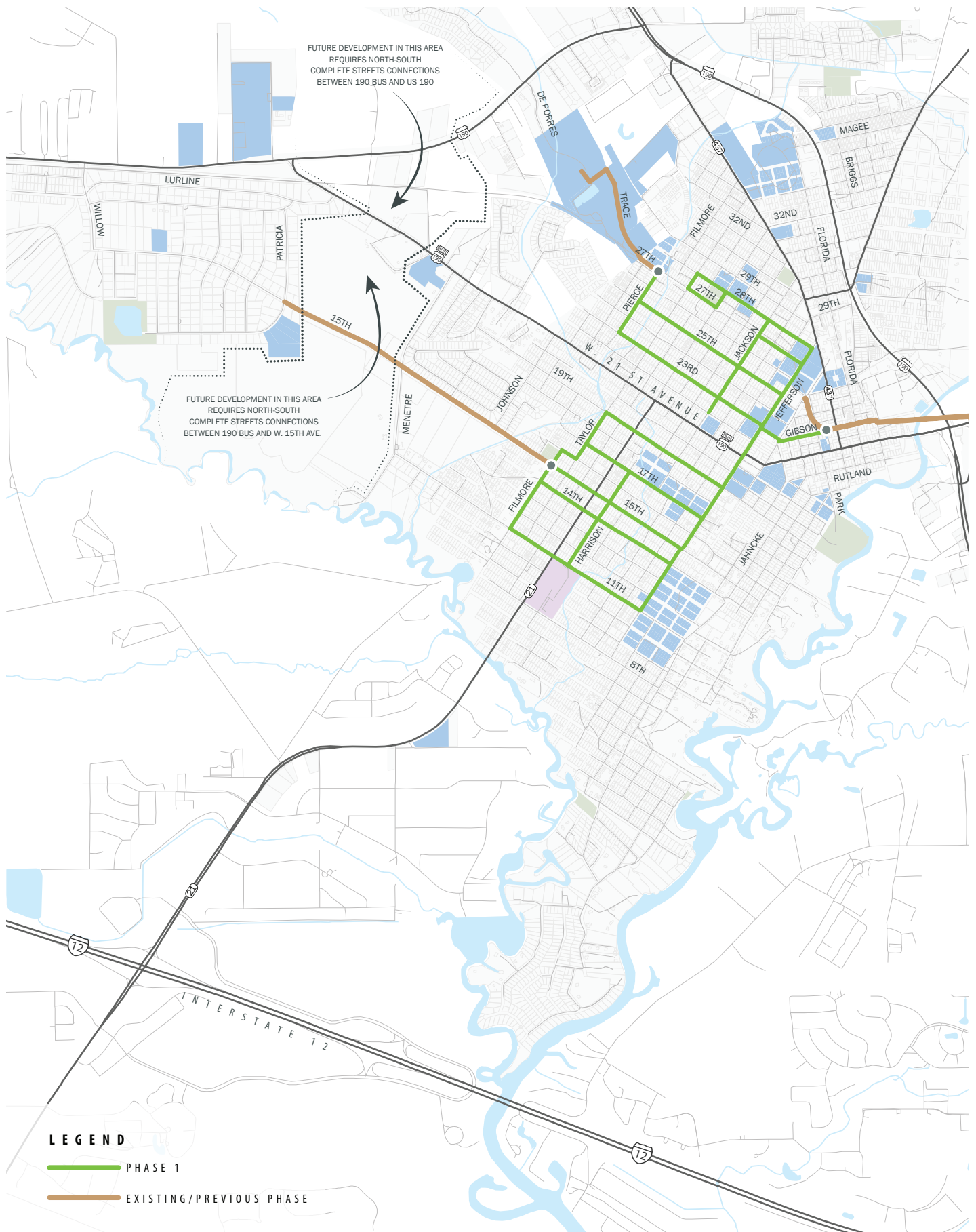


Figure 4.12: City of Covington Bicycle Facility Network Phasing Plan - Phase 1

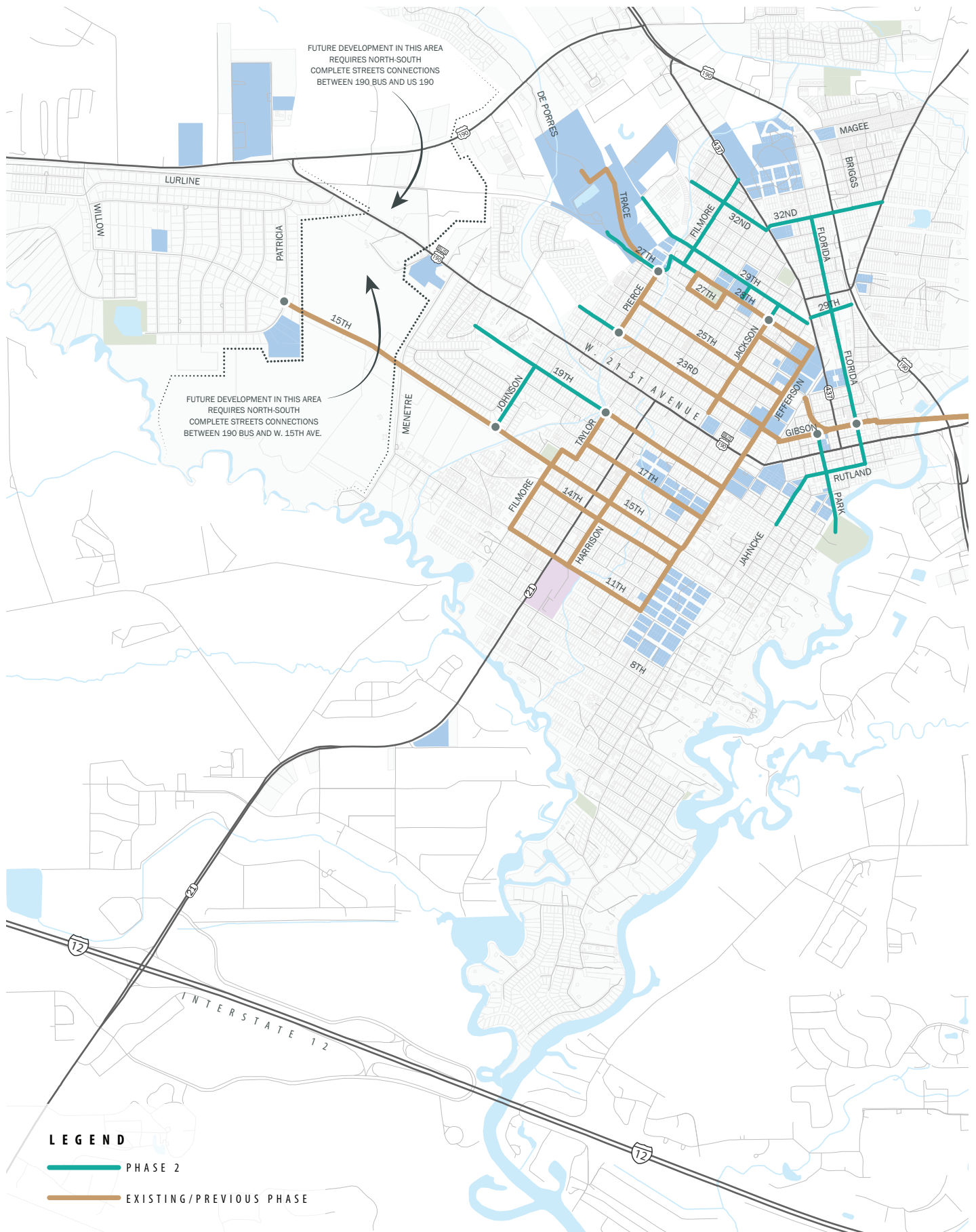


Figure 4.13: City of Covington Bicycle Facility Network Phasing Plan - Phase 2

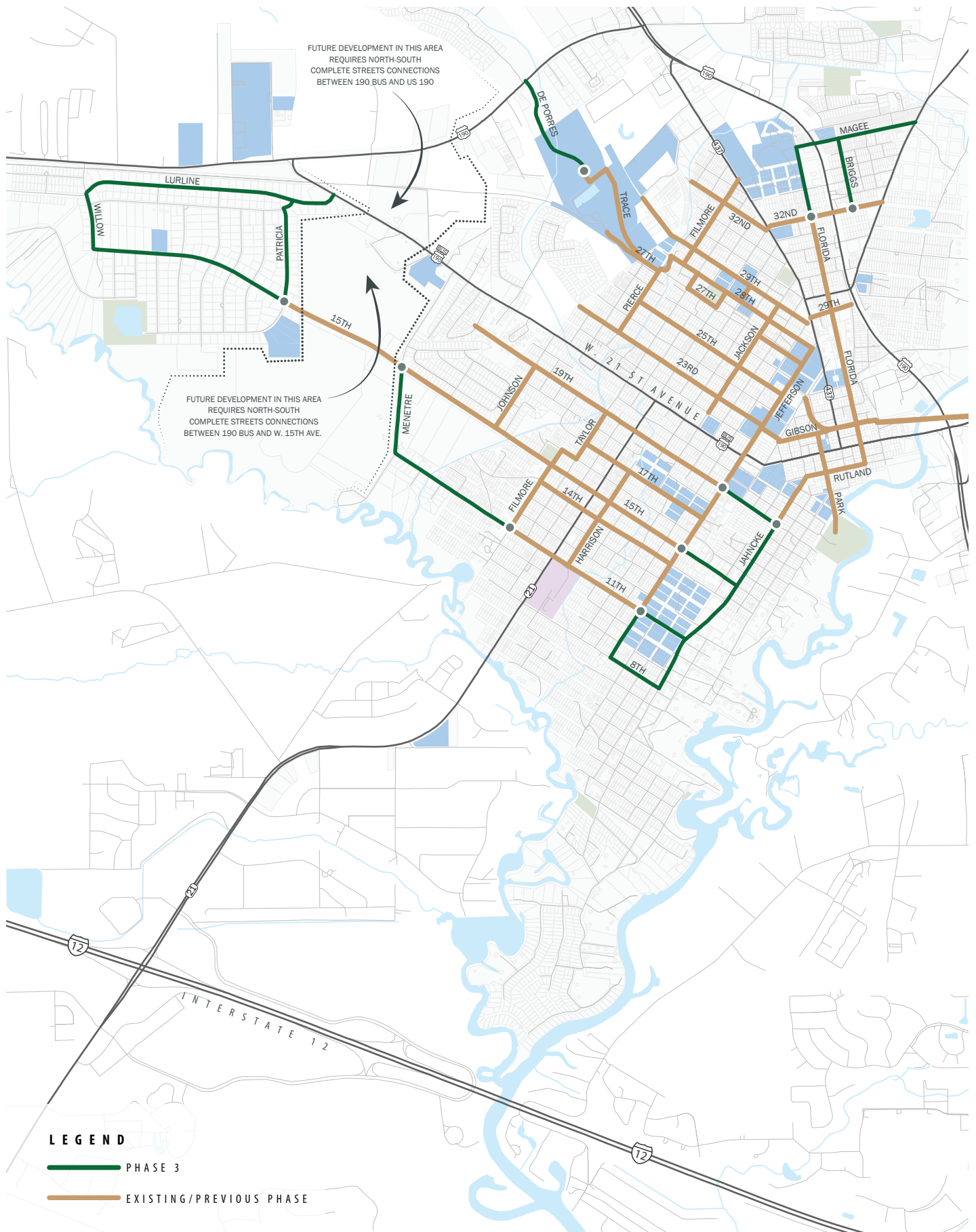


Figure 4.14: City of Covington Bicycle Facility Network Phasing Plan - Phase 3

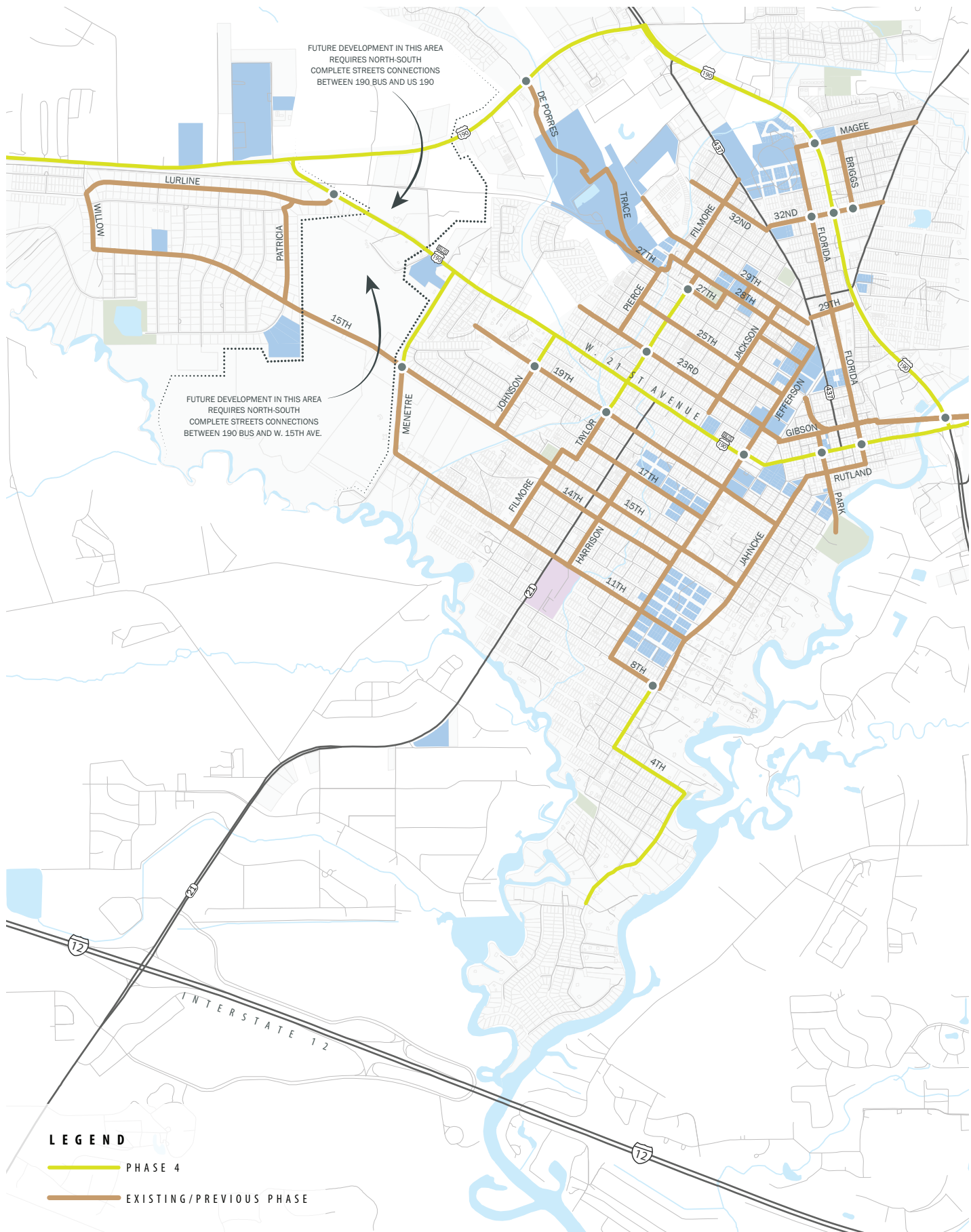


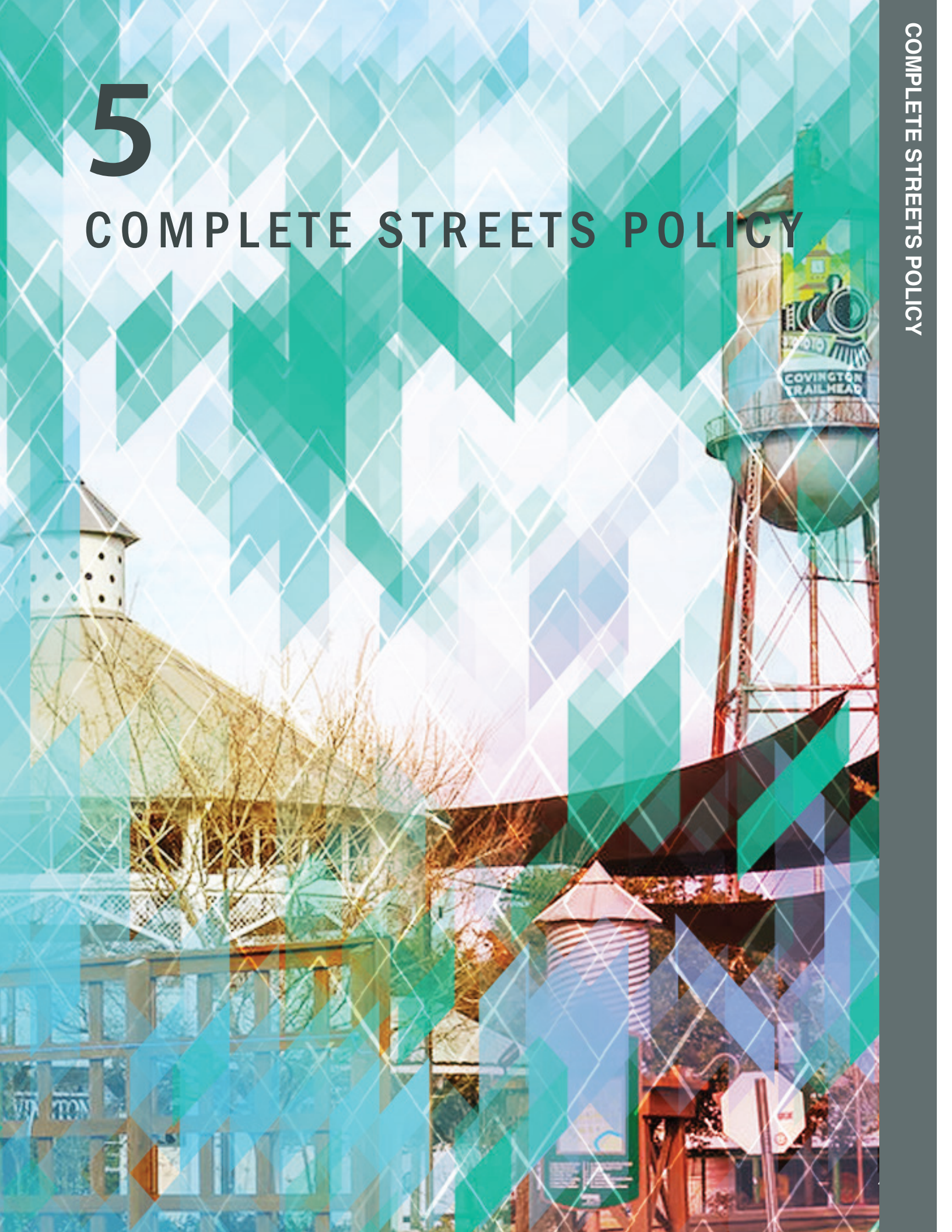
Figure 4.15: City of Covington Bicycle Facility Network Phasing Plan - Phase 4

The following table is meant to supplement the previous phasing maps in illustrating how the proposed bicycle master plan network can be implemented. This includes the approximate lengths of each facility as well as notes about any unique conditions that may need to be considered when implementation occurs.

Route Name	From	To	Approximate Length(Feet)	Phase	Additional Notes
W. 11th Avenue	S. Filmore Street	S. Jefferson Avenue	3,152	1	
W. 14th Avenue	S. Filmore Street	S. Jefferson Avenue	3,146	1	
W. 15th Avenue	S. Filmore Street	S. Jefferson Avenue	3,163	1	
W. 16th Avenue	S. Filmore Street	S. Taylor Street	350	1	
W. 17th Avenue	S. Taylor Street	S. Jefferson Avenue	2,840	1	
W. 19th Avenue	S. Taylor Street	S. Jefferson Avenue	2,840	1	
W. 23rd Avenue	N. Pierce Street	N. Theard Street	4,003	1	
E. Gibson Street	N. Theard Street	N. Vermont Street	405	1	
W. 25th Avenue	N. Pierce Street	S. Jefferson Avenue	3,522	1	
W. 27th Avenue	N. Taylor Street	N. Tyler Street	690	1	
W. 27th Avenue	N. Jackson Street	N. Jefferson Avenue	700	1	
W. 28th Avenue	N. Taylor Street	N. Jefferson Avenue	2,830	1	
S. Jefferson Avenue	W. 11th Avenue	W. 28th Avenue	6,470	1	
S. Harrison Street	W. 11th Avenue	W. 17th Avenue	2,315	1	
N. Jackson Street	W. 22nd Avenue	W. 28th Avenue	2,285	1	
N. Pierce Street	W. 23rd Avenue	W. 27th Avenue	1,500	1	
N. Taylor Street	W. 27th Avenue	W. 28th Avenue	375	1	
N. Tyler Street	W. 27th Avenue	W. 28th Avenue	375	1	
S. Filmore Street	W. 11th Avenue	W. 16th Avenue	1,940	1	
S. Taylor Street	W. 16th Avenue	W. 19th Avenue	1,150	1	
W. 19th Avenue	E. St Mary Drive	S. Taylor Street	3,240	2	
S. Johnson Street	W. 15th Avenue	W. 19th Avenue	1,490	2	
W. 29th Avenue	Polders Lane	N. Lee Road	5,325	2	Includes a 120-foot segment of N. Madison Street between W. 29th Avenue and N. Columbia Street
W. 32nd Avenue	N. Buchanan Street	N. Lee Road	4,240	2	Includes a 50-foot segment of N. Tyler Street between W. 32 Avenue and N. Columbia Street
N. Florida Street	W. 32nd Avenue	E. Rutland Street	5,170	2	
N. New Hampshire Street	E. Gibson Street	E. 21st Avenue	1,670	2	
W. 23rd Avenue	N. Pierce Street	N. Lincoln Street	1,000	2	Includes a dead-end section of W. 23rd Avenue that extends 288 feet past N. Lincoln Street
N. Filmore Street	W. 28th Avenue	N. Columbia Street	2,070	2	
N. Jackson Street	W. 28th Avenue	W. 29th Avenue	370	2	
N. Harrison Street	W. 28th Avenue	W. 29th Avenue	370	2	
E. Rutland Street	N. Florida Street	N. Vermont Street	1,250	2	
S. Jahncke Street	N. Vermont Street	E. 19th Avenue	1,150	2	
W. 27th Avenue	N. Pierce Street	Dead End	890	2	Route follows alignment of Tammany Trace corridor
W. 28th Avenue	N. Taylor Street	N. Pierce Street	650	2	
N. Pierce Street	W. 27th Avenue	W. 28th Avenue	490	2	
W. 19th Avenue	S. Jefferson Avenue	S. Jahncke Street	1,340	3	
W. 15th Avenue	S. Jefferson Avenue	S. Jahncke Street	1,360	3	
W. 11th Avenue	S. Jefferson Avenue	S. Jahncke Street	1,075	3	
S. Jefferson Avenue	W. 11th Avenue	W. 8th Avenue	1,135	3	
W. 8th Avenue	S. Jefferson Avenue	S. Jahncke Street	1,200	3	
S. Jahncke Street	E. 19th Avenue	E. 8th Avenue	4,200	3	
Menetre Drive	W. 15th Avenue	S. Filmore Street	4,650	3	
De Porres Street	US 190	Dead End	2,350	3	Route terminates at existing end of Tammany Trace Bike Trail
N. Florida Street	E. 32nd Street	E. Magee Street	1,480	3	
E. Magee Street	N. Florida Street	N. Lee Road	2,520	3	
N. Briggs Street	E. Magee Street	E. 32nd Street	1,450	3	
Patricia Drive	Lurline Drive	W. 15th Avenue	2,210	3	Route includes a 250-foot section of Karen Drive between Patricia Drive and Lurline Drive
Lurline Drive	Willow Drive	W. 21st Avenue	5,260	3	
Willow Drive	Lurline Drive	W. 15th Avenue	1,160	3	
W. 15th Avenue	Patricia Drive	Willow Drive	4,150	3	
S. Taylor Street	W. 19th Avenue	W. 27th Street	3,050	4	
Menetre Drive	W. 15th Avenue	W. 21st Avenue	2,275	4	
S. Johnson Street	W. 19th Avenue	W. 21st Avenue	770	4	
Massachusetts Street	E. 8th Avenue	E. 4th Avenue	1,525	4	
S. America Street	E. 4th Avenue	Luvy Lane	3,420	4	Route includes a 770-foot section of Water Street between America Street and E. 4th Avenue
E. 4th Avenue	Massachusetts Street	Water Street	1,700	4	
N. Collins Boulevard	W. 21st Avenue	US 190	11,000	4	
W. 21st Avenue	N. US 190	US 190	15,500	4	
US 190	N. Collins Boulevard	Gagnet Perry Street	9,590	4	

5

COMPLETE STREETS POLICY



5. COMPLETE STREETS POLICY

Introduction

Please note that the final designation of specific routes for inclusion in the bicycle master plan or for designation as complete streets is at the discretion of the City of Covington. This includes not only the designation of the route itself, but also the type of proposed facility for each. Therefore, any maps, illustrations, or charts included in this report are subject to change, or be updated, by the City of Covington.

As mentioned in previous sections of this report, the availability and existence of bicycle and pedestrian transportation facilities within the City of Covington varies based on specific locations. The majority of roadways within, and in immediate proximity to, the downtown core feature both bicycle and pedestrian facilities. However, as one travels out from the center of the City a lack of these facilities becomes increasingly common. This is especially true in areas that are dominated by subdivisions and primarily residential zoning. Developing a policy that addresses the lack of pedestrian and bicycle facilities for both high density commercial areas, as well as suburban, residential ones, would improve the existing condition and future of Covington.

Precedents

In order to efficiently and effectively develop a complete streets policy for the City of Covington a series of other, similar policies were collected and studied by the project team. The specific policies chosen were selected for a number of reasons, but primarily because they best matched the particular needs, scale, and character of Covington. While numerous policies were referenced the following had the most significant impact on the proposed policy for this study:

- *St. Bernard Parish Bikeway & Pedestrian Plan Update – Complete Streets Policy*
- *Town of Agawam, MA Complete Streets Policy & Prioritization Plan*
- *Town of Bridgewater, MA Complete Streets Policy*
- *City of Wenatchee, WA Complete Streets Policy & Pedestrian Master Plan*
- *City of Muskogee, OK Complete Streets Policy*

Several of these policies were also considered due to their inclusion on “The Best Complete Streets Policies of 2016” by Smart Growth America and the National Complete Streets Coalition.



Figure 5.1: Cover of The Best Complete Streets Policies 2016
(Source: National Complete Streets Coalition)

Strategy for Implementation

Ensuring for proper implementation of a Complete Streets policy is equally important as the content of the policy itself. For this reason the project team organized the Complete Street policy in manner that mirrored the formatting of the City's existing code of ordinances. This would minimize the efforts necessary to translate portions of the policy into code, once the City Council felt those portions were congruent with the overall goals of the City.

Existing Street Network

The City of Covington has an existing street network that contains a wide variety of roadways, bicycle, and pedestrian facilities. As illustrated in section 3 of this report roadways range from principle arterial to local, and the presence of pedestrian/bicycle facilities closely mirrors this classification. Additionally, there are a number of LADOTD managed rights-of-way that transect the city. The following facility types are currently present with the City of Covington:

- *Marked Shared Lanes (Sharrows)*
- *Sidewalks, typically 4' in width*
- *Shared-use Trails (St. Tammany Trace)*

MARKED SHARED LANE - SHARROW



CRITERIA FOR APPLICATION



Figure 5.2: Overview of Bicycle Facility - Marked Shared Lane

SIDEWALK



CRITERIA FOR APPLICATION



Figure 5.3: Overview of Pedestrian Facility - Sidewalk

SHARED USE TRAIL - INDEPENDENT



CRITERIA FOR APPLICATION

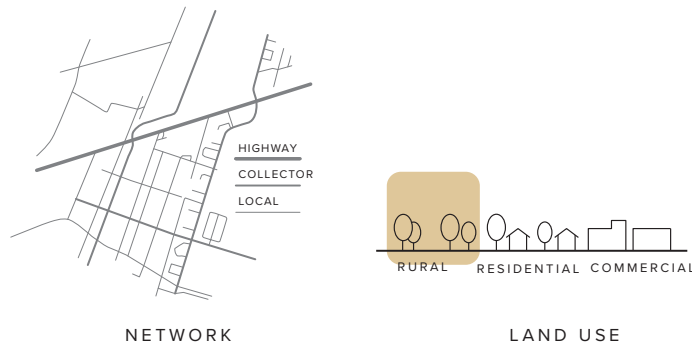


Figure 5.4: Overview of Bicycle Facility - Shared Use Trail

Policy Goals

The goal of the Complete Streets policy for the City of Covington as stated in the introduction of the policy itself is as follows: “The City of Covington, Louisiana is committed to creating a complete, connected, transportation network for all its residents and visitors using a complete streets approach. Complete Streets recognize the importance of planning and design of roadways for all ages, abilities, and modes of transportation. This Complete Streets Policy is written to ensure that the safety and convenience of all users of the transportation network are accommodated where appropriate, including pedestrians and bicyclists of all ages and experience, people with disabilities, motorists, supply trucks, and emergency vehicles.”

These goals are intended to address the shortcomings of the existing transportation network, while also ensuring that all future development, both public and private, is conducted in a manner that is responsive to the code that the policy produces.

Adoption of Policy

The Complete Streets Policy is structured in manner that reflects the City of Covington’s existing Code of Ordinances. This creates a potential to streamline implementation of the policy as it applies to specific, varying types of development. For example, major roadway reconstruction projects requires one to reference Chapter 86 of the City code, while the redevelopment of a private commercial site may require one to consult Chapter 18. This strategy for implementation guarantees that the requirements of the policy are carried out on future development and redevelopment projects while reserving the ability for City Council to adjust the code as necessary.

An example of a resolution that would be used to transition requirements of the policy into the code itself is provided in Appendix A of this report

Implementation of Complete Streets Policy

Complete Streets Priority Network

Once the policy is adopted into the City's Code of Ordinances all development, and redevelopment, within the City of Covington will be expected to adhere to its requirements. However, in order to assist in the early adoption and implementation of these concepts the project team conducted a thorough analysis of the existing street network.

This was done to identify the optimal streets for implementation of the goals of the policy by considering a number of factors that determined each proposed corridor's suitability for the introduction of pedestrian and bicycle facilities. The suitability of these various corridors was determined based on a set of criteria that ranged from speed of vehicular travel to width of available right-of-way. The illustration below better this criteria in great detail.

SPEED & VOLUME

The greater speed and volume of motor vehicle traffic, the greater the amount of separation is desired for comfortable biking and walking facilities.

Where streets have low volumes and low speeds, the need for separation is less critical, and mixing modes may be more appropriate.

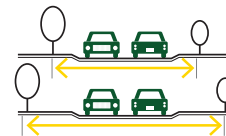
The chart to the right summarizes how speed and volume affect possible facility options.

NETWORK

Networks are interconnected pedestrian and bicycle transportation facilities that allow people of all ages and abilities to safely and conveniently get to where they want to go.

There are varying levels of comfort associated with roadways within the network ranging from low-volume, low-speed local streets to high-speed, high volume arterial roadways.

AVAILABLE R.O.W.



The available roadway right-of-way width can limit the types of pedestrian and bicycle facilities that can be applied.

LAND USE



Land use describes the manner and intensity in which land is developed or modified from its natural state. Built-up areas, such as commercial districts in a small town, contain a higher density of attractions, destinations, and people, and may support a greater diversity of bicycle and pedestrian amenities.

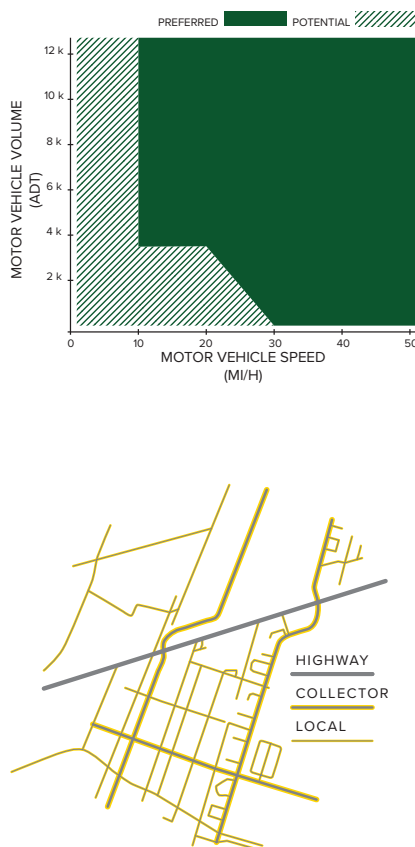


Figure 5.5: Overview of Complete Streets Priority Network selection criteria

After conducting an inventory of potential streets for the priority network, and applying the set criteria to these streets a priority network map was created.

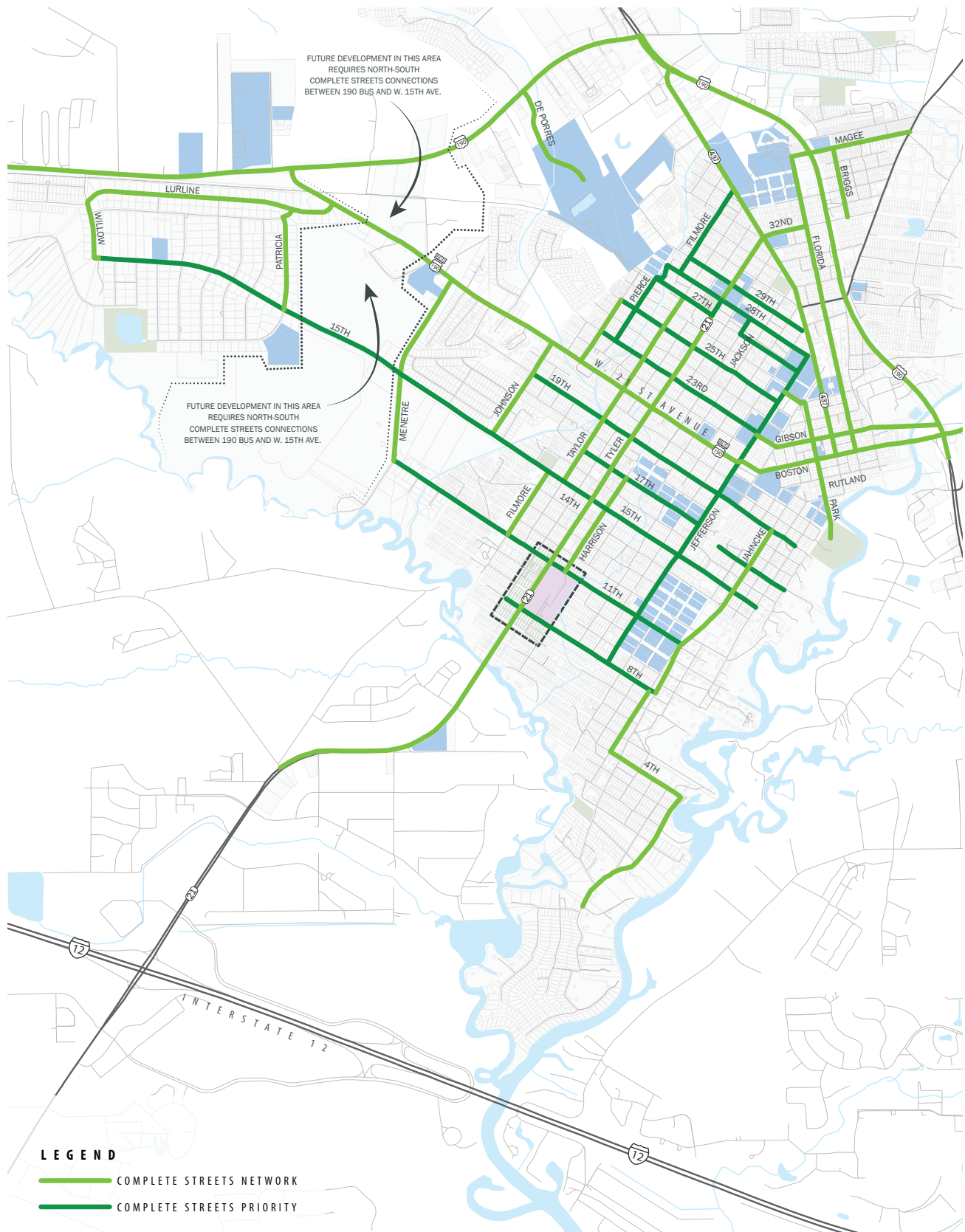


Figure 5.6: Complete Streets Priority Network Maps for the City of Covington

While this priority network aims to jump start the implementation of the Complete Street Policy, the overall goal is for this to be implemented, as determined appropriate based on each specific condition, across the entirety of Covington's transportation network..

Examples of Implementation

In order to illustrate how the implementation of complete streets may affect some of the existing conditions within Covington, two specific locations were chosen for detailed study. Detailed in the following renderings are the proposed concepts including typical pavement markings and signage to be installed. The improvements are intended to be low cost, high visibility actions that enhance the safety of vehicular, bicycle, and pedestrian users.

Example 1: North Columbia Street

One of these locations, along North Columbia Street near North Madison Street, was chosen due to its relatively high traffic volume and the presence of commercial development along the corridor.

As shown below in the existing condition image, the street currently lacks a clear distinction between pedestrian and vehicular circulation on its east side. Additionally, there are no sidewalks present on either side of the street until one travels further south.



Figure 5.7: Existing Conditions Image - North Columbia Street

The rendering of short term implementation illustrates how introducing a marked shared lane will allow for a more diverse user group along the corridor. The presence of cyclists would also serve to calm vehicular traffic making it safer for pedestrians visiting commercial development on corridor to cross the roadway.



Figure 5.8: Short-term Implementation Rendering - North Columbia Street

The long term rendering gives an example of what the corridor may look like once the construction of both bicycle and pedestrian facilities is complete. This situation optimizes level of safety and accommodation to those utilizing North Columbia Street. Sidewalks allow for pedestrians to walk along the roadway safely removed from the vehicular travel lanes, while crosswalks provide a clear means to cross the roadway. Meanwhile, the marked shared lane implemented in the short term is still present allowing for continued use for cyclists.



Figure 5.9: Long-term Implementation Rendering - North Columbia Street

Example 2: West 17th Avenue

Conversely, the intersection of West 17th Avenue and South Harrison Street was chosen for study due to its largely residential and low traffic volume context. That said, this specific location is within close proximity to South Tyler Street, a major thoroughfare, as well as two schools (Covington Elementary and Pitcher Junior High).

The existing conditions image shows that the street currently lacks pedestrian facilities entirely. This includes not only sidewalks and crosswalks, but also ADA compliant curb ramps, which is particularly important due to the location's proximity to schools.



Figure 5.10: Existing Conditions Image - West 17th Avenue and South Harrison Street

The short term rendering illustrates this corridor's suitability for a marked shared lane. As illustrated in the Complete Streets Priority Map, West 17th Avenue provides a strong east-west connection between two major roadways (South Tyler Street and South Jefferson Street) while directly connecting the network with two existing schools.



Figure 5.11: Short-term Implementation Rendering - West 17th Avenue and South Harrison Street

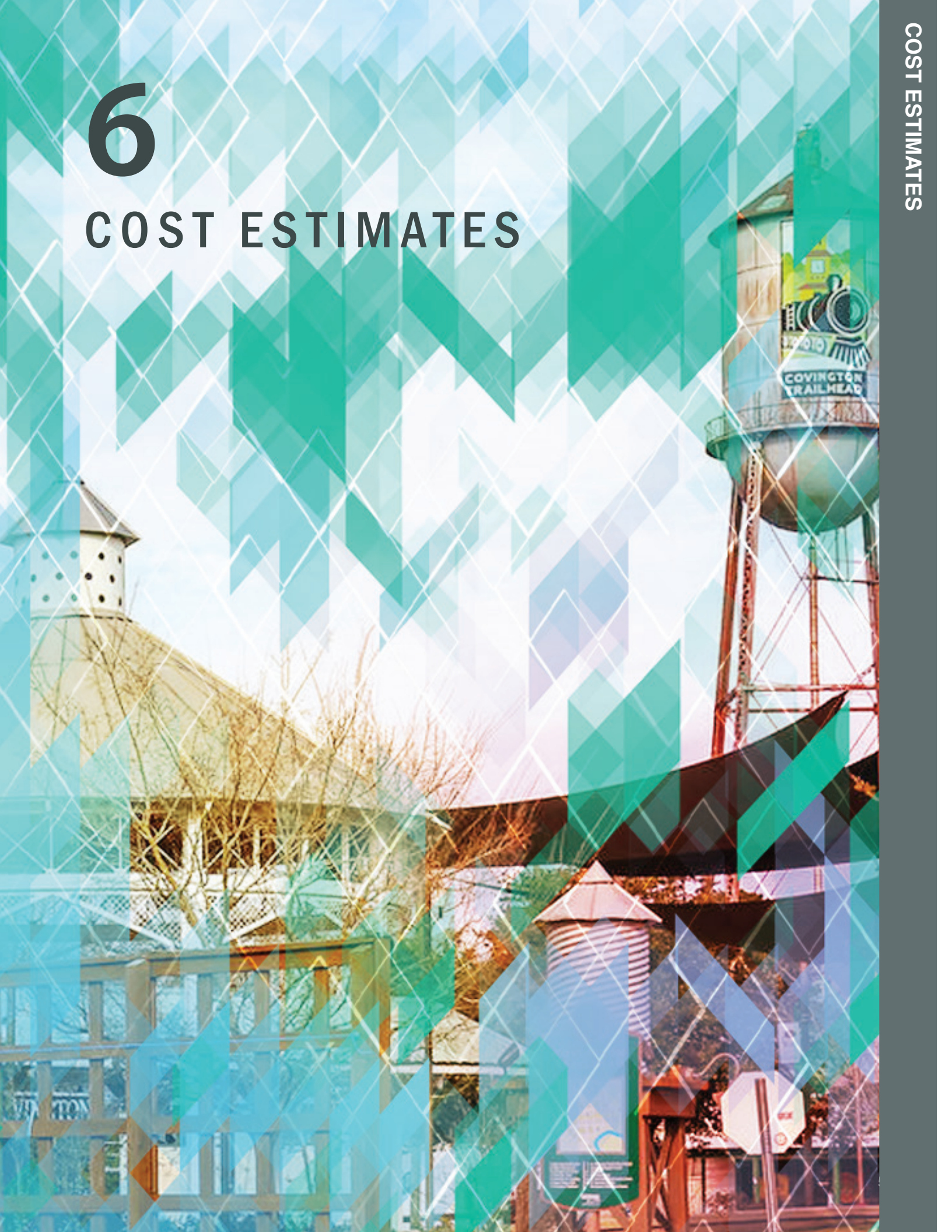
The long term implementation rendering assists in visualizing what West 17th Avenue might look like once a full suite of pedestrian and bicycle facilities is introduced to the street. The introduction of crosswalks, ADA compliant curb ramps, and sidewalks is particularly important in providing a connection between Covington Elementary and Pitcher Junior High and extensive residential neighborhoods that surround them.



Figure 5.12: Long-term Complete Implementation Rendering - West 17th Avenue and South Harrison Street

6

COST ESTIMATES



6. COST ESTIMATES

Methodology

Estimated opinions of probable construction costs for the marked shared lanes (sharrow) and sidewalks were derived from approximating roadway and related infrastructure quantities based on average unit prices provided by LA DOTD. Costs do not include a 15% contingency for unforeseen conditions during construction. Costs do not include professional services (i.e. topographical surveying, geotechnical engineering, design and engineering, and construction engineering and inspection).

Implementation Phasing/Estimated Cost of Improvements

Phasing and implementation of the chosen recommendations will ultimately depend upon available funding. Funding amounts and time of availability are likely to vary as well as the selection and implementation of all recommended facility enhancements. The following is proposed estimated costs and should not be construed as final.

Relatively low cost, high visibility enhancements for roadway, bicycle, and pedestrian facility improvements are detailed below in the following sections. If implemented, vehicular, bicyclist, and pedestrian safety and efficiency will be improved but user attentiveness must play a part. The scopes of the recommendations call for little interruption of service during construction. Recommendations should begin to be implemented at the earliest feasible date.

Potential Funding Sources

A combination of available monies from the City of Covington general fund, bonds, grants, as well as, LA DOTD, and Regional Planning Commission involvement is the most likely source of funds. Specific LA DOTD programs to be applied for include Transportation Alternatives Program (TAP), Local Road Safety Program (LRSP), and Safe Routes to Public Places. All programs and entities have different regulations for funding projects and it is possible only some elements of a recommendation may be available for funding from a specific program or entity.

Opinions of Probable Cost - Bicycle Plan Implementation

The following represents expected costs for implementation of the proposed bicycle plan in accordance to phases as illustrated on Figures 4.11-4.15 in Chapter 4 of this report. The routes identified within each phase were selected in order to most effectively build off of existing infrastructure, when utilizing funds as they become available for implementation.

Phase 1 - OPC

	11th	14th	15th	16th	17th	19th	23rd	25th	27th
Sharrow (\$400 each)	\$11,600	\$10,000	\$8,000	\$800	\$11,200	\$12,800	\$6,400	\$8,800	\$7,200
Signs (\$135 each)	\$1,620	\$1,620	\$1,620	\$270	\$1,350	\$1,620	\$1,080	\$1,080	\$1,080
Stop Bars (\$220 each)	\$6,380	\$7,920	\$7,480	\$440	\$5,500	\$6,380	\$6,820	\$6,600	\$4,400
Mobilization (20%)	\$3,920	\$3,908	\$3,420	\$302	\$3,610	\$4,160	\$2,860	\$3,296	\$2,536
Total	\$23,520	\$23,448	\$20,520	\$1,812	\$21,660	\$24,960	\$17,160	\$19,776	\$15,216
	28th	Filmore	Gibson	Harrison	Jackson	Jefferson	Pierce	Taylor	
Sharrow (\$400 each)	\$11,200	\$7,200	\$4,000	\$7,200	\$9,600	\$24,000	\$6,400	\$3,200	
Signs (\$135 each)	\$1,080	\$810	\$540	\$810	\$810	\$2,160	\$540	\$540	
Stop Bars (\$220 each)	\$6,160	\$1,980	\$2,420	\$3,520	\$6,160	\$5,280	\$3,520	\$1,540	
Mobilization (20%)	\$3,688	\$1,998	\$1,392	\$2,306	\$3,314	\$6,288	\$2,092	\$1,056	
Total	\$22,128	\$11,988	\$8,352	\$13,836	\$19,884	\$37,728	\$12,552	\$6,336	
Sharrow - Total	\$149,600								
Signs - Total	\$18,630								
Stop Bars - Total	\$82,500								
Mobilization - Total	\$50,146								
GRAND TOTAL	\$300,876								

Phase 2 - OPC

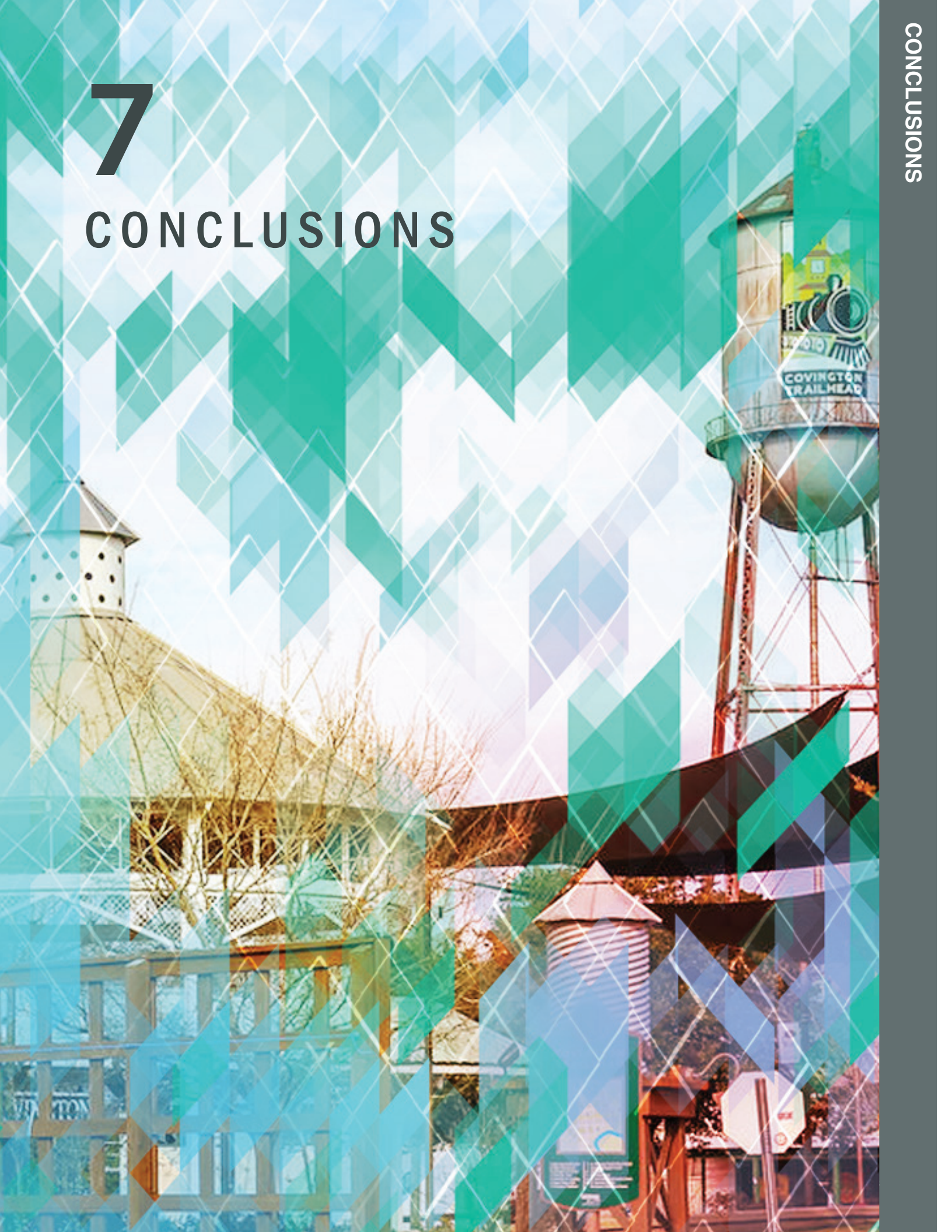
	19th	23rd	27th	28th	29th	32nd	Filmore
Sharrow (\$400 each)	\$8,000	\$2,400	\$3,200	\$3,200	\$12,000	\$11,200	\$7,200
Signs (\$135 each)	\$810	\$540	\$540	\$270	\$1,080	\$1,350	\$810
Stop Bars (\$220 each)	\$2,580	\$1,540	\$880	\$1,760	\$6,160	\$5,720	\$4,180
Mobilization (20%)	\$2,278	\$896	\$924	\$1,046	\$3,848	\$3,654	\$2,438
Total	\$13,668	\$5,376	\$5,544	\$6,276	\$23,088	\$21,924	\$14,628
	Florida	Jackson	Jahncke	Johnson	Hampshire	Rutland	
Sharrow (\$400 each)	\$12,000	\$1,600	\$6,400	\$4,800	\$7,200	\$6,400	
Signs (\$135 each)	\$1,080	\$135	\$540	\$810	\$540	\$540	
Stop Bars (\$220 each)	\$8,800	\$1,540	\$4,400	\$2,640	\$3,740	\$3,960	
Mobilization (20%)	\$4,376	\$655	\$2,268	\$1,650	\$2,296	\$2,180	
Total	\$26,256	\$3,930	\$13,608	\$9,900	\$13,776	\$13,080	
Sharrow - Total	\$85,600						
Signs - Total	\$9,045						
Stop Bars - Total	\$47,900						
Mobilization - Total	\$28,509						
GRAND TOTAL	\$171,054						

Phase 3 - OPC

	8th	11th	15th	19th	Briggs	DePorres	Florida
Sharrow (\$400 each)	\$3,200	\$4,000	\$11,200	\$4,800	\$5,600	\$4,000	\$3,200
Signs (\$135 each)	\$540	\$540	\$1,620	\$540	\$810	\$540	\$540
Stop Bars (\$220 each)	\$2,640	\$1,760	\$7,920	\$3,080	\$2,640	\$880	\$1,540
Mobilization (20%)	\$1,276	\$1,260	\$4,148	\$1,684	\$1,810	\$1,084	\$1,056
Total	\$7,656	\$7,560	\$24,888	\$10,104	\$10,860	\$6,504	\$6,336
	Jahncke	Lurline	Magee	Menetre	Patricia	Willow	
Sharrow (\$400 each)	\$12,800	\$5,600	\$6,400	\$6,400	\$2,400	\$1,600	
Signs (\$135 each)	\$1,350	\$810	\$810	\$2,620	\$540	\$540	
Stop Bars (\$220 each)	\$4,400	\$1,320	\$2,860	\$1,540	\$660	\$660	
Mobilization (20%)	\$3,710	\$1,546	\$2,014	\$2,112	\$720	\$560	
Total	\$22,260	\$9,276	\$12,084	\$12,672	\$4,320	\$3,360	
Sharrow - Total	\$71,200						
Signs - Total	\$11,800						
Stop Bars - Total	\$31,900						
Mobilization - Total	\$22,980						
GRAND TOTAL	\$137,880						

7

CONCLUSIONS



7. CONCLUSION

Overview

The implementation of any of the proposed alternatives will have a positive impact on the transportation system's efficiency and safety for all users in the Covington study area. The addition of signage, and bicycle and pedestrian striping, will provide a safer experience for all users, residents and visitors alike. The recommendations offer residents of Covington alternative transportation choices, access to recreation facilities and exercise, schools, and expanded public access to the surrounding areas through modal means other than motorized vehicles.

The redesign of selected roadways and recommendations, in relation to the signage and striping, will provide a more safe and efficient corridor. In addition, no environmental impacts were discovered to impede any of the recommendations.

Implementation of Facilities

The construction of bicycle and pedestrian enhancements will require a financial commitment from the City of Covington and other public and quasi-public entities that may contribute to this project. A consensus among the PMC, including City of Covington officials, the RPC, and LA DOTD expressed strong support for the short-term recommendations to move forward. The recommended short-term actions include signage and striping in phases as funds are available. The long-term recommendations received strong support but pose more difficult funding and budgeting scenarios.

Complete Streets

Once implemented, the Complete Streets Policy that was developed for the City of Covington will optimize the safety and convenience for all users of the transportation network. Furthermore, by addressing requirements to comply with the policy as it applies to future development as well as redevelopment of existing infrastructure, the City has assured that the presence of complete streets will increase as Covington continues to grow.

Closing

As implementation occurs, the city will become increasingly safe and efficient for transportation users of all abilities. The enhancements will increase the residents' and visitors' access to bicycling, walking, exercise, and transportation options. The Covington Bicycle Plan Feasibility project offers a great opportunity to benefit from a complete streets design, as many other communities have around the country, and will continue Covington's commitment to a safer and healthier community.

8

APPENDIX A: COMPLETE STREETS POLICY & SAMPLE ORDINANCES





COMPLETE STREETS POLICY

CITY OF COVINGTON, LOUISIANA

PREFACE

The policy below represents the overall goals and intent of the Complete Streets Policy for the City of Covington, as well as recommendations for implementation of the policy. The policy has been formatted into sections based upon relevant location and how it corresponds with the City's Code of Ordinances (ie: rights-of-way, building code enforcements, private development).

The italicized text above each section represents where that portion of the policy could be inserted into the City's code of ordinances. The draft version of the policy is intended to give the City of Covington a framework for implementing the policy into code.

All content within this is to be considered a draft, and is subject to final review, revision, and approval by the City of Covington. No portion of this policy is effective until approved by the City of Covington.



(Appendix A – Subdivisions, Article 5 – Performance and Standards, Section 5.4 – Complete Streets)
COMPLETE STREETS POLICY IMPLEMENTATION FOR SUBDIVISIONS

PURPOSE

The purpose of this section is to address the City of Covington's Complete Streets Policy and how it pertains to requirements for the development of subdivisions. The goal of the Policy is to ensure implementation of the Complete Streets Policy is carried out during the planning and subsequent construction of subdivisions.

APPLICABILITY

The requirements of this section applies to the construction of all new subdivisions within the City of Covington, as well as, any major redevelopment projects within the limits of an existing subdivision.

SCOPE

The scope of this Complete Streets Policy applies to any element pertaining to accessibility and efficiency of the transportation network. This includes, but is not limited to, sidewalks and other pedestrian facilities, vehicle and bicycle facilities and parking, and accommodation for safety and efficiency for all users of these facilities.

EMPHASIS

The City of Covington Bicycle Routes and Complete Streets priority maps identify numerous corridors within existing subdivisions that would be most directly and greatly benefitted by the implementation of complete streets. These routes shall be subject to all requirements set forth in the City's Complete Streets ordinances.

IMPLEMENTATION

The City of Covington Complete Streets Policy and all associated facilities and elements addressed in the City's Code of Ordinances shall be subject to site plan review by appropriate City officials and shall be required to receive final approval by the Covington Planning Commission and/or Covington Department of Public Works.

WAIVERS (Appendix A, Article 7.D)

Waivers for exemption from the requirements for Complete Street element implementation set forth in this appendix, or in Chapter 18 and 86, shall not be granted under any circumstance.



ELEMENTS

Refer to Chapter 18, Division 6 – Complete Streets Policy Implementation for Private Development for an overview of appropriate Complete Streets Elements

NOTE: All content within this is to be considered a draft, and is subject to final review, revision, and approval by the City of Covington. No portion of this policy is effective until approved by the City of Covington.

END OF SECTION



(Appendix B Comprehensive Zoning Ordinance of 2010, Part 8)
COMPLETE STREETS POLICY

VISION AND INTENT

The City of Covington, Louisiana is committed to creating a complete, connected, transportation network for all its residents and visitors using a Complete Streets approach. Complete Streets recognize the importance of planning and design of roadways for all ages, abilities, and modes of transportation. This Complete Streets Policy is written to ensure that the safety and convenience of all users of the transportation network are accommodated where appropriate, including pedestrians and bicyclists of all ages and experience, people with disabilities, motorists, supply trucks, and emergency vehicles.

APPLICABILITY

With the adoption of this policy, the City of Covington will consider the transportation needs of all users. This applies to all projects including new construction, retrofit, redevelopment, and maintenance projects for work in either the public right-of-way or on private land.

SCOPE

The scope of this Complete Streets Policy applies to any element pertaining to accessibility and efficiency for all users. This includes, but is not limited to, sidewalks and other pedestrian facilities, vehicle and bicycle facilities and parking, and accommodation for safety and efficiency for all users of these facilities.

FEASIBILITY

Complete Street facility implementation shall be required within private development located along public rights-of-way, as well as within the public right-of-way itself. For a development to be considered not feasible for Complete Streets implementation, the following conditions must occur to the discretionary approval by *insert appropriate department or official here*:

- Development is not located on a public right-of-way
- The cost of providing Complete Streets implementation would be excessively disproportionate to the need or probable use of the development.
- An existing structure or site condition within an existing legally non-conforming encroachment into the public right-of-way
- Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls.

PERFORMANCE MEASURES

The City will aim to measure the success of Complete Streets after implementation. These projects should be designed to meet the goals and objectives for the transportation network. The City will analyze the performance of the Complete Streets Policy every three years following the adoption of the Policy. The performance measures can be made available to the public through the City of Covington's website. The City will measure the success of the Complete Streets implementation using the following performance measures:



1. Total miles of on-street bicycle routes defined by streets with clearly marked or signed bicycle accommodation
2. Linear feet of new pedestrian accommodations
3. Number of new curb ramps installed along city streets
4. Number of new streets trees planted along city streets
5. Number of pedestrian and/or bicycle routes that are connected to make a network
6. The reduction of transportation related accidents

NOTE: All content within this is to be considered a draft, and is subject to final review, revision, and approval by the City of Covington. No portion of this policy is effective until approved by the City of Covington.

END OF SECTION



(Chapter 18 – Buildings and Building Regulations, Division 6)

COMPLETE STREETS POLICY IMPLEMENTATION FOR PRIVATE DEVELOPMENT

PURPOSE

The purpose of this section is to address the City of Covington's Complete Streets Policy and how it pertains to development on private property. The goal of the Policy is to ensure safe and efficient access is provided to all users of public rights-of-way, and by extension all commercial development located along said rights-of-way.

APPLICABILITY

The requirements of this section applies to all new construction projects as well as any renovation or development projects that meet or exceed 50% in scope of improvement located on private land within the City of Covington.

SCOPE

The scope of this Complete Streets Policy applies to any element pertaining to accessibility and efficiency of the transportation network. This includes, but is not limited to, sidewalks and other pedestrian facilities, vehicle and bicycle facilities and parking, and accommodation for safety and efficiency for all users of these facilities.

EMPHASIS

The City of Covington Bicycle Routes and Complete Streets priority maps were created to identify major and minor routes, as well as key districts within the City, that would be most directly and greatly benefitted by the implementation of complete streets. These routes were highlighted for a number of reasons such as their proximity to existing schools, parks, and other land uses consistent with complete streets. The routes contained within these maps are to be considered the top priority for implementation of Complete Streets elements, and shall be subject to all requirements set forth in the City's Complete Streets ordinances (*List relevant chapter and section numbers here*).

IMPLEMENTATION

The City of Covington Complete Streets Policy and all associated facilities and elements addressed in the City's Code of Ordinances shall be subject to site plan review by appropriate City officials and shall be required to receive final approval by the Covington Planning Commission and/or Covington Department of Public Works.

Elements of Policy

Sidewalks

ADA compliant sidewalks shall be required along all public rights-of-way.

Pedestrian Connectivity



Safe and efficient ingress/egress for pedestrians shall be provided. This includes ADA compliant, sufficient walkways creating connections between parking lot walkways, sidewalks within the public rights-of-way, and the commercial building. ADA compliant curb cuts and associated ramps shall be required for pedestrian ease of access. Crosswalk markings shall be provided anywhere pedestrian routes cross a vehicular path.

Bicycle Accommodation

Safe and efficient bicycle ingress/egress from the right-of-way to the development shall be provided. This applies to all property along routes designated as requiring a bicycle facility in the Covington Bicycle Routes Map.

Bicycle Parking

Sufficient bicycle parking, by means of bike racks, shall be provided at, or near, the front of the development with safe and efficient accessibility from the public right-of-way. The volume of required bicycle parking shall be scaled appropriately with that of the commercial development. Final discretionary determination is reserved by the Covington Planning Commission.

NOTE: All content within this is to be considered a draft, and is subject to final review, revision, and approval by the City of Covington. No portion of this policy is effective until approved by the City of Covington.

END OF SECTION



(Chapter 86 – Streets, Sidewalks, and Other Public Places, Article 1, Section 86-2, Subsection 1)
COMPLETE STREETS POLICY IMPLEMENTATION IN PUBLIC RIGHTS-OF-WAY

PURPOSE

The purpose of this section is to address the City of Covington Complete Streets Policy and its implementation pertaining to work within the public rights-of-way.

APPLICABILITY

The City of Covington Planning Commission and/or Covington Department of Public Works shall ensure appropriate Complete Streets implementation has occurred any time of the following is to occur within a public right-of-way:

- New roadway construction
- Major resurfacing of an existing roadway
- Major drainage project located adjacent or parallel to a public roadway

IMPLEMENTATION

The City of Covington Complete Streets Policy and all associated facilities and elements addressed in the City's Code of Ordinances shall be subject to site plan review by appropriate City officials and shall be required to receive final approval by the Covington Planning Commission and/or Covington Department of Public Works.

Elements of Policy

Sidewalks

ADA compliant sidewalks shall be required along all public rights-of-way.

Pedestrian Connectivity

Safe and efficient ingress/egress for pedestrians shall be provided. This includes ADA compliant, walkways creating connections between parking lot walkways, sidewalks within the public rights-of-way, and the commercial building. ADA approved curb cuts and associated ramps shall be required for pedestrian ease of access. Crosswalk markings shall be provided anywhere pedestrian routes cross a vehicular path.

Bicycle Accommodation

Safe and efficient bicycle ingress/egress from the right-of-way to the development shall be provided. This applies to all property along routes designated as requiring a bicycle facility in the Covington Bicycle Routes Map.

Bicycle Facilities

Suitable bicycle facilities shall be provided along public rights-of-ways as determined by the Covington Planning Commission. Routes to include bicycle



routes, as well as the type of facility to be provided, are identified within the Covington Bicycle Master Plan.

DESIGN STANDARDS

Complete Streets design standards are to be administered and reviewed by the Covington Department of Public Works and, when possible, shall adhere to the standards set forth in the NATCO *Urban Bikeway Design Guide*.

NOTE: All content within this is to be considered a draft, and is subject to final review, revision, and approval by the City of Covington. No portion of this policy is effective until approved by the City of Covington.

END OF SECTION

**CITY OF COVINGTON
STATE OF LOUISIANA**

A RESOLUTION ADOPTING THE CITY OF COVINGTON COMPLETE STREETS POLICY

WHEREAS, the goal of a Complete Streets Policy is to implement an approach to roadway construction and maintenance that recognizes the needs of all users should be accommodated within the roadway right-of-way including motor vehicles, commercial and industrial traffic, pedestrians, bicyclists, the elderly, the disabled, and transit users; and

WHEREAS, City of Covington representatives have attended team meetings to learn about Complete Streets with the assistance of the Regional Planning Commission of Orleans, Jefferson, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes and their consultant team; and

WHEREAS, the City of Covington requires a Complete Streets Policy be implemented by the City; and

WHEREAS, numerous other agencies across the country have adopted Complete Streets policies since 2004 including the Regional Planning Commission of Orleans, Jefferson, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes; the Louisiana Department of Transportation and Development; and the cities of Baton Rouge and New Orleans; and

WHEREAS, the City of Covington supports the benefits a Complete Streets Policy can provide for the City including improved safety for all users especially the disabled and people who rely on non-motorized transportation and transit as their primary means of travel; enhanced access to employment, shopping and other destinations; improved connectivity throughout the community, improved community health; and increased economic development; and

WHEREAS, City of Covington Government supports the adoption of a Complete Streets Policy in order to expand our multi-modal transportation system and improve the overall quality of life for our residents; and

NOW THEREFORE BE IT RESOLVED, the City of Covington Council, does hereby adopt this Complete Streets Policy as outlined below:

Purpose:

The purpose of the City of Covington Complete Streets Policy is to provide safe access for all users of all roadways, wherever feasible, in order to improve safe travel, accessibility, connectivity, health, economic growth, and the overall quality of life of City of Covington residents.

Scope of Coverage:

This policy will apply to all new roadway construction projects, and drainage projects along roadways, undertaken after the adoption of this policy. It will apply to those projects in the early stages of design or implementation where plan changes can be easily incorporated to implement Complete Streets improvements. It will not apply to routine maintenance such as pot-hole patching but will apply to such projects as resurfacing and drainage improvements that provide an opportunity to further Complete Streets goals.

Limitations:

This policy acknowledges it may not be possible to modify projects that are in the final plans stage of design engineering and/or nearing construction and an exception from the policy will be made for those projects.

Policy Requirements:

This policy requires a formal review be conducted of any new roadway project (or drainage project along an adjacent roadway) for potential improvements that will make the roadway safer and more accommodating for pedestrians, bicyclists, and transit users to the extent possible and practical according to current best practices design standards. Incorporation of such recommended improvements must be done within the context of the selected roadway, its adjacent land use, and the surrounding area; and in accordance with the City of Covington Comprehensive Plan and related adopted plans of the City.

Exceptions to the Policy:

It may not be possible to incorporate optimum improvements for all users in all projects due to the surrounding land use conditions, right-of-way limitations, and other constraints. Exceptions will be made to this policy if potential improvements are not feasible from a practical standpoint or are so costly they are out of balance with the overall project budget. While optimum improvements may not be feasible in all cases, it is the goal of this policy to improve conditions for all users. Therefore, less than optimum improvements will be considered if they further this overall goal.

Implementation Process:

Administrative staff, led by the Engineering Department working jointly with the Public Works Department and Planning Department, will review current procedures, practices, ordinances, and regulations and initiate such changes as are needed to implement this policy including formal procedures for Complete Streets reviews and stricter enforcement of current regulations. Such changes that require amendments to local ordinances will be presented to the Council for consideration.

Milestones Report:

A Biennial Complete Streets Report will be made to the Council starting after policy adoption every other August on the number of projects evaluated, the resulting changes and its impact (for example, as measured by linear feet of sidewalk added, miles of bikeways added, or number of new bus turnouts installed, etc.)

**CITY OF COVINGTON
STATE OF LOUISIANA**

ORDINANCE NUMBER 2018-00

**AN ORDINANCE BY THE COVINGTON CITY COUNCIL TO AMEND APPENDIX B –
COMPREHENSIVE ZONING ORDINANCE OF 2010; IN GENERAL TO ADD PART 8, COMPLETE
STREETS POLICY; SECTION 1, DEVELOPMENT STANDARDS.**

WHEREAS the Mayor and City Council recognize the need to establish standards.....

WHEREAS the Complete Streets Policy is considered applicable to all sections of.....

NOW, THEREFORE, BE IT RESOLVED that the City Council for the City of Covington, at a meeting duly convened, hereby amends Appendix B – Comprehensive Zoning Ordinance of 2010; in general to add Part 8; Complete Streets Policy.

Exhibit “A”

Ordinance Number 2018-00

Appendix B – Comprehensive Zoning Ordinance of 2010

Part 8 – Complete Streets Policy

Section 1- Development Standards

1.1. Complete Streets Policy Development Standards

a) PURPOSE

- (1) The purpose of this section is to address the City of Covington Complete Streets Policy and how it applies to development in the City of Covington.
- (2) All proposed development expressly described in Chapter 18.2 and Chapter 86.2 shall implement Complete Street elements set forth in said sections whenever feasible as subject to Appendix B-8.1.1.b and shall be reviewed by means of site plan review by the City of Covington Planning Commission and/or Covington Department of Public Works.

b) FEASIBILITY STANDARDS

- (1) Complete Street element implementation shall be required within all private development along public rights-of-way.
- (2) Complete Street element implementation shall be required for all work within public rights-of-way as set forth in 86-2.1.b.
- (3) For a development to be considered not feasible for the implementation of Complete Street elements, the following conditions must occur. Final approval to these conditions is subject to discretionary approval of the City of Covington Planning Commission and/or Covington Department of Public Works.
 - (a) Development is not located on public right-of-way
 - (b) The cost of providing Complete Street implementation would be excessively disproportionate to the need, or probable use, of the facilities within the development
 - (c) An existing structure or site condition with an existing legally non-conforming public right-of-way encroachment, whenever alternatives are not feasible.

END OF SECTION

**CITY OF COVINGTON
STATE OF LOUISIANA**

ORDINANCE NUMBER 2018-00

AN ORDINANCE BY THE COVINGTON CITY COUNCIL TO AMEND CHAPTER 86 – STREETS, SIDEWALKS, AND OTHER PUBLIC PLACES, ARTICLE 1, SECTION 86-2; IN GENERAL TO ADD SUBSECTION 86-2.1; COMPLETE STREETS POLICY IMPLEMENTATION IN PUBLIC RIGHTS-OF-WAY.

WHEREAS the Mayor and City Council recognize the need to establish standards for the construction and inclusion of pedestrian and bicycle facilities for work conducted within the public rights-of-way.

WHEREAS the standards established will have jurisdiction for all work as described herein on public land within the City of Covington.

NOW, THEREFORE, BE IT RESOLVED that the City Council for the City of Covington, at a meeting duly convened, hereby amends Chapter 86; Streets, Sidewalks, and Other Public Places; Article 1; Section 86-2; in general to add Subsection 86-2.1; Complete Streets Policy Implementation in Public Rights-of-Way.

Exhibit "A"

Ordinance Number 2018-00

Chapter 86 – Streets, Sidewalks, and Other Public Places

Article 1 – In General

Section 86-2. – Minimum Standards for Street Improvement

Subsection 1 – Complete Streets Policy Implementation in Public Rights-of-Way

86-2.1. Complete Streets Policy Implementation in Public Rights-of-Way

a) PURPOSE

- (1) The purpose of this section is to address the City of Covington Complete Streets Policy and its implementation pertaining to work within the public rights-of-way.

b) APPLICABILITY

- (1) The City of Covington Planning Commission and/or Covington Department of Public Works shall ensure appropriate Complete Streets implementation has occurred any time of the following is to occur within a public right-of-way:
 - (i) New roadway construction
 - (ii) Major resurfacing of an existing roadway
 - (iii) Major drainage project located adjacent or parallel to a public roadway

b) AREAS OF EMPHASIS

- (1) The City of Covington Complete Street Priority Network Map was developed to identify roadways that would offer the greatest immediate benefit to the city's residents and commuters. The roadways highlighted for inclusion in this network range from low traffic residential to high traffic commercial corridors, and should be considered the top priority for Complete Streets element implementation set forth in this section as well as the requirements of Chapter 18 Division 6 (*Complete Streets Policy Implementation for Private Development*).

c) IMPLEMENTATION

- (1) The City of Covington Complete Streets Policy and all associated facilities and elements addressed in the City's Code of Ordinances shall be subject to site plan review by appropriate City officials and shall be required to receive final approval by the Covington Planning Commission and/or Covington Department of Public Works.
- (2) Elements of Policy
 - (a) Sidewalks
 - (i) ADA compliant sidewalks shall be required along all public rights-of-way.
 - (a) Pedestrian Connectivity
 - (i) Safe and efficient ingress/egress for pedestrians shall be provided. This includes ADA compliant, walkways creating connections between parking lot walkways, sidewalks within the public rights-of-way, and the commercial building. ADA approved curb cuts and associated ramps shall be required for pedestrian ease of access. Crosswalk markings shall be provided anywhere pedestrian routes cross a vehicular path.
 - (b) Bicycle Accommodation

- (i) Safe and efficient bicycle ingress/egress from the right-of-way to the development shall be provided. This applies to all property along routes designated as requiring a bicycle facility in the Covington Bicycle Routes Map.
- (c) Bicycle Facilities
 - (i) Suitable bicycle facilities shall be provided along public rights-of-ways as determined by the Covington Planning Commission. Routes to include bicycle routes, as well as the type of facility to be provided, are identified within the Covington Bicycle Master Plan.

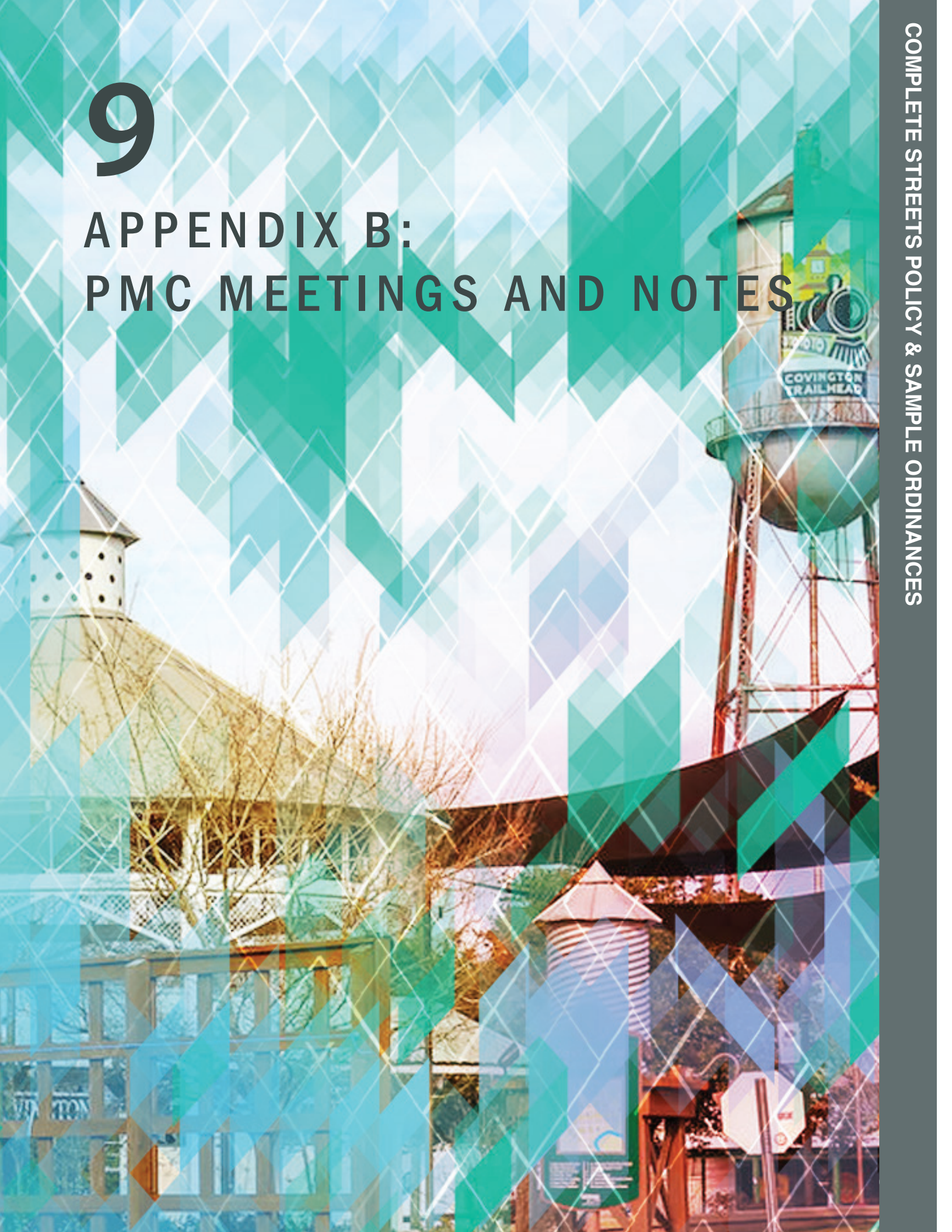
b) DESIGN STANDARDS

- (1) Complete Streets design standards are to be administered and reviewed by the Covington Department of Public Works and, when possible, shall adhere to the standards set forth in the NATCO *Urban Bikeway Design Guide*.

END OF SECTION

9

APPENDIX B: PMC MEETINGS AND NOTES





RPC – City of Covington

Project: Covington Bicycle Plan Feasibility Study
RPC Task MC-2.18 Cov; FY-18 UPWP

Location/Date/Time: City Hall, 317 N Jefferson Ave, Covington, LA 70433
Thursday, January 25, 10:30 AM

Agenda:

- Study Area
 - Determine geographical boundaries of the study area.
- Identify Existing Conditions
 - Identify commercial/retail, schools, parks, and neighborhoods for potential linkages.
 - Existing and planned bicycle and pedestrian linkages.
 - Identify routes currently being utilized.
 - Current and/or future bicycle and pedestrian safety concerns.
- Complete Streets Policy
 - Overview and introduction
 - Implementation
- Goals For The Project
 - Develop and prioritize linkages
 - Develop and prioritize enhancements
 - Provide cost estimates
 - Develop Complete Streets Policy guide
- Project Management Committee
 - Formation/members
 - First meeting date

REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST,
ST. TAMMANY AND TANGIPAHOA PARISHES

Covington Bicycle Plan (kickoff meeting)

Mayor Cooper's Office, Jan 25, 2018

PLEASE PRINT

Name	Representing	Phone	E-mail
MICHAEL FUNNELL	LADOTD	985-375-0166	michael.funnell@la.gov
Jennifer Brenton	LA DOTD	985-375-0103	Jennifer.Brenton@la.gov
ANDREW DOYLE	DBA	504-345-2639	ADOLE@DANABROWNASSOCIATES.COM
David LeBreton	Digital Engineering	504 468 6129	dlebreton@dei.net
Ross Lincer	" "	" "	rlincer@dei.net
JEFF ROESE	RPC	504-483-8528	jroese@norp.org
DANIEL HILL	Covington	985-767-5667	dhill@covla.com
DANA BROWN	DANA BROWN & ASSOCIATES	504-345-2639	BROWN@DANABROWNASSOCIATES.COM
Nahketah Badger	Covington	985-867-1814	nbadger@covla.com
CHRIS LABORE	RPC	504-483-8540	CLABORE@NORPC.ORG
Mike Cooper	City of Covington	985-898-4720	mayorcooper@covla.com

1/25/2018

Kickoff Meeting Minutes/Notes

Project: Covington Bicycle Plan Feasibility Study RPC Task MC-2.18 Cov; FY-18 UPWP

Location/Time: Covington City Hall

Attendees: Ross Liner (DE), David LeBreton (DE), Dana Brown (DBA), Andrew Doyle (DBA), Mayor Mike Cooper (Covington), Michael Funnel (LA DOTD), Jeff Roesel (RPC), Chris Laborde (RPC), Daniel Hill (Covington), Nahketah Bagby (Covington), Jennifer Branton (LA DOTD)

Chris Laborde (CL): called the meeting to order at 10:35, asked everyone to introduce themselves

Mayor Cooper (MC): thanked the RPC for partnering on such an important plan and policy for the city and stated the city has made great strides in bike/ped facilities and wants to continue to provide access to public places, such as the post office, fair grounds, lower income neighborhoods, parks, and schools so the residents would benefit from the enhancements

Jeff Roesel (JR): briefed the attendees on the project needs and expectations and asked Ross Liner to proceed with project planning discussion

Ross Liner (RL): presented a street map of Covington with city boundary for discussion, stated that several bike/ped corridors are in place, in design, and planned within the city, the group agreed the city limits would be the boundary

MC: stated there are several attractors outside the city limits that should be considered when planning routes and to continue the practice of using local streets rather than state routes

JR: stated N Collins Blvd is under design and will have bike/ped elements

CL: commented that RL should coordinate with him to get the plans or study

RL: presented a map of neighborhoods obtained from the comp plan and stated he has been given a gis file to use in the future, he also pointed out parks and schools on the map, and asked city officials if there are any particular routes that are being utilized now that could benefit from bike/ped enhancements

MC: stated 23rd, 25th, 27th, 29th, 8th, 11th, 15th, 17th, 19th, N. Pierce, 28th, N. Filmore should all be considered

Daniel Hill (DH): provided a map titled existing and proposed pedestrian and multi-use trails and explained the projects

CL: stated crash data could be obtained from the RPC and to coordinate with him

RL: agreed to review corridors mentioned by MC and will coordinate with CL for crash data, he then asked Dana to cover the complete streets policy

Dana Brown (DB): detailed what a complete streets policy is and how the policy would be developed and asked if the city wanted a city-wide policy or a policy for certain districts

MC: said he would like a city-wide policy that could be adopted by ordinance, would like it to cover new development, redevelopment, and retrofiting

DB: agreed a city-wide policy is best and implementation should be tied to the code; she also stated planning staff and planning board workshops as well as a public meeting would educate them on the benefits of a complete streets policy

JR: then asked RL to discuss the goals of the project

RL: stated the goals are to develop and prioritize linkages, enhancements, provide cost estimates based on available funding types and programs

Michael Funnel (MF): stated LA DOTD has programs targeted at these types of enhancements

JR: stated the RPC could commit funds to assist with certain projects

JR: also stated the complete streets policy would be a benefit to the city if adopted and implemented, so the policy needs to have broad acceptance

RL: asked MC to develop a list for a PMC

MC: stated himself, Jeff Roesel, Chris Laborde, Nahketah Bagby, Daniel Hill, Patrick Brooks (Brooks Bike Shop), Diane Weiss (1st Ave Flyers)

RL: stated he would follow up with MC for a council member and finalize PMC, the first PMC meeting would likely be early March

MC: stated he is excited about the planning process and policy development

RL: thanked the RPC and City and stated DE is very excited to work on this project

JR: asked if there are any other pressing issues, none stated

CL: adjourned the meeting at 11:30

Covington Bicycle Plan Feasibility Study (RPC Task MC-2.18 Cov; FY-18 UPWP)

PMC Meeting #1 April 9, 2018



Project Background & Purpose

- The Regional Planning Commission in coordination with the City of Covington is conducting a feasibility study for a bicycle master plan for the purpose of linking neighborhoods with downtown Covington, schools, parks, commercial centers, and other public facilities.
- The geographic boundaries of this scope is the City of Covington with emphasis placed on potential bicycle routes which can be incorporated into a regional or locally significant travel network.
- In addition, we are assisting Covington/RPC in drafting a Complete Streets Policy

Project Management Committee

- Project Management Committee (PMC) will guide the technical work effort and review the Consultants' work products.
- The PMC will include the RPC, the City of Covington Mayor's Office, Council, and Engineering Department, DOTD District 62, and representatives from the community.
- Digital Engineering will provide all necessary agendas, handouts and exhibits for the PMC meetings and prepare summary minutes of the meetings.
- The PMC will meet approximately two - three times during the course of the study effort.

Project Timeline

- **Existing and Proposed Land Use & Conduct Deficiency Analysis**
 - January – March
- **Conceptual Planning and Design**
 - March – April
- **Complete Streets Policy (draft)**
 - January – May
- **Prepare Preliminary Plans**
 - May
 - PMC Meeting #2
- **DRAFT/FINAL REPORT & DELIVERABLES**
 - May – June 2018
 - PMC Meeting #3 (if necessary)

Part 1: Bicycle Plan



Conduct Deficiency Analysis

- **Potential Bike/Ped Corridors**

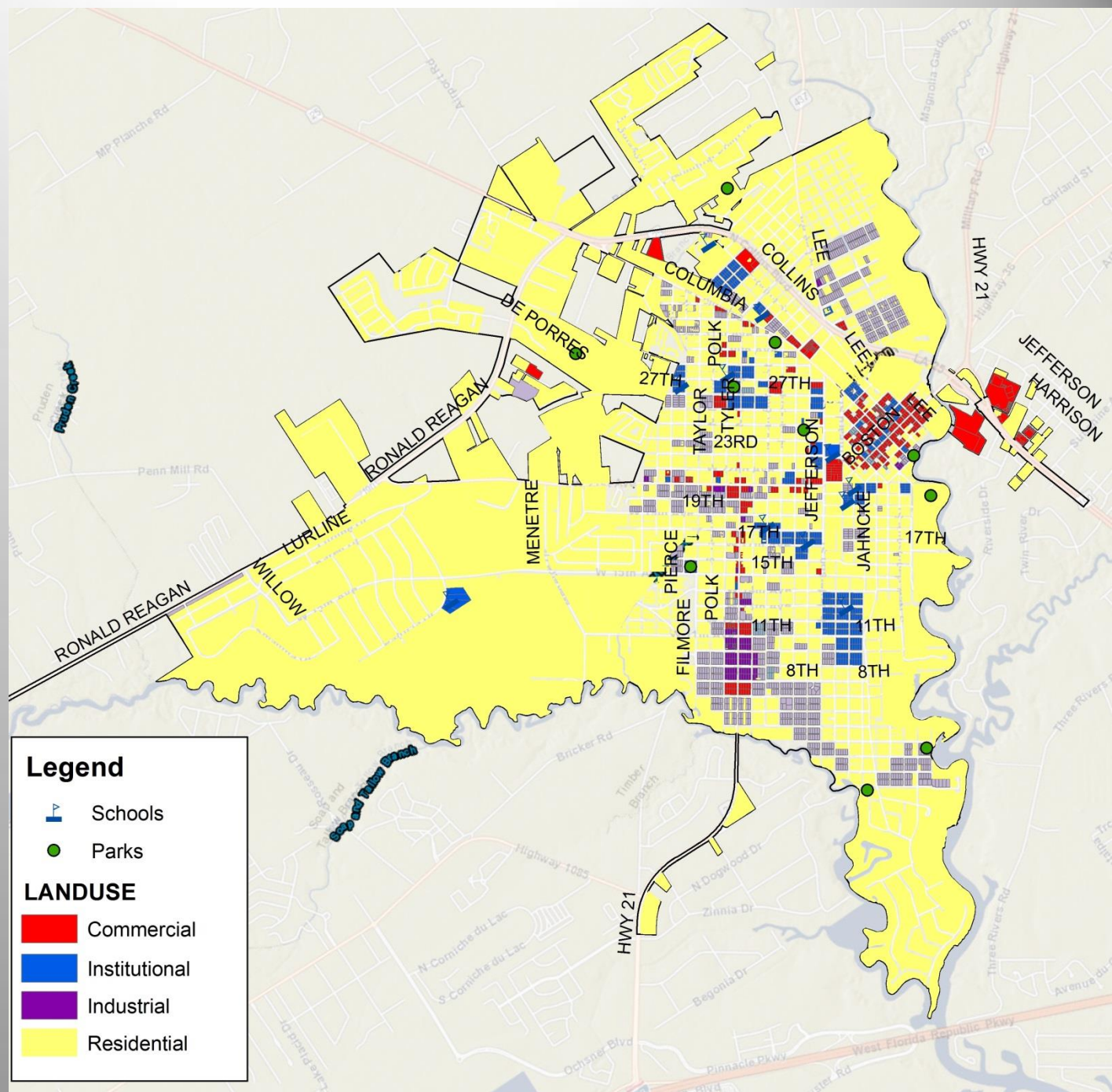
- 8th
- 11th
- 15th
- 17th
- 19th
- 23rd
- 25th
- 27th
- 28th
- 29th
- N. Pierce
- N. Filmore

- New Hampshire
- N. Buchanan
- N. Columbia
- S. Johnson
- S. Jahncke

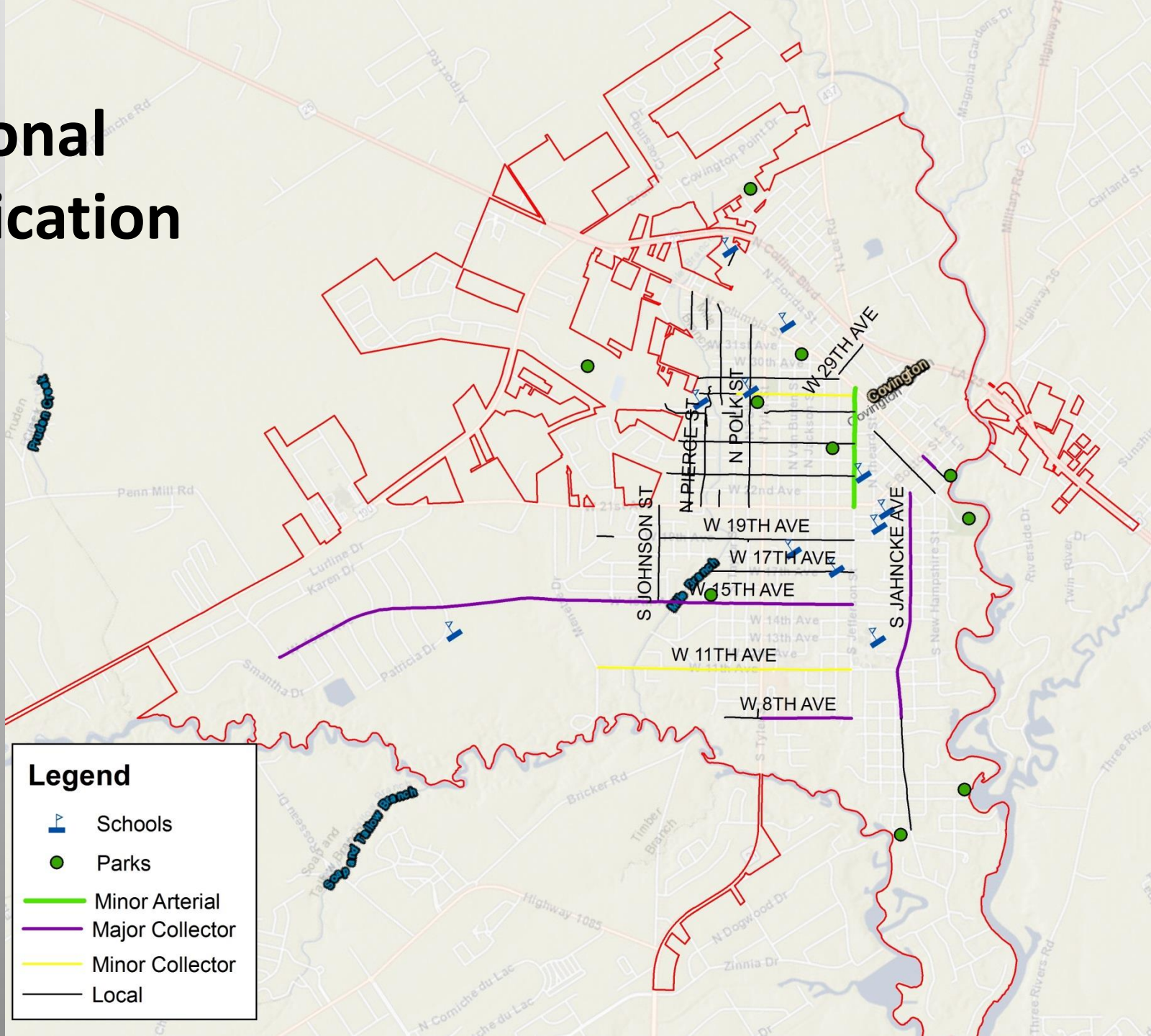
- **Crash Data Analysis**

- Bicycle
- Pedestrian
- Vehicle

Land Use



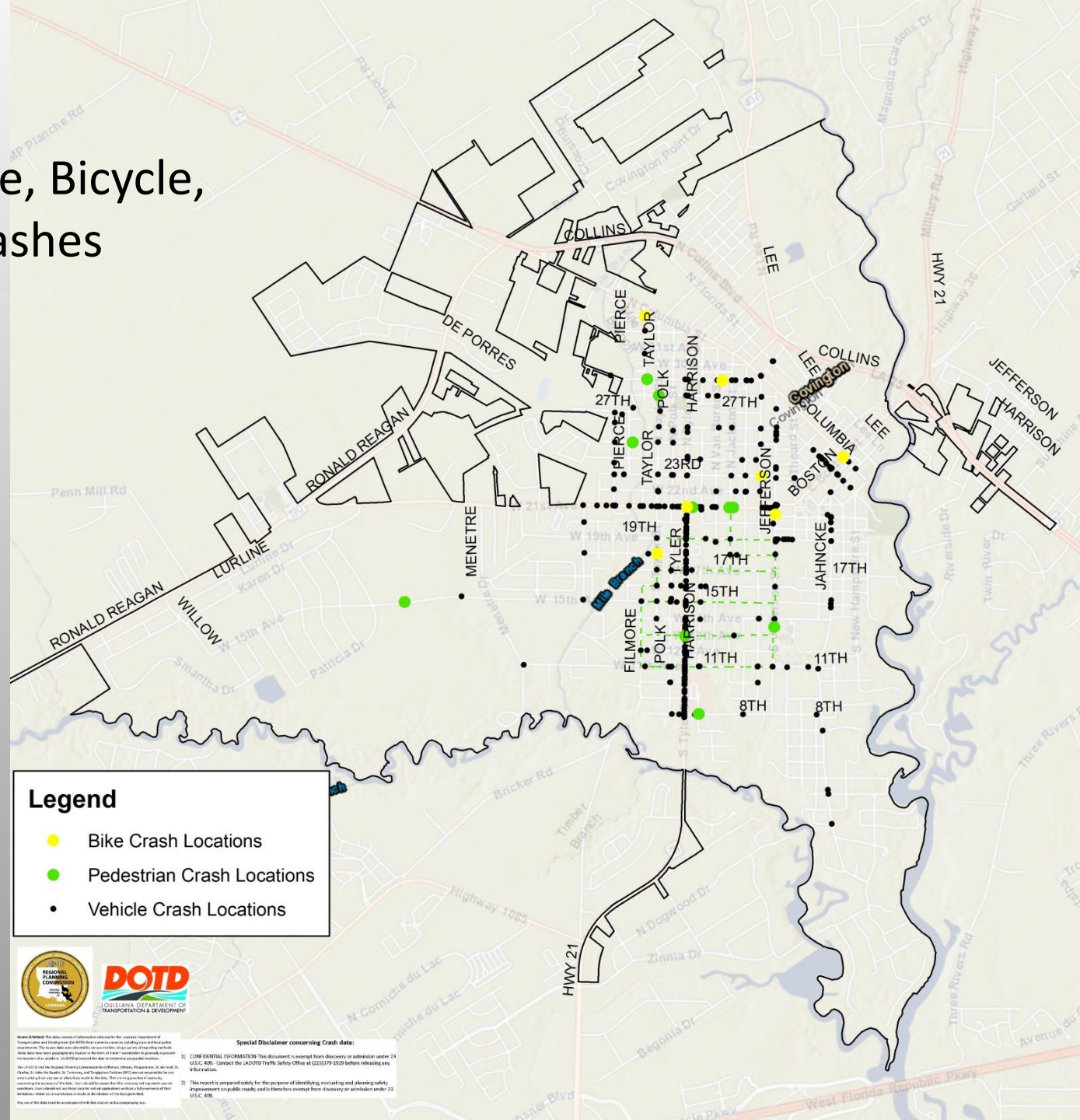
Road Functional Classification



Crash Data

2014 – 2016 Vehicle, Bicycle, and Pedestrian Crashes

- Data provided by RPC



Potential Route Pictures



15th Ave facing east towards Madison St.



19th Ave facing east towards Jackson St.

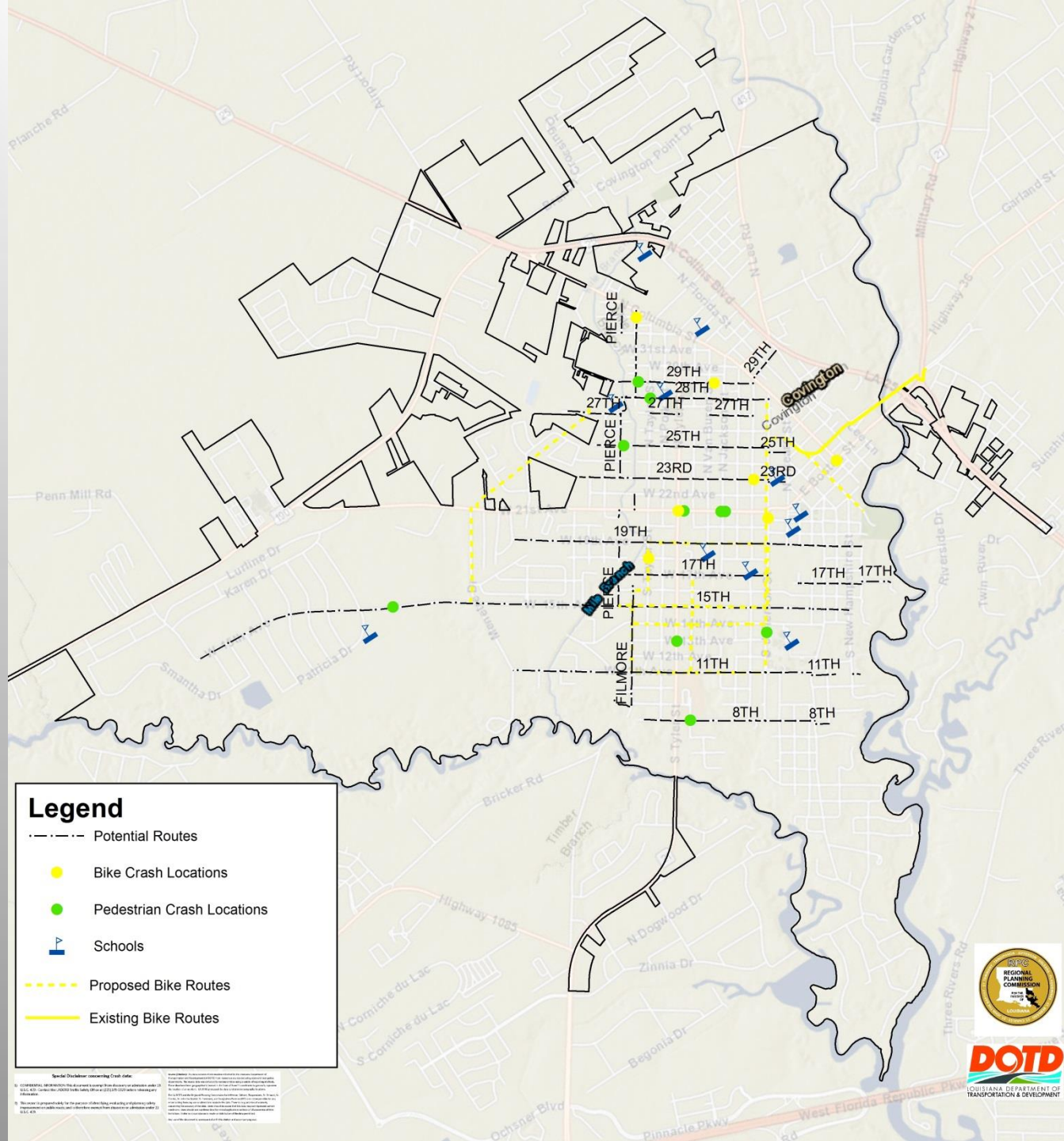


27th Ave facing east towards Tyler St.



29th Ave facing east towards Tyler St.

Proposed Bicycle Routes



Legend

- Potential Routes
- Bike Crash Locations
- Pedestrian Crash Locations
- 🏫 Schools
- - - Proposed Pedestrian Routes
- Existing Pedestrian Routes

Special Disclaimer concerning Crash data:

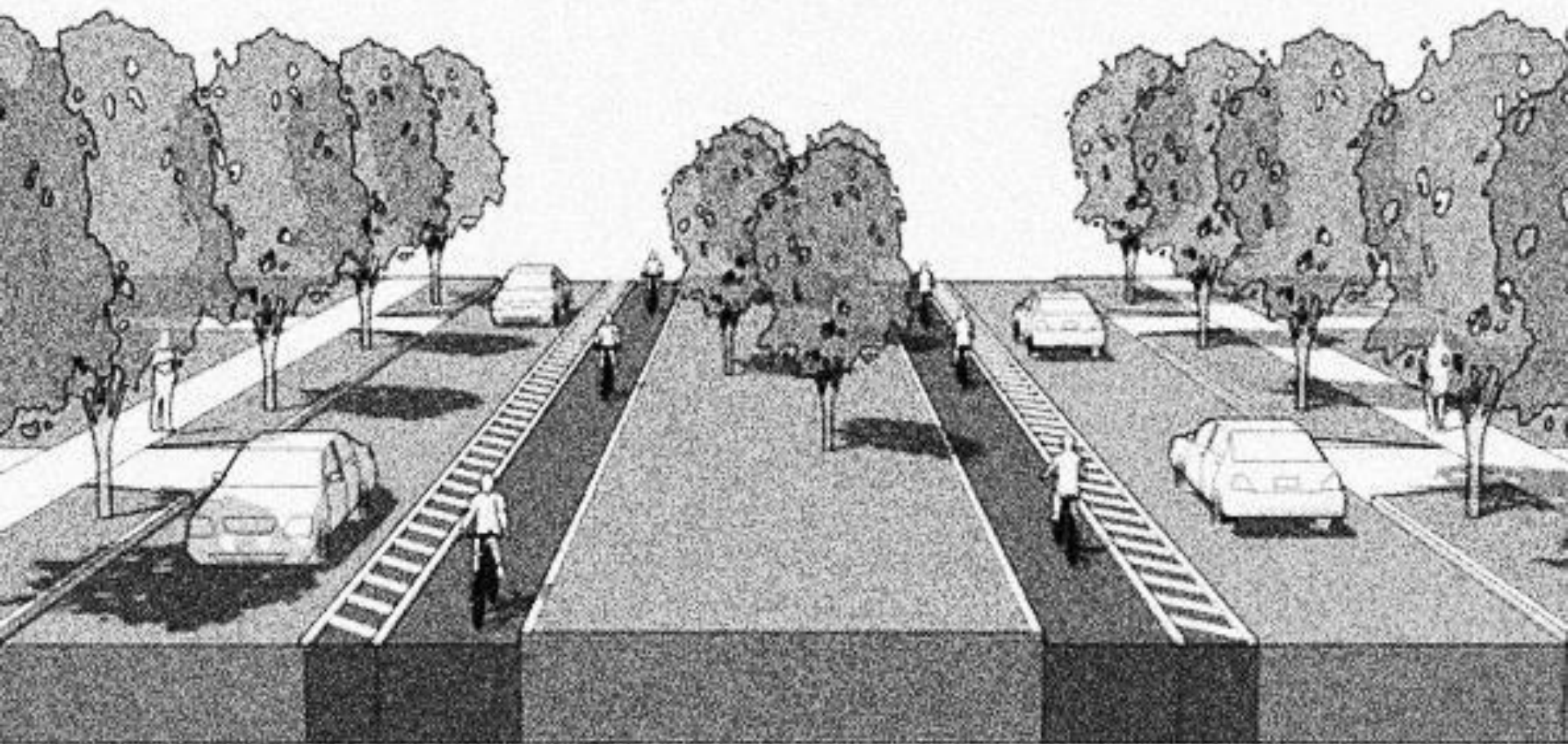
Source: (Source) This data consists of information collected by the Louisiana Department of Transportation and Development (DOTD) from various sources, including police and other public agencies. The data is provided as a service to the public and is not intended to be used for any purpose other than that for which it was collected. The data is not intended to be used for any purpose other than that for which it was collected. The data is not intended to be used for any purpose other than that for which it was collected.

1. COPIES OF THIS DOCUMENT: This document is exempt from discovery or redaction under 29 U.S.C. 405. Contact the LA DOTD Traffic Safety Office at (225) 379-3320 before releasing any information.

2. This report is prepared solely for the purpose of identifying, evaluating and planning safety improvement on public traffic facilities owned from, operated or maintained under 23 U.S.C. 405.

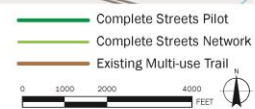
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LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT



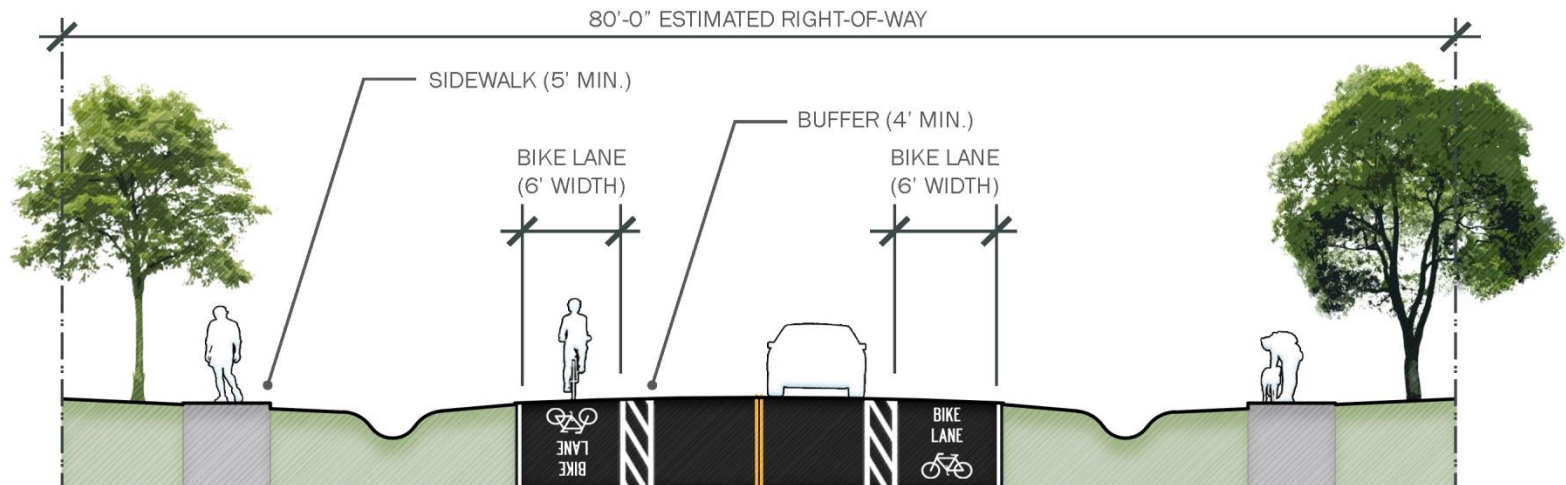
Part 2:

Complete Streets





EXISTING CONDITION



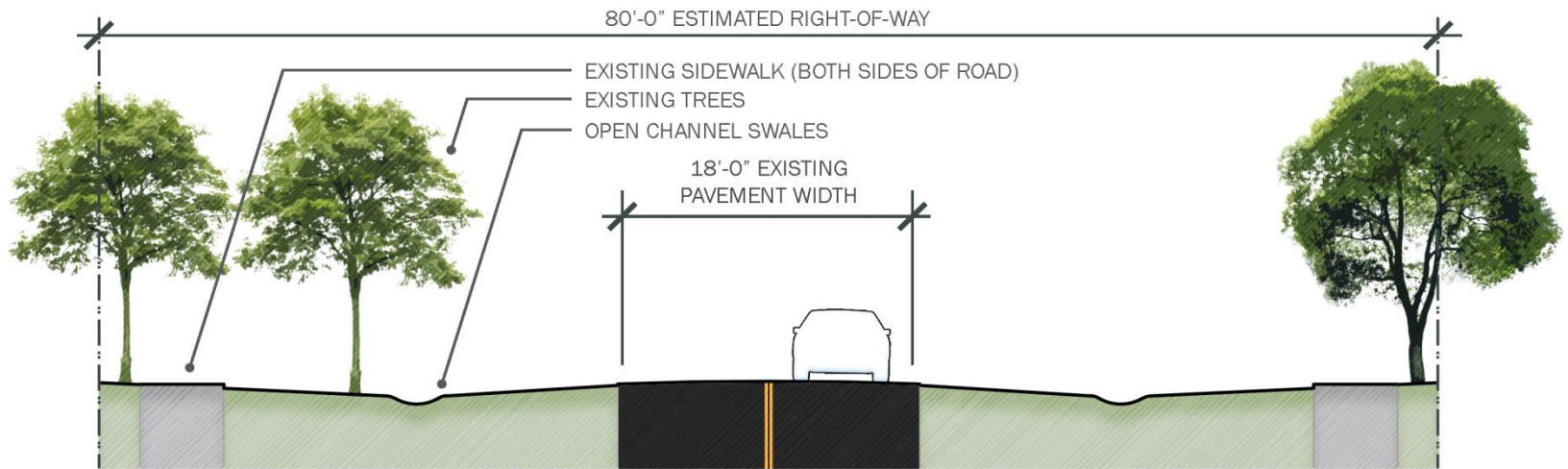
PROPOSED CONDITION



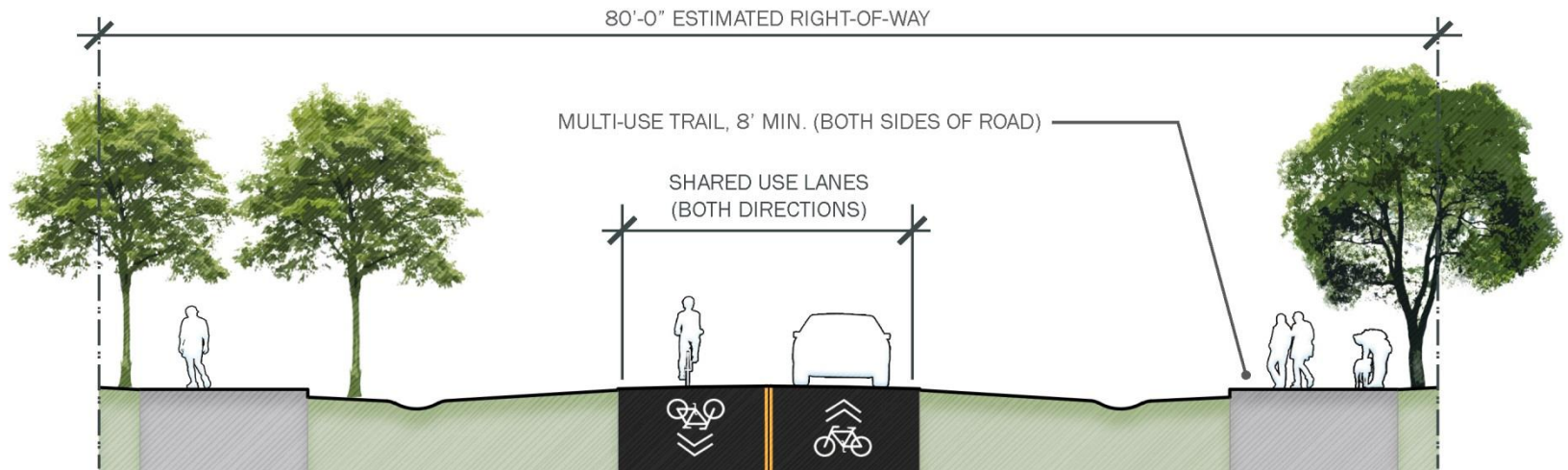
COVINGTON BICYCLE MASTER PLAN

15th AVENUE





EXISTING CONDITION



PROPOSED CONDITION



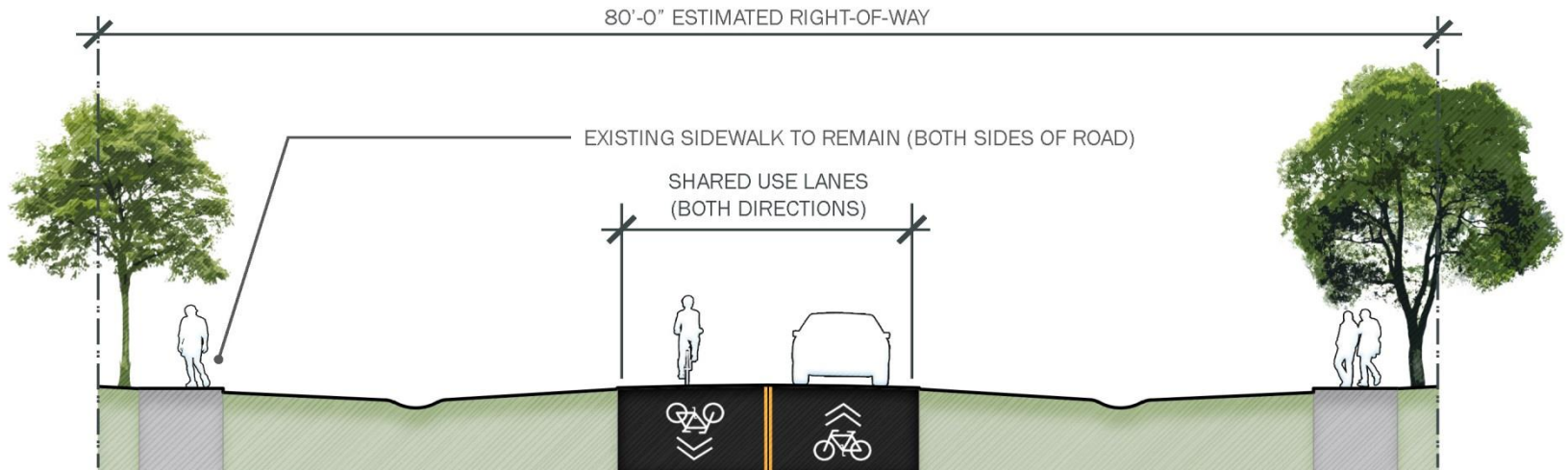
COVINGTON BICYCLE MASTER PLAN

23rd AVENUE





EXISTING CONDITION



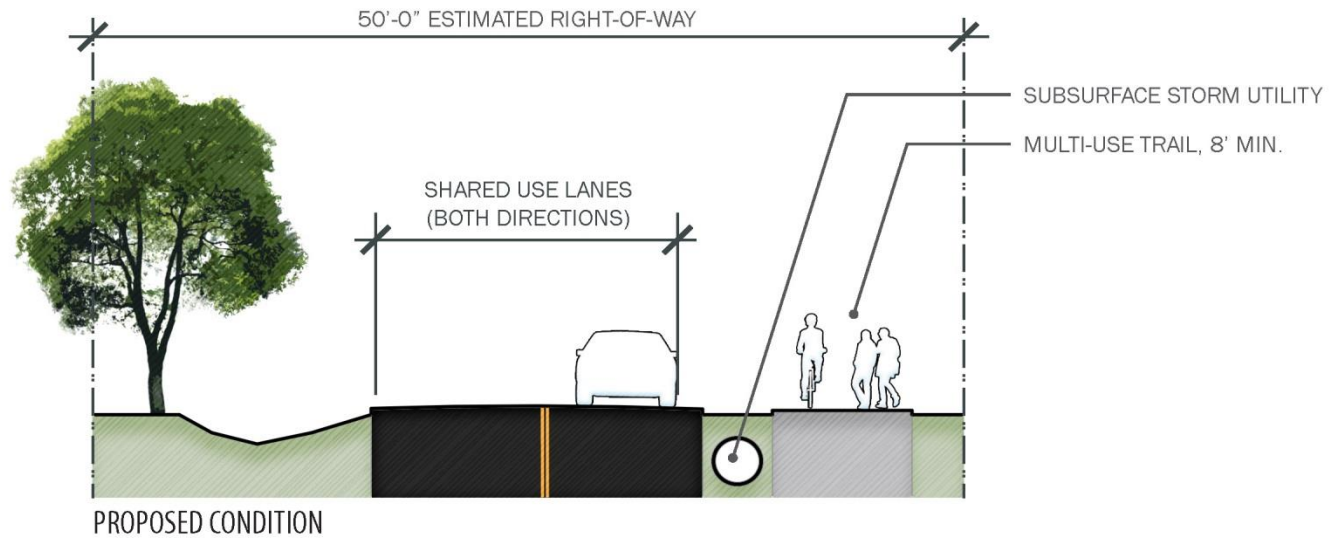
PROPOSED CONDITION



COVINGTON BICYCLE MASTER PLAN

28th AVENUE

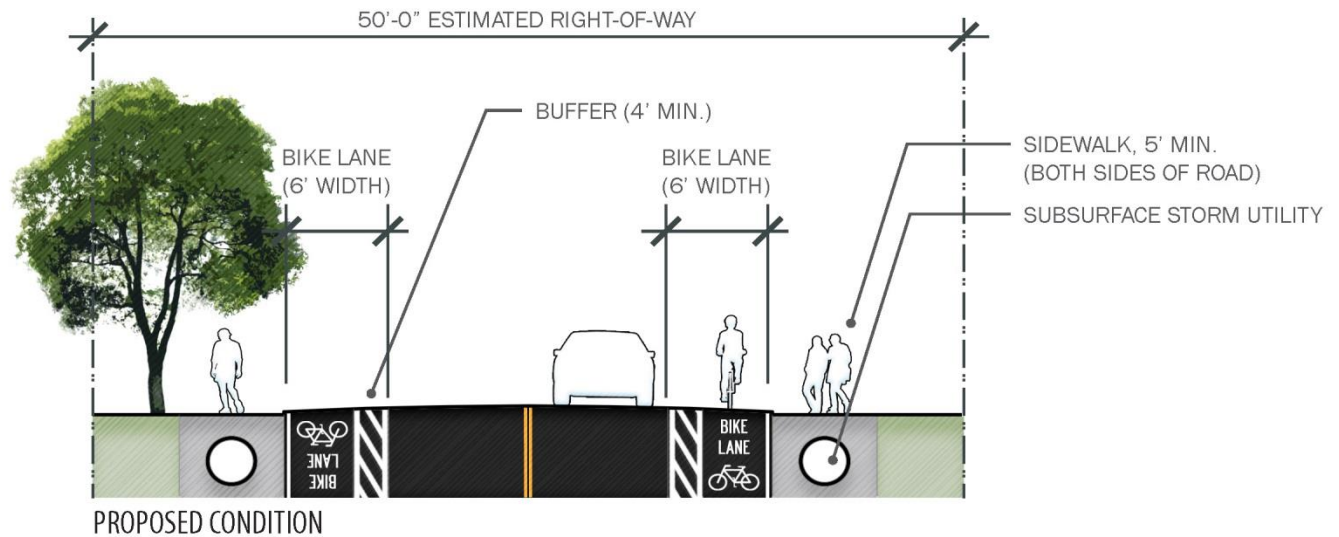
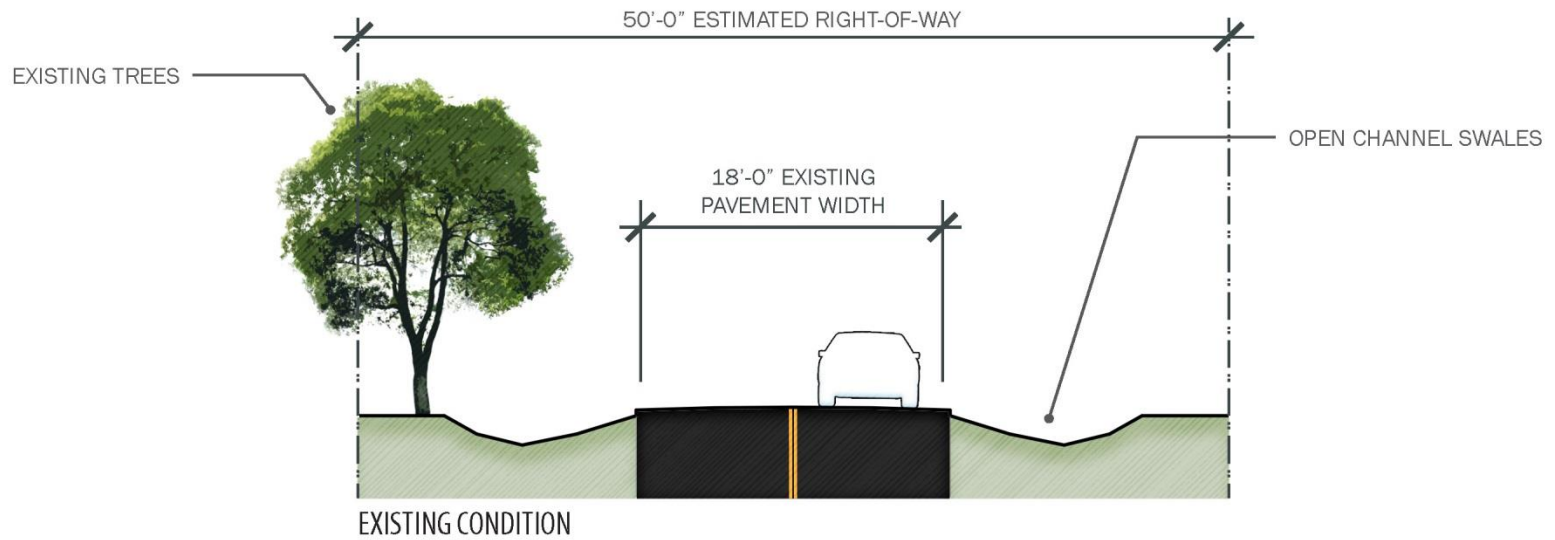




COVINGTON BICYCLE MASTER PLAN

N. FILMORE STREET





COVINGTON BICYCLE MASTER PLAN

N. PIERCE STREET



COMPLETE STREETS

CRITERIA FOR APPLICATION

SPEED & VOLUME

The greater speed and volume of motor vehicle traffic, the greater the amount of separation is desired for comfortable biking and walking facilities.

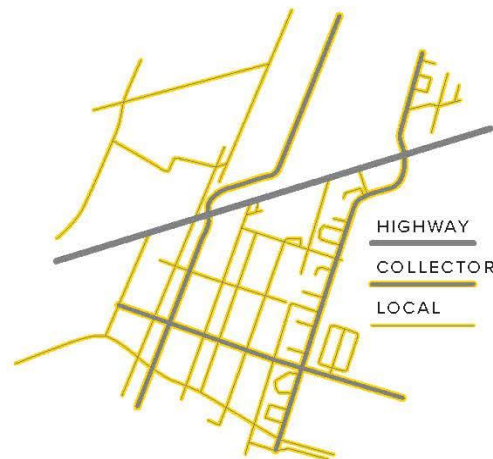
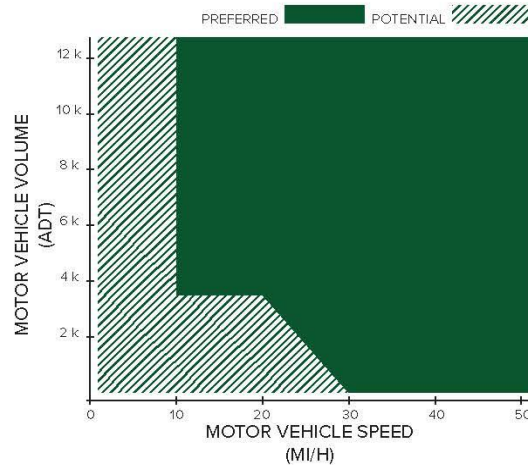
Where streets have low volumes and low speeds, the need for separation is less critical, and mixing modes may be more appropriate.

The chart to the right summarizes how speed and volume affect possible facility options.

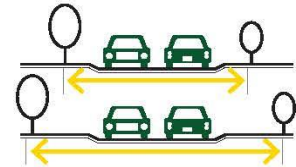
NETWORK

Networks are interconnected pedestrian and / or bicycle transportation facilities that allow people of all ages and abilities to safely and conveniently get to where they want to go.

There are varying levels of comfort associated with roadways within the network ranging from low-volume, low-speed local streets to high-speed, high volume arterial roadways.



AVAILABLE R.O.W.



The available roadway right of way width can limit the types of pedestrian and bicycle facilities that can be applied.

LAND USE



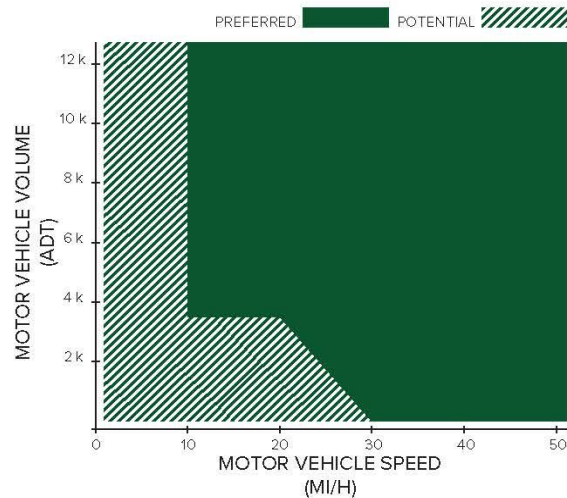
Land use describes the manner and intensity in which land is developed or modified from its natural state. Built-up areas, such as commercial districts in a small town, contain a higher density of attractions, destinations, and people, and may support a greater diversity of bicycle and pedestrian amenities.

COMPLETE STREETS

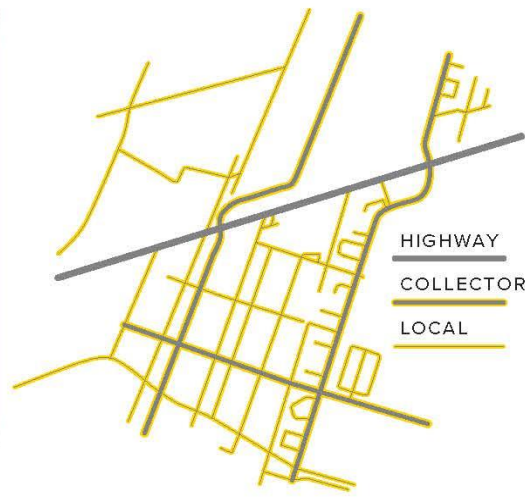
SIDEWALK



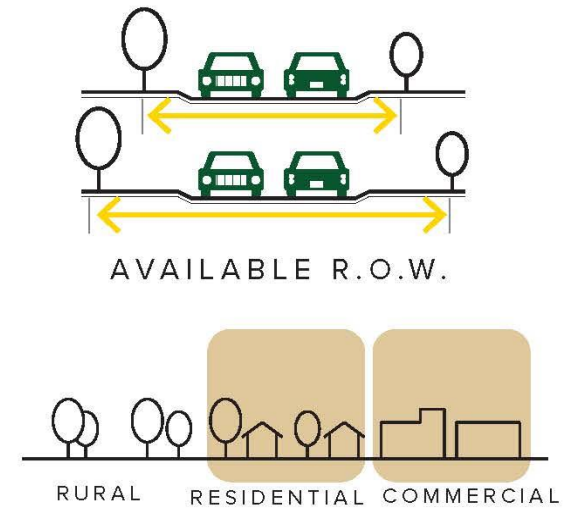
CRITERIA FOR APPLICATION



SPEED AND VOLUME



NETWORK



LAND USE

COMPLETE STREETS

SHARED USE TRAIL - INDEPENDENT



CRITERIA FOR APPLICATION



NETWORK



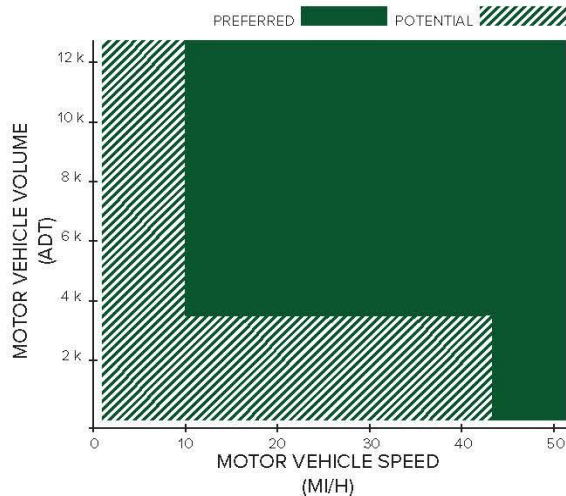
LAND USE

COMPLETE STREETS

SHARED USE TRAIL - ROADWAY R.O.W.



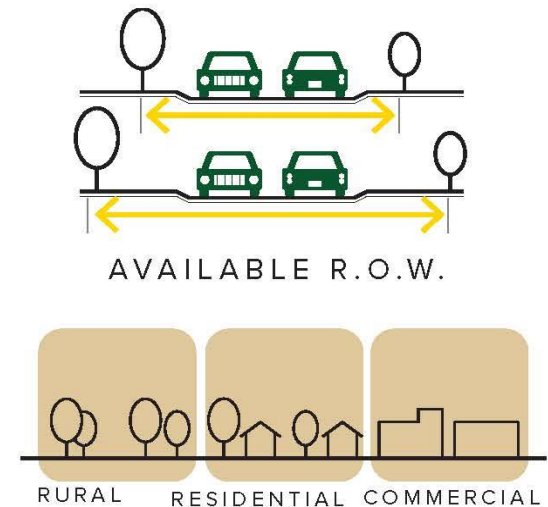
CRITERIA FOR APPLICATION



SPEED AND VOLUME



NETWORK



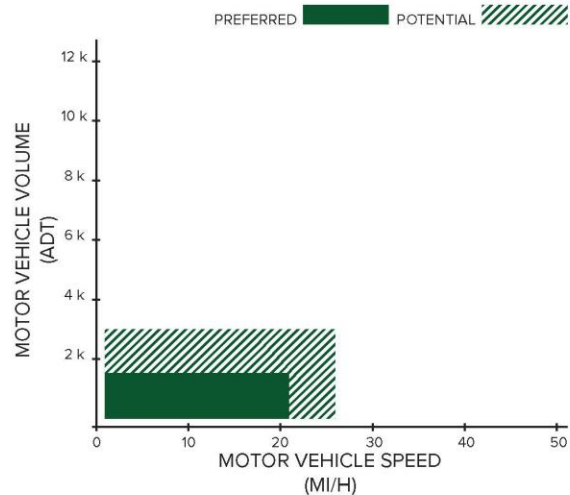
LAND USE

COMPLETE STREETS

MARKED SHARED LANE - SHARROW



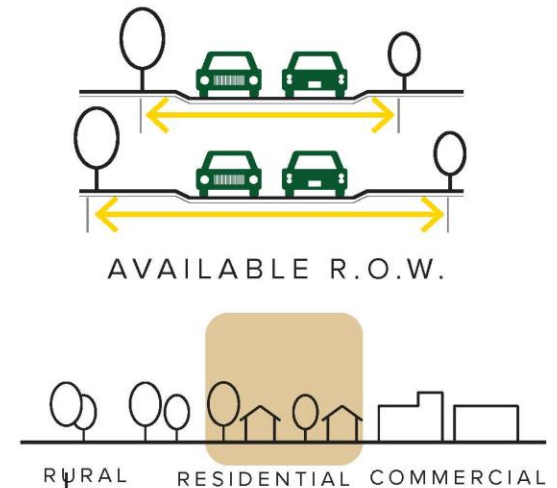
CRITERIA FOR APPLICATION



SPEED AND VOLUME



NETWORK



LAND USE

COMPLETE STREETS

BIKE LANE

CONVENTIONAL



BUFFERED



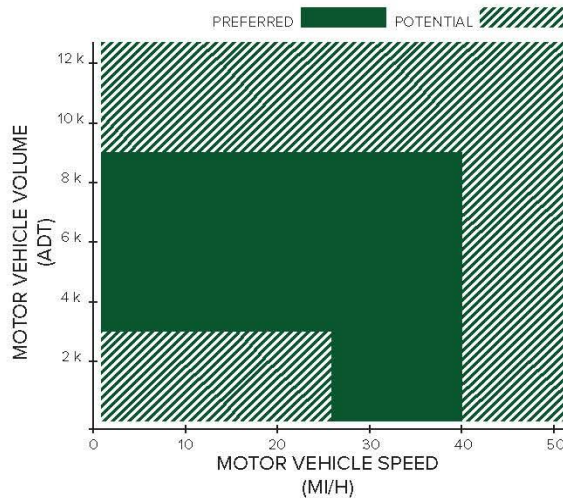
CONTRA-FLOW



LEFT-SIDED



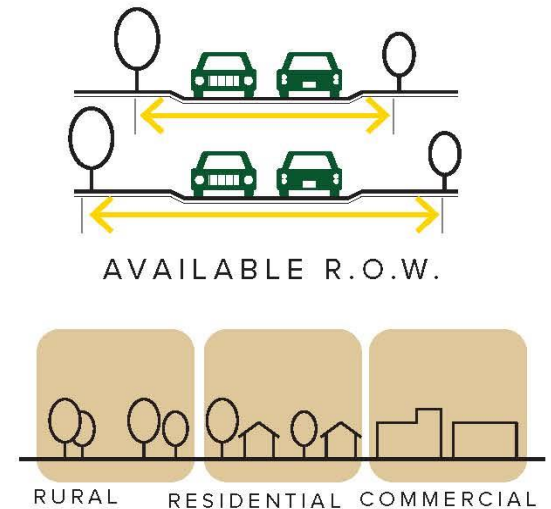
CRITERIA FOR APPLICATION



SPEED AND VOLUME



NETWORK



LAND USE

COMPLETE STREETS SEPARATED BIKE LANE

RAISED



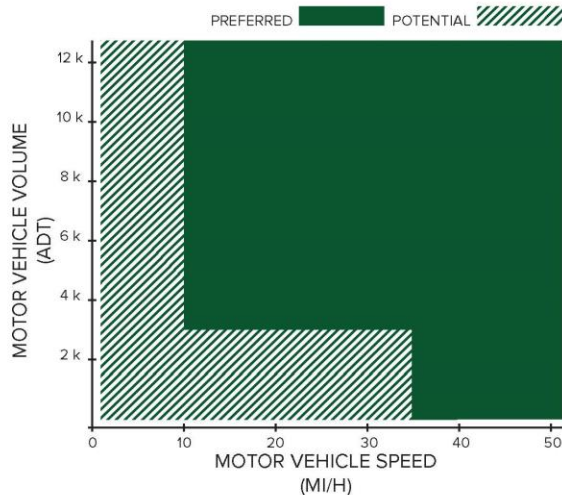
ONE-WAY PROTECTED



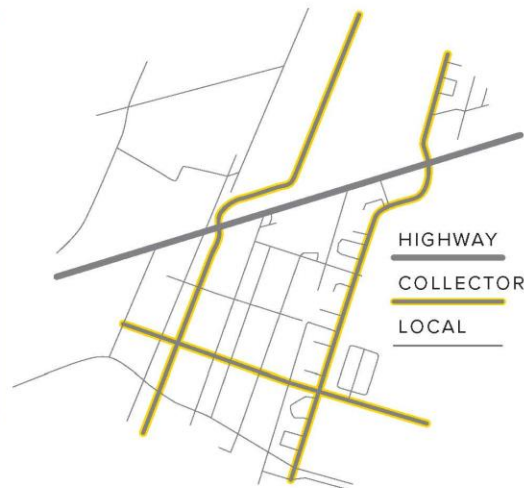
TWO-WAY



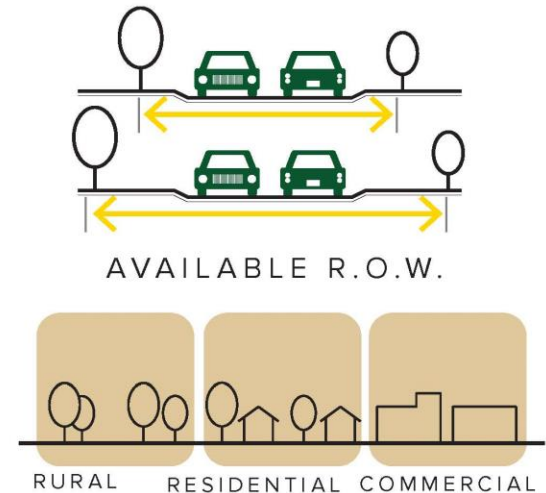
CRITERIA FOR APPLICATION



SPEED AND VOLUME



NETWORK



LAND USE

Next Steps...

- **Task 4 – Conceptual Planning and Design**
- **Task 5 – Complete Streets Policy (Draft)**
- **Task 6 – Prepare Preliminary Plans**
- **PMC Meeting #2**
 - Tentatively mid May

Team Contact Information

Chris Laborde

Senior Transportation &
Incident Management Planner

Regional Planning Commission

10 Veterans Blvd.

New Orleans, LA 70124

e. claborde@norpc.org

o. 504.483.8540

Ross Liner, AICP, PTP

Director of Planning

Digital Engineering

527 W. Esplanade Ave., Suite 200

Kenner, LA 70065

e. rliner@deii.net

o. 504.468.6129

Andrew Doyle, ASLA

Associate

Dana Brown & Associates, Inc.

1836 Valence St.

New Orleans, LA 70115

e. adoyle@danabrownassociates.com

o. 504.345.2639

REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST,
ST. TAMMANY AND TANGIPAHOA PARISHES

Covington Bicycle Plan PMC Meeting Mayor Cooper's Office, Monday, April 9, 2018

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Name	Representing	Phone	E-mail
JEFF ROSSER	RPC	504-483-8528	jrosser@norpc.org
DANIEL HILL	COVINGTON	985-892-1811	dhill@covla.com
Jennifer Branton	DOTD	985-375-0103	Jennifer.Branton@la.gov
MICHAEL FUNNELL	DOTD	985-375-0166	michael.funnell@la.gov
ANDREW DOYLE	DBA	504-461-0321	ADDOYLE@DANABROWNASSOCIATES.COM
David LeBreton	Digital Engineering	504-468-6109	dlebreton@dei.net
Ross Liner	" "	" "	rliner@dei.net
Mike Cooper	Covington	985.966.2024	mayorcooper@covla.com
CHRIS LABORDE	RPC	504-483-8540	CLABORDE@NORPC.ORG

4/9/2018

PMC Meeting 1 Minutes/Notes

Project: Covington Bicycle Plan Feasibility Study RPC Task MC-2.18 Cov; FY-18 UPWP

Location/Time: Covington City Hall

Attendees: Ross Liner (DE), David LeBreton (DE), Andrew Doyle (DBA), Mayor Mike Cooper (Covington), Michael Funnel (LA DOTD), Jeff Roesel (RPC), Chris Laborde (RPC), Daniel Hill (Covington), Jennifer Branton (LA DOTD)

Chris Laborde (CL): called the meeting to order at 1:35, asked everyone to introduce themselves

Ross Liner (RL): noted that two pmc members would not be present today and that he would forward the presentation to them for review and comment; then started the presentation and spoke about the project background and purpose, including linking neighborhoods with downtown Covington, schools, parks, commercial centers, and other public facilities safely for bicyclists and pedestrians; continued on to project timeline

CL: stated all materials and invoices need to be turned into the RPC by June 30, 2018

Jeff Roesel (JR): agreed and restated need for timely completion

RL: assured the project would be complete by then and continued on to describe the data collection and analysis performed by the team including traffic data, crash data, and road characteristics; land use and road classification data were also discussed; the bike/ped crash data analysis proved the crash locations to be random and no patterns were noticed

Andrew Doyle (AD): stated vehicle crash data shows a pattern in some locations and that conceptual design considerations are developed when creating a potential route

Michael Funnel (MF): agreed

RL: reviewed pics of potential roadways

Mayor Cooper (MC): stated 27th avenue was a gravel road for decades and recently received an asphalt overlay and that route creates a link from the school to the park

RL: agreed; then began to review potential bicycle routes and stated east-west corridors are coming along but some additional routes are needed in the north and west sides of the city

MC: stated for the west side that 15th to Willow to Lurline to Patricia and back to 15th would create a good loop on the west side and he stated 32nd would be a good link in the north; he also stated that if routes reviewed aren't good candidates bicycle routes to note in the report

CL: stated signage to promote where preferred routes are would be a good amenity and maybe develop a community engagement brochure to promote the bicycle plan

MC: said due to narrow roadways in the city sharrows/shared use should be the preferred short-term plan

RL: thanked them and said the team would review and consider; he then began to speak about pedestrian routes

MC: stated where feasible please include a 5' sidewalk on at least one of the sides of the streets as a short-term plan

AD: stated as much as possible bicycle and pedestrian routes will be planned on the same facility it promotes the corridors as complete streets

RL: agreed and asked AD to start review of the complete streets slides

AD: began a with a review of existing and potential conceptual designs

MC: stated a policy is the most important portion of the task; he stated he wants all future development to adhere to complete streets policies and he doesn't want any loopholes in the policy

Daniel Hill (DH): agreed and stated the policy needs to address r-o-w encroachment

MC: stated some complete streets corridors should include for review are Columbia; Florida, Collins, 32nd, the streets around the hospital (Polk, Taylor, Tyler, Harrison, 8th, 9th, 10th, 11th); and to develop a short and long term implementation strategy for complete streets

DH: include complete street policy for new subdivision development it needs to address drainage, bike/ped circulation, trees; give authority to planning director/city engineer/building official to determine if complete streets policy is followed

CL: suggested we look at St Bernard's policy and asked the mayor and Daniel if they had it

MC: said he's seen it but does not have it

DH: concurred

JR: suggested the consultant team meet with Dan Jatres about complete streets policy

RL: agreed and stated he will coordinate a meeting with the team and Dan; he asked for any other questions or comments – none were given; he stated a two-week turnaround for the bike/ped potential routes to be emailed out for the PMC to review and comment then have the complete streets policy developed for the next pmc meeting in mid-May; thanked everyone for their comments and suggestions

CL: thanked everyone and adjourned the meeting at 2:55

Covington Bicycle Plan Feasibility Study (RPC Task MC-2.18 Cov; FY-18 UPWP)

PMC Meeting #2 June 5, 2018



Project Background & Purpose

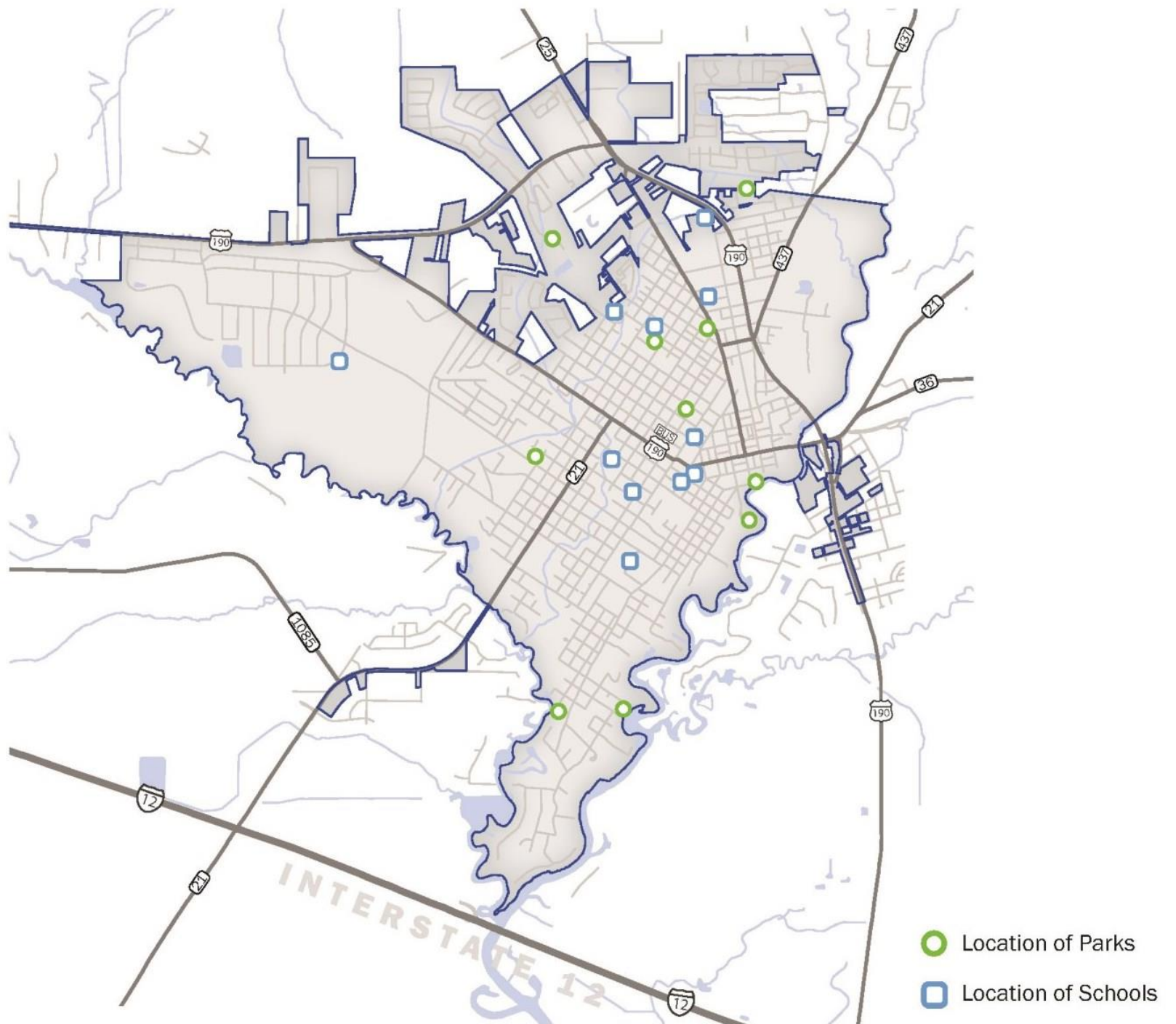
- The Regional Planning Commission in coordination with the City of Covington is conducting a feasibility study for a bicycle master plan for the purpose of linking neighborhoods with downtown Covington, schools, parks, commercial centers, and other public facilities.
- The geographic boundaries of this scope is the City of Covington with emphasis placed on potential bicycle routes which can be incorporated into a regional or locally significant travel network.
- In addition, we are assisting Covington/RPC in drafting a Complete Streets Policy

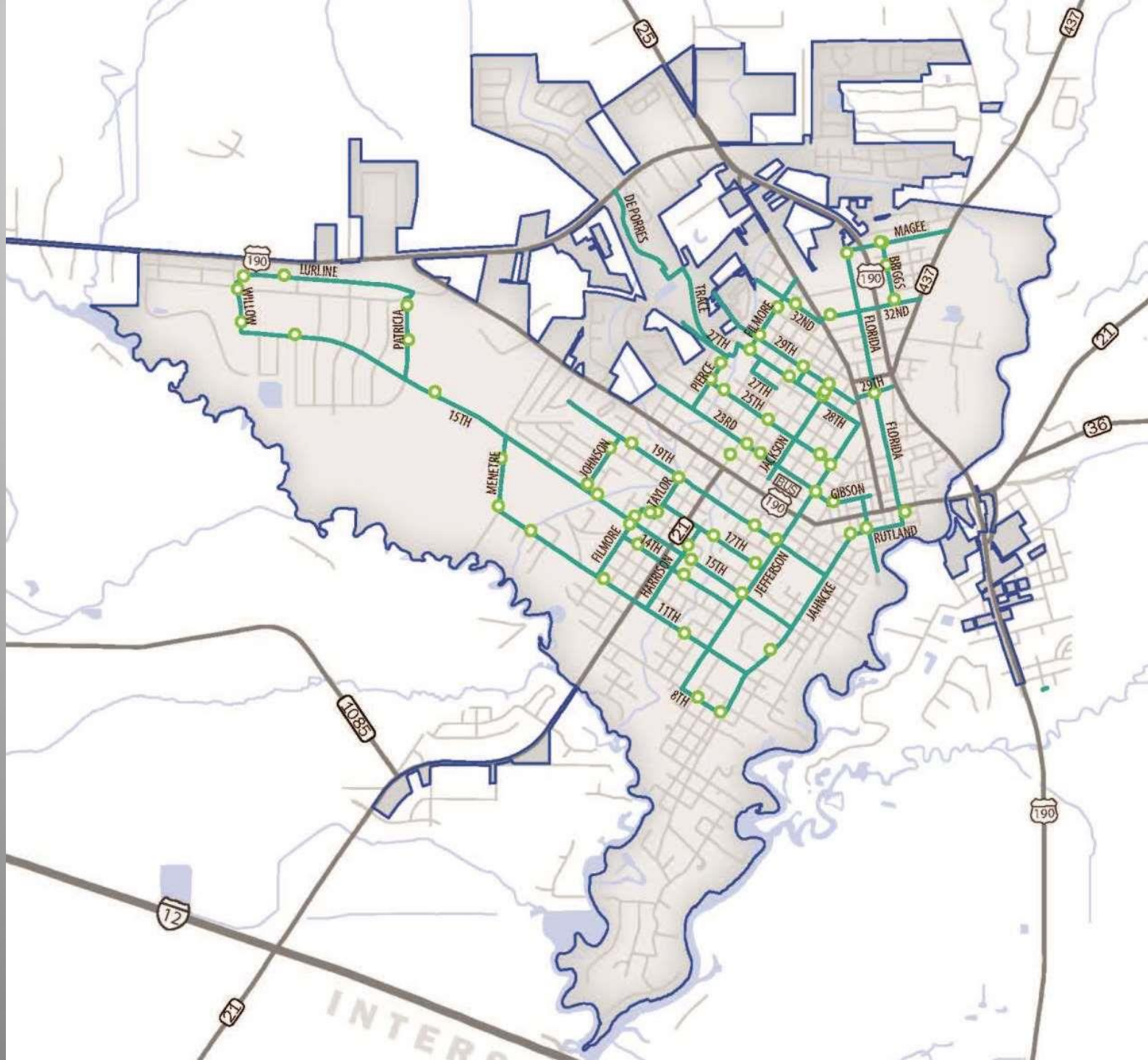
Project Timeline

- **Existing and Proposed Land Use & Conduct Deficiency Analysis**
 - January – March
- **Conceptual Planning and Design**
 - March – April
- **Complete Streets Policy (draft)**
 - January – May
- **Prepare Preliminary Plans**
 - May - June
 - PMC Meeting #2
- **DRAFT/FINAL REPORT & DELIVERABLES**
 - June 2018

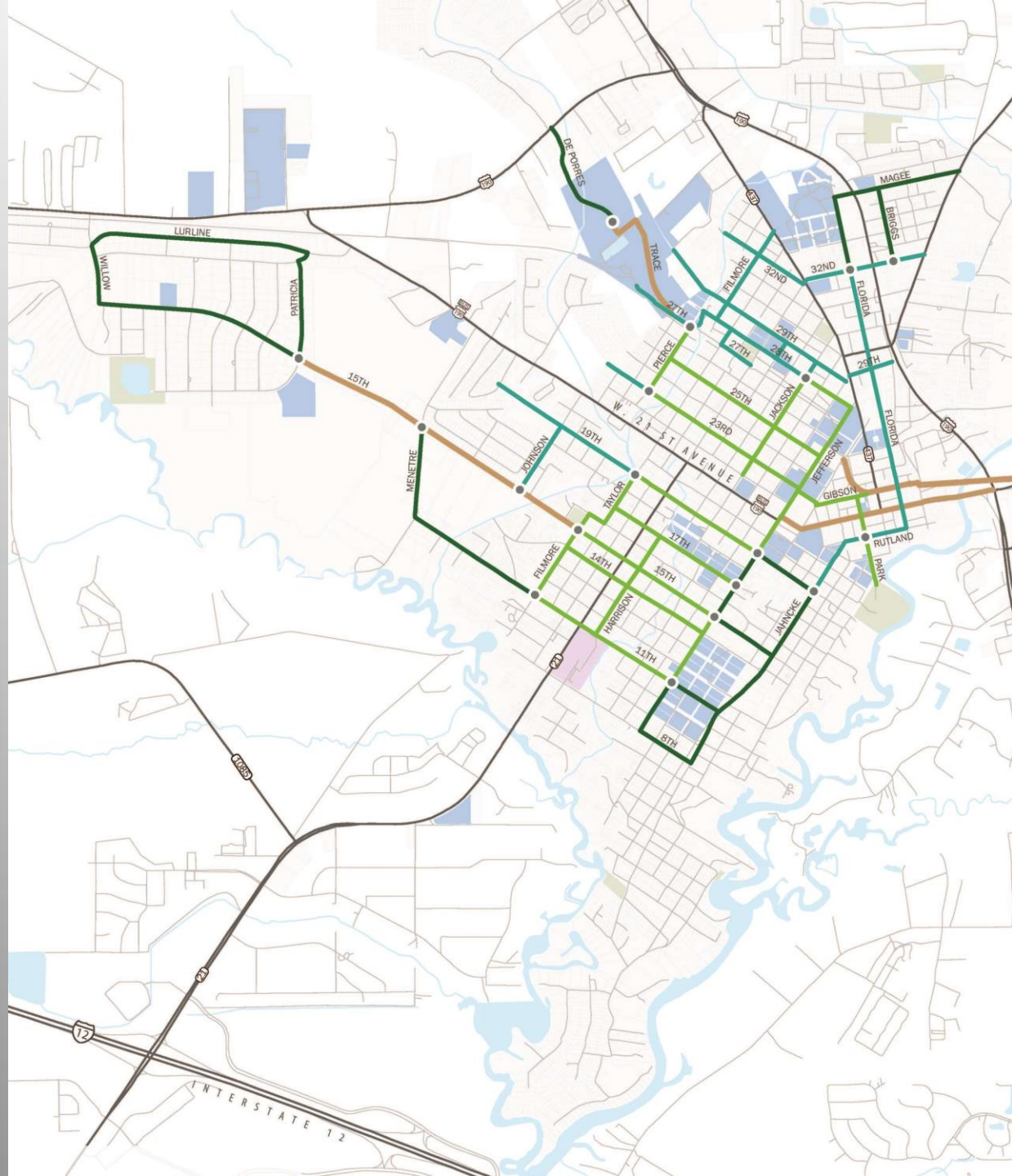
Part 1: Bicycle Plan



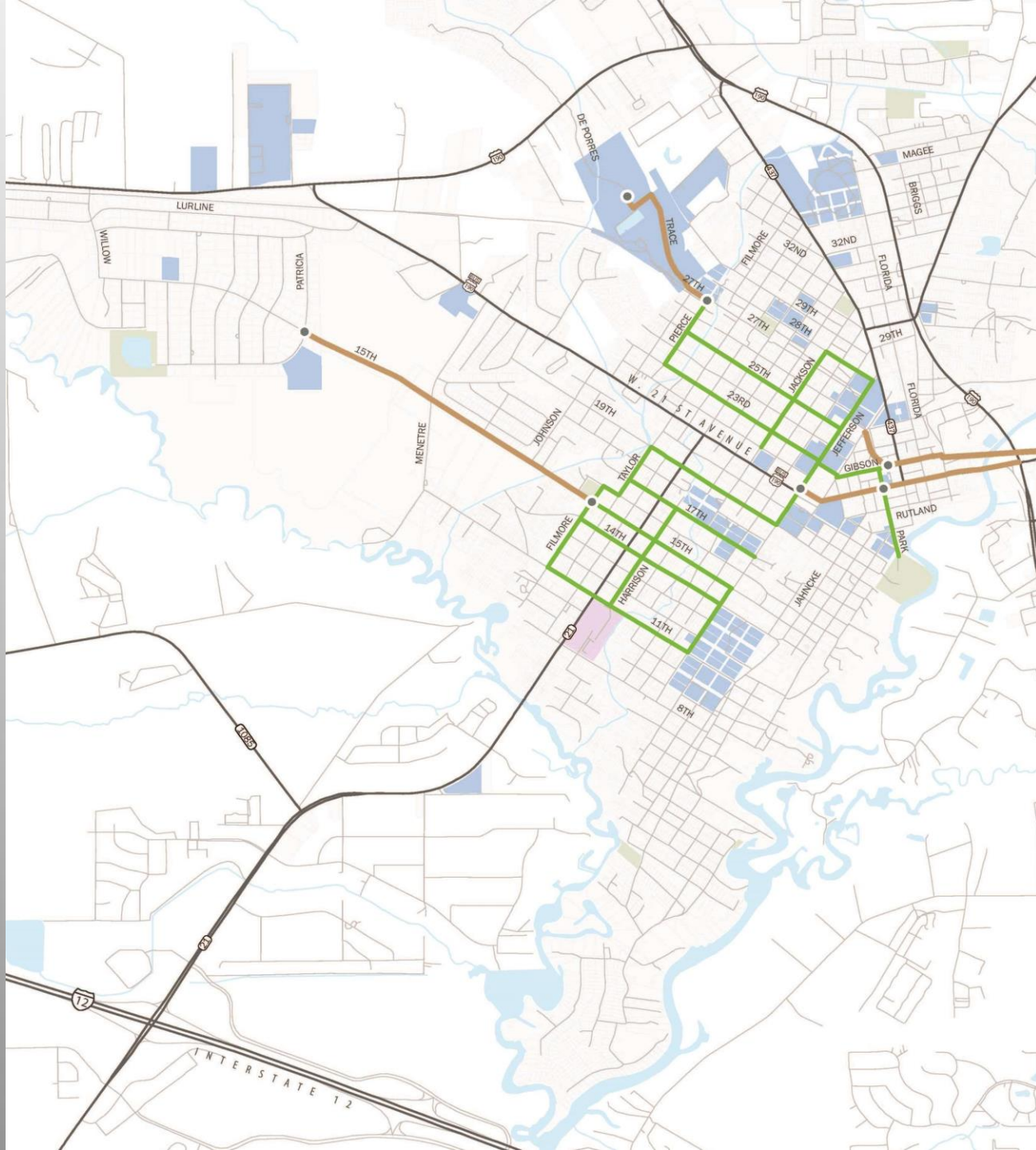




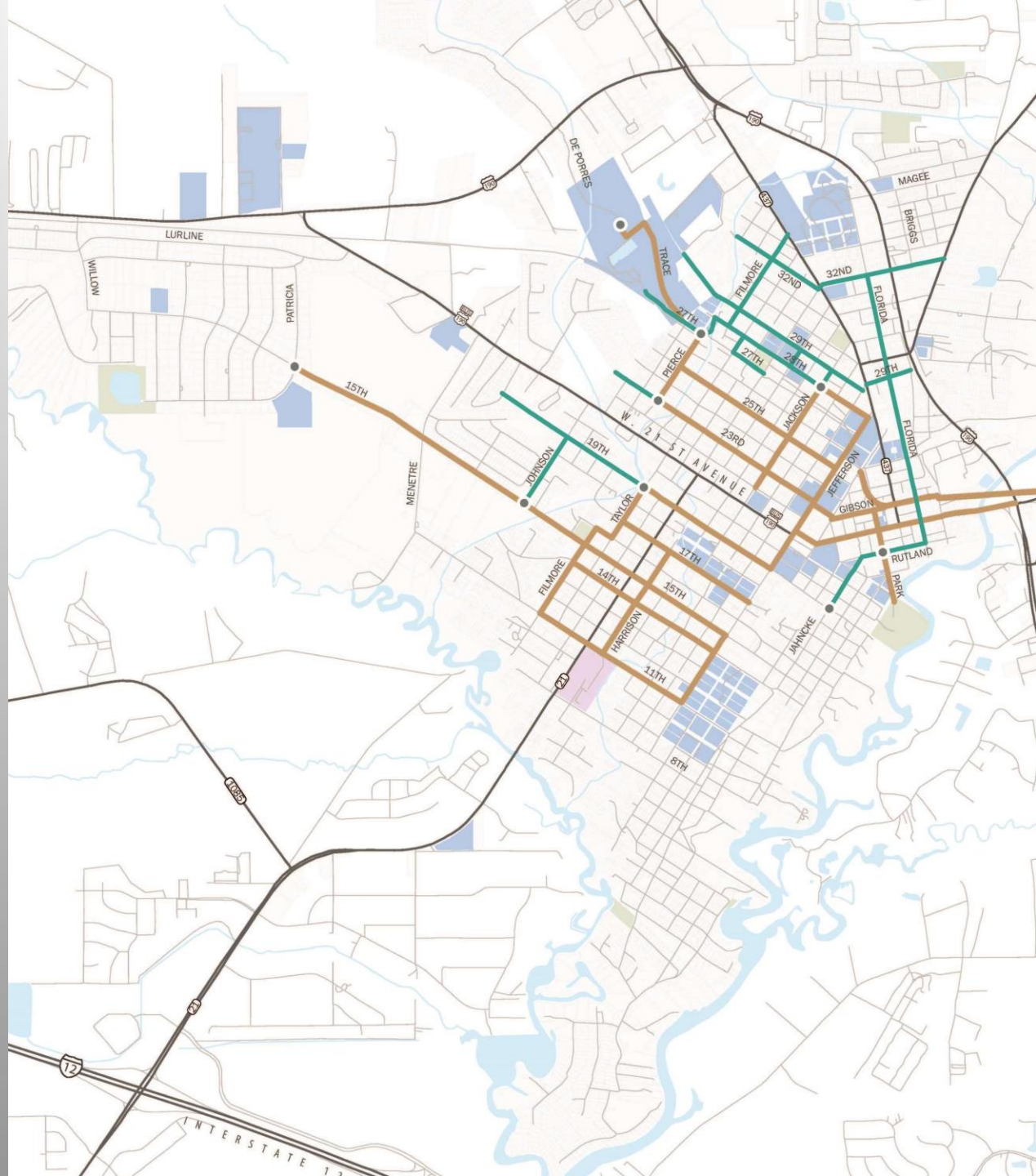
Bicycle Plan



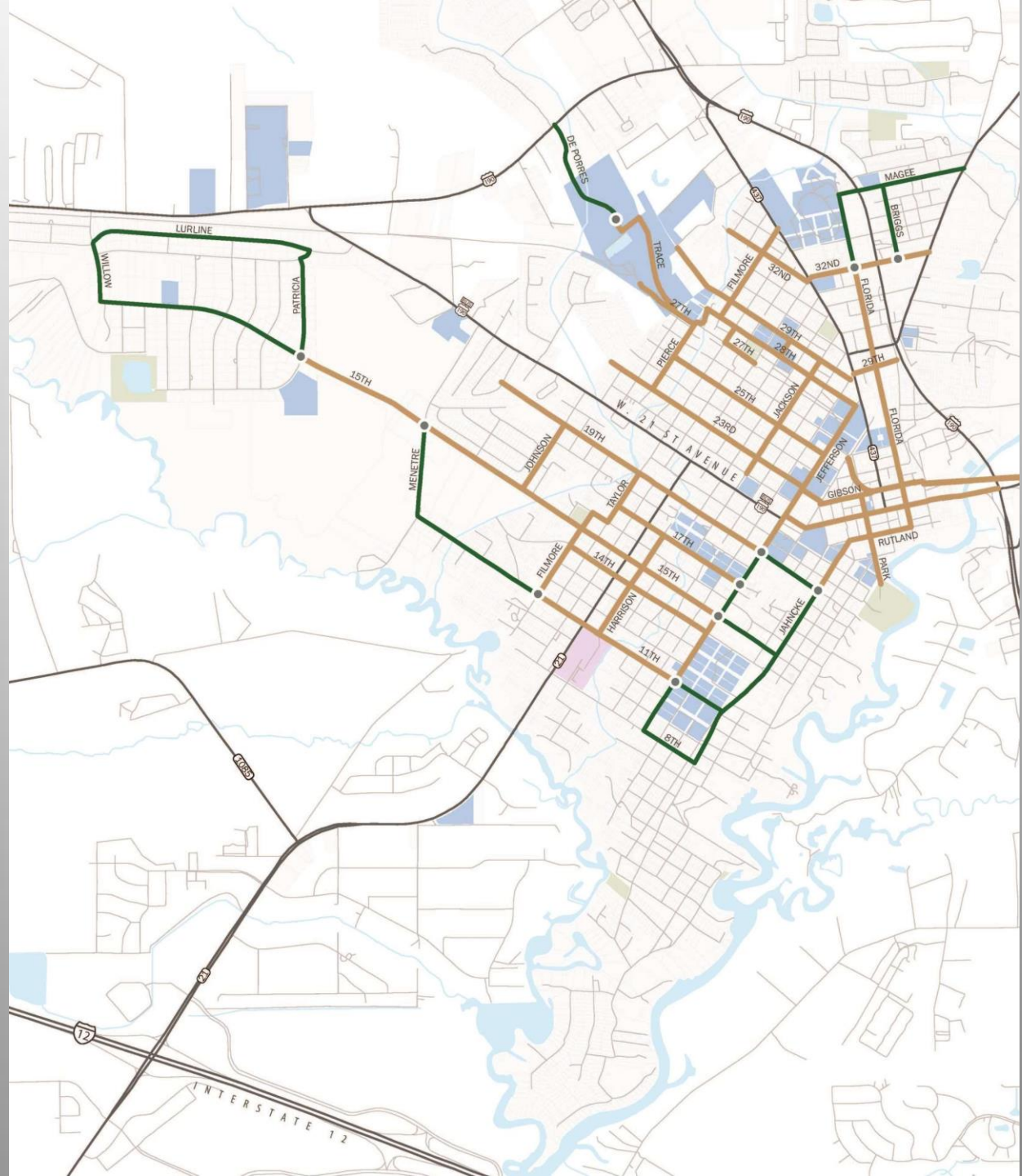
Phase 1 Bicycle Plan

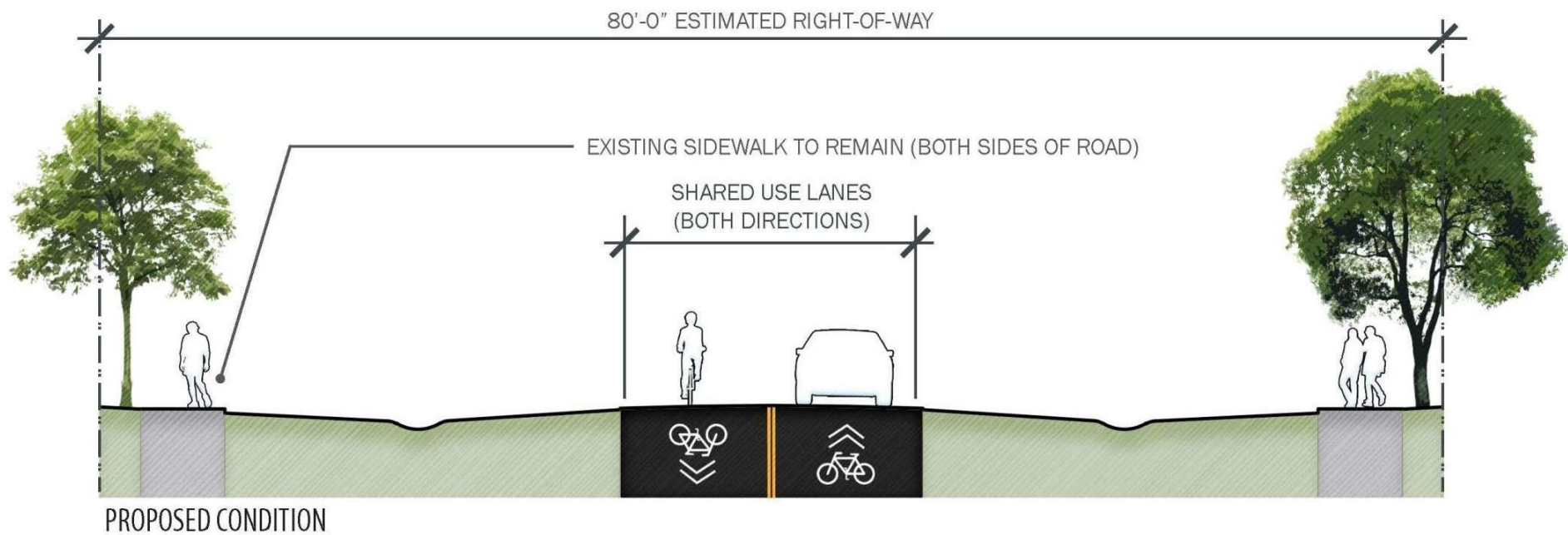
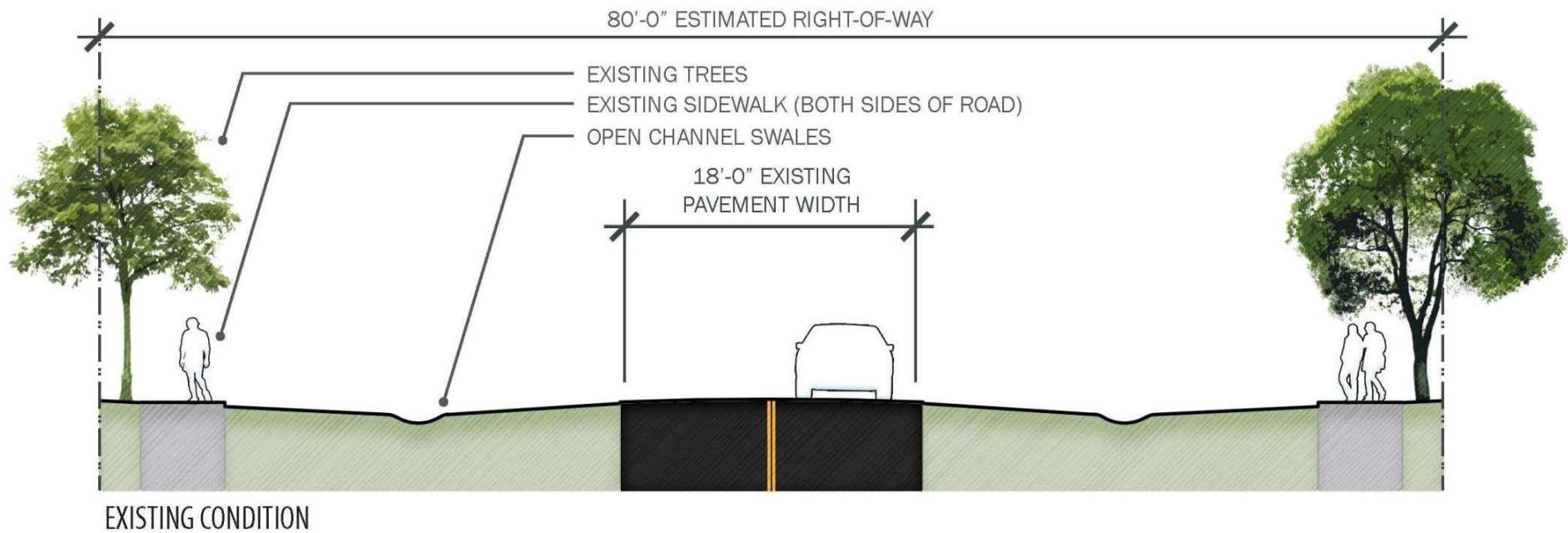


Phase 2 Bicycle Plan



Phase 3 Bicycle Plan





80'-0" ESTIMATED RIGHT-OF-WAY

EXISTING SIDEWALK (BOTH SIDES OF ROAD)

EXISTING TREES

OPEN CHANNEL SWALES

18'-0" EXISTING
PAVEMENT WIDTH

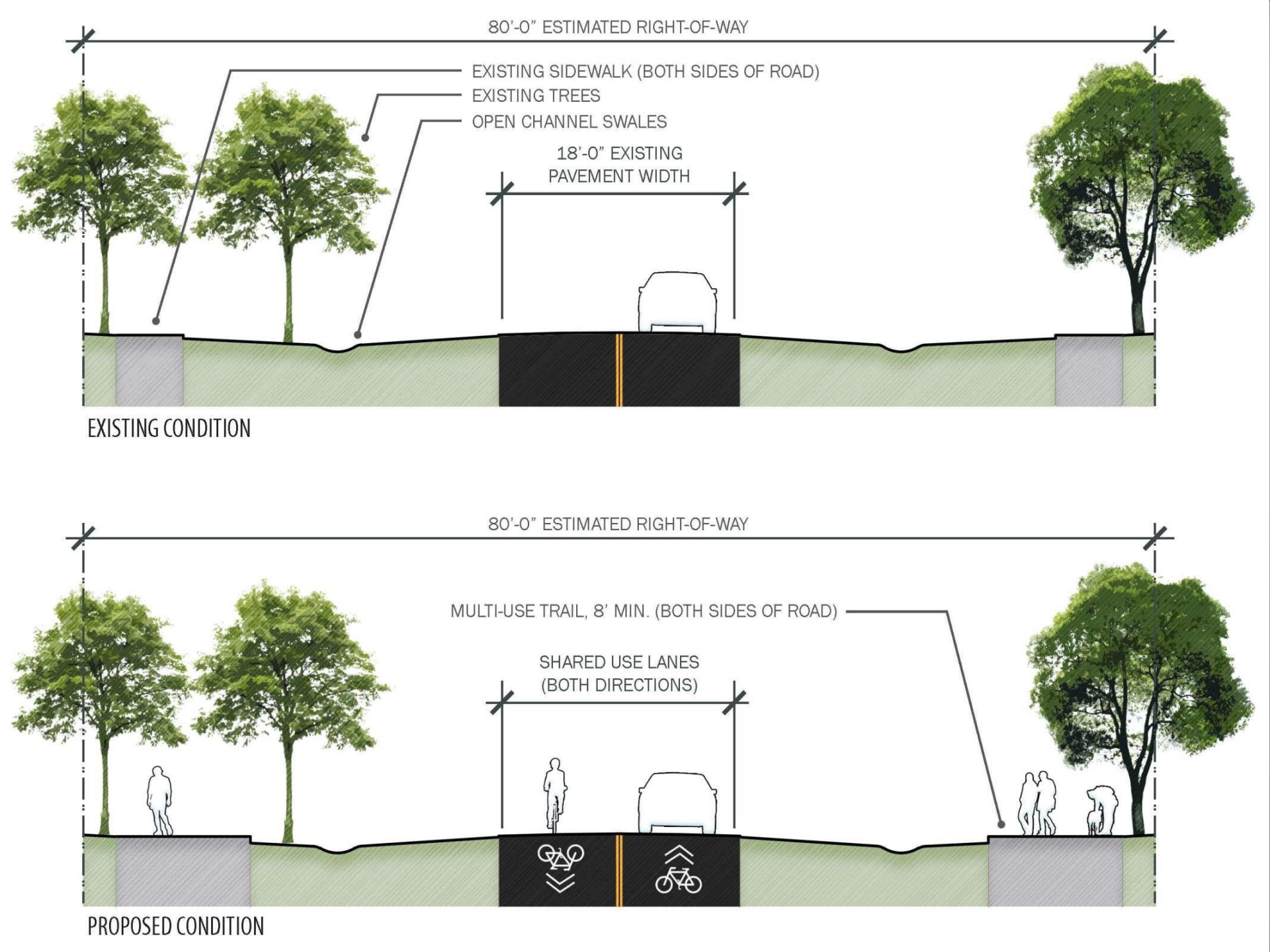
EXISTING CONDITION

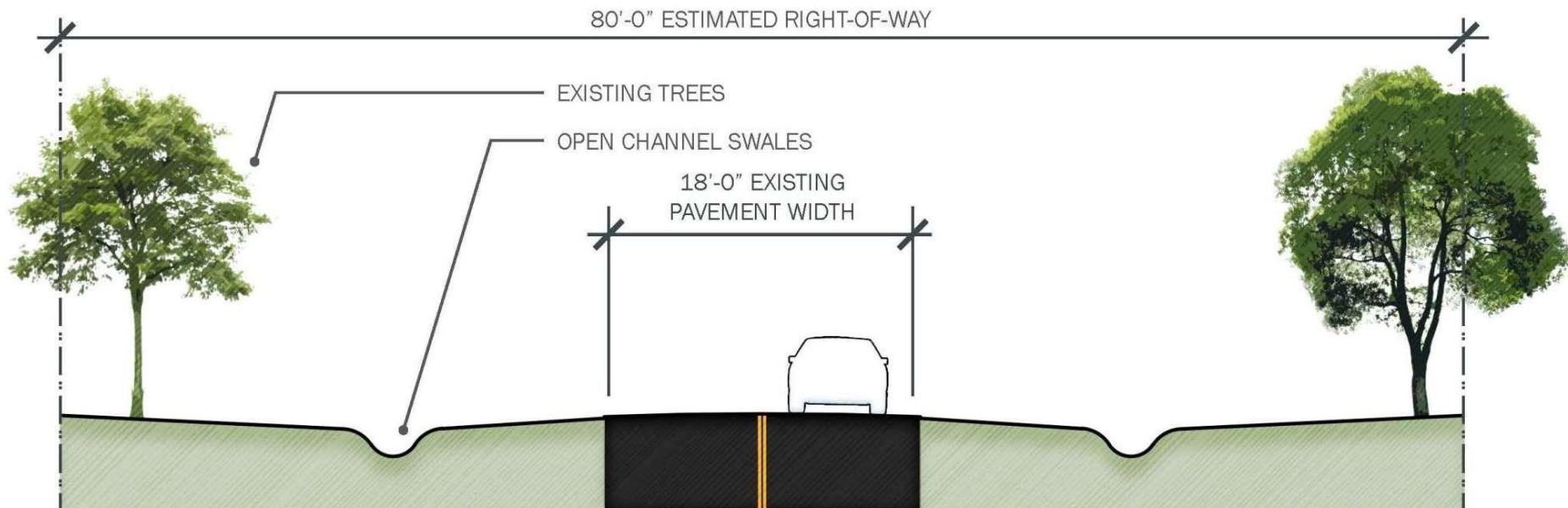
80'-0" ESTIMATED RIGHT-OF-WAY

MULTI-USE TRAIL, 8' MIN. (BOTH SIDES OF ROAD)

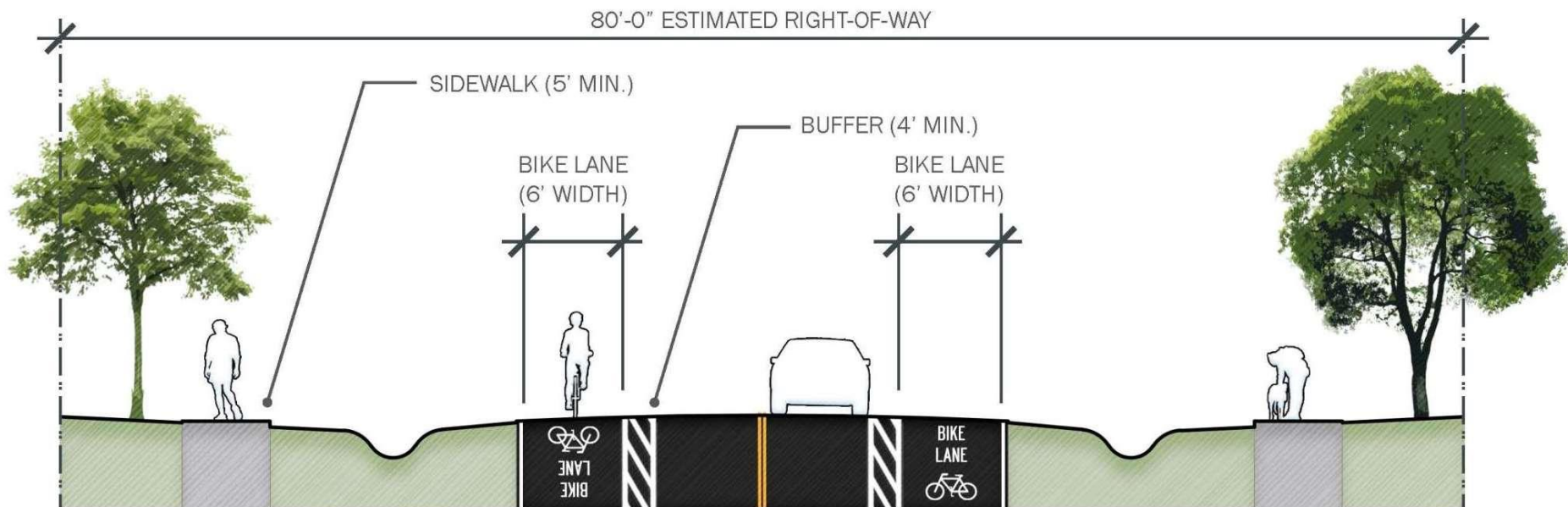
SHARED USE LANES
(BOTH DIRECTIONS)

PROPOSED CONDITION

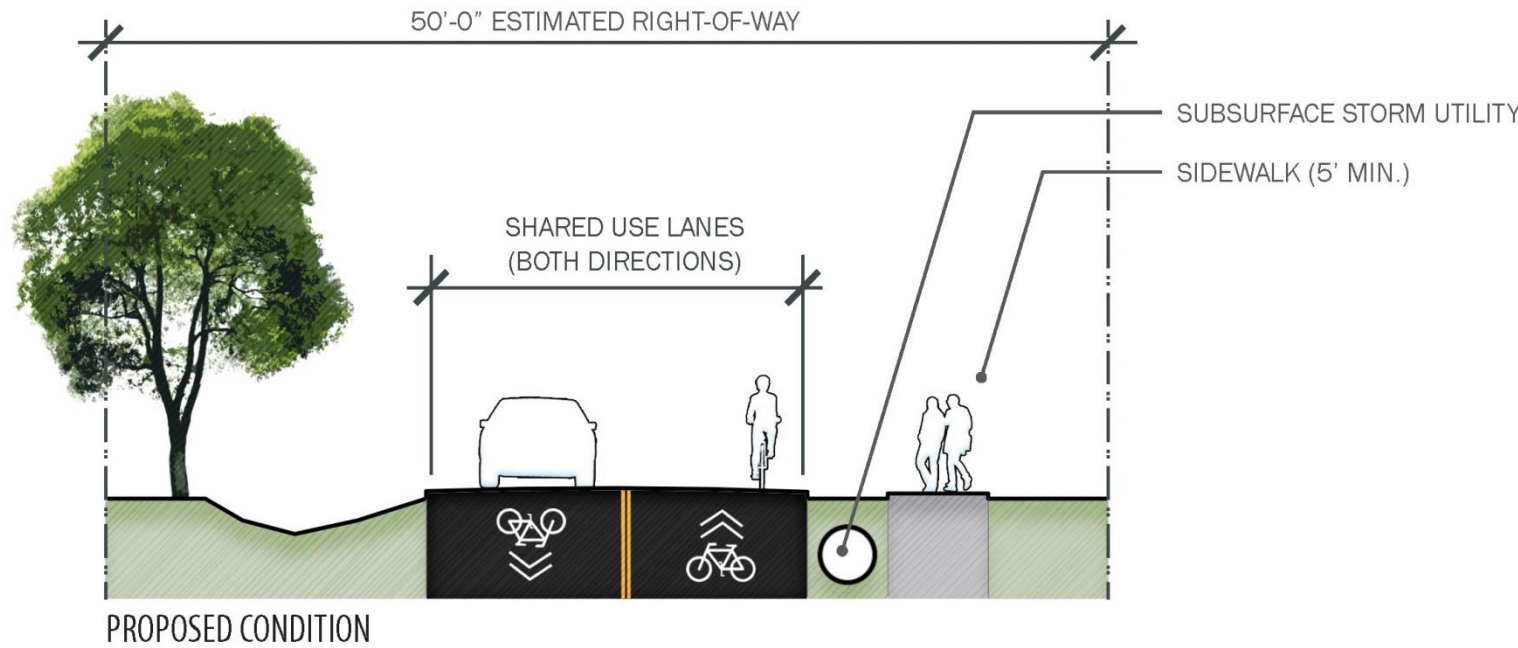
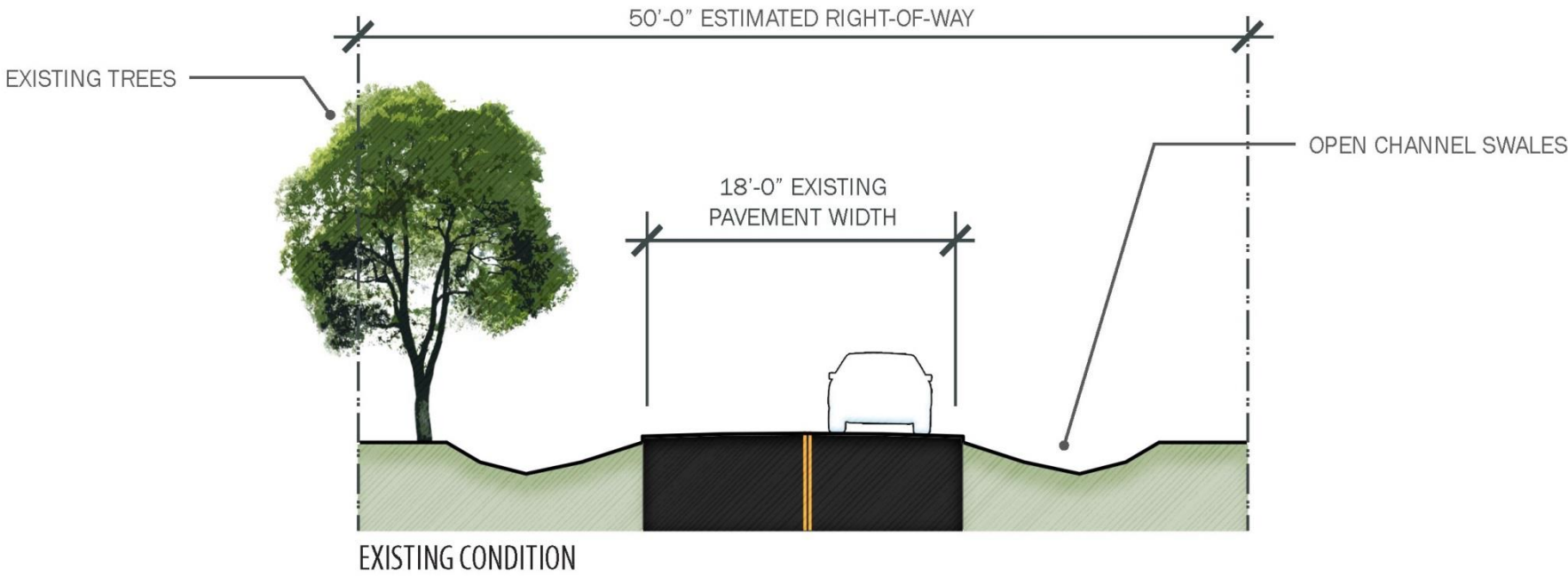


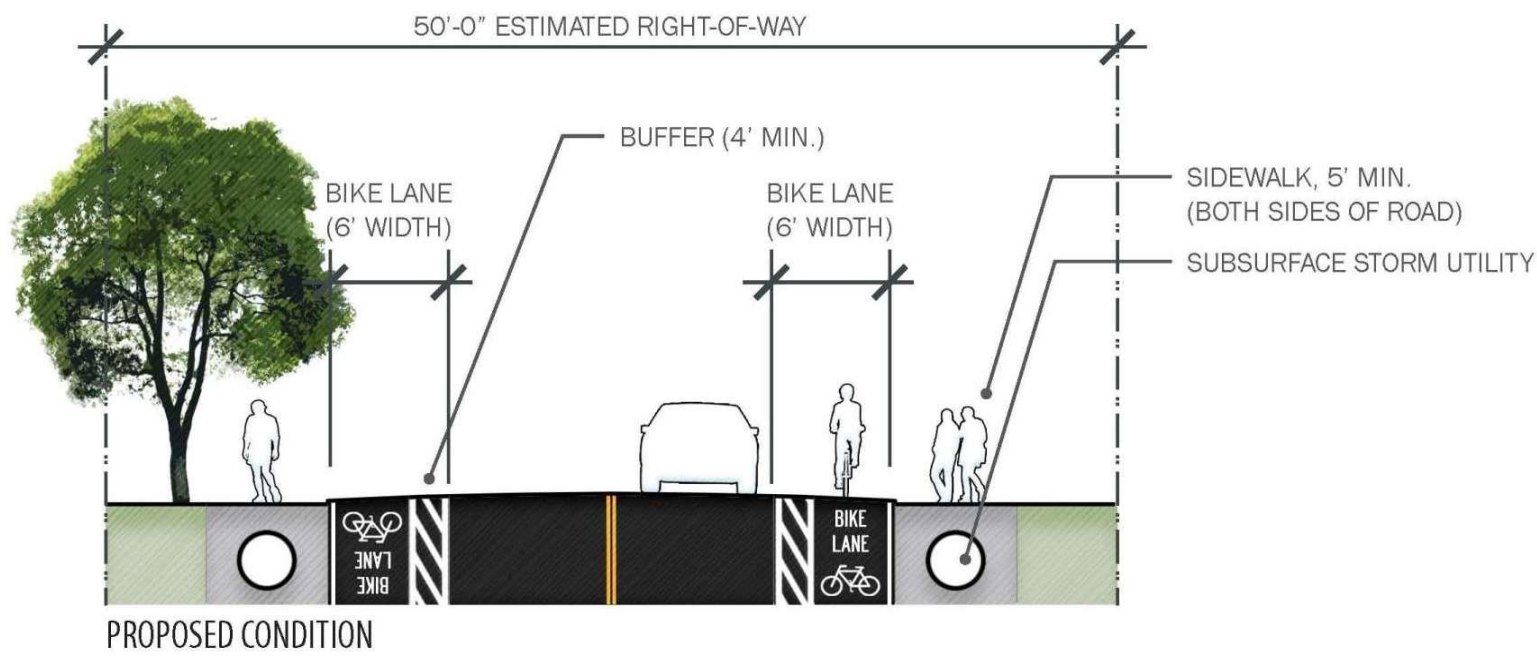


EXISTING CONDITION



PROPOSED CONDITION







Part 2: Complete Streets

Complete Streets Policy Overview

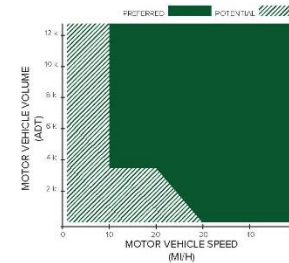
- Goals of Complete Streets Policy:
 - Ensure that the safety and convenience of all users of the transportation network are accommodated where appropriate, including pedestrians and bicyclists of all ages and experience, people with disabilities, motorists, supply trucks, and emergency vehicles.
 - Drive the implementation of Complete Streets in the City of Covington as it pertains to redevelopment and future development on both private and public land.
- Criteria considered for if a roadway is suitable for Complete Streets implementation:
 - Speed and Traffic Volume
 - Network Connectivity
 - Available Right-of-way width
 - Adjacent and Surrounding Land Use

SPEED & VOLUME

The greater speed and volume of motor vehicle traffic, the greater the amount of separation is desired for comfortable biking and walking facilities.

Where streets have low volumes and low speeds, the need for separation is less critical, and mixing modes may be more appropriate.

The chart to the right summarizes how speed and volume affect possible facility options.



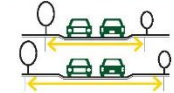
NETWORK

Networks are interconnected pedestrian and / or bicycle transportation facilities that allow people of all ages and abilities to safely and conveniently get to where they want to go.

There are varying levels of comfort associated with roadways within the network ranging from low-volume, low-speed local streets to high-speed, high volume arterial roadways.



AVAILABLE R.O.W.



The available roadway right of way width can limit the types of pedestrian and bicycle facilities that can be applied.

LAND USE



Land use describes the manner and intensity in which land is developed or modified from its natural state. Built-up areas, such as commercial districts in a small town, contain a higher density of attractions, destinations, and people, and may support a greater diversity of bicycle and pedestrian amenities.

Complete Streets Policy Precedents

- Town of Agawam, MA
 - Similar population density to Covington (1,200/sq. mi)

Complete Streets Prioritization Plan

Agawam, Massachusetts

Prepared for
City of Agawam, Massachusetts

Prepared by
Howard Stein Hudson
Agawam Engineering Department

April 2017



- Comprehensive code-based Complete Streets Policy
- Extensive Prioritization Plan that is regularly updated
- Similar existing network of mostly residential streets

- List of Top Ten Complete Streets Policies of 2016 by Smart Growth America and National Complete Streets Coalition

Specifically, thirteen communities led the nation in creating and adopting comprehensive Complete Streets policies in 2016:

Rank	Jurisdiction	Policy score
1	Brockton, MA	100.0
1	Missoula, MT	100.0
1	Wenatchee, WA	100.0
2	Hull, MA	98.4
2	Mansfield, MA	98.4
2	Sherborn, MA	98.4
3	Bridgewater, MA	96.8
3	Brookline, MA	96.8
4	Chester, MA	96.0
4	Muskogee, OK	96.0
5	Ayer, MA	95.2
5	Wales, MA	95.2
5	Binghamton Metropolitan Transportation Study, NY	95.2



Smart Growth America
Improving lives by improving communities



National Complete
Streets Coalition

- The following were studied based on similarity to scale and character of Covington:
 - Town of Bridgewater, MA
 - City of Wenatchee, WA
 - City of Muskogee, OK

Complete Streets Policy

Local Precedent

- St. Bernard Parish Bikeway & Pedestrian Plan Update – Complete Streets Policy

Complete Streets Policy

‘Complete Streets’ is a transportation policy concept that requires streets to be planned, designed and operated for safe access for all users, including pedestrians, bicyclists, motorists and transit users of all ages and abilities. Complete Streets policies have been adopted by over 1,000 states, counties, local governments, and regional agencies across the United States. St. Bernard Parish is one of Louisiana’s leaders in this area, having adopted a Complete Streets Policy in April 2016.

The Complete Streets Policy and this Bikeway and Pedestrian Plan Update will work hand-in-hand to create a more bikeable, more walkable community. The plan identifies specific infrastructure improvements, while the Policy steers decision-making, through internal and regulatory mechanisms, towards concepts that are supportive of the infrastructure improvements.

- Excerpt from the St. Bernard Parish Bikeway & Pedestrian Plan Update (Source: St. Bernard Parish, NORPC)
- Bicycle Plan addresses the prioritization of improving the existing pedestrian and bicycle network, as well as, facility standards
- Complete Streets Policy addresses how future development across the entire Parish, including work on both public and private land, would be required to contribute to the Policy.
- Resolutions adopt portions of the Complete Streets Policy into relevant sections of the existing Code of Ordinances.

- St. Bernard Parish – Sample Complete Streets Adoption Resolution

EXHIBIT “A”
SUMMARY NO. 3425
ORDINANCE SBPC #1826-10-16

Chapter 5 – Buildings; Construction and Related Activities

Article I – In general

Section 5-27 – Complete Street Policy Implementation for Private Development

Chapter 5 – Article I – Section 5-27

Sec. 5-27. – Complete Street Policy Implementation for Private Development.

5-27-1. Purpose

The purpose of this section is to address St. Bernard Parish Complete Streets Policy as it pertains to development on private property. Its mission is to ensure safe access for all users of public rights-of-way in order to improve safe travel, accessibility, connectivity, health, economic growth, and the overall quality of life for St. Bernard Parish per Parish Council resolution SBPC #1572-04-16.

5-27-2. Applicability

This section shall apply to all new commercial construction projects and renovation projects consisting of 50% or greater in scope of improvement located on private land in St. Bernard Parish subject to Chapter 22-7-10.

5-27-3. Scope

The scope of the St. Bernard Parish Complete Streets Policy shall include element pertaining to sidewalks, pedestrian accessibility, safe and efficient site passage, vehicle and bicycle accessibility, bicycle parking, and accommodating for safety and efficiency for transit riders.

5-27-3.1 Emphasis areas

The St. Bernard Parish Complete Streets Emphasis Map (Appendix E – Maps) was created to highlight major and minor roadways of the parish where Complete Street implementation would serve the greatest benefit to residents and commuters such as: linking transit stops as well as providing efficient and safe access to schools and parks. These existing public major and minor roadways shall be considered top priorities for Complete Street element implementation set forth in this section, subject to the requirements of this chapter.

5-27-4. Implementation

The St. Bernard Parish Complete Streets Policy elements set forth in this section shall be addressed by means of site plan review administered by the Department of Community Development during initial commercial plan review and shall receive final approval by the Department of Public Works and/or Department of Community Development depending on applicability.

5-27-4.1. Policy Elements

5-27-4.1.1. Sidewalks

ADA compliant sidewalks shall be required along all public right-of-ways.

Complete Streets Policy Draft Policy & Adoption

- Covington Complete Streets Policy is modeled after St. Bernard policy in terms of implementation into code and organization
- Existing Code of Ordinances:
 - Appendix B: Comprehensive Zoning Ordinance of 2010
 - Chapter 18: Buildings and Building Regulations
 - Chapter 86: Streets, Sidewalks, and Other Public Places
- Corresponding Section of Complete Streets Policy:
 - Appendix B: Comprehensive Zoning Ordinance of 2010
 - Complete Streets Policy
 - Includes overview of policy and allowed exemptions, if any
 - Chapter 18: Buildings and Building Regulations
 - Complete Streets Policy Implementation for Private Development
 - Includes requirements for private development such as sidewalks, bicycle parking ,etc.
 - Chapter 86: Streets, Sidewalks, and Other Public Places
 - Complete Streets Policy Implementation in Public Rights-of-way
 - Includes requirements for implementation such as designation of projects requiring complete streets accommodation and associated requirements



DRAFT COMPLETE STREETS POLICY CITY OF COVINGTON, LOUISIANA

PREFACE

The policy below represents the overall goals and intent of the Complete Streets Policy for the City of Covington, as well as recommendations for implementation of the policy. The policy has been formatted into sections based upon relevant location and how it corresponds with the City's Code of Ordinances (ie: rights-of-way, building code enforcements, private development).

The italicized text above each section represents where that portion of the policy could be inserted into the City's code of ordinances. The draft version of the policy is intended to give the City of Covington a framework for implementing the policy into code.

(Appendix B Comprehensive Zoning Ordinance of 2010 - Part 8)
COMPLETE STREETS POLICY

VISION AND INTENT

The City of Covington, Louisiana is committed to creating a complete, connected, transportation network for all its residents and visitors using a Complete Streets approach. Complete Streets recognize the importance of planning and design of roadways for all ages, abilities, and modes of transportation. This Complete Streets Policy is written to ensure that the safety and convenience of all users of the transportation network are accommodated where appropriate, including pedestrians and bicyclists of all ages and experience, people with disabilities, motorists, supply trucks, and emergency vehicles.

APPLICABILITY

With the adoption of this policy, the City of Covington will consider the transportation needs of all users. This applies to all projects including new construction, retrofit, redevelopment, and maintenance projects for work in either the public right-of-way or on private land.

SCOPE

The scope of this Complete Streets Policy applies to any element pertaining to accessibility and efficiency for all users. This includes, but is not limited to, sidewalks and other pedestrian facilities, vehicle and bicycle facilities and parking, and accommodation for safety and efficiency for all users of these facilities.

FEASIBILITY

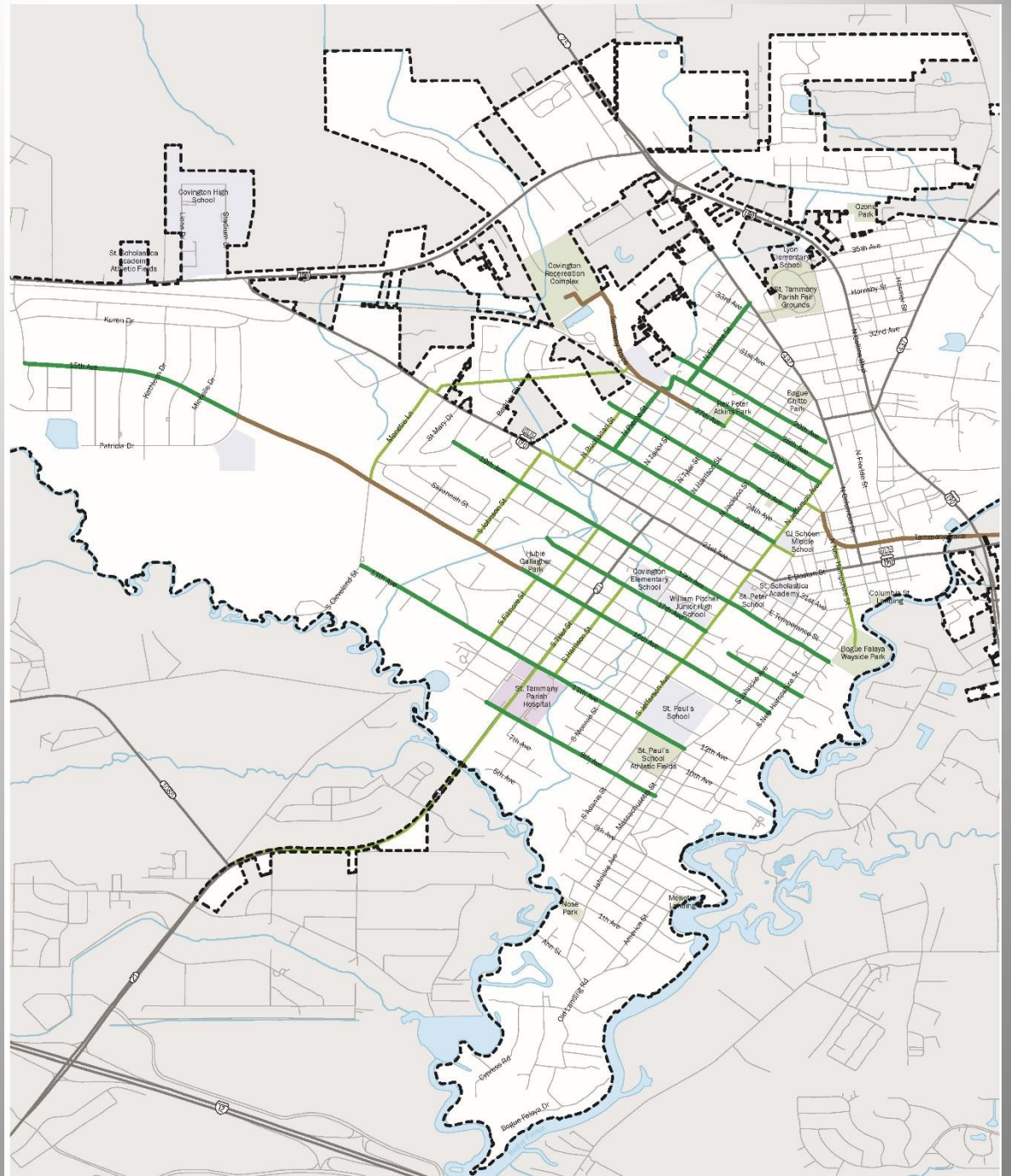
Complete Street facility implementation shall be required within private development located along public rights-of-way, as well as within the public right-of-way itself. For a development to be considered not feasible for Complete Streets implementation, the following conditions must occur to the discretionary approval by *insert appropriate department or official here*:

- Development is not located on a public right-of-way

- Excerpt from City of Covington Draft Complete Streets Policy

Complete Streets Policy Priority Network Map

- Bullet Points



Complete Streets Policy Implementation

North Columbia Street near North Madison Street



- Existing Conditions: Lack of access management along commercial development creates an unclear distinction between pedestrian and vehicular circulation. Sidewalks are absent from both sides of the street.

Complete Streets Policy Implementation

North Columbia Street near North Madison Street



- Short-term Implementation: Introduction of a marked shared lane (sharrow) allows for a more diverse user group to use the corridor. Additionally, the presence of cyclists could serve as a traffic calming device improving the safety for pedestrians and cyclists alike.

Complete Streets Policy Implementation

North Columbia Street near North Madison Street



- Long-term Implementation: The introduction of bicycle and pedestrian facilities illustrates the potential of the corridor to serve all forms of transportation. Sidewalks allow for pedestrians to walk along the roadway safely while crosswalks provide a clear means to access either side.

Complete Streets Policy Implementation

West 17th Avenue at South Harrison Street



- Existing Conditions: The street currently lack pedestrian facilities. This includes not only sidewalks and crosswalks, but also ADA compliant curb ramps, which is particularly important due to the location's adjacency to schools.

Complete Streets Policy Implementation

West 17th Avenue at South Harrison Street



- Short-term Implementation: Illustrated here is 17th Avenue's suitability for a marked shared lane (sharrow) as indicated in the Complete Streets Priority Map. This provides a strong east-west connection between two major thoroughfares.

Complete Streets Policy Implementation

West 17th Avenue at South Harrison Street



- Long-term Implementation: Illustrates a full suite of pedestrian and bicycle facilities. Crosswalks, ADA compliant curb ramps, and sidewalks are particularly important in providing a connection between Covington Elementary and Pitcher Junior High and the surrounding extensive residential neighborhoods.

REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST,
ST. TAMMANY AND TANGIPAHOA PARISHES

Covington Bike Plan, PMC Meeting

Tuesday, June 5, 2018

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Name	Representing	Phone	E-mail
Ross Liner	Digital Engineering	468-6129	rliner@dei.net
David LeBreton	Digital Engineering	504-468-6129	dlebreton@dei.net
ANDREW DOYLE	DANA BROWN & ASSOCIATES	504-345-2639	ANDREW@DANABROWNASSOCIATES.COM
Nahketah R. Bagby	City of Covington	985-869-1214	nbagby@covla.com
CHRIS LABORDE	RPC	504-483-8540	CLABORDE@NORPC.ORG
DANIEL HILL	CITY OF COVINGTON	985-892-1811	dhill@covla.com
JEFF ROESCH	RPC	504-483-8528	jroesch@norp.org
Mike Cooper	Mayor, City of Covington	985-966-2024	mayorcooper@covla.com

6/5/2018

PMC Meeting 2 Minutes/Notes

Project: Covington Bicycle Plan Feasibility Study RPC Task MC-2.18 Cov; FY-18 UPWP

Location/Time: Covington City Hall @ 10:30 am

Attendees: Ross Liner (DE), David LeBreton (DE), Andrew Doyle (DBA), Mayor Mike Cooper (Covington), Jeff Roesel (RPC), Chris Laborde (RPC), Daniel Hill (Covington), Nahketah Bagby (Covington)

Chris Laborde (CL): called the meeting to order at 10:35

Ross Liner (RL): noted that two PMC members would not be present today and that he would forward the presentation to them for review and comment; then reviewed the project background and purpose and project timeline; the bike plan presentation began with a review of parks and schools locations in the city that were used during development of the bike plan; the next slide detailed a map depicting geotagged photographic locations used for analysis during the bike plan development, of note is a gis file that will be given to the RPC and City with the photographs mapped; the next slide presented was the overall draft bike plan

Mayor Cooper (MC): stated 27th Ave needs to be better connected than what is shown, it is an important movement from the recreational center but that St Tammany and the city share a storage yard cutting out a block of connectivity

Daniel Hill (DH): suggests creating a connection from 27th Ave to 28th Ave to provide circulation

MC: comments that no crossings are shown along US 190B from US 190 to Jefferson Ave

RL: stated that there are no signalized intersections to safely cross bicyclists and pedestrians in that section so we didn't provide a recommendation as that type of analysis is beyond the scope of this project

Jeff Roesel (JR): stated instead of just dumping the walkers and riders into an intersection without adequate signage and striping the consultants decided to just let the users determine their best route, which for bicyclists is any city street they feel comfortable using

RL: agreed

MC: stated he would like to see all major routes in the city as bicycle and pedestrian friendly and wanted to add 190, 190B, LA 21, and LA 25 to the bike master plan and complete streets network and asks what authority the city has to implement on the routes

JR: stated the state and feds have final say in the development of the facilities but the city's case will be stronger for implementation if the plans state the routes should be bike and pedestrian and/or complete streets

MC: stated he wants the facilities on the bike plan and complete streets maps

RL: stated the team will add them to the network

DH: stated Lurline Dr should connect to US 190B since it is being added to the network

MC: suggested Menetre, Johnson, and Taylor might be good locations to cross users at 190B and to extend it up to 27th Ave

Nahketah Bagby (NB): stated subdivision regulations dictate the street type and for the areas that are undeveloped along 15th Ave and 190B a note should be place on the map and text that states either bike/ped facilities or a complete street needs to connect to the master plan

RL: agreed with the suggestion and stated the team will add it and moved on to the phasing maps, no comments were received; then detailed the existing and proposed facility types by r-o-w width for the bike and pedestrian enhancements

MC: stated some widths are not provided on the illustrations and would like to see total widths for the enhancements

Andrew Doyle (AD): agreed and stated the team would add them

RL: thanked the pmc for the comments and suggestions and turned the presentation over to AD for the complete streets policy

AD: started the presentation detailing research on model policies across the country that are similar to Covington and highly rated by smart growth America and national complete streets coalition; reviewed the sample adoption resolution; listed the code of ordinance chapter that need revision and provided sample text for each

MC: stated the coordination should come through the city engineer and planning department and agreed in principal with the text but says the city attorney will need to finalize

AD: agreed

NB: stated appendix a of the code will need revisions as well

AD: stated he will review and provide sample text revisions; he then went on to detail the complete streets map

DH: stated there needs to be consistency between the complete streets map and the bicycle plan

AD: agreed and stated the team would fix the inconsistencies

MC: stressed the desire of the city to have a strong policy that can be enforced and not easily waived

AD: stated the team is providing sample text revisions and that the city will need to finalize with the help of staff and city attorney; he then illustrated complete street implementation renderings to show the enhancements in neighborhood and commercial settings

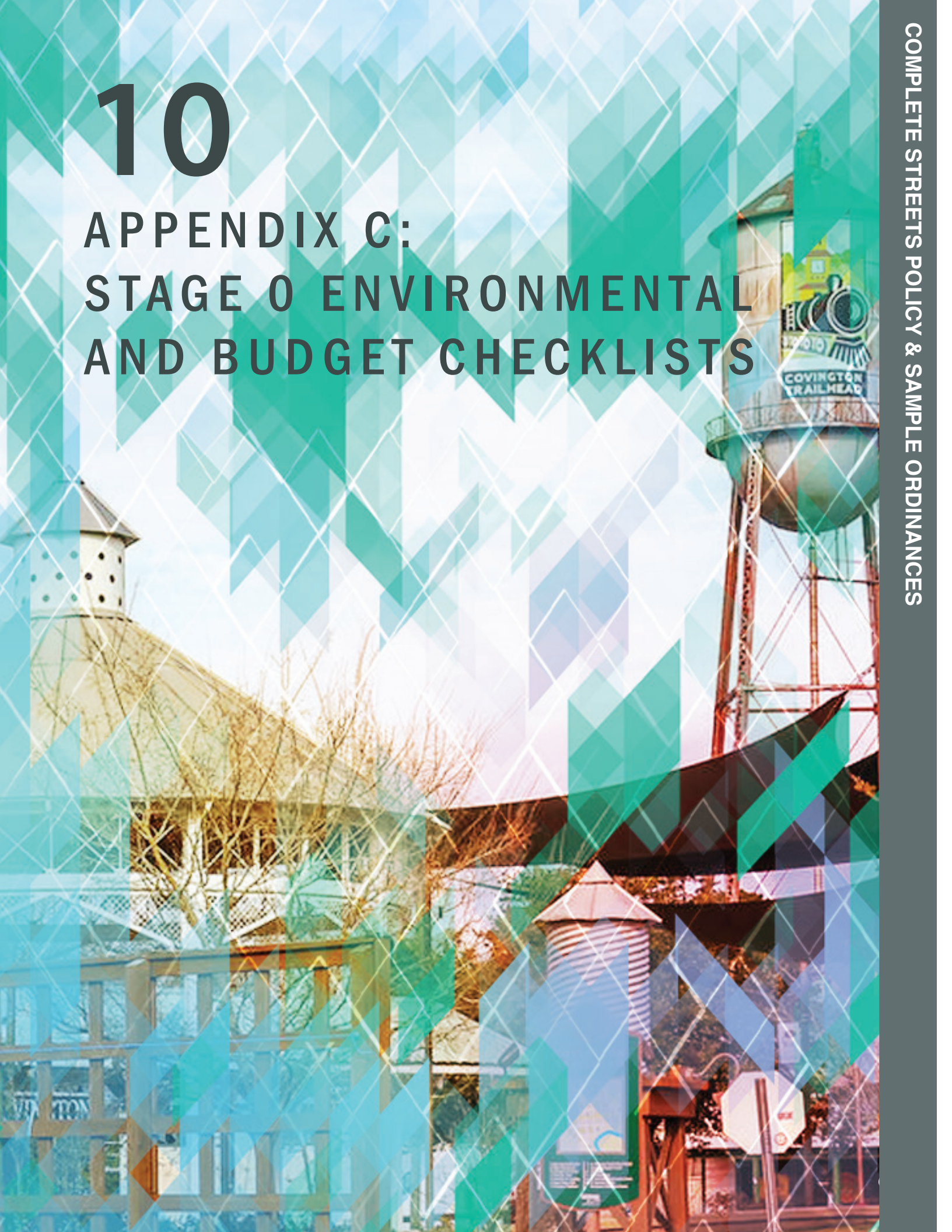
MC: commented that the enhancements would be great for the city and that it has to start with a plan

RL: thanked the pmc for their comments and suggestions and said the team would make the updates and submit a draft report for their review

CL: thanked everyone and adjourned the meeting at 11:45

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APPENDIX C: STAGE 0 ENVIRONMENTAL AND BUDGET CHECKLISTS



STAGE 0
Preliminary Scope and Budget Checklist
Urban Systems Program

MPO Area: The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes

A. Project Background

Project Name (40 characters max.) Covington Bicycle Plan Feasibility Study and Complete Streets Policy

District 62 Parish St. Tammany

City/Town Covington Local Road Name Harrison St.

If project is on a state route: Route: _____ Control Section: _____

Begin Log Mile: 11th Ave. End Log Mile: 17th Ave.

List study team members: Digital Engineering and Dana Brown & Associates

Who is the sponsor of the study? RPC and City of Covington

Has someone on the sponsor's staff attended the LPA Certification class? Yes

Sponsor DUNS#: _____

Date Study Completed: June 2018

Describe the existing facility:

Functional classification: Local Number and width of lanes: 2 lanes / ~10'

Shoulder width and type: None Mode: Vehicle

Access control: None ADT: N/A Posted Speed: 25 MPH

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): Sidewalks and crosswalks are non-existent and compliance, upgrades are needed.

Describe the adjacent land use: Predominately residential uses

Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity? No.

Are there recent, current or near future planning studies or projects in the vicinity? Yes

If yes, please describe the relationship of this project to those studies/projects. Implementation task from the Covington Comprehensive Plan (2007) and the New Covington Sub-Area Study (RPC 2017).

Provide a brief chronology of these planning study activities: See above.

B. Purpose and Need

State the Purpose (reason for proposing the project) and Need (problem or issue)/Corridor Vision and a brief scope of the project. Also, identify any additional goals and objectives for the project.

The purpose of this project is to identify improvements along the corridors to increase capacity and enhance safety for all users of the roadways with a focus on bike and pedestrian access. The work consisted of conceptual design and cost estimates for geometric, signage/striping, and other proposed physical improvements, consistent with the latest RPC/DOTD Access Management and Complete Streets policies.

C. Agency Coordination

Provide a brief synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies.

Regional Planning Commission, City of Covington, and LA DOTD held Project Management Committee meetings with members from these entities.

What transportation agencies were included in the agency coordination effort?

LA DOTD District 62, Regional Planning Commission, and City of Covington Administration

C. Agency Coordination (Continued)

Describe the level of participation of other agencies and how the coordination effort was implemented.

The above mentioned agencies provided input and comments regarding conceptual design and cost estimates at multiple meetings throughout the development of the alternatives.

What steps will need to be taken with each agency during NEPA scoping?

None anticipated.

D. Public Coordination

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).

N/A

E. Project Scope, Range of Alternatives, Alternative Evaluation and Screening

Provide a project scope and give a description of the project concept for each alternative studied.

What are the major design features of the proposed facility? Attach a vicinity map showing project limits. If applicable also attach an aerial photo with concept layout.

A project scope, vicinity map, and conceptual drawings for recommendations are attached to this document in plan format.

Will design exceptions be required? None are anticipated.

Follow this link to view LADOTD Minimum Design Guidelines:

http://www.dotd.louisiana.gov/highways/project_devel/design/road_design/Memoranda/English_Design_Guidelines.pdf

What impact would this project have on freight movements? None

Does this project cross or is it near a railroad crossing? No.

DOTD's "Complete Streets" policy should be taken into consideration. Per the policy, any exception for not accommodating bicyclists, pedestrians and transit users will require the approval of the DOTD chief engineer. For exceptions on Federal-aid highway projects, concurrence from FHWA must also be obtained. In addition any exception in an urbanized area, concurrence from the MPO must also be obtained. Follow this link to view the policy: http://www.dotd.la.gov/programs_grants/completestreets/documents/cs-la-dotpolicy.pdf

- Describe how the project will implement the policy or include a brief explanation of why implementing the policy would not be feasible. The implementation of the conceptual design will have a positive impact on the safety of the Harrison St. corridor and the surrounding neighborhood. The addition of upgraded signage and striping will provide a safer corridor for all users, of all mobilities. In addition, no environmental impacts were discovered to impede any of the recommendations.

How are Context Sensitive Solutions (CSS) being incorporated into the project? For more information on CSS follow this link: http://www.dotd.la.gov/administration/policies/DOTD_CSS_Policy_20060526.pdf.

The suburban character, history, and land use of Covington were considered in the conceptual development of all recommendations.

E. Project Scope, Range of Alternatives, Alternative Evaluation and Screening (Continued)

Was the DOTD's "Access Management" policy taken into consideration? If so, describe how. (See EDSM IV.2.1.4 for more information.) Yes.

Were any safety analyses performed? If so describe results and attach documentation. For safety analysis guidance follow this link: http://www.dotd.la.gov/planning/highway_safety/home.aspx?key=3

Crash data was provided by RPC and analyzed by the team. Full documentation can be found attached to this document in the report and appendix.

Are there any abnormal crash locations or overrepresented crashes within the project limits? LA 21

What future traffic analyses are anticipated? None

Will fiber optics be required? If so, are there existing lines to tie into? None anticipated.

Are there any future ITS/traffic considerations? None anticipated.

What is the required Transportation Management Plan (TMP) level as defined by EDSM No. VI.1.1.8? None

- Is this project considered significant as defined in EDSM No. VI.1.1.4? No.
- If yes, describe the mobility and safety analysis and assessment that was conducted as required in the development of a TMP. _____
- What further data will need to be collected to address the content and scope of the TMP in the design stage/phase of this project? _____

Was Construction Transportation Management/Property Access taken into consideration? Yes.

Were alternative construction methods considered to mitigate work zone impacts? Will be considered during final design.

Describe screening criteria used to compare alternatives and from what agency the criteria were defined.

The Regional Planning Commission established the scope to be evaluated and presented in the attached report. Safe and efficient movement of all modes of transportation and land use changes were the overall themes. Context sensitive solutions due to character of the surrounding area.

Give an explanation for any alternative that was eliminated based on the screening criteria.

None were eliminated before study.

Which alternatives should be brought forward into NEPA and why? No conceptual plans will require NEPA processes.

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? Yes, PMC meetings were held throughout conceptual development.

Describe any unresolved issues with the public, stakeholders and/or agencies.

None as of report writing.

F. Planning Assumptions and Analytical Methods

What is the forecast year used in the study? N/A

What method was used for forecasting traffic volumes? N/A

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long range transportation plan? Yes.

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion? Land use data was analyzed for forecasting traffic volume. No network expansion is required at this time but may be needed in the future. Transportation costs are stated in LA DOTD rates. The recommendations will improve the efficiency and safety for all users.

G. Potential Environmental Impacts

See the attached Stage 0 Environmental Checklist

H. Schedule Planner Worksheet

Please attach a completed schedule worksheet

I. Budget/Cost Estimate

Provide a cost estimate for each feasible alternative:

Phase	Total Estimated Cost	Funding Source (STP>200K, STP<200K, CMAQ, DEMO, DOTD Priority Program, Local)	Match Provided By (City, Parish, State, Other)	TIP Fiscal Year
Environmental (document, mitigation, etc.)	\$0			
Engineering Design	\$2,766	TBD	TBD	TBD
R/W Acquisition (C of A if applicable)	\$0			
Utility Relocations	\$0			
Construction	\$13,836	TBD	TBD	TBD
Construction Engineering & Inspection Services	\$2,766	TBD	TBD	TBD
TOTAL COST	\$19,368			

ATTACH ANY ADDITIONAL DOCUMENTATION

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Route Harrison St Parish: St. Tammany

C.S. _____ Begin Log mile 11th Ave End Log mile 17th Ave

ADJACENT LAND USE: Residential

Any property owned by a Native American Tribe?
(Y or N or Unknown) If so, which Tribe? No

Any property enrolled into the Wetland Reserve Program?
(Y or N or Unknown) If so, give the location No

Are there any other known wetlands in the area?
(Y or N) If so, give the location No

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):
(Y or N) Cemeteries No
(Y or N) Churches No
(Y or N) Schools Yes, Covington Elementary 325 S Jackson St, Covington, LA 70433
(Y or N) Public Facilities (i.e., fire station, library, etc.) St. Tammany Parish Hospital 1202 S Tyler St, Covington, LA 70433
(Y or N) Community water well/supply No

Section 4(f) issue: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):
(Y or N) Public recreation areas No
(Y or N) Public parks No
(Y or N) Wildlife Refuges No
(Y or N) Historic Sites No

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places?
(Y or N) **Is the project within a historic district or a national landmark district?** (Y or N) If the answer is yes to either question, list names and locations below:
No.

Do you know of any threatened or endangered species in the area? (Y or N) No
If so, list species and location. _____

Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (Y or N)
If yes, name the stream. No

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N) If so, where? No

What year was the existing bridge built? N/A

Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: No

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems? (If the answer is yes, list names and locations.) Yes, checked databases.
(Y or N) Leaking Underground Storage Tanks None
(Y or N) CERCLIS None
(Y or N) ERNS None
(Y or N) Enforcement and Compliance History None

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) No

If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) Any large manufacturing facilities adjacent to the project? (Y or N) Dry Cleaners? (Y or N) If yes to any, give names and locations: None

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. None

Are there any possible residential or commercial relocations/displacements? (Y or N)

How many? No

Do you know of any sensitive community or cultural issues related to the project? (Y or N)

If so, explain None

Is the project area population minority or low income? (Y or N) Yes

What type of detour/closures could be used on the job? None anticipated.

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below.

None.

Ross Liner, AICP, PTP

Point of Contact

504-468-6129

Phone Number

June 14, 2018

Date

General Explanation:

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The Environmental Checklist was designed knowing that some environmental issues may surface later in the process. This checklist was designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

The Databases:

To assist in gathering public information, the previous sheet includes web addresses for some of the databases that need to be consulted to complete the checklist. As of February 2011, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address lists only the threatened or endangered species in Louisiana by Parish. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the Environmental Section. We have biologist on staff who can confirm the presence of a species.

Why is this information important?

Land Use? Indicator of biological issues such as T&E species or wetlands.

Tribal Land Ownership? Tells us whether coordination with tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See <http://www.achp.gov/work106.html> for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Hazardous Material? Don't want to purchase property if contaminated. Also, a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (Often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.

Louisiana Governor's Office of Indian Affairs:

<http://www.indianaffairs.com/tribes.htm>

Louisiana Wetlands Reserve Program:

<http://www.nrcs.usda.gov/programs/wrp/states/la.html>

Community Water Well/Supply

<http://sonris.com/default.htm>

Louisiana Department of Wildlife and Fisheries – Wildlife Refuges

<http://www.wlf.louisiana.gov/refuges>

<http://www.fws.gov/refuges/profiles/ByState.cfm?state=LA>

<http://www.fws.gov/refuges/refugelocators/Louisiana.html>

U.S. Fish & Wildlife Service – National Wetlands Inventory:

<http://www.fws.gov/wetlands/>

Louisiana State Historic Sites:

<http://www.crt.state.la.us/parks/ihistoricsiteslisting.aspx>

National Register of Historic Places (Louisiana):

<http://nrhp.focus.nps.gov/natreg/home.do?searchtype=natreg/home>

<http://www.nationalregisterofhistoricplaces.com/la/state.html>

National Historic Landmarks Program:

<http://www.nps.gov/history/nhl/>

Threatened and Endangered Species Databases:

<http://www.wlf.louisiana.gov/wildlife/louisiana-natural-heritage-program>

Louisiana Scenic Rivers:

<http://www.wlf.louisiana.gov/wildlife/scenic-rivers>

<http://media.wlf.state.la.us/experience/scenicrivers/louisiananaturalandsenicriversdescriptions/>

<http://www.legis.state.la.us/lss/lss.asp?doc=104995>

Significant Tree Policy (EDSM I.1.1.21)

<http://notes1/ppmemos.nsf>

(Live Oak, Red Oak, White Oak, Magnolia or Cypress, aesthetically important, 18" or greater in diameter at breast height and has form that separates it from surrounding or that which may be considered historic.)

CERCLIS (Superfund Sites):

<http://www.epa.gov/superfund/sites/cursites/>

http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

ERNS - Emergency Response Notification System - Database of oil and hazardous substances spill reports: <http://www.epa.gov/region4/r4data/erns/index.htm>

Enforcement & Compliance History (ECHO)

<http://www.epa-echo.gov/echo/>

DEQ – Underground Storage Tank Program Information:

<http://www.deq.louisiana.gov/portal/tabid/2674/Default.aspx>

Leaking Underground Storage Tanks:

<http://www.deq.state.la.us/portal/tabid/79/Default.aspx>

SONRIS – Oil and Gas Well Information & Water Well Information
<http://sonris.com/default.htm>

Environmental Justice (minority & low income)
<http://www.fhwa.dot.gov/environment/ej2000.htm>

Demographics
<http://www.census.gov/>

FHWA's Environmental Website
<http://www.fhwa.dot.gov/environment/index.htm>

Additional Databases Checked

Other Comments:

Section 1

1202 S TYLER ST, COVINGTON, LA 70433

Ref: Covington Bike Plan

Monday, June 25, 2018

Environmental Radius Report



2055 E. Rio Salado Pkwy
Tempe, AZ 85381
480-967-6752

Summary

National Priorities List (NPL)
CERCLIS List
CERCLIS NFRAP
RCRA CORRACTS Facilities
RCRA non-CORRACTS TSD Facilities
Federal Institutional Control / Engineering Control Registry
Emergency Response Notification System (ERNS)
US Toxic Release Inventory
US RCRA Generators (CESQG, SQG, LQG)
US ACRES (Brownfields)
US NPDES
US Air Facility System (AIRS / AFS)
LA Underground Storage Tanks
LA Leaking Underground Storage Tanks

< 1/4	1/4 - 1/2	1/2 - 1
		1
4	1	5
2	2	9
		1
1		

National Priorities List (NPL)

This database returned no results for your area.

The Superfund Program, administered under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) is an EPA Program to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. The NPL (National Priorities List) is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the EPA in determining which sites warrant further investigation. The boundaries of an NPL site are not tied to the boundaries of the property on which a facility is located. The release may be contained within a single property's boundaries or may extend across property boundaries onto other properties. The boundaries can, and often do change as further information on the extent and degree of contamination is obtained.

CERCLIS List

This database returned no results for your area.

The United States Environmental Protection Agency (EPA) investigates known or suspected uncontrolled or abandoned hazardous substance facilities under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). EPA maintains a comprehensive list of these facilities in a database known as the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). These sites have either been investigated or are currently under investigation by the EPA for release or threatened release of hazardous substances. Once a site is placed in CERCLIS, it may be subjected to several levels of review and evaluation and ultimately placed on the National Priority List (NPL).

CERCLIS sites designated as "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund Action or NPL consideration.

CERCLIS NFRAP

This database returned no results for your area.

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

RCRA CORRACTS Facilities

This database returned no results for your area.

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA maintains the Corrective Action Report (CORRACTS) database of Resource Conservation and Recovery Act (RCRA) facilities that are undergoing "corrective action." A "corrective action order" is issued pursuant to RCRA Section 3008(h) when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. Corrective actions may be required beyond the facility's boundary and can be required regardless of when the release occurred, even if it predated RCRA.

RCRA non-CORRACTS TSD Facilities

This database returned no results for your area.

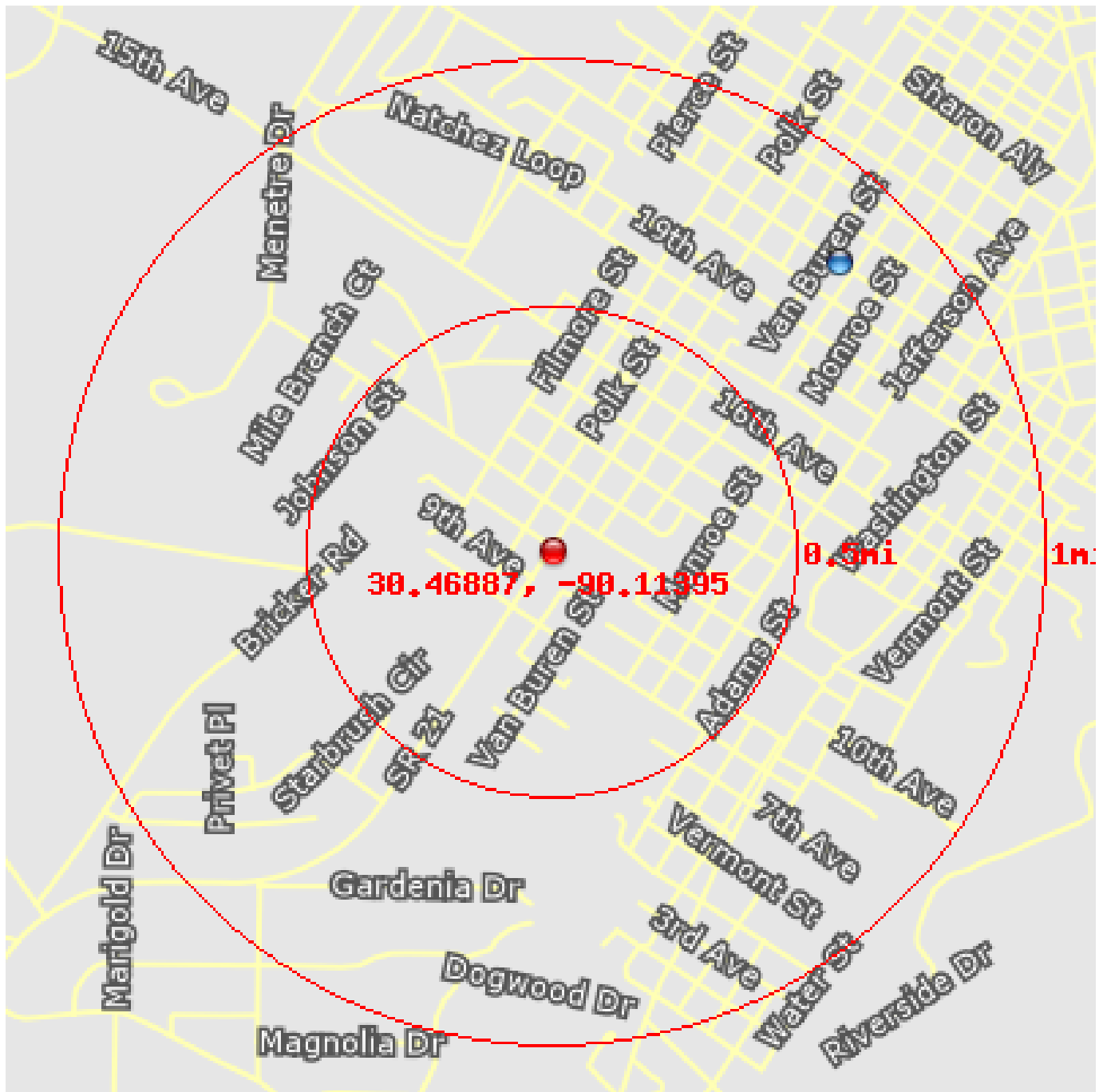
The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA's RCRA Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilities database is a compilation by the EPA of facilities that report generation, storage, transportation, treatment, or disposal of hazardous waste. RCRA Permitted Treatment, Storage, Disposal Facilities (RCRA-TSD) are facilities which treat, store and/or dispose of hazardous waste.

Federal Institutional Control / Engineering Control Registry

This database returned no results for your area.

Federal Institutional Control / Engineering Control Registry

Emergency Response Notification System (ERNS)



This database returned 1 results for your area.

The Emergency Response Notification System (ERNS) is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration's John Volpe National Transportation System Center and the National Response Center. There are primarily five Federal statutes that require release reporting: the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103; the Superfund Amendments and Reauthorization Act(SARA) Title III Section 304; the Clean Water Act of 1972(CWA) section 311(b)(3); and the Hazardous Material Transportation Act of 1974(HMTA section 1808(b).

Emergency Response Notification System (ERNS)

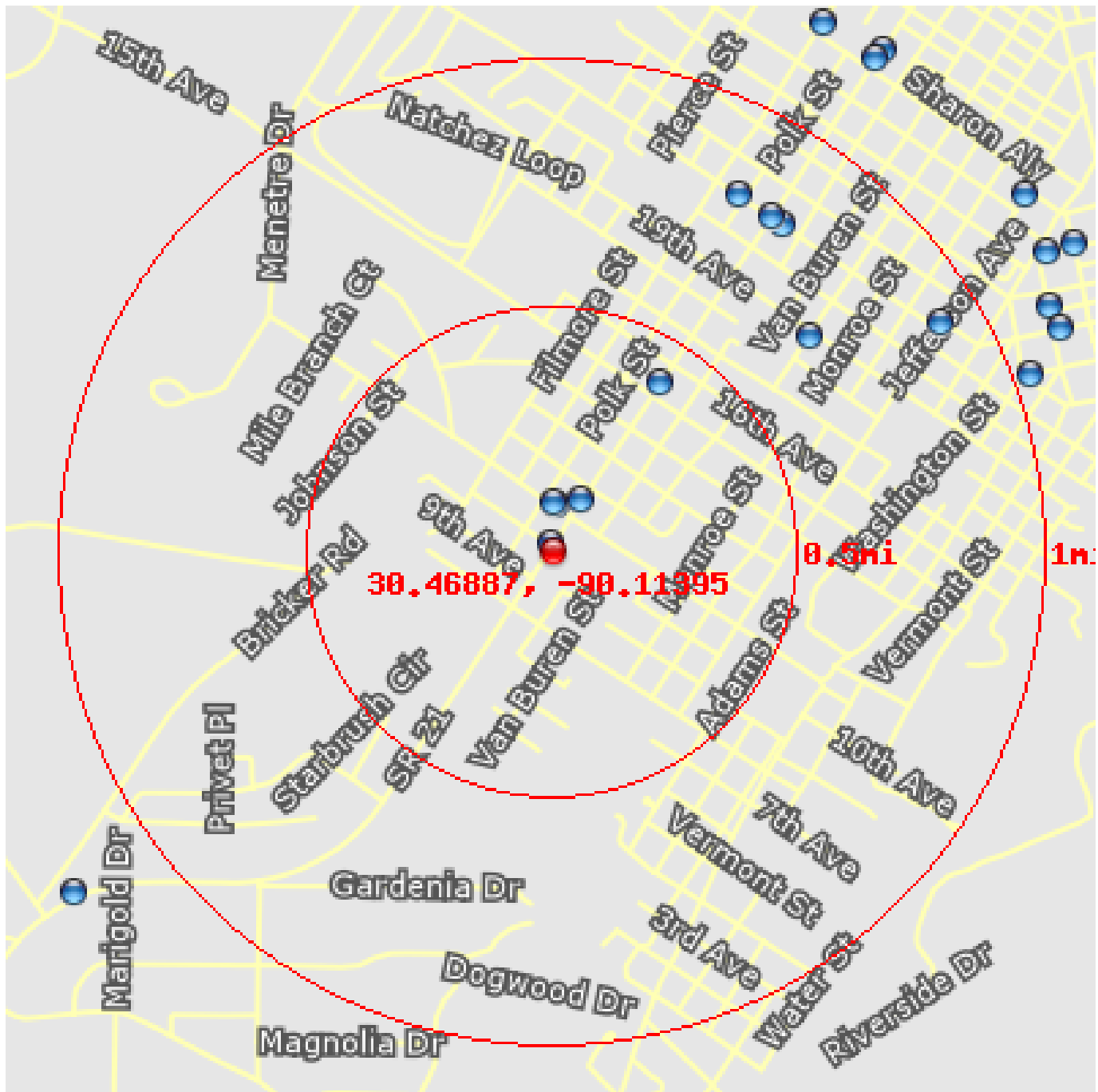
Location	30.47726, -90.10417
Distance to site	4340 ft / 0.82 mi NE
Incident	THE CALLER IS REPORTING A RELEASE OF NATURAL GAS INTO THE ATMOSPHERE. THE CALLER STATED THAT WHILE PURGING AIR USING NATURAL GAS THROUGH A DISTRIBUTION PIPELINE STATIC ELECTRICITY AT THE DISCHARGE POINT CAUSED A FLASH. THE CALLER STATED THAT THE INCIDENT FLASHED INTO AN OPERATORS FACE AND THAT INDIVIDUAL WAS TRANSPORTED TO A LOCAL HOSPITAL.
Incident Date	11/8/2014 10:05
Year Reported	2014
Address	LA HWY 21
City	COVINGTON
State	LA
County	ST. TAMMANY

US Toxic Release Inventory

This database returned no results for your area.

The Toxics Release Inventory (TRI) is a publicly available EPA database that contains information on toxic chemical releases and other waste management activities reported annually by certain covered industry groups as well as federal facilities. TRI reporters for all reporting years are provided in the file.

US RCRA Generators (CESQG, SQG, LQG)



This database returned 10 results for your area.

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). EPA maintains a database of facilities, which generate hazardous waste or treat, store, and/or dispose of hazardous wastes.

Conditionally Exempt Small Quantity Generators (CESQG) generate 100 kilograms or less per month of hazardous waste, or 1 kilogram or less per month of acutely hazardous waste.

Small Quantity Generators (SQG) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Large Quantity Generators (LQG) generate 1,000 kilograms per month or more of hazardous waste, or more than 1 kilogram per month of acutely hazardous waste.

US RCRA Generators (CESQG, SQG, LQG)

Location	30.469, -90.11391
Distance to site	50 ft / 0.01 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110001265960
EPA Identifier	110001265960
Primary Name	ST TAMMANY PARISH HOSPITAL
Address	1202 S TYLER ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	SQG
Updated On	04-NOV-2014 19:09:13
Recorded On	01-MAR-2000 00:00:00

Location	30.47017, -90.11381
Distance to site	477 ft / 0.09 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110020742259
EPA Identifier	110020742259
Primary Name	NORTHLAKE PEDIATRICS
Address	728 W 11TH ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 10:12:55
Recorded On	03-MAR-2005 10:18:08

US RCRA Generators (CESQG, SQG, LQG)

Location	30.4702, -90.11385
Distance to site	487 ft / 0.09 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003319007
EPA Identifier	110003319007
Primary Name	COVINGTON SURGERY CNTR
Address	725 W 11TH ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	621498
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:54:48
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	ALL OTHER OUTPATIENT CARE CENTERS.

Location	30.4703, -90.11289
Distance to site	619 ft / 0.12 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110037393905
EPA Identifier	110037393905
Primary Name	PETER SIMONEAUX MD
Address	1011 S TYLER ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	09-AUG-2010 08:06:03
Recorded On	15-DEC-2008 16:11:08

US RCRA Generators (CESQG, SQG, LQG)

Location	30.4737, -90.11027
Distance to site	2109 ft / 0.4 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003310186
EPA Identifier	110003310186
Primary Name	CLINTON A TALLEY DC
Address	618 S TYLER ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	LQG
Updated On	09-AUG-2010 07:37:21
Recorded On	01-MAR-2000 00:00:00

Location	30.47506, -90.10519
Distance to site	3562 ft / 0.67 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110059773678
EPA Identifier	110059773678
Primary Name	COVINGTON ELEMENTARY SCHOOL
Address	325 S JACKSON ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Recorded On	30-JUN-2014 10:44:23

Location	30.47838, -90.1061
Distance to site	4258 ft / 0.81 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110046235418
EPA Identifier	110046235418
Primary Name	CVS PHARMACY #5614
Address	627 W 21ST AVE
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	BR, RCRAINFO
Program Interests	HAZARDOUS WASTE BIENNIAL REPORTER, LQG
Updated On	29-JUL-2016 11:47:24
Recorded On	25-JUL-2012 14:40:25

US RCRA Generators (CESQG, SQG, LQG)

Location	30.47861, -90.10648
Distance to site	4259 ft / 0.81 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003264271
EPA Identifier	110003264271
Primary Name	MELE PRINTING
Address	100 TYLER SQUARE
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:54:15
Recorded On	01-MAR-2000 00:00:00

Location	30.47924, -90.10759
Distance to site	4282 ft / 0.81 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003346004
EPA Identifier	110003346004
Primary Name	ANIMAL HEALTH CLINIC INC
Address	817 W 21ST ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	621112
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:54:10
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	OFFICES OF PHYSICIANS, MENTAL HEALTH SPECIALISTS.

US RCRA Generators (CESQG, SQG, LQG)

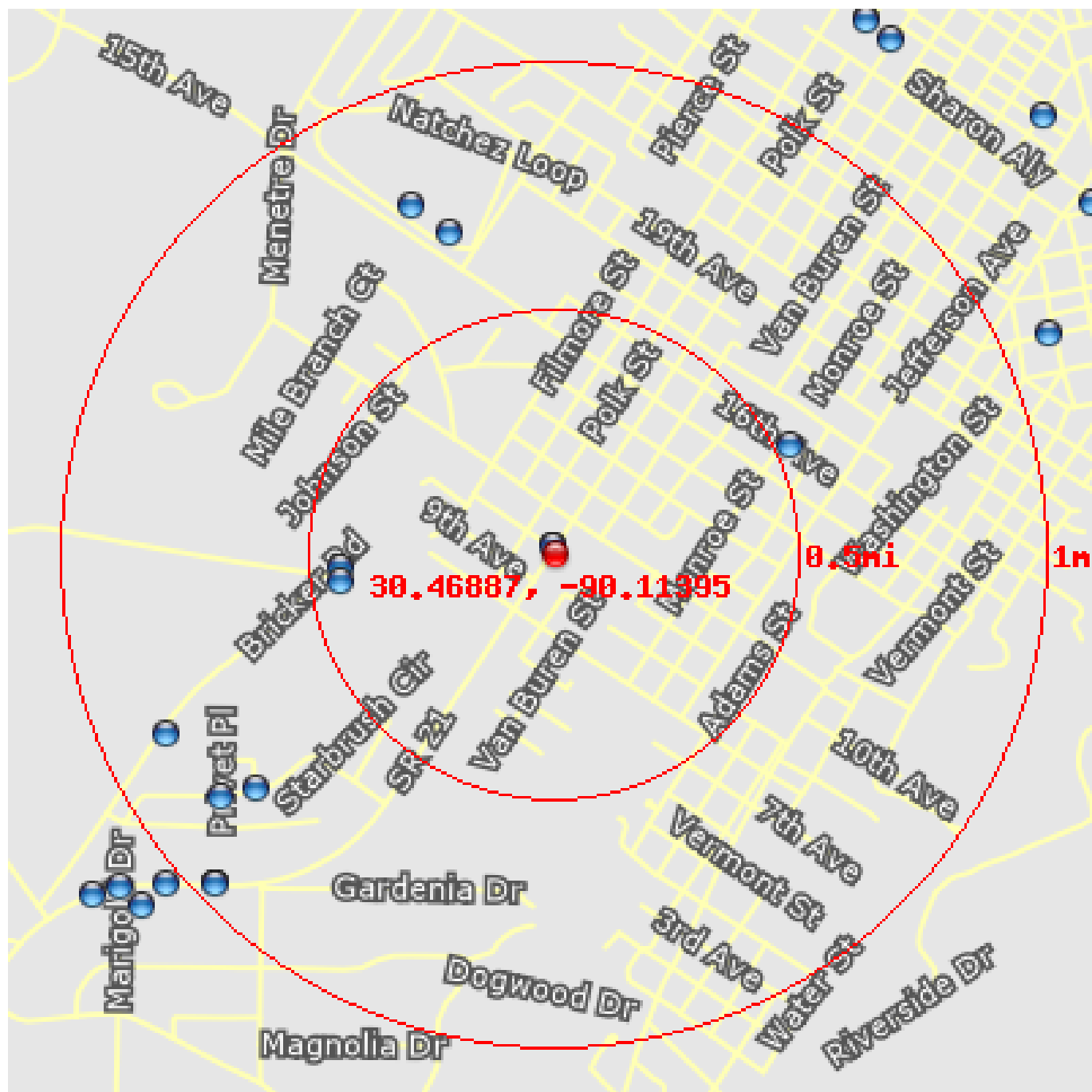
Location	30.47545, -90.10075
Distance to site	4794 ft / 0.91 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fij_query_detail.disp_program_facility?p_registry_id=110003298020
EPA Identifier	110003298020
Primary Name	JEFFERSON AVE EXXON
Address	104 W 21ST ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:53:46
Recorded On	01-MAR-2000 00:00:00

US ACRES (Brownfields)

This database returned no results for your area.

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. The Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an online database for Brownfields Grantees to electronically submit data directly to The United States Environmental Protection Agency (EPA)

US NPDES



This database returned 13 results for your area.

The NPDES module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

US NPDES

Location 30.469, -90.11391
Distance to site 50 ft / 0.01 mi N
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110067184950
EPA Identifier 110067184950
Primary Name MILTON J. WOMACK INC. - ST TAMMANY PARISH HOSPITAL
Address 1202 S TYLER ST
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70000
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR, STORM WATER CONSTRUCTION
Updated On 01-APR-2016 20:18:45
Recorded On 12-JAN-2016 12:08:12

Location 30.469, -90.11391
Distance to site 50 ft / 0.01 mi N
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110056977954
EPA Identifier 110056977954
Primary Name MILTON J. WOMACK INC
Address 1202 S. TYLER ST
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70433
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR, STORM WATER CONSTRUCTION
Updated On 11-JAN-2016 18:04:28
Recorded On 09-FEB-2014 20:00:15

Location 30.4684, -90.12118
Distance to site 2281 ft / 0.43 mi W
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110025310740
EPA Identifier 110025310740
Primary Name DEL SOL SUBDIVISION
Address BRICKER ROAD
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70470
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR, STORM WATER CONSTRUCTION
Updated On 03-MAY-2015 19:11:10
Recorded On 24-AUG-2006 21:03:37

US NPDES

Location 30.46797, -90.12119
Distance to site 2301 ft / 0.44 mi W
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110016684122
EPA Identifier 110016684122
Primary Name OUTPATIENT PAVILLION MEDICAL CENTER STP
Address 16300 LA HWY 1085
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70433
SIC Codes 4952
SIC Descriptions SEWERAGE SYSTEMS
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR
Updated On 08-FEB-2015 12:17:57
Recorded On 27-JAN-2004 16:30:09

Location 30.47199, -90.10588
Distance to site 2781 ft / 0.53 mi E
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110032825049
EPA Identifier 110032825049
Primary Name SAVANNAHS SUBDIVISION
Address OFF HWY 25,
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70435
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR, STORM WATER CONSTRUCTION
Updated On 08-FEB-2015 12:38:03
Recorded On 02-DEC-2007 17:09:18

US NPDES

Location 30.47819, -90.11745
Distance to site 3575 ft / 0.68 mi N
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110066926759
EPA Identifier 110066926759
Primary Name J.HAND HOMES LLC - THE VILLAGE SUBD.
Address 1345 NATCHEZ LOOP
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70434
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR, STORM WATER CONSTRUCTION
Updated On 01-APR-2016 19:39:56
Recorded On 10-NOV-2015 13:28:53

Location 30.47896, -90.11877
Distance to site 3984 ft / 0.75 mi NW
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110043733163
EPA Identifier 110043733163
Primary Name THE VILLAGE
Address 1510 NATCHEZ LOOP
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70000
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR, STORM WATER CONSTRUCTION
Updated On 11-JAN-2016 15:53:45
Recorded On 29-AUG-2011 10:34:45

US NPDES

Location	30.46197, -90.12402
Distance to site	4048 ft / 0.77 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110038180401
EPA Identifier	110038180401
Primary Name	TIMBER BRANCH WWTP
Address	ON CHEROKEE ROSE LN, W OFF HWY 21, N OF I-12
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
SIC Codes	4952
SIC Descriptions	SEWERAGE SYSTEMS
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	03-MAY-2015 19:28:25
Recorded On	31-MAR-2009 13:43:32

Location	30.46172, -90.12523
Distance to site	4405 ft / 0.83 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110041910698
EPA Identifier	110041910698
Primary Name	FAUBOURG-ST. JOHN SUBDIVISION
Address	PRIVETTE DR.
City	COVINGTON
County	ST. TAMMANY PARISH
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	11-JAN-2016 09:19:18
Recorded On	30-AUG-2010 20:49:00

US NPDES

Location	30.46353, -90.12702
Distance to site	4552 ft / 0.86 mi W
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110017368123
EPA Identifier	110017368123
Primary Name	TIMBER BRANCH STP
Address	CHEROKEE ROSE LANE
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70000
SIC Codes	4952
SIC Descriptions	SEWERAGE SYSTEMS
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	03-MAY-2015 20:23:11
Recorded On	20-MAR-2004 14:06:52

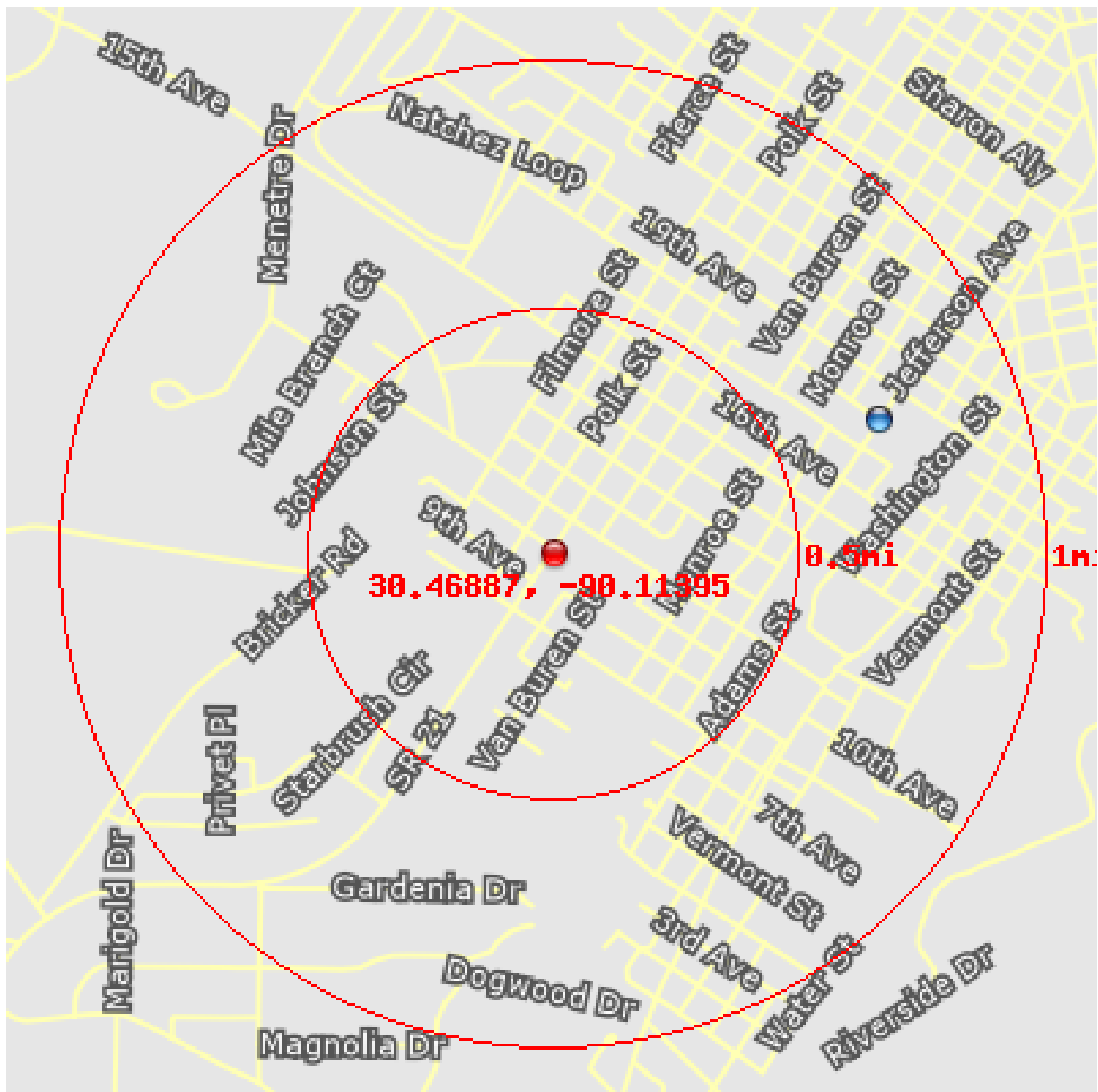
Location	30.45918, -90.12538
Distance to site	5044 ft / 0.96 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110063923535
EPA Identifier	110063923535
Primary Name	TULANE ORTHOPEDIC CLINIC
Address	71205 HWY 21
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Recorded On	14-APR-2015 10:49:09

US NPDES

Location	30.45918, -90.12538
Distance to site	5044 ft / 0.96 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110012312577
EPA Identifier	110012312577
Primary Name	DR. S K PUROHIT, MD
Address	71207 HWY 21
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES UNPERMITTED
Updated On	03-MAY-2015 18:51:50
Recorded On	01-MAR-2000 00:00:00

Location	30.45918, -90.12538
Distance to site	5044 ft / 0.96 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110017881194
EPA Identifier	110017881194
Primary Name	PREMIERE AFTER HOURS LLC
Address	71205 HWY 21
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:34:15
Recorded On	11-AUG-2004 13:56:26

US Air Facility System (AIRS / AFS)



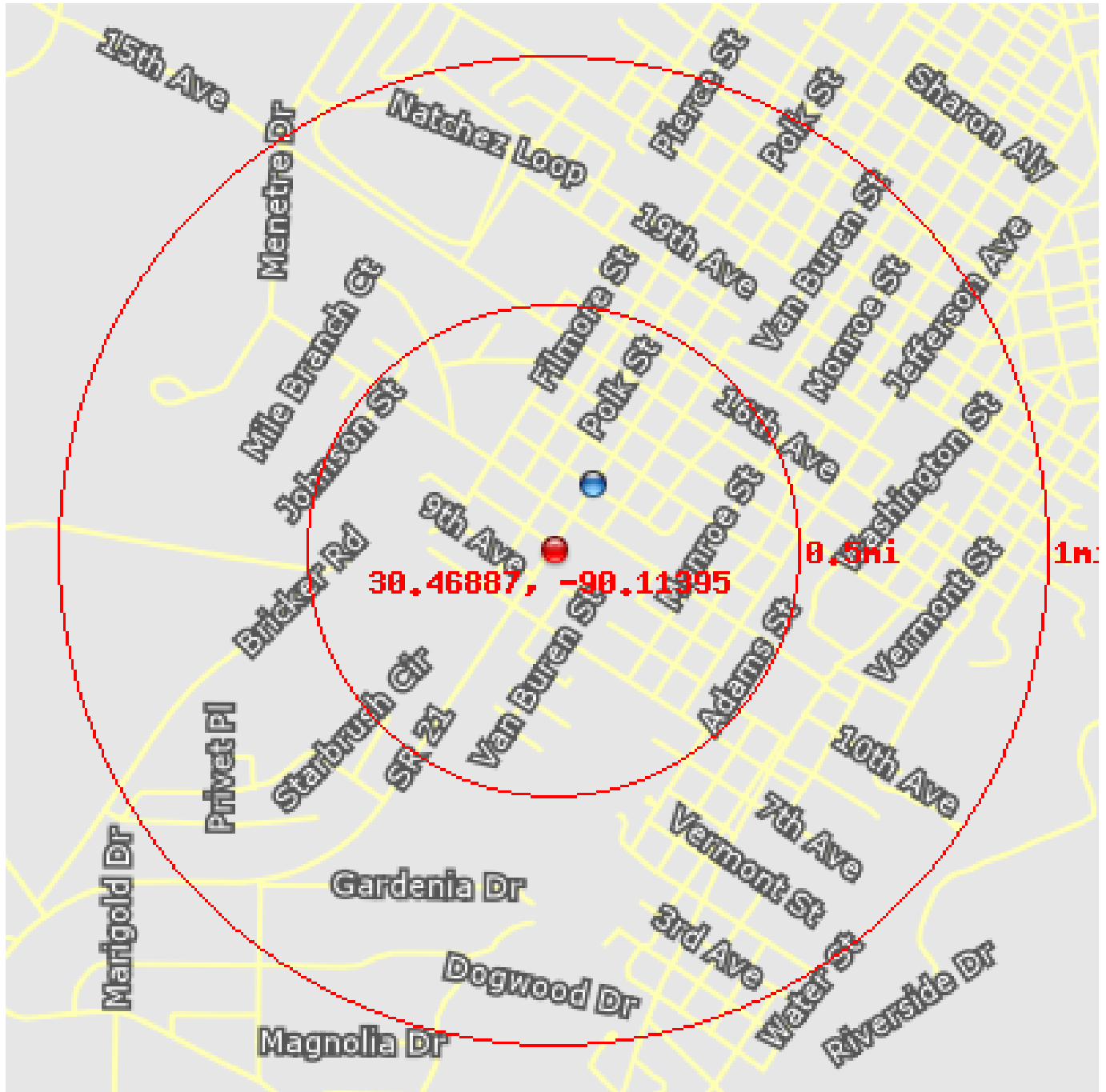
This database returned 1 results for your area.

The Air Facility System (AIRS / AFS) contains compliance and permit data for stationary sources of air pollution (such as electric power plants, steel mills, factories, and universities) regulated by EPA, state and local air pollution agencies. The information in AFS is used by the states to prepare State Implementation Plans (SIPs) and to track the compliance status of point sources with various regulatory programs under Clean Air Act.

US Air Facility System (AIRS / AFS)

Location	30.47268, -90.10288
Distance to site	3747 ft / 0.71 mi E
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110033671621
EPA Identifier	110033671621
Primary Name	STRIP JOINT
Address	410 N JEFFERSON ST
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433-2638
SIC Codes	5931
Programs	AIR, AIRS/AFS, LA-TEMPO
Program Interests	AIR EMISSIONS CLASSIFICATION UNKNOWN, AIR MINOR, STATE MASTER
Updated On	09-JAN-2015 20:36:09
Recorded On	26-MAR-2008 15:21:36

LA Underground Storage Tanks



This database returned 1 results for your area.

Underground Storage Tanks (UST) containing hazardous or petroleum substances are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The Louisiana Department of Environmental Quality (DEQ), UST Division maintains a list of registered USTs.

LA Underground Storage Tanks

Location	30.47071, -90.1126
Distance to site	792 ft / 0.15 mi NE
ID No.	77196
Name	On the Go Tyler Street Shell
Address	1001 S Tyler St
City	Covington
Zip Code	70434
Parish	St. Tammany
Owner	Blossman Oil Co Inc

LA Leaking Underground Storage Tanks

This database returned no results for your area.

Information on Leaking underground storage tanks containing hazardous or petroleum substances is maintained by the Louisiana Department of Environmental Quality (DEQ), UST Division.

Sec 2

627 W 21ST AVE, COVINGTON, LA 70433

Ref: Covington Bike

Monday, June 25, 2018

Environmental Radius Report



2055 E. Rio Salado Pkwy
Tempe, AZ 85381
480-967-6752

Summary

National Priorities List (NPL)
CERCLIS List
CERCLIS NFRAP
RCRA CORRACTS Facilities
RCRA non-CORRACTS TSD Facilities
Federal Institutional Control / Engineering Control Registry
Emergency Response Notification System (ERNS)
US Toxic Release Inventory
US RCRA Generators (CESQG, SQG, LQG)
US ACRES (Brownfields)
US NPDES
US Air Facility System (AIRS / AFS)
LA Underground Storage Tanks
LA Leaking Underground Storage Tanks

< 1/4	1/4 - 1/2	1/2 - 1
1		1
4	5	19
		1
	4	15
	1	
		2

National Priorities List (NPL)

This database returned no results for your area.

The Superfund Program, administered under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) is an EPA Program to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. The NPL (National Priorities List) is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the EPA in determining which sites warrant further investigation. The boundaries of an NPL site are not tied to the boundaries of the property on which a facility is located. The release may be contained within a single property's boundaries or may extend across property boundaries onto other properties. The boundaries can, and often do change as further information on the extent and degree of contamination is obtained.

CERCLIS List

This database returned no results for your area.

The United States Environmental Protection Agency (EPA) investigates known or suspected uncontrolled or abandoned hazardous substance facilities under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). EPA maintains a comprehensive list of these facilities in a database known as the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). These sites have either been investigated or are currently under investigation by the EPA for release or threatened release of hazardous substances. Once a site is placed in CERCLIS, it may be subjected to several levels of review and evaluation and ultimately placed on the National Priority List (NPL).

CERCLIS sites designated as "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund Action or NPL consideration.

CERCLIS NFRAP

This database returned no results for your area.

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

RCRA CORRACTS Facilities

This database returned no results for your area.

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA maintains the Corrective Action Report (CORRACTS) database of Resource Conservation and Recovery Act (RCRA) facilities that are undergoing "corrective action." A "corrective action order" is issued pursuant to RCRA Section 3008(h) when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. Corrective actions may be required beyond the facility's boundary and can be required regardless of when the release occurred, even if it predated RCRA.

RCRA non-CORRACTS TSD Facilities

This database returned no results for your area.

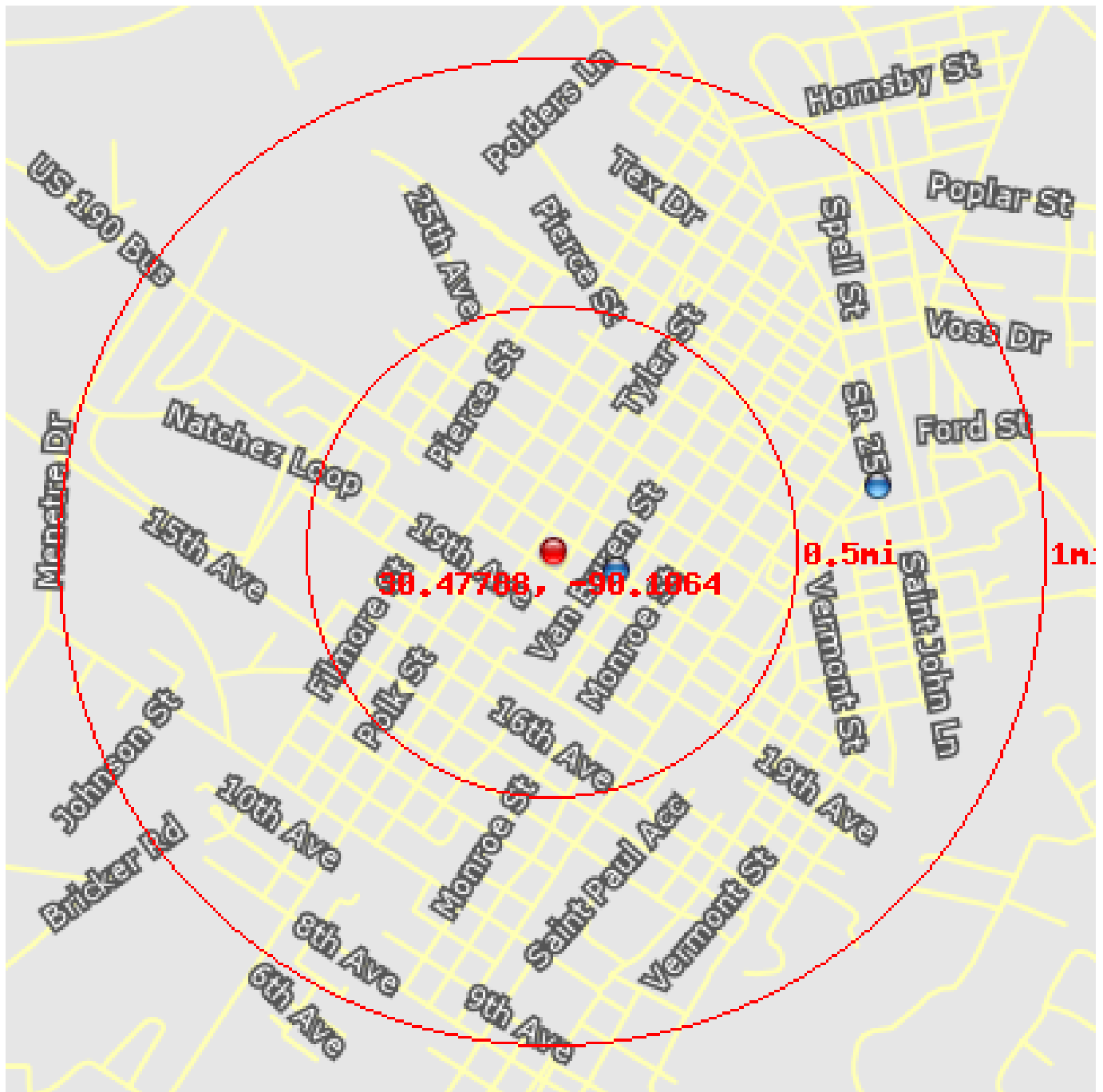
The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA's RCRA Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilities database is a compilation by the EPA of facilities that report generation, storage, transportation, treatment, or disposal of hazardous waste. RCRA Permitted Treatment, Storage, Disposal Facilities (RCRA-TSD) are facilities which treat, store and/or dispose of hazardous waste.

Federal Institutional Control / Engineering Control Registry

This database returned no results for your area.

Federal Institutional Control / Engineering Control Registry

Emergency Response Notification System (ERNS)



This database returned 2 results for your area.

The Emergency Response Notification System (ERNS) is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration's John Volpe National Transportation System Center and the National Response Center. There are primarily five Federal statutes that require release reporting: the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103; the Superfund Amendments and Reauthorization Act (SARA) Title III Section 304; the Clean Water Act of 1972 (CWA) section 311(b)(3); and the Hazardous Material Transportation Act of 1974 (HMTA) section 1808(b).

Emergency Response Notification System (ERNS)

Location	30.47726, -90.10417
Distance to site	736 ft / 0.14 mi E
Incident	THE CALLER IS REPORTING A RELEASE OF NATURAL GAS INTO THE ATMOSPHERE. THE CALLER STATED THAT WHILE PURGING AIR USING NATURAL GAS THROUGH A DISTRIBUTION PIPELINE STATIC ELECTRICITY AT THE DISCHARGE POINT CAUSED A FLASH. THE CALLER STATED THAT THE INCIDENT FLASHED INTO AN OPERATORS FACE AND THAT INDIVIDUAL WAS TRANSPORTED TO A LOCAL HOSPITAL.
Incident Date	11/8/2014 10:05
Year Reported	2014
Address	LA HWY 21
City	COVINGTON
State	LA
County	ST. TAMMANY

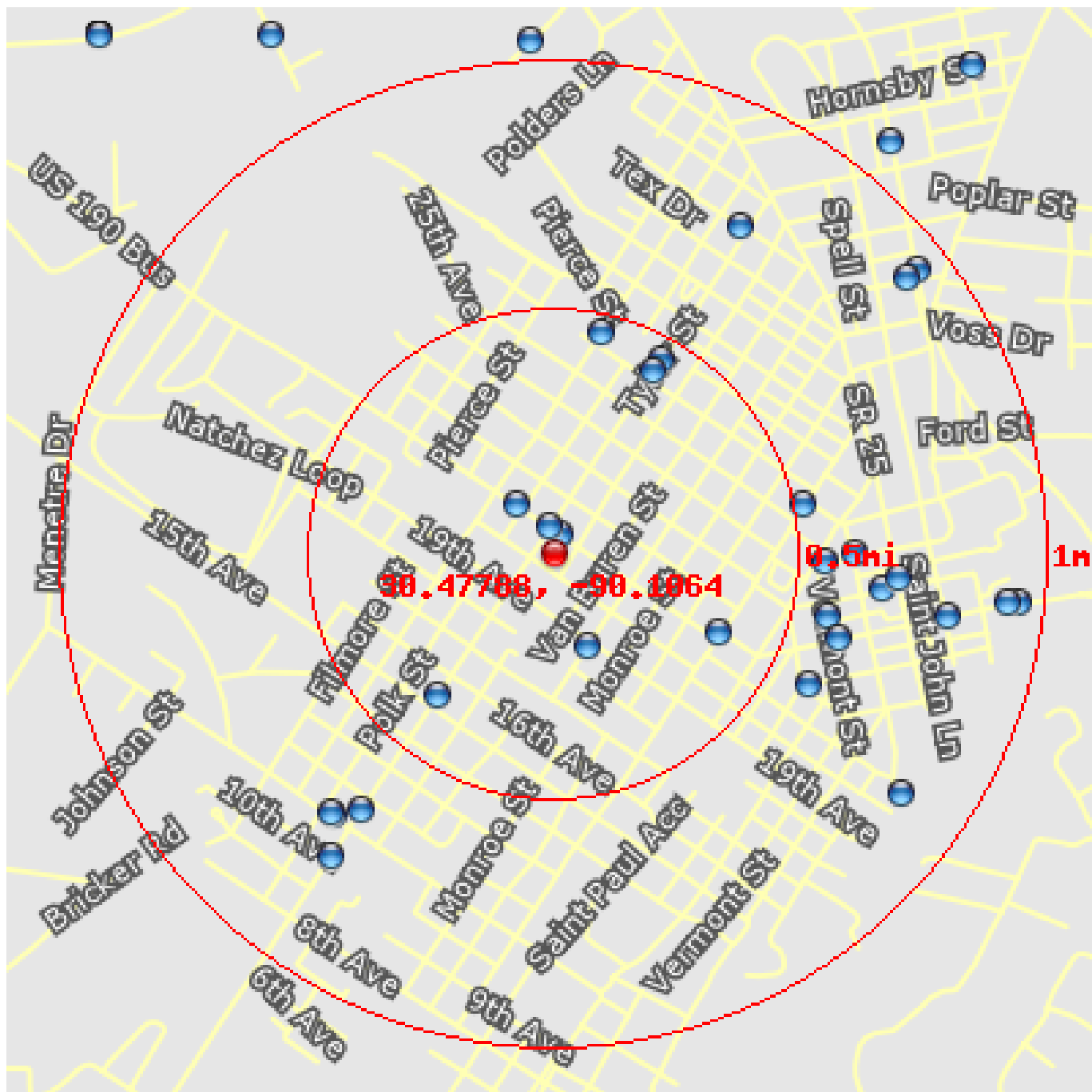
Location	30.47968, -90.0953
Distance to site	3552 ft / 0.67 mi E
Incident	THE CALLER STATED THAT SOMETHING WAS DUMPED INTO THE BAYOU KILLING APPROXIMAELY 60-70 FISH. THE CALLER STATED THERE IS A DARK BLACK SUBSTANCE ON THE SURFACE OF THE WATER THAT HAD A STRONG SEWAGE ODOR.
Incident Date	5/29/2011 19:15
Incident location	UNKNOWN SHEEN INCIDENT// BAYOU MONGA
Year Reported	2011
Address	BEHIND 300 LISMORE LANE
City	COVINGTON
State	LA
County	ST. TAMMANY

US Toxic Release Inventory

This database returned no results for your area.

The Toxics Release Inventory (TRI) is a publicly available EPA database that contains information on toxic chemical releases and other waste management activities reported annually by certain covered industry groups as well as federal facilities. TRI reporters for all reporting years are provided in the file.

US RCRA Generators (CESQG, SQG, LQG)



This database returned 28 results for your area.

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). EPA maintains a database of facilities, which generate hazardous waste or treat, store, and/or dispose of hazardous wastes.

Conditionally Exempt Small Quantity Generators (CESQG) generate 100 kilograms or less per month of hazardous waste, or 1 kilogram or less per month of acutely hazardous waste.

Small Quantity Generators (SQG) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Large Quantity Generators (LQG) generate 1,000 kilograms per month or more of hazardous waste, or more than 1 kilogram per month of acutely hazardous waste.

US RCRA Generators (CESQG, SQG, LQG)

Location	30.47838, -90.1061
Distance to site	205 ft / 0.04 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110046235418
EPA Identifier	110046235418
Primary Name	CVS PHARMACY #5614
Address	627 W 21ST AVE
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	BR, RCRAINFO
Program Interests	HAZARDOUS WASTE BIENNIAL REPORTER, LQG
Updated On	29-JUL-2016 11:47:24
Recorded On	25-JUL-2012 14:40:25

Location	30.47861, -90.10648
Distance to site	267 ft / 0.05 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003264271
EPA Identifier	110003264271
Primary Name	MELE PRINTING
Address	100 TYLER SQUARE
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:54:15
Recorded On	01-MAR-2000 00:00:00

US RCRA Generators (CESQG, SQG, LQG)

Location	30.47924, -90.10759
Distance to site	623 ft / 0.12 mi NW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003346004
EPA Identifier	110003346004
Primary Name	ANIMAL HEALTH CLINIC INC
Address	817 W 21ST ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	621112
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:54:10
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	OFFICES OF PHYSICIANS, MENTAL HEALTH SPECIALISTS.

Location	30.47506, -90.10519
Distance to site	1099 ft / 0.21 mi SE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110059773678
EPA Identifier	110059773678
Primary Name	COVINGTON ELEMENTARY SCHOOL
Address	325 S JACKSON ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Recorded On	30-JUN-2014 10:44:23

US RCRA Generators (CESQG, SQG, LQG)

Location	30.4737, -90.11027
Distance to site	1951 ft / 0.37 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003310186
EPA Identifier	110003310186
Primary Name	CLINTON A TALLEY DC
Address	618 S TYLER ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	LQG
Updated On	09-AUG-2010 07:37:21
Recorded On	01-MAR-2000 00:00:00

Location	30.47545, -90.10075
Distance to site	1984 ft / 0.38 mi SE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003298020
EPA Identifier	110003298020
Primary Name	JEFFERSON AVE EXXON
Address	104 W 21ST ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:53:46
Recorded On	01-MAR-2000 00:00:00

US RCRA Generators (CESQG, SQG, LQG)

Location	30.48317, -90.10294
Distance to site	2215 ft / 0.42 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110032669262
EPA Identifier	110032669262
Primary Name	MELE PRINTING
Address	619 N TYLER ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	323119, 323122
Programs	RCRAINFO
Program Interests	CESQG
Updated On	10-AUG-2014 11:40:27
Recorded On	21-NOV-2007 13:05:21
NAICS Descriptions	OTHER COMMERCIAL PRINTING., PREPRESS SERVICES.

Location	30.48347, -90.10272
Distance to site	2345 ft / 0.44 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110014457088
EPA Identifier	110014457088
Primary Name	CHAMPAGNE BEVERAGE COMPANY INC
Address	620 NORTH TYLER STREET
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70434
Programs	RCRAINFO
Program Interests	SQG
Updated On	29-DEC-2014 13:06:54
Recorded On	01-JUL-2003 17:58:15

US RCRA Generators (CESQG, SQG, LQG)

Location 30.48427, -90.10476
Distance to site 2388 ft / 0.45 mi N
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003293196
EPA Identifier 110003293196
Primary Name MORENOS EUROPEAN AUTO SVC
Address 600 N TAYLOR
City COVINGTON
County ST TAMMANY
State LA
Zipcode 70433
Programs RCRAINFO
Program Interests CESQG
Updated On 29-DEC-2014 09:54:35
Recorded On 01-MAR-2000 00:00:00

Location 30.4792, -90.0979
Distance to site 2716 ft / 0.51 mi E
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003321272
EPA Identifier 110003321272
Primary Name H & K AUTOMOTIVE SVC
Address 516 N JEFFERSON
City COVINGTON
County ST TAMMANY
State LA
Zipcode 70433
Programs RCRAINFO
Program Interests CESQG
Updated On 29-DEC-2014 09:54:43
Recorded On 01-MAR-2000 00:00:00

Location 30.47756, -90.09716
Distance to site 2908 ft / 0.55 mi E
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110046528343
EPA Identifier 110046528343
Primary Name HEINER BRAU MICROBREWERY
Address 226 E LOCKWOOD ST
City COVINGTON
County ST TAMMANY
State LA
Zipcode 70433
Programs RCRAINFO
Program Interests CESQG
Updated On 28-MAR-2014 23:21:43
Recorded On 12-OCT-2012 14:56:53

US RCRA Generators (CESQG, SQG, LQG)

Location	30.47593, -90.09706
Distance to site	3022 ft / 0.57 mi E
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003333349
EPA Identifier	110003333349
Primary Name	MUNICH MOTOREN WERKE INC
Address	334 N VERMONT
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	811111
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:56:04
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	GENERAL AUTOMOTIVE REPAIR.

Location	30.474, -90.0977
Distance to site	3080 ft / 0.58 mi SE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003349902
EPA Identifier	110003349902
Primary Name	BELLSOUTH TELECOMMUNICATIONS INC J2827
Address	410 E RUTLAND ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	SQG
Updated On	09-AUG-2010 00:44:50
Recorded On	01-MAR-2000 00:00:00

US RCRA Generators (CESQG, SQG, LQG)

Location	30.47535, -90.09666
Distance to site	3200 ft / 0.61 mi E
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110059773650
EPA Identifier	110059773650
Primary Name	ST TAMMANY PARISH SCHOOL ANNEX
Address	406 E BOSTON ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Recorded On	30-JUN-2014 10:44:20

Location	30.47776, -90.09618
Distance to site	3213 ft / 0.61 mi E
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003366857
EPA Identifier	110003366857
Primary Name	CUSTOM PAINT & AUTO SH
Address	502 N NEW HAMPSHIRE
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	811121
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:57:31
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	AUTOMOTIVE BODY, PAINT, AND INTERIOR REPAIR AND MAINTENANCE.

US RCRA Generators (CESQG, SQG, LQG)

Location 30.4703, -90.11289
Distance to site 3438 ft / 0.65 mi SW
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110037393905
EPA Identifier 110037393905
Primary Name PETER SIMONEAUX MD
Address 1011 S TYLER ST
City COVINGTON
County ST TAMMANY
State LA
Zipcode 70433
Programs RCRAINFO
Program Interests CESQG
Updated On 09-AUG-2010 08:06:03
Recorded On 15-DEC-2008 16:11:08

Location 30.47676, -90.09526
Distance to site 3527 ft / 0.67 mi E
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003344934
EPA Identifier 110003344934
Primary Name HEBERT CLNRS
Address 422 E GIBSON ST
City COVINGTON
County ST TAMMANY
State LA
Zipcode 70433
Programs RCRAINFO
Program Interests CESQG
Updated On 02-DEC-2014 15:12:43
Recorded On 01-MAR-2000 00:00:00

Location 30.47017, -90.11381
Distance to site 3653 ft / 0.69 mi SW
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110020742259
EPA Identifier 110020742259
Primary Name NORTHLAKE PEDIATRICS
Address 728 W 11TH ST
City COVINGTON
County ST TAMMANY
State LA
Zipcode 70433
Programs RCRAINFO
Program Interests CESQG
Updated On 29-DEC-2014 10:12:55
Recorded On 03-MAR-2005 10:18:08

US RCRA Generators (CESQG, SQG, LQG)

Location	30.4702, -90.11385
Distance to site	3654 ft / 0.69 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003319007
EPA Identifier	110003319007
Primary Name	COVINGTON SURGERY CNTR
Address	725 W 11TH ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	621498
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:54:48
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	ALL OTHER OUTPATIENT CARE CENTERS.

Location	30.47711, -90.09469
Distance to site	3694 ft / 0.7 mi E
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003367302
EPA Identifier	110003367302
Primary Name	OBSESSIONS
Address	421 N COLUMBIA ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	321219
Programs	RCRAINFO
Program Interests	CESQG
Updated On	09-AUG-2010 07:49:44
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	RECONSTITUTED WOOD PRODUCT MANUFACTURING.

US RCRA Generators (CESQG, SQG, LQG)

Location	30.48735, -90.09999
Distance to site	4002 ft / 0.76 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003290466
EPA Identifier	110003290466
Primary Name	JAMES AUTO RPR
Address	728 W 31TH
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	09-AUG-2010 00:38:19
Recorded On	01-MAR-2000 00:00:00

Location	30.469, -90.11391
Distance to site	4009 ft / 0.76 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110001265960
EPA Identifier	110001265960
Primary Name	ST TAMMANY PARISH HOSPITAL
Address	1202 S TYLER ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	SQG
Updated On	04-NOV-2014 19:09:13
Recorded On	01-MAR-2000 00:00:00

US RCRA Generators (CESQG, SQG, LQG)

Location	30.47599, -90.09297
Distance to site	4279 ft / 0.81 mi E
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003321281
EPA Identifier	110003321281
Primary Name	SUPERIOR TIRE OF SE LA INC
Address	709 E BOSTON ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	811118
Programs	RCRAINFO
Program Interests	CESQG
Updated On	09-AUG-2010 07:45:06
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	OTHER AUTOMOTIVE MECHANICAL AND ELECTRICAL REPAIR AND MAINTENANCE.

Location	30.47082, -90.09461
Distance to site	4515 ft / 0.86 mi SE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003355379
EPA Identifier	110003355379
Primary Name	THE HOME DEPOT 0358
Address	40 PARK DR
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	SQG
Updated On	09-AUG-2010 07:36:53
Recorded On	01-MAR-2000 00:00:00

US RCRA Generators (CESQG, SQG, LQG)

Location	30.48582, -90.09437
Distance to site	4766 ft / 0.9 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fij_query_detail.disp_program_facility?p_registry_id=110003318311
EPA Identifier	110003318311
Primary Name	NORTH SHORE IMPORTS
Address	105 W JESSE JONES ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	811118
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:55:34
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	OTHER AUTOMOTIVE MECHANICAL AND ELECTRICAL REPAIR AND MAINTENANCE.

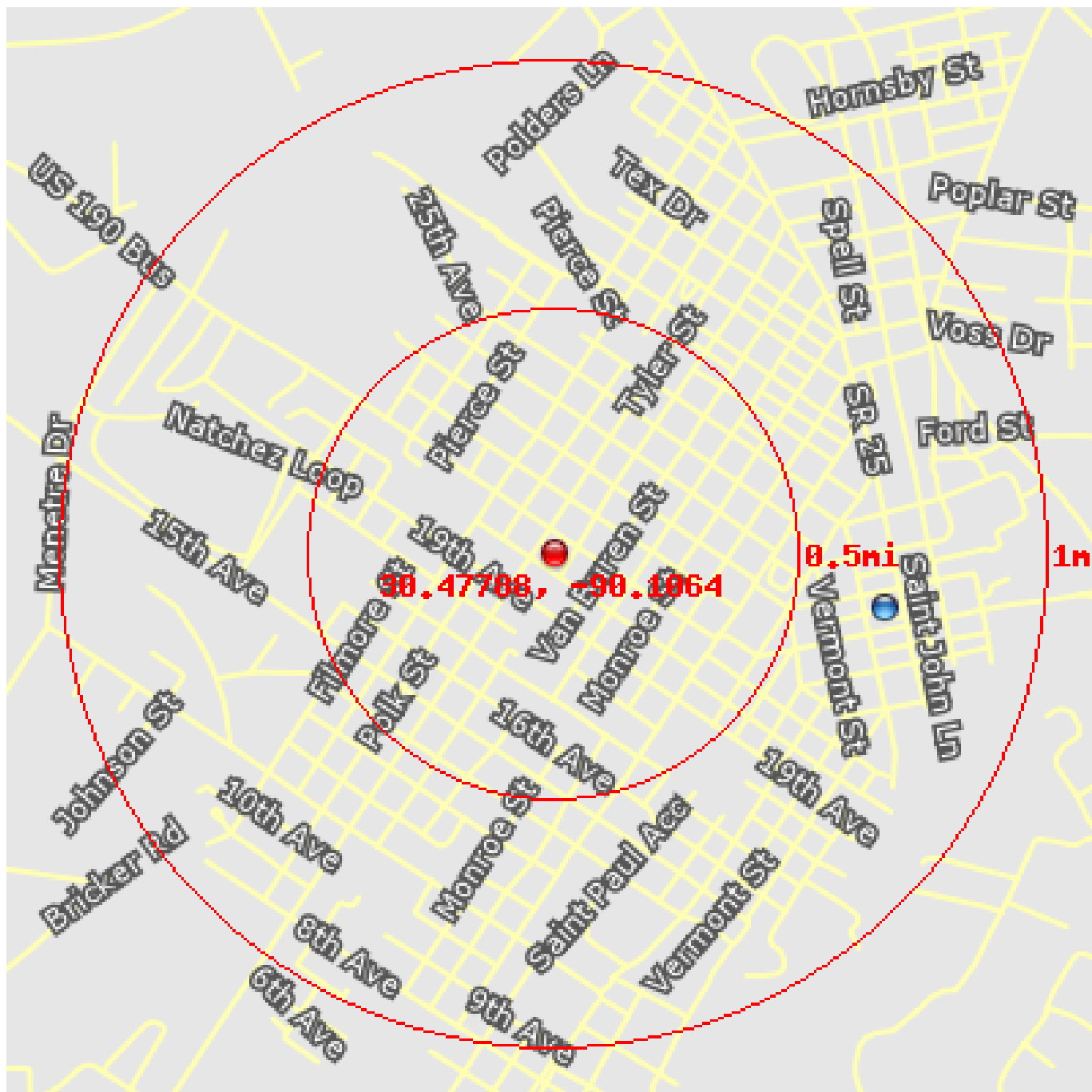
Location	30.47635, -90.09098
Distance to site	4881 ft / 0.92 mi E
Info URL	http://ofmpub.epa.gov/enviro/fij_query_detail.disp_program_facility?p_registry_id=110003263673
EPA Identifier	110003263673
Primary Name	H D HIMEL INC
Address	823 E BOSTON ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	09-AUG-2010 00:37:43
Recorded On	01-MAR-2000 00:00:00

US RCRA Generators (CESQG, SQG, LQG)

Location	30.48609, -90.09405
Distance to site	4906 ft / 0.93 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003296996
EPA Identifier	110003296996
Primary Name	GARRETT HONDA YAMAHA OF COVINGTON
Address	1025 COLLINS BLVD
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	09-AUG-2010 00:23:20
Recorded On	01-MAR-2000 00:00:00

Location	30.47638, -90.09065
Distance to site	4983 ft / 0.94 mi E
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003270497
EPA Identifier	110003270497
Primary Name	BALDWIN MTRS INC
Address	833 E BOSTON ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	SQG
Updated On	09-AUG-2010 00:30:50
Recorded On	01-MAR-2000 00:00:00

US ACRES (Brownfields)



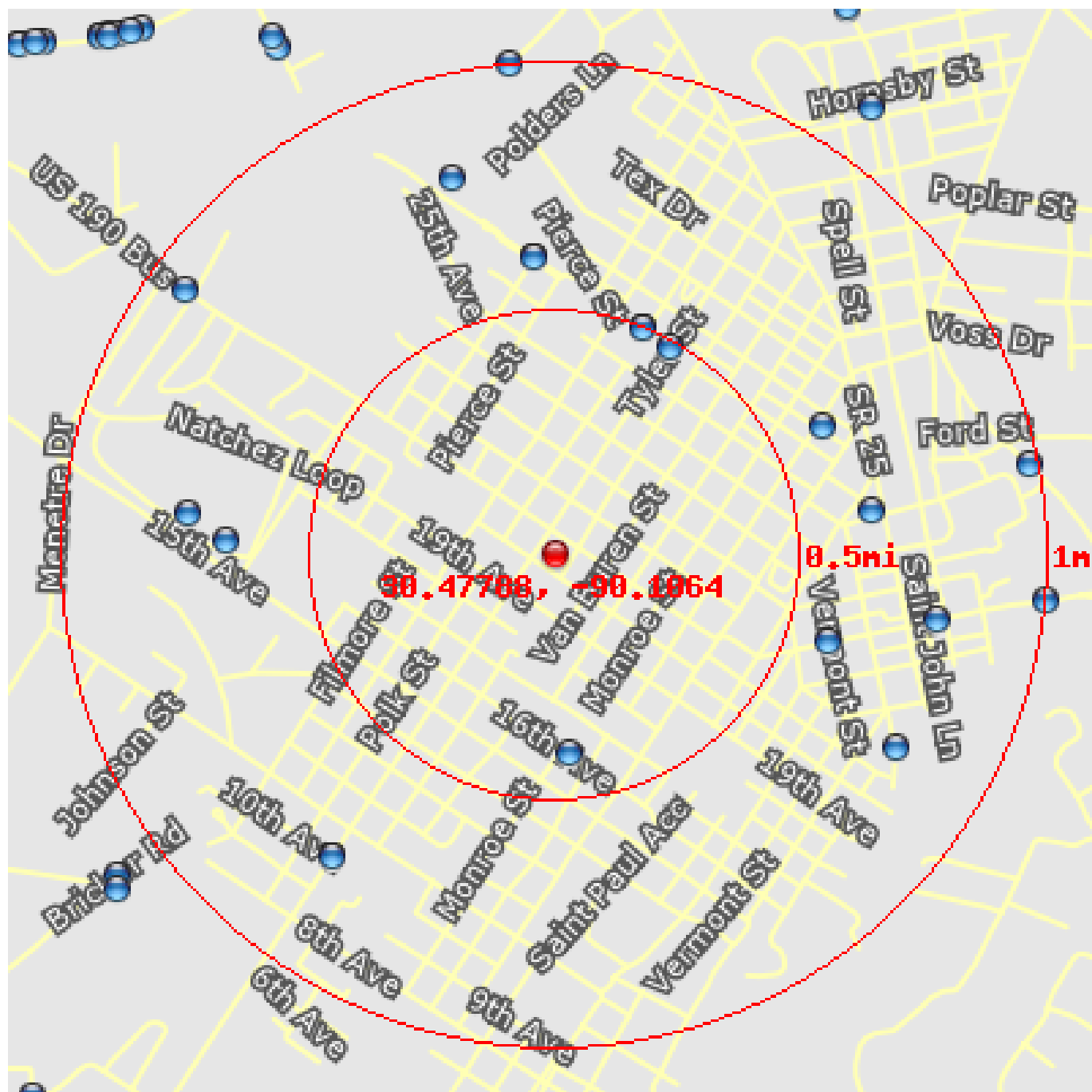
This database returned 1 results for your area.

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. The Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an online database for Brownfields Grantees to electronically submit data directly to The United States Environmental Protection Agency (EPA)

US ACRES (Brownfields)

Location	30.4762, -90.09513
Distance to site	3597 ft / 0.68 mi E
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110039529597
EPA Identifier	110039529597
Primary Name	12 OX-LOTS
Address	VARIOUS LOCATIONS
City	COVINGTON
County	JEFFERSON
State	LA
Zipcode	70433
Programs	ACRES
Program Interests	BROWNFIELDS PROPERTY
Updated On	22-SEP-2014 21:03:48
Recorded On	22-OCT-2009 15:53:15

US NPDES



This database returned 19 results for your area.

The NPDES module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

US NPDES

Location 30.47199, -90.10588
Distance to site 2156 ft / 0.41 mi S
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110032825049
EPA Identifier 110032825049
Primary Name SAVANNAHS SUBDIVISION
Address OFF HWY 25,
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70435
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR, STORM WATER CONSTRUCTION
Updated On 08-FEB-2015 12:38:03
Recorded On 02-DEC-2007 17:09:18

Location 30.48382, -90.10246
Distance to site 2496 ft / 0.47 mi NE
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110038180973
EPA Identifier 110038180973
Primary Name THE GROVES AT MILE BRANCH
Address WEST 27TH AVE.
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70433
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR, STORM WATER CONSTRUCTION
Updated On 03-MAY-2015 19:00:26
Recorded On 31-MAR-2009 13:44:15

US NPDES

Location	30.48439, -90.10335
Distance to site	2562 ft / 0.49 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110063986174
EPA Identifier	110063986174
Primary Name	DAVE HANSON / CARIBOU CREEK
Address	UNKNOWN
City	UNKNOWN
State	AK
Zipcode	00000
SIC Codes	1041
SIC Descriptions	GOLD ORES
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	01-APR-2016 20:36:22
Recorded On	17-APR-2015 18:13:49

Location	30.48439, -90.10335
Distance to site	2562 ft / 0.49 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110039161279
EPA Identifier	110039161279
Primary Name	BLOSSMAN OIL CO INC
Address	703 N POLK ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	ICIS, NPDES, RCRAINFO
Program Interests	ENFORCEMENT/COMPLIANCE ACTIVITY, ICIS-NPDES NON-MAJOR, STORM WATER INDUSTRIAL, UNSPECIFIED UNIVERSE
Updated On	11-JAN-2016 12:27:32
Recorded On	24-AUG-2009 15:31:39

US NPDES

Location	30.47526, -90.09711
Distance to site	3075 ft / 0.58 mi E
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110011160830
EPA Identifier	110011160830
Primary Name	COVINGTON CAR CUSTOMS
Address	336 BOSTON ST.
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES UNPERMITTED
Updated On	05-JUL-2016 10:11:32
Recorded On	01-MAR-2000 00:00:00

Location	30.48645, -90.10708
Distance to site	3135 ft / 0.59 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110043486910
EPA Identifier	110043486910
Primary Name	COVINGTON STP
Address	1400 W. 27TH AVE
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
SIC Codes	4952, 7542
SIC Descriptions	CARWASHES, SEWERAGE SYSTEMS
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	07-OCT-2015 14:10:54
Recorded On	27-MAY-2011 01:00:07

US NPDES

Location 30.48645, -90.10708
Distance to site 3135 ft / 0.59 mi N
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110002046982
EPA Identifier 110002046982
Primary Name COVINGTON, CITY OF
Address 1400 WEST 27TH AVENUE
City COVINGTON
County SAINT TAMMANY
State LA
Zipcode 70433
SIC Codes 4952
SIC Descriptions SEWERAGE SYSTEMS
Programs ICIS, NPDES
Program Interests BIOSOLIDS, FORMAL ENFORCEMENT ACTION, ICIS-NPDES MAJOR
Updated On 11-SEP-2015 14:03:01
Recorded On 01-MAR-2000 00:00:00

Location 30.48158, -90.0973
Distance to site 3165 ft / 0.6 mi E
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110011181620
EPA Identifier 110011181620
Primary Name CHAMPION CYCLE CENTER, LLC
Address 804 N. COLLINS BLVD
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70433
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR
Updated On 08-FEB-2015 12:36:02
Recorded On 01-MAR-2000 00:00:00

US NPDES

Location 30.47908, -90.09563
Distance to site 3414 ft / 0.65 mi E
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110016696351
EPA Identifier 110016696351
Primary Name CITY OF COVINGTON
Address CITYWIDE SEWER SYSTEM
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70433
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR, PHASE II MS4
Updated On 08-FEB-2015 12:38:21
Recorded On 27-JAN-2004 17:21:59

Location 30.47819, -90.11745
Distance to site 3479 ft / 0.66 mi W
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110066926759
EPA Identifier 110066926759
Primary Name J.HAND HOMES LLC - THE VILLAGE SUBD.
Address 1345 NATCHEZ LOOP
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70434
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR, STORM WATER CONSTRUCTION
Updated On 01-APR-2016 19:39:56
Recorded On 10-NOV-2015 13:28:53

Location 30.47896, -90.11877
Distance to site 3912 ft / 0.74 mi W
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110043733163
EPA Identifier 110043733163
Primary Name THE VILLAGE
Address 1510 NATCHEZ LOOP
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70000
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR, STORM WATER CONSTRUCTION
Updated On 11-JAN-2016 15:53:45
Recorded On 29-AUG-2011 10:34:45

US NPDES

Location	30.469, -90.11391
Distance to site	4009 ft / 0.76 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110056977954
EPA Identifier	110056977954
Primary Name	MILTON J. WOMACK INC
Address	1202 S. TYLER ST
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR, STORM WATER CONSTRUCTION
Updated On	11-JAN-2016 18:04:28
Recorded On	09-FEB-2014 20:00:15

Location	30.469, -90.11391
Distance to site	4009 ft / 0.76 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110067184950
EPA Identifier	110067184950
Primary Name	MILTON J. WOMACK INC. - ST TAMMANY PARISH HOSPITAL
Address	1202 S TYLER ST
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70000
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR, STORM WATER CONSTRUCTION
Updated On	01-APR-2016 20:18:45
Recorded On	12-JAN-2016 12:08:12

US NPDES

Location	30.48876, -90.10978
Distance to site	4110 ft / 0.78 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110044259049
EPA Identifier	110044259049
Primary Name	COVINGTON SEWERAGE TREATMENT FACILITY
Address	1400 W. 27TH AVE.
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70434
SIC Codes	4952
SIC Descriptions	SEWERAGE SYSTEMS
Programs	ICIS, NPDES
Program Interests	FORMAL ENFORCEMENT ACTION, ICIS-NPDES MAJOR, ICIS-NPDES NON-MAJOR, POTW
Updated On	08-OCT-2016 10:23:44
Recorded On	28-NOV-2011 14:06:08
Location	30.47592, -90.09339
Distance to site	4153 ft / 0.79 mi E
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110063017738
EPA Identifier	110063017738
Primary Name	PRO-TECH EXTREME AUTO WORKS
Address	627 BOSTON ST
City	COVINGTON
County	ST. TAMMANY PARISH
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES UNPERMITTED
Updated On	11-JAN-2016 17:49:38
Recorded On	08-DEC-2014 10:56:51

US NPDES

Location 30.47218, -90.0948
Distance to site 4199 ft / 0.8 mi SE
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110009931182
EPA Identifier 110009931182
Primary Name FOREST PARK APARTMENTS STP
Address 1256 PARK DRIVE
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70433
SIC Codes 4952
SIC Descriptions SEWERAGE SYSTEMS
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR
Updated On 08-FEB-2015 12:39:25
Recorded On 01-MAR-2000 00:00:00

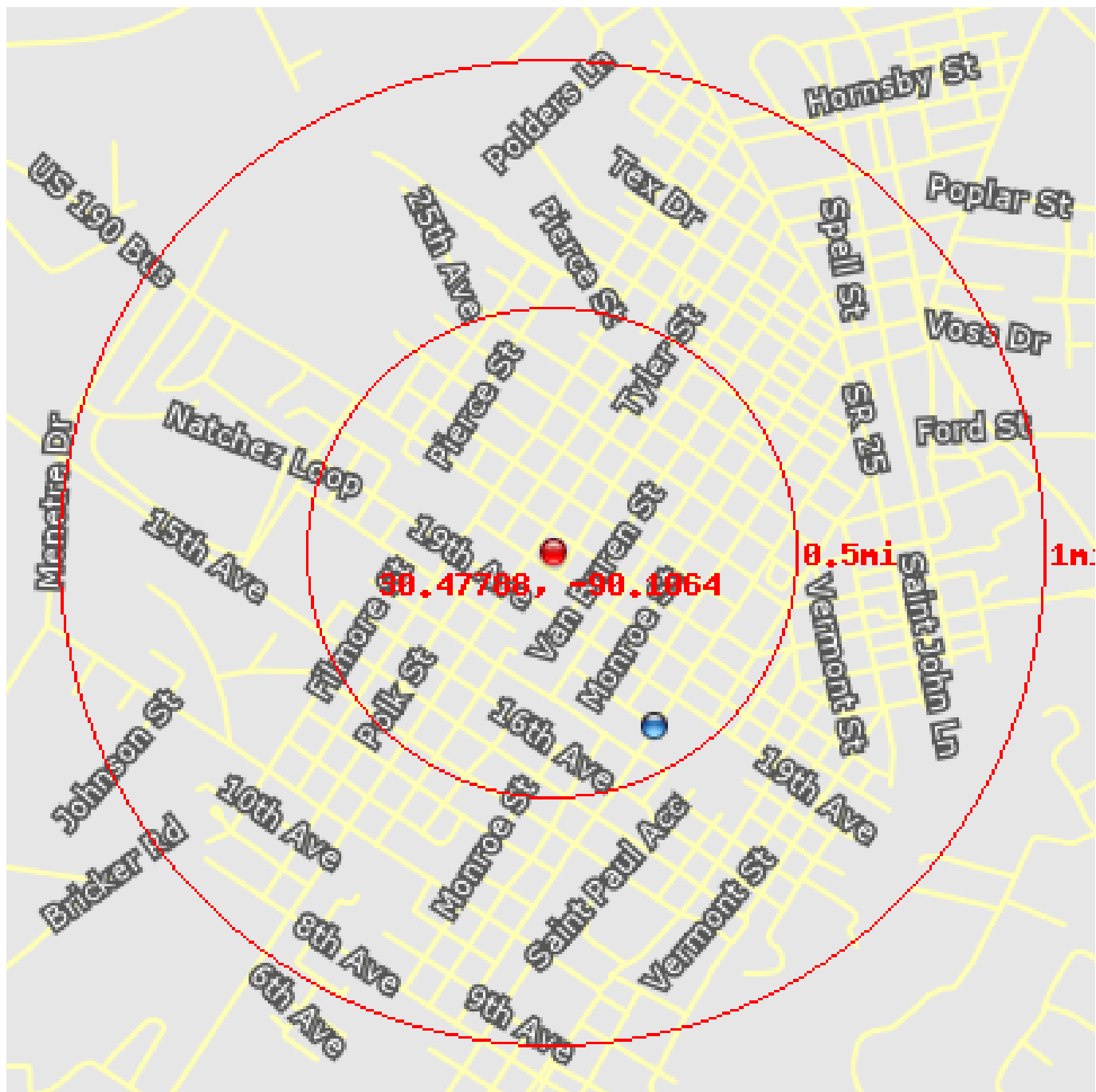
Location 30.48555, -90.11883
Distance to site 4807 ft / 0.91 mi NW
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110055632356
EPA Identifier 110055632356
Primary Name BUBBA'S SUPPER CLUB LLC - BEAUTY SALON
Address 2000 W. 21ST AVENUE
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70433
SIC Codes 9999
SIC Descriptions NONCLASSIFIABLE ESTABLISHMENTS
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR
Updated On 11-JAN-2016 09:40:11
Recorded On 06-SEP-2013 16:26:19

US NPDES

Location	30.48046, -90.09027
Distance to site	5159 ft / 0.98 mi E
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110012807882
EPA Identifier	110012807882
Primary Name	COLLINS BLVD. SPUR, INC.
Address	810 COLLINS BLVD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:20:14
Recorded On	22-OCT-2002 18:56:25

Location	30.49212, -90.10791
Distance to site	5218 ft / 0.99 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110039180837
EPA Identifier	110039180837
Primary Name	NORTHSHORE WORKFORCE TRANSITIONAL WORK PROGRAM FAC.
Address	1101 CHAMPAGNE STREET
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
SIC Codes	8331
SIC Descriptions	JOB TRAINING AND VOCATIONAL REHABILITATION SERVICES
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	11-JAN-2016 16:29:38
Recorded On	24-AUG-2009 18:41:16

US Air Facility System (AIRS / AFS)



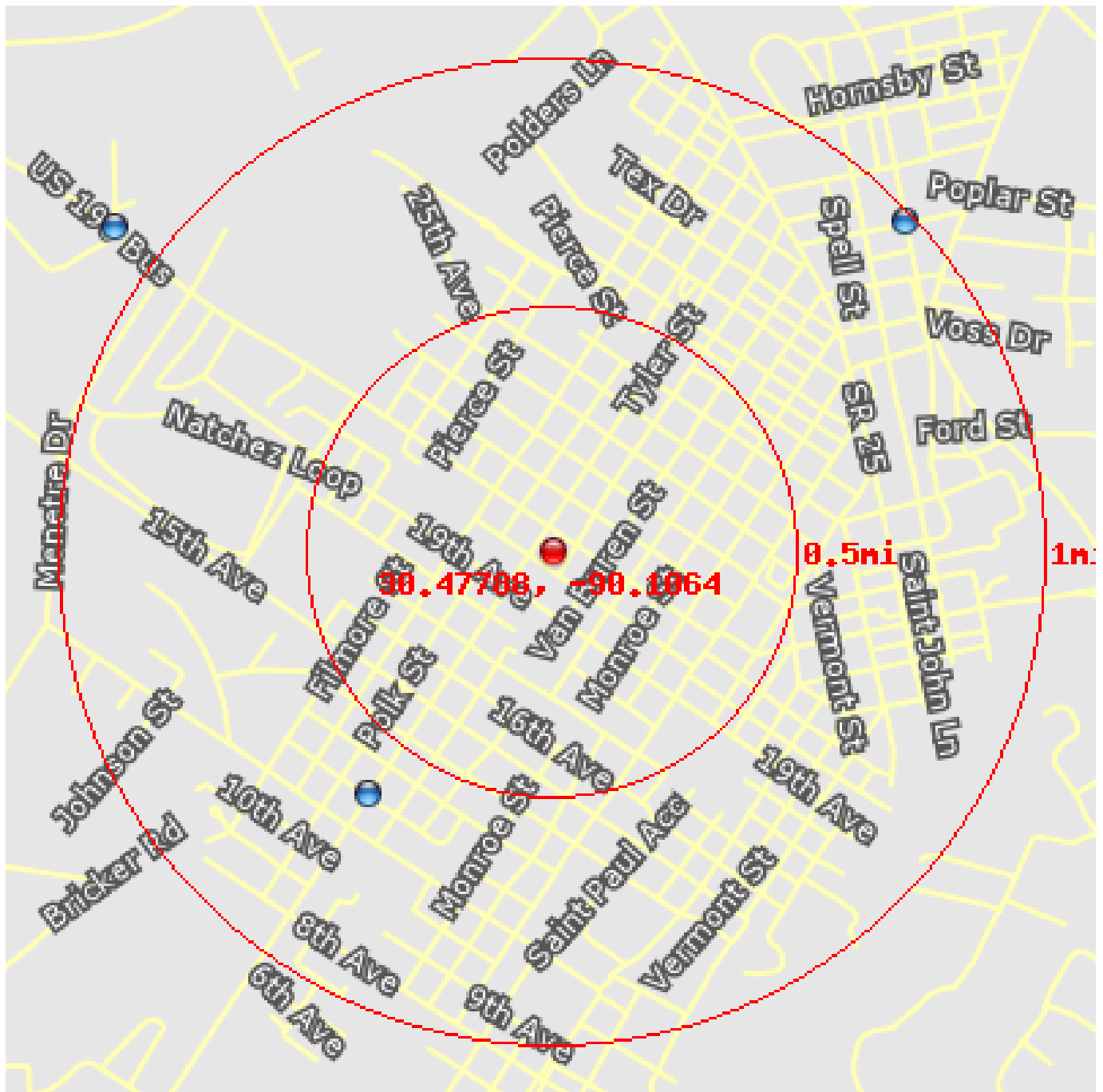
This database returned 1 results for your area.

The Air Facility System (AIRS / AFS) contains compliance and permit data for stationary sources of air pollution (such as electric power plants, steel mills, factories, and universities) regulated by EPA, state and local air pollution agencies. The information in AFS is used by the states to prepare State Implementation Plans (SIPs) and to track the compliance status of point sources with various regulatory programs under Clean Air Act.

US Air Facility System (AIRS / AFS)

Location	30.47268, -90.10288
Distance to site	2198 ft / 0.42 mi SE
Info URL	http://ofmpub.epa.gov/enviro/fij_query_detail.disp_program_facility?p_registry_id=110033671621
EPA Identifier	110033671621
Primary Name	STRIP JOINT
Address	410 N JEFFERSON ST
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433-2638
SIC Codes	5931
Programs	AIR, AIRS/AFS, LA-TEMPO
Program Interests	AIR EMISSIONS CLASSIFICATION UNKNOWN, AIR MINOR, STATE MASTER
Updated On	09-JAN-2015 20:36:09
Recorded On	26-MAR-2008 15:21:36

LA Underground Storage Tanks



This database returned 2 results for your area.

Underground Storage Tanks (UST) containing hazardous or petroleum substances are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The Louisiana Department of Environmental Quality (DEQ), UST Division maintains a list of registered USTs.

LA Underground Storage Tanks

Location	30.47071, -90.1126
Distance to site	3265 ft / 0.62 mi SW
ID No.	77196
Name	On the Go Tyler Street Shell
Address	1001 S Tyler St
City	Covington
Zip Code	70434
Parish	St. Tammany
Owner	Blossman Oil Co Inc

Location	30.48742, -90.09436
Distance to site	5145 ft / 0.97 mi NE
ID No.	71228
Name	Coop's
Address	1031 Edwards
City	Covington
Zip Code	70433
Parish	St. Tammany
Owner	Stone Oil Co of Baton Rouge

LA Leaking Underground Storage Tanks

This database returned no results for your area.

Information on Leaking underground storage tanks containing hazardous or petroleum substances is maintained by the Louisiana Department of Environmental Quality (DEQ), UST Division.

Section 3

1123 N COLUMBIA ST, COVINGTON, LA 70433

Ref: Covington Bike Plan

Monday, June 25, 2018

Environmental Radius Report



2055 E. Rio Salado Pkwy
Tempe, AZ 85381
480-967-6752

Summary

National Priorities List (NPL)
CERCLIS List
CERCLIS NFRAP
RCRA CORRACTS Facilities
RCRA non-CORRACTS TSD Facilities
Federal Institutional Control / Engineering Control Registry
Emergency Response Notification System (ERNS)
US Toxic Release Inventory
US RCRA Generators (CESQG, SQG, LQG)
US ACRES (Brownfields)
US NPDES
US Air Facility System (AIRS / AFS)
LA Underground Storage Tanks
LA Leaking Underground Storage Tanks

< 1/4	1/4 - 1/2	1/2 - 1
		3
1	7	28
		1
	9	35
		1
	1	

National Priorities List (NPL)

This database returned no results for your area.

The Superfund Program, administered under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) is an EPA Program to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. The NPL (National Priorities List) is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the EPA in determining which sites warrant further investigation. The boundaries of an NPL site are not tied to the boundaries of the property on which a facility is located. The release may be contained within a single property's boundaries or may extend across property boundaries onto other properties. The boundaries can, and often do change as further information on the extent and degree of contamination is obtained.

CERCLIS List

This database returned no results for your area.

The United States Environmental Protection Agency (EPA) investigates known or suspected uncontrolled or abandoned hazardous substance facilities under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). EPA maintains a comprehensive list of these facilities in a database known as the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). These sites have either been investigated or are currently under investigation by the EPA for release or threatened release of hazardous substances. Once a site is placed in CERCLIS, it may be subjected to several levels of review and evaluation and ultimately placed on the National Priority List (NPL).

CERCLIS sites designated as "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund Action or NPL consideration.

CERCLIS NFRAP

This database returned no results for your area.

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

RCRA CORRACTS Facilities

This database returned no results for your area.

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA maintains the Corrective Action Report (CORRACTS) database of Resource Conservation and Recovery Act (RCRA) facilities that are undergoing "corrective action." A "corrective action order" is issued pursuant to RCRA Section 3008(h) when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. Corrective actions may be required beyond the facility's boundary and can be required regardless of when the release occurred, even if it predated RCRA.

RCRA non-CORRACTS TSD Facilities

This database returned no results for your area.

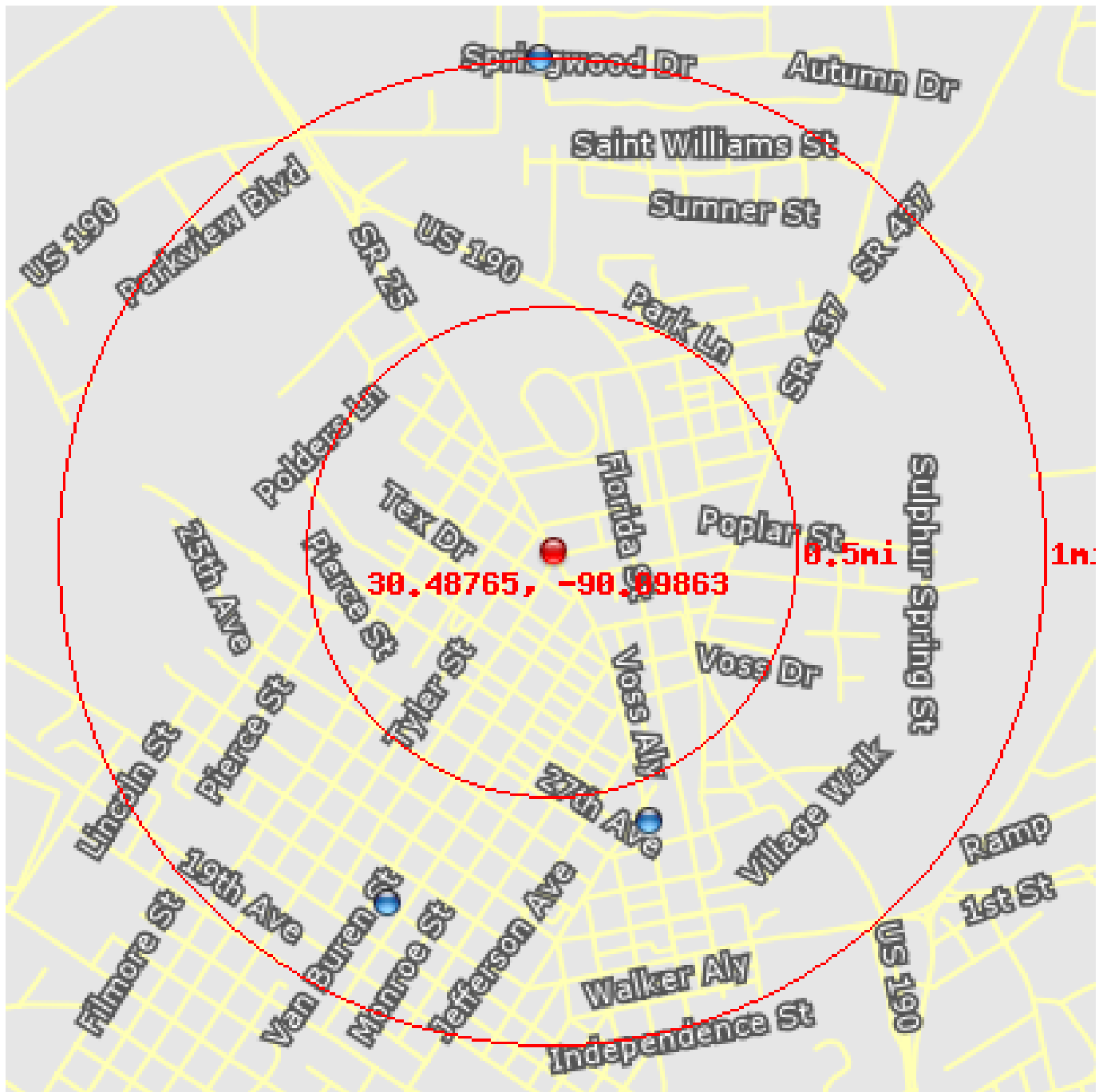
The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA's RCRA Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilities database is a compilation by the EPA of facilities that report generation, storage, transportation, treatment, or disposal of hazardous waste. RCRA Permitted Treatment, Storage, Disposal Facilities (RCRA-TSD) are facilities which treat, store and/or dispose of hazardous waste.

Federal Institutional Control / Engineering Control Registry

This database returned no results for your area.

Federal Institutional Control / Engineering Control Registry

Emergency Response Notification System (ERNS)



This database returned 3 results for your area.

The Emergency Response Notification System (ERNS) is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration's John Volpe National Transportation System Center and the National Response Center. There are primarily five Federal statutes that require release reporting: the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103; the Superfund Amendments and Reauthorization Act (SARA) Title III Section 304; the Clean Water Act of 1972 (CWA) section 311(b)(3); and the Hazardous Material Transportation Act of 1974 (HMTA) section 1808(b).

Emergency Response Notification System (ERNS)

Location	30.47968, -90.0953
Distance to site	3091 ft / 0.59 mi SE
Incident	THE CALLER STATED THAT SOMETHING WAS DUMPED INTO THE BAYOU KILLING APPROXIMATELY 60-70 FISH. THE CALLER STATED THERE IS A DARK BLACK SUBSTANCE ON THE SURFACE OF THE WATER THAT HAD A STRONG SEWAGE ODOR.
Incident Date	5/29/2011 19:15
Incident location	UNKNOWN SHEEN INCIDENT// BAYOU MONGA
Year Reported	2011
Address	BEHIND 300 LISMORE LANE
City	COVINGTON
State	LA
County	ST. TAMMANY

Location	30.47726, -90.10417
Distance to site	4171 ft / 0.79 mi SW
Incident	THE CALLER IS REPORTING A RELEASE OF NATURAL GAS INTO THE ATMOSPHERE. THE CALLER STATED THAT WHILE PURGING AIR USING NATURAL GAS THROUGH A DISTRIBUTION PIPELINE STATIC ELECTRICITY AT THE DISCHARGE POINT CAUSED A FLASH. THE CALLER STATED THAT THE INCIDENT FLASHED INTO AN OPERATORS FACE AND THAT INDIVIDUAL WAS TRANSPORTED TO A LOCAL HOSPITAL.
Incident Date	11/8/2014 10:05
Year Reported	2014
Address	LA HWY 21
City	COVINGTON
State	LA
County	ST. TAMMANY

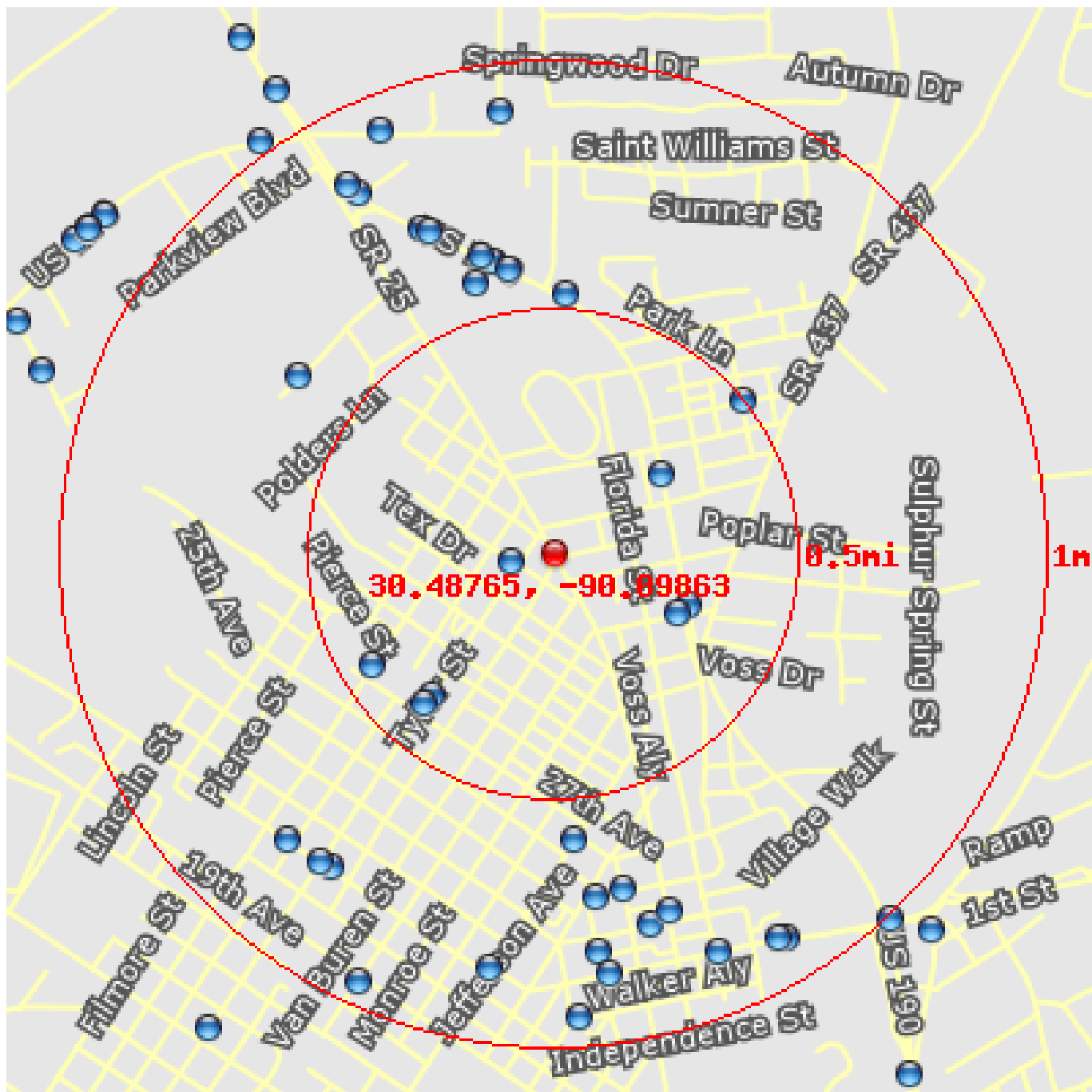
Location	30.50199, -90.09897
Distance to site	5235 ft / 0.99 mi N
Incident	CALLER IS REPORTING THE DUMPING OF AN UNKNOWN STRIPPER USED IN THE TREATMENT OF FURNITURE. CALLER STATES ONCE THE MATERIAL IS USED IT IS DUMPED IN THE BACK OF THE BUILDING. CALLER STATES THIS INCIDENT OCCURS EVERYDAY BETWEEN 8AM-4PM.
Incident Date	3/25/2010 8:00
Year Reported	2010
Address	181133 BRANCH CROSSING DRIVE
City	COVINGTON
State	LA
County	ST. TAMMANY
Zip Code	70435

US Toxic Release Inventory

This database returned no results for your area.

The Toxics Release Inventory (TRI) is a publicly available EPA database that contains information on toxic chemical releases and other waste management activities reported annually by certain covered industry groups as well as federal facilities. TRI reporters for all reporting years are provided in the file.

US RCRA Generators (CESQG, SQG, LQG)



This database returned 36 results for your area.

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). EPA maintains a database of facilities, which generate hazardous waste or treat, store, and/or dispose of hazardous wastes.

Conditionally Exempt Small Quantity Generators (CESQG) generate 100 kilograms or less per month of hazardous waste, or 1 kilogram or less per month of acutely hazardous waste.

Small Quantity Generators (SQG) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Large Quantity Generators (LQG) generate 1,000 kilograms per month or more of hazardous waste, or more than 1 kilogram per month of acutely hazardous waste.

US RCRA Generators (CESQG, SQG, LQG)

Location	30.48735, -90.09999
Distance to site	443 ft / 0.08 mi W
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003290466
EPA Identifier	110003290466
Primary Name	JAMES AUTO RPR
Address	728 W 31TH
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	09-AUG-2010 00:38:19
Recorded On	01-MAR-2000 00:00:00

Location	30.48985, -90.09492
Distance to site	1417 ft / 0.27 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003290028
EPA Identifier	110003290028
Primary Name	A 1 GLASS SVC INC
Address	1247 COLLINS BLVD
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	811111
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:55:39
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	GENERAL AUTOMOTIVE REPAIR.

US RCRA Generators (CESQG, SQG, LQG)

Location	30.48582, -90.09437
Distance to site	1496 ft / 0.28 mi SE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003318311
EPA Identifier	110003318311
Primary Name	NORTH SHORE IMPORTS
Address	105 W JESSE JONES ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	811118
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:55:34
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	OTHER AUTOMOTIVE MECHANICAL AND ELECTRICAL REPAIR AND MAINTENANCE.

Location	30.48609, -90.09405
Distance to site	1547 ft / 0.29 mi E
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003296996
EPA Identifier	110003296996
Primary Name	GARRETT HONDA YAMAHA OF COVINGTON
Address	1025 COLLINS BLVD
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	09-AUG-2010 00:23:20
Recorded On	01-MAR-2000 00:00:00

US RCRA Generators (CESQG, SQG, LQG)

Location	30.48347, -90.10272
Distance to site	1996 ft / 0.38 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110014457088
EPA Identifier	110014457088
Primary Name	CHAMPAGNE BEVERAGE COMPANY INC
Address	620 NORTH TYLER STREET
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70434
Programs	RCRAINFO
Program Interests	SQG
Updated On	29-DEC-2014 13:06:54
Recorded On	01-JUL-2003 17:58:15

Location	30.48317, -90.10294
Distance to site	2125 ft / 0.4 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110032669262
EPA Identifier	110032669262
Primary Name	MELE PRINTING
Address	619 N TYLER ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	323119, 323122
Programs	RCRAINFO
Program Interests	CESQG
Updated On	10-AUG-2014 11:40:27
Recorded On	21-NOV-2007 13:05:21
NAICS Descriptions	OTHER COMMERCIAL PRINTING., PREPRESS SERVICES.

US RCRA Generators (CESQG, SQG, LQG)

Location 30.48427, -90.10476
Distance to site 2289 ft / 0.43 mi SW
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003293196
EPA Identifier 110003293196
Primary Name MORENOS EUROPEAN AUTO SVC
Address 600 N TAYLOR
City COVINGTON
County ST TAMMANY
State LA
Zipcode 70433
Programs RCRAINFO
Program Interests CESQG
Updated On 29-DEC-2014 09:54:35
Recorded On 01-MAR-2000 00:00:00

Location 30.49204, -90.09213
Distance to site 2596 ft / 0.49 mi NE
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003275054
EPA Identifier 110003275054
Primary Name OSTEEN CONSTRUCTION CORP
Address 408 E HORNSBY ST
City COVINGTON
County ST TAMMANY
State LA
Zipcode 70433
Programs RCRAINFO
Program Interests SQG
Updated On 09-AUG-2010 00:33:49
Recorded On 01-MAR-2000 00:00:00

Location 30.49509, -90.0982
Distance to site 2720 ft / 0.52 mi N
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003317562
EPA Identifier 110003317562
Primary Name NORWEL EQUIP CO
Address 1764 COLLINS BLVD
City COVINGTON
County ST TAMMANY
State LA
Zipcode 70433
Programs RCRAINFO
Program Interests CESQG
Updated On 09-AUG-2010 07:48:51
Recorded On 01-MAR-2000 00:00:00

US RCRA Generators (CESQG, SQG, LQG)

Location	30.49547, -90.10119
Distance to site	2966 ft / 0.56 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003318990
EPA Identifier	110003318990
Primary Name	LESTER'S BODY SHOP INC.
Address	1750 COLLINS BLVD
City	COVINGTON
County	SAINT TAMMANY
State	LA
Zipcode	70433-5651
NAICS Codes	811121
SIC Codes	7532
SIC Descriptions	TOP, BODY, AND UPHOLSTERY REPAIR SHOPS AND PAINT SHOPS
Programs	NPDES, RCRAINFO
Program Interests	CESQG, ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:24:34
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	AUTOMOTIVE BODY, PAINT, AND INTERIOR REPAIR AND MAINTENANCE.

Location	30.49587, -90.10013
Distance to site	3039 ft / 0.58 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110012246140
EPA Identifier	110012246140
Primary Name	ACADIAN AMBULANCE SVC INC
Address	1856 N COLLINS BLVD
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	488999
Programs	RCRAINFO
Program Interests	SQG
Updated On	04-JUN-2015 08:30:49
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	ALL OTHER SUPPORT ACTIVITIES FOR TRANSPORTATION.

US RCRA Generators (CESQG, SQG, LQG)

Location	30.4792, -90.0979
Distance to site	3091 ft / 0.59 mi S
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003321272
EPA Identifier	110003321272
Primary Name	H & K AUTOMOTIVE SVC
Address	516 N JEFFERSON
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:54:43
Recorded On	01-MAR-2000 00:00:00

Location	30.49608, -90.10063
Distance to site	3141 ft / 0.59 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003279014
EPA Identifier	110003279014
Primary Name	DOCAR SLS INC
Address	1875 COLLINS BLVD
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70434
NAICS Codes	453998
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:54:59
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	ALL OTHER MISCELLANEOUS STORE RETAILERS (EXCEPT TOBACCO STORES).

US RCRA Generators (CESQG, SQG, LQG)

Location	30.49623, -90.10099
Distance to site	3217 ft / 0.61 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110043309675
EPA Identifier	110043309675
Primary Name	TRACTOR SUPPLY #1428
Address	1884 COLLINS BLVD
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	453998
Programs	RCRAINFO
Program Interests	CESQG
Updated On	28-MAR-2014 23:17:01
Recorded On	08-MAR-2011 17:05:05
NAICS Descriptions	ALL OTHER MISCELLANEOUS STORE RETAILERS (EXCEPT TOBACCO STORES).

Location	30.49273, -90.10718
Distance to site	3266 ft / 0.62 mi NW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003302088
EPA Identifier	110003302088
Primary Name	ST TAMMANY PARISH SHERIFF OFFICE BARN
Address	1180 CHAMPAGNE ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	811118
Programs	RCRAINFO
Program Interests	CESQG
Updated On	09-AUG-2010 00:28:29
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	OTHER AUTOMOTIVE MECHANICAL AND ELECTRICAL REPAIR AND MAINTENANCE.

US RCRA Generators (CESQG, SQG, LQG)

Location	30.49696, -90.10279
Distance to site	3641 ft / 0.69 mi NW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110020842481
EPA Identifier	110020842481
Primary Name	TIRE KINGDOM #179
Address	1942 N COLLINS BLVD
City	COVINGTON
County	SAINT TAMMANY
State	LA
Zipcode	70433
NAICS Codes	811111
SIC Codes	7538
SIC Descriptions	GENERAL AUTOMOTIVE REPAIR SHOPS
Programs	NPDES, RCRAINFO
Program Interests	CESQG, ICIS-NPDES NON-MAJOR
Updated On	29-MAY-2015 19:31:52
Recorded On	11-APR-2005 17:14:53
NAICS Descriptions	GENERAL AUTOMOTIVE REPAIR.

Location	30.47776, -90.09618
Distance to site	3688 ft / 0.7 mi S
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003366857
EPA Identifier	110003366857
Primary Name	CUSTOM PAINT & AUTO SH
Address	502 N NEW HAMPSHIRE
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	811121
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:57:31
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	AUTOMOTIVE BODY, PAINT, AND INTERIOR REPAIR AND MAINTENANCE.

US RCRA Generators (CESQG, SQG, LQG)

Location	30.49706, -90.10303
Distance to site	3704 ft / 0.7 mi NW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003305897
EPA Identifier	110003305897
Primary Name	BELLSOUTH J2838
Address	1950 COLLINS
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	SQG
Updated On	29-DEC-2014 09:53:46
Recorded On	01-MAR-2000 00:00:00

Location	30.47756, -90.09716
Distance to site	3709 ft / 0.7 mi S
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110046528343
EPA Identifier	110046528343
Primary Name	HEINER BRAU MICROBREWERY
Address	226 E LOCKWOOD ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	28-MAR-2014 23:21:43
Recorded On	12-OCT-2012 14:56:53

US RCRA Generators (CESQG, SQG, LQG)

Location	30.47711, -90.09469
Distance to site	4040 ft / 0.77 mi S
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003367302
EPA Identifier	110003367302
Primary Name	OBSESSIONS
Address	421 N COLUMBIA ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	321219
Programs	RCRAINFO
Program Interests	CESQG
Updated On	09-AUG-2010 07:49:44
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	RECONSTITUTED WOOD PRODUCT MANUFACTURING.

Location	30.47676, -90.09526
Distance to site	4112 ft / 0.78 mi S
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003344934
EPA Identifier	110003344934
Primary Name	HEBERT CLNRS
Address	422 E GIBSON ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	02-DEC-2014 15:12:43
Recorded On	01-MAR-2000 00:00:00

US RCRA Generators (CESQG, SQG, LQG)

Location	30.47838, -90.1061
Distance to site	4119 ft / 0.78 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110046235418
EPA Identifier	110046235418
Primary Name	CVS PHARMACY #5614
Address	627 W 21ST AVE
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	BR, RCRAINFO
Program Interests	HAZARDOUS WASTE BIENNIAL REPORTER, LQG
Updated On	29-JUL-2016 11:47:24
Recorded On	25-JUL-2012 14:40:25

Location	30.47861, -90.10648
Distance to site	4122 ft / 0.78 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003264271
EPA Identifier	110003264271
Primary Name	MELE PRINTING
Address	100 TYLER SQUARE
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:54:15
Recorded On	01-MAR-2000 00:00:00

US RCRA Generators (CESQG, SQG, LQG)

Location	30.47924, -90.10759
Distance to site	4166 ft / 0.79 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003346004
EPA Identifier	110003346004
Primary Name	ANIMAL HEALTH CLINIC INC
Address	817 W 21ST ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	621112
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:54:10
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	OFFICES OF PHYSICIANS, MENTAL HEALTH SPECIALISTS.

Location	30.47593, -90.09706
Distance to site	4305 ft / 0.82 mi S
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003333349
EPA Identifier	110003333349
Primary Name	MUNICH MOTOREN WERKE INC
Address	334 N VERMONT
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
NAICS Codes	811111
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:56:04
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	GENERAL AUTOMOTIVE REPAIR.

US RCRA Generators (CESQG, SQG, LQG)

Location	30.49805, -90.10523
Distance to site	4326 ft / 0.82 mi NW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003358688
EPA Identifier	110003358688
Primary Name	ST. TAMMANY PARISH SHERIFF'S OFFICE
Address	2070 COLLINS BLVD.
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70434
NAICS Codes	811118
SIC Codes	7538
SIC Descriptions	GENERAL AUTOMOTIVE REPAIR SHOPS
Programs	NPDES, RCRAINFO
Program Interests	CESQG, ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:29:09
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	OTHER AUTOMOTIVE MECHANICAL AND ELECTRICAL REPAIR AND MAINTENANCE.

Location	30.49829, -90.10558
Distance to site	4457 ft / 0.84 mi NW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110046235454
EPA Identifier	110046235454
Primary Name	CVS PHARMACY #5469
Address	2101 COLLINS BLVD
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	BR, RCRAINFO
Program Interests	HAZARDOUS WASTE BIENNIAL REPORTER, LQG
Updated On	29-JUL-2016 11:47:24
Recorded On	25-JUL-2012 14:40:34

US RCRA Generators (CESQG, SQG, LQG)

Location	30.47545, -90.10075
Distance to site	4501 ft / 0.85 mi S
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003298020
EPA Identifier	110003298020
Primary Name	JEFFERSON AVE EXXON
Address	104 W 21ST ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Updated On	29-DEC-2014 09:53:46
Recorded On	01-MAR-2000 00:00:00

Location	30.47535, -90.09666
Distance to site	4531 ft / 0.86 mi S
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110059773650
EPA Identifier	110059773650
Primary Name	ST TAMMANY PARISH SCHOOL ANNEX
Address	406 E BOSTON ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Recorded On	30-JUN-2014 10:44:20

US RCRA Generators (CESQG, SQG, LQG)

Location 30.47599, -90.09297
Distance to site 4611 ft / 0.87 mi SE
Info URL http://ofmpub.epa.gov/enviro/fij_query_detail.disp_program_facility?p_registry_id=110003321281
EPA Identifier 110003321281
Primary Name SUPERIOR TIRE OF SE LA INC
Address 709 E BOSTON ST
City COVINGTON
County ST TAMMANY
State LA
Zipcode 70433
NAICS Codes 811118
Programs RCRAINFO
Program Interests CESQG
Updated On 09-AUG-2010 07:45:06
Recorded On 01-MAR-2000 00:00:00
NAICS Descriptions OTHER AUTOMOTIVE MECHANICAL AND ELECTRICAL REPAIR AND MAINTENANCE.

Location 30.50043, -90.10036
Distance to site 4698 ft / 0.89 mi N
Info URL http://ofmpub.epa.gov/enviro/fij_query_detail.disp_program_facility?p_registry_id=110012672642
EPA Identifier 110012672642
Primary Name GULF CRANE SERVICES, INC.
Address 73413 BOLLFIELD DRIVE
City COVINGTON
County SAINT TAMMANY
State LA
Zipcode 70435-5650
NAICS Codes 211111, 213112
SIC Codes 7699
SIC Descriptions REPAIR SHOPS AND RELATED SERVICES, NOT ELSEWHERE CLASSIFIED
Programs AIR, AIRS/AFS, LA-TEMPO, NPDES, RCRAINFO
Program Interests AIR MINOR, CESQG, ICIS-NPDES NON-MAJOR, STATE MASTER
Updated On 08-FEB-2015 12:16:26
Recorded On 30-AUG-2002 16:25:23
NAICS Descriptions CRUDE PETROLEUM AND NATURAL GAS EXTRACTION., SUPPORT ACTIVITIES FOR OIL AND GAS OPERATIONS.

US RCRA Generators (CESQG, SQG, LQG)

Location 30.47635, -90.09098
Distance to site 4772 ft / 0.9 mi SE
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003263673
EPA Identifier 110003263673
Primary Name H D HIMEL INC
Address 823 E BOSTON ST
City COVINGTON
County ST TAMMANY
State LA
Zipcode 70433
Programs RCRAINFO
Program Interests CESQG
Updated On 09-AUG-2010 00:37:43
Recorded On 01-MAR-2000 00:00:00

Location 30.47638, -90.09065
Distance to site 4816 ft / 0.91 mi SE
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003270497
EPA Identifier 110003270497
Primary Name BALDWIN MTRS INC
Address 833 E BOSTON ST
City COVINGTON
County ST TAMMANY
State LA
Zipcode 70433
Programs RCRAINFO
Program Interests SQG
Updated On 09-AUG-2010 00:30:50
Recorded On 01-MAR-2000 00:00:00

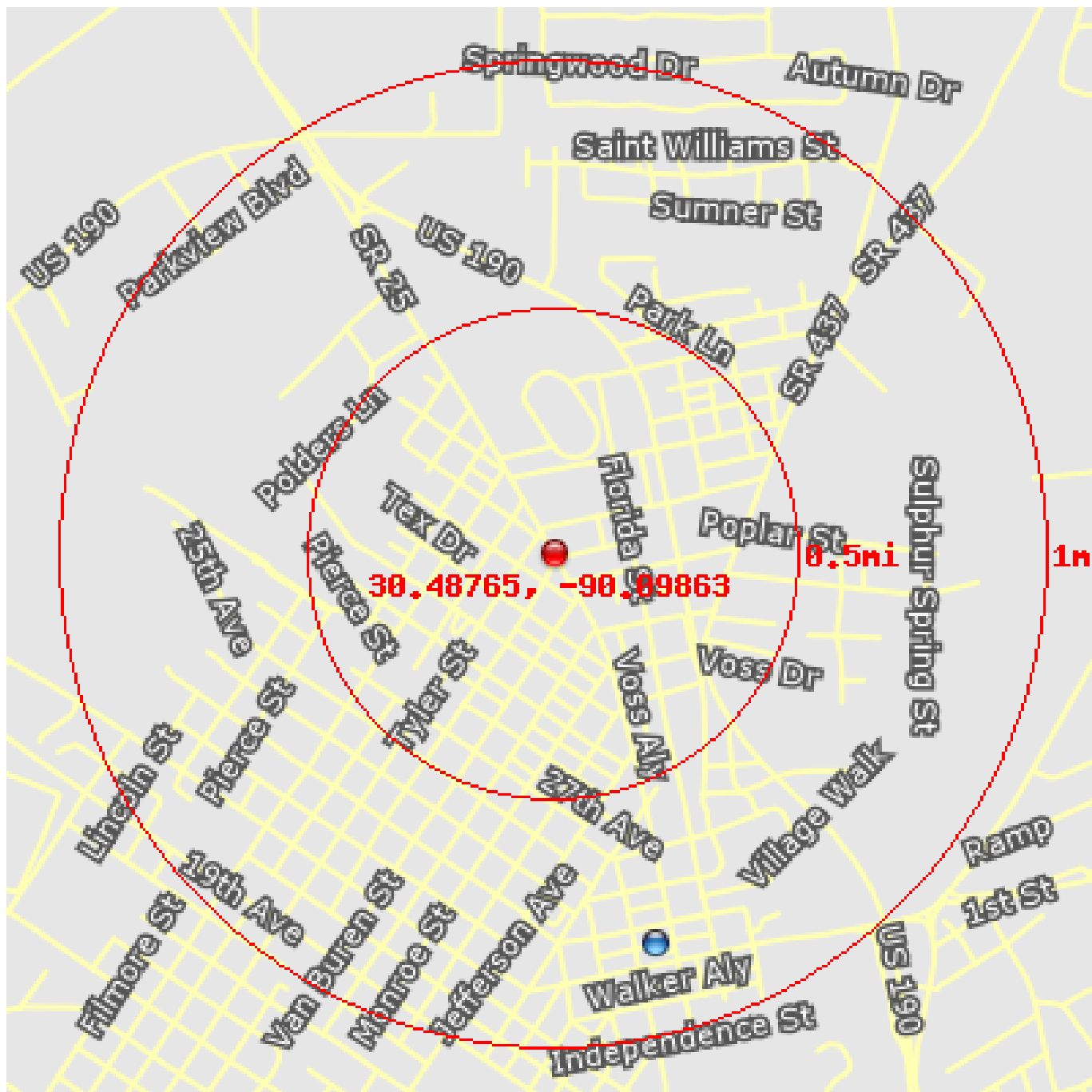
Location 30.49987, -90.10441
Distance to site 4817 ft / 0.91 mi NW
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003347593
EPA Identifier 110003347593
Primary Name COVINGTON STRIPPING & REFINISHING INC
Address 18113 BRANCH CROSSING DR
City COVINGTON
County ST TAMMANY
State LA
Zipcode 70435
Programs RCRAINFO
Program Interests CESQG
Updated On 09-AUG-2010 07:43:02
Recorded On 01-MAR-2000 00:00:00

US RCRA Generators (CESQG, SQG, LQG)

Location	30.474, -90.0977
Distance to site	4989 ft / 0.94 mi S
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003349902
EPA Identifier	110003349902
Primary Name	BELLSOUTH TELECOMMUNICATIONS INC J2827
Address	410 E RUTLAND ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	SQG
Updated On	09-AUG-2010 00:44:50
Recorded On	01-MAR-2000 00:00:00

Location	30.47506, -90.10519
Distance to site	5037 ft / 0.95 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110059773678
EPA Identifier	110059773678
Primary Name	COVINGTON ELEMENTARY SCHOOL
Address	325 S JACKSON ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	RCRAINFO
Program Interests	CESQG
Recorded On	30-JUN-2014 10:44:23

US ACRES (Brownfields)



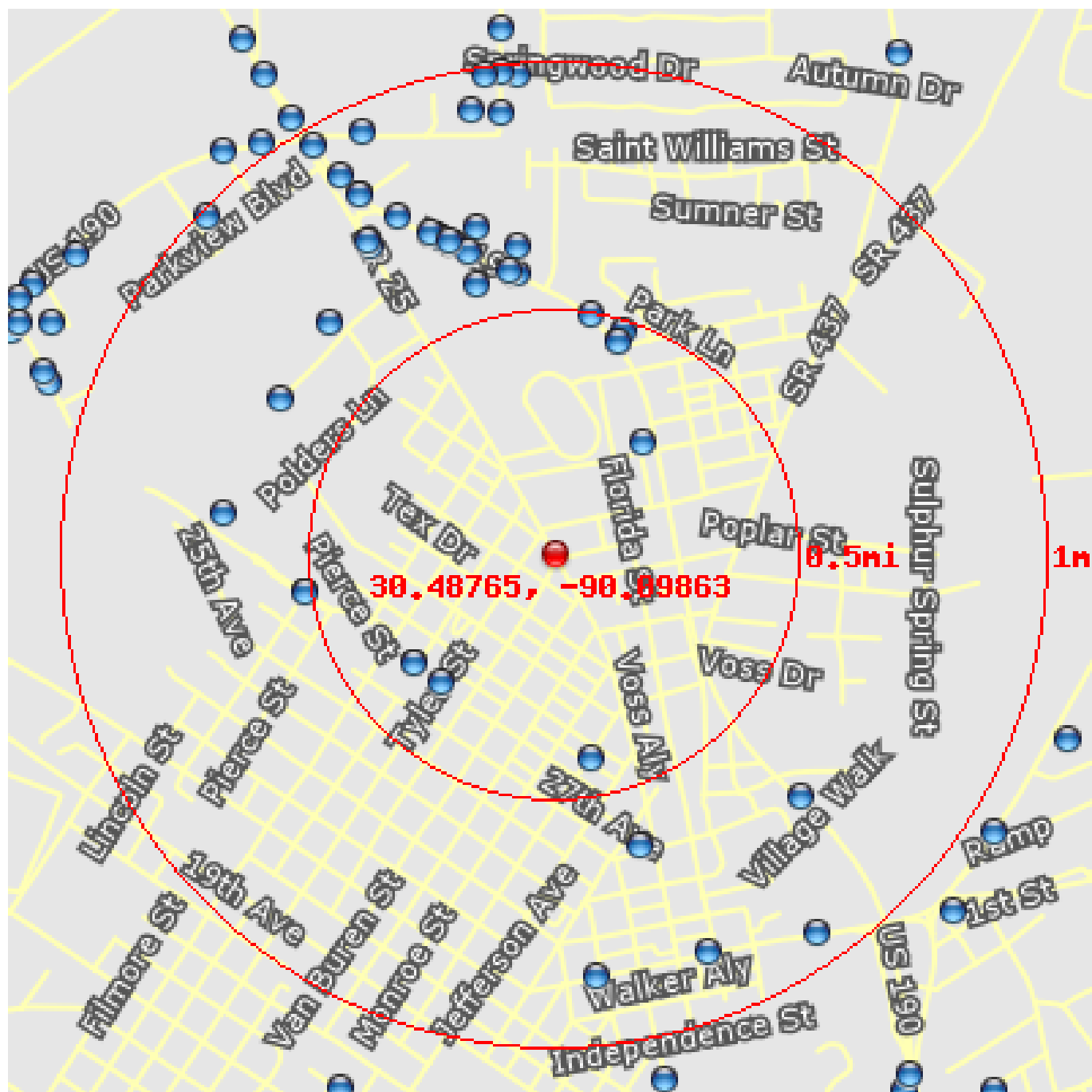
This database returned 1 results for your area.

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. The Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an online database for Brownfields Grantees to electronically submit data directly to The United States Environmental Protection Agency (EPA)

US ACRES (Brownfields)

Location	30.4762, -90.09513
Distance to site	4319 ft / 0.82 mi S
Info URL	http://ofmpub.epa.gov/enviro/fij_query_detail.disp_program_facility?p_registry_id=110039529597
EPA Identifier	110039529597
Primary Name	12 OX-LOTS
Address	VARIOUS LOCATIONS
City	COVINGTON
County	JEFFERSON
State	LA
Zipcode	70433
Programs	ACRES
Program Interests	BROWNFIELDS PROPERTY
Updated On	22-SEP-2014 21:03:48
Recorded On	22-OCT-2009 15:53:15

US NPDES



This database returned 44 results for your area.

The NPDES module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

US NPDES

Location 30.49083, -90.09556
Distance to site 1510 ft / 0.29 mi NE
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110033010827
EPA Identifier 110033010827
Primary Name TUFF EQUIPMENT RENTALS LLC
Address 1305 N. COLLINS BLVD.
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70433
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR
Updated On 08-FEB-2015 12:32:17
Recorded On 18-JAN-2008 16:28:25

Location 30.48382, -90.10246
Distance to site 1846 ft / 0.35 mi SW
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110038180973
EPA Identifier 110038180973
Primary Name THE GROVES AT MILE BRANCH
Address WEST 27TH AVE.
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70433
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR, STORM WATER CONSTRUCTION
Updated On 03-MAY-2015 19:00:26
Recorded On 31-MAR-2009 13:44:15

US NPDES

Location	30.48439, -90.10335
Distance to site	1903 ft / 0.36 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110039161279
EPA Identifier	110039161279
Primary Name	BLOSSMAN OIL CO INC
Address	703 N POLK ST
City	COVINGTON
County	ST TAMMANY
State	LA
Zipcode	70433
Programs	ICIS, NPDES, RCRAINFO
Program Interests	ENFORCEMENT/COMPLIANCE ACTIVITY, ICIS-NPDES NON-MAJOR, STORM WATER INDUSTRIAL, UNSPECIFIED UNIVERSE
Updated On	11-JAN-2016 12:27:32
Recorded On	24-AUG-2009 15:31:39

Location	30.48439, -90.10335
Distance to site	1903 ft / 0.36 mi SW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110063986174
EPA Identifier	110063986174
Primary Name	DAVE HANSON / CARIBOU CREEK
Address	UNKNOWN
City	UNKNOWN
State	AK
Zipcode	00000
SIC Codes	1041
SIC Descriptions	GOLD ORES
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	01-APR-2016 20:36:22
Recorded On	17-APR-2015 18:13:49

US NPDES

Location	30.48158, -90.0973
Distance to site	2253 ft / 0.43 mi S
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110011181620
EPA Identifier	110011181620
Primary Name	CHAMPION CYCLE CENTER, LLC
Address	804 N. COLLINS BLVD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:36:02
Recorded On	01-MAR-2000 00:00:00

Location	30.49375, -90.09642
Distance to site	2331 ft / 0.44 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110017699793
EPA Identifier	110017699793
Primary Name	SOUTHERN COMFORT A/C & HEATING, INC.
Address	1608 COLLINS BLVD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70434
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	29-DEC-2014 22:54:17
Recorded On	22-APR-2004 14:33:49

US NPDES

Location	30.49377, -90.09644
Distance to site	2337 ft / 0.44 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110046295503
EPA Identifier	110046295503
Primary Name	SIMMON'S AUTO MART
Address	1611 N. COLLINS BLVD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70000
SIC Codes	5511
SIC Descriptions	MOTOR VEHICLE DEALERS (NEW AND USED)
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	11-JAN-2016 12:10:59
Recorded On	31-JUL-2012 09:45:32

Location	30.49408, -90.09619
Distance to site	2469 ft / 0.47 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110016684346
EPA Identifier	110016684346
Primary Name	INWOOD GARDENS
Address	HWY 190 BYPASS/COLLINS BLVD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70435
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:19:01
Recorded On	27-JAN-2004 16:30:40

US NPDES

Location	30.49457, -90.09737
Distance to site	2557 ft / 0.48 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110028274258
EPA Identifier	110028274258
Primary Name	OZONE CAR WASH LLC
Address	1625 N. COLLINS BLVD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR, STORM WATER INDUSTRIAL
Updated On	09-DEC-2013 07:19:49
Recorded On	27-FEB-2007 11:09:54

Location	30.48645, -90.10708
Distance to site	2694 ft / 0.51 mi W
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110002046982
EPA Identifier	110002046982
Primary Name	COVINGTON, CITY OF
Address	1400 WEST 27TH AVENUE
City	COVINGTON
County	SAINT TAMMANY
State	LA
Zipcode	70433
SIC Codes	4952
SIC Descriptions	SEWERAGE SYSTEMS
Programs	ICIS, NPDES
Program Interests	BIOSOLIDS, FORMAL ENFORCEMENT ACTION, ICIS-NPDES MAJOR
Updated On	11-SEP-2015 14:03:01
Recorded On	01-MAR-2000 00:00:00

US NPDES

Location 30.48645, -90.10708
Distance to site 2694 ft / 0.51 mi W
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110043486910
EPA Identifier 110043486910
Primary Name COVINGTON STP
Address 1400 W. 27TH AVE
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70433
SIC Codes 4952, 7542
SIC Descriptions CARWASHES, SEWERAGE SYSTEMS
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR
Updated On 07-OCT-2015 14:10:54
Recorded On 27-MAY-2011 01:00:07

Location 30.49547, -90.10119
Distance to site 2966 ft / 0.56 mi N
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003318990
EPA Identifier 110003318990
Primary Name LESTER'S BODY SHOP INC.
Address 1750 COLLINS BLVD
City COVINGTON
County SAINT TAMMANY
State LA
Zipcode 70433-5651
NAICS Codes 811121
SIC Codes 7532
SIC Descriptions TOP, BODY, AND UPHOLSTERY REPAIR SHOPS AND PAINT SHOPS
Programs NPDES, RCRAINFO
Program Interests CESQG, ICIS-NPDES NON-MAJOR
Updated On 08-FEB-2015 12:24:34
Recorded On 01-MAR-2000 00:00:00
NAICS Descriptions AUTOMOTIVE BODY, PAINT, AND INTERIOR REPAIR AND MAINTENANCE.

US NPDES

Location 30.49574, -90.0998
Distance to site 2976 ft / 0.56 mi N
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110020042639
EPA Identifier 110020042639
Primary Name A/C SUPPLY INC
Address 1849 COLLINS BLVD
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70000
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR
Updated On 08-FEB-2015 12:34:17
Recorded On 14-DEC-2004 15:03:16

Location 30.49587, -90.10013
Distance to site 3039 ft / 0.58 mi N
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110009013619
EPA Identifier 110009013619
Primary Name A ABSOLUTE BAIL BONDS
Address 1856 N. COLLINS BLVD
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70433
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR
Updated On 29-DEC-2014 23:06:36
Recorded On 01-MAR-2000 00:00:00

Location 30.47908, -90.09563
Distance to site 3265 ft / 0.62 mi S
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110016696351
EPA Identifier 110016696351
Primary Name CITY OF COVINGTON
Address CITYWIDE SEWER SYSTEM
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70433
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR, PHASE II MS4
Updated On 08-FEB-2015 12:38:21
Recorded On 27-JAN-2004 17:21:59

US NPDES

Location	30.49658, -90.0998
Distance to site	3280 ft / 0.62 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110020035175
EPA Identifier	110020035175
Primary Name	WINGFOOT COMMERCIAL TIRE
Address	SYSTEMS, LLC
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:34:17
Recorded On	14-DEC-2004 14:30:45

Location	30.49643, -90.10149
Distance to site	3328 ft / 0.63 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110020042611
EPA Identifier	110020042611
Primary Name	THE TRAILER OUTLET INC
Address	1900 COLLINS BLVD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:34:17
Recorded On	14-DEC-2004 15:03:14

US NPDES

Location	30.49212, -90.10791
Distance to site	3345 ft / 0.63 mi NW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110039180837
EPA Identifier	110039180837
Primary Name	NORTHSHORE WORKFORCE TRANSITIONAL WORK PROGRAM FAC.
Address	1101 CHAMPAGNE STREET
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
SIC Codes	8331
SIC Descriptions	JOB TRAINING AND VOCATIONAL REHABILITATION SERVICES
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	11-JAN-2016 16:29:38
Recorded On	24-AUG-2009 18:41:16

Location	30.49436, -90.10619
Distance to site	3413 ft / 0.65 mi NW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110012312844
EPA Identifier	110012312844
Primary Name	BAIL BONDING SERVICES, LLC
Address	1255 CHAMPAGNE ST.
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR, ICIS-NPDES UNPERMITTED
Updated On	03-MAY-2015 19:16:17
Recorded On	01-MAR-2000 00:00:00

US NPDES

Location	30.49664, -90.102
Distance to site	3448 ft / 0.65 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110020042602
EPA Identifier	110020042602
Primary Name	ROYAL KRAFT
Address	1906 COLLINS BLVD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:34:17
Recorded On	14-DEC-2004 15:03:13

Location	30.49671, -90.10217
Distance to site	3490 ft / 0.66 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110020141407
EPA Identifier	110020141407
Primary Name	HOLDEN'S WRECKER SERVICE
Address	1910 COLLINS BLVD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR, ICIS-NPDES UNPERMITTED
Updated On	03-MAY-2015 22:07:37
Recorded On	30-DEC-2004 15:50:08

US NPDES

Location	30.48876, -90.10978
Distance to site	3531 ft / 0.67 mi W
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110044259049
EPA Identifier	110044259049
Primary Name	COVINGTON SEWERAGE TREATMENT FACILITY
Address	1400 W. 27TH AVE.
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70434
SIC Codes	4952
SIC Descriptions	SEWERAGE SYSTEMS
Programs	ICIS, NPDES
Program Interests	FORMAL ENFORCEMENT ACTION, ICIS-NPDES MAJOR, ICIS-NPDES NON-MAJOR, POTW
Updated On	08-OCT-2016 10:23:44
Recorded On	28-NOV-2011 14:06:08
Location	30.49681, -90.10242
Distance to site	3548 ft / 0.67 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110038518734
EPA Identifier	110038518734
Primary Name	FINISH LINE MOTOR CARS
Address	1930 N. COLLINS BLVD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES UNPERMITTED
Updated On	11-JAN-2016 15:39:03
Recorded On	11-JUN-2009 11:54:40

US NPDES

Location 30.49714, -90.10119
Distance to site 3555 ft / 0.67 mi N
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110020158648
EPA Identifier 110020158648
Primary Name DOCAR TRUCK PARTS & EQUIPMENT INC.
Address 1875 COLLINS BLVD
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70434
SIC Codes 7549
SIC Descriptions AUTOMOTIVE SERVICES, EXCEPT REPAIR AND CARWASHES
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR
Updated On 08-FEB-2015 12:24:34
Recorded On 30-DEC-2004 16:39:36

Location 30.49688, -90.10261
Distance to site 3594 ft / 0.68 mi NW
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110063872830
EPA Identifier 110063872830
Primary Name DOCAR SALES INC.- RENTAL BUILDING
Address 1957 N. COLLINS RD
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70434
SIC Codes 6512
SIC Descriptions OPERATORS OF NONRESIDENTIAL BUILDINGS
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR
Updated On 11-JAN-2016 14:38:26
Recorded On 10-APR-2015 15:32:54

US NPDES

Location	30.49696, -90.10279
Distance to site	3641 ft / 0.69 mi NW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110020842481
EPA Identifier	110020842481
Primary Name	TIRE KINGDOM #179
Address	1942 N COLLINS BLVD
City	COVINGTON
County	SAINT TAMMANY
State	LA
Zipcode	70433
NAICS Codes	811111
SIC Codes	7538
SIC Descriptions	GENERAL AUTOMOTIVE REPAIR SHOPS
Programs	NPDES, RCRAINFO
Program Interests	CESQG, ICIS-NPDES NON-MAJOR
Updated On	29-MAY-2015 19:31:52
Recorded On	11-APR-2005 17:14:53
NAICS Descriptions	GENERAL AUTOMOTIVE REPAIR.

Location	30.48046, -90.09027
Distance to site	3713 ft / 0.7 mi SE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110012807882
EPA Identifier	110012807882
Primary Name	COLLINS BLVD. SPUR, INC.
Address	810 COLLINS BLVD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:20:14
Recorded On	22-OCT-2002 18:56:25

US NPDES

Location 30.49658, -90.10482
Distance to site 3797 ft / 0.72 mi NW
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110024465540
EPA Identifier 110024465540
Primary Name POOLE LUMBER COMPANY LLC
Address 1815 N. COLUMBIA STREET
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70434
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR
Updated On 08-FEB-2015 12:14:30
Recorded On 08-MAR-2006 21:43:02

Location 30.49676, -90.10496
Distance to site 3875 ft / 0.73 mi NW
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110060359730
EPA Identifier 110060359730
Primary Name U.S. POSTAL SERVICE - COVINGTON BRANCH
Address 1775 N. COLUMBIA ST
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70433
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR, STORM WATER INDUSTRIAL
Updated On 11-JAN-2016 13:27:58
Recorded On 05-SEP-2014 12:49:39

Location 30.49741, -90.10389
Distance to site 3928 ft / 0.74 mi NW
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110022425883
EPA Identifier 110022425883
Primary Name AAA RENT-ALL INC
Address 2051 COLLINS BLVD
City COVINGTON
County SAINT TAMMANY
State LA
Zipcode 70433
Programs NPDES
Program Interests ICIS-NPDES UNPERMITTED
Updated On 29-DEC-2014 21:04:39
Recorded On 01-JUL-2005 14:12:44

US NPDES

Location	30.49805, -90.10523
Distance to site	4326 ft / 0.82 mi NW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110044261571
EPA Identifier	110044261571
Primary Name	AUTO COMPLEX
Address	2070 COLLINS BLVD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70435
Programs	NPDES
Program Interests	BIOSOLIDS, ICIS-NPDES NON-MAJOR
Updated On	11-JAN-2016 09:00:24
Recorded On	28-NOV-2011 14:59:07

Location	30.49805, -90.10523
Distance to site	4326 ft / 0.82 mi NW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110003358688
EPA Identifier	110003358688
Primary Name	ST. TAMMANY PARISH SHERIFF'S OFFICE
Address	2070 COLLINS BLVD.
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70434
NAICS Codes	811118
SIC Codes	7538
SIC Descriptions	GENERAL AUTOMOTIVE REPAIR SHOPS
Programs	NPDES, RCRAINFO
Program Interests	CESQG, ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:29:09
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	OTHER AUTOMOTIVE MECHANICAL AND ELECTRICAL REPAIR AND MAINTENANCE.

US NPDES

Location	30.47526, -90.09711
Distance to site	4546 ft / 0.86 mi S
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110011160830
EPA Identifier	110011160830
Primary Name	COVINGTON CAR CUSTOMS
Address	336 BOSTON ST.
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES UNPERMITTED
Updated On	05-JUL-2016 10:11:32
Recorded On	01-MAR-2000 00:00:00

Location	30.47592, -90.09339
Distance to site	4586 ft / 0.87 mi SE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110063017738
EPA Identifier	110063017738
Primary Name	PRO-TECH EXTREME AUTO WORKS
Address	627 BOSTON ST
City	COVINGTON
County	ST. TAMMANY PARISH
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES UNPERMITTED
Updated On	11-JAN-2016 17:49:38
Recorded On	08-DEC-2014 10:56:51

US NPDES

Location 30.49861, -90.10583
Distance to site 4599 ft / 0.87 mi NW
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110024563355
EPA Identifier 110024563355
Primary Name AMAZING GRACE'S
Address NURSERY & LANDSCAPING
City COVINGTON
County ST. TAMMANY
State LA
Zipcode 70000
SIC Codes 5992
SIC Descriptions FLORISTS
Programs NPDES
Program Interests ICIS-NPDES NON-MAJOR
Updated On 03-MAY-2015 19:52:32
Recorded On 29-APR-2006 18:28:32

Location 30.50043, -90.10036
Distance to site 4698 ft / 0.89 mi N
Info URL http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110012672642
EPA Identifier 110012672642
Primary Name GULF CRANE SERVICES, INC.
Address 73413 BOLLFIELD DRIVE
City COVINGTON
County SAINT TAMMANY
State LA
Zipcode 70435-5650
NAICS Codes 211111, 213112
SIC Codes 7699
SIC Descriptions REPAIR SHOPS AND RELATED SERVICES, NOT ELSEWHERE CLASSIFIED
Programs AIR, AIRS/AFS, LA-TEMPO, NPDES, RCRAINFO
Program Interests AIR MINOR, CESQG, ICIS-NPDES NON-MAJOR, STATE MASTER
Updated On 08-FEB-2015 12:16:26
Recorded On 30-AUG-2002 16:25:23
NAICS Descriptions CRUDE PETROLEUM AND NATURAL GAS EXTRACTION., SUPPORT ACTIVITIES FOR OIL AND GAS OPERATIONS.

US NPDES

Location	30.50056, -90.10139
Distance to site	4790 ft / 0.91 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110022858692
EPA Identifier	110022858692
Primary Name	JA-ROY EXTERMINATING SERVICE
Address	OF ST. TAMMANY, INC.
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70435
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:08:13
Recorded On	12-OCT-2005 10:12:53

Location	30.49991, -90.10508
Distance to site	4915 ft / 0.93 mi NW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110011182148
EPA Identifier	110011182148
Primary Name	HATTEBERG PROPERTIES INC
Address	18113 INDUSTRY RD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70435
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:34:24
Recorded On	01-MAR-2000 00:00:00

US NPDES

Location	30.47648, -90.08964
Distance to site	4958 ft / 0.94 mi SE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110069996154
EPA Identifier	110069996154
Primary Name	ADVANCED AUTO PARTS
Address	940 E BOSTON ST.
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
SIC Codes	4952
SIC Descriptions	SEWERAGE SYSTEMS
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Recorded On	07-DEC-2016 12:55:41
Location	30.4995, -90.10673
Distance to site	5020 ft / 0.95 mi NW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110017758229
EPA Identifier	110017758229
Primary Name	SHARON CORE SIMS
Address	AT/NEAR 2175 COLLINS BLVD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES UNPERMITTED
Updated On	03-MAY-2015 19:16:22
Recorded On	17-MAY-2004 18:18:50

US NPDES

Location	30.50158, -90.0998
Distance to site	5098 ft / 0.97 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110017881185
EPA Identifier	110017881185
Primary Name	GULF CRANE SERVICES, INC.
Address	73414 BOLLFIELD DR
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
SIC Codes	9999
SIC Descriptions	NONCLASSIFIABLE ESTABLISHMENTS
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	10-NOV-2015 14:25:37
Recorded On	11-AUG-2004 13:56:25

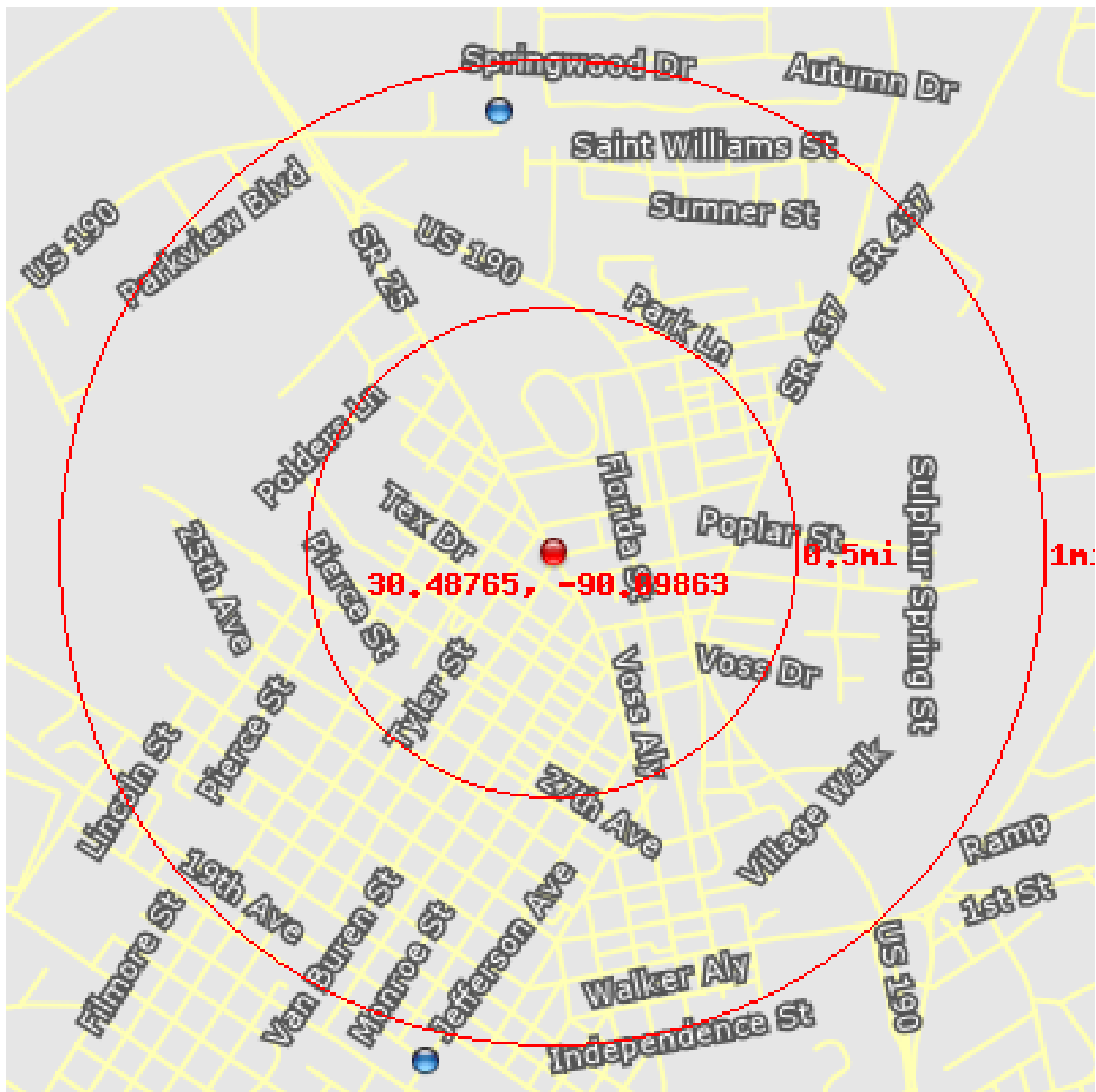
Location	30.49741, -90.11036
Distance to site	5130 ft / 0.97 mi NW
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110015720816
EPA Identifier	110015720816
Primary Name	ANNIE'S SEWING CTR
Address	2256 PHILLIP DR
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:13:27
Recorded On	22-OCT-2003 16:39:21

US NPDES

Location	30.50158, -90.10091
Distance to site	5135 ft / 0.97 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110017881363
EPA Identifier	110017881363
Primary Name	A-1 GLASS SERVICE INC
Address	13 BOLLFIELD RD
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70433
SIC Codes	9999
SIC Descriptions	NONCLASSIFIABLE ESTABLISHMENTS
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:30:31
Recorded On	11-AUG-2004 13:56:37

Location	30.50168, -90.10038
Distance to site	5150 ft / 0.98 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110017857256
EPA Identifier	110017857256
Primary Name	KEFFER-STUBBS BUILDING
Address	73452 BOLLFIELD DR
City	COVINGTON
County	ST. TAMMANY
State	LA
Zipcode	70434
Programs	NPDES
Program Interests	ICIS-NPDES NON-MAJOR
Updated On	08-FEB-2015 12:29:06
Recorded On	24-JUN-2004 14:38:43

US Air Facility System (AIRS / AFS)



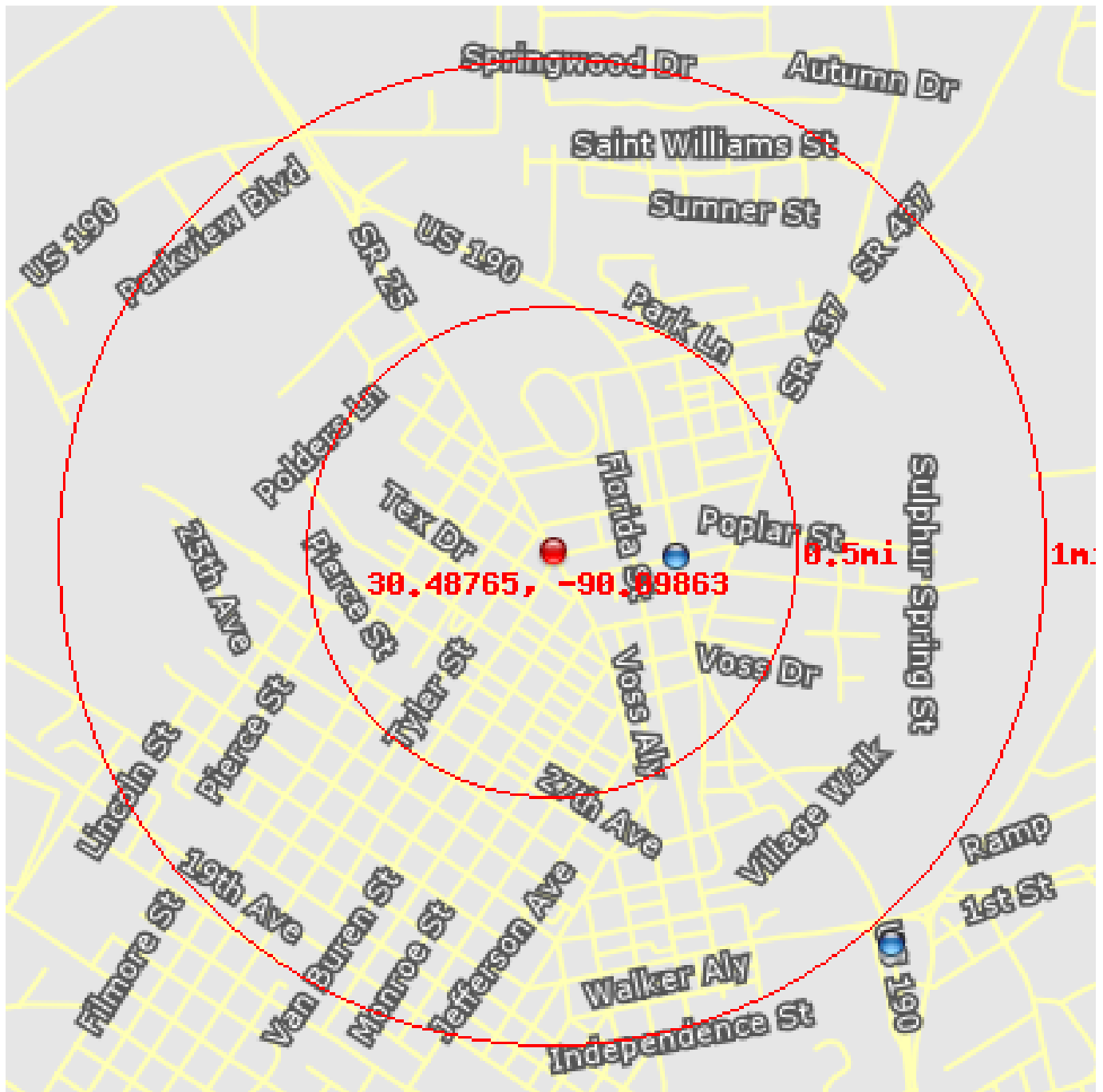
This database returned 1 results for your area.

The Air Facility System (AIRS / AFS) contains compliance and permit data for stationary sources of air pollution (such as electric power plants, steel mills, factories, and universities) regulated by EPA, state and local air pollution agencies. The information in AFS is used by the states to prepare State Implementation Plans (SIPs) and to track the compliance status of point sources with various regulatory programs under Clean Air Act.

US Air Facility System (AIRS / AFS)

Location	30.50043, -90.10036
Distance to site	4698 ft / 0.89 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110012672642
EPA Identifier	110012672642
Primary Name	GULF CRANE SERVICES, INC.
Address	73413 BOLLFIELD DRIVE
City	COVINGTON
County	SAINT TAMMANY
State	LA
Zipcode	70435-5650
NAICS Codes	211111, 213112
SIC Codes	7699
SIC Descriptions	REPAIR SHOPS AND RELATED SERVICES, NOT ELSEWHERE CLASSIFIED
Programs	AIR, AIRS/AFS, LA-TEMPO, NPDES, RCRAINFO
Program Interests	AIR MINOR, CESQG, ICIS-NPDES NON-MAJOR, STATE MASTER
Updated On	08-FEB-2015 12:16:26
Recorded On	30-AUG-2002 16:25:23
NAICS Descriptions	CRUDE PETROLEUM AND NATURAL GAS EXTRACTION., SUPPORT ACTIVITIES FOR OIL AND GAS OPERATIONS.

LA Underground Storage Tanks



This database returned 1 results for your area.

Underground Storage Tanks (UST) containing hazardous or petroleum substances are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The Louisiana Department of Environmental Quality (DEQ), UST Division maintains a list of registered USTs.

LA Underground Storage Tanks

Location	30.48742, -90.09436
Distance to site	1344 ft / 0.25 mi E
ID No.	71228
Name	Coop's
Address	1031 Edwards
City	Covington
Zip Code	70433
Parish	St. Tammany
Owner	Stone Oil Co of Baton Rouge

LA Leaking Underground Storage Tanks

This database returned no results for your area.

Information on Leaking underground storage tanks containing hazardous or petroleum substances is maintained by the Louisiana Department of Environmental Quality (DEQ), UST Division.