FINDING OF NO SIGNIFICANT IMPACT
FOR
17TH STREET EXTENSION
[GDOT PROJECT NH-7141-00(900), P.I. NUMBER 714190]
AND
ATLANTIC STEEL REDEVELOPMENT PROJECT
FULTON COUNTY, GEORGIA

Lead Agency:

U.S. Environmental Protection Agency

Cooperating Federal Agencies:

U.S. Department of Transportation,
Federal Highway Administration

and

U.S. Department of Transportation,
Federal Transit Administration

An Environmental Assessment of the referenced project has been prepared by the U.S. Environmental Protection Agency (EPA), in consultation with the U.S. Department of Transportation, Federal Highway Administration (FHWA), and the U.S. Department of Transportation, Federal Transit Administration (FTA), collectively referred to as the "Federal Agencies". The document was made available for public inspection as announced in public notices, and comments were invited from all interested parties. Subsequent to the availability of the Environmental Assessment and the comment period, an updated Environmental Assessment was prepared by EPA and has been furnished to FHWA and FTA with the recommendation for a "Finding of No Significant Impact."

The Federal Agencies, after reviewing the revised Environmental Assessment, find that the project will have no significant impact on the human or natural environment. No significant impacts on air and water quality or on ambient noise levels are expected. The project is consistent with local plans and will not divide or disrupt a community. The project will have no effect on threatened and endangered species or any resources regulated by Section 4(f) of the Department of Transportation Act of 1966.

The Finding of No Significant Impact is based on the revised Environmental Assessment, which has been evaluated by the Federal Agencies and determined to adequately and accurately discuss the environmental issues and effects of the proposed project. The Environmental Assessment was revised based upon comments from federal, state, and local agencies, as well as private citizens and neighborhood groups. Most of the changes to the Environmental Assessment document additional commitments that have been developed in response to neighborhood concerns about traffic impacts. The Environmental Assessment also provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The Federal Agencies take full responsibility for the accuracy, scope and content of the Environmental Assessment.

11/21/2000
DATE

JOHN H. HANKINSON, JR.
REGIONAL ADMINISTRATOR
ENVIRONMENTAL PROTECTION AGENCY

11/21/00
DATE

Marvin Woodward
for LARRY R. DREIHAUP, P.E.
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION

11-21-00
DATE

JERRY FRANKLIN
REGIONAL ADMINISTRATOR
FEDERAL TRANSIT ADMINISTRATION

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SUMMARY OF ENVIRONMENTAL COMMITMENTS

The following is a summary of the environmental commitments of the public and private entities involved with the 17th Street Extension and Atlantic Steel Redevelopment Project.

Groundwater & Hazardous Materials

- The Georgia Department of Natural Resources (DNR) approved a remediation plan for the Atlantic Steel site that requires a groundwater interception system to collect and contain groundwater on-site. Jacoby Atlantic Redevelopment, L.L.C. (JAR), or its successor, will monitor and treat intercepted groundwater, if required, prior to discharge to the City of Atlanta sewer system. The remediation plan requires that redevelopment and construction provide permanent engineered barriers to exposure in the form of new structures, pavement, concrete and/or soil cover.
- The City of Atlanta and Georgia DNR approved a conservation easement holding JAR responsible for implementing the approved remediation plan. The easement has been prepared in order to assure that the necessary engineering and institutional controls are maintained in-perpetuity.

Water Quality & Wetlands

- The proposed project will comply with all federal, state, and local stormwater design standards. The proposed development will provide detention facilities to reduce the peak runoff from the post-development condition to less than or equal to the pre-development conditions. An additional stormwater detention capacity of approximately 20% will be provided by JAR as part of its stormwater design to assist the City in the management of flows to the Tanyard Creek Combined Sewer Overflow Treatment Facility.
- Remediation of the Atlantic Steel site is expected to impact approximately 3.75 acres of wetlands. Mitigation for these impacts includes off-site stream restoration by JAR, or its designee, in the City of Atlanta/Fulton County.

Transportation Features

- Several communities in the project area expressed concerns about the cumulative traffic increases resulting not only from this project, but from other new development in the area that is already occurring, or that would occur in the future. Through meetings with the Atlanta Neighborhood Planning Unit for this area, along with individual meetings with the neighborhood civic associations, a number of measures were developed to address these community concerns. The following is a short summary of the measures.

  - Zoning Commitments: Specific zoning conditions for the Atlantic Steel site were included to address the surrounding neighborhoods' concerns. Condition 4 of the zoning for the site requires JAR to work with the City of Atlanta, Home Park, and Loring Heights to limit cut-through traffic in these neighborhoods. Condition 23 of the zoning for the site requires JAR to develop a transportation management plan that will attempt to reduce single occupancy vehicle trips to and from the site.

  - Transportation Control Measure (TCM) Commitments: The Atlantic Steel TCM requires monitoring by JAR of the site design and transportation performance of the redevelopment project during build-out. The TCM includes four site design criteria and four transportation performance targets which collectively make certain that the site is built-out to encourage alternatives to single occupancy vehicle trips and minimize vehicle miles traveled.

  - Additional Neighborhood Commitments:

    Home Park and Loring Heights - Atlantic Steel Brownfield Area and Tax Allocation District Number Two (BATAD #2) promotes maximum use of alternative transportation modes to minimize congestion and creates a financing tool for transportation and other infrastructure to improve and connect major activity centers. If cut-through traffic is determined to be excessive in Home Park or Loring Heights attributed to the Atlantic Steel redevelopment or surrounding areas, appropriate BATAD #2 funds would be utilized to study and implement measures to limit cut-through traffic. All monies and expenditures would be managed by the Atlanta Development Authority and the City of Atlanta.

    Ansley Park – In response to concerns from the Ansley Park Civic Association (APCA) and many citizens of the neighborhood about projected increases in traffic volumes, a specific agreement has been entered into, by and between the APCA, Georgia Regional Transportation Authority (GRTA), Georgia Department of Transportation (GDOT), the City of Atlanta, and JAR. The purpose of this agreement is to establish a mechanism for the continued study of traffic in Ansley Park as a result of the Atlantic Steel Redevelopment project and other developments in the Midtown Atlanta area. The agreement includes guaranteed financial commitments for the implementation of traffic calming and control measures that are identified as a result of separate studies, both internal

and external to the Ansley Park neighborhood. The agreement has been duly executed and constitutes a valid and binding agreement, enforceable in accordance with the laws of the State of Georgia and in any court of competent jurisdiction.

Air Quality

- Redevelopment of the Atlantic Steel site will include a monitoring program, consisting of site design criteria and transportation performance targets, to ensure that the redevelopment is designed and built with elements that encourage alternatives to single occupancy vehicle trips, and that the project will perform in ways to lower vehicle miles traveled and associated emissions.

Noise

- Construction equipment will be required to have factory-installed mufflers or their equivalents in good working order during the life of the construction contracts.
- Construction, where feasible, will take place primarily, during the less noise sensitive daylight hours to avoid impacts during the hours associated with sleep.

Cultural Resources

- The roadbed of Hemphill Avenue may contain buried trolley tracks, and the area beneath or alongside Hemphill Avenue may contain original water pipes associated with the National Register-listed Atlanta Waterworks Hemphill Avenue Station. During project construction, a qualified archaeological consultant would monitor any construction and subsurface activities that are to occur along Northside Drive in the vicinity of Hemphill Avenue.
- The Atlantic Steel site has been identified as eligible for listing in the National Register of Historic Properties. Cleanup and redevelopment of the site would have an adverse effect on this resource. Mitigation for impacts to this resource includes: 1) development of large-format black-and-white photographs of the site as it existed prior to redevelopment; and 2) development and implementation of a public education and outreach plan. Components of this education and outreach plan will include compilation of an oral history of Atlantic Steel Industries, Inc., development of educational materials, and the potential creation of a permanent exhibition space celebrating and incorporating the history of Atlantic Steel in the redevelopment plan.

Land Use/Community Resources

- An additional City of Atlanta police precinct for the surrounding area is anticipated to be added by JAR in conjunction with the project.

Aesthetics

- There are a number of specific zoning conditions for the Atlantic Steel site that address aesthetic, architectural, and landscaping requirements. In general, design

and placement of specific buildings will be completed in a manner so as to create transitions from, and compatibility with, surrounding uses.

ENVIRONMENTAL ASSESSMENT

17TH STREET EXTENSION
[GDOT PROJECT NH-7141-00(900), P.I. NUMBER 714190]
and
ATLANTIC STEEL REDEVELOPMENT PROJECT
FULTON COUNTY, GEORGIA

LEAD AGENCY:

U.S. Environmental Protection Agency

FEDERAL COOPERATING AGENCIES:

U.S. Department of Transportation
Federal Highway Administration
and
U.S. Department of Transportation
Federal Transit Administration

APPROVAL FOR ADVANCEMENT TO AVAILABILITY/PUBLIC HEARING PHASE:

8/2/00 — Michael C. Fryter / for
DATE — JOHN H. HANKINSON, JR.

8-2-00 — RW Chappel
DATE — for LARRY R. DREIHAUP, P.E.

8-2-00 — Jerry Franklin
DATE — JERRY FRANKLIN

APPROVAL OF ENVIRONMENTAL ASSESSMENT

11/21/00
DATE — JOHN H. HANKINSON, JR.
REGIONAL ADMINISTRATOR
ENVIRONMENTAL PROTECTION AGENCY

11/21/00 — Nancy Woodward
DATE — LARRY R. DREIHAUP, P.E.
for DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION

11/21/00 — Jerry Franklin
DATE — JERRY FRANKLIN
REGIONAL ADMINISTRATOR
FEDERAL TRANSIT ADMINISTRATION

Certificate of Compliance

Project NH-7141-00(900), Fulton County

P.I. No. 714190

I hereby certify that the Georgia Department of Transportation has considered the social, economic and environmental effects of the project and has fulfilled the requirements of 23 USC 128 relating to public hearing requirements.

Georgia Department of Transportation

By: Harvey D Keepler, Jr.

Title: State Environmental/Location Engineer

Date: November 15, 2022

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NEW APPENDICES

APPENDIX J – Public Hearing Transcript

APPENDIX K – Public Comments on Environmental Assessment

I. TYPE OF ACTION

The U.S. Environmental Protection Agency (EPA), in cooperation with the Federal Highway Administration, the Federal Transit Administration, Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), Metropolitan Atlanta Rapid Transit Authority (MARTA), Atlanta Regional Commission (ARC) and the City of Atlanta, has prepared an Environmental Assessment (EA) for the 17th Street Extension [GDOT Project NH-7141-00(900)] and Atlantic Steel Redevelopment Project, Fulton County, Georgia. The EA is a summary of the development of concept alternatives, design traffic studies, preliminary engineering analyses, and environmental impact assessments, all of which have been completed with opportunities for public comment and agency coordination. This document represents an update of the EA that was distributed to the public in August 2000.

II. DESCRIPTION OF THE PROPOSED ACTION

Jacoby Atlantic Redevelopment, L.L.C. (JAR), a developer in the City of Atlanta, has proposed the remediation and redevelopment of approximately 135 acres near Atlanta's central business district. The property to be redeveloped is the site of the former steel mill owned by Atlantic Steel Industries, Inc. The planned redevelopment is expected to include two million square feet of general office space, one and a half million square feet of retail and entertainment uses, two million square feet of high tech offices, 2,400 residential units, and 1,000 hotel rooms. In addition to the site redevelopment, project plans include construction of a multi-modal (cars, pedestrians, bicycles, transit) bridge and interchange at 17th Street that will cross Interstate 75/85 (I-75/85) and provide access to the site as well as a connection to Midtown Atlanta and the nearby MARTA Arts Center Station. Roadway improvements will include extension of the existing 17th Street from West Peachtree Street (U.S. 19/S.R. 9) in Midtown Atlanta, heading west on new alignment over I-75/85, through the development, and connecting with Northside Drive (U.S. 41/S.R. 3) at Bishop Street. The project also will include operation of a transit shuttle system that will circulate between the MARTA Arts Center Station and the Atlantic Steel site.

III. COORDINATION AND COMMENTS

A. Circulation of the Environmental Assessment

The EA for this project was approved for advancement to availability and public hearing phase by the Federal Agencies on August 2, 2000. Copies of the approved EA were circulated to a number of federal, state, and local agencies, and other organizations and groups for review and comment. The EA was also made available to the public in August 2000, with copies available at local public libraries, GDOT and EPA offices, and on the internet at www.epa.gov/projectxl/atlantic/index.htm.

B. Public Hearing

Following circulation of the EA, a public hearing was held on September 12, 2000, from approximately 6:00 p.m. to 9:00 p.m. at the Georgia Center for Advanced Telecommunications Technology Building in Atlanta, Georgia. Members of the public attending the hearing were given an opportunity to comment on the project. All of the

comments received have been made part of the official transcript. Public concerns included the following:

- Traffic and air quality impact concerns;
- Roadway design concerns;
- Mass transit concerns;
- Other transportation concerns;
- Atlantic Steel Redevelopment site concerns; and
- Neighborhood concerns.

Representatives from EPA, GDOT, City of Atlanta, MARTA, and JAR addressed questions and concerns at the hearing. The Public Hearing transcript is provided in Appendix J.

C. Agency Responses to Public Comments received from the Environmental Assessment

Written comments on the EA were received during the public comment period, which ended October 6, 2000. During this period, 255 comments were received. A copy of each comment is included in Appendix K. The majority of comments received were from local citizens in and around the project study area. Agency representatives developed responses that effectively address all the major issues from the comments received. The following is a listing of the major concerns and responses:

General Comments

1. Comment: Why are taxpayer dollars being spent to support this private development?

   Response: The project is anticipated to provide substantial environmental benefits to the general public, both by improving regional air quality and cleaning up a brownfield site. The project also benefits the general public by reducing congestion (i.e., along 14th Street, 10th Street and at the I-75/I-85 NB exit ramp at 10th Street), by providing another crossing of the interstate, by providing transit/bike alternatives and corridors, and by providing pedestrian and streetscape improvements.

   The economic benefits of this project are significant. The project is anticipated to generate approximately 18,000 new jobs with a predicted gain of $619,638,000 total salaries paid to the new jobs. Several million dollars in tax revenues would be generated for the City of Atlanta and Fulton County. The retail portion of the redevelopment would contribute a Special Purpose Local Option Sales Tax revenue source that would be allocated to the City of Atlanta school system and a one-cent sales tax revenue source dedicated to the Metropolitan Atlanta Rapid Transit Authority (MARTA).

The former Atlantic Steel Mill site and other properties along Northside Drive and Bishop Street were part of an area that was dominated by heavy industry in the early to mid 1900's. The surrounding communities were largely connected to this industry through employment. However, this relationship no longer exists due to a gradual transition from heavy industry to more compatible residential and commercial land uses in downtown Atlanta. The proposed redevelopment of this site into mixed-use residential and commercial land uses continues this transition and provides opportunities for planned reconnection with the surrounding communities. By removing the industrial land use that was Atlantic Steel and replacing it with a more homogeneous type mixed-land use, the overall community feeling between the established neighborhoods is no longer broken.

In addition, when the Downtown Connector was initially constructed in the 1960's, access and community dynamics in Midtown Atlanta completely changed. Several existing roadways were severed by the initial freeway project. Construction of the 17th Street Bridge and Extension provides another opportunity to reconnect the east and west sides of Midtown Atlanta and restore continuity for communities in this area. New commercial and retail opportunities would be provided within walking and biking distances to many existing residences on both sides of the Interstate.

With regard to the transportation infrastructure not being justified, traffic conditions in the design year for this project (Year 2025) on the majority of surface roadways and intersections in the study area are predicted to stay the same or improve (i.e., traffic volumes are predicted to decrease and traffic is predicted to move more efficiently) with the construction of the 17th Street Bridge and Extension, as compared to not implementing the project. This is due in large part to an improved distribution of traffic that is predicted to occur as a result of the project.

2. Comment: The Environmental Justice section was only concerned with low-income or minority populations. Why would environmental impacts figure differently for different segments of the population? Is justice only available to minorities?

   Response: Executive Order 12898, entitled Federal Actions to Address Environmental Justice in Minority and Low-Income Populations (1994), requires all federal agencies to identify and address disproportionately high and adverse human health or environmental effects of federal programs on minority and low-income populations. The general purpose is to foster non-discrimination in federal programs and to provide minority and low-income communities greater opportunities for public participation in, and access to public information regarding human health and environmental issues. Potential low-income and minority communities were identified in the project area to ensure that these communities have access to both concise and clear information sufficient to effectively participate in the public involvement process; and to ensure that these communities are not disproportionately impacted by this project.

3. Comment: The Tax Allocation District (TAD) funding represents a financing vehicle that has not produced any dollars to date, despite many promises, anywhere in the City of Atlanta.

   Response: The TADs in the City of Atlanta (Westside and Atlantic Steel) are relatively newly established. The TADs are only recently formulating a bond issuance strategy. The bond proceeds for Atlantic Steel will be used to build the project's infrastructure and to improve its connective infrastructure to nearby City of Atlanta streets and storm and sanitary sewer linkages.

4. Comment: The assumptions developed for the No Build Alternative are unsound.

   Response: Using its best judgment, the EPA, City of Atlanta, and the developer for the Atlantic Steel site (hereafter referred to as JAR) developed a reasonably foreseeable No Build Alternative for what could occur on the Atlantic Steel site if the 17th Street Bridge was not built. There is no way to predict with 100 percent accuracy what the future will hold for cases such as this and market demands. However, based on current trends in the City and region, the proposed No Build Alternative is the best estimate.

5. Comment: Midtown neighborhoods, including Ansley Park, were not adequately included in the planning of this project.

   Response: An intensive public involvement campaign was conducted for this project. Over 300 public and agency meetings and discussion groups have been held, and individual contacts and public notices have occurred. This effort has included activities related to the rezoning of the property, EPA's Project XL, site remediation efforts, and the development of the EA. Neighborhood Planning Unit E (NPU-E), which represents all Midtown neighborhoods affected by this project, was involved as early as 1997 in reviewing the rezoning application for the site. Most of the conditions placed on JAR in the final zoning conditions for the site came as a result of negotiations between NPU-E, the neighborhoods, and JAR. Several meetings have been conducted by EPA and the GDOT with individual neighborhood associations to provide information about the proposed bridge and associated roadway improvements. A number of significant changes to the roadway improvements, including design of the bridge, have come from neighborhood input and concerns. In addition, JAR has committed to continue to meet with NPU-E to keep the neighborhoods up-to-date with the latest site design information and provide any other information on the site build-out.

6. Comment: An independent Environmental Impact Statement (EIS) and additional traffic studies should be completed that would consider alternative solutions and identify the impacts of this project.

   Response: EPA completed a thorough assessment of the environmental impacts of this project in full compliance with the National Environmental Policy Act. A number of nationally and internationally recognized architectural and engineering contractors and environmental consultants were utilized to conduct independent assessments of the various aspects of the project, including site design, traffic, air and water quality impacts. A range of alternatives were considered for this

project, including: 1) alternate site locations for the development in the Atlanta metropolitan region; 2) alternate site designs for the Atlantic Steel redevelopment; 3) alternate locations for the 17th Street Bridge placement; 4) Interstate access alternates; 5) alternate intersection improvement; 6) high occupancy vehicle (HOV) access alternates; 7) alternate transit connections to the MARTA Arts Center Station, and 8) no-action or no-build alternative. Based on the alternatives that were considered and the results of the various analyses completed for this project, EPA does not believe that an EIS is required.

Traffic and Air Quality Impact Comments

7. Comment: The analysis of traffic impacts included in the EA is flawed.

Response: The procedures used to develop future traffic projections followed generally accepted engineering guidelines of the transportation industry and included the use of state of the practice traffic modeling. Traffic projections were based on a combination of criteria including the capacity of the existing transportation network, future improvements to the transportation network, historical data and trends, existing and future land-use plans, etc. While predicting future traffic growth requires thorough consideration of a number of quantifiable criteria, some assumptions must inevitably be made and these assumptions must be based on sound engineering judgement and experience. The traffic study was prepared by registered professional engineers and reviewed and approved by state and federal agencies.

The traffic growth rates of 1.5% for the Interstate and 2.0% for surface streets used in the traffic projections are compounded annual growth rates. Over the 25-year period between existing (2000) and future (2025), the actual total growth rates calculate to be approximately 45% for the Interstates and 64% for the surface streets.

Currently, certain roadways in the metro Atlanta region have and are experiencing growth rates far in excess of the growth rates predicted in this traffic study. Roadways that experience double-digit traffic growth rates are generally in high employment and/or population growth areas. In addition, these roads are, in most cases, relatively new multi-lane facilities that have excess capacity to carry additional vehicles. Growth rates near and above 10% are common in the Atlanta region, but these rates represent short-term growth periods. Roadways that experience multiple years of high traffic growth eventually become congested and traffic growth slows as the traffic volumes approach the carrying capacity of that roadway.

Traffic forecasting procedures on a roadway or a system of roadways are approached differently when making short-term predictions verses long-term predictions. When forecasting short-term future traffic conditions, recent growth rates on roadways are used due to the tendency of traffic growth to follow recent trends in the short term. Forecasting becomes far more difficult when predicting 20 and 25 years into the future. Forecasts become a function of several variables.

First, the historical growth on roadways is considered. Second, the existing traffic volumes on the roadways are considered. If a roadway or system of roadways already experience high traffic volumes and congestion, these roads do not have the physical capacity to grow at high percentage rates. Thirdly, the employment and population growth in an area has to be studied since traffic growth is a function of these factors. When studying population and employment growth, historical as well as future predictions are utilized.

The metro Atlanta region has experienced a large population and employment growth period over the past decade. The Atlanta region continues to grow at a fast pace. While the growth experienced over the last decade has been large, this increase is defined as large absolute population growth as opposed to percentage growth. According to the ARC, the Atlanta region population grew from 2.5 million in 1990 to 3.2 million in 1999. While this represents a 700,000-person increase over 9 years, this is a percentage increase of only 25%. Furthermore, this growth represents an annually compounded growth rate of only 2.5%. The employment in the Atlanta region from 1990 to 1998 went from 1.4 million to 1.8 million, a 29% total increase and 3.2% annual growth.

As the population and employment of the Atlanta region increases, the annually compounded growth rates will reduce because of the high total numbers upon which they are based. While the absolute number increases year to year may remain high, these numbers represent a decreasing percentage of the growing overall population. ARC's forecasts for 2000 to 2020 population and employment are as follows. The Atlanta region is expected to experience a 1.5% and 1.4% annual growth rate for population and employment, respectively. Fulton County is expected to experience a 0.8% and 0.7% growth rate for population and employment, respectively. While these growth rates appear small, they are compounded annual rates based on already high population and employment numbers.

What this information shows is that the long-term population and employment growth rates for this region closely match the growth rates used for the traffic predictions. Furthermore, in order to be conservative, the traffic forecasts assumed constant modal split for the 25-year period. Modal split is the percentage of commuters using automobiles, transit, bicycle and other modes of transportation. With increased congestion predicted in the study area, it is likely that the percentage of commuters using mass transit will increase over the next 25 years.

Traffic growth in Atlanta, like population and employment growth, will experience decreasing annual growth rates due to the already high total volumes on the surface streets and Interstates. Additionally, traffic growth of roadways is further constrained by the physical ability of a roadway facility to handle additional vehicles. The high percentage growth rates on the Interstate system from 1986 to 1996 are, in large part, due to two factors, the first being the high population and employment growth of the Atlanta region. The second factor is that the Interstate system in the study area was widened in the mid-1980's. The I-75/I-85 Downtown Connector was expanded from a 6-lane facility to a 12-lane facility. This increased capacity on this section of Interstate enabled the high

traffic growth during the next ten years. With no widening of the Interstate planned or feasible in this area, additional traffic growth is constrained to the existing roadways. With no planned long-term widening on the main arterials in the study area, with the exception of Northside Drive, traffic growth on the surface streets is likewise constrained by the capacity of these roadways.

Several factors were researched and considered in the traffic predictions for the study area. The long-term population and employment trends were considered and closely approximate the long-term traffic growth used in the study. The existing roadway volumes and roadway capacities were closely studied when making predictions on how these facilities would handle increased traffic growth. Furthermore, if the percentage of commuters using transit to access this area of Atlanta increases, as many predict it will due to the huge expenditures planned for transit implementation, the growth rates predicted on these roadways should be high, particularly when projected to the year 2025.

8. Comment: How can the EA conclude that there are no impacts to the Ansley Park neighborhood? The traffic impacts to the Ansley Park neighborhood must be identified and appropriate actions taken to remedy the impacts.

   Response: The EA concludes that the proposed 17th Street Bridge and extension would affect the Ansley Park neighborhood, primarily related to increased traffic volumes in the neighborhood. However, based on information that has been developed as part of the traffic impact analysis, the increases in traffic would occur over an approximate twenty-year time frame and should not adversely affect overall traffic patterns in the neighborhood. Three of the five entrances into the Ansley Park neighborhood from the west (Beverly Road, Peachtree Circle, and 16th Street) are anticipated to experience minimal increases in traffic volumes at these specific locations. The remaining two entrances (15th Street and 17th Street) into the neighborhood are anticipated to experience larger increases in daily traffic. This analysis is based on the comparison between future conditions in this area that are predicted to occur either with or without the 17th Street Extension and Bridge.

   In response to concerns from the Ansley Park Civic Association (APCA) and many citizens of the neighborhood about these projected increases in traffic volumes, a specific agreement has been entered into, by and between the APCA, GRTA, GDOT, the City of Atlanta, and JAR. The purpose of this agreement is to establish a mechanism for the continued study of traffic in Ansley Park as a result of the Atlantic Steel Redevelopment project and other developments in the Midtown Atlanta area. The agreement includes guaranteed financial commitments for the implementation of traffic calming and control measures that are identified as a result of separate studies, both internal and external to the Ansley Park neighborhood. The agreement has been duly executed and constitutes a valid and binding agreement, enforceable in accordance with the laws of the State of Georgia and in any court of competent jurisdiction.

9. Comment: The concerns of the Ansley Park neighborhood would be resolved if Ansley Park was made a gated community.

Response: The idea of gating the community of Ansley Park is problematic and generally contrary to the City of Atlanta's Comprehensive Development Plan. Public streets typically cannot be gated, especially those that provide access to public parks. The City of Atlanta pledges to monitor traffic problems as they may develop and to work with the neighborhood and appropriate agencies to address such issues.

10. Comment: How will the traffic impacts to Home Park and Loring Heights be addressed in the future?

Response: When the Atlantic Steel property was rezoned in 1998, specific zoning conditions were included to address the surrounding neighborhoods' concerns related to future traffic impacts. Condition 4 of the current zoning requires JAR to work with the City of Atlanta and Home Park to limit cut-through traffic on residential streets perpendicular to and south of 16th Street by means of cul-de-sacs, speed humps, gates, control arms, and other traffic calming devices. JAR is also required to work with the City of Atlanta and the Loring Heights neighborhood to limit cut-through traffic on Bishop Street. In addition, Condition #23 of the current zoning requires JAR to develop a transportation management plan that will attempt to reduce single occupancy vehicle (SOV) trips to and from the site. Both of these conditions represent enforceable measures on behalf of the City of Atlanta and JAR to work with these adjacent neighborhoods to minimize traffic impacts in the future.

Atlantic Steel Brownfield Area and Tax Allocation District Number Two (BATAD #2) was created to make possible the redevelopment of the Atlantic Steel site and encourage additional development on the perimeter of the redevelopment area. More specifically, BATAD #2 promotes maximum use of alternative transportation modes to minimize congestion and creates a financing tool for transportation and other infrastructure to improve and connect major activity centers. Since certain surface streets in the adjacent neighborhoods of Home Park and Loring Heights are included in the boundary for BATAD #2, it provides a specific process and dedicated funding source for the implementation of future transportation projects, including potential traffic calming measures, in these areas. Therefore, if cut-through traffic is determined to be excessive in Home Park or Loring Heights attributed to the Atlantic Steel redevelopment or surrounding areas, appropriate BATAD #2 funds would be utilized to study and implement measures to limit cut-through traffic. All monies and expenditures would be managed by the Atlanta Development Authority and the City of Atlanta. For any traffic calming measures that would require changes in traffic ingress and egress at certain intersections, the City of Atlanta would provide temporary barricades for an agreed upon trial period to determine the effects of eliminating (or improving) access.

Specific to Loring Heights, two proposed transportation improvement projects have been identified as part of discussions with the Loring Heights Neighborhood Association. These are: 1) construction of an elevated pedestrian/bicycle bridge at Mecaslin Street; and 2) widening of Bishop Street between Northside Drive and Howell Mill Road. The City of Atlanta and JAR will continue to work with the Loring Heights neighborhood and the adjacent commercial district to further these

projects, as appropriate. As stated above, it is anticipated that appropriate BATAD #2 funds would be utilized to study and implement these projects.

The specific agreement with APCA in no way invalidates or supercedes existing commitments of the City of Atlanta and the developer with the Home Park and Loring Heights neighborhoods contained within the enforceable zoning conditions for the site and the established BATAD #2 for the area.

11. Comment: The EA fails to analyze the cumulative environmental impacts of other transportation proposals for this area.

    Response: Specific, enforceable mechanisms have been established to monitor the build-out of the Atlantic Steel site and commitments have been made to continue to address traffic issues in the project study area. These commitments were developed to address the cumulative effects of the Atlantic Steel development and other developments and transportation proposals in the Midtown area. Individual transportation proposals in the area will comply with requirements for environmental impact assessment under the National Environmental Policy Act, as appropriate.

12. Comment: Construction of the 17th Street Bridge relieves 14th Street and moves Level of Service (LOS) on 14th Street from "F" to "C". However, 17th Street is constructed at LOS "F". Please explain.

    Response: Many factors contribute to the capacity of a specific section of road or intersection. These factors include number of lanes, lane widths, shoulder widths, speed, grades, percent trucks, directional distribution of traffic, and intersection location. The extension of 17th Street and the construction of the 17th Street Bridge is, in part, intended to alleviate traffic patterns that move east or west across I-75/I-85 on 14th Street and 10th Street. The improved LOS on 14th Street is directly related to providing new and improved access from the Interstate and a new east-west minor arterial in the Midtown area at 17th Street across I-75/I-85.

    In response to public concerns about the width of the originally proposed 17th Street, several key intersections and roadways were redesigned, including the removal of through lanes and turning lanes on 17th Street. In making these changes, additional urban design criteria were considered such as pedestrian safety and context sensitive design, creating a more acceptable urban corridor, with less emphasis on accommodating future traffic volumes alone. It was agreed that a certain amount of predicted additional congestion would be acceptable. A decreased LOS on 17th Street was determined to be permissible in order to accommodate the other design criteria. The primary design concern was that traffic would not backup on the Interstate exit ramps and affect the operations and safety of the Interstate system.

13. Comment: The analysis of air quality emissions included in the EA is incorrect.

    Response: Regarding air quality impacts on surrounding neighborhoods generated by the Atlantic Steel redevelopment, the Georgia Institute of Technology performed a carbon monoxide (CO) hotspot analysis, on behalf of

EPA. Results of the analysis concluded that traffic associated with the Atlantic Steel redevelopment and associated roadway improvements would be extremely unlikely to create a localized violation of the National Ambient Air Quality Standards (NAAQS) for CO in the foreseeable future. Justification of the appropriate traffic assumptions used in the CO hotspot in the analysis is described in the Response to Comment #7. The CO hotspot analysis was conservative in that it considered conditions most likely to produce CO hotspots in terms of meteorology, traffic congestion, and receptor location. Furthermore, the CO hotspot analysis was completed before EPA finalized its Tier 2 tailpipe emissions and gasoline sulfur standards, which should reduce future motor vehicle CO emission rates below those assumed in the CO hotspot analysis.

In addition, EPA performed a regional emissions analysis, which concluded that the Atlantic Steel redevelopment would produce fewer transportation-related emissions of volatile organic compounds and oxides of nitrogen, precursors to ground-level ozone formation, than a comparable amount of development built at other likely locations in the Atlanta region.

14. Comment: The EA fails to acknowledge the existence of air quality problems in the Atlanta Metropolitan Region and active litigation challenging the recent regional transportation plan.

Response: The EA clearly explains the current air quality status for the study area, including the Atlanta Metropolitan Region. Regardless of the outcome of any active litigation challenging the recent regional transportation plan for the Atlanta region, the 17th Street Extension and Atlantic Steel Transportation Control Measure (TCM) are required to be implemented by the State of Georgia as this project has been included as part of the Georgia State Implementation Plan (SIP).

15. Comment: The designation of the 17th Street Extension plus the Atlantic Steel development as a TCM by EPA is in excess of its legal authority.

Response: EPA has approved the Atlantic Steel TCM into the Georgia SIP under the authority of Sections 108(f) and 110 of the Clean Air Act (CAA). As explained in the final TCM rulemaking, EPA approved the redevelopment as a TCM because its location, transit linkage, site design, and other transportation elements together comprise a measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. In addition, the redevelopment includes specific elements listed in Section 108(f). Under Section 110 of the CAA, EPA approves measures into the SIP that contribute to attainment of the NAAQS.

16. Comment: The project lacks the necessary criteria to qualify as a TCM.

Response: In the final TCM rulemaking, EPA identified six criteria established by EPA policy ("Transportation Control Measures: State Implementation Plan Guidance," U.S. EPA Office of Air Quality Planning and Standards, September 1990) that a proposed TCM must satisfy before it may be considered for inclusion

in the SIP. The rulemaking also contained detailed explanations of how the proposed Atlantic Steel TCM satisfied EPA's criteria. It is the opinion of EPA that the Atlantic Steel TCM has indeed been subject to intense scrutiny, particularly in terms of satisfying EPA's six TCM criteria.

In addition, the Atlantic Steel TCM contains four site design criteria and four transportation performance targets which will collectively help ensure both that the redevelopment is designed and built with elements that encourage alternatives to single-occupancy automobile trips, and also that the project will perform up to its potential to lower vehicle-miles traveled and concomitant emissions. Zoning conditions, other neighborhood commitments, and the site design criteria and performance targets identify and establish appropriate measures to protect surrounding neighborhoods from adverse traffic and air quality impacts generated by the Atlantic Steel redevelopment and 17th Street Extension.

Roadway Design Comments

17. Comment: Rail transit, pedestrian walkways, and bus lanes should be the focus for this project, rather than encourage vehicle use.

    Response: The success of the Atlantic Steel redevelopment is contingent on a mixture of access via different modes of transportation. Reliance on pedestrian, transit, and bicycle modes of transport without the proposed number of single occupancy vehicle (SOV) lanes would not address the proposed traffic demand nor allow this environmentally beneficial project to be viable.

    A specific alternative was considered in the EA that included transit-only for the 17th Street Bridge, including bike and pedestrian facilities, with no SOV lanes. However, a number of significant traffic impacts of the transit-only alternative were identified, specifically in the southern and western portions of the study area. Without the provision of an east-west general traffic connection, including SOV lanes, across I-75/I-85 and new Interstate access, traffic volumes would be significantly greater on the existing Interstate exits at 10th and 14th Streets. Certain sections of 10th Street, 14th Street, Techwood Drive, and Williams Street would experience large increases in average daily traffic (ADT) volumes in the project area. Several intersections would have a higher level of congestion in the Year 2025. Furthermore, without the provision of direct access to the Atlantic Steel site, traffic would utilize existing surface streets in the Home Park neighborhood to access the redevelopment and have much greater impacts on this community.

18. Comment: Instead of building the 17th Street Bridge, improve access to the site from Northside Drive.

    Response: Based on the future traffic projections for the planned residential, retail, office and hotel development on the Atlantic Steel site, improvements to Northside Drive alone, with no Interstate access improvements, could not accommodate the projected traffic volumes. In addition, the "smart growth"

aspects of the Atlantic Steel project and the substantial social, economic, and environmental benefits, as outlined in the EA, would not be possible without adequate access from all directions, particularly I-85 from the north and I-75/I-85 from the south.

19. Comment: Cover the Interstate with a continuous bridge from 5th Street to 17th Street, build a park on this structure, and reopen the cross streets.

    Response: The overall implementation costs for such an alternative would likely cost several hundred million dollars. A project of that magnitude may extend into the billions, as has occurred on a similar project being constructed at this time in Boston, Massachusetts. The "Big Dig", as it is referred, has an estimated cost of ten billion dollars and is expected to increase over time. It is also estimated that federal taxpayers will have to pay for eighty-five percent of the cost. This would be beyond the scope and funding of this project. Due to fiscal constraints, this alternative would not be feasible. The 17th Street Extension and Atlantic Steel Redevelopment Project has an intended purpose of creating a mixed-use community that is interconnected to the Midtown area.

20. Comment: The 17th Street Bridge design is not in compliance with the zoning conditions attached to the Atlantic Steel property.

    Response: The zoning conditions for the Atlantic Steel site included two diagrams (a plan and cross-section) of 17th Street. These conditions are specific to 17th Street on the Atlantic Steel property. However, the design for 17th Street, including the bridge, included a divided four-lane roadway, with two general purpose lanes in each direction and one bike lane in each direction. The main addition to this design would be the transit-only lane from Northside Drive to West Peachtree Street. The bicycle lane is now included within this wide transit lane. Unfortunately, the rezoning of this property came well in advance of the development of the concept for the 17th Street Extension, including a better definition of the transit connection to the Arts Center Station. The bridge cross-section in the zoning conditions is illustrative and not a binding diagram. The proposed cross-section is consistent with and satisfies the performance criteria stated in the zoning conditions.

21. Comment: The proposed bridge design is not supportive of the Blueprint Midtown developed by the Midtown Alliance.

    Response: Several key intersections and surface streets were redesigned. Additional urban design criteria were considered such as pedestrian safety and aesthetics, with less emphasis on accommodating future traffic volumes. The focus of the changes was to reduce: driving speeds, lane widths, the number of through and turning lanes, and turning radii of intersections. The ultimate objective was to balance the needs of cars, buses, bicycles, and pedestrians to better integrate 17th Street with the urban fabric of Midtown Atlanta and coordinate more closely with the vision for Midtown provided by the Midtown Alliance and "Blueprint Midtown."

22. Comment: The 17th Street Bridge is too wide. The dedicated bus lanes should not be a part of the bridge.

Response: The dedicated transit link to the MARTA Arts Center Station is required in order for this project to be considered a TCM. The multi-modal bridge is proposed to be approximately 130 feet wide to accommodate automobile, transit, pedestrian, and bicycle elements. Without the transit, bicycle, and pedestrian elements incorporated into the design of the 17th Street Bridge, the project would not be approved.

23. Comment: The 17th Street Bridge must be designed by someone sensitive to aesthetic issues, not just experienced in building roadways.

Response: Pedestrian design and aesthetic detail will be important considerations. The 17th Street Bridge will be multi-modal, meaning that vehicles, pedestrians, bicycles, and transit buses will all utilize it. At this time, potential designs for the bridge are unknown; however, there is a general agreement that the 17th Street Bridge should be designed as a "gateway" structure into the heart of Downtown Atlanta, if possible. Regardless, qualified landscape architects will work to ensure that aesthetic values and overall compatibility with existing and future Midtown streetscapes are achieved in the course of final bridge and roadway design.

24. Comment: The project should provide return access to I-75/I-85 from the 17th Street Bridge.

Response: This was considered during the early stages of concept development. However, it was determined that such connections were not feasible due to physical and geometric constraints and due to unacceptable impacts on freeway mobility. Therefore, the existing local access to the Interstates will be utilized.

25. Comment: Why do you need the 17th Street Bridge, when there is an existing state roadway corridor (14th Street) that runs parallel to the proposed corridor and provides adequate access to the area?

Response: An alternative was considered that included upgrades to 14th Street and no 17th Street Bridge. Results of the Year 2025 traffic modeling for this alternative did not show appreciable improvements in traffic and ramp operations even with significant widening of 14th Street. In addition, this alternative did not provide direct access to the Atlantic Steel site. Therefore, this alternative was not considered further, and it was determined that a new bridge would be required to provide direct access to the Atlantic Steel site and another east-west connection into Midtown.

26. Comment: As part of this project, Piedmont Road, Juniper Street, Spring Street, and West Peachtree Street should be returned to two-way traffic.

Response: The return of these roadways to two-way traffic is considered outside the scope of the 17th Street Extension project. Piedmont Road and Juniper Street are City of Atlanta streets. A specific project could be initiated to effect this

change; however, the City of Atlanta would be responsible for sponsoring and implementing these changes. West Peachtree Street and Spring Street are both on the State Route system. Previous studies conducted by traffic engineering consultants for GDOT indicated that this is the best utilization of these two facilities and that returning these roads to two-way traffic would reduce the existing level of service to further unacceptable levels.

27. Comment: Instead of extending 17th Street to Peachtree Street, stop 17th at Spring Street or West Peachtree Street.

Response: The termination of any GDOT project requires a connection to a State Route (SR). The 17th Street Extension as currently designed, terminates at U.S. 41/S.R. 3 (Northside Drive) on the west and U.S.19/S.R.9 on the east. S.R.9 in this location consists of Spring Street and West Peachtree Street, which are one-way, southbound and northbound arterials, respectively. Because these are one-way streets, 17th Street must connect to both streets in order to effectively distribute the traffic in both directions. 17th Street between West Peachtree Street and Peachtree Street is an existing two-lane City street. 17th Street in this location would not be changed, with the possible exception of the removal of on-street parking at the intersection of 17th Street and Peachtree Street. Utilization of 17th Street in this location is necessary to provide continued access to the commercial district along Peachtree Street, maintaining the City Street grid system, and allowing for better distribution of traffic.

28. Comment: The combined bus/bicycle lane design poses a hazard to bikers.

Response: Dedicated bus/bicycle lanes will continue from West Peachtree Street to Northside Drive. In the design of the 17th Street Extension, these lanes would include12 feet for buses and four feet for bicycle travel. Adequate space has been provided within these lanes for the safe operation of buses and bicycles based on American Association of State Highway and Transportation Officials guidelines. Operation of shuttles is not anticipated to hamper bicycle travel. Shuttles would operate on four and eight minute intervals. The same concept has been used in other cities and has been found to be effective. Based on comments made during the Public Hearing for this project, the Executive Director of the Atlanta Bicycle Campaign expressed support for this concept.

29. Comment: The 17th Street Extension does not seem to be pedestrian-friendly.

Response: The multi-modal bridge is proposed to be approximately 130 feet wide and would include automobile, transit, pedestrian, and bicycle elements. The bridge would contain two general-purpose travel lanes and one dedicated transit/bike lane in each direction with sidewalks on both sides. Sidewalks would be provided on all new surface streets in the Atlantic Steel redevelopment and as part of most off-site roadway improvements. It is anticipated that sidewalk widths would be approximately 15 feet on all street improvements except for the 17th Street Bridge where they would be 22 feet on the south side and 30 feet on the north side. The redevelopment would include utilization of the existing at-grade crossing over the railroad at Mecaslin Street to provide a signalized bike/pedestrian crossing into the Loring Heights community. JAR would provide

a grade separated (elevated) bike/pedestrian crossing at the location, depending on negotiations with Norfolk Southern Railroad.

There are a number of design-specific measures that will be considered in the next phase of bridge and intersection design to ensure that bicycle and pedestrian needs are met. These include: 1) construction of narrower lanes to shorten the length of the intersection crossing; 2) develop wider medians to provide islands; 3) consideration of prioritized signal timing for pedestrians; and 4) use of special surface treatments for cross walks. The City of Atlanta and GDOT commit to working with affected stakeholders of the project to ensure that pedestrian needs are considered and a continuous flow of pedestrian movement is maintained in the design of roadways and intersections connecting the 17th Street Bridge into Midtown.

30. Comment: Lower the design speed on 17th Street to 25 mph.

Response: The speed design is applicable to the functional classification of the proposed roadway. While the design speed is set at 35 mph, once completed the posted speed can be changed to facilitate operations. The City of Atlanta is anticipating to post a 25 mph speed limit on 17th Street.

31. Comment: Provide an eight to ten foot planting buffer between the travel lanes and the sidewalk on 17th Street.

Response: The design team for the project will consider this and similar options for the 17th Street corridor during the plan development phase. Additional input will be sought from the community and the City of Atlanta concerning the landscaping desires and commitments for maintenance as the project moves forward.

32. Comment: Provide a grade separation to allow motorists traveling southbound on Techwood Drive that are destined to 10th Street to pass under 14th Street.

Response: According to the traffic analysis conducted for the Atlantic Steel/17th Street Extension project, acceptable operations will occur with the 14th Street/Techwood Drive intersection remaining at-grade. In order to grade separate the 14th Street movements from the 10th Street movements, there would be substantial impacts to all properties surrounding this intersection and, therefore, this option is not viable for this project.

33. Comment: Shift the alignment for the southbound ramps from I-75 and I-85 to Techwood Drive to the east in order to reduce property impacts south of 16th Street.

Response: The conceptual alignments have been adjusted to achieve a "smoother transition" as suggested. However, there will be unavoidable impacts to the properties that abut this section of Techwood Drive. The final design will attempt to minimize property impacts without jeopardizing vehicular safety or operations. Once the design is completed in this area and the actual property impacts are

defined, specific affected property owners will be contacted to discuss the property impacts of the final design.

34. Comment: Extend 17th Street west from Northside Drive to Howell Mill Road

Response: Currently, there are no plans to extend 17th Street improvements beyond Northside Drive. The Loring Heights Neighborhood Association expressed a desire to widen Bishop Street between Northside Drive and Howell Mill Road. This will not be included in the 17th Street project; however, the City of Atlanta and JAR will continue to work with the Loring Heights neighborhood and the adjacent commercial district to further this project, as appropriate. As stated previously, it is anticipated that appropriate BATAD #2 funds would be utilized to study and implement this project.

35. Comment: Provide a traffic light at the intersection of Bishop Street and 17th Street.

Response: GDOT will evaluate need for a traffic signal at this location as design proceeds. Specific design standards will be reviewed to determine if adequate distance from Northside Drive is available to place a traffic light at this location. Any traffic light at this location will include signalization for both pedestrians and cars.

36. Comment: Close Bishop Street at Mecaslin Street.

Response: At the request of the Loring Heights Neighborhood Association and several of the businesses in the adjacent commercial district, Bishop Street will remain open at Mecaslin Street.

37. Comment: Do not destroy large oak trees on the east of Northside Drive, south of Bishop Street.

Response: No trees will be removed at this location.

Transit Comments

38. Comment: Rail transit, not a shuttle service, should be a component of this project.

Response: The developer will provide a rubber-tired shuttle service for ten years from the date that the 17th Street Bridge opens to traffic or until December 31, 2015, whichever is longer. The developer's obligation will cease if, during the period of obligation, an appropriate entity operates a fixed mass transit link providing a similar level of service.

Although currently there is no commitment of funds for rail transit service to the Atlantic Steel site beyond the developer's commitment, EPA believes it is reasonable to expect that some form of future fixed transit (potentially rail) will

be developed to serve the Atlantic Steel redevelopment. The 2025 Regional Transportation Plan (RTP) for the Atlanta region adopted by ARC anticipates assigning $1,677,000,000 for the construction of a light rail line from the MARTA Arts Center station through the Atlantic Steel redevelopment and extending northwest to the Town Center area in Cobb County (RTP projects AR-251A, AR-251B, and AR-251C). The first phase of the project, which would connect the MARTA Arts Center station to the Cumberland area through the Atlantic Steel redevelopment, is anticipated to be operational by 2010. The developer has committed in the TCM to provide without cost right of way in the development to MARTA or other acceptable entity for the construction of a transit linkage connecting the Atlantic Steel site to the MARTA Arts Center station.

39. Comment: Provide an explanation on the status of the transit loop to the OMNI MARTA Station, commonly called the "West Side Loop".

    Response: The 2025 Regional Transportation Plan (RTP) for the Atlanta region adopted by ARC includes $1,000,000 for a downtown westside transit study (AR-325). One of the objectives of the Central Atlanta Transportation Study (CATS), currently underway, is to develop alternatives for mobility on the west side of Downtown Atlanta between the Atlantic Steel redevelopment and the Georgia World Congress Center and destinations between, including transit.

40. Comment: There are insufficient guarantees to preclude expanded automobile lanes on the bridge in place of the transit lanes.

    Response: Approval of the project as a Transportation Control Measure (TCM) requires dedicated transit lanes. Any conversion of these lanes to general purpose vehicular traffic is prohibited under the federally enforceable TCM.

41. Comment: How can the developers or the City of Atlanta believe that bus service to the site will do any good?

    Response: Provision of a shuttle bus service is the short-term solution of linking the Atlantic Steel site to the MARTA Arts Center Station. This short-term transit option should be successful because of: 1) the connectivity it will provide with MARTA; 2) convenience; 3) accessibility; and 4) specific performance requirements in the TCM. Buses would circulate throughout the development and across the 17th Street Bridge on dedicated transit-only lanes, which will have a signal priority at certain signalized intersections. During peak hours (6:00 to 9:00 AM and 3:30 to 6:00 PM) the buses would operate on a four-minute frequency and an eight-minute frequency at off-peak hours, thereby matching the existing MARTA train schedule. The developer will provide the buses, which are anticipated to be comfortable, clean-burning natural gas vehicles, and will operate the shuttle system. The shuttle service will be free of charge. Finally, there are specific performance requirements in the TCM and zoning conditions for the site that if the development is not meeting expected ridership targets for non-SOV modes (including transit), the developer must initiate practices to increase ridership in these alternative modes.

It is also anticipated that MARTA will expand or alter its existing bus routes to include service to the Atlantic Steel site once the redevelopment attains a transit-supportable level of residents, employees, and other trip generators.

42. Comment: What are the opportunities for linking this project with AMTRAK or creation of a new multi-modal terminal on the Atlantic Steel site?

Response: The current proposed Multi-Modal Passenger Terminal (MMPT) is proposed to consolidate a number of transportation providers (Greyhound Buses, Metro Commuter Rail/Buses, Georgia Rail Passenger Network and AMTRAK) at one location adjoining the Five Points MARTA Station. It has been in the planning stages for nearly a decade. A feasibility report was completed by ARC in 1991 which looked at a number of sites for AMTRAK. GDOT prepared an EA in 1994 for the MMPT at the Five Points site. Brookwood Station was considered, but was not large enough, nor could it be expanded to accommodate a new AMTRAK network. GDOT is now in the process of reviewing this project and it is probable that AMTRAK, with a larger network or the current New York/New Orleans service, will be relocated to the Five Points facility to provide a comprehensive transportation facility for the traveling public. Relocation of the MMPT to the Atlantic Steel site is not part of the site development plan as created by JAR.

A possible rail line to Cobb County from the Arts Center Station thru the Atlantic Station site will be studied by GRTA and, if feasible, would be subjected to an environmental document, as described previously. It would be a number of years in planning and development stages. It is not likely that any of these studies would conclude that AMTRAK should be located at the current site or a new site based on the earlier studies for the MMPT in 1991. MARTA has no studies underway or pending for a Northwest Line that would link to an AMTRAK facility at the current location or at the Atlantic Steel site.

Other Transportation Comments

43. Comment: What is the status of providing High Occupancy Vehicle (HOV) access to Midtown as part of this project?

Response: Based on public concerns, the concept of providing HOV access to the Midtown area is no longer a part of the 17th Street Extension project. The concept of providing HOV access into the Midtown area is still being considered by GDOT, GRTA, and the City of Atlanta; however, there is currently not a specific project that has been defined for inclusion in the ARC FY 2001 to FY 2003 Transportation Improvement Program (TIP) or 2025 RTP. It is anticipated that a Midtown HOV project could be developed for inclusion in later updates/amendments to the TIP or RTP. Several alternatives would likely be considered to satisfy the overall purpose and need for that project. The HOV project would have a separate planning process, including preparation of an environmental impact document and several opportunities for public involvement and comment on the scope of any HOV plans. Construction of the 17th Street

Extension will not preclude the possibility of a direct HOV freeway access component in the future.

44. Comment: What is the status of the proposed redesign of the I-75/I-85 interchange?

Response: A separate project to improve the existing exit from I-75 southbound to I-85 northbound at Brookwood is listed in the ARC FY 2001 to 2003 TIP, as Project AT-AR 211. This project is not included within the 17th Street project; however, design of the 17th Street Extension will not preclude the possibility of a future interchange. Monies are included in the TIP to initiate preliminary engineering this fiscal year. The I-75/I-85 Interchange project will have a separate planning process, including preparation of environmental impact documents and several opportunities for public involvement and comment on the scope of the proposed improvements.

45. Comment: Roadway construction staging areas should be located on the Atlantic Steel site and not on the east side of the Interstate. Any nonessential land acquired by GDOT for construction purposes should be put back into use within a year after construction is finished.

Response: Construction staging areas have not been identified at this point. This decision will be made during the Right-of-Way acquisition phase.

Atlantic Steel Redevelopment Comments

46. Comment: Redevelopment of this site should not include a retail component that is larger than Lenox Mall.

Response: The retail component of the Atlantic Steel Redevelopment is small in comparison to Lenox Square Mall in Buckhead. Lenox Square has over 230 specialty stores and three department stores. The retail component planned for the Atlantic Steel redevelopment consists of approximately 80 stores, or about one-third the size of Lenox Square.

47. Comment: Mixed use buildings only promote transit if they have their front doors at the sidewalk or oriented to transit stops.

Response: The mixed-use buildings within the Atlantic Steel redevelopment will be oriented to the sidewalk and transit stops. This is not only part of the redevelopment plan for the site but is outlined in the zoning conditions as well.

48. Comment: The Atlantic Steel redevelopment is a suburban, not urban, development.

Response: JAR consulted and produced its redevelopment plans with local, national and international experts who have been identified as the leaders in mixed-use, smart-growth urban communities. Based on these experts'

recommendations and extensive input from the neighboring communities of Home Park and Loring Heights, the current plan has been developed. Architects and planners who understand how great urban spaces are created, have commented that the mix-of-uses, street-connectivity, small block-size, pedestrian-orientation and urban design elements in this plan have made the Atlantic Steel Redevelopment a national model for exceptional urban development.

49. Comment: The Atlantic Steel Redevelopment is three times the size of the Mall of Georgia.

Response: The Atlantic Steel Redevelopment is actually over three times smaller than the Mall of Georgia. Construction of the Mall of Georgia required the clearing of approximately 500-acres of undeveloped land 30 miles northeast of downtown Atlanta in Gwinnett County. The Mall of Georgia contains only retail components. The Atlantic Steel redevelopment cleans up a contaminated industrial site and will include a mix of uses on approximately 135 acres. The Mall of Georgia has over 175 specialty stores and 5 anchor department stores compared to the approximately 80 stores planned for the Atlantic Steel Redevelopment.

50. Comment: Make the former Atlantic Steel site into a park.

Response: The redevelopment of the Atlantic Steel property is ultimately a private venture, which is providing the financial resources for cleanup of this site. The City of Atlanta has not identified this area as part of their master park plan. In addition, a specific zoning condition placed on the property by the City of Atlanta stipulates that there will be no less than 7 acres of green space or park space within the redevelopment. Currently there are plans for over 11 acres of public park space for the residents, employees and visitors to use. This 60% increase in park space will provide opportunities for recreation, afternoon concerts, and evening strolls.

51. Comment: EPA must ensure that adequate measures are taken to control dust from on-site construction operations.

Response: JAR has implemented a stringent dust control program that provides for visual inspections of construction activities on a continuing basis, and requires the construction contractor to maintain and utilize dust control equipment (water trucks) on a full time basis during earthwork and grading activities. Two such water trucks are currently utilized at the project site maintaining the excavation areas and haul roads in a watered down condition. Ongoing inspections by the City of Atlanta staff, the Fulton County Soil and Water Conservation Commission, and the on-site engineering staff maintain consistent oversight of the contractor's compliance with these requirements. Citizen complaints to EPA will be forwarded to the Georgia Environmental Protection Division for enforcement of regulatory requirements.

52. Comment: Water and sewer lines in the Home Park neighborhood should be updated and expanded, based on current inadequacies of the water system in the area.

Response: JAR has conducted a detailed evaluation of the current potable water, storm sewer and sanitary sewer service system within the area of 16th Street between Mecaslin Street and Techwood Drive. This evaluation was conducted to determine if any infrastructure improvements would be required to fully support the additional service needs of the redevelopment. The utility improvements identified include installation of a new potable water service main paralleling 16th Street and connecting to the existing service mains that provide potable water service along the connecting north-south streets in the Home Park community. In addition, JAR has conducted television inspections of the combined sewer mains along 16th Street to assess the current condition of these lines. As a result of this evaluation, JAR has recommended that the City of Atlanta remove sediment and debris that currently reduces the capacity of these lines. The City of Atlanta recently completed this action. As part of the redevelopment, JAR will be providing a separate storm sewer line along the reconstructed 16th Street that will handle storm drainage from Home Park streets, providing additional sanitary sewer capacity in the existing line. These improvements should address current infrastructure concerns with respect to potable water service, sanitary service, and storm drainage/flooding issues along 16th Street and in Home Park.

53. Comment: Stormwater and wastewater should be separated in the 503-acre Shoal Creek catchment area. Stormwater detention should be provided on the Atlantic Steel site for the entire Shoal Creek watershed.

Response: For purposes of this project, the sanitary sewer and stormwater impacts are limited to the redevelopment site within the 503-acre catchment area. The combined sewer issues and storm water runoff within the entire Shoal Creek watershed were considered to be beyond the scope of this project. However, a number of mitigative measures and corrective actions will be implemented to address storm water runoff and combined sewer overflow issues for the entire Shoal Creek catchment area.

The developer is required to provide an increased on-site stormwater detention capacity of approximately 20% to assist the City of Atlanta in the management of stormwater flows to the Tanyard Creek Combined Sewer Overflow (CSO) Facility. Furthermore, the Hemphill Water Treatment Plant historically contributed to surface water flows on the Atlantic Steel site, primarily from water that was discharged as part of cleaning its on-site filters. Recently, the City of Atlanta instituted a number of measures to recycle these flows. JAR is required to provide separate stormwater and sanitary sewer facilities, with sanitary connections directly to the Tanyard Creek Interceptor Sewer downstream of the Tanyard Creek CSO Treatment Facility. The combined effect of the reduction of other sources of surface water (Hemphill Water Treatment Plant), the requirement for additional on-site detention, and separation of sanitary flows is anticipated to improve operations at the Tanyard Creek CSO Treatment Facility.

Although the issues of control are being addressed for only the portion of the Shoal Creek catchment area pertaining to the Atlantic Steel site, all of the measures listed above represent a step in the positive direction for the entire Shoal Creek catchment area.

54. Comment: The EA fails to acknowledge the existence of water quality problems in the City of Atlanta, and the impacts of this project on the City's ability to address those problems.

Response: Permits and certifications for the project were based upon the best available information. The issuance of the capacity certification letters by the City of Atlanta are based upon projected site build out figures and sequence of construction. The stormwater and wastewater flow volumes estimated by JAR in the EA were based on the current redevelopment plan. Submittal of projected flow volumes is a common permit practice for new developments.

The certification letters limit JAR to development that is consistent with the parameters established in the certification letters. In addition, infrastructure improvements on-site and in the Home Park and Loring Heights communities funded by and constructed by JAR are an integral component in the City's determination that the sanitary and storm sewer capacities will be available to service the planned development. Discussions between JAR and the City are ongoing and continuous. As the design activities continue to move forward, the scope of detention pond design and required retention capacities will be maintained and enforced by the City of Atlanta.

Stormwater runoff and combined sewer overflow issues are regulated under the Georgia Municipal stormwater permit for the City of Atlanta, and the long term control plans in the combined sewer overflow permits issued by the State. The City of Atlanta is responsible for assuring: (1) that the project will comply with the Federal Clean Water Act litigation; and (2) that the project will be constructed in such a way as to guarantee the existence of sufficient water and sewage capacity. By addressing the potential to generate significant pollutant loadings as a result of redevelopment of the site, future impairments to the watershed should be minimized.

55. Comment: Stormwater runoff laden with lead and other contaminants from the National Smelting and Refining site should not be permitted to flow via any piping system into Tanyard Creek.

Response: The EPA currently is conducting a removal action that will abate the immediate threats posed by the National Smelting and Refinery site. Although the final remedial solution for the site has not been determined, EPA will implement the necessary stormwater runoff management and controls to limit off-site migration of surface soil contaminants.

56. Comment: Provisions should be made to inform future commercial or residential tenants of the redevelopment that both the Atlantic Steel site and the National Smelting and Refining property were once Superfund sites.

Response: The Atlantic Steel site has never been listed as a Superfund site. The conservation easement, which is the legal mechanism for ensuring future actions comply with the approved remediation plan, is filed with the City of Atlanta and Georgia EPD. This information is available from Georgia EPD, Hazardous Waste Management Branch, or the City of Atlanta, Planning Department. Future

purchasers of property in the redevelopment would be subject to this conservation easement, under law. However, there is no legal obligation of future purchasers to inform individual tenants of any information contained in the remediation plan or conservation easement. This disclosure would be up to the discretion of each purchaser.

The long-term remedial solution for the National Smelting and Refining site will likely be conducted in accordance with the Superfund remedial program or the State of Georgia Hazardous Site Response Act. Future public disclosures and announcements related to site cleanup activities will follow all requirements of these statutes and likely include press releases and periodic updates to the surrounding community, including owners at the Atlantic Steel site.

57. Comment: The compensatory mitigation needs to be recomputed to account realistically for the value of these wetlands to the community.

Response: A Nationwide Permit (NWP) 38 for fill of the on-site Waters of the United States was applied for and authorized by the Savannah District, U.S. Army Corps of Engineers (USACE). The NWP 38 allows activities to be completed in wetlands that are required to effect the containment, stabilization, or removal of hazardous or toxic wastes that are performed, ordered, or sponsored by a government agency with established legal or regulatory authority. The authorization of NWP 38 was due to the approval of the Remediation Plan by the Georgia EPD. Mitigation for wetland impacts was calculated using the USACE's Standard Operating Procedures for Compensatory Mitigation. The appropriate mitigation credits were applied to an "in-lieu of fee" stream restoration mitigation plan. Approval of the mitigation plan was coordinated with the EPA, U.S. Fish and Wildlife Service, and Georgia EPD. Identification of appropriate stream restoration sites included an evaluation of all surface waters in the Chattahoochee watershed, including Tanyard Creek and Peachtree Creek. Candidate sites were assessed based on their current condition, position and function in the watershed, and potential for further degradation. In addition, extensive coordination with the USACE, the City of Atlanta, and DeKalb County, specific to their needs related to current restoration efforts and pending greenway acquisition projects, was conducted as part of mitigation efforts.

58. Comment: What happens if the ultimate uses of the Atlantic Steel site change or if transportation aspects of the project change? Is there a consequence imposed on the developer?

Response: Four site design criteria and four transportation performance targets are included in the final TCM rulemaking that would collectively ensure that the redevelopment is designed and built with elements that encourage alternatives to single occupancy vehicle trips, and that the project would perform in ways to lower vehicle miles traveled and associated emissions. An enforceable, detailed site design is not included in the TCM due to the complexity and duration of build-out. Instead, the TCM contains site design criteria and target values that are enforceable. As part of the TCM monitoring, JAR is required to submit copies of the site plan, with revisions, to the City of Atlanta, ARC, Georgia EPD and EPA annually after the bridge opens to traffic until the project is built-out. If the site

design does not meet or exceed the target site design criteria, JAR must submit and receive approval from the City of Atlanta, ARC, EPD, and EPA for a revised final site plan that does.

The TCM also contains contingency measures that encourage more travelers to use alternatives to single occupancy vehicles, should the monitoring program conclude that the project is not meeting the transportation performance targets. If the site is not meeting or exceeding the applicable performance targets, JAR would identify funding or fund the creation of a Transportation Management Association (TMA), if employers and property managers are not participating in a TMA already. The TMA would consult with the City of Atlanta concerning implementation of additional alternative transportation programs that achieve the performance standards stipulated. The City of Atlanta and JAR would ensure that these programs would be developed and implemented, as appropriate.

The City of Atlanta has established zoning conditions on the Atlantic Steel property that require JAR to complete certain activities that are also related to implementation of the TCM. Relevant conditions include: development and appropriate phasing of residential and non-residential components of the project; development of 17th Street as a mixed use street; construction of bicycle lanes; creation of and maintenance of open space; incorporation of a transit connection to the MARTA Arts Center station from the site; development of a transportation management plan, including support for and participation in a TMA; and the necessity of having the 17th Street Bridge under contract for construction before building permits are issued for the site. These zoning conditions apply to JAR and/or its successors. These conditions ensure that the site design maximizes pedestrian and bicycle connectivity, transit connections, and activity diversity. Before construction occurs, JAR is required to submit a site plan to the Bureau of Buildings of the City of Atlanta for approval. Compliance with zoning conditions is enforceable by law.

IV. REVISIONS TO THE ENVIRONMENTAL ASSESSMENT

After reviewing all the comments received by EPA on the Environmental Assessment, only a few changes to the document were found to be needed. Therefore, the Environmental Assessment is revised as follows:

1) Pg EX-3, 2nd bullet – Replace text to read…

- *Several communities in the project area expressed concerns about the traffic increases resulting not only from this project, but from other new developments in the area that are already occurring, or that would occur in the future. Based on these concerns, a number of measures were developed. These measures include design modifications, specific zoning and traffic monitoring commitments for the Atlantic Steel site, and specific conditions or agreements between various public and private entities and individual neighborhoods.*

2) Pg vii, List of Appendices – Delete Appendix I and rename Appendix J as Appendix I.

3) Pg vii, List of Appendices – Add new Appendix J – Public Hearing Transcript.

4) Pg vii, List of Appendices – Add new Appendix K – Public Comments on Environmental Assessment.

5) Pg 4-27, Section 4.3.3.7, Measures for Addressing Community Traffic Concerns – Replace entire text of section to read…

As part of the rezoning process for the Atlantic Steel site and public involvement for this project, a number of citizens from the neighborhoods in the study area (Ansley Park, Home Park, and Loring Heights) raised concerns about potential traffic impacts to their communities resulting from the 17th Street Extension and Atlantic Steel redevelopment. Through subsequent meetings with the City of Atlanta Neighborhood Planning Unit (NPU-E) for this area, as well as individual meetings with the neighborhood civic associations, a number of measures were developed to address these community concerns. These measures are summarized below.

***Design Modifications**. Several design modifications were developed for the original 17th Street Concept based on direct input from the neighborhoods. The major design modifications to the 17th Street Bridge and its transition into Midtown Atlanta, both east and west of I-75/I-85, were discussed in Section 4.3.3.1. In addition, three alternatives were presented to the Loring Heights Neighborhood Association related to the design of the intersection of Bishop Street and the proposed 17th Street. The neighborhood discussed these alternatives with the adjacent commercial district along Bishop Street and identified a preferred alternative. This design alternative was incorporated into the latest design of this intersection.*

***Zoning Commitments.** When the Atlantic Steel property was rezoned in 1998, specific zoning conditions were included to address the surrounding neighborhoods' concerns related to future traffic impacts. Condition 4 of the current zoning requires JAR to work with the City of Atlanta and Home Park to limit cut-through traffic on residential streets perpendicular to and south of 16th Street by means of cul-de-sacs, speed humps, gates, control arms, and other traffic calming devices. JAR is also required to work with the City of Atlanta and the Loring Heights neighborhood to limit cut-through traffic on Bishop Street. In addition, Condition #23 of the current zoning requires JAR to develop a transportation management plan that will attempt to reduce single occupancy vehicle (SOV) trips to and from the site. Both of these conditions represent enforceable measures on behalf of the City of Atlanta and JAR to work with these adjacent neighborhoods to minimize traffic impacts in the future.*

***TCM Commitments**. The Atlantic Steel TCM requires annual monitoring of the build-out and performance of the Atlantic Steel site relative to certain site design and transportation performance measures. The TCM contains four site design criteria and four performance targets which will collectively ensure that the redevelopment is designed and built with elements that encourage alternatives to SOV trips, and also that the project will perform in ways to lower VMT and associated emissions (see Section 4.3.4.4).*

Additional Neighborhood Commitments.

<u>Home Park and Loring Heights.</u> Atlantic Steel Brownfield Area and Tax Allocation District Number Two (BATAD #2) was created to make possible the redevelopment of the

Atlantic Steel site and encourage additional development on the perimeter of the redevelopment area. More specifically, BATAD #2 promotes maximum use of alternative transportation modes to minimize congestion and creates a financing tool for transportation and other infrastructure to improve and connect major activity centers. Since certain surface streets in the adjacent neighborhoods of Home Park and Loring Heights are included in the boundary for BATAD #2, it provides a specific process and dedicated funding source for the implementation of future transportation projects, including potential traffic calming measures, in these areas. Therefore, if cut-through traffic is determined to be excessive in Home Park or Loring Heights attributed to the Atlantic Steel redevelopment or surrounding areas, appropriate BATAD #2 funds would be utilized to study and implement measures to limit cut-through traffic. All monies and expenditures would be managed by the Atlanta Development Authority and the City of Atlanta. For any traffic calming measures that would require changes in traffic ingress and egress at certain intersections, the City of Atlanta would provide temporary barricades for an agreed upon trial period to determine the effects of eliminating (or improving) access.

Specific to Loring Heights, two proposed transportation improvement projects have been identified as part of discussions with the Loring Heights Neighborhood Association. These are: 1) construction of an elevated pedestrian/bicycle bridge at Mecaslin Street, and 2) widening of Bishop Street between Northside Drive and Howell Mill Road. The City of Atlanta and JAR will continue to work with the Loring Heights neighborhood and the adjacent commercial district to further these projects, as appropriate. As stated above, it is anticipated that appropriate BATAD #2 funds would be utilized to study and implement these projects.

Ansley Park. In response to concerns from the Ansley Park Civic Association (APCA) and many citizens of the neighborhood about projected increases in traffic volumes, a specific agreement has been entered into, by and between the APCA, GRTA, GDOT, the City of Atlanta, and JAR. The purpose of this agreement is to establish a mechanism for the continued study of traffic in Ansley Park as a result of the Atlantic Steel Redevelopment project and other developments in the Midtown Atlanta area. The agreement includes guaranteed financial commitments for the implementation of traffic calming and control measures that are identified as a result of separate studies, both internal and external to the Ansley Park neighborhood. The agreement has been duly executed and constitutes a valid and binding agreement, enforceable in accordance with the laws of the State of Georgia and in any court of competent jurisdiction. The specific agreement with APCA in no way invalidates or supercedes existing commitments of the City of Atlanta and the developer with the Home Park and Loring Heights neighborhoods contained within the enforceable zoning conditions for the site and the established BATAD #2 for the area, as described previously.

6) Pg 4-37, Section 4.3.6, Cultural Resources – Change title of section to "Archaeological/Historic Resources".

7) Pg 4-38, Section 4.3.6, Archaeological/Historic Resources – Add a new paragraph following the bulleted text to read…

In accordance with Section 106 of the National Historic Preservation Act, the Georgia State Historic Preservation Office (SHPO) reviewed the EA, as well as

supplementary documentation and correspondence, to determine the effect of this project on historic properties. Based on this review, the Georgia SHPO concurred that the project will have no adverse effect on the 15 historic architectural properties identified. In addition, the SHPO concurred that there will be no adverse effect on historic archaeological resources in the project's area of potential effects, conditioned upon monitoring of construction activities along Hemphill Avenue and further consultation with the SHPO should historic trolley tracks or water mains be discovered (see Appendix D). The basis for these determinations is included in Sections 4.3.6.1 through 4.3.6.3.

8) Pg 4-59, Section 4.3.6.3, Measures Proposed to Address Cultural Resource Concerns – Replace entire text of section to read…

During project construction, it is recommended that a qualified archaeological consultant monitor any construction and subsurface activities that are to occur along Northside Drive in the vicinity of Hemphill Avenue. Should the remains of either trolley tracks or water pipes be located, the archaeological consultant should notify the SHPO about the nature of the findings. Consultation with the SHPO and/or other interested parties would occur to discuss further treatment measures. Documentation of these resources would follow Georgia Historic Preservation Division and GDOT guidelines.

Impacts to historic properties in the study area associated with future transportation improvements that could be proposed outside the scope of this project, but as part of the agreement with APCA, as discussed in Section 4.3.3.7, are impossible to predict at this time. However, several agency and public citizens, including the SHPO, the Georgia Trust for Historic Preservation, the Atlanta Preservation Center, and citizens of Ansley Park raised concerns related to potential impacts of future transportation improvements to historic properties in Midtown. In recognition of these concerns, the City of Atlanta, through the Atlanta Urban Design Commission, will take appropriate steps to insure that historic properties that might be affected by any proposed transportation improvements are taken into account at the earliest possible opportunity. This will include coordination with the SHPO, the Georgia Trust for Historic Preservation, the Atlanta Preservation Center, and APCA.

9) Pg 4-70, Traffic Impacts, 2nd paragraph – Replace text to read…

However, because of concerns raised by the surrounding neighborhoods related to traffic impacts, a number of measures were developed to address these concerns. These measures include design modifications, specific zoning and traffic monitoring commitments for the Atlantic Steel Site, and specific conditions or agreements between various public and private entities and individual neighborhoods. Based on these commitments, no disproportionate adverse impacts associated with additional traffic are anticipated to low-income or minority populations.

10) Pg 5-6, List of Acronyms – Delete MOU, Memorandum of Understanding.

11) Appendix D, Agency Correspondence – Add letter from W. Ray Luce, Historic Preservation Division, Division Director and Deputy State Historic Preservation Officer to Heinz J. Mueller, Chief, Office of Environmental Assessment, U.S. Environmental Protection Agency.

REVISED APPENDIX D

AGENCY CORRESPONDENCE

Lonice C. Barrett, Commissioner

Georgia Department of Natural Resources
Historic Preservation Division

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer
156 Trinity Avenue, S.W., Suite 101, Atlanta, Georgia 30303-3600
Telephone (404) 656-2840 Fax (404) 657-1040
www.gashpo.org

November 17, 2000

Heinz J. Mueller, Chief
Office of Environmental Assessment
U. S. Environmental Protection Agency, Region 4
Atlanta Federal Center
61 Forsyth Street
Atlanta, Georgia 303030-8960

re: 17th Street Extension (GDOT Project NH-7141-00(900), P. I. Number 714190) and Atlantic Steel Redevelopment Project
Atlanta, Fulton County, Georgia
HP990810-010

Dear Mr. Mueller:

The Historic Preservation Division (HPD) has reviewed the following information submitted by the Environmental Protection Agency regarding proposed 17th Street improvements including a bridge over I-75/85 and the Atlantic Steel site redevelopment in Atlanta, Fulton County, Georgia:

"Environmental Assessment, 17th Street Extension [GDOT Project NH-7141-00(900), P. I. Number 714190] and Atlantic Steel Redevelopment Project, Fulton County, Georgia," prepared by the Environmental Protection Agency, August 2000;

"Historic Architectural Properties Identification and Evaluation for the Proposed 17th Street Extension ... and the Atlantic Steel Redevelopment Project, Atlanta, Georgia," prepared for the Environmental Protection Agency by Parsons Engineering Science, May 2000;

"Archaeological Assessment of the Proposed 17th Street Extension ... and the Atlantic Steel Redevelopment Project, Atlanta, Georgia," prepared for the Environmental Protection Agency by Parsons Engineering Science, May 2000;

Supplementary documentation regarding the National Register eligibility and boundaries for the Siemens Westinghouse building at 1299 Northside Drive, Atlanta, Georgia, prepared for the Environmental Protection Agency by Moreland Altobelli Associates, Inc., July 25, 2000; and

E-mail correspondence from Ben West, Environmental Protection Agency, to W. Ray Luce and Richard Cloues of HPD, dated November 15, 2000, outlining additional commitments for future traffic studies in the Ansley Park-Midtown area of Atlanta as part of the Atlantic Steel redevelopment project which will be incorporated into Section 4.3.6.3 of the final Enviromental Assessment.

Our comments, below, are offered to assist the Environmental Protection Agency in complying with Section 106 of the National Historic Preservation Act.

1. We concur that the 15 historic architectural properties identified in Table 3-5, page 3-26, of the August 2000 Environmental Assessment are eligible for or listed in the National Register of Historic Places.

2. We concur that there are no archaeological resources other than possible trolley tracks and water lines under Hemphill Avenue within the proposed project's area of potential effects.

3. We concur that the proposed project will have no adverse effect to the 15 historic architectural properties identified in the August 2000 Environmental Assessment.

4. We concur that there will be no adverse effect to historic archaeological resources in the project's area of potential effects conditioned upon monitoring of construction activities along Hemphill Avenue and further consultation with HPD should historic trolley tracks or water mains be discovered, as proposed on pages 4-58, Sections 4.3.6.2. and 4.3.6.3, of the August 2000 Environmental Assessment.

We look forward to continuing to work with the Environmental Protection Agency in the planning and implementation of the proposed project to insure compliance with Section 106 of the National Historic Preservation Act. If you have questions, please contact me directly at 404-651-5983.

Sincerely,

W. Ray Luce

W. Ray Luce
Division Director,
Deputy State Historic Preservation Officer

APPENDIX J

PUBLIC HEARING TRANSCRIPT

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

Received
10/11/00

In re:)
)
17TH STREET EXTENSION)
GDOT PROJECT NH-7141-00-(900))
P.I. No. 714190)
)
and)
)
ATLANTIC STEEL REDEVELOPMENT)
PROJECT)

Public hearing for the proposed 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia same being hosted by U.S. Environmental Protection Agency and Georgia Department of Transportation, commencing at 6:00 o'clock, p.m., September 12, 2000, 250 14th Street, N.W., Atlanta, Georgia, same being reported by Howard E. Worley, Eleanor McShaw, Certified Court Reporters.

WORLEY & ASSOCIATES
COURT REPORTERS
P.O. BOX 475 DECATUR, GEORGIA 30030
(404) 378-6239

MR. HOLDROYD: My name is [illegible] Holdroyd, I my company is City Realty advisors, 1375 Spring Street, 30308. I have three specific comments.

One. It seems to me we have not focused on access to mid-town from Northside Drive and I-75. While the DOT plans to do extensive improvements at Northside and Bishop, these improvements become useless because Northside Drive has to be widened at the I-75 interchange. Currently an average of a hundred cars are waiting at the stop sign, as they exit I-75 south on to Northside Drive between 7:30 and 9:30 a.m., each business work day. This problem is exacerbated by traffic trying to exit off of Howell Hill on to I-75 south.

It is very important that the DOT deal with the Northside/I-75 interchange first.

Number 2. Any staging area used by the DOT that is not directly in the right of way should be pulled back to the public within two years.

3. Please explain why there is a ten foot MARTA easement outside the proposed sidewalk between Spring Street and West Peachtree.

Thank you very much.

MR. BECK: J. Beck, 95 Montgomery Ferry

Fr[illegible], Atlanta, 30309.

My suggestion would be the consider a route off of Peachtree Street that took cars from Peachtree near the Jewish Synagogue back behind the PD Station to Buford Highway in the same way there is a current street that lets cars off of Buford Highway on to Peachtree. They made that two-way or added another -- I don't know if it is north or a eastbound lane.

It seems to me it would alleviate a lot of traffic problems on Peachtree Street of people desiring to get to Buford Highway - 85 North - Piedmont or Monroe. Currently there is an intersection at Monroe and Armour near the area where I would suggest this road come in -- where the road cuts and where the traffic is to come up on to Peachtree. It would seem if that is a two-way that could be created, it could alleviate a lot of problems.

The other thing I wanted to say, this is my concern of the neighborhood. I live in Ansley Park. Is the traffic under this new proposed system and bridge and all of the traffic being treated by this development going to develop the traffic on the streets in our neighborhood? And right now it is way too much traffic. It is dangerous for kids, animals, anything. It is already saturated. And this traffic

would put, according to the figures on [illegible], [illegible] double the traffic. That is a terrible thing to me.

**

MS. LEVY: Valarie Hartman Levy, 120 The Prado, N.W., Atlanta, 30309.

I am a resident of Ansley Park. I am committed to in-town living since I arrived in Atlanta nine years ago, I have lived in-town. And I believe in the importance and vibrant midtown community, which includes development of the Atlantic Steel site.

I believe that has to be counter-balanced with the ends and safety of the neighborhood in midtown. And this is not an issue about the 17th Street product, it is about development of multiple projects in midtown and the concept of urban development of multiple projects in midtown and the concept of urban development. Now we are going to address through street traffic and pollution. What is bad now is only going to get worse, if we do address it now.

We need to have some reasonable solution so you don't ruin the neighborhoods.

**

MR. CARR: Steve Carr, 850 Mercer Street, Atlanta.

FORM 740 PENGADEMDY 1-800-631-6989

This brown field is only partially [illegible] cleaned up and then covered with almost impervious surfaces. Our ground water will simply never be cleaned up from this site.

The City of Atlanta has mostly north-south major transportation vehicle routes. We need more east - west routes. The City of Atlanta and Metro Atlanta needs more alternative transportation alternatives. The City of Atlanta has had only one bicycle transportation, one street route. We need your help with this and other environmental matters.

Where are the other leadership and/or programs. If Carol Browner and the EPA is in favor of the bridge, then why are we having a public hearing?

Will the City of Atlanta be able to separate the Orme sewer line before construction is started?

Will all storm water runoff from this site either be reused, gray water for chillers, landscaping or drained into the Howell Hill/Hemphill Water reservoir or dedicated back to the Chattachoochee River?

What is the projected impervious surface at project completion? Can most or all traffic signals be times at the speed limit, both for this project and for Atlanta?

Can we tie into Ambrac[illegible] Brook [illegible] Station and Arts Center - MARTA? Can we tie into the Chattachooee Industrial area?

**

MR. ROGERS: Harrison L. Rogers, Jr., 2672 Battle overlook N.W., Atlanta 30327.

I think that they need to be innovative as we look at this project. A project that is so large, has the potential for being so important for the City and the region. Important not only to the potential residents in this area of Atlantic Steel, but also for the people in midtown who are here tonight to show vocal opposition to the project.

A suggestion that I saw described in the Atlanta newspaper six months ago was so innovative and so fresh with the idea and so seemingly practical that I felt attention should be given to it before we get this in concrete with the design of the bridge.

I would like to discuss the need to transport people and vehicles from the east side of the west side and vice versa by some means other than a single bridge. Even a couple of bridges.

The project that was described in the newspaper six months ago envisioned covering over the expressway with a continuous bridge from 17th Street

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to [illegible] Street at the Biltmore, covering it over with a bridge, planting grass, trees, attractive site for everyone that passed by. In addition, it would provide access, both major access and minor access, across the expressway for transportation of all sorts, rails bus, pedestrian.

We have in the midtown of Atlanta a very large number of people today who have moved in the last ten years, and we only have Piedmont Park which is burdened today and will be more burdened tomorrow. This would give the opportunity of having a larger area for people to enjoy walking, to ride bicycles or roller-blade or whatever they want to do. So we would have the opportunity to provide better access, and in addition a wonderful thing for the people of Atlanta.

And I would encourage, before we settle on a firm design for a bridge or pair of bridges, that we look seriously at this.

Thank you very much.

**

MR. ALLEN: My name is Christian Allen. I live at 1125 State Street, Northwest, Atlanta, 30318.

I am in favor of the proposed 17th Street bridge. I think it is a wonderful opportunity for midtown Atlanta. I believe that it should run from

Northside Drive to Peachtree Street in order to alleviate traffic that already exists on 14th Street. I'm in favor of all of the Atlantic Steel Redevelopment project. Thank you.

**

MR. HUBERT: My name is Richard N. Hubert.

I am a lawyer and concerned citizen of the City of Atlanta and live in the unincorporated area of DeKalb County. I have reviewed the environmental assessment and find it woefully inadequate in terms of meeting the fundamental conditions of NEPA, Section 4(f) of the Department of Transportation Account. Specifically, I am aware that we are in violation of the Clean Air Act and under a court order that was entered into by consent by the Georgia Department of Transportation concerning air quality and non-attainment of the ozone level in and around 13 county areas where the City of Atlanta is located. We are about to construct a bridge that will increase the number of single vehicle automobiles and other transportation vehicles by some seventy-three thousand to a hundred thousand cars per day in this area. It can not help but have a significant and profoundly adverse impact on the air quality of this city and particularly the neighborhood surrounding the 17th

Street bridge extension, particularly, [illegible] neighborhood and Peachtree Street.

I am also aware that there is presently extant a federal court order that deals with the noncompliance with the Clean Water Act in the Northern District of Georgia that was signed by Judge Thomas Thrasher sometime last year. I do not find anything in the environmental assessment that indicates that the court orders are complied with or there is pending any motion or petition before the Court that would authorize a project of this magnitude. It is therefor my conclusion that the environmental assessment and NEPA process is going forward without federal court approval.

I am also aware of the three state compact involving Alabama, Florida and Georgia dealing with water allocation that has not been able to successfully conclude any resolution of problems of polluted water and the distribution of what they are that might be used for growth and development within the three states.

In spite of that fact, Mr. Norman Copeland of the City of Atlanta has approved this project for the allocation of sewer capacity and water capacity presently presumable with the full knowledge that

surface water run off from this contaminated site will have to be dealt with by extraordinary measures and will only exacerbate what is already a very serious clean water problem.

We have also done studies and reviewed the Hagler Bailey study and has been evidenced by our concept report response in which we contend that the report fails to add the impact of this transportation project on the Ansley Park neighborhood.

The detailed analysis indicates that the TCM is based on assumptions as relates to air quality seriously and grossly underestimates future traffic volumes and that the transient usage assumptions are demonstrably unreliable. We do not believe that the EA or the MCU or localized emission studies remotely establish protective measures for the neighborhood in terms of air quality impacts which will be generated by Atlantic Steel Redevelopment and 17th Street extension. I think you for this opportunity to comment and would like to request a specific response to these observations. Yours very truly.

**

MR. BERRY: My name is James Berry. I'm a student at Georgia Tech, 691 JW Dobbs Avenue, Atlanta.

I used to live in Berkeley Park. I am a

FORM 740 PENGAD/NEWARK 1-800-631-6989

Georgia Tech student. I am about to graduate. I recently did a study on the redevelopment study on this down zoning and redevelopment of midtown, and in my study I included Atlantic Steel and midtown. In my findings I was able to sell myself and also the readers of the paper that Atlantic Steel is going to be the catalyst that is going to cause Atlanta to become the 24 hour city realize its potential. Also that the density is essential for Atlanta to revitalize its urban core and that density mind set within the development will carry on, change the way the people will think about living in the long term, cause Atlanta to become a 24 hours city like its American counterparts as Boston, D.C., San Francisco, and it will bring more interest into Atlanta internationally and nationally and change how people see Atlanta as a city.

**

MS. GOLDMAN: My name is Paula Goldman. I live at 80 park Lane in Ansley Park.

I have come to the hearing tonight to voice my concern about the amount of traffic that is going to be sent through our historic neighborhood by this monumental project. I would like to ask that the residents be considered in the planning and we be

allowed to come to the table to help redesign the bridge so that the traffic is not funneled into our neighborhood.

**

MS. McFARLANE: Teresa K. McFarlane, 242 The Prado Ado, Atlanta 30309, Ansley Park.

My comment is about the traffic coming over the bridge eastbound that is dumping onto would Peachtree Street which at the present moment is pretty much blocked up from 7:30 in the morning to 7:30 at night. And how is it going to accommodate any additional traffic? On the street?

Also, point 2, the pedestrian lanes on the 17th Street bridge, they are walking over the downtown connector which is a dirty, filthy, polluted smog road. They have nothing to look at. Why would people bother to use it as pedestrian lanes, obviously, pedestrian lanes which will become car lanes down the road?

**

MR. MERLINO: John Merlino, 180 17th Street, Atlanta 30309.

I guess what I would like to say is that everyone, even Atlanta, is excited about this project, but I guess we don't want to ruin an 80 year old

neighborhood just for commercial purposes. This will empty a project that is supposed to see 70,000 trips a day right in through a beautiful 80 year old neighborhood and for anybody to believe that it won't have an adverse effect on the neighborhood, I think they are kidding themselves or they are trying to kid us. I think there are things that can be done the make the project more palatable, modifications to the bridge, reducing its size and where it empties to. I don't think it should get beyond Spring Street and that somehow some exit or entrance to the nighway should be considered. Otherwise it will simply become the east west connector for Atlanta, Northside to Morningside. So I plead with the DOT and the powers that be to reconsider the design of this bridge. And that is all I have to say.

**

MS. HANSEN: Sarah Hansen, 176 Peachtree Circle Northwest, Atlanta, Georgia, 30309.

I have lived in Ansley Park for almost 29 years. The traffic is as bad -- the volume of traffic is as bad or worse now than it has ever been. The pollution from the cars is so heavy that I have to clean the windows on the front of my house around my front door at least every month. Our sewers are

collapsing under the weight of the traffic.

Additional cars coming into our neighborhood will make all of these problems worse. We have chosen to live in the city because we love the city, but if our old neighborhoods are destroyed by increased traffic, no one will want to live in the city any more.

**

MS. BROKAW: Katherine Brokaw, 227 Peachtree Circle, Atlanta, Georgia 30309.

I am a resident of Ansley Park which is one of the Atlanta's national registered in town neighborhoods. It has been listed on the National Register of historic places for 25 years. It is a wonderful, vibrant, diverse community filled with pedestrians, children on bikes, grown-ups on roller blades, people walking their dogs and people enjoying a true community.

I believe that the 17th Street bridge and extension east as currently planned pose a severe threat to the community life of my precious neighborhood.

Ansley Park asks that there be no 17th Street extension east of Spring Street. We ask that the public agencies do a full blown environmental

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[illegible] statement with specific reference to [illegible] impact of traffic and air pollution on Ansley Park. We want smart growth, not smog growth for our in-town neighborhoods.

The Ansley neighborhood has been ignored in the planning of this project. The EPA has overlooked key features of our communities from parks to the neighborhood preschool. We all walked those places and we need to be able to cross our streets in safety. The EPA and the Georgia DOT should not be using our taxpayer funds to destroy what has become a wonderful, viable, urban community. Thank you.

**

MS. WEDDELL: Sallie Weddell, 41 South Prado, Atlanta.

I live in Ansley Park which will be affected by the proposed 17th Street bridge and want to state my opposition to having the 17th Street bridge dump traffic onto -- into Ansley Park. Ansley Park is a historic neighborhood which has enjoyed 30 years of urban renewal. My family and others moved in and repaired and renovated old homes and cleaned up the neighborhood, and not offer a very beautiful and diverse neighborhood with public housing. We have apartments. We have condominiums. We have historic

mansions. We have wonderful parks and a good life style for families, and a variety of people.

The traffic that would impact our neighborhood detrimentally affects our neighborhood. It would affect our safety, our children's safety, bring noise and pollution, and I would like the Department of Transportation to look at alternatives that don't impact our neighborhood.

**

MR. WUICHET: John Wuichet, 711 Delmar, Atlanta 30312.

It seems there is a missed opportunity for connecting MARTA with Amtrak in this development. I ought to be able to travel from my home at one of the other Marta stations to a MARTA station that connects me to Amtrak and then travel from there to other cities like Birmingham or Washington, D.C.

**

MR. GLASS: Jonathan Glass, 40 Maddox Drive, Atlanta 30309.

I am a resident of Ansley Park. I see several problems with this project, not the least of which is a lack of independent assessment of traffic issues involving Ansley Park. For the environmental assessment to state there will be "no impact" on

[illegible] Park by this project is frankly [illegible] raises our suspicion that there never was any intent in giving it a reasonable and independent assessment of the environmental impact of this, and this reeks of what we have come to be used to, a partnership between private developers and government in pushing through projects that may not be in the public interest. I personally will do everything possible to try to stop this project, and I hope that our elected officials within the State of Georgia and the federal government will stop and listen to us and try to reevaluate how this project will be developed.

**

MR. LAMAR: Thomas Lamar, 176 Peachtree Circle, Atlanta, Georgia 30309.

My statement is to put on record that several of the officials at the EPA and the Department of Transportation have stated that they have not taken into account the excess weight load of cars when the bridge from 17th Street connection across 75/85 is implemented.

The weight impact over time will destroy the trees of middle age and older age. These trees are crucial to the protection of the air quality based on the southern oxidant study performed at Georgia Tech,

the connection between shade on pavement and heat in the atmosphere combined with more CF emissions and the natural burning of coal for electrical power plants in the state of Georgia will continue to increase negative impacts on the quality of life throughout the state and surrounding regions if the green space, trees, parks are not considered in the engineering of traffic flow.

Ansley Park is on the National Historic Register and has not been recognized as such in this design process.

Old streets, old sewer lines, old trees will all be damaged severely by the increased traffic if the bridge is completed in its current design.

Last week a man was killed by a tree that fell and hit him on the head He was an arborist. This was in Ansley Park. The tree probably died due to excessive weight load from greater traffic flow through the park, Ansley Park. This should be on the consciousness and on the record before any further design is contemplated.

**

MR. HOHENSTEIN: Louis Hohenstein, 228 15th Street, Ansley Park.

Member of the Ansley Park Civic Association,

former president of the association, and I vigorously oppose the bridge as it is presently conceived, and I believe the data are that EPA and DOT have come up with have been rigged to come to the conclusions they want. If any bridge has been built, I think it should stop at Spring Street and not go further east at Spring Street.

**

MR. MAHON: William Mahon, 210 Little John Trail, Atlanta 30309.

I just think that the bridge that dumps onto Peachtree Street is very poorly thought out. I think that it will ruin a number of our neighborhoods, Sherwood Forest for one, and Ansley Park.

I think DOT should consider the quality of life in Atlanta, rather than just merely building roads for the sake of building roads.

I'm going to keep this statement rather short because I know other people want to speak If the citizens in the area adversely against this bridge revealed this mandate and put it through for the benefit of the real estate developers.

**

MR. KIMBROUGH: Erich Kimbrough.

The first comment, the increase in the

amount of traffic. The project will make Peachtree unbearable. If you drive Peachtree during rush hour now, it is extremely backed up. The project to increase traffic forty percent without changing the street, that is the height of absurdity.

I am also upset that the 17th Street bridge is changed in concept from what they originally got approved in the zoning. What they plan to construct today is much wider, encourages much more traffic than what was originally approved, and should seek zoning approval again.

**

MS. KATHY YANTZ: I am State Representative Kathy Yantz.

And tonight I --

(Applause)

MS. YANTZ: Let me first say thank you for having this hearing. And thank you for DEFAX for finding a way for me to have my say.

Tonight I asked EPA and all of the other folks listening to hear from some of the folks I am privileged to represent in the Georgia House.

By way of introduction of these folks who are going to be speaking, let me be clear that the the people who live in Ansley Park are urban voyeurs.

(Applause)

MS. YANTZ: We have made a decision to live and to stay in the City. They recognized the importance of development. But they also recognize the significance of preserving our need.

And so I ask you to find ways that traffic count, development and motorists can fully live and can live together without making the quality of life for these folks intolerable.

Thank you for hearing from us. Thank you. for responding to this instance. We have a ways to go. But I suggest we are going to get there.

Thank you.

(Applause)

**

MS. WILLARD: I am Kathy Willard. I am Atlanta City Council member, Transportation Committee.

I just wanted to say to everyone here that I did hear the presentations made to the Atlanta City Council, there will be portions of this project that will come before my Committee.

I have two things to say. One is the tract that two people remind me, the Atlanta City Council web site. If you go there, we have a process where our agenda is available before the Committee meetings or

after. Also, someone would contact my office when there are changes relative to this site, it comes to my Committee.

I really like the citizens to come to my Committee as often as possible, whenever there are changes. But I would appreciate, as often as you feel -- that as an open invitation to come so that the people will have an opportunity to see that as often as possible. This is a very sensitive issue and all of the people to know what is going on with that. We have very critical decisions to make.

So thank you very much.

**

MS. HOLLAND: My name is Kris Holland and I am the President of Atlanta Scientific Association and I live on The Prado.

This is a historic neighborhood established in 1904. A neighborhood that was reclaimed in the 1950s and '70s by some urban pioneers who staked out more subdivisions. Many long time residents are here tonight to support our neighborhood. Would you please stand up?

It is a beautiful place, old trees and sidewalks and we love to think in the City, and we welcome new development But this project is

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different. While the Ansley Park Association has approved in principal the development of the Krom field into a lively work/play environment. Our issue is the proposed 17th Street bridge and the inevitable impact it will have on our historic neighborhood and on the air we breathe. This is an 82 million dollar project, funded by public taxpayer money, and specially designed to benefit this development.

There is no other development in midtown that has this deal. This bridge is nothing but a huge highway interchange. And even the most conservative estimates show that 73,000 cars per day will be generated by this project. And the environmental assessment states that there will be no impact on the people in Ansley Park. This document masquerades an environmental assessment. It is riddled with paper. EPA, where is the assessment analysis that is required by law. This is unacceptable.

The retail portion alone at Atlantic Steel is larger than Lenox Mall. And EPA states no impact. We said we are staring down the barrel of a loaded cannon, where that cannon is 134 feet wide and it is filled with cars and smog. And no impact on Ansley Park? A 134 foot wide bridge of 70 -- excuse me -- 83 million dollars of public money We have been

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hoodwinked. This isn't smart growth. It is [illegible] growth.

We say no to more cars and no to more smog. We say yes to protect a vibrant in-town historic Ansley Park.

**

MR. FARNHAM: Ladies and gentlemen, I am Clint Farnham.

My wife Kitty and I raised our family on Sewell Drive and Inman Circle. We are among the newer people in the neighborhood. We didn't get there until 1968.

Why we came here. We saw the times of the times, James Palsey, Phillip Alston, Deveareux McClatchy, James Sibley, Julia Martin, people who suffer and mate. And there was always somebody -- somebody had a building, somebody had a gas tank, somebody had an apartment house. They had to deal. We were supposed to eat it.

Well, with those giants in their time, we didn't eat it. And that is why we have it today. When we arrived, the new giants were on the scene. Tom Beck and Tom McGuire, people like that. Gladys down at the City Council, wanted to get these people that we are dealing with each time, that we were supposed to eat.

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[illegible] to get a [illegible]. It is a [illegible] it is the [illegible] the DOT is like a [illegible]. [illegible] -- and they are pointed straight out -- over there with the traffic flow of massive proportions that Chris just told you about.

Ladies and gentlemen, it is our turn. It is our turn. It is our turn to face this massive project that has come at us without one single soul of consideration of any professional traffic evaluator, urban planner demeanor, that has not been beholden to one of the parties. What is the deal?

And that the dear old neighborhood, the giants that they are trying to put forth, to decide for us. Ladies and gentlemen, you are going to hear the petitioners. This is a weak project. It has normal abilities. It can be had. If you stay together, zoning and planning people, we can be the people of our times. It is ours to keep for our solution.

**

MR. HUBERT: Thank you, Mr. Chairman. I'm Richard Hubert. I represent the Ansley Park Civic Association. And I live in Atlanta, DeKalb County. and I practice law for a living.

I would say, Mr. Chairman, on this occasion to be charitable, that the key aid that has been

offered in this case is [illegible], and [illegible], inadequate and I am afraid that it will not pass legal muster. And I must draw that to your attention in a couple of specific ways.

First of all, in the EA, there is a segment that thirteen counties surrounding, and including the City of Atlanta and Fulton County are currently out of compliance with Federal Air Policy Control Requirements because this region has failed to demonstrate that the transportation activities will not exacerbate existing quality of air problems or create new quality of air problems in the region.

Now, having said that, we are also aware, Mr. Chairman, that there are two Federal Court actions presently pending dealing with air quality and with water quality that are currently ordered that bind the EA and every agency of the government.

As we look at the Environmental Protection Agency, EPA, which it seems to me nothing more than a superficial analysis of what is about to occur here, we read this important statement: The EPM, Mr. West, which you have touted so much is experimental in nature and is unlike any other TPM previously proposed.

Now, our problem is that we are not only

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1 dealing with a superficial analysis of what the
2 environmental effects are, we are confronted with the
3 Court Orders as to our failure to comply in the past,
4 but we also have a totally experimental project here
5 to try out for the first time on the City of Atlanta
6 mid-town area, and specifically the Ansley Park Civic
7 Association. And I suggest, Mr. Chairman, that that
8 might be subject to challenge. It certainly indicates
9 that we ought not to be the guinea pig in terms of how
10 we live and how we exist in this community.
11 We are also led that there is water problems
12 in this area. I read with interest Mr. Copeland's
13 incredible statement as to how we could provide water
14 quality and meet the compliance requirements in the
15 EA. I suggest to you that there has been a compact of
16 three states, and we attempt to avoid a Supreme Court
17 decision on those areas, and they talk in grave terms
18 about the effect of water quality on this State and
19 its existence as well as our surrounding states.
20 And yet, with some sort of back of the hand
21 motion of compliance, Mr. Copeland says, oh, we can
22 supply us with water, in an area that has been
23 contaminated for lo these many years by grounds of
24 contamination, that is the founder of that -- of the
25 surface water and the containment policy of the EPA's

1 supposedly efforts to clean up that site.
2 Mr. Chairman, it is our contention that the
3 analysis that has been done under the Clean Air Act
4 has been the subject matter of our comments. And when
5 we commented on it, we showed in graphic detail I
6 think, the fact there has been a neglect of
7 determining what the hot spots of oh, no, will be. We
8 have shown that you have not considered what the
9 retail traffic counts will be in terms of, that you
10 have used as your model, the traffic count on I-75/85.
11 And the process is flawed beyond repair.
12 Therefore, if I am asked by my clients, in
13 terms of this proceeding, I would say to them that I
14 think that we are being set up for what I call the
15 push dance steps of the EPA once again. They will
16 issue the EA. They will approve it. And we will be the
17 subject of a finding, a finding of no significant
18 impact.
19 I believe that you should be aware of the
20 fact that if that happens, we shall entertain the
21 prospect of a Federal lawsuit. And in terms of that,
22 we will not hang back from suggesting that what this
23 tract needs is a full blown EIS.
24 This is not just idle talk. They have raised
25 the money. They have hired me to do it. I am no

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stranger to these kind of actions. I will not [illegible] to tell you. And if the Agency is supposed to be the Environmental Protection Agency, as it calls itself, you had better be environmenta exception agency as you are performing here. That you will make sure that we don't have to go to Court and it is not necessary.

I come with an olive branch, Mr. Chairman, but I can tell you that with this study here, we will not be able to consummate any kind of this study here, we will not be able to consummate any kind of arrangement with this community and the problems that we are confronted with here.

I thank you for the opportunity.

**

MR. CcCLURE: My name is Gene McClure, ladies and gentlemen, and I am a resident of 52 Gold Circle, Atlanta in the historic Ansley Park District.

And as a member and resident of the Ansley Park Civic Association, I am here to state that the Ansley neighborhood and other mid-town neighborhoods are now threatened with massive highway traffic directed through our neighborhoods the Georgia DOT's proposed 17th Street bridge.

About a hundred years ago, that great robber baron, J. P. Morgan said remember when somebody

proposes something, there are always two reasons. A good reason and the real reason.

Now, ladies and gentlemen, tonight we are going to hear what the real reason why 100,000 traffic cars a day will be directed into mid-town neighborhoods.

Our massive highway traffic directed us from this 17th Street bridge is going to show you the real reason. This is the boondoggle bridge, because this is the way the DOT officials hope to obtain more highway funds from the federal government to pave more asphalt in Atlanta which will create more smog and pollution in mid-town.

This is the greatest threat to our mid-town neighborhoods in more than thirty years. What type of property development could we support which creates smog, pollution and more than 100,000 new car trips through this area. How will we ever handle it? No wonder the Mayor of Jacksonville is laughing at Atlanta. And no wonder that Atlanta has taken over the embarrassing spot of Number 1 in the nation for the worst pollution and smog of any major metropolitan area.

It is ludicrous to suggest or to think that we would believe that there is no significant from a

major bridge and road construction project in this neighborhood. A bridge the size, sufficient to span the Mississippi river -- if you have ever seen the bridge from Memphis, Tennessee into Arkansas, you have an idea of what is going to be placed into the residential neighborhoods and into the midtown business area of this community. What an unbelievable, unworkable, unmanageable nightmare this would be. I wonder, with this much money being involved, how do the people of our State from all over the rural areas of Georgia feel about an eighty to one hundred million dollar boondoggle bridge being built in Atlanta to help aid a private developer's project.

Now, we are pleased that a contaminated brown field could be reclaimed, particularly if it were a mixed use residential, work play environment in the middle of our city. But we are not excited about having something that is three times the size of the Mall of Georgia supported by Spaghetti Junction to ruin the beautiful, existing midtown neighborhoods that are the back drop for the growth, stability and vitality of this area.

Ladies and gentlemen, we must come to our senses. We must use thoughtfulness in dealing with this matter. Surely some elected official of our

State, our Legislature, our city or some person who is thoughtful at EPA, Georgia DOT, or the Governor's Regional Transportation Authority will see this situation as an opportunity to preserve neighborhoods while promoting what could be a successful urban redevelopment that is environmentally sound.

Let's work together and make that happen and stop this boondoggle bridge.

**

MR. PAXTON: Good evening. I am Greg Paxton, President of the Attorney General Trust Resource Preservation. Just for the record, I live in Ansley Park and I work across the street.

Georgia Trust is not objecting to the development of the Atlantic Steel property, even though it is already involved in the demolition of a dozen buildings eligible for the National Register of Historic Places. We aren't here tonight to discuss that issue. But this demolition is cause for extra care on the part of the project in the rest of this area in avoiding impacts on other historic resources.

The environmental assessment prepared for this project states, quote: "Implementation of the proposed project would increase the amount of traffic on most of the entrances into Ansley Park and

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Peachtree Street." But inexplicably [illegible] that there is no adverse impact on Ansley Park Historic District.

This is inconsistent with 4-F provisions of the National Transportation Account and EA should be amended to state that there is adverse effect on the Ansley Park Historic District.

To mitigate this effect, the Georgia Trust proposes the following changes external to Ansley Park Historic District.

First of all, open up on southbound Buford Highway Extension exit currently onto Peachtree Road North, that exit at that end of the old Equifax Building, now IXL, remove the right turn only barrier so that cars can go either north or south on Peachtree from that exit as they used to do.

At that end of the Buford Highway Extension South, at the corner where Rhodes South intersect Peachtree Street, just south of Rhodes Hall, allow a similar right turn only onto Peachtree Street. Remove it from one place and put it on the other. Heading south into midtown but not allowing traffic to go straight across into Ansley Park.

Thirdly, on 17th Street southbound, coming off of the bridge, improve signage at West Peachtree

Street to encourage use of Buford Highway Extension to get to Monroe Drive and West Peachtree Street. And northbound -- further northbound on Buford Highway Extension, build a slip-lane exit onto Monroe Drive that comes up opposite the Red Cross building to funnel east -- west traffic directly onto Monroe and avoid the neighborhood altogether.

Fourthly. On eastbound 17th Street at the intersection of Peachtree Street, permit a right turn only. This will deflect the traffic coming off of the bridge away from Ansley Park once again.

The Georgia Trust supports the Ansley Park Civic Association's request for planning funding and funding to complement mitigation within the neighborhood as part of this project, which will be determined at the time the study is completed, and to have a seat at the table in deciding on and implementing these measures.

Finally, the context of this project. There is no outlet for east and westbound traffic in Atlanta between 10th Street and Monroe.

North-south, there is two pairs of one-way streets, Spring and West Peachtree and Juniper and Piedmont. And one two-way streets, Peachtree Street south of Ansley Park. But if you pursue north, these

1 five streets consolidate by or near Ansle, Park
2 Historic District into only two less efficient two-way
3 streets, Peachtree and Piedmont.
4 If historic flow-through neighborhoods are
5 to remain stable, substantial introduction of new cars
6 into these areas must be avoided. Historic
7 neighborhoods with multiple entrance and exits act
8 like a wetland filtering cars through. It is
9 inappropriate to build a culvert that directly dumps
10 cars into a flow-through neighborhood, thereby making
11 its residents threatened species.
12 In conclusion, if the Atlantic Steel Project
13 development undermines the stability of Ansley Park
14 Historic District, the net gain for Atlanta will be
15 dramatically diminished. We urge the development of
16 mitigation measures that will allow successful
17 development of this project while minimizing the
18 negative effects on midtown Ansley Park for a totally
19 positive net gain.
20 Thank you.
21 **
22 MR. WEDDELL: Mr. Chairman, I appreciate the
23 opportunity to be heard. My name is Bruce Weddell. I
24 live at 41 South Prado.
25 I have lived in Ansley Park for almost a

1 third of a century. I am the past president of the
2 Ansley Park Civic Association. I have been on the
3 Board of Directors for over a decade. I have served on
4 the Ansley Park Beautification Foundation.
5 And I come to you to endorse what has been
6 stated already, in opposition to the planning process
7 that we have seen.
8 Frequently when the situation developes as
9 we have seen it, there is an embarrassing silence when
10 people ask for a named plaintiff, one who is
11 definitely interested and definitely attached there,
12 one who has a stance.
13 The Ansley Park Civic Association has a
14 named plaintiff.
15 **
16 MR. JONES: Mr. Chairman, my name is Milton
17 Jones.
18 I am a resident of Ansley Park and live on
19 Peachtree Circle. I am a relatively new resident to
20 the area. But I am certainly not a new resident to the
21 City of Atlanta. I have seen a lot of progress happen.
22 I have supported a lot of progress. And like my
23 neighbors, support continued progress for the City.
24 But progress is an interesting thing.
25 Progress requires balance. What seems to be missing

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here is that balance. We have got a large [illegible] neighborhood with a long history, with strong traditions for growth and development and for weathering the storm.

Be we have got a hurricane coming in t way of this bridge. As a neighborhood, as we look at the information that would have seen, as I have looked at the charts tonight and had conversation, there are several questions come to mind.

Number 1 is a design that calls for multi-modal use of the bridge. There has been no written guarantee to protect against what happens if there is no funding to cause the rapid transit piece or the transit piece to happen and to cause the bridge to be nine lanes for automobiles, or eight lanes for automobiles. That is a major concern.

Secondly, there is discussion but no funding. And discussion without funding is meaningless. So there has been funding made necessary to Ansley Park to implement any changes of any studies that were spoken to in the documents that you have handed, to have studies without funding means that we are left with no ability to take action.

Third, in earlier documents there was promises made regarding tax allocation district

funding for some neighborhoods. That has never been done in the history in the history of that capability of Georgia. It is a hollow promise.

Fourth. The traffic projections inadequately considers a surface flood of traffic through Historic Ansley Park and lessor developed areas to this new development. And that is a major concern.

Fifth. And I quote from your document handed out tonight. "Traffic conditions on some roadways and intersections in the study area are predicted to worsen with implementation of the project, as compared to the no action alternative." Again, that is a direct quote. This is why there should be no 17th Street extension east of Spring Street in order to protect Ansley Park roadways from these abominable outcomes.

And then at last, the memorandum of understanding that you refer to, to address community concerns is meaningless without specific commitment of funds to Ansley Park and other affected neighborhoods to implement changes to overcome these concerns and issues now and in the future.

Thank you.

**

MR. GUBERMAN: Sidney Guberman, a resident of Ansley Park.

When our Representative, Kath, A hr or entered the building this evening with her sign, she was told that no signs were allowed inside the building

I understand that this project is wroth millions and millions of dollars, not only to the developers and to the owners, but to our servants, the Georgia Department of Transportation. They have forgotten whose servants they are

Four years ago when this post-warrant boom was seeking in said the cars has got to be controlled. That hasn't happened. But at least the automobile has been rained in almost every day, but not in Atlanta.

The 17th bridge is planning a monstrosity. And it is altogether inappropriate as part of in-town Atlanta, where almost magically has a scale of human and at the same time accommodating the several office buildings or travel circuits.

The City of Atlanta has concerns that the existing City of Atlanta sewer lines and treatment facilities are right at capacity

So, that is all I have got to say. I think it is a bad idea. And I think that many of the people who are establishing are trying to screw us.

MR. COWART: My name is Lawrence Cowart. I live at 18 Park Lane in Ansley Park. I am a member of the Ansley Park Civic Association.

I have been a resident of Ansley Park for thirty years. Longer than some, not as long as many.

Ansley Park is a beautiful place. I suggest you go look at it. And the reason it is a beautiful place is because of the people in this room.

And it started forty years ago, recovering a neighborhood that was deteriorating very rapidly. And made it into one of the prettiest neighborhoods, and most beautiful living places in the city of Atlanta.

And the reason it is, is because you people fought, and we have fought and we will continue to fight, because without fighting for the things we have prepared and preserved to make this a neighborhood, all of the work in the last 34 years would be gone -- and to decrease something unusually beautiful in this part of the City, I think it would destroy something.

And my message is very simple. I would hate to say that this project would not have any impact on Ansley Park defies common sense. I don't see how they can stand up and say it will have no impact on this beautiful neighborhood.

Thank you.

**

MS. BIGGINS: My name is Veronica Biggines. I am a member of the Ansley Park Civic association. My husband Franklin and I live in Peachtree Circle between 16th and 17th Street.

I love looking at this map that you have mounted, because you have a number -- you have used, what, eight, nine lanes that ends nowhere. Where they end and what happens is in my back yard. It concerns me greatly.

There are certaint things that come to mind. Afterthought. I think that Ansley Park is an afterthought. It became an un-huh. When we as a neighborhood raised our hand and said what? We are here.

Blue skies is another term that comes to mind. For those of us who live in the City, it becomes rare for us to see blue skies.

Another thing that comes to mind is respect. As a community, I think we pay a lot of money when it comes to taxes. When I think about the EPA and what we do, when I think about the Department of Transportation, and I think about where their salaries come from, I think about the amount of money that we

put in the pool that goes toward that. And I would [illegible] you to respect us as a community, to respect the fact that it would be very hard for us to take our children, as we walk our dogs every day -- as I look at the traffic that is increasing now as I try to back out of my driveway which has become almost an impossible process.

Say you respect us and give strong consideration to where you are in your proposal in thinking about the fact as a neighborhood, we have been there and continue to be there, and we have -- we are not going any place. So I would ask you to not allow -- to respect the blue skies and to respect us as individuals.

Thank you.

**

MR. EVINS: Hello. I am John Evins. I live at 1211 Barnes Street in Home park.

I am not necessarily one of you all, but I certainly empathize with what you are saying.

I am a walker. I love to walk in cities. I think it is a beautiful city to walk. I wish the sidewalks were a bit wider.

And which brings to mind the plan that we are seeing tonight. It seems to have been a monster

from what I had originally heard from the developers for Atlantic Steel. And it seemed like, there was so much discussion about current activity, which I thought was a really nice work, because we are beginning to be more connective.

But the manner in which we are connecting, the plan seems to be disintegrating more than connecting, in the sense that we are giving lip service to transportation and transit alternatives, but giving red carpet to the cars.

We don't have any more reason for cars. If we have more lanes, we have more cars to put them. We are just going to be run over by cars, really. I am a -- walker.

I also drive my car too. But I do it with a little bit of restraint. At least I plan my day to do that. And I think it is possible for all of us in this room, including those people who want to use this facility, can also do the same thing.

Thank you.

**

MS. JIUNTA: My name is Jennifer Jiunta, and we live in Inman Circle. We have been coming to Ansley Park -- we have been here about five years.

I previously lived in Manhattan. The growth

of our City, was people and not just amount of cars. It was built for pedestrians to live and work and play in this family. It is not something that we feel the planners did for us.

I have a degree in design. And I have -- I have been professionally a designer for fifteen years. The design I am looking at we are not followd. Make it more workable.

Thank you.

**

MS. FLOCKS: Sally Flocks, PEDS. PEDS is a non-profit organization dedicated to making metro Atlanta safe and accessible to all pedestrians. And it-- was anything to say I am very excited about this access that this bridge will provide to a walkable mixed use community. I think this project is very sizeable and I don't want us to forget that.

I have a few concerns, however, about safety. One is the concern seems to be limited to speed of 35 miles an hour. The Georgia DOT has said that having a higher designed speed will increase safety because it creates a longer sigh distance or longer line of sight. What they are forgetting is that when we drive faster our field of vision shrinks. Yet when you are going at a lower speed, you see a wide

circle and you see the surrounding area, including the sidewalk and the optical band. When you are going this side, you see nothing but the land ahead and maybe a tiny fragment on the lanes on either side.

Since this is a transportation control measure, we need to get special concerns about the safety of the pedestrians and the bicyclists. And you won't be giving that with a design speed of 35.

In addition, studies show that if a pedestrian is hit by a motorist traveling 20 miles an hour, the risk of death is just five percent. If they are hit when a driver is going thirty, the risk of death is forty-five percent. And if the driver is going forty, the risk of death is eighty percent - I am sorry, eighty-five percent.

This safety issue needs to be addressed on the bridge by reducing the design speed. In addition, we have a speeding issue in Ansley Park that needs to be addressed. I think this increase in traffic from this is inevitable, but I think there is much that can be done to mitigate the speed and reduce the speed. And I think that funding needs to be dedicated or traffic count in an area-wide way.

I don't agree with the neighborhood about the benefits of closing the traffic on 17th Street,

because then it will just all flow onto Beverly and Peachtree Circle. But I do think it is critical that you prepare for it to flow throughout the neighborhood. Because traffic is like devil, you are going to fill up whatever opening is available. And we need to be prepared with area-wide traffic counting that is funded by the DOT.

Thank you.

**

MR. BARRY: My name is Rogers Barry. And I am the vice-president of the Ansley Park Civic Association. I reside at 19 Maddox Drive, and I have been for the past several years one of the representatives from Ansley Park at our neighborhood planning.

I have also been, until just recently, vice-chair of NTD.

This has been a very long process. I certainly have been involved in it from the beginning. But there was this big flaw at the beginning.

And I want to put it on record. Mr. West and I have discussed this before, but at the beginning of the process when EPA hired, I believe EPD, Clark Gable to manage this address. I had to beg to get into the meetings. And I was not allowed to participate. I was allowed to observe

And at that time I spoke with Ms. Bless and others who were present, and including the developer and other consultants. And I said, on your map at that time, the subject area stopped at Peachtree Street. Now it goes to Peachtree Circle.

So at that time, I informed you that the world didn't end at Peachtree Street, and that you were making a very, very huge mistake by not including Ansley Park in the beginning.

Since that time, all of the parties have closed guns to understand that the noise that was coming out of Ansley Park was not just in incoupe(?) and that it was real. What I am saying here tonight is this isn't the end of environment assessment.

We are at the beginning. And what I wish to inform I have to serve and represent my neighborhood. And none of the parties, none of the potential conveyors of any kind of memorandum or belief should for one moment not only underestimate my community's resolve to defend itself and to, you know, look after in a fair way and consider there, but that we will do it forever.

**

MS. ADAMS: I am Sharon Adams. My husband Al and I live at 56 Westminster Drive in Ansley Park. We

have been residents of the park for fifteen years.

What I have to say may be largely reiterative of what already has been said, but my experience this evening leads me here to the microphone.

I came into the room next door and walked up to the chart and invest myself in a discussion between a young woman and a DOT representative talking about the effect of the bridge on 17th Street traffic. And his comment to her was that it was hoped that traffic would use West Peachtree. And she was commenting that, the fact that it would proceed east on 17th Street to Peachtree Street. And I then suggest that it wouldn't stop at Peachtree Street, but might flow through Ansley Park. And also that there was an enormous amount of traffic to be expected to turn through from Piedmont to Peachtree. It happens now. There is no reason to think that it wouldn't continue to happen in ever larger numbers.

Ultimately, he conceded that the traffic in Ansley would be increased. But if I understood him correctly, his comment was that it would not be unacceptable under current DOT standards as applied to urban streets.

My thought at the time, and I think I made

a comment to him, that those streets were designed in the urban present century when traffic was light and slow. Anybody who lives there now knows that it is not light any more. Those streets are abused now by people who cut through speeding.

I don't expect people to stop coming through Ansley without reconfiguration of those streets in a way that I don't think will ever happen. But I do expect cooperation despite DOT, to come up with a traffic plan that implements other ways to access -- for east-west access, and provide funding, and the tools where the people in Ansley Park could protect themselves. And say that the flow will be acceptable or not unacceptable, I think -- I feel insulted both personally and as a member of the Ansley Park Civic Association.

Thank you.

**

DR. ROGERS: I am Harrison Rogers. And I am not a resident of Ansley Park. I am a Board Member of the Atlanta Medical Heritage that owns Academy of Medicine on West Peachtree Street below the Biltimore. I am a member of the First Presbyterian Church that sits on Peachtree at 16th. I am an Atlanta citizen and I pay taxes to the City.

I have heard several things tonight. First of all, I heard that we are looking for the best possible gateway bridge for this property. I have also heard the need for east-west traffic solutions, from the project to the rest of the City. I heard the requirement for a mechanism to minimize a traffic dump or drop on Peachtree Street directly into Ansley Park. I have heard for a need to consider the esthetic needs of all of our new and old citizens of midtown.

And this is an important area. We are all aware of the tremendous growth of midtown that is going on today and the needs of these for more help.

I feel that there is possibly an innovative approach, an innovative solution to these deeds. And I would suggest that you seriously consider, cover the expressway with a continuous bridge from 17th Street to 5th Street, cover it with dirt, plant grass, plant trees, and have a wonderful park in this area. Have places for those folks in midtown to walk and play and send their children to play. This could be a great thing. It could open all of the streets, all of the cross streets, minor and major from east to west. No problem at all. You could have them as wide or as narrow as you need.

And you talked about a best possible gateway

bridge. Can you imagine a better gateway bridge than a park in the center of the City of Atlanta under which all of the traffic flows.

Thank you.

**

MR. HAILES: Brian Hailes. I live in the Prado.

I was going to talk numbers. I don't believe in giving numbers. I think that is incorrect.

In the light of what was said earlier maybe it is best to talk in generalities -- how to make points. I think it is time to put me on the table. But, now, we have heard the passion and determination of these residents of Ansley Park. And this is not relevant to the function and specialty of the EPA and the DOT.

But there are two contingencies that we are concerned about. The politicians who have ground field recollection forget. And the developers who have millions of dollars involved.

Now, earlier on, we heard how Ansley was reclaimed from the drug dealers and motorcycle gangs of the 1960s. Well, today, Ansley Park neighborhood is doctors and dentists, accountants, teachers, bankers.

There is more lawyers than you can shake a

stick at. So guess what? It is the preliminary way.

So it's not our intention to kill the brown hill project and cost the developers hundreds of millions of dollars. You have been there longer than the politicians and the developers. And if necessary, you will accost the politicians and brown hill developers. And it will cost the developer hundreds of millions of dollars.

So, to me, it is very simple. Maybe it is time for these people to get smart. Sit down at the table, cut a deal that meets the needs of the residents of Ansley Park and then everyone will be happy. We will be able to protect our beloved neighborhood in-town and the politicians will have their proud recognition, and the developers will their hundreds of millions of dollars invested. If not, I think everyone is specifically in danger and that is just my way of thinking.

**

MS. HAMMOND: My name is Jane Hammond. I would like to speak this evening on behalf of the Atlantians For In-town Neighbors. It is a group consisting of residents from thirteen neighborhoods across the City. It makes the alliance of Ansley Park, 28 Home Park, midtown, Morningside, Lenox Park,

Northside and Piedmont Park, Ridgedale Park, Sherwood Forrest, Virginia Highlands, Kirkwood and Garden Hills. And this is a neighborhood for lo, many, many thousands of votes.

The Alliance actually is opposed to the 17th Street bridge because it uses a historical area as a dumping ground for traffic. We are not against the development of the Atlantic Steel project. We want the EPA, the developers, the City and State officials to realize that the established neighborhoods in the midtown area are vital to the success of this project.

We have been here safeguarding this midtown and twenty-four hour community for close to a hundred years. The viable neighborhood in the in-town plays a huge part in the storm of development that is taking place in this area of town.

The Atlantic Steel project would not be here if we were not here. Now, this type of plan can lead to the destruction of Ansley Park and other midtown neighborhoods. The neighborhood sees this as a notice of precedent setting for developing in their community. So we have voted to stand together to oppose the bridge as it is currently proposed. Officially, the signs, the placards and the opponents, and the way it ends at Peachtree Street where it is

pouring some thousand of cars into all of the neighborhoods, and let me respect that, all of the neighborhoods in midtown.

Maynard Jackson said that neighborhoods are the crown jewels of Atlanta. You may not enjoy this.

**

MR. LAMAR: My name is Tom Lamar. And I am about to be a resident of Ansley Park. I represent my family and others in Atlanta who have multiple interests in this project.

The first thing I noticed is that no one this evening, not the DOT, not the EPS, has mentioned or discussed the notion of this environment. There is no discussion at all about trees. There is no discussion at all about parks.

I moved to a beautiful City that is concerned about its environment. And has great impact on our great nation. I believe that when I asked the question, could any DOT engineer or EPA official, have you taken into account the impact of the loads of cars that should increased when the cars were brought into the area. They say the cars still weight the same. And that is unbelievable uneducated answer to a very blunt issue.

Sewer lines. That is the environment. Back-

ups, broken lines, costs, dig up the streets, tree roots don't exist only where the truck hits the ground. They go out a lot, depending on the height of the tree. Impact of traffic on roads where beautiful trees that cover the asphalt, and keep it cooler. Protest the air quality.

The southern oxygen program performed at Georgia Tech, founded by the United States government, pushing Georgia Tech, Number 1 air quality study about parks this year, shows that the problem with our great air [illegible]ity in the State of Georgia is coal burning power plants and automotive emission, combined with loss of trees. Remove the trees and you add asphalt. You increase the heat. And so on and so forth. It is not in the study.

This is the beginning. Thank you for including us in the early stages of this design process. It is very clear that the one sketch that we saw, which is missing any many lines and many thoughts, is the beginning.

Thank you for letting us be here.

**

MR. BROWN: I Am Lake Brown, a fifteen year resident of Ansley Park.

I think the Atlantic Steel project is

wonderful. It is going to be -- do much for Atlanta in the long run. It also must share the downsize as well by taking increase in traffic.

The Ansley Park Civic Association, is proposing that traffic be stopped at 17th Street and be routed in a different direction. They also say that traffic should be allowed on Peachtree Circle. The traffic is going to get to Highlands, the other side of town some way. And also in Ansley Park, the problem is on Ansley Park. Unfortunately, I think that has to be utilized more. Again, departure from fillers, utilizing more 4-way stops. The traffic can be slowed rapidly through Ansley Park and have to stop every couple of streets.

Thank you very much.

**

MR. BRITTAIN: My name is Nancy Brittain.

And I have lived in Ansley Park for 32 years. I have raised my children there. And what a joy it has been to live in downtown Atlanta. And thanks to the people who have worked so hard for us over the years, because I tell you, my kids were able to walk in the park and without worry about getting hit by cars.

Bless your hearts, those of you who are

there now, I want to see your kids. You have got so many people already coming through the neighborhoods. And we all know what this weird bridge is going to do in the future to us if we don't do something.

I would ask that a traffic expert be hired by the development company and next door, about why there would be an exit from 75-85 to this new development, but there would be no entrance back onto the expressway.

And I am reminded of an old commercial on television several years ago. You remember the Roach Motel. The bugs could get check in but they couldn't check out. Well, I am afraid that is what have got, because we have got to find a way to get to work. That is only 75-85. We can't get to work.

**

MR. RUDDERMAN: My name is Randy Rudderman. I live with my wife on Inman Circle.

And we are not opposed to progress, new jobs and certainly not development. My concern regarding the project is based on the day that it now becomes self-validated. In terms of value, it has enormous potential for revisionary development but it has yet to demonstrate this to anybody.

You know, examine your own data. The date

that you have got out there. And your average annual daily traffic flow. And we all talk about the traffic that they are talking about, Peachtree going north,. Peachtree going south. Their own data states the northbound traffic after the bridge, going in front of Rhodes Hall and Peachtree, is going to be left of the bridge. Right in there. The southbound traffic on Peachtree in front of Symphony Hall and Colony Square will be left of the bridge.

I asked four of the officials from DOT tonight if they believed this. And not a single one of them could respond. Mr. Chairman, you expect us to take you at your word, that your own people don't believe your own data.

We also heard that excessive plans to the plans that are, you know, great vision for our future. Now, we are opposed to plans based on conclusions, based on various data that we were given.

Thank you.

**

MR. KOBLENTZ: Michael Koblentz. I live in the NPU West Loring Heights.

A few years back I attempted to gain a consensus among the NEPU E neighborhoods to develop a position regarding the Atlantic Steel Redevelopment.

And after many meetings and negotiations with the developers, I sponsored and the NPU passed by an eight to zero vote, which included Ansley Park I might add. A resolution which included many conditions to support the redevelopment of Atlantic Steel.

One neighborhood, Home Park, abstained on the vote. However, later on, because of the input and support of Home park, the project evolved into a more urban oriented mixed use site which would be woven in a far greater way with their own neighborhood.

In the last year or two, a revisionist view of history has emerged which would make one thing that neighborhoods were somehow left out of the process. I was at the first meeting held on this project with the most adjacent neighborhoods, Loring Heights and Home Park, as well as Georgia Tech. And I can attest four years or so later, that neighborhood input was not only sought but most of the conditions adopted, including the 17th Street bridge, were put into the final documents as a result of negotiations between the neighborhood and the developer.

In fact, as an eight year and longest serving member of the Not Planning Unit E, and with scores of projects and developers which have come online in the last few years, particularly in midtown,

no developer has been more forthright and negotiable than the Atlantic Steel Developers led by Charlie Brown. I have seen the good ones and the bad ones, and many over the years have had no regard for the surrounding community. Some have been openly hostile of neighborhood impact -- input. Some have attempted to avoid the process and their shoddy and inappropriate buildings and developments are their lasting legacy to Atlanta.

In the last few years, some of us have created a third way of looking at development in Atlanta. Instead of the note in my neighborhood approach of some cities and neighborhoods, and the growth at any cost of others, we have attempted to promote the balanced projects which mix sound and smart land use with profitability. Particularly as a result of both NPU E, the vigilance of the Midtown Neighborhood Association and the foresight of the Midtown Alliance, growth has been planned with a purpose. Pedestrian friendly buildings, mixed use, green space, have been some of the prerequisites of most plans. As a result, midtown has become midtown.

There are two questions that have to be asked of growth; will it be smart growth and will the burden of the projects be equally distributed? This

leads me back to Atlantic Steel.

This site has been legacted for many years, and growth was going to come one way or another. My feeling is that the project is sound and the burden is equally distributed. We take a hit in Loring Heights as a result of the 17th Street bridge. There may be some excessive traffic coming into the neighborhood. However, we feel that the 17th Street bridges relieves 10th and 14th Streets which are bottlenecked and are used all of the time by our residents.

We don't know definitely how it will all play out. There are no certainties. The point is the growth had to happen. This was a developer we could do business with. It will no longer be an environmental eyesore. And we as a neighborhood are willing to take some risk for the greater good of the project. Yes, there are no hundred percent guarantees on traffic, but overall we are looking at a net plus.

We feel that other neighborhoods should share this attitude. Some risk, yes, but let's look at the big picture. And there are safeguards and something called good will and trust that has developed between the neighborhoods, most of them, and the developers that if something unforeseen appears will be dealt with. We have the assurance from the

City and we will hold them accountable and we will sign the memorandum of understanding.

Atlantic Steel, now Atlantic Station, can be a model of in-town growth and a firm and clear statement against a sprawl. Let's get on with the show. No more delays.

**

MS. PETERS: In the interest of time I will just make a short statement. I am in the real estate business. And I am sure it must be great to get eight million dollars in public funding for one developer.

**

MR. DEDEMADAS: I am Peter Dedemadas --

VOICES: Can't hear you.

MR. DEDEMADAS: I am Peter Dedemadas. I own some property at Northside Drive and Bishop. This project will increase the ground, not for me, not for you, all of the people -- (inaudible).

I say one thing. You are good people. But some people -- (inaudible)

Thank you very much. Thank you.

**

MS. KLENBORT: Good evening. My name is Marcia Klenbort, and I am here as a citizen of Atlanta.

I happen to live in Ansley Park. But I am very aware that our neighborhood is just one of the neighborhoods being impacted. And I would like to speak to several of the proposed ideas, that I think are voicing a disaster to the entire city.

We cannot stand a new major mall at the Atlantic Steel site. I do not know to accept whether this is a done deal or whether the deals have been made, but we cannot stand a mall, which cars and traffic like malls do. We can't stand the traffic that the mall will bring. And whether it comes off on this dreadful 17th Street or whether it gets to use some other way. We simply cannot stand this traffic.

We could stand non-automobile alternatives. And all of us have got to figure out some way that we are going to make plans for the City that do not depend on us each getting one person, one at a time, in automobiles. It is just going to kill us all.

We can't stand the terrible air quality that we know from this traffic, by, very hopeful, after tonight, because I think that perhaps the best part about this meeting is that the Atlanta people have found each other, and even though there should been presence in the most outspoken spokesperson in this group, I believe that the neighborhoods and that all

of the citizens in Atlanta were concerned about these things.

I wrote a letter to the EPA on July 14, 1999. And I will read a slight bit of it. As far as I can understand all of my letter of objections did was to get me on the mailing list, so I have gotten alcohol other of things that I cannot understand in the mail from the EPA.

I wrote in this letter that the purpose of developers and development is to make money. The purpose of residential neighborhoods, once we get our own families cared for, is the be the collective bowler that preserves the City. The purpose of the EPA is to protect City residents and institutions that already exist from the irretrievable erosion which destroy needs and developments in the City itself.

Thank you.

MR. HOFFARTH: I am Dennis Hoffarth. I am the Executive Director of the Atlanta Bicycle Campaign. We work in the ten county region, but we are situated in the City and we like living in the City.

I am not a resident of Ansley Park. But I am thinking about moving there. It sounds like a nice place to live. I do live in a inner city neighborhood

and we are reclaiming some of that. But I think that it is so important that any project you develop with some sort of vision, not -- well, maybe put it this way; One environmental hero of mine once said: You can't do one thing. In other words, you have one thing in mind but you have lots of side effects that could be affected here.

One of the things you need to stand pat on in this City is that we will protect the inner City neighborhoods. Probably the thing that has had the most impact in inner City neighborhoods over the years is transportation projects. So I hope that -- frankly, I was not aware of some of these issues before the meetings. Like you had the protest table out there. But I certainly heard some things that give me pause as far as making sure we address some of these neighborhood issues when the project is built.

At the same time, we have a lot of folks with disability. And an exemplary example project especially internally and how it affects the transportation for the future. To give an example of how we can do the inner city and urban project that will encourage other options. The City is totally lacking in that. This could be the harbinger if it is done right and protect the inner city neighborhoods

at the same time.

Someone said earlier that this was an experiment. And you felt really -- you can't prove that it is going to have the problem resulting as far as traffic that you guys are claiming.

Some of the concerns we have from the bicycle campaign is that it doesn't seem to be loaded with those position things that are cutting edge and on the slope for us for what can be done as far as -- I don't think it includes some things that other Cities are already doing.

So we are talking with the developer and we would like to make sure that EPA is aware of all of the options that are available are maximizing the use of transit, of bicycles and walking.

Those are our hopes of getting people out of these cars. Some carpooling. But by and large that is going to be the answer.

I have got a couple of little specific things for bicycle lanes. And then I will submit written comments by letter. The 14th Street bridge, you are building a brand new bridge that is not going to be replaced for at least another eighty years. That is the average. It has got to have bicycle lanes included. If you don't have it on there now, please

FORM 7/0 PENGADNICY 1-800-631-6989

add it.

We like the idea -- this is the first time we are going to see it in the Atlanta area, shared bus and bike lanes. I was just up in Philadelphia and they are doing it there. It is looking great. I wasn't too sure. But that is going to be a very innovative idea that could be, helpfully spread through more of the City over the years.

Of course, we support that, as well as the trails being built as part of the project to encourage people to use their bicycle. And let's be reminded that bicycling and walking also help keep people alive and healthy. And transit, if we don't have this connection, bicycling and walking to the transit, it won't be used. So we need to make all of these connections.

In that respect, I would like to see us look at bike racks on the busses that are going to be used. And it will just provide a much larger capture area for those that want to ride bicycles, to get to the bus.

Internally, bicycle parking. We need more detail on that. We need more encouragement for businesses to actually work with their employees to not bring their cars into Ansley Park or anywhere

else. Don't bring into the City, if you can come in by some other way. And encourage -- provide those incentives to the employers and the land owners -- the landlords, whoever is providing property, there are very frugal ways to do that. And we need to do these state of the arc on this for this project to be trusted and this project to go forward and really show a great thing.

Thank you.

* *

MR. LOTT: My name is Michael Lott. And I was living in west midtown for ten years.

And I am going to say, I am a little confused by the attitude of a lot of people here tonight. And let me just bring up a few things that, the way I perceive things.

You have a ground kill. You have an area that had no trees. A factory -- toxic waste, slowly seeping into our soil, contaminating our neighborhoods.

And the government and a private industry has agreed to come together and clean it up. That seems like a great thing. Not only that, they are going to put in a development which will provide grocery -- hopefully a grocery store, hopefully other

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1 things that will serve our community as well as an
2 entertainment destination.
3 Now, this is the thing that people -- I live
4 on the south end towards downtown. And the downtown
5 neighborhood, they have been clamoring for this kind
6 of development downtown. Build small, light
7 developments downtown. I don't understand what the
8 problem is. You are getting what we wished for.
9 Now, you have the great development here and
10 integrated well into Oak Park and Loring Heights and
11 into West Midtown where I live, the other side of
12 Northside. Reclaim the neighborhood. And then it would
13 be in great shape for us.
14 Now, the bridge. You are saying, well, maybe
15 that is okay for those people over there. But I don't
16 believe in the nexus for all of that. So what makes a
17 good City. When I was in Georgia Tech, going through
18 the architecture program, what needed to be studied
19 was City planning -- which Georgia city did we look at
20 when we looked at good state planning? So it wasn't
21 Atlanta. It was Savannah.
22 Why Savannah? What makes most great major
23 cities? Not walls, not barriers, not divisions
24 between, but connections. We need to get from one
25 place to the other, one neighborhood next to the other

1 neighborhood. It seems like your neighborhood wants to
2 be a cul de sac. You want to be a Post Apartment
3 Complex. It seems like if you just put up a little
4 gate at every entrance, and that would solve it.
5 And some of us -- one part of the city to
6 the next part of the city witho9ut having to hedge the
7 highway to get to one place from the other. I like to
8 walk down streets and go from one place to the other.
9 This bridge will help you walk, it will you fight, it
10 will help you get around. It won't help me drive
11 through your neighborhood to get to something on the
12 other side.
13 Most people now -- most people that I have
14 ever talked to don't even know how to get through
15 Ansley Park. There will be mutiny. So I wish that you
16 would look at Atlanta's legacy of building bypasses.
17 So named, as the new roads that have been planned,
18 there were roads over time -- dividing the interest
19 and about keeping people from getting one place to to
20 other, through the '60s, we were notorious of putting
21 inroads to divide white neighborhoods from black
22 neighborhoods, dividing poor neighborhoods from
23 affluent neighborhoods. People would go so far as to
24 put roadblocks in the middle of the road. They
25 wouldn't live in the same area as the other guys.

That seems what you guys -- like what you guys are trying to do. You are too good to be part of our side of town. All I am saying is let's connect downtown, be a city, a community, not a cul de sac.

Thank you.

**

MR.ROSS: Thank you for allowing me to speak. My name is Jeff Ross. I live in Home Park. And my concern about this project is that, I wanted to -- I wonder if anyone knew about the Atlantic Steel Project when it was in operation. It was the largest producer of airborne carcinogens in its day. It has been shut down for some time now. But those products are still in the soil.

And -- excuse me. I didn't prepare for this. But I was noticing my window sills getting very dirty lately. And I am sure that these parcels are not the cleanest in the world. And I wanted the EPA to make sure method of keeping that site watered down while they are doing this destruction, is important, and it is not merely setting a set of standards in an office building.

Thank you.

(Public hearing concluded)

CERTIFICATE

GEORGIA

FULTON COUNTY

The within and foregoing Public Hearing was taken before me as stated in the caption, and the same was reduced to writing by the undersigned.

I further certify the within and foregoing pages 1 through 71 constitutes a true, correct and complete transcript of the proceedings as recorded by the undersigned in the within captioned matter.

I further certify I am neither of kin nor counsel to any of the parties, nor in anyway interested in the out come of said case.

This 6th day of October, 2000.

S/ H E Worley

HOWARD E. WORLEY, CERTIFIED COURT REPORTER
Certificate A-2 - RPR - CM

APPENDIX K

PUBLIC COMMENTS ON ENVIRONMENTAL ASSESSMENT

17th St. / A.S.

(1)

NAME WALTER BROWN
ADDRESS 415 Euclid Ter.
Atlanta, GA 30307

COMMENTS I support the proposal to Develop the Atlantic Steel Site as a high density alternative to more greenfield sprawl. I hope the parties involved can agree on a plan that benefits neighborhoods while allowing the urban redevelopment of midtown atlanta.

(please print)

17th St / H.S.

(2)

NAME David Cigarek
ADDRESS 291 Deering Road
Atlanta, GA 30309

COMMENTS I'm in support of 17th St. bridge and Atlantic Steel project. As the owner of a house across the street from the project believe the impact of Atlantic Steel will be a plus to my property and the city of Atlanta. This is smart growth. Where has Ashley Park been for the last 10-15 meetings?

(please print)

17th St. / H.S

9/12/00

(3)

NAME CHARLES E. JOHNSON
ADDRESS 771 SPRING ST. N.W.
Office ATLANTA, GA. 30308

O · 404-853-6800

COMMENTS I think "another access" East/West over the I-75/85 Connector is a "very good" approach to connecting Mid Town to Redevelopment/Activities West of the Connector. My office is at 5th and Spring St and we have a 30,000 ft² bldg. w/ parking for 290 cars. We are near North Ave Station that provides good access into the transit corridor.
I "support" the project

(please print)

17th St. / A.S

(4)

NAME James Fullton
ADDRESS 3341 Georgia Tech Station
Atlanta, GA 30332-0345

gt8114i@prism.gatech.edu

COMMENTS After listening to comments from several Ashley Residents that contend that they support redevelopment but NOT the bridge, I want to know how they propose to have the site work without the bridge. This cannot work w/out the bridge. What alternative has Ashley proposed or expect?

(please print)

⑤ 17th St / A.S.

NAME Kevin C. Mobley
ADDRESS 1185 State Street
Atlanta, GA 30318

COMMENTS Please approve the 17th bridge. As a GA Tech alumni and homepark resident the bridge is required to both preserve our neighborhood as well as reconnect us with City of Atlanta, Marta and the business district located in Midtown. Without the bridge we will be overrun w/traffic a.

(please print)

⑥ 17th St. / A.S

NAME Kurt Belgum
ADDRESS 1018 State St. NW
Atlanta, GA 30318

COMMENTS I support the ~~for~~ current redevelopment plan for the Atlantic Steel site. I believe that the project has the potential to lead the way into a new kind of urban mentality, one which embraces shorter trips and a more varied choice of transportation methods including bicycles, light rail, and walking.

(please print)

⑦ 17th St./A.S.

NAME PAUL THURNER
ADDRESS 1112 CENTER ST NW
ATL. GA 30318

COMMENTS I support the new bridge at 17th St. How wonderful to have a pedestrian friendly connection to MARTA across the Expressway. I look forward to Atlantans forgoing their current obsession with driving and embracing a new development where we can live, work and play without dependance on the auto.

(please print)

⑧ 17th St./A.S.

NAME Marianna King
ADDRESS 523 Hascall Road
Atlanta, GA 30309
(Loring Heights)

COMMENTS I fully support the development AND the bridge. ~~[illegible]~~ I agree that Ansley Park is a beautiful neighborhood but I don't see how this development is going to create that much traffic for Ansley Park.

(please print)

(9)

NAME Patricia Breed
ADDRESS 308191 GA Tech Station
ATL, GA 30332-1200

COMMENTS I was born and raised in the S Fulton town of Fairburn GA, and currently attend the GA Institute of Technology. I have lived in the same house for 18 years and have never had a neighbor much less heavy traffic. However, I strongly disagree with the Ansley Park residents who are against the Atlantic Steel Development. Traffic in Atlanta will continue to grow with or without a bridge at 17th St. Atlanta is in need of this type of development. It will be a valuable asset to the city and → especially to the residents of Ansley Park who oppose it. Would they rather have their children live-work-and play in Buckhead, where crime is on the rise. Their picturesque neighborhood is nice, however will not last forever. It is inevitable that Atlanta will grow and for that neighborhood to stay the same forever is impossible.

They need to accept Change!
(and leave the experts, like TECH Engineers, to worry about the real problems!)

(please print)

K-3

17th St./A.S.

(10)

NAME Jeff DePaola
ADDRESS 533 Hascall Rd. NW
Atlanta, Georgia 30309
Neighborhood: Loring Heights

COMMENTS I support the Atlantic Steel Redevelopment project especially the 17th Street Bridge. Many of my friends and neighbors in Loring Heights and Home Park also support this project as well. I believe the Ansley Park opposition is based on a wave of unfounded fear.

(please print)

(11)

17TH ST/A.S.

NAME BENNETT HUT
ADDRESS 1905 CLARMONT STREET
ATLANTA, GA 30318

COMMENTS I AM SYMPATHETIC WITH ANSLEY PARK'S CONCERNS and would hope that you design A BRIDGE THAT WON'T IMPACT THEIR concerns. AS A RESIDENT OF THE WEST SIDE WE ARE excited about the PROJECT and SUPPORT IT FULLY. PLEASE DON'T GET bullied by THE ELITIST FOLKS OF ANSLEY PARK.

(please print)

(12) 17th St./A.S.

NAME Michael Lott
ADDRESS 560-B Monella
Atlanta, GA 30313
(404) 522-3873

COMMENTS Some residents are ALL FOR ATLANTIC STEEL
Please remember that Ansley Park is but one neighborhood around the project. For too long West Midtown has been cut off. Help connect our community to the fabric of the city.
Build the Bridge!

(please print)

Some of us want a city
not a ~~citadel~~.

K4

(13) 17th St./A.S.

NAME Steve Shepherd
ADDRESS 609 Wilson Rd (Springlake)
Atlanta, GA 30318
404-355-0518

COMMENTS I fully support the development AND the bridge.

(please print)

(14) 17th St/AS

NAME Jon Pannell
ADDRESS 2508 Peachtree Park Dr. NE
Atlanta, Georgia 30309

COMMENTS I am very excited about the 17th street bridge and what it can do for Midtown and all of Atlanta. I hope that with the existence of the new bridge traffic will be alleviated from both the 14th and 10th street bridges and bring Atlanta and Midtown to the forefront in Urban revitalization for the U.S.

(please print)

(15) 17th St./A.S.

NAME Paul Kramer
ADDRESS 291 Deering Rd
Atlanta, GA 30309

COMMENTS I support ATL steel project and 17th st bridge. It's smart growth for the city

(please print)

(16) 17TH ST / A.S.

NAME Shaun Green
ADDRESS 1209 Atlantic Dr, NW
Atlanta, GA 30318

COMMENTS I strongly support the preferred alternative / build concept & design currently set forth, including the 17th Street Bridge concept. I look forward to walking to goods/services/entertainment and having an atmosphere that caters to that. The AS development will accomplish ~~that~~ this. The bridge helps add to this concept by including walking/biking/transit/auto access directly to the development. Plus, with the rest of the development planned in midtown, the additional interstate access will be necessary ~~that~~ to relieve congestion & air quality problems associated with the current 10th & 14th st interchanges until the point where transit becomes more attractive to commuters or driving becomes more painful (or both).
BUILD THE SITE, BUILD THE BRIDGE!

(please print)

K-5

(17) 17th St. / A.S.

NAME JANET KINARD
ADDRESS 1209 ATLANTIC DR
ATLANTA, GA 30318

COMMENTS As most residents of Home Park, I look forward to the Atlantic Steel Redevelopment. Concerning the 17th Street Bridge – Most Midtown residents, especially those in Home Park, and people traveling into Midtown recognize the lack of access to Midtown. 14th and 10th Street are just not enough anymore. With new development on the east side of 75/85 and the new AS development, there must be another Midtown access from the highway. I think the new bridge will bring more good than bad – and I am a resident in the neighborhood most affected.

(please print)

(18) 17th St. / A.S.

NAME ROBERT WALL
ADDRESS 2508 PEACHTREE PARK DR.
ATLANTA, GA 30309

COMMENTS THE 17TH ST. BRIDGE/EXTENSION IS AN EXCELLENT EXAMPLE OF URBAN REDEVELOPMENT. THE ENVIRONMENTAL ASSESSMENT SHOWS THAT THE PROJECT WILL NOT CAUSE ANY MAJOR HARM. THE GAIN LOSS OF THOSE INVOLVED AND THE FUTURE OF DEVELOPMENT IN ATLANTA SHOULD BE BE DECIDED. THE BRIDGE & EXTENSION ARE GOOD FOR ATLANTA AND M'S TRAFFIC.

(please print)

(19) 17th St. / A.S.

NAME BRUCE PROPST
ADDRESS 5235 GREEN OAK COURT
ATLANTA, GA 30327

COMMENTS THE CURRENT AND FUTURE DEVELOPMENT THAT IS INEVITABLE IN MIDTOWN DEMANDS THAT ADEQUATE TRAFFIC IMPROVEMENTS ARE PUT IN PLACE TO SERVE THE NEEDS OF RESIDENTS, EMPLOYEES, ARTS PATRONS, EMERGENCY VEHICLES, ETC. THIS TRAFFIC IMPROVEMENT PROJECT IS ABSOLUTELY NECESSARY. TO DO NOTHING WOULD CREATE ABSOLUTE GRIDLOCK.

(please print)

(20) 17th St./A.S

NAME Jay Schiesser
ADDRESS 525 Bishop Street
426 Trabert Ave
Atlanta, GA 30318

COMMENTS Build It !!

(please print)

(21) 17th St./A.S.

NAME Hannah Allen Moon McSewain
ADDRESS 418 McAfee St., NW
Atlanta, GA 30313

Georgia Tech student

COMMENTS I think that the bridge project that is such a small part of a bigger plan will lead Atlanta to what New York and Washington D.C. is today. The businesses and corporations that will be affected by this great change may be a small sacrifice to help lead Atlanta into the future. The residential areas of downtown Atlanta need to be (please print) greatly improved and this project will help aid in that progression.

(22) 17th St./A.S.

NAME Matt Rountree
ADDRESS 418 Calhoun Street
ATL 30318

COMMENTS I believe that the 17th Street extension is essential to making sure that traffic flows smoothly into and out of the Atlanta Steel Project. Eliminating this would cause a backlog of traffic into and around the neighborhood that I live in (Home Park) which sits directly next to this large project. I am very pleased about this new project and I hope that your plans go off without much trouble.

(please print)

(23) 17th St./A.S.

NAME Larry Barefield
ADDRESS 373 Hascall Rd., NW
Atlanta, GA 30309-2327

COMMENTS I support the 17th St bridge. I feel that the connector from North side Atl to points East would improve (i.e. lessen) cut-through traffic on Peachtree.

Thank you
Larry Barefield

(please print)

(24) 17th St. / A.S.

NAME Christian S. Allen
ADDRESS 1125 STATE ST NW
ATLANTA, GA 30318

COMMENTS I am in FAVOR of the proposed Bridge. I think it is a wonderful opportunity for midtown & Atlanta.
It should run from Northside Dr. to Peachtree St. to alleviate traffic pressure on 14th St.
Thank You!

(please print)

(25) 17th St. / A.S.

NAME BOB VARNADOE
ADDRESS 1276 LYLE PL
ATLANTA GA 30318

COMMENTS I AM VERY EXCITED ABOUT THE ATLANTIC STEEL REDEVELOPMENT. CRB HAS DONE A GREAT JOB OF LISTENING TO THE CONCERNS OF RESIDENTS AND INCORPORATING THEIR IDEAS INTO THE PROJECT. THIS WILL BE GREAT FOR MIDTOWN AND THE ENTIRE ATLANTA REGION

(please print)

(26) 17th St. / A.S.

NAME Karen Barefield
ADDRESS 573 Haskell Rd NW
Atlanta, GA 30309-2227

COMMENTS I support the 17th St. bridge. In town living cannot continue to develop in a multiuse way without adequate ~~support~~ access

(please print)

17th St. already is a bottleneck.
If the Bridge is NOT built, it will get worse and have a negative impact on a lot more people than with the Bridge. So, with that in mind, it is better to have the bridge.

avg. annual daily traffic
Current 46000 - 16150

no action: 57450

K-7

(27) 17th St./A.S.

NAME Claudia Harris
ADDRESS 1041 Atlantic Dr NW
Atl. GA 30318

COMMENTS Do not fail to give support to this project including the 17th St bridge. I have lived in this community since 1964.

(please print)

(29) 17th St./A.S.

NAME Mark Sorak
ADDRESS 132 E Lake Dr SE
Atlanta, GA 30317

COMMENTS From studying the maps and speaking with some representatives here the plan looks like a good compromise. There is the potential for another nice 'intown' neighborhood which should spur improvements in the surrounding areas as well. I'm pleased with the connection with Loring Heights as well as the improved access to Northside through 17th.

(please print)

K-8

(28) 17th St./A.S.

NAME James A. Berry
ADDRESS ~~[illegible]~~
691 J.W. Pobbs Ave Unit A
Atlanta, GA 30313

(I'm a Tech Student)

COMMENTS I recently did a study on the redevelopment + downzoning of Midtown Atlanta. In my study I incorporated Atlantic Steel in this area. My findings proved to me, and the recipients of the paper that Atlantic steel will be the catylist and the glue to seamlessly integrate the eastern + western side of Atlanta, which will increase property values, decrease traffic in the long term and pave the way for more planned + dense developments throughout Atlanta

(please print)

(30) 17th St./A.S.

NAME BILL DEDEMADIS
ADDRESS ~~6855 Dunwoody Center Dr~~
TEL 770 242 3825

COMMENTS I am in agreement with project It's best for the city.

(please print)

(31) 17th St/A.S

NAME Rev. Susan Barnes pastor
ADDRESS Tenth St. United Methodist Church
425 Tenth St NW
Atlanta GA 30318

COMMENTS I fully support the Atlantic Steel project as important step towards a brighter future: a future where people work close to where they live so that pollution is reduced; so that fewer cars are on our freeways during peak commute hours
It is critical for our future that Atlanta learn compact construction technique and people learn to walk, bike (please print) and depend on mass transportation

(32) 17TH ST / A.S.

NAME Lourdes Melarti
ADDRESS 6654 Park Village Drive
Atlanta, GA 30306

COMMENTS As a citizen of the City Atlanta I am strongly opposed to the 17th street Bridge and the redevelopment of the Atlantic Steel site as it is currently designed! Based on the comments and concerns of the citizens of this city adjustments must be made! If federal funds are to be used in such a gross amount, then they should be used to benefit the greater community not to satisfy the egos of the DOT and the (please print) developer. they should be accountable for their actions.

(33) 17th St./A.S.

NAME DONALD DAR
ADDRESS 102 MONTGOMERY FERRY DRIVE
ATLANTA, GA 30309

SEPT 12, '00

COMMENTS THE DEVELOPERS OF THE ATLANTIC STEEL PROJECT ARE BRAVE UPON MAKING A MULTI-USE FACILITY THAT WILL MAXIMIZE THEIR RETURN ON INVESTMENT — WE IN THE NEIGHBORHOOD OF ANSLEY PARK NOW OWN ALAMDA — TO KEEP OUR PROPERTY DESIRABLE WE ADMIT IT — LET THE DEVELOPERS COME (please print) FORWARD AND ADMIT THAT THEIR ALAMDA IS VISUALLY BLAND

(34) 17th St./A.S

NAME Elizabeth Wilcox
ADDRESS 109 Avery Drive
Atlanta, ga. 30309

COMMENTS I oppose the 17th Street bridge as planned. The epa purpose should be to promote walking and the bridge seems overwhelming and not pedestrian friendly

Traffic must have another east/west connection besides Ansley park. Traffic calming is necessary
(please print)

(35)

17th St./H.S.

(35)

NAME MARCIA K. KNIGHT
ADDRESS 102 MONTGOMERY FERRY DR.
ATLANTA, GEORGIA 30309

COMMENTS I OPPOSE THE 17TH ST. BRIDGE PROJECT AS IT EXISTS CURRENTLY. I DO NOT UNDERSTAND HOW THE E.A. INDICATED THAT THERE IS NO IMPACT ON THE SURROUNDING MIDTOWN AREA. I THINK THAT MIDTOWN
(A) NEIGHBORHOODS, INCLUDING ANSLEY PARK, SHOULD BE INCLUDED IN THE PLANNING OF THIS PROJECT & THAT OBJECTIVE TRAFFIC ENVIRONMENTAL (please print) STUDIES SHOULD BE FUNDED & COMPLETED. I DO NOT OPPOSE THE DEVELOPMENT OF BROWNFIELDS, BUT I OPPOSE
(B) THE OF THIS SITE TO ENCOMPASS A RETAIL COMPONENT LARGER THAN LENOX MALL. →

AND I THINK THAT RAIL TRANSIT, PEDESTRIAN WALKWAYS & BUS LANES SHOULD BE THE
(C) FOCUS FOR THIS DEVELOPMENT, RATHER THAN ENCOURAGING SINGLE CAR USE. RAIL TRANSIT NOT A SHUTTLE SERVICE, SHOULD BE A COMPONENT OF URBAN DEVELOPMENT.

K-10

Received 9/22/00

Marcia.Knight@perkinswill.com
09/21/2000 07:22 PM

To: Ben West/R4/USEPA/US

cc: John Hankinson/R4/USEPA/US, Kitzman.Jim@epamail.epa.gov, Exec.dir@grta.org, Tom.coleman@dot.state.ga.us, Joe.Palladi@dot.state.ga.us, Jerry.franklin@fta.dot.gov, Larry.dreihaup@fhwa.dot.gov, kashe46@mindspring.com, Rpritts@ci.atlanta.ga.us, Watsona@gtlaw.com

Subject: Development of the Atlantic Steel site, the 17th street Bridge and Atlanta's overall Master Plan

Dear Mr. West,

First of all, let me say thank you for the hours you have put into this project and the professionalism of your presentation at the second public hearing held last week, September 12th. I had the opportunity to attend a presentation made by Joe Palladi earlier in the year at the Ansley Park Club, but, due to being out of town, I was unable to attend the previous public hearing regarding this project. My husband and I appreciate the effort being done to develop this brownfield site, but we have some definite concerns, about which I am writing.

Our biggest concern is that this development does not appear to interface with or address a Master Plan for the development of our city - where is GRTA's involvement? I was disconcerted to learn that my neighborhood and work location (Ansley Park and Peachtree & 17th streets, respectively) were not considered within the area of impact for this development. If we, as a city, are going to embrace increased density of living within the city core, then we need to work together to resolve how people are going to live, shop, work, play and move around with that increased density. Solving these issues can be done, but, in my opinion, it will take more than providing a multi-use development on the Atlantic Steel site with a connecting bridge and extension at 17th street and increased interchanges at I-75 & I-85.

I am concerned that not only will the 17th street Bridge and extension considerably increase the traffic in my neighborhood, but will also increase the traffic throughout midtown. Traffic in midtown is already congested - pedestrian areas are adjacent to 4 and 5 lane one way raceway-streets and increased housing developments are only going to contribute to this congestion. Should we not try to solve some of the existing problems prior to compounding them? I think we should be considering increasing our Marta rail lines and destination stops versus focusing our efforts on more roads for more cars. In my opinion, this project is a form of suburban sprawl, only located in a more urban area. It amazes and disappoints me that the environmental assessment study fails to recognize that either my neighborhood or the larger midtown area will even be affected by this project.

Before this project proceeds, I would like to see that the current plans for the 17th street bridge are redesigned to divert traffic away from Ansley Park and that a more complete impact study of traffic be done for the midtown area. In addition, I would like for you and your associates to identify the impacts of this project on my neighborhood, Ansley Park, and provide solutions to remedy those impacts. In closing, I must say that although I want to be supportive of brownfield developments and increased density of living and multi-use projects in the midtown and downtown areas, as they currently exist in their design, I cannot and do not support the 17th street bridge, extension, or development of the Atlantic steel site. Thank you for your time in reading my concerns.

Very Sincerely,

Marcia K. Knight
Ansley Park Resident, midtown employee

(36) 17th St./A.S.

NAME Lynn Meyer Rollins
ADDRESS 273 The Prado N.E.
Atlanta, Georgia 30309

COMMENTS I oppose the 17th Bridge Project as it is currently designed because of the devastating environmental impact on all of inbound Atlanta. By the increased traffic it will encourage. I have been working in historic preservation in Atlanta for over 20 years and living in historic intown neighborhoods for over 17 years. Please add more use of mass transit access to the proposed Atlantic Steel development.
(please print)

(37) 17th St./A.S

NAME Nancy Barker
ADDRESS 50 South Prado NE
Atlanta, GA 30309-3309

COMMENTS (A) Stop bridge at West Peachtree Street

Have independent Environmental Impact and Traffic studies done to show what impact on Traffic + smog.

(B) How can an increase of traffic reduce "smog".

(please print)

(C) Has anyone dared to suggest a public park which would not pollute or cause traffic jams?

(38) 17th St./A.S.

NAME Susan Bertram
ADDRESS 116 Lafayette Drive NE #17
Atlanta, Ga 30309

COMMENTS I will be voting and campaigning against anyone who supports this "Cold Blooded" destruction of Ansley Park and Midtown so that this "mall" will be built. Atlanta has a terrific site for "mixed use" development already. It is called "Downtown Atlanta" Why not develop downtown. The Atlanta Steel Project bridge is a misuse of public tax dollars which will cause pollution increases.
(please print)

(39) 17th St./A.S.

NAME CHUCK GRAD
ADDRESS 196 17TH ST, NE
ATLANTA, GA 30309

COMMENTS THE PRESENT PROPOSAL DOES NOT SUFFICIENTLY ADDRESS THE TRAFIC BEING DUMPED INTO ANSLEY PARK. THERE SHOULD BE MEASURES TO AMELIORATE THE PROBLEM OF THE TRAFFIC WHICH WILL OTHERWISE HURT OUR QUALITY OF LIFE IN ANSLEY PARK.
(please print)

(40) 17TH ST./A.S.

NAME ANNA MERSHON
ADDRESS 120 PEACHTREE CIRCLE
ATLANTA, GA 30309

COMMENTS IN THE 17 YEARS I HAVE LIVED ON P'TREE CIR, THE TRAFFIC HAS GOTTEN WORSE AND WORSE. SPEEDING AND DRIVING INDISCRIMINATELY IS A REAL PROBLEM, i.e. PASSING ON THE RIGHT, IGNORING THE SCHOOL BUS, ETC. I ALSO WORRY ABOUT THE ENVIRONMENT WITH THE ADDED EXHAUST AND WEIGHT OF ALL OF THE CARS. OUR INFRASTRUCTURE IS ALREADY OVERBURDENED — REMEMBER THE SINKHOLE ON 14TH STREET A FEW YEARS AGO WHICH (please print) RESULTED IN ONE DEATH. OUR TREES OF WHICH ATLANTA HAS BEEN SO PROUD ARE VERY STRESSED AFTER 3 YRS. OF DROUGHT — NEW STRESSES OF EXHAUST AND WEIGHT WILL ONLY EXACERBATE THIS. THEY (THE TREES) HAVE BEEN OUR BEST AID IN AIR QUALITY BETTERMENT.

(41) 17th St./A.S.

NAME Meredith Bell
ADDRESS 147 17th St NE
Atlanta GA 30309

COMMENTS This plan/project/bridge is ill-conceived and is planned in the age-old style - with concern for the automobile. A huge bridge, predominately for cars, increasing traffic, smog and discouraging pedestrian traffic and green space. Listen to the residents this will affect. Go back to the drawing board and include the surrounding neighborhoods in (please print) the planning. This is a developer's dream and an intown Atlanta nightmare.

(42) 17th St./A.S.

NAME Leslee Shaw
ADDRESS 142 13TH ST NE
ATLANTA, GA
30309

COMMENTS CURRENT TRAFFIC IN ANSLEY PARK HAS INCREASED PRECIPITOUSLY OVER THE PAST 5 YEARS. OTHER MEASURES SHOULD BE CONSIDERED BEFORE SERIOUS ACCIDENTS HAPPEN IN THIS NEIGHBORHOOD. A QUIET NEIGHBORHOOD BUILT OVER 100 YEARS AGO CANNOT MAINTAIN HIGH VOLUME TRAFFIC. AS IT IS, UNDUE STRESS WILL BE PLACED ON THIS NEIGHBORHOOD. (please print)

(43) 17TH ST/A.S.

NAME LISA CANNON TAYLOR
ADDRESS 10 Inman Circle
Atlanta, GA 30309

COMMENTS I live in a beautiful vibrant community — Ansley Park. A neighborhood urban planners are trying to emulate. A neighborhood with historic significance. A neighborhood where people actually walk. They walk to work, to play in our parks and to shop & dine. Without traffic calming and traffic diverted, our neighborhood would become unlivable. (please print)

(43)

Received 9/22/00

Lisa@ansleypark.com To Ben West/R4/USEPA/US

09/22/2000 04 50 PM

cc.

Subject 17th street bridge

Mr Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, Georgia 30303

Re. Project NH-7141-00(900), Fulton County
GDOT P I No 714190
17th Street Bridge from West Peachtree Street to Northside Drive

Dear Mr West

As a director of Ansley Park's Civic Association and a Ansley Park Traffic Committee member, I'm writing in opposition to the infrastructure proposals in the Concept Report.

We've been working on ways to keep our neighborhood safe in regards to traffic The 17th street bridge as it is now designed will impact our neighborhood greatly.

We are an intown, elegant, historic neighborhood designed around large common spaces conducive to biking ,walking and visiting your neighbors. Many of us walk to the library, the museum, to the Arts Center, to church and our children to preschool. A number of residents walk to work in midtown or take Marta at the Arts Center. (Not exactly the norm in Atlanta) This is very similar to what the Atlanta Steel Project is trying to accomplish. An increase in traffic will change the dynamics of this unique neighborhood. Ansley Park already suffers from increasing cut-through traffic and speeding, but not to the extent it will in the future. Millions of square feet of development are under construction or are proposed for the area surrounding Ansley Park By far the largest is the Atlantic Steel project. Although I applaud your efforts to clean up a brownfield site and to help create a live-work community, I cannot support your efforts if it encourages more traffic to travel through our historic residential neighborhood in an effort to escape the congestion predicted to occur on surrounding surface streets

I applaud your efforts to create an intown walk/live community but I cannot support the bridge in the design it is now.

Sincerely,

Lisa Cannon Taylor
10 Inman Circle
Atlanta, GA 30309
404 872 8132
lisa@ansleypark.com

(44)

17th St./A.S.

NAME WARD SEYMOUR

ADDRESS 67 AVERY DRIVE N.E.
ATLANTA GEORGIA 30309.

COMMENTS 1) The intersection of the 17th Bridge with Spring Street is too wide - The dedicated Bus Lanes should not be part of the Bridge. By combining Buses and automobiles in 2 lanes each direction, with Bike lanes and sidewalks, the width of the Bridge can be reduced to a maximum of 75 feet.

(A) The proposed intersection at Spring Street would be dangerous to any and all pedestrians and very disruptive to the desirable redevelopment of Northern Midtown. The proposed intersection is Not supportive of the Blueprint Midtown Master Plan, supported by the Midtown Alliance.

2) The impact of traffic on the Ansley Park neighborhood is very negative and

(B) damaging. The Bridge, as proposed, would encourage a significant increase in cut-thru traffic thru the residential streets of historic Ansley Park. This is unacceptable for the vitality of Midtown Atlanta.

(45) 17th St / A.S

NAME JENNIFER JIUNA RUDDERMAN
ADDRESS 167 INMAN CIRCLE
ATLANTA, GA 30309

COMMENTS I HAVE LIVED IN BOTH NEW YORK CITY & PHILA. I HAVE TRAVELED TO EVERY MAJOR CITY IN THE US & EUROPE. NO CITY COULD THAN ATL BUILT HUGE HIGHWAYS IN CENTRAL CITY AREAS. THEY'VE PLANNED FOR GROWTH & ACCOMODATED GROWTH WITH PUBLIC TRANSPORTATION. IT IS UNACCEPTABLE TO BUILD AN 380 MILLION PROJECT THAT CATERS TO CARS, NOISE POLLUTION, AIR POLLUTION AND AN OVERALL LACK OF RESPECT FOR THE QUALITY OF LIFE OF INNER CITY RESIDENTS.
I MOVED TO ATL. FROM NYC FOR QUALITY OF LIFE.
I AM WATCHING THE QUALITY OF LIFE IN ATLANTA DECREASE LIKE LANDSLIDE.
IT IS UNACCEPTABLE TO BUILD AN 380M PROJECT & NOT INCLUDE A RAIL SYSTEM FROM MARTA TO THE STEEL SITE.
RAIL MUST BE A PRIORITY FOR THIS PROJECT - NOT CARS.
DO I WANT TO RAISE CHILDREN IN A NEIGHBORHOOD WITH A 6 LANE HIGHWAY. NOT A CHANCE! INNER CITY PEOPLE WANT PUBLIC TRANSPORTATION. WE BELIEVE IT INCREASES OR QUALITY OF LIFE, DECREASES TRAFFIC & CREATES AN OVERALL SAFER CAR-FREE NEIGHBORHOOD
THE DESIGNS BEING SHOWN ARE INCOMPLETE & DEFY THE SPECIFICATIONS OF GOOD, FUNCTIONAL DESIGN.
GIVE US REALISTIC PLANS & REALISTIC NUMBERS.
THANK YOU.

(please print)

K-14

(46) 17th St / H.S

NAME MARY WILSON STANLEY
ADDRESS 211 15th ST NE
ANSLEY PARK
ATLANTA, GA 30309

COMMENTS I OPPOSE THE 17th ST BRIDGE AS CURRENTLY DESIGNED.

I BELIEVE THE DOT & EPA SHOULD CONDUCT FURTHER REPUTABLE STUDY OF THE ALTERNATIVE SOLUTIONS ... AND IN SHORT PREVENT THE DETERIORATION OF HISTORIC ANSLEY PARK.

(please print)

(47) 17th St / H.S

NAME PATRICIA B. ROBINSON
ADDRESS 52 SOUTH PRADO NE
ATLANTA GEORGIA
30309

COMMENTS I OPPOSE the 17th St BRIDGE AS PROPOSED. THE OBJECTIVE ASSESSMENT OF THE EPA ARE FLAWED. SMOG WILL INCREASE, TRAFFIC WILL BE WORSE NOT BETTER. THE DESIGN OF THE BRIDGE IS AN EMBARASSMENT TO THE CITY OF ATLANTA. IT IS UNFAIR AND SHOULD BE ILLEGAL FOR TAX PAYERS TO HAVE TO FUND A DISFUNCTIONAL MONSTROSITY THAT WILL PRIMARIALLY BENEFIT THE DEVELOPERS. I DEMAND AN ~~LARGE~~ UNBIASED AND CREATIVE SOLUTION THAT DOES NOT DUMP EXCESSIVE # OF CARS ONTO PEACHTREE ST AND THROUGH ANSLEY PARK.

(please print)

(48)

Received 9/20/00

C. LOUIS HOHENSTEIN
228 FIFTEENTH STREET
ATLANTA, GEORGIA 30309
404-892-0950

September 18, 2000

Mr. Ben West
Environmental Protection Agency

RE: Environmental Assessment 17th Street Extension
and Atlantic Steel Redevelopment Project, Fulton County, Ga.

Dear Mr. West:

I am a long-time resident of Ansley Park, a historic and unique neighborhood in Atlanta. The proposed 17th Street Bridge and extension, as now designed, will destroy our neighborhood as it exists today. It will do so because the resulting massive increase in cut-through traffic will pollute the air, endanger the safety of adults and children residing in the neighborhood, and destroy the fabric of the neighborhood as a result of the heavy traffic from the bridge and its extensions.

I am disappointed that the environmental assessment fails to even recognize Ansley Park will be affected by this project. There is a major unanswered question of why this has occurred. I also believe the design of the bridge and its extensions, as well as the environmental assessment are defective.

I ask that the 17th Street Bridge be redesigned to divert traffic away from Ansley Park. Also I ask that the impacts on Ansley Park, thus far ignored, be specifically identified, and that appropriate agencies act to mitigate and remedy the impacts.

As currently designed, I oppose the 17th Street Bridge and its extensions.

Sincerely,

Louis Hohenstein

Louis Hohenstein, PE

(48) 17TH ST / A.S.

NAME LOUIS HOHENSTEIN
ADDRESS 228 15TH ST
ATLANTA GA

COMMENTS I OPPOSE THIS POORLY CONCEIVED BRIDGE, DESIGNED TO BENEFIT DEVELOPER.

I OPPOSE ANY RAMP EXTENSION EAST OF SPRING ~~STREET~~ STREET.

(please print)
LOUIS HOHENSTEIN

(49) 17TH ST / A.S.

NAME Joe Brittain
ADDRESS 46 So. Prado, NE
Atlanta, GA. 30309

Joe Brittain

COMMENTS I cannot understand what incentives will be dangled before commuters to have "no impact on Ansley Park and other neighborhoods"; no negative impact on air, traffic, etc. There will be massive traffic, noise and air impact on in-town neighborhoods. The EIS is greatly flawed. You leave us no alternative but the courts.

(please print)

(50)

17th St / H.S. (52)

NAME Jim Tillman
ADDRESS 149 The Prado NE
Atlanta, GA 30309

COMMENTS The E.P.A. study of traffic effects in local neighborhoods is inadequate. When access to 85 north was at Morgan Dr. in the 1970's, traffic backed up from the exit through our neighborhood daily. The access at 17th St may encourage cut through traffic on The Prado and 17th St. trying to reach the 17th St. bridge and 75-85. Although I support the 17th St Bridge plan, I think financial support for traffic calming measures in our neighborhood need to be part of the overall plan.

(please print)

K-16

(51)

17th ST. / AS.

NAME Charles Harrison
ADDRESS 81 Merchants Cir.
Atlanta GA 30309

COMMENTS The traffic and environmental studies must examine the impact on Ansley Park.

(please print)

Received 10/3/00

DELLA WAGER WELLS
249 Peachtree Circle, NE
Atlanta, Georgia 30309

404-881-7891 dwells@alston.com

October 2, 2000

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, Georgia 30303

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

I am a resident of the Ansley Park neighborhood in Atlanta, and I am writing this letter to express my grave concerns with the plans for the proposed 17th Street Bridge The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood We support the development of the Atlantic Steel site as a way to revitalize intown life and bring residential, recreational and retail life to a site that sorely needs exactly that kind of development. We are concerned, however, that the 17th Street bridge portion of that development threatens the survival of Ansley Park, one of the oldest and most established intown neighborhoods in Atlanta, all in the process of trying to create a new neighborhood modeling what Ansley Park is today. The environmental assessment present to the public fails to take into account the devastating way in which Ansley Park will be affected by the increase in traffic, which will endanger the safety of our children, walkers, joggers, dog walkers and others enjoying the character of a beautiful intown walking neighborhood With the increase in dangerous vehicular cut-through traffic, the very thing that makes an intown neighborhood special – the pedestrian access to residential, cultural, retail and recreational opportunities, as well as the wooded oasis in the middle of tall buildings – will be threatened by high-volume speeding motor traffic. Please do not allow our neighborhood to be destroyed as you attempt to replicate its best features in another location

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must provide an independent, nationally recognized and qualified traffic engineer to identify the impacts on Ansley Park and implement that engineer's recommended mitigation to remedy those impacts. As currently proposed, I actively oppose the 17th Street bridge and extension project.

Yours truly,

Della Wager Wells

Della Wager Wells

(52)

17TH ST / A.S.

NAME Della Wager Wells
ADDRESS 249 Peachtree Circle, NE
Atlanta, Ga

COMMENTS I am very concerned that there has not been a disinterested professional traffic and environmental impact study performed on behalf of Ansley Park by a nationally recognized engineering firm with recognized specialties in traffic and environmental engineering. I fear that the conclusions expressed in the existing studies have been driven by the economic and political interests of those funding the studies and that they are not sound.

(please print)

K-17

(53)

17TH ST. / A.S.

NAME Kevin Salwen
ADDRESS 116 Peachtree Circle
Atlanta, GA 30309

COMMENTS Please, please stop and think before continuing this bridge project. The bridge, while helping to reclaim "brownfield," will destroy the integrity our our historic community of Ansley Park. What could the logic of such a tradeoff be?
Keep Ansley Park safe and unpolluted. The bridge will do nothing of the sort. Give Ansley Park a seat at the table!

(please print)

(54)

Received 9/21/00

September 19th, 2000

To Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S W
Atlanta, GA 30303

Re Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr West:

I have been a resident of the Ansley Park neighborhood in Atlanta since 1987 Prior to that, I lived on 8th Street in the Midtown neighborhood for eight years in a house that I still own. I am writing to express my grave concerns with the 17th Street Bridge project As I'm sure you must be aware, this bridge and extension threaten to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today

I understand (even though it is hard to believe) the environmental assessment fails to recognize that Ansley Park will even be affected by this project. We need your support to assure that, before this project proceeds, current plans for the 17th Street Bridge are redesigned to divert traffic away from Ansley Park. In addition, we need for you to identify the impacts on Ansley Park and provide mitigation to remedy those impacts

I hope you understand why, as presently proposed, I do not support the 17th Street Bridge and extension project. Please help Ansley Park work with you to make this project an exciting addition to our city

Yours Truly,

Penelope Cheroff

Cc: Mr. John Hankinson
Mr Jim Kutzman
Ms. Catherine Ross
Mr Tom Coleman
Mr Joe Palladi
Mr. Rodney Slater
Ms Faye diMassimo
Mr Jerry Franklin
Mr. Larry Drelhaup
Governor Roy Barnes
Senator Vincent Fort
Representative Kathy Ashe
Mr. Aaron Watson
Ms. Shirley Franklin
Mr. Robb Pitts
Ms Susan Mendheim
Ms Shannon Powell

(54) 17th St./A.S.

NAME Penelope Cheroff
ADDRESS 238 Peachtree Circle NE
Atlanta, Ga 30309

COMMENTS I want traffic from the 17th Street Bridge diverted away from Ansley Park; an independent traffic planner hired to identify traffic calming management plans and funding; and give Ansley Park a seat at the table for all future road development. It is an insult to our intelligence to say that this project will not significantly affect the surface roadways. It will!!!

(please print)

(55) 17th St./A.S.

NAME R. Morrison
ADDRESS 271 Fifteenth St. NE.
Atlanta GA 30309
(404) 581-8482

COMMENTS ① Traffic study must cover Fifteenth St., Prado, Beverly + Piedmont Avenue + Montgomery Fy. Funding/implementation.
② Rail mass transit should be required at Atlantic S. before built! Mass transit must be a part of this.
③ Seventeenth must be made much smaller
④ Just saying the 17th St. Bridge is not a part of this project is a sham false - the Atlantic S. people will be begging for that Bridge as soon as it opens.

(please print)

(56) 17TH ST./A.S.

NAME GRANT A. GRIMES
ADDRESS 1530 SPRING ST.
ATLANTA, GA 30309
4-313-5000

COMMENTS AS A PART OF THE ATLANTIC STEEL REDEVELOPMENT, PIEDMONT, JUNIPER, W. PEACHTREE AND SPRING SHOULD BE RETURNED TO TWO-WAY TRAFFIC. SEVERE ACCESS & CONTROL MEASURES SHOULD BE IMPLEMENTED TO PROTECT ANSLEY.

(please print)

(57) 17TH ST/A.S.

NAME CARL MEINHARDT
ADDRESS 717 PARK DRIVE
ATLANTA, GA. 30306

COMMENTS Traffic calming and dispersion should be further developed so that the bridge and all the traffic in midtown can be more easily accomodated, distributed and slowed down. Spring, West Peachtree, Juniper and part of Piedmont should be made two way with non-rush hour parking on at least one side. Mitigation adjustments should be made to deflect the traffic from Ansley Park. These adjustments will create a more flexible and calmer distribution throughout midtown, better able to accomodate the bridge connection. The bridge is needed to connect to the new neighborhood but its impact must be better integrated into the midtown street network by adjusting that network as suggested above.

(please print)

(58)

Comment omitted

(59)

17th St./AC

NAME Brooke H. MacKinnon
ADDRESS 63 Beverly Rd., NE
Atlanta 30309

COMMENTS Provide planning, funds, and implementation of protective measures to reduce impact on all streets in Ansley Park before completion & opening of bridge.
Have rapid transit in place for United Steel site as a requirement.

(please print)

(60)

17th St/A.S.

NAME L. Gillis MacKinnon III
ADDRESS 63 Beverly Rd
Atlanta 30309

COMMENTS Reduce impact on All streets in Ansley Park. Provide planning & funds to make protective measures in place before bridge opens.
Do not proceed until the Memo of Understanding is Finalized with Ansley Park.

(please print)

(60)

Received 9/22/00

L. Gillis MacKinnon, III
63 Beverly Road, Atlanta, Georgia, 30309

September 20, 2000

Mr. Ben West
U S Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S W
Atlanta, Georgia 30309

RE Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr West:

We are writing to comment on the above noted Environmental Assessment We are long-term residence of Ansley Park, 63 Beverly Road We have reviewed the Assessment document and attended various presentations of the project by GA DOT and the Environmental Protection Agency.

We believe the information presented is inadequate to support the conclusions of "no adverse impact on Ansley Park" Our neighborhood has and will likely continue to suffer from cut through traffic between Piedmont Avenue and Peachtree/West Peachtree A development of the size and density of the Atlantic Steel Project with a mega bridge beginning only three blocks from the neighbor can only create huge increases in traffic and dramatically reduce our air quality. You have ignored the real impacts on a viable, historic, in town neighborhood and endorsed a multimillion dollar benefit to a private developer with our tax dollars.

We wish to have the Assessment amended based on appropriate studies and data on the facts of traffic and air quality in Ansley Park.

Under the most favorable Assessment reported data, we wish to have the proposed bridge down sized to four lanes.

We request traffic remediation in the form of physical barriers, traffic management devices, redirection/rerouting of cut through traffic, and reclassification of all neighborhood streets to remove the "Collector" classifications. Additionally the proposed remediation must be fully funded and implemented prior to the opening of the 17th Street bridge

We are of the opinion that the Assessment is technically flawed and requires substantial amendment. **As presently proposed, we oppose the 17th Street bridge and extension project.**

Yours truly,

L. Gillis MacKinnon, III Brooke H. MacKinnon

CC: Governor Roy Barnes
Senator Vincent Fort
Representative Kathy Ashe
Ms Catherine Ross
Mr. Robb Pitts
Ansley Park Civic Association
Mr. Joe Palladi
Mr Rodney Slater
Ms. Faye diMassimo
Mr. Tom Coleman
Ms. Susan Mendheim
Mr Jim Kutzman
Mr. John Hankinson
Mr Larry Dreihaup
Mr. Jerry Franklin

(61)

17th St/A S

NAME Caroline Amory
ADDRESS 274 Beverly Rd
Atlanta, GA 30309

COMMENTS Make Ansley a gated community and you'll solve every complaint from the Ansley civic assoc.

(please print)

K-20

(62)

17th St./A.S.

NAME Amy Stephenson
ADDRESS 145 The Prado NE
Atl Ga 30309

COMMENTS I believe that ending the bridge at W. Pine where cars we have no go N & cannot go straight will significantly reduce any cut-through traffic. Ansley park traffic is bad enough. Preserve this neighborhood; work with them, not against them. Make people go S. on Spring or N on W. Pine.

(please print)

(63)

17th St./A.S.

NAME RICHARD N. HUBERT
ADDRESS 944 Lullwater Road
ATLANTA, GA 30303

COMMENTS This project is and will be non conforming with NEPA because it employs and experimental XL procedure that has never been employed on any project that we know of 73,000 car per day will require a FULL EIS NOT A EA forced FONSI. We the City & Co are presently under two Federal Court Orders and are admitted in a lapsed condition as relates to the CAA. The (please print) three state compact has not met with any success, and the CWA is about to be violated further by failure to treat surface water run off and contamination from the Atlantic Steel Brownfield. THE EA does not address these failures adequately. The project and all funding must cease until full compliance with NEPA and 4(f) of the DOT Act are complied with.

RN Hubert

(63)

CHAMBERLAIN, HRDLICKA, WHITE, WILLIAMS & MARTIN
A PARTNERSHIP OF PROFESSIONAL CORPORATIONS
ATTORNEYS AT LAW
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DIRECT DIAL NO. (404) 659-9461
rhubert@chamberlain.com
RICHARD H. HUBERT
SHAREHOLDER

HOUSTON
ATLANTA
SAVANNAH

September 22, 2000

Received 9/22/00

Via Hand Delivery and Facsimile No. 404-562-9598

Mr. Ben West
Office of EAD
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, Georgia 30303

Re: Environmental Assessment 17th Street Extension
and Atlantic Steel Redevelopment Project, Fulton County, Georgia

K-21

Dear Mr. West:

I write on behalf of the Ansley Park Civic Association ("APCA") which represents 1,300 households in the historic Ansley Park neighborhood. We have reviewed the above Environmental Assessment dated August 2000 (the "EA"). This letter addresses the EA and the deficiencies we believe must be addressed before the 17th Street extension and Atlantic Steel redevelopment (the "Project") proceeds. Our review of the EA indicates that a number of serious issues have not yet been addressed in analyzing and disclosing the environmental impacts of this Project. Further the EA fails to analyze the cumulative environmental impacts of other transportation proposals for this area, such as the proposed ramp connecting I-75 to I-85 and proposals for HOV access to the midtown area. As a result, this letter discusses only the most serious deficiencies of the EA. We reserve the right to provide further comments at a future date.

The National Environmental Policy Act of 1969 ("NEPA") places upon each federal agency "the obligation to consider every significant aspect of the environmental impact of a proposed action and to inform the public that it has considered the environmental concerns in its decision-making process." *Baltimore Gas and Electric v. Natural Resources Defense Council*, 462 U.S. 87, 97, 103 S.Ct. 2246, 2252, 76 L.Ed. 2d. 437, 446-447 (1983). NEPA also authorizes and directed "that, to the fullest extent possible ... the policy regulation and public laws of the United States shall be interpreted and administered in accordance with the national environmental policy declared in NEPA." 42 U.S.C. § 4332(1). Additionally, federal agencies in compliance with the policy of NEPA are required to prepare "a detailed statement" for "every recommendation or report on proposals for legislation and other major Federal actions significantly affecting the quality of the human environment." 42 U.S.C. § 4332(2)(C). Federal agencies are enjoined to comply with the

(63)

procedural requirements of the Act "to the fullest extent possible." An Environmental Impact Statement ("EIS") is the "action-force" mechanism of NEPA. *Robertson v Methow Valley Citizens Council*, 490 U.S. 332 109 S.Ct. 1835, 1844, 104 L.Ed. 2d. 351 (1989). The Supreme Court in its analysis has commented that an EIS serves two distinct purposes. It "insures that the agency, in reaching its decision will have available and will carefully consider detail information concerning significant environmental impact and guarantees that the relevant information will be made available to the larger audience that may also play a role in both the decision-making process and the implementation of that decision." *Id.* 109 S.Ct. at 1845. Thus, APCA firmly believes that an EIS will be required in as much as the Project involves $82 million of public funds and will create an estimated 72,000 new automobile trips a day to and from the proposed Project. It also requires construction of an 8-lane roadway and bridge connecting the Atlantic Steel site to Midtown Atlanta and the MARTA station. APCA, based on the facts set forth below, urges the Environmental Protection Agency ("EPA") to undertake through independent contractors a full-blown EIS based on the statement regarding the types of projects that justify an EIS as set forth in 23 CFR 771.115. That regulation suggests that a four-lane federal highway is a development which would normally require an EIS.

Aside from the mandates of NEPA and the regulations, APCA draws the agency's attention to the fact that there is currently pending a settlement agreement and ongoing litigation between Georgians for Transportation Alternatives, the Georgia Conservancy and the Sierra Club claims against Wayne Shackleford and other federal agencies in civil action 99CV0160 in the United States District Court for the Northern District of Georgia. That lawsuit challenges decisions made by the defendants to adopt, approve funds, or assist certain highway projects in 13 counties in the Atlanta metropolitan area on the grounds that the decisions violate, among others, Section 106(c) of the Clean Air Act, 42 U.S.C. §7506 and NEPA 42 U.S.C. §§ 4321-4370(d) Plaintiffs sought an order enjoining defendants from taking any steps to adopt, approve funds or assist the highway projects that are attached as Exhibit "A" to the settlement agreement. The construction of the proposed 17th Street Bridge Project would clearly fall within the purview of the type of projects that are subject to the injunction that is enforced in the *GTA v. Shackleford* litigation.

Further, APCA is aware of pending litigation in the Northern District of Georgia involving the City of Atlanta and the Clean Water Act which has been the subject matter of numerous fines and noncompliance orders issued by that court involving metro Atlanta's polluted rivers and streams. It is obvious that existence of that lawsuit carries with it potential jurisdiction over surface water/storm water and sewage problems that arise from the cleanup and development of the Atlantic Steel site. The existence of these lawsuits involving the Clean Air Act and the Clean Water Act, themselves, would dictate a fuller exploration of the impacts that might occur in development of this Project.

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Finally, and most importantly, before turning to the specific omissions and errors in the analysis of this particular Project, we would suggest that the EA itself acknowledges that the proposed development would in fact violate existing federal air pollution standards, and under normal circumstances (i.e., but for the application of a project XL designation as an exception and experimental solution to this problem) would be a bar to building the types of roads and bridges contemplated by the 17th Street Bridge Extension. The EPA has acknowledged that it has "never evaluated a project of this size and complexity as a transportation control measure." (Transportation Control Measure is hereafter referred to as "TCM.") Thus, the current Project would not, under normal circumstances, receive federal approval. The application of Project XL and the TCM designation represent a unique circumstance that requires a full environmental impact statement be issued in this case.

The material omissions from and specific errors in the analysis included in the EA identified below demonstrate that the requirements for a detailed statement of the environmental impacts of the Project set out in NEPA have not been met. Further, given its scope in terms of size, cost, location in an urban area and potential environmental impacts, this Project presents a clear case for a full and complete EIS. As presented, this EA does not present a rational basis to support an administrative finding of no significant impact (FONSI) that would permit this Project to proceed. The principal concerns of the APCA with the EA are as follows:

1. The EA Fails to Acknowledge the Existence of Air Quality Problems in the Atlanta Metropolitan Region and Active Litigation Challenging the Current Regional Transportation Plan.

The existence of 72,000 new car trips a day to and from the mix-use development proposed for the Atlantic Steel site abound with problems that are not addressed in the EA and which are directly inconsistent with and contradictory to the Consent Order entered in the case of GTA v. Shackleford, 99CV-0160, Northern District of Georgia. This lawsuit eliminated certain "grandfather projects" identified in the interim Atlanta Regional Transportation Improvement Program as adopted by the Atlanta Regional Commission on January 28, 1998. Pursuant to the opinion, only 17 projects which were being constructed were approved for further construction. All other projects identified in Exhibit "B" were denied advance or approved funding for construction during the period that the Atlanta metropolitan region "remains in a conformity lapse as that term is used in connection with the Clean Air Act and its implementing regulations." The court order also prohibits right-of-way acquisition or additional right-of-way condemnation where there has not been a written offer already accepted and further prohibits Federal Aid Highway and Transit Funds from being used or approved for reimbursement for projects that are being designed in the Atlanta region until elimination of its conformity lapse.

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The District of Columbia Circuit Court decision attached and incorporated into the GTA v Shackleford opinion contains under the Design and Right-of-Way Acquisition Projects the following language:

> Design and right-of-way acquisitions for exempt projects contained in 40 CFR 93.126 and 93.127 and TCMs in an approved SIP may continue. This includes engineering and design activities that are necessary to assess social, economic and environmental effects of the proposed actions or alternatives as part of the NEPA process. However, as noted above, we cannot complete the NEPA process (*i e.*, approve a CE, FONSI, or FEIS) until the area has established conformity. Even projects previously found to conform and had completed the NEPA will not be advanced in non attainment and maintenance areas which do not have a currently conforming plan and transportation improvement program. Thus, the only projects which can receive further approval or grants during a plan and TIP conformity lapse are (1) projects exempted from the conformity process, (2) transportation control measures (TCMs) which are included in an approved state implementation plan (SIP).

The compliance or noncompliance of this Project with this portion of the federal Clean Air lawsuit is not discussed in the EA in any fashion except to state that the EPA has never evaluated a project of this size and complexity as a TCM. EPA also has admitted it is using an innovative (*i.e.*, experimental) approach to approve the entire Project as a TCM. The analysis in the EA focuses on access to the Atlantic Steel Site and does not deal with questions of direct traffic flow into the historic Ansley Park neighborhood or the through-traffic that will affect the area with the attendant air quality and smog problems that will be created. In approving the TCM before the EA process is concluded, the entire process is turned on its head and renders this exercise superfluous.

In spite of the Federal Court action that eliminated grandfathering and required a cessation of funding for all the projects in the affected area throughout the 13 county non attainment of North Georgia, the EA states that "no significant short-term construction air quality impacts or long-term traffic-related air quality impacts are anticipated. Such bold assertions, without an analysis based on objective data as has been shown in previous comments by APCA, become a mere declaration

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of preference and flaccid apology for EPA prediction. The EA itself, in section 2.3, states that "the entire Atlantic Steel re-development would attract new automobile trips and result in new emissions. Therefore, redevelopment of the site when considered in isolation would not qualify as a TCM in the traditional sense." Thus, in order to justify what is otherwise a project that would violate EPA standards and court orders, the EA engages in a "stretch analysis" which requires the reader to engage in the suspension of willing disbelief and accept the site location alternatives set forth in Figure 2.1. There is not justification for such an analysis and assumption except to result in the predetermined conclusion that this Project must be built.

APCA has formed the decided opinion and conclusion that based on factual data set forth in the EA and the lack of attentiveness of the EPA representatives at the public hearing, that this Project will be the subject of a FONSI or other exceptions to the standards set forth in the statute, not because the statute authorizes it, but because of the "policy" formulated by the EPA to provide so-called flexible (read as: evasive) means to achieve the statutory requirements in lieu of an in-depth environment analysis which would ordinarily be performed in a full blown EIS. The implementation of the policy over the statutory intent, and denigration thereof, also violates the Federal Court Orders which are extant and applicable to this Project. For these reasons, APCA ask the EPA to undertake and construe this Project as requiring a full EIS.

2. The EA Fails to Acknowledge the Existence of Statewide Water Supply Problems, and particularly, the Impact on Atlanta of Efforts Currently Underway to Address Those Problems.

In the case of *Upper Chattahoochee River Keeper Fund, Inc. v. The City of Atlanta*, 95CV2550-TWT, various environmental groups, cities, counties and landowners brought an action under the Clean Water Act against the city alleging violations of National Pollutant Discharge Elimination System (NPDES) permits by Combined Sewer Overflow (CSO) treatment facilities. Plaintiffs were accorded relief on Count II based on the Court's finding that the undisputed facts demonstrate the City of Atlanta is violating the NPDES permits and the Clean Water Act with respect to the subject CSO's by failing to maintain accurate records, by failing to conduct first flush sampling, by failing to conduct composite sampling, by failing to treat each CSO treatment facility discharge in accordance with the CSO plan, by violating Georgia Water quality standards with respect to discharges and finally by violating the Georgia Water quality standards with respect to fecal coliform bacteria in the receiving streams below the CSO facilities. The relief then accorded pursuant to this court order is ongoing and the City continues to incur fines as late as the week of September 11, 2000 according to newspaper accounts. Among violations just cited by the EPA and the state Environmental Protection Division were illegal discharges of raw or partially treated sewage from city facilities during the past 18 months; the failure of the city to file several reports

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on time as required by the consent order; and discharges "to or from" the Atlantic Steel facility, which currently are under investigation.

Based on the existence of that federal court order, APCA can legitimately inquire as to the conclusions stated in the EA that relate to the sufficiency of the water and sewer capacities. The responses received by the City of Atlanta officials including Remedios K. Del Rosario, Commissioner, Department of Water, May 22, 2000 and Norm A Koplon, P.E.'s responses dated July 6, 2000 (2) and August 1, 2000 contained in Appendix 8 deal with the available capacity for domestic and fire protection as well as sewer and storm water management. Their responses strongly assure the EPA/developer that there would not be a further violation of the Clean Water Act as set forth in Judge Thrash's Order. The circumstances yield some suspicion as to exactly what is being verified and guaranteed, however. A careful review of the correspondence of August 1, 2000, and July 6, 2000, regarding certain requests for clarification evinces some equivocation. Of particular note is the first letter dated July 6, in which Jacoby is directed to comply with all Codes, ordinances and regulations related to on-site storm water systems and to provide detention facilities to reduce the peak runoff from the post-developed site conditions to assure that it is less than or equal to the pre-development condition. It also directs that additional detention capacity must be provided to offset the net increase in sanitary sewer flow in the downstream combined or the street sewer according to short term capacity certification protocols. The proposed construction of sewer is deemed to meet the city's minimum requirements if, but only if, the storm drainage bypass system is properly designed, both horizontally and vertically to allow future extension to the connection point at the Tanyard Creek CSO facility. All conditions are subject to the City of Atlanta's further approval. The letter states "at this time, funding has not been identified for this extension". The July 6 communication seems to be hardly an unconditional statement of compliance and ability to serve this important project in terms of water/sewer needs.

As is evidenced by the Department of Public Works Confirmation of Adequate Capacity to Convey New Flows in the Wastewater Collection and Transmission System dated July 5, 2000 (q.v.), the application of Jacoby Atlantic Redevelopment, LLC shown in the Appendix, specifically alludes to the requirements of City Ordinance § 154-145 entitled "Plans and specifications generally" which in turn directly requires the satisfaction of the conditions stated in "Federal Lawsuit initiated by the U.S. Environmental Protection Division including Paragraph VIII.B.8 of the First Amended Consent Decree between the United TWT. The terms and conditions of the Consent Decree are set forth in the application The application is approved subject to, and only subject to, satisfaction of the conditions set forth therein. It is dated the 5th day of July, 2000, and is signed by Valentino T Bates. A fair reading of the application and letter indicate that, far from being approved and a guaranteed capacity and compliance with the Federal Court Decree, the approval is only subject to conditions yet to be met. The July 6 letter to Dr. Hillestad from Norman Koplon also equivocates on the question of whether or not the RM Clayton facility which currently treats an average daily

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flow of 86 MGD +/- and is "currently being expanded to treat an average daily flow of 103MGD," is, in reality, a projection as what the City can expect as relates to capacity rather than a guarantee of that capacity. Koplon's letter indicates that the City has sufficient waste water treatment capacity available to allow "development of the proposed Atlantic Steel Project at the following projected daily sewer flows. Clearly, what is approved is a limitation on sewer and water capacity which relies on the development of a new sanitary sewer collections system through the Atlantic Steel Development which is to be built in the future. Mr Koplon's "understanding" is based on Jacoby Development, LLC's engineering analysis, which is not supported or supplied in the EA. From this, Mr. Koplon opines that the city's sewer system has adequate conveyance capacity to service the proposed development of the Atlantic Steel site. The analysis indicates that it is equivocal and subject to limitations, particularly those of the federal lawsuit, that the approvals are based on projections, systems are not in place and that the capacity that can accommodate the water discharge and sewer use and its projected water discharge and sewer use at this time are yet to be lawfully accomplished.

Mr. Koplon's letter of August 1st seeks to "clarify" his two referenced letters dated July 6, 2000 and discusses the need to continually update data to the public including clarification of any information relevant to the draft environmental assessment that the EPA released on August 2. Mr. Koplon's "second thought" letter concludes that the capacity "will be available" to convey and treat the waste water that "you predict" will be generated by your development between 2000 and 2012. His letter then identified the need for some clarification. Clarification includes upgrades that "will soon be completed at the RM Clayton water reclamation plant." Finally Mr. Koplon opines that this upgrade "should increase treatment capacity substantially to handle the maximum average daily flows of approximately 122 MGD, in contrast to his expectations for average annual daily flows referenced in previous letters" Clearly, the information in previous letters was not reliable and does not represent fair and accurate estimates. Mr. Koplon suggests that there is planning and other work that is "underway" to reduce flows from the Hemphill plant to the Orme Street combined sewer and equivocally states in the third paragraph of his letter, "accordingly we are in a good position to process your permits when you are able to provide design parameters including proposed connection locations for review by the City staff and consultants." That approval is prospective. The letter then indicates the need for implementing and developing sound alternatives for managing storm water in the short term and indicates that his understanding has been less than perfect as to the complex inter-relationship of pipes, valves and storage ponds which function to capture and convey several waste water and storm water flows, past and present. He complains that he has limited experience with the effects of setting the control valve to reduce the use of the process ponds for conveying storm water and other flows.

Mr. Koplon is clearly depending on rehabilitation of the combined sewers and separate sewers on the Atlantic Steel property to reduce the contribution of flows from Hemphill and

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upstream dry weather flows. He "expects" the Atlantic Steel Development plans to incorporate advanced control of both storm water and wastewater and bases his approval on the understanding that Jacoby will reconfigure its system of ponds and channels obviously expecting in the future some amelioration of the problem.

At no point do Koplon's equivocal several responses provide assurance that (1) the Project will comply with the Federal Clean Water Act litigation or (2) will be constructed in such a way as to guarantee the existence of sufficient water and sewage capacity. APCA consequently disregards the EA analysis of the compliance with the Clean Water Act and availability of water capacity and conveyance verification. It is lacking in specific detail, is based on conjecture and future projects being completed. It also takes into account capacity figures regarded as achieved that are only being estimated at this time, before they are precisely known. Accordingly, there is an obvious lack of sufficient detail and information (or Court approval) with which to satisfy the citizens/stakeholders of APCA that this problem is being addressed in a way that will not jeopardize the environment as to these conditions. The site that is being reclaimed is subject to storm and ground water runoff and detention. It is, after all, a contaminated site which presumably will require extraordinary treatment to rid the water of pollutants in the future. The EA does not demonstrate that this has been or can be remotely achieved at a level which meets federal court standards in the near future.

3. The Designation of the 17th Street Extension and the Atlantic Steel Redevelopment as a Transportation Control Measure by the EPA is Ultra Vires.

EPA proposes to grant the approval necessary for this Project to proceed under the regulatory flexibility provided by the Project XL Program. However, there is no statutory or regulatory authority for the adoption of the Project XL program by EPA. Consequently, any decisions made by the EPA in furtherance of this program are lacking in any legal foundation and are ultra vires.

Moreover, even assuming any legal authority could be found for the adoption of the Project XL Program, there is no statutory or regulatory authority that would permit EPA to designate as a TCM a development that increases regional air emissions on an empirical basis as this Project clearly would. EPA proposes that this Project should be designated as a TCM under a novel and unlawful analysis. That analysis would permit the EPA to analyze the air quality impacts of this Project by comparing those impacts not on a build/ no-build basis as they are legally required to do and have traditionally done, but rather to compare Project impacts with those of a similar development at an alternative regional location. Under a traditional build/no-build analysis, it is improbable that this Project would be designated as a TCM. No legal authority or precedent is offered for this novel approach, a fact conceded by the EPA in the EA at Section 2 3 and in its response to APCA dated August 16, 2000.

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4. Even Assuming EPA has the Legal Authority to Designate this Project as a TCM, the Project Lacks the Necessary Criteria to Qualify as a TCM.

Several criteria for designation of a project as a TCM are not adequately addressed in the EA. First, a critical component of this Project is the transit connection to the MARTA Arts Center Station to be provided by means of a free shuttle bus service by the developer. The EA assumes that when the developer's obligation to maintain the shuttle service expires, transit service at the site will continue. However, no firm commitments exist to develop a transit link through this site. While a feasibility study of a transit link between the MARTA Arts Center Station and Cumberland Mall through the Atlantic Steel site is programmed for FY 2001, such a study provides no commitment that any transit will in fact be built. The EA includes no analysis of potential impacts on regional air emissions should a transit service connecting the site to MARTA fail to be developed. Second, as we indicated in our letter to Ms. Prince on May 10, 2000, there is insufficient evidence that funding has been (or will be) obligated to implement the TCM. Third, while the TCM agreement discusses the enforceability of the TCM obligations against the City of Atlanta and the State of Georgia, it is silent as to its enforceability against the developer or its successors or assigns. Given the importance of the obligations imposed on the developer, such an omission must be addressed. Further, neither the zoning conditions nor the TCM itself impose an obligation on the developer to complete this Project. It is possible that the TCM site design criteria and zoning conditions attached to the property will be satisfied following completion of the first phase of construction during which time the entire public investment of funds in this Project will occur. Therefore, as presently documented, the Atlantic Steel redevelopment may not result in the development described in the EA and presented to the public at various public meetings notwithstanding an investment of more than $82 million in related transportation infrastructure. At a minimum, the documents should require the developer to complete the proposed development within an acceptable period of time. This serious omission must be addressed prior to approval of the TCM.

5. The Failure to Study the Impacts of this Project on the Ansley Park Neighborhood as Required under Federal law is a Glaring Omission.

As we indicated to you in our letter of April 26, 2000, a full analysis of the impacts of this project on the historic Ansley Park neighborhood is required under Section 4(f) of the United States Department of Transportation Act (49 USC § 303(c)) ("US DOT"). Notwithstanding our earlier comment, no such analysis is provided in the EA. The EA merely asserts that the 17th Street Extension would have no adverse effect on historic resources, including the Ansley Park neighborhood. (Ex - 4; 4.3.7) This assertion is fundamentally flawed. First, the traffic analysis included in the EA itself acknowledges that there will be adverse impacts on several Ansley Park streets. Second, the EA incorrectly and arbitrarily defines the eastern border of the "Area of Potential Effects" (APE) as Peachtree Circle and thus precluded any analysis of the impacts of the Project on

K-25

(63)

the entire Ansley Park neighborhood. No explanation is provided for drawing the APE boundary along Peachtree Circle. Clearly, once eastbound traffic enters the Ansley Park neighborhood on Peachtree Circle it must travel through other parts of the neighborhood to exit. Likewise, traffic along the Piedmont corridor seeking to use the new 17th Street extension as an east-west link to Northside Drive (as planners clearly contemplate) will inevitably use the Ansley Park neighborhood for lack of other means of access to the 17th Street Extension. No analysis of these traffic impacts is provided in the EA. Without the full and complete analysis of the impacts of this Project on historic Ansley Park and the determination of the United States Secretary of Transportation, the EA fails to meet the requirements of NEPA and Section 4(f) of the US DOT.

6. The 17th Street Bridge Design is not in Compliance with the Zoning Conditions attached to the Atlantic Steel Property.

The Atlantic Steel redevelopment is required to be built in accordance with the zoning conditions imposed by the City of Atlanta. The second such condition requires that "the property shall be developed in accordance with the Use Diagram ("Diagram") ..." The EA inexplicably failed to include the Diagram. However, the Diagram reflects a 17th Street bridge that varies significantly from and is inconsistent with the plan proposed by the EA. Any modification of the17th Street bridge and extension from that included in the Diagram may only be made in accordance with the procedures for modification of zoning approvals applicable in the City of Atlanta. We are not aware of any steps taken to date to seek approval of this significant modification.

7. The Analysis of Traffic Impacts Included in the EA is Flawed.

As we indicated in ACPA's letter to you dated April 26, 2000, the calculation of future traffic volume estimates rest on incorrect assumptions and may grossly underestimate future volumes. The traffic growth assumption used for freeway traffic is 1.5% in spite of an historical growth rate ranging from 8.4% - 9.7%. The traffic growth assumption used for surface traffic is 2% in spite of an historical growth rate of 2.85%. ACPA's April 26 letter explains in detail why these assumptions are incorrect and unjustified. Notwithstanding our earlier comments, these assumption continue to be used in the EA without any additional justification.

8. The Analysis of Air Quality Emissions Included in the EA is Incorrect.

Even assuming the approach to calculating regional air emissions benefits from this Project is correct, which we do not accept as indicated above, the analysis of air quality emissions benefits accruing to the region as a result of implementation of this Project is incorrect. First, as we indicated

(63)

to Ms. Prince of your office in our letter of May 10, 2000, the carbon monoxide ("CO") hotspot analysis is flawed. This analysis must be recomputed using accurate forecasts of traffic volumes for the midtown, Atlanta area. In the EPA's response to our letter to Ms. Prince, it indicated that the background traffic volumes used for calculating potential CO emissions are the same traffic volumes referred to above. As we indicate above, these traffic volumes are speculative and incorrect. By materially underestimating potential traffic volumes in the project area, the CO hotspot analysis lacks the necessary factual foundation. It cannot be used to support the conclusion that implementation of this Project will not result in any local CO hotspots. Second, as we indicated to you in our earlier letter, the transit usage assumptions used for calculating regional air quality impacts from this Project are incorrect.

9. The Assumption in the EA as to the No Build Alternative is Unsound.

The City of Atlanta and the developer provided a no build scenario for purposes of comparison of impacts. This no build scenario is outlined in Appendix B to the EA. However, this scenario fails to acknowledge that the Atlantic Steel property was primarily rezoned from Heavy Industrial (I-2) to Commercial Residential – Conditional (C-4-C) because of the requirement to build the 17th Street Extension. Any proposed redevelopment of the site without the 17th Street Extension would require rezoning. No analysis or justification is provided in the EA to indicate why the concerns prompting the zoning condition that the 17th Street Extension be built would no longer be relevant in any rezoning application. Accordingly, nothing in the EA justifies the conclusion that the property would "probably" be developed as indicated in Appendix B or "probably" be run-of-the-mill quality is purely speculative and revealing of a prompted predisposition on the park of Mike Dobbins. Any comparison of build/no build made in the EA is contrived and unsound.

10. The draft Memorandum of Understanding and the Five Design Alternatives for 17th Street Fail to Address the Concerns Raised by APCA to this Project and have been Rejected by the APCA.

While the EA refers to concerns raised by neighborhoods, including Ansley Park, it states that those concerns are addressed by means of the draft Memorandum of Understanding ("MOU") attached as Appendix I to the EA. The APCA expressly rejects that draft MOU as an adequate means of addressing neighborhood concerns. In addition, the five alternatives for modifications to 17th Street presented to neighborhood representatives at a meeting on May 17, 2000 have been rejected by the APCA. Before this Project proceeds and prior to any decision by the APCA or the Ansley Park neighborhood on acceptable mitigation, a full and complete Environmental Impact Statement should be completed that identifies all potential impacts of this Project on all potential areas of

(63)

impacts, including the entire historic Ansley Park neighborhood. Without such an analysis, neither the APCA nor the neighborhood can reasonably determine what specific remedies should be adopted to mitigate the impacts of this Project. Further, no rational administrative body could conclude that the requirements of NEPA have been satisfied.

Conclusion

The above comments are made without the benefit of the response of the EPA to APCA's FOIA request. Accordingly, APCA requests the right and opportunity to supplement this comment to the EA. Notwithstanding that request, APCA urges that the EA as presently proposed be rejected and an EIS be ordered for the project.

Yours very truly,

Richard N. Hubert
Attorney for Ansley Park Civic Association, Inc.

(64)

Received
9/25/00

Ralph T. Birdsey
220 Peachtree Circle, NE
Atlanta, GA 30309

Sept. 21, 2000

Mr. Ben West
US Env Protection Agency

Dear Mr West:

You and I spoke to each other during the pre-hearing period. I appreciated your asking me how I felt about the proposed 17th Street bridge. You may remember my saying that I think it is very bad for Ansley Park. I'd like to elaborate on that thought.

My wife, our children and I moved to 220 Peachtree Circle in 1973 from Macon, Georgia. We wanted the children to be able to go to better schools than were available in Macon, and we liked the idea of living in the city. The kids went to Paideia School; my wife worked as a trustee of the School and has taught art there since 1986. My office has been in Colony Square since 1973.

It has been very clear to us that the single greatest threat to the viability of an in-town neighborhood such as Ansley Park is the automobile. From the beginning of our residence here, we watched the volume and speed of cut-through traffic increase. Ansley Park's location between Piedmont Av. and Peachtree St. makes it a magnet for commuters trying to move east/west in a

K-27

(64) hurry. We have, over the years, been able to make some small changes that tend to discourage such cut-across traffic by slowing it, but the net result over the years has been ever-increasing volumes of traffic through the neighborhood.

It seems inevitable to me that the result of even two lanes of 17th St bridge traffic coming off at Peachtree St. will add to the traffic already cutting through the neighborhood. And the speed at which this traffic traverses our neighborhood is alarming. This is especially dangerous in the morning as inbound traffic coming off the Buford Highway extension roars down Peachtree Circle toward Colony Square.

I speak only for myself - I think most of us who have lived here are enlightened, civic-minded and reasonable people. I myself would be greatly encouraged by careful attention to the neighborhood's traffic concerns and practical traffic studies being funded.

Thank you for the informative public hearing, and for your courteous hearing of my thoughts prior to actual hearing itself.

Sincerely,

Ralph T. Birdsey

Sept. 21, 2000

(64)

17th St./A.S.

NAME Ralph T. Birdsey
ADDRESS 1220 Peachtree Cir. NE
Atlanta, GA
30309

COMMENTS I am gravely concerned that proposed 17th Street bridge over the connector will add large numbers of vehicles to the already very large number which use Ansley Park as a convenient cut-~~a~~ass across to ① get from Peachtree Street to Piedmont ② from Morningside to Peachtree and ③ from Peachtree Circle at BP Station to Colony Square. I plan to support Ansley Park neighborhood efforts to block the proposed dumping of traffic into Peachtree Street at 17th Street.
Ralph T. Birdsey

(please print)

(65)

17th St./A.S.

NAME Jon Banks
ADDRESS 21 The Prado
Atlanta, GA 30309

COMMENTS The benefits of this project for surrounding areas seem wholly dependent on unrealistic assumptions about traffic in Atlanta. The 17th St bridge will funnel East-West traffic at Ansley Park. Ansley Park will serve as the East West connector to Piedmont Ave, Monroe Drive + all points east. The Bridge needs re-thinking. As planned, it will ruin at least Ansley Park. The bridge is not consistent w/ a traffic-reducing development.

(please print)

(66)

17th St./A.S.

NAME CAROLINE ROLADER
ADDRESS 153 WESTMINSTER DRIVE
ATLANTA GEORGIA 30309

COMMENTS As a RESIDENT of Ansley Park I am NOT OPPOSED TO THE ATLANTIC STEEL DEVELOPMENT OR THE 17th STREET Bridge. WHAT I DO OPPOSE IS THE CONTINUATION of the EAST-WEST CORRIDOR TO PEACHTREE STREET. 17th STREET BETWEEN W. PEACHTREE & PEACHTREE IS BARELY A TWO-WAY STREET AS IT EXISTS RATHER THAN PUT MORE TRAFFIC I would SUGGEST MAKING 17th AT THIS POINT ONE-WAY WEST BOUND. This would STOP THE FLOW of TRAFFIC TO PEACHTREE THUS INTO Ansley Park.
The LARGER ISSUE FOR THE AREA IS NOT Bringing more people IN but how THEY get OUT. WITHOUT ADDING any RAMPS ONTO →

(please print)

the INTERSTATE YOU ARE CREATING MORE clogged IN-TOWN STREETS. WITH NO WHERE TO GET BACK ON the INTERSTATE

(67) 17th St/AS.

NAME Sal Kibler
ADDRESS 108 Peachtree Circle NE
Atlanta

COMMENTS Impact Study for Neighborhoods
Please do not proceed without according the neighborhoods w/the same impact study information & consideration as was done for surface streets. Peachtree Circle will be unsafe for neighborhood children

(please print)

Also west to Howell Mill.

(68) 17TH ST/A.S.

NAME DON CARSON
ADDRESS 21 MADDOX DR NE
ATLANTA GA 30309

COMMENTS IT ASTOUNDS ME THAT THE GPA WOULD BE ATTACK TO THIS PROJECT ONE OF THE MOST HISTORIC DISTRICTS IN ATLANTA WILL BE OVER RUN EVEN MORE WITH NOISY, POLLUTING TRAFFIC. IT IS IMPERATIVE THAT THE PARTIES PUT IN PLACE MEASURES THAT WILL REALLY REDUCE NOISE, POLLUTION + DANGEROUS TRAFFIC

(please print)

(69) 17th St. / A.S.

NAME SYLVIA BERNSTEIN
ADDRESS 19 The Prado
Atlanta GA 30309

COMMENTS It is unfathomable that any developer or politicion who cares about the quality of life in downtown Atlanta - for our future generations - it is preposterous to propose a 17th Street Bridge that will have only negative impact - Atlanta is already a nightmare & daily gains a (worse) more negative reputation for its traffic problems. This proposal adds fuel to the fire.

(please print)

If this developer has any balls they would have more long term vision - I'll get my 1/2 million plus when I sell But I still care about a city that attest to a high quality of life - no smog (well, less smog) Better mass transit - more parks & green space - a people city. I have no objections to the retail/office development, but for the future there must certainly be a better plan - the developer & DOT could be hero's if they would use some (more) Brains.

(69)

Received 9/20/00

Subj: 17th street bridge project
Date: 9/18/00 7:28 30 AM Central Daylight Time
From: MAIRDE SB
To: West ben@epa gov
CC: Tom coleman@dot state ga.us
CC: Joe.Palladi@dot.state.ga.us, Exec.dir@grta org
CC: Hankinson john@epa gov, Kutzman.Jim@epa gov
CC: Jerry.franklin@fta.dot gov
CC: Kashe46@mindspring com, Rpitts@ci.atlanta ga.us
CC: Larry.dreihaup@fhwa dot gov

as a resident of ansley park and a taxpayer of atlanta and fulton county, i am OPPOSED to the traffic flow the 17th street bridge will create..i listened to your presentation last tuesday and am very disappointed that a man of your position and character could honestly state that ansley park will not be affected..Put the shoe on the other foot...if it were your family and children and your historic home and neighborhood, how would you respond ???THERE ARE ALTERNATIVES .in fact, the most interesting proposal was made by the gentleman who was Not a resident of Ansley Park...i'm sure you remember the proposal to dump dirt on the bridge, plant trees, create a GREEN SPACE, PERHAPS SOMETHING LIKE CENTRAL PARK IN NEW YORK...Has anyone entertained this idea???There could be a transit lane for bikes and public transportation , jogging lanes, walking trails: you could even put horseback riding trails in...what a beautiful "GATEWAY" FOR ATLANTA..I want the atlantic steel project to be successful and attractive but NOT AT THE EXPENSE OF INTOWN RESIDENTS. Please think about this again, Mr. West..let's see some LONG TERM PLANNING ...and how it will affect our environment..Thank you for listening ..I'm printing and mailing this as a reminder of my opposition..I just paid my property taxes on Friday, the 15th...I do not want my neighborhood turned into a cut through of speeding, road raging vehicles...I do not want any more car emmissions ...You are too educated and responsible to see the feasibility of this bridge project...PLEASE DO SOMETHING ABOUT IT.. Sylvia Bernstein, 19 The Prado, ATlanta, GA 30309.

K-30

S. Bernstein
9/18/00

(70)

17TH ST./A.S.

NAME Judith Lynn "J." Wade
ADDRESS 7 Park Lane NE
Unit B
Atlanta, GA 30309
404/876-8666

COMMENTS It is naive to believe vast amounts of traffic will not dump onto streets of Ansley Park. As a lifetime environmentalist, I support Clean Air, not increased smog in my neighborhood. Unless funds are also provided for increased traffic patrols to keep vehicles out of Ansley during rush hours, I could not and would not support the massive traffic dump being created.

(please print)

(71)

17th St./A.S.

NAME Lauren Levin
ADDRESS 162 Peachtree Circle NE #2
Atlanta GA 30309

COMMENTS There should be no 17th street extension east of Spring St. Please protect our historic neighborhood
Smart growth not smog growth.

(please print)

(72) 17TH ST / A.S.

NAME JEFFREY BLUM
ADDRESS 49 S. PRADO
ATLANTA GA 30309

COMMENTS Construction of 17th St. Bridge relieves 14th St. & moves level of service of 14th from "F" to "C". Yet 17th St. is constructed at level "F" service.

(A) Please explain the logic of this.

(please print)

(72) 17th St. / H.S.

NAME Jeffrey Blum
ADDRESS 49 S. Prado
Atlanta, GA 30309

COMMENTS What is the distance between Atlantic Steel site and "Midtown" side of Atlanta (4 14 lanes of interstate traffic + ramps + medians)

(C) Doesn't this exceed the established distances by American Planning Association (APA) for distances comfortably walked and likely walked

(please print)

K-31

17th St. / A.S

NAME Jeffrey Blum
ADDRESS 49 S. Prado
Atlanta, GA 30309

COMMENTS Exiting traffic from I-75/I-85 will have direct access to the 17th St. bridge & serves as a relieve for 14th

(B) Nowhere is this mentioned in the "EA" Environmental Assessment

What are the impacts?

(please print)

17th St. / A.S.

NAME Jeffrey Blum
ADDRESS 49 S. Prado
Atlanta, GA 30309

COMMENTS The Environmental Assessment (EA) is 2 years old & in need of updating. The decisions always made on outdated documents?

(D)

(please print)

(72)

17th St / A.S.

NAME Jeffrey Blum
ADDRESS 49 S. Prado
Atlanta, GA 30309

COMMENTS The EA states that Atlantic Steel will "decrease congestion by providing alternative modes of transportation by bringing MARTA rail across I-75/I-85"

(E)

Please explain/document the commitment from MARTA to extend rail AND/OR explain why the EA should not be updated

(please print)

(72)

17th St./A.S.

NAME Jeffrey Blum
ADDRESS 49 S. Prado
Atlanta, GA 30309

COMMENTS Page 4 of the EA: The (Atlantic Steel) development will "re-establish the link to Spring Street, West Peachtree, and the Arts/Center Station — Connection to Peachtree Street is not mentioned

(G)

How can this be?

(please print)

K-32

17th St / A S

NAME Jeffrey Blum
ADDRESS 49 S. Prado
Atlanta, GA 30309

COMMENTS The EPA's definition of "Smart Growth" (according to the E.A.) includes:
— "protects investment in existing neighborhoods"

(F)

How does the 17th Street bridge & its extension to Peachtree St. accomplish this?

(please print)

17th St. / A.S

NAME Jeffrey Blum
ADDRESS 49 S. Prado
Atlanta, GA 30309

COMMENTS Amsley Park is specifically ignored in the Environmental Assessment despite its status on the National Register of Historic Places

(H)

Why?

(please print)

(72)

17th St. I.A.S.

NAME Jeffrey Blum
ADDRESS 49 S. Prado
Atlanta, GA 30309

COMMENTS Please provide an explanation on the status (pg 22 of EA) the "Transit loop to the Omni rail station — funds committed? Studies underway? Why isn't the EA updated?

(I)

(please print)

K-33

17th St. I.A.S.

NAME Jeffrey Blum
ADDRESS 49 S. Prado
Atlanta, GA 30309

COMMENTS To avoid air pollution & smog, why not build rapid rail FIRST then construct auto lanes in the future (on the bridge)?

(J)

(please print)

(72)

Received 9/20/00

JEFFREY BLUM
49 SOUTH PRADO
ATLANTA, GEORGIA 30309-3308

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, GA 30303

Re. Environmental Assessment of the 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

My wife and I have been residents of Ansley Park for nearly ten years. We write to express our shock, dismay, anxiety and grave concerns with the above referenced project.

The 17th Street bridge, and its extension to Peachtree Street, will cause a massive increase in traffic through our neighborhood. As a member of the Traffic Committee for the neighborhood, I am acutely aware of our existing problems with cut-through traffic and can only imagine future impacts from this bridge and its resulting traffic.

I've read the existing Environmental Assessment, and it fails to recognize that Ansley Park will be affected by construction of the bridge and its extension. Neighborhood residents, especially children, will be negatively affected, as will our air quality and the historic fabric of a neighborhood on the National Register of Historic Places.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park and prevent cut-through traffic. In addition, the impacts on the historic Ansley Park neighborhood must be identified and a plan to mitigate those impacts must be created.

As presently proposed, I do not support the 17th Street bridge and its extension to Peachtree Street.

Very truly yours,

Jeffrey Blum

(73) 17th St/A S

NAME Milton Jones
ADDRESS 233 Peachtree Circle N.E.
Atlanta, GA.
30309

COMMENTS

(A) 1. There are insufficient guarantees to preclude expanded automobile lanes on the bridge in the future

(B) 2. Ansley Park MUST BE provided with funding necessary to implement any recommended and appropriate traffic calming measures

(C) 3. The promise of TAD funding to Loring Heights and Home Park represents a financing vehicle that has not produced any dollars to date, despite many promises, anywhere in Atlanta.

(over) (D) 4. The traffic projections inadequately consider a certain flood of traffic through historic Ansley Park from lesser developed areas to this new development.

5. "Traffic conditions on some roadways and intersections in the study area are predicted to worsen with implementation of the project, as compared to the no action alternative" This is a quote from the EPA document we were given. We agree. That is why there should be no 17th Street extension east of Spring Street to protect Ansley Park's roadways from these abominable outcomes.

6. The memorandum of understanding to address Community Concerns is meaningless without

(E) specific commitment of funds to Ansley Park and other affected neighborhoods to implement Changes to overcome these concerns and issues now and in the future.

(please print)

K-34

(14) 17TH ST / A.S.

NAME Cameron Zentz
ADDRESS
274 Beverly Road
Atlanta GA 30309

COMMENTS You would eliminate all these problems if you "gated" Ansley. Trust me.

We don't oppose the development we oppose the neighborhood being used as a "vehicle" to the development.

Use

~~Bang~~ ~~at~~ ~~[illegible]~~!

(please print)

(75) 17th St / AS.

NAME Arthur + Jeanette Cohen
ADDRESS 62 Westminster Dr.
Atlanta, Ga. 30309

COMMENTS How unbelievable that almost 100,000 cars (additionally) per day would not impact the all midtown neighborhoods! Not impact the bedroom, smog! We already have! We chose to live Midtown, pay more taxes to avoid this exact scenario!
When will the health + well being of the citizens of Atlanta become a priority above the almighty $. We in Ansley Park will not act deaf, dumb + blind.

(please print)

(76) 17th St/1

NAME ELIZABETH LATTA
ADDRESS 145 15th STREET NE (COLONY SQUARE)
UNIT 443
ATL GA
30309

COMMENTS I'M OVERALL VERY HAPPY ABOUT THE DEVELOPMENT ACROSS THE EXPRESSWAY.
I live in Colony Square & work in GCATT. The traffic on 14th stinks but its obvious to anyone who sits in line waiting for the lights to change that they are set wrong. I assume that the city is trying to exasperate its citizens to facilitate our exception of (B) its new bridge. But according to your maps there are not less + the same amount of red dots. Expressway ramps would cause SOME of the expressway on/off traffic at 14th with ramps at 17. + the 14th bridge will do. ONE man hold us that people onto west side of 75/85 want to get to Buckhead + need to get to Peachtree North side drive is better. Peachtree doesn't need more traffic either. Ansley Park is of great value to Atlanta and should be appreciated and protected for all Atlanta citizens. Winn Park with Arts centre/traffic is not a good public city park.
K-35 For the record I walk to work most days. The steel company should keep all its trucks off 14th. I'd rather NEW! we should keep some (not too much) but some great old (AKA Ansley Park) more MARTA

(77) 17th St./A.S

NAME SUSAN CONTRERAS
ADDRESS 200 MONTGOMERY FERRY DR. #38
ATLANTA GA 30309

COMMENTS I am very concerned that the valuable asset that is the Ansley Park intown neighborhood be preserved. I am a city planner educated @ Georgia Tech, and know how precious & how fragile residential areas intown are. The Atlantic Richfield project can be designed so that any negative effects on this neighborhood are minimized. That is what we expect and what we will fight for. Divert cut-through traffic away from our neighborhood streets.
(please print)

(78) 17th St./A.S.

NAME Markham Smith / Ellen Hawk
ADDRESS 89 E. Park Lane

COMMENTS Do not want to see ramps @ 17th St. It encourages more cars in the adjoining residential areas. No specific information regarding traffic counts for Ansley. Traffic study does not adequately address impact on Ansley is 17th St. Note: Study base on 10 trips per day for neighborhood households which is excessive & skews the % increases shown in study
(please print)

(79) 17th ST / H.S.

NAME Carrie Przybylla
ADDRESS 19 Medlock Drive
Atlanta, GA 30309

COMMENTS - The bridge is designed to accable car traffic, not promote mass transit. We don't need more cars, smog, etc. Traffic is already choking Midtown. Additionally, the impact of the increased traffic will have grave ramifications for Ansley Park, a historic neighborhood, Piedmont Park, and surrounding areas. The impact on the residential neighborhoods must be taken into account and dealt with in advance if dreams for a revitalized Midtown [illegible] friendly to business and residences are to be realized, and this cost should be absorbed by the project.

(A)

- The bridge promises to be ugly. Promises of world-class designers to make an architecturally significant land mark (over)

(cont.) for Atlanta have already been broken. The bridge must be designed by some one sensitive to aesthetic issues, not just experienced in building roadways. Failure to do so only exposes the ridiculous charade the public relations campaign waged by the DOT & the developer of the Atlantic Steel site.

(B)

- It is troubling that such a huge amount of public dollars on a bridge that will most directly profit a private entity, to the detriment of communities on the west side of the expressway.

(C)

K-36 - 1

(80) 17th St./A.S.

NAME LEE HARPER VASON
ADDRESS 238 15th St No. 8
Atlanta, Ga. 30309

COMMENTS

No 17th St. Bridge -
Save our neighborhood from the
DOT!!

(please print)

(81) 17TH ST / A.S.

NAME ERIC FRENCH
ADDRESS 162 PEACHTREE
ATLANTA GA 30308

COMMENTS
- NO 17TH ST EXTENSION EAST OF SPRING ST
- RESIDENTS ARE UNITED TO PROTECT OUR HISTORIC NEIGHBORHOOD
- WE WANT SMART-GROWTH NOT SMOG GROWTH
- THE ANSLEY NEIGHBORHOOD CANNOT AND WILL NOT BE IGNORED IN THE PLANNING OF THIS PROJECT.

(please print)

(82) 17th St / HC

NAME BRIAN HAILES
ADDRESS 257 THE PRADO
ATLANTA GA 30309

COMMENTS USING THE DOT'S OWN NUMBERS, THE TRAFFIC IMPACT ON THE ANSLEY PARK NEIGHBORHOOD IE TRAFFIC ON 15TH, 16TH, 17TH STREETS, PEACHTREE CIRCLE AND BEVERLY ROAD WILL INCREASE IN DAILY AVERAGE FROM 18,800 TO 32,550 IE AN INCREASE OF 73%. THIS INCREASE IS UNACCEPTABLE AND WORK ON THE 17TH ST BRIDGE SHOULD NOT PROCEED UNTIL THE IMPACT ON ANSLEY PARK HAS BEEN REDUCED TO A REASONABLE LEVEL

(please print)

K-317

(83) 17th St. / A.S.

NAME MONICA SINCLAIR
ADDRESS 257 THE PRADO
ATLANTA GA 30309

COMMENTS THE ENVIRONMENTAL ASSESSMENT DOCUMENT ~~INDICATES~~ IMPLIES THAT BECAUSE THERE IS ALREADY SIGNIFICANT DEVELOPMENT IN MIDTOWN, THAT THE 17TH STREET BRIDGE IS A MINOR ADDITION. SINCE DOT'S OWN PROJECTIONS INDICATE A TRAFFIC INCREASE INTO ANSLEY PARK FROM THIS DEVELOPMENT ALONE OF OVER 70% - THIS SEEMS TO PROVIDE ADDITIONAL REASON NOT TO PROCEED WITHOUT A SPECIFIC PLAN TO REDUCE THROUGH TRAFFIC IN ANSLEY PARK.

(please print)

(84) 17th St. / A.S.

NAME Eben Hardie
ADDRESS 126 Peachtree Circle NE
Atlanta Ga 30309

COMMENTS Assuming the project will get built, the issue is how to best deal with the project's traffic while protecting the neighborhoods. I believe traffic ~~should~~ from the bridge should be stopped at West Peachtree, forcing all traffic to go north or south on Spring or West Peachtree. Access to Ansley Park should be limited, and traffic calming measures should be put in place on Beverly Road, Peachtree Circle and 15th Street.

(please print)

(85) 17th St / A.S.

NAME Keith Guthrie
ADDRESS 1775 Peachtree St
Atlanta, GA 30309

COMMENTS It would seem prudent to consider turning 17th St. from Peachtree St. to W. Peachtree St. one way in a westerly direction. This appears it would alleviate a potential traffic mess at Peachtree St and keep excess traffic out of an established neighborhood.

(please print)

(86)

17th St./AC

NAME JOHN J. BECK JR.
JRY BECK.

ADDRESS 95 MONTGOMERY FERRY DR.
ATLANTA, GA. 30309-2710

COMMENTS ACCORDING TO THE DOT. FIGURES TRAFFIC COMING INTO THE ANSLEY PARK NEIGHBORHOOD WILL DOUBLE WITH THE 17TH BRIDGE AND THIS DEVELOPMENT. WE ARE ALREADY SATURATED WITH TRAFFIC WHICH IS DANGEROUS. THIS PROJECT AND THIS BRIDGE WILL KILL A 100 YEAR OLD NEIGHBORHOOD.

YOU MUST FIND A WAY TO REDUCE THE TRAFFIC. IT IS CRUSHING OUR NEIGHBORHOOD.

(please print)

K-38

17th St/A.S.

(87)

NAME Grace Paul

ADDRESS 145 15th Ct. #233
Atlanta, GA 30309

COMMENTS I am concerned by the complete lack of commitment to provide any kind of Marta stop to the Atlantic Steel Development. I am also greatly concerned about the amount of traffic that will be funneled up 17th St trying to get to Peachtree Street from West Peachtree. Why not close 17th to east bound traffic and make it one way? Please, don't destroy Ansley Park by making Peachtree Circle another traffic clogged street. Atlanta has too many already!!!

(please print)

(87)

Received 9/22/00

Grace.Paul@perkinswill.com
09/22/2000 05:20 PM

To Ben West/R4/USEPA/US, John Hankinson/R4/USEPA/US, Jim Kutzman/R4/USEPA/US, exec dir@grta org, coleman@dot.state ga us, joe palladi@dot.state ga us, jerry franklin@fta dot.gov, larry.dreihaup@fhwa dot gov, kashe46@mindspring com, rpitts@ci.atlanta.ga.us, watsona@gtlaw com

cc:
Subject. Atlantic Steel Redevelopment

I am a resident of Colony House in Ansley Park and also work on 17th Street I am writing to express my outrage at the completely self-serving nature of the environmental assessment of the impact on the 17th Street extension I am appalled in a city that has one of the worst smog records in the nation, an entire development would be concentrated on the automobile. The fact that MARTA has been eliminated from the planning process is disturbing at the least When will Atlanta admit that it cannot continue to focus on the automobile as the primary means of transportation?

In addition, the conclusion that there would be no significant impact on the traffic problem defies logic Working on 17th Street over the past 5 years I can say that there has been a appreciable increase in the traffic on this street. How could anyone suggest that thousands of cars per day dumping onto West Peachtree and traveling directly up 17th Street to Peachtree would have no impact on the surrounding businesses and neighborhoods?

I applaud the attempt to develop the Atlantic Steel Development but the plan certainly seems significantly flawed in the means of dealing with the traffic problems Before this project proceeds, the design must consider diverting traffic away from 17th Street and Ansley Park. In addition, the impact on Ansley Park must be identified and a remedy provided

Grace M Paul

17th St./A.S.

(88)

NAME Brian Matura
ADDRESS 541 Hascall Road
Atlanta GA 30309

COMMENTS Ansley Park was engaged in the ASP (Atl. Steel Project) from its basic planning - to now try to change proposals that they have agreed to through the process is an injustice to the process & to the other neighborhood involved in positively moving this project forward.

Second, I again would propose that not exclude extending 17th St. on the west side of existing the steel mill project, to 4 lanes (2 east & 2 west) to Howell Mill via Bishop and Howell Mill north from Bishop to 75 to 4 lanes (minimum) as well. Otherwise Northside will not be able to handle the traffic & vehicular traffic will be forced to find "cut throughs" however possible - if necessary.

(please print)

K-39

17th St./A.S.

(89)

NAME Douglas Suddeth
ADDRESS 531 Bishop Street N.W.
Atlanta, GA. 30318

COMMENTS IT IS IMPORTANT TO THE BISHOP STREET NEIGHBORS THAT BISHOP STREET REMAIN OPEN. (DO NOT DEADEND) SUGGEST CONSIDERATION OF TRAFFIC LIGHT WHERE 17th STREET INTERSECTS WITH BISHOP STREET

(please print)

17th St./A.C.

(90)

NAME Kevin McBride
ADDRESS 2016 17th St.
Atlanta, GA. 30309

COMMENTS Due to the location of the steel mill project, why was it not possible to tie this project directly into the 75/85 cloverleaf? It would seem, from aerial views, it would have been easy to create exits direct to the steel mill from the interstate system instead of dumping traffic back onto already crowded Peachtree. Also, why is more impact not being funneled to Northside Dr. which is so much less traveled and property could be acquired, if necessary, much more affordably. Again from aerials this seems another logical option due to the ability to tie into 85.

(please print)

17th St./A.S.

(91)

NAME LINDA GEHO
ADDRESS JEREMIE CORP
445 BISHOP ST.
ATL. GA 30318

COMMENTS
- As a business that has operated for 15 yrs. on Bishop St, it is very important that our customers & employees have unlimited access to Bishop St. (NO RESTRICTIONS ON TURNING AT 17th/BISHOP).
- NEED TRAFFIC LIGHT AT 17th/BISHOP.

(please print)

(92) 17th St / H.C.

NAME JEFF TRAICOFF
ADDRESS CAPITOL MATERIALS INC
464 BISHOP ST NW
ATLANTA, GA 30318

COMMENTS WE FEEL THAT A STOPLIGHT MUST BE INSTALLED AT THE NEW PROPOSED INTERSECTION OF BISHOP ST & 17TH ST. WE OPERATE A FLEET OF TRUCKS FROM OUR LOCATION AND TURNING LEFT OFF OF 17TH ST ONTO BISHOP WITHOUT A LIGHT WILL BE HAZARDOUS.

(please print)

K-40

(93) 17th St. / A.S.

NAME James C. Powers
ADDRESS 698 Upton Rd NW
Atlanta, GA 30318-2524

COMMENTS Please locate Northside Drive widening so that Oaks South of Bishop St are preserved.

(please print)

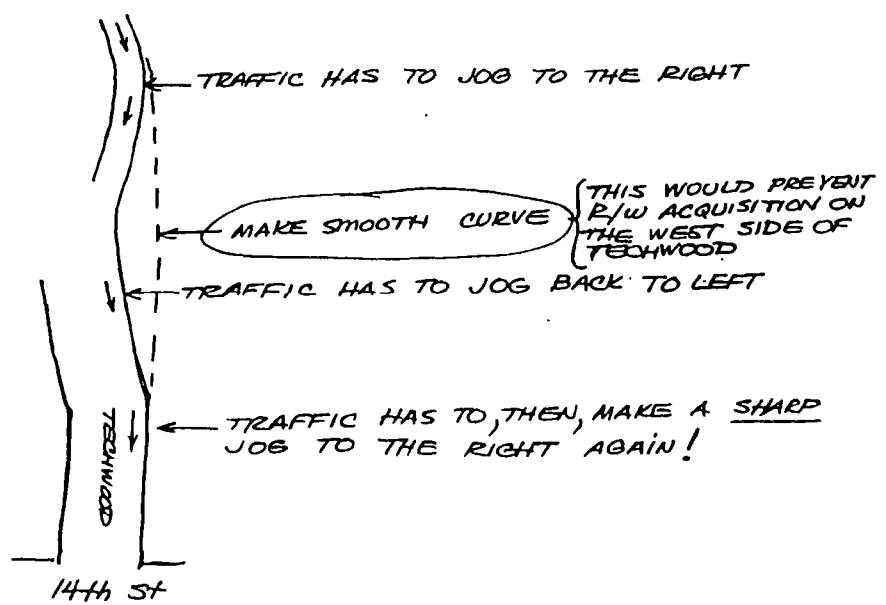
(94) 17th St / A.S

NAME JOE BAZEMORE
ADDRESS [redacted] 109 LYNNHURST DR
ORMOND BEACH, FLA 32176
RE: PROPERTY OWNED AT 1260 TECHWOOD DR

COMMENTS This is to request again (I made the same request at the MAY meeting) to "push" the south ramps off of I-75/85 onto Techwood further to the east utilizing existing R/W instead of taking land off of properties on the west side of Techwood. This would save taxpayers money buying new R/W when there is sufficient R/W on the east side of Techwood. It also would prevent destroying my property located on the west side of (OVER) Techwood.

(please print)

THE VARIOUS JOGS DONT MAKE SENSE!



(94)

Mr Ben West
U.S. Environmental Protection Agency
Sam Nunn Atlanta Federal Center
61 Forsyth St SW
Atlanta, Georgia 30303-8960

9-21-00

Received
9/25/00

Dear Mr. West:

I am the owner of 1260 Techwood Drive which is being affected by the Atlantic Steel Redevelopment Project. I attended the September 12, 2000 Public Hearing and was appalled to see the GDOT plans as it relates to Techwood Drive improvements.

K-41

Since the Public Hearing in May the "improved Techwood Drive" has been moved further westward and I was told by DOT representative Glen Bowman that the road would be designated "limited access" - which would entail the purchase of all properties along the west side of Techwood Drive. This, of course would be a great mis-appropriation of taxpayer monies. There is sufficient right-of-way on the east side of Techwood to make most of the improvements. A 10' to 20' strip might be needed for an acceleration lane coming off 16th Street. With this acceleration lane there would be no need to make the properties "limited access".

-1-

(94)

I have enclosed a GDOT drawing with my ideas super-imposed showing the feasibility of my idea.

Mr. Bowman's justification of making the properties "limited access" is the speed of the cars coming off of the I-75/85 ramps onto Techwood. However, if the acceleration lane off of 16th Street has a median strip between it and the lanes coming off of the I-75/85 ramps, then there would be no need of making the properties "limited access".

This would be a compromise in that the GDOT could meet the criteria it has set and avoid purchasing millions of dollars of right-of-way unnecessarily - and the property owners would be allowed to keep their land.

I and other owners do not want to stand in the way of progress, but the progress demonstrated at the September meeting were extreme and the graphics presented were "cartoonish" at best with obvious design flaws demonstrated. Serious consideration of my idea would be appreciated and would prevent future

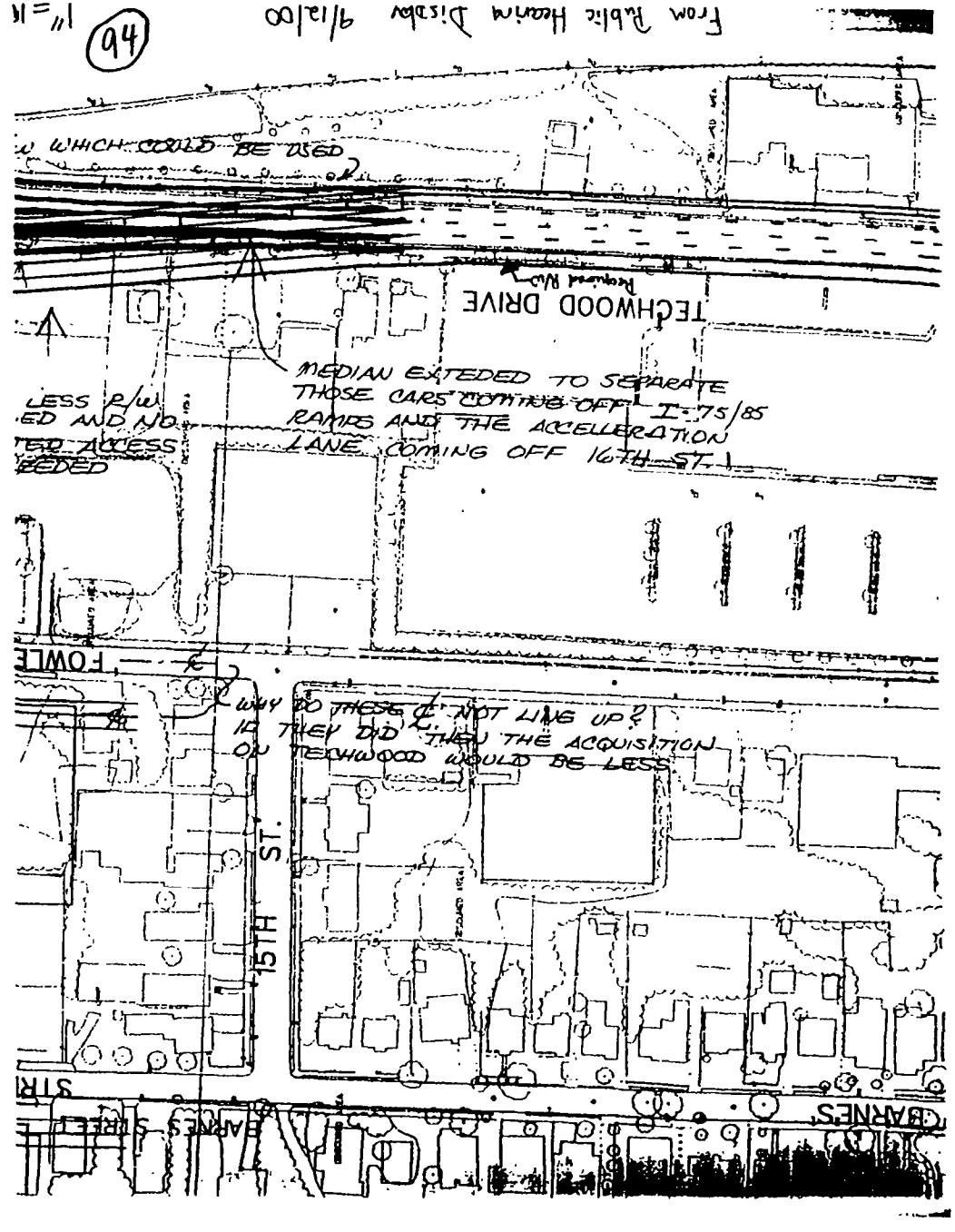
-2-

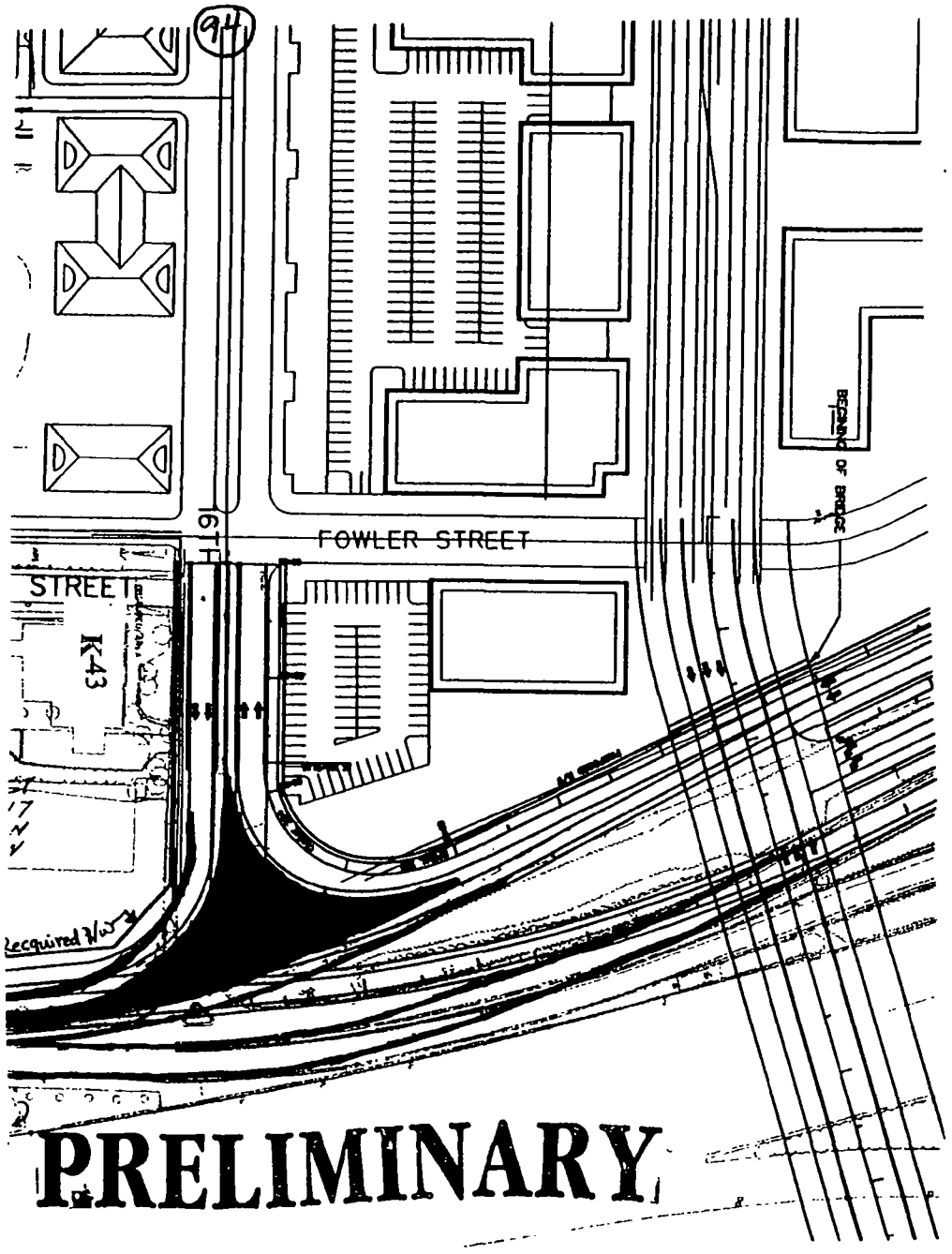
(94)

conflict between the GDOT and the property owners on the west side of Techwood Drive. The GDOT should be sensitive to owners' ideas — sometime they might see things differently and their ideas are not necessarily unprofessional.

Again, please reconsider my idea to avoid a dramatic impact on the properties along the west side of Techwood Drive.

Sincerely,
Joe Bazemore
109 Lynnhurst Drive
Ormond Beach, Fla 32176





95

17th St. / A.S.

NAME Carol Scotton
ADDRESS 170 Robin Hood Rd
ATL GA 30309

No parking Lots for Mall. So folks naturally would ride Marta or walk.

COMMENTS Make 17th Street Bridge for pedesterian, bicycles and mass transit ONLY —

Mass transit which only flows into existing MARTA —

(please print)

See Walnut Street Bridge in Chattanooga!

Also: Forget the "Gateway" concept associated w/ the Bridge.

17th St / A.S.

96

NAME JOE GANTEM
ADDRESS 1314 SPRING
ATL, GA 30309
PHONE 404/253-1300 EXT 227

COMMENTS RAMP ON WILLIAMS WILL BE TO CLOSE TO EXISTING BUILDING STRUCTURE. WILL AFFECT VISUAL/SETTING OF PROPERTY.

(please print)

97

17th St. / A.S

NAME MAGNUS NILSSON
ADDRESS 3782 INWOOD CIR
ATLANTA GA
30339

COMMENTS REDUCE THE SCALE OF THE BRIDGE. THINK OF PEOPLE FIRST. BUILD FOR PEDESTRIANS & PEOPLE THE AUTOMOBILE & LANES WILL REDUCE OUR QUALITY OF LIFE.

(please print)

K-44

98

17th St / A.S

NAME TIM HOLDROYD
ADDRESS CITY REALTY ADVISORS
1375 SPRING STREET
ATLANTA GA 30309
tim@cityrealty.net

COMMENTS Since both 17th and 14th street improvements will cause major transportation and access to the entire west side of midtown for a minimum of five years it is important that the staging areas are on the Atlantic steel site and not on the east side of the highway. ~~We must also~~ The DOT must reach an agreement with the Midtown CID or Alliance that any non essential land acquired by the DOT is put back into use within a year after construction is finished. The DOT must not be allowed to own or keep surplus land after it is not needed for roads or staging.

(please print)

99

To: Mr. Ben West, U.S. EPA

17th St. / A.S.

NAME DR. HARRISON ROGERS
ADDRESS 2672 BATTLE OVERLOOK NW
ATLANTA 30327

ADDRESSING ISSUE OF BRIDGE

COMMENTS – HAVE BEEN GIVEN to COURT REPORTER – Including ANSWERS TO:
1. NEED FOR EAST/WEST TRAFFIC (RAIL/BUS/PEDESTRIAN)
2. MECHANISM TO MINIMIZE TRAFFIC "DUMP" at OUR SITE (17th St.)
3. NEED TO CONSIDER ESTHETIC NEEDS OF ALL OUR NEW/OLD CITIZENS – AND MORE TO COME – OF MIDTOWN
4. AN INNOVATIVE APPROACH TO THE PROBLEM

— BY —

A. COVER EXPRESSWAY – WITH CONTINUOUS BRIDGE FROM 17th ST. to 5th St. – COVER WITH DIRT – PLANT TREES – GRASS

B. AND OPEN ALL CROSS STREETS (MAJOR + MINOR) FOR RAIL/BUS/AUTOS AND PEDESTRIANS – WITH PLAYGROUNDS, ETC.

(please print)

BEST POSSIBLE GATEWAY BRIDGE

EVEN DISTRIBUTION OF TRAFFIC

BOARD MEMBER – ATLANTA MEDICAL HERITAGE / ACADEMY OF MEDICINE

MEMBER FIRST PRESBYTERIAN CHURCH – @ 16th St.

ATLANTA CITIZEN / AND NATIVE – DO NOT LIVE IN ANSLEY PARK

(100) 17TH ST / A.S.

NAME Scott Stephens
ADDRESS 16 S. Prado NE
Atl. 30309

COMMENTS I'm in favor of a transit only bridge. Bikes, pedestrians and buses would be allowed, but not cars.

I do like the idea of a signature architectural statement being made with the bridge. Every effort should be made to reduce the impact of the single occupant automobile.

(please print)

(101) 17th St. / A.S.

NAME RICHARD M. ROLAND
ADDRESS 153 WESTMINSTER DRIVE
ATLANTA, GA 30309

COMMENTS The proposed 17th Street bridge design is faulty because it makes no new provisions for traffic exiting midtown to go northon 75/85. The bottleneck at West Peachtree and 17th will be much worse than 14th street could ever be. On the east side of 75/85 access should be limited to southbound on Spring or northbound on W. Peachtree only. Do not allow this huge invasive road to continue all the way to Peachtree. Save Ansley Park one of the few residential areas left in town.

(please print)

(102) 17th St. / A.S.

NAME Rosemary ~~Elizabeth~~ Latte
ADDRESS 145 15th St NE #443
~~Atlanta~~
30309

COMMENTS If (as I was told this evening) the purpose is getting access to 75/85, then build expressway ramps — DO'T dump all this traffic on Peachtree St.

(please print)

(103) See Attached Letter 17th St / A.S.

NAME Sally Flocks, President & CEO
ADDRESS Pedestrians Educating Drivers on Safety
1447, Peachtree St, Suite 801
Atlanta, GA 30309

COMMENTS PEDS supports the Atlantic Steel Project and the 17th St. Bridge — but believes 2 safety problems need to be addressed: the design speed of the bridge & the speed of traffic in Ansley Park. PEDS recommends reducing the design speed to 25 mph* on the bridge & providing a written committment to funding area-wide traffic calming in Ansley Park.

(please print)

(*See my letter to Ben West for more details & supporting documents.)

(103)

PEDS
PEDESTRIANS EDUCATING DRIVERS ON SAFETY INC

September 12, 2000

Ben West, U.S Environmental Protection Agency
U S Environmental Protection Agency
61 Forsyth Street, SW
Atlanta, GA 30303-8960

Re Atlantic Steel Redevelopment

Dear Ben,

As President of Pedestrians Educating Drivers on Safety (PEDS), a non-profit organization dedicated to making metro Atlanta safe and accessible to all pedestrians, I would like to express my support for the Atlantic Steel Redevelopment and for the 17th Street Bridge. PEDS expects the Atlantic Steel development to be a pedestrian-friendly, mixed-use development—which, thanks to the construction of the bridge, will be accessible to people on foot This is a terrific example of Smart Growth

K-46

(A)

PEDS is concerned, however, by two safety issues–the design speed of the bridge and the likelihood of increased speeding traffic in Ansley Park–and recommends that these issues both be resolved before the project receives final approval According to the Georgia Department of Transportation, a design speed of 35 miles per hour (mph) will contribute to safety by providing a *longer site distance* This argument fails to recognize that a driver's *field of vision* is reduced as travel speed increases. Maintaining slower speeds allows drivers to be more aware of their surroundings At 25 mph, the driver can still see that he or she must share the road with pedestrians and bicyclists At 30 mph or higher, all the driver sees clearly is the roadway ahead. (See pictures in Attachment A) Although the longer site distance may help prevent fender benders that result from rear-end crashes; the reduced field of vision that comes with a design speed of 35mph increases the likelihood of pedestrian-vehicle crashes, which are far more likely to involve serious or fatal injuries.

Much of the threat to walking safely comes from motorists' speed The faster a motorist drives, the more likely injuries to persons on foot will be serious, if not fatal When people walking are hit by a car

- at 20 mph, only 5 percent of walkers are killed
- at 30 mph, 45 percent of walkers are killed, and most others are seriously injured
- at 40 mph, 85 percent of walkers are killed

In short, the longer site distance promotes the safety of motorists at the expense of the safety of pedestrians and cyclists. Because the bridge is a Transportation Control Measure, it must be designed with particular concern for the safety of pedestrians The impact of the higher design speed on driver behavior at the intersections of the bridge at Spring Street and at West Peachtree Street particularly concerns me. With a lower design speed, motorists turning right or left on green are more likely to be aware of pedestrians who have stepped into the crosswalk. The large size of these intersections—and their skewed designs—make this particularly important.

Sally Flocks, President and CEO • 1447 Peachtree, Suite 801 • Atlanta, Georgia 30309
Phone 404-873-5667 Fax 404 873-6978 . e-mail info@peds.org http://www peds org

(103)

In addition, the contribution to safety of the longer site distance that would come from a design speed of 35mph would be seriously reduced- if not negated by the increased stopping distance that results from higher speeds. The higher the speed, the longer a vehicle travels (at that high speed) during the driver reaction time, making it that much harder to stop or swerve or otherwise react to whatever or whomever is on the road ahead. Stopping distance increase exponentially with speed. (See attachment B)

In response to concerns from the City of Atlanta regarding design speed, State Urban Design Engineer Joe Palladi stated that the posted speed could be 25 mph. Yet the speed at which most cars travel down the street is dictated by design factors, not posted signs If you have any doubt of this, I encourage you to check out the Buford Highway extension as it approaches the Spring Street exit. Thanks to superelevation of the road, drivers show little respect for the posted 35mph speed limit.

If you are truly concerned to make the Atlantic Steel Redevelopment a Transportation Control Measure, you need to ensure that the bridge is designed so as to encourage pedestrian safety and comfort. According to the Florida Department of Transportation, which recently developed a mathematical formula for the Pedestrian Level of Service, vehicle speed is one of the most critical factors. Pedestrians do not like walking next to high-speed traffic

(B)

Finally, to ensure that the bridge does not discourage walking in Ansley Park by increasing high speed cut-through traffic in that neighborhood, the project needs to provide funding to mitigate the impact of vehicle traffic generated by this project. Creation of a cul-de-sac on 17th Street would prevent the bridge from dumping traffic onto a single neighborhood street. In all likelihood, however, the east west traffic generated by the bridge would be diverted to another entrance to the neighborhood, such as Peachtree Circle, Beverly Road, or 16th Street For that reason, the project should include a funding commitment to install area-wide traffic calming in Ansley Park

Thank you for your consideration I look forward to walking to Atlantic Station!

Sincerely,

Sally Flocks

Sally Flocks

Enc

cc: Charlie Brown
Michael Dobbins
Larry Dreihaup
Ed Ellis
Kris Holland
Brian Leary
Joe Palladi
Shannon Powell
Catherine Ross

(103) "A"

Streets Influence A Driver's Behavior

Street Wise

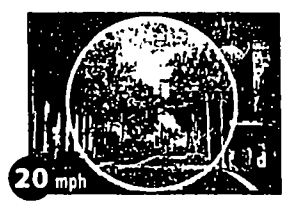
The speed at which most cars travel down a roadway is dictated by several dozen environmental and human factors When 60-85% of the motorists are driving faster than the posted speed, there are serious problems with the design of that street space Speed limit signs and the threat of enforcement do little to set the speed of most vehicles.

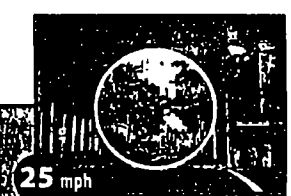
Physical design influences a driver's behavior more than any other factor. Often we post a local street for the maximum speed the law permits (25 mph in most areas) Roadway designers will try to provide for an additional margin of safety on the road by designing the street to accommodate cars traveling an additional 10 mph over the posted speed limit, or 35 mph. Auto designers have made sure that cars can comfortably be driven at higher end speeds Thus, many drivers travel as fast as 40-45 mph on streets where we live, walk and bicycle that are posted for 25 mph

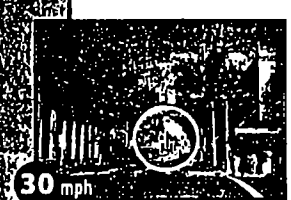
Ideally, streets and neighborhoods should be designed so that after-the-fact retrofits to calm the traffic are not necessary One key element to designing streets that keep cars from speeding is to keep streets physically or visually narrow. Well-designed streets should also be part of a network that disperses traffic evenly and accommodates bikes and pedestrians, and where the number and width of travel lanes is not excessive for the traffic volume

Older, traditional narrow streets built in a grid pattern better distribute and naturally calm traffic As shown in the diagram on the previous page, the traditional design of short blocks set in a grid provides a human-scale environment where there are often stores and offices not far from homes, and multiple routes of travel for vehicles The conventional design on the right, in contrast, separates stores, homes and schools, requiring us to use a motor vehicle to reach most destinations In addition, long, spaghetti-like street patterns with few connections require wider travel ways to accommodate higher traffic volumes

The Design Matrix for Healthy Streets (next page) is taken from *Street Design Guidelines for Healthy Neighborhoods* and details ideal speeds, road widths, and other specifications for livable neo-traditional streets *Street Design Guidelines* also provides other practical information about residential street design







Faster Speed: Smaller Fields of Vision

Maintaining a lower speed allows drivers to be more aware of their surroundings.

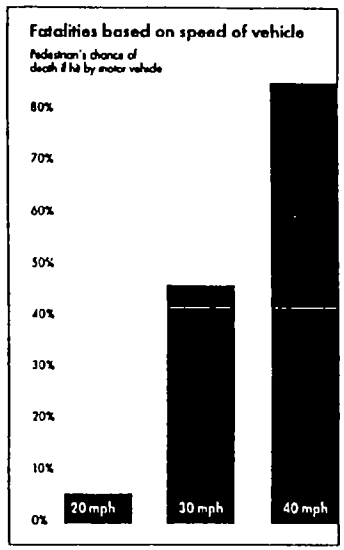
These pictures show how a driver's field of vision is reduced as travel speed increases. At 15 miles per hour (mph) the driver can see that he or she must share the road with pedestrians and bicyclists. At 25 mph a driver's field of vision is greatly reduced. At 30 mph the driver sees clearly only the roadway in the distance.

K-47

(103) "B"

Threats

Rather than telling only pedestrians to be more careful, motorists should be held accountable for the consequences of their actions in the same way we no longer excuse drunk drivers from their crashes. Furthermore, we must also change the way we talk about crashes. Saying someone was hit by a car really means that person was hit by a driver or motorist, unless, of course, there really wasn't anyone in the car at the time.



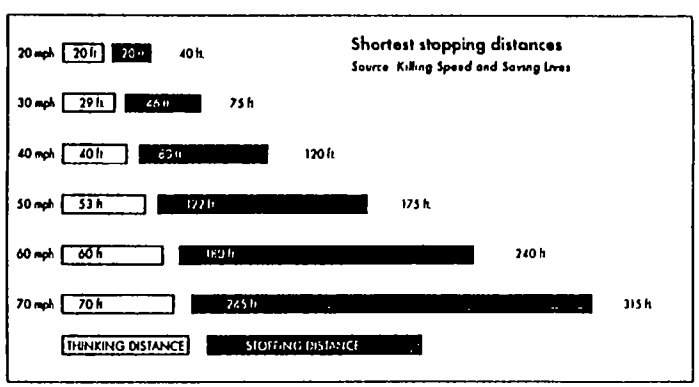
Research shows that when people walking are hit by a car

- at 20 mph, only 5 percent of walkers are killed, most injuries are slight, and 30 percent suffer no injury
- at 30 mph, 45 percent of walkers are killed, and many are seriously injured
- at 40 mph, 85 percent of walkers are killed

Many European cities have already reduced speed limits in residential and downtown areas to 30 kilometers per hour, the equivalent of 18 mph. Most U.S. residential speed limits are still 25 mph — a speed limit whose potential injury to walkers is too serious even if it were strictly observed How fast are your neighbors driving through your community? ■

Speed

Much of the threat to walking safely comes from motorists' speed. The faster a motorist drives, the more likely he or she is to be involved in a crash, and the more likely injuries to a person on foot will be serious, if not fatal.



Are You Ready For Some Action?

Now you've read about some of the best places for walking in the United States and learned about the benefits and hazards of walking, are you ready to take the plunge and change the way your community looks and feels?

The remaining pages of this guide tell you what you can do and how you can get it done First, there's some technical information and advice on overcoming six of the most common obstacles to walking—everything from missing sidewalks to speeding traffic

Next, you'll find practical advice on how to get organized, who to contact and how to have an impact in your community

Finally, there's suggestions on the six most important things to ask for to make sure your traffic planners and engineers start to improve conditions for walking as a matter of routine. You'll also find a lot more resources and places to go for help

Resources:

- *Killing Speed and Saving Lives*
  UK Department of Transportation, Marsham Street, London, SW1 England

(103)

PEDS
PEDESTRIANS EDUCATING DRIVERS ON SAFETY, INC

Received 9/21/00

September 20, 2000

Ben West, U.S. Environmental Protection Agency
U.S. Environmental Protection Agency
61 Forsyth Street, SW
Atlanta, GA 30303-8960

Re: Atlantic Steel Redevelopment

Dear Ben:

As President of Pedestrians Educating Drivers on Safety (PEDS), I am writing to inform you about a two-year study on the environmental impact of traffic on neighborhood streets, which became the subject of *Livable Streets*, a well-respected book by Donald Appleyard.
The study compared three streets in San Francisco that were identical in appearance, yet quite different in their levels of traffic. They were labeled HEAVY, MEDIUM, and LIGHT TRAFFIC streets on account of their average daily traffic flows of 15,750, 8,700, and 2,000 vehicles. The study confirmed that HEAVY traffic created a whole range of problems for residents: it was dangerous, noisy, and its effects on neighboring and sense of possession of the street were apparently devastating. People had withdrawn altogether from HEAVY street, leaving it to the traffic. HEAVY street had little or no sidewalk activity and was used solely as a corridor between the sanctuary of individual homes and the outside world. Residents kept very much to themselves. There was no community at all. On the LIGHT street, on the other hand, residents were much more engaged in the street. They saw it as their own territory. Their children played on the sidewalk and in the street. They had more friends and acquaintances, and they were generally much more aware of its detailed qualities. On LIGHT street, inhabitants were found to have three times as many local friends and twice as many acquaintances as those on HEAVY street. Contact across the street was much rarer on HEAVY street than on LIGHT street. MEDIUM street fell somewhere between the two extremes. It was still quite an active street, although there was no street feeling of community and most activity was confined to the sidewalk. On MEDIUM street, there was a feeling that the old community was on the point of extinction. Average number of friends and acquaintances was only a little higher than on HEAVY street. Illustrations from *Livable Streets* showing neighboring and visiting, noise, stress and pollution, and sense of home territory on the three streets are enclosed.

Without doubt, the 17th Street Bridge will have negative impacts on the Ansley Park neighborhood. I encourage you to provide funding for area-wide traffic calming to mitigate these impacts. I also encourage you to provide assurance that if light rail is added to this project in the future, the combined bus and bike lanes will not be converted to create additional capacity for motor vehicles.

Sally Flocks, President and CEO • 1447 Peachtree, Suite 801 • Atlanta, Georgia 30309
Phone 404 873-5667 **Fax** 404 873-6978 **e-mail** info@peds.org http://www.peds.org

(103)

Thank you for your consideration. Feel free to contact me if you would like more information on this study.

Sincerely,

Sally Flocks

Sally Flocks
Enc.

cc: Kathy Ashe
Faye Dimassimo
Michael Dobbins
Larry Dreihaup
Kris Holland
Catherine Ross

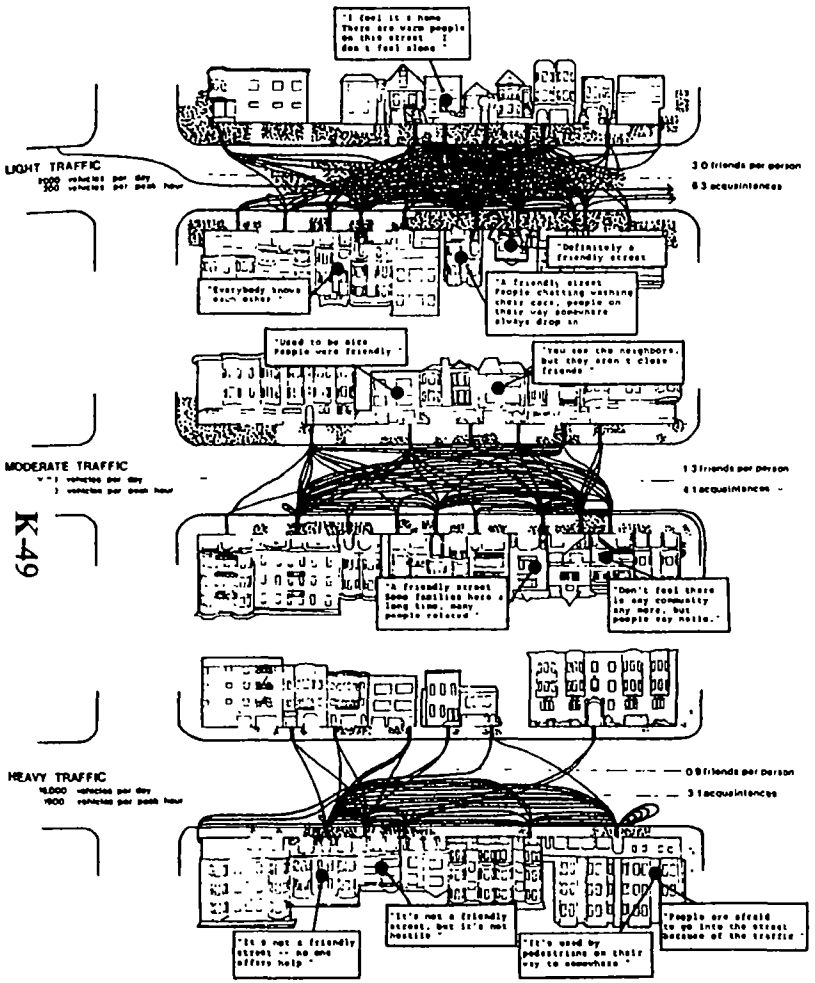


FIGURE 3
San Francisco Neighboring and visiting on three streets lines show where people said they had friends or acquaintances. Dots show where people are said to gather

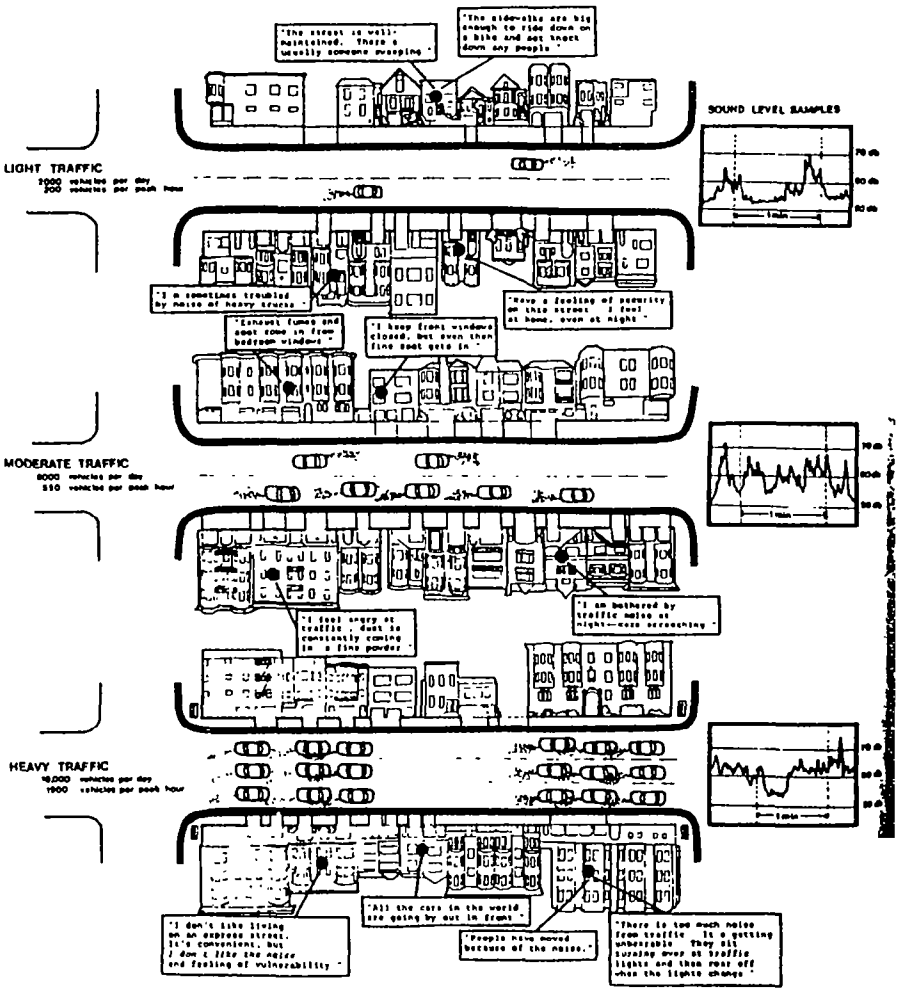


FIGURE 2
San Francisco. Noise, stress, and pollution on three streets

(103)

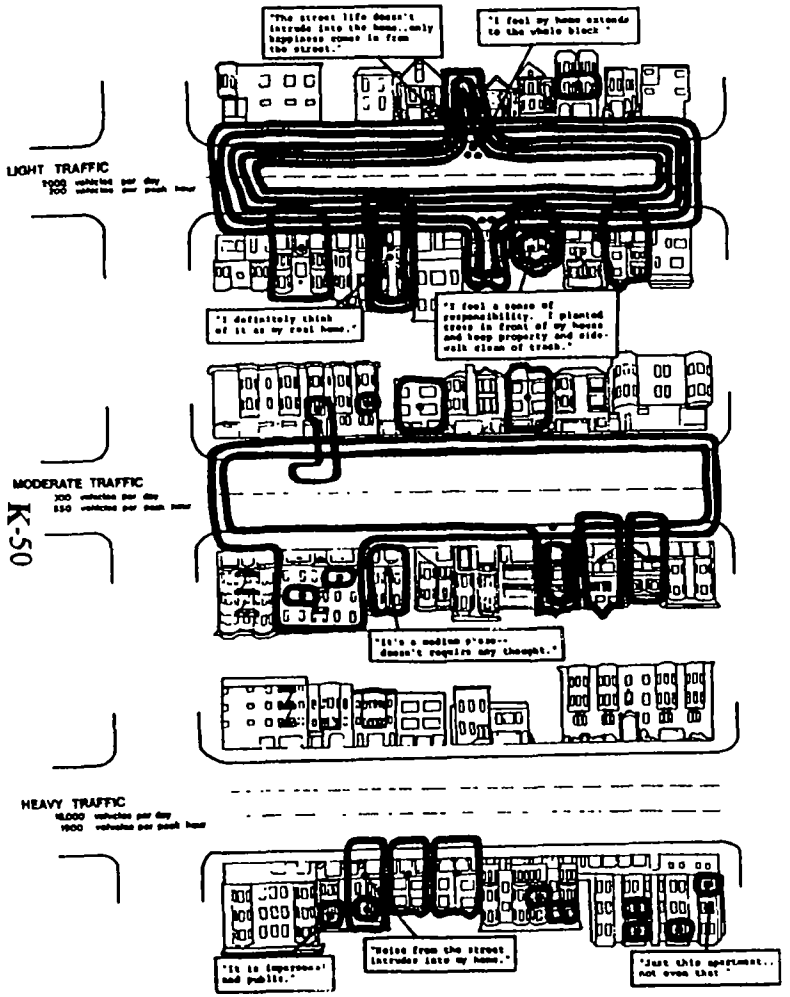


FIGURE 4
San Francisco Home Territory on three streets lines show areas people indicated as their "home territory"

K-50

(104) 17TH ST. / A.S.

NAME Gregor Turk
ADDRESS 1186 Francis St.
Atlanta GA 30318

COMMENTS (1) Rail and separate cycling lanes should be developed into this project fully on the front end. ~~The~~ As it stands now all bike/pedestrian lanes are simply part of the street-scape. Rapid rail is supposed to be figured out later. Humm?
(2) If this were truely about the environment and air quality, the 135 acre site would be developed into a park. A bridge with only rail/pedestrian/bicycle ~~access~~ access would be innovative and a totaly positive gain for the city, state, and environment.

(please print)

(105) 17th St / A S.

NAME Craig Brown
ADDRESS 1170 Francis St NW
Atlanta GA 30318

COMMENTS The combined bus/bike lane design poses a hazard to bikers. Suggest reducing the width of the sidewalks & separate the bike lane from the buses or at a minimum strip off the bike lane from the remaining lane width dedicated to bus traffic.

(please print)

(106) 17TH ST / A.S.

NAME Doug Young + Jessica Lauenhier
ADDRESS 431 Ninth St.
Atlanta, GA 30309
(Ninth + Charles Allen)

COMMENTS
(A) ① True intensive transit + multimodal access is going to be implemented after SOV improvements are built + operational. Why isn't the other way around - why is transit the "2nd phase"?

(B) ② The street/intersection improvements are designed to move cars quicker and efficiently. They were not designed with pedestrians in mind and then cars - why is the pedestrian considered second? This includes turn radii, lane width, crosswalk conditions etc.

(C) ③ The pedestrian/multimodal system is only as good as its weakest link, not its strongest flashiest link. This is how the improvements should be judged. For example, mixed-use buildings only promote transit use if they have their front doors at the sidewalk or connected to transit stops.

(please print)

(107) 17TH ST. / A.S.

NAME BILL DUNKLEY
ADDRESS 615 PARK DRIVE, NE
ATLANTA, GA 30306

COMMENTS
① 35MPH IS TOO HIGH A DESIGN SPEED FOR AN URBAN ROADWAY — 25MPH WOULD BE MORE APPROPRIATE.

② DOUBLE LEFT TURN AND RIGHT TURN LANES ARE VERY DANGEROUS FOR PEDESTRIANS. PLEASE CONSIDER ELIMINATING THEM.

(please print)

(108) 17TH St. / A.S.

NAME Brian Stewart Oxford
ADDRESS 324709 Georgia Tech Station
Atlanta, GA 30332

COMMENTS Concerning the bicycle/transit lanes on the bridge, are there provisions being made or that already exist to continue that traffic both east and westbound. Specifically I am interested in bicycle traffic through the area and its safety.

(please print)

(109) 17TH ST / A.S.

NAME SUSAN KER-SEYMER
ADDRESS 128 17TH ST.
ATLANTA, GA 30309

COMMENTS The present design of A.S. misses a great opportunity to set an example for the city & Southeast of sensible, pedestrian friendly, air quality promoting development, that creates & maintains urban areas that are desirable for living as well as shopping, working, etc.

(please print)

(110)

17th St./HS

NAME ERIC S. JONES
ADDRESS 1186 BARNES ST NW
ATL GA 30318-7808

COMMENTS CONSIDERING THE PRESENT INADEQUACY OF THE WATER SYSTEM IN THE AREA, WATER + SEWER LINES ~~TREATMENT~~ TO THE TREATMENT FACILITIES + FROM THE SUPPLY FACILITIES SHOULD BE UPDATED - EXPANDED TO TAKE INTO ACCOUNT, NOT ONLY FUTURE GROWTH, BUT PRESENT INADEQUACIES. WATER BREAKS IN HOME PARK IN THE LAST 6 MONTHS ALONE DEMONSTRATE THE INADEQUACY OF ANTIQUATED LINES. THE ADDED STRESS OF THE REDEVELOPMENT CAN ONLY WORSEN THE PRESENT DETERIORATION. FLOODING AT 16TH + TECHWOOD IS FREQUENT; 14TH + NORTHSIDE FLOODING IS EVEN WORSE.

(please print)

- OTHERWISE, TWO THUMBS UP FOR THIS AMBITIOUS PROJECT!

K-52

(111)

17th St./A.S.

NAME JOHN WEST ASLA
ADDRESS 1176 7th ST. NE
ATLANTA GA 30308

COMMENTS 1. ENGINEERING OVERKILL NOT BASED ON the REALITY OF AND A PROJECT DEVELOPS & GROWS.

2. IT IS INCONCEIVABLE, WITH EXISTING TECHNOLOGY, THAT STORMWATER (EVEN IF TREATED) WOULD BE RELEASED INTO ATLANTA'S ANTIQUATED AND MISMANAGED SEWER SYSTEM - TOTAL ON SITE RETENTION/RECHARGE IS MANDATORY (please print) FOR THIS PROJECT.

(112)

17th St./A.S.

NAME Tim Maguire
ADDRESS 15A Barnard Circle
Atlanta, GA 30309

COMMENTS MARTA is so limited in its service how can developers or the city believe that bus service to this area will do any good. My assumption is that parking in this area will be promoted and not the MARTA. So please explain what the use of an extra bus lane.

(please print)

(113)

17TH ST/A.S.

NAME I. LEWIS NIX (PROPERTY OWNER) & ARCHITECT
ADDRESS 1382 PEACHTREE ST. NE
ATLANTA, GA 30309

COMMENTS FIRST I BELIEVE THAT IT IS VERY UNFORTUNATE THAT THE ATLANTIC STEEL DEVELOPMENT IS SUB-URBAN, NOT URBAN. THIS IS A GREAT DISAPPOINTMENT AND A MISSED OPPORTUNITY TO CREATE AN EXCITING MIXED USE URBAN NEIGHBORHOOD IN THE CITY. MY OTHER CONCERN IS — I CANNOT BELIEVE THAT 30,600 CARS WILL BECOME 3950 CARS AS 17TH STREET CROSSES W. PEACHTREE. FINALLY, I UNDERSTAND THAT (please print) A WORLD CLASS BRIDGE DESIGNER WAS SELECTED INITIALLY BUT THAT NOW JUST A HIGHWAY OVERPASS DESIGNER HAS BEEN SELECTED, YET THIS BRIDGE CAN BECOME A SYMBOL FOR THE CITY.

(A)

(B)

(114)

17th St./H.S.

NAME JEFF ROSS-BAIN
ADDRESS 1219 FRANCIS ST, NW
ATLANTA GA 30318

COMMENTS Atlantic Steel, when in operation, was the largest producer of airbourne carcinogens in the state. Since site prep has started, my windowsills have become extremely dirty on a regular basis. This EPA must enforce their rules regarding the continued maintenance of dust control on this site. This is a matter to address (please print) Now!

K-53

(115)

17th St/H.S.

NAME RUSS MARANE
ADDRESS 20 GOLF CIRCLE
ATLANTA, GA 30309

COMMENTS The assumption or conclusion that 100,000 additional daily trips in midtown is not an adverse impact is absurd.
1. What happens if transit is abandoned in the future - Is there a consequence imposed on the developer
2. What happens if air quality deteriorates? Is there a consequence imposed on the developer
3. What happens if the ultimate uses in the Atlantic Steel site change and (please print) environmental consequences deteriorate. Who initiates the change.

(115)

Received 9/20/00

Russell and Daphne Marane
20 Golf Circle
Atlanta, Georgia 30309

September 19, 2000

Mr. Ben West
U.S. Environmental Protection Agency
Atlanta Federal Center
62 Forsyth Street
Atlanta, Georgia 30303

Dear Mr. West,

As a long-time resident of the Ansley Park neighborhood, I am writing you to express my strong opposition to the 17th Street bridge project that is being considered to support the redevelopment of the Atlantic Steel property. This project, and its extension to Peachtree Street is a threat to the historic Ansley Park neighborhood.

In our opinion, alternatives have not been fully considered and the adverse environmental consequences of the proposal as it now stands have been underestimated by the EPA.

We urge to to require the Georgia Department of Transportation to explore other alternatives before finalizing your findings under the Environmental Assessment recently presented at a Public Hearing.

Sincerely, A. Russell Marane
Daphne Aiken Marane

Russell and Daphne Marane

(116) 17th St / A.S

NAME Truman Hartshorn
ADDRESS 3545 Telfair Way
Atlanta, GA 30319

COMMENTS transit and pedestrian needs for the site have been addressed but what assurances are there (A) that the residential needs of low to moderate income households are being addressed? What will be the negative impacts of more traffic and development on the Home PARK neighborhood? What about the impacts on other neighborhoods such as (B) Ansley Park? How strong is the Memorandum of Understanding? Who is going to monitor its implementation? Where is the funding?

(please print)

K-54

(117) 17TH ST. / A.S.

NAME John E. Lee
ADDRESS 1 Yonah Drive
Atlanta 30309

COMMENTS Neither the City of Atlanta nor the residents of affected neighborhoods such as Ansley Park have any need or obligation to risk large amounts of money and quality of mid-town life just so a developer can be financially successful.

(please print)

(118) 17TH ST. / A.S.

NAME Westby Slade
ADDRESS 431 Greenfield Trace
Marietta, GA 30068

COMMENTS EPA should get out of the development business. This is not EPA's charge from Congress.
The Atlantic steel site should be made into a park / outdoor concert attraction. Atlanta needs more green space.

EPA is condemning Atlanta to Gridlock by approving this project. EPA needs to widen their focus to all of Midtown and the impacts as a whole.

(please print)

(119) 17th St / A.S.

NAME Lalor Ferrari
ADDRESS 85 Peachtree Circle
Atlanta 30309
(404) 888-9650

COMMENTS It is insulting to our intelligence, to tell us a 6 lane highway/bridge will be built at our border and that it will have no regular impact on our neighborhood. When you come to us with such a preposterous statement, we don't trust you, we prepare for battle. You should have known better. Tell the truth up front — hey, we've got a problem. It will be a problem for you — then invite us to work with you to minimize the impact. You've played us for fools and you will live to regret it.

(please print)

(120)

9/12/00

NAME [redacted]

ADDRESS G. Lindsay Welch
1244 Holly Street NW
Atlanta, GA 30318-5330

COMMENTS Please mail to me one copy of the Executive Summary of the 17th Street Extension/Atlantic Steel Redevelopment report shown to the public at the 9/12/00 meeting at GCATT, 250 Williams St, NW, Atlanta. Thank you very much.

G. L. Welch
(please print)

K-55

(121)

17th St./AS

NAME Lynda Hill

ADDRESS 38 Peachtree Circle
Atlanta Georgia 30309
404-870-0266

COMMENTS As a resident of Ansley Park under no circumstances will I support the current plan for the 17th Street bridge. This insults intown dwellers who already deal with serious traffic issues.

(please print)

(121)

Sept 20, 2000
Received 9/21/00

Mr Ben West
United States Environmental Protection Agency
Atlanta Federal Center

Re: 17th Street Extension / Atlantic Steel

Dear Mr. West,

As a resident of midtown, Ansley Park I am in favour of the improvement of the Atlantic Steel site, but what is on the drawing board now and what is planned is totally unacceptable. It is the most insensitive development I have seen. This project is not sensitive to our air, our environment or the residents who live, work, and try to enjoy some quality of life.

The 17th Street bridge must be redesigned to divert traffic away from Ansley Park. Our streets are already overcrowded. I request remedys to make our neighborhoods safe. Stop putting us in harms way.

Yours truly
Lynda Hill

(122)

17th St. / H S. (123)

NAME Sallie Weddell

ADDRESS 41 South Grade, NE
Atlanta GA
30309

COMMENTS I'm very concerned that the 17th Street Bridge, as currently proposed, will have a [redacted] detrimental impact on my neighborhood. The additional traffic, estimated at 70,000 car trips a day, generated by the Atlantic Steel redevelopment will be an environmental nightmare for Ansley Park and other midtown communities (please print)
Please consider alternative solutions.

K-56

ROBERT W. WOODRUFF FOUNDATION, INC.
50 HURT PLAZA
SUITE 1200
ATLANTA, GEORGIA 30303
404/522-6755 FAX: 404/522-7026

July 31, 2000

Ms. Kay T Prince, Chief
Regulatory Planning Section
Environmental Protection Agency, Region 4
61 Forsyth Street, S.W.
Atlanta, Georgia 30303

Dear Ms. Prince:

On behalf of the almost 7,000 employees who all work in downtown/midtown Atlanta, I would like to express our strong support for the Atlantic Steel Redevelopment Project. It is a development at the right time in the right place.

Atlanta employers have repeatedly indicated a strong desire for more housing and community development in the downtown area. The Atlantic Steel Project will no doubt enable a larger number of employees to abandon their long commutes and live downtown near their offices, and in a community environment. There will be a dramatic, positive improvement in their quality of life when this project is completed.

I also thank the EPA for the great leadership you are providing on this project and in Atlanta overall. Our area needs your positive, forward-looking guidance.

Sincerely,

Charles H. McTier
President

cc: Mr. Ben West ✓

(124)

Atlantic Steel

PHONE. (404) 897-4500 • FAX (404) 897-4719
288 FOURTEENTH STREET, NW • SUITE B • ATLANTA, GEORGIA 30318

August 1, 2000

Mr. Ben West
EPA, Region 4
61 Forsyth Street, S.W.
Atlanta, GA 30303

Dear Mr. West:

Re: Atlantic Steel Redevelopment - Traffic Control Measure

For decades our employees have been making a daily trip to the midtown area as required by our jobs.

Over the years, we have seen the Interstate and peripheral traffic situation become progressively worse until it has become almost unbearable at times.

The Atlantic Steel Redevelopment and the Traffic Control Measure being undertaken present a great step in solving some of our horrendous traffic problems.

The live, work, and play aspects of the development along with the MARTA access provision will create a new frontier in reconciling some of these problems.

I truly believe that other developers will pursue this same approach and ultimately we should see a substantial improvement in the traffic flows and the pollution reduction in midtown and downtown Atlanta.

Consequently, please accept this letter as full support for the planned Traffic Control Measure for the Atlantic Steel Redevelopment Project.

Sincerely,

Jesse J. Webb
President and C.E.O.

JJW/sm

cc: Kay T. Prince, EPA

K-57

(125)

August 11, 2000

Mr. Ben West
Office of Environmental Assessment
U.S. Environmental Protection Agency
Sam Nunn Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, GA 30303-8960

Re: Public Comment, Project NH-7141-00(900), P.I.# 714190, Fulton County

Dear Mr. West:

I am responding to your advertisement for comments on the above referenced project, also called the 17th Street Extension. I am strongly opposed to the proposed project.

(A) The proposed project termini cannot be justified. An existing state roadway corridor (14th Street) runs parallel to the proposed corridor and provides adequate access to this area Sufficient access presently exists to the proposed corridor by nearby interstate exits and entrances, an excellent local street grid system, existing US and State routes, MARTA buses, and a railroad corridor immediately adjacent to the area. The project area already has better automobile access than most any other location in the downtown or midtown areas. Therefore, there should be no need for automobile access improvements.

(B) Were it not for a proposed privately owned development on the former Atlantic Steel site, this project wouldn't exist. Therefore, this project is simply the diversion of public tax funds to subsidize a private, for-profit development. It doesn't address transportation problems, either within the immediate vicinity or in the region.

I do not support the use of public tax dollars being diverted from legitimate transportation improvements in this region to support a private development, owned by a small group of influential businessmen. I don't believe this project is in the interest of taxpayers or the traveling public.

I question the process of how this project was added to the Regional Transportation Plan and Transportation Improvement Plan. This project wasn't previously identified in any long-term plans, and was only added after influential businessmen obtained ownership of private property bordering both sides of the proposed corridor. This is a very serious abuse of the transportation planning process.

Once again, I wish to state my strong opposition to the proposed project. Thank you for this opportunity to comment.

Sincerely yours,

Jack Burnside
2532 Fraser Road
Marietta, GA 30066

60 Seventeenth Street, N.E.
Atlanta, Georgia 30309

August 17, 2000

Mr. Joseph P. Palladi
State Urban Design Engineer
Department of Transportation
State of Georgia
#2 Capital Square, S W.
Atlanta, Georgia 30334-1002

Dear Mr. Palladi:

I appreciated your returning my telephone call and taking the time to discuss the proposed 17th Street Bridge/Interchange More importantly, the issue mentioned in your letter dated July 26, 1999 addressed to Mr. Mitchener, President of JAMCO Properties, Inc. regarding the possibility to cul-de-sac 17th St east of Peachtree Street at a location between the existing residential and commercial properties. This issue of great importance to me.

As I mentioned on the telephone, my residential property located at 60 17th St. lies east of Peachtree St. but west of the alley used to service the commercial properties on Peachtree. St. so I am interested in the specifics as to where such a barrier to create this cul-de-sac would be placed. In our conversation, you mentioned a document which has been forwarded to the Ansley Park Civic Association outlining five proposals which may curtail excessive traffic into the Ansley Park neighbourhood, some of which include the possibility of this cul-de-sac. I am interested in reviewing this document and would appreciate your forwarding a copy to me. If at all possible, I would also like to see the district of Ansley Park boundaries so I may know the exact area deemed to be the boundary between the residential and commercial property on 17th St.. I have enclosed a Federal Express envelop and pre-paid airway bill for you to use to expedite the delivery of this document to me. I wish to thank you in advance for you forwarding these documents to me.

I also wish to mention that I received a few other calls resulting from our conversation. I spoke with a Mr. Glen Bowman from The Department of Transportation and Mr. Ben West from the United States Environmental Protection Agency. Both gentlemen assured me that no final decision on the control of traffic into Ansley Park has been decided to date. They also provided a little more detail on the matter to be discussed at the meeting to be held on August 23, 2000. It is my understanding that this meeting will discuss the details of the message of understanding the government agencies will have with the neighbourhoods bordering the Atlantic Steel Project. I advised both gentleman, as I did you, that the Ansley Park Civic Association is not advising their membership of the current issues or options being presented to the leadership of the association. I am a paying member and was not aware of the proposals on traffic control nor the details on the drafting of a message of understanding. I am concerned about a leadership making such crucial decisions without any input from their resident members. If such communication had taken place it would have alleviated the need for me to contact you directly.

Additionally, you may wish to know that Mr. Ben West has promised to forward a reply to my comments resulting from the April 18, 2000 public information meeting. My frustrations have been somewhat muted on the issue of the cul-de-sac following my telephone conversations with you, Mr. Bowman and Mr. West. I am hopeful that any additional concerns I have will also be significantly reduced once I review the documents I have requested from you and the EPA reply promised by Mr. West.

Once again, thank you for taking the time to talk to me on this matter. I look forward to receiving the documentation we discussed.

Sincerely,

Darrie Wohlman

Cc: Mr. Glen Bowman - Department of Transportation
[illegible]

K-58

(121)

Michael Koblentz
NPU E Representative
Loring Heights
1479 Kenwood Ave.NW
Atlanta, Ga. 30309
(404) 876-3430

September 11, 2000

Mr. Ben West
Office of Environmental Assessment
US Environmental Protection Agency
Sam Nunn Atlanta Federal Center
61 Forsyth Street SW
Atlanta, Ga. 30303-8960

A few years back I was able to gain a consensus among the NPU E neighborhoods to develop a position regarding the Atlantic Steel Redevelopment. After many meetings and negotiations with the developers I sponsored and the NPU passed by an 8-0 vote (which included Ansley Park I might add) a resolution which included many conditions to support the redevelopment of Atlantic Steel. One neighborhood, Home Park, abstained on that vote. However, later on, because of the input and support of Home Park, the project evolved into a more urban oriented, mixed used site which would be woven in a far greater way with their own neighborhood.

In the last year or two a revisionist view of history has emerged which would make one think that neighborhoods were somehow left out of the process. I was at the first meeting held on this project with the two most adjacent neighborhoods, Loring Heights and Home Park, as well as Georgia Tech and I can attest 4 years or so later, that neighborhood input was not only sought but most of the conditions adopted (including the 17th Street Bridge) were put into the final document as a result of negotiations between the neighborhood and the developer In fact, as an 8 year and longest serving member of the NPU E and with scores of projects and developers which have come online in the last few years, particularly in Midtown, no developer has been more forthright and negotiable than the Atlantic Steel Developers led by Charlie Brown. I have seen the good eggs and the bad ones and many over the years have had no regard for the surrounding community. Some have been openly hostile of neighborhood input, some have attempted to avoid the process and their shoddy and inappropriate buildings and developments are their lasting legacy to Atlanta.

In the last few years some of us have created a third way of looking at development in Atlanta. In stead of the not in my neighborhood approach of some cities and the growth at any cost attitude of others, we have attempted to promote the balanced projects which are sound and smart land use sense with profitability. Particularly as a result of both NPU E, the vigilence of the Midtown Neighborhood Association and the foresight of the Midtown Alliance, growth has been planned, and with a purpose. Pedestrian friendly buildings, mixed use, green space have been some of the prerequisites of most plans. As a result Midtown has become Midtown.

There are two questions that have to be asked of growth. Will it be smart growth and will the burden of the projects be equally distributed. This leads me back to Atlantic Steel.

This site has been neglected for many years and growth was going to come one way or another. My feeling is that the project is sound and the burden is equally distributed. We take a hit in Loring Heights as a result of the 17th Street Bridge, there may be some excessive traffic coming into the neighborhood. However, we feel that the 17th Bridge relieves 10th and 14th street which are bottlenecked and are used all the time by our residents. We also don't know definitively how it will all play out. There are no certainties. The point is that growth had to happen, this was a developer we could do business with, it no longer will be an environmental eyesore, and we as a neighborhood are willing to take some risk for the greater good of the project. Yes, there are no 100% guarantees on traffic, but overall we are looking at a net plus. We feel that other neighborhoods should share this attitude. Some risk yes, but let's look at the big picture And, there are safeguards and something called good will and trust that has developed between the neighborhoods (most of them) and the developers that if something unforeseen appears, it will be dealt with. We have that assurance from the city as well and will hold them accountable and we will sign the Memorandum of Understanding.

Atlantic Steel now Atlantic Station can be a model of intown growth and a firm and clear statement against sprawl. Let's get on with the show, no more delays.

Sincerely,

Michael Koblentz

Cc: Governor Barnes, State of Georgia
Joe Palladi, Georgia Dept of Transportation
Michael Dobbins, City of Atlanta
Mayor Campbell, City of Atlanta
Char[illegible] Jac[illegible] : Red[illegible]
Cath[illegible], Geo[illegible] Tr[illegible] Attorney

128

128

STATEMENT

OF

GENE MCCLURE
PAST PRESIDENT

ANSLEY PARK CIVIC ASSOCIATION

September 12, 2000

My name is Gene McClure. I am a resident at 52 Golf Circle Atlanta 30309. My family and I have resided at this home since 1978, in the historic Ansley Park neighborhood. As a resident and member of the Ansley Park Civic Association, I am here to say that the Ansley neighborhood and other midtown neighborhoods are now threatened with massive highway traffic directed through our neighborhoods from the Georgia Department of Transportation's proposed 17th Street Bridge. This is the boondoggle bridge, because this is the way our officials hope to obtain more highway funds from the federal government to pave more asphalt in Atlanta which will create more smog and pollution in midtown. This is the greatest threat to our midtown neighborhoods of any event over the last 30 years. We are threatened by the safety, security and traffic of this proposal. What type of property development could we support which creates smog, pollution and more than 100,000 new car trips every day through this area. How will we ever handle it? No wonder the Mayor of Jacksonville is laughing at Atlanta and no wonder that Atlanta has taken over the embarrassing spot of number 1 in the nation for the worst pollution and smog of any major metropolitan area. It is ludicrous to suggest or to think that there is no significant impact from a major bridge and road construction project at this neighborhood. -- A bridge the size sufficient to span the Mississippi River-- if you have ever seen the bridge from Memphis, Tennessee into Arkansas you have an idea of what is going to be placed into the residential neighborhoods and midtown business area of this community. What an unbelievable, unworkable, unmanageable nightmare this would be. How do the people of our state from all over the rural areas of Georgia feel about an 80 to 100 million dollar boondoggle bridge being built in Atlanta to help aid a private developer's project. We are all pleased that a contaminated brown field could be reclaimed, particularly if it were a mixed use residential, work play environment in the middle of our city, but we are not excited about having something that is three times the size of the Mall of Georgia supported by Spaghetti Junction to ruin the existing beautiful midtown neighborhoods that are the back drop to the growth, stability and vitality of this area. Ladies and Gentlemen, we must come to our senses. We must use thoughtfulness in dealing with this matter. Surely some elected official of our state, our legislature, our city or some person who is thoughtful at EPA, Georgia DOT, or the Governor's Regional Transportation Authority will see this situation as an opportunity to preserve neighborhoods while promoting what could be a successful urban redevelopment that is environmentally sound.

A

B

K-59

(128)

Received 9/20/00

GENE B. McCLURE, P.C.
ATTORNEY AT LAW

FACSIMILE
(404) 688-1333

133 CARNEGIE WAY, N.W.
ATLANTA, GEORGIA 30303

TELEPHONE
(404) 688-5000

September 19, 2000

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, Georgia 30303

Re: 17th Street Bridge

Dear Mr. West:

K-60

As a resident of more than twenty years in a neighborhood which would be significantly adversely affected, my family and I furnish this letter as comment and a formal objection to the Georgia Department of Transportation's 17th Street Highway Bridge which is being proposed in violation of all relevant environmental statutes and regulations. This bridge and its intended highway redirection threatens to ruin the beautiful area of arts centers, churches, offices, trees and homes, known as Midtown, with the historic Ansley neighborhood as the target for this outrageous traffic redirection. We urge you to stop this massive Georgia Department of Transportation highway project and require a full environmental impact statement and a section 4f analysis of the impact on the historical district and neighborhoods threatened by this outrageous and unreasonable project.

This confirms our support of the many thoughtful comments given by State Representative Kathy Ashe, by Ansley residents and by the attorney for APCA at your public hearing on September 12, 2000 opposing this Bridge. Your current environmental assessment fails to recognize that neighborhoods such as the Ansley neighborhood are adversely affected by this highway Bridge and Extension and also fails to take into account the existing and resulting violations of environmental laws. This project will create a massive junction of vehicles, pollution and smog and will choke out the vitality of the Ansley residential neighborhood as well as the entire Midtown business and residential corridor.

Please halt this process immediately so that a more sensible and reasonable approach can be developed to deal with the 17th Street Bridge Extension and the related Atlantic Steel redevelopment project.

Very truly yours,

Gene McClure
52 Golf Circle
Atlanta, Georgia 30309

(129)

Received @ 9/12/00
Public Hearing

Hello, my name is Jeanie Lewis and I live at 195 17th Street.
I have lived there for 15 years .

For the past three years I have served on the Ansley Park Civic Association Board as Chairman of the Greenspace Committee.
My job is to help maintain and improve the parks, playgrounds, and traffic islands in Ansley Park.

But the volunteer work I have done for the neighborhood is a drop in the bucket compared to what many of the ANsley residents here tonight have done who have lived in the neighborhood for 20 or 30 years.

They have put in so much time and effort to keep the neighborhood intact and protect it from encroaching development.

A neighborhood like Ansley cannot be recreated elsewhere. It can't be moved.
When I tell people I live in Ansley Park , they always say ....

"Oh, I love that neightborhood. You're so lucky to live there. " And I know I am.
It's a great place for young and old people to live, for families and singles. It's curving streets, parks, mature trees and wide variety of architectural styles are what make it beautiful.

But what will a six lane bridge with 70,000 cars a day on it do to Ansley?
I think you already know the answer.

If you think about a city like Charleston, SC with its beautiful intown historic district, do you think they would be considering a 6 lane bridge dumping on to King Street? Of course not.

We need an independent impact study done.
We need assurances of every possible traffic diversion.
The bridge needs to end at West Peachtree and it should never be extended to Peachtree Street.

(130)

180 Seventeenth Street, NE
Atlanta, Georgia 30309
September 12, 2000

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, GA 30303

RE: ATLANTIC STEEL AND THE PROPOSED 17TH STREET BRIDGE

Dear Mr. West:

We are writing to communicate our absolute opposition to the current plans for the proposed 17th Street Bridge and its extension. We are long-time residents of the Ansley Park neighborhood and have watched the significant changes that have taken place in Midtown. While we are supportive of the Atlantic Steel redevelopment, we feel that the developer and various state and federal agencies have not been sensitive to the long-range detrimental effect the current plan will have on our neighborhood.

K-61

We are a family of walkers. It is our (admittedly unscientific) observation that traffic problems have escalated significantly over the past several years. The lack of adequate east-west connectors through the Midtown area has been an issue since the 1980's. No planning agency - city, state, or federal - has had the fortitude or foresight to develop a comprehensive traffic flow study or plan for the entire area that addresses this deficiency. Now is the time for that to change.

Members of the Ansley Park Civic Association have worked long and hard to communicate the concerns of the neighborhood to the developer, the DOT, and the EPA. A lot has been accomplished, but there are still very serious reservations regarding the EPA's findings of "no significant impact" on the neighborhood's traffic problems. No reasonable person (or planner) can anticipate that the estimated ± 90,000 daily trips across the new 17th Street bridge will all move in north-south patterns. A large number of those trips will take an east-west route to other parts of the city (Morningside, Virginia-Highlands, Druid Hills) and points beyond (Decatur, Stone Mountain). The current configuration of funneling the east-west commuters to the boundary of our neighborhood and then leaving them there with no alternative but to cut through our neighborhood and then leaving them there with no alternative but to cut through our residential streets is inadequate.

(A)

The developer has committed to funding a comprehensive traffic study in Midtown and Ansley Park. This is a positive step, but our primary concern is that there seems to be no commitment by any agency or the developer to actually implement any recommendations that might come from that study. We want to see a commitment of identified funding to prevent and mitigate the impact of the proposed bridge on Ansley Park.

(B)

Mr. Ben West
September 12, 2000

Now is the time for the EPA to assure that the "smart development" concept that has guided the Atlantic Steel redevelopment does not lead to the demise of an established and thriving residential area. That would not be so "smart", would it?

Sincerely,

Melissa Merlino

John and Melissa Merlino

cc: Kris Holland, President, Ansley Park Civic Association
Tom Coleman, Georgia Department of Transportation
Michael Dobbins, City of Atlanta
Faye di Massimo, Federal Highway Administration
Governor Roy Barnes

(131)

COPA INCORPORATED

50 Hurt Plaza

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Grand Lobby

Atlanta, Georgia 30303

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(404) 524-COPA (2672)

fax

(404) 658-1919

K-62

September 13, 2000

Mr. Ben West
Office of Environmental Assessment
U.S. Environmental Protection Agency
Sam Nunn Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303-8960

Dear Mr West:

Unfortunately, I was unable to attend the public hearing on September 12, 2000 regarding the Evironmental Assessment of the Atlantic Station project due to a prior commitment to speak downtown However, I wanted to let you know that those of us involved in inner-city development in Atlanta applaud the efforts to reclaim the former Atlantic Steel site

The simple question we need to ask in all the discussions of the future reuse of the property is will the proposed redevelopment add to the quality of life of Atlanta's citizens? The answer to this question is clearly, "yes". I know there are many difficult infrastructure issues on the table, but if they can be worked out through careful negotiations with the affected parties, the gain to the city and our urban environment from the creation of the Atlantic Station project will be substantial. The redevelopment of the Atlantic Steel site will add to the appeal of Midtown and downtown as attractive alternatives for development and provide an important positive counterweight to the endless suburban sprawl that characterizes our region

I hope we will see this important project become a reality.

Very truly yours,

Kenneth D Bleakly, Jr.
President

"A PLACE WHERE PEOPLE LIVE, WORK, MEET AND PLAY"

Beck Communications Group
95 Montgomery Ferry
Atlanta, Georgia 30309

Phone 404 / 873-1444
Fax 404 / 873-3399

Jay Beck - President

jaybeck@mindspring.com

(132) ← (B6)

September 15, 2000

Mr Ben West
U S. Environmental Protection Agency
Sam Nunn Atlanta Federal Center
61 Forsyth Street, S W.
Atlanta , Ga. 30303-8960

Dear Mr West

Thank you for the opportunity to comment on the Atlantic Steel Redevelopment Project and more particularly on the effects of the proposed 17th street bridge project.

I am not opposed to the Atlantic Steel Redevelopment Project as proposed for the west side on the interstate 75 & 85 on the grounds of the facility

I am very much opposed to the 17th street bridge as it is currently being proposed for the irreparable environmental damage it will do to the quality of life and the quality of the environment in my neighborhood, Ansley Park, for the following reasons.

(A) 1. The increase of traffic from the 17th street bridge will destroy the environment of a 100 year old neighborhood which has taken great pains to be a part of this city in an environmentally friendly way

(B) 2 The use of over $80 million in taxpayer dollars to support a wealthy developer who has taken NO INTEREST in supporting the reasonable requests of Ansley Park is a travesty of justice bordering on the criminal It would be interesting to see what the FBI would uncover in a review of all the associations of this developer and the various agencies supporting this project.

It would also be interesting to see what other neighborhoods in the Atlanta area who have gaping potholes and dangerous roads would think of a wealthy developer getting an $80 million gift form their government to build an ego monument across the interstate

132

3 The insensitivity of the developer, DOT and EPA in looking for alternative traffic solutions to considerable traffic problems implies they do not care what happens to the traffic in the surrounding area as long as the shoppers, etc have access to the development.

C

Why for instance, could not a portion of the $80 + million dollars be considered in building a way for traffic on Peachtree street to connect to Buford highway near the intersection of Piedmont and Buford highway There is already a highway which permits traffic to enter Peachtree from Buford. Why not allow traffic to go the other way as well and eliminate so much traffic on secondary roads

4 The Environmental Assessment done by EPA is a travesty

How can it claim that the traffic will stay the same or improve?

D

How can it claim that no short-term noise or long-term traffic noise impacts are anticipated?

How can you imply that Ansley Park will not be adversely affected when you put the borders of the study area inside Ansley Park, and when traffic is predicted to DOUBLE?

K-63

We don't want to spend our hard earned money in court, at the Governor's office or on Television. But, unless you and the developer and the DOT are willing to sit down and discuss or needs and demands seriously and unless the developer is willing to fund the protection of Ansley Park, you are about to have a serious fight on your hands.

Sincerely,

Jay Beck

133

COMMENT ON THE ATLANTIC STEEL PLAN

The plan presented at the public hearing on September is deficient in the following aspects:

A

1. There is no mass transit plan approved by MARTA. The EPA tentative approval is of an all surface automobile and bus method of moving people. EPA seems to have little more than a hope that eventually MARTA will create a light rail plan for the area If the purpose of the project is to ease air pollution from exhaust, it seems clear that the project should receive no approvals by EPA until MARTA has presented and approved an appropriate light rail plan that includes not only the Atlantic Steel area, but all of midtown and downtown Atlanta as well. Instead, EPA seems to hang its approval on the concept that the current 17th street bridge proposal leaves room for a mass transit development, if it ever comes. This is BACKWARDS. What a way to protect the quality of the air.

B

2. There is no exit ramp from the project back on to the expressway. Will we never learn? You can't bring hordes of cars to the site with a direct exit from 75/85 and then give them no means of return other then city streets. The failure to build an entry ramp to Georgia 400 from 13 should have taught DOT and EPA a lesson. Apparently, it hasn't. The traffic snarls and consequent air pollution resulting from the lack the 400 interchange will be nothing compared to what will occur when you try to funnel all the Atlantic Steel traffic onto Spring and West Peachtree where it will back up at the first red light.

C

3. There is no planning for how traffic is to move east of Peachtree Street. Thousands of drivers need east – west access between the proposed project and Piedmont Road and points east. EPA and DOT have not considered this problem at all. The map simply stops at Peachtree Street. Of course neighborhood people are up in arms The drivers will have no alternative but to move through their neighborhoods. Several potential alternatives were raised in the public comments last night. Was anyone listening? Yes, planning and funds need to be allocated to protect Ansley Park and the other neighborhoods, but that is only part of the answer. Why has there been no planning by DOT as to how cars are to get to Piedmont Road? To spend $83,000,000 on a bridge project and give so little thought to how people will get to and from it is shocking.

D

4. The plan seems to have given insufficient consideration to the potential of gridlock already facing midtown. At present, there are four major buildings being constructed on 14th Street. During much of the day, that street is impassable now. EPA says the bridge project will ease traffic on both 10th Street and 14th Street No proof of that counter intuitive statement has been presented. The only east-west planning has been how to get traffic from the bridge to Spring Street, West Peachtree and Peachtree. As noted above, the world does not end at Peachtree Street.

(133)

5. There is an assumption in all of the planning that 75/85 can carry additional heavy traffic during peak hours of need. Anyone who has witnessed that connector backed up for miles in both directions would have to question that assumption. EPA people claim that this development will improve the air quality in Atlanta. That is another counter intuitive assertion. (E)

6. I am a professional mediator. Watching the festivities last evening, I was appalled by the obvious lack of communication between government agencies and the people immediately affected by the plan. Have they not learned from the Carter Parkway fiasco? Are we doomed to ten years of litigation? Please return to the drawing boards. (E)

ABRAHAM P. ORDOVER
Chief Executive Officer
Resolution Resources Corproation

K-64

ABE ORDOVER
PHOTOGRAPHY

nature based images

22 The Prado NE
Atlanta Georgia 30309

404 872 3141
mediarbe@mindspring.com
www.ordoverphoto.com

(134)

ATLHIKER@worldnet.att.net
09/16/2000 01:34 PM

To: Ben West/R4/USEPA/US@EPA

cc:

Subject: Enviromental Assessment 17 th St. Extension & Atlantic Steel Redevelopment Project, Fulton County, Ga.

I am e-mailing you to express my very serious concerns about the above referenced project. I am a resident of Ansley Park neighborhood (54 The Prado) in Atlanta The above project, in my opinion, will cause a tremendous increase in cut-through traffic in front of my home and in the neighborhood This increase in traffic will pose a threat to the safety of children and other residents of the neighborhood. It will also cause an increase in pollution of the air from the increase vehicular traffic as well as changing the character of the neighborhood.

Before the project proceeds the following must be accomplished: (1) The plan for the 17th St. bridge must be redesigned to divert traffic from the Ansley Park neighborhood. (2) The impact on Ansley Park must be identified. (3) These impacts must be removed and at the very least lessened

As presently proposed, I do NOT support the above referenced project, in fact I strongly oppose it.

Very truly yours,

J.S. Komman

- att1.htm

(135)

Received 9/18/00

Merrick.Olives@xcelerate.com
09/18/2000 06 02 PM

To Ben West/R4/USEPA/US@EPA

cc lane@sparkhorse.com

Subject: Ansley Park Atlanta

Dear Mr West.

I am a proud resident Ansley Park and I am writing you to express my deep concern with the 17th Street Extension and Atlantic Steel Redevelopment Project. The proposed bridge extension poses and unacceptable threat It will create a massive traffic influx, endanger our residents (particularly our children) and destroy one of Atlanta's oldest and most pristine neighborhoods.

The current project plan must be revised to redesign the extension and divert traffic away from the Ansley Park neighborhood In addition, any other impacts must be assessed and mitigation actions taken

I am strongly opposed to the project as presently defined I, along with my neighbors, will put forth the full strength of our formidable financial, political and community resources to do whatever necessary to preserve and protect Ansley Park. It is a unique sanctuary in the midst of the overgrown and under-planned sprawl of Atlanta development I hope that you will work with us in a spirit of cooperation to find a positive solution to this crisis.

Please feel free to contact us directly at (404) 249-9466

Merrick and Lane Olives
235 Beverly Road NE
Ansley Park
Atlanta, Georgia 30309

K-65

(136)

Received 9/18/00

SeleneATL@aol.com
09/18/2000 06 38 PM

To Ben West R4/USEPA/US@EPA

cc.

Subject Atlantic Station & Bridge/Concerns of Ansley Park

Dear Mr West,

As a resident of Ansley Park, I am writing to express alarm at the current plans to direct traffic resulting from Atlantic Station and beyond straight into my neighborhood

A healthy, already-reclaimed, tax-paying residential neighborhood should never be degraded in order to promote a sexy new one with a lot of political buzzwords.

It should never happen that such a neighborhood be ignored and lied to by its public servants. There can be no sane statement that Ansley Park will suffer negligible impact from this development, its bridge and the traffic from the west side.

This is not an insoluble problem. The Ansley neighbors assert that diversion and mitigation are possible and should be the responsibility of the people who will profit from the development, which is demonstrably not Ansley Park.

Please share with your upstream colleagues that this household emphatically does not support and has given money for the legal fight against this bridge as proposed

Sincerely,

Selene and Donald Morgan
15 Inman Circle, Atlanta

136

Received 9/21/00

Selene and Don Morgan
15 Inman Circle, N.E., Atlanta, GA 30309-3331
Phone 404.892.6630; Fax 404.892.6132; E-mail SeleneAtl@aol.com

September 19, 2000

Mr Heinz J Mueller, Chief
Office of Environmental Assessment
Environmental Accountability Division
United States Environmental Protection Agency, Region 4
61 Forsyth Street
Atlanta, GA 30303-8960

Dear Mr Mueller

Thank you for convening the Public Hearing on September 12, 2000, for the 17th Street Extension and Atlantic Steel Redevelopment Project

Regarding the documents which accompanied your "Dear Citizen" letter, I would like to make the following comments

K-66

"Water Quality and Wetlands
The City of Atlanta has confirmed that the existing City of Atlanta sewer lines and treatment facilities have adequate capacity to convey and treat the estimated wastewater flows from the proposed development."

The entire world knows that the City of Atlanta's sewer lines and treatment systems are in an advanced state of disrepair and failure, and that massive fines are being paid daily by the City, as ordered by the federal judiciary. How can any thinking individual accept the City of Atlanta's "confirmation" of adequacy?

"Traffic
Traffic conditions in the design year for this project (Year 2025) on the majority of surface roadways and intersections in the study area are predicted to stay the same or improve with the construction of the 17th Street Bridge and Extension....traffic conditions on some roadways and intersections in the study area are predicted to worsen with implementation of the project..these..should not adversely affect the overall traffic patterns in these areas."

As regards the concerns of the Ansley Park community, it is notable that the "study area" does not include Ansley Park except for Peachtree Circle, which is one block into the neighborhood Streets through Ansley Park offer east-west access to Piedmont, Monroe, and I-85, and the 17th Street Bridge can only make this connection clearer By resolutely refusing to acknowledge the completely obvious impact that will occur in Ansley Park, the EPA and its EA divorce themselves from any possible credibility

136

The "Memorandum of Understanding" offers Ansley Park absolutely no mitigation in any form that could remotely be considered tangible or binding. Just how stupid does the EPA think its constituents are? This is an insult Insults do not promote cooperation

"Air Quality
No significant short-term construction air quality impacts or long-term traffic-related air quality impacts are anticipated."

By its own estimates, the EPA/DOT propose that Atlantic Station will promote 80,000 to 100,000 new car trips per day in the Midtown area Stating that this will have no impact on air quality is preposterous on the face of it and again, undermines credibility

"Noise
No significant short-term construction noise and vibration impacts or long-term traffic noise impacts are anticipated"

In Ansley Park we hear I-85, the Connector, and ALL the construction activity in the Midtown commercial districts, now We hear the bulldozers working on the Atlantic Steel site, now We hear and feel the big trucks on the freeways, now. How then is it possible that noise will not be increased during the long build-out? And another 100,000 additional car trips a day - does this estimate even include the heavy trucks which will be needed to service the retail and other commercial facilities in Atlantic Station? Once again, this statement in the EA destroys credibility beyond any recall.

"Cultural Resources
Off-site roadway improvements would not have any adverse effects on any listed or eligible National Register properties"

Since Ansley Park is on the National Register, and since your truncated "study area" does in fact include Peachtree Circle, this statement is a contradiction Obviously, Ansley Park in its entirety should be in the study area, and then the whole neighborhood would be found to be impacted adversely by any reasonable analysis of the projections for the project

"Environmental Justice"
Is justice only available to minorities? There is no justice in the EPA-driven juggernaut which seeks to ignore, lie to and disrespect our successfully reclaimed, historic, tax-paying neighborhood No thriving neighborhood anywhere should ever be degraded in order to promote a sexy new one with a lot of political buzzwords and clout. "Smart growth" policy cannot include the trampling of an EXISTING healthy neighborhood.

"Rights of Way Acquisition"
These elaborate statements of compensatory planning for those displaced by Atlantic Station and its attendant roadway improvements illustrate what is clear Ansley Park has been excluded as a

(136)

Mr Heinz J Mueller, Page Three

stakeholder in this process, the impacts it will inevitably suffer have been denied or grossly understated, and no compensatory moves have been made upon which Ansley can rely This state of affairs cannot continue or Ansley Park will be forced to take legal measures to delay and/or stop the projects Why, through dissemination of an EA which is so thoroughly flawed, would your agency wish to push Ansley Park to this extreme? Why can't a definition of success in this matter include the acknowledgment of Ansley Park's concerns and mitigation thereof?

Mr Mueller, your title suggests you are Chief of Accountability Please use your influence to see that the EA reflects the relevant facts, acknowledges the relevant communities, and that the 17th Street Bridge extension project is adjusted accordingly. As currently written, the EA on this project is nothing more than a steamroller designed to create political and financial capital over the protests of the citizens living in the environment you are charged with protecting

Thank you for your consideration of these observations

K-67

Sincerely,

Selene M Morgan

Selene M Morgan
Ansley Park, City of Atlanta, Homeowner

(137)

Received 9/18/00

jbdesign@mindspring.com
09/18/2000 11:54 AM

To. Ben West/R4/USEPA/US@EPA

cc

Subject: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project

September 18, 2000

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S W
Atlanta, Georgia 30303

RE: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

We live in Ansley Park and are concerned about our historic neighborhood. We have attended most of the public meetings about the Atlantic Steel Development While we are supportive of the plan to develop a project at this site that strives to be both pedestrian-friendly and environmentally safe, we are, however, extremely concerned about the plans for the 17th Street bridge and extension.

As you know, Ansley Park is a well established in-town residential neighborhood in many ways, it could be a model for the residential areas planned for the Atlantic Steel site. The difference is that Ansley Park was established in 1905 and has continued to be a family-friendly place to live for over 94 years The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in our neighborhood.

We have some major concerns The reality is that Atlantans are reluctant to travel other than by car. Unless the bridge is designed on a smaller scale primarily oriented to pedestrians, bike and light rail or buses, it will just be another car corridor across the interstates. Also, without a commitment from Marta for mass transit on this bridge, it will absolutely become a bridge for autos only. The huge amount of traffic that will be generated by this bridge surely will not be environmentally sound, in fact, air emissions might increase

We are also concerned about the plans to land the bridge at Spring Street and then continue the traffic flow on 17th Street through to Peachtree At Peachtree, 17th Street continues into Ansley Park. Extending 17th Street past Peachtree Street would open our neighborhood up to a huge flow of east-west traffic coming both to and from the Atlantic Steel site and other parts of Midtown. There are very few east-west routes across the interstates in midtown and all of these are very heavily traveled now Making 17th Street another east-west corridor would immediately divert a huge volume of this traffic through Ansley Park. Simply blocking off 17th Street would not solve the problem. If traffic is allowed onto Peachtree, cars will just enter Ansley Park

137

at Peachtree Circle and cut through to Piedmont via The Prado

Ansley Park, like most in-town residential areas, is already struggling with ever increasing automobile traffic, both volume and speeding. Before the Atlantic Steel project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. It is essential that you must also identify the impacts on our neighborhood and provide mitigation to remedy those impacts Unless our concerns are addressed, we cannot support the 17th Street bridge and extension project

Very truly yours,

Jane Berman and Robert Bemis
26 The Prado, NE
Atlanta, Georgia 30309

att1.htm

K-68

09/16/2000 08:40 4048728042 SUSANMHUNTER PAGE 01

138

Received 9/18/00

SUSAN M. HUNTER

33 MADDOX DR. NE ATLANTA, GA 30309 TEL/404.872.7457 FAX/404.872.8048 SUNUNTER@AOL.COM

COPYWRITING PROJECT MANAGEMENT

17 September 2000

To:
Ben West, EPA, fax 404-562-9598
John Hankinson, EPA, fax 404-562-9598
Catherine Ross, GRTA, fax 404-463-3060
Tom Coleman, G-DOT, fax 404-657-8389
Joe Palladi, G-DOT, fax 404-657-7921
Susan Mendheim, Midtown Alliance, fax 404-892-0050
Faye deMassimo, FHWA, fax 404-657-7266
Senator Vincent Fort, fax 657-7266
Representative Kathy Ashe, fax 404-875-0548
Shirley Franklin, fax 404-699-9733

Re. Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Atlanta, Georgia

I am a resident of the Ansley Park neighborhood in Atlanta I write to express my grave concern with the above project The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting the air and destroying the fabric of my neighborhood The environmental assessment fails to recognize that Ansley Park will even be affected by this project

Before this project proceeds, current plans for the 17th Stree bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts

As presently proposed, I do not support the 17th Street bridge and extension project

Sincerely,

Susan M. Hunter

Susan M. Hunter
Resident of Ansley Park

(139)

Recv'd 9/18/00

September 15, 2000

Mr. Ben West
Office of Environmental Assessment
U.S. Environmental Protection Agency
Sam Nunn Federal Center
1 Forsyth St. SW
Atlanta, GA 30303-8960

Dear Mr. West,

As a life-long resident of the Home Park Neighborhood, I would like to voice my support for Project XL, the development of the Atlantic Steel property, and the construction of the 17th Street bridge.
Home Park is very dear to me, I live in the house that was built by my grandfather in 1927. I also own three other adjacent properties, all of which are maintained in pristine condition.
I take as much pride in Home Park as the residents do in Ansley Park.
The aforementioned developments will give the city of Atlanta yet another landmark for now and for the future.

Thank you for your consideration in these matters.

Ronald G. Brooks

335 10th Street, NW
Atlanta, GA 30318

K-69

(140)

Recvd 9/18/00

September 15, 2000

Ben West
Office of Environmental Assessment
U S Environmental Protection Agency
Sam Nunn Federal Center
1 Forsyth St SW
Atlanta, GA 30303-8960

Dear Mr. West.

As a home owner and resident of the Home Park Community, I wish to express my support of the construction of the 17th Street Extension and Atlantic Steel Redevelopment Project, including the 17th Street bridge across I-75/85 I understand that the construction of the 17th Street bridge prior to construction of any buildings or structures on the site except for infrastructure improvements is one of the 27 conditions supported by Home Park in the C4-Conditional zoning approved for the site by the Atlanta City Council in March 1998 These conditions had been recommended to City Council by NPU-E by a vote of 8-0

The flow of traffic is a big concern in the Home Park Community I feel that the proposed 17th Street Extension and bridge will benefit our neighborhood because it provides access to the Atlantic Steel Redevelopment Project without funneling traffic through Home Park's narrow residential streets.

Like so many residents, I am naturally concerned about the impact of the development on our 100-year-old neighborhood but excited at the opportunity to have shops, restaurants, and offices within walking distance. The Atlantic Steel Redevelopment Project, including the 17th Street bridge, are consistent with our community's development vision.

Ultimately, in my opinion, the completion of the Atlantic Steel Redevelopment should potentially positively impact the entire area including all communities which abut the Project boundaries Thank you for allowing me to express my views and allowing residents like myself to participate in this review process for Project XL

Sincerely,

Marv Fralish
1042 Center St. N W
Atlanta, Ga 30318

(141)

Received 9/18/00

Ben West
Office of Environmental Assessment
U.S. Environmental Protection Agency
Sam Nunn Federal Center
1 Forsyth St SW
Atlanta, GA 30303-8960

9/15/00

Dear Sir,

I am in favor of the 17th Street bridge now under consideration.

As a resident of Home Park I can testify from first hand experience the need for an additional path across "Interstate Gulch".

Please travel east on 14th street at 3:00 pm and you will see for yourself the need for an additional route across this barrier.

My street (Barnes) already bears considerable cut-thru traffic. With the development of the Atlantic Steel property there will surely be greater traffic on my street, with no bridge, the cut-thru would become unbearable and dangerous.

Please recommend approval of the 17th Street Bridge to alleviate some of the expected traffic pressure.

Sincerely,

Tom Burns

K-70

(142)

Received 9/18/00

September 14, 2000

Dear Mr. Vice President,

I am writing to you concerning a project in the city of Atlanta, Georgia for the reclamation of a "Brownfield." Although the spirit of such a project may be admirable, the environmental cost to area residents will be significant. I have attached the information provided to attendees of the "Public Hearing for the 17th Street extension and Atlantic Steel Redevelopment Project." As the residents have been informed that this is your project, I would appreciate it if you could take the time to read the "no significant impact" findings of the EPA and my comment listed below. Please help us to find a way to work together to "reclaim brownfields" without a significant negative environmental effect to the current residents. Thanking you in advance for a timely response.

Sally Smith

17th St. / A.S.

NAME Sally Smith
ADDRESS 88 Peachtree Circle
Atlanta, GA 30309
404-523-2679 W
404-892-1454 H

COMMENTS

I attended the public hearing for the 17th Street extension on September 12, 2000. I have been watching the progress and commenting via e-mail since I first heard about the project 1 1/2 years ago. After reading the letter and informational material handed out at the meeting, I have many more questions. I would like to take a look at the research that led to the conclusions drawn by the epa with regards to the impact of this project. I live at the intersection of 16th Street and Peachtree Circle, so I have grave concerns that the studies are tainted with inaccurate assumptions and data. As if such statements as "no significant short-term air quality impacts or long-term traffic-related air quality impacts are anticipated" could even be close to accurate, I take offense that the "Environmental Justice" finding was concerned only with low-income or minority populations. Why would adverse environmental impacts figure differently for different segments of the population? Please let me know how I can get copies of the studies that have led to the "no significant impact" epa report. I look forward to a personal response.

(143)

Received 9/18/00 17th St. / A.S.

NAME David P. Smith
ADDRESS 888 Peachtree Circle
Atlanta GA 30309

COMMENTS

I attended the public hearing for the 17th Street extension on September 12, 2000. I have been watching the progress and commenting via e-mail since I first heard about the project 1 1/2 years ago. After reading the letter and informational material handed out at the meeting, I have many more questions. I would like to take a look at the research that led to the conclusions drawn by the epa with regards to the impact of this project I live at the intersection of 16th Street and Peachtree Circle, so I have grave concerns that the studies are tainted with inaccurate assumptions and data. As if such statements as "no significant short-term air quality impacts or long-term traffic-related air quality impacts are anticipated" could even be close to accurate, I take offense that the "Environmental Justice" finding was concerned only with low-income or minority populations. Why would adverse environmental impacts figure differently for different segments of the population? Please let me know how I can get copies of the studies that have led to the "no significant impact" epa report. I look forward to a personal response.

(144) K-71

Received 9/18/00 17th St. / A.S.

NAME Julia Porter Cuyler
ADDRESS 888 Peachtree Circle - Carriage House
Atlanta, GA 30309

COMMENTS

I attended the public hearing for the 17th Street extension on September 12, 2000. I have been watching the progress and commenting via e-mail since I first heard about the project 1 1/2 years ago. After reading the letter and informational material handed out at the meeting, I have many more questions. I would like to take a look at the research that led to the conclusions drawn by the epa with regards to the impact of this project. I live at the intersection of 16th Street and Peachtree Circle, so I have grave concerns that the studies are tainted with inaccurate assumptions and data. As if such statements as "no significant short-term air quality impacts or long-term traffic-related air quality impacts are anticipated" could even be close to accurate, I take offense that the "Environmental Justice" finding was concerned only with low-income or minority populations. Why would adverse environmental impacts figure differently for different segments of the population? Please let me know how I can get copies of the studies that have led to the "no significant impact" epa report. I look forward to a personal response.

(145)

Received 9/18/00

September 15, 2000
Ben West
Office of Environmental Assessment
U.S Environmental Protection Agency
Sam Nunn Federal Center
1 Forsyth St SW
Atlanta, GA 30303-8960

Dear Mr. West:

I support the construction of the 17th Street Extension and Atlantic Steel Redevelopment Project, including the 17th Street bridge across I-75/85. Construction of the 17th Street bridge prior to construction of any buildings or structures on the site except for infrastructure improvements is one of the 27 conditions supported by Home Park in the C4-Conditional zoning approved for the site by the Atlanta City Council in March 1998. These conditions had been recommended to City Council by NPU-E by a vote of 8-0.

Traffic flow is a huge concern in Home Park. The proposed 17th Street Extension and bridge will benefit our neighborhood because it provides access to the Atlantic Steel Redevelopment Project without funneling traffic through Home Park's narrow residential streets The bridge plan is also beneficial because it is intended to promote access for transit vehicles, pedestrians and other forms of transportation between Atlantic Station and MARTA's Art Center Station.

I am naturally concerned about the impact of the development on our 100-year-old neighborhood but excited at the opportunity to have shops, restaurants, and offices within walking distance The Atlantic Steel Redevelopment Project, including the 17th Street bridge, are consistent with our community's development vision. I have been please by all parties willingness to adjust plans to address resident's concerns

Thank you for allowing the Home Park Community Improvement Association Inc. and Home Park residents to participate in this review process for Project XL.

Sincerely,
Ronda Kocher RK
Treasurer, Home Park Community Improvement Association Inc.
1268 Francis St
Atlanta, GA 30318

(146)

Home Park

Atlanta's Best Kept Secret

Received 9/18/00

Home Park Community
Improvement Association
1015 Tumlin Street, N.W.
Atlanta, GA 30318
404.872.4572

September 15, 2000

Ben West
Office of Environmental Assessment
U S Environmental Protection Agency
Sam Nunn Federal Center
1 Forsyth St SW
Atlanta, GA 30303-8960

Dear Mr West

The Home Park Community Improvement Association (HPCIA) supports construction of the 17th Street Extension and Atlantic Steel Redevelopment Project, including the 17th Street bridge across I-75/85. Construction of the 17th Street bridge prior to construction of any buildings or structures on the site except for infrastructure improvements is one of the 27 conditions supported by Home Park in the C4-Conditional zoning approved for the site by the Atlanta City Council in March 1998 These conditions had been recommended to City Council by NPU-E by a vote of 8-0

HPCIA has been actively involved in the Atlantic Steel Redevelopment Project since 1997 Our organization began meeting with Jacoby Development Corporation almost from the inception of the project long before sales negotiations on the site were even complete. Jacoby has been very receptive to our suggestions and willing to work with us addressing common concerns Residents have also had many opportunities to comment publicly on the development throughout the past 3 years, both with Jacoby Development Corporation and at the Environmental Protection Agency's *Project XL* stakeholders' meetings Representatives of these organizations as well as the Georgia DOT have also been frequent and regular presenters at our community meetings

Traffic flow is a huge concern in Home Park The proposed 17th Street Extension and bridge will benefit our neighborhood because it provides access to the Atlantic Steel Redevelopment Project without funneling traffic through Home Park's narrow residential streets The bridge plan is also beneficial because it is intended to promote access for transit vehicles, pedestrians and other forms of transportation between Atlantic Station and MARTA's Art Center Station

Residents of Home Park are naturally concerned about the impact of the development on our 100-year-old neighborhood but excited at the opportunity to have shops, restaurants, and offices within walking distance. The Atlantic Steel Redevelopment Project, including the 17th Street bridge, are consistent with our community's development vision.

Thank you for allowing the Home Park Community Improvement Association Inc and Home Park residents to participate in this review process for Project XL

Sincerely,

Jennifer D. Burke
President
Home Park Community Improvement Association Inc

K-72

Home Park Community Improvement Association, Inc. is a non-profit service and educational organization.

(147)

Received 9/19/00

joan.c.king@ao.com
09/17/2000 09:47 PM

To: Ben West/R4/USEPA/US@EPA

cc:

Subject: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

I have been a resident of Ansley Park since moving to Atlanta more than 6 years ago. My son was born here, and I have found Ansley Park, a historic neighborhood, a wonderful place to live with my family

I am writing to you because of my deep concern over the 17th Street bridge and extension. Like most residents of our neighborhood, I have studied the plans for the Atlanta Steel Redevelopment project I have been a consultant for nearly 20 years, and I am baffled by the analysis provided by the EPA I conclude that the bridge and extension threatens to increase traffic dramatically, endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned. To allow this disruption to a neighborhood with a history and tradition as rich as ours is unconscientable. Traffic must be diverted away from the playgrounds, parks and residential life of Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours truly,

Joan King Salwen

(148)

Received 9/18/00

jef.fredrick@mindspring.com
09/17/2000 05:03 PM

To. Ben West/R4/USEPA/US@EPA

cc. John Hankinson/R4/USEPA/US@EPA, Exec dir@grta org, tom coleman@dot.state ga us, joe palladi@dot state ga us, larry drethaup@fhwa.dot.gov

Subject: 17th Street Bridge

To Whom It may Concern;

I am a resident of Ansley Park in Atlanta. I am writing to you to express my grave concern regarding the 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton Co., Ga. This project is a threat to the lifestyle of the residents of this lovely in-town neighborhood, promising to bring with it air pollution, traffic saftey issues (from cut-throughs) and a demise of the friendly, walkable community of which we are presently a part

My husband and I chose to relocate to this neighborhood from the traffic-ridden non-community feeling of Atlanta's northern suburbs, regardless of the fact that our taxes have tripled and we do not have the "comfort amenities" we previously enjoyed, i.e, more square footage, basements, garages, and large yards.

We moved here because we can walk to neighborhood restaurants, shops and cultural activities. Yet we are faced with losing these important freedoms if the above plan is not redesigned to divert traffic away from Ansley Park. I DO NOT WANT to have to jump in my car to get anyhere, and therefor DO NOT support the 17 St. bridge and extension project.

Yours Truly,

Julie and Jeff Fredrick

77 Avery Dr. NE

Atlanta, GA 30309

- att1.htm

K-73

(149)

Received 9/19/00

SRuss@iss.net
09/19/2000 09 35 AM

To Ben West/R4/USEPA/US

cc sjruss@mindspring com

Subject Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton Co , GA

Mr. West:

I am a resident of the Ansley Park neighboorhood in Atlanta I write to you to express my GRAVE concerns with the above project The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighboorhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighboorhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project

Before this project proceeds, current plans for the 17th Street bridge MUST be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

THIS PROJECT WILL CREATE A NEW NEIGHBOORHOOD WHILE DESTROYING ANOTHER IT IS TOTALLY UNACCEPTABLE AS PRESENTLY PROPOSED AND HAS BEEN A COMPLETE "BAIT AND SWITCH" PERPETRATED ON TAXPAYERS BY THE GA D O T AND THE E P A. SINCE ITS INCEPTION

Yours truly - and angrily,
Steven Russ

227 Peachtree Circle, NE
Atlanta, GA 30309

Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton Co , GA

.....

Steven Russ
VP, Solution Strategy & Delivery, Enterprise Solutions
Internet Security Systems (ISS)

(150)

Received 9/14/00

(150)

mthiels@mindspring.com

09/18/2000 11.07 PM

To Ben West/R4/USEPA/US

cc John Hankinson/R4/USEPA/US, Jim Kutzman/R4/USEPA/US, Exec dir@grta.org, Tom.coleman@dot state ga us, Joe Pallack@dot state ga us, Jerry franklin@fta.dot gov, Larry dreihaup@fhwa dot gov, Kashe46@mindspring com, Rpitts@ci atlanta ga.us, Watsona@gtlaw.com

Subject Envoronemental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

---

Dear Mr West,

We are residents of Ansley Park in Midtown Atlanta, a rather old and "very residential" neighborhood, located in the heart of Atlanta Born and raised in Europe before moving here almost 15 years ago, I am witnessing with great concern a growing negligence of planners as well as city/county/state organs in regard to smart and wise city planning Our city has all the potential to remain and increasingly make for a desirable and prosperous place for people to live, work and enjoy I have seen greater support for coordinated living, working and transportation/traffic than in Atlanta in many cities around the world, including many examples within the United States ! Our city, as any other accumulation of human settlement and activity on limited space, would benefit greatly - or suffer dramatically otherwise - from a smart urban residential / industrial / traffic coordination with respect among them. In other words, a community with guards, locked doors, dark parking garages no life on streets and "dead downtowns" after workhours, is not a vision that enhances our environment in any way, and is the least in in the interest of the EPA, given a likely reversal of the recent trends to live & work within short distances in sub-centers within a big metro area My husband's commute is less than a mile and I would hate to have us to reconsider 30 miles and more one way driving (EPA!!!) to ensure safety for us and most of all for our 4 children. It is pretty much a worldwide (including most US-states) standard to enhance, protect, promote and secure in-town residential neighborhoods Why can't we in Georgia just take a good look at other examples, before we loose some of the great advantages, this city so far has provided, motivating so many people to move here and help this city to grow and prosper ? The bottom line is, that I, as presently proposed, do NOT support the 17th Street bridge and extension project ! And allow me to phrase it in simple terms from our Peachtree Circle / Ansley Park / Atlanta Midtown perspective, i.e. within less than a mile distance to several theaters, museums, 50story business high-rises, 24hour supermarket shopping, lots of retail, coffee shops and restaurants, a country club, several public parks, a MARTA subway station, Interstates I-75 and I 85 with access - and the future Atlantic Steel project (which I am not generally opposed to at all !). I do not intend to walk my dog, or let my children play, on I-75 or I-85, which are rightfully designed (and very well shielded and protected as such by walls of concrete !!!) as fast movement / cars only "streets" - but I ask for the same respect from anyone behind the wheel of a one or two ton piece of highly dangerous metal with 4 wheels when driving by my front door / yard at usually excessive speeds, that are justified on long distance roads, highways, interstates etc., but NOT within a residential neighborhood -everywhere in the world but here ! Please consider to protect
residential neighborhoods just equally to Interstates in regard to their primary objective !!! Why not ? Other than my kids or my dog not being an option on I-75, we would always have driving/moving cars outside our house, just not fast nor long distance travelers
It is, as you may know or find out when asking, quite standard almost anywhere else, to deviate long distance traffic, cut-through traffic, and faster traffic, not through, but around residential neighborhoods; to effectively slow the traffic within such areas to 15-25 miles per hour as appropriate, and enforce such by more drastic and effective methods than just a random and ignored by most, sign I'd hate to envision Ansley to join other bad samples of dark, lifeless, and dangerous (in more than one way) "downtowns" of the past, from which we had all the chances and time to learn I sincerely appreciate your time should you have read this until here ! - and please think about it for a brief moment in regard to us - and future generations. I for my part am ready to invest time and effort, should a human and respectful solution WITH the bridge included would become an option Thank you !!!

Monika Thiels
and in lieu of a separate letter with the same contents
Peter Thiels
224 Peachtree Circle
Atlanta GA 30309
404-892 7258 home
404-697 6178 cell MT
404-870 4211 daytime PT
404-312 0751 cell PT

- att1 htm

(151)

Received 9/19/00

September 17, 2000

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, GA 30303

RE: Objections to current plans for a 17th Street Bridge associated with the Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

I am writing to express my concerns about the 17th Street Bridge associated with the Atlantic Steel Redevelopment Project in Fulton County, GA. This bridge has the possibility of increasing dramatically traffic in my Ansley Park neighborhood. It is important to insure that redeveloping one neighborhood does not come at the expense of a second. Already, Ansley Park suffers from excess traffic as the result of limited east-west connecting roads. The proposed 17th Street Bridge could contribute a significant number of new automobiles, exacerbating this problem.

The effect of this project cannot be considered fully without studies of the impact to surrounding communities. Plans for traffic remediation in the Ansley Park area as part of the Atlantic Steel Redevelopment Plan would be in the Project's best interests and would strengthen local support. Two possible changes that would improve acceptance of the plan include redesigning the bridge so that private automobile traffic is eliminated or is prevented from having direct access to Peachtree Road. Either of these proposals would address the stated goals of the bridge, allowing access to mass transit while discouraging use of automobiles and curbing emission as required by the E.P.A. Alternatively, the bridge is likely to contribute to street overcrowding and encourage use of automobiles, two things that Atlanta definitely does not need.

Sincerely,

Samuel C. Dudley, Jr., M.D., Ph.D.

51 MADDOX DRIVE, NE
ATLANTA, GA 30309

K-75

(152)

Rec'd 9/19/00

September 17, 2000

To: Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, GA 30303

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West.

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours Truly

Karen W. Shelk
165 Beverly Road
Atlanta, GA 30309

(153)

Rec'd 9/19/00

Jock McQuilkin
172 Westminster Drive, N E
Atlanta, Georgia 30309
404 881-5360

September 17, 2000

Mr Ben West
U S. Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S W
Atlanta, GA 30303

Dear Mr West

K-76

RE Environmental Assessment 17th Street Extension and
Atlanta Steel Redevelopment

My wife, Martha Young, and I have been residents of Ansley Park since 1993 We have enjoyed the tranquility and beauty of this old city neighborhood and we are very concerned about the above project The 17th Street bridge and extension will certainly threaten that tranquility and natural beauty if traffic is allowed to cut through our neighborhood. The increased traffic would bring with it noise, air pollution and an unfortunate disruption to the safety and calm environment which we value so greatly

We urge you to consider the significant impact that this project will have on Ansley Park and to redesign the current plans so as to divert traffic flow.

Thank you for your consideration of our concerns.

Respectfully yours

Jock McQuilkin

(154) Received 9/19/00

Steve and Elizabeth Middour
155 The Prado, NE
Atlanta, Georgia 30309

United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303

Attention: Mr Ben West

Subject. Atlantic Steel Redevelopment Project
Environmental Assessment 17th Street Extension

Dear Mr West.

As residents of the Ansley Park neighborhood, we are extremely disappointed that your current Environmental Assessment fails to recognize that Ansley Park will be affected by the project in any way
The 17th Street Bridge and extension is estimated to bring an additional 46,000 cars per day to the edge of our neighborhood. With a massive increase in traffic of this magnitude, it is impossible not to be concerned with the cut-through traffic that will threaten the safety of the residents in the neighborhood, along with the obvious increase in the air pollution We believe that the relatively quiet residential nature of our neighborhood will be destroyed.

While we are very much in favor of the Atlantic Steel Redevelopment Project, we fervently believe that any environmental assessment that fails to recognize that Ansley Park will be affected is incomplete and deficient. Efforts should be made to identify any impact on Ansley Park and to provide mitigation of these impacts. The current plans for the 17th Street Bridge should be re-designed to divert traffic away from Ansley Park As it is presently proposed, we do not support the 17th Street Bridge and extension project

Yours truly,

Steve and Elizabeth Middour

ccs. See Attached List

154

Kris Holland, President
Rogers Barry, Vice President
Katherine Brokaw, Chair,
Zoning and Land Use Committee
Ansley Park Civic Association

Mr John Hankinson
Regional Administrator (same address as above)
Fax. 404-562-8374
Hankinson.John@epa.gov

Mr. Jim Kutzman
Deputy Director
Kutzman.Jim@epa.gov

GRTA
Georgia Regional Transportation Authority
245 Peachtree Center Avenue, NE
Atlanta, GA 30303
Phone. 404-463-3000, Fax· 404 463 3060
Ms. Catherine Ross, Executive Director
Exec.dir@grta.org

G-DOT
Mr. Tom Coleman
Commissioner
Georgia Department of Transportation
#2 Capitol Square
Atlanta, GA 30334
Phone 404-656-5206, Fax. 404-657-8389
Tom.coleman@dot state.ga us

Joe Palladi
State Urban Design Engineer
Phone: 404-656-5436, Fax: 404-657-7921
Joe Palladi@dot.state ga.us

FEDERAL DOT
Mr. Rodney Slater
Department of Transportation
400 7th Street, S W.
Washington, D C.

MIDTOWN ALLIANCE
Ms. Susan Mendheim, President/CEO
Ms. Shannon Powell, Planning Director
Midtown Alliance
795 First Union Plaza, 999 Peachtree Street
Atlanta, GA 30309
Phone 404-892-4782, Fax: 404-892-0050

FHWA
Ms. Faye diMassimo
Federal Highway Administration
61 Forsyth Street, S.W
Suite 17T100
Atlanta, GA 30303
Phone. 404-562-3580, Fax 404-657-7266

FTA
Mr Jerry Franklin
Federal Transit Administration
61 Forsyth Street, S.W Suite 17T50
Atlanta, GA 30303
Phone: 404-562-3570
Jerry franklin@fta dot gov

Mr Larry Dreihaup
Federal Highway Administration
61 Forsyth St, S W. Suite 17T100
Atlanta, GA 30303
Phone: 404-562-3570
Larry.dreihaup@fhwa dot.gov

STATE OF GEORGIA
Governor Roy Barnes
Room 203
State Capitol
Atlanta, GA 30334

Senator Vincent Fort
18 Capitol Building
Suite 305-B
Atlanta, GA 30334
Phone: 404-656-5091, Fax. 404-657-7266

Representative Kathy Ashe
State Capitol, LOB 409
Atlanta, GA 30334
Phone: 404-656-0116, Fax: 404-875-0548
kashe46@mindspring com

OTHER CONTACTS:
Shirley Franklin (mayoral candidate)
Phone: 404-699-9995, Fax· 404-699-9733

Robb Pitts
City Council President (and mayoral candidate)
Phone: 404-330-6030
Rpitts@ci.atlanta.ga.us

Aaron Watson
(candidate for City Council President)
Phone: 404-261-8000
Watsona@gdaw.com

K-77

155

Received 9/19/00

RODERICK C. DENNEHY, JR.
52 Maddox Drive
Atlanta, GA 30309

September 18, 2000

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 303033

Re· Environmental Assessment – 17th Street Extension and
Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

I am a resident of the Ansley Park Neighborhood in Atlanta, and I am writing to you to express my opposition to and grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours truly,

Roderick C Dennehy, Jr.

RCD jb

(156)

Rec'd 9/19/00

PORTMAN

PORTMAN HOLDINGS

September 18, 2000

Mr Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, Georgia 30303

Dear Mr West

I am writing to share with you my concern regarding the current redevelopment plans for the 17th Street Extension and Atlantic Steel Redevelopment Project I am a resident and property owner in Ansley Park and feel that the current plan greatly compromises the safety of residents not only from a traffic standpoint, but also in environmental ways. Traffic alone is a major issue, from the increase in the number of automobiles to the increase of "thru" traffic, however, we have to look at the environmental impact as well – all of this traffic will be most certainly be detrimental to our quality of air.

If a bridge is to be built, it should have shuttle or train access to the MARTA system, as well as ample consideration for pedestrians and bicycles, but what is the compelling argument for cars? Another issue to take into consideration is, will this development actually take place? Has financing been received by the developer for all of the development? Is it possible we could have a bridge and very little else? It is my opinion, that the public's money should be used to improve access north of the development, not into Midtown

I was originally attracted to the Ansley Park area because of its "small-town neighborhood feel", with the conveniences that living in Midtown offers Unfortunately, residents are currently suffering from an abundance of cut-through traffic and speeding, which endangers the many walkers, runners, bikers and skaters that enjoy the neighborhood

It is obvious that very little thought has been given to the impact of this development and bridge on Ansley Park, Midtown and other neighborhoods in close proximity I am writing to urge the EPA and the City of Atlanta to further study the repercussions this development will have on the existing community

K-78

(156)

PORTMAN

Mr. Ben West
September 18, 2000
Page Two

Before this project proceeds, current plans for the 17th Street Bridge must be shelved or redesigned to divert traffic away from Ansley Park In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project

We would like our neighborhood to remain a neighborhood, and not become a thoroughfare. Your efforts to address our concerns are greatly appreciated.

Sincerely,

A J Robinson

AJR/adc

Cc: Kris Holland, President, Ansley Park Civic Association
John Hankinson (via e-mail)
Jim Kutzman (via e-mail)
Catherine Ross (via e-mail)
Tom Coleman (via e-mail)
Joe Palladi (via e-mail)
Jerry Franklin (via e-mail)
Larry Dreihaup (via e-mail)
Robb Pitts (via e-mail)
Aaron Watson (via e-mail)

(157) Rec'd 9/18/00 17th St / A.S.

NAME DOUGLAS STEWART
ADDRESS 830 BARNETT ST. #2
ATLANTA, GA 30306

COMMENTS The Atlantic Steel development will be a fantastic addition to Midtown if:
- Funds can be dedicated to building in a light rail system from Arts Center
- Bike lanes at least 4' wide are built on each side of the 17th St Bridge
- The speed limit over 17th St Bridge is lowered to 30 mph

I am greatly looking forward to the shopping options that will be available close by when I work in Midtown. I want to be able to take the bus or train to these stores, or to bike there.

(please print)

K-79

(158) Received 9/18/00 17th St. / A.S.

NAME Betty and Dan Byrd
ADDRESS 282 The Prado, NE
Atl. 30309

COMMENTS Developing the steel site poses no problem for us, except the multi-lane bridge is a big no-no. Ansley Park is a wonderful (we think the best) historic neighborhood in the city, therefore, the bridge would impact us tremendously. NO multi-lane bridge!!!

(please print)

(159) Received 9/18/00

S Albert Sherrod
267 The Prado
Atlanta, Ga 30309
USA

9/16/2000

Mr Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street
Atlanta, GA 30303

Dear Mr West:

RE: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

As a resident of Ansley Park, I write to you to express my grave concerns with the above project The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in the Ansley Park neighborhood, and will endanger the safety of residents in Ansley Park, as well as further polluting our air. This will destroy the fabric of our historic neighborhood. The environmental assessment fails to recognize that Ansley Park will be affected by this project This ignores a very important residential asset and constituency to the city of Atlanta.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition you must identify the impacts on Ansley Park and provide mitigation to remedy these impacts. As presently proposed, I do not support the 17th Street bridge and extension project, and will actively work to persuade responsible officials to my point of view.

Sincerely yours,

S Albert Sherrod

(160)

Received 9/19/00

SueOlszewski@atl.mediaone.net

09/19/2000 12 17 PM

To Ben West/R4/USEPA/US@EPA, John Hankinson/R4/USEPA/US@EPA, kutzman mim@epamail epa gov, exec dir@grta org, tom.coleman@dot state ga us, joe palladi@dot state ga us, jerry franklin@fta dot gov, larry.drehaup@fhwa dot gov, kashe46@mindspring com, rpitts@ci atlanta ga us, watsona@gtlaw com

cc

Subject Environmental Assessment 17th Street Extension

I am gravely concerned about the EPA's findings regarding traffic impact to Ansley Park as a result of the 17th street bridge It is beyond my comprehension that the EPA would find that there will be no significant impact to this historic residential neighborhood This bridge will connect the east side of Atlanta to a major retail, residential, and office park area Traffic traveling east/west through the city to get to this development will significantly increase traffic through Ansley Park. To think otherwise is simply counter intuitive

The Ansley Park neighborhood has experienced increases in cut through traffic over the past several years Today's traffic is gravely impacting our environment and endangering our historic neighborhood The bridge project will contribute significant additional pressure to an area that already feels threatened. Traffic needs to be diverted away from Ansley Park. Impacts on this neighborhood and mitigation to remedy these impacts must be identified and committed As presently proposed, I can not support the 17th Street bridge and extension project. I urge you to work with the Ansley Park Civic Association leadership in reaching an agreement that will protect this historic neighborhood.

Sue E. Olszewski
45 Montgomery Ferry Drive
Atlanta, Georgia 30309

K-80

(161)

Received 9/21/00

September 18, 2000

United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, GA 30303

Re. Environmental Assessment 17th Street Extension & Atlantic Steel Redevelopment Project

Dear Mr West

My wife and I are residents of Ansley Park at 106 Avery Drive. We are concerned about the impact of this project on our neighborhood. This bridge and the associated extension of 17th Street will cause a massive increase in neighborhood traffic. The "new residents of Atlantic Steel" will travel through Ansley Park to get to and from Piedmont Road and Monroe Drive on a regular basis. This will endanger the safety of the residents of Ansley Park, cause additional pollution, and degrade our neighborhood's quality of life

We do realize that the project will be in the best interest of "metro Atlanta" We are simply asking that you not sacrifice our neighborhood in the process.

The environmental assessment does not even recognize the fact that Ansley Park will be affected by this project. We do think that it is unreasonable to believe that all new traffic will only travel to and from the expressway

Before this project proceeds the current plan for the 17th Street bridge must be redesigned to divert the traffic away from Ansley Park It is imperative that the EPA identifies the impacts on Ansley Park and develops a plan to mitigate them.

We can not support this plan as it currently exists.

Sincerely,

Robert D Seifring

Judith A. Richardson

Robert D. Seifring

Judith A Richardson

106 Avery Drive, NE
Atlanta, GA 30309

(162)

Received 9/21/00

September 20, 2000

Mr Ben West
Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street NW
Atlanta, GA 30303

Regarding: 17th Street Extension & Ansley Park

Dear Mr West:

I relocated to Atlanta from Boston in 1995. I was immediately attracted to the charming neighborhood of Ansley Park with its winding streets, older homes and lovely parks I am concerned that the current design of the 17th Street Extension severely threatens one of Atlanta's prized residential communities.

If the 17th Street Extension terminates at Peachtree Street, there will be steady cut-through traffic through Ansley Park endangering our safety and destroying our peace. I understand there are alternative options which would divert traffic away from the neighborhood and result in better access to other roads. Please continue seeking the best resolution Thank you for your consideration.

Sincerely,

Efrosini

Efrosini "Max" White
153 17th Street
Atlanta, GA 30309
404 949-6044
efrosini@mindspring.com

K-81

(163)

Received 9/22/00

To: Mr. Ben West
U.S. EPA
Atlanta Federal Center
Region IV
61 Forsyth Street
Atlanta Ga 30303

From: Mrs. Stephen R. Goldman
Chair, Environment Committee
Ansley Park Civic Association

Re: Environmental Assessment, 17th Street Bridge and Extension for Atlantic Steel Redevelopment Project, Fulton County, Georgia

19 September 2000

I am very concerned about the Environmental Assessment for the Atlantic Steel Redevelopment Project, and would like my concerns to be made part of the public record

We moved to Historic Ansley Park more than twenty years ago because it embodied what we believed to be the best attributes of a neighborhood in which to rear our children. It is a biking and pedestrian-friendly neighborhood, and a wonderful place to live.

But we have seen changes in the past years that have already changed our way of life, the most dramatic being the increase in traffic that cuts through our neighborhood. We must be much more careful when we walk, bike, and even drive, as there are so many more cars, driving at a high rate of speed, through Ansley Park. Currently, there are millions of square feet of construction being built or planned all around us that can only create more traffic. The largest of these is the Atlantic Steel Project. The proposed bridge will bring a dramatic increase in traffic to the door of Ansley Park, endangering the safety of its residents, polluting our air and changing our neighborhood dramatically. We must be considered a stakeholder in this major project. The bridge must be redesigned to divert traffic away from Ansley Park.

Ansley Park is listed on the National Register of Historic places and the construction and proposals as they now stand pose an unacceptable danger to this neighborhood I urge the EPA, the state of Georgia and the City of Atlanta not to proceed with these plans. Ansley Park must be included in discussions regarding the design of the bridge, traffic impact studies and funding for traffic diversion and calming. As presently proposed, I do not support the 17th Street bridge and extension.

80 Park Lane, NE
Atlanta, GA 30309

(164)

Received 9/20/00

lynne.spriggs@woodruffcenter.org

09/20/2000 10:28 AM

To Ben West/R4/USEPA/US, John Hankinson/R4/USEPA/US, Jim Kutzman/R4/USEPA/US, Tom coleman@dot state ga.us, Joe Palladi@dot state ga.us, Exec.dir@grta org, Jerry franklin@fta dot gov, larry dreihaup@fhwa dot gov, kashe46@mindspring com, Rpitts@ci atlanta ga.us, Watsona@gtlaw com

cc:

Subject Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

---

I am a resident of the Ansley Park neighborhood in ATlanta I'm writing to express my serious concerns about the above mentioned project The 17th Street bridge is a grave threat to our neighborhood, guaranteed to cause a massive increase in cut-through traffic which endangers the safety of our residents, and will pollute our air. This neighborhood is something special that all its residents cherish The environmental assessment of the 17th Street Extension fails to recognize that Ansley Park will be affected irrevocably by the project in these and other ways.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the specific and grave impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I definitely do not support the 17th Street bridge and extension project

Yours Sincerely,

Lynne Spriggs

Lynne E Spriggs
Curator of Folk Art
High Museum of Art
1280 Peachtree Street NE
Atlanta, GA 30309
Phone: (404)733-4549
Fax: (404)733-4502
E-Mail: Lynne Spriggs@woodruffcenter org

K-82

(165)

Received 9/20/00

SYLVIA ATTKISSON LANDSCAPE DESIGN

165 17TH STREET ATLANTA, GEORGIA 30309 404-892-2033 FAX: 404-815-6676

September 18, 2000

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, BA 30303

Dear Mr. West,

I am a garden designer and I make my living outside. I have been horrified this summer by what I have had to breathe!

I live and do much of my work in Ansley Park. I am very opposed to the 17th Street Bridge that will only make the air, traffic, and even the safety of my neighborhood worse.

Please do not allow this bridge to be built as is currently planned.

Yours truly,

Sylvia Attkisson

Sylvia Attkisson

(166)

Rayburn J. Fisher, Jr.
109 Seventeenth Street, N.E.
Atlanta, Georgia 30309-3321

Received 9/20/00

September 18, 2000

Dear Mr. West,

I live on 17th Street in the Ansley Park neighborhood. I have many concerns about the proposed 17th Street bridge and the Atlantic Steel redevelopment project.

My concerns include:

- massive cut through traffic on my street.
- increased pollution
- destruction of a beautiful neighborhood as a result of traffic, speeders and pollution.

I am asking that the 17th Street bridge be redesigned to divert traffic away from Ansley Park. ALSO, I AM asking that your office identify the impact of the bridge on Ansley Park and identify solutions to the problems this bridge will cause

Simply stated, the bridge as proposed is unacceptable and remedies for the problems it will create have not been developed. Thus, I CAN not support the new bridge and trust that you will not allow it to go forward.

Sincerely, Rayburn J. Fisher Jr.

(167)

Received 9/20/00

alicef@mindspring.com
09/19/2000 07 35 PM

To Ben West/R4/USEPA/US@EPA

cc

Subject AGAINST the 17th Street bridge and extension

I am a long-time resident, AND taxpayer, of Ansley Park in Atlanta, writing to add my personal voice to the hundreds of others who are hornified at the possibility of this historic neighborhood (my pleasant home since 1956), having its quality of life and safety threatened or destroyed by the above project

Already, instead of sunsets and blue skies, we have to see parking lots and tall buildings out our windows; we hear garbage trucks and booming radios throughout the night; we have to pay for expensive security systems, we pay ever increasing property taxes Even so, the area's beauty, convenience and relative peace in the midst of a madhouse of a city make living here worthwhile to many-but ONLY if we can hold on to some of our quality of life

I believe attempts such as the above project undertaken to improve air quality only accomplish the opposite. We have more MARTA and more traffic lanes and allow more developments, believing that we will have fewer polluting automobiles. Honestly, has that EVER worked, except in reverse? It almost seems that these attempts are based on nothing more than blindness and/or greed of developers and officials

Quality of life made Atlanta the desirable city it is and this quality must be preserved or our city will continue to die. Bigger and richer are not better.

The impact on Ansley Park of the above listed project will be tremendously negative in my opinion Please make every effort to preserve Ansley, which is a valuable asset of Atlanta, with its winding tree-lined streets, flowered yards, well cared for homes, wooded areas, inviting parks Winn/Iris Garden, McClatchey, the Dell, Yonah, and a golf course

Otherwise, I fear there will be deterioration and an exodus like Atlanta's inner city experienced in the '60s and '70s

Alice Felton, 230 Peachtree Circle, NE, Atlanta, GA 30309-3207

(168)

Received 9/20/00

a.vanweezel@worldnet.att.net
09/20/2000 12 10 PM

To: Ben West/R4/USEPA/US@EPA

cc:

Subject 17st exrension and Atlantic steel redevelopment project Fulton county GA

Dear Mr West Iam a resident of the Ansley Park neighborhood in Atlanta Aspresently proposed I do not support the 17st bridge and extension as it will cause a massive in crease in cut-through traffic and endanger the safety of its residents Yours tru ly Alex VanWeezel

(169)

vhlevy@hotmail.com
09/20/2000 11:48 AM

To: Ben West/R4/USEPA/US@EPA

cc: exec dir@grta.org, tom coleman@dot state ga us, kashe46@mindspring com, jlevy@ehatchery com, joe palladi@dot state.ga us

Received 9/20/00

Subject: 17th Street Bridge-Comments

Dear Mr West,

My name is Valerie Hartman Levy, and I am writing this letter regarding the 17th Street Bridge Project on behalf of both my husband, Jeff Levy and me

We have lived in Ansley Park since 1993 and have been committed to living in the midtown area since our arrival in Atlanta in 1992. My husband has opened a business in midtown, eHatchery and committed himself to creating jobs here as well As a former New Yorker, I am struck by Atlanta's unique character which allows a person to live in a home right in the middle of the city Having traveled throughout the US, I am unaware of any other city that offers such a unique combination

As I know that you must be aware, Ansley is a true treasure for the city of Atlanta With its historic homes, beautiful parks and lovely wide winding streets, it is truly a little jewel sitting in the middle of an ever growing, developing city Not only does this neighborhood allow its residents a wonderful place to call home, but the occupants of the surrounding office buildings with a special place to walk, eat lunch and just take a break

As noted above, my husband and I have been committed to living in the midtown area since our arrival in Atlanta As part of the Ansley Park community, we are surrounded by people who believe that the key to a city's success is a vibrant midtown. Consistent with that, we are very supportive of the development the Atlantic Steel Project as that will add to the vitality of Atlanta's midtown.

However, we cannot and should not develop one area of midtown at the detriment to other important areas of midtown such as Ansley Park The 17th Street Bridge, in its current form of dumping cars onto West Peachtree, Peachtree and Pershing Point, will do just that by creating a massive increase in cut-through traffic in Ansley Park, thus endangering the safety of its residents and pedestrians walking through the neighborhood from adjacent office buildings, polluting our air and destroying the unique, historic nature of our neighborhood as we know it today

The environmental assessment fails to recognize that Ansley Park will even be affected by this Project. Despite such finding, common sense would tell us otherwise. To add over 20,000 plus additional car rides a day to this neighborhood as a result of this Bridge, not to mention all of the other recent and pending development here in midtown, cannot logically have no affect on this neighborhood or midtown in general As a former New Yorker, I know what gridlock and pollution is all about and it isn't a pleasant thing

Atlanta has the opportunity to do it right; that is it has the opportunity to develop its midtown in a way that does not sacrifice its unique nature of mixing business with beautiful in-town neighborhoods It would be a true sadness if Atlanta, in its desire to grow its economic base, alienated the core of its taxpayer base by forcing them to leave their midtown neighborhoods. If we work together, I believe that we can have a win/win situation whereby projects like the Atlantic Steel Project continue and the integrity of neighborhoods like Ansley are respected and protected

I would ask that before this Bridge Project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park and that changes within Ansley Park be made that help to calm the resulting future cut-through traffic. In addition, I would ask that you identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street Bridge and extension project but am hopeful that you will do the right thing for the sake of all of midtown and this city, not just Ansley Park

Very truly yours,

Vale in Le

(170)

Received 9/20/00

McLANAHAN & COMOLLI
ATTORNEYS AND COUNSELORS AT LAW
FIRST AMERICAN BANK AND TRUST COMPANY BUILDING
300 COLLEGE AVENUE • P.O. BOX 326
ATHENS, GEORGIA 30603

JOHN M. COMOLLI
JOHN D. McLANAHAN, JR.

PHONE: (706) 543-1530
FAX: (706) 543-1721

September 19, 2000

Ben West
U.S. Environmental Protection Agency
Atlanta Federal Center
61 Forsyth St. SW
Atlanta, GA 30303

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project
Fulton County, Georgia

Dear Mr. West:

I am a resident of Ansley Park in Atlanta, Georgia. I write you to express my strong opposition to the above project. The proposed 17th Street bridge and extensions threaten to cause a massive influx of cross-Park traffic, endangering the neighborhood and effecting the safety of the residents. The City is already polluted, and it defies my own understanding how your Agency could authorize any additional pollution of the air quality which certainly will damage the quality of life of the residents of Ansley Park. Have you not recognized the effect this nonsense will have on the people of Ansley?

Before this goes forward, you must pledge to us that the plans for this 17th Street Bridge shall be totally redesigned to divert this unwanted traffic away from the Park. In addition, as you know, we are all committed to filing suit in this matter to prevent this unquestioned harm to the inner city of Atlanta.

I've lived in the Park for the past 20 years. Can I be any clearer about this?

Sincerely,

John M. Comolli, Esq

JMC:vas

(171)

Received 9/20/00

September 18, 2000

To: Mr. Ben West.

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West,:

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours Truly

Christina Whitehead.
67 The Prado NE
Atlanta GA 30309.
404 815 0555

(172)

Received 9/20/00

September , 2000

To: Ben West
EPA
Atl. Federal Center
61 Forsyth St SW
Atl. Ga 30303

Re. Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr West:

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours Truly

Ann Cairns
The Villa #25
Ansley Park

Ann Cairns Entertainment Agency
200 Montgomery Ferry Drive, NE
#25
Atlanta, GA 30309

(173)

Received 9/20/00

Mr. and Mrs. Peter C. Moister
236 The Prado N E
Atlanta, Georgia 30309

Mr Ben West
US Environmental Protection Agency
Atlanta Federal Center, 61 Forsyth Street S W
Atlanta, GA 30303

September 15, 2000

Re: Environmental Assessment 17th Street Bridge and Extension.
Atlantic Steel Redevelopment Project, Fulton County Georgia

Dear Sir,

As residents of Ansley Park in Atlanta, **we want to register our strenuous objection to the 17th Street bridge and extension** as it is presently proposed After listening to the public debate and having examined descriptive materials made available, both of us have concluded that the project is ill-conceived, grossly over-designed and, most astonishingly, holds the interests of commuters from outlying areas above those of immediately affected nearby residents, specifically Ansley Park We are, in fact, dismayed that your assessment fails to address the aforementioned disparity of interests or take our neighborhood into account seriously Mr. West, it is factually incontestable that a bridge and extension on the massive scale currently contemplated is but certain to "Los Angelize" the midtown area needlessly and, in particular, shamefully diminish the quality of life in Ansley Park by increasing the amount of commuter and/or commercially oriented traffic cutting through it

We in the Park have a long familiarity with the "cut through" traffic problem and its negative side effects including increasing crime, impaired pedestrian safety, and disagreeable noise and air pollution In fact, over the years in spite of our significant and sustained efforts to calm speeding or careless transient traffic, the problem has only worsened as midtown commercial density has grown Obviously, in light of this experience, the Park has no intention of not being heard in regard to its very real concern that its majestic boulevards will be turned into dangerous commuter thoroughfares feeding ingress and egress to an enormous commercial complex on the west side. You should know, that we believe that there is near unanimity of agreement (a rare thing in the Park) that the proposed bridge and extension will do nothing but exacerbate what is already an alarming traffic problem for Ansley Park residents

Therefore, we are asking herewith that current plans for the 17th Street bridge and extension be redesigned to divert traffic away from Ansley Park In addition, we specifically request, that you identify the impacts on Ansley Park and provide mitigation to remedy those impacts

Finally, Mr West, please understand that Ansley Park is a unique neighborhood with an unusually deeply seeded sense of pride and tradition It is rich in intellectual, financial, political and cultural resources. Be assured we are prepared to commit all of these resources in order to preserve our standing as one of the nation's most desirable and beautiful intown residential havens; and, notably, in Atlanta, one of the very few that truly welcomes residents of every age, color, creed, sexual orientation and tax bracket We hope you appreciate the seriousness of our convictions and respond in good faith to our legitimate concerns. Thank you in advance for your cooperation

Your truly,

Whitney and Peter Moister

Whitney and Peter Moister

K-86

(174)

Received 9/20/00

60 Inman Circle NE
Atlanta 30309

Dear Mr. West

Having lived in Ansley Park for ninety-nine years I have two grave concerns. One naturally is the cemetery, the other is the Ghost Bridge (capital letters) with the first grave concern, I do be in it soon, which is appropriate. The other grave concern is most unacceptable as now planned. Seventy thousand cars are nothing? No noxious fumes? No traffic congestion? No cars channeling through Ansley Park? This is not a legacy I want to leave to my beloved Ansley Park and my children. Please, please re-evaluate.

Thank you,

Caroline Y. Bethea

(175)

Received 9/20/00

KILPATRICK STOCKTON LLP

Attorneys at Law
Suite 2800
1100 Peachtree Street
Atlanta, Georgia 30309-4530
Telephone: 404 815 6500
Facsimile 404 815 6555
Web site www.kilstock.com

E-mail: dzacks@kilstock.com
Direct Dial: 404 815 6100

September 19, 2000

Mr Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S W
Atlanta, GA 30303

Re. Environmental Assessment
17th Street Extension and Atlantic Steel Redevelopment Project,
Fulton County, Georgia

Dear Mr. West:

My family has always taken great pride in living within the City of Atlanta and supporting the infrastructure it represents Residing in the Ansley Park neighborhood has been a wonderful place to raise my family and enjoy all the many opportunities this city has to offer.

I write to you because I am concerned that the above-referenced project threatens all that we feel is of value to us in our neighborhood I do not write opposing the redevelopment of the Atlantic Steel Project In fact, I fully support this endeavor and think it will add luster to a city that is already a great one. I do, however, remain concerned on the current plan for the 17th Street bridge. I think the environmental assessment, which I have read, fails to recognize the negative impact this bridge will have on our residential neighborhood. Serious thought must be given to redesigning the 17th Street bridge project to divert traffic away from Ansley Park to ensure we do not destroy rather than enhance the goals we are trying to accomplish.

I thank you for giving this letter your thoughtful consideration and urging those in authority to rethink the current plan for the 17th Street Bridge.

Sincerely,

David M. Zacks

David M Zacks

DMZ/th

cc: Mr. Chris Holland, President
Ansley Park Civic Association

Governor Roy Barnes

K-87

(176)

Received 9/21/00

poorolbob@mindspring.com
09/21/2000 08 56 AM

To Ben West/R4/USEPA/US
cc
Subject EA Atlantic Steel Redevelopment

Mr Ben West
U S Environmental Protection Agency
Atlanta Federal Center
Atlanta, GA

Dear Mr West

I attended the September 12th Public Hearing, viewed the exhibits, listened to your presentation and paid close attention to the comments by some of my neighbors, politicians and various professionals about the effect the 17th Street Bridge and the Atlantic Steel Redevelopment project will have on MY neighborhood - Ansley Park

I have lived in Ansley Park for 41 years and my home is one half block east of Peachtree Street It is sheer fantasy to suggest to me that the 17th Street
Bridge and Extension project, as presently envisioned, would not adversely impact the quality of life I have enjoyed for those 41 years It is of major interest
to me that EPA's Environmental Assessment seems to have concluded, erroneously in my opinion, that this project will have only a limited effect on
Ansley Park - either with traffic or air quality Erroneous conclusions on incomplete data?

It also concerns me a great deal, in view of the moratorium on additional roadbuilding in Metro Atlanta, that the EPA and the DOT have together decided to consider the entire project as a TCM claiming that the project will be environmentally beneficial and suggesting it might even reduce pollution.

I am opposed to the massive highway project aimed at my neighborhood

Thank you for the opportunity to express my opposition to the 17th Street Bridge and Extension project, as proposed, which literally will be at my doorstep

Robert D. Clark
64 17th St , NE
Atlanta, GA 30309

(177)

Received 9/21/00

September 20, 2000

TO Mr Ben West
U S Environmental Protection Agency

FROM Katharine G. Farnham
30 Inman Circle
Atlanta, GA 30309

RE Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

I do not support the 17th Street bridge and extension project as currently proposed I am NOT opposed to redevelopment of the Atlantic Steel Project but the success of that project should not be at the expense of Atlanta's successful intown neighborhood, Ansley Park. The Environmental Assessment for the 17th Street Bridge component of the Atlantic Steel Project inadequate in its description and coverage of the Ansley Park neighborhood and in its assessment of the impact on this neighborhood of the immense daily load of traffic to be carried here by the proposed bridge

Ansley Park is not being unreasonable in its requests to be guaranteed an independent traffic impact study, sufficient funds to implement the recommendations of that study, a binding completion date for the traffic-controlling features, and a seat at the table during the planning process.

For 33 years, I have been a resident of the City of Atlanta; for 32 of those I have been a resident of Ansley Park. I consider myself an advocate both for my neighborhood and for the city. I support intelligent well-planned growth and development for the city The plans for the 17th street bridge and its extension do not represent intelligent well-planned growth, and therefore I must emphatically oppose them as presently designed.

Sincerely,

Katharine G. Farnham

K-88

(178)

Received 9/21/00

theprado@bellsouth.net
09/21/2000 07 17 AM

To Ben West/R4/USEPA/US@EPA
cc
Subject Atlantic Steel Project and 17th Street Bridge

Dear Mr West

As the plan for the Atlantic Steel Project stands, the project would gravely endanger my neighborhood of Ansley Park and the surrounding midtown neighborhoods The Atlantic Steel Project would be created at the excessive expense of the garden environment of historic, beautiful Ansley Park We will no let this happen! Where are the forward- thinking people who know that Atlanta's environmental future depends on bike and golf cart travel and generous green space, which should be the central theme of any new development? For any necessary car traffic, the Atlantic Steel land itself should be used for roads or access ramps to provide direct access to and from the interstate, instead of bridging the traffic across the interstate into another community, thereby destroying that well-established community s environment

I request that an independent, unbiased, unconnected third party provide an environmental assessment that would include all neighborhoods effected by the project I request that Ansley Park be represented at the planning table for reconfiguring the project and any bridge, furthermore, monies need to be appropriated and provided upfront for diverting and dealing with the traffic generated by the project and any bridge in its final configuration

Thank you for your consideration

Sincerely,

Richard N. Stephens
133 The Prado NE

(179)

Received 9/21/00

September , 2000

To: [illegible]

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear [illegible]:

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project

Yours Truly

[illegible]

(180)

Received 9/21/00 (180)

924 Bowen St., N.W.
Atlanta, GA 30318
September 19, 2000

Mr. Ben West
Office of Environmental Assessment
U.S. Environmental Protection Agency
Sam Nunn Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, GA 30303-8960

Subject: Environmental Assessment 17th Street Extension [GDOT Project NH-7141-00 (900) P.I. Number 714190] and Atlantic Steel Redevelopment Project Fulton County, Georgia

Dear Mr. West,

We have reviewed the subject Environmental Assessment (EA) and offer the following comments:

I.

The selected alternative, as described in this EA, would exacerbate the impacts of stormwater runoff which originates off site and currently flows into the narrow valley were the 135-acre Atlantic Redevelopment site is located. Instead of this runoff being detained there by existing wetlands, ponds, greenspaces and other pervious surfaces, storm surges would be sent downstream via a new "storm sewer bypass system" (EA, p. 4-2).

One is left to guess just how much more flooding and other devastation would be reaked along Tanyard Creek if these storm surges were permitted. Responsible engineers should be asked now, before any construction begins, to model the cumulative impacts of coupling these surges with the massive wet weather peak flows already discharged from the Tanyard Creek CSO Treatment Facility.

We are aware that the U.S. Army Corps of Engineers (Mobile District) and their consultants recently modelled alternative piping schemes for Atlanta's Clear Creek combined sewershed. They found that adding a single large storm sewer bypass (relief sewer) to such a system can lead not only to destruction of bridges and other property but also to catastrophic downstream flooding in general.

The Atlantic Steel property has been performing vital flood control functions for the 500-acre catchment in which it is located for decades. Now "[a]s a result of the filling of the channel and Atlantic Steel impoundments, stormwater storage capacity on the site would be significantly reduced" (EA, p. 4-3). But by how much? Simply providing stormwater storage capacity for the redevelopment site itself -- or even an additional 20% "to assist the City in the management of flows to the Tanyard Creek CSO Treatment Facility" (EA, p. 4-3) -- is not enough. A comprehensive approach to watershed protection, consistent with current EPA 5-year policy goals, is needed to insure that the impacts of stormwater runoff, whether it originates on-site or elsewhere in the 500-acre catchment, are mitigated.

II.

In view of the prospect that greater storm surges will lead to massive flooding and accelerated creekbank erosion downstream, it is particularly troubling to find:

(1) Only $100,000 is being awarded as compensatory mitigation for the destruction of 3.75 acres of jurisdictional wetlands on the Atlantic Steel site; and

(2) While these funds are to be applied to streambank restoration, NONE of the money can be used, under the current Mitigation Plan, for such work on downstream reaches, i.e., reaches of either Tanyard Creek or Peachtree Creek (EA, pp. 4-4 and 4-5; Appendix D).

Land in this area is worth about $500,000 per acre. The 3.75 acres of wetlands which the Project XL developers plan to fill in order to create additional building space have a total value, from their perspective, of approximately $1.875 million.

The compensatory mitigation needs to be recomputed to account realistically for the value of these wetlands to Atlantic Steel's downstream neighbors.

III.

Not only would downstream flooding problems increase dramatically under the preferred alternative but also it would eliminate certain other vital functions which the wetlands, ponds, open waterway and riparian corridor on the Atlantic Steel site have performed for decades. Under the proposed development scenario, pollutant loads in stormwater originating off-site, throughout the 500-acre catchment, would be piped directly into the new storm sewer bypass.

In particular, this storm drain would be laid "along the northern boundary of the current property line" so that the "existing 36-inch diameter storm drain originating from Bishop Street" would tie into it there (EA, p. 4-2). That is, stormwater flows which presently enter this storm sewer along the western boundary of the abandoned lead smelter known as the National Smelting and Refining site and which are then conveyed to the lower impoundment on the Atlantic Steel property would no longer drop their pollutant loads there. Rather these stormwater flows, laden with lead and other toxics, would be piped untreated directly into the new storm sewer bypass and

(180)

sent to the Tanyard Creek CSO Treatment Facility. Because the latter overflows frequently (more often than Atlanta's remaining West Side CSOs) and because it does not remove any toxics, including lead, it is highly likely that all of the pollutants carried in stormwater runoff from the National Smelting and Refining site would be discharged untreated into Tanyard Creek. Such a proposal, if implemented, would be a huge step backward. Under any scenario, EPA should require that contaminated stormwater runoff from the former lead smelter be stored 100% on-site and pretreated before it is released; and pretreatment standards must not be lowered in an effort to expedite redevelopment of the Atlantic Steel property.

IV.

Most appalling is the fact that the EPA would even consider allowing the redevelopment of the Atlantic Steel site to proceed without first requiring the removal of the high levels of lead currently found on the National Smelting and Refining site.

Nor can we allow the following statement found in the EA (p. 4-9) to go unchallenged:

> "At this time, impacts to human health and welfare, or the environment [from the National Smelting and Refining site] have not been identified."

The fact is that the Remediation Plan Atlantic Steel Industries, Inc. Property Atlanta, Georgia (October 1999) describes in detail at least one location on the National Smelting and Refining site which has already been identified as requiring remediation "so as not to pose a threat or risk to the environment and future construction workers at the [Atlantic Steel Redevelopment] Site." (See the Remediation Plan, pp. 1-4 and 1-5, copies of which are attached.) This location is so badly contaminated that 648 cu.yd. will have to be removed in order to remediate it (Remediation Plan, Appendix F, attached).

At this location (denoted by the reference numeral 28 on the enclosed copy of "Locations of Potentially Impacted Areas (PIAs) Requiring Corrective Action" (FIG. 1-4 of the Remediation Plan), both lead and benzo(a)pyrene were found to exceed their Media Remediation Levels. That is, they exceed 2700 mg/kg and 4.4 mg/kg, respectively.

The health hazards which this area would pose to an abutting residential community on the Atlantic Steel prperty cannot be denied. The lead concentration in the soil at this location greatly exceeds the EPAs "human health risk assessment criteria" (only 400 mg/kg for lead). (See the attached Quality Assurance Project Plan (p. 2) for further details.) If the EPA is interested in protecting the public health and welfare and/or the environment, then action is called for -- not subterfuge.

Finally, we find it highly irregular if indeed EPAs Quality Assurance Project, which was launched in response to repeated

(180)

concerns raised by, and extensive documentation and soil sampling data provided to James Kutzman and Brian Holtzclaw, by Environmental Focus Group members, has yet to identify any impacts to human health and welfare, or the environment from the National Smelting and Refining site. After all, sampling was to have been completed in May or June, 1999. (See Quality Assurance Project Plan, p. 1.) The public deserves a full explanation, including a reopening of the NEPA process.

V.

Provisions should be made to inform, in writing, any future tenants for either commercial or residential properties on the Atlantic Steel redevelopment site that both it and the adjoining National Smelting and Refining property were once Superfund sites. People must be given an informed choice so that they can decide for themselves whether they wish to live and work there. Information on how prospective tenants can access EPD files on these hazardous waste sites should also be part of this written disclosure.

VI.

Absent from the EA is any mention of the need to capture and treat "first flush" stormwater runoff before sending it to the "large detention structure in the center of the redevelopment ... with approximately 12.8 acre-feet of stormwater storage" (EA, p. 4-3). Pretreatment of this "first flush" to remove sediment, oils and grease, as well as floatables, is essential. A requirement that the developer must install BMPs (best management practices) and stormwater controls to achieve at least 80% reduction in annual loadings of pollutants should be explicitly stated.

VII.

Even though the Atlantic Steel Redevelopment project would benefit significantly from its proximity to the Interstate, no provisions have been made for detaining any part of the massive quantities of stormwater runoff which this 14-lane highway and its off-ramps generate. Rather the EA announces that external costs to the environment will once again be ignored: "Stormwater from the off-site roadway improvements would discharge to the existing outfalls" (EA, p. 4-7). If this Project XL is to produce superior environmental results, both past and future harms related to highway system development, not just air quality and the cutting off of neighborhoods from each other, but also stormwater management which is a costly problem for the City of Atlanta's predominantly minority ratepayers/taxpayers, should be mitigated.

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Importantly, highway stormwater management, including that primarily for Project XL's benefit, would have adverse financial impacts across the City, well beyond the environmental justice-impact zone (within 1 mile of the property boundary lines) selected for study in this EA (FIG. 3-8).

VIII.

The selected alternative, described in this EA, would divert the last remaining remnant of Shoal Creek, a tributary of Tanyard Creek, to a storm sewer. Any dry weather natural spring flows entering this storm sewer, which would feed into the Orme Street Combined Sewer, would bypass Tanyard Creek entirely. Shoal Creek would be piped directly to the R.M. Clayton WRC for treatment as sewage. But according to the Georgia Water Quality Control Act, a permit must be obtained to divert water which reduces the flow of surface waters by more than 100,000 gallons per day (GPD) on a monthly average.

Earlier we supplied U.S. EPA representatives with copies of a plat showing where Shoal Creek, also known as the Stockyard Branch of Tanyard Creek, originates upstream of the Atlantic Steel property. Over the years this waterway has been progressively "hidden" in culverts/combined sewers beneath the manmade grid. Nevertheless, about a 900 foot long reach of Shoal Creek is still daylighted. This reach extends northeasterly across the redevelopment site, beginning at its southwest corner. (Please see the attached copy of my July 15, 1999 letter to Mr. Tim Torma and Ms. Michelle Glenn.)

Unfortunately, the developers are prepared to pipe this remnant of Shoal Creek -- completing the destruction of all Tanyard Creek headwaters above the Tanyard Creek CSO Treatment Facility. To this end, their consultants have consistently labelled the culvert through which Shoal Creek flows onto the Atlantic Steel property as the "southwest storm sewer" or simply a "storm sewer". (Please see, for example, FIG. 3-1 of the EA.)

We do know, however, that Shoal Creek's flow averaged 2.72 MGD over a 10-day period (August 12, 1999 to August 23, 1999) (EA, p. 3-4). Some of this flow has been attributed to sanitary sewage; some to backwash from the Hemphill Water Treatment Plant. How much of this flow is spring-fed is unknown.

From personal observations and measurements made on the flows emerging, post sewer separation, from the sites of 2 former Combined Sewer Overflows in Atlanta's North Utoy Creek, we know that the spring-fed flows there are very significant -- well in excess of 1 MGD. The same is true of other headwaters still trapped in Atlanta's combined sewers (including the Clear Creek and East Side CSOs). The same is likely true of Shoal Creek.

Understandably, neither the developer's consultants nor Atlanta Public Works officials have been particularly forthcoming in this regard. Only "guesstimates" have been provided as to the contribution of backwash waters.

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The best of these "guesstimates" was provided recently by Norman Koplon: "[T]he shut-down of the Atlantic Steel operations and current re-circulation of flows at the Hemphill Water Treatment Plant" has resulted in "a reduction of flows estimated between 1.5 MGD to 2.5 MGD" (please see letter dated July 6, 2000 in Appendix H of the EA). Assuming the lower end of Mr. Koplon's "guesstimate" is most accurate, then there may be as much as 1.2 MGD arising from other sources. In view of the sparse population of approximately 2090 people (Block Group Nos. 11, 12, 17, 18, and 19 (EA, p. 3-37)) in the combined sewershed feeding into Shoal Creek, its sanitary sewage component is at most 272,000 GPD. Flows which arise from natural springs may be as high as 900,000 GPD.

If the EPA seeks to "produce superior environmental results" in the case of this Project XL, then EPA needs to measure, using computerized flow monitors, just what are the sources of the flows into Shoal Creek and their actual magnitudes.

EPA should never agree to destroy a daylighted creek and its riparian corridor and especially not in the inner city where greenspaces with water amenities are in such scarce supply. For many of the 20,000 residents that the developer hopes to house on this site, greenspaces with water features and the diverse bird species and other wild creatures they attract will be a definite PLUS. Keeping Shoal Creek, possibly insulated from the pervasive hazardous waste by a liner, like the 12.8-acre stormwater detention structure, should be part of that greenspace/water features package.

In general, the subject Environmental Assessment has serious flaws. It never assesses the extent to which the health of human beings and other living creatures would be impacted by the extensive residue of hazardous waste present in the Atlantic Steel/National Smelting and Refining complex. Nor does it identify the solutions that are needed to mitigate a vast array of stormwater runoff-related problems which this redevelopment would engender.

Yours in saving Atlanta's fragile environment,

Vivian L. Steadman

Vivian L. Steadman, Ph.D. (Chemistry)

encls.: (1) Remediation Plan Atlantic Steel Industries, Inc. Property Atlanta, Georgia, pp. 1-1, 1-2, 1-4, 1-5; FIG. 1-4; Appendix F.
(2) Memo dated May 3 1999 from Jonathan Vail; Quality Assurance Project Plan for National Smelting and Refinishing [sic] Site.
(3) Letter dated 15, 1999 to Tim Torma and Michelle Glenn from Vivian Steadman
(4) USEPA Region 4 Emergency Response Branch Site Assessment Referral Form (part of documentation supplied earlier to James Kutzman and Brian Holtzclaw).

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Atlantic Steel Industries, Inc. Property
Atlanta, Georgia (excerpts)

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1.0 INTRODUCTION

1.1 Project Background

The "Site" is generally located on Mecaslin Street in Atlanta, Georgia, as shown on Figure 1-1, and as defined in this Plan, consists of several parcels of land including

- The 130-acre parcel that includes all former steel making operations ("Atlantic Steel facility")
- A 1 7-acre parcel that was occupied by Tri Chem Corporation

"Out Parcels" (lots ranging in size from 0 07 to 1 61 acres) are located in the area southeast of 16th Street and Mecaslin Street and are now used for either vehicle parking or single-family dwellings For the reasons set forth in the approved Phase II Workplan, these Out Parcels do not require remediation and are therefore not considered part of the Site in this Plan

Law Engineering and Environmental Services, Inc. (LAW) has prepared this Remediation Plan as a supplement to the Phase II Investigation Report for the Site This Remediation Plan is in support of a proposed multi-use redevelopment of the entire Site and includes an engineered solution for the Site LAW conducted Phase I and Phase II Investigation activities and prepared this Remediation Plan under contract to Atlantic Steel Industries, Inc (the current owner) and Atlantis 16th, L L C. (the purchaser for redevelopment) and in accordance with renewed hazardous waste facility Permit No. HW-044(d)

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The Site is to be redeveloped for multi-unit residential, office, hotel, entertainment, and retail trade uses This Remediation Plan presents the results of the consideration of appropriate remedial measures to protect public health and the environment consistent with comprehensive redevelopment and future use of the Site based upon the results from the Phase II Investigation Report During the course of the Phase II Investigations and remediation planning, progress briefings and interim findings were routinely presented to the Georgia Environmental Protection Division (GA EPD) Their interim comments and suggestions have significantly enhanced the overall effort to develop the Phase II Investigation Report and Remediation Plan

The Site has been used for steel-making and steel-product finishing operations for nearly 100 years Steel-making operations were discontinued in 1991 Only steel rolling operations were ongoing during the Phase II Investigations, and all manufacturing operations at the Site ceased on December 31, 1998 A site plan is provided as Figure 1-2

Activities at the Site have been conducted under various environmental permits and regulations administered by the GA EPD This includes a Resource Conservation and Recovery Act (RCRA) permit for post-closure care and remediation of a former furnace dust recycle pile that was removed in 1983

A Phase I Environmental Assessment was performed in June of 1997, which included property reconnaissance, Atlantic Steel employee interviews, and records research. Following the Phase I Assessment, a Phase II Workplan was completed that presented the results from the Phase I Assessment and outlined the sampling and analysis program for ground-water and soil investigations

In part, the Phase II Workplan identified for further investigation 29 Potentially Impacted Areas (PIAs) from across the Site where past operations may have impacted soil or ground water Subsurface sampling was then conducted within each of the 29 PIAs. Fifteen of the PIAs were then identified for soil excavation and removal to off-site waste facilities

In addition to the PIA-focused sampling, additional soil and ground-water samples were collected from across the Site to complete the Sitewide characterization of soil and ground-water quality Broad range laboratory analyses were conducted on selected soil and ground-water samples to ensure that the chosen analyte groups and test methods were appropriate.

The Site is within a narrow, west-to-east sloping valley with surface drainage converging into a municipal sewer main that follows along the original drainage features of the valley floor Ground-water flow converges into the Site then flows to the east and exits the Site at the eastern Site boundary

While only limited ground-water contamination has been detected beneath the Site, redevelopment of the Site includes a prohibition on the use of ground water and a commitment to intercept ground-water discharge before it exits the eastern Site boundary at the Interstate Highway I-75/I-85 boundary Ground-water interception will, therefore, occur on the eastern Site boundary The intercepted ground water will be treated as necessary for discharge to the city of Atlanta sewer system No drinking water wells exist in this highly developed area long served by the municipal water distribution system The ground-water use prohibition with interception on the Site effectively eliminates the potential for a ground-water exposure pathway. Installation and commencement of the ground-water interception system will occur prior to completion of the remediation work at the Site. Operation of the interception system thereafter shall occur pursuant to one of several mechanisms The purchaser may operate the system or assign the obligations to operate such system to a subsequent owner of the portion of the Site on which the system is located. The purchaser may establish an association or organization of property owners and/or tenants whose function will include, among other things, the continued operation of the interception system The

Potentiometric ground-water data indicates that on-site ground water flows generally toward the northeastern and southeastern areas of the Site It was recommended in the Phase II Investigation Report that measures to address potential ground-water migration be implemented Therefore, the primary remedial action goal for ground water is to implement measures to control ground-water flow and prevent off-site migration This goal includes installation of ground-water interception systems with discharge to the city of Atlanta Sanitary Sewer System The design and operation of these systems will be conducted to accommodate changes in hydrogeologic and ground-water quality conditions at the Site and prevent off-site migration

1.2.2 Potentially Impacted Areas Identified for Corrective Measures

The primary remedial action goal for the PIAs at the Site is to reduce the on-site chemical constituent concentrations in subsurface media to acceptable levels so as not to pose a threat or risk to the environment and future construction workers at the Site The PIAs requiring remediation and the chemical constituents associated with each PIA are provided in Table 1-1 and shown on Figure 1-4 The remedial action components associated with the remediation of these PIAs are presented in Sections 3 0 and 4 0 of this document

Table 1-1 PIAs Requiring Remediation and Associated Chemical Constituents

PIA Number	PIA Location	MRL Constituent Exceedance	MRL, mg/kg
4	Trichloroethylene (TCE) Degreaser in Nail Mill	*TCE (1)*	4600
5	Area Adjacent to Old Lower Impoundment	Dibenz(a,h)anthracene	4.4
6	Galvanizing Pan Service Area	Lead	2700
9	Mill Scale Management Areas	Lead *Cadmium*	2700 480
11	Stained Soil from Maintenance-Related Acuvities	*Benzo(a)anthracene* *Benzo(a)pyrene*	44 4.4
12	Stained Soil from Surficial Petroleum Releases	(2)	
13	Stained Soil from Subsurface Petroleum Releases	*Benzo(a)pyrene*	4 4
14	Babbitt Rework Area	Arsenic Lead *Benzo(a)pyrene*	120 2700 4 4
15	Stained Soil from Acuve Mill Scale Pile	(2)	
18	Former Container Storage Area	Lead *Arsenic*	2700 120

PIA Number	PIA Location	MRL Constituent Exceedance	MRL, mg/kg
20.C	Electrical Transformers (Machine Shop)	PCB-1254	25
20.L	Electrical Transformer (Propane Yard)	Benzo(a)pyrene *Dibenz(a,h)anthracene*	4 4 4.4
22	Shed and Stained Soil	Benzo(a)pyrene	4.4
27	Former Spalding Foundry	Lead *Benzo(a)pyrene* *Dibenz(a,h)anthracene*	2700 4 4 4 4
28	Storm-Water Sewer from Bishop Street Area	Lead *Benzo(a)pyrene*	2700 4 4

Notes
mg/kg – Milligrams per kilogram
MRL – Media Remediation Levels
Italics – Constituent does not exceed MRL but contributes to risk estimate.
Bold – Constituent is the primary driver for remediation

1 This area has been selected for corrective action because it may serve as a source area for TCE in ground water. The soil results do not exceed MRLs

2 PIAs without MRL exceedances were selected for removal based on visual observation (i e., stained soil)

The criteria used to select PIAs for removal are listed below

1. Estimated carcinogenic risk for soil exposures equal to or greater than 1×10^{-4}
2. Estimated hazard index (systemic risk) for soil exposures greater than one.
3. Soil lead concentrations greater than the lead MRL of 2,700 mg/kg or PIAs with significant levels of lead which served to elevate the Sitewide average concentration for lead.
4. Presence of stained soils in areas requiring extensive grading during redevelopment

The cumulative carcinogenic risk associated with soil exposures at PIA 20E was equal to 1×10^{-4} Four semi-volatile compounds contributed to the cumulative risk. Individually, no compounds contributed more than 9×10^{-7} Therefore, this PIA was not selected for remediation

The cumulative carcinogenic risk associated with soil exposures at PIA 17 was equal to 1×10^{-4}. Seven compounds contributed to the cumulative risk with the majority associated with arsenic; individually, no compounds contributed more than 7×10^{-7} Therefore, this PIA was also not selected for remediation

1.2.3 Site Surface Barriers

Following the implementation of the remediation activities presented in this Remediation Plan, the Site will be developed for commercial and residential use The final remediation of the Site and the Final Site Plan will provide hard cover (e g , parking decks, streets, sidewalks, roofs) on most of the eastern portion

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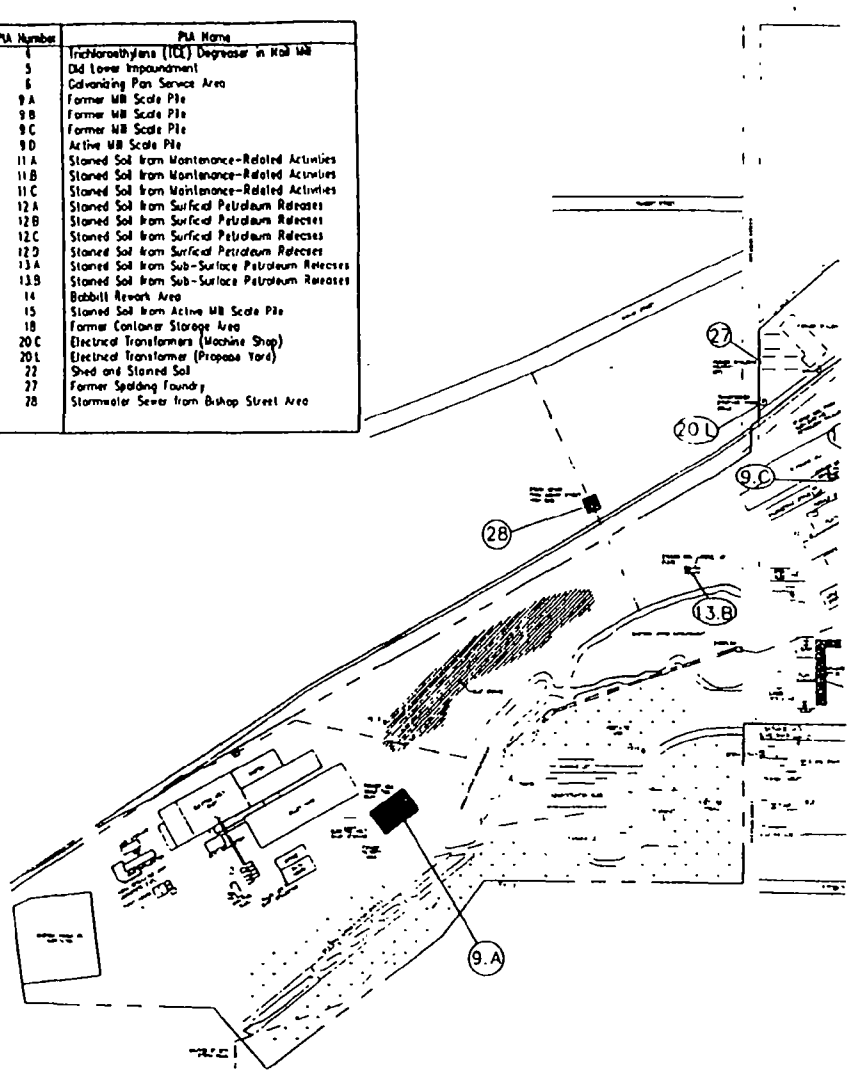
PIA Number	PIA Name
1	Trichloroethylene (TCE) Degreaser in Mill Mill
5	Old Lower Impoundment
6	Galvanizing Pan Service Area
9 A	Former Mill Scale Pile
9 B	Former Mill Scale Pile
9 C	Former Mill Scale Pile
9 D	Active Mill Scale Pile
11 A	Stained Soil from Maintenance-Related Activities
11 B	Stained Soil from Maintenance-Related Activities
11 C	Stained Soil from Maintenance-Related Activities
12 A	Stained Soil from Surficial Petroleum Releases
12 B	Stained Soil from Surficial Petroleum Releases
12 C	Stained Soil from Surficial Petroleum Releases
12 D	Stained Soil from Surficial Petroleum Releases
13 A	Stained Soil from Sub-Surface Petroleum Releases
13 B	Stained Soil from Sub-Surface Petroleum Releases
14	Babbitt Rework Area
15	Stained Soil from Active Mill Scale Pile
18	Former Container Storage Area
20 C	Electrical Transformers (Machine Shop)
20 L	Electrical Transformer (Propane Yard)
22	Shed and Stained Soil
27	Former Spalding Foundry
28	Stormwater Sewer from Bishop Street Area



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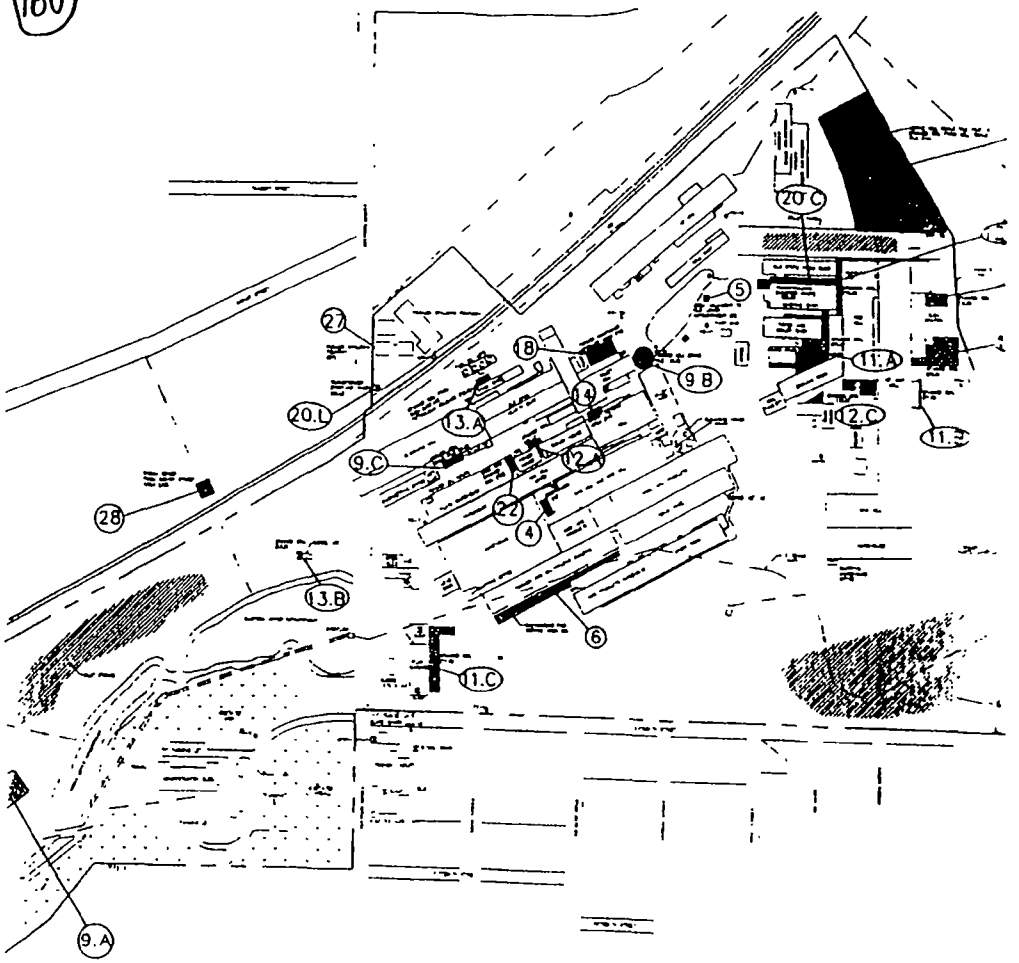

ATLANTIC STEEL & ATLANTIS 16TH
ATLANTA, GEORGIA

LAW
LAWGIBB Group Member

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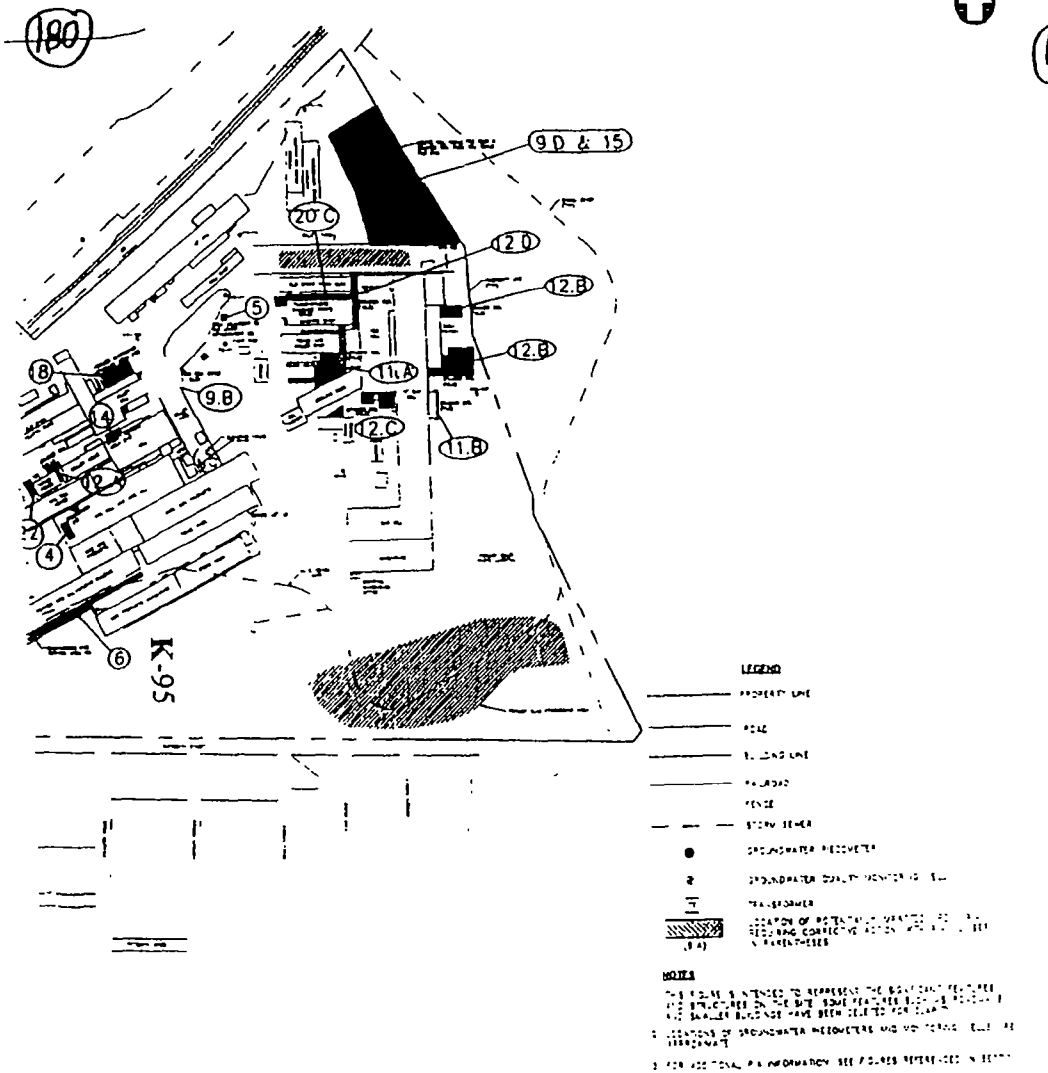

ATLANTIC STEEL & ATLANTIS 16TH ATLANTA, GEORGIA	REMEDIATION PLAN	
LAW LAWGIBB Group Member	LOCATIONS OF POTENTIALLY IMPACTED AREAS (PIAs) REQUIRING CORRECTIVE ACTION	12000-8-0135 FIG 1-4 0

Estimate of Quantities for Relevant Media at PIAs

PIA Number	PIA Name	Surface Area (square feet)	Depth (feet)	Volume (cy)
4	TCE Degreaser in Nail Mill	1,375	3	153
5	Area Adjacent to Old Lower Pond	400	22	326
6	Galvanizing Pan Service Area	11,100	10	4,111
9 A	Former Mill Scale Pile	12,600	10	4,667
9 B	Former Mill Scale Pile	4,100	6	911
9.C	Former Mill Scale Pile	1,540	7	399
9 D	Active Mill Scale Pile	97,000	8	28,741
11 A	Stained Soil from Maintenance-Related Activities	12,340	3	1,371
11 B	Stained Soil from Maintenance-Related Activities	610	3	68
11 C	Stained Soil from Maintenance-Related Activities	8,600	3	956
12 A	Stained Soil from Surficial Petroleum Releases	1,800	3	200
12 B	Stained Soil from Surficial Petroleum Releases	2,860	3	318
12 C	Stained Soil from Surficial Petroleum Releases	5,100	3	567
12 D	Stained Soil from Surficial Petroleum Releases	8,600	3	956
12 E	Stained Soil from Surficial Petroleum Releases	12,160	3	1,351
12.F	Stained Soil from Surficial Petroleum Releases	600	6	133
13	Stained Soil from Sub-Surface Petroleum Releases	1,000	16	593
14	Babbitt Rework Area	1,000	3	111
15	Stained Soil from Active Mill Scale Pile (15)	Included with Active Mill Scale Pile		
18	Former Container Storage Area	5,000	4	741
20.C	Electrical Transformers (Machine Shop)	Included with Stained Soil from Surficial Petroleum Releases (12 D)		
20 L	Electrical Transformer (Propane Yard)	320	3	36
22	Shed and Stained Soil	1,800	3	200
27	Former Spalding Foundry	25	3	3
28	Storm-Water Sewer from Bishop Street Area	2,500	7	648
	Total			47,231

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U. S. ENVIRONMENTAL PROTECTION AGENCY
REGION 4, SCIENCE and ECOSYSTEMS SUPPORT DIVISION
ATHENS, GEORGIA 30605-2720

MAY 0 3 1999

4SES-EI

MEMORANDUM

SUBJECT: Transmittal: Quality Assurance Project Plan,
National Smelting and refinishing Site
Atlanta, Georgia.
SESD Project No: 99-0367.

FROM: Jonathan Vail
Hazardous Waste Section

THRU: Archie Lee, Chief
Hazardous Waste Section

TO: See Below

Please find attached, the work plan for the above referenced site. Please call me at (706) 355-8611, if you have any comments or questions.

Attachment

Addressees:
Steve Spurlin, ERRB
Elmer Akin, OTS
Michelle Glenn, WD
Jewell Harper, WD
Brian Holtzclaw, OCS/EJ/WD
Kevin Koporic, OTS
Doug Lair, ERRB
Gary Bennett, OQA
Cliff Opdyke, GA EPD

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Quality Assurance Project Plan

FOR

NATIONAL SMELTING and REFINISHING SITE

Prepared by: Science and Ecosystem Support Division
980 College Station Road
Athens, Georgia 30605-2720

Approval Sheet

Signature indicates that this QAPP is approved and will be implemented in conducting this investigation.

Bill Bokey
Environmental Investigations Branch Chief — *Signature* *Date* 4-28-99

Archie Lee
Hazardous Waste Section Chief — *Signature* *Date* 4/28/99

Gary Bennett
Quality Assurance Officer — *Signature* *Date* 4-23-99

Revision: April 22, 1999

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A. PROJECT MANAGEMENT

The overall field investigation and sampling phase of the project and any field decisions will be the responsibility of the field project leader (Jonathan Vail). Some field responsibilities and decisions will include monitoring overall field project quality control, coordinating field scheduling of work and sample analyses with the laboratory with other section activities The field project leader is responsible for insuring that all field activities are communicated and coordinated with the on-scene coordinator (Steve Spurlin). The on-scene coordinator will insure that all data users and decision makers are informed of the field activities and results of the investigation. The Safety Officer (Art Masters) will be responsible for monitoring the health and safety of the sampling investigative personnel. The Sampling Investigative Personnel (Mike Neill, Charles Till, Don Hunter, Milton Henderson) will collect samples and assist in all data collection activities. The Quality Assurance Manager (Gary Bennett) has the authority and responsibility for managing all of the QA activities for this investigation and within the region in accordance with section 4.2 2 of the Region 4, Quality Assurance Management Plan

Distribution List

Steve Spurlin, ERRB
Elmer Akin, OTS
Michelle Glenn,
Jewell Harper,
Brian Holtzclaw,
Kevin Koponc,
Doug Lair, ERRB
Gary Bennett, OQA
Cliff Opdyke, GA EPD

Project Schedule

The anticipated starting date for the sampling for this investigation is March or April, 1999 The completion date is anticipated to be in the month of May or June, 1999.

Problem Definition and Background

National Lead Industries operated this site, located at 451 Bishop Street, Atlanta, Georgia from 1914 through 1981 as a lead smelting and refining operation In 1981, the site was bought by National Smelting and Refining (Figure 1) for similar operations until they filed for bankruptcy in 1984. The site has also been known as Atlanta Forge and Foundry Company. In 1986, the Georgia Environmental Protection Division (EPD) collected samples of waste materials and found lead concentrations over 8 times above the 5 mg/L EP Toxicity level for lead found in 40 CFR part 261, Subpart C. In 1989, the United States Environmental Protection Agency (EPA) found lead concentrations over 1,100 times above the 5 mg/L EP Toxicity level for lead, resulting in various removals, assessments, investigations and monitoring at the site until 1991. Several Administrative Orders of Consent were issued by EPA in 1990 and 1991 to the potentially responsible parties requiring clean up of the aboveground waste at the site. By

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1992, most of the site waste had been removed by the potentially responsible parties As a result of a meeting with an Environmental Justice (EJ) Focus Group, EPA decided to revisit the environmental and public health protections at the site because of a proposed Atlantic Steel redevelopment south of the site would potentially bring an additional 20,000 people to the local area

Project Task Description

The goals of this investigation are three fold. 1) assess the exposure of lead and other potential contaminants in soil from areas at the site that are not covered with concrete; 2) assess soil for lead from areas under the concrete in case the concrete is removed as a result of future development; and, 3) assess the sediments from site runoff for lead and other potential contaminants south of the site along the railroad spur. These goals will be accomplished by collecting the soil and sediment media and laboratory analyzing for their chemical constituents Figure 2 presents the sample locations under consideration for this portion of the investigation.

We will utilize the analytical data for human health risk assessment of the site since the site has been abandoned for some time and is located near a residential area, and as a site check up since removal activities were last conducted in 1992 No ground water samples will be collected since the drinking water supply in the area is from a municipal supply. Air sampling may be conducted based on the results of this investigation.

Data Quality Objectives

DQO	NATIONAL SMELTING AND REFINING CO, ATLANTA, GA
State the Problem	Potential lead exposure exists at National Smelting and Refining Site. Potential lead exposure as a result of future development of the site exists under the concrete surface at the National Smelting and Refining Site.
Identify the Decision	Does the exposed soil at the site, the dust waste in the warehouse, and the sediment in the runoff pathways exceed human health risk assessment criteria for lead. Does the soil under the concrete exceed human health risk assessment criteria for lead
Identify Inputs to the Decision	The regulatory level which exceeds the human health risk assessment criteria is 400 mg/kg for lead.

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Define Study Boundaries	The study boundaries include on-site and off-site areas. The sediment samples will be collected from the runoff pathway between the site and the railroad track to the south at a depth between 0 and 3 inches below the ground surface. All soil samples will be collected from a depth of 0 - 3 inches from areas on-site where the soil is exposed to the air. One soil sample will be collected from the vacant lot across the site to the north. Dust waste will be collected from the floor of the warehouse located on the east portion of the property. Subsurface soil samples will be collected beneath the concrete at four locations at depths of 0-0.25', 1-1.25', 2-2 25',4-4.25',6-6.25',10-10 25', and 15-15 25'.
Develop a Decision Rule	If any of the lead analytical results exceed the regulatory limit of 400 mg/kg, then removal activities may be warranted
Specify Decision Error Limits	Since the sampling design is judgmental and is oriented towards sampling locations with the highest contaminant levels, no statistical decision error limits will be developed
Optimize the Study Design	Since a statistical decision error is not being utilized, the iterative process for optimizing the sample design will not be used

Data precision and accuracy for this project are defined by the Contract Laboratory Program (CLP) statement of work (SOW). Data comparability is assured through the use of standardized analytical methodology specified in the CLP SOW. Sample representativeness is assured through the use of the Environmental Investigations Standard Operating Procedures and Quality Assurance Manual (EISOPQAM), May, 1996 and the sampling design indicated in Part B of this plan. Data completeness for this project is 95 percent.

Special Training Requirements

All sampling personnel are required to have 40 hours of hazardous waste site safety training, annual refresher training, and specific knowledge and expertise of sample collection techniques in accordance with the EISOPQAM. There is no substitute for field experience. Therefore, all professional and paraprofessional investigators shall have the equivalent of six months field experience before they are permitted to select sampling sites on their own initiative. This field experience shall be gained by on-the-job training using the "buddy" system. Each new investigator should accompany an experienced employee on as many different types of field studies as possible. During this training period, the new employee will be permitted to perform all facets of field investigations, including sampling, under the direction and supervision of senior investigators

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Documentation and Records

Reports will be completed after this investigation is completed and will contain the following, as appropriate. Field records will be stored in accordance with the EISOPQAM and analytical records will be stored in accordance with the Analytical Support Branch Laboratory Operations and Quality Control Manual (ASBLOQCM) Dec. 1997.

- Introduction -- When the investigation was conducted, EPA, state, or other regulatory agency participation; facility representatives and what their participation included; who requested the investigation; and the objectives
- Background -- Study area descriptions, manufacturing process and waste handling priorities, results of previous investigations, etc. A site map depicting major structures and facilities, as well as sampling locations will be included.
- Summary -- A brief summary of the key results and conclusions of the study.
- Discussion -- All aspects pertinent to the investigation, such as analytical results; deficiencies; site hydrology; an evaluation of the monitoring well system; a site map showing monitoring well locations, topography, and ground water flow direction; well depths; and ground water elevations
- Methodology -- A statement indicating that this SOP was followed and/or reasons why not and whether or not samples were split and with whom.
- Conclusions -- At the discretion of the author, a conclusions section for complex investigations.
- Reference and Appendices -- Laboratory data sheets, checklists, etc.

Reference List

United States Environmental Protection Agency, Region 4, Quality Assurance Management Plan For Region 4, (R4QAM-97001), August, 1997.

United States Environmental Protection Agency, Region 4, Science and Ecosystem Support Division, Environmental Investigations Standard Operating Procedures and Quality Assurance Manual, May, 1996.

United States Environmental Protection Agency, Region 4, Science and Ecosystem Support Division, Analytical Support Branch Laboratory Operations and Quality Control Manual, December 1, 1997.

Kutzman, James S., U.S. Environmental Protection Agency, Region 4, memorandum, dated Dec. 21, 1998. Subject: National Smelting and Refining Site, Atlanta, Georgia, (EPA ID #GAD057302002 and Spill ID# 043A).

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OHM Remediation Services Corp., Final Report For The Atlanta Forge and Foundry Site, September 4, 1992.

Roy F. Weston, Inc., memorandum, Subject: Site Assessment/Sampling, National Smelting & Refining Atlanta, Fulton County, Georgia TDD# 04-9003-43-3153, TAT# 04-F-03906

Roy F. Weston, Inc., memorandum dated May 30, 1990, Subject Site Investigation, National Smelting & Refining Atlanta, Fulton County, Georgia TDD# 04-9005-23-3251, TAT# 04-F-04013.

Roy F. Weston, Inc., memorandum dated June 11, 1990, Subject: On-Scene Monitoring, National Smelting & Refining Atlanta, Fulton County, Georgia TDD# 04-9007-07-3340, TAT# 04-F-04088.

Roy F. Weston, Inc., memorandum dated April 30, 1991, Subject: Removal (PRP), National Smelting & Refining Atlanta, Fulton County, Georgia, TDD# 04-9102-0005-1525, TAT# 04-F-00112

D W Ryckman & Associates, Inc., Task B Report Subsurface Investigation, National Smelting and Refining Site, Atlanta, Georgia, May 16, 1990

B. MEASUREMENT/DATA ACQUISITION

Sampling Process Design

Approximately 50 soil and sediment samples will be collected from locations both on site and off site as presented in Figure 2 to address the project task description.

Seven surface soil sample locations (SF101-SF107) are tentatively identified where the potential exposure of lead and other potential contaminants in soil are from areas at the site that are not covered with concrete. All seven samples will be analyzed for total metals with two of the locations to be analyzed for the complete Target Compound and Target Analyte Lists (TCL/TAL) (see Appendix A).

Five sediment sample locations (SD201-SD205) are tentatively identified where the potential exposure of lead and other potential contaminants may be in the sediments from site runoff south of the site along the railroad spur. All five samples will be analyzed for total metals with two of the locations to be analyzed for the complete Target Compound and Target Analyte Lists (TCL/TAL).

Four soil boring locations (B301-B304) are tentatively identified where there is a potential exposure of lead from areas under the concrete if the concrete is removed as a result of future development. Seven subsurface samples will be collected from each boring location at depths of 0-0.25', 1-1.25', 2-2.25', 4-4.25', 6-6.25', 10-10.25', and 15-15.25'. All twenty-eight samples will be analyzed for total metals only.

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One dust waste location (WA401) was tentatively identified where there is a potential exposure of lead if the warehouse, located on the east portion of the property, is demolished. One sample of the dust will be collected from the floor of the warehouse and analyzed for total metals only

Sampling Method Requirements

Manual (hand operated) collection techniques and equipment will be used primarily to collect the surface, shallow subsurface soil, sediment and dust waste samples. Surface soils are generally classified as soils between the ground surface and 6 to 12 inches below ground surface. The shallow subsurface soil interval may be considered to extend from approximately 12 inches below ground surface to a site-specific depth at which sample collection using manual methods becomes impractical. The dust waste is visibly present on the warehouse floor.

Surface soils may be collected with a wide variety of equipment. Spoons, shovels, hand-augers, push tubes, and post-hole diggers, made of the appropriate material, may be used to collect surface soil and sediment samples. Stainless steel is considered appropriate sample equipment material. Surface soil or sediment samples are removed from the ground and placed in pans, where mixing, as appropriate occurs prior to filling of sample containers If a thick, matted root zone is encountered at or near the surface, it will be removed before the sample is collected. A spoon will be used to collect the dust waste sample. All soil and sediment sampling equipment used for sampling for trace contaminants should be constructed of stainless steel where possible. Pans used for mixing should be made of Pyrex® (or equivalent) or glass In no case will chromium, cadmium, or galvanized plated or coated equipment be used for soil or sediment sampling operations when inorganic contamination is of concern. Similarly, no painted or plastic equipment should be used when organic contaminants are of concern. All paint and primer must be removed from soil sampling equipment by sandblasting or other means before such equipment can be used for collecting soil samples. Note that the sample for volatile organic compound (VOC) analysis may be collected directly from the auger bucket or immediately after an auger bucket is emptied into the pan. The sample should be placed in the appropriate container with no head-space, if possible, as is the practice with water samples. Samples for VOC analysis are not mixed.

Hand-augering is the most common manual method used to collect subsurface samples. However, based on time constraints and the potential for encountering fill material, a drill rig will be used to collect the subsurface soil samples from the boring locations The drill rigs augers will be used solely to gain easier access to the required sample depth, where hand-augers or push tubes are generally used to collect the sample.

Drilling rigs and other major equipment used to collect soil samples should be identified so that this equipment can be traced through field records. A log book should be established for this equipment so that all cleaning, maintenance, and repair procedures can be traced to the person performing these procedures and to the specific repairs made. Sampling spoons, hand augers, Shelby tubes, and other minor disposable type equipment are exempted from this equipment identification requirement. All equipment used to collect soil samples should be cleaned as outlined in Appendix B of the EISOPQAM and repaired, if necessary, before being stored at the

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conclusion of field studies. Equipment cleaning conducted in the field (Appendix B) or field repairs should be thoroughly documented in field records

Sample Handling/ Custody Requirements

After collection, all sample handling should be minimized Investigators should use extreme care to ensure that samples are not contaminated If samples are placed in an ice chest, investigators should ensure that melted ice cannot cause the sample containers to become submerged, as this may result in sample cross-contamination. Plastic bags, such as Zip-Lock® bags or similar plastic bags sealed with tape, should be used when small sample containers (e g . VOC vials or bacterial samples) are placed in ice chests to prevent cross-contamination.

It is extremely important that waste (when appropriate), soil and sediment samples be mixed thoroughly to ensure that the sample is as representative as possible of the sample media The most common method of mixing is referred to as quartering The quartering procedure should be performed as follows:

1. The material in the sample pan should be divided into quarters and each quarter should be mixed individually.

2. Two quarters should then be mixed to form halves

3. The two halves should be mixed to form a homogenous matrix

This procedure should be repeated several times until the sample is adequately mixed If round bowls are used for sample mixing, adequate mixing is achieved by stirring the material in a circular fashion, reversing direction, and occasionally turning the material over.

Specific chain-of-custody procedures are included in Sections 3.1 through 3.6 of the EISOPQAM. These procedures will insure that evidence collected during an investigation will withstand scrutiny during litigation. To assure that procedures are being followed, it is recommended that field investigators or their designees audit chain of custody entries, tags, field notes, and any other recorded information for accuracy.

Sample holding times for the inorganic analysis of the soil, sediment or dust waste is 180 days. The holding times for organic analysis of soil or sediment is 14 days for VOCs and 14 days to extraction for extractables then 40 days to analysis. The recommended containers, preservation and holding time may be found in Appendix A of the EISOPQAM.

When samples are to be shipped by common carrier or sent through the United States mail, it must comply with the Department of Transportation Hazardous Materials Regulations (49 CFR 172). The person offering such material for transportation is responsible for ensuring such compliance. For the preservation requirements of 40 CFR, Part 136, Table II, the Office of Hazardous Materials, Materials Transportation Bureau, Department of Transportation has determined that the Hazardous Materials Regulations do not apply to the following materials: Hydrochloric Acid (HCL) in water solutions at concentrations of 0 04% by weight or less (pH

about 1 96 or greater), Nitric acid (HNO_3) in water solutions at concentrations of 0.15% by weight or less (pH about 1.62 or greater), Sulfuric acid (H_2SO_4) in water solutions at concentrations of 0.35% by weight or less (pH about 1.15 or greater); and Sodium Hydroxide (NaOH) in water solutions at concentrations of 0.08% by weight or less (pH about 12 30 or less) This footnote is wholly reproduced from 40 CFR 136.3, which is definitive.

Analytical Method Requirements

All analyses will be conducted in accordance with the Contract Laboratory Program (CLP) Statement of Work (SOW) The SOW describes the analytical methods, equipment, extraction and digestion procedures, laboratory decontamination procedures, waste disposal requirements corrective actions, and form and content requirements for hardcopy analytical data package submittal Quality control requirements, instrument/equipment testing, inspection and maintenance requirements, instrument calibration/frequency, Inspection/acceptance requirements for supplies and consumables, etc. will also be found in the SOW. Appendix A presents the CLP target lists and the contract required detection and quantitation limits.

C. ASSESSMENT / OVERSIGHT

Routine audits of laboratory activities may be conducted by the inorganic and organic Chemistry Section Chiefs. Independent laboratory audits may be conducted by the Region 4, Quality Assurance Officer or representative(s). Field audits will be conducted by the chief of the Hazardous waste Section Any problems identified during these audits will be addressed in a memo to the Field who will take immediate steps to correct the identified discrepancies Further information on assessment and response actions and report to management may be found in Section 2 of the EISOPQAM.

D. DATA VALIDATION/DATA USABILITY

The Region 4, Office of Quality Assurance (OQA) will perform a data review and validation after the data is received from the CLP. Procedures for data validation may be found in the following three publications.

Data Validation Standard Operating Procedures for Contract Laboratory Program Routine Analytical Services, Revision 2.0, January 1999, Office of Quality Assurance, SESD, USEPA, Region 4.

USEPA Contract Laboratory Program National Functional Guidelines for Organic Data Review, EPA-540/R-94-012 (PB94-963501), February 1994.

USEPA Contract Laboratory Program National Functional Guidelines for Inorganic Data Review, EPA-540/R-94-013 (PB94-963502), February 1994.

The OQA provides a data qualifier report for each set of CLP data which is validated. The project leader will review the data qualifier report to determine any data limitations and may consult with the OQA staff to determine the impact of any qualified data on overall data usability

for this project. The analytical data will be assessed by the Environmental Investigations Branch Detailed guidance for assessment may be found in Guidance for Data Quality Assessment, EPA QA/G-9, July 1996. Some of the assessment will include visual inspection, statistical tests, and display of the data spatially using Geographical Information System (GIS) technology. The on scene coordinator, in consultation with the project leader, will make a determination if the data are acceptable for decision making at this site.

Figure 2. Sample Location Map
National Smelting and Refining

Figure 1. Site Location Map
National Smelting and Refini
Atlanta, Georgia

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APPENDIX A. TARGET ANALYTE LIST AND TARGET COMPOUND LIST

INORGANIC TARGET ANALYTE LIST

INORGANIC TARGET ANALYTE LIST (TAL) - TABLE 1

Analyte	Contract Required Detection Limit[1,2] (ug/L)
Aluminum	200
Antimony	60
Arsenic	10
Barium	200
Beryllium	5
Cadmium	5
Calcium	5000
Chromium	10
Cobalt	50
Copper	25
Iron	100
Lead	3
Magnesium	5000
Manganese	15
Mercury	0 2
Nickel	40
Potassium	5000
Selenium	5
Silver	10
Sodium	5000
Thallium	10
Vanadium	50
Zinc	20
Cyanide	10

(1) Subject to the restrictions specified in Exhibits D and E, any analytical method specified in ILM04 0, Exhibit D may be utilized as long as the documented instrument or method detection limits meet the Contract Required Detection Limit (CRDL) requirements Higher detection limits may only be used in the following circumstance

If the sample concentration exceeds five times the detection limit of the instrument or method in use, the value may be reported even though the instrument or method detection limit may not equal the Contract Required Detection Limit. This is illustrated in the example below·

For lead Method in use = ICP
Instrument Detection Limit (IDL) = 40
Sample concentration = 220
Contract Required Detection Limit (CRDL) = 3

The value of 220 may be reported even though the instrument detection limit is greater than CRDL The instrument or method detection limit must be documented as described in Exhibits B and E

(2) The CRDLs are the minimum levels of detection acceptable under the contract Statement of Work

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TARGET COMPOUND LIST AND CONTRACT REQUIRED QUANTITATION LIMITS

NOTE· Specific quantitation limits are highly matrix-dependent The quantitation limits listed herein are provided for guidance and may not always be achievable

All CRQLs are rounded to two significant figures

The CRQL values listed on the following pages are based on the analysis of samples according to the specifications given in Exhibit D

For soil samples, the moisture content of the samples must be used to adjust the CRQL values appropriately

1 0 VOLATILES TARGET COMPOUND LIST AND CONTRACT REQUIRED QUANTITATION LIMITS

	Volatiles	CAS Number	Quantitation Limits Water ug/L	Low Soil ug/Kg	Med Soil ug/Kg	On Column (ng)
1	Chloromethane	74-87-3	10	10	1200	(50)
2	Bromomethane	74-83-9	10	10	1200	(50)
3	Vinyl Chloride	75-01-4	10	10	1200	(50)
4	Chloroethane	75-00-3	10	10	1200	(50)
5	Methylene Chloride	75-09-2	10	10	1200	(50)
6	Acetone	67-64-1	10	10	1200	(50)
7	Carbon Disulfide	75-15-0	10	10	1200	(50)
8	1,1-Dichloroethene	75 35-4	10	10	1200	(50)
9	1,1-Dichloroethane	75-34-3	10	10	1200	(50)
10	1,2-Dichloroethene (total)	540-59-0	10	10	1200	(50)
11	Chloroform	67-66-3	10	10	1200	(50)
12	1,2-Dichloroethane	107-06-2	10	10	1200	(50)
13	2-Butanone	78-93-3	10	10	1200	(50)
14	1,1,1-Trichloroethane	71-55-6	10	10	1200	(50)
15.	Carbon Tetrachloride	56-23-5	10	10	1200	(50)
16	Bromodichloromethane	75-27-4	10	10	1200	(50)
17	1,2-Dichloropropane	78-87-5	10	10	1200	(50)
18	cis-1,3-Dichloropropene	10061-01-5	10	10	1200	(50)
19	Trichloroethene	79-01-6	10	10	1200	(50)
20	Dibromochloromethane	124-48 1	10	10	1200	(50)
21.	1,1,2-Trichloroethane	79-00-5	10	10	1200	(50)
22	Benzene	71-43-2	10	10	1200	(50)
23	trans-1,3-Dichloropropene	10061-02 6	10	10	1200	(50)
24.	Bromoform	75-25-2	10	10	1200	(50)
25.	4-Methyl-2-pentanone	108-10-1	10	10	1200	(50)
26	2-Hexanone	591-78-6	10	10	1200	(50)
27	Tetrachloroethene	127-18-4	10	10	1200	(50)
28	1,1,2,2- Tetrachloroethane	79-34-5	10	10	1200	(50)
29	Toluene	108-88-3	10	10	1200	(50)

	Volatiles	CAS Number	Quantitation Limits Water ug/L	Low Soil ug/Kg	Med Soil ug/Kg	On Column (ng)
30	Chlorobenzene	108-90-7	10	10	1200	(50)
31.	Ethylbenzene	100-41-4	10	10	1200	(50)
32	Styrene	100-42-5	10	10	1200	(50)
33	Xylenes (total)	1330-20-7	10	10	1200	(50)

20 SEMIVOLATILES TARGET COMPOUND LIST AND CONTRACT REQUIRED QUANTITATION LIMITS

	Semivolatiles	CAS Number	Quantitation Limits Water ug/L	Low Soil ug/Kg	Med Soil ug/Kg	On Column (ng)
34	Phenol	108-95-2	10	330	10000	(20)
35.	bis-(2-Chloroethyl) ether	111-44-4	10	330	10000	(20)
36	2-Chlorophenol	95-57-8	10	330	10000	(20)
37	1,3-Dichlorobenzene	541-73-1	10	330	10000	(20)
38	1,4-Dichlorobenzene	106-46-7	10	330	10000	(20)
39.	1,2-Dichlorobenzene	95-50-1	10	330	10000	(20)
40.	2-Methylphenol	95-48-7	10	330	10000	(20)
41	2,2'-oxybis (1-Chloropropane)[1]	108-60-1	10	330	10000	(20)
42	4-Methylphenol	106-44-5	10	330	10000	(20)
43	N-Nitroso-di-n-propylamine	621-64-7	10	330	10000	(20)
44.	Hexachloroethane	67-72-1	10	330	10000	(20)
45	Nitrobenzene	98-95-3	10	330	10000	(20)
46	Isophorone	78-59 1	10	330	10000	(20)
47	2-Nitrophenol	88-75 5	10	330	10000	(20)
48	2,4-Dimethylphenol	105-67-9	10	330	10000	(20)
49	bis(2-Chloroethoxy) methane	111-91-1	10	330	10000	(20)
50	2,4-Dichlorophenol	120-83-2	10	330	10000	(20)
51	1,2,4-Trichloro-benzene	120-82-1	10	330	10000	(20)
52	Naphthalene	91-20-3	10	330	10000	(20)
53	4-Chloroaniline	106-47-8	10	330	10000	(20)
54	Hexachlorobutadiene	87-68-3	10	330	10000	(20)
55.	4-Chloro-3-methylphenol	59 50-7	10	330	10000	(20)
56	2-Methylnaphthalene	91-57-6	10	330	10000	(20)
57	Hexachlorocyclo-pentadiene	77-47-4	10	330	10000	(20)
58	2,4,6-Trichlorophenol	88-06-2	10	330	10000	(20)
59.	2,4,5-Trichlorophenol	95-95-4	25	830	25000	(50)
60	2-Chloronaphthalene	91-58-7	10	330	10000	(20)
61.	2-Nitroaniline	88-74-4	25	830	25000	(50)
62.	Dimethylphthalate	131-11-3	10	330	10000	(20)
63.	Acenaphthylene	208-96-8	10	330	10000	(20)
64	2,6-Dinitrotoluene	606-20-2	10	330	10000	(20)
65	3-Nitroaniline	99-09-2	25	830	25000	(50)
66	Acenaphthene	83-32-9	10	330	10000	(20)
67.	2,4-Dinitrophenol	51-28-5	25	830	25000	(50)
68	4-Nitrophenol	100-02-7	25	830	25000	(50)
69	Dibenzofuran	132-64-9	10	330	10000	(20)

[1]Previously known by the name bis(2-Chloroisopropyl) ether.

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	Semivolatiles	CAS Number	Quantitation Limits Water ug/L	Low Soil ug/Kg	Med Soil ug/Kg	On Column (ng)
70	2,4-Dinitrotoluene	121-14-2	10	330	10000	(20)
71	Diethylphthalate	84-66-2	10	330	10000	(20)
72	4-Chlorophenyl-phenyl ether	7005-72-3	10	330	10000	(20)
73	Fluorene	86-73-7	10	330	10000	(20)
74	4-Nitroaniline	100-01-6	25	830	25000	(50)
75	4,6-Dinitro-2-methylphenol	534-52-1	25	830	25000	(50)
76	N-Nitroso-diphenylamine	86-30-6	10	330	10000	(20)
77.	4-Bromophenyl-phenylether	101-55-3	10	330	10000	(20)
78	Hexachlorobenzene	118-74-1	10	330	10000	(20)
79	Pentachlorophenol	87-86-5	25	830	25000	(50)
80	Phenanthrene	85-01-8	10	330	10000	(20)
81	Anthracene	120-12-7	10	330	10000	(20)
82	Carbazole	86-74-8	10	330	10000	(20)
83.	Di-n-butylphthalate	84-74-2	10	330	10000	(20)
84	Fluoranthene	206-44-0	10	330	10000	(20)
85.	Pyrene	129-00-0	10	330	10000	(20)
86	Butylbenzylphthalate	85-68-7	10	330	10000	(20)
87.	3,3'-Dichlorobenzidine	91-94-1	10	330	10000	(20)
88	Benzo(a)anthracene	56-55-3	10	330	10000	(20)
89.	Chrysene	218-01-9	10	330	10000	(20)
90.	bis(2-Ethylhexyl) phthalate	117-81-7	10	330	10000	(20)
91.	Di-n-octylphthalate	117-84-0	10	330	10000	(20)
92.	Benzo(b)fluoranthene	205-99-2	10	330	10000	(20)
93.	Benzo(k)fluoranthene	207-08-9	10	330	10000	(20)

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	Semivolatiles	CAS Number	Quantitation Limits Water ug/L	Low Soil ug/Kg	Med Soil ug/Kg	On Column (ng)
94	Benzo(a)pyrene	50-32-8	10	330	10000	(20)
95	Indeno(1,2,3-cd)-pyrene	193-39-5	10	330	10000	(20)
96	Dibenzo(a,h)-anthracene	53-70-3	10	330	10000	(20)
97	Benzo(g,h,i)perylene	191-24-2	10	330	10000	(20)

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3.0 PESTICIDES/AROCLORS TARGET COMPOUND LIST AND CONTRACT REQUIRED QUANTITATION LIMITS[2,3]

	Pesticides/Aroclors	CAS Number	Quantitation Limits Water ug/L	Soil ug/Kg	On Column (pg)
98	alpha-BHC	319-84-6	0.050	1.7	5
99	beta-BHC	319-85-7	0.050	1.7	5
100	delta-BHC	319-86-8	0.050	1.7	5
101	gamma-BHC (Lindane)	58-89-9	0.050	1.7	5
102	Heptachlor	76-44-8	0.050	1.7	5
103	Aldrin	309-00-2	0.050	1.7	5
104	Heptachlor epoxide[4]	111024-57-3	0.050	1.7	5
105	Endosulfan I	959-98-8	0.050	1.7	5
106	Dieldrin	60-57-1	0.10	3.3	10
107	4,4'-DDE	72-55-9	0.10	3.3	10
108	Endrin	72-20-8	0.10	3.3	10
109	Endosulfan II	33213-65-9	0.10	3.3	10
110	4,4'-DDD	72-54-8	0.10	3.3	10
111	Endosulfan sulfate	1031-07-8	0.10	3.3	10
112	4,4'-DDT	50-29-3	0.10	3.3	10
113	Methoxychlor	72-43-5	0.50	17	50
114.	Endrin ketone	53494-70-5	0.10	3.3	10
115	Endrin aldehyde	7421-93-4	0.10	3.3	10
116	alpha-Chlordane	5103-71-9	0.050	1.7	5
117	gamma-Chlordane	5103-74-2	0.050	1.7	5
118	Toxaphene	8001-35-2	5.0	170	500
119	Aroclor-1016	12674-11-2	1.0	33	100
120.	Aroclor-1221	11104-28-2	2.0	67	200
121.	Aroclor-1232	11141-16-5	1.0	33	100
122	Aroclor-1242	53469-21-9	1.0	33	100
123	Aroclor-1248	12672-29-6	1.0	33	100
124	Aroclor-1254	11097-69-1	1.0	33	100
125	Aroclor-1260	11096-82-5	1.0	33	100

[3]There is no differentiation between the preparation of low and medium soil samples in this method for the analysis of pesticides/Aroclors

[3]The lower reporting limit for pesticide instrument blanks shall be one-half the CRQL values for water samples.

[4]Only the exo-epoxy isomer (isomer B) of heptachlor epoxide is reported on the data reporting forms (Exhibit B).

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924 Bowen St., N.W.
Atlanta, GA 30318
Phone: 404/352-3882
July 15, 1999

Mr. Tim Torma
U.S. EPA, Office of Reinvention (1802)
401 M Street, S.W., Room 1025WT
Washington, D.C. 20460

Ms. Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, GA 30303

Subject: Comments on the Atlantic Steel Redevelopment Project XL Draft Final Project Agreement

Dear Mr. Torma and Ms. Glenn:

As we see it, the draft Final Project Agreement is an improvement over the draft Phase I Project Agreement. Probably, the most significant change from the perspective of Erosion/Stormwater Control is the following addition:

"Jacoby will install separate stormwater and sanitary systems." (p. 14)

We concur wholeheartedly with this change and urge that it also be listed in Section VII. "Intentions, Performance Measures, and Milestones".

However, we are perplexed as to how EPA can justify its failure to provide for the following:

(1) A comprehensive approach to watershed protection which will provide for mitigation of the impact of stormwater runoff which currently flows into the valley in which the 138-acre Atlantic Steel Redevelopment site is located and then detained there by existing wetlands, ponds, greenspaces and other pervious surfaces.

The Atlantic Steel property has been performing vital flood control and water quality improvement functions for decades. Now the Agreement indicates that these functions, at least for runoff arising upstream of this property, will be lost. Sadly, the Agreement, as currently set up, will allow the developer to pursue traditional storm drainage practice when it comes to stormwater originating offsite.

Specifically, the Agreement will allow this storm water, including that laden with lead and other heavy metals from

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the abandoned lead smelter known as the National Smelting and Refining site, to be piped through the Atlantic Steel property and ultimately to a combined sewer trunk downstream where this stormwater may or may not overflow from the Tanyard Creek CSO to the creek itself.

We contend this approach will not produce "superior environmental results".

(2) The 5-7 acre wetlands and ponds which have existed on the land now owned by Atlantic Steel since at least 1913 should be preserved. Shoal Creek, also known as the Stockyard Branch, should be kept out of a pipe in at least those reaches in which this waterway is still daylighted, including about a 900 foot long reach on the Atlantic Steel Redevelopment site itself.

A 1908 plat of land west of the intersection of Hemphill Ave. and 14th Street clearly show a branch or creek which flows through a culvert beneath Hemphill Avenue and onto land now owned by the Atlantic Steel Company. This branch appears to have been more than a first order stream by the time it reached the inlet to the culvert. A copy of this 1908 plat (which also available in Deed Book 280, pages 368-370 in the Fulton County Superior Courthouse) is attached.

EPA should never agree to destroy a daylighted creek and 5-7 acres of wetlands and especially not in the inner City where greenspaces with water amenities are in such scarce supply. For many of the 20,000 residents that the developer hopes to house on this site, greenspaces with water features and the diverse bird species and other wild creatures they will attract will be a definite PLUS. Why else have so many wanted to escape to the Georgia mountains/suburbs if a highly impervious, concreted cityscape was all that satisfying?

We think it is a mistake for EPA to rely on the judgement of city planners such as Andre Duany, who admitted that he had not even bothered to personally inspect the Atlantic Steel Redevelopment when he offered his design charette last fall. If EPA is looking for "superior environmental results", then we strongly urge you to seek input from city planners such as Anne Whiston Spirn, Professor and Chairman, Department of Landscape Architecture and Regional Planning, University of Pennsylvania. Ms. Spirn and many others have the knowhow to design humane cities -- cities in which their natural settings are taken into account to create better, more habitable urban environments.

With the current draft Final Project Agreement, the natural setting in which the Atlantic Steel Redevelopment site is situated has been virtually ignored.

(3) With respect to "Brownfield Remediation", we see only engineered solutions being offered. Why is the entire field of bioremediation in which at least 50 cleanup companies in the United States now

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participate being ignored? Numerous Superfund sites and contaminated groundwater locations have been cleaned up using bioremediation. (Please see, for example, an article by Thomas Y. Canby. "Bacteria: Teaching Old Bugs New Tricks", National Geographic (August 1993), pages 41 through 60; a copy of which is attached.)

EPA needs to be about the business of maximizing pervious surface areas on the Atlantic Steel Redevelopment site. The natural hydrological regime should be maintained. Unfortunately, the notion of capping the entire site keeps being pushed when bioremediation not only has been proven effective, even in dealing with heavy metals, but is considerably less costly than excavation/capping elsewhere. We urge you to investigate thoroughly the possibility of using bioremediation to clean up most if not all of the Atlantic Steel property.

Yours in saving Atlanta's fragile environment,

Vivian L. Steadman

Vivian L. Steadman, Ph.D. (Chemistry)

encls.: (a) 1908 plat of the White & McLendon Property.
(b) Photocopy of National Geographic article entitled, "Bacteria: Teaching Old Bugs New Tricks".

(180)

USEPA REGION 4 EMERGENCY RESPONSE BRANCH PAG

SITE ASSESSMENT REFERRAL FORM

SITE NAME: National Smelting & Refining TDD No: 04-9003-43

SITE LOCATION: (Attach Map) 451 Bishop Street, Atlanta, Georgia

DESCRIPTION OF TAT INCIDENT RESPONSE: (Include Dates) On 30 March 1990, TAT wa requested to do, composite sampling from (5) lead slag piles, samples were taken thru a series of grabs from (4) of the piles composited in (1) sample, and another series of grabs from the (5th pile) composite into (1) sample. Samples [CS-1] and [CS-2] respectively.

LONGTERM CLEAN-UP GOALS: Remove lead slag/dross from the site as soon possible.

SITE DESCRIPTION (Attach Site Layout Map)

TYPE OF FACILITY: Lead smelting & refining site that had been in operat from 1914 - 1981 (under N.L. Industries) and from 1981- 1984 when th facility went bankrupt.

KNOWN OR SUSPECTED HAZARDOUS SUBSTANCES PRESENT ON SITE: Lead, antimonial copper, zinc, lead dust, lead oxide, possible small amounts of sulfu acid from old battery recycling operation.

WASTE QUANTITY (Drums, Soils, Lagoons, etc...): Soils: lead slag/ dross, 16, cubic feet of lead dross.

REGULATORY STATUS Removal action approved . June 1989 . (old f previous EPA OSC Kelly McCarty)

OWNER / LESSEE - NAME: National Smelting & Refining (bankrupt 1984)

ADDRESS: PHONE:

SITE CONTACT - NAME PHONE:

ADDRESS: PHONE: 347-39

USEPA CONTACT - NAME Steve Spurlin PHONE: 352-41

TAT CONTACT - NAME Jim Ringwall

TARGET INFORMATION

OBSERVED RELEASE TO ENVIRONMENT (Attach Sampling Data) Y X

SURFACE WATER: leaching of metals from large bins into a drain ar large puddle does exsist, sump pump water treatment system, questi

GROUNDWATER: area supplied by city water system, intake upstrea Chattahoochee River

AIR: Contamination in the form of lead dust, miagrating from th via the wind.

SURFACE WATER

LOCATION LOCATION OF NEAREST DOWNGRADIENT SURFACE WATER BODY (Lake, Stream, Ocean, etc...) [Show On Map]: Surface wate leaching from the facility into Fulton County sewer system.

LOCATION OF SURFACE WATER INTAKE (Show On Map): sump pump sytem (see map).

NUMBER OF PEOPLE SERVED:

CITY/COUNTY WATER SYSTEM CONTACTS:

NAME: PHONE: NAME: PHONE

ADDRESS: ADDRESS:

RECREATIONAL USE (Boating, Fishing, Swimming, etc...):

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(180)

2 2 UU,

SITE ASSESSMENT REFERR ORM PAGE 2

SURFACE WATER (Cont...)

AGRICULTURAL USE:

SENSITIVE ENVIRONMENTS (Wetlands, Endangered Species):

THREAT TO HUMAN FOOD CHAIN:

GROUNDWATER

CITY/COUNTY WATER SYSTEM CONTACTS:

NAME: PHONE: NAME: PHONE.

ADDRESS: ADDRESS:

LOCATION OF WELLS (Show On Map):

DEPTH OF WELLS:

NUMBER OF PEOPLE SERVED:

PRIVATE WELL USE SURVEY (Number of homes within 0.5 miles of site)[Attach Survey Forms]:

KARST AQUIFER AREA (Limestone/Sinkholes).

ONSITE EXPOSURE/DIRECT CONTACT

SITE ACCESS (Restricted, Unrestricted): Somewhat restricted access, however vagrants have been seen on site.

OCCUPIED BUILDINGS ON SITE: none WORKERS ON SITE: clean-up contractor

SCHOOLS/ DAYCARE CENTERS WITHIN 0.5 MILES: Georgia Institute of Technology

EXPOSURE PATHWAYS (CONTAMINATED SOILS, LAGOONS, DRUMS, etc..): heavily contaminat soils, lead dust, and surface water.

POTENTIAL FOR AIR RELEASE (Describe Known Or ... Potential Sources Of Air Emissions On Site): lead dust (probability high)

OTHER COMMENTS

The immediate hazard is lead dust, which could become airborne and and possibly pose a health threat to surounding business, and residence (aparrments) within 100 yards distance.

The secondary hazard is metals leaching into the groundwater.

(181)

C O P Y

LOUIS PENEGUY
807 COURTENAY DRIVE, NORTHEAST
ATLANTA, GEORGIA 30306-3424
September 1, 2000

Governor Roy Barnes
State of Georgia
201 Capitol Building
Atlanta, Georgia 30334

Dear Governor Barnes:

This is an appeal for you to revise your authorization of the construction of the proposed "Seventeenth Street Bridge" between the Atlantic Steel project and the Midtown business district in the City of Atlanta.

Despite CRB Realty Director Charles Brown's statement that the project would benefit with the federal and state government's financing and construction of a bridge over the I-75/85 interstate highways, apparently there is a lack of understanding what a disaster it will be to the traffic flow where proposed bridge connects into the Midtown district. PLEASE drive or assign Green Light Committee members to provide you with a report of the status of the streets after traveling nowin this area (including Fourteenth, Fifteenth and Seventeenth east-west streets and Peachtree, West Peachtree and Spring north-south streets), before further action is taken on the proposed the bridge construction, to understand that traffic is a near standstill during business hours. Even today, numerous large construction residential and office towers are being built along these corridors. When the predicted 25,000 additional vehicles from the Atlantic Steel development joins today's traffic, questions will then arise, "Who and why was this idea approved?". This will especially true when the degree of air pollution will be increased due to the slow moving vehicles.

The solution for improved traffic flow from the development is to route it to Northside Drive, instead of over the bridge into the Midtown district.

Since the 140 acre development continues to be in its planning stage, it's community streets and avenues could be routed to direct all traffic to Northside Drive via multiple exits.

Northside Drive could be widened in north-south directions to accommodate the traffic flow. Unlike the developed Midtown district, the west side of Northside Drive currently is primarily the location of numerous ground level (and a few two floor level) businesses. To accommodate the owners, your Green Light Committee might be requested to oversee the relocation of the businesses. When developed into as a major traffic avenue, Northside Drive could provide an ideal route from the Atlantic Steel development direct into the Central City area. The revised route could be designed around the World Congress Center and Georgia Dome.

(181)

This development of Northside Drive would totally revitalize the west side of the avenue by_increasing property values. It would result in the location to become attractive to real estate developers. PLEASE DRIVE or request Green Light committee members to travel this route and report to you why this suggestion is a practical solution to the chaos which will result if the bridge is constructed.

During the expansion and improvement of Northside Drive, a two direction MARTA subway system could be established under the avenue. The origination of the subway system underground to a major station with in the Atlantic Steel Development would encourage riders to ride it rather than rely on surface vehicles. It would be logical for this subway southbound route to connect with the east/west MARTA line near the Georgia Dome, and into the Five Points station.

Cost of the development of Northside Drive and the subway system beneath it would be financed by the millions of dollars of funds currently proposed from the federal and state governments.

Your office might conduct surveys of problems currently resulting from traffic in the Midtown district where the bridge is proposed to be constructed with individuals who live and work in the district and with the property owners of the buildings in that area to inquire of their opinion of suggestions in this letter.

This is a prediction that in less than five years, the decision to NOT build the bridge, rather channel traffic from the development on to the Northside Drive route, will bring high praise from thousands of people who are familiar with the district!

(181)

Received 9/21/00

LOUIS PENEGUY
807 COURTENAY DRIVE, NORTHEAST
ATLANTA, GEORGIA 30306-3424

September 15, 2000

Mr. John Hankinson
Regional Four Administrator
United States Environmental Protection Agency
61 Forsyth Street
Atlanta, Georgia 30330

Dear Mr. Hankinson:

Regret I was unable to attend the September 12 meeting regarding the proposed Seventeenth Street bridge construction where I had hoped to present an alternate route for traffic scheduled to move from and to the Atlantic (Steel) Station project on completion of the development.

The enclosed copy of a letter addressed to Governor Roy Barnes outlines a proposal that rather than construct the bridge, traffic created by the development could travel westward and flow on Northside Drive.

A month of investigative testing of the air pollution currently distributed from the heavy traffic that moves in the area where the bridge is scheduled to exit vehicles into the Midtown district would undoubtedly provide your office with proof of a high percentage of pollution. Projected increase of traffic in this area due to the flow from and to the development would probably double the pollution problem.

Routing the traffic to/from the Central City district via Northside Drive would transfer the vehicle pollution to an area where far less traffic moves.

Your comments regarding this suggestion would be welcome.

Louis Peneguy

(182)

Received 9/21/00

September , 2000

To: Mr. Ben West
U.S E.P.A.

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours Truly, Karen Reese Turnell

I believe strongly in in-fill urban development but also believe strongly in protecting existing (and historic) intown neighborhoods. Please help us divert traffic as much as possible!

44 Park Lane
Atlanta, GA 30309

(183)

Received 9/21/00

Mimi Bondurant Hardie
126 Peachtree Circle, N E
Atlanta, GA 30309
404-815-6672
HardieClan@aol com

September 18, 2000

Mr Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S W
Atlanta, GA 30303

Dear Mr West

My Name is Mimi Hardie My husband Eben and I moved to Ansley Park a little over a year ago from Sandy Springs with our two young daughters, Sarah and Kacy I have lived in Atlanta all of my life My mother grew up at 31 Laffayette Drive, my father on Montgomery Ferry My grandmother lived in Ansley Park at 195 17th Street for over 40 years My husband's mother grew up on Maddox Drive Clearly our families are firmly rooted in the history of Ansley Park

Ansley Park has changed little in the 41 years that I have known it I fear, however, that Ansley Park is on the brink of a major change that will totally affect the quality of life that we currently enjoy and moved here for Do not get me wrong, I look forward to having additional quality residential, shopping and dining space nearby. I do, however, believe that the 17th Street Bridge and Extension would bring a flood of cars and pollution to our historic neighborhood that would detract from the Ansley Park that we have known and loved

I think alternative plans must be explored so as to protect Ansley Park from the increased cut-through traffic that the 17th Street Bridge and Extension would bring What about Deering Road? Is there a possibility that the Deering Road Bridge could be enlarged in a suitable manner? Can we stop the extension at Spring Street? How about making Ansley Park a gated community, or a community such as Peachtree Park, one where you can get in, but you can't get out

I do not believe that the bridge as it is currently proposed would not affect Ansley Park It is not possible that an additional 70,000 cars per day would not create more pollution and danger to the children playing in our yards I worry for the safety of our children and all of our residents

Please allow our historic neighborhood to remain in the friendly and neighborly state that is has been for the last 90 years Redesign the bridge so as to divert traffic away from Ansley Park

Sincerely,

Mimi Bondurant Hardie

Mimi Bondurant Hardie

K-111

(184)

Received 9/21/00

September 20, 2000

TO: Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, GA 30303

RE: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

We are residents of the Ansley Park neighborhood in Atlanta. We write to you to express our grave concerns with the above project. The 17th street bridge and extension threatens to cause a massive increase in cut-through traffic in our neighborhood endangering the safety of its residents especially our children, polluting our air and destroying the fabric of our neighborhood as we know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, we do no support the 17th street bridge and extension project. We appreciate your attention on this matter.

Yours Truly,

Mary Lou Alex Valentine

127 17th Street, NE
Atlanta, GA 30309

(185)

Received 9/21/00 (185)

John Wuichet
711 Delmar Ave SE
Atlanta, GA 30312
404-786-2445

19 Sep 2000

Mr. Ben West
Office of Environmental Assessment
US Environmental Protection Agency[1]
1 Forsyth St SW
Atlanta, GA 30303-8960

SUBJECT: COMMENT ON THE 17TH STREET/ATLANTIC STEEL REDEVELOPMENT PROJECT

Dear Mr West,

I comment as a former Home Park resident, current homeowner on a MARTA route, and potential landowner somewhere near AMTRAK's Crescent line.

The Atlantic Steel site is immediately adjacent to AMTRAK. Atlanta's AMTRAK station is immediately north of the site, and the AMTRAK rail line forms the site's long, sloping northern border.

In the entire EA there are zero references to AMTRAK. The only AMTRAK reference in the entire ProjectXL website was a citizen comment.[2] The organizations engaged in planning this site do not include AMTRAK. None of the MARTA or transit options consider any link to AMTRAK.

An inter-modal link to AMTRAK could help improve air quality. When people can travel to AMTRAK via MARTA rail, there is a reduction in vehicle miles traveled. We can currently travel to AMTRAK by bus, but the extra steps involved present a significant disincentive

AMTRAK and MARTA facilities could be improved in the process. A new AMTRAK/MARTA facility could be built just SW of the current AMTRAK station as an integral part of the Atlantic Steel site plan, providing a logical endpoint or connection point to the proposed MARTA rail spur.

Funding for a MARTA/AMTRAK link might be available through TEA-21. The very purpose of this statute is to encourage inter-modal transport

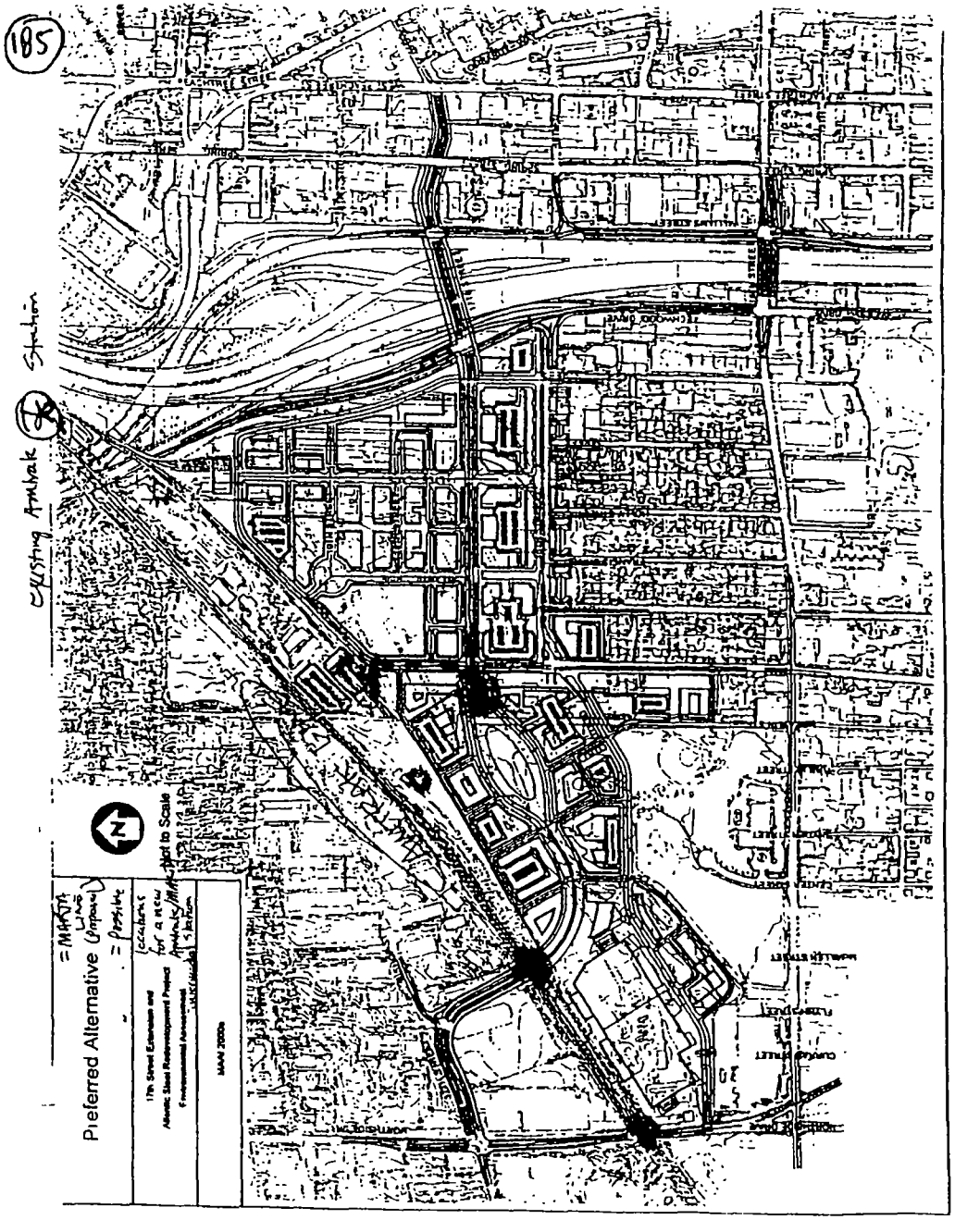
GADOT & MARTA seem to favor waiting for a different MARTA/AMTRAK link. An inter-modal center has been proposed for downtown, but is still many years away and may still exclude AMTRAK. We need better inter-modal facilities *now*; we now have a clear, simple, and timely opportunity

NEPA requires an AMTRAK analysis for this EA/EIS. With no analysis of any AMTRAK/MARTA inter-modal options, the EA has a serious flaw. To reject any inter-modal option, NEPA first requires a clear explanation

Map attached

John Wuichet

[1] Cc: Mr. Stewart Simonson, Corporate Secretary, Amtrak HQ, 60 Mass Ave NE, Wash., DC 20002, and Ms Jennifer Burke, President, Home Park Community Improvement Assn Inc, hpcia@mindspring.com
[2] http://www.epa.gov/ooaujeag/projectxl/atlantic/063099.htm



(186)

Received 9/21/00

Florence G. Phillips
76 Montgomery Ferry Dr. NE
Atlanta, Georgia 30309

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta Ga. 30303

Dear Mr. West: Re: 17th Street Extension + Atlantic Steel Redevelopment Project

As a resident of Ansley Park in Atlanta I am greatly concerned about the adverse effects of the above project will have on our neighborhood, especially since the environmental assessment fails to recognize that Ansley Park will be affected. Consequently, I am very much opposed to the present plans for the 17th Street bridge and feel that the plans must be amended to protect Ansley Park from the onslaught of additional pass-through traffic, and will very much appreciate your support of Ansley Park in this project.

Yours truly,
Florence G. Phillips

K-113

(187)

Received 9/21/00

September 20, 2000

To: Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street S.W.
Atlanta, GA 30303

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear MR. BEN WEST.

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours Truly

Mike Shelton (Shelton)

18 Polo Drive, NE
Atlanta, GA 30309-2720

(188)

Received 9/21/00

September 20, 2000

Mr Ben West
U.S. Environmental Protection Agency
Atlanta Federal Center
61 Forsyth St., S.W.
Atlanta Ga 30303

Re: Environmental assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr West:

I am a long-time resident of Ansley Park and am seriously concerned with the above project in that the 17th Street bridge extension threatens to cause massive cut-through traffic endangering safety measures, causing more pollution, and changing the character of our neighborhood as we now know it. I have already seen the effects of increased traffic through our neighborhood because of continuing development in the Mid-Town area.

It is hoped that plans for the bridge can be redesigned to divert traffic from Ansley Park lessening the above effects, identifying and mitigating them.

Very truly yours,
Otis Barrett
126 Montgomery Ferry Drive NE
Atlanta, Ga 30309-2713
404-875-1412 OR
" - 875-3898

(189)

Received 9/21/00

Mrs James E. Williams
6 Barksdale Dr. N E.
Atlanta, Georgia 30309-3302

Sept 20, 2000

Mr. Ben West
US Environmental Protection Agcy
61 Forsyth St SW
Atlanta, Ga 30303

RE: Environmental Assessment 17th St. Extension + Atlantic Steel Redevelopment Project

Dear Mr. West

I am a 33 year resident of Ansley Park and I love my neighborhood. I am so concerned that this proposed 17th Street bridge will cause horrible traffic conditions, more pollution and will endanger me as I take my morning walks around the park. I am 74 years old and hope to continue my neighborhood walks for many more years.

Please help us preserve our beautiful in-town neighborhood. Please redesign the project to divert traffic from my doorstep. I in place pray.

Yours sincerely,
Mrs Pat Williams

K-114

(190)

Received 9/21/00

Dear Mr. West,

I write to you concerning the Atlantic Steel Project and its effect on our neighborhood, Ansley Park.

I have another letter to the Alderman and one to the Mayor announced Friday & now another letter, this one to you.

Please do not approve this huge project now in our neighborhood.

We are enamored about the manner in which traffic, pollution and the possibility of the ocean is come to our neighborhood, its parks, and its preschool as the Atlantic Presbyterian Church.

Please do not approve this project. We can't take

K-115

(191)

Received 9/21/00

Morgan Keegan

Robert A. Jetmundsen
Managing Director

Morgan Keegan & Company, Inc.
One Buckhead Plaza Suite 1600
3060 Peachtree Road N.W.
Atlanta Georgia 30305
404/240 6754 WATS 800/597 7097

Members New York Stock Exchange Inc

September 20, 2000

Mr. Ben West
U.S. Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303

Dear Mr. West,

The access road that was built years ago to bring southbound I-85 traffic into town dumps into Ansley Park. I suppose a bunch of studies were done to show how this wouldn't happen, if not, shame on the neighborhood for being so complacent

I ask you to go get a cup of coffee one weekday morning, sit down at the corner of Peachtree Circle and the BP station and see for yourself. I'll happily join you if I can, and pour your coffee as traffic pours into the neighborhood. I am very concerned about what already is happening and can not imagine you would think otherwise if you just saw for yourself how beautiful Peachtree Circle becomes a raceway for (road raged) I-85 travelers that feel the need for speed on their home stretch to their offices in Colony Square All the Kings studies and all the Kings men, can't dispute the traffic already getting in.

Ever wonder why a lot of real estate developers move out of town, usually Florida, after getting rich? Maybe they can't stand the pollution and traffic. Prime pieces of real estate in our city should get the greatest projects. Great projects are the ones that work for everyone. Putting a major bridge across the highway sure raises the value of that old steel mill property. Palm Beach, get ready! Rich Atlantans on their way.

Yesterday, I visited the offices of Fuqua Ventures From the top floor of that building in midtown, you can really appreciate Ansley Park, and Atlanta in general. The green, peaceful areas in the middle of bustling Atlanta might be worth guarding. Call Mr. Fuqua, and ask him if you can come take a look. Be sure he points out the Botanical Gardens for you.

I hope to hear from you about this important issue.

Sincerely yours,

Robert "Bobbo" Jetmundsen
25 Inman Circle
Atlanta, Ga 30309

Office 404-240-6754

(192)

Received 9/21/00

September 19, 2000

Dear Mr. West,

We have lived in Ansley Park since 1973. We are writing to express our grave concerns with the 14th Street Extension Atlantic Station redevelopment project. We do not support the project as presently proposed.

Sincerely,

Arthur J. Langlois
76 Park Lane NE
Atlanta, GA 30309

(193)

Received 9/21/00

Mr. Ben West
United States Environmental Protection Agency

Dear Mr. West

I'm writing to express my concern over the EPA study as presented recently to the residents at Ansley Park.

It concluded that there was little or no effect of this massive project on the area including nearby Ansley Park, where I live.

I find it hard to believe that this study should be taken seriously. With traffic on the area already grid'locked at certain times of the day I hate to think what it will be like if this project is carried out as shown

I hope you will take a further look at this study with a realistic view of the potential impact of the project in mind

Very truly,

Milton I. Ferguson

93 Inman Circle Atlanta GA 30309

(194)

Received 9/21/00

JAMES RAY PAYNE

49 Avery Drive, N. E. Atlanta, Georgia 30309-2701
Telephone (404) 873-1014 FAX 404-817-0392

September 19, 2000

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S. W.
Atlanta, GA 30303

Re: Environmental Assessment of 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

I have been a resident of Atlanta Park for over 25 years and I have seen many development issues come and go which were politically motivated. However, I must express my greatest concern over this latest plan to dump this tremendous amount of traffic into our neighborhood to relieve a commercial project, yet to be built, by means of the 17th Street bridge and extension. Logic would dictate that this traffic should go right onto the expressway from whence it came.

I think it is obvious that no one has taken the time to assess present traffic on Peachtree Street in Midtown which is a "moving parking lot". More traffic means that cars will seek to exit Peachtree in order to try other thoroughfares. Naturally that means going through Ansley Park a residential neighborhood with children. The impact of this would be devastating and dangerous!

I respectfully implore your department and the other associated divisions of government to think carefully about the impact on an historic neighborhood. Please serve the people first before serving the interest of a commercial entity that creates this whole issue.

Sincerely,

James Ray Payne

James Ray Payne

cc: Mr. John Hankinson
cc: Mr. Jim Kutzman

K-117

09/08/2000 21:30 4048921555 SELLY & GEORGE PAGE 01

(195)

Received 9/21/00

September 11, 2000

To: Ben West

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours Truly

Sally and Walter George (George)
100 Westminster Drive
Atlanta, GA 30309

(196)

Received 9/21/00.

SUSAN D. SPRIGGS

September 10, 2000

Mr. Ben West
John Hankinson
Jim Kutzman
U.S. Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303

Re. Environmental Assessment 17thStreet Extension

Dear Sirs

In January of this year, I became a new resident to Atlanta and to Ansley Park. I have studied and lived in different urban areas all of my life but never before lived South of Washington DC. In deciding to move here, some things worried us about Atlanta: the level of pollution, the traffic, the smog, and friends' warnings that "you can't get anywhere in Atlanta without a car" Another concern was that "white flight" had left Atlanta without a "people's downtown", a place to walk and shop in an urban downtown setting. When we found Ansley Park, we found a place where we could live in the center of the city, a place where families and their pets could thrive and walk to the culture of mid-town. We knew from the history of Ansley Park that it had struggled to take back the neighborhood and restore the houses and because of their success, people were finally moving back into the city

After attending several meetings regarding the 17th Street Bridge, it has become clear that if the project goes ahead as proposed, Ansley Park will change significantly with traffic and added pollution. How do you rescue a neighborhood from decline and flight just to lose it to poorly designed urban sprawl?

As an environmentalist, I applaud the restoration of the Atlantic Steel site. Frankly, I find the prospect of a mall three times the size of Mall of Georgia appalling. I have devoted much of my career to urban renewal and bringing jobs back to the city. I recognize how essential this is if we are ever to bring full employment to our cities. Cities around the world are becoming more livable and people are moving back into the cities for this reason. A modified approach to the Atlantic Steel project can only enhance Atlanta What we need to do is to compromise so that we find a way to meet all of our goals

Sincerely,

Susan D. Spriggs

34 Inman Circle, Atlanta, GA, 30309
Phone 404-874-7763 Fax 404-876-0762 email: Soapbox111@aol.com

K-118

TO: BEN WEST (197)
US ENVIRONMENTAL PROTECTION AGENCY
SAM NUNN ATLANTA FEDERAL CENTER
61 FORSYTH STREET, SW ATLANTA, 30303-8960

17th ST / HS

Received 9/21/00

NAME A.K. PARKER
ADDRESS 49 SOUTH PRADO
ATLANTA, GA
30309

COMMENTS THE BRIDGE PROJECT THREATENS TO DESTROY THE QUALITY OF LIFE IN HISTORIC ANSLEY PARK. PROPOSAL TAKES AN 'F' LEVEL INTERSECTION (14th + PEACHTREE) AND MOVES IT NORTHWARD TO 17th AND PEACHTREE & THE ENTRANCE OF OUR NEIGHBORHOOD. WITH TWO LEFT TURN LANES FROM I-85 EASTWARD, CLEARLY THE BRIDGE IS ALSO BEING USED AS A I-85 EXIT FOR ALL EASTBOUND TRAFFIC TO VA. HIGHLANDS, ANDERLIN-

(please print)

PAGE 1 OF 2

17th ST/HS

NAME AK PARKER
ADDRESS 49 SOUTH PRADO
ATLANTA, GA.
30309

COMMENTS SLOPE, DEFLATIVE... THE CONSERVATIVE TRAFFIC ESTIMATES IN THE EA DO NOT ACCURATELY PROJECT THE HUGE NEGATIVE IMPACT THIS PROJECT WILL HAVE ON ANSLEY PARK. THE CONCLUSION THAT THIS PROJECT WILL HAVE NO IMPACT ON ANSLEY PARK IS INVALID. TRAFFIC DIVERSION MEASURES, FUNDING FOR IMPLEMENTATION AND THE QUALITY OF LIFE IN ANSLEY MUST BE ADDRESSED.

(please print)

PAGE 2 OF 2

(198)

17th St / A.S

Received 9/21/00

F. J.

NAME PATSY J. SEARY

ADDRESS 1160 14TH PLACE NE
ATLANTA, GA. 30309

404-881-6342

COMMENTS IN FAVOR OF BRIDGE

(please print)

(199)

Received 9/21/00

September 21, 2000

To: MR. BEN WEST
USEPA
ATLANTA FEDERAL CENTER
61 Forsyth St. SW.
Atlanta, Ga. 30303

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear MR. WEST :

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours Truly

145 15th St, NE, #625
Atlanta, Ga. 30309

(200)

Received 9/21/00

j-e-clarke@mindspring.com
09/21/2000 11.16 AM

To Ben West/R4/USEPA/US@EPA, hankinson.john, Jim Kutzman/R4/USEPA/US@EPA

cc

Subject Environmental Assessment 17th St Extension and Atlantic Steel Development Project Fulton County, Georgia

Dear Mr West, Hankinson, and Kutzman,

Please, Divert 17th St Bridge Traffic from Ansley Park

As a resident of Ansley Park, I am quite concerned that this neighborhood will become the major artery from 17th Street to Piedmont Ave , thus causing a significant increase in both volume and speed of traffic in this community. Let's be honest commuters are not going to drive at the posted 25 MPH speed limit, and there will be a great deal more cars threatening the safety of our children, animals, and pedestrians

The present Environmental Assessment does not include any recognition of the impact this project will have on Ansley Park Why was the most obvious cross-town artery not even addressed?

Please Initiate two actions before finalizing your decision on this project

1) Redesign the present plan to divert traffic away from Ansley Park

2) Identify the impacts on Ansley Park and provide mitigation to remedy those impacts

I want the 17th St Project to be a win win for both the newcomers and for those of us who already live here. Please do not ignore the needs of Ansley Park for the political benefit of the Atlantic Redevelopment Project

Sincerely,

John G Clarke 149 Barksdale Ave NE 404-873 0454

(201)

Received 9/21/00

cmaxwell@templeton.com
09/21/2000 06 41 PM

To: Ben West/R4/USEPA/US@EPA

cc

Subject Ansley Park Resident Concerned

Dear Sir,

I am a resident of the Ansley Park neighborhood in Atlanta I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today The environmental assessment fails to recognize that Ansley Park will even be affected by this project

Before this project proceeds, current plans for the 17th street bridge must be redesigned to divert traffic away from Ansley Park In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts As presently proposed, I do not support the 17th Street Bridge and extension project

Yours Truly,

D Craig & Julie Maxwell
245 Peachtree Circle NE
Atlanta, GA
30309-3206

(202)

Received 9/21/00

alo@us.ibm.com
09/21/2000 04 44 PM

To Ben West/R4/USEPA/US, John Hankinson/R4/USEPA/US, kutzman mim@epamail epa gov, exec dir@grta org, tom coleman@dot state ga us, joe pallad@dot state ga us, jerry franklin@fta dot gov, larry dreihaup@fhwa dot gov, kashe46@mindspring com, rpitts@ci atlanta.ga us, watsona@gtlaw com

cc:
Subject 17th Street Bridge and the right to Public Safety

I am writing as a plea for your positive consideration for the safety and quality of life of the people who live in Ansley Park. I am writing to vehemently object to the traffic patterns that will result from the 17th Street Bridge as it is currently conceived

I have been a resident of Ansley Park since 1981 I live at 45 Montgomery Ferry Drive, which is right at the intersection of where Beverly (coming from WSB) "T"s into Montgomery Ferry If you drive through our neighborhood, you probably go past my house Beverly and Montgomery Ferry are neighborhood streets People bike, push strollers, run and walk on these streets

Unfortunately, because of poor street flow around the north end of Ansley Park (where West Peachtree and Peachtree come together to our west and Piedmont as the main thoroughfare to our east), THOUSANDS of cars come by my house daily TODAY!! And they often travel without regard for the safety of pedestrians or for those responsible drivers travelling at the speed limit Being passed by cars that the police have clocked at 50 mph and much higher in a 25 zone is not uncommon.

As designed, east side access and egress to the 17th Street Bridge will only make it much worse. You don't need a study for that -- just plain old common sense. Someone has not been paying attention

Atlanta is known as the "city too busy to hate" I am afraid that it is becoming the CITY TOO BUSY TO CARE

I have rarely heard public safety stated as a desired value of our traffic designs -- certainly never as a primary concern Always the mantra is improving the flow of traffic, but without even lip service to the safety of those impacted by it Safety is a right and we demand it I am a absolute believer in the value of an strong urban environment to the fabric of our society. Safety and quality of life are integral to that concept

And thus I have donated to our legal fund to protect our rights and will continue to do so until you reach your senses I fully and unequivocally support the effort by the Board of the Ansley Park Civic Association to see that it happens I urge you to work with them

Sincerely,

Al Olszewski
45 Montgomery Ferry Drive, NE
Atlanta, GA 30309

K-120

(203)

Received 9/21/00

Pattersongeo@aol.com
09/21/2000 08 57 AM

To Ben West/R4/USEPA/US

cc
Subject: Atlantic Steel and the 17th Street Bridge and extension

I am writing to express my opposition to the above named project My wife and I have carefully considered the information available to us and find the current status of not having a complete environmental assessment which includes the greater Ansley Park neighborhood a serious dereliction of duty At the current rate of development and subsequent changes to our currently challenged air quality and water runoff will certainly be noticed in a complete commissioned study To us this is not a traffic issue but a quality of life sacrifice for an imagined common good Your support to wait on a complete study is more worthy

Regards,
George & Candace Patterson
175 15th Street #409
Atl, GA 30309

(204)

17th St / 14 5.

Received 9/22/00

NAME Wenji Zou
ADDRESS 1388 West Peachtree Street, N.W. Apt. C2
Atlanta, GA 30308
E-mail: wenji@littlecommonwealth.com

COMMENTS "Crowding is a chronic condition lasting for months or years, it is unrealistic to assume that we could reproduce it in laboratory with human subjects." by Bell
Environmental Psychology
The Proposal for Atlanta Steel project is a failure.
It lacks a clear intention. These ideas, which listed in the Need and Purpose statement; "reduce overall emissions." "site cleanup", "certain on-site design elements. (needs)" and "development of transportation infrastructure" were not explained, indicated, or predicted clearly in the scoping.
· The ~~city~~ proposed city blocks are too larg compared to the density of surrounding areas.
· The larg parking lots indicates the ~~be~~ developer still has the intention of increasing automobile usage in the area. With this intention, l

(please print)

(205)

Received 9/22/00

September , 2000

To:

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours Truly

Linda S. Hunt

K-121

(206)

SAFELY TREATING OUR POLLUTION
354 9TH ST., N.E. • ATLANTA, GEORGIA 30309 • 873-6417

Received 9/22/00

September 22, 2000

Mr. Ben West
Office of Environmental Assessment
U.S. Environmental Protection Agency
Sam Nunn Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, GA 30303-8960

Subject: Environmental Assessment 17th Street Extension
(GDOT Project NH-7141-00 (900) P.I. Number 714190)
and Atlantic Steel Redevelopment Project
Fulton County, Georgia

Dear Mr. West,

The subject Environmental Assessment fails to deal adequately with water issues.

Our elected officials have created a special tax allocation district that can support this project with $400 million to $600 million in revenue bonds to deal with environmental problems both on the site and in the surrounding areas. The EPA should seize this opportunity to "produce superior environmental results". Instead these funds will apparently be used, in part, to build parking decks for the developer.

We urge you to take all necessary steps to insure that any "build" alternative incorporates the following basic concepts:

1. **Stormwater runoff laden with lead and other contaminants from the National Smelting and Refining site should not be permitted to flow via any piping system into Tanyard Creek.**

   Currently, runoff from this site is piped under the Atlantic Steel site to existing settling ponds. The Environmental Assessment shows that this runoff will be directed into a new storm sewer bypass system. This approach will eliminate the storage and settling historically provided by the Atlantic Steel site. It provides no pretreatment for this industrial stormwater runoff. Stormwater contaminated with lead and other pollutants will flow through Tanyard Creek and Peachtree Creek to the Chattahoochee River.

2. **The stormwater contamination and flooding in the 503-acre Shoal Creek catchment area should be mitigated within this catchment area.**

   Holding ponds and wetlands on the Atlantic Steel site have historically helped mitigate these problems. Additional or alternative holding (ponds or tanks) and treatment facilities, both upstream and on-site, would "produce superior environmental results". Funding is available. EPA policy encourages looking beyond the boundaries of any specific study site to the larger

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catchment area to define problems and solutions. Yet the Environmental Assessment (EA) totally ignores this directive.

3. **Sanitary sewers and polluted groundwater should be separated from stormwater runoff in the entire 503-acre catchment area.**

   This objective will apparently be met for the 138-acre Atlantic Steel site but will not be met throughout the entire 503-acre Shoal Creek catchment area. The EA is completely silent on the latter, the "larger picture". The absence of sewer separation throughout the catchment area makes solutions to other water problems decidedly more complex. Again, EPA policy promotes looking beyond the specific site boundaries to identify problems and develop solutions. Again, appropriate funding is available.

4. **Shoal Creek, its wetlands, lakes and riparian corridor should be restored and protected.**

   The EA includes no assessment of the value of a restored Shoal Creek riparian corridor. Nevertheless, this riparian corridor enhances local air quality, as well as sustains a valuable water resource and provides urban aesthetics.

   Even though the U.S. Army Corps of Engineers considers both parts of this "stream and pond system 'waters of the U.S.'" (see letter of January 7, 2000 from Willian L. Cox, Chief Wetlands Section, to Colonel Joseph Schmitt, U.S. Army Corps of Engineers), the developer's consultants have consistently sought to deny such a designation for Shoal Creek. Their repeated labelling of its 900 foot-long, daylighted reach as the "western sedimentation basins" (EA, Figure 3-1) is apparently paying off. According to the EA, nothing by way of compensation is being offered for destroying Shoal Creek and its riparian corridor. Moreover, the total amount of mitigation for the 3.75 acres of wetlands (upper middle and eastern upper impoundments) is just $100,000, even though the remaining 134 acres of buildable land on the Atlantic Steel site are valued at more than $500,000 per acre.

At a time when the EPA has engaged the City of Atlanta in Federal Consent Decrees which require the City to clean up our urban streams, it is disturbing to see the EPA endorsing the poor solutions presented in the subject Environmental Assessment.

Given the Atlantic Steel Project XL's extraordinary convergence of highly qualified developers, an above ground plan which is garnering national attention, and more than enough funding to turn out "superior environmental results", is it wise for EPA to endorse below ground solutions that yield such poor water quality?

Very truly yours,

Bill Eisenhauer
President

cc: John H. Hankinson, Jr., Regional Administrator

K-122

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In-Situ Water Chemistry and Fish Collection Data
for Atlanta's Urban Streams

Stream, Site ID No. (See footnote)	No. of Fish Species/ Individuals (% Non-Native Individuals)	Temp. (deg. C)	pH	DO (mg/l)	Conductivity
Intrenchment Creek, #1(a)	1/73 (100%)	15.3	6.32	9.9	164
Intrenchment Creek, #2(a)	0/0 (N.A.)	15.7	6.46	8.5	161
Nancy Creek, #1(c)	5/11 (55%)	8.65	6.64	10.8	91
Nancy Creek, #2(c)	4/57 (86%)	8.9	6.67	10.9	104
Proctor Creek, #1(b)	2/44 (0%)	9.9	7.08	11.1	187
Proctor Creek, #2(b)	0/0 (N.A.)	9.7	7.10	9.8	304
Proctor Creek, #3(d)	7/29 (62%)	11.4	6.99	9.9	339
Peachtree Creek, #1(c)	4/20 (85%)	8.5	6.02	9.9	128
Peachtree Creek, #2(c)	4/43 (74%)	8.8	6.65	10.0	129
Peachtree Creek, #3(c)	4/16 (75%)	9.3	6.88	10.3	150
Sandy Creek (d)	2/14 (79%)	12.5	6.76	9.3	174
South River, #1(a)	0/0 (N.A.)	16.7	6.73	10.7	234
South River, #2(a)	10/34 (35%)	14.9	6.99	8.9	220
South River, #3(a)	0/0 (N.A.)	15.2	6.2	8.73	250
South River, #4(b)	2/2 (0%)	10.8	6.63	8.4	205
Tanyard Creek (c)	0/0 (N.A.)	11.4	7.23	9.4	413
Utoy Creek, #1(b)	7/14 (57%)	9.6	6.42	10.0	112
Utoy Creek, #2(b)	7/27 (30%)	9.9	6.67	9.6	116
Utoy Creek, #3(d)	5/9 (0%)	10.4	6.70	9.9	118

Footnote: Samples at locations denoted (a), (b), (c), & (d) were taken March 16, 17, 18, and 19, respectively. Data compiled from Mantech Environmental Technologies, Inc. The Results of Fish Collections Conducted on Wadeable Urban Streams in the Metropolitan Atlanta Area; March 22, 1998.

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Fulton County Review Number F4

SOIL AND WATER CONSERVATION DISTRICT
EROSION AND SEDIMENT CONTROL PLAN REVIEW

Plan Dated 08/04/00 Disturbed acreage 122

Total acreage

Atlantic Steel Redevelopment — Project Name
City of Atlanta, Fulton County — Address (including county)

Specific Information on Project location

N/A — Date Application Received by Issuing Authority
09/06/00 — Date plans Received by technical Reviewer

Jacoby Atlantic Redevelopment L.L.C. — Applicant
807 South Park St — Address
770/810-1887 — Phone Number

Reason of Technical Review

☒ The erosion and sediment control plan for the above named project or activity meets the requirement of the erosion and sediment control ordinance or rules and regulations governing land-disturbing activities in City of Atlanta under provisions of the Erosion and Sedimentation Act of 1975, as amended

☐ The erosion and sediment control plan does not meet said requirements in _____ through failure to include the following:

The PCSWD has reluctantly with the great reservations decided to ratify this plan. We have moved quickly because of our concern for public health, even though that has absolutely nothing to do with the real issue of how waters of the state should be determined.

While our staff feels the project meets BMPs, their review is based on both the City of Atlanta and EPD's determination that the "stream and pond system" is not state waters. We disagree with this determination, and the District feels that the rationale presented by the City and EPD does not comply with the language of or the spirit in which the Clean Water Act was written.

EPD has stated that this is a unique waterway system and that this determination in no way sets a precedent determining other State Waters, and we welcome this stipulation, because without it we could not ratify this plan. (Reference: Alan W. Hallum, Chief Water Protection Branch, EPD, in his letter August 30, 2000 to Norman A. Koplon Interim Commissioner, Dept. of Public Works, City of Atlanta.)

Further, we would like to point out that EPA considers this "stream and pond system," waters of the U S and has requested and received wetland mitigation for the destruction of this stream and wetland area. (Reference: their letter January 07, 2000 from William L. Cox, Chief Wetlands Section, to Col. Joseph Schmitz, US. Army corps of Engineers.)

Finally, the waterway is badly polluted, but this is no reason to deny that this stream is or isn't state waters. The fact that the stream flows into a CSO is also not a valid reason for determining state waters especially since the present CSO configuration is only a temporary gap measure. Most citizens in the area believe the sewage problem in this stream is a recent event that was most likely caused by the City's aging sewer system. There was a stream in this channel prior to 1913 and it is reasonable to assume that its waters are

09 22 00 09:58 FAX 770 433 3593 S.P. RICHARDS CO CREDIT
GA SOIL & WATER TEL:770-761-3022 Sep 22'00 9:02 No.001 P.

206

simply co-mingled with other flows. It should be separated and returned to tanyard creek watershed where it belongs

Technical Review by Jack Hamilton

Organization SSWCC

Date 09/06/00

The technical review as accomplished and reported above was done at the request of and is concurred in by the Fulton County Soil and Water Conservation District.

District Supervisor Date

09/22/00 FRI 09:02 [TX/RX NO 9313]

(207)

Received 9/21/00

Woodruff Arts Center

Alliance Theatre Company · Atlanta College of Art
Atlanta Symphony Orchestra · High Museum of Art · 14th Street Playhouse

September 21, 2000

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta GA 30303

Dear Mr. West

I am writing to let you that the Woodruff Arts Center is supportive of the Atlantic Steel redevelopment project and the 17th Street Bridge despite the fact that it will negatively impact property we own between Spring Street and West Peachtree at 17th Street. We believe that Atlantic Station, if built as planned, will be an important and necessary addition to the revival of Central Atlanta, as well as the larger metropolitan region. Its urban mix and use concept is an important part of Midtown Blueprint and critical to future quality of life in our arts district.

The Center has tracked the progress of the Atlantic Steel redevelopment since it was first announced. The Center Board and its Executives have heard presentations on the project and questioned Midtown Alliance officials on resulting impact issues. In addition, my staff and I have had numerous meetings with the leadership of Atlantic Station, LLC.

We know and appreciate the concerns of our neighbors in Ansley Park, where several of our key Executives and Board members live – myself included, but are convinced that there are practical solutions to their concerns.

In short, we support this development and hope you will call on us if needed.

Sincerely,

Shelton g. Stanfill
President & CEO

SgS lkl

Always Something New

K-124

1280 Peachtree Street, NE · Atlanta, Georgia 30309 · www.woodruffcenter.org · 404.733.4200

(208)

Received 9/22/00

Dear Mr West.

My husband and I live in Ansley Park in a Neal Reid House, built in 1912.

After living in Seattle for many years, where every neighborhood is new, we appreciate our historic area, an oasis among hi-rises.

Please listen to our community and our worries about the harmful environmental impact the 17th St. Bridge will have on Ansley Park.

Thank you.

Mary W. Collins
218 15th St NE
Atlanta 30309

September 20, 2000

(209)

Received 9/22/00

john d fortin

From: john d fortin <johnfortin@mindspring com>
To: <constitution@ajc.com>
Cc: <West.ben@epa gov>; <Hankinson john@epa gov>; <Kutzman Jim@epa gov>; <Exec dir@grta org>; <Tom coleman@dot state ga us>; <Joe Palladi@dot state ga us>, <Jerry franklin@fta dot gov>, <Larry dreihaup@fhwa dot gov>; <kashe46@mindspring com>, <Rpitts@cl atlanta ga us>, <Watsona@gtlaw com>; <APCAZoning@aol com>
Sent: Wednesday, September 20, 2000 9 50 PM
Subject: Atlanta: The City Too Busy To Plan Atlantic Steel

While we're stuck in gridlock traffic, think about Atlanta's past transportation and environmental mistakes What can we learn from them to preserve and improve quality of life for future generations? And how can we influence the Atlantic Steel project's design to accomplish this? Consider a top ten list of past sins that have plagued Atlanta.

10 An overall metro transportation strategy based on paving Native American trails

9 Street design that promotes Spaghetti Junction, few sidewalks, and cutting through neighborhoods to travel east-west

8 Street maintenance with enough holes to be mistaken for Bosnia

7 A limited rail system that ignores obvious destinations such as the Braves, Hawks, Falcons and new Atlantic Steel city-within-a-city.

6 Alleged kickbacks under FBI scrutiny

5 Fewer acres devoted to parks than other great cities.

4. Repeated violations of environmental laws with over $1 million fines per day

3 New water treatment plants that have unproven design and poor results

2 Worst air pollution of any city in the country

1 Longer commute time than New York, Los Angeles, and Chicago

What have we learned from these mistakes? Apparently not much. An alarming example is the Atlantic Steel developers' proposed 17th Street Bridge. The developers "plan," as rubber-stamped by the Environmental Protection Agency, condones

- $80 million of taxpayer money to fund a private project
- dumping traffic into Midtown with no access back to the interstate
- 100,000 extra car trips per day
- no use of rail initially, if ever
- massive cut-through traffic in Midtown neighborhoods

How can a development over three times the size of the Mall of Georgia have, as the EPA claims, "no impact on Midtown neighborhoods' congestion, safety, and pollution?" If we don't take time to plan now, when will we have another chance to get it right?

John Fortin
Atlanta

9/20/2000

K-125

(210)

Received 9/22/00

Dear Mr West:

After attending the public hearing for the proposed 17th Street Extension and the Atlantic Steel Redevelopment Project, I am extremely concerned. Your slide presentation was slick and well put together. Unfortunately, what you are proposing threatens to destroy the quality of life in historic Ansley Park; and a pretty slide show can't disguise that from our neighborhood. I reside on Peachtree Circle, fully included in your project study. The environmental assessment completely fails to even recognize that our neighborhood will be affected by this project. This is totally unacceptable. I expressed these serious concerns over the phone to Christopher Leng-Smith with AIG. He called me after the hearing as he'd been led to believe that all neighborhoods were pleased with the current plans. He is well aware of the APCA position now.

Traffic must be diverted away from Ansley Park. The current plans for the 17th Street bridge must be redesigned. I have two small children whose safety and health are endangered by this project, not to mention the rest of the residents in Ansley. My seven year old has Reactive Airway Disease, similar to asthma, so I watch the smog levels in Atlanta far more than the average parent. The impacts on our neighborhood may not, under any circumstance, be overlooked. They need to be addressed and necessary funding provided to implement any recommended and appropriate traffic calming measures.

As currently proposed, I DO NOT support the 17th Street bridge and extension project.

Sincerely,
Lisa Hoffman
Lisa Hoffman

41 Peachtree Circle, NE
Atlanta, GA 30309-3518

Sept. 20, 2000

(211)

Received 9/22/00

September 21, 2000

Mr. Ben West
U S Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, Georgia 30303

Dear Mr. West:

I am a resident of Ansley Park, and deeply concerned about the impact on the neighborhood of the proposed 17th Street Bridge and Atlanta Steel Redevelopment Project. As presently envisioned, this project will do irreversible damage to a valued community, and aggravate traffic, congestion, pollution and issues of safety. Many major cities have regretted their race to development, at the expense of in-town neighborhoods, and tried to provide resuscitation too late.

I am not opposed to progress, or development I would urge you to re-examine the present plans in order to divert traffic away from Ansley Park, and provide measures to ameliorate the adverse impacts of this current project's execution As it stands presently, I cannot support the 17th Street Bridge and extension project

Yours truly,

Stephen Brickley

Stephen M Brickley

K-126

(212)

Received 9/22/00

20 September 2000

Mr. Ben West
United States Environmental Protection Agency
Sam Nunn Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, Georgia 30303-8960

Re: Georgia Department of Transportation
Proposal for Atlantic Steel

Dear Mr. West:

This is in response to the Georgia D O T roadwork proposal, as presented 12 September 2000. Thank you for providing the opportunity to comment.

Appropriately, the E.P A.'s involvement with the Atlantic Steel development has been to question the impact of this development on our environment The E P A has maintained that the reason for its involvement is to decrease our reliance upon single occupancy vehicles and, ultimately, to mitigate the serious level of air pollution existing in Atlanta.

The Georgia D.O.T.'s involvement with the development has been to define the project as primarily a roadway problem. After studying the current D O T. plan and listening to a variety of critical perspectives, it is evident that the plan would not support the goal of reducing automobile travel The additional expressway ramping and bridge widening would only reinforce the tendency for people to drive and commute long distances via interstate. Interstate highway access to the Atlantic Steel development site essentially contradicts the intent of the E P.A.'s objective of decreasing automobile trips.

Prevailing commentary voiced during the 12 September hearing focused on the justification of the 17th Street bridge. Yet, the issue is not so much the matter of the bridge itself, but the roadway complex associated with the bridge. The use of the 17th Street bridge should be limited to linking intown areas, facilitating intown trips, and distributing intown traffic patterns.

Emphasis should be placed on the ability of the Atlantic Steel development to be self-contained and self-supporting On-site amenities should be sufficiently varied and located to permit many trips on foot, bicycle, trolley, or other means—without resorting to using an automobile Inhabitants of the development, as well as visitors from outside the city, should have available in place at the outset a well designed, efficient, reliable, timely and convenient public transportation system.

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The problem of providing mobility and access presents a unique opportunity for Atlantic Steel developers and the Georgia D.O.T. This development can demonstrate how we can overcome the lure of the automobile. We should deliberately and expeditiously pursue transportation options other than that which propagates more pavement. Even more energy, time, money and planning should be committed to developing alternative transportation modes.

The Atlantic Steel development has excited people about the potential, promise, and expectation for changing our car-based living habits. Still, this development, by design, can do much more to encourage us to alter those habits. Throughout the planning, design, construction and use of this development, the E.P.A. should be no less vigilant in protecting the public's interest in improving the quality of our natural environment It should ensure that the Atlantic Steel developers implement traffic control measures, and it should require that the Georgia D.O.T. seriously pursue the development of alternative transportation systems In doing so, the Atlantic Steel development can truly become a worthy urban model.

Let us not think that we can defer protecting our environmental health by crossihg the bridgo of commitment only whon wo como to it. Tho bridge is here. Let's cross it.

K-127

Sincerely yours,

John Evins

Residence:
1211 Barnes Street, NW
Atlanta, Georgia 30318

Correspondence:
PO Box 1493
Atlanta, Georgia 30301

c: The Honorable Roy E. Barnes, Governor of Georgia
The Honorable Bill Campbell, Mayor of Atlanta
Mr. Joe Palladi, Georgia Department of Transportation

213

Received 9/22/00

September) 2000

To: Mr. Ben West

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours Truly

Alex E. Daye
Apt 2
164 Peachtree Circle NE
ATL, GA 30309

(214)

Received 9/22/00

Susan Hall Tiller
71 Maddox Drive, Unit 9
Atlanta, GA 30309
404-607-7372

September 22, 2000

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S W
Atlanta, GA 30303

RE. Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr West:

As a resident of Ansley Park neighborhood, I am writing to you to express my grave concerns with the above-mentioned project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of the residents, polluting our air and destroying the fabric of the area as we know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by the project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts **AS PRESENTLY PROPOSED, I DO NOT SUPPORT THE 17TH STREET BRIDGE AND EXTENSION PROJECT.**

Thank you for your consideration to my letter.

Sincerely,

Susan Hall Tiller

Susan Hall Tiller

K-128

(215)

Received 9/22/00

Jim Kutzman
09/22/2000 03 39 PM

To Ben West/R4/USEPA/US@EPA
cc
Subject Re Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project

----- Forwarded by Jim Kutzman/R4/USEPA/US on 09/22/00 03 39 PM -----

kmassey@mindspring.com
09/22/00 11 32 AM
Please respond to knox

To Jim Kutzman/R4/USEPA/US
cc
Subject Re Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project

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September 22, 2000
To: Jim Kutzman

Re Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project

Fulton County, GA

Dear Mr West,

We are residents of the Ansley Park neighborhood in Atlanta We are writing to you to express our extremely grave concerns with the above mentioned project The 17th Street bridge and its extension threatens to cause a massive increase in cut-through traffic in our neighborhood which would endanger the safety of its residents, pollute our air and destroy the very fabric of one of Atlanta's best intown neighborhoods As a young couple, this project causes great concern to us regarding the future safety of our children. The environmental assessment fails to recognize that Ansley Park will even be affected

Before this project can proceed, current plans for the 17th Street bridge must be redesigned to divert traffic AWAY from Ansley Park In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, we do not support the 17th street bridge and extension project

Sincerely,

Knox and Jamie Massey

301 Beverly Road
Atlanta, GA 30309

(216)

Received 9/22/00

September 20, 2000

To: Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, GA 30303

Dear Mr. West:

I would like to express my grave concerns about the enviornmental assessment for the 17th Street extension and the Atlantic Steel Redevelopment Project of Fulton County, Georgia. I am a resident of Ansley Park, and the bridge and extension will cause a massive increase in cut-through traffic. It will destroy the fabric of my neighborhood as I know it today as well cause air pollution and endanger the safety of our residents. In your study you have failed to recognize that Ansley Park will be affected by this project.

As presently proposed, I do not support the 17th Street bridge and extension project. Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park, and you must identify the impacts on my neighborhood and provide mitigation to remedy those impacts.

Sincerely,

Jane Price Harmon

Jane Price Harmon
126 Seventeenth Street

K-129

(217)

ALLIANCE FOR INTOWN NEIGHBORS

136 SEVENTEENTH STREET, N.E. · ATLANTA, GEORGIA 30309 · 404 892 2481

Received 9/22/00

September 20, 2000

Mr. Ben West
United States Enfironmental Protection Agency
Atlanta Federal Center
61 Foreyth Street, S.W.
Atlanta, GA 30303

Dear Mr. West:

At the September 19th meeting of the Alliance for Intown Neighbors, all of the civic associations in the alliance voted to support Ansley Park's position on the environmental assessment of the 17th extension and Atlantic Steel redevelopment project in Fulton County, Georgia. We realize that it ignores the impact of the massive increase in cut-through trafficiin this intown heighborhood. We are concerned about the pollution such traffic will produce and the safety issues it brings. We are also concerned that the EPA did not consider how drastically Ansley Park will be affected by the current plans for the 17th Street bridge.

We agree that the bridge must be redesigned to divert traffic away from Ansley Park. In additon, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. We are deeply concerned that a precedent has been set in your study because you have given a huge project your environmental blessing without considering the neighborhoods that you will impact. This is a city, and all parts are important to make it work.

Sincerely,

Jane Price Harmon

Jane Price Harmon
Coordinator

ANSLEY PARK ARDMORE/SITE HOME PARK MIDTOWN MORNINGSIDE/LENOX PARK
NORTH BUCKHEAD PIEDMONT HEIGHTS RIDGEDALE PARK SHERWOOD FOREST VIRGINIA HIGHLAND

218

Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, Georgia 30303
Via Fax

Received 9/22/00

Re. Environmental Assessment - 17th Street Extension/ Atlantic Steel Redevelopment project

Dear Mr West,

My husband and I purchased our first house in Ansley Park in 1983 and moved to a different "Ansley Park house in 1993. Both of my children, now ages 14 and 11 have lived in Ansley Park their whole life and are deeply rooted in the community aspect of the neighborhood. They ride their bikes to Ansley golf club, walk our dog to the park and make great use of the "family friendly" aspects of the neighborhood. Notwithstanding a daily [and often "trying"] commute to Marist School on Ashford-Dunwoody Road, we have made a conscious decision to stay in Ansley Park because we love our neighbors and our neighborhood.

Over the years I have been an active member of this community chairing various committees for the Ansley Civic Association. During my tenure on the civic association board, I was a proponent of incorporating the greater community into Ansley Park and supported events such as the Arts Festival and bicycle races in the belief that the positive aspects that these "special events" brought to our neighborhood outweighed any temporary inconvenience.

Our family has been familiarizing ourselves with the aspects of the proposed Atlantic Steel Development and the 17th Street bridge I am writing to you today to express my serious concern over the impact that the bridge and extension will have on Ansley Park. One of the biggest threats to our neighborhood has been the chronic traffic that originates from outside of the neighborhood In fact, it was the volume of traffic on the street in front of our first home, Polo Drive, that caused us to move to Inman Circle. Daily on Inman you will see 8-10 children, and at times, many more, playing outside. It

K-130

218

is not uncommon to observe a soccer game on the Smith's front yard, a bike race, a game of tag or any one of a number of games that children enjoy in this safe environment. It is also not uncommon to greet dozens of individuals who walk in the neighborhood. This scene is replayed on many other neighborhood streets - which is what gives this collection of houses the "neighborhood feel" so many families desire.

Lately, the mere increase of development on Peachtree has already negatively affected the volume of traffic on our street Although ugly, I have often welcomed the ever-present construction dumpsters that populate our street because they have the effect of slowing traffic I implore you to create a plan which will divert traffic away from our children and our homes. One need only look to Lenox Road, and roads of that ilk, to see the devastating effect traffic can have on a neighborhood and on the environment. Please do not allow development to prevail in this case.

Sincerely,

Lee Barnes

cc: Catherine Ross, GRTA
Tom Coleman, DOT
Rep Kathy Ashe

(219)

JOEL TYLER LASETER II
100 MONTGOMERY FERRY DRIVE
ATLANTA, GEORGIA 30309

Received 9/22/00

September 21, 2000

Mr. Ben West,
United States Environmental Protection Agency
61 Forsyth Street, SW
Atlanta, Georgia 30303

Re: Comment on Environmental Assessment, Atlantic Steel Project

Dear Mr. West:

After attending the September 12th hearing, speaking with EPA and Georgia DOT representatives, and reading Assessment text, I have serious concerns about the traffic impact of the Atlantic Steel project and the proposed 17th Street bridge on my neighborhood, Ansley Park. If the EPA and DOT support the Atlantic Steel Project and the 17th Street extension and bridge, then they have the responsibility to mitigate the traffic impacts on surrounding neighborhoods.

There is presently a problem with large volumes of traffic cutting through our residential streets at speeds above the posted limits. The DOT charts I saw at the hearing show a large increase of trips at Beverly Road and other Peachtree Street entrances to the neighborhood. Contrary to what the Environmental Assessment currently states, these increases in traffic volume would have a significant negative impact on my family's quality of life.

Before proceeding with the 17th Street Bridge project, the EPA and DOT should fund a traffic impact study of the area bounded by 10th Street, Piedmont Road, Monroe Drive and the Interstate Highways. By looking at this larger study area, the traffic consultants will be able to better predict the true impacts of the project. The consultants should then propose meaningful improvements to the design of streets and bridges to better accommodate east-west traffic in this part of the city.

Traffic improvements should be undertaken outside the Ansley Park neighborhood to reduce cut-through traffic, and should be undertaken inside the neighborhood to calm the traffic that does cut through. EPA and DOT should fund these improvements and make the improvements a condition of funding for the 17th Street Bridge.

I am depending on the Environmental Protection Agency to protect my environment by revising its Environmental Assessment to acknowledge significant traffic impacts on Ansley Park; by funding a meaningful traffic study; and by funding traffic improvements

Sincerely yours,

Joel Tyler Laseter II

K-131

(220)

Received 9/22/00

September 21, 2000

Mr. Ben West
U S. Environmental Protection Agency
61 Forsyth Street, SW
Atlanta, GA 30303-8960

RE: Atlantic Steel Redevelopment and the 17th Street Bridge and Extension

Dear Ben:

We are residents of Ansley Park We are writing to you to express our strong disagreement with the Environmental Assessment's finding that the above project will have "no impact" on Historic Ansley Park. We support the Atlantic Steel project as it will reclaim an otherwise dangerous brownfield. However, the 17th Street Bridge and Extension poses a severe threat to a 96 year old stable residential community This is a wonderful neighborhood full of children, bikers, and walkers. What you have proposed is simply more roadway and paving that caters to the single occupancy vehicle What about planning? What about thinking of the future?? What about caring about the water we drink and the air we breathe?? This project will have an undeniable and, without a doubt, negative impact on Ansley Park.

We fully support the Ansley Park Civic Association's position to: a) redesign the bridge and extension to divert traffic away from Ansley Park; b) identify the impacts and provide a plan to mitigate; and, most importantly, c) provide the dedicated and committed funding to implement the plan.

As currently designed, we do not support the 17th Street Bridge and Extension proposal.

Sincerely,

Jon Banks and Kris Holland
21 The Prado
Atlanta, GA 30309

Cc: Governor Barnes
Mr. Jim Kutzman
Mr. Tom Coleman
Mr. Joe Palladi
Mr. Marvin Woodward
Mr. Jerry Franklin
Mr. Jerry Franklin
Ms. Catherine Ross
Mr. Larry Dreihaup

(221)

Received 9/22/00

SMITH, GAMBRELL & RUSSELL, LLP
ATTORNEYS AT LAW
SUITE 3100, PROMENADE II
1230 PEACHTREE STREET, N.E.
ATLANTA, GEORGIA 30309-3592

TELEPHONE
(404) 815-3500
FACSIMILE
(404) 815-3509
WEBSITE

WASHINGTON, D.C. OFFICE
SUITE 800
1850 M STREET, N.W.
WASHINGTON, D.C. 20036
(202) 659-2811
FACSIMILE (202) 659-1462

Malcolm D Young, Jr
Phone (404) 815-3774
Fax (404) 815-3074
E-mail myoung@sgrlaw.com

September 22, 2000

VIA FACSIMILE

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S W
Atlanta, Georgia 30303

Re 17th Street Bridge and Extension/Impact on Ansley Park

Dear Mr West

I am a resident of Ansley Park and have been there for some time I was also present at the public hearing on the 17th and heard the presentations made by you, as well as the neighborhood response

While it is my personal belief that the EPA and other governmental agencies have already "made up their minds" and the only way to change that is through the court system, being the eternal optimist, I am still writing this letter to urge you to consider the massive impact the proposed plan will have, not only on Ansley Park, but all the other neighborhoods, as well as the existing surface thoroughfares in that area.

While I recognize the desire of the EPA to "clean up" the brown field, I feel like the EPA has strayed far from its legitimate role in this matter and the "spin" that it tried to put on the presentation on the "fabulous new bridge" was clear evidence of that The visual impact that a bridge across the expressway might have on a visitor to our city should not be an influence on the EPA's position

Nonetheless, I would appreciate it if your agency would reconsider the environmental assessment and, if the bridge is to be implemented, design it to minimize rather than maximize traffic that will impact this part of the city

Yours very truly,

Malcolm D Young, Jr

MDY/ess

CORP/745968 1

K-132

(222)

Received 9/22/00

William Chapman@ca .com
09/22/2000 07 22 PM

To Ben West/R4/USEPA/US

cc. John Hankinson/R4/USEPA/US, Jim Kutzman/R4/USEPA/US

Subject OPPOSING 17TH STREET BRIDGE

Dear Mr. West,

I am writing to let you know that I do not support the 17th Street Bridge as it is currently proposed This project has received fast track approval status without the appropriate amount of due diligence to determine the true impact on the residents and businesses in Midtown

Traffic flow on Peachtree Road in the vicinity of the proposed bridge is already at an all time high I travel this section on a daily basis leaving and returning home 14th Street is heavy 12 hours a day, and almost impossible to travel during the morning, lunch, and late afternoon hours

I am most concerned about the cut-through traffic to Ansley Park In it's current design the bridge will greatly increase cut through traffic not just on 17th Street, but 16th, 15th, Peachtree Circle, and the already heavily traveled Beverly, Polo, and Montgomery Ferry Drive Thousands already use these roads to travel to and from areas like Virginia Highlands to Peachtree and Interstate 75/85

There has been an obvious increase in speeding in Ansley Park as well as an increase in traffic accidents on Peachtree and Piedmont Roads, some of these resulting in death Police have acknowledged this by stepping up the patrolling for speeders in Ansley Park Also due to the increase in traffic on Montgomery Ferry, the Ansley Golf Club hired off duty police to try and ensure the safety of golfers crossing the street, or members using the sidewalks. I have witnessed several near miss situations where a golfer, walker, and cyclist have almost been hit by a car.

The 17th Street Bridge as it has been proposed will endanger the residents of Ansley Park. This includes not just drivers, but the many walkers, runners, and bikers who enjoy using the neighborhood for these activities In addition to the traffic problems that the bridge poses, I hope you will consider the pollution problems that this will present. I did not pay much attention to this when I first moved to Atlanta 15 years ago Today, I take this very seriously since I suffer from many more sinus infections, I believe directly related to Atlanta's already poor air quality

The Environmental Assessment issued by the EPA has suggested that the bridge and extension will have little impact on Ansley Park If that is the case then why has the EPA ask the Ansley Park Civic Association to sign an agreement offering funding for a traffic study Anyone with even a little common sense can foresee the increases in cut-through traffic and pollution in Ansley Park

I encourage you to reconsider your support of the bridge in it's current design Given the negative impact it will have on Ansley Park I am asking

222

that you involve the Ansley Park residents in it's re-design, and work with Ansley residents to determine funding necessary to address future traffic issue as a result of the bridge If approved in it's current design, I would consider you negligent in your duty to properly represent me and the residents of this city

Sincerely,

Ty Chapman
130 Montgomery Ferry Drive
Atlanta, Georgia. 30309

K-133

223

Received 9/22/00

marcia@treesatlanta.org
09/22/2000 05:19 PM
Please respond to marcia

To Ben West/R4/USEPA/US

cc

Subject regarding the Atlantic Steel Property Bridge do not go forward with the 17th Street Bridge

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Dear Mr West

As a life- long Atlanta resident, I strongly oppose the proposed 17th Street bridge to link Atlantic Steel and Midtown Atlanta Midtown has revitalized itself in the past 15 years and is now a very viable area Adding the additional traffic to the area will cause an unacceptable drain on the entire area and adversely affect the businesses already located there

I have been actively doing environmental work in Atlanta for the past 23 years I beg EPA to be sensitive to the needs of the existing businesses and homes of citizens of Atlanta and not go forward with the bridge.

This is not a healthy way to fight sprawl Let Atlantic Steel be built on a small scale and let the traffic flow to Northside Drive.

Killing an important business district in the city and clogging up our cultural center with excessive traffic is a short-sighted action unworthy of the concerned professionals who work at EPA

I am definitely opposed to the bridge as currently planned Dumping more traffic into Midtown will kill a viable community that just got itself together after 20 years of decline

Marcia D Bansley
Executive Director - Trees Atlanta
96 Poplar Street, NW
Atlanta GA 30303
(o)404/522-4097 (f)404/522-6855
marcia@treesatlanta.org
www.treesatlanta.org

att1.htm

(224)

JAMES JUDGE GRIFFIN
480 ANSLEY WALK TERRACE
ATLANTA, GEORGIA 30309

Received 9/25/00

September 21, 2000

EPA
Mr Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S W
Atlanta, GA 30303

RE Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West

I am a resident of the Ansley Park neighborhood in Atlanta The 17th Street Bridge and
Extension threatens to cause much more cut-through traffic in our neighborhood endangering the safety of its residents and destroying the fabric of our neighborhood Also, the environmental assessment fails to recognize that Ansley Park will even be affected by this project

Before this project proceeds, plans for the 17th Street Bridge must be redrafted to divert traffic away from Ansley Park In addition, you are obligated to identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I cannot support the 17th Street bridge and extension project

Yours Truly,

James J. Griffin
Ansley Park Resident

Cc FHWA
Ms Faye diMassimo

State of Georgia
Governor Roy Barnes

K-134

(225)

Received 9/25/00

September 22, 2000

To: Mr. Ben West
U.S. Environmental Protection Agency
Atlanta Federal Center
61 Forsyth St. S.W.
Atlanta Ga 30303

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. Ben West

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours Truly

Madeline P. Lasater (Lasater)
210 Beverly Rd N.E.
Atlanta, Ga 30309-2644

(226).

Received 9/25/00

Dear Mr. West

Re: Environmental Assessment
17th Street Extension
and Atlantic Steel Redevelopment
Project, Fulton Co, Ga.

I've been a resident, me and my family for almost 33 years. We are very concerned about this project and have seen personally the impact over the years of more traffic - speeding - illegal parking, etc.,.

It is our position traffic must be limited from Ansley Park - we do not support the extension as it currently stands. Your "ear" in this matter is crucial for the continued growth of a better city for citizens. →

Sylvia + Don Shaw
Residents of Ansley Park
and Atlanta Business people

91 Beverly Road, NE
Atlanta, GA 30309

K-135

(227)

Received 9/25/00

DONALD B. HARDEN
1500 RESURGENS PLAZA
945 EAST PACES FERRY ROAD
ATLANTA, GEORGIA 30326
Business Telephone No (404) 240-4270
Facsimile No · (404) 874-0578
dharden@laborlawyers.com

September 22, 2000

VIA U.S. FIRST CLASS MAIL AND
E-MAIL (West.ben@epa.gov)
Mr Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S W
Atlanta, Georgia 30303

Re: 17th Street Extension and Atlantic Steel Redevelopment Project
Fulton County, Georgia

Dear Mr. West.

I live at 132 Westminster Drive in Ansley Park I am extremely concerned about the above project I believe that the 17th Street bridge and extension project, as presently proposed, is a serious threat to the quality of life in Ansley Park The current environmental assessment is legally defective because it does not recognize that Ansley Park will be affected by the project.

I am opposed to the 17th Street bridge and extension project as presently proposed. The project should be redesigned to divert traffic away from Ansley Park The assessment should be supplemented to identify the various impacts on Ansley Park, such as increased cut-through traffic on the safety of neighborhood residents and increased air pollution for this residential neighborhood The environmental assessment must provide mitigation to remedy these detrimental effects

Sincerely,

Donald B Harden

cc (via e-mail)
Mr John Hankinson (Hankinson.john@epa.gov)
Mr Jim Kutzman (Kutzman.Jim@epa.gov)
Ms Catherine Ross (Exec.dir@grta.org)
Mr Tom Coleman (Tom.coleman@dot.state.ga.us)
Mr Joe Pallada (Joe.Pallada@dot.state.ga.us)
Mr Jerry Franklin (Jerry.franklin@fta.dot.gov)
Mr Larry Dreihaup (Larry.dreihaup@fhwa.dot.gov)
Representative Kathy Ashe (kashe46@mindspring.com)
Mr Robb Pitts (Rpitts@ci.atlanta.ga.us)
Mr Aaron Watson (Watsona@gtlaw.com)

228

Received 9/25/00

First Presbyterian Preschool
1328 Peachtree Street, N.E.
Atlanta, Georgia 30309
404- 228-7722

September 22, 2000

Mr Ben West
U.S Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street
Atlanta, Georgia 30303

Dear Mr West

Members of the First Presbyterian Preschool Board of Directors have had the opportunity to review the Environmental Assessment ("EA") for the proposed 17th Street Bridge and Extension. We are deeply disturbed that, while the EA notes that First Presbyterian Church is a landmark structure, there is no mention of the preschool and no assessment of the impact of this large road project on the preschool and the children who attend it every weekday. Indeed, the EA states the conclusion that there will be no impact on any schools, without acknowledging the preschool's existence within the same block where a new, four-lane roadway will connect the proposed bridge to West Peachtree Street.

First Presbyterian Preschool is the oldest preschool in the City of Atlanta, having been in operation for more than 50 years We enroll more than 100 children, aged approximately 6 months to 5 years old. Many of those children live nearby and walk with their parents to the preschool, crossing Peachtree Street on foot at 17th Street or 16th Street. The preschool has a carpool line three times a day. The entry point for the carpool line is on Peachtree Street, and it feeds out the back of the church's property onto Lombardy Way and then to West Peachtree Street, directly into the path of the proposed bridge's travel lanes.

K-136

In addition, the preschool's three playgrounds are located at the rear of the church's property, half a block from the proposed new intersection between the bridge and West Peachtree Street In light of the frequent smog alerts we have had this summer, when children had to be kept inside to prevent damage to their lungs, we hope that you have accurately assessed the risk of local air pollution, smog and particulate matter in the immediate vicinity of 17th Street and our playgrounds. We are also concerned about dust floating from the Atlantic Steel site during demolition, and the possibility of contaminants in that dust.

Since the EA did not consider the existence of the preschool, it does not address the specific impact of the road project on the preschool and the children there. We ask that you add the above information to your analysis and provide an accurate assessment of the expected impact on the traffic, public safety, noise and air quality surrounding First Presbyterian Preschool.

Thank you for the opportunity to comment in this important public process

Sincerely,

Ginny Munger

Ginny Munger
Chairman, First Presbyterian Preschool Board of Directors

cc: Rep Kathy Ashe, Senator Vincent Fort, Ms. Susan Mendheim
Governor Barnes, Rev. Craig Goodrich
Mr. Larry Dreihaup, Ms Jan Holcombe

229

Received 9/25/00

September , 2000

To:

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours Truly

50 Polo Drive, NE
Atlanta, GA 30309-2720

(230)

Received 9/25/00

Doyt L. and Gracia M. Conn
Westchester Square #17
238 Fifteenth Street NE
Atlanta, GA 30309

September 21, 2000

Mr Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street SW
Atlanta, GA 30303

Dear Mr. West

We are writing regarding the Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia.

As homeowners in the Ansley Park neighborhood in Atlanta we are very concerned about the above-mentioned project. No matter what anybody says, we all know that the 17th Street bridge and extension would create a huge amount of increased traffic through our neighborhood. Everyone involved with this project needs to sit back and picture how their own neighborhood would be affected if a bridge and extension from a busy commercial area dumped traffic into their residential area and they would make every effort to redesign the bridge to divert traffic away from the neighborhood.

When we moved to Atlanta five years ago, we chose Ansley Park because it is a quiet neighborhood where parents and children can walk to the numerous parks, people can walk, jog and cycle around the neighborhood, and there is room in front of our homes for our friends to park when they visit. Please do not allow the quality of this residential neighborhood to be destroyed.

Please consider redesigning the 17th Street Bridge and extension to divert traffic away from the Ansley Park neighborhood. We do not support the 17th Street bridge and extension project, as it is currently designed.

Sincerely,

Doyt and Gracia Conn

Doyt and Gracia Conn

K-137

(231)

Received 9/25/00

Mr. Ben West
United States Environmental Protection Agency
Fax: 404-562-9598

RE: 17th Street Extension and
Atlantic Steel Project
Environmental Impact

Dear Mr. West

I am a long-time resident of the Ansley Park neighborhood I am very concerned about the rapid growth taking place in midtown and the lack of consideration being given to the impact the new development will have on our neighborhoods.

A prime example is the proposed 17th Street extension and the Atlantic Steel Project. This project will generate increased traffic in my neighborhood and endanger the lives and safety of our children, not to mention the increase in pollution

To get a better understanding of the impact of cut-through traffic on a neighborhood, you merely have to drive down Peachtree-Dunwoody Road. After you drive, please tell me whether you think it's safe for children to play or cross the road And what about the level of pollution in the neighborhood during the hours of 7:00 a.m. – 10 00 a.m. and 4:00 p.m. – 7:00 p.m.

As a substantial taxpayer, I believe I have a right to insist that federal, state and city governments not use my tax dollars to destroy or reduce the quality of life in my neighborhood in order to facilitate the flow of traffic mainly for people who don't live or pay taxes in Fulton County.

It is imperative that you support a comprehensive environmental impact assessment, which will identify the impact on Ansley Park and provide remedies for those impacts

Thank you for supporting our community.

Sincerely Yours,

Dorothy D. Rollins

Dorothy D. Rollins (MRR)
145 15th Street, NE
Atlanta, GA 30309

(232)

Ron West E.-.

Received 9/26/00

Bernhard Kempler
114 17th Street, NE
Atlanta, GA 30309
404 892-0522

September 18, 2000

Mr John Hankinson
Regional Administrator
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, N W.
Atlanta, GA 30303

Re: Environmental Assessment of 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

K-138

Dear Mr. Hankinson,

As a thirty year resident of Ansley Park neighborhood in Atlanta I have welcomed the plans to develop the Atlantic Steel property. However, I am very concerned about the impact of the current plans for the 17th Street bridge and extension. These plans will result in a massive increase in cut-through traffic in my neighborhood, endangering the safety of its residents, polluting the air, and have a destructive impact on the fabric of neighborhood life It is difficult to understand how the environmental assessment can fail to even recognize that Ansley Park will be seriously affected by this bridge project

Massive new developments within the city should not be at the expense of older historic, and established neighborhoods, such as Ansley Park Current plans for the 17th Street bridge must be redesigned to divert traffic from Ansley Park The impact on Ansley Park must be fully identified and plans must be made to mitigate and remedy those impacts. As presently proposed, I cannot support the 17th Street and extension project

Yours truly,

Bernhard Kempler

Bernhard Kempler

(233)

Received 9/26/00

September 21, 2000

Dear Mr. West,

As a Third generation Ansley Park resident, I am writing to express my concern about the design of the 17th street bridge and its inevitable negative effect on the Ansley Park neighborhood.

My grand father, Cleveland Fare McClatchey Sr., was instrumental in establishing the park program in Atlanta. As an early resident, 1908, he recognized that the unique design of Ansley Park with its curved and wide street plan,

(233)

2.

its many tree and flower covered islands and its beautiful parks, would discourage a traffic Throughway from Peachtree to Piedmont Avenue.

However as The current bridge design includes 8 lanes, 134 feet wide, it would cause traffic to pour directly into The entrances to Ansley Park, 12th, 16th, 15th Peachtree Circle and Beverly Road, it would be impossible for That amount of traffic not to impinge on The integrity of Ansley Park.

I'm sure you know The ecology of our environment is very fragile. Likewise, The cultural ecology of our neighborhoods is extremely fragile.

This midtown neighborhood is unique in its historical value, its aesthetic appeal, its cultural contributions and The family values That it promotes

Thank you,
Eve McClatchey Saunders

66 Avery Drive, NE
Atlanta, GA 30309

K-139

(234)

Received 9/26/00 17th St./A.S.

(9/12/00 Public Hearing)

NAME Don Dietrich
ADDRESS 1810 Sunset Lane
Tallahassee FL 32303
(850) 212-7259 dwdietrich@yahoo.com

COMMENTS (1) Bicycle + Pedestrian elements are mentioned only on the 17th Street Bridge. These elements should be included on the 14th Street Bridge and all connecting surface streets.
(2) If over 100,000 new motor vehicle trips are to be generated each day, how will traffic conditions stay the same or improve? (The Ansley Park neighborhood, for example)
(3) If over 100,000 new trips are generated by polluting motor vehicles, how will there be no long-term air quality impacts?
(4) I'm in favor of the brownfield re-development ideal, but believe there will be long-term adverse impacts to air quality and traffic congestion Don Dietrich

(please print)

(235)

DR GEORGE W JONES JR
72 PEACHTREE CIR NE
ATLANTA GEORGIA 30309

Received 9/26/00

September 19, 2000

To: Mr Ben West

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours Truly

George W. Jones, Jr MD

DR GEORGE W. JONES JR
72 PEACHTREE CIR. NE
ATLANTA GEORGIA 3030-

(236)

Received 9/27/00

ayersjack@yahoo.com
09/27/2000 03:32 AM

To: Ben West/R4/USEPA/US@EPA

cc: John Hankinson/R4/USEPA/US@EPA, Jim Kutzman/R4/USEPA/US@EPA, exec dir@grta.org, tom.coleman@dot.state.ga.us

Subject: Ansley Park

Ansley Park is an old and important neighborhood
within
metropolitan Atlanta. The bridge which you are
proposing would be an encroachment on the peace and
tranquility which residents currently enjoy.
Atlanta has seen urban mismanagement change the city
to
its detriment. The bridge would be a continuation of
this trend.
I firmly recommend that this project be modified
Jack E Ayers

Do You Yahoo!?
Send instant messages & get email alerts with Yahoo! Messenger
http://im.yahoo.com/

(237)

Received via Atlantic Station 9/27/00

Georgia Institute of Technology
Office of the President

September 11, 2000

Mr Charles R. Brown
President
Atlantic Station, LLC
1349 West Peachtree Street
Suite 1770
Atlanta, GA 30309

Dear Charlie.

It is my understanding that the Environmental Assessment for the Atlantic Steel Redevelopment project is entering its final stages with an upcoming public hearing. While I will not be able to be present at the hearing, I would like to express my support for the project.

From Georgia Tech's point of view, redevelopment of this site is positive in many respects First, it will clean up what has been for many years a sad eye-sore on the edge of one of the major entrances to Georgia Tech Second, it will provide amenities, stores and housing for our faculty, staff and students that have been long missing from this area. Third, it will serve as a catalyst to upgrade all of the neighborhoods around it and this will be all to the good for us. Finally, the innovative approach to the reclamation of the site and its integration into a new urban setting is proving to be a wonderful research/demonstration project for our students working in environmental engineering and urban and regional planning.

We look forward to the completion of the project and wish you the best as you go forward.

Sincerely,

Wayne Clough
President

Georgia Institute of Technology
Atlanta, Georgia 30332-0325 U S A
PHONE 404-894-5051
FAX 404-894-1277
A Unit of the University System of Georgia An Equal Education and Employment Opportunity Institution

K-141

(238)

Received 9/28/00

730 First Union Plaza
999 Peachtree Street
Atlanta Georgia 30309
404 892 4782
Fax 404 892 0050
www.midtownalliance.org

Midtown Alliance

September 21, 2000

Mr. Ben West
Director
Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303
Via Fax 404.463.3105 and U.S. Mail

Dear Ben:

The Midtown Alliance remains committed to the completion of the Atlantic Steel project and the necessary infrastructure to make it a "smart growth" success story. We are also well aware of and concerned about the traffic impact of both the Atlantic Steel Bridge and other new development on the Ansley Park neighborhood. To this end, I want to reiterate our continued support for a plan to mitigate the impact on this historic neighborhood that would include federal funding for traffic calming measures within its boundaries.

More specifically, it is, of course, the purview of the neighborhood to identify the necessary traffic calming measures necessary within its boundaries. However, the Midtown Alliance considers it our responsibility, working in collaboration with EPA and others, to determine solutions within the Blueprint Midtown boundaries that would mitigate transportation impacts on adjacent neighborhoods. To fulfill that responsibility, we are facilitating a community-planning workshop for the area north of 14th Street and are conducting traffic analyses for 14th Street and 15th Street. At this point, we have hired a team of engineers and designers including Moreland Altobelli, URS, and Peter Drey and Associates. The initial analyses should be completed in the next eight weeks and more specific schematic design will be undertaken in January of 2001.

We would not only be willing but would, in fact, like to expand the scope of this effort to include an analysis of the transportation alternatives that have been proposed to divert traffic away from Ansley and to identify a preferred alternative, if one can be found. I will call you in a few days, or please feel free to call me, to set a time to discuss this option in person.

Best regards,

Susan Mendheim
President and CEO

Enclosure: Blueprint Boundary Map
cs: See attached list

EXECUTIVE COMMITTEE
[illegible]
BOARD OF DIRECTORS
[illegible]

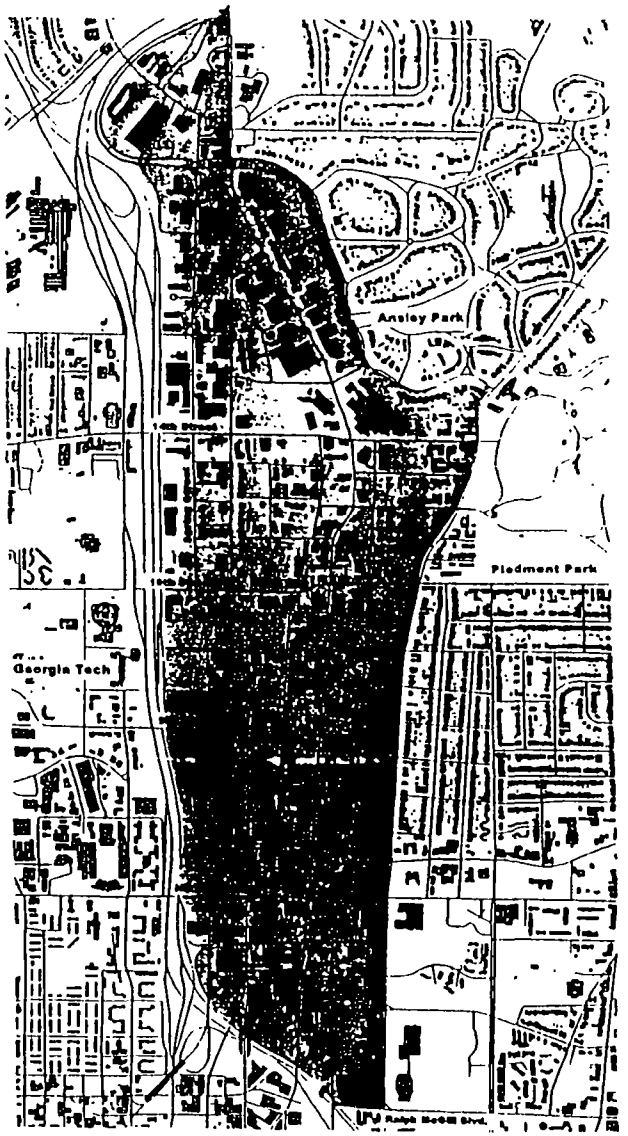
(238)

September 21, 2000
Letter to Ben West, EPA
From Susan Mendheim, Midtown Alliance

Copies provided

Kris Holland, Ansley Park Civic Association
Rogers Barry, Ansley Park Civic Association
Katherine Brokaw, Ansley Park Civic Association
John Hankinson, EPA
Tom Weyandt, ARC
Catherine Ross, GRTA
Tom Coleman, G-DOT
Joe Palladi, G-DOT
Rodney Slater, Federal DOT
Michael Dobbins, Department of Planning/Development, City of Atlanta
Faye deMassimo, Federal Highway Administration
Larry Dreihaup, Federal Highway Administration
Jerry Franklin, Federal Transit Administration
Governor Roy Barnes
Senator Vincent Fort
Representative Kathy Ashe
Robb Pitts, President, City Council
Charlie Brown CRB Realty Associates, Inc.
Midtown Alliance Executive Committee
Allison Vulgamore, Board member, Midtown Alliance
Dorothy Kirley, Board member, Midtown Alliance
Ed Ellis, URS
Greg Paxton, Georgia Trust for Historic Preservation

(238)



BLUEPRINT MIDTOWN BOUNDARIES

Source: Midtown Alliance

238

Received 10/3/00

shannon@midtownalliance.org
10/03/2000 01:43 PM

To: Ben West/R4/USEPA/US@EPA
cc:
Subject: bridge

[redacted]

Brian Leary said that EPA had extended the comment period for the Environmental Document I have some additional thoughts that I would like to add to the public record if that is still an option. Let me know. I don't think they will have a terrible ripple effect on anything in particular. They are as follows:

1 Rather than stacking the cars on the Techwood ramp that are headed to either to 10th or 14th Street, extend the ramp under 14th Street so that the 10th Street traffic can continue moving and allow the 14th Street traffic to come up to grade and turn onto 14th Street.

2. Create an 8 to 10 foot landscaped buffer (ie planting bed) between the automobile traffic and the sidewalk where there are more than 4 lanes of combined SOV or HOV travel lanes.

Ben, I went to Chicago recently and walked on several bridges and wide street sections. Some cross water and some don't. One observation that I had was that although you might not need a sidewalk capacity of greater than 15 feet, the planting bed will give this bridge the possibility of being an attractive transit/walking option either for commuting or for recreation. It provides a sense of protection and safety. Typically, a planting bed on a bridge would have been cost prohibitive because of the weight of the soil, but there are new technologies and lighter weight soil types out there that are reasonable alternatives.

Shannon

[redacted]

K-143

239

Received 9/29/00

jessica@lowegallery.com
09/29/2000 02:22 PM

To: Ben West/R4/USEPA/US
cc
Subject: 17th Street Bridge

September 27, 2000

To: Mr Ben West

United States Environmental Protection Agency

Atlanta Federal Center

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project The 17th Street Bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project

Before this project proceeds, current plans for the 17th Street Bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours truly,

Bill Lowe

- att1 htm

(240)

Received 9/29/00

September , 2000

To: Mr. Ben West
US Environmental Protection Agency
61 Forsyth Street, SW
Atlanta, Ga. 30303

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours Truly

Susan Puett

Susan Puett
#11 Westchester Square
238 15th Street
Atlanta, GA 30309

K-144

(241)

Received 10/2/00

brad@wholebrainsolutions.com
10/02/2000 05:33 PM

To: Ben West/R4/USEPA/US
cc:
Subject: 17th street bridge

Mr. West,

My name is Brad Kibler at 108 Peachtree Circle, Atlanta, GA 30309 in Ansley Park. We are not in support of the 17th Street bridge, as is currently proposed. We do support the efforts and recommendations by the Ansley Park Civic Association.

Brad Kibler
(404) 874-1415
brad@wholebrainsolutions.com

(242)

Received 10/2/00

September 22, 2000

To: Mr. Ben West

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Yours Truly

Mrs Emory W. Fountain
306 Beverly Rd. N.E.
Atlanta, Ga. 30309

K-145

(243)

Received 10/2/00

LEGACY PROPERTY GROUP, LLC

Legacy Property Group
1100 Spring Street
Suite 308
Atlanta Georgia 30309

Patrick Busko
pcb@legacyproperty.com
Tel 404 873 5551
Fax 404 873 5556

September 25, 2000

Ben West
EPA Region 4, EAD
61 Forsyth Street, SW
Atlanta, GA 30303

RE Atlantic Steel

Dear Ben,

Unfortunately I missed the recent Atlantic Station meeting I had an Urban Land Institute function to attend After reading the story in the AJC the following morning, I realized how loudly Ansley Park residents opposed the project. I felt it was important for me to give my opinion in support of the project. I lived on Beverly Road for the past 4 years and have recently moved out of my parent's house However, they still live there Beverly is one of the busiest roads in Ansley It is the most prominent cut-through between Peachtree and Monroe or Piedmont. Based on this, you think my parents and I would oppose this bridge that will increase traffic through our neighborhood However, I am a huge supporter of the Atlantic Station project and the 17th street bridge I believe the neighborhood is being selfish and short sighted If we want to fix the traffic problems of Atlanta, we have to start somewhere Initially, traffic may increase through Ansley Park However, I think the long-term potential benefits outweigh any immediate negative impact of the project. Everyone in Atlanta preaches smart growth and wants to fix traffic problems, but the same people cry "not in my backyard" when high-density developments are proposed (MARTA at Lindbergh and Atlantic Station are perfect examples) I think the city can work to enforce the current restrictions that are in place to limit "cut through" traffic and turns into our neighborhood, thereby limiting the traffic flow Overall, I think this project will be a huge asset to our neighborhood It will provide desperately needed retail, restaurants and entertainment to the residents of Ansley

Sincerely,

Patrick C Busko

(244)

Received 10/2/00

JIM O. LLEWELLYN
SUITE 1800
1155 PEACHTREE STREET N.E.
ATLANTA, GEORGIA 30309-3610

September 29, 2000

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, GA 30303

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia.

Dear Mr. West:

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concerns with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street Bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Sincerely,

Jim O. Llewellyn

JOL/lp

130792

(245)

Received 10/2/00

ellislerhardt
Residential and Commercial Design

September 26, 2000

To: Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S. W.
Atlanta, GA 30303

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West,

I am a resident of the Ansley Park neighborhood in Atlanta. I write to you to express my grave concern with the above project. The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, I do not support the 17th Street bridge and extension project.

Sincerely,

J. Stanley Ellis

2375 Airport Boulevard, PO Box 66711, Mobile, Alabama 36606 tel 334 476 8149 fax 334 476 8236
145 Fifteenth Street, Unit 612, Atlanta, Georgia 30309 tel 404 872 5510

(246)

Received 10/2/00

Kelley Yarborough, CRNA
486 Ansley Walk Terrace
Atlanta, Georgia 30309
404-815-9467

September 20, 2000

Mr. Ben West
United States Environmental Protecuon Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, GA 30303

RE: Environmental Assessment
17th Street Bridge and Extension Atlantic Steel Redevelopment Project
Fulton County, Georgia

Dear Mr. West:

I am writing to you as a concerned resident of the Ansley Park neighborhood in Atlanta.

I am very concerned about the Environmental Assessment 17th Street Extension and the Atlantic Steel Redevelopment Project. I do not think this project will have a positive effect on my area.

The 17th Street bridge and extension threatens to cause a massive increase in traffic in my neighbo. hood. This will endanger the safety of the residents, pollute our air and destroy the fabric of our neighborhood as we know it. Despite the fact this letter is only being sent to you from one individual - you should realize the massive problems this will create for the entire area. I fear that the environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before this project proceeds, current plans for the 17th Street bridge MUST be redesigned to divert traffic AWAY from Ansley Park. In addition, you MUST identify the impact on Ansley Park and provide mitigation to remedy this impact.

As presently proposed, I would like to go on record that I DO NOT SUPPORT the 17th Street bridge and extension project and I would appreciate your assistance in getting this message across before it is too late!

Sincerely,

Kelley Yarborough, CRNA

KY: mam

K-147

(247)

EMORY UNIVERSITY SCHOOL OF MEDICINE
DEPARTMENT OF MEDICINE

William T. Branch, Jr., M.D., M.A.C.P.
Carter Smith, Sr., Professor of Medicine
Vice Chairman for Primary Care
Department of Medicine
Director, Division of General Medicine
Emory University School of Medicine

Received 10/2/00

1525 Clifton Road
Atlanta, GA 30322
(404) 778-5455
(404) 778-2010 Fax

September 21, 2000

Ben West
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Atlanta Federal Center
61 Forsyth St., SW
Atlanta, GA 30303

Dear Ben West:

I am concerned about the environmental impact of the proposed bridge connecting the Atlantic Steel Project to West Peachtree Street. This bridge appears to be poorly designed for an urban neighborhood and likely to dump large amounts of traffic onto an already congested area, leading this traffic cut through residential neighborhoods that may literally destroy these neighborhoods.

I do not believe the full environmental impact of this project has been thoroughly studied or publicly released.

In a city overcome by air pollution, the effort to attract large amount of automobile traffic into the midtown area appears to be ill founded. This will increase the air pollution in the city. Also, it will bring traffic into already highly congested areas such as Peachtree Street, and as pointed out above, into residential neighborhoods that can not manage the traffic.

So far, to my knowledge, there have been no funds appropriated for a thorough traffic pattern study of the entire impact of the 17th Street bridge on the adjacent neighborhoods, nor have any funds been appropriated to put into effect a comprehensive traffic plan, including traffic calming measures. Until this has been accomplished satisfactorily, I do not believe this project should proceed.

I would add, in an urban neighborhood, where the initial laudable goal of renewal of residential property in a brown field was conceived, adding on to this an enormous commercial enterprise of dubious value designed to attract large amounts with outside traffic and a highway design more appropriate to interstates located outside of the urban area is a travesty in my opinion. I am disappointed that the EPA has participated so far in this ill conceived approached. I hope that measures will be taken to get this project back on track as originally conceived chiefly as residential renewal.

Sincerely,

William T. Branch, Jr., M.D.
Director, Division of General Medicine
Emory University School of Medicine

WTB/ma

(248)

JOHN LEWIS
5TH DISTRICT GEORGIA
CHIEF DEPUTY DEMOCRATIC WHIP
COMMITTEE
WAYS AND MEANS
SUBCOMMITTEE
HEALTH
OVERSIGHT

Received 10/2/00

Congress of the United States
House of Representatives
Washington, DC 20515–1005

WASHINGTON OFFICE
343 Cannon House Office Building
Washington, DC 20515-1005
(202) 225-3801
Fax (202) 225-0351

DISTRICT OFFICE
The Equitable Building
100 Peachtree Street, N.W.
Suite # 1970
Atlanta, GA 30303
(404) 659-0116
Fax (404) 331-0947

(248)

September 29, 2000

Mr Ben West
U.S Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, Georgia 30303-8960

I write to express my views on the proposed redevelopment of the Atlantic Steel site and the environmental assessment prepared in relation to the extension of 17th Street.

I strongly support redevelopment of the Atlantic Steel site and believe that the project, if managed properly, should qualify as a traffic control measure under federal clean air and transportation laws. Jacoby Development and other interested parties have made important commitments toward addressing environmental and transportation concerns. However, some of the commitments must be strengthened or expanded before the project goes forward. Below are more in depth comments on particular aspects of the 17th Street/Atlantic Steel project that I either strongly support, or about which I have concerns.

K-148

Design of the 17th Street Bridge

If your analyses are correct, the current design of the 17th Street Bridge itself appears adequate to proceed with the project as a traffic control measure. I strongly support the inclusion of wide sidewalks and dedicated bus and bike lanes. Similarly, I support bike lane, sidewalk and dedicated bus lane requirements within the Atlantic Steel redevelopment site. I also strongly support the bridge having the capability of accommodating future light rail service across. Road lanes on the bridge should be restricted to a maximum of two in each direction. In addition, I ask that you consider restricting access to one of the lanes in each direction to high-occupancy vehicles (HOVs).

While I support the general design of the bridge itself, I have several concerns about the proposal for integrating the bridge into the surface streets at Spring, West Peachtree and Peachtree Streets. These concerns are more thoroughly detailed below.

Traffic Impact on Adjoining Areas

I strongly support ongoing study of traffic flow in Midtown and a financial commitment to addressing the traffic concerns of neighborhoods potentially impacted by development of the Atlantic Steel site and construction of the 17th Street bridge The environmental assessment contains a proposed memorandum of understanding (MOU) which attempts to address these concerns (Appendix I). I am concerned that the MOU does not provide a sufficiently strong commitment to address the concerns of the Ansley Park Civic Association and other Midtown entities

The MOU provides a dedicated funding source for traffic calming measures in the Home

Park and Loring Heights neighborhoods. It also provides for a commitment by the City of Atlanta to provide temporary barricades for studying the effects of restricting access to the Home Park, Loring Heights and Ansley Park neighborhoods. However, the MOU does not provide a dedicated funding source for traffic calming measures in the Ansley Park neighborhood It merely tasks the City of Atlanta and Georgia Regional Transportation Board (GRTA) with securing potential funding for these projects. The MOU should provide a dedicated funding source for traffic calming measures in Ansley Park, as it does for the other neighborhoods The financial cost of this commitment is relatively small in comparison to the scope of the project and tax incentives provided by Fulton County and the City of Atlanta.

I am concerned that the MOU does not sufficiently protect neighborhoods from potential traffic impacts In particular, the MOU lacks a strong enforcement measure should any of the signatories fail to fulfill their commitment under the MOU, and the MOU provides that any signatory may unilaterally terminate the MOU These provisions provide neighborhoods little protection should any of the signatories act in bad faith. For these reasons, I believe the signatory parties must strengthen the commitments they make under the MOU.

The MOU provides for a study of the project's impact on traffic in Midtown. I believe that this traffic study should be modified to ensure that it specifically examines the project's impact on traffic in the Ansley Park neighborhood, with neighborhood representatives sharing oversight of the study. The Ansley Park neighborhood is a National Register Historic District. Federal law requires that this project not adversely impact the integrity of the neighborhood. The traffic study should identify threats to the neighborhood and propose specific solutions to address these threats.

In addition, I support several changes recommended by the Georgia Trust for Historic Preservation. In particular, I believe that all traffic flowing east on 17th Street should be forced to turn South on Peachtree Street. The intersection should be right turn only for automobiles coming from the direction of the proposed bridge.

I also support improved access from Buford Highway to Piedmont Road. In particular, the Georgia Department of Transportation should install a new exit from northbound Buford Highway onto Monroe Drive near the Red Cross building. This change will address safety concerns with the current Monroe Drive exit and improve access to Piedmont Road and Ansley Mall. While the Buford Highway exit onto Monroe is a good distance from the proposed redevelopment, improving the exit will directly improve traffic patterns resulting from construction of the 17th Street bridge.

I-75/I-85 Flyover

I strongly support the exclusion of proposals to change the I-75/85 interchange from any approval that might be granted the Atlantic Steel/17th Street project I have serious concerns regarding the proposed flyover connecting I-75 south to I-85 north The flyover would produce adverse noise impacts and be a visual blight to the area. The visual impact of any flyover is particularly important in light of the effort to make the 17th Street Bridge a landmark gateway to Midtown and Downtown. I also question the need for the flyover, as the current interchange functions properly so long as drivers adhere to the speed limit. Under no circumstances should the proposed flyover be included as part of the 17th Street/Atlantic Steel project. When the

(248)

flyover is studied, its environmental review should include the cumulative impact of the Atlantic Steel/17th Street project and proposals for HOV access to Midtown.

HOV Access to Midtown

I also have serious concerns about the proposed 15th Street HOV bridge and support its exclusion from any approval of the 17th Street/Atlantic Steel project. While I recognize that there may be a need for dedicated HOV lane exits from the downtown connector into Midtown, it is inappropriate to tie construction of the 17th Street bridge to the construction of HOV exits. This project also should be subject to an environmental review that includes the cumulative impact of the Atlantic Steel/17th Street project and the proposed flyover discussed above.

Stormwater Run-Off

While I support the developer's efforts to address stormwater run-off on site, I am concerned about the development's impact on the approximately 500 acres upstream from the Atlantic Steel property. Before redevelopment, off-site stormwater would flow into a series of two process ponds on the Atlantic Steel site. The stormwater then would flow into the Orme Street Trunk on its way to processing at the Tanyer combined sewer facility. The proposed development would eliminate the two process ponds and reroute off-site, upstream storm and wastewater directly to the Orme Street Trunk. Rerouting the water eliminates any off-site stormwater retention that was provided by the process ponds. The reduced retention could increase peak flows into the Orme Street Trunk and the Tanyer CSO facility, possibly resulting in additional overflows when heavy rain events challenge the capacity of the Tanyer facility. For this reason, I ask that the EPA examine the possibilities of separating upstream waste and stormwater and (1) rerouting stormwater to bypass the Orme Street Trunk, or (2) providing some means of detaining the upstream stormwater off-site

Thank you for providing me the opportunity to comment on the proposed Atlantic Steel and 17th Street bridge project. Properly implemented, this project will revitalize a depressed area of Midtown Atlanta and help to address sprawl and air traffic concerns in metropolitan Atlanta. I look forward to working with you to see this project to fruition

Sincerely,

John Lewis
Member of Congress

cc: Tom Coleman, GDOT
Faye diMassimo, FHWA
Jerry Franklin, FTA
John Hankinson, EPA
Kris Holland, APCA
Catherine Ross, GRTA

JL:gd

(249)

sent by fax 9/22/00

Received 10/2/00

September 22, 2000

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street SW
Atlanta Georgia 30303

Re: Environmental Assessment, 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

I write as a concerned resident of Ansley Park, a neighborhood and community listed on the National Register of Historic Places. While the Atlantic Steel redevelopment offers exciting opportunities for this city and state, the citizens and taxpayers (whose funds will be used to support it) deserve the highest degree of care, planning and compliance with applicable laws before the project moves forward. I have reviewed the Environmental Assessment dated August 2000 (the "EA"). In my opinion, the Environmental Assessment does not satisfy the requirements of applicable federal law, including but not limited to NEPA, the US DOT Act, the Administrative Procedures Act or the National Historic Preservation Act, nor did the federal agencies and contractors follow the usual federal procedures under those statutes and their implementing regulations in compiling and publishing this EA. It seems to me that the EPA and the other federal agencies will fail in their obligation to avoid litigation over federal agency actions, if they continue to advance this EA or issue any finding of no significant impact ("FONSI") based on this EA, including Appendix I.

I support the Ansley Park Civic Association's position regarding the unacceptability of the Draft MOU, as stated by letter of August 4, 2000 I support all of the Ansley Park Civic Association's requests for a negotiated agreement, including enforceable funding for planning and implementing measures to avoid impact on our National Register neighborhood, enforceable funding for planning and implementing mitigation measures, and significant advance involvement and input in any other projects that might have impact on our community. In the alternative, I suggest that the EPA and other federal agencies move on to compile a full Environmental Impact Statement ("EIS"), including detailed Section 106 and Section 4(f) analyses that include Ansley Park.

Sincerely,

Katherine Brokaw

Katherine Brokaw
227 Peachtree Circle
Atlanta GA 30309

250

Received 10/6/00

Ansley Park Civic Association

Post Office Box 77125 • Atlanta, Georgia 30357

October 6, 2000

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street SW
Atlanta Georgia 30303

Re: Environmental Assessment, 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Ben:

The Ansley Park Civic Association ("APCA") has just received the letter from the Midtown Alliance, dated September 21, 2000, stating its desire to take "responsibility, working in collaboration with EPA and others, to determine solutions within the Blueprint Midtown boundaries that would mitigate transportation impacts on adjacent neighborhoods." While we welcome the Midtown Alliance's input and expertise, and we have always worked cooperatively with the Midtown Alliance (including the Blueprint Midtown process), the APCA does not regard the Midtown Alliance's input as a substitute for the independent analysis of measures to avoid or mitigate impacts on Ansley Park that we have requested.

As a residential community, listed on the National Register of Historic Places, Ansley Park has concerns, interests and legal rights that are separate and distinct from the interests represented by the Midtown Alliance, although some of our interests do overlap. In addition, the team working for the Midtown Alliance includes Moreland Akobelli and URS/Dames & Moore, who have been intimately involved from the outset with the Atlantic Steel project. They played a lead role in shaping and writing the Concept Report, the TCM, the Environmental Assessment and all the related and supporting documents, many of which we find inadequate in addressing the specific impact of the project on Ansley Park. URS has already been hired to design the 17th Street Bridge and Extension as currently proposed, long before the federal agencies have even approved the Environmental Assessment or any IMR or IJR, or addressed the comments received from the public. There would be an obvious and enormous conflict of interest if those firms were retained to reassess their own plans or alternatives to those plans. They would not be in a position, for example, to recommend changes that might prevent impact on Ansley Park but conflict with the desires of their clients. In addition, we have serious concerns about the validity of the traffic volume estimates presented in the Environmental Assessment as prepared by Moreland Akobelli

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The Ansley Park Civic Association remains committed to continuing its cooperative relationship with the Midtown Alliance I myself sit on the board of the Midtown Alliance and APCA representatives are participating in the October planning workshops sponsored by the Midtown Alliance regarding the proposed Arts Center District. However, the Midtown Alliance is not in a position to represent Ansley Park's separate interests and rights as a National Register, residential district, which relate directly to this Environmental Assessment.

Sincerely,

Kris Holland
President, Ansley Park Civic Association

Cc: Susan Mendheim, Midtown Alliance
Senator Max Cleland
Senator Zell Miller
Congressman John Lewis
Rodney Slater, US DOT
Carol Browner, US EPA
John Hankinson, US EPA
Tom Weyandt, ARC
Catherine Ross, GRTA
Tom Coleman, GDOT
Joe Palladi, GDOT
Michael Dobbins, City of Atlanta
Faye deMassimo, FHWA
Larry Dreihaup, FHWA
Jerry Franklin, FTA
Governor Roy Barnes
Senator Vincent Fort
Representative Kathy Ashe
Mayor Bill Campbell
Robb Pitts, President, City Council
Lee Morris, City Council
Charlie Brown, CRB Realty
Midtown Alliance Executive Committee
Allison Vulgamore
Dorothy Kirkley
Greg Paxton, The Georgia Trust
Richard Hubert, Esq.

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Ansley Park Civic Association

Post Office Box 77125 • Atlanta, Georgia 30357

Received 10/6/00

August 4, 2000 VIA TELECOPY

Mr Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W
Atlanta, GA 30303

RE: ATLANTIC STEEL AND THE PROPOSED 17TH STREET BRIDGE

Dear Ben,

I have seen the Draft Memorandum of Understanding ("MOU") that you sent to Mary McGovern in my absence and I have the following comments. (And I know that Katherine Brokaw has also discussed this with you.)

First, I understand that this is a draft only and is not to be presented or published as anything that the Ansley Park Civic Association has agreed to or has taken any part in drafting. Second, I believe Mary has already told you and Charlie Brown that we have serious reservations about the draft as it was presented to us; we could not agree to it without substantive discussion of its terms, although we would like to explore the possibility of a negotiated agreement and are happy to discuss it with you. Specifically, one of our biggest concerns is that while the developer has committed to funding a comprehensive traffic study in Midtown and Ansley Park (which we appreciate), there appears to be no enforceable commitment by any agency or the developer to actually implement any recommendations that might come from that study. We have consistently told all the agencies, including at our last meeting in May, that we want to see an enforceable commitment of identified funding to prevent and mitigate the undeniable impact of the proposed bridge on Ansley Park. We are also concerned about the unilateral termination provisions and the dispute resolution provisions. In addition, the draft MOU assumes that there will be no change in the current proposals for the bridge and roadways, and we do not wish to rule out that possibility.

Third, another concern is that the draft describes the APCA and two other neighborhood organizations, with the Midtown Alliance, as being the "designated representatives for the interests and positions of the entire neighborhood and Midtown Atlanta." The Midtown Neighbors' Association plays the leading role in representing its members who are residents of Midtown, as distinguished from Ansley Park, and it must be included in any discussions of impact on Midtown. We have just been told by Randal Lautzenheiser, Chair of NPU-E, that none of the other neighborhoods in NPU-E has been shown this draft MOU, to his knowledge, and that he himself has not seen it. We share Randal's insistence that any agreement involving more than Ansley Park must address the inevitable impact on the other neighborhoods that are east of the interstate and those neighborhoods must be consulted.

The discussion in the draft MOU of the proposals presented to us in May regarding changes at the entrance of 17th Street is somewhat misleading. We made it clear at that time that while such a change might be part of an overall solution, and we were willing to discuss it as such, alone it would likely divert traffic to other entry points into the neighborhood, from 15th Street to Beverly Road. Also, we would not agree to any such change without input from the affected property owners on that block. Finally, in spite of assurances that the EPA will respond in writing to the specific points raised in the APCA's letters of April 26 and May 8, 2000, we have not received that. The draft MOU alone is not an adequate response to the specific issues raised in those letters. We look forward to the EPA, and all the public agencies, fulfilling all of their statutory obligations.

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I understand that you want to meet with me and other representatives of the APCA some time the week of August 21, after publication of the proposed Environmental Assessment. I will get back to you with some possible dates for that meeting. As you know, we are disappointed by the EPA's refusal of our request to see the preliminary draft of the Environmental Assessment while it was being circulated to other parties, but I will look forward to seeing the published version as soon as it is available. Of course, we will have additional comments during the public comment phase.

Thanks, Ben, and I hope we can all move forward to address our neighborhood's concerns in a meaningful way. We look forward to working with you and the other agencies and parties.

Sincerely,

Kris Holland
President, Ansley Park Civic Association
21 The Prado
Atlanta, GA 30309
404-885-9248

Cc. Catherine Ross, Georgia Regional Transportation Authority
Tom Coleman, Georgia Department of Transportation
Michael Dobbins, City of Atlanta
Faye di Massimo, Federal Highway Administration
Rodney Slater, U.S. Department of Transportation
Carol Browner, U.S. EPA
John Hankinson, Regional Administrator, U.S. EPA
Ben West, U.S. EPA
Governor Roy Barnes
Senator Max Cleland
Representative John Lewis
State Senator Vincent Fort
State Representative Kathy Ashe
Councilman Lee Morris
Charles Brown, CRB Realty Associates
Joe Palladi, Georgia Department of Transportation
Susan Mendheim, Midtown Alliance
Randal Lautzenheiser, Chair, NPU-E

(251)

THE GEORGIA TRUST
RECLAIM · RESTORE · REVITALIZE

Received 10/6/00

(251)

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Mr. C. Dexter Jordan, Jr., Past Chairman
Mr. Tom B. Wright, Vice-Chair and Treasurer
Mrs. Nancy McTier, Secretary

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Mr. Gregory B. Paxton, President & CEO

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The Georgia Trust
for Historic Preservation
1516 Peachtree Street, NW
Atlanta, GA 30309-2916
404-881-9980
404-875-2205 Fax

www.georgiatrust.org

October 5, 2000

Mr. Ben West
Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, Georgia 30303

Dear Ben:

On behalf of the more than 9,000 members of The Georgia Trust for Historic Preservation. (the Trust), which is headquartered at Rhodes Hall on the corner of Peachtree Street and South Rhodes Center in Midtown Atlanta, this letter provides comments on the *Environmental Assessment, 17th Street Extension [GDOT project NH-7141-00(900) P.I. number 714190] and Atlantic Steel Redevelopment Project, Fulton County Georgia* (EA) of August 2000.

The Georgia Trust supports development of the Atlantic Steel Property and also supports a four-lane bridge with an additional two-lanes permanently dedicated for mass transit and bicycle traffic and a wide promenade on either side permanently dedicated to pedestrian use. However, the Trust believes that under the National Environmental Policy Act, the National Transportation Act, and the National Historic Preservation Act, the current design of the east end of the project fails to adequately acknowledge or mitigate the adverse effects that will occur on the Ansley Park Historic District as a result of this project

The Georgia Trust appreciates the responsiveness of the Environmental Protection Agency (EPA), the Georgia Department of Transportation (GDOT) and other involved parties to the comments of the City of Atlanta, the Midtown Alliance, The Georgia Trust and others from April 2000 in regard to the evaluation of this project as a transportation control measure (TCM)

The Review Process
The environmental review of this project has been unusually abbreviated for a project of its magnitude. One of the strategies to abbreviate the review was to separate the review of the Atlantic Steel site from the Environmental Assessment of the 17th Street Bridge and Extension. The Trust questions whether this bifurcation is legal.

Preservation of Historic Resources
The Georgia Trust's greatest concern is the failure of both the initial Atlantic Steel project evaluation and the current 17th Street Bridge assessment to propose actions to preserve historic resources. The preservation of historic resources and the protection of the natural environment are compatible and complementary Preservation of historic resources is also compatible and complementary to new development of the sort proposed by this project, as many previous projects have shown. The EPA has not demonstrated a commitment to the preservation of historic resources in this project. The EPA chose a plan to demolish all 11 historic buildings eligible for the National Register of Historic Places on the Atlantic Steel Site in order to cap the brownfield as its approach to environmental mitigation. The Georgia Trust does not believe that this is a good model for brownfield redevelopment. It wastes the productive value of these resources, causes substantially more impact on landfills to accommodate the demolitions and removes the historically, culturally and architecturally significant fabric from public use and future public education. In light of the public interest in quickly redeveloping this area, The Georgia Trust did not object to these demolitions. However, the loss of these historic resources on the site requires that extra care be taken with the rest of the project to avoid negative impacts on other historic resources and areas.

The "No-Build" Alternative
The Georgia Trust does not believe that the no-action (no-build) scenario developed as part of the EA (p.2-18) is realistic. The large-scale development, 8 million square feet, proposed in this "no-build" alternative is highly unlikely and unfeasible if the 17th Street Bridge is not built. Among other shortcomings, development of 1.5 million square-feet of retail without adequate access is not possible. The square footage far surpasses all the retail space now available in Midtown, which has excellent access. In addition, development of a large 600,000 square foot hotel, if separated from the rest of the Midtown business community, is highly unlikely. A result of this unrealistically large-scale "no-build" alternative is that the projected average annual daily traffic in the year 2025 is substantially greater for this "no build" alternative than it would be otherwise. Therefore when the EA compares the traffic from this overly large scale "no build" alternative, with estimated traffic from the preferred alternative, the impact of traffic attributed to the bridge is substantially understated.

Traffic Analysis
Projected Growth
The greatest flaw of the EA is that the traffic analysis is inadequate. The projected growth of 1 5 percent for the interstate and 2 percent for surface streets is far below the recent rate of traffic growth in Atlanta, particularly when projected to the year 2025.

17th Street -- West Peachtree to Peachtree Street
Information from the existing study appears, from The Georgia Trust's review, to be seriously flawed. According to Table 4 1 on page 4-14, and Figure 4 2 on page 4-13, the Trust observes the following. In the preferred alternative, the block of 17th Street from Williams Street to Spring Street would carry 35,750 cars On the next block to West Peachtree Street, 17th Street would

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carry 30,600 cars. But inexplicably, the next block of 17th Street between West Peachtree and Peachtree Street would carry only 3,950 cars. Even though the project ends at Peachtree, the projections show that the next block east, which enters Ansley Park between Peachtree and Peachtree Circle, would carry an additional 400 cars or a total of 4,350 cars Why is the block west of Peachtree that comes to and from a multi-lane bridge estimated to carry less traffic than the block to the east of Peachtree that enters Ansley Park? Why do the projections estimate that of the cars on 17th Street at West Peachtree, only 13 percent travel to Peachtree?

17th Street vs. 14th Street

Neither in total number of trips nor percentage of shifting traffic are the projections on 17th Street related to the current traffic on 14th Street On 14th Street between West Peachtree Street and Peachtree Street, traffic currently averages 15,050 which is 381 percent higher than the projections for 17th Street. This 15,050 total is 69 percent of the traffic from the previous block west on 14th Street. This 69 percent of traffic carried over from the West Peachtree intersection to the Peachtree Street intersection on 14th Street is 530 percent higher than the 13 percent estimate of carry over on the same blocks on 17th Street. No explanation is offered in the EA for these anomalies. These anomalies did not appear on Table 4 1 of the EA because all the blocks on 17th Street west of West Peachtree were omitted from Table 4.1, unlike similar blocks on 10th, 14th and 16th Streets.

No Action vs Preferred Alternative

A similar disparity appears when comparing the no-action numbers from Figure 4-1 on page 4-12 to those of Figure 4 2 on page 4-13, the preferred alternative. These figures and the summary table on the next page show a similar disparity in the number of cars on 14th Street. When comparing the no-action alternative to the preferred alternative, the block on 14th Street between West Peachtree and Peachtree Street shows 6,700 fewer cars for the preferred alternative than the no-action alternative. Yet each of the three blocks to the west show an average reduction of 26,000 cars. These reductions are attributed to the construction of the 17th Street Bridge. The EA does not explain the extreme disparity between the small reduction in traffic on the West Peachtree to Peachtree block of 14th Street in comparison to the three blocks to the west. In addition the EA does not explain this reduction by an increase on any other east-west bound street between West Peachtree and Peachtree Street in the vicinity. Fifteenth Street and 16th Street are shown to carry an identical amount of traffic in both the preferred alternative and the no-action alternative. In the preferred alternative, Seventeenth Street has added 35,750 cars between Williams and Spring Street and 30,600 cars between Spring and West Peachtree but inexplicably only 450 cars between West Peachtree and Peachtree Streets. Where did the 6,700 cars no longer traveling east-west between West Peachtree and Peachtree Street go? All of these unexplained disparities point to the conclusion that the traffic studies for the preferred alternative provide an inaccurately low estimate of the impact of 17th Street traffic on Peachtree Street, directly across the street from the block where Ansley Park begins. These disparities, particularly related to 17th Street on the block between West Peachtree and Peachtree Street, result in the EA underestimating the adverse effect that the 17th Street Bridge will have on the Ansley Park Historic District.

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Ansley Park

Table 4.1 also shows an additional 3,300 cars per day that enter Ansley Park going in an east-west direction as a direct result of this project. The environmental assessment prepared for the project states, "implementation of the proposed project would increase the amount of traffic on most entrances into Ansley Park and Peachtree Street..." but erroneously concludes, "the preferred alternative would not adversely effect this neighboring [sic.] setting " (Page 4-57) The EA subsequently states, "furthermore the preferred alternative would not alter the overall character of the resource or its historic and architectural significance." As documented above The Georgia Trust believes that the number of cars estimated to enter Ansley Park is understated. Even if the numbers were correct, however, 3,300 more cars per day would measurably and adversely effect the quality, safety, viability, setting, and value of the Ansley Park neighborhood Since the project ends at Peachtree and 17th Street, which is across Peachtree Street from the block where Ansley Park Historic District begins, the adverse effects that will occur are secondary and cumulative impacts that are by legal precedent a part of this project

Context of the Project

An understanding of the context of this project is important in assessing the responsibility for the project to provide mitigation. In the Midtown area, there is no outlet for traffic heading to or coming from the east, north of 10th Street and south of Monroe. In the area south of 10th Street, the streets are built on a grid system with numerous outlets. Piedmont Park blocks all east-west traffic north of 10th. Thus, in the north end of Midtown beside Ansley Park, there is built-up demand for traffic desiring to go east. In the north-south direction, there are two pairs of one-way streets — Spring and West Peachtree, and Juniper and Piedmont — and one two-way street — Peachtree Street — that bring traffic north and south in Midtown. These five streets consolidate by or near Ansley Park into only two less-efficient two-way streets — Peachtree and Piedmont. Thus, the existing road configuration strains traffic in both a north-bound and an east-bound direction in the Ansley Park vicinity. This system is currently at or near capacity, particularly on Peachtree Street. This already strained situation is further reason for the need for mitigation from the proposed project in this area.

Such mitigation would best serve the historic district if an alternative for east-west traffic were found. Development of the preferred alternative, with retail on the scale of a super regional mall, as well as substantial office space and residential, will result in traffic seven days a week. The retail and office space will attract users from throughout the area One specific geographic area not served by any limited access highway major artery, or Marta rail, is the northeast segment of Atlanta that includes North Druid Hills, LaVista, Emory, north Virginia Highlands, Morningside and other neighborhoods adjoining these areas. Currently, commuters from this area use Morningside and Rock Springs Road in their east-west travels to Midtown. Ansley Park is directly between these roads and north Midtown. With construction of the 17th Street bridge, Ansley Park would provide the cut-through link for traffic from these areas to Atlantic Steel. Any option that is developed for diverting Atlantic Steel traffic from Ansley Park must provide an alternative access to the part of Monroe between Piedmont Road northwest to the 90 degree turn by the Red Cross building Any solutions north of this point on Monroe would be

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inconvenient, and therefore unused by all of this neighborhood-generated traffic whose outlet at Morningside intersects Piedmont only a short block north of Monroe.

Over the past 50 years urban neighborhoods throughout Georgia and the nation have been degraded by highway projects. In particular, historic neighborhoods have been negatively affected because most of these neighborhoods were built on through-traffic streets. These neighborhoods were originally constructed with numerous outlets which disburse traffic throughout the neighborhoods, filtering it like a wetland. For the past 50 years, the pattern of road building has been dead-end neighborhood streets that flow into feeders, which flow to collectors, which flow to arteries. The dumping of such arteries directly into historic neighborhoods is like dumping a large culvert of rapidly moving water directly into one spot in a wetland. The systems are
incompatible and the area is overloaded. Rapid erosion of the quality of life in neighborhoods can and has occurred from similar highway projects ending at neighborhood boundaries.

An "automobile culvert" has previously been constructed at the edge of Ansley Park When Interstate 85 was substantially widened in the 1980s the old interstate bed was extended and renamed Buford Highway Extension. This extension has one exit onto Peachtree Street north, just south of the interstate overpass on Peachtree Street near Brookwood Station. This exit was formerly a two-way exit, but a right turn only concrete barrier has made it a one-way exit onto Peachtree Road north. The highway was extended past this exit around a 90 degree turn to end behind and beside Rhodes Hall. The private street at South Rhodes Center was purchased from the Rhodes family descendants and made into a public street connecting exiting Buford Highway Extension traffic onto Peachtree Street This street intersects Peachtree Street directly opposite the Peachtree Circle entrance to Ansley Park. All the Buford Highway traffic is coming from the northeast having just passed the Monroe Drive exit. Thus, unlike traffic from the proposed 17th Street bridge extension, little or none of this traffic cuts through Ansley Park to get to Monroe. But because the traffic coming off the highway is pointed directly at the neighborhood, this artery has greatly increased both the number and the speed of cars entering Peachtree Circle. During morning rush hour most of these cars are headed for Colony Square which also intersects Peachtree and Peachtree Circle at the other end of the circle. Other cut-through traffic accesses parking garages for Peachtree Street buildings through alleys connected to 16th and 17th streets. According to Moreland Altobelli Associates, Inc. in Figure J1 in the Project Concept Report Technical Appendix, only five cars per hour traffic cross Peachtree Street from South Rhodes Center east to Peachtree Circle at the peak hour of traffic. By actual count on April 26, 2000 from 8:20-8:34 a m , 52 cars crossed Peachtree Street in 14 minutes, or an estimated 220 cars per hour. This number of cars, particularly when transitioning from limited access highway speeds, and dumped onto a neighborhood street, creates a substantial negative impact. This cut-through traffic uses this neighborhood street simply because it is pointed in that direction and it provides easier access than turning south onto Peachtree Street. Traffic from the 17th Street bridge would not only reproduce similar local cut-through patterns but would also funnel into the Ansley Park Historic District traffic headed to northeast Atlanta

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If historic urban neighborhoods are to survive and thrive, particularly in a metropolitan area growing as fast as Atlanta, part of the transportation plan must be to prevent arteries from flowing directly into pass-through neighborhood streets, to employ traffic calming devices to guide, to slow down and even to diminish pass-through traffic, and to implement highway alternatives that efficiently move traffic around such areas rather than encouraging traffic to flow through them Transportation funding and other subsidies for suburban development have often overlooked urban, smart-growth-patterned historic areas or adversely effected them. After major urban decline during the 1950s, 60s and 70s, it is now the time for transportation policy to help facilitate and protect the urban revitalization gains that have been made throughout the region, from Summerhill to the Martin Luther King, Jr. Historic District from Inman Park to Candler Park, to Ansley Park and others.

Summary of the Shortcomings of the EA

The EA falls short of its legal obligations. The EA does not accurately analyze traffic arising from the project that will negatively impact the Ansley Park Historic District. The EA also does not provide substantive analysis of the historic district itself. These shortcomings resulted in an inaccurate finding in the EA of no adverse effect on the Ansley Park Historic District As documented in this letter, the proposed 17th Street Bridge project would have a substantial adverse effect on the Ansley Park Historic District due to an increase in traffic that was not accounted for in the EA. This substantial adverse effect requires mitigation. However, no mitigation measures for this adverse effect were provided in the EA.

Proposed Mitigation Measures

Therefore, The Georgia Trust proposes the following mitigation measures to accomplish three ends: to deflect from the Ansley Park Historic District, as much as possible, the traffic that arises from the project; to improve alternative routes that move this traffic around the historic district and to calm traffic from the project that enters the historic district.

To Calm Traffic:

1. Complete a comprehensive traffic study of the area of Midtown and the Ansley Park Historic District between 10th Street and Monroe, including a reassessment of the traffic counts in the EA, to provide a context for comprehensive solutions to transportation problems in this area, particularly the east-west problem. This study as it relates to Ansley Park, should have a particular focus on solutions to mitigate the impacts of traffic from the 17th Street Bridge.

2. Dedicate sufficient funding to pay for implementation of mitigation measures internal to the Ansley Park Historic District that are developed in the above study and dedicate funding to perform any environmental assessment within Ansley Park sufficient to permit the expenditure of federal funds within this neighborhood.

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To Deflect Traffic

3 Provide the following interim solutions outside the Ansley Park Historic District:

A. On the exit from southbound Buford Highway Extension onto Peachtree Road North that intersects Peachtree opposite the iXL headquarters or the old Equifax Building, remove the right turn only barrier so cars can exit either north or south on Peachtree Road

B. At the end of Buford Highway Extension South, at the corner where Rhodes South, eastbound, intersects Peachtree Street just south of Rhodes Hall, install a right turn only barrier onto Peachtree Street heading south into Midtown so that cars cannot directly enter the historic district from this federal-aid, limited-access exit.

C. On 17th Street eastbound at the intersection of Peachtree Street, install a right turn only barrier into Peachtree Street southbound Further west on this same block, just west of the rear entrance to the Mitchell King House/Nix Mann & Associates rear annex, make 17th Street a one-way, one-lane eastbound-only street, similar to the recent changes to 18th Street between West Peachtree Street and Spring Street

To Improve Alternative Routes:

4. On 17th Street eastbound, at West Peachtree Street improve signage to encourage use of Buford Highway Extension to access Piedmont Avenue. Use the existing Buford Highway Extension roadbed, reduce the speed limit, narrow the lanes and add a third lane in each direction.

5. Build a slip-lane exit onto Monroe Drive that exits traffic onto Monroe at the point where it takes a 90 degree turn opposite the Red Cross building If an exit cannot be built directly onto Monroe at this point, an alternate route will be of very limited value. An exit further north on Monroe will bypass traffic to and from the northeastern segment of Atlanta — the North Druid Hills, LaVista, Emory north Virginia Highlands, Morningside area Providing a convenient alternative to this traffic is critical to mitigate the impact of the 17th Street Bridge to the Ansley Park Historic District. Therefore, it will be of no value for mitigation purposes. An additional solution is needed to easily access traffic onto Buford Highway Extension southbound at this same point.

To Accomplish These Measures:

6. In keeping with the National Historic Preservation Act, develop a memorandum of agreement which includes the above items as mitigation for the adverse effects of this project. Include The Georgia Trust for Historic Preservation and the Ansley Park Civic Association as signatories with a seat at the table for decision on the expenditure of future funds

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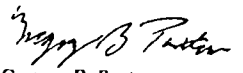
Conclusion

If the Atlantic Steel development undermines the stability of the Ansley Park Historic District, whose real estate value The Georgia Trust conservatively estimates as $300 million, the net gain for Atlanta will be dramatically diminished The development of mitigation measures will allow successful development of this project while minimizing the negative effect on Midtown and Ansley Park for a totally positive net gain

Yours truly,



Gregory B. Paxton
President & CEO

gt

cc: Charles Brown, CRB Realty Associates
Rodney Slater, U. S. Department of Transportation
Faye di Massimo, Federal Highway Administration
Georgia Department of Transportation: Tom Coleman, Joe Palladi, and Frank Danchez
Catherine Ross, Georgia Regional Transportation Authority
Senator Max Cleland
Senator Zell Miller
Representative John Lewis
Governor Roy Barnes
State Senator Vincent Forte
State Representative Kathy Ashe
Lonice Barrett, Department of Natural Resources
Ray Luce, Historic Preservation Division, Department of Natural Resources
Councilman Lee Morris
Michael Dobbins, City of Atlanta
John Sibley, The Georgia Conservancy
Susan Mendheim, Midtown Alliance
Charlene Vaugn, Advisory Council on Historic Preservation
Betsy Merritt, National Trust for Historic Preservation
Boyd Coons, Atlanta Preservation Center
Chris Holland, Ansley Park Civic Association

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Palladi, Joe [redacted]

Received 10/10/00

From: MarcGrauer@aol.com
Sent: Sunday, September 17, 2000 4:28 PM
To: west.ben@epa.gov
Cc: hankinson.john@epa.gov; kutzman.jim@epa.gov; exec.dir@grta.org; tom.coleman@dot.state.ga.us; joe.palladi@dot.state.ga.us; jerry.franklin@fta.dot.gov; larry.drehaup@fhwa.dot.gov; kashe46@mindspring.com; rplitts@ci.atlanta.ga.us; watsona@gdaw.com
Subject: (no subject)

September 17, 2000

Mr. Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, GA 30309

Re: Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. West:

We are residents of the Ansley Park neighborhood in Atlanta. We write to you to express grave concerns with the above project. The 17th Street bridge and extension threaten to cause a massive increase to the already high volume of cut-through traffic in our neighborhood. We happen to live on Beverly Road which has been under a traffic study and review for several years due to the traffic and the other development issues currently impacting the area. The current environmental assessment fails to recognize that Ansley Park will even be affected by this project.

Before the project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park. In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts. As presently proposed, we do not support the 17th Street bridge and extension project.

Sincerely,
Marc Grauer & Nancy Keyes
200 Beverly Road
Atlanta, GA 30309
404-885-9570

253

Palladi, Joe [redacted]

Received 10/10/00

From: mccoy10@mindspring.com
Sent: Sunday, September 17, 2000 11:23 AM
To: Ms. Catherine Ross; org@mindspring.com
Cc: Joe Palladi; Kathy Ashe; Aaron Watson

September 17, 2000

Re: Environmental Assessment - 17th Street Extension and Atlantic Steel Redevelopment Project, Atlanta, Fulton County, Georgia

To Whom It May Concern:

As a resident of the Ansley Park neighborhood, I am greatly opposed to the 17th Street Extension and Atlantic Steel Redevelopment Project which, as presently proposed, would create a new development at the expense of some of Atlanta's older, well-established neighborhoods.

Please oppose this attempt to allow a massive cut-through of traffic, create new and much more serious air pollution and destroy the safety and quiet character of our neighborhood.

We have fought for years to keep Ansley Park a nationally-recognized quiet and beautiful neighborhood and now urgently seek your support to require redesign of this project to protect our neighborhood from this massive and very undesirable change.

Yours very truly,

Rawson Foreman
238-15th Street, N.E.
House No. 16
Atlanta, Georgia 30309-3594

(254)

JEFFREY T. DUNN
P O DRAWER 1734 • ATLANTA, GEORGIA 30301

Received 10/11/00

October 4, 2000

Mr Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S W
Atlanta, GA 30303

Re Environmental Assessment 17th Street Extension and Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr West,

I am a resident of the Ansley Park neighborhood in Atlanta I write to you to express my grave concerns with the above project The 17th Street bridge and extension threatens to cause a massive increase in cut-through traffic in my neighborhood endangering the safety of its residents, polluting our air and destroying the fabric of my neighborhood as I know it today. The environmental assessment fails to recognize that Ansley Park will even be affected by this project

Before this project proceeds, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts As presently proposed, I do not support the 17th Street bridge and extension project

Sincerely,

Jeffrey T Dunn

(255)

Glen C Stephens
&
Kathleen E Riley

175 Avery Drive, N E
Atlanta, Georgia 30309-2700

404-872-7090

Received 10/12/00

October 3, 2000

Mr Ben West
United States Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street, S W
Atlanta, Georgia 30303

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Before this project begins, current plans for the 17th Street bridge must be redesigned to divert traffic away from Ansley Park In addition, you must identify the impacts on Ansley Park and provide mitigation to remedy those impacts As presently proposed, I do not support the 17th Street bridge and expansion project

Yours truly,

Glen C Stephens
&
Kathleen E Riley

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