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.

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MR. HOLDROYD: My name is Tim Holdroyd, and 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.

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MR. BECK: J. Beck, 95 Montgomery Ferry

Drive, 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 DOT, it would double the traffic. That is a terrible thing to me.

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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.

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

This brown field is only partially to be 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 Amtrack and Brookwood Station and Arts Center - MARTA? Can we tie into the Chattachooee Industrial area?

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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

to 5th 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.

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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.

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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 the Ansley Park 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.

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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

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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.

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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.

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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?

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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 bridge 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 highway 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.

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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.

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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

impact statement with specific reference to preventing 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.

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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.

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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.

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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

Ansley Park by this project is frankly [illegible] raises our suspicion that there never was any interest 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.

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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.

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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.

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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.

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MR. KIMBROUGH: Erich Kimbrough.

The first comment, the increase in the

amount of traffic. The project will make Peachtree unde irable. 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.

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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)

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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.

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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

different. While the Ansley Park Association has approved in principal the development of the brown 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

hoodwinked. This isn't smart growth. It is smog growth.

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

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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.

Now, we got a new one. It is a bigger. And it is the DOT. The DOT is like a greyhound. The nose -- 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.

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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 woefully and shamefully 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

dealing with a superficial analysis of what the environmental effects are, we are confronted with two Court Orders as to our failure to comply in the past, but we also have a totally experimental project here to try out for the first time on the City of Atlanta mid-town area, and specifically the Ansley Park Civic Association. And I suggest, Mr. Chairman, that that might be subject to challenge. It certainly indicates that we ought not to be the guinea pig in terms of how we live and how we exist in this community.

We are also led that there is water problems in this area. I read with interest Mr. Copeland's incredible statement as to how we could provide water quality and meet the compliance requirements in the EA. I suggest to you that there has been a compact of three states, and we attempt to avoid a Supreme Court decision on those areas, and they talk in grave terms about the effect of water quality on this State and its existence as well as our surrounding states.

And yet, with some sort of back of the hand motion of compliance, Mr. Copeland says, oh, we can supply us with water, in an area that has been contaminated for lo these many years by grounds of contamination, that is the founder of that -- of the surface water and the containment policy of the EPA's

supposedly efforts to clean up that site.

Mr. Chairman, it is our contention that the analysis that has been done under the Clean Air Act has been the subject matter of our comments. And when we commented on it, we showed in graphic detail I think, the fact there has been a neglect of determining what the hot spots of oh, no, will be. We have shown that you have not considered what the retail traffic counts will be in terms of, that you have used as your model, the traffic count on I-75/85. And the process is flawed beyond repair.

Therefore, if I am asked by my clients, in terms of this proceeding, I would say to them that I think that we are being set up for what I call the push dance steps of the EPA once again. They will issue the EA. They will approve it. And we will be the subject of a finding, a finding of no significant impact.

I believe that you should be aware of the fact that if that happens, we shall entertain the prospect of a Federal lawsuit. And in terms of that, we will not hang back from suggesting that what this tract needs is a full blown EIS.

This is not just idle talk. They have raised the money. They have hired me to do it. I am no

stranger to these kind of actions. I will not hesitate 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 Missisippi 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.

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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

Peachtree Street." But inexplicably concludes 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

five streets consolidate by or near Ansley Park Historic District into only two less efficient two-way streets, Peachtree and Piedmont.

If historic flow-through neighborhoods are to remain stable, substantial introduction of new cars into these areas must be avoided. Historic neighborhoods with multiple entrance and exits act like a wetland filtering cars through. It is inappropriate to build a culvert that directly dumps cars into a flow-through neighborhood, thereby making its residents threatened species.

In conclusion, if the Atlantic Steel Project development undermines the stability of Ansley Park Historic District, the net gain for Atlanta will be dramatically diminished. We urge the development of mitigation measures that will allow successful development of this project while minimizing the negative effects on midtown Ansley Park for a totally positive net gain.

Thank you.

**

MR. WEDDELL: Mr. Chairman, I appreciate the opportunity to be heard. My name is Bruce Weddell. I live at 41 South Prado.

I have lived in Ansley Park for almost a

third of a century. I am the past president of the Ansley Park Civic Association. I have been on the Board of Directors for over a decade. I have served on the Ansley Park Beautification Foundation.

And I come to you to endorse what has been stated already, in opposition to the planning process that we have seen.

Frequently when the situation developes as we have seen it, there is an embarrassing silence when people ask for a named plaintiff, one who is definitely interested and definitely attached there, one who has a stance.

The Ansley Park Civic Association has a named plaintiff.

**

MR. JONES: Mr. Chairman, my name is Milton Jones.

I am a resident of Ansley Park and live on Peachtree Circle. I am a relatively new resident to the area. But I am certainly not a new resident to the City of Atlanta. I have seen a lot of progress happen. I have supported a lot of progress. And like my neighbors, support continued progress for the City.

But progress is an interesting thing. Progress requires balance. What seems to be missing

here is that balance. We have got a beautiful neighborhood with along 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, Kathy Ashcot 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 ask 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 Manhatten. 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 onto 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.

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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.

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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.

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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.

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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 - 'ty 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.

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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.

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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.

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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.

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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.

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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

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.

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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

things that will serve our community as well as an entertainment destination.

Now, this is the thing that people -- I live on the south end towards downtown. And the downtown neighborhood, they have been clamoring for this kind of development downtown. Build small, light developments downtown. I don't understand what the problem is. You are getting what we wished for.

Now, you have the great development here and integrated well into Oak Park and Loring Heights and into West Midtown where I live, the other side of Northside. Reclaim the neighborhood. And then it would be in great shape for us.

Now, the bridge. You are saying, well, maybe that is okay for those people over there. But I don't believe in the nexus for all of that. So what makes a good City. When I was in Georgia Tech, going through the architecture program, what needed to be studied was City planning -- which Georgia city did we look at when we looked at good state planning? So it wasn't Atlanta. It was Savannah.

Why Savannah? What makes most great major cities? Not walls, not barriers, not divisions between, but connections. We need to get from one place to the other, one neighborhood next to the other

neighborhood. It seems like your neighborhood wants to be a cul de sac. You want to be a Post Apartment Complex. It seems like if you just put up a little gate at every entrance, and that would solve it.

And some of us -- one part of the city to the next part of the city witho9ut having to hedge the highway to get to one place from the other. I like to walk down streets and go from one place to the other. This bridge will help you walk, it will you fight, it will help you get around. It won't help me drive through your neighborhood to get to something on the other side.

Most people now -- most people that I have ever talked to don't even know how to get through Ansley Park. There will be mutiny. So I wish that you would look at Atlanta's legacy of building bypasses. So named, as the new roads that have been planned, there were roads over time -- dividing the interest and about keeping people from getting one place to to other, through the '60s, we were notorious of putting inroads to divide white neighborhoods from black neighborhoods, dividing poor neighborhoods from affluent neighborhoods. People would go so far as to put roadblocks in the middle of the road. They wouldn't live in the same area as the other guys.

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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/ HEWorley

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