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July 16, 1999

Ms. Michelle Glenn
U.S. EPA Region IV
61 Forsyth Street
Atlanta, GA 30303

Mr. Tim Torma
U.S. EPA Office of Reinvention (1802)
401 M Street, SW
Room 1025WT
Washington, DC 20460

RE: June 17, 1999 Federal Register
Atlantic Steel Final Project Agreement

Dear Ms. Glenn / Mr. Torma:

I am writing to comment upon the final project agreement for the Project XL Atlantic Steel development. These comments follow those submitted in response to the February 24, 1999 Federal Register announcement. We believe the proposed Atlantic Steel project is a unique opportunity to incorporate the concepts of smart growth along with novel approaches to transportation and community livability.

The Southern Coalition for Advanced Transportation (SCAT) is located at 575 14th Street, NW, immediately adjacent to the proposed development. SCAT is one the most immediate neighbors of the Atlantic Steel development. SCAT is a consortium of more than 65 government and private organizations engaged in the development and promotion of advanced transportation technologies, including electric and hybrid vehicles, high speed rail and other emerging systems to efficiently move people and commerce. SCAT manages a portfolio of over 50 projects worth more than $60 million in cost-shared funds from federal, state, and industry sources. Just last year, EPA Administrator Carol Browner joined Transportation Secretary Slater and DOE Secretary Peña in announcing a new Advanced Vehicle Program to take advantage of the work of our organization and several others around the nation.

We support the Atlantic Steel development and its plans to integrate multi-modal transportation options throughout the complex. The proposed 17th Street bridge and its promise to incorporate dedicated bicycle lanes and a transit corridor are key to making the community pedestrian and transit friendly. The dedicated lane is important to encouraging easy access and accessibility to both sides of the complex while not encouraging additional single occupant vehicle traffic.

We support the requirement for the shuttle although the type of vehicle should be environmentally friendly, convenient and frequent enough to be effective and carry an adequate number of passengers. Although there are visions of light rail when the area becomes more fully developed, an environmentally friendly shuttle bus system is needed when first required by the occupancy milestones.

We recommend that the interim shuttle be an alternative fuel vehicle similar to the systems in Chattanooga or Miami Beach. As the FPA states, we are working with several communities, including Atlantic Steel, to secure funding for alternative fuel vehicles. The current proposal envisions several alternative fuel buses to accommodate the needs of the interim shuttle service that Atlantic Steel must initiate. We recommend and are planning for an expansion of the service to increase frequency and acceptance. In addition, expansion of an alternative fuel shuttle system could serve the needs of the western corridor and its need for a system to link to Centennial Park, the Philips Arena, and other attractions.

The use of zero emission vehicles in this setting would be both a public relations success and model for the overall goal of air quality improvement. An electric shuttle system could be used to connect to MARTA, circulate internally within the complex and also be used to connect Atlantic Steel with the western corridor. The transportation solutions provide cleaner air, public relations benefits and demonstrate vision and leadership in one of the most contentious, yet most important of the development's requirements.

SCAT has an extensive track record in assisting complex clean transportation projects from conception to effective implementation. We look forward to working with EPA, Jacoby, CRB Realty, and our neighbors in bringing innovative transportation systems to model projects like Atlantic Steel.

We look forward to working with you to make the Atlantic Steel development a successful model for smart growth, transportation innovation, and practical community development. Please feel free to contact us with any questions.

Sincerely,

John W. Wilson, Jr.
President and CEO

Midtown Alliance

795 First Union Plaza
999 Peachtree Street
Atlanta, Georgia 30309
404 892-4782
Fax 892-0050

July 14,1999

Ms. Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, Georgia 30303

Re: Final Project XL Agreement for the Atlantic Steel XL Project

Dear Ms. Glenn:

The Midtown Alliance has been working with the City of Atlanta Department of Planning, the Georgia Department of Transportation, MARTA, the Atlanta Regional Commission, Jacoby Development and affected property owners to address some issues related to the proposed 17th Street Bridge. Our common concern is the impact of the bridge east of the interstate in Midtown. Specifically, we want to ensure that the transportation system and pedestrian and transit environment enhance Spring and West Peachtree Streets. These meetings have been very positive and have fostered a spirit of cooperation among the different groups. While all issues have not been resolved for every property owner, the group has reached consensus on the alignment and configuration of the bridge. As currently designed, the bridge will land at grade on Spring Street at a point just north of the seven-story building located at 1350 Spring Street. A new segment of 17th street will be built to connect with the existing 17th Street at its West Peachtree intersection. The Midtown Alliance supports this alignment.

We understand that it makes sense to construct the bridge based on 20-year traffic projections to include four through lanes, three turn lanes, two 17-foot HOV/bike lanes and a minimum of 15-foot sidewalks on either side. This will result in exceptionally wide cross-sections at the Spring Street and West Peachtree intersections and, therefore, will be uninviting to pedestrians. More importantly, constructing for the 20-year projections will encourage automobile traffic.

We are asking that the Georgia Department of Transportation reduce the width of the cross-sections at the intersection by phasing the project with the first phase based on 10-year traffic projections. We believe this phasing will postpone the construction of the turn lanes. Ultimately, we expect that by promoting the use of transit and fostering pedestrian-friendly streets, we can limit the increase in traffic as Midtown continues to grow during the coming decades. In short, some of the turn lanes shown on the conceptual design may never be needed.

To achieve the Midtown Alliance smart growth objectives, our traffic and urban design consultants are advising us to explore the inclusion of the following modifications to the bridge plan:

Midtown Alliance

795 First Union Plaza
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1. The northernmost eastbound through lane at the Spring Street intersection should not be built initially. Instead, a wider landscaped median should be built on the west side of the intersection, and a 12-foot wide landscaped median should be built on the east side to replace one through lane. The bridge and new 17th Street should be built in stages with the final stage (elimination of the widened median) contingent upon actual future need.
2. The right-hand turn lane for southbound Spring Street traffic turning west onto the bridge should not be built initially.
3. The HOV/transit lanes should be constructed using special architectural pavers instead of ordinary asphalt or concrete surface.
4. Georgia DOT should allow the sidewalks on Spring Street and West Peachtree Street to be planted with trees and landscaping in accordance with Blueprint Midtown.
5. No free right-hand turns should be permitted at the intersection of Spring Street and 17th Street, West Peachtree Street and 17th street, or 16th Street and Spring Street.
6. Adequate funding should be included in the project budget to construct traffic control measures on 17th Street to prevent or discourage traffic from cutting through the Ansley Park Neighborhood.

We recognize that the Atlantic Steel development will contribute to improved regional air quality. The bridge is a necessary component of the Atlantic Steel development, and it should also become a catalyst for more intensive, pedestrian oriented development in Midtown. More pedestrian oriented development in Midtown would logically lead to further improvement to the region's air quality. However, if the bridge is designed in such a way as to discourage the pedestrian oriented development of Midtown, an important collateral benefit of the bridge will be compromised to the detriment of both air quality and the economic health of Atlanta.

Thank you for your consideration.

Sincerely,

Susan Mendheim

Susan Mendheim
CEO and President

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PLEASE REPLY TO CONYERS OFFICE

19 July 1999

VIA FACSIMILE
AND HAND DELIVERY

Michelle Glenn
U.S. EPA
Region IV
61 Forsyth Street
Atlanta, Georgia 30303

Re: **Comments regarding proposed Final Project XL Agreement for the Atlantic Steel XL Project submitted on behalf of Spring Associates, LLC**

Dear Ms. Glenn:

I represent Spring Associates, LLC, 1314 Spring Street, N.W., which owns all of the property bordering the northern side of 16th Street between Spring Street and Williams Street in Atlanta. We will be directly impacted by this proposal and consider ourselves stakeholders within the meaning of the Stakeholder Involvement Plan. Though our interest has been well documented and known to local participants, we have received no personal notice of any hearings or meetings associated with Project XL. If you would please add us to your database of stakeholders and parties to whom notice is directed for any future aspect of this project, including but not limited to NEPA review and final SIP review, it would be appreciated.

Please be advised that due to our lack of prior notice, and our continuing analysis of the TCM regulatory process, we wish to reserve our right to comment as this project progresses. As we understand the project, public comments are solicited but are not required at this time as this Final Project XL Agreement is not a legal document necessitating reservation of legal objections. We will follow the NEPA process closely, as well as the Georgia EPD SIP review process and final EPA SIP approval, and comment as appropriate at that time. In addition, we are monitoring the Georgia DOT and FHWA Concept Report approval process.

Thank you for this opportunity to comment on this project. I particularly appreciate the efforts you have made in the last week to speak with me regarding the status of Project XL and the particulars of this process.

Respectfully submitted,

Robert L. Zoeckler
for Spring Associates, LLC

RLZ/mbc

cc: Mr. Joe Ganem, President, Spring Associates, LLC
Mr. Jerry Cooper, FHWA
Mr. Ben West, US EPA
Mr. Jeff Carter, Ga. EPD
Mr. Joseph P. Pallati, P.E., Ga. DOT
Mr. Will Berson, ARC
Commissioner Michael Dobbins, City of Atlanta
Mr. Charles Brown
Ms. Susan Mendheim, Midtown Alliance
Mr. Brian Hagar, Sierra Club
Mr. Neil R. Davis, P.E., ICF Kaiser

rlz\springassoc\glenn1

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 1 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 <u>comprehensive</u> 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

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

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".

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354 9TH ST., N.E. • ATLANTA, GEORGIA 30309 • 873-6417

July 16, 1999

Mr. Tim Torma
U.S. EPA, Office of Reinvention (1802)
401 M Street, S.W., Room 1025WT
Washington, D.C. 20450

Ms. Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, GA 30303

RE: Comments on the Atlantic Steel Redevelopment Project XL Draft Final Project Agreement

Dear Mr. Torma and Ms. Glenn:

With this draft Final Project Agreement, EPA and Jacoby have taken significant steps to protect water quality but much remains to be done. We wholeheartedly support those portions of the subject Agreement which provide for:

(1) Installation of Separated Sanitary Sewer Lines and Stormwater Drainage Lines to Replace Combined Sewer Trunks Under Those Portions of the Shoal Creek Catchment (That Is, the Approximately 500 Acres Including the 138-Acre Atlantic Steel Redevelopment Site) and the Tanyard Creek Subwatershed Which Are Within the Boundaries of This Redevelopment Site.

(2) Pretreatment of Groundwater and then Pumping the Treated Groundwater into the Sanitary Sewer System Rather Than the Stormwater Drainage System.

However, there remain these key points:

(3) Stormwater Runoff Laden with Lead and Other Heavy Metals from the National Smelting and Refining Site Should Not be Permitted to Flow Via Any Piping System, Into Tanyard Creek.

The draft Agreement is ambiguous at best concerning the fate of stormwater runoff currently conveyed by storm drains from points along the western boundary of the

National Smelting and Refining site to the lower pond on the Atlantic Steel Redevelopment site. Pollutant loads from this runoff have been at least partially retained in this pond for many years. Contaminated runoff from the former lead smelter should be stored 100% onsite and pretreated before being released into the sanitary sewer. Pretreatment standards should not be lowered in an effort to put in place a Project XL. We reiterate: the abandoned lead smelter should not be allowed to pollute Tanyard Creek, Peachtree Creek and the Chattahoochee River.

(4) An Offset by Way of Developer Endorsement of Onsite Roadway Runoff Storage and Treatment Should be Part of the Package Whenever DOT Funding for a Transportation Structure Such as a Bridge Over the Expressway at 17th Street is Provided.

Stormwater runoff from automobile habitat in the 500-acre Shoal Creek catchment should be detained for water quality and flood control purposes. The draft Agreement fails to recognize that the existing ponds, greenspaces and other pervious surfaces at the Atlantic Steel Redevelopment site are currently performing these vital functions and that increased downstream deterioration and flood damage are inevitable unless existing or equivalent runoff storage is provided.

Stormwater detention needs to be done at several sites throughout the Tanyard Creek subwatershed. In addition to the stormwater storage and treatment recommended for the Shoal Creek catchment (see succeeding paragraph), some portion of the runoff from upstream in the remainder of the Tanyard Creek subwatershed should also be detained and treated. Underground storage with baffles, cleanout devices, pumps and related "bells and whistles" can be provided for $1 per gallon. Storage of 15 million gallons, for example, would cost $15 million. (This could be paid for out of TEA-21 funds.) Treatment facilities are already proposed by the developer.

Now is the time to take action to redress a long-standing water pollution/flood control problem: To date, long after the Interstate has been built and widened to 14 lanes, no one has made any provision for detaining the massive quantities of stormwater runoff it generates. If this Project XL is truly to produce superior environmental results, this problem must be addressed. If it cannot be handled during a wholesale redevelopment, then when?

(5) Shoal Creek, its Wetlands, Lakes and Riparian Corridor Should Be Protected.

Shoal Creek, a spring-fed flow estimated at 3 million gallons per day, is fed through a culvert beneath Hemphill Avenue and adjacent property into the Atlantic Steel Redevelopment site. The existence of this creek is shown

clearly on a map entitled "Plat of the White & McLendon Property in Land Lots 149 & 150 - 17th Dist. Fulton County (April 1908)" and can be found in Deed Book 280, pages 368-370 in the Fulton County Superior Court records.

Shoal Creek, along with its lakes and wetlands, also shows up on the current U.S. Geological Survey maps, on the State of Georgia's 1821 Land Survey Maps, on an 1864 map produced by the U.S. Army Corps of Engineers, and on a 1913 map entitled, "Plat of Sewer Line from Culvert at Hemphill Ave & 14th St to Below East Avenue (Aug. 13, 1913)". The latter plat is also on file in the Fulton County Superior Court.

This valuable water resource, of which approximately 900 feet is still daylighted on the Atlantic Steel property, needs to be preserved and enhanced. Not only can it be an attractive natural amenity to add life and interest to greenspace but also its lakes and wetlands currently reduce downstream flooding and pollutant loadings from much of the 500-acre Shoal Creek catchment. This catchment-wide function should not be lost in the course of redeveloping the Atlantic Steel property.

(6) <u>Existing Greenspace on the Property Should Be Protected, Especially Greenspaces Which Are Contiguous to Each Other</u>.

Existing greenspaces include:

- Shoal Creek with its wetlands, lakes and riparian corridor
- Administration Hill with its massive old trees
- Georgia Tech women's softball field
- Georgia Tech practice golf links.

These existing greenspaces, which are contiguous, should be protected and managed as one park serving the entire project. Otherwise, much of the value of having greenspaces can be lost.

Protection and continued use of existing greenspaces will retain historic landforms and lend "a sense of place" to the new development. EPA needs to be about the business of preserving green space not just in some vague, undefined part of the Atlanta region (as alluded to on page 19 of the draft Agreement) but in the inner City as well.

Very truly yours,

Bill Eisenhauer
President

Ansley Park Civic Association

Post Office Box 77125 ♦ Atlanta, Georgia 30357

July 19, 1999

Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta GA 30303
Fax: (404) 562-8628

Re: Final Project Agreement, Project XL, for the Atlantic Steel Redevelopment

Dear Ms. Glenn:

Members of the Board of the Ansley Park Civic Association have reviewed the draft Final Project Agreement for the above project. We have the following comments, in addition to the spoken comments made by board members and Ansley Park residents at the public hearing in late June.

The draft Final Project Agreement does not address Ansley Park's needs and barely acknowledges Ansley Park's existence. It and its appendices do not include the Ansley Park Civic Association as a stakeholder. None of the appendices shows any study of the obvious impact on Ansley Park if the proposed 17th Street Bridge is allowed to connect to West Peachtree Street and/or Peachtree Street. Ansley Park is located directly to the east of Peachtree Street and stretches from 14th Street on the south to Beverly Road on the north. 17th Street cuts directly from Peachtree Street through the heart of our neighborhood. Neither the Final Project Agreement nor its appendices proposes any measures to lessen the impact of what the EPA itself admits will be a huge increase in the volume of traffic, residents and workers in the area of the Atlantic Steel project. (Three times faster employment growth and twenty times faster population growth in the Midtown subarea than would occur in the absence of this project.)

Ansley Park has been listed as an historic district on the National Register of Historic Places for twenty years. The Final Project Agreement and its appendices do not address this status, nor do they address the consequent requirements of the Federal Highway Act relating to National Register sites. They do not address the fact that the Midtown Neighborhood has recently been added to the National Register of Historic Places as another historic district. In addition to the Ansley Park and Midtown historic districts, several structures in the immediate area of the proposed link between the bridge and Peachtree Street are on the National Register, or are local landmarks, or both. These include Rhodes Hall and several places of worship along Peachtree Street from the First

Church of Christ Scientist at the corner of 15th Street and Peachtree, to the Peachtree Christian Church and the Temple, at opposite corners of Spring Street and Peachtree.

The Final Project Agreement and its appendices do not address the recent federal litigation over the abysmal conditions and performance of Atlanta's sewage facilities, their ongoing pollution of the Chattahoochee River and the findings of a federal judge that the City of Atlanta does not meet the applicable standards with respect to its discharges and effluent. The water and sewage facilities of metropolitan Atlanta are severely overtaxed already, and millions of square feet of development are already underway in the Midtown area. The water and sewage lines in this part of the city are antiquated, and we have not been informed of how the City of Atlanta plans to handle the enormous burden these new developments, and the Atlantic Steel project, will place on a system already taxed beyond its limits.

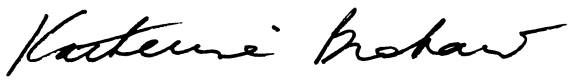
On page 7 of the Transportation and Environmental Analysis of the Atlantic Steel Redevelopment Proposal, the EPA admits that while the original site plan projected at least 17,483 new jobs and 6000 new residents in the Midtown subarea, the revised site plan will bring more than that: 21,173 new jobs and 7,750 new residents. However, the analyses in that appendix use the lower numbers to reach their favorable conclusions. We insist that any analysis of the development use the numbers that reflect the site plan actually proposed.

Ansley Park's primary concerns are the inevitable impact of this project on traffic through and around Ansley Park and Ansley Park's water and sewer systems. The design and location of the bridge are critical elements. We oppose any connection of the bridge's vehicular travel lanes to West Peachtree Street and/or Peachtree Street along 17th Street. There is currently no through passage of 17th Street from Spring Street to West Peachtree and this provides a buffer that protects the Ansley Park Historic District and the residential parts of Midtown. Cutting a passage along 17th Street will funnel thousands of cars directly at Ansley Park and will invite drivers to use Ansley Park streets as an east/west cut-through to get not only to Atlantic Steel but also directly to the interstates.

Ansley Park must be included in the decisions regarding the design and location of the bridge. We insist that the EPA, the state and the City of Atlanta provide detailed studies of the impact on Ansley Park and other affected residential neighborhoods, from 10th Street to Lindbergh and from Northside Drive to Piedmont Avenue, with respect to both traffic and water/sewage facilities before proceeding. We need to see impact studies that address level of service requirements, for example. Once specific issues are raised, the backers of this project, both public and private, must provide adequate funding for measures to mitigate the impact.

We appreciate the opportunity to comment on these matters and we look forward to being included in the further discussions of this proposal and its impact.

Sincerely,



Katherine Brokaw, Chair, APCA Zoning & Land Use Committee
For the Board of the Ansley Park Civic Association

Cc: Governor Roy Barnes
Councilman Lee Morris
Michael Dobbins, City of Atlanta Commissioner of Planning, Development and Neighborhood Conservation
Lynda Hill, President, Ansley Park Civic Association

To: Tim Torma/DC/USEPA/US@EPA
cc:
Subject: Atlantic Steel Redevelopment Project

theprint@earthlink.net on 07/01/99 12:10:14 PM

Please respond to theprint@earthlink.net

I am writing concerning the proposed 17th Street bridge that will connect the Atlantic Steel Redevelopment Project with Midtown. The residents of Ansley Park and Sherwood Forest need to have an exact blueprint for the bridge and the ramps that will be built in conjunction with this project. It appears that the bridge is actually being built for vehicular traffic, and not as a link to the Arts Center MARTA Station via mass transit. The MARTA station is not at 17th St., and furthermore has no capacity for parking, thus precluding its use except via a bus from the Atlantic Steel Project. If a bus will be the connecting mode of transportation, it serves to gain little by having another bridge built over 75-85 in addition to the bridge at 14th Street. Perhaps that is because the bridge is all about diverting vehicular traffic and not about public transportation. As a resident of Ansley Park, I can't fathom the traffic that will result from a 4 lane overpass dumping more traffic into an area that is already suffering from traffic woes even before the completion of numerous other high density projects at Pershing Point in Midtown. Please explain, in addition to providing a blueprint for the proposed bridge, how this bridge serves to cut traffic and pollution problems in Atlanta. I look forward to your reply.

A concerned Ansley Park resident.
Sally Smith 404-523-2679
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227 Peachtree Circle
Atlanta GA 30309

July 19, 1999

Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta GA 30303
Fax: (404) 562-8628

Re: Final Project Agreement, Project XL, for the Atlantic Steel Redevelopment

Dear Ms. Glenn:

We have reviewed the draft Final Project Agreement for the above project. We have lived in Ansley Park for almost seven years, are active volunteers in the neighborhood and surrounding community, and are raising our family in Ansley Park. We are very concerned about the impact that the proposed development will have on Ansley Park, particularly with respect to traffic and water/sewage facilities.

Ansley Park is a vibrant small neighborhood with diverse housing ranging from public housing, to affordable rental units to large single-family homes. It is a neighborhood that residents fought to preserve throughout the 60's, 70's and 80's, and that has flourished in the 90's as the kind of urban, "live, work, play" community that today's developers seek to emulate. Ansley Park is an existing success story. It is also a huge part of the reason for the success and rebirth of Midtown in Atlanta, since it provides the accessible green space, the physical and architectural charm so lacking in most of the Atlanta region, and the residents who support many of the local businesses, from restaurants to grocery stores.

The draft Final Project Agreement and its appendices hardly acknowledge Ansley Park's existence directly to the east of the proposed landing point of the planned 17th Street Bridge, although Ansley Park is noted on one of the site plans. Neither Ansley Park nor any of the neighborhoods east of Peachtree Street are discussed in the transportation analysis, for example, beyond a single paragraph that mentions residential areas in that vicinity. There is no acknowledgement that Ansley Park is an historic district listed on the National Register of Historic Places. The draft does not address the serious water and sewage problems that continue to plague the City of Atlanta, including recent federal litigation over the city's discharges into the Chattahoochee River.

We request that this project proceed no further until, at a minimum, the federal, state and local agencies involved conduct detailed and accurate studies of the impact that this development would have on Ansley Park traffic and infrastructure if built as proposed.

The Ansley Park Civic Association must be included as a stakeholder (which it currently is not) and Ansley Park residents must be included in the process of designing and locating the proposed bridge. As now planned, with a proposed link to Peachtree and West Peachtree Streets, that bridge would funnel thousands of cars directly at our historic neighborhood, which is now filled with pedestrians, bicyclists, children, residents and workers in nearby buildings enjoying its beauty and tranquility. This would be a disaster, in terms of both public safety and the environment, not to mention the obvious impact on a cherished historic district.

We ask that all possible measures be explored to site the bridge in such a way that traffic is not invited to cut through Ansley Park; that Ansley Park be consulted and considered in all stages of the bridge design process, and that to the extent there will be impact, the backers of this project (public and private) fund mitigation measures. The EPA should not take part in the destruction of an existing, successful, pedestrian-oriented neighborhood, merely in the hope of creating another one. We should be able to have both.

Sincerely,

Katherine Brokaw

Katherine Brokaw and Steven Russ

July 20, 1999

Ms. Michelle Glenn
U.S. EPA Region IV
61 Forsyth Street
Atlanta, GA 30303

RE: Final Project Agreement-Project XL Atlantic Steel Redevelopment

Dear Ms. Glenn:

I live in Ansley Park, one of Atlanta's most historic neighborhoods and listed on the national register of historic places. It is one of Atlanta's great neighborhood success stories having fought back from severe decline to become a model community, stable, pedestrian friendly, and diverse.

Ansley Park already suffers from "cut thru" traffic and speeding which endangers those residents and workers who walk, run, and bike through the neighborhood.

Currently millions of square feet of development are under construction or are being proposed for the area surrounding Ansley Park. One such project is the Atlantic Steel Redevelopment and specifically the proposed bridge.

Though the site itself is on the other side of the interstate, the proposed bridge will bring with it the impact of that development. In particular, certain streets will become "cut thrus" for traffic trying to get to Peachtree and Piedmont Avenue. Nowhere in the draft of the final project has this problem been addressed. The last round of public comments included a letter from the Project Engineer suggesting that the bridge becomes a link between West Peachtree Street and Peachtree at 17th Street.

This creates an unacceptable condition to Ansley Park and its residents. I urge the EPA, State of Georgia, and City of Atlanta not to proceed on the bridge until a study is made which includes the impact on Ansley Park and surrounding neighborhoods.

I appreciate your concern in this matter.

Sincerely,

Sara Sisson
55 S. Prado, N.E.
Atlanta, GA 30309

/sy

Mary McGovern
26 Walker Terrace
Atlanta, Georgia 30309

July 19, 1999

Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, GA 30303

Re: Final Project Agreement, Project XL, for the Atlantic Steel Redevelopment

Dear Ms. Glenn

I have had the opportunity to review the Draft Final Project Agreement for the above project. I live in Ansley Park and I have the following comments.

Ansley Park already suffers from increasing cut-through traffic and speeding, which endanger my children and I as we walk and bike in the neighborhood and to its parks. In addition, however, millions of square feet of development are under construction or are proposed for the area surrounding Ansley Park, including the new Equifax world headquarters. By far the largest is the Atlantic Steel project. Although the site itself is on the other side of I-75/85, the proposed 17th Street bridge will bring the impact of that development directly to Ansley Park's doorstep. Ansley Park should be treated as an affected adjoining neighborhood. We vigorously urge that a study of the obvious impact of this major development on Ansley Park should be undertaken and that the Final Project Agreement include measures to lessen that impact. The last round of public comments includes a letter from the project's traffic engineer suggesting that the bridge be linked all the way to West Peachtree Street and Peachtree Street at 17th Street. Any such link poses an unacceptable danger to Ansley Park, especially its children.

While the draft Final Project Agreement refers to the pedestrian nature of the Atlantic Steel development, a brief analysis of some of the specifics indicates inadequate safeguards to ensure this result. For example, the Agreement makes clear that the development is <u>not</u> required to be developed in accordance with the site plan attached as Appendix D, but merely that the performance targets set forth in the Agreement must be met. Moreover, only four of the performance targets set forth in the draft Final Project Agreement include <u>any</u> limitations relating to site design. Even assuming the project is developed according to the site design attached, residents and employees will use motor vehicles to leave the development for most of their purchases and services since it is not located within walking distance of a major grocery store, hospital or school.

The 17th Street bridge, a key component of this development, which affords development traffic direct access to Peachtree Street and hence the Ansley Park neighborhood, will largely serve motor vehicle traffic. Of the eight proposed traffic lanes on the bridge all but two will serve motor vehicle traffic. While the draft Final Project Agreement provides that the developer has an obligation to provide shuttle service to the MARTA Arts Center Station, that obligation expires after a mere ten years (or earlier should MARTA step in and provide light rail service). In view of the current status of mass transit facilities in the City of Atlanta and the well-publicized congestion on Atlanta's highways it seems entirely too optimistic to infer that MARTA will devote its limited resources to developing light rail service on the proposed bridge in lieu of expanding MARTA rail services to the vast portion of metropolitan Atlanta currently lacking MARTA rail service. It therefore is likely that the developer's ten-year obligation will expire and leave no alternative to motor vehicle traffic.

In addition, the underlying theory of the draft agreement that the bridge will in fact be used in any meaningful way as a link to mass transit rather than a convenient access to Peachtree Street is untenable. Once built, the bridge will serve as a link to Peachtree Street not just for the new development community but all the existing or future adjoining communities.

The draft Final Project Agreement sets forth performance targets for the project concerning VMT (Section VII). However, much of the burden of ensuring compliance with these targets ultimately falls upon the City of Atlanta and not on the developer who merely has an obligation "to provide funding ... for the establishment of a Transportation Management Association" (Section VII.B.1). This has potential financial consequences to me as a taxpayer that are nowhere addressed in the Agreement. Long after the developer has ceased any association with this project, the City of Atlanta may be in the position of having to expend an uncertain sum to meet the performance targets relating to average daily VMT per resident, average daily VMT per employee and percentage of trips using non SOV's.

It has already been widely reported that this project has the support of Vice-President Gore. Should the project be approved as presently envisaged, and in the absence of serious studies of its potential impact, the Vice President could in the forthcoming campaign season be severely criticized for this support.

I urge the EPA, the state of Georgia and the City of Atlanta not to proceed with this project until, at a minimum, the following steps are taken: (1) include Ansley Park as a stakeholder, (2) include Ansley Park's input in the design and location of the bridge; (3) conduct a full study of the traffic impact, from Northside to Piedmont Avenue and from 10th Street to Lindbergh Drive, with specific reference to affected neighborhoods such as Ansley Park, Midtown and others; (4) provide for funding of traffic calming measures in affected residential neighborhoods.

Sincerely,

Mary C. McGovern

July 16, 1999

VIA FACSIMILE 404 562 8628

Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, Georgia 30303

Re: Final Project Agreement, Project XL, for the Atlantic Steel Redevelopment

Dear. Ms. Glenn,

My name is Valerie Hartman-Levy, and I am writing on behalf of my husband, Jeff Levy, and myself regarding the above-referenced Project. While we are very supportive of the Atlantic Steel project, we are most concerned about the impact that the proposed Atlantic Steel project bridge will have on our neighborhood, Ansley Park. We have reviewed the Draft Final Project Agreement for the Project and have the following comments regarding the proposed bridge.

My husband and I along with our two small children (ages 1 and 3) have lived happily in Ansley Park for the last 5 years. Ansley Park is one of Atlanta's most historic neighborhoods and has been listed on the National Register of Historic Places for more than 20 years now. The neighborhood is unique in Atlanta, for its historic design and homes, its location in the heart of the Midtown area, and its mix of diverse housing in a small geographic area, from public housing to mansions, and everything in between. It is one of Atlanta's great neighborhood success stories, having fought back from severe decline in the 60's and 70's to become a model of the stable, pedestrian-friendly community-inclusive, active and diverse. We are proud to live in this community and to raise our children in this special place.

Ansley Park already suffers from increasing cut-through traffic and speeding which endangers the many residents and workers who regularly walk, stroll, run, bike and skate through the neighborhood. My children and their friends are in particular danger each day as the ever increasing population brought to this area as a result of commercial development use Ansley Park as a convenient cut-through between Peachtree and Piedmont. The families within Ansley Park struggle every day to find new ways to make our streets safe from the swelling and speeding traffic on our streets.

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 the site itself is on the other side of the Interstate, the proposed bridge will bring the traffic impact of that development directly to Ansley's doorstep. Astonishingly, the Final Project Agreement draft does not address Ansley Park's needs anywhere, nor does it include Ansley Park as a stakeholder. None of the appendices shows any study of the obvious impact on Ansley Park or proposes any measures to lessen that impact. How is

this possible, especially in light of the already drastic increase in the amount of traffic in this area due to rapid development of a number of new office buildings adjacent to the Ansley Park neighborhood within the last few months. This is truly an outrageous example of development gone overboard. The last round of public comments includes a letter from the project's traffic engineer suggesting that the bridge be linked all the way to West Peachtree Street and Peachtree Street at 17th Street. Any such link poses an unacceptable danger the residents of Ansley Park as this traffic will surely use the neighborhood as a convenient cut-through to Piedmont Road.

We urge the EPA, the state of Georgia and the City of Atlanta not to proceed with this project until, at a minimum, the following steps are taken: 1) include Ansley Park as a stakeholder; 2) include Ansley Park's input in the design and location of the bridge; 3) conduct a full study of the traffic impact, from Northside to Piedmont Avenue and from 10th Street to Lindbergh Drive, with specific reference to affected neighborhoods such as Ansley Park, Midtown and others; and 4) provide for funding of traffic calming measures in affected residential neighborhoods (ex. Insure that impact fees from developers are specifically directed to those neighborhoods actually impacted by the development). Ansley Park residents, with their commitment to living within the Midtown area over the years, have been an important partner in the successful development of the Midtown area. This is a tradition that must be continued if this project and future development projects are to be true successes.

Thank you for your assistance in this matter and for helping the people of Ansley Park continue in their role as important partners in the development of our wonderful city of Atlanta.

Sincerely,

Valerie Hartman Levy
120 The Prado, NE
Atlanta, Georgia 30309

July 16, 1999

Ms. Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, GA 30303

RE: Final Project Agreement/Project XL for the Atlantic Steel Redevelopment

Dear Ms. Glenn:

We live in Ansley Park and are deeply concerned about the Atlantic Steel Redevelopment project.

We have read the Final Project Agreement draft and it does not in any way address Ansley Park as a stakeholder. Although we are on the other side of the highway, the proposed 17th Street Bridge will certainly deliver traffic straight to our doorstep. Speeding traffic is the biggest problem we face in our neighborhood today.

Ansley Park is a lovely, historic intown neighborhood full of walkers, bikers, runners and kids. The proposed 17th Street Bridge – which provides a straight shot from Northside Drive to Peachtree Street -- has the potential to bring even more traffic into the neighborhood. Why connect the bridge at 17th Street? Why continue it to Peachtree Street? We absolutely do not need any more cut-through traffic nor speeding cars in our neighborhood. This link to Peachtree Street, which includes cutting new roads through the Midtown Heights area, is totally unacceptable. Not only is this a waste of taxpayer monies, it had also been proposed without considering the impact on stable, successful neighborhoods.

We demand that the EPA, the State of Georgia, and the City of Atlanta must include Ansley Park as a stakeholder in this process. A full traffic study must be conducted that assesses the impact of this bridge on the areas bounded by 10th Street, Lindbergh Drive, Piedmont Avenue, and Northside Drive – specifically in the intown neighborhoods such as Ansley Park, Midtown, and others. In addition, any plan MUST provide funding for traffic calming measures in affected residential neighborhoods, if that should be necessary.

Thank you.

Sincerely,

Kris Holland + Jonathan Banks

Jonathan Banks
Kris Holland
21 The Prado, N.E.
Atlanta, GA 30309

Cc: Governor Barnes
Commissioner Dobbins
Commissioner Shackelford

WILLIS B. HUNT, JR.
Richard B. Russell Courthouse
75 Spring Street, S.W., Room 1788
Atlanta, Georgia 30303-3361

Phone: (404) 215-1450
Fax: (404) 215-1455

Extra

July 14, 1999

Ms. Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, Georgia 30303

RE: Final Project Agreement, Project XL, for the Atlanta Steel Redevelopment

Dear Ms. Glenn:

My wife Ursula and I reside at 155 Beverly Road, about half way between Peachtree and Montgomery Ferry, and we, like most folks in the midtown area, are concerned about the additional cut-through traffic that will undoubtedly result from the construction of the bridge over the interstate. I'm certainly in favor of the development of the Atlantic Steel property and I favor the construction of the bridge. We just hope that you will give full consideration to the needs of the Ansley Park neighborhood in devising ways to diffuse the eastbound traffic coming over the bridge into Peachtree Street.

Ansley Park is well represented by members of the Traffic Committee and the Zoning and Land Use Committee and I know you will be working with them. We just wanted to add our voices to the many you will hear from concerning these ever present and ongoing problems.

Thank you so much.

Very truly yours,

Willis B. Hunt, Jr.

WBHjr/sc

cc: Kris Holland (via e-mail: krisholl@bellsouth.net)
Katherine Brokaw (via e-mail: APCAZoning@aol.com)

THOMAS W. RHODES
3100 PROMENADE TWO
1230 PEACHTREE STREET
ATLANTA, GEORGIA 30309

July 23, 1999

VIA FACSIMILE & REGULAR MAIL

Dear Ms. Glenn,

I live at Ansley Park and wish to comment on the Draft Final Project Agreement.

By way of introduction, I should state that my family has lived in Ansley Park, off and on, for almost thirty years. We have seen Ansley Park blossom into a pedestrian-oriented neighborhood.

I walk to work every day and walk home. Others do the same. We walk to the MARTA station to go to Lenox Square, downtown, or the airport. I sometimes go weeks at a time without driving my truck, because the neighborhood has evolved into a pedestrian-oriented community. At least 100 people per day walk past my house on Westminster Drive. Often the number exceeds twice that.

My point is that Ansley Park has achieved what the EPA should want: an in-town neighborhood minimizing its effect on the environment.

The proposed 17th Street bridge, and particularly its extension to West Peachtree Street and Peachtree Street would dramatically alter that environment and impair the lifestyle that has developed. It would turn pedestrian-friendly lanes into cut-through thoroughfares, discourage pedestrian traffic and increase the car-oriented culture that threatens our environment.

In an era when affluent Americans are being encouraged to buy mega-SUVs that produce 140 tons of hydrocarbons over the life of the vehicle, we should try to find a way to preserve the pockets of society that choose not to go in that direction. Ansley Park is such a place.

If the traffic from the Atlantic Steel property is routed eastward through Ansley Park, the neighborhood will become much less pedestrian friendly. The EPA will be putting residents into their cars and discouraging their pedestrian travel.

This would seem to be the opposite of what a sound environmental policy ought to be about.

It would seem to me clear that Ansley Park should be declared a stake holder in the Atlantic Steel project.

As a stake holder, Ansley Park should provide input in design and location of the bridge and participate in a study of traffic impact and traffic-calming measures.

Sincerely,

Thomas W. Moore

Ms. Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, Georgia 30303

PORTMAN HOLDINGS

Real Estate Services

303 Peachtree Street NE
Suite 4600
Atlanta, Georgia 30308
TEL 404. 614. 5252
FAX 404. 521. 1725

July 15, 1999

Ms. Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, Georgia 30303

Dear Ms. Glenn:

I am writing to share with you my concern regarding the current redevelopment plans for the Atlantic Steel site. I am a resident and property owner in Ansley Park and feel that the current plan greatly compromises the safety of residents from a traffic standpoint.

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.

The current proposed plan, though not directly "next door" to Ansley Park, would naturally route even more traffic through the neighborhood. In particular, the proposed bridge linking the Atlantic Steel site to the adjacent side of the interstate all the way to West Peachtree Street and Peachtree Street at 17th Street, would bring an exorbitant amount of traffic into the area.

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. We, as residents, would like our concerns regarding the current traffic pattern in neighborhoods and the potential for even more traffic addressed with a full study of the traffic impact from Northside Drive to Piedmont Avenue and from 10th Street to Lindbergh Drive.

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
President

AJR/adc

Cc: Governor Roy Barnes
Michael Dobbins, Commissioner of Planning
Commissioner Wayne Shackleford

July 14, 1999

Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, GA 30303

Re: Final Project Agreement, Project XL, for the Atlantic Steel Redevelopment

Dear Ms. Glenn,

I have recently reviewed the Draft Final Project Agreement for the Atlanta Steel Redevelopment project. I am a resident of Atlanta for 32 years and a resident of Ansley Park, an adjacent neighborhood to this development, for 24 years.

I am strongly opposed to a plan which brings greater traffic into the area known as Midtown and Ansley Park. Our residential neighborhoods are under seige with traffic as it is. New development of high concentrations of housing, office buildings and stores taxes the infrastructure and has become totally out of hand.

I oppose the building of an auto traffic bridge (either 2 lane or 4 lane) which will dump traffic into the intown neighborhoods. The plan to route traffic into the Peachtree/West Peachtree corridors is especially short sighted. The Final Project Agreement does not address the needs of Ansley

Park, and it doesn't include Ansley Park and other nearby affected neighborhoods as stakeholders.

I urge the EPA, which I look to as a protector of neighborhoods from traffic and other pollutions, NOT to go on with this project until:

- You include all the affected intown neighborhoods as stakeholders, including Midtown, Ansley Park, Sherwood Forest, Peachtree Heights, Deering Heights, Piedmont Heights and other adjacent neighborhoods.
- You include the input of residents, duly sought through neighborhood associations and other local institutions, in the plan
- You undertake a full study of traffic impact, from as far west as Northside Drive and as far east as Piedmont Road, and from Ponce De Leon to Lindbergh, especially studying the affected neighborhoods
- You provide, if this project must be completed, the funding for the "traffic calming" we know will be necessary if this project is completed, for all the affected neighborhoods.

The purpose of developers and development is to make money. The purpose of residential neighborhoods (once we get our own families cared for) is to be the collective bulwark that preserves the city. The purpose of the EPA is to protect city residents and institutions that already exist from the irretrievable erosions which destroy neighborhoods, developments and the city itself.

We look to you at the EPA to do your job so that we in the neighborhoods can do ours.

Thank you for listening.

Yours,

Marcia Klenbort

Marcia Klenbort
Director of Education Programs at the Southern Regional Council
Resident, 40 Avery Drive NE, Atlanta GA 30309
Email: mklenbort@southerncouncil.org

July 16, 1999

U.S. EPA, Region IV
61 Forsyth Street
Atlanta, GA 30303

Attention: Ms. Michelle Glenn

Subject: Final Project Agreement
Project XL for the Atlantic Steel Redevelopment

Dear Ms. Glenn:

After review of the Draft Final Project Agreement for the above subject project, we would like to offer the following comments for the public record.

As residents of Ansley Park we have had the pleasure of enjoying one of Atlanta's most historic neighborhoods that is unique in its design, location, and diversity of housing in a very small geographic area. Ansley Park has become a primary example of Atlanta's ability to reclaim in-town neighborhoods as a successful and stable community.

However, Ansley Park increasingly suffers from cut-through traffic and speeding, which endanger the many residents and workers who regularly walk, stroll, run, bike and skate through our neighborhood. With millions of square feet of development already under construction or proposed for the area surrounding Ansley Park, we believe that we are in danger of having Ansley Park completely overrun with traffic. The Atlantic Steel Project, by far the largest of those proposed for Midtown, threatens to bring additional traffic that will impact Ansley Park enormously.

The Final Project Agreement Draft does not address Ansley Park's needs anywhere, nor does it include Ansley Park as a stakeholder. None of the appendices shows any study of the obvious impact on Ansley Park or proposes any measures to lessen that impact. The last round of public comments includes a letter from the project's traffic engineers suggesting that the bridge be linked all the way to West Peachtree Street and Peachtree Street at 17th Street. Any such link poses an unacceptable danger to our neighborhood.

We urge the EPA, the State of Georgia and the City of Atlanta not to proceed with this project until, at a minimum, the following steps are taken:

1. Include Ansley Park as a stakeholder.
2. Include Ansley Park's input in the design and location of the bridge.
3. Conduct a full study of the traffic impact, from Northside Drive to Piedmont Avenue and from 10th Street to Lindbergh Drive, with specific reference to effective neighborhoods such as Ansley Park, Midtown and others.
4. Provide for funding of traffic calming measures in affected residential neighborhoods.

Thank you for your careful consideration in this matter.

Sincerely,

Stephen L. and Elizabeth R. Middour

cc: Mr. Michael Dobbins
Commissioner of Planning, Development & Neighborhood Conservation
City of Atlanta
Suite 3350, City Hall Annex
Atlanta, GA 30335

Commissioner Wayne Shackleford
Georgia Department of Transportation
#2 Capitol Square Southwest
Atlanta, GA 30334

Governor Roy Barnes
203 State Capital
Atlanta, GA 30334

Rayburn J. Fisher, Jr.
109 Seventeenth Street, N.E.
Atlanta, Georgia 30309-3321
July 16, 1999

Ms. Michelle Glenn
U.S. EPA, Regions IV
61 Forsyth Street
Atlanta, GA 30303

Re: Atlantic Steel Redevelopment

Dear Ms. Glenn:

I live on 17th Street in the Ansley Park neighborhood. I am writing to express my concerns regarding the bridge that may be linked all the way to Peachtree Street at 17th Street that will provide access to the Atlantic Steel Redevelopment project.

As background and as you probably know, Ansley Park is a unique neighborhood offering a mixture of housing in the midtown area of Atlanta. Ansley Park declined in the 40's and 50's but has rebounded to become a very stable, pedestrian friendly community.

Although I am comfortable generally with the Atlantic Steel redevelopment project, I do have a concern with the proposed bridge. As you can imagine, this bridge has the potential to dump thousands of cars into the Ansley Park neighborhood and would make the neighborhood a cut-through to Piedmont Ave.

I am simply asking and urging the EPA not to proceed until the following is done: allow Ansley Park input on the design and location of the bridge; prepare a full traffic impact study; and, finally prepare a traffic calming system for the affected residential neighborhoods.

Thank you for considering this letter.

Sincerely,

Rayburn J. Fisher, Jr.

cc: Micheal Dobbins
City of Atlanta
Wayne Shackelford
Commissioner, GA DOT

July 16, 1999
Sandi Fisher
39 Avery Drive
Atlanta, GA 30309

Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta,GA 30303

VIA FACSIMILE
Re: Project XL, for the Atlantic Steel Redevelopment

Dear Ms. Glenn;

I am a resident of Avery Drive in the Ansley Park Neighborhood. I am quite concerned about elements of the Atlantic Steel Redevelopment Project and their effect on the quality of life in my neighborhood.

Ansley Park is a small neighborhood with many mature oaks, curving streets, rolling hills and on-street parking. It is a real community with all ages out baby buggying, roller blading, biking, walking, running and traveling by wheel chair. This combination of topography and community activity is ideal until you introduce an excess of cars or cars traveling rapidly. When cut-through traffic is speeding around blind curves, you have a recipe for disaster. This would seem to be a simple enforcement problem until consideration is given to the shortage of police officers in Atlanta, the fact that radar is unusable on this type street and the volume of the current traffic. These factors have combined to make me and my neighbors very concerned about safety.

Please give thorough study to the traffic impact of the proposed bridge placement for the Atlantic Steel Project. I would urge you to be sure that the main arteries, ie: Northside Drive, Peachtree Street and West Peachtree are improved and widened so that they can effectively move the enormous amount of traffic generated by this development. I also hope that you can be aware of, and sensitive to, the burden that any increase in cut-through traffic poses for the neighborhoods of Ansley Park and Midtown.

Sincerely,

Sandi Fisher

cc:

Govenor Roy Barnes
Commissioner Wayne Shackleford, Georgia Department of Transportation
Michael Dobbins, City of Atlanta Commissioner of Planning, Development & Neighborhood Conservation

July 16, 1999

VIA FACSIMILE 404 562 8628

Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, Georgia 30303

Re: Final Project Agreement, Project XL, for the Atlantic Steel Redevelopment

Dear Ms. Glenn,

My name is Valerie Hartman-Levy, and I am writing on behalf of my husband, Jeff Levy, and myself regarding the above-referenced Project. While we are very supportive of the Atlantic Steel project, we are most concerned about the impact that the proposed Atlantic Steel project bridge will have on our neighborhood, Ansley Park. We have reviewed the Draft Final Project Agreement for the Project and have the following comments regarding the proposed bridge.

My husband and I along with our two small children (ages 1 and 3) have lived happily in Ansley Park for the last 5 years. Ansley Park is one of Atlanta's most historic neighborhoods and has been listed on the National Register of Historic Places for more than 20 years now. The neighborhood is unique in Atlanta, for its historic design and homes, its location in the heart of the Midtown area, and its mix of diverse housing in a small geographic area, from public housing to mansions, and everything in between. It is one of Atlanta's great neighborhood success stories, having fought back from severe decline in the 60's and 70's to become a model of the stable, pedestrian-friendly community-inclusive, active and diverse. We are proud to live in this community and to raise our children in this special place.

Ansley Park already suffers from increasing cut-through traffic and speeding which endangers the many residents and workers who regularly walk, stroll, run, bike and skate through the neighborhood. My children and their friends are in particular danger each day as the ever increasing population brought to this area as a result of commercial development use Ansley Park as a convenient cut-through between Peachtree and Piedmont. The families within Ansley Park struggle every day to find new ways to make our streets safe from the swelling and speeding traffic on our streets.

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 the site itself is on the other side of the Interstate, the proposed bridge will bring the traffic impact of that development directly to Ansley's doorstep. Astonishingly, the Final Project Agreement draft does not address Ansley Park's needs anywhere, nor does it include Ansley Park as a stakeholder. None of the appendices shows any study of the obvious impact on Ansley Park or proposes any measures to lessen that impact. How is

this possible, especially in light of the already drastic increase in the amount of traffic in this area due to rapid development of a number of new office buildings adjacent to the Ansley Park neighborhood within the last few months. This is truly an outrageous example of development gone overboard. The last round of public comments includes a letter from the project's traffic engineer suggesting that the bridge be linked all the way to West Peachtree Street and Peachtree Street at 17th Street. Any such link poses an unacceptable danger the residents of Ansley Park as this traffic will surely use the neighborhood as a convenient cut-through to Piedmont Road.

We urge the EPA, the state of Georgia and the City of Atlanta not to proceed with this project until, at a minimum, the following steps are taken: 1) include Ansley Park as a stakeholder; 2) include Ansley Park's input in the design and location of the bridge; 3) conduct a full study of the traffic impact, from Northside to Piedmont Avenue and from 10th Street to Lindbergh Drive, with specific reference to affected neighborhoods such as Ansley Park, Midtown and others; and 4) provide for funding of traffic calming measures in affected residential neighborhoods (ex. Insure that impact fees from developers are specifically directed to those neighborhoods actually impacted by the development). Ansley Park residents, with their commitment to living within the Midtown area over the years, have been an important partner in the successful development of the Midtown area. This is a tradition that must be continued if this project and future development projects are to be true successes.

Thank you for your assistance in this matter and for helping the people of Ansley Park continue in their role as important partners in the development of our wonderful city of Atlanta.

Sincerely,

Valerie Hartman Levy

Valerie Hartman Levy
120 The Prado, NE
Atlanta, Georgia 30309

62 Park Lane, N.E.
Atlanta, Georgia 30309
July 15, 1999

BY TELECOPIER
(404) 562-8628

Ms. Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, Georgia 30303

Re: Final Project Agreement, Project XL, for the Atlantic Steel Redevelopment

Dear Ms. Glenn:

We are residents of Ansley Park and have grave concerns regarding the Atlantic Steel Redevelopment Project.

Ansley Park is not only our home neighborhood but is one of Atlanta's most historic neighborhoods. Ansley Park has been listed on the National Register of Historic Places for the past 20 years.

In addition to our residents, other Atlantans enjoy our neighborhood for walking, jogging, skating, biking, and simply enjoying the park space that is available for residents of all of Midtown. Our children are able to ride bikes on sidewalks to their baseball practices and play with children from diverse backgrounds in our beautiful parks. Many residents have put a lot of money and hard work into restoring and maintaining architecturally important housing in the neighborhood. Ansley Park is an amazing success story with a range of homes from public housing to estates.

Our greatest concern is the increasing cut-through traffic and speeding which puts our children and pedestrians at risk. Within the last couple of years, one elderly, long-time resident of Ansley Park was hit by a car while crossing Peachtree Circle at the crosswalk.

The Atlantic Steel Project is the largest of many developments surrounding Ansley Park. The proposed bridge linking the site to the back door of our neighborhood has alarmed all of our residents. Unless someone intervenes, it is likely that thousands of cars will be funneled through our neighborhood as a cut-through from Peachtree Road to Piedmont Road. The Final Project Agreement draft does not address Ansley Park's concerns anywhere, nor does it include Ansley

Park as a stakeholder. Extending this bridge to 17th Street poses an unacceptable danger to our beloved neighborhood.

We join with other Ansley Park residents in urging the EPA, the State of Georgia and the City of Atlanta not to proceed with this project until, at a minimum, the following steps are taken:

1) include Ansley Park as a stakeholder;

2) include Ansley Park's input in the design and location of the bridge;

3) conduct a full study of the traffic input from Northside to Piedmont Avenue and from 10th Street to Lindbergh Drive, with specific reference to affected neighborhoods such as Ansley Park, Midtown and others; and

4) provide for funding of traffic calming measures in affected residential neighborhoods.

Sincerely,

JWB-7

Elizabeth Boswell

James W. Boswell
Elizabeth B. Boswell, MD

cc: Governor Roy Barnes
Michael Dobbins, Commissioner of Planning,
Development and Neighborhood Conservation
Commissioner Wayne Shackelford, Georgia Department of Transportation

SYLVIA ATTKISSON LANDSCAPE DESIGN

165 17TH STREET ATLANTA, GEORGIA 30309 404-892-2033 FAX: 404-815-6676

July 14, 1999

TO:
Ms. Michelle Glenn
US EPA, Region IV
Fax: 404-562-8628

FROM:
Sylvia Attkisson Sylvia Attkisson

RE: Atlantic Steel Bridge

As a resident of Ansley Park, I am concerned about the impact of this proposed bridge.

Please do not approve this bridge as is currently proposed.

Ansley Park and other affected neighborhoods should be involved in finding a workable solution. And as a part of the funding for the bridge, funds should be allocated to help Ansley Park deal with the increased traffic we will surely experience.

Please do not destroy existing intown residential neighborhoods in an effort to create more of them.

Cc : Michael Dobbins, City of Atlanta
Commissioner Wayne Shackleford
Governor Roy Barnes

WHITFIELD INSURANCE
CONSULTING

July 14, 1999

Michelle Glenn
US EPA, Region IV
61 Forsyth Street
Atlanta, GA 30303

Dear Madam,

I have had the opportunity to review the Draft Final Proposal Agreement for the Atlantic Steel Redevelopment project. I live in Ansley Park and I have the following comments.

Ansley Park already suffers from increasing cut-through traffic and speeding. The proposal above clearly will increase the traffic flow into this neighborhood. The Final Draft does not appear to address the needs of Ansley Park residents, and it does not include Ansley Park as a stakeholder.

Any proposal calling for the bridge to be linked all the way to West Peachtree poses an unacceptable danger to Ansley Park.

I urge the EPA to include Ansley Park as a stakeholder and include our input into the final design and location of the bridge. In addition, I would urge more thorough traffic studies for all areas that Affect Ansley and surrounding neighborhoods. Moreover, more funding for traffic calming measures should be allocated.

Sincerely,

George W. Payne, III

GWPAYNE@BELLSOUTH.NET
VOICE 404.874.3968 • FAX: 404.875.4289

Susan & Robert Polay
177 Beverly Road
Atlanta, GA 30309
404.892.3244

July 14, 1999

Ms. Michelle Glenn
U.S. EPA, Region IV
61 Forsyth St.
Atlanta, GA 30303

Dear Ms. Glenn:

I am writing you this letter out of a great concern regarding the Final Project Agreement, Project XL, for the Atlantic Steel Redevelopment.

My husband, son and I have been residents of Ansley Park for seven years. I have had the opportunity to review the Draft for the project, which I believe, will cause great harm to one of the last surviving in-town neighborhoods. Over these years, we have seen this once quiet & historic neighborhood turn into a speedway for the traffic that is choking our city.

I am now afraid to cross the street with my young son or to back out of my driveway for fear of being hit by a speeder making their way through our neighborhood. Our neighborhood is full of beautiful parks and people who love to walk, ride their bikes and skate. We are now in danger of losing our way of life due to the millions of square feet of development surrounding our neighborhood. I have been working with my neighbors on efforts to calm the speeding and reduce the traffic.

I feel the Atlantic Steel project – and the proposed bridge, is by far the most menacing threat we have on the horizon. The impact of the bridge landing at the doorstep of our neighborhood will be devastating. The Final Project Agreement draft does not address Ansley Park ANYWHERE – nor does it include Ansley Park as a stakeholder. None of the appendices show any study of the obvious impact on this beautiful intown neighborhood or proposes any measure to lessen that impact.

The last round of public comments includes a letter from the project's traffic engineer suggesting that the bridge be linked all the way to West Peachtree Street and Peachtree Street at 17th Street. Any such link would be disastrous for our neighborhood. All you have to do is try to drive through our neighborhood at morning or afternoon rush hour to see what a tragic impact any more traffic would have.

I urge the EPA, the state of Georgia and the City of Atlanta not to proceed with this project until, at a minimum, the following steps are taken:

1. Include Ansley Park as a stakeholder;
2. Include Ansley Park's input in the design and location of the bridge;
3. Conduct a full study of the traffic impact, from Northside to Piedmont Avenue and from 10th Street to Lindbergh Drive, with specific reference to affected neighborhoods such as Ansley Park, Midtown, and others; and,
4. Provide funding for traffic calming measures in the affected areas.

I look forward to hearing from you regarding this matter and would appreciate any attention you could give to this desperate situation.

Sincerely,

Susan Polay

Cc: Michael Dobbins, Commissioner of Planning, Development & Neighborhood Conservation, City of Atlanta
Commissioner Wayne Shackleford, Georgia Department of Transportation
Governor Roy Barnes

JAMCO Properties, Inc.
PO Box 77068
Atlanta, GA 30357-1068

July 13, 1999

Ms. Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, GA 30303

Re: Final Project Agreement, Project XL, for the Atlantic Steel Redevelopment

Dear Ms. Glenn,

Having reviewed the Draft Final Project Agreement for the Atlantic Steel Redevelopment, I am extremely concerned as a resident of the Ansley Park neighborhood.

As you know, Ansley Park is one of Atlanta's great neighborhood success stories. Through persistence and hard work of dedicated residents, it has fought back from severe decline in the sixties and seventies to become a model in-town neighborhood—a place in which neighbors greet each other on sidewalks and walking tour groups offer visitors to Atlanta a chance to view part of the turn of the century Atlanta that still exists.

Ansley Park suffers greatly already from increasing cut-through traffic from Piedmont Road to Peachtree Street. Add in the millions of square feet under development and planned for the adjacent area and you can imagine what the impact to the neighborhood will be. Although the site of the Atlantic Steel Project is on the opposite side of the interstate, the proposed bridge will bring the traffic impact of that development directly into Ansley Park's entrances. To hear that a proposal for an east-west bridge will continue to Peachtree Street at 17th Street is of utmost concern to me. The Final Project Agreement draft does not address Ansley Park's needs whatsoever nor does it show the obvious impact this will have on the neighborhood. I find this unacceptable.

I urge the EPA, the State of Georgia and the City of Atlanta not to proceed with this project until, at a minimum, the following steps are taken: 1) include Ansley Park as a stakeholder, 2) include Ansley Park's input in the design and location of the bridge, 3) conduct a full study of the traffic impact, from Northside Drive to Piedmont and from 10th Street to Lindbergh Drive, with specific reference to affected neighborhoods such as Ansley Park, 4) provide funding for traffic calming measure in affected residential neighborhoods.

The Atlantic Steel Project is supposed to encourage in-town living, not drive Atlanta's citizens to the suburbs. I am a proponent for in-town living and development, but certainly not at the expense of areas that have fought hard for years to preserve in-town living.

Sincerely,

John A. Mitchener
President
JAMCO Properties, Inc.

Henry Heath Massey, III
35 Peachtree Circle
Atlanta, Georgia 30309

July 13, 1999

Ms. Michelle Glenn
US EPA, Region IV
61 Forsyth Street
Atlanta, GA 30303

Re: Final Project Agreement, Project XL, for the Atlantic Steel Redevelopment

Dear Ms. Glenn,

Having reviewed the Draft Final Project Agreement for the Atlantic Steel Redevelopment, I am extremely concerned as a resident of the Ansley Park neighborhood.

As you know, Ansley Park is one of Atlanta's great neighborhood success stories. Through persistence and hard work of dedicated residents, it has fought back from severe decline in the sixties and seventies to become a model in-town neighborhood—a place in which neighbors greet each other on sidewalks and walking tour groups offer visitors to Atlanta a chance to view part of the turn of the century Atlanta that still exists.

Ansley Park suffers greatly already from increasing cut-through traffic from Piedmont Road to Peachtree Street. Add in the millions of square feet under development and planned for the adjacent area and you can imagine what the impact to the neighborhood will be. Although the site of the Atlantic Steel Project is on the opposite side of the interstate, the proposed bridge will bring the traffic impact of that development directly into Ansley Park's entrances. To hear that a proposal for an east-west bridge will continue to Peachtree Street at 17th Street is of utmost concern to me. The Final Project Agreement draft does not address Ansley Park's needs whatsoever nor does it show the obvious impact this will have on the neighborhood. I find this unacceptable.

I urge the EPA, the State of Georgia and the City of Atlanta not to proceed with this project until, at a minimum, the following steps are taken: 1) include Ansley Park as a stakeholder, 2) include Ansley Park's input in the design and location of the bridge, 3) conduct a full study of the traffic impact, from Northside Drive to Piedmont and from 10th Street to Lindbergh Drive, with specific reference to affected neighborhoods such as Ansley Park, 4) provide funding for traffic calming measure in affected residential neighborhoods.

The Atlantic Steel Project is meant to encourage in-town living, not drive Atlanta's citizens to the suburbs. I am a proponent for in-town living and development, but certainly not at the expense of areas that have fought hard for years to preserve in-town living.

Sincerely,

H. Heath Massey, III

DONALD B. HARDEN
1500 RESURGENS PLAZA
945 EAST PACES FERRY ROAD
ATLANTA, GEORGIA 30326

July 15, 1999

Ms. Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, Georgia 30303

Re: Final Project Agreement, Project XL,
for the Atlantic Steel Redevelopment

Dear Ms. Glenn:

I live in Ansley Park and have reviewed the Draft Final Project Agreement for the above project.

Ansley Park is one of Atlanta's most historic neighborhoods and has been listed on the National Register of Historic Places for more than 20 years. The neighborhood is unique in Atlanta, for its historic design and homes, its location in the heart of the Midtown area, and its mix of diverse housing in a small geographic area, from public housing to mansions, and everything in between It is one of Atlanta's great neighborhood success stories, having fought back from severe decline in the '60s and '70s to become a model of the stable, pedestrian-friendly community–inclusive, action and diverse.

Ansley Park already suffers from increasing cut-through traffic and speeding, which endanger the residents, their pets, and the many workers who regularly walk, stroll, run, bike and skate through the neighborhood. 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 the site itself is on the other side of the interstate, the proposed bridge will bring the traffic impact of that development directly to Ansley Park's doorstep. The Final Project Agreement draft does not address Ansley Park's needs anywhere, nor does it include Ansley Park as a stakeholder. Insofar as I can tell, there has been no study at all of the obvious impact on Ansley Park. The last round of public comments includes a letter from the project's traffic engineer suggesting that the bridge be linked all the way to West Peachtree Street and Peachtree Street at 17th Street. Any such link poses an unacceptable danger to Ansley Park.

I urge the EPA, the state of Georgia and the City of Atlanta not to proceed with this project until, at a minimum, the following steps are taken: 1) include Ansley Park as a stakeholder; 2) include Ansley Park's input in the design and location of the bridge; 3) conduct a full study of the traffic impact, from Northside to Piedmont Avenue and from 10th Street to Lindbergh Drive, with specific reference to affected neighborhoods such as Ansley Park, Midtown and others; 4) provide for funding of traffic calming measures in affected residential neighborhoods.

Sincerely,

Donald B. Harden

SAMPLE LETTER. REMEMBER, PLEASE ADD YOUR OWN EXPERIENCES AND PERSONALIZE ANY LETTER YOU SEND, FOR MAXIMUM IMPACT.

My address
452 Ansley Walk Terr. NE
Atlanta, Ga 30309

To: Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta GA 30303
Fax: (404) 562-8628
Phone: (404) 562-8674

Re: Final Project Agreement, Project XL, for the Atlantic Steel Redevelopment

Dear Ms. Glenn:

I have had the opportunity to review the Draft Final Project Agreement for the above project. I live in Ansley Park and I have the following comments.

Ansley Park is one of Atlanta's most historic neighborhoods and has been listed on the National Register of Historic Places for more than 20 years. The neighborhood is unique in Atlanta, for its historic design and homes, its location in the heart of the Midtown area, and its mix of diverse housing in a small geographic area, from public housing to mansions, and everything in between. It is one of Atlanta's great neighborhood success stories, having fought back from severe decline in the 60's and 70's to become a model of the stable, pedestrian-friendly community – inclusive, active and diverse.

Ansley Park already suffers from increasing cut-through traffic and speeding, which endanger the many residents and workers who regularly walk, stroll, run, bike and skate through the neighborhood. 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 the site itself is on the other side of the interstate, the proposed bridge will bring the traffic impact of that development directly to Ansley Park's doorstep. The Final Project Agreement draft does not address Ansley Park's needs anywhere, nor does it include Ansley Park as a stakeholder. None of the appendices shows any study of the obvious impact on Ansley Park or proposes any measures to lessen that impact. The last round of public comments includes a letter from the project's traffic engineer suggesting that the bridge be linked all the way to West Peachtree Street and Peachtree Street at 17th Street. Any such link poses an unacceptable danger to Ansley Park.

I urge the EPA, the state of Georgia and the City of Atlanta not to proceed with this project until, at a minimum, the following steps are taken: 1) include Ansley Park as a stakeholder; 2) include Ansley Park's input in the design and location of the bridge; 3) conduct a full study of the traffic impact, from Northside to Piedmont Avenue and from 10th Street to Lindbergh Drive, with specific reference to affected neighborhoods such as Ansley Park, Midtown and others; 4) provide for funding of traffic calming measures in affected residential neighborhoods.

Sincerely,

Sincerely,
Geralding B. Ferguson.

P.S. I'm 75 years old and have trouble writing because of arthritis and an accident Oct. 23, 1998. I was in my car on Cheshire Bridge and an undercover and Federal agent with the D.E.A. hit me — and ran then filed an inaccurate police report.

I do agree completely with all of the above and Ansley Park has changed drastically with all the Traffic through our wonderful community.

Doyt and Gracia Conn
Westchester Square #17
238 Fifteenth Street NE
Atlanta, Georgia 30309

July 17, 1999

Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, GA 30303

Dear Ms. Glenn:

We have had the opportunity to review the Draft Final Project Agreement for the Atlantic Steel Redevelopment. We live in Ansley Park and have the following comments.

Ansley Park is one of Atlanta's most historic neighborhoods and has been listed on the National Register of Historic Places for more than 20 years. The neighborhood is unique in Atlanta, for its historic design and homes, its location in the heart of the Midtown area, and its mix of diverse housing in a small geographic area, from public housing to mansions, and every thing in between. It is one of Atlanta's great neighborhood success stories, having fought back from sever decline in the 60's and 70's to become a model of the stable, pedestrian-friendly community-inclusive, active and diverse.

Ansley Park already suffers from increasing cut-through traffic and speeding, which endanger the many residents and workers who regularly walk, stroll, run, bike and skate through the neighborhood. 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 the site itself is on the other side of the interstate, the proposed bridge will bring the traffic impact of the development directly to Ansley Park's doorstep. The Final Project Agreement draft does not address Ansley Park's needs anywhere, nor does it include Ansley Park as a stakeholder. None of the appendices shows any study of the obvious impact on Ansley Park or proposes any measures to lessen that impact. The last round of public comments includes a letter from the project's traffic engineer suggesting that the bridge be linked all the way to West Peachtree Street and Peachtree Street at 17th Street. Any such link poses an unacceptable danger to Ansley Park.

We urge the EPA, the state of Georgia and the City of Atlanta not to proceed with this project until, at a minimum, the following steps are taken: 1) include Ansley Park as a stakeholder; 2) include Ansley Park's input in the design and location of the bridge; 3) conduct a full study of the traffic impact, from Northside to Piedmont Avenue and from 10th Street to Lindbergh Drive, with specific reference to affected residential neighborhoods.

Sincerely,

Gracia Conn

Doyt Conn

Doyt and Gracia Conn

BUKER, JONES, MORTON & HALEY, P.C.

Attorneys At Law
SOUTH TERRACES, SUITE 170
115 PERIMETER CENTER PLACE
ATLANTA, GEORGIA 30346-1238
(770) 804-0500

J. William Haley

FAX (770) 804-0509
email: billhaley@corplaw.net

July 14, 1999

Ms. Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, Georgia 30303

Re: Final Project Agreement, Project XL for the Atlantic Steel Redevelopment

Dear Ms. Glenn

I am a twenty-three year resident of the Ansley Park neighborhood. Members of our neighborhood organization are rallying us to make sure that Ansley Park's voice is heard in connection with the Atlantic Steel Redevelopment Project.

Although I have not personally reviewed the draft Final Project Agreement, I will try to as quickly as possible. In the meantime, some of the committee chairs of our neighborhood have raised several points. In particular, they tell us that the Final Project Agreement draft "does not address Ansley Park's needs anywhere, nor does it include Ansley Park as a stakeholder. None of the appendices shows any study of the obvious impact on Ansley Park or proposes any measures to lessen that impact. The last round of public comments includes a letter from the project's traffic engineer suggesting that the bridge be linked all the way to West Peachtree Street and Peachtree Street at 17th Street."

Assuming this is an accurate description of the plan, I join my neighbors in strongly objecting to the impact on Ansley Park being ignored.

It is in no one's best interest for the bridge to dump traffic into Ansley Park. It would be a simple matter to structure it so that entry to Ansley Park is not convenient, and it is more convenient to bypass Ansley Park via the Buford Highway connector, or some other major artery.

I agree with and support the positions that the EPA, the State of Georgia and the City of Atlanta should not proceed with this project without taking three of the four steps urged by the committees on our civic association. These three steps are:

1. Including Ansley Park as a "stakeholder" (this is the word used in the letter to us. I assume it means recognizing that we have the right to comment on and influence major changes, such as this, which will have a great impact on us).
2. Including Ansley Park's input in the design and location of the bridge. (For my part, this means recognizing that it is a good idea to structure the improvements so that vehicles coming to the bridge from the east and vehicles crossing the bridge from the west to east would find it more convenient to do something other than cut through this residential neighborhood.)
3. Conduct and publish a study or studies on the expected traffic impact, specifically considering alternative means of encouraging traffic to travel on major arteries, rather than cutting through residential neighborhoods.

I understand a few of my neighbors are urging a fourth step, providing funding of "traffic calming measures". I do not want to see my neighborhood ruined by traffic calming measures anymore than I want to see it ruined by large quantities of cut-through traffic. At this point, please be advised that it is absolutely unacceptable to divert traffic into our neighborhood and then try to make up for it by ruining the neighborhood with speed humps and ugly markings and other intrusive and obnoxious measures.

Please let me know the current status of the question of extension of this bridge all the way to Peachtree Street at 17th Street.

Thank you for your attention. Best regards.

Yours very truly,

Bill Haley

J. William Haley

cc: Commissioner Michael Dobbins
Commissioner Wayne Shackleford
Governor Roy Barnes