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PROJECT XL MEETING  
ON THE  
ATLANTIC STEEL REDEVELOPMENT

Held In  
Atlanta, Georgia  
Thursday, February 11, 1999

1 MS. GLENN: As you all are aware, this is  
2 a meeting getting ready to go to public notice on phase  
3 one of the agreement, and you are going to hear a little  
4 bit about what that agreement entails. We are going to  
5 talk to you a little bit about what Project XL is and  
6 how we are using it in this instance, and we are also  
7 going to give you an overview of one of the more  
8 complicated regulatory processes that will come down the  
9 road. And that's just kind of a taste. It's going to  
10 be an introduction so you have a better idea when other  
11 opportunities will come up to comment on different  
12 parts.

13 We are also going to do a question and answer  
14 session at the end. We are allowing about an hour for  
15 that, but certainly what we want to do is address as  
16 many questions as we can tonight. After starting late,  
17 we are certainly not going to send anyone out the door  
18 at nine. We will stay as long as we need to to make  
19 sure that the questions get addressed.

20 There are handouts in the back. One of the  
21 key handouts is an acronym sheet that's going to help  
22 you I think, because, as in a lot of regulatory  
23 processes, we kind of have our own language. As much as  
24 we can we are not going to use acronyms, but there is so  
25 much information to cover that that little cheat sheet I

1 think will help a lot. It will help you understand what  
2 it is we are talking about.

3 I'm going to ask that you do hold your  
4 questions to the end of the presentations just because  
5 some of the materials might answer your question. You  
6 never know. If you have a question that comes up during  
7 the process of when we are discussing, you can use the  
8 comment sheets in the back and that way you won't forget  
9 it and make sure we address it. I'm also going to ask,  
10 and I'll try and do a reminder when we get to question  
11 and answer session, that when you raise your hand and  
12 ask a question, if you would identify yourself, just  
13 give us your name, and maybe if you are affiliated with  
14 someone you can say that, or resident or citizen or  
15 interested public, but just so our court reporter has an  
16 opportunity to include that and give us a complete  
17 record. This is something we haven't done in the past,  
18 and that is we've asked somebody to come and record the  
19 meeting so we could give our full attention to you and  
20 your questions and not have to worry about taking notes.  
21 The record of the meeting will be available on EPA's web  
22 site and on request if you call me.

23 Before we start the question and answer  
24 session, I am going to come through and give you a  
25 little bit more information on how we'd like to handle

1 that. I want to make sure that I introduce some people  
2 that are here tonight. Tim Torma is here from our  
3 Office of Reinvention. He is with our headquarters  
4 program, and the XL Project is kind of owned by them.  
5 Tim is my cohort in Washington. Stan Meiburg is here,  
6 our Deputy Regional Administrator. Brian Holtzclaw is  
7 our Environmental Justice Coordinator. Carl Terry is  
8 here. If you are with the press, I'd appreciate it if  
9 you'd let Carl know just so he can make sure you get any  
10 information you need, or any follow-up we need to  
11 provide you, that we can do that through his office.  
12 Jim Kutzman is here. He is Deputy Director of our Air  
13 Division. Kelly Sheckler is our conformity expert in  
14 the region. Rob Goodwin is working on the project from  
15 our Air Division. He'll be talking to you later a  
16 little bit about some of those processes. Brian Leary  
17 and Charlie Brown are co-sponsoring our meeting. They  
18 are actually the project sponsor and will be here as  
19 well. They represent Jacoby Development.

20 Is there anybody else? Raise your hand if you  
21 want to be recognized as part of the government team.  
22 I'm Michelle Glenn. I'm the Region Four XL Coordinator  
23 and I'm also the project lead on this project.

24 On that note, Charlie will give you kind of an  
25 overview of what's planned at the Atlantic Steel site as

1 the redevelopment, and then after Charlie has done that,  
2 Tim will be up.

3 MR. BROWN: Good evening and thank you  
4 for coming. We appreciate that. If you look up here  
5 and you see one of my eyes closed, I'm not getting bored  
6 at what I've got to say and going to sleep. I've just  
7 got a little lazy eyelid here tonight. I do want to  
8 take just a minute to give you status as to where we  
9 are. Some of you have been involved in this for close  
10 to two years like some of us have, and some of you this  
11 may be the first time that you have been exposed to the  
12 project.

13 We are, to say in a word, in the process of  
14 getting the permission to build and we are in the design  
15 and development phase of a mix-used complex on the  
16 Atlantic Steel property, which, as you know, is at the  
17 intersection of 75 and 85 at 16th Street and Mecaslin,  
18 running all the way through to Northside Drive. There  
19 is some illustrations of possible projects just over on  
20 the east wall of the building here; and if you have any  
21 questions about those afterwards, maybe Brian and I can  
22 discuss it with you.

23 The status is that approximately a year ago  
24 the property zoning was changed from industrial to mixed  
25 use. What that really meant was that there would be a

1 residential addition to the property with a certain  
2 level of quality required in the conditions, and it also  
3 had to do with limiting the density which would be on  
4 the property. We are presently involved in the planning  
5 of the project and working with various users,  
6 residential, retail, office, and high-tech occupants,  
7 but the process has to be completed through the  
8 regulatory agencies. And that means that the City of  
9 Atlanta, the State of Georgia, the Atlanta Regional  
10 Commission, the Federal Highway Administration, the  
11 Environmental Protection Agency, and the Georgia EPD  
12 have to look at the project to see that it meets the  
13 requirements necessary for the development for the  
14 zoning conditions, for the Clean Air Act, and just  
15 general conditions relative to the environment.

16 At the present time the project is being  
17 submitted to ARC, ARC being Atlanta Regional Commission,  
18 as a possible TCM, Transportation Control Measure, which  
19 says that the project, because of its land use, would  
20 qualify as something that would be helpful in the  
21 overall region from an air-quality standpoint. And, of  
22 course, the brownfield development, the remediation of  
23 the Atlantic Steel site is an important part of that.

24 That's where we are. The schedule is that  
25 regulatory process would continue through this year, and

1 hopefully all of those agencies would agree and we could  
2 actually start the remediation of the project sometime  
3 during 1999 and then put in the infrastructure during  
4 the beginning of the year 2000, so that you could have  
5 vertical development beginning sometime in the year  
6 2000, hopefully with an opening of the initial phase of  
7 the project in the year 2001.

8         At this point in time, there is significant  
9 interest in doing all of the uses that I mentioned.  
10 There would be residential, which would include rental  
11 and ownership; there would be retail, which would  
12 include entertainment and retail; there would be  
13 offices, both in general office and high-tech; and there  
14 is also interest from the hospitality industry for a  
15 hotel.

16         That is where we stand, and be happy to answer  
17 any questions.

18         MS. GLENN: Thanks, Charlie. Tim, you  
19 want to go ahead and kind of give people some  
20 background?

21         MR. TORMA: My name again is Tim Torma.  
22 I work at EPA's Office of Reinvention in Washington.  
23 The Office of Reinvention is the home to this Project XL  
24 that you've been hearing people mention. I want to talk  
25 to you mostly about three things tonight. One is what



1 is Project XL, and the second is why does Project XL  
2 need to be involved with this redevelopment, and the  
3 third is to talk to you about the phase one project  
4 agreement that Michelle mentioned and I believe there  
5 are still copies available in the back.

6       Project XL is a Presidential initiative and  
7 it's part of the EPA's effort to reevaluate the way its  
8 regulations and policies work and to improve the way it  
9 does business. The very short version of the way  
10 Project XL works is that it poses a challenge to  
11 companies like Jacoby, and the challenge is, if you have  
12 a problem with an EPA rule or if you think you know a  
13 way to do something that would be better for the  
14 environment but EPA's rules or policies won't let you do  
15 it, come to us with your idea and tell us why our rule  
16 is in your way and why your way would be better than the  
17 EPA would allow. And that's basically what the  
18 developers of the Atlantic Steel site have done.  
19 They've come to us with such a proposal, and I'll talk  
20 to you a little bit more about it. If EPA is convinced  
21 an idea like that will actually result in superior  
22 environmental performance, then we are willing to give  
23 flexibility from the rule or policy that is preventing  
24 it from happening.

25       That brings us to the question why does XL

1 need to be involved with this particular redevelopment.  
2 There are two big picture reasons. The first is an  
3 integral part of this redevelopment, a very key part of  
4 it from everyone's standpoint, is a bridge across  
5 Interstate 75-85 that would link the Atlantic Steel site  
6 with the opposite side of the interstate, the transit,  
7 and other parts of the community that exist on the other  
8 side of the interstate. I'm going to tell you in a few  
9 moments why they need flexibility or Project XL is  
10 needed in order for that bridge to happen.

11 The second big reason why XL is part of this  
12 project is because EPA, along with Jacoby, believe that  
13 the project, if it's implemented as will be described in  
14 the project agreement available tonight and a subsequent  
15 agreement, that it will be good for the environment,  
16 that it will have a beneficial impact.

17 Now, to explain why the bridge can't happen  
18 without some sort of regulatory flexibility, this is a  
19 really complex issue. I'm going to try to give the  
20 simplest version I can, and I hope I can make it  
21 understandable in a relatively short version. Atlanta  
22 is out of compliance with federal Clean Air Act  
23 standards. What being out of compliance or out of  
24 conformity means is that the Atlanta region was unable  
25 to come up with a transportation plan that would comply

1 with federal air quality standards. What does that  
2 mean? The consequence of being out of conformity for  
3 the Atlanta region is that no new road projects that  
4 need federal money or federal approval can occur while a  
5 region is out of conformity. So that is the case in  
6 Atlanta right now. That restriction on new road  
7 projects would apply to the bridge that would cross  
8 75-85 and link this side of the interstate with the  
9 other side of the interstate. That's where the Atlantic  
10 Steel project and Project XL meet. In order to do the  
11 Atlantic Steel project, the bridge needs to be built,  
12 and right now there is a restriction on building of road  
13 projects.

14 But there are some exceptions to conformity  
15 lapse, the restriction on building during a conformity  
16 lapse. One is what Mr. Brown mentioned earlier, and  
17 that is called a Transportation Control Measure or a  
18 TCM. A TCM is a measure which will reduce emissions  
19 rather than increase them, a transportation measure that  
20 will end up reducing air emissions. TCMs are allowed to  
21 be constructed or to go forward even during a conformity  
22 lapse like we have in Atlanta right now.

23 So Jacoby's proposal to EPA is essentially  
24 that they believe and came to us with the prospect that  
25 this development, including the bridge and the

1 redevelopment itself, should be considered as a TCM  
2 because of numerous reasons which I'll touch on in a  
3 moment. They believe and asked us to consider whether  
4 or not it would actually reduce air emissions as opposed  
5 to increasing them. EPA is intending to use flexibility  
6 under Project XL to evaluate this project and find out  
7 whether it in fact is a TCM or will qualify as a TCM.

8       Now, that brings us to why do we think it  
9 might be a TCM, why do we think it will be good for the  
10 environment. There are a lot of details about precisely  
11 why that are spelled out in the project agreement which  
12 is available and we encourage you all to look at and  
13 comment on. But generally the reasons include the fact  
14 that the existing site is a contaminated urban  
15 brownfield and it would be cleaned up on a faster pace,  
16 if this project is able to go through, and put to good  
17 use.

18       We also believe that from the air quality  
19 standpoint there would be benefits to putting the amount  
20 of growth that this development involves in the location  
21 of the Atlantic Steel site as opposed to where that  
22 growth would likely occur elsewhere in the region. In  
23 other words, the Atlantic Steel site is a regionally  
24 central location. Growth I think, as you all know, and  
25 you don't need somebody from Washington to come down and

1 tell you there are sprawl and transportation problems  
2 and that growth has been occurring outwards as opposed  
3 to where infrastructure exists. We believe that, if the  
4 development goes forward here, it will result in more  
5 regionally central growth which will in turn reduce  
6 future air emissions.

7       Some of the other aspects of the project that  
8 we think will lead to superior environmental performance  
9 include the linkage to mass transport that's being  
10 committed to. There will be a linkage from the site to  
11 the MARTA Arts Center Station, and we think that will  
12 encourage people to use their vehicles less. There will  
13 be a mix of uses, as Mr. Brown mentioned, on the site,  
14 including retail, office, entertainment, so people might  
15 be able to live and work at the same place, and that  
16 would also encourage less auto use. The site design  
17 incorporates a lot of other smart growth principles,  
18 and, in addition, when it's built they will try and use  
19 as many pollution prevention and water conservation and  
20 energy conservation measures as possible. It's really a  
21 big picture about a model type of development that could  
22 occur, but the heart of the matter is the air emissions  
23 and being able to compare this development to others or  
24 to where the growth might occur and make the  
25 determination finally that it may qualify as a TCM.

1           What the project agreement that's available  
2 tonight really represents is this: It's the first phase  
3 of a two-part agreement between EPA and Jacoby. Because  
4 the project is so complex and there are so many  
5 regulatory processes and analyses and other just very  
6 long and complex things that have to happen for it to be  
7 final, we've decided to take a two-phased approach. Our  
8 thinking was essentially that we should get on paper as  
9 much as we can at this early phase of the development so  
10 that later we won't have to try and wrap our arms around  
11 the entire thing. We would have ideally knocked out a  
12 bunch of issues we are in agreement on so the final  
13 agreement we'll have to address less of those.

14           The project agreement itself is not a legally  
15 binding document. It really spells out the intentions  
16 of EPA and Jacoby and explains what each party intends  
17 to do. Part of the document includes EPA commitments to  
18 help -- I've talked myself into a corner.

19           MS. GLENN: Help with the TMA and  
20 facilitate getting through these governmental processes  
21 because there are so many of them.

22           MR. TORMA: Right. And on the part of  
23 Jacoby it includes some commitments that are  
24 enforceable. Although the project agreement itself is  
25 not a legally binding document, those would be contained

1 in some other legal implementing mechanisms such as the  
2 state implementation plan or remediation plan.

3       That's really all I wanted to tell you in  
4 general terms about the project agreement. I would  
5 encourage everyone who has an interest in the project to  
6 actually pick up a copy and read it. We are inviting  
7 comment. We expect it to be published early next week  
8 in the Federal Register and hope that anyone who is  
9 interested will give comments on it.

10       I guess I'll just leave you with the thought  
11 that from the EPA perspective this project is really  
12 about removing one big barrier to allowing smart growth  
13 to occur, that barrier happening to be EPA's barrier  
14 through the Clean Air Act, and we hope we are able to do  
15 that.

16       MS. GLENN: Thank you, Tim.

17       This is Rob Goodwin from our Air Division, and  
18 he's going to talk to you a little bit about one of  
19 those -- we are trying as best we can to try and lay out  
20 a path here, and Rob is going to explain kind of the  
21 next big regulatory process EPA will be involved in on  
22 the project, and this is after we get through the  
23 agreement.

24       MR. GOODWIN: Once again, my name is Rob  
25 Goodwin. I'm a staff scientist in the Air Division of

1 EPA Region Four here in Atlanta. My role in this  
2 process is to help ensure that the enforceable  
3 agreements in the final parts of the agreement that Tim  
4 talked about go through the TCM SIP process, I'll  
5 explain that, and become part or adopted into the state  
6 SIP.

7       There is going to be a lot of acronyms flying  
8 by here so I'll try and explain as I go along. I also  
9 apologize. I had some visually stunning overheads for  
10 you but we had some AV problems here so I'm not going to  
11 be able to show those to you.

12       An overview of what I want to talk about is,  
13 first of all, what is a SIP, S-I-P, what is a TCM, and  
14 that was already mentioned by Mr. Brown and Tim, but  
15 I'll explain that in a little more detail. I'll give  
16 you some examples of TCMs. I'll talk a little bit as  
17 Tim already did but I'll explain a little bit more about  
18 how the Atlantic Steel Project may qualify as a TCM, and  
19 then I'll give you an overview of the TCM SIP process  
20 and also give you a time line that we are looking at for  
21 the TCM SIP process for the Atlantic Steel Project.

22       So what is a SIP? SIP stands for State  
23 Implementation Plan, and the Clean Air Act requires that  
24 states submit SIPS, which are plans to improve and/or  
25 maintain the air quality in the state so that the air



1 quality meets the national ambient air quality  
2 standards. They are health-based standards. Georgia's  
3 SIP is developed by the Georgia Department of Natural  
4 Resources Environmental Protection Division, and I'll  
5 refer to that as the Georgia EPD from here on out. EPA  
6 is responsible for reviewing and approving SIPS that are  
7 submitted by the states, and as such they will be  
8 federally enforceable when they are approved by EPA.  
9 There are many different control measures that can be in  
10 a SIP for controlling air pollution sources, stationary  
11 sources like oil refineries, service stations, dry  
12 cleaners, power plants, mobile sources like automobiles  
13 and trucks, and one possible control measure you can put  
14 in a SIP is a Transportation Control Measure, a TCM.

15       So now I'll explain what a TCM is, reiterate  
16 what a TCM is. It's a measure to reduce emissions of  
17 air pollutants from transportation sources by either  
18 reducing vehicle use or changing traffic flow or  
19 congestion conditions. So examples of current TCMs in  
20 Georgia would be HOV lanes, I-85 HOV lanes, surveillance  
21 cameras on the interstates which you may see as you are  
22 driving along perched here and there to help keep track  
23 of what's going on on the interstate, to keep the  
24 traffic moving smoothly and get the HERO vehicles out  
25 there quickly when there is an incident; start-up funds

1 for traffic management associations; intersection  
2 improvements like adding turn lanes to intersections,  
3 nothing that's going to increase the capacity of the  
4 intersection, just improve movement through the  
5 intersection; traffic signal optimizations;  
6 synchronizing lights to reduce queues and idling and  
7 things like that to smooth the traffic flow; bicycling  
8 improvements in road projects; sidewalks to serve bus  
9 and activity centers; and another example would be  
10 transit improvements.

11       So how would this Atlantic Steel Project  
12 potentially qualify as a TCM? EPA is in the midst of  
13 performing computer modeling of the transportation  
14 network in the Atlanta region and also a detailed site  
15 analysis of the Atlantic Steel Project, proposed  
16 project, with the idea of trying to compare the  
17 predicted emissions that would be created,  
18 transportation emissions created by the Atlantic Steel  
19 Project, compared to development in other areas where it  
20 may likely end up in the Atlanta area if it doesn't get  
21 built here. And our preliminary results show that the  
22 Atlantic Steel Project compares very well with other  
23 possible areas in the region. The reason for this is  
24 due in part to the high-density, mixed-use, transit-  
25 oriented nature of the project, and also due to its

1 central location in the region. So the project may  
2 qualify as a TCM.

3       The next question is it's got to go through a  
4 formal process for doing that, and I'll explain that.  
5 There are other agencies involved in the process, not  
6 just EPA. When the TCM goes through the transportation  
7 planning process, the TCM would be approved by the  
8 Atlanta Regional Commission into their Interim  
9 Transportation Improvement Program or ITIP. After it's  
10 approved, adopted into the ITIP, AIC would send it to  
11 the Georgia EPD, and Georgia EPD would review it,  
12 prepare a TCM SIP submittal, and would open a 30-day  
13 comment period for the public to make comments on the  
14 TCM, and also include a public hearing. After that  
15 they'd address the comments, make sure all the ducks are  
16 in a row, and then submit the TCM SIP package to EPA.

17       When we get the package, the TCM SIP package,  
18 first of all, we'll determine if it's complete, just  
19 basically going through making sure everything is in  
20 there that needs to be in there. And once we determine  
21 it's complete, we would determine if it's approvable as  
22 a TCM. If EPA determines it's approvable, then EPA  
23 would propose a direct final rule-making in the Federal  
24 Register which would open a 30-day public comment period  
25 on the TCM. If during those 30 days no adverse comments

1 are received, then 60 days after the Federal Register  
2 notice was published the SIP TCM would become effective,  
3 if there are no adverse comments received.

4 Part of the reason for having these public  
5 meetings is to address any issues that may be out there  
6 now rather than waiting until the end here and get these  
7 comments. So what we would encourage you to do, if  
8 you've got comments on this TCM process now or whenever  
9 you have them, feel free to mail them to Michelle Glenn  
10 at EPA Region Four. You don't have to wait for the  
11 formal public hearing time. I wanted to make sure you  
12 know there are going to be some formal public comment  
13 periods, and I'll point those out again, but feel free.  
14 That's why we are doing this, to help address these  
15 comments now rather than at the last minute.

16 So now I briefly want to go over the time line  
17 we anticipate for this and that will be it. In June we  
18 anticipate the ARC board would approve the project into  
19 the ITIP. In July and August Georgia EPD would prepare  
20 the TCM SIP submittal and then open their 30-day public  
21 comment period. That 30-day comment period would be in  
22 July and August, and have their public hearing. After  
23 that they will address the comments, and in early  
24 September they'd submit that package to EPA. Middle of  
25 September we would determine if it's complete and inform

1 EPD, and then in the middle of October EPA would publish  
2 the direct final rule making, and then that second  
3 30-day comment period would open starting in the middle  
4 of October. And then in mid December, if no adverse  
5 comments are received, the rule would become effective.

6       So that's what we are looking at. Basically  
7 that's what I wanted to cover, and thank you for your  
8 attention.

9       MS. GLENN: I want to thank everyone for  
10 their patience. It's warm in here. Also I just  
11 realized in kind of hearing our own presentation how  
12 mired we are in our bureaucracy. I appreciate the fact  
13 you are kind of putting up with our alphabet soup.  
14 There are some main points that we were trying to make,  
15 and I'd like to reiterate those and then we'll open it  
16 up for questions and answers, which I know is probably  
17 the real reason everyone is here anyway.

18       We think the project is good because we think  
19 we are going to get more superior environmental results  
20 than we would get elsewhere. We think that a transit-  
21 oriented, pedestrian-oriented, mixed-use  
22 redevelopment of a brownfield is a good thing. That's  
23 kind of the key behind the project agreement that we  
24 have on the back table. We understand the process is  
25 complicated. It's just really hard to talk about the

1 processes that we are having to go through without using  
2 acronyms and a lot of regulatory alphabet soup that I  
3 know is going to take a while to get used to.

4       Tonight was an introduction on kind of the  
5 next step. The most important thing to remember from  
6 what you heard both from Rob and from Tim are that there  
7 will be other opportunities to comment. Tonight's  
8 meeting is because we want to present to you the first  
9 phase of the project agreement. We are getting ready to  
10 have a formal public comment period. We wanted to have  
11 your comments tonight and also to ask you to take a look  
12 at those documents and give us some comments, so that,  
13 if there are things that we are missing or improvements  
14 we can make or concerns we should address, that we can  
15 be sure to do that.

16       Additionally, as Rob mentioned, there is a  
17 whole other regulatory process that kind of gives you  
18 another shot at all this. What we'd like to be able to  
19 do and what we do at Project XL is do stakeholder  
20 involvement early and we try and do it often. We really  
21 kind of take our cues from you all as to when you want  
22 more information. Certainly, when we are doing  
23 something new or getting ready to sign something, or if  
24 it's a major step, then we are definitely going to want  
25 to have a meeting like this and invite you out and hear

1 about it and answer your questions.

2       That said, we are going to be taking your  
3 comments tonight and certainly questions on everything  
4 we've talked about, but specifically we are looking for  
5 comments and questions on this phase one project  
6 agreement. I'm going to remind you that we do have a  
7 court reporter, so if you would give your name, that's  
8 going to help us in the long run to kind of be able to  
9 work through your comments. Stand up and identify  
10 yourself and I think we said affiliation earlier. If  
11 you just want to say you are a resident or an interested  
12 citizen, that's fine as well. But if you have another  
13 interest, it also helps to understand maybe the  
14 underlying issues that you might be raising to us.

15       I'm going to ask that you only ask one  
16 question at a time and that we try and allow, if you  
17 have a lot of questions, to try and allow us to go  
18 around and get as many different comments and questions  
19 as we can. We will definitely come back to you or, if  
20 you want to submit written comments, there are question  
21 sheets in the back. It is important that everybody get  
22 a chance to be heard.

23       We will do a response to your comments, both  
24 those received during the comment period and the  
25 comments that we receive tonight. They will be included

1 in the agreement when it's signed. The ones that need  
2 to be addressed, we will address those in the document.  
3 We'll problem do kind of an errata sheet, if you are  
4 interested, and that's kind of governmentese as well.  
5 Any changes that we make we are going to try our best to  
6 identify so you'll be able to look and see okay, I had  
7 this comment, it was really important to me, was there a  
8 change to the document based on that. If you don't see  
9 a change, there should be a very good explanation as to  
10 how we responded and why we responded the way we did.

11 Based on that, I'm ready.

12 MR. GRISSOM: Bill Grissom with the Home  
13 Park Community Improvement Association. Is it correct  
14 to assume most of the contaminates on the site are heavy  
15 metals and slag, things that are insoluble and are going  
16 to migrate in the ground water, and basically you cover  
17 it over?

18 MS. GLENN: Your question has to do with  
19 kind of what is the contamination at the site and how  
20 will it be addressed. Charlie, you want to answer that?

21 MR. BROWN: First of all, I'm an  
22 architect and not an environmental engineer, but I think  
23 I can give you some sort of answer. If that's not  
24 satisfactory, we will get you more detailed information.  
25 The good news is it's a steel mill. The bad news is



1 it's a steel mill. Because there are very definable  
2 products or by-products left on the site. But the  
3 question you are asking mainly is about ground water.  
4 The physical configuration of the site is more or less  
5 like a bowl. The railroad tracks are higher and 16th  
6 Street is higher, and so a lot of the shape of the  
7 property really is like a bowl. And for many years the  
8 flow of the water from the Atlanta Water Works has come  
9 through the property and then it goes on to what's known  
10 as the Orme Street Outfall.

11       During the environmental testing of the  
12 property, wells are installed to see what's happening  
13 with the ground water, testing of the subsoils, the  
14 structure, where the rock is. How that ground water  
15 flows is looked into. It's my understanding that those  
16 flows are, as you would expect, basically into the  
17 center and along the side near the freeway. So the  
18 testing situation has shown no problem with the ground  
19 water; however, as part of the remediation plan that is  
20 worked with the State Environmental Protection Agency,  
21 EPD, there will be monitoring wells that are there and  
22 the ability to capture that water, because it all does  
23 come to basically one side of the property, does not  
24 migrate off in other directions. So that in their  
25 testing, the monitoring of the wells, if there comes to

1 be some problem, then the water can be captured.  
2 Actually, there is not that much ground water flow in  
3 the area. So it comes to the middle, to the edge next  
4 to the freeway; it's monitored before it's released to  
5 the property; if there is a problem, it's captured there  
6 and treated.

7 MS. GLENN: Heavy metals are pretty much  
8 the contaminates of concern. If you still have  
9 questions afterward, I'll be glad to put you in touch  
10 with somebody that could answer the questions. It's  
11 being handled currently by the Georgia EPD.

12 MR. HAWTHORNE: I'm Dennis Hawthorne with  
13 the Atlanta Bicycle Campaign. I'm noticing there has  
14 been a lot of thought gone into some good bicycle future  
15 in the project already. What I'm thinking, it would be  
16 really nice if this is going to be XL, going to get  
17 awards for excellence and leadership, it should be like  
18 a cutting edge really leading project for the country  
19 and for the region to look at as far as how bicycle  
20 accommodation is provided for. I was hoping you could  
21 really give us a real model in that regard. I was  
22 wondering if there has been any further looking at what  
23 some other cities have done as far as bike stations,  
24 bicycle parking incorporated into the design of the  
25 streets in the area, as well as incentives to make it a

1 real bicycle-oriented community.

2 MS. GLENN: So your question is have we  
3 looked elsewhere and are we going to be applying kind of  
4 cutting edge things here?

5 MR. HAWTHORNE: Right.

6 MR. LEARY: We'd love to continue working  
7 with you so make sure we get your name and number.  
8 We've been working with the Bicycle Federation of  
9 America kind of reviewing some plans, and right now we  
10 have bike lanes on all the roadways and cross sections,  
11 and I can get those to you as we kind of flush those  
12 out. We completely agree with you. We have an  
13 opportunity to do something exciting here and focus on  
14 alternative transportation, pedestrian and bicycle  
15 definitely being part of that. We appreciate the  
16 comments and we are looking forward to working with you.

17 MR. COHEN: There are going to be bicycle  
18 lanes over the 17th Street bridge to the site and access  
19 within the site as well. Whether or not there is going  
20 to be placement of racks, that's still something that  
21 will be decided at a later date.

22 MR. LEARY: And the incentives in terms  
23 of using pretax income for bicycle users, I know there  
24 is a lot of them now in T-21 that we are just starting  
25 to look at.

1 MR. COHEN: And there is also going to  
2 be zoning conditions in the city of Atlanta, the  
3 Transportation Management Association, designed to  
4 remove single occupant cars. How that happens depends  
5 on where people live who work in the project. I can't  
6 really answer that question just yet.

7 MS. GLENN: T-21 is not on my list of  
8 acronyms, and I was kind of trying to get Kelly to tell  
9 me what it stands for. I'm not really sure, but it's a  
10 big transportation bill that includes funding for these  
11 kinds of initiatives.

12 MS. SHECKLER: Transportation Equity Act  
13 of the 21st Century.

14 MS. GLENN: That's a pretty good name for  
15 a government bill.

16 MR. EVANS: I'm John Evans. I'm a  
17 resident here. There were two things on my mind. I was  
18 wondering what the plan was, transportation plan, and  
19 also in a nutshell what the agreement so far involves or  
20 incorporates.

21 MS. GLENN: Your questions are how far  
22 does the agreement go? Is that kind of the question?

23 MR. EVANS: What is in the agreement so  
24 far and also what plan is being contemplated, what  
25 transportation plan.

1 MS. GLENN: What transportation plan is  
2 being contemplated?

3 MR. EVANS: Other than a bridge and  
4 bicycle lanes.

5 MS. GLENN: You mean as far as what the  
6 elements of the transportation plan for the whole  
7 redevelopment, not just the bridge?

8 MR. EVANS: Right. The impact of the  
9 development in terms of the vehicles that are  
10 contemplated to be on site and some facts and figures on  
11 the modeling that you-all mentioned.

12 MS. GLENN: I think I want to hand these  
13 off. Tim can tell you a little bit what's in the final  
14 project agreement. Jeff Anderson handled all the  
15 modeling. He's actually coming here tonight but I think  
16 he's on a later flight. We can talk a little bit about  
17 our modeling results so far, if that answers your  
18 question.

19 MR. EVANS: That's a start.

20 MR. SCHNEIDER: He wants specificity as  
21 opposed to so many cars will move across a bridge  
22 between Midtown and Atlantic Steel, for instance, but  
23 how you access, for instance, from Atlantic Steel into  
24 North Home Park, if you would, and the accessibility  
25 through Barnes and State and whatever, exactly what it's

1 going to look like as opposed to a nice general  
2 statement. We want to get down to are you going to  
3 cul-de-sac some of those streets, are you going to  
4 one-way them, are you going to narrow them, what are you  
5 going to do.

6 MR. BROWN: Dan, you may want to speak to  
7 that. When we were talking about the final project  
8 agreement or the project agreement that's entered into  
9 between the developer, Jacoby, and EPA, part of that  
10 agreement has within it, even though it's, quote, not  
11 enforceable, it has segments in it that are enforceable  
12 such as the zoning regulations from the City of Atlanta  
13 or regulations by Georgia EPD or Federal Highway or EPA.

14 So one of those which speaks directly to what  
15 you are talking about, which Jim just asked about, and  
16 that is the flow between Home Park and the development.  
17 And that particular zoning requirement says that the  
18 City and the Home Park Association will determine how  
19 those streets interface with 16th Street and the  
20 project. It has been suggested by an architect that was  
21 employed to do some of the modeling or to look at some  
22 plans from which they could do the modeling that that  
23 grid flow all the way through into 17th Street and  
24 through the project. Again, that is the responsibility  
25 of the City and Home Park Association to determine which

1 of those streets are open, if they are closed, if there  
2 is traffic calming devices or whatever. From the south  
3 at Home Park then that's something that the City and  
4 Home Park decide.

5       On an east-west situation, of course there is  
6 North Avenue, 5th Street, 10th Street, 14th Street, and  
7 you will add another corridor to that with the 17th  
8 Street bridge which will have two bicycle lanes, will  
9 have a pedestrian or linear park across the bridge, will  
10 have four single-occupancy vehicle lanes, and it will  
11 have two transit lanes. Those basically connect  
12 Northside Drive to Midtown, Spring Street and West  
13 Peachtree Street, with a proposed modification to the 75  
14 and 85 ramps from the north and from the south with an  
15 addition onto the 17th Street bridge.

16       MR. LEARY: That's conceptual. We  
17 haven't designed it. It's not in engineering drawings  
18 as such yet. That's the components.

19       MR. BROWN: That's part of the regulatory  
20 process that you have now is that you have what's called  
21 an IJR, Interchange Justification Report, and  
22 Interchange Modification Report, and those are things  
23 that go into the TCM and they go and are reviewed by the  
24 Federal Highway Department, by Georgia DOT, and they  
25 make recommendations on those as to whether they can go

1 forward. It's a little hard to answer specifically what  
2 they will be until those conceptual situations are  
3 approved and they turn into actual engineering drawings.

4 MS. GLENN: We expect to see a fairly  
5 final site design for the final project agreement. At  
6 this point we are still getting the results in from, as  
7 Charlie mentioned, the Duany workshop, which the  
8 workshop included some of you. That was done under a  
9 contract with one of our offices in headquarters, and  
10 they did try to include as many stakeholders as they  
11 could.

12 The second part of your question had to do  
13 with what is in this first phase of the project  
14 agreement as far as some of the specifics. Tim, as kind  
15 of our principal author --

16 MR. TORMA: I think if you happen to have  
17 a copy in your hand, pages 17 and 18 are great. Let me  
18 just hit a couple of high points for you. One of them  
19 is the agreement guarantees some linkage from the site  
20 to the transit station on the other side of the  
21 interstate. There are plans that haven't been mentioned  
22 yet. Coca-Cola, Turner, CNN have talked about doing a  
23 western loop from the MARTA Arts Station across the  
24 interstate and down to the Georgia World Congress  
25 Center. And right now the outlook on that is very



1 positive, but in the interim until the appropriate sort  
2 of transit is decided for that loop, the project  
3 guarantees a shuttle service from the Atlantic Steel  
4 site to the Arts Center Station. It also says that the  
5 developer will give right of way for whatever the  
6 transit upgrade will eventually be. The site will  
7 participate in a Transportation Management Association  
8 which would have a goal of keeping an eye on the traffic  
9 patterns in the area and certain threshold levels of  
10 single-occupancy vehicle trips or hits, and they would  
11 take some measures to reduce the amount of automobile  
12 traffic. I'm not sure what big picture specifics.

13       Is that the kind of stuff that you-all were  
14 looking for in your questions?

15       MR. GOOD: My name is Mark Good. I'm  
16 curious, if this is all in the conception stage, so to  
17 speak -- and Mr. Brown mentioned something about the  
18 design of some of this is left up to the City. Is that  
19 what I understood? I'm just curious then how you came  
20 up with these real pretty pictures over here.

21       MR. BROWN: There is a great deal of  
22 specificity relative to the general nature but I can't  
23 tell you exactly what the radius of a curve is. There  
24 are not engineering drawings of these. Whether State  
25 Street goes all the way through into this project and

1 over to the railroad track or whether it stops at 16th  
2 Street, which it does now, or cul-de-sacs before it gets  
3 to 16th Street, is something that the City and Home  
4 Park, whatever the group is, would make those decisions.

5 MS. GLENN: And I should also point out  
6 that EPA's I think kind of interest in this is really  
7 that it contain the mixed-use properties, that the  
8 density be such that it encourages people to not get in  
9 their car, to use transit, to feel comfortable walking  
10 around instead of using their car, and using a bicycle.  
11 That's really the goal of EPA. As far as the individual  
12 elements, I think we are talking about certain  
13 parameters of this, what the mixed use should contain  
14 and what might work, and trying to get input on that  
15 from people with experience, professional experience,  
16 putting together those kinds of designs. But ultimately  
17 EPA is not in a position and not interested in saying it  
18 has to be exactly this way. There are other people  
19 whose expertise is in that area.

20 MR. COHEN: I think what makes it hard is  
21 the way zoning works in City of Atlanta. Any developer,  
22 this project included, does not have to come before the  
23 Zoning Review Board with a final set of drawings and  
24 final set of plans before he gets approval. That's just  
25 not how it works here. You don't have to do that until

1 you get building permits pulled. What you come with is  
2 some concepts and some ideas.

3       What the City did to try and deal with this  
4 project it set certain caps for office space, housing  
5 space, retail space, maximum number of trips, and I  
6 think the zoning conditions are on the board there. We  
7 capped out the number of trips so we can monitor. What  
8 we are interested in at the moment is saying there is  
9 going to be some performance standards. You cannot  
10 produce X number of trips without a transportation  
11 management plan. You have to reduce the number of  
12 single-occupant cars coming to the site. Once I guess  
13 the developer gets a better handle on who they are going  
14 to market the project to, they will start submitting  
15 that to the Building Department. And once that happens,  
16 then you get some more specificity.

17       I'm not trying to be vague intentionally.

18 That's just how the process works.

19       MR. SCHNEIDER: We don't have any input.  
20 C4C does not allow any input on a particular footprint  
21 of any particular building.

22       MR. COHEN: That's right. I'm saying  
23 that it goes to the Building Department and that's where  
24 it happens. Then you ask the Building Department for a  
25 final set of plans. You just can't comment on those

1 plans. You can't have more than X number of trips.  
2 What we are trying to do here is say however you wind up  
3 configuring this, you can't have more than a certain  
4 number of cars coming. You can't have beyond a certain  
5 amount of office space development. Where you decide to  
6 put it is what we are still grappling with at the  
7 moment. That hasn't been decided yet. As soon as  
8 they've decided, they'll be ready to start building.

9 MR. GOOD: I wasn't talking about lines  
10 on paper. I was talking about numbers

11 MR. COHEN: So there is maximum  
12 allowable. That's kind of how we deal with zoning in  
13 this particular city.

14 MS. GLENN: I want to make sure that we  
15 don't -- I appreciate the concerns and I know that  
16 people definitely are interested in this, but I want to  
17 make sure that we are not kind of revisiting the zoning  
18 process. We really are trying to focus on this XL  
19 process and kind of the issues that are surrounding  
20 that.

21 MR. COHEN: One last thing. The  
22 developer is committed to providing bike paths and  
23 transit linkages to the site over the bridge, and they  
24 cannot pull, they cannot get a final CFO for anything on  
25 that site until there is a contract signed showing the

1 bridge construction is possible, and that's what we are  
2 working towards. It's not like you are going to wake up  
3 one morning and see something there. It's not going to  
4 be like that. This is a project that's going to take  
5 10, 12 years to build out.

6 MS. GLENN: There will also be ongoing  
7 stakeholder involvement through our role in the process  
8 in XL.

9 MR. DEDEMATIS: Bill Dedematis. This  
10 project is very good project. Everybody for  
11 transportation improvement. I think, Charlie, to  
12 resolve this transportation, how many lanes has got the  
13 bridge? Two lanes in and two out.

14 MR. BROWN: That's correct, plus  
15 transportation and pedestrian.

16 MR. DEDEMATIS: I think this mall here,  
17 in order to build around here crowd, if this mall is  
18 moved this section close to Georgia Tech University and  
19 this building stay there, I think you resolve all the  
20 problems you talking right now, because the mall, how  
21 many thousand people is go every day? Plus this office  
22 building, I understand somebody work in this office or  
23 this office is go for lunch, to shopping, more easy.  
24 But all the crowd is coming to this area and this area  
25 is free. I think if this mall is moved close here to

1 Georgia Tech University has got exit Northside Drive and  
2 Bishop, you got 16th plus the exit in the Georgia Tech  
3 University. I think my opinion I think resolve all the  
4 problems.

5 MR. BROWN: We will give that comment and  
6 that information to Mr. Duany who was working with EPA  
7 and also Thompson Ventulett who was the master planner  
8 and also the users of that. Again, we are talking about  
9 the zoning process which indicated that that area was  
10 probably better used from the zoning standpoint as a  
11 high-tech area mixed with residential and that the mall,  
12 while it might serve the university better in that  
13 southern or western location, might be better over close  
14 to the expressway and that area. We'll be happy to take  
15 that in and I've got that comment down.

16 MS. GLENN: We've got it as well. I  
17 appreciate your suggestion. The court reporter has  
18 recorded that.

19 MR. BRANDON: Michael Brandon with the  
20 Home Park Community Improvement Association and resident  
21 of Home Park. You mentioned the Duany workshop, and I  
22 was wondering if the results of that workshop are going  
23 to be folded into this agreement.

24 MS. GLENN: We will be considering those  
25 when we work kind of on the final agreement. We are

1 still in the process of reviewing those internally so we  
2 don't have them available tonight, but they will be  
3 public when we get finished reviewing them and finalize  
4 that report.

5 MR. TURK: I'm Gregory Turk, Public Park  
6 Coordinator for Fulton County and also a Midtown  
7 resident. I'm concerned about the amount of parks, not  
8 just the linear parks, but how many acres of the 138  
9 acres will actually be park space. I have one minor  
10 question too. The shuttle, is that a glorified word for  
11 a bus or is it actually a rail shuttle?

12 MS. GLENN: So you have two questions.  
13 One is how much space is set aside for green space  
14 parks?

15 MR. TURK: Nonlinear parks.

16 MR. LEARY: First of all, stay after and  
17 I'll show you the site plan. There is a site plan in  
18 the middle there is a park and we are revising through  
19 input from Home Park Community. One thing they wanted  
20 was a green park connection from Home Park into the core  
21 of the development. The way the site plan initially was  
22 is we had a central park in the heart of the development  
23 which a lot of the residents felt was kind of reserved  
24 and away from where the core of the neighborhood was.  
25 So we are exploring connecting a park which would be an

1 activated park where you could play ball, have a soccer  
2 game or baseball game, so it would be more than just a  
3 glorified sidewalk and street scaping. So we are  
4 working on that trying to figure out how that would best  
5 work through the different uses, number one.

6 Two, the transit connection, a transit  
7 connection is guaranteed. I think we are looking at  
8 ten-minute headways. So the technology is not defined.  
9 Tomorrow we could run a bus. Tomorrow if we needed to  
10 have a rail down and run a train, probably not. But as  
11 the future kind of goes forward and we can see either  
12 demand along that route or a proposed west side  
13 connection down through Turner, Georgia Tech, Coca-Cola,  
14 Centennial Olympic Park, and the arena, if there is  
15 demand for a joint transit connection, that's something  
16 going on right now, and what technology is most  
17 appropriate for that will come out of a feasibility  
18 study that will take place.

19 MS. GLENN: My understanding is that the  
20 feasibility study is being conducted kind of by these  
21 other partners that have been interested in pursuing  
22 some kind of connection for their people along that  
23 route west of the freeway. What we are trying to do is  
24 not preclude whatever happens there from being able to  
25 work from Atlantic Steel to the Arts Center. At this



1 point, you are right. It is somewhat undefined. I  
2 don't know absolutely what the answer to that question  
3 is. We are anticipating that we'll be able to piggyback  
4 on studies that are underway, and, with the right-of-way  
5 set-aside and the bridge not yet designed, that there  
6 will be the opportunity to design in whatever transit  
7 connection works best for that whole area.

8           MR. LEARY: Most likely on day one it  
9 would be a rubber-tired vehicle connection. We would  
10 try to do it the best way that people would ride it.

11           MR. TURK: I'm looking for a numeric  
12 value as far as acres.

13           MR. TORMA: Seven acres committed to  
14 minimum.

15           MR. SCHNEIDER: Jim Schneider, Midtown.  
16 I don't understand this linkage. You start talking  
17 about their design. Their design is not designed yet.  
18 I don't understand the linkage between the EPA EPD  
19 and -- you know, we've asked for specific plans. We  
20 know they are not going to be there at this point. And  
21 I keep hearing rumors that the EPA is going to maybe  
22 require or try to have some kind of, not a footprint of  
23 a building, but some change in the sense of maybe mixed  
24 use -- I keep saying the baker over the bakery kind of  
25 thing -- but something that, not forces them to design a

1 footprint of a building but something that changes the  
2 massing in the concept of it. Nothing is going to get  
3 built that's going to look like that. Those are just  
4 nice drawings, and I hope people don't rely on those for  
5 much of anything because I'm sure whoever builds them  
6 they are going to be different.

7 I don't understand what you can do to make a  
8 change. I don't know how to describe it, because the  
9 original plans struck me as Midtown pushed over here,  
10 and I think what we are thinking, I think what we hear  
11 from Mr. Brown and other folks is that even their own  
12 plan is evolving to be more of a community. I look back  
13 at what Randy Roarke did on his three studies where they  
14 overlaid other neighborhoods on that. It's not going to  
15 look like those either. The overall height came down.  
16 And how you can make that happen without necessarily  
17 having a zoning that shows a footprint of a building, we  
18 haven't had that kind of linkage yet.

19 MS. GLENN: Your question then is what  
20 impact is EPA ultimately going to have on this design.

21 MR. MEIBURG: This is an interesting  
22 project for us because it's an extension and something  
23 outside of what we normally do. As a regulatory agency,  
24 there is normally a very specific set of requirements  
25 that we apply to sources of pollution and go through a

1 set of standards and apply them. The reason why we are  
2 invested in this project, and it's basically what the  
3 other folks said, is an offshoot of the general  
4 situation with respect to transportation and air quality  
5 here in the Atlanta area. Because the area's  
6 transportation plan has lapsed, any kind of project like  
7 the bridge across the expressway there ordinarily would  
8 not be able to go forward as a new project. In order  
9 for the project to go forward, it would have to be  
10 classified as a TCM. What  
11 we have entered into with Project XL is  
12 basically a negotiation between ourselves and the  
13 project development to try to demonstrate that, in  
14 addition to qualifying as a TCM, it would have quality  
15 benefits and to qualify as XL that it in fact would  
16 exhibit superior environmental performance in a broader  
17 sense as well. So what basically our leverage will be  
18 depends in large measure on the good-faith efforts of us  
19 trying to identify all sorts of things we can about the  
20 developer to contribute to making it environmentally  
21 friendly to work with the developer to try to get those  
22 incorporated as the design process of the project moves  
23 forward.

24 MR. SCHNEIDER: Those are words you are  
25 now giving us. For instance, if you pass this thing by

1 the end of the year, does federal money come down to  
2 build bridges, things that we all can see and see  
3 designs of? And obviously, if you do a bridge, there's  
4 got to be an environmental hearing, there has got to be  
5 location hearing, and we know we are going to be seeing  
6 those.

7 MR. MEIBURG: Right. Basically the thing  
8 for the project to move forward, it has to be approved  
9 as a Transportation Control Measure so the project could  
10 proceed through all the other steps you just described  
11 as part of the Transportation Improvement Program. I  
12 don't know if that answers the question or not.

13 MS. GLENN: We do expect to see a design  
14 different than the one you've seen in the past.

15 MR. EVANS: What are the issues that make  
16 the TCM work? What is it going to talk about?

17 MR. SCHNEIDER: And what can we say that  
18 makes it plus or minus?

19 MR. MEIBURG: The reason again the TCM is  
20 so important is because the bridge itself cannot be  
21 constructed without qualifying as a TCM during the  
22 conformity lapse. What makes it work in that sense is  
23 the ability to proceed even while the conformity lapse  
24 is in place. The thing that is very helpful is all of  
25 the input you can get on the kind of things that will

1 make it indeed a transit-oriented, pedestrian-friendly  
2 project and neighborhood community friendly project.

3 MS. GLENN: We are approaching a degree  
4 of specificity in the Transportation Control Measure  
5 that we didn't have when we first talked about the  
6 project. Tim or Dan or Kelly or Rob, who wants to take  
7 that?

8 MR. TORMA: You are asking what would be  
9 in the TCM. This is in the agreement too. I hate to do  
10 it but I'll read to you from it.

11 EPA expects to approve the SIP if the TCM  
12 includes at a minimum the following obligations. Jacoby  
13 will provide right of way in the development to MARTA or  
14 another acceptable entity for the construction of an  
15 appropriate transit linkage including a station if  
16 necessary connecting the Atlantic Steel site to the Arts  
17 Center MARTA Station. Number two, Jacoby will provide  
18 an interim shuttle service to the MARTA Arts Station  
19 after construction of the 17 Street bridge, da, da, da,  
20 da.

21 It's that kind of stuff. We expect to see  
22 those things in the TCM before EPA would expect to  
23 approve the TCM.

24 MS. GLENN: There is a lot of people  
25 here. The room is very warm and the hour is moving on.

1 Maybe I should point out we haven't even started the  
2 official comment period. These are advanced copies and  
3 it is to give you the opportunity to review it. You are  
4 welcome to call any of us with your questions.

5 MR. BRANDON: We are dancing around this  
6 big vat and not really getting into it and swimming.

7 MR. TORMA: I don't want to dodge your  
8 question. I think the answer is you are right. We  
9 don't have some of the levels of detail of exactly what  
10 it's going to look like. We know a bridge is going to  
11 go across the interstate. We know that the bridge will  
12 have two lanes in each direction, will have pedestrians,  
13 will have bicycles, and those are the macro type of  
14 things this agreement talks about.

15 MR. GRIMLAND: My name is Joe Grimland.  
16 I'm a resident of Home Park and I've sort of watched  
17 Charlie try to develop this idea and I've gone to the  
18 meetings where the zoning review board has talked about  
19 it, City of Atlanta, where the City of Atlanta actually  
20 approved the zoning that was there. I've looked at the  
21 issues that Home Park had as far as this was concerned.  
22 And the major issue as far as the community was  
23 concerned, after we sort of lost our little battle in  
24 City Hall about zoning, was that the traffic not jam up  
25 in the community. And that's also important to Mr.

1 Brown because he doesn't want the traffic to jam up so  
2 no one can get in and out of the development.

3 My major concern is are we going to have a  
4 bridge, whether it's environmentally helpful to the city  
5 or not -- of course, we'd all like for it to be -- are  
6 we going to have a bridge, which we all hope we will  
7 have, and that's what we support, we support your  
8 efforts from a community standpoint, and will that  
9 bridge be sufficient to alleviate the traffic that's  
10 going to be caused by the development. Now, whatever  
11 else you may say, that to me is the bottom line.

12 As far as the environment is concerned, I  
13 would like to think that whatever rain falls on that  
14 property right now and washes and mixes with whatever  
15 chemicals are there, which then go essentially into a  
16 sewer system which goes into a creek and goes through a  
17 park and neighborhood, that there not be any more  
18 pollutants after the development occurs than there are  
19 now. It's a one-for-one swap. If there are no more,  
20 I'm happy.

21 The other and the third thing which is  
22 important to me is, and this is what everybody is kind  
23 of dancing around but nobody actually has said this  
24 today, will this development cause a decrease in the  
25 total pollution of traffic in the City of Atlanta, and

1 how will that occur. And my personal feeling is no.  
2 And the reason why I say no is because the type of  
3 development that's approved that maximizes developers  
4 bang for the buck is not conducive -- may not be -- I  
5 don't want to say absolutely no, Charlie, because that's  
6 not fair in my mind. It may not be conducive to the  
7 people who work downtown. They may not want to live in  
8 high rises in 500-square-foot apartments, which is one  
9 of the ideas being bandied about for the 2.4 million  
10 square feet of residential space. If there is 12  
11 million square feet of office space there, which to me  
12 means like -- or 10 million square feet of office space  
13 -- it's 10, isn't it?

14 MR. BROWN: I think the max is about six  
15 but from a practical standpoint probably about four.  
16 The zoning is six.

17 MR. GRIMLAND: So for the six million  
18 square feet of office space, we have a simple example of  
19 that inside the city that you can go look at. It's  
20 called the IBM Tower. It's at the corner of 14th Street  
21 and West Peachtree Street. It's got a million square  
22 feet of space in it and I think it's mostly rented. I  
23 think mostly occupied. So if you look at the  
24 composition of people who work there and where they live  
25 and what they require for their housing and what they



1 require for their transportation, you could easily get a  
2 model, assuming that, I'm not just making rash  
3 assumptions that we'll build buildings comparable to  
4 that on that site, which would probably have the most  
5 economic benefit to the City of Atlanta as far as taxes  
6 are concerned, which I'd like that because I just want  
7 the tax rates to go down.

8       But you understand what I'm saying. That's  
9 what we are looking at from what is right here right  
10 now, and that's the sort of hard things I think some of  
11 us would like to know something about.

12       MS. GLENN: Well, some of your questions  
13 seemed somewhat rhetorical to me, the question of will  
14 there or will there not be a bridge. What we are  
15 pursuing under the XL Project is that we think there  
16 would be a bridge. You asked a question, I think your  
17 second question had to do with how is this going to  
18 provide an air quality benefit. Is that right?

19       MR. GRIMLAND: Right.

20       MS. GLENN: Rob or Kelly, that's a  
21 conformity issue and kind of goes to some of the basics  
22 of how we are actually approaching this in an innovative  
23 way.

24       MS. SHECKLER: It actually isn't one  
25 question. It's two questions. I'm Kelly Sheckler with

1 EPA. The bridge design, I think you wanted to know  
2 about the bridge design. We don't know what that is  
3 going to look like. When the developer finishes its  
4 concept report and submits it to GDOT, and GDOT is here  
5 today, by the way, GDOT will be analyzing that concept  
6 to see what impact it does have on the roads, including  
7 the connector. At that time they'll make a  
8 recommendation to Federal Highway and Federal Highway  
9 will analyze and make a determination if in fact or what  
10 that impact is from the design that was submitted, what  
11 impact it would have on the infrastructure in downtown  
12 Atlanta. As far as air quality benefit, that will feed  
13 into EPA's SIP process along with the analysis that we  
14 are currently doing, and it's based upon those three  
15 things we'll be able to answer the question does or does  
16 not the project have emission benefit and how does it.

17 MR. TORMA: One of the key points about  
18 this whole project that I don't think we've emphasized  
19 tonight is there is a key assumption underlying the  
20 whole project, and that is growth is coming to Atlanta.  
21 If it doesn't go at this Atlantic Steel site, it's going  
22 to go somewhere else. If past trends are any  
23 indication, it's going to go around the suburban fringe.  
24 This is part of the flexibility that XL is offering. We  
25 are not making the claim that emissions will be less if

1 Atlantic Steel goes in than if nothing happened. We are  
2 saying it will be less if the Atlantic Steel goes  
3 forward than growth elsewhere in the region. Does that  
4 answer your question about will emissions actually go  
5 down? They are not going to be less than if nothing  
6 happened, if nobody came to Atlanta. They won't be less  
7 than that. They will be less, we believe, than if that  
8 growth occurred at other likely locations within the  
9 region.

10 MS. SHECKLER: And how that happens we  
11 don't know yet. That's what we are going through this  
12 process to figure out, how to go about determining how  
13 to get the emissions down.

14 MR. ROSS: David Ross. I'm a resident on  
15 the other side of the 17th Street bridge. Does EPA have  
16 a role in looking at the impact of the traffic on the  
17 other side from the bridge, from the proposed bridge?  
18 Is that outside you-all's jurisdictions. In other  
19 words, what's the impact over around the IBM Tower and  
20 what is now a very congested area and the residential  
21 areas on the other side of that? Is that in your  
22 bailiwick or is it someone else's at the City or what?

23 MR. COHEN: The City is responsible for  
24 taking a look at all the traffic studies and all the  
25 circulation plans. What we are most concerned with is

1 the number of trips that are going to be generated by  
2 the site and how those trips will be managed. But until  
3 we get a set configuration of the bridge -- and we are  
4 still working on whether or not, for instance, the  
5 transit and the automobile component are even going to  
6 be parallel all the way through from one side to the  
7 other, because it may have to happen on separate decks.  
8 And there is issues of private property rights on that  
9 side of the bridge as to where the bridge ends up  
10 landing that haven't been worked out yet. When they get  
11 worked out, you'll have more answers. That's part of  
12 the role, by the way, that's part of what DOT is helping  
13 us figure out right now in this Interchange  
14 Justification Modification Report. As that moves  
15 forward, we'll be able to answer those questions.

16 MR. GRIMLAND: And there will be public  
17 input to that?

18 MR. COHEN: Well, the public input is  
19 through the NEPA process, which is the environmental  
20 process that this whole project has to go through as  
21 well.

22 MS. DUNAGAN: We were beginning to wonder  
23 if NEPA was going to be mentioned.

24 MS. GLENN: I don't have any problem  
25 mentioning it. It will be necessary to assess what

1 impact this will have on the environment and National  
2 Environmental Policy Act as well, because this is a  
3 major -- I think it's required because the bridge is  
4 going over the interstate.

5 MS. DUNAGAN: It's a major federal  
6 undertaking.

7 MR. COHEN: It has to be at least three  
8 options in there. Why this particular option, the final  
9 selection, ends up happening has to be justified.

10 MS. GLENN: That is a whole other  
11 governmental process. There will be public input into  
12 that process, and one of the reasons that we haven't  
13 focused -- there is many, as we mentioned, and we are  
14 trying to kind of take this in manageable chunks because  
15 there are so many different government processes that  
16 are affected by a redevelopment of this size. We can  
17 certainly, especially with the interest that's been  
18 relayed to us, in the future look at that as a main  
19 topic for a meeting like this one.

20 MS. BRITT: I'm Jane Perry Britt with the  
21 State Health Department, and I was just wondering, since  
22 there has been contaminated soil on the site, has there  
23 been any past sampling of off-site soil or are there any  
24 plans to be; and during the remediation process, who  
25 will be in charge of protecting public health from

1 possible exposure to that? Would that be EPA or EPD?

2 MS. GLENN: I see our EPD person has  
3 managed to get by very quietly, but this one seems like  
4 a ripe question for you, Renee.

5 MS. FOSTER: My name is Renee Foster with  
6 Georgia EPD. If I understand your question, you wanted  
7 to know as far as has there been any sampling done off  
8 site. They have not in our site, Atlantic Steel, they  
9 have not done any. I know they were looking into doing  
10 some in the smoking plant that was right next to the  
11 Atlantic Steel plant. At one point that was a major  
12 clean-up, and at the time they weren't looking at  
13 Atlantic Steel as a place of residence. Now they are  
14 taking a look at smoking to see if they have done enough  
15 clean-up to have a residential area right next to it. I  
16 don't believe Atlantic Steel and Jacoby have done any  
17 off site. Most of the testing has been in the 38 acres.

18 MS. GLENN: I think if people have  
19 further questions, the document, the remediation plan,  
20 and the results of the sampling will all be public  
21 documents when they have been submitted and finalized  
22 under the State's RCRA Program, Resource Conservation  
23 and Recovery Act. That is the program at the State that  
24 is overseeing that clean-up and they'll be glad to share  
25 that information with you as soon as it's final. Parts

1 of it are final, but if you want to check in with Renee  
2 or call me and I will get you to the right person at the  
3 Georgia Environmental Protection Division to get you the  
4 detailed information about what's going on on assessing  
5 the site and looking at remediation.

6 FROM THE FLOOR: There was another part  
7 to that question.

8 MS. GLENN: I'm sorry. What was the  
9 second part?

10 FROM THE FLOOR: (Unintelligible)

11 MS. GLENN: During the actual clean-up?  
12 It would fall under their (unintelligible) OSHA  
13 requirements. There are state-of-the-art technologies  
14 that they can use to go in and make sure dust  
15 suppression occurs and protect people during the actual  
16 remediation at the site.

17 MS. FOSTER: During clean-up and  
18 remediation Georgia EPD is going to be the one that are  
19 going to be enforcing the stats also in their  
20 remediation plans. They are going to spell out how they  
21 plan to protect the environment.

22 MS. DUNAGAN: Toni Dunagan, Georgia DOT.  
23 This seems to be such a question of interest. Will  
24 there be a separate public hearing or public meeting to  
25 really go into depth on the remediation plan and what's

1 been found and all of that? Seems to be a major concern  
2 for people in the neighborhood. Would that be  
3 appropriate?

4 MS. GLENN: Would it be appropriate? It  
5 certainly seems like something that's being asked for  
6 here. I think what we would do is kind of consult with  
7 our state counterparts at EPD, and I think we've talked  
8 a little bit about doing that in the past. It's just a  
9 matter of having something final to present, because  
10 people would be frustrated if we couldn't give them the  
11 documents they wanted to see anyway. I do think that  
12 that's something that we'll work together on and try and  
13 present to people.

14 MS. DUNAGAN: If there was such a  
15 meeting, the people in this room would be invited  
16 because they are on the mailing list now; is that  
17 correct?

18 FROM THE FLOOR: Yes.

19 MR. SCHNEIDER: You know, you are dealing  
20 with -- we are talking about a bridge across whatever,  
21 and that gets to the issue that there is a wood  
22 preserving plant immediately to the north on the Loring  
23 Heights side of it. We've got the battery plant. And  
24 it seems to me we need to worry about what's happening.  
25 We know the Atlantic Steel site has had different



1 processes on it as well. If you are involved in looking  
2 at -- you are primarily here tonight air quality, but it  
3 seems to me, if you are here for that, we need that  
4 protection for the whole thing. I'm not saying you go  
5 to North Fulton, that far, but you ought to go a  
6 reasonable distance around it to look at it to make  
7 certain we don't have a problem.

8 MS. GLENN: Thank you for your comment.  
9 We can talk about this some more after everyone has kind  
10 of had a chance to speak. I understand the concern, and  
11 certainly we'll be glad to answer further questions even  
12 on a one-on-one, but I want to give other people a  
13 chance to speak.

14 MS. SMITH: Bernadette Smith. I'm a Home  
15 Park resident. My biggest concern is more than knowing  
16 the footprint of the building is knowing where the roads  
17 are going to be and how many roads there are going to  
18 be. As a logical person, I'm wondering how you can be  
19 doing traffic assessment in terms of if there is one  
20 road across the whole development, that would seem to me  
21 a lot of cars would be sitting and idling, whereas if  
22 you had like three roads going east and west and ten  
23 roads going north and south or something, that would be  
24 a different traffic model. So my biggest concern is can  
25 we at least from the EPA get specificity on the streets.

1 MR. LEARY: Bernadette, you were at the  
2 Duany workshop, and, Jim, this might go back to what you  
3 were saying before, how does this affect the design.  
4 Through EPA's modeling they will identify I think  
5 through running the models what things in site designing  
6 are better for air quality or better for smart growth,  
7 block size, street widths. And, Bernadette, I think  
8 that goes along with block size, smaller block size.  
9 They have connectivity factors which means distance  
10 between intersections or what have you. That is  
11 obviously directly related to the number of options as  
12 opposed to like a grid which is plenty of them versus a  
13 cul-de-sac where you don't have many options until you  
14 get out of the network. When we get the results from  
15 the modeling study that EPA is doing, we'll be able to  
16 take those and see how we can affect those on our plan  
17 to be better in that sense. I don't know if that helps  
18 at all.

19 MS. SMITH: It's kind of a horse and cart  
20 thing. It seems to me that you have to know where some  
21 of the streets are if you are going to model something.

22 MR. LEARY: Right. Initial site plan  
23 that you've seen all along since day one is what they  
24 modeled with us. Duany did a site plan and they  
25 modeled that. Supposedly Duany, who is a new urbanist

1 planner -- new urbanism is focused on pedestrian  
2 linkages and what have you the model should pick up  
3 through some way I don't know, but the model does it,  
4 that different aspects in design serve as a positive or  
5 negative effect as you increase or decrease those  
6 parameters in terms of air quality. So they model what  
7 we initially had and they model Duany's and they see how  
8 we can make it better.

9 MS. GLENN: Some of the specificity I  
10 think you are asking for Bernadette has to be in the  
11 Transportation Control Measure package.

12 MR. COHEN: As part of the submittal,  
13 this initial submittal, I did not have to give that  
14 level of specificity just yet. The project is the  
15 interchanges and the bridge in terms of funding. In  
16 terms of a TCM, the whole project is being looked at,  
17 and that's what between now and April I'm going to have  
18 to have that answer.

19 MS. GLENN: You are right that we can't  
20 answer the question with the specificity you are asking  
21 for now but we will have to have it by April.

22 MR. COHEN: I have to have that by April  
23 in order to further the TCM process through the regional  
24 commission as it goes forward.

25 DR. STEADMAN: I'm Vivian Steadman. I

1 have been serving on the EPA Environmental Justice Focus  
2 Group on this project, and I have a question about -- it  
3 says that the project is supposed to achieve  
4 environmental performance that is superior, but under  
5 your erosion and storm water control, instead of going  
6 forward with sewer separation which has been talked  
7 about and sounded like EPA was moving forward with that  
8 because there is a very small area that needs to be  
9 separated here, you are saying you are going to let the  
10 storm water flow to the local CSO control facility.  
11 Basically the way that's treated is you add sewage to  
12 the storm water. That's obviously not a superior  
13 environmental result. I think this portion of this  
14 agreement needs to be struck.

15 FROM THE FLOOR: It would be superior  
16 compared to what has been coming out of there, very much  
17 so.

18 MS. GLENN: Dr. Steadman, there was  
19 conversation early on that we had suggested that it  
20 would be attractive if the sewer line, sanitary sewer  
21 line, and the storm water discharge discharged into  
22 separate systems. What we encountered when we actually  
23 tried to start pinning down exactly what that meant is  
24 there is no other system right now. There is no place  
25 else to discharge water.

1           There are things in the agreement that do  
2 address water conservation. We are looking at some of  
3 EPA's voluntary programs for reducing water use. We are  
4 looking at storm water best management practices which  
5 should actually achieve the water quality necessary  
6 before there is a discharge to the combined sewer  
7 overflow. Those are in the agreement, and we'd  
8 certainly take recommendations on things that could go  
9 further. There is not another system to discharge the  
10 storm water or sanitary sewage other than the combined  
11 sewer overflow at this point. So there is no way  
12 without creating an entirely new system all the way to  
13 R.M. Clayton, I guess, that there is any way to achieve  
14 that.

15           DR. STEADMAN: Obviously somehow you've  
16 gotten your messages mixed up, because this site is very  
17 close to the Tanyard Creek CSO treatment facility and  
18 there is a very short segment in there that needs to be  
19 separated. To say this has to be piped all the way to  
20 the R.M. Clayton plant is just nonsense.

21           MS. GLENN: If you have a suggestion like  
22 that, perhaps we can either talk further or, if you want  
23 to give us written comments to give us some more  
24 specificity, we'd be willing to look into that. We are  
25 absolutely trying to do the best we can. We would be

1 glad to take any other information that you have.

2 DR. STEADMAN: We have provided that to  
3 you. I guess we just need to reiterate it.

4 MS. GLENN: Maybe we will have a  
5 follow-up meeting to kind of take care of -- you have  
6 brought a lot of issues to our attention and we are  
7 working as hard as we can. We will be able to follow up  
8 on that, and also that will be on our record on the web  
9 site as to how we have resolved some environment issues  
10 and questions raised by different people.

11 MR. SUTHERLAND: David Sutherland. I'm a  
12 resident of Home Park. I'm also the President of  
13 Atlanta Bicycle Campaign. I hope my question is simple.  
14 When I first heard about this project a year and half,  
15 two years ago, it mentioned a certain amount of money  
16 had been set aside for the clean-up of the site, but  
17 they made the editorial comment that that amount was  
18 woefully low for what they thought was wrong over there.  
19 I'm wondering, if that amount has been changed or if the  
20 clean-up costs vastly exceed what's been set aside in  
21 the budget, what's going to happen to the project? Who  
22 is going to assume the cost? Will Jacoby pull out?

23 MR. LEARY: I can try to answer that.  
24 Atlantic Steel is the PRP, Potentially Responsible  
25 Party, for the clean-up, and the agreement that Jacoby

1 has with Atlantic Steel is that we will receive a  
2 remediated site. We have a lawyer, and Gerald will tell  
3 you there is many different flavors of what remediated  
4 is. That's what the work plan identifies and how they  
5 are going to go about doing that. That's more of  
6 Atlantic Steel than within the agreement a pot of money  
7 set aside. There wasn't like a safe that says  
8 remediation money and that's where it happens. It's  
9 more of an Atlantic Steel thing. If they can't do it to  
10 make the deal work, which doesn't seem to be the case --  
11 every inclination is we are moving ahead. They started  
12 phase two testing earlier based on the progress we've  
13 made, and Jacoby went in with that as a partner  
14 fifty-fifty where that commitment will be discounted  
15 from a closing price. Charlie can maybe answer that  
16 better than I can.

17           MR. BROWN: I'm not sure about the  
18 editorial comment about the reserve or the estimate  
19 being low because I've never heard anybody say that, but  
20 it is at this point in time Atlantic Steel and the EPD  
21 and Jacoby are very close to a final remediation plan,  
22 and it's my understanding, but I'm not Atlantic Steel so  
23 I can't tell you for sure, but it's my understanding  
24 that that is within the budgets that they had set aside  
25 for that. So I think that the ability to remediate the

1 site to the use that we are talking about there is  
2 economically feasible.

3 MR. BRANDON: Mike Brandon again with  
4 Home Park Community. I was wondering, hearing the  
5 process, at what point in time does the federal funding  
6 become available for bridge construction, assuming that  
7 everything progresses as you expect it would?

8 MS. SHECKLER: Funding cannot be released  
9 until the project is approved in the SIP TCM. Right now  
10 we are trying to get it put into the Interim  
11 Transportation Plan as a place holder. That will be put  
12 in that plan contingent upon EPA's approval in the SIP.  
13 But the next step is GDOT has to give the Interchange  
14 Justification Report. They have to approve that, and  
15 then NEPA has to be approved. So monies will not be  
16 available until you have gone through all of those  
17 processes and the final design of the bridge is  
18 determined.

19 MS. DUNAGAN: Toni Dunagan, Georgia DOT.  
20 My understanding or the sense I'm getting of this is the  
21 SIP TCM, really there is no point going forward with  
22 NEPA until the SIP is approved, until the TCM is  
23 approved in the State Implementation Plan. Is that not  
24 right? Is that the sequencing that you-all are  
25 anticipating, or while the SIP is under consideration



1 and being approved is NEPA going to go on a parallel?

2 MS. SHECKLER: Before we approve it to  
3 the SIP, it would be nice to know what the final design  
4 is. If NEPA is not final at the time we decide to move  
5 forward with approving it to the SIP, it will be  
6 contingent upon the design that comes out of NEPA. NEPA  
7 is going to look at various alternatives and it will be  
8 the final say.

9 MS. DUNAGAN: It's a real chicken and egg  
10 kind of thing. I'm confused. It's a very confusing  
11 process we are talking about, because you are saying  
12 NEPA will be concurrent with the SIP TCM submittal. I  
13 saw in your schedule here I think it said --

14 MR. MEIBURG: We are talking about doing  
15 some advanced work on a NEPA type process in  
16 anticipation of the SIP TCM moving forward, so you don't  
17 have to do things sequentially and help save some time  
18 in the schedule that way.

19 MS. DUNAGAN: Who will be responsible for  
20 doing the NEPA document?

21 MR. MEIBURG: We are talking about that  
22 with federal right now.

23 MS. SMITH: That doesn't answer the  
24 question. When will funding be available?

25 MS. SHECKLER: When the NEPA project is

1 done, and we don't know how long that will take. It  
2 involves the public. It involves looking at different  
3 alternatives.

4 MS. SMITH: A year, two years, five  
5 years?

6 MS. DUNAGAN: Two years minimum.

7 MS. SHECKLER: The typical NEPA review is  
8 taking two years.

9 MS. BRITT: Jane Perry Britt. I'm  
10 wearing two hats. I'm also a Home Park resident. I'm  
11 wondering about during the construction of the  
12 development -- and this may be a DOT question even.  
13 It's mentioned in the proposal about removal of  
14 contaminated surface soil. Along with removal of  
15 surface soil and the construction, I'm concerned about  
16 all the increased truck traffic of removing contaminated  
17 soil, truck routes, about noise, and all this increased  
18 construction materials coming through our neighborhood.  
19 Will the residents have any input in the routes that  
20 they will take coming off interstates, things like that?  
21 I'm also concerned about public safety with all of the  
22 trucks and during the rush hour, things like that.

23 MS. GLENN: If I understand your  
24 question, it's kind of beyond where we are tonight.

25 MR. COHEN: There is going to have to be

1 an approved truck route plan before the project is  
2 approved, and it will be done by the Bureau of  
3 Buildings. There will be a set way for trucks to  
4 ingress and egress in the site.

5 MS. BRITT: Do residents have any input?

6 MR. COHEN: No. Because it's usually the  
7 quickest way on and off the interstate using major  
8 routes, if you want a clue.

9 MR. BROWN: Very similar to what they do  
10 now.

11 MS. GLENN: Other questions?

12 MS. DUNAGAN: I'd like to address that  
13 just for a minute, or ask a question I guess. Will  
14 there be like an environmental compliance officer for  
15 the site when this is happening so that fugitive dust  
16 problems and things like that will be addressed  
17 immediately instead of residents having to complain  
18 about it? That a lot of times helps solve the problem  
19 if there is a one-point contact for environmental  
20 concerns.

21 MS. GLENN: I appreciate the suggestion.

22 MR. LEARY: I think Renee would  
23 definitely answer that question.

24 MS. FOSTER: For the most part, yes,  
25 there will. I know they will probably be looking into

1 doing air monitoring as far as you've got a dust  
2 problem, if there is a dust problem, how you are going  
3 to control it. But our office being right there closest  
4 to the site, we will be making periodic visits out  
5 there. I can't say there is going to be one out there  
6 24 hours a day or eight-, ten-hour days, but we will  
7 make periodic checks on that and we will have an air  
8 monitoring system.

9 MR. BRANDON: Is there anything that the  
10 EPA can do in working with the developer to provide  
11 incentives or something to promote people that work in  
12 the development to actually live in the development?

13 MR. LEARY: There is a thing called  
14 location efficient mortgages where you get a greater  
15 percentage. If you lived in town and you have access to  
16 transit and smart growth type areas, you use transit,  
17 and you walk, what have you, you spend less of your  
18 money on your car and gas and insurance, and et cetera,  
19 and so what that does is that gives you more money to  
20 spend on your home and so you can then qualify for a  
21 greater mortgage. That program is not in Atlanta. It's  
22 in pilot cities across the U.S., and hopefully Atlanta  
23 will come into that as that proves successful. I don't  
24 know about any EPA ones.

25 MR. TORMA: The project agreement doesn't

1 address how to get people to both live and work there.  
2 The zoning requirements include conditions that any  
3 employer on the site that has more than 50 employees has  
4 to create a transportation management plan with a goal  
5 of reducing the amount of people who drive to work and  
6 increasing the amount who use alternative forms to get  
7 there, reducing by 25 percent. So your specific  
8 question, no, that is not addressed by EPA.

9 MR. TURK: Gregory Turk. Atlanta is a  
10 city notorious for destroying its historical elements.  
11 I'm saying that for the benefit of those from  
12 Washington. Has Duany or any other groups involved in  
13 the development decided or thought about including any  
14 of the elements of the steel mill in it? And also,  
15 regarding EPA, can that even happen? Can certain  
16 structures remain?

17 MR. LEARY: Legally, Atlantic Steel, they  
18 own the property. If they wanted to right now, they  
19 could do anything they want. You can do anything you  
20 want with your own property unless you have historic  
21 status. So their plan is to recycle all the steel  
22 that's in the buildings and put it on the train and take  
23 it to Birmingham so they can sell it for scrap. And  
24 we'd like to hopefully maybe reuse some of the steel on  
25 new construction. They are trying, using best use

1 practices, to recycle as much as they can and liquidate  
2 the rest. That's an Atlantic Steel thing, and you can  
3 I'm sure call them and contact them.

4 FROM THE FLOOR: Does that include the  
5 buildings themselves or what's inside them?

6 MR. LEARY: The buildings themselves.  
7 The steel, even the brick in some of them I think they  
8 are talking to people about that, since antique brick,  
9 old brick, now costs twice as much as new brick.

10 MR. TURK: Would the EPA restrict any of  
11 those elements remaining?

12 MR. TORMA: I'd say no. That's not  
13 something this agreement addresses. Historic  
14 preservation requiring someone to do an aesthetic,  
15 that's kind of not our bailiwick.

16 MS. DUNAGAN: That would have to be a  
17 part of the NEPA process.

18 MS. GLENN: Other questions?

19 Thank you all for coming.

20

21 (MEETING ADJOURNED)

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