

US EPA ARCHIVE DOCUMENT

1 DEPARTMENT OF TRANSPORTATION

2 STATE OF GEORGIA

3 UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

4  
5 In re:

6 17<sup>TH</sup> STREET EXTENSION  
7 GDOT PROJECT NH-7141-00-(900)  
8 P.I. No. 714190

9 and

10 ATLANTIC STEEL REDEVELOPMENT  
11 PROJECT

12 Public hearing for the proposed 17<sup>th</sup> Street  
13 Extension and Atlantic Steel Redevelopment  
14 Project, Fulton County, Georgia same being hosted  
15 by U.S. Environmental Protection Agency and  
16 Georgia Department of Transportation, commencing  
17 at 6:00 o'clock, p.m., September 12, 2000, 250  
18 14<sup>th</sup> Street, N.W., Atlanta, Georgia, same being  
19 reported by Howard E. Worley, Eleanor McShaw,  
20 Certified Court Reporters.

21  
22  
23  
24 WORLEY & ASSOCIATES  
25 COURT REPORTERS  
P.O. BOX 475 DECATUR, GEORGIA 30030  
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*Received  
10/11/00*

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FORM 100 (REVISED 1-8-83) 1000

1 MR. HOLDROYD: My name is Tim Holdroyd, and  
2 my company is City Realty advisors, 1375 Spring  
3 Street, 30308. I have three specific comments.

4 One. It seems to me we have not focused on  
5 access to mid-town from Northside Drive and I-75.  
6 While the DOT plans to do extensive improvements at  
7 Northside and Bishop, these improvements become  
8 useless because Northside Drive has to be widened at  
9 the I-75 interchange. Currently an average of a  
10 hundred cars are waiting at the stop sign, as they  
11 exit I-75 south on to Northside Drive between 7:30 and  
12 9:30 a.m., each business work day. This problem is  
13 exacerbated by traffic trying to exit off of Howell  
14 Hill on to I-75 south.

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

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

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

23 Thank you very much.

24 \*\*

25 MR. BECK: J. Beck, 95 Montgomery Ferry







1 to 9<sup>th</sup> Street at the Biltmore, covering it over with a  
2 bridge, planting grass, trees, attractive site for  
3 everyone that passed by. In addition, it would provide  
4 access, both major access and minor access, across the  
5 expressway for transportation of all sorts, rails bus,  
6 pedestrian.

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

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

19 Thank you very much.

20 \*\*

21 MR. ALLEN: My name is Christian Allen. I  
22 live at 1125 State Street, Northwest, Atlanta, 30316.

23 I am in favor of the proposed 17<sup>th</sup> Street  
24 bridge. I think it is a wonderful opportunity for  
25 midtown Atlanta. I believe that it should run from

1 Northside Drive to Peachtree Street in order to  
2 alleviate traffic that already exists on 14<sup>th</sup> Street.  
3 I'm in favor of all of the Atlantic Steel  
4 Redevelopment project. Thank you.

5 \*\*

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

7 I am a lawyer and concerned citizen of the  
8 City of Atlanta and live in the unincorporated area of  
9 DeKalb County. I have reviewed the environmental  
10 assessment and find it woefully inadequate in terms of  
11 meeting the fundamental conditions of NEPA, Section  
12 4(f) of the Department of Transportation Account.  
13 Specifically, I am aware that we are in violation of  
14 the Clean Air Act and under a court order that was  
15 entered into by consent by the Georgia Department of  
16 Transportation concerning air quality and non-  
17 attainment of the ozone level in and around 13 county  
18 areas where the City of Atlanta is located. We are  
19 about to construct a bridge that will increase the  
20 number of single vehicle automobiles and other  
21 transportation vehicles by some seventy-three thousand  
22 to a hundred thousand cars per day in this area. It  
23 can not help but have a significant and profoundly  
24 adverse impact on the air quality of this city and  
25 particularly the neighborhood surrounding the 17<sup>th</sup>

1 Street bridge extension, particularly the Valley Park  
2 neighborhood and Peachtree Street.

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

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

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

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

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

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

22 \*\*

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

25 I used to live in Berkeley Park. I am a

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

\*\*

18  
19 MS. GOLDMAN: My name is Paula Goldman. I  
20 live at 80 park Lane in Ansley Park.

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

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

\*\*

4  
5 MS. McFARLANE: Teresa K. McFarlane, 242 The  
6 Prado Avo, Atlanta 30309, Ansley Park.

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

13 Also, point 2, the pedestrian lanes on the  
14 17<sup>th</sup> Street bridge, they are walking over the downtown  
15 connector which is a dirty, filthy, polluted smog  
16 road. They have nothing to look at. Why would people  
17 bother to use it as pedestrian lanes, obviously,  
18 pedestrian lanes which will become car lanes down the  
19 road?

\*\*

20  
21 MR. MERLINO: John Merlino, 180 17th Street,  
22 Atlanta 30309.

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

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

\*\*

17  
 18 MS. HANSEN: Sarah Hansen, 176 Peachtree  
 19 Circle Northwest, Atlanta, Georgia, 30309.

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

1 collapsing under the weight of the traffic.

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

\*\*

8  
 9 MS. BROKAW: Katherine Brokaw, 227 Peachtree  
 10 Circle, Atlanta, Georgia 30309.

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

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

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

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1 impact statement with specific reference to previous  
2 impact of traffic and air pollution on Ansley Park. We  
3 want smart growth, not smog growth for our in-town  
4 neighborhoods.

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

13 \*\*

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

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

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

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

9 \*\*

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

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

18 \*\*

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

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



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1 Ansley Park by this project is frankly ludicrous.  
2 raises our suspicion that there never was any interest  
3 in giving it a reasonable and independent assessment  
4 of the environmental impact of this, and this reeks of  
5 what we have come to be used to, a partnership between  
6 private developers and government in pushing through  
7 projects that may not be in the public interest. I  
8 personally will do everything possible to try to stop  
9 this project, and I hope that our elected officials  
10 within the State of Georgia and the federal government  
11 will stop and listen to us and try to reevaluate how  
12 this project will be developed.

..

13  
14 MR. LAMAR: Thomas Lamar, 176 Peachtree  
15 Circle, Atlanta, Georgia 30309.

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

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

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

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

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

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

..

22  
23 MR. HOHENSTEIN: Louis Hohenstein, 228 15<sup>th</sup>  
24 Street, Ansley Park.

25 Member of the Ansley Park Civic Association,

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

8 \*\*

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

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

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

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

23 \*\*

24 MR. KIMBROUGH: Erich Kimbrough.

25 The first comment, the increase in the

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

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

12 \*\*

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

15 And tonight I --

16 (Applause)

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

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

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



1 (Applause)

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

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

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

13 Thank you.

14 (Applause)

15 \*\*

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

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

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

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

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

12 So thank you very much.

13 \*\*

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

17 This is a historic neighborhood established  
18 in 1904. A neighborhood that was reclaimed in the  
19 1950s and '70s by some urban pioneers who staked out  
20 more subdivisions. Many long time residents are here  
21 tonight to support our neighborhood. Would you please  
22 stand up?

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

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

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

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

1 hoodwinked. This isn't smart growth. It is ~~smog~~  
 2 growth.

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

6 \*\*

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

9 My wife Kitty and I raised our family on  
 10 Sewell Drive and Inman Circle. We are among the newer  
 11 people in the neighborhood. We didn't get there until  
 12 1968.

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

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

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1 Now, we got a new one. It is a Bliggle. And  
2 it is the DOT. The DOT is like a greyhound. The nose -  
3 - and they are pointed straight out -- over there with  
4 the traffic flow of massive proportions that Chris  
5 just told you about.

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

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

19 \*\*

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

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

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1 offered in this case is woefully and shamefully  
2 inadequate and I am afraid that it will not pass legal  
3 muster. And I must draw that to your attention in a  
4 couple of specific ways.

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

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

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

25 Now, our problem is that we are not only

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

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

20 And yet, with some sort of back of the hand  
21 motion of compliance, Mr. Copeland says, oh, we can  
22 supply us with water, in an area that has been  
23 contaminated for 10 these many years by grounds of  
24 contamination, that is the founder of that -- of the  
25 surface water and the containment policy of the EPA's

1 supposedly efforts to clean up that site.

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

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

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

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

1 stranger to these kind of actions. I will not hesitate  
2 to tell you. And if the Agency is supposed to be the  
3 Environmental Protection Agency, as it calls itself,  
4 you had better be environmental exception agency as you  
5 are performing here. That you will make sure that we  
6 don't have to go to Court and it is not necessary.

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

13 I thank you for the opportunity.

14  
15 MR. CcCLURE: My name is Gene McClure, ladies  
16 and gentlemen, and I am a resident of 52 Gold Circle,  
17 Atlanta in the historic Ansley Park District.

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

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

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

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

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

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

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



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

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

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

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

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

9 \*\*

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

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

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

1 Peachtree Street." But inexplicably concludes that  
2 there is no adverse impact on Ansley Park Historic  
3 District.

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

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

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

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

24 Thirdly, on 17<sup>th</sup> Street southbound, coming  
25 off of the bridge, improve signage at West Peachtree

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

8 Fourthly, On eastbound 17<sup>th</sup> Street at the  
9 intersection of Peachtree Street, permit a right turn  
10 only. This will deflect the traffic coming off of the  
11 bridge away from Ansley Park once again.

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

19 Finally, the context of this project. There  
20 is no outlet for east and westbound traffic in Atlanta  
21 between 10<sup>th</sup> Street and Monroe.

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



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

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

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

20 Thank you.

21 \*\*

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

25 I have lived in Ansley Park for almost a

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

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

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

13 The Ansley Park Civic Association has a  
14 named plaintiff.

15 \*\*

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

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

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

1 here is that balance. We have got a beautiful  
2 neighborhood with along history, with strong  
3 traditions for growth and development and for  
4 weathering the storm.

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

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

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

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

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

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

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

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

22 Thank you.

23 \*\*

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

1           When our Representative, Kathy Ashcott  
2 entered the building this evening with her sign, she  
3 was told that no signs were allowed inside the  
4 building.

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

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

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

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

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

1           ..  
2           MR. COWART: My name is Laurence Cowart. I  
3 live at 18 Park Lane in Ansley Park. I am a member of  
4 the Ansley Park Civic Association.

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

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

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

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

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

1 Thank you.

2  
3 MS. BIGGINS: My name is Veronica Biggins. I  
4 am a member of the Ansley Park Civic association. My  
5 husband Franklin and I live in Peachtree Circle  
6 between 16<sup>th</sup> and 17<sup>th</sup> Street.

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

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

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

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

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

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

15 Thank you.

16  
17 MR. EVINS: Hello. I am John Evins. I live at  
18 1211 Barnes Street in Home park.

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

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

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



A-22

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

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

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

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

20 Thank you.

21 \*\*

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

25 I previously lived in Manhattan. The growth

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

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

9 Thank you.

10 \*\*

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

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

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

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

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

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

24 I don't agree with the neighborhood about  
25 the benefits of closing the traffic onto 17<sup>th</sup> Street.

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

8 Thank you.

9 ..

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

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

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

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

A-24

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

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

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

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

23 \*\*

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

1 have been residents of the park for fifteen years.

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

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

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

25 My thought at the time, and I think I made



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

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

17 Thank you.

18 \*\*

19 DR. ROGERS: I am Harrison Rogers. And I am  
20 not a resident of Ansley Park. I am a Board Member of  
21 the Atlanta Medical Heritage that owns Academy of  
22 Medicine on West Peachtree Street below the Biltmore.  
23 I am a member of the First Presbyterian Church that  
24 sits on Peachtree at 16<sup>th</sup>. I am an Atlanta citizen and  
25 I pay taxes to the City.

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

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

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

25 And you talked about a best possible gateway

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

4 Thank you.

5 \*\*

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

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

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

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

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

25 There is more lawyers than you can shake a

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

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

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

19 \*\*

20 MS. HAMMOND: My name is Jane Hammond. I  
21 would like to speak this evening on behalf of the  
22 Atlantians For In-town Neighbors. It is a group  
23 consisting of residents from thirteen neighborhoods  
24 across the City. It makes the alliance of Ansley Park,  
25 28 Home Park, midtown, Morningside, Lenox Park,

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

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

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

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

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

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

6 \*\*

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

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

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

25 Sewer lines. That is the environment. Back-



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

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

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

21 Thank you for letting us be here.

22 \*\*  
23 MR. BROWN: I Am Lake Brown, a fifteen year  
24 resident of Ansley Park.

25 I think the Atlantic Steel project is

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

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

15 Thank you very much.

16 \*\*  
17 MR. BRITTAIN: My name is Nancy Brittain.

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

25 Bless your hearts, those of you who are

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

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

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

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

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

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

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

1 leads me back to Atlantic Steel.

2 This site has been legacted for many years,  
3 and growth was going to come one way or another. My  
4 feeling is that the project is sound and the burden is  
5 equally distributed. We take a hit in Loring Heights  
6 as a result of the 17<sup>th</sup> Street bridge. There may be  
7 some excessive traffic coming into the neighborhood.  
8 However, we feel that the 17<sup>th</sup> Street bridges relieves  
9 10<sup>th</sup> and 14<sup>th</sup> Streets which are bottlenecked and are  
10 used all of the time by our residents.

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

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

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

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

7 \*\*

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

12 \*\*

13 MR. DEDEMADAS: I am Peter Dedemadas --

14 VOICES: Can't hear you.

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

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

21 Thank you very much. Thank you.

22 \*\*

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



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

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

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

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

1 of the citizens in Atlanta were concerned about these  
2 things.

3 I wrote a letter to the EPA on July 14,  
4 1999. And I will read a slight bit of it. As far as I  
5 can understand all of my letter of objections did was  
6 to get me on the mailing list, so I have gotten  
7 alcohol other of things that I cannot understand in  
8 the mail from the EPA.

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

17 Thank you.

18  
19 MR. HOFFARTH: I am Dennis Hoffarth. I am the  
20 Executive Director of the Atlanta Bicycle Campaign. We  
21 work in the ten county region, but we are situated in  
22 the City and we like living in the City.

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





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1 add it.

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

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

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

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

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

9 Thank you.

10 \*\*

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

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

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

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

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

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

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

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

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

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

5 And some of us -- one part of the city to  
6 the next part of the city without having to hedge the  
7 highway to get to one place from the other. I like to  
8 walk down streets and go from one place to the other.  
9 This bridge will help you walk, it will you fight, it  
10 will help you get around. It won't help me drive  
11 through your neighborhood to get to something on the  
12 other side.

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



