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Project XL Progress Report
Atlantic Steel Redevelopment

In 1995, the U.S. Environmental Protection Agency (EPA) embarked on a series of innovative initiatives in an effort to test new ways to achieve greater public health and environmental protection at a more reasonable cost. Through Project XL, which stands for eXcellence and Leadership, EPA enters into specific project agreements with public or private sector sponsors to test regulatory, policy, and procedural alternatives that will produce data and experiences to help the Agency make improvements in the current system of environmental protection. The goal of Project XL is to implement 50 projects that will test ways of producing superior environmental performance with improved economic efficiencies, while increasing public participation through active stakeholder processes. As of January 2001, EPA has reached its goal of 50 projects in the implementation phase. EPA Project XL Progress Reports provide overviews of the status of XL projects that are implementing Final Project Agreements (FPAs). The progress reports are available on the Internet via EPA's Project XL Web site at http://www.epa.gov/Project XL. Hard copies may be obtained by contacting the Office of Policy Economics and Innovation's (formerly the Office of Reinvention) Project XL general information number at 202–260–5754. Additional information on Project XL is available on the Web site or by contacting the general information number. The information and data presented in the January 2001 Progress Report is current as of December 2000.

Background

Jacoby Development, Inc. is a privately held real estate company started in 1979, which specializes in property development, financing, brokerage, leasing, and management. Jacoby has proposed the redevelopment of a 138-acre former steel mill site that was owned and operated by Atlantic Steel for more than a century. The proposed development is located near Atlanta's central business district and will provide a mix of residential, office, retail, and entertainment uses with proximity to Atlanta's central business district. The redevelopment site is located on the western boundary of the I-75/85, 14-lane interstate highway. There is poor access to the areas east of the highway, where most of the existing neighborhoods in the vicinity are. An essential component of the redevelopment project is to

Atlantic Steel
XL Project
Atlanta, Georgia

Major Milestones

- **September 11, 1998** — Atlantic Steel Redevelopment XL Proposal Submitted
- **September 7, 1999** — Final Project Agreement Signed
- **2001-2003** — Construction of 17th Street Bridge
- **October 2002** — Completion of First Retail, Residential, Office, and Hotel Structures
- **Fall 2012** — Atlantic Steel Site Redevelopment Complete

construct a multimodal bridge (cars, pedestrians, bicycles, and transit linkage) that would cross I-75/85 at 17th Street, linking the site to the nearby neighborhoods and providing access to a Metropolitan Atlanta Rapid Transit Authority (MARTA) mass transit station. The bridge will accommodate various modes of transportation, however, it will be designed to insure these modes remain independent from one another. The goal of the design is to create a structure where the pedestrian experience will be as enjoyable as the motorist experience. To achieve this objective, the bridge will include: (1) two 11-foot wide lanes in each direction for general use traffic; (2) two 16-foot wide dedicated bicycle and transit lanes; and (3) a 24-foot wide pedestrian park and thoroughfare, complete with elevated walkways, landscaping, and acrylic panels rather than metal fencing. In addition, the bridge designers will consider the demands of the site, and modes of transportation that will use the bridge. They are committed to choosing a bridge that will address the following goals: maintaining the traffic flow on existing roads during bridge construction; placing piers on the connector so that they are safe as well as aesthetically balanced; and finally, creating an structural icon without causing a distraction to motorists.

Jacoby and its partners plan to construct a mixed-use development on the Atlantic Steel site in a pedestrian-friendly environment with linkage to rapid rail mass transit. The primary commercial space will be located on the east side of the site, adjacent to the highway and close to existing large-scale development. The middle portion of the site will be a residential village within walking distance to transit links, shopping, entertainment, office, recreation, and open park spaces. The western portion of the site is reserved for a technology-based office and research village affiliated with the Georgia Institute of Technology (Georgia Tech). "Smart growth" design principles such as pedestrian-friendly and transit-oriented access between centers of residential entertainment, and cultural, employment, and recreational uses, promise to reduce vehicular traffic and encourage a neighborhood environment. EPA believes that the planned redevelopment of the Atlantic Steel site (including the bridge) will lead to less air pollution than an equivalent amount of development at other likely sites in the region.

Jacoby is working in partnership with local citizens, the City of Atlanta, the State of Georgia, and EPA. The Atlantic Steel project is expected to provide the following benefits:

- Accelerate the cleanup of a brownfield site.
- Redevelop a site with existing infrastructure and transportation.
- Create growth in midtown Atlanta instead of the outlying metropolitan area, resulting in fewer vehicle miles traveled (VMT) in the metropolitan area.
- Link a new development to mass transit, which would encourage greater use of public transportation and less reliance on cars.
- Incorporate "smart growth" design principles that would promote pedestrian-friendly, transit-oriented access instead of relying exclusively on cars.
- Establish a Transportation Management Association (TMA) that will monitor the number and types of vehicular trips.

The Experiment

The Atlantic Steel project tests whether smart growth strategies can be applied to brownfield and transportation projects, such that air quality and other environmental performance can be improved, as part of an overall community revitalization plan.

The Flexibility

Jacoby seeks to classify the entire redevelopment project, including the 17th Street bridge, as a Transportation Control Measure (TCM). The Atlanta region is not in compliance with the national Ambient Air Quality Standards (NAAQS) for ground level ozone. Between January 1998 and July 2000, the region did not meet transportation conformity requirements under the Federal Clean Air Act (CAA) because it could not demonstrate that its transportation activities would not exacerbate its air quality problem. The CAA generally prohibits construction of new transportation projects that use Federal funds or require Federal approval in areas that are in a transportation conformity lapse. However, projects that are expected to provide an air quality benefit, called Transportation Control Measures (TCMs), can proceed even during a conformity lapse if they are in a Federally approved State Implementation Plan (SIP), which is used to address how the region will conform to the NAAQS.

Under the Atlantic Steel project, EPA is considering the entire redevelopment project to be a TCM. A TCM is a transportation project that demonstrates an air quality benefit. Projects that are approved as TCMs in a SIP are eligible for Federal funding and may gain Federal approval even in noncompliance areas. For the Atlantic Steel site to qualify as a TCM, EPA is offering flexibility in two areas. First, EPA views the site's location, proposed transit linkage, and other transportation characteristics together as a TCM. While the CAA lists several types of projects that can be TCMs, the statute does not limit TCMs to these measures. Specific types of TCMs listed in the CAA include projects that improve public transit, employer-based transportation management plans, projects that limit certain areas in metropolitan regions to nonmotorized and pedestrian use, and programs that provide both travel and storage facilities for bicycles. The plan for the Atlantic Steel site incorporates many elements that could be TCMs by themselves; for example, improved public transit, bicycle and pedestrian paths, and the requirement that employers at the site join or form a transportation management association. EPA believes that the combination of these elements will have a positive effect on reducing emissions from single occupancy vehicles by encouraging the use of alternative modes of transportation.

A second aspect of this project's flexibility is testing an innovative approach to measuring the air quality benefits of the Atlantic Steel redevelopment. To analyze the regional transportation and air emission impacts of the Atlantic Steel project, EPA used modeling analysis to compare the site redevelopment's potential air quality impact to three other likely locations for similar-scale development in the Atlanta region. Using this type of comparison to support a TCM consideration is unique to this particular XL project. The site's SIP-TCM designation is possible because the EPA analysis demonstrated that the Atlantic Steel redevelopment (with its mixed-use and transit components) would generate a relative air quality benefit when compared to a similar-scope development located in a suburban, greenfield location. This analysis of the Atlantic Steel site showed that by absorbing a larger portion of Atlanta's growth, the Atlantic Steel site would create fewer VMT and nitrogen oxide (NO_x) emissions than developing alternative greenfield sites.

Promoting Innovation and System Change

Project XL provides EPA opportunities to test and implement approaches that protect the environment and advance collaboration with stakeholders. EPA is continually identifying specific ways in which XL projects are helping to promote innovation and system change. The innovation and system change emerging from the Atlantic Steel Redevelopment XL project is described below.

The Atlantic Steel project's site design incorporates many "smart growth" design principles, including features which promote pedestrian and transit access rather than exclusive reliance on automobiles. Hotels and offices will be located within walking distance of shops and restaurants, shops that serve local needs will be located within walking distance of both the Atlantic Steel site and the adjacent neighborhoods, and wide sidewalks will

encourage walking and retail use. The site design also includes a linkage to MARTA, which would make it possible for people who work at the site to commute without a car.

Regulatory Flexibility During Conformity Lapse. In addition to returning a contaminated site to productive use, the Atlantic Steel project will examine how considering the entire redevelopment project a TCM can leverage environmental benefits in air quality. While the redevelopment plan incorporates many elements that could qualify as TCMs individually, EPA believes that the unique attributes and interconnected design of this specific project will result in long-term air quality benefits for the Atlanta region. EPA will use regulatory flexibility under Project XL to approve the redevelopment and its associated transportation projects as a TCM. As more cities struggle with urban development, transportation, and air quality problems similar to Atlanta's, many aspects of the project will have the potential to be transferred to those locations.

In Fall 2000, EPA's Office of Air and Radiation issued new guidance allowing communities to take credit under the Clean Air Act for Smart Growth actions and other land use policies. This guidance and its methodology builds upon the analysis conducted in the Atlantic Steel project, was tested in four cities, and provides communities with step-by-step instructions to counting their air benefits.

Project Commitment Summary

This table and the environmental performance section that follows summarize progress in meeting commitments described in the FPA for the Atlantic Steel Redevelopment XL project. EPA has provided the initial regulatory flexibility for the Atlantic Steel project to proceed under the CAA. An environmental assessment under the National Environmental Policy Act of 1969 (NEPA) and the State Implementation Plan (SIP) approval was required before the project construction could proceed. Under the CAA, states are required to develop a SIP that sets limits on the maximum levels of pollutants in outdoor air. Each state is required to demonstrate how those standards will be achieved, maintained, and enforced. The NEPA analysis will promote efforts to minimize or eliminate damage to the environment and protect human health and welfare.

Commitment	Status
Site Design, Approval, and Construction	
Jacoby prepares a detailed site plan incorporating recommendations by a town planning firm.	Completed February 2, 1998.
The Mayor of Atlanta approves zoning conditions for the Atlantic Steel site.	Approved April 13, 1998.
The Atlanta Region Commission reviews and approves the TCM.	Approved in June 1999.
Georgia Environmental Protection Division (EPD) approved site remediation plan.	Approved in December 1999.
Georgia EPD incorporates the TCM in its State Implementation Plan (SIP-TCM).	Submitted to EPA in March 2000.
EPA provides a 30-day public comment period and reviews/approves the Georgia SIP-TCM.	The 30-day public comment period ended in April 2000, and EPA approved the SIP-TCM on August 16, 2000. The SIP-TCM appeared in the *Federal Register* on August 28, 2000 (Volume 65, page 52028), and became effective on September 27, 2000.

Commitment	Status
Site Design, Approval, and Construction (Continued)	
EPA voluntarily conducts an environmental assessment (EA) under NEPA to determine the environmental impacts of the bridge in order to accelerate the 17th Street Bridge/Extension and the Atlantic Steel Redevelopment Project.	EPA issued a Finding of No Significant Impact (FONSI) in December 2000.
Jacoby finalizes a concept report for the 17th Street Bridge/Extension and submits the report to the Georgia Department of Transportation (GA DOT). The GA DOT approves the concept report for the 17th Street Bridge/Extension.	Jacoby completed and submitted the concept report in March 2000.
GA DOT develops an Interchange Modification Report (IMR) for the 17th Street Bridge/Extension.	The IMR was initiated in summer 2000, expected to be completed by Spring 2001.
The Federal Highway Administration (FHWA) reviews/approves the design for the bridge and interchanges.	To be conducted following submittal of the Interchange Modification Report.
Georgia DOT constructs the multimodal 17th Street Bridge.	URS Greiner, an engineering firm, has been selected to design the 17th Street Bridge. The preliminary design phase has begun, and construction of the bridge could occur as early as December 2001 and require 18 months.
Jacoby demolished and began recycling the old Atlantic Steel mill structures.	Demolition completed summer 2000.
Jacoby improves the existing subsurface infrastructure (water, utilities, sewers, etc.).	To be accomplished concurrently with site remediation.
Jacoby completes Phase 1 construction of the redevelopment project.	Vertical construction will begin concurrently with infrastructure development and is expected to be completed in October, 2002.
Jacoby completes Phase 2 construction of the redevelopment project.	Expected to be completed in the fall of 2006.
Jacoby completes the last phase (Phase 3) of construction of the redevelopment project.	Expected to be completed in the fall of 2012.

Commitment	Status
Brownfield Remediation	
Georgia EPD reviews and approves Jacoby's site remediation plan.	Approved December 1999.
Jacoby remediates the most contaminated soils ("hot spots") and an existing small RCRA facility using excavation and disposal at offsite landfills. The slag that remains onsite will be covered by at least two feet of clean fill material.	Remediation began in January 2000 and is ongoing.
Jacoby constructs a long-term groundwater collection and monitoring system. Groundwater will be diverted to onsite pretreatment facilities (as necessary) prior to discharge to a sanitary sewer.	Remediation began in January 2000 and is ongoing.
Through a conservation easement, the City of Atlanta ensures that both the barriers to contaminated slag and the groundwater collection and monitoring system remain intact. The site owner will be responsible for any required mitigation measures.	Georgia EPD has approved the conservation easement. The City of Atlanta will monitor the effectiveness of the remedy following the completion of remediation construction activities.
Transportation Enhancements	
Jacoby provides the right-of-way to MARTA, or another acceptable entity, to allow the construction of a linkage connecting the Atlantic Steel site to the MARTA Arts Center station.	To be provided after bridge approval is complete.
Jacoby provides an interim shuttle service to the MARTA Arts Center station after construction of the 17th Street bridge is completed. Shuttle service will continue for ten years or until MARTA or another similar entity assumes responsibility for mass transit linkage.	Shuttle linkage to MARTA will begin after the 17th Street bridge opens to traffic.
Jacoby provides funding, or a funding mechanism, for the establishment of a Transportation Management Association (TMA). The TMA will undertake specific mitigation measures if specified thresholds for air quality performance are not met.	Tracking of VMT performance measures will begin two years after the opening of the 17th Street bridge to single occupancy vehicles.

Commitment	Status
Pollution Prevention	
Jacoby works with builders and users of the property to encourage their participation in the Green Building Council's "Leadership in Energy and Environmental Design" (LEED™) program and attain the requirements for the LEED Building Bronze™ designation.	To be initiated during design of vertical construction.
Jacoby works with Atlantic Steel to implement aggressive recycling of materials in old mill structures prior to demolition of existing structures.	Deconstruction is completed and the following materials have been recycled: metals; oxydized steel products; concrete; used oil; lead acid batteries; power transformers; and railroad cross-ties.
To reduce the use of water, Jacoby promotes the use of water flow restrictors, innovative uses of "greywater," and use of drought-tolerant indigenous plant species.	To be included in the design of vertical construction.
Jacoby explores the use of the Hemphill Water Plant backwash water to reduce irrigation needs at the site.	To be initiated during vertical construction.
Erosion and Stormwater Control	
Jacoby will install onsite, separate stormwater and sanitary sewer systems, using best management practices, to reduce future impacts on water quality.	To be implemented during infrastructure improvement.
An onsite erosion and sediment control facility will be built during and after construction to control all surface water runoff from the site.	To be initiated prior to infrastructure improvement.
Data Collection	
Jacoby collects data on (1) average daily vehicle miles traveled per resident; (2) average daily vehicle miles traveled per employee working at the site; (3) the percentage of all trips by mode made to and from the site by residents and employees; and (4) origin and destination date for trips made to, from, and on the site by residents and employees. The data will be submitted annually to the City of Atlanta.	To begin the year following the opening of the 17th Street bridge to single occupancy vehicles and continuing as long as the TCM is contained in the SIP.
The TMA conducts an annual commute mode survey and monitor transportation-related issues at the redevelopment.	To be conducted in conjunction with Jacoby's submittal of data to the City of Atlanta.
If the project falls below the performance targets set in the SIP, then the City of Atlanta and the TMA will implement transportation programs onsite that encourage trip reductions.	To be implemented any time after the project is two-thirds complete, or six years after the 17th Street bridge opens, whichever comes first.

Commitment	Status
Jacoby Reporting Requirements	
Jacoby will prepare an annual summary report and submit the report to EPA, Georgia EPD, and the City of Atlanta, and will post the report on its Internet web site. Upon request, Jacoby will provide a copy of the annual report to stakeholders.	First report completed on February 15, 2000.
Jacoby will prepare a semiannual update on the redevelopment and remediation of the site and submit the update to EPA, Georgia EPD, and Atlanta, and will post the report on its Internet web site. Upon request, Jacoby will provide a copy of the annual report to stakeholders.	First semiannual update submitted Fall 2000 and continuing for two years or until the 17th bridge opens, whichever comes first.
Stakeholder Involvement	
Jacoby conducted a full public notice and review process during the rezoning of the property from an industrial to a mixed-use classification.	Rezoning process began in May, 1997. Multiple public meetings, discussion groups, and individual contacts were involved. The first XL public meeting was held in September, 1998.
Jacoby will conduct an annual public meeting near the site to present its annual report and obtain input from stakeholders.	Annually beginning in February, 2000.
Jacoby will hold a Periodic Performance Review Conference, concurrent with the stakeholders meeting, to assess their progress in implementing the project.	Annually beginning in February, 2000. A summary will be prepared within 30 days after the conference.

Environmental Performance

This section summarizes progress in meeting the environmental performance described in the FPA for the Atlantic Steel Redevelopment XL project.

Remediation of a Brownfield Site: Remediation of the site to prevent exposures to contamination caused by a century of steel mill operations is required for the redevelopment project to proceed. The remediation plans for the site include the excavation of both contaminated soil "hot spots" and a small RCRA facility (20-foot by 20-foot cap), and disposal of the soils at an appropriate offsite facility. At least two feet of clean fill will be placed over all slag that remains onsite. In addition, a groundwater collection and treatment system will be constructed and maintained to prevent migration of contaminants offsite through the groundwater. The existing infrastructure at the site will be improved concurrently with the remediation to avoid future disturbance of the clean fill barrier.

Progress: Georgia EPD approved Jacoby's remediation work plan in December, 1999. Remediation and infrastructure improvements began in late January, 2000. The remediation is expected to require up to 18 months to complete.

Reduction of Future Air Emissions: An April 1998 study performed by EPA's Urban and Economic Development Division, entitled *Transportation and Environmental Impacts of Infill and Greenfield Development,*

found that VMT could be reduced by as much as 61 percent by developing at infill sites compared to outlying greenfields. Based on this and other analyses, EPA evaluated the potential performance of the Atlantic Steel site relative to three other likely locations and evaluated the potential for carbon monoxide (CO) emission hot spots associated with development at the Atlantic Steel site. To analyze the transportation and air emissions impact of the project, EPA used the Atlanta regional transportation and MOBILE5a emissions models to compare development at the Atlantic Steel site to similar development at outlying greenfields. Analysis of regional transportation and air emissions impacts show that absorbing a larger portion of Atlanta's future growth at the Atlantic Steel site would result in up to 34 percent fewer VMT and up to 45 percent fewer NO_x emissions than if the growth were to occur at likely alternative sites. Analysis of potential CO emissions indicated that CO hot spots would not occur. Jacoby, EPA, Georgia EPD, and Atlanta have agreed on the following specific criteria to determine the success of this project in reducing VMT.

- Following two-thirds build-out, or six years after the 17th Street bridge opens to single-occupancy vehicle traffic (whichever comes first) the average daily VMT per resident of the development will be less than 27 miles.
- Following two-thirds build-out, or six years after the 17th Street bridge opens to single-occupancy vehicle traffic (whichever comes first) the average daily VMT per employee of the development will be less than 11 miles.
- Following two-thirds build-out, or six years after the 17th Street bridge opens to single-occupancy vehicle traffic (whichever comes first), the average daily total vehicle trips to and from the site, other than transit, will be less than or equal to 72,000 trips.

Progress: The Atlantic Steel redevelopment project is in its very early stages. Data on air emissions and VMT are not yet being collected.

Implementation of Erosion and Stormwater Control: Stormwater runoff from the Atlantic Steel site currently flows into a combined sanitary and stormwater sewer. Jacoby has committed to voluntarily installing separate stormwater and sanitary systems to reduce or eliminate the flow of pollutants from stormwater runoff to receiving waters. The systems will be adequately sized to handle sanitary and stormwater discharges from the proposed project and existing flows in the catchment basin now serviced by the combined sewer. Stormwater will be diverted to one or more impoundments to be constructed on the property and then reused either as greywater or discharged to the separate stormwater sewer to be constructed. Structural best management practices (BMPs) and stormwater controls will be employed to ensure that surface runoff leaving the site will receive some level of treatment prior to reaching the Chattahoochee River.

Progress: Construction of infrastructure improvements will occur after site remediation is completed.

Participation in the Green Building Council "Leadership in Energy and Environmental Design" (LEED™) Program:

Energy Conservation. Jacoby will implement strategies to prevent and minimize pollution by selecting construction materials and sustainable building technologies that minimize energy use. Buildings will be sited to maximize solar gain in the winter and minimize solar gain in the summer, thus reducing energy consumption from heating and cooling. Jacoby will voluntarily commit to working with EPA, the Southface Energy Institute, Georgia Tech, and other stakeholders to identify and encourage future tenants and developers to participate in energy conservation programs.

Solid Waste Management. Jacoby will encourage Atlantic Steel to recycle and reuse the solid waste generated during the demolition of the existing structures on the property. Jacoby will work with builders during redevelopment to determine which solid waste management measures to apply to meet LEED™ Bronze Building requirements.

Water Use Reduction. Jacoby will comply with state laws and building codes that require all newly constructed properties to reduce water use. Water flow restrictors will be used in office buildings and homes, and innovative reuse of "greywater" will be encouraged. Measures can be applied to meet LEED™ Bronze Building requirements and to reduce overall pollutant loadings to receiving waters, urban streams, and the wastewater treatment plant.

Progress: Deconstructing and recycling of the old Atlantic Steel mill structures began in July, 1999. Vertical construction has not yet been initiated and, therefore, energy and environmental conservation building designs have yet to be implemented.

Outreach and Public Education: A Programmatic Agreement was reached between EPA and the Georgia State Historic Preservation Officer in December 1999. The agreement contains a stipulation to develop and implement an Outreach and Public Education Plan for the Atlantic Steel site. The goal of the plan is to "focus on public education approaches that benefit preservation in a larger context and the community as a whole." The plan will be developed and implemented by EPA and Atlantis 16th, L.L.C., in consultation with the Georgia State Historic Preservation Officer, Atlanta History Center, and Atlanta Urban Design Commission.

Progress: The Outreach and Public Education plan will continue to be implemented as the Atlantic Steel redevelopment project reaches completion. Components of the plan include:

- development of an oral history of Atlantic Steel;
- development of a visitor's center/interpretive center as part of the redevelopment plan;
- educational video and other publications documenting the history of Atlantic Steel;
- publication of appropriate research material; and
- reuse and/or relocation of either historic buildings, machinery, or steel making products to be part of either on-site or off-site exhibits.

Stakeholder Participation

During the process of rezoning, there were multiple public meetings, discussion groups, individual contacts, and a public notice and review process. The stakeholders involved in the process included the City of Atlanta Planning Department, Georgia DOT, the Atlanta Regional Commission, MARTA, the Georgia Conservancy, nine neighborhood organizations, the Midtown Alliance, and Georgia Tech. Discussions with these stakeholders led to collaboration on the concept, design, and conditions that were included in the City of Atlanta rezoning document and ultimately to many of the measures agreed to by Jacoby in the FPA. The Stakeholder Participation Plan (SPP) describes the methods by which additional input can be solicited and received throughout the redevelopment process.

The Atlantic Steel Redevelopment Team has provided project updates at association meetings for various neighborhoods such as Home Park, Ansley Park, and Loring Heights. Additionally, the team has been involved with Georgia Tech in a number of different capacities. The Georgia Tech College of Engineering, with specific focus in the environmental and civil engineering fields and the College of Architecture have asked members of the redevelopment team and Project XL to participate through lectures, panel discussions, and juries. Finally, the team has provided time, technical consultation and financial support to the [Southface] Energy Institute for its Greenprints 2000 Conference on green building solutions, high performance building design, and sustainable community development.

Six-Month Outlook

Expected activities over the next six months include the following:

- Georgia DOT will submit an Interchange Modification Report (IMR) to FHWA.
- FHWA will review/approve IMR.
- Remediation and infrastructure improvement will continue.

Project Contacts

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- Brian Leary, Atlantic Redevelopment L.L.C., (404) 876-2616.
- Michelle Cook, EPA Region 4, (404) 562-8674.
- Ted Cochin, EPA Headquarters, (202) 260-0880.

Information Sources

The information sources used to develop this progress report were (1) the February 15, 2000 Atlantic Steel Project XL Summary Report; (2) the September 7, 1999, Atlantic Steel FPA; 3) The December 1999 *XL Project Progress Report– Atlantic Steel Redevelopment* (EPA 100-R-00-014); 4) *Project XL Stakeholder Involvement Evaluation, Draft Final Report (April 2000);*

5) News articles from the Atlanta Journal Constitution: "Steely Determination: Green Light is Given for Design Work on 17th St. Bridge" (August 25, 2000), "Designer Sees 17th Street Bridge as a Unique Gateway into Atlanta" (August 25, 2000), "Development Plan Falls into Place" (August 25, 2000); and 6) News article from Bizjournals.com/atlanta: "Designer Picked for 17th Street Bridge" (August 24, 2000).

Glossary

Baseline: The measure by which future environmental performance can be compared.

Best Management Practice: Methods that have been determined to be the most effective, practical means of preventing or reducing pollution from nonpoint sources of pollution.

Brownfields: Abandoned, idled or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination.

Carbon Monoxide (CO): A colorless, odorless, poisonous gas produced by incomplete fossil fuel combustion.

Clean Air Act (CAA): The Clean Air Act is the comprehensive Federal law that regulates air emissions from area, stationary, and mobile sources. This law authorizes EPA to establish National Ambient Air Quality Standards (NAAQS) to protect public health and the environment.

Deconstruction: The removal of recyclable materials from building structures prior to demolition.

Disposal: The discharge, deposit, injection, dumping, spilling, leaking, or placing of any solid or hazardous waste on or in the land or water.

Effluent: Treated or untreated wastewater that flows out of a treatment plant, sewer, or industrial outfall. Generally refers to wastes discharged into surface waters.

Erosion: The wearing away of land surface by wind or water, intensified by land-clearing practices related to farming, residential or industrial development, road building, or logging.

Final Project Agreement (FPA): The FPA outlines the details of the XL project and each party's commitments. The project's sponsors, EPA, state agencies, tribal governments, other regulators, and direct participant stakeholders negotiate the FPA.

Greenfields: Areas of land uncontaminated by industrialization.

Greywater: Nonpotable wastewater composed of wash water from kitchen, bathroom, and laundry uses.

Irrigation: Applying water or wastewater to land areas to supply the water and nutrient needs of plants.

Leadership in Energy and Environmental Design (LEED™): An innovative pollution prevention program that takes a comprehensive view of resource conservation and management.

LEED™ Building Bronze: An award certification program where applicants must satisfy certain prerequisites set by the program and can earn a certain number of credits.

Media: Specific environments—air, water, soil—which are the subject of regulatory concern and activities.

Multi-media: Several environmental media, such as air, water, and land.

MOBILE5a Model: A model used by EPA in regulatory submittals that estimates regional mobile source air emissions by taking into account projected VMT, speed, and the types of vehicles within the region.

Nitrogen Oxide (NO_x): An air pollutant that is the result of photochemical reactions of nitric oxide in ambient air. Typically, it is a product of combustion from transportation and stationary sources. It is a major contributor to the formation of tropospheric ozone, photochemical smog, and acid deposition.

National Ambient Air Quality Standards (NAAQS): Regulations promulgated by EPA under the CAA for six criteria pollutants—SO_2, particulate matter, NO_x, CO, ozone, and lead—in order to protect the public from the impacts of these atmospheric emissions.

National Environmental Policy Act of 1969 (NEPA): The purposes of this Act are to declare a national policy to encourage productive and enjoyable harmony between man and his environment; and to promote efforts that will prevent or eliminate damage to the environment and biosphere, stimulate the health and welfare of man, enrich the understanding of the ecological systems and natural resources important to the Nation, and establish a Council on Environmental Quality.

Particulate Matter: Fine liquid or solid particles, such as dust, smoke, mist, fumes, or smog, found in air or emissions.

Pollution Prevention: Identifying areas, processes, and activities that create excessive waste products in order to reduce or prevent their generation through altering or eliminating a process, pursuant to the Pollution Prevention Act of 1990.

Recycling: The separation and collection of wastes, their subsequent transformation or remanufacture into usable or marketable products or materials, and the purchase of products made from recyclable materials.

Remediation: Cleanup or other methods used to mitigate a toxic spill or hazardous materials at a contaminated site.

Resource Conservation and Recovery Act (RCRA): RCRA gives EPA the authority to control hazardous waste from "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of nonhazardous wastes. RCRA enables EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. RCRA focuses only on active and future facilities and does not address abandoned sites.

Sediments: Soil, sand, and minerals washed from land into water, usually after rain. They pile up in reservoirs, rivers and harbors, destroy fish and wildlife habitat, and cloud the water so that sunlight cannot reach aquatic plants.

Slag: The refuse from melting of metals or reduction of ores.

Smart Growth: A program that uses state resources to revitalize older developed areas, preserve some of their valuable resources and open space, and discourage the continuation of sprawling development into rural areas.

Stakeholder: Any organization, governmental entity, or individual that has a stake in or may be impacted by a given approach to environmental regulation, pollution prevention, energy conservation, etc.

State Implementation Plan (SIP): Under the CAA, states are required to develop a plan that sets limits on the maximum levels of pollutants in outdoor air. Each state is responsible for developing a plan to demonstrate how those standards will be achieved, maintained, and enforced.

Solid Waste: Nonliquid, nonsoluble materials ranging from municipal garbage to industrial wastes that contain complex and sometimes hazardous substances. Solid wastes also include sewage sludge, agricultural refuse, demolition wastes, and mining residues. Technically, solid waste also refers to liquids and gases in containers.

Solid Waste Management: Supervised handling of waste materials from their source through recovery processes to disposal.

Title V of the Clean Air Act: Establishes a Federal operating permit program that applies to any major stationary facility or source of air pollution. The purpose of the operating permits program is to ensure compliance with all applicable requirements of the CAA. Under the program, permits are issued by states or, when a state fails to carry out the CAA satisfactorily, by EPA. The permit includes information on which pollutants are being released, how much may be released, and what kinds of steps the source's owner or operator is taking to reduce pollution, including plans to monitor the pollution.

Transportation Control Measures (TCMs): Steps taken by a locality to reduce vehicular emissions and improve air quality by reducing or changing the flow of traffic, including bus and high-occupancy vehicle (HOV) lanes, carpooling, other forms of ride sharing, public transit, and bicycle lanes.

Vehicle Miles Traveled (VMTs): A measure of the total amount of miles traveled by vehicles within a region.

Volatile Organic Compound (VOC): Any organic compound that easily evaporates and participates in atmospheric photochemical reactions, except those designated by EPA as having negligible photochemical reactivity.

Wastewater: The spent or used water from a home, community, farm, or industry that contains dissolved or suspended matter.