

99-R-1344

(59)

(Do Not Write Above This Line)

A RESOLUTION
BY: COMMUNITY DEVELOPMENT AND HUMAN
RESOURCES COMMITTEE

A RESOLUTION AUTHORIZING THE CITY OF ATLANTA, GEORGIA, TO CREATE THE ATLANTIC STEEL BROWNFIELD REDEVELOPMENT AREA; TO CREATE A TAX ALLOCATION DISTRICT WITHIN THE BOUNDARIES OF THE REDEVELOPMENT AREA; TO ESTABLISH THE TAX INCREMENT BASE; TO EXPRESS THE INTENT TO ISSUE AND SELL TAX ALLOCATION BONDS AND SUCH REDEVELOPMENT BONDS NECESSARY TO EFFECTUATE THE REDEVELOPMENT OF THE AREA; TO DESIGNATE BOUNDARIES FOR SAID REDEVELOPMENT AREA; TO DESIGNATE A TIME PERIOD FOR THE LIFE OF THE REDEVELOPMENT AREA; TO DESIGNATE THE ATLANTA DEVELOPED AUTHORITY AS THE CITY'S DESIGNATED AGENCY TO ADMINISTER THIS PLAN IN ACCORDANCE WITH THE STATE REDEVELOPMENT POWERS LAW (O.C.G.A., SECTION 36-44-1 ET. SEQ.);, AND FOR OTHER PURPOSES.

ADOPTED BY
OCT 04 1999

Substitute As Amended
COUNCIL

- CONSENT REFER
- REGULAR REPORT REFER
- ADVERTISE & REFER
- 1st ADOPT 2nd READ & REFER

Date Referred

Referred To:

First Reading

Committee
Date
Chair

Committee
CD/HR

Date
9/11/99

Chair: [Signature]

Fav, Adv, Held (see rev. side)
Action: [Signature]
Other: 9/14/99 P.H.
Members

9/1/99

Refer To

COUNCIL ACT

2nd 1st & 2nd Readings

Consent V Vote

CERTIFIED

CERTIFIED
OCT 4 1999

ATLANTA CITY COUNCIL PRE

Atlanta City Council

CERTIFIED
OCT 04 1999

Paul Douglas
MUNICIPAL CLERK

MAYOR'S ACT

APPROVED

OCT - 5 1999

MAYOR

Members

9/15/99

~~[Redacted]~~

Refer To

Members

Fav, Adv, Held (see rev. side)

Refer To

Committee

Date

Chair

Action:

Other:

Members

Refer To



99-R-1344

A SUBSTITUTE RESOLUTION #2 [September 29, 1999]

**BY COMMUNITY DEVELOPMENT/HUMAN RESOURCES COMMITTEE
AS AMENDED BY FULL COUNCIL**

AUTHORIZING THE CITY OF ATLANTA TO CREATE THE ATLANTIC STEEL BROWNFIELD REDEVELOPMENT AREA AND TAX ALLOCATION DISTRICT NUMBER TWO – ATLANTIC STEEL; TO DESIGNATE THE BOUNDARIES OF THE REDEVELOPMENT AREA; TO ESTABLISH THE TAX INCREMENT BASE AND ADOPT A REDEVELOPMENT PLAN FOR THE AREA; TO CREATE A TAX ALLOCATION DISTRICT WITHIN THE REDEVELOPMENT AREA AND TO DEFINE THE BOUNDARIES THEREOF; TO ESTABLISH THE INTENT TO ISSUE AND SELL TAX ALLOCATION BONDS AND SUCH REDEVELOPMENT BONDS NECESSARY TO EFFECTUATE THE REDEVELOPMENT OF THE AREA; TO AUTHORIZE THE ATLANTA DEVELOPMENT AUTHORITY TO ACT AS THE REDEVELOPMENT AGENT TO IMPLEMENT THE PROVISIONS OF THE REDEVELOPMENT PLAN PURSUANT TO THE STATE REDEVELOPMENT POWERS LAW; AND FOR OTHER PURPOSES.

WHEREAS, the Redevelopment Powers Law (O.C.G.A. § 36-44-1 et seq.) provides for the establishment of redevelopment powers and the creation of redevelopment plans and tax allocation districts by counties and municipalities in the State of Georgia; and

WHEREAS, the purpose of the Redevelopment Powers Law is to improve economic and social conditions within economically and socially depressed urban areas that contribute to or cause unemployment, limit the tax resources of counties and municipalities while creating a greater demand for government services, and have a deleterious effect upon the public health, safety, morals, and welfare; and

WHEREAS, it is in the public interest of the City of Atlanta that the Redevelopment Powers Law be exercised to enable a public-private partnership to improve economic and social conditions of the Atlantic Steel site in order to abate or eliminate deleterious effects of its current depressed state; and

WHEREAS, the aforesaid public-private partnership is committed to effectuate the policy goals in the City's Comprehensive Development Plan, specifically to provide for a full range of job opportunity and housing cost and community facilities as necessary; and



WHEREAS, the Atlanta Development Authority (hereinafter "ADA") has prepared a Redevelopment Plan for the Atlantic Steel Brownfield Area pursuant to O.C.G.A. § 36-44-3(9); and

WHEREAS, the Council of the City of Atlanta desires to adopt the Atlantic Steel Brownfield Redevelopment Plan and create the Tax Allocation Bond District Number Two – Atlantic Steel.

NOW, THEREFORE, THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA HEREBY RESOLVES as follows:

Section 1. The City of Atlanta declares that the Atlantic Steel Brownfield Redevelopment Area has not been subject to growth and development through private enterprise and would not reasonably be anticipated to be developed without the approval of the Redevelopment Plan.

Section 2. The City of Atlanta declares that the improvement of the Atlantic Steel Brownfield Area is likely to enhance the value of a substantial portion of other real property in the district.

Section 3. The City of Atlanta hereby creates the Atlantic Steel Brownfield Redevelopment Area and Tax Allocation Bond District Number Two – Atlantic Steel, and designates the boundaries of the area as indicated in the Redevelopment Plan attached to this Resolution as Exhibit A and incorporated herein by reference.

Section 4. The City of Atlanta adopts the attached Atlantic Steel Brownfield Redevelopment Plan (hereinafter "Redevelopment Plan") as prepared by the ADA as the Redevelopment Plan for the aforesaid area.

Section 5. The City of Atlanta creates Tax Allocation District Number Two – Atlantic Steel pursuant to the Redevelopment Plan and Redevelopment Powers Law.

Section 6. Tax Allocation District Number Two – Atlantic Steel is hereby created as of December 31, 1999, and shall continue in existence for twenty-five years thereafter.

Section 7. The City of Atlanta hereby establishes the estimated Tax Allocation Increment Base of \$7, 466,140. The property taxes to be used for computing tax allocation increments are specified in the attached Redevelopment Plan and incorporated herein by reference.

Section 8. The City of Atlanta designates the ADA to serve as its redevelopment agent to implement the provisions of the Redevelopment Plan and to effectuate the redevelopment of the Atlantic Steel Brownfield Area pursuant to the Redevelopment Plan and the Redevelopment Powers Law. **The ADA shall provide biannual reports to the City Council and the committees of purview on the activity of the district.**



CORRECTED COPY

Section 9. The City of Atlanta instructs the ADA, in implementing the Plan, to establish affirmative steps to employ people living in the City's Community Development Impact Areas and to ensure housing costs that provide living opportunities reflecting the range of incomes anticipated in the Atlantic Steel Brownfield Redevelopment Area.

Section 10. The City of Atlanta instructs the ADA, in implementing the Plan, to ensure that there is adequate provision for public community facilities and services including schools, parks, meeting rooms, fire and police services, *and to work to ensure pedestrian and other connectivity to and from the surrounding community.*

Section 11. The City of Atlanta intends to authorize the issuance of Tax Allocation Bonds and such other redevelopment bonds as may be necessary to implement provisions of the Redevelopment Plan as adopted by the Council of the City of Atlanta and approved by the Mayor.

Section 12. The City of Atlanta authorizes the use of the proceeds of such bonds by the ADA and the City of Atlanta for any and all eligible uses, including but not limited to costs of issuance of the Tax Allocation Bonds; professional services costs, including fees for architectural, engineering, and environmental services; environmental remediation and capping; public improvements, including streets, sewers and parks; roads, bridges, and utilities; parking facilities; and such other uses deemed necessary pursuant to provisions of the Redevelopment Plan and the Redevelopment Powers Law.

Section 13. The property proposed to be pledged for payment or as security for payment of Tax Allocation Bonds will include the positive ad valorem tax allocation increments derived from the aforesaid Tax Allocation District. Pursuant to O.C.G.A. sections 36-44-8(3)(F), 36-44-9, 36-44-14, and 36-44-20, to the extent said ad valorem increments are insufficient to pay the principal and interest on the bonds, the pledged property also will include the portion of general fund revenues derived from the District that is attributable to local option sales taxes collected in the District for a period of ten (10) years beginning January 1, 2000 and ending December 31, 2009. *Local option sales taxes collected in the District shall be pledged each year only to the extent that the positive ad valorem tax increments are insufficient to pay the principal and interest in said year or to the extent required in the bond resolution.*

Section 14. *The letter from Council President Robb Pitts to CRB Realty dated September 29, 1999 regarding CRB Realty's commitment to minority participation, and the letter from CRB Realty responding to the above stated letter from Mr. Pitts' dated October 1, 1999 shall be attached to the resolution as Exhibit IV(a) & (b).*

Section 15. All resolutions and parts of resolutions in conflict with this resolution are hereby rescinded to the extent of any such conflict.

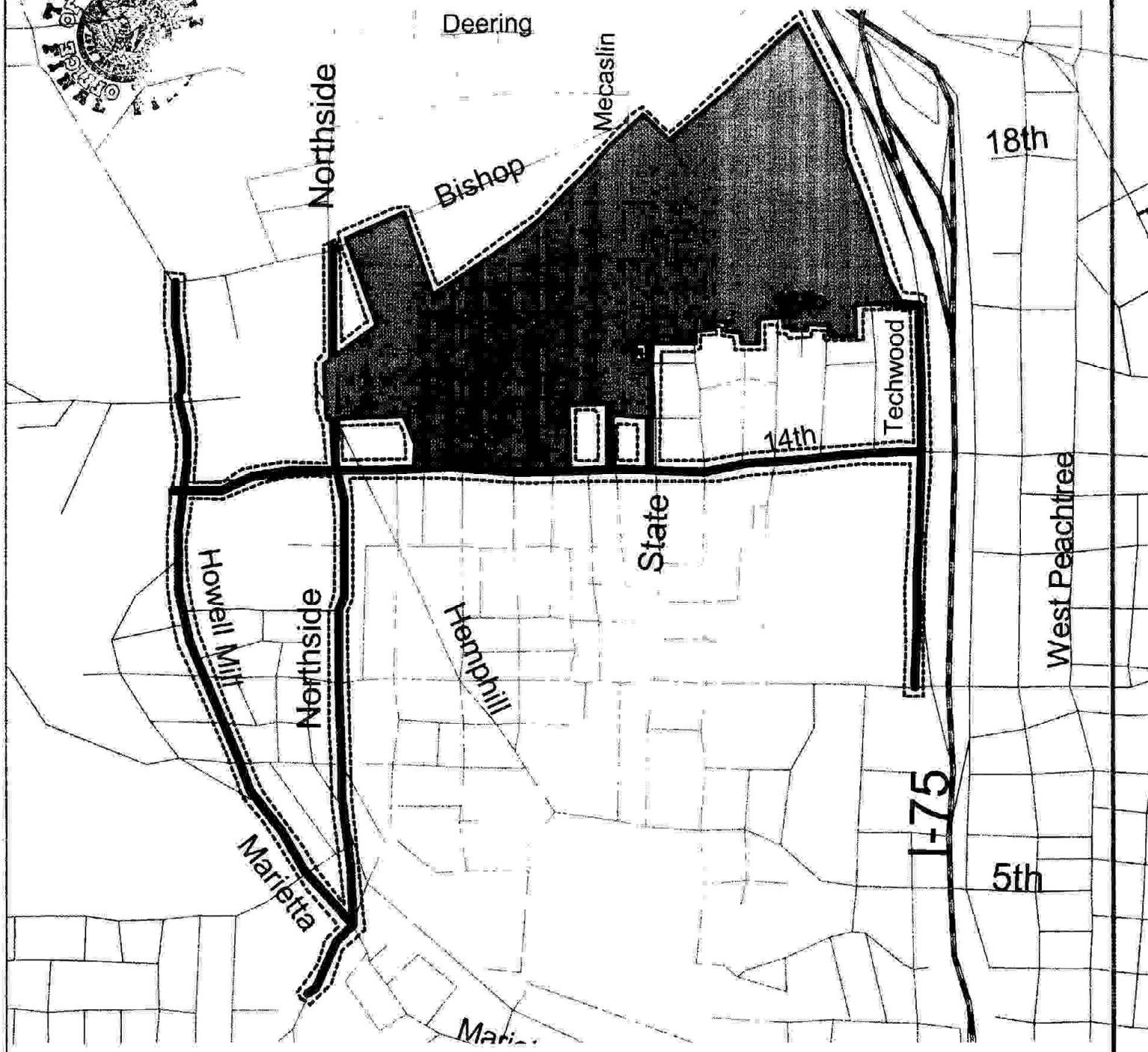
OMC-Amendment Incorporated 10/6/99 by CPT
OMC- Incorporated Amendment Corrected 10/21/99 by RDJ

A true copy,
Rhonda Daughen Johnson
Municipal Clerk, OMC

ADOPTED as amended by Council
APPROVED by the Mayor

October 04, 1999
October 05, 1999

Atlantic Steel Brownfield Tax Allocation Distirct Boundary



-  Atlantic Steel Brownfield TAD Outline
-  Atlantic Steel Brownfield Area
-  Atlantic Steel Brownfield TAD Corridors
-  Streets
-  Expressway

ADA
7-15-99



RCS# 1518
10/04/99
4:54 PM

Atlanta City Council

Regular Session

99-R-1344

AUTHORIZE THE CITY OF ATLANTA TO CREATE
ATL. STEEL BROWNFIELD REDEVELOPMENT AREA
ADOPT AS AMEND

SUBSTITUTE

YEAS: 13
NAYS: 0
ABSTENTIONS: 0
NOT VOTING: 1
EXCUSED: 0
ABSENT 2

Y McCarty	Y Dorsey	Y Moore	Y Thomas
Y Starnes	B Woolard	B Martin	Y Emmons
Y Bond	Y Morris	Y Maddox	Y Alexander
Y Winslow	Y Muller	Y Boazman	NV Pitts



ATLANTIC STEEL BROWNFIELD REDEVELOPMENT PLAN

&

TAX ALLOCATION DISTRICT



June 15, 1999

Prepared for the City of
Atlanta
By

The Atlanta Development
Authority

***DOCUMENT (S),
MANUAL (S),
MAP (S)
OR OTHER
LARGE ATTACHMENTS
ON FILE IN THE
OFFICE
OF THE
MUNICIPAL CLERK***

FOR THIS LEGISLATION



**ATLANTIC STEEL
REDEVELOPMENT PLAN
APPENDICES**



APPENDIX 2

Legal Description of Atlantic Steel Brownfield Tax Allocation District

EXHIBIT III**ATLANTIC STEEL BROWNFIELDS REDEVELOPMENT AREA
AND TAX ALLOCATION BOND DISTRICT NO. 2
BOUNDARY DESCRIPTION**

A tract of land in the City of Atlanta comprised of both private parcels and public rights-of-way shall be set aside as The Atlantic Steel Brownfields Redevelopment Area and Tax Allocation Bond District No. 2 and those parcels and rights-of-way comprising the district are more particularly described as follows:

Beginning at a point on the eastern right-of-way (ROW) of Techwood Drive at its intersection with the southern ROW of 16th Street and the western ROW of the southbound 14th Street exit of I-75; thence westerly along the southern ROW of 16th Street to the eastern ROW of Fowler Street; thence south along the eastern ROW of Fowler Street approximately 240 feet to a point; thence in a westerly direction across the ROW of Fowler Street and 170 feet along the southern property line of a vacant tract to its western property line; thence north approximately 87 feet along that property line to the southern property line of a vacant tract; thence westerly along said tract 170 feet to the eastern ROW of Barnes Street; thence westerly across the ROW of Barnes Street and continuing westerly along the south side property lines of 1270 Barnes Street, NW, and 1271 Lyle Place, NW to the eastern side of the ROW of Lyle Place; thence westerly across Lyle Place to the southeast corner of 1272 Lyle Place, NW and continuing along its south side property line 68 feet to its rear property line; thence westerly to the western ROW of Holly Street to a point 200 feet south of the southwestern intersection of 16th Street and Holly Street; thence continuing in a westerly direction to and across the ROW of Francis Street and continuing westerly to the western ROW of Atlantic Drive; thence



eastern ROW of Howell Mill Road; thence in a southerly direction, along said eastern ROW of Howell Mill Road to the northern side of its intersection with Northside Drive/Marietta Street; thence westerly across the Howell Mill Road/Marietta Street ROW intersection to its western ROW; and thence north along said western ROW of Howell Mill Road to its intersection with the northern ROW of I-75; thence in an easterly direction along the northern ROW OF I-75 to its intersection with the eastern ROW of Howell Road; thence in a southerly direction following along the eastern ROW of Howell Mill Road to the northern ROW of 14th Street; thence east along said ROW to the western ROW of Northside Drive; thence north along the western ROW of Northside Drive to a point on the northerly side of said ROW intersection with the north ROW of I-75 ; thence easterly across the ROW of Northside Drive to the eastern ROW of Northside Drive; thence south along said eastern ROW of Northside Drive to its intersection with the eastern ROW of Hemphill Drive; thence southeasterly along the curvature of Hemphill Drive at its merger with Northside Drive to the northern ROW of 14th Street; and thence east along the northern ROW of 14th Street (700 feet) to a point; thence northerly (200 feet) to a point; thence in a northwesterly direction 245 feet to a point; thence 611 feet to the eastern ROW of Northside Drive; thence 310 feet to the southern ROW of Norfolk Southern Railroad; thence along the curvature of the south side of the Norfolk Southern Railroad ROW approximately 5,000 feet to a wall and the southwestern side of I-75 ROW; thence in a southeasterly direction along the I-75 ROW to its intersection with the eastern ROW of Techwood Drive, the southern ROW of 16th Street and the point of beginning, together with two out parcels (A & B) adjacent to the Norfolk Southern Railroad ROW more particularly described as follows:



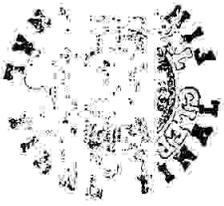
Parcel A comprising approximately six (6) acres lying between the Norfolk Southern Railroad ROW and Bishop Street beginning 275 feet east of Northside Drive on the south side of Bishop Street and running easterly along Bishop Street to a point on its southern ROW; and thence southerly 595 feet to the northern ROW of Norfolk Southern Railroad; thence west 476 feet along said ROW to a point and running northerly 683 feet to the southern ROW of Bishop Street and the point of beginning.

Parcel B which lies on the eastern side of Mecaslin Street containing approximately two (2) acres between the ROW of the mainline Norfolk Southern Railroad and a Norfolk Southern industrial belt spur ROW adjacent to the eastern ROW of Mecaslin Street as follows: beginning at a point of the eastern ROW of Mecaslin Street and the northwestern side of the Norfolk Southern Railroad spur line (industrial belt) ROW and running north along the eastern ROW of Mecaslin Street 253 feet to the southeastern side of a 15 foot alley and running thence along the southern side of the alley approximately 392 feet and thence southerly 237 feet to a point on the northwestern ROW of the Norfolk Southern Railroad industrial belt line; thence westerly 507 feet to the eastern ROW of Mecaslin Street and the point of beginning.

Less and excepting therefrom 2 parcels described as follows:

Tax Parcel 17-0149-LL005 and Tax Parcel 17-0108-0007-004.

Said district containing approximately 150 acres plus public ROW along streets adjacent to and serving the district.



APPENDIX 3

FINANCIALS



DERIVATION OF VALUES FOR DEVELOPMENT PROGRAM

Atlantic Steel Redevelopment

ASSESSED VALUES FOR AD VALOREM PROPERTY TAXES

	<u>Amount Developed Per Phase</u>	<u>Per Unit Market Value</u>	<u>Total Market Value</u>	<u>Total Assessed Value</u>
PHASE I - 2002				
Retail (Sq.Ft.)	1,200,000	\$ 125	\$ 150,000,000	\$ 60,000,000
Office (Sq.Ft.)	1,000,000	\$ 150	\$ 150,000,000	\$ 60,000,000
High Tech (Sq.Ft.)	500,000	\$ 140	\$ 70,000,000	\$ 28,000,000
Residential (Units)	1,000	\$ 125,000	\$ 125,000,000	\$ 50,000,000
Hotel (Rooms)	383	\$ 110,000	\$ 42,130,000	\$ 16,852,000

PHASE II - 2005				
Retail (Sq.Ft.)	300,000	\$ 125	\$ 37,500,000	\$ 15,000,000
Office (Sq.Ft.)	500,000	\$ 150	\$ 75,000,000	\$ 30,000,000
High Tech (Sq.Ft.)	500,000	\$ 140	\$ 70,000,000	\$ 28,000,000
Residential (Units)	600	\$ 125,000	\$ 75,000,000	\$ 30,000,000
Hotel (Rooms)	192	\$ 110,000	\$ 21,120,000	\$ 8,448,000

PHASE III - 2010				
Retail (Sq.Ft.)	100,000	\$ 125	\$ 12,500,000	\$ 5,000,000
Office (Sq.Ft.)	2,500,000	\$ 150	\$ 375,000,000	\$ 150,000,000
High Tech (Sq.Ft.)	500,000	\$ 140	\$ 70,000,000	\$ 28,000,000
Residential (Units)	1,285	\$ 125,000	\$ 160,625,000	\$ 64,250,000
Hotel (Rooms)	575	\$ 110,000	\$ 63,250,000	\$ 25,300,000

LOCAL OPTION SALES TAX REVENUE

Sales Tax Rate:	Usable Amount:	City Share:	30.0%
1.0%	85.0%	County Share:	70.0%

	<u>Sq. Ft. Developed</u>	<u>Sales Per Sq. Ft.</u>	<u>Total Volume of Sales</u>	<u>Combined Tax Rate 1/</u>	<u>Total Sales Tax Revenue</u>
Phase I	1,200,000	\$ 300	\$ 360,000,000	0.85%	\$ 3,060,000
Phase II	300,000	\$ 300	\$ 90,000,000	0.85%	\$ 765,000
Phase III	100,000	\$ 300	\$ 30,000,000	0.85%	\$ 255,000

1/ Combined Sales Tax rate is 85 percent of the revenue from the 1.0 percent Local Option Sales Tax.



ALLOCATION OF TAX REVENUE BY PROPERTY TYPE

Atlantic Steel Redevelopment

PHASE I - 2002				Millage/Tax Rates and Estimated Tax Revenue by Jurisdiction					
Development:	Sq. Ft./Sales	Assessed Value/ Gross Sales	Total Tax Payment	City of Atlanta		Atlanta Schools		Fulton County	
				Millage/%	Tax	Millage/%	Tax	Millage/%	Tax
Retail	1,200,000	\$ 60,000,000	\$2,731,800	12.07	\$724,200	20.43	\$1,225,800	13.03	\$781,800
Sales	480,000,000	\$ 360,000,000	\$3,060,000	0.26%	\$918,000	0.00%	\$0	0.60%	\$2,142,000
Office	1,000,000	\$ 60,000,000	\$2,731,800	12.07	\$724,200	20.43	\$1,225,800	13.03	\$781,800
Residential	1,250,000	\$ 50,000,000	\$2,276,500	12.07	\$603,500	20.43	\$1,021,500	13.03	\$651,500
Hotel	500,000	\$ 16,852,000	\$767,272	12.07	\$203,404	20.43	\$344,286	13.03	\$219,582
High Tech	500,000	\$ 28,000,000	\$1,274,840	12.07	\$337,960	20.43	\$572,040	13.03	\$364,840
total		\$ 214,852,000							
Total Tax Collected, Annual			\$12,842,212		\$3,511,264		\$4,389,426		\$4,941,522

Infrastructure Needs	Cost Equivalent	Cash Needed
Roads/Utilities	\$30,000,000	\$30,000,000
Remediation	\$25,000,000	\$25,000,000
Capping	\$25,000,000	\$25,000,000
Right of Way	\$50,000,000	Inkind
Bridge	\$25,000,000	Fed
Parking	\$30,000,000	\$30,000,000
Totals	\$185,000,000	\$110,000,000

PHASE II - 2005				Millage/Tax Rates and Estimated Tax Revenue by Jurisdiction					
Development:	Sq. Ft./Sales	Assessed Value/ Gross Sales	Total Tax Payment	City of Atlanta		Atlanta Schools		Fulton County	
				Millage	Tax	Millage	Tax	Millage	Tax
Retail	300,000	\$ 15,000,000	\$682,950	12.07	\$181,050	20.43	\$306,450	13.03	\$195,450
Sales	120,000,000	\$ 90,000,000	\$765,000	0.26%	\$229,500	0.00%	\$0	0.60%	\$535,500
Office	500,000	\$ 30,000,000	\$1,365,900	12.07	\$362,100	20.43	\$612,900	13.03	\$390,900
Residential	750,000	\$ 30,000,000	\$1,365,900	12.07	\$362,100	20.43	\$612,900	13.03	\$390,900
Hotel	250,000	\$ 8,448,000	\$384,637	12.07	\$101,967	20.43	\$172,593	13.03	\$110,077
High Tech	500,000	\$ 28,000,000	\$1,274,840	12.07	\$337,960	20.43	\$572,040	13.03	\$364,840
total		\$ 111,448,000							
Total Tax Collected, Annual			\$5,839,227		\$1,574,677		\$2,276,883		\$1,987,667

Infrastructure Needs	Cost Equivalent	Cash Needed
Roads/Utilities	\$15,000,000	\$15,000,000
Parking	\$15,000,000	\$15,000,000
Totals	\$30,000,000	\$30,000,000

PHASE III - 2010				Millage/Tax Rates and Estimated Tax Revenue by Jurisdiction					
Development:	Sq. Ft./Sales	Assessed Value/ Gross Sales	Total Tax Payment	City of Atlanta		Atlanta Schools		Fulton County	
				Millage	Tax	Millage	Tax	Millage	Tax
Retail	100,000	\$ 5,000,000	\$227,650	12.07	\$60,350	20.43	\$102,150	13.03	\$65,150
Sales	40,000,000	\$ 30,000,000	\$255,000	0.26%	\$76,500	0.00%	\$0	0.60%	\$178,500
Office	2,500,000	\$ 150,000,000	\$6,829,500	12.07	\$1,810,500	20.43	\$3,064,500	13.03	\$1,954,500
Residential	1,600,000	\$ 64,250,000	\$2,925,303	12.07	\$775,498	20.43	\$1,312,628	13.03	\$837,178
Hotel	750,000	\$ 25,300,000	\$1,151,909	12.07	\$305,371	20.43	\$516,879	13.03	\$329,659
High Tech	500,000	\$ 28,000,000	\$1,274,840	12.07	\$337,960	20.43	\$572,040	13.03	\$364,840
total		\$ 272,550,000							
Total Tax Collected, Annual			\$12,664,202		\$3,366,179		\$5,568,197		\$3,729,827

Infrastructure Needs	Cost Equivalent	Cash Needed
Roads/Utilities	\$15,000,000	\$15,000,000
Parking	\$15,000,000	\$15,000,000
Totals	\$30,000,000	\$30,000,000

Source: CRB Realty; Atlanta Development Authority; and Economics Research Associates.



CALCULATION OF USABLE TAX INCREMENT
Atlantic Steel Redevelopment

	<u>PHASE I</u>	<u>PHASE II</u>	<u>PHASE III</u>
Total Tax Revenue	\$ 12,842,212	\$ 5,839,227	\$ 12,664,202
Less Sales Tax Revenue	\$ 3,060,000	\$ 765,000	\$ 255,000
Total Ad Valorem Property Taxes	\$ 9,782,212	\$ 5,074,227	\$ 12,409,202
 Assessed Value of Existing Atlantic Steel Property	 \$ 7,466,140	 \$ 7,466,140	 \$ 7,466,140
 Usable Millage Rates			
City of Atlanta	12.07	12.07	12.07
Atlanta Public Schools	20.43	20.43	20.43
Fulton County	<u>13.03</u>	<u>13.03</u>	<u>13.03</u>
TOTAL	45.53	45.53	45.53
 Total Base Revenue From Ad Valorem Property Tax	 \$ 339,933	 \$ 339,933	 \$ 339,933
 Total New Revenue From Ad Valorem Property Tax	 \$ 9,442,278	 \$ 4,734,294	 \$ 12,069,268

Source: Fulton County Tax Commissioner's Office; and Economics Research Associates.



PROPERTY TAX AND SALES TAX BONDING ESTIMATES

PHASE I

BONDING NEEDS FOR ATLANTIC STEEL			BONDING CAPACITY OF ATLANTIC STEEL		
YEAR	NEEDS	AMOUNT			
2001	Roads & Utilities	\$ 30,000,000	New Property Tax Revenues	\$	9,442,278
	Remediation	\$ 25,000,000	New Sales Tax Revenues	\$	3,060,000
	Capping	\$ 25,000,000	Total New Tax Revenues	\$	12,502,278
	Parking	\$ 30,000,000	Debt Service Coverage		1.35
	Total	\$ 110,000,000		\$	9,260,947
			Term (years)		25
			Rate		7.00%
			Projected Gross Bond Funds	\$	107,923,214
			Less 2% Transaction Fee	\$	2,158,464
			Gross Bond Funds After Fees	\$	105,764,750
			Surplus/Deficit	\$	(4,235,250)

PHASE II

BONDING NEEDS FOR ATLANTIC STEEL			BONDING CAPACITY OF ATLANTIC STEEL		
YEAR	NEEDS	AMOUNT			
2005	Roads & Utilities	\$ 15,000,000	New Property Tax Revenues	\$	4,734,294
	Remediation	\$ -	New Sales Tax Revenues	\$	765,000
	Capping	\$ -	Total New Tax Revenues	\$	5,499,294
	Parking	\$ 15,000,000	Debt Service Coverage		1.35
	Total	\$ 30,000,000		\$	4,073,551
			Term (years)		25
			Rate		7.00%
			Projected Gross Bond Funds	\$	47,471,467
			Less 2% Transaction Fee	\$	949,429
			Gross Bond Funds After Fees	\$	46,522,038
			Surplus/Deficit	\$	16,522,038

PHASE III

BONDING NEEDS FOR ATLANTIC STEEL			BONDING CAPACITY OF ATLANTIC STEEL		
YEAR	NEEDS	AMOUNT			
2010	Roads & Utilities	\$ 15,000,000	New Property Tax Revenues	\$	12,069,268
	Remediation	\$ -	New Sales Tax Revenues	\$	255,000
	Capping	\$ -	Total New Tax Revenues	\$	12,324,268
	Parking	\$ 15,000,000	Debt Service Coverage		1.35
	Total	\$ 30,000,000		\$	9,129,088
			Term (years)		25
			Rate		7.00%
			Projected Gross Bond Funds	\$	106,386,581
			Less 2% Transaction Fee	\$	2,127,732
			Gross Bond Funds After Fees	\$	104,258,849
			Surplus/Deficit	\$	74,258,849

TOTAL NEEDS	\$	170,000,000	TOTAL CAPACITY	\$	256,545,637
			TOTAL SURPLUS/DEFICIT	\$	86,545,637

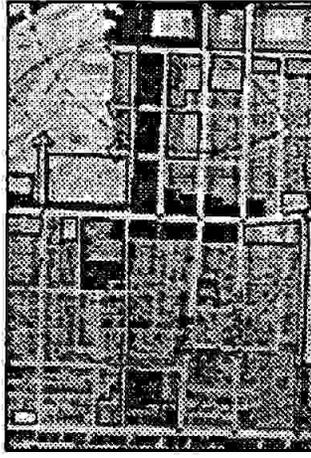
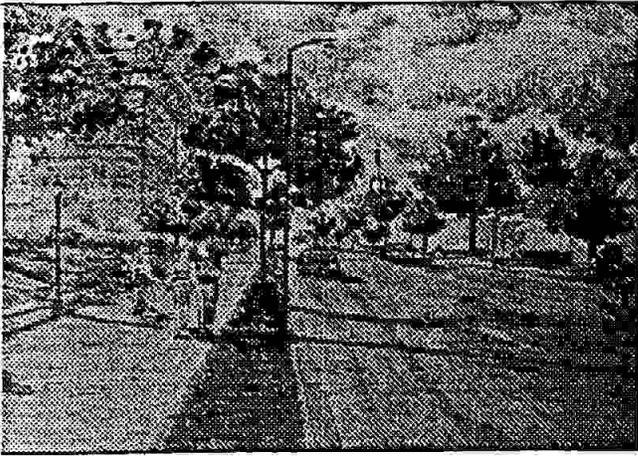
Source: CRB Realty; Atlanta Development Authority; and Economics Research Associates.



APPENDIX 4

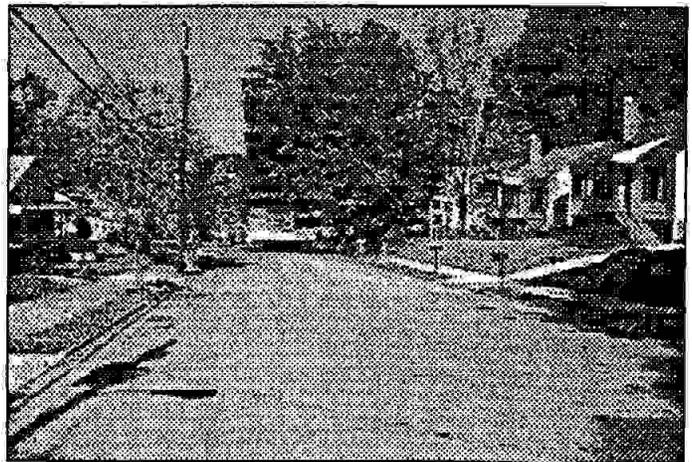
Workshop 4 Home Park

Blueprints for Successful Communities



Workshop **4** Home Park

Blueprints for successful communities



William - this has been xeroxed improperly
it is based on 2 page layout as:



+ some of the graphics are in the wrong place
comments are welcomed - thank you

The Home Park Community Design Workshop

results of a community design
workshop for the ~~city of~~ Home Park,
Atlanta, Georgia

A component of The Blueprints for
Successful Communities Initiative
of The Georgia Conservancy in
Partnership with:

The Interprofessional Community
Design Collaborative and,
The Georgia Tech Urban
Design Workshop

December 1998

Funding provided by

Funding provided by:

URS

AT&T

Georgia Power

Deen Day Smith

Philip Morris Companies, Inc.

Kraft Foods and Miller

Brewing Company

City of Atlanta

The Rich Foundation

Contents

Blueprints for Successful Communities	page 2
Community Assets and Issues	page 3
Vision for the Future/Goals for the Plan	page 4
Market Content	page 6
Community Survey and Analysis	page 8
Issues and Recommendations	page 14
Summary of Goals	page 24
Phase 1 Strategic Actions	page 26
Home Park and Atlantic Steel	page 27
Participants	page 28

The Blueprints Initiative

Renowned planner Jan Gehl once compared cities to all-night house parties by saying, "Cities, like parties, come in three versions. Some you don't go to unless you have to; some you leave as soon as you can; and others you go and stay for much longer than you planned."

When cities, towns and neighborhoods become lost in the morass of sprawl development they begin to feel like places you want to leave as soon as you can.

There is a growing consensus among members of the environmental and business communities that the current trend of low-density, decentralized, automobile-dependent development so common in this country for the past 50 years is a major threat to quality of life. Not only is it expensive for local governments to serve, but the impact that this urban form has on the environment is staggering. Automobile emissions create toxic air pollution. Stormwater surging across miles of asphalt poisons rivers and streams. Thousands of acres of farms, woodlands and open space are lost to strip malls and parking lots.

In Georgia a diverse group of people including home builders, architects, planners, developers, environmentalists and neighborhood leaders are among a growing number of people who are beginning to understand the link between the health of our environment, our economic stability and the way we use land. In 1995, The Georgia Conservancy convened such a group of people to foster public awareness about better ways to grow communities. A coalition was formed called the Successful Communities Partners.

The Successful Communities Partners have been instrumental in raising public awareness in Georgia and in the Atlanta region specifically about alternative land use and transportation strategies that are good for the environment and good for the economy. Part of the work of the partnership includes a project known as the Community Design Workshop. With the Urban Design Workshop of the Georgia Tech College of Architecture and the Interprofessional Community Design Collaborative, the partnership conducts workshops in selected communities in Georgia to address specific development issues in those communities which may be prototypical for the state in general. The workshops also serve to integrate the Successful Communities Principles that have been established as a result of this initiative.

The Home Park Community Design Workshop was conducted in December 1998. Like the workshops that preceded it, The Home Park Workshop provided an opportunity for its residents to take responsibility for their community destiny. By participating in the design of their own neighborhood, residents were able to create a model to guide the future of their community. This

model will hopefully lead to a community designed for people, where walking to the corner store is commonplace, where tree-lined streets and bike paths are the norm, where greenways encircle neighborhoods, where traffic congestion and air pollution are minimal.

It is the hope of The Georgia Conservancy and its partners that this effort, combined with continued public education will result in communities across Georgia which are economically strong, environmentally sound.

Successful Communities Principles

Successful Communities:

- work together to produce a high quality of life that they want to sustain;
- work to create regional strategies for transportation, land use and economic growth;
- understand that sustainable community design is based on the effect of the built environment on the natural environment, aesthetics, scale, history and culture;
- promote efficient use of existing infrastructure, energy, water and land;
- incorporate compact integrated land uses which bring people closer to work, to school and shopping and safeguard undeveloped lands for agriculture, greenspace and recreation;
- provide transportation options so that each member of the community has access to goods, services and recreation;
- are designed to be safe, healthy, economically strong, environmentally sound and inclusive.

Objectives of Urban Livability

- Diversity of income.
- Diversity of family/household type (age, size composition).
- Balanced economic growth for both job development and commercial services.
- Diversity of land uses, closely integrated within the community.
- Access by all persons to housing options, including single family, multi-family and extended family opportunities in both rental and ownership formats.
- Access by all persons to transportation options (pedestrian, bicycle, automobile and transit) supported by a fine-grained street system.
- Efficient use of existing physical and social infrastructure.



THE HOME PARK COMMUNITY ASSETS AND ISSUES

The workshop process included weekly meetings of the Home Park Workshop Steering Committee which consisted of neighborhood residents and representatives from the City of Atlanta, Georgia Tech, the Atlantic Steel Development Team, the Midtown Alliance, Turner Broadcasting System and the Atlanta Development Authority. Presentations and discussion were held concerning each of these adjacent areas and their current development plans and policies.

In addition, the process included two separate sessions where residents were asked to list and rank the assets and issues of their community. The questions posed were:

1. What do residents value most about living in Home Park? What attracted you to the neighborhood and what do you regard as its most important assets?
2. As the development pressures build up within and around the neighborhood, what problems will need to be addressed in order to maintain, preserve and enhance the characteristics most valued by the residents?

The results are presented in the following table:

NEIGHBORHOOD ASSETS AND VALUES	RANK	NEIGHBORHOOD ISSUES	RANK
A. Quality of Life		A. Land Use/Zoning and Building Codes	
1. Strong sense of community; ever-present vitality.	2	1. Inappropriate land uses and development are widespread. Many uses are incompatible with existing buildings. Architectural styles are mixed; the neighborhood's historic character is threatened.	2
2. The place is quiet; it has a small town quality.	3	2. Enforcement of the City's building and zoning codes is spotty.	4
3. Diversity and the acceptance of diversity.	8	3. Lack of neighborhood convenience retail.	7
4. Having a community-run day care center.	12	B. Property Values/Absentee Ownership	
B. Physical and Natural Excellence		1. Absentee ownership of many properties has brought about many negative impacts.	1
1. Walkability of the community; the presence of sidewalks.	4	2. Rising property values, while appreciated by long-term homeowners, is tending to change the character and affordability of the neighborhood.	13
2. Predominance of single-family houses, with front and rear yards.	6	C. Streets/Sidewalks/Traffic	
3. Narrow streets give a compactness to the residential character.	7	1. Traffic congestion on 10th and 14th.	
4. There are places of historic value and interest in the neighborhood.	9	2. On-street parking is made more troublesome due to employees who work in nearby offices and students from Georgia Tech who park all day.	
5. "We live in a forest. There are Wild Things about."	10	3. Narrow streets limit access (especially with so many on-street parked cars. Emergency vehicles are constricted).	
C. Economic Opportunities		4. Many sidewalks are in poor repair and difficult to walk on, especially for older citizens.	8
1. Location: nearness and good access to downtown, the interstates, Hartsfield Airport, Centennial Park, places of work, medical facilities, Georgia Tech, private schools.	1	D. Public Services and Safety	9
2. Affordability of the housing (although this is changing).	5	1. Crimes against property are not uncommon. Concern about crime against people is not as great, but there is an uneasiness in walking after dark.	10
3. Proximity to Georgia Tech has meant that faculty members are part of the community.	11	2. City does not provide sufficient police and sanitation services.	11
		E. Impact of Adj. Existing and Proposed Uses	
		1. Atlantic Steel, impacts unknown (north of 14th, south of 14th).	6
		F. Need for a Comprehensive Future Vision and Master Plan	12

VISION FOR THE FUTURE

Home Park is a neighborhood which its residents, businesses, and institutions regard as one of Atlanta's most desirable communities in which to live and raise their children. It enjoys strong personal associations, considerable physical charm, buildings of historical importance and abundant natural beauty. Diversity can be found throughout: in its people, its housing and other land uses, and in its institutions. A close-in location gives easy access to places for shopping, education, entertainment, health services, and work. Its housing remains affordable.

The residents, businesses and institutions of Home Park value these assets and are committed to their preservation and enhancement. They recognize that this will require the building of a broad community consensus around a Master Plan for the neighborhood, assure that the quality of life they now enjoy will constantly improve. Such a plan will need to address many problems which could threaten this sustainability: the condition of housing, infrastructure and open spaces, as well as problems associated with traffic, parking and safety. It will describe the neighborhood's future within a changing City's environment: its relationship to the development of the Atlantic Steel property and to the growth of Georgia Tech, Midtown and other close-by properties. It will identify its role in proposed improvements to transportation systems and modes.

The future of Home Park is tied to recognizing and confronting this change. Its residents, businesses and institutions are committed to addressing the critical issues in order to realize the planning goals which it has set for the community's future.

The overall goal of the Home Park neighborhood is to achieve a livable and sustainable inner-city community. This can only be achieved by integrating all parts of the neighborhood into one diverse and vital whole, including

- The historic traditional residential neighborhood
- The new development on the Atlantic Steel property
- The emerging multi-use district west of Northside Drive

Long term sustainability for an integrated Home Park community consists of the following components at least:

- Housing diversity of household type (age, size, income, demographic composition) in a balance of rental and owner formats
- Diversity of land uses that serve the neighborhood population, including retail, civic and recreational uses
- Balanced population of permanent residents, students, and daytime workers.
- Balanced accessibility to, from and within the neighborhood to a variety of transportation options (pedestrian, bicycle, automobile and transit) supported by a fine grained street system

GOALS OF THE WORKSHOP NEIGHBORHOOD PLAN

1. Retain and enhance the neighborhood's physical character

The plan seeks to maintain the small town character of the neighborhood, including qualities reflected by its narrow streets, sidewalks and walkability, heavy tree cover, and its close-knit and compatible architectural style. Included also is the protection of the historic buildings and places valued by the community. It seeks, above all, to continue to preserve the serenity of the neighborhood.

2. Maintain Home Park's sense of community

The plan seeks to sustain the neighborhood's present cohesiveness and vitality, which grows out of strong community institutions and associations. To maintain this sense of community, the goal is to establish a continuous planning process, provide open and widespread citizen involvement, and retain a balance in the diversity of residents who live in the community.

3. Strengthen Home Park's organizational structure

The plan seeks to describe the means to implement its recommendations. This will require modifying the existing organizational structure in order to undertake the recommended program or to reach out to other appropriate public and private organizations which have the responsibility and capacity to undertake the recommendations.



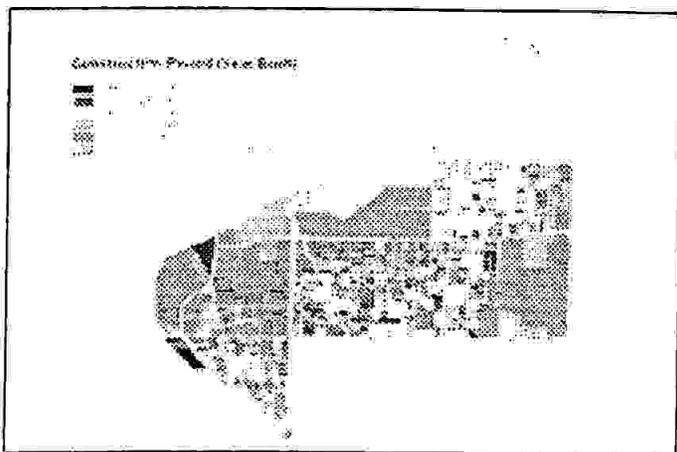
HISTORY OF HOME PARK

The area of Home Park was originally known as Chastaintown, in honor of Avery Chastain, a large estate owner whose house was located at the intersection of Hemphill Avenue and Emmet (now Tenth) Street. Chastaintown was a center for horse-trading. Until the end of nineteenth century, it was a largely undeveloped area of woods and fields with few conveniences associated with city living. Home Park was first platted in 1905 on State Street at Emmet (now Tenth) followed in 1906 by the Hunerkopf property between State, Hunerkopf, Plum (now Francis) and Emmet Streets.

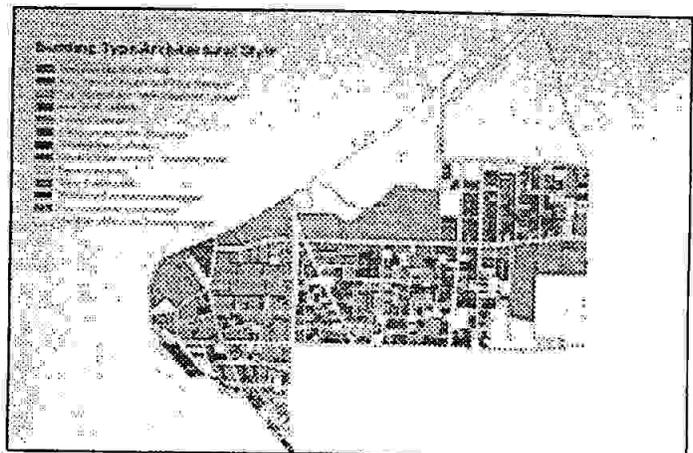
In 1901 George Washington Connors, along with several business associates, founded the Atlanta Steel Hoop Company. Connors realized the cost savings of establishing a local manufacturer of ties and hoops for cotton bales instead of ordering them from Pittsburgh. The property for the company, located just north of Home Park in land lots 148 and 108 of the 17th District, was purchased from A.L. and E.C. Kontz and Captain James W. English. Atlanta Steel Hoop Company became Atlantic Steel Company in 1907 and went on to become one of Atlanta's largest manufacturing establishments. Its growth fostered residential development in the area now known as Home Park. In addition to the employees of Atlantic Steel, the Home Park neighborhood also housed workers of the Exposition (Cotton) Mill on Marietta Street and the Miller Union Stockyards off Howell Mill Road.

Home Park was incorporated into the City of Atlanta in 1909, when a state ordinance expanded the city's boundaries beyond Fifth Street. This expansion had a clear effect, however, on Home Park's growth and physical appearance. In 1911 the Ethel Street School closed and the Home Park Elementary School opened on State Street. Hugh Richardson, developer of the Home Park subdivision, donated the property for this school to the city. Churches were very much at the heart of Home Park's religious and social life. Home Park residents were predominantly involved with one of the four Methodist Churches (Warren Candler, Hemphill, Payne Memorial or St. James) or the North Atlanta Baptist Church. In 1951 the four Methodist churches merged into the Tenth Street Methodist Church.

The commercial area located at Tenth Street and Hemphill Avenue served as the shopping and social center of the neighborhood. A large brick building at the northwest intersection built by Avery Chastain contained a grocery store, drug store and barbershop, among other retail spaces. Accessibility was a major advantage to living in Home Park. The three high schools that serviced Home Park, as well as downtown Atlanta, were easily accessible by public streetcar. The streetcar line was constructed to service Georgia Tech and Atlantic Steel long before Home Park was incorporated into the City of Atlanta. Convenience, good schools and churches, abundant grocery stores and other retail shops, along with the availability of public transportation, made Home Park an attractive neighborhood in which to reside.



Age of structure



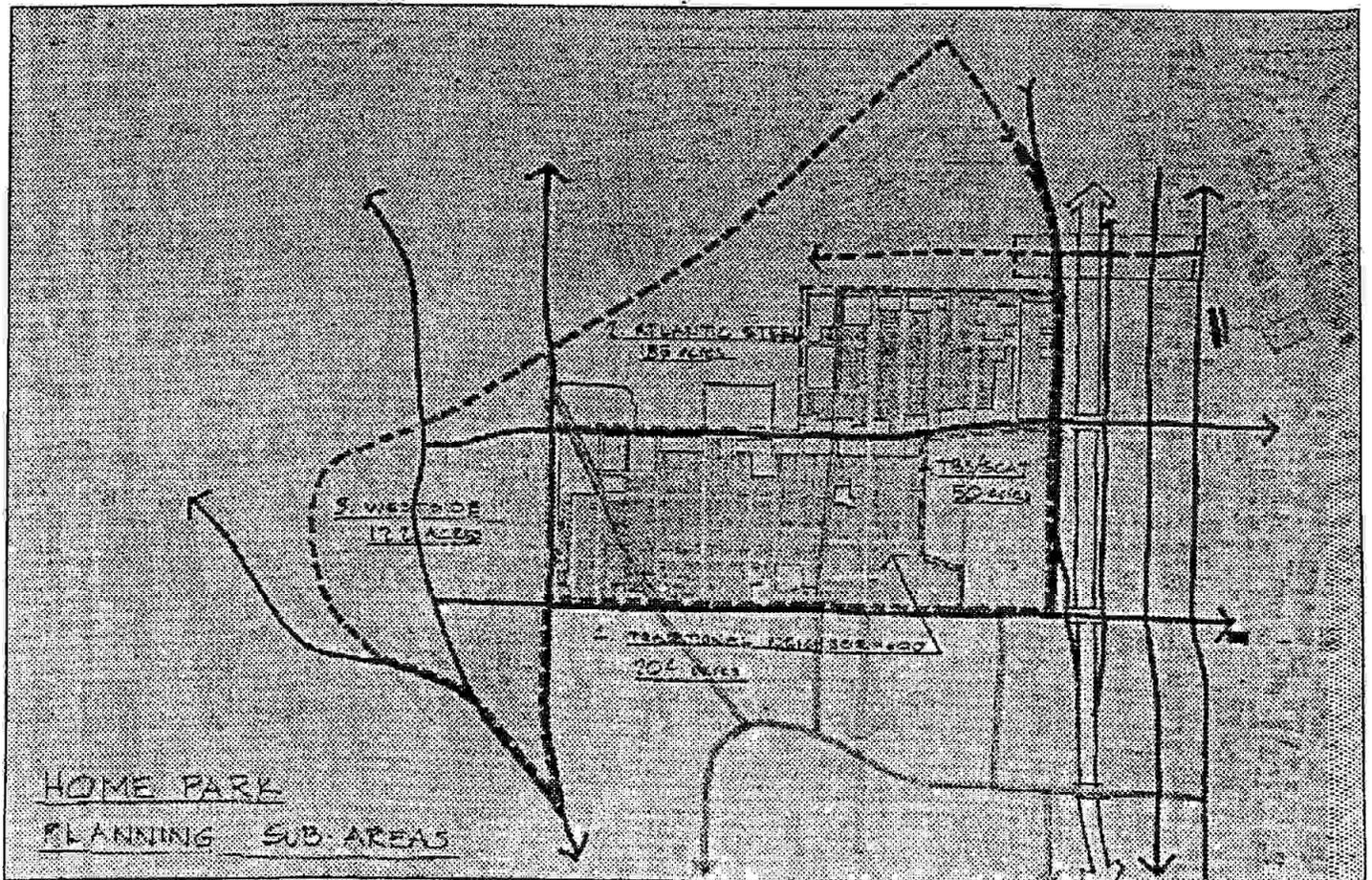
Building Type/Architecture Type



In the 1960s, elderly homeowners died and young homeowners moved to the suburbs resulting in an increasing number of available residential properties. With Georgia Tech expanding and the student population increasing, many properties were purchased with the sole purpose of renting them to students resulting in subdivided houses and absentee landlords. With the influx of Georgia Tech students, housing conditions seemed to decline while the crime rate rose. In 1991 there was an estimated owner-occupied rate of 35%. Recently, this pattern has been changing as younger owner-occupants have been moving to the area to take advantage of its location and affordable housing. Today the community of Home Park is a blend of student renters, older residents and young homeowners new to the neighborhood. In addition, the Home Park Learning Center, which was established as the Home Park Child Care Center in 1974 under the Home Park Community Improvement Association still operates in the neighborhood.

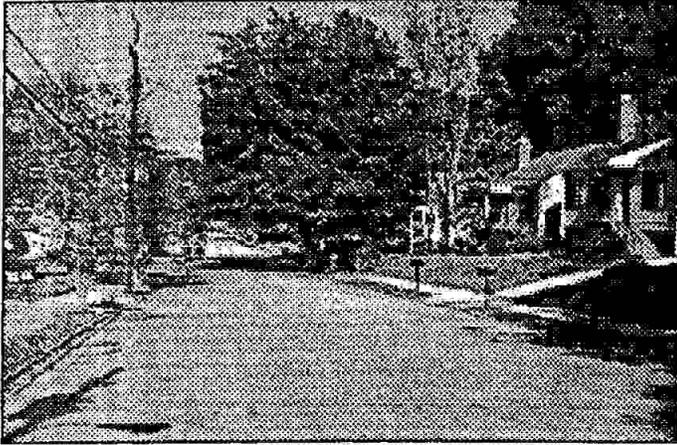
BIBLIOGRAPHY

- Department of Budget and Planning. Reflections: Traditions and Change in Home Park. Interviewing and Text by Ann Gilbert. Atlanta: NPU Neighborhood, Plan E, 1977.
- Garrett, Franklin M. Atlanta and its Environs. New York: Lewis Historical Publishing Co. 1954.
- History of Home Park Community Improvement Association (HPCIA) and Home Park Learning Center (HPLC).
- NPU-E History.
- Corporation for Olympic Development in Atlanta. Project Area Report: Home Park. Atlanta, September 1993.
- Tenth Street Methodist Church – history.



Neighborhood Context and Sub Areas

HOME PARK MARKET CONTEXT



INFILL RESIDENTIAL DEVELOPMENT IN CENTRAL ATLANTA

Atlanta, one of the nation's best examples of uncontrolled suburban growth, is experiencing an urban renaissance. The market for infill housing is stronger now than ever before, as conditions for infill development, both rental and owner occupied, are increasingly positive. Some other factors supporting this higher level of market interest are inherent in Atlanta's historic development context:

- Restricted federal funds for new road construction due to Atlanta's non-attainment status relative to the Clean Air Act;
- The low densities of development north of the I-285 perimeter make transit less workable;
- The refusal of many suburban counties to permit the extension of MARTA bus and/or rail service;
- The anonymity and lack of character in the suburbs;

There are also trends in the City, which support this new in-town residential development:

- Strong restaurant and entertainment districts in Buckhead, Virginia Highlands and Midtown;
- 1996 Olympic investments in beautification and the City's infrastructure;
- Demolition and redevelopment of large public housing complexes including nearby Techwood;
- New office growth in the Buckhead and Midtown

- areas; and
- Rapid home prices appreciation in numerous in-town neighborhoods.

The combination of these factors has led to mid and high rise construction of condominiums in the Buckhead area, conversion of high rise and loft apartment projects in downtown and Midtown into condominiums and massive apartment construction from downtown to Buckhead. People who work in the city have proven to be a strong market segment for in-town housing, representing approximately 70% of demand. These levels of interest are reflective of the infill development patterns thus far. Buckhead and Midtown have seen the bulk of the new residential construction in the city, followed by the fringes of Downtown and lastly the heart of Downtown.

In terms of specific locations, developers in Atlanta are looking for sites that possess the following characteristics:

- Accessibility to MARTA, particularly rail service;
- Proximity to retail and entertainment uses;
- Proximity to major "focal points", such as a museum, park, established retail, etc.;
- High visibility locations;
- Sites with zoning in place, few negative "site issues" and good schools, if possible;
- Availability of older buildings with strong architectural character for re-use.

Specific market audiences for infill product in Downtown and Midtown Atlanta have generally consisted of young singles and couples seeking an urban life style; empty nesters tired of long commutes; students, faculty and staff in Atlanta universities; and young professionals. Historically missing in any significant numbers are families with children to a large extent, a result of perceptions about public schools.

Downtown and Midtown infill development has largely centered on a rental product, particularly garden apartments and loft conversions, although rental high rise development appears to be gaining momentum with a number of new projects underway. For sale product has emerged more recently, resulting from loft and high rise apartment conversions.

The overall dynamics are in place in Atlanta to support a growing market base for in-town housing. Rental apart-



ment development within infill locations is strong, as moratoriums on apartment development in the suburbs combine with a renewed focus on in-town locations by several major apartment developers.

The market for new condominium development is also strong. Developing more moderately priced condo units appears to be the major challenge, as most new product is priced above \$200,000. The majority of new condo units on the market below \$200,000 can be found in the apartment conversions such as the Grandview in Buckhead and the Mayfair in Midtown.

The major piece of the puzzle still missing is a plan of action by the City of Atlanta to encourage, on a larger scale, the development of housing for the middle class. Such a policy could make development of "affordable" residential housing more viable in the City of Atlanta and would help to satisfy not only the City's goals of attracting more middle class housing, but would contribute to the area's regional development patterns and need to bring housing closer to employment.

Today there is increasing demand for affordable in-town housing from persons who want to own their own home, and with tremendous housing value appreciation throughout the Atlanta market, the Home Park neighborhood will become increasingly attractive. This will probably result in a significant increase in full time residency in the neighborhood.

COMMERCIAL SERVICES SUPPORTED BY THE HOME PARK NEIGHBORHOOD

If you take the existing 1,100 households in the neighborhood and multiply that by the average of \$11,000 spent on retail goods and services by households in the area, that equates to over \$12,000,000 in retail expenditure potential. That means the neighborhood could theoretically support 50,000 to 55,000 square feet of retail space. When you break that down by category, for example, grocery, there is enough support from the neighborhood for 16,000 to 17,000 square feet of grocery store space. The existing neighborhood, with substantial residential development on the Atlantic Steel site, easily supports substantial neighborhood-serving shopping and services.

INFLUENCE OF ATLANTIC STEEL DEVELOPMENT

The Atlantic Steel Development will have substantial impact on the neighborhood, and the neighborhood should have impact on whatever happens at the Atlantic Steel property. They are part of one community. Home Park should influence the character of what happens at Atlantic Steel, even if the scale of development is different. This should effect such things as landscaping, architecture, site planning, pedestrian and automobile connections. Both the neighborhood and the new development will benefit from linkages between the new and the old.

Immediate impacts will likely include the development of the retail portions of the site. Ideally this retail will be a combination of specialty retail, entertainment retail, and community-serving retail establishments. Urban Land Institute case studies of urban "town centers" demonstrate that they succeed best when they include all three of these retail categories. The neighborhood will be important to the success of the center, because with the neighborhood, particularly in the early years, the center will rely on people coming by car from somewhere else. Neighborhood support, even though small in terms of total potential retail expenditures, will help make it more of a "real place", especially if pedestrian activity results from good pedestrian connections.

The success of the Atlantic Steel site will create further redevelopment pressures on the neighborhood, so it will be important to determine the essential aspects of the neighborhood's character that should be preserved, and to take steps to ensure that those aspects of character are protected. For example, there will be interest in combining residential lots for multifamily housing development in some areas of Home Park, particularly along the edges of the existing residential core. The neighborhood will need to decide if this is desirable, and to take steps to determine where conversion of the largely single family character will be allowed to change, if at all.

This section prepared by Gregg Logan of Robert Charles Lesser & Company and a professional panelist for this workshop.



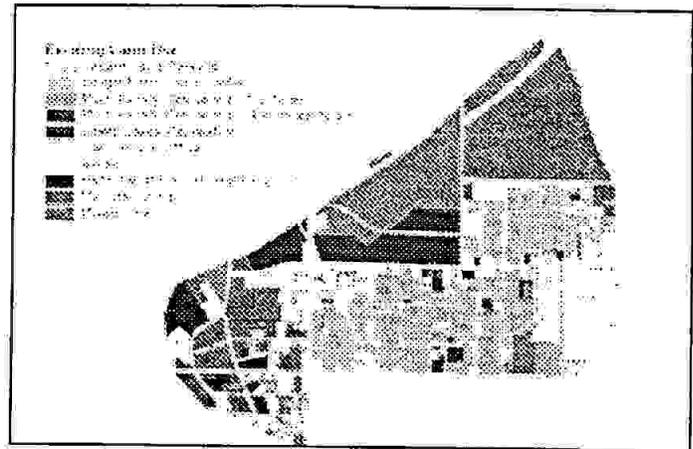
COMMUNITY SURVEY AND ANALYSIS

Using the Geographic Information System (GIS) survey prepared for Home Park as a designated Olympics Impact neighborhood in 1993 as a base, current field data was recollected and remapped by students and residents for the workshop. Results of this effort for primary data categories are summarized as follows:

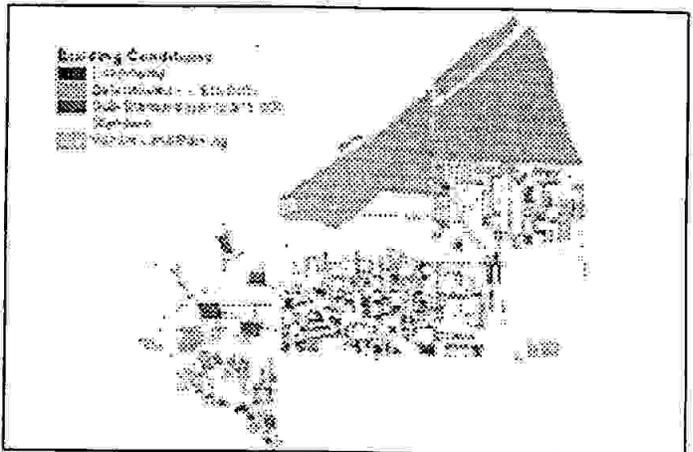
LAND USE

Land use patterns for Home Park show four distinct sub areas.

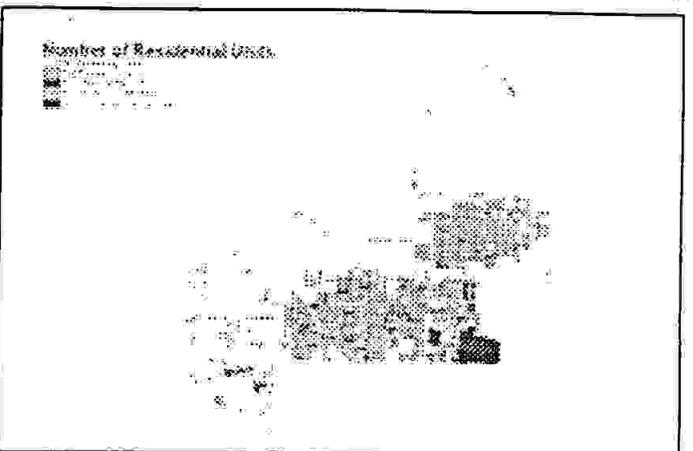
- The traditional neighborhood, consisting mostly of single family and low-density multi-family lots and associated commercial and institutional uses
- The area west of Northside Drive, consisting of mostly older industrial buildings with significant transitioning to mixed-use and live-work uses
- The area near to the I-75/85 connector with higher density commercial uses, including headquarters for Turner Broadcasting and Georgia Communications
- The Atlantic Steel property to the north, now unoccupied with a major mixed-use development pending.



Existing Land Use



Building Conditions
Conditions



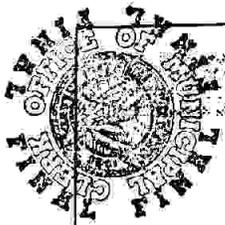
Number of Residential Units

BUILDING CONDITIONS

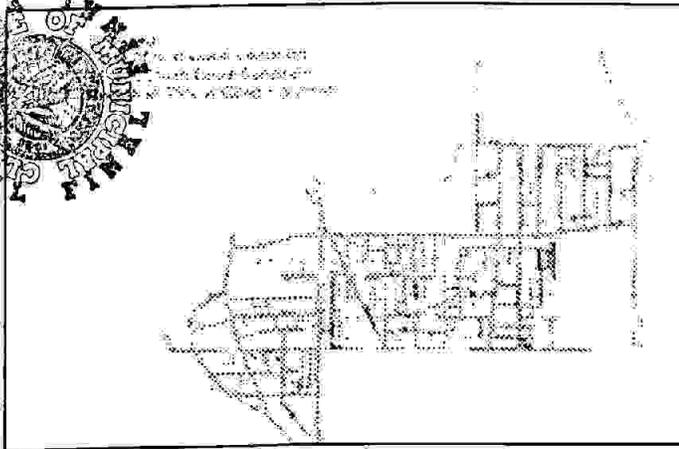
Exterior structural conditions were mapped based on a visual inspection from the street in four categories:

- Dilapidated (unsafe and should be demolished)
- Deteriorated (significant repairs needed)
- Sub-standard (minor repairs needed)
- Standard (good condition and/or cosmetic repairs needed).

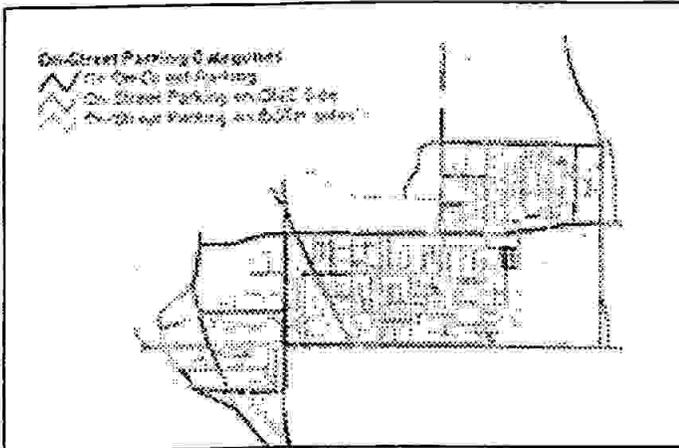
The survey shows the majority of neighborhood structures to be in standard or substandard condition despite their age. This demonstrates the economic pressure on the neighborhood for upgrading and rehabilitation.



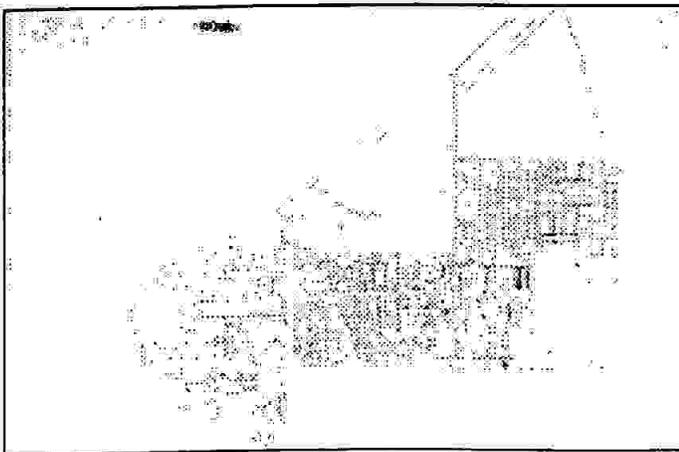
City of Atlanta, Georgia
Planning Department
100 Peachtree Street, N.E.
Atlanta, Georgia 30303



Sidewalk Conditions



On Street Parking



Off Street Parking

NUMBER OF RESIDENTIAL UNITS

The number of residential units on each lot was estimated from a visual exterior survey. The map shows both the low-density nature of the neighborhood and the random scattering of lots with more than one unit. This is due to newer construction of multi-family units permitted by zoning as well as the subdivision of older houses into smaller units, responding primarily to Georgia Tech student demand.

SIDEWALK CONDITIONS

Street and sidewalk conditions were mapped. Sidewalk conditions are illustrated here and show general deterioration in neighborhood sidewalks and a significant number of blocks with no sidewalks present.

ON STREET PARKING

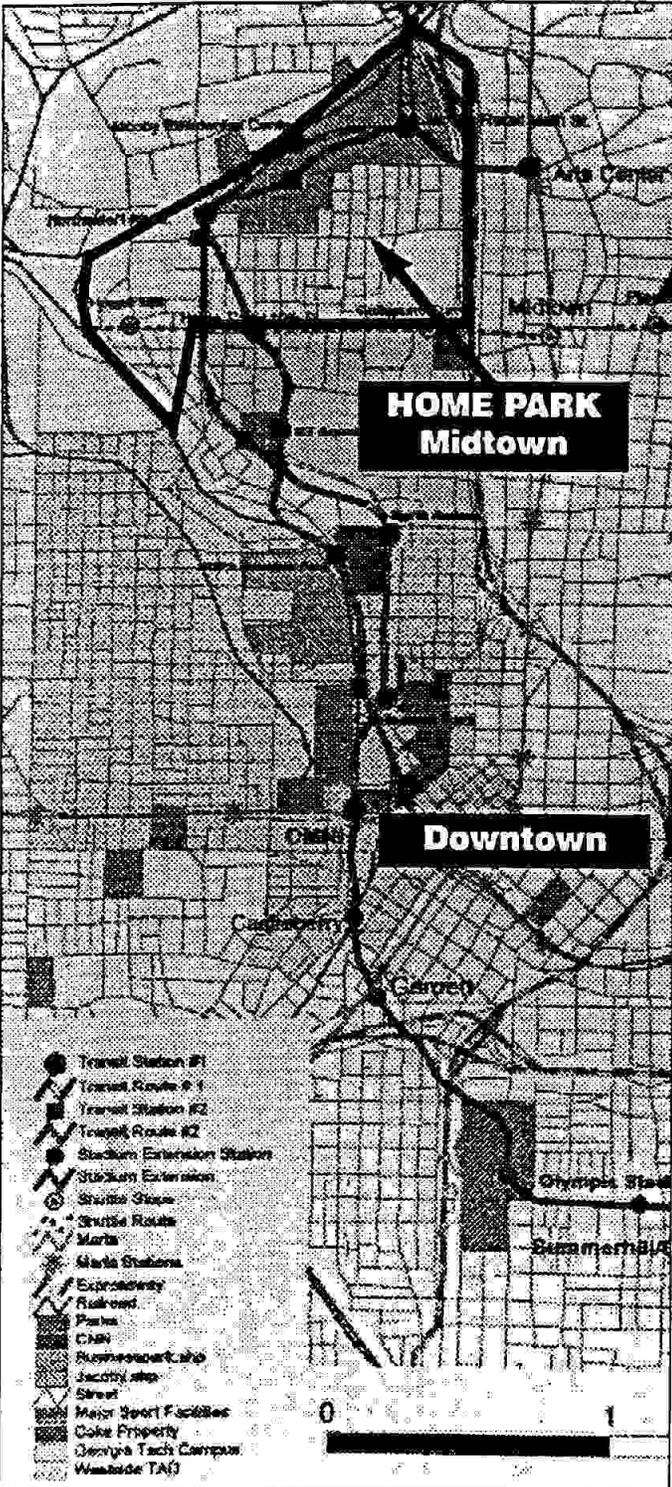
The small lots in Home Park result in few driveways causing a high demand for on-street parking. This is compounded by the neighborhood's narrow streets and pressure from commuting students, faculty, staff and neighboring businesses wishing to avoid parking registration at Georgia Tech.

OFF STREET PARKING

The demand for parking in the neighborhood has forced parking into alleys (where they exist) and onto lot yard areas in both legal and illegal configurations. The overall parking problem has resulted in special zoning provisions for on-street permit parking, which requires labor intensive management by neighborhood residents.

TRANSPORTATION

As a centrally located in-town neighborhood Home Park experiences significant transportation problems while enjoying extraordinary good accessibility to both traffic and transit opportunities.



Transportation context and proposed westside light rail line (Source: Atlanta Development Authority)

TRAFFIC

Issues related to automobile traffic can be summarized in four categories:

- Major urban arterials serve the neighborhood; 10th and 14th Streets serve east west movement and the corridor consisting of Northside Drive, Howell Mill Road and Marietta Street serve primary north-south access. All experience significant peak hour congestion.
- The neighborhood is also adjacent to the I-75/85 connector with direct access at both 10th and 14th Streets and an exit ramp system which permits exit traffic onto 16th Street. The 14th Street exit cannot adequately handle current traffic volumes creating a bottleneck condition on 14th Street throughout the day.
- While narrow neighborhood streets dissuade cut-through traffic in general, this demand is forced onto those streets which can accommodate it - i.e. Hemphill, State and Atlantic, creating both a speed and volume problem which degrades both safety and the environment in the neighborhood.
- The proposed Atlantic Steel development will greatly increase traffic in the area and will force more traffic onto existing neighborhood streets. The proposed freeway bridge at 17th Street is necessary to serve a development of this size and help keep increased neighborhood through traffic to a minimum and alleviate congestion at 14th Street. Additional signalization and traffic calming devices will be needed throughout the neighborhood to help mitigate these impacts.

TRANSIT

Home Park is well served by bus lines and two MARTA rail stations, although they are not within walking distance for most people. Recent studies for a west side "light" transit system (light rail, trolley, fixed guideway bus, etc.) indicate adequate ridership to support such a system. In general, this system can serve neighborhood residents, help reduce traffic impacts from the Atlantic Steel development and positively effect revitalization on the west side of the neighborhood. Home Park does support the accessibility afforded by such a system while opposing any negative impacts created by some of the proposed alignments and technologies.

SYNTHESIS

Two maps have been prepared which combine and analyze the recently collected field data, and help to draw general conclusion about the neighborhood.

NEIGHBORHOOD STABILITY

This combination of data relating to both age and condition of structures indicate a strong core of historic character and stability in the neighborhood, which is more predominant north of 14th Street than south of 14th Street. This data is inconclusive as to the eligibility of the neighborhood as a National Register Historic District without further study.

REVITALIZATION OPPORTUNITIES

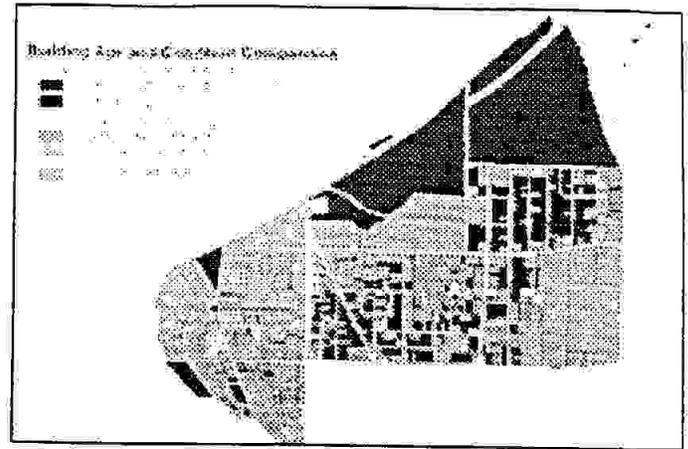
This map combines vacant and/or underused lots with deteriorated or dilapidated structures. It indicates that even with recent rehabilitation activity there are significant opportunities for infill revitalization, particularly on the west side of Northside Drive.

WORKSHOP STUDY AREAS

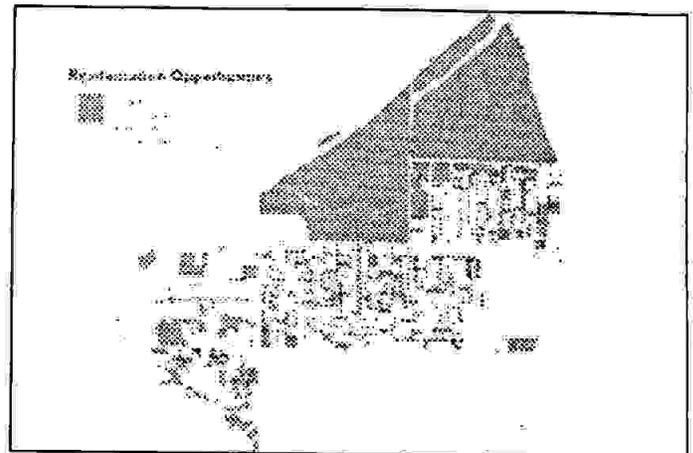
After analyzing the data, and assessing and ranking the issues, the steering committee chose five study areas for the workshop to address:

- Land use in general, including zoning issues, absentee ownership and code enforcement
- The public environment, including traffic, transit, parking, pedestrianization and open space
- The 10th Street corridor, including the neighborhood's relationship to the Georgia Tech Master Plan
- The 14th Street corridor, including edge conditions along the Atlantic Steel property
- The 16th Street / Mecalán corridors, also focusing on the Atlantic Steel edge.

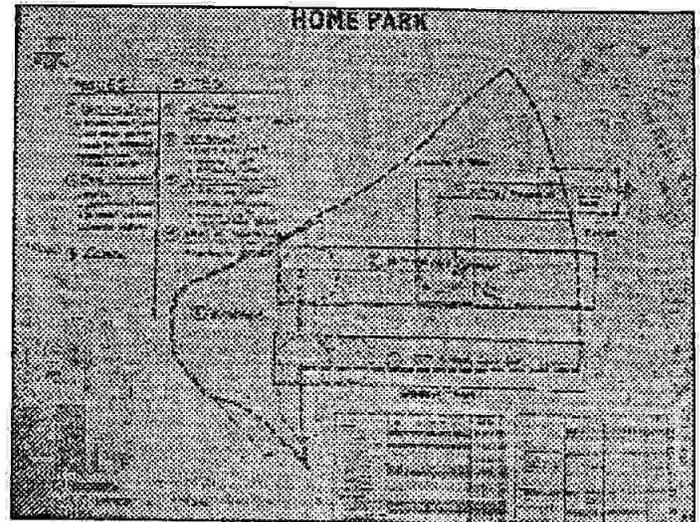
While Northside Drive and the diverse area to the west were considered to be of equal importance, it was decided to defer a study of this area pending the results of this study, the Atlantic Steel development and the west side transit system study and when more adequate representation from this area can be involved.



Comparison of Building Age & Conditions

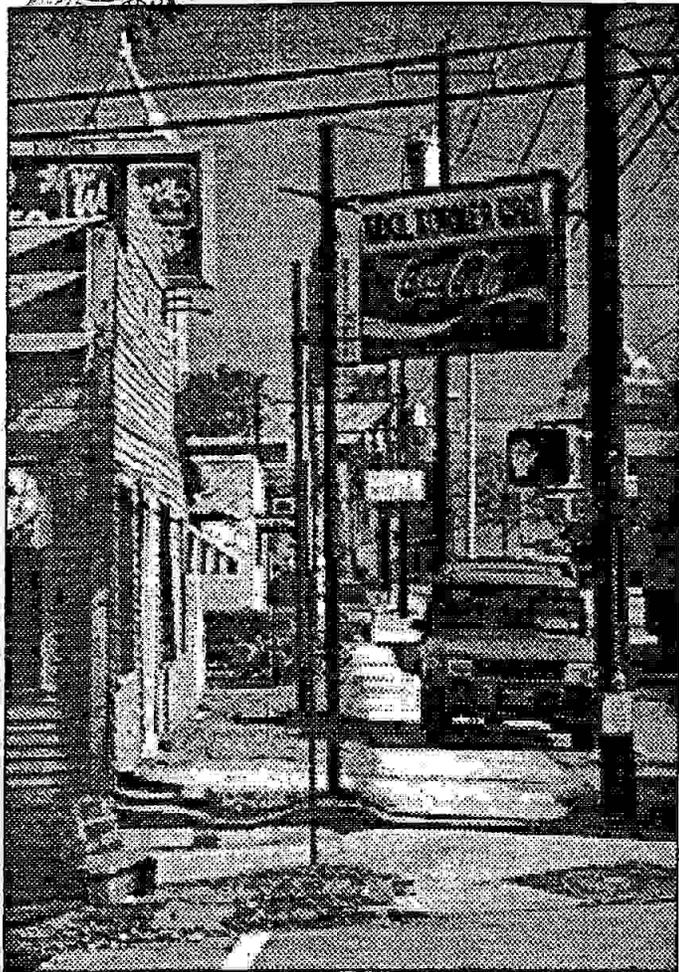


Revitalization Opportunities



Workshop Study Areas

STUDY AREA RESULTS



View east along 14th street

1. LAND USE, HOUSING AND ZONING

MASTER PLAN

Develop a Master Plan with broad community consensus, which would express the community's development and revitalization vision, goals, plans, policies and programs. The plan would be used to guide decisions related to land use, housing, transportation modes, public open space, environment enhancements, and historic preservation, as well as implementation strategies and regulatory guidelines and controls. Examples of important specific elements of the plan would include:

- Development guidelines related to land uses, bulk and density, definition of character, and techniques for improving the neighborhood's identity.

- Detailed designs for future development and redevelopment of the neighborhood's edges
- Seek commercial development which would serve the community's needs
- Programs for increasing the amount of open space and for protecting and enhancing the natural environment

SINGLE-FAMILY PROTECTION

Preserve, protect and enhance the single-family core both south and north. Examples of actions include:

- Additional guidelines for an amended SPI district
- Infill of vacant lots and spaces with single family -style housing, pocket parks and community gardening
- Encourage home ownership
- Seek closer review by City agencies of proposed improvement plans and stronger code enforcement of possible violations
- Work with GA Tech's Housing Office to provide students living in the neighborhood the opportunity to assert their tenant rights
- Seek out owners of poorly maintained properties and secure their cooperation in maintaining and upgrading their buildings and lots

NEIGHBORHOOD EDGES

Define the single-family edges to determine how these would be developed and redeveloped to protect the single-family edges.

- Provide clear buffers where commercial building abut housing areas
- Explore transition of land uses in edges where the new growth would help secure and firm up the adjacent single family housing.



ATLANTIC STEEL

View Atlantic Steel property as an integral part of the Home Park neighborhood and seek to assure that its development, design and land uses are compatible with the developed areas of the neighborhood and supportive of the needs of the residents.

- Extend the Home Park street patterns into the interior of the Atlantic Steel property
- Develop the contiguous areas so that they are compatible with development both within Home Park developed areas and proposed Atlantic Steel development
- Provide commercial uses which would serve needs of citizens who live in the developed areas of Home Park.

DIVERSITY

Adopt programs which would ensure that a diversity of housing and income groups would continue to be present in Home Park

- In the R-5 areas, identify and seek to control vacant and abandoned properties, utilizing those which are suitable to house the working poor and those requiring affordable housing, preferably owned by the occupant.
- Identify housing opportunities to house working poor within transition areas, on land controlled by the neighborhood.

INSTITUTIONAL ARRANGEMENTS

Establish strong and representative institutional mechanisms capable of addressing the current Home Park challenges and moving the elements of change toward the community's long-term vision. This includes a:

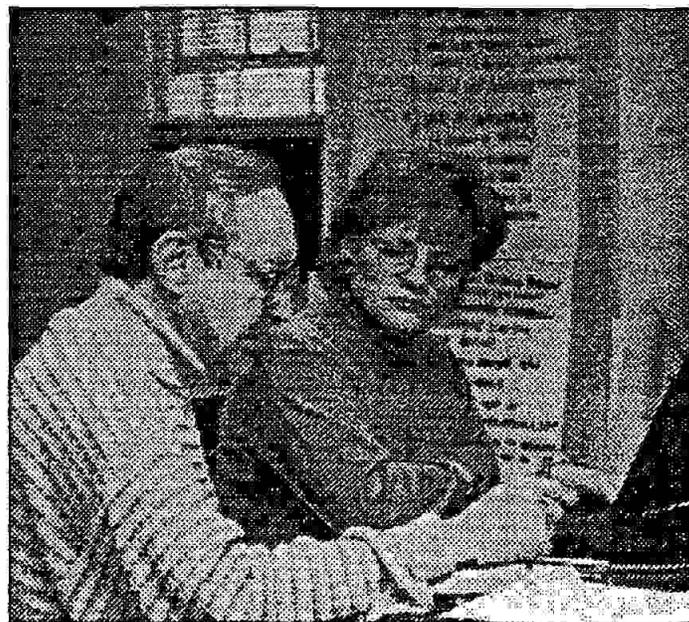
Community association which would, among other roles:

- Continue to encourage widespread citizen participation
- Create a means for working closely and continuously with Atlantic Steel, GA Tech, Turner, Midtown Alliance, and City planning and enforcement agencies, seeking their involvement in, and commitment to the Home Park revitalization efforts
- Establish the means for rewriting the requirements for quality development under the SPI designation.

Community Revitalization Corporation with the authority, among others to:

- Attract grants, loans, and donations with which to undertake the implementation of master planned projects
- Acquire and/or control property and enter into contracts to develop, manage development, lease and sell parcels, consistent with the intent of the master plan
- Enter into partnerships with others to carry out the mission of the corporation

- Manage rental properties
- Provide incentives to encourage home ownership.



Land use team leader Leon Epte with the Georgia Conservancy's Ellen Keys

Eplan

STUDY AREAS RESULTS



View of proposed linear park site along Mecaslin Street

2. PUBLIC ENVIRONMENT

TRANSIT

Support west side rail line

- helps reduce traffic from GA Tech and Atlantic Steel
- benefits neighborhood by creating neighborhood center and connector

Support stops at Mecaslin/14th/Northside edges of neighborhood to support retail development and serve neighborhood (more efficient, faster, more riders).

- stops at Mecaslin/14th, Northside/14th, Northside/10th (serves west side)
- no transit through neighborhood unless no negative impact shown

Explore high frequency bus shuttle on 10th Street to serve Georgia Tech, Turner Broadcasting and neighborhood

TRAFFIC

Neighborhood wide:

- pursue traffic calming measures where possible
- avoid closing streets in general
- keep all on-street parking and improve parking management and enforcement
- study benefits of one-way streets

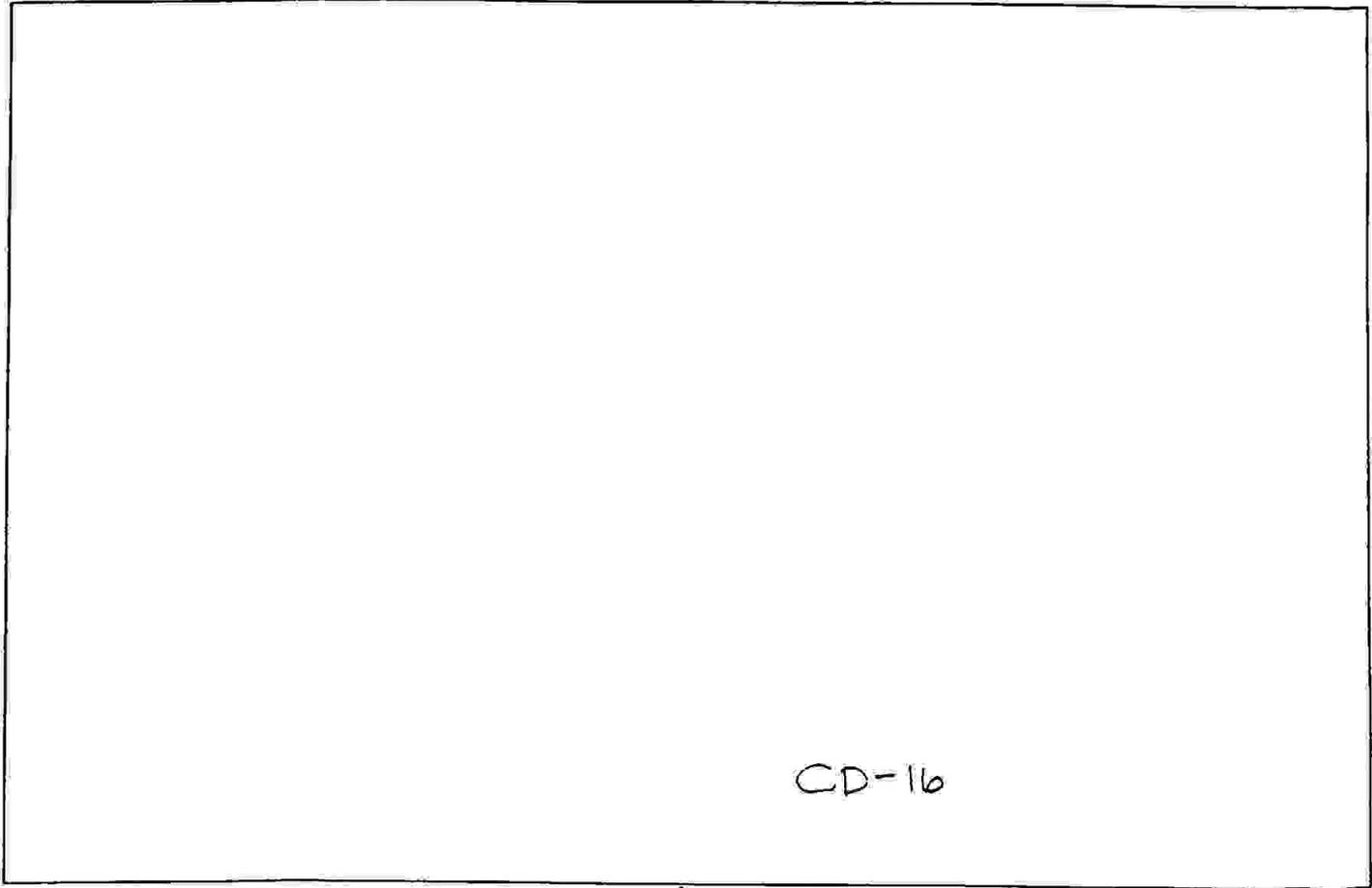
Specific Areas:

- maintain State Street as primary north-south through street
- connect Holly Street from 10th Street to 14th Street to alleviate north-south traffic
- reconfigure Hemphill to greatly reduce through traffic options:
 - close Hemphill between 14th Street and Northside Drive
 - narrow block south of 14th Street
 - widen bike/pedestrian connection
- manage Center Street to prohibit cut through traffic from Atlantic Steel
- maintain and protect 16th Street as neighborhood transitional street (i.e. no freeway access)
- study connections to Atlantic Steel to improve accessibility but limit cut through traffic in existing neighborhood
- prohibit truck traffic on 10th and 14th Streets

OPEN SPACE

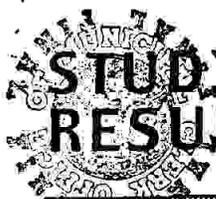
Neighborhood-wide

- Improve sidewalks throughout
 - Add where non-existent
 - Improve where needed
 - Add street lights and street trees where needed
- Create system of new park spaces and connectors
 - Larger parks at Mecaslin at 14th Street extending into Atlantic Steel with connection along Tumlin to connect to school and Mosque
 - Explore swap between City and Georgia Tech of Couch Park
- Create three or four mini parks to serve various areas
- Establish connectors
 - Pursue pedestrian and bikeways on unpaved streets
 - Pursue pedestrian and bikeways on key streets that connect parks
- Create a wide setback/park on north side of 14th Street to accommodate light rail, bikes and pedestrians
- Create a system of signs and gateways to create a cohesive community image



CD-16

Public Environment Plan



STUDY AREAS RESULTS



View west along 10th street

3. 10TH STREET CORRIDOR

MASS TRANSIT

- Investigate feasibility of high frequency bus shuttle on 10th Street serving Midtown MARTA station
- Continue Georgia Tech Stinger
- Improve bus stops

VEHICULAR TRANSPORTATION

- Slow and modify speeds through modifications and additions of signalization
- Evaluate route options for commercial truck traffic
- Investigate other traffic-calming devices

PEDESTRIAN CORRIDOR

- Improve sidewalk and streetscape environments
- Improve signalization and crosswalks
- Create streetscape amenities
- Evaluate and recommend bike route options, possibly through increased Georgia Tech setback on south side of 10th Street

PLANNED LAND USE

- Maintain as much residential as possible
- Allow limited multi-family
- Preserve residential environment edge

ARCHITECTURAL GUIDELINES

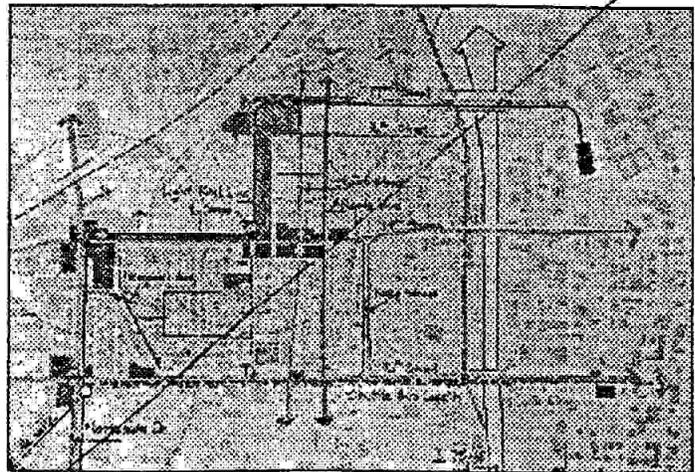
- Corridor edge needs to protect remainder of neighborhood
- Limit on-grade parking to residential or commercial use

GATEWAYS

- Enhance primary entrances to community, primarily at Northside, Hemphill and State Streets
- Explore western gateway as potential "Tech Village" commercial center
- Enhance 10th Street bridge for pedestrian use and gateway

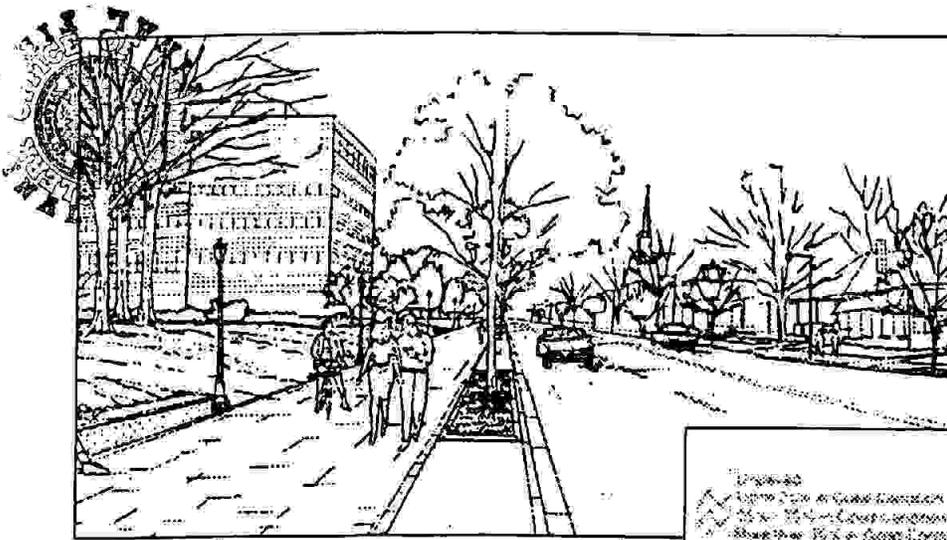
OPEN SPACE

- Create green connections and open space
- Look for unstructured recreational open space in comprehensive plan
- Investigate vest pocket park opportunities



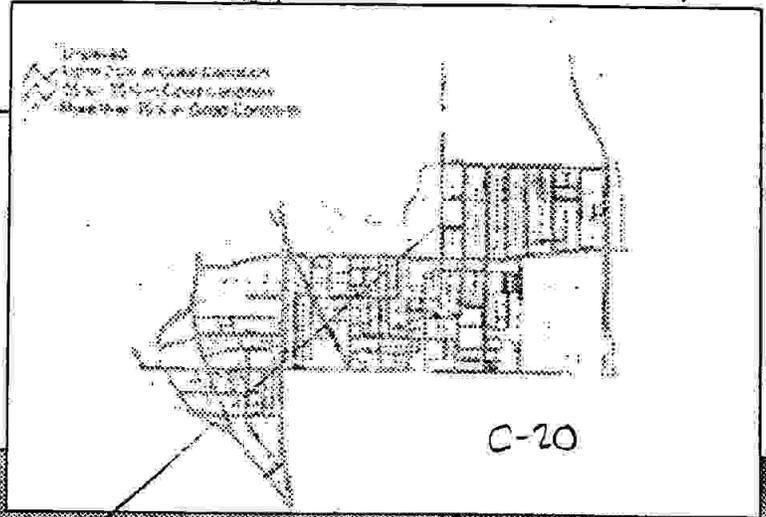
C-18

Land Use Alterations

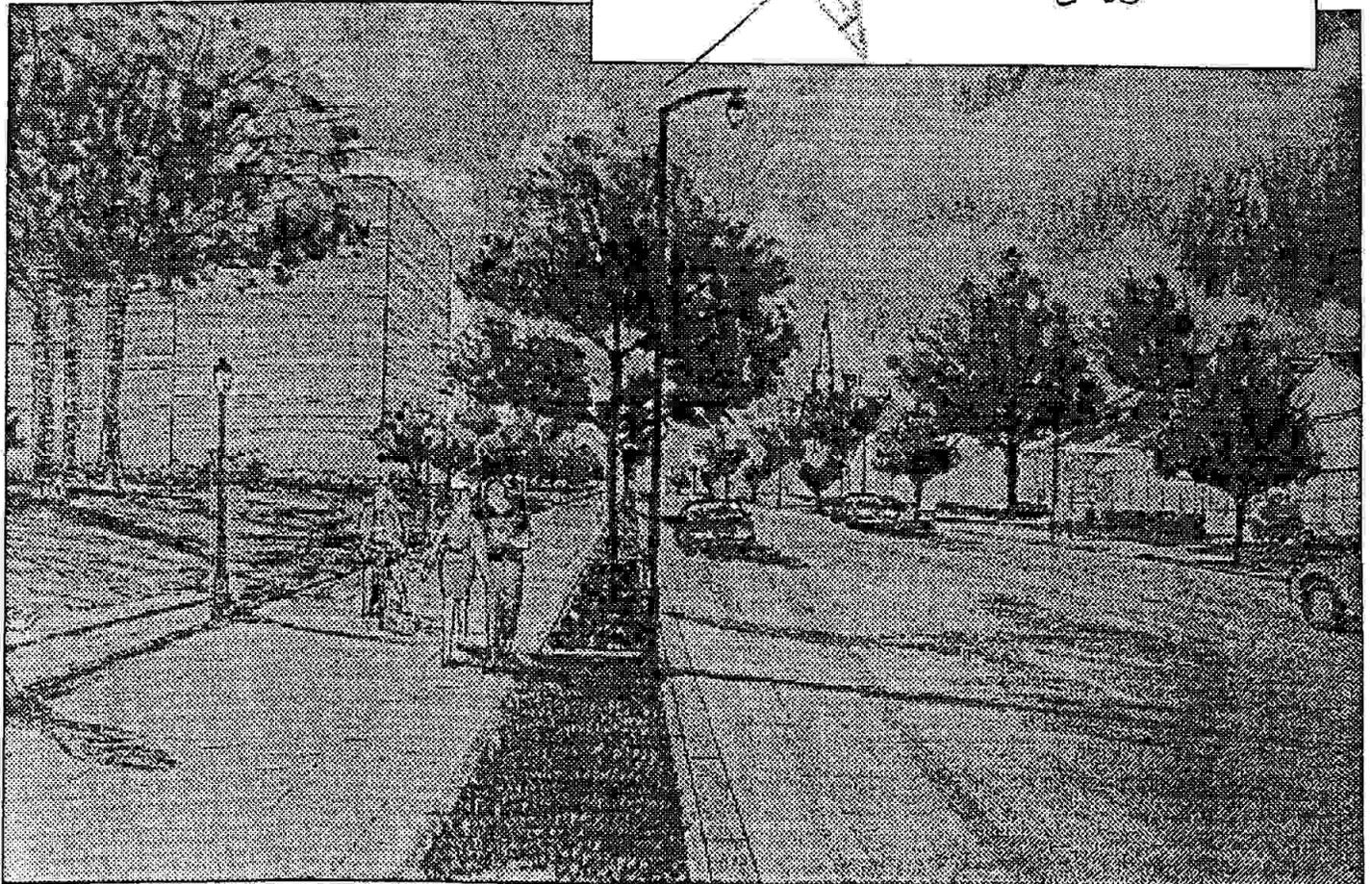


View of 10th street corridor

Existing Conditions



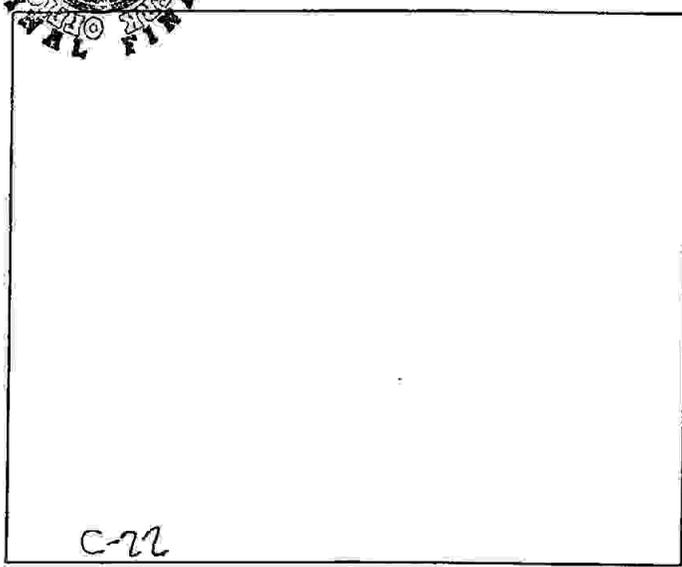
C-20



C-21

10th street corridor plan

STUDY AREAS RESULTS



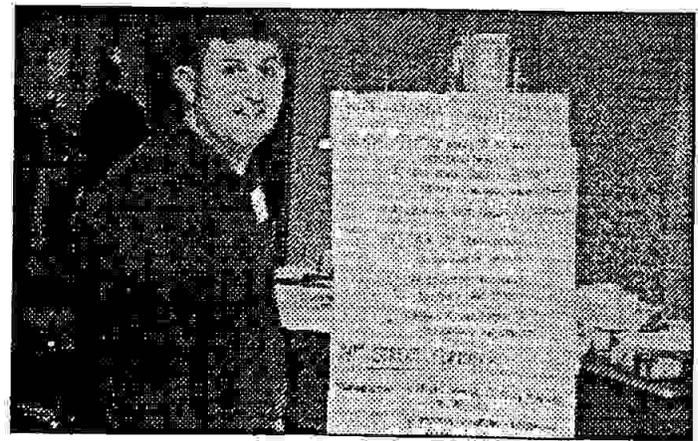
View west along 14th street

4. 14TH STREET CORRIDOR

- Issues to address
 - Area needs to be more pedestrian friendly
 - Vehicular traffic is very heavy
 - Lack of landscaping and abundance of utilities
 - Opportunity to change existing land uses
 - Need for buffers and circulation to surrounding residences.
- Do not change existing roadways for vehicles
- Improve pedestrian environment by widening sidewalks, adding trees, relocating utilities
- Consider neighborhood center between Tumlin and Atlantic Streets
- Create transit station site at Northside, near Mecaslin and 14th Street
- Increase access points to Atlantic Steel; encourage street front building in new development
- Create site plan standards and controls
- Repeat design elements throughout neighborhood

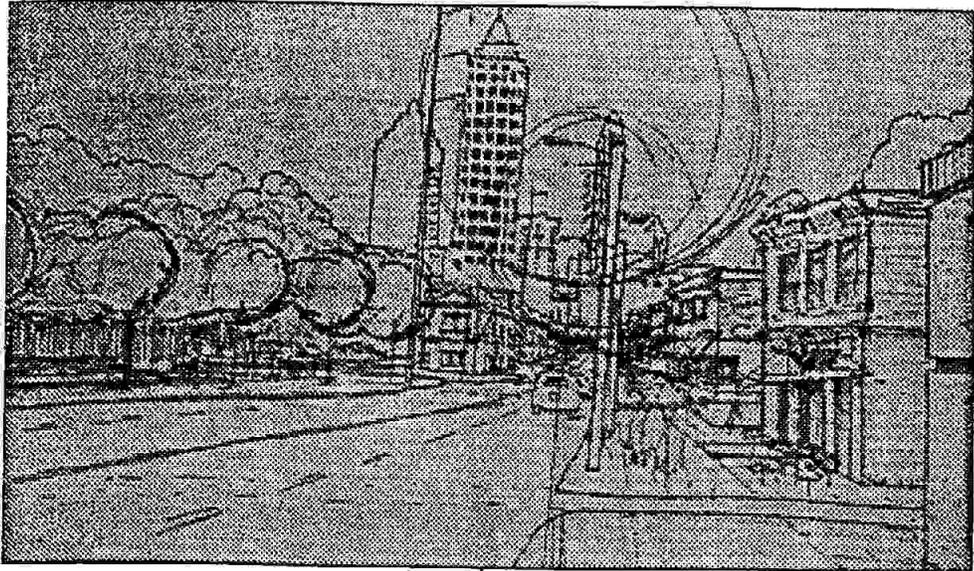


Home Park residents + *naweb*



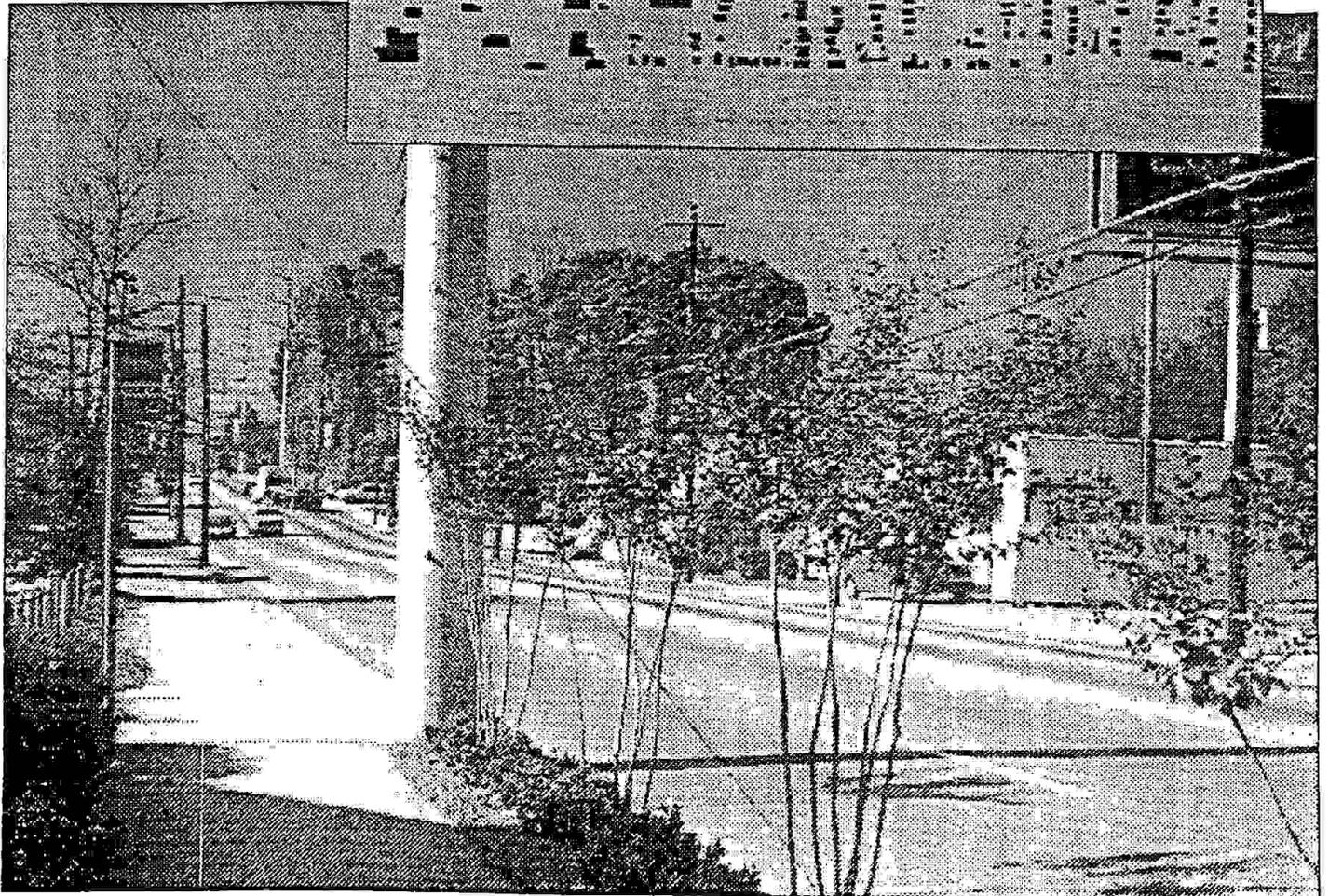
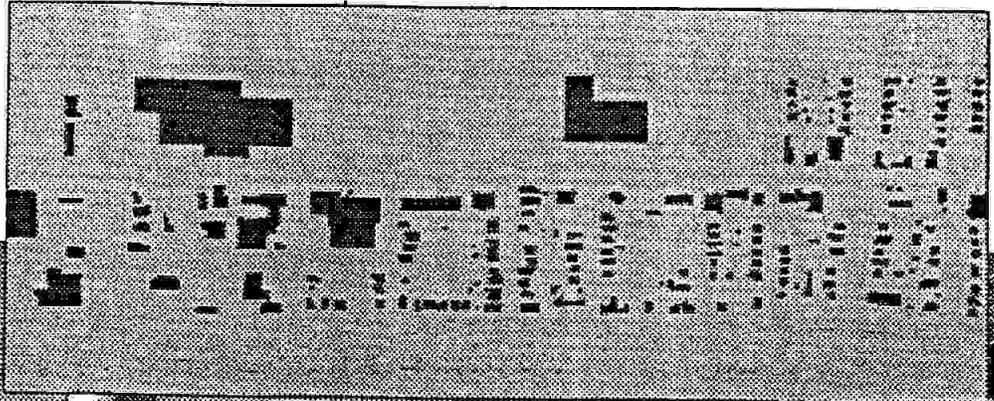
14th street team leader Stan Harris

Holley



View of proposed village center

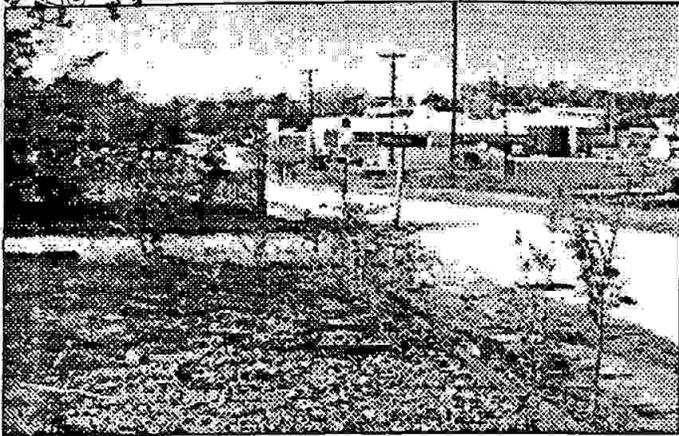
Existing conditions



C-25

14th street corridor plan

STUDY AREAS RESULTS



View west along 16th street into Atlantic Steel property

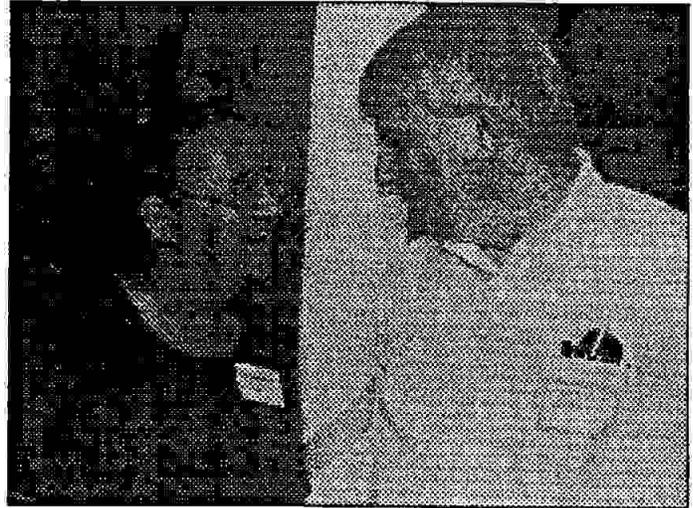
5. 16 TH STREET/MECASLIN CORRIDOR

ISSUES

- Let height and density build gradually, not abruptly.
- Extend street grid into the development; do not relocate 16th Street.
- Complete existing neighborhood fabric to 16th Street and Mecaslin through single family developments.
- Reclaim street right-of-way for pedestrians.
- Include open space/recreational area large enough for ball field. Green corridor west of Mecaslin.
- Explore possible greenway connection to Water Works.
- Create ability to walk to convenience stores and light commercial that meets community needs.
- Provide community services—library, police precinct, middle school.

OUTCOMES TO AVOID:

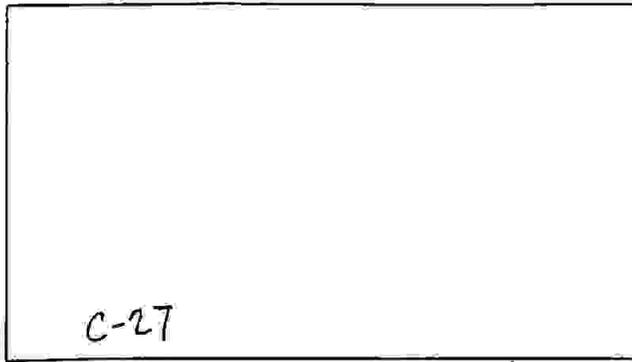
- Gridlocking traffic
- 16th Street as a high speed divider
- 16th Street eliminated as east/west access
- Excessive speeds on all streets
- Grotesque change in community character
- 30 year construction period
- Child unfriendly/elderly unfriendly environment
- Lack of enforcement on site development controls
- Lack of landscaping and above ground utilities
- Intrusion of multifamily or inappropriate land use, especially south of 16th Street and east of Mecaslin.



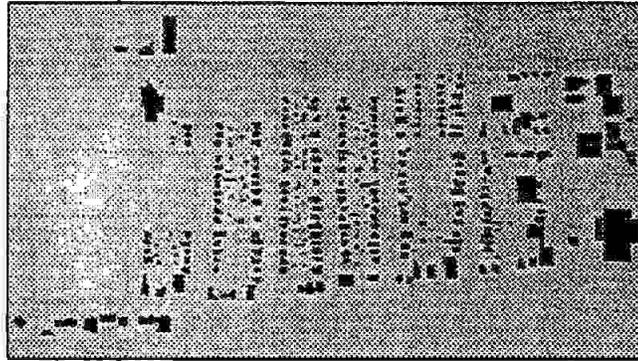
Home Park residents Bernadette Smith and Joe Greenland



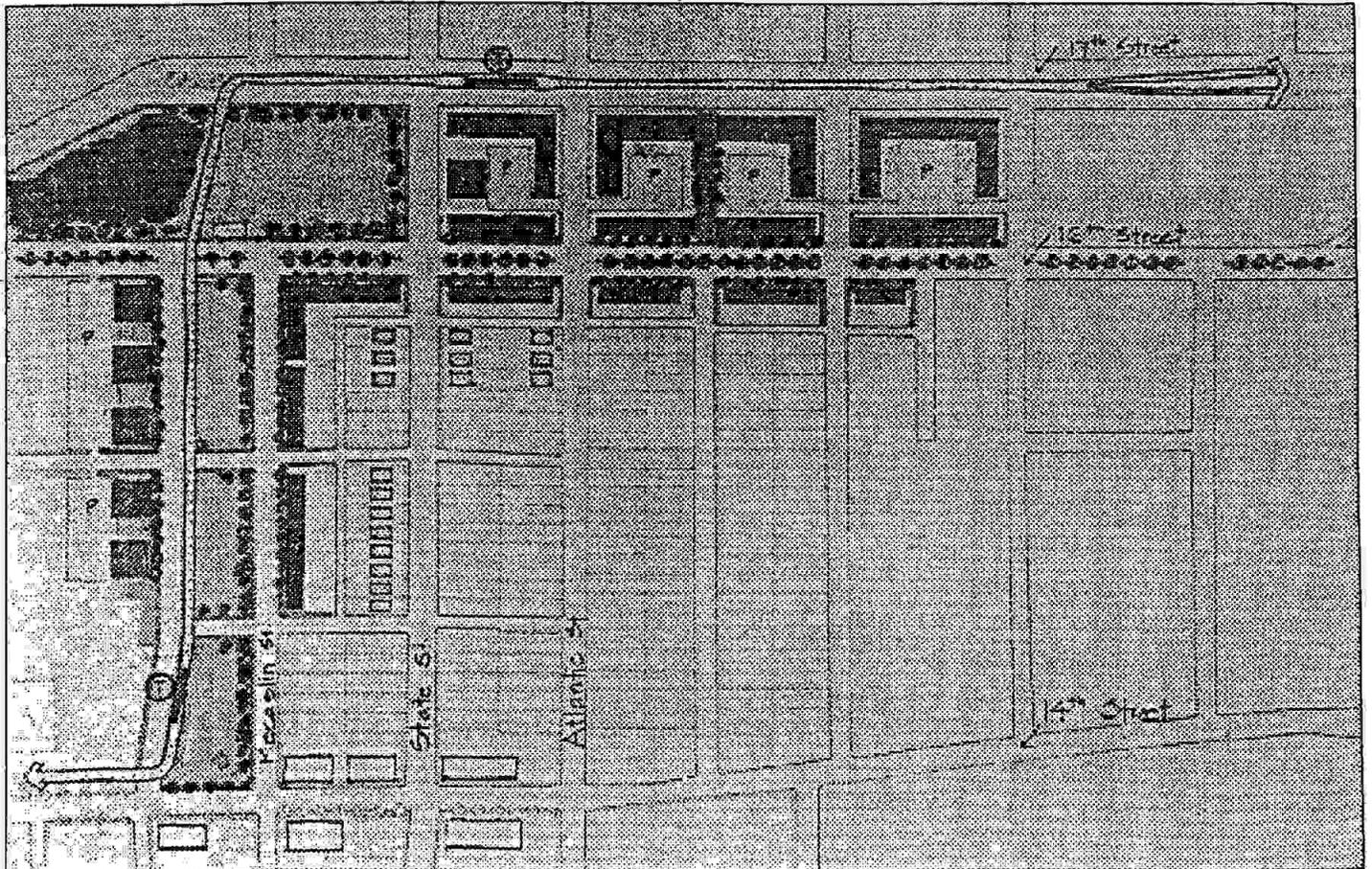
16th street team leader Ortrude White



Section through Linear Park
proposed



Existing conditions



16th Street/Mecaslin Corridor Plan

SUMMARY OF GOALS

The following goals were reiterated and elaborated at the beginning of the workshop by all participants:

Physical Characteristics—we support:

- Sidewalks—pedestrian friendly environment
- Well maintained properties
- Public gathering spaces
- Natural environment
- Ease of circulation
- Improved appearance of public infrastructure
- Fewer incompatible uses
- Control of inconsistent residential appearance and density
- Better management of on and off street parking
- Increasing percentage of owner occupied single family housing
- Minimize negative traffic impacts of Atlantic Steel on neighborhood
- Better compatibility where residential and business meet
- More recreation, both active and passive
- Stronger visual community image (gateways)
- Commercial/public vehicles and routes consistent with neighborhood character
- Greening of public spaces and private spaces
- Retaining and enhancing historical context
- Maintaining residential character at interface with Atlantic Steel
- Positioning retail in Atlantic Steel to recognize entire Home Park market

Sense of Community—we support:

- Creating external identity at Home Park
- Strong internally generated community definition – signage, special events
- Vested residents and property owners; business pride in the community
- Strong community association
- More families
- Appreciation of diversity
- Community programs to build sense of community
- New residents (Atlantic Steel) sharing sense of community with residents
- Georgia Tech students sharing a sense of commitment with other Home Park residents
- Community institutions that enhance sense of community

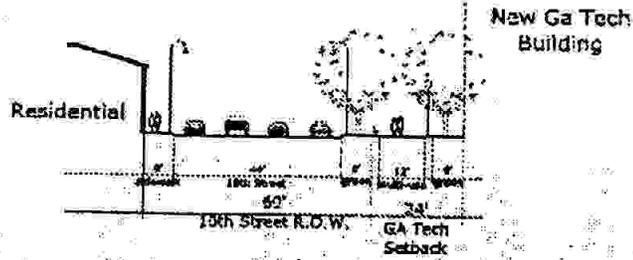
- Future retail and commercial development patterns to enhance sense of community
- Improved communication
- Retaining opportunities for income diversity and housing affordability
- Decreasing percentage of rental property and increasing quality
- Improving quality of relationship with renters
- Georgia Tech encouraging and promoting development on the fringe which is compatible with the neighborhood
- Clarifying and establishing neighborhood boundaries
- Consistent with Georgia Tech current master plan, Georgia Tech working to support the revitalization and stabilization of Home Park
- Changes in Georgia Tech master plan and actions of Georgia Tech Foundation made to collaborate with the community and be consistent with neighborhood goals and plans.

Organizational Structure—we support:

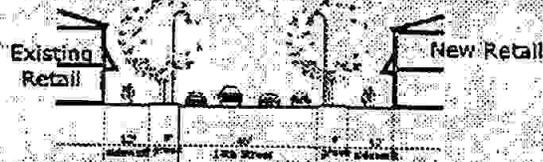
- A community "watchdog" committee to monitor zoning and other land use compliance
- Improving relationship with city code enforcement office
- Community association proactively consulted on all zoning changes
- Expanding purview of SPI to include all land use matters
- Creating neighborhood/community development corporation
- A strong and vibrant community association
- Broader civic involvement by community members



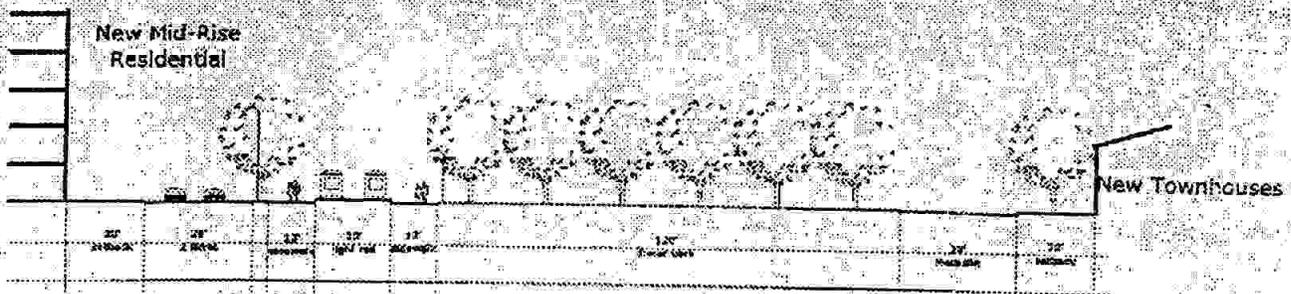
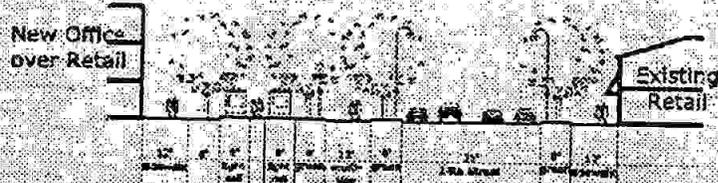
10th Street



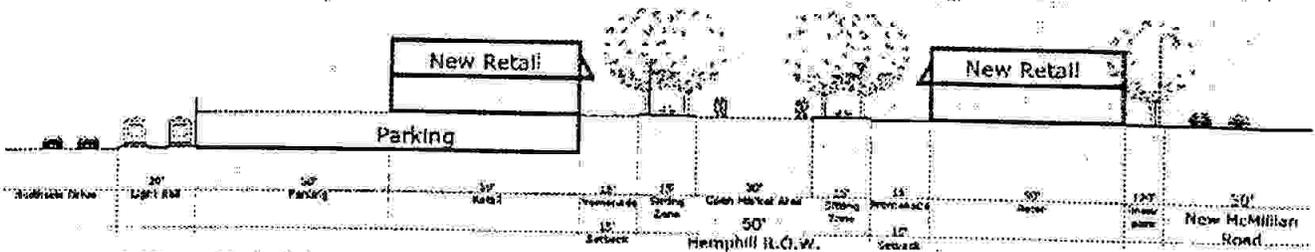
14th Street at new Neighborhood Center



14th Street along light rail line



Mecalun Street at Linear Park



Hemphill at Neighborhood Center near 14th

PHASE I STRATEGIC ACTIONS

1. Seek inclusion of the recommendations of this workshop in the Comprehensive Development Plan of the City of Atlanta.

2. Seek corporate funding to prepare a detailed Master Plan including:

- Detailed land use recommendations
- Design guidelines for street and sidewalk improvements
- Study of Historic District eligibility (with the Atlanta Urban Design Commission)
- Study of potential to amend SPI zoning district to include all land use and physical characteristics in the neighborhood
- Traffic study for proposed improvements, particularly the closing of Hemphill Avenue and the extension of Holly Street

3. Establish a Home Park Development Corporation to focus initially on market and development feasibility studies for three main areas in the following order:

- Village Center Area commercial infill and redevelopment;
- Northside/14th Street/Hemphill Avenue commercial infill and redevelopment area
- Northside/10th Street commercial infill and redevelopment area.

4. Strengthen partnerships with neighborhood and adjacent entities in order to have active voice in critical decision processes:

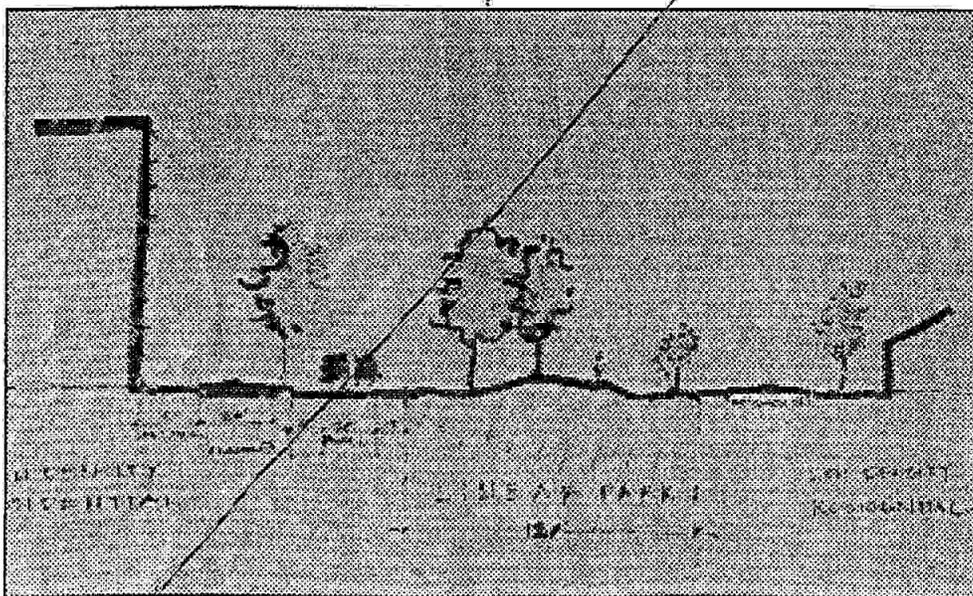
- Atlantic Steel
 - Economic revitalization west of Northside Drive
 - West side light rail system
- Georgia Tech:
 - Resolve campus Master Plan conflicts with neighborhood
 - Joint support of 10th Street transit shuttle
- Turner Broadcasting System
- Midtown Alliance

5. Pursue public funding for urgent public improvements:

- CMAQ or TEA 21 funds for sidewalk, streetscape and traffic improvements (with City of Atlanta)
- Feasibility of tax allocation district to fund public improvements and new elementary school (with ADA)

6. Establish Community Services Task Force with Atlantic Steel to study feasibility and location of badly needed services:

- Elementary school (with Atlanta Public Schools)
- Branch library (with Fulton County)
- Police mini precinct (with City of Atlanta)



C-30

Strategic actions

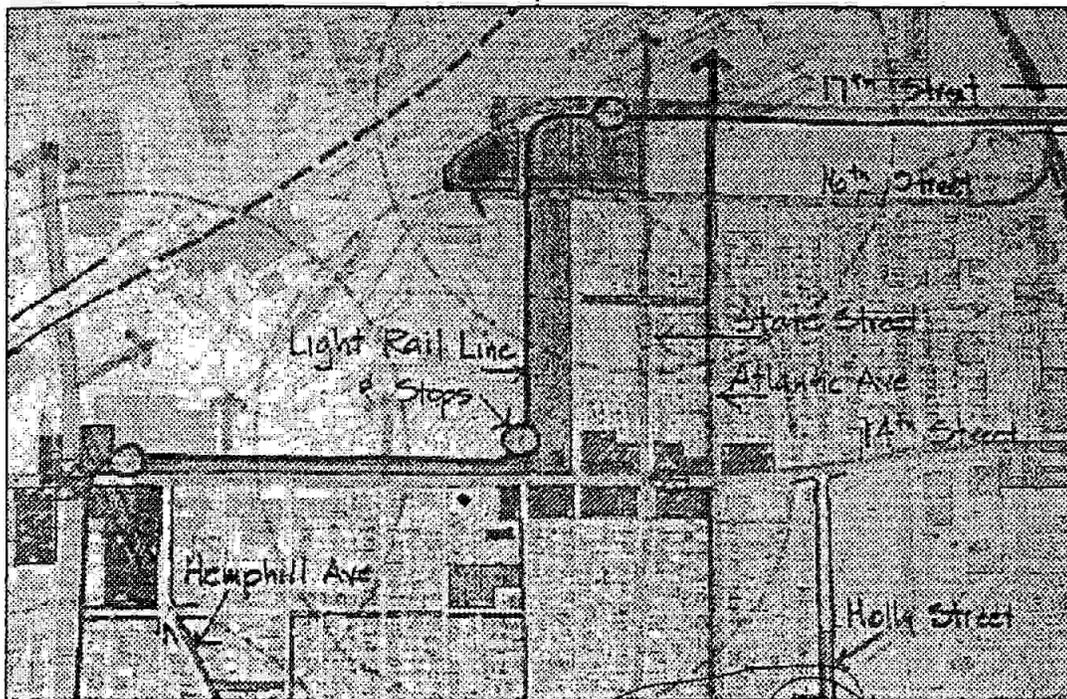


THE ATLANTIC STEEL SITE

General Conclusion: The Atlantic Steel property is part of the Home Park Neighborhood. A successful Atlantic Steel project depends on its positive contribution to a diverse, livable, environmentally healthy and sustainable Home Park Community. ~~The revised plan below for~~

~~Atlantic Steel was prepared for the Environmental Protection Agency by the firm of Doany Plater Zyberk in a workshop held immediately following the Home Park workshop. It incorporates the following goals prepared by the Home Park neighborhood as a result of this workshop. were incorporated into the EPA plan~~

GENERAL GOALS	IMPLICATIONS FOR THE ATLANTIC STEEL PROJECT
1. Home Park supports the maintenance and enhancement of the social, economic and age diversity of the existing community and the protection of the existing traditional neighborhood core.	Protect and develop neighborhood edges, particularly along the Atlantic Steel boundary, with residential uses that carefully provide transition from existing lower to proposed higher densities.
2. Home Park supports the continuation of street, block and lot types and sizes that promote a pedestrian, street oriented urban community.	Protect and infill residential blocks along the Atlantic Steel boundary and extend the urban block scale and street connections into the residential portions of the Atlantic Steel Development.
3. Home Park supports the creation of a viable neighborhood center serving all present and future residents that contains retail, civic and recreational uses near the center of the community.	Combine convenience retail elements of the Atlantic Steel proposal with un-met retail demand in the existing neighborhood to create a single center that helps bridge the gap between existing and future residents.
4. Home Park supports the creation of accessible public spaces of various types and sizes to support both the proposed and badly under served existing neighborhood.	Locate proposed Atlantic Steel open spaces to be accessible to existing neighborhood residents and to facilitate physical connections between the existing and proposed residential community.
5. Home Park supports promoting the use of transportation alternatives to the automobile to provide both better accessibility to all Home Park residents and to control automobile traffic through the neighborhood.	Locate the proposed west side "light rail" transit line and stops to maximize walking distance accessibility to residents of both the existing and proposed neighborhoods and to serve the proposed neighborhood center and major open spaces.



Recommendations for Atlantic Steel interface with neighborhood

PARTICIPANTS

Coordinators:

- Ellen Keys, The Georgia Conservancy
- Barbara Roark, AIA, AICP, Georgia Tech Urban Design Workshop
- Michael Dobbins, Commissioner, Department of Planning and Development, City of Atlanta

Professional Panel:

- Marta Goldsmith, Chair, Urban Land Institute
- Larry Frank, Transportation Planning, Georgia Tech
- Stan Harvey, AICP, Urban Collage
- Mtamanika Youngblood, Historic District Development Corporation

→ Representing the ^{ICDC} IDCD:

- Paul Brickley, ASLA, HOK Architects & Planning
- Rick Day, ITE, Day Wilburn Associates, Inc.
- Leon S. Eplan, GPA (former Commissioner of Planning and Development, City of Atlanta)
- Ortrude White, AIA

Home Park Steering Committee

- Michael Brandon, Chair
- Brian Leary, Jacoby/Atlantic Steel
- Richard Long, Turner Broadcasting
- Shannon Powell, Midtown Alliance
- Paul Vanderhorst, Georgia Tech
- Jim Vaseff, Georgia Power

+ remainder



From the City of Atlanta

- Dan Cohen, Bureau of Planning
- William Fleming, ADA
- Aaron Fortner, Bureau of Planning
- John Krueger, Department of Public Works, City of Atlanta
- Jean McGuire, Housing Code Inspector
- Doug Young, Atlanta Urban Design Commission

Georgia Tech Students:

- Reid Betz
- Beth Hagberg
- Shauna Haggerty
- Braj Hart
- Vanessa Lampe
- Christina Muzzi
- Shawn Turanchik
- Rajiv Wanasundera



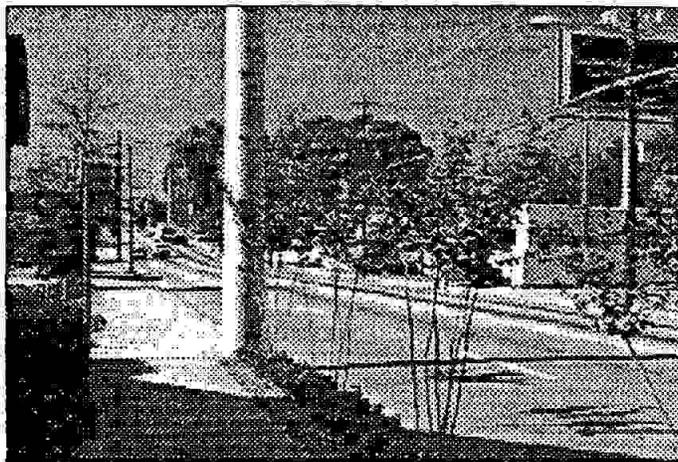
10th Street team leader Paul Brickley



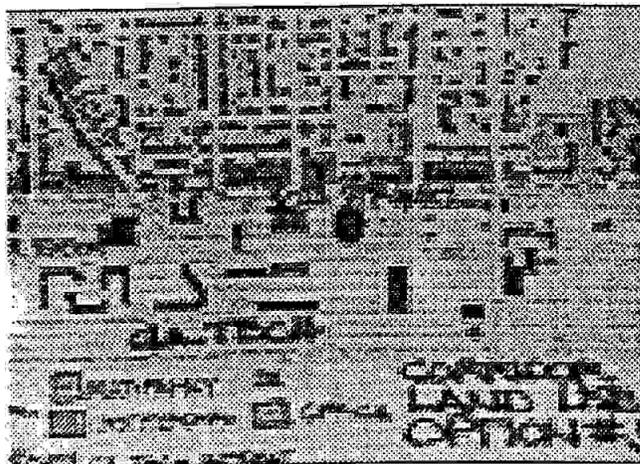
Workshop Panel and Students



Workshop **4** Home Park



Blueprints for successful communities



Successful Communities Partners:

The Georgia Conservancy, the Urban Land Institute, the Greater Atlanta Home Builders Association, the American Institute of Architects, the American Society of Landscape Architects, the Institute of Transportation Engineers, the Georgia Trust for Historic Preservation, the Consulting Engineers Council, the Georgia Planning Association and the National Association of Industrial and Office Properties.



Draft of June 11, 1999

ATLANTIC STEEL REDEVELOPMENT

PROJECT XL FINAL PROJECT AGREEMENT

Introduction

The U.S. Environmental Protection Agency (EPA), with the cooperation of State and local authorities, has initiated Project XL to work with interested companies to develop innovative approaches for addressing environmental issues. Project XL encourages companies and communities to come forward with new approaches that have the potential to advance environmental goals more effectively and efficiently than have been achieved using traditional regulatory tools.

Atlantis 16th, L.L.C. (hereafter referred to as Jacoby), a developer in Atlanta, GA has proposed redevelopment of a 138-acre site currently owned by Atlantic Steel near Atlanta's central business district. The proposed development is a mix of residential and business uses. Project plans include a multi-modal (cars, pedestrians, bicycles, transit linkage) bridge that would cross I-75/85 and provide access ramps as well as connecting the site to a nearby MARTA (the Metropolitan Atlanta Rapid Transit Authority) mass transit station. Jacoby has worked intensively with representatives of EPA, the State of Georgia, the City of Atlanta, other local authorities, and public stakeholders to develop a site-specific Project XL Agreement that will allow implementation of the redevelopment.

What is the Final Project Agreement?

This Final Project Agreement spells out the intentions of Jacoby and EPA related to development and implementation of this project. Due to the complexity of the project and the numerous processes and analyses necessary to implement it, EPA and Jacoby adopted a two-phased approach to the Project XL Agreement. The Phase I Project Agreement was made available for public comment on February 24, 1999 and was signed by EPA and Jacoby on April 15, 1999. This Final Project XL Agreement supersedes the Phase I Agreement. The Final Agreement incorporates information and agreements from the Phase I Agreement to the extent they remain current and in effect.

The Phase I Agreement was available for a two week public comment period. Comments received on the Phase I Agreement during that period and EPA responses are included in Appendix I. EPA and Jacoby do not anticipate making substantive changes to aspects of the project which were contained in the Phase I Agreement. Commentors on the Final Project Agreement are encouraged to focus on new information which was not included in the Phase I Agreement.

Like all Project XL Agreements, the Final Project Agreement itself is not legally binding -- legally enforceable commitments described in the Agreement will be contained in separate legal documents such as the State Implementation Plan and approved Remediation Plan.

Why Is Project XL Necessary?

The project site currently suffers from poor accessibility due to the lack of a linkage to and across I-75/85 to midtown and to the existing MARTA rapid rail transit system in Atlanta. Construction of an interchange and multi-modal bridge across I-75/85 at 17th Street would improve access to the site. The bridge would also serve as a vital linkage between the Atlantic Steel redevelopment and the MARTA Arts Center station. Completion of the



Draft of June 11, 1999

redevelopment proposed by Jacoby is predicated upon improving multi-modal access to the area. In addition, construction of the 17th Street bridge was one of the City of Atlanta's zoning requirements for the project.

Jacoby is participating in Project XL for the Atlantic Steel redevelopment because neither the 17th Street bridge nor the associated I-75/85 access ramps would be able to proceed without the regulatory flexibility being allowed by EPA under this Project. Atlanta is currently out of compliance with federal air quality conformity requirements because it has failed to demonstrate that its transportation activities will not exacerbate existing air quality problems or create new air quality problems in the region. The Clean Air Act (CAA) generally prohibits construction of new transportation projects that use federal funds or require federal approval in areas where compliance with conformity requirements has lapsed. However, projects which are approved as transportation control measures (TCMs) in a state's air quality plan can proceed -- even during a conformity lapse. EPA approves state air quality plans, including TCMs contained in the plans.

What Flexibility is EPA Granting?

The flexibility Jacoby is seeking through Project XL is to regard the entire brownfield redevelopment project, including the 17th Street bridge, as a TCM. The flexibility under Project XL is necessary because the redevelopment likely would not qualify as a TCM in the traditional sense. Under the Clean Air Act, a "transportation control measure" must actually be a measure -- an activity undertaken, a transportation project built, a program implemented. There are two components to the flexibility.

- 1) The first part of the flexibility is to consider the entire Atlantic Steel redevelopment to be a TCM. That is, EPA would view Atlantic Steel's location, transit linkage, site design, and other transportation elements (e.g., provisions for bicyclists; participation in a transportation management association) together as the TCM. Under the Clean Air Act, a project must demonstrate an air quality benefit to be considered a TCM. The Clean Air Act lists several types of projects that can be TCMs but its language does not limit TCMs to the measures listed. Those listed in the CAA include: projects that improve public transit; employer-based transportation management plans; projects that limit certain metropolitan areas to non-motorized and pedestrian use; programs to provide both travel and storage facilities for bicycles; and others.

The plan for the Atlantic Steel redevelopment incorporates many elements that could be TCMs by themselves, for example, the linkage to transit, the requirement that employers at the site will join or form a transportation management association, restricted access of certain areas of the site for pedestrian use, and paths for bicyclists and pedestrians. EPA believes that the combination of these elements will have a positive effect on reducing emissions.

- 2) The second aspect of the flexibility sought under Project XL concerns use of an innovative approach to measuring the air quality benefit of the Atlantic Steel redevelopment. EPA will measure Atlantic Steel's air quality benefit relative to an equivalent amount of development at other likely sites in the region. This type of comparison is available only to this particular redevelopment through the Project XL process. The entire Atlantic Steel redevelopment would attract new automobile trips and result in new emissions. Therefore, redevelopment of the site when considered in isolation would not qualify as a TCM in the traditional sense. EPA believes, however, that the Atlanta region will continue to grow, and that redevelopment of the Atlantic Steel site will produce fewer air pollution emissions than an equivalent quantity of development at other sites in the region.

Why Is this Flexibility Appropriate?



Draft of June 11, 1999

EPA believes the flexibility described above is appropriate for this project because of the combination of unique attributes of the site and the redevelopment listed below. In the absence of these elements, EPA would be unlikely to approve new transportation projects during a conformity lapse.

- 1) The site is a brownfield. An accelerated clean-up of the site will occur if this XL Project is implemented. The clean-up and redevelopment of the former industrial site aligns with EPA's general efforts to encourage clean-up and reuse of urban brownfields. The likely alternative would be an underdeveloped, underused industrial parcel in the middle of midtown Atlanta.
- 2) The site has a regionally central, urban location. EPA believes it is environmentally beneficial for development to occur where infrastructure and transportation alternatives exist to support it. Redeveloping this property will result in a shift of growth to midtown Atlanta from the outer reaches of the metropolitan area. Because of the site's central location, people taking trips to and from the site will be driving shorter average distances than those taking trips to and from a development on the edge of the city. Shorter driving distances will result in fewer emissions.
- 3) The redevelopment plans include a linkage to MARTA. This linkage would make it possible for those who work at the site to commute without a car and would serve residents of Atlantic Steel as well as residents of surrounding neighborhoods. In addition, the transit link is valuable for those coming to the site for non-work purposes, such as dining, shopping, and entertainment.
- 4) The redevelopment plans incorporate many "smart growth" site design principles. These principles include features which promote pedestrian and transit access rather than exclusive reliance on the car. Using these concepts, the redevelopment will avoid creating areas that are abandoned and unsafe in the evening, 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. Jacoby has also responded to the adjacent neighborhood's request for public parks, designating public space to central locations rather than relegating it to the edge.
- 5) The redevelopment incorporates many elements that could qualify as TCMs by themselves. In addition to the linkage to mass transit, the redevelopment will participate in a transportation management association (TMA). The TMA may participate with the City of Atlanta and the developer in monitoring the transportation performance of the redevelopment by collecting travel data annually.

With the exception of the site's accelerated clean-up, all of these elements will have an impact on transportation decisions of people who begin and/or end their trips in the Atlantic Steel site. The combination of the site's location in a central urban area, connection to the existing transit system, design that promotes pedestrian access, participation in a TMA, and provision of bicycle and pedestrian conveniences are expected to work together to reduce growth in auto traffic in the Atlanta region. The redevelopment could demonstrate that the application of smart growth concepts can make a difference in travel patterns, even in Atlanta -- where people drive more per capita than any other city in the country. Therefore, EPA intends to use regulatory flexibility under Project XL to approve the redevelopment and its associated transportation projects as a TCM through the rule-making process.



Draft of June 11, 1999

Table of Contents

- I. Parties
- II. Purpose of the Agreement
- III. Description of the Project
- IV. Stakeholder Involvement Process
- V. Implementing Jacoby's Vision for the Atlantic Steel Site
 - A. Site Design
 - B. Pedestrian Friendly Environment
 - C. Mass Transit
 - D. Brownfield Remediation
 - E. Erosion/Stormwater Control
 - F. Pollution Prevention
 - 1. Energy Conservation
 - 2. Solid Waste Management
 - 3. Water Use Reductions
- VI. Project XL Acceptance Criteria
 - A. Environmental Results
 - B. Cost Savings/Paperwork Reduction
 - C. Stakeholder Support
 - D. Innovation/Multi-Media Pollution Prevention
 - E. Transferability
 - F. Feasibility
 - G. Monitoring, Reporting and Evaluation
 - H. Shifting the Risk Burden
- VII. Intentions, Performance Measures, and Milestones
 - A. EPA Intentions
 - B. Jacoby Intentions
 - C. Project XL Performance Targets for Atlantic Steel
 - D. Milestones and Proposed Schedule
- VIII. Project Implementation
 - A. Legal Basis
 - B. Non-Party Participants
 - C. Process for SIP TCM Adoption
 - D. Enforcement of SIP TCM Provisions
 - E. Applicability of Other Laws or Regulations
 - F. Authority to Enter Agreement
 - G. Rights to Other Legal Remedies Retained
 - H. Reporting/Annual Reports
 - I. Unavoidable Delay
 - J. Dispute Resolution
 - K. Duration



Draft of June 11, 1999

- IX. Withdrawal or Termination
 - A. Expectations Concerning Withdrawal or Termination
 - B. Withdrawal or Termination Procedures
- X. Failure to Achieve Expected Results
- XI. Transfer of Project Benefits and Commitments
- XII. Periodic Review
- XIII. Signatories and Effective Date.

List of Appendices

- Appendix A:** City of Atlanta zoning conditions.
- Appendix B:** Stakeholder Participation Plan.
- Appendix C:** List of Stakeholders.
- Appendix D:** Original and revised site plan drawings.
- Appendix E:** Letters of support from various governmental and private sector Stakeholders.
- Appendix F:** Remediation work plan approved by Georgia EPD.
- Appendix G:** Transportation and Environmental Analysis of the Atlantic Steel Development Proposal.
- Appendix H:** TCM schedule.
- Appendix I:** Public comments and EPA responses on draft Phase 1 Agreement.
- Appendix J:** Overview of TCM.
- Appendix K:** Public comments on draft Final Project Agreement and EPA responses (to be added at the conclusion of the comment period).



Draft of June 11, 1999

FINAL PROJECT AGREEMENT

I. PARTIES

The Parties to this Final Project XL Agreement are the United States Environmental Protection Agency (EPA) and Atlantis 16th L.L.C. (Jacoby).

II. PURPOSE OF THE FINAL PROJECT AGREEMENT

Project XL is a pilot program to test new approaches for meeting environmental goals and responsibilities. This site-specific Agreement will allow EPA to gather data and evaluate experiences that will help the Agency make sound decisions as it considers ways to improve the current regulatory system. While EPA, working with state and local agencies, hopes to transfer flexible new approaches described in this Agreement that are determined to be successful into the current system of environmental protection, careful analysis of the results of the Project is a necessary prerequisite for broader implementation. In this Project, the use of flexibility to allow a major downtown redevelopment with associated transportation improvements to proceed during a conformity lapse raises complex legal, policy, and scientific issues and uncertainties. These issues and uncertainties will require extensive post-implementation analysis before EPA can determine whether such flexibility can or should be offered to other entities in the future. Therefore, as with all XL Projects, the flexibility granted in connection with this Agreement, in and of itself, establishes no precedent with regard to other redevelopment projects. Entities contemplating projects requiring equivalent or similar flexibility to proceed should be aware that EPA does not intend to consider additional requests for flexibility of this nature until the results of this project have been received and analyzed.

The Parties enter into this Final Project Agreement (Agreement) to accomplish five principal purposes. They are:

To describe how Jacoby intends to attain measurably Superior Environmental Performance when compared to similar types of real estate developments and to describe related commitments made by Jacoby.

To describe EPA commitments regarding the flexibility needed by Jacoby to accomplish the Superior Environmental Performance described in this Agreement.

To identify the procedures, processes and approvals necessary to allow this project to go forward.

To state that the Parties do not intend to create legal rights or obligations by this Agreement.

To describe rules, permits, or other mechanisms by which EPA intends to implement the provisions described in this Agreement.

III. DESCRIPTION OF THE PROJECT

Jacoby seeks to construct a mixed-use infill development on approximately 138 acres of property ("Property") in the heart of Midtown Atlanta, Georgia. When the redevelopment is complete, the Property will include a combination of residential, office, retail and entertainment space in a pedestrian oriented environment with linkage to rapid rail mass transit. The Property is currently home to the Atlantic Steel Mill, an industrial steel



Draft of June 11, 1999

mill which operated for almost a century and which ceased operations in December, 1998. Construction of the project will allow remediation of the property to occur.

The project site is located on the western boundary of the I-75/85 corridor (a 14-lane interstate highway system), the major downtown thoroughfare. Most existing office and retail development in the area is located on the eastern side of this thoroughfare. As such, the site currently suffers from poor accessibility due to the lack of a linkage to most of the existing development in the area. As part of this Project, construction of a bridge across the thoroughfare to create this linkage is proposed. In addition, the bridge would provide a connection to the existing rapid rail transit system in Atlanta (the Metropolitan Atlanta Rapid Transit Authority or MARTA) and access to and from the Interstate system. Without the bridge, the proposed redevelopment is not economically viable. Moreover, the City of Atlanta made the bridge a condition to the rezoning necessary for the proposed redevelopment.

Jacoby has submitted a conceptual design of the 17th Street bridge and interchange to the Georgia Department of Transportation (GA-DOT). The conceptual design addresses the need and purpose for a cross-interstate connection between Midtown and the Arts Center Transit Station, and the Atlantic Steel Redevelopment. This connection encompasses a multi-modal bridge and a modification of interstate off ramps. Components of the bridge include:

- two 11' general-use lanes in each direction for vehicular traffic,
- two 16' dedicated, bicycle and transit lanes separated from general use lanes using a double row of raised pavement markings.
- 24' of pedestrian facilities organized as a linear park.

The transit lanes on the bridge are designed to accommodate a light rail line to link the site to the Arts Center MARTA station. Submission of the conceptual design to GA-DOT is an initial step in seeking necessary approvals from transportation authorities including GA-DOT and the Federal Highway Administration (FHWA). Jacoby hopes that a final design for the 17th Street bridge and transportation corridor will be approved in 1999.

Current regulatory conditions and Atlanta's nonattainment status prevent construction of the bridge and interchanges unless the entire Atlantic Steel redevelopment project is considered a transportation control measure (TCM). Jacoby has requested and proposed to EPA that the mixed use redevelopment and transportation linkage components of this project, in conjunction with the brownfield remediation which will occur if the project proceeds, be considered as an XL Project for the express purpose of determining whether, considering the totality of circumstances, the Atlantic Steel redevelopment can be considered a TCM. The City of Atlanta has sponsored and submitted an application to include the Atlantic Steel redevelopment in the Interim Transportation Improvement Program as a TCM.

Jacoby and EPA intend to use an innovative approach under Project XL to obtain approval of the Atlantic Steel redevelopment as a TCM and achieve the overall superior environmental benefits which will result from the project. The project could serve as a model of infill land development -- an alternative to what is often referred to as "sprawl." As distinguished from current typical patterns of development, the urban livable community proposed by Jacoby would result in moderate to high concentrations of residential and employment trip ends, a vertical and horizontal integration of land uses, and a highly interconnected vehicular, pedestrian and bicycle circulation system both within the development and to adjacent areas of Midtown and rapid rail transit. It is anticipated that when all components of the redevelopment are collectively considered, the project will qualify and be approved as a TCM and thus may be constructed even though a conformity lapse exists in the Atlanta Metropolitan Area.

IV. STAKEHOLDER INVOLVEMENT PROCESS



Draft of June 11, 1999

Stakeholder involvement is considered essential by both Jacoby and the EPA and has been an important part of the concept development and rezoning processes since the project began in early 1997. It is important to note that prior to EPA's involvement, multiple public meetings, discussion groups, individual contacts, and a full public notice and review process occurred during the rezoning of this property. That process included the City of Atlanta Planning Department, Georgia Department of Transportation, Atlanta Regional Commission, nine neighborhood organizations, and several other groups such as the Midtown Alliance and Georgia Tech. These groups collaborated on the concept, design, and conditions which were placed in the City of Atlanta rezoning document. These changes and conditions replaced the previous land use zoning classification of industrial with a mixed-use classification including residential, retail, office, and hospitality at urban densities. Many measures to be taken by Jacoby as expressed in this Agreement are products of the rezoning process. The City of Atlanta zoning conditions are contained in **Appendix A**.

After public input and review, the rezoning was approved 9-0 by Neighborhood Planning Unit E which represented each of the nine involved neighborhoods, the City of Atlanta Zoning Review Board 9-0, recommended to the City Council by the Zoning Committee 5-0, and passed by the Atlanta City Council 15-0. The order was signed by the Mayor, Bill Campbell, as soon as it passed through the City Council approval mechanism. The rezoning process began in May 1997 and continues today, as one agreement was that a periodic status report would be given.

The Stakeholder Participation Plan (SPP), **Appendix B**, is intended to supplement previous activities and describe the basic method by which additional input can continue to be solicited and received throughout the duration of the project. Stakeholder input and community goals have been and will continue to be considered as the Atlantic Steel redevelopment is implemented. Jacoby will maintain and update the SPP to provide for continued stakeholder involvement over the duration of this XL project. Stakeholders who have been identified and asked to participate in the development of this project are listed in **Appendix C**.

V. IMPLEMENTING THE JACOBY VISION FOR THE ATLANTIC STEEL SITE

Current economic and growth projections for the Atlanta region suggest that the vast majority of new development will continue to occur in suburban "greenfield" areas, as described in the analysis performed by EPA for this project. The proposal to redevelop the Atlantic Steel site represents a significant departure from these trends.

The project constitutes a major reinvestment in the downtown Atlanta area and would use existing infrastructure and provide a critical linkage to existing mass transit. The proposal contains numerous features designed to promote quality of life in a new mixed use urban community. A transportation corridor will span the interstate and reestablish a link from the Atlantic Steel site to existing community areas on the East side of I-75/85 and to the Arts Center MARTA rail station. The primary area of commercial space on the site will be located on the east side, adjacent to the freeway and close to existing large-scale development along the Peachtree Street corridor. The middle portion of the site will be a residential village curving around a manmade lake and within walking distance of a transit link to MARTA, adjacent shopping, entertainment, office and recreation. Two residential towers will flank the residential village to the east and west and complementary shops (coffeehouses, convenience stores, florists, etc.) will dot the streetscape. The western portion of the site is reserved for a technology based office and research village affiliated with the Georgia Institute of Technology. Initial plans for lower office densities and extensive landscaping have been revised to incorporate a greater mix of uses, such as residential and retail components. The goal is to create an active setting for technology-based research, living, and social interaction. The proposed development will provide the opportunity to walk between centers of residential, entertainment, cultural, employment, and recreational uses, thus offsetting vehicular travel and encouraging a



Draft of June 11, 1999

"neighborhood" environment. Finally, the development will reconnect existing neighborhoods to the east which were separated with the construction and expansion of the I-75/85 corridor.

The project creates the potential to document the long-term air quality benefits of infill developments, particularly since the project combines improved access to rapid transit with the land use attributes of a centrally-located, compact, interconnected, pedestrian-oriented, mixed use development. Project XL provides the opportunity to compare the proposed development to alternative greenfield developments and thereby link the proposed development and accompanying transportation investments for purposes of an overall air quality analysis.

If this XL Project does not proceed, development of the property as described in this Agreement cannot occur. The City of Atlanta zoning conditions require the bridge as a precondition to construction of the proposed development at the property. Moreover, because of the current poor access to the property, the project cannot be economically justified without the bridge and resulting improved access.

If the Project as described in this Agreement does not occur, greenfield sites would likely absorb much of this growth. Continued industrial use of the site would likely contribute adversely to the overall environmental impact in the area. Should the bridge not be constructed, it is likely that the property would be developed as light industrial warehouse space with a retail tenant which would likely consist of a single story building relying on auto-borne traffic with acres of parking, limited or no mass transit service, and a no-frills site plan with little unique community character or pedestrian amenities. It is the intent of Jacoby instead to attract retailers of all descriptions to a central city redevelopment which is mass transit oriented and pedestrian friendly.

Such a project would contain few, if any, of the features of this XL Project which promote air quality. Moreover, if this XL Project should fail to be implemented, little if any remediation is expected to take place at the site. Without the sale and development of the property, sufficient resources do not exist to undertake a cleanup. Sale of the property and the corresponding Jacoby development is the only existing method by which timely remediation of the property can occur.

The Jacoby vision for Atlantic Steel is outlined below.

A. SITE DESIGN

As part of this XL project, Jacoby and EPA agreed to reexamine the original Atlantic Steel site plan in an attempt to identify design changes which would improve the travel and environmental performance of the redevelopment. Several opportunities for improvement were identified during a design charrette¹ conducted under EPA by the town planning and architectural firm of Duany Plater-Zyberk (DPZ) and subsequent analyses of site designs by EPA (See Appendix G). Based on the results of these activities, Jacoby commissioned Thompson, Ventullet, and Stainback Architects to revise the site plan to incorporate as many potential improvements as possible. EPA and Jacoby believe the revisions will add to the anticipated superior environmental performance of this XL project. Several suggested changes and the corresponding revisions made to the Atlantic Steel site plan are outlined below and drawings reflecting revisions to the site design are contained in Appendix D.

¹ A charrette is a community design workshop. The term, based on the French word for cart, is used because the people who served as France's "Town Planners" hundreds of years ago traveled from village to village carrying their plans in a cart.



Draft of June 11, 1999

1. **Comment/Suggestion:** *Some streets have high-speed geometries and are auto-oriented reducing the pedestrian-friendliness of the environment. Strategic reductions in travel speeds, reductions in building setbacks, and impediments to alternative transportation are opportunities to reduce auto trips and improve the environmental performance of the site.*

Response/Revision: To address the issue of high-speed geometries, the following amendments were made: Block sizes were reduced and the road network was reconfigured to parallel the existing urban grid system. Building setbacks were eliminated where possible. In many cases, buildings start at the right-of-way line.

On-street parking is viewed as a traffic calming device and component integral to an urban pedestrian streetscape. Jacoby has committed to pursuing on-street parking on all streets other than 17th Street within the development. 17th Street is the exception because initial discussions with GA-DOT and traffic engineers have identified the area around the lake and park as the only appropriate section of 17th Street to accommodate on-street parking.

The maximum-posted speed limit on the streets within the Atlantic Steel Redevelopment will be 35 mph. This is in accordance with City of Atlanta requirements and design standards. 16th and 17th Streets are the only streets that will have this maximum posting. All other streets will have a maximum posted speed limit of either 25 or 30 mph.

2. **Comment/Suggestion:** *The best pedestrian environments consist of well-defined spaces, continuous uses and a variety of streetscaping amenities. From this perspective, the site plan, particularly the west side, can be improved by better framing pedestrian areas and creating clear progressions of pedestrian-oriented uses - such as a clear line of pedestrian oriented retail along key pedestrian routes. The current retail is discontinuous in places and, in these places, does not promote a defined pedestrian route or set of routes. Other pedestrian-friendly improvements can also be made such as avoiding uses incompatible with pedestrian activity, such as surface parking lots along pedestrian routes. Increased attention to these important details of the site plan will enhance the attractiveness of pedestrian travel as a viable mode of transportation.*

Response/Revision: The site plan, particularly the west side, has been altered to better frame the pedestrian areas by creating clear progressions of pedestrian-oriented uses. Pedestrian-oriented retail has been added to the west side along 16th Street and around a new public plaza at the heart of the technology park (as depicted in the original design), now a reconfigured and newly defined "Tech Village." Independent of the defined pedestrian route system along the community's streets, a secondary pedestrian route system is defined through a series of parks and plazas, not only linking the various uses within the redevelopment, but also linking the adjoining neighborhood to the south.

A particular element represented in the DPZ alternative plan, the park which connects to the neighborhood via a north-south alignment, is represented in the amended site plan along State Street. The alignment delineated by the DPZ plan occurs in land owned by the Georgia Tech Foundation and not under Jacoby control. Jacoby fully expects the Georgia Tech Foundation to develop its land in a manner that complements the overall site plan, but cannot commit to creation of a park on Georgia Tech Foundation property. All surface parking lots along pedestrian routes have been removed, with the exception of on-street or plaza parking.



Draft of June 11, 1999

3. **Suggestion/Comment:** *The west side of the site – the tech-focused office park, and its associated hotel – can be better integrated with other uses. The proposed configuration leaves these offices removed from the majority of on-site retail, restaurants, and residences. Studies have shown that pedestrian mode share substantially increases when trip lengths are a quarter mile or less. Increasing the west side offices' proximity to on-site destinations can increase pedestrian mode share.*

Response/Revision: The west side of the site has been transformed from a more traditional office park to a mixed-use technology village. In the original design, there were no retail or residential uses in this portion of the site. The revised design includes pedestrian-oriented retail with residential units above. These reconfigured buildings are centered around a new public plaza, which serves as the focal-point of civic activity on the west side of the site. A residential building also shares a new public common area with a mixed-use office building. The common area includes a restaurant and patio that will serve office workers by day and residents by night. This common area will link the secondary pedestrian network connecting the tech village with the residential neighborhoods of the redevelopment. In order to encourage pedestrian activity, different uses across the entire site will be within a quarter mile or less of each other. Technology-based office tenants require, on average, a 20,000-25,000 square foot floor plate. To address this need, Jacoby consolidated several smaller office buildings on the west side of the DPZ plan while maintaining the street-side orientation of the buildings.

4. **Comment/Suggestion:** *Parking has a major effect on travel behavior. Recent work cited by DPZ suggests that co-locating hotels and offices allows for shared parking and reductions in needed capacity as high as 25%. By locating the two hotels next to one another this opportunity is precluded. Preserving these and other opportunities for innovative parking arrangements makes sense for future traffic management.*

Response/Revision: In the amended site plan, hotels are relocated adjacent to offices to allow shared parking. Parking decks on the western side of the development are located adjacent to the railroad as suggested in the DPZ plan to provide better pedestrian environments along the street.

The revised site plan capitalizes on many of the opportunities outlined in the site analysis (see Appendix G). Although Jacoby is not obligated to construct the revised site plan depicted in Appendix D, the Atlantic Steel TCM application does contain specific site design performance measures which the redevelopment must meet. The site design measures in the TCM application allow flexibility to make changes to the site plan during build-out while guaranteeing that some key site design features will be included regardless of what the final design looks like.

B. PEDESTRIAN FRIENDLY ENVIRONMENT

This project will include unique features to encourage pedestrian friendliness. In consultation with EPA, Jacoby has considered and incorporated into its site design a number of suggestions from the town planning firm, Duany Plater-Zyberk. Pedestrian-friendly site design features of this project include:

- Construction of walkways and open areas to connect residential, office, retail and entertainment areas within the development.
- Extra-wide sidewalks throughout the development.
- Realignment of streets to create direct connectivity between neighborhood centers of interest.
- Inclusion of a lake/park in the center of the development.



Draft of June 11, 1999

- The distance from any edge of the development to transit services (e.g., shuttle) will be a reasonable pedestrian walking distance; in most cases, under 1100 feet which is a walk of less than five minutes for the average pedestrian.
- Installation of sidewalk furniture, lighting and landscaping to encourage pedestrian use of the site.

Jacoby specifically asked the City of Atlanta to include a number of these concepts in the zoning conditions: "Design standards with dimensions for streetscape, pedestrian circulation and bike paths will be indicated on the attached drawing from Thompson, Ventulett and Stainback (TVS), and pedestrian and bicycle elements will be installed concurrently with the street system. These standards are shown in the attached drawings dated February 2, 1998, stamped received by the Bureau of Planning April 3, 1998, and respectively include: (a) a plan drawing of proposed 16th and 17th Streets; (b) a section through 16th Street; and, (c) a section through 17th Street." Drawings from the original site plan are contained in **Appendix D**.

One of the most important features of this project from a connectivity standpoint is the creation of the 17th Street bridge and transportation corridor. It is called both a bridge and transportation corridor because the bike paths and sidewalks will continue beyond the bridge in both directions, creating an extended corridor for biking/walking in Midtown Atlanta. The bridge will include generous pedestrian and bike zones, including:

1. A 24' wide pedestrian linear park/thoroughfare, accented with streetscaping such as trees, benches, and signature lampposts. This streetscaping, particularly the trees and lampposts, would serve as a buffer between pedestrians and vehicular traffic and provide the amenities required for a quality walking environment; and
2. Bicycle lanes connecting the project to the east side of Midtown and providing a key link in completing the regional bikeway network.

C. MASS TRANSIT

One of the most important aspects of the 17th Street bridge and transportation corridor is the linkage it provides to mass transit. An integral part of this project's transit orientation is a linkage from the Atlantic Steel site to nearby mass transit at the MARTA's Arts Center Station. Future plans envision a light rail, trolley or people mover spur line from the MARTA Arts Center Station to the Atlantic Steel site. Jacoby will provide MARTA or another acceptable entity with right-of-way on the Atlantic Steel property for such a system as it develops. EPA will also work with MARTA to facilitate the eventual transit linkage. In the interim, Jacoby will provide a shuttle service from the Atlantic Steel site to the MARTA Arts Center Station. The shuttle service would begin operating when the City of Atlanta issues certificates of occupancy for retail components at the site. MARTA has committed to allowing access and providing appropriate interface for the shuttle service.

The Southern Coalition for Advanced Transportation (SCAT) has asked Congress to approve a \$6.7 million request for 27 electric and hybrid buses for Atlanta and Chattanooga. In an innovative partnership to help reduce the region's traffic congestion and improve air quality, Atlantic Steel, Emory University, Buckhead Area Transportation Management Association (BATMA), MARTA, the Southern Company and CARTA, Chattanooga's public transit system, have joined together in support of SCAT's request. Of the 27 vehicles requested, 19 alternative fueled buses would be used in the Atlanta region. The federal funds would be matched with \$1.5 million in local funds for the project. If approved, the first buses may begin carrying passengers next summer in both Atlanta and Chattanooga. The buses would



Draft of June 11, 1999

complement current transit operations and would be used to reduce single-passenger trips and improve transit access in the region.

Jacoby will continue efforts to encourage the development of a transit loop along the western corridor of I-75/85. Central Atlanta Progress, a coalition of prominent businesses (including Coca Cola, Turner Broadcasting, CNN), has, in consultation with MARTA, committed to conduct a feasibility study which will determine the appropriate nature of the future transit connection. To continue advancing these efforts, Jacoby will work with private and public entities to secure funding for and right-of-way commitments related to the proposed western transit loop. A letter from Central Atlanta Progress and a letter from MARTA outlining their commitments are contained in **Appendix E**.

The Jacoby commitment to a mass transit linkage is also embodied in the City of Atlanta Zoning Conditions: "The developer will incorporate people movers and other alternative forms of public transportation into its plans, subject to the required approvals by federal, state, City of Atlanta, and MARTA, including plans for access to the Marta Arts Center station as well as provision for connection to the rail corridor to the west and will use its best efforts to see that such transportation is provided."

D. BROWNFIELD REMEDIATION

The Property has operated for approximately 100 years as a steel mill and is currently underused and requires clean-up. While all required environmental permits are currently in place, significant environmental impacts remain as a result of operation of the steel mill. Closing of the industrial complex and development of a highly integrated mixed-use property will reduce substantially and in most instances eliminate impacts on the environment caused by the steel mill. Remediation of the site will occur prior to redevelopment of the property.

After an extensive study of existing environmental conditions conducted by Law Engineering on behalf of Jacoby and Atlantic Steel, the Property will be remediated to acceptable risk-based levels through use of a Remediation Plan which will be approved by the Georgia Environmental Protection Division (EPD). The Remediation Plan will incorporate risk-based cleanup criteria tailored to site-specific future use to assure consistency with U.S. EPA and Georgia EPD requirements for protection of human health and the environment. A work plan approved by Georgia EPD sets forth the methodology for investigation and remediation of the site (**Appendix F**).

Some major components of the approved work plan include:

- 1) Excavation and removal to an approved off-site disposal facility of certain areas of impacted soil;
- 2) Creation of barriers to prevent risk of exposure to impacted soil which remains at the site;
- 3) Interception of groundwater at the site to prevent migration of groundwater to other sites;
- 4) Management of surface water runoff; and,
- 5) Creation of institutional controls (deed restrictions, covenants, etc.) to prevent activities which could result in exposure.

An existing RCRA unit located on a small portion of the property currently has a 20 ft x 20 ft. cap with monitoring wells and a groundwater recovery system. As a part of the remediation of the property, this area will be excavated, the waste will be removed to an approved off-site facility, and "Clean Closure" will be accomplished in accordance with regulatory requirements.



Draft of June 11, 1999

Use of institutional controls (deed restrictions, etc.), combined with engineered solutions consistent with the approved Remediation Plan will allow economically viable redevelopment. Without the currently proposed redevelopment there would be insufficient funds to implement remediation of this brownfield site. The proposed redevelopment will make possible the timely remediation and productive reuse of the site.

E. EROSION/STORMWATER CONTROL

Stormwater runoff from the current Atlantic Steel facility, as well as the drainage area west of Northside Drive and north of 14th Street, currently flows into a combined (sanitary and stormwater) sewer. Jacoby will install separate stormwater and sanitary systems. Such separation is not currently required by law, but Jacoby has agreed to this measure in the interest of reducing future impacts on water quality. 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 existing combined sewer trunk line. Plans for the Atlantic Steel stormwater sewage system will be submitted for approval to the City of Atlanta. The plan will be approved only if it complies with guidelines in the City of Atlanta Stormwater Management Design Manual.

During construction of the project, all stormwater runoff will be diverted to onsite erosion and sediment control facilities. After construction, stormwater runoff will be diverted to one or more impoundments to be constructed on the property (including a "lake") and then reused as greywater or discharged to the separate stormwater sewer located on the property. Structural best management practices (BMPs) and stormwater controls will operate in accordance with applicable Georgia State Law. Innovative stormwater control structures, such as modified catch basins will also be employed where practical. BMPs including the treatment process described below will be implemented to reduce or eliminate the flow of pollutants from stormwater runoff to receiving waters.

Surface runoff which leaves the site will pass through on-site BMPs and erosion control measures. The use of on-site BMPs assures that all stormwater will receive some level of treatment prior to reaching the Chattahoochee River. The commitment by Jacoby to incorporate BMPs and measures to decrease pollutant loadings and reduce flow from surface water runoff will assist the efforts of EPA, the Georgia EPD, and Atlanta to improve watershed management and achieve water quality standards.

Site design, grading, and drainage will be conducted in accordance with an approved erosion and sedimentation control plan which is required by the Georgia Erosion and Sedimentation Control Act. Surface water currently exits at the southeast corner of the property near Interstate I-85/75. Control devices including collection systems and curbing will be installed to assure that surface runoff from the development flows through treatment facilities. The treatment facilities will include screens, boxes, grates and baffles intended to help remove solid materials and prevent siltation.

The inevitable loss of some existing trees and vegetation will be compensated for by planting additional vegetation, clustering tree areas, and promoting the use of native plants. In addition, Jacoby will clearly specify how community open space will be managed and designate a sustainable legal entity responsible for managing both natural and recreational open space.

Due to characteristics of the brownfield and the steel mill operations which existed for many years on the site, the redevelopment will be designed to minimize groundwater infiltration. To assure that no contamination leaves the brownfield site in the future via groundwater, the remediation of the property will incorporate a groundwater interceptor system to collect groundwater and divert it to on-site



Draft of June 11, 1999

pretreatment facilities before discharging the flow to a sanitary sewer. Treatment of the intercepted groundwater will be provided to assure compliance with Atlanta's Sewer Use Ordinance.

F. POLLUTION PREVENTION

Given the nature of the proposed redevelopment, it will be possible to focus on the prevention and reduction of pollution at the source. Jacoby received assistance early in the project from a Pollution Prevention (P2) Team that included stakeholders from Southface Energy Institute, GA Pollution Prevention Assistance Division, Georgia Tech, University of Georgia, EPA and other interested organizations. These stakeholders provided a menu of P2 opportunities that could be considered for incorporation into this agreement. The Southface Energy Institute is a national leader in sustainable building technology and offers training and support in the Atlanta Region. Jacoby has and will continue to work with Georgia Tech, EPA, Southface, and other interested stakeholders on the identification of pollution prevention application solutions for this multi-use project. As part of this XL Project, Jacoby is making a voluntary commitment to work with future tenants and developers to meet these goals.

As part of this project, Jacoby has volunteered to work with builders at the redevelopment to participate in the Green Building Council "Leadership in Energy and Environmental Design" (LEED™) program. This innovative pollution prevention program takes a comprehensive view of resource conservation and management. The Leadership in Energy and Environmental Design program consists of a wide variety of programs. To participate, an applicant must satisfy prerequisites set by the program and earn a certain number of credits to attain different *LEED™ Building* classifications. A total of 44 Credits, plus 4 Bonus Credits are available under the LEED Building rating system with four categories of certification:

- 1) LEED Building Platinum™: for buildings that earn 81% (36) or more of the available credits
- 2) LEED Building Gold™: for buildings that earn 71-80% (31-35) of the available credits
- 3) LEED Building Silver™: for buildings that earn 61-70% (27-30) of the available credits
- 4) LEED Building Bronze™: for buildings that earn 50-60% (22-26) of the available credits

After meeting the rating system prerequisites, credits and bonus credits are earned by employing "green measures" in a variety of areas, including, but not limited to: use of low VOC building materials, use of local materials, use of recycled materials, construction waste management, energy efficiency (the EPA Green Lights and Energy Star Building Programs are included), indoor air quality, occupant recycling programs, siting, transportation (for example secure bicycle storage areas, shower and changing facilities for cyclists), water conservation and erosion control.

Jacoby has volunteered to work with builders at the Atlantic Steel redevelopment to reach, as a goal, the requirements for LEED Building Bronze™ designation. The ability to achieve a designation in the program is contingent on participation and cooperation by developers, architects and construction companies for various components of the project. Jacoby has committed to serving as a leader in this capacity to reach the LEED Building Bronze™ designation while continuing to work toward the goal of a LEED Building Silver™ or better designation.

As the redevelopment is planned and constructed, progress toward meeting these goals will be reported in the semi-annual and annual Project XL reports. Documentation for the LEED Building™ program is also maintained at the U.S. Green Building Council offices. Documentation requirements include a completed application/certification form (forms are available through the LEED Building™



Draft of June 11, 1999

Design Assistance Manual). Further information about the program is available at the U.S. Green Building Council web site: <http://www.usgbc.org/>.

Below are examples of measures which can be taken to earn LEED Building™ credit in areas of conservation and waste minimization:

1. Energy Conservation

Strategies to prevent and minimize pollution entail the selection of construction materials and sustainable building technologies that minimize energy use. Another goal is to reduce energy consumed by from heating and cooling through the siting and orientating of buildings and landscape materials in such that solar gain is maximized in winter and minimized in summer. As part of this XL Project, Jacoby is making a voluntary commitment to work with EPA, the Southface Energy Institute, Georgia Tech, and other interested stakeholders to identify and encourage future tenants and developers to participate in voluntary energy conservation programs such as EnergyStar and Green Lights. In addition, the LEED™ Green Building program offers points for other measures. Jacoby will work with builders at the redevelopment to determine which measures to apply in order to meet LEED Building Bronze™ requirements.

2. Solid Waste Management

Jacoby will continue to encourage the current owner (Atlantic Steel) to implement a recycling and reuse plan for solid waste generated during the demolition of existing structures on the property. Such opportunities for recycling and reuse include: 1) deconstruction to recover materials for reuse (preferably on-site); 2) requiring inclusion of recovery in demolition contract specifications; and 3) using recovered materials as close as possible to the site. Jacoby will encourage Atlantic Steel to document environmental information for the project by: 1) requiring demolition contractors to maintain records; and 2) including bonuses for contractors who maximize reuse and recycling of materials. Jacoby will also encourage and facilitate aggressive recycling and reuse programs for future developers, tenants, and occupants. In addition, the LEED™ Green Building program offers points for other measures. Jacoby will work with builders at the redevelopment to determine which solid waste management measures to apply in order to meet LEED Building Bronze™ requirements.

3. Water Use Reductions

State laws and building codes require reduced water use in all newly constructed properties. Also, the relatively consolidated nature of this redevelopment (when compared to a greenfield development of comparable square footage which would encompass a much larger land mass) will require significantly less water use. Jacoby will work with builders at the redevelopment to determine which measures to apply in order to meet LEED Building Bronze™ requirements.

Water conservation practices will be developed and promoted to reduce overall pollutant and hydraulic loadings to receiving waters and urban streams, and to the wastewater treatment plant. The use of flow restrictors in office buildings, homes, etc. in the project and general water conservation practices will be promoted. Innovative reuses for "greywater" (reusable but non-potable water) including landscape irrigation in green areas will be encouraged. The use of indigenous plant species will be encouraged to minimize irrigation requirements. In addition, the LEED™ Green Building program offers points for other measures. Jacoby will work with builders at the redevelopment to



Draft of June 11, 1999

determine which water conservation measures to apply in order to meet the LEED Building Bronze™ requirements.

VI. PROJECT XL ACCEPTANCE CRITERIA

The Atlantic Steel redevelopment, as described in this Agreement, meets EPA's Project XL criteria. See 60 Fed. Reg. 27,282, et seq. (May 23, 1995). The criteria and the bases for stating that they are met are summarized below.

A. ENVIRONMENTAL RESULTS

To evaluate the environmental impacts of the Atlantic Steel redevelopment, EPA, consulted with stakeholders, including the Federal Highway Administration, the Atlanta Regional Commission and local citizens' organizations, and decided to perform three main analyses: 1) regional transportation and air emissions impacts; 2) local carbon monoxide impacts; and 3) site level travel and multi-media impacts. A description of the analysis methodology and a thorough discussion of the results is contained in Appendix G. The results of these studies are briefly summarized below.

Previous EPA analytical work has quantified the magnitude of potential improvement in the transportation and environmental performance of a development if located to produce regional and transit accessibility. The EPA Office of Policy study "Transportation and Environmental Impacts of Infill and Greenfield Development" found that locating development on regionally central infill sites can produce emissions benefits when compared to locating that same development on greenfield sites on the fringe of the currently developed area. In three EPA case studies, predicted per-capita vehicle miles traveled (VMT) associated with a development site were reduced by as much as 61% at infill sites compared to the greenfields, and NO_x emissions were reduced by 27% to 42%. This and related literature suggested that the Atlantic Steel project may reduce future emissions growth in the region.

Based on the case studies described above and related literature, EPA and Jacoby tentatively believed that future emissions reductions from the Atlantic Steel redevelopment would likely result from the site's regionally central location and design when compared to the location and design the growth would have taken absent development of the Atlantic Steel site. Therefore, EPA analyzed the likely environmental performance of the Atlantic Steel site at two levels. First, EPA evaluated the performance of the Atlantic Steel site relative to three other likely regional growth locations. As part of this evaluation, carbon monoxide (CO) emissions associated with the Atlantic Steel site were evaluated for potential "hot spots." Second, EPA investigated the performance of the site design proposed by Jacoby relative to likely design of the greenfields and one other potential design for the Atlantic Steel site.

Regional Location/CO Analysis. To analyze the transportation and air emissions impacts of locating new development at the Atlantic Steel site, EPA used the Atlanta regional transportation and MOBILE 5a emissions models to compare the Atlantic Steel site to three other possible locations for similar-scale development in the Atlanta region. Where appropriate, the Atlantic Steel redevelopment was also compared to the regional average. Two facts were fundamental in the evaluation of the impacts of the Atlantic Steel site. The first was that Atlanta is projected to grow over the next 20 years. The second was that absent the Atlantic Steel redevelopment, more of this growth would likely occur in outlying areas. Analysis of regional transportation and air emissions impacts of the Atlantic Steel development show that absorbing a larger portion of Atlanta's future growth at the Atlantic Steel site would create less vehicle travel and fewer emissions than if the growth were to occur at regional sites that represent likely alternatives.



Draft of June 11, 1999

EPA also analyzed whether, if the Atlantic Steel site were developed, the additional traffic there would cause CO hot spots. Analysis indicates that CO hot spots would not occur.

Site Design Analysis. EPA also analyzed the impacts of site design on transportation and air emissions. EPA compared the site plan originally proposed by Jacoby to site plans for the three greenfield sites, and to a site plan for the Atlantic Steel site created by Duany Plater-Zyberk & Co. (DPZ), a leading town planning firm. The site designs differ substantially in ways that affect travel behavior and thus emissions.

On important measures such as density, mix of use and transit access, Atlantic Steel's design as proposed by Jacoby is superior to designs which would likely occur at the alternative sites. However, the DPZ design of the Atlantic Steel site was found to be superior to Jacoby's in three respects. First, the DPZ design provides better connectivity on and off site. Second, it improves the mix of uses on site by integrating them at a finer scale. Finally, the pedestrian environment is improved through street design, more direct routing and slower traffic speeds. Jacoby has revised the original site design to incorporate many of the transportation-related elements of the DPZ design, improving transportation performance in each of the areas discussed.

Other superior environmental performance associated with the project includes remediation of a century old steel mill and the surrounding property, use of existing or improved water/sewer infrastructure and implementation of erosion and stormwater control measures. Superior environmental performance (SEP) will also result from Jacoby's voluntary commitments to work with builders at the redevelopment to participate in reuse and recycling programs, energy conservation and implementation of pollution prevention processes. If the project is not approved, two likely land-use options exist for the site: 1) no sale and development of the property would occur, industrial use of the site would continue, and remediation of the site would be delayed indefinitely; and/or, 2) the property would be sold and developed for single use (i.e., "big box" style) retail as allowed under prior zoning conditions without the requirement for construction of a bridge or linkage to mass transit. EPA believes that neither of these options would be environmentally preferable to this project.

B. COST SAVINGS/PAPERWORK REDUCTION

Use of existing infrastructure including roads, sewer, utilities and mass transit will result in major cost savings when compared to building this development in an area that lacks access to existing infrastructure. EPA and Jacoby will also work together to identify opportunities to consolidate reporting requirements and reduce the paperwork burden associated with the project. To the extent practicable and consistent with all applicable requirements, all reporting (regulatory and voluntary) for local, State and Federal agencies will be consolidated into an annual report. The reports are discussed in Section VIII.H.1 of this Agreement. The project should also be noted for its positive economic impact on downtown Atlanta.

C. STAKEHOLDER SUPPORT

As described in Unit IV above, there has been extensive stakeholder involvement in and support for this project. Jacoby has committed considerable resources towards seeking out and obtaining the input and support of parties who have a stake in the project. Jacoby has engaged and will continue to involve a wide range of stakeholders. Direct participant stakeholders include GA-EPD, GA-DOT, the Atlanta Regional Commission, the City of Atlanta, MARTA, the Georgia Conservancy and others. Letters from stakeholders expressing support for the project are contained in **Appendix E**.



Draft of June 11, 1999

D. INNOVATION/MULTI-MEDIA POLLUTION PREVENTION

EPA's pollution prevention criterion expresses EPA's "preference for protecting the environment by preventing the generation of pollution rather than by controlling pollution once it has been created." This project involves an infill redevelopment of property currently occupied by an old steel mill. Ending steel mill operations at the site will eliminate the possibility of future contamination from such operations. Developing this urban site rather than a greenfield site will end any pollution caused by the existing industrial land use while simultaneously preserving green space in the Atlanta region. In addition, the project will participate in the U.S. Green Building Council "Leadership in Energy and Environmental Design" (LEED™) Program as described in Section V.F. above.

E. TRANSFERABILITY

Many aspects of this project may prove to be transferable to other developments in locations like Atlanta where growth patterns have resulted in poor accessibility, traffic congestion, air quality problems and decreasing green space. If properly implemented, this project could serve as a model for redevelopment of infill properties. In addition, the City of Atlanta zoning conditions Jacoby agreed to and assisted in drafting, along with close cooperation from surrounding neighborhoods, environmental groups and other stakeholders provide a potential framework by which similar infill developments can occur. The integrated, mixed-use, mass transit-connected development proposed by Jacoby within the central business district of a major city may serve as a model of smart growth. Jacoby will use reasonable means (e.g., technical publications, conferences and workshops) to disseminate specific lessons about its Atlantic Steel experience to other developers and urban planners, subject to Jacoby's ability to protect proprietary or confidential business information against unauthorized disclosure.

In this Project, the use of flexibility to allow a major downtown redevelopment with associated transportation improvements to proceed during a conformity lapse raises complex legal, policy, and scientific issues and uncertainties. These issues and uncertainties will require extensive post-implementation analysis before EPA can determine whether such flexibility can or should be offered to other entities in the future. Therefore, as with all XL Projects, the flexibility granted in connection with this Final Project Agreement establishes no precedent with regard to other redevelopment projects. Entities contemplating projects requiring equivalent or similar flexibility should be aware that EPA does not intend to consider additional requests for flexibility of this nature until the results of this project have been received and analyzed.

F. FEASIBILITY

Projects of the scope and magnitude of the Atlantic Steel redevelopment require the integration of resources from many sources, both public and private. While no one individual or entity is solely responsible for an undertaking such as this project, Jacoby has demonstrated the ability to secure the financial resources necessary to implement its vision for Atlantic Steel. Entities which have expressed an intent to purchase, lease, sublease, or otherwise financially support the project include The Mills Corporation and Post Properties, Inc. Jacoby and EPA believe that sufficient technical and financial resources exist to meet the goals of the project. Estimates of capital/operating costs associated with the redevelopment and 17th Street bridge and potential funding sources are identified in the TCM summary (See Appendix J).

By signing this Agreement, EPA agrees that it has the authority through the State Implementation Plan approval process to grant the regulatory flexibility requested by Jacoby and described



Draft of June 11, 1999

in this Agreement. This flexibility is necessary to consider the redevelopment a TCM, thus allowing for its construction once it is included in an approved State Implementation Plan.

G. MONITORING, REPORTING AND EVALUATION

EPA's monitoring, reporting and evaluation criterion articulates EPA's expectation that Project XL sponsors will make project information, including performance data, available to Stakeholders in a form that is easy to understand. Information about this project can be found on the Project XL web site, <http://www.epa.gov/projectxl>; and on the Atlantic Steel redevelopment web site, <http://www.crbrealty.com/>.

This Agreement provides for monitoring, reporting to the Agencies and Stakeholders, and periodic performance evaluation. The means of reporting and an annual meeting near the project site (with advance notice) and the availability of backup data on request should make information regarding the project accessible. Moreover, many of the measures Jacoby intends to implement as discussed in this document are City of Atlanta zoning conditions and are therefore required before the project can be developed. Regulated activities not addressed by this Agreement should adhere to the appropriate reporting requirements.

The proposed TCM will be monitored annually, beginning in the year following the opening of the 17th Street bridge to single occupancy vehicle traffic in order to assess its effectiveness in reducing VMT and mobile source emissions. At a minimum, the City of Atlanta will be responsible for collecting and maintaining data for the following three performance measures: 1) average daily VMT; 2) average daily VMT per employee working at the site; and 3) the percent of all trips made to and from the site by residents and employees by mode. Jacoby through its own contractor or through the TMA, will collect these data and provide them to the City of Atlanta for submittal to the ARC and EPD annually beginning one year from the opening of the bridge to single occupancy vehicle traffic consistent with the terms of the TCM. At any time, the City of Atlanta may choose to solicit other transportation information (i.e. travel cost, transit ridership) that may be beneficial for devising strategies to reduce VMT and single occupant automobile travel.

A transportation management association (TMA), which Jacoby has committed to support and participate in, will conduct an annual commute mode survey and monitor transportation-related issues at the redevelopment. EPA, Jacoby, ARC, the City of Atlanta, the Midtown Alliance and other stakeholders are currently investigating options for participation of the Atlantic Steel development in a larger transportation management district (TMD) which may include other relevant areas of Midtown.

If at any time after the project is two-thirds built out or six years after the 17th street bridge opens to single occupancy vehicle traffic (whichever comes first) the site falls below the enforceable performance measures (described in Section VII.C.), Jacoby will be required to fund or identify funding for a TMA for the Atlantic Steel redevelopment (if one doesn't already exist), consistent with the terms of the TCM. The TMA will consult with the City of Atlanta concerning implementation of additional alternative transportation programs that achieve the performance measures.

H. SHIFTING THE RISK BURDEN

Jacoby and EPA have analyzed Executive Order No. 12898 on Environmental Justice, and do not expect the Project to result in unjust or disproportionate environmental impacts. Jacoby will follow



Draft of June 11, 1999

applicable state and federal requirements (including OSHA standards) to ensure worker safety during its construction and implementation of the Project.

The environmental benefits EPA and Jacoby expect from this project will accrue to the region as a whole (with the exception of the site clean-up). However, the possibility of increased traffic volumes and congestion in the immediate vicinity of the Atlantic Steel site raised the concern that carbon monoxide (CO) "hot spots" might occur -- thereby creating risk in the immediate area. EPA analyzed predicted traffic patterns to determine if any CO "hot spots" are likely. The results of EPA's analysis demonstrate that implementation of the project and resulting traffic will not produce any new, local-area exceedances of the CO health-based standard. The analysis showed that sections of road which are likely to experience increases in CO currently enjoy relatively low levels. The analysis also showed that roads which currently have relatively high levels of CO would not increase, and in some cases actually experience slight declines.

The Parties expect the project to result in reductions in long term air emissions which benefit all persons working in or living in the Atlanta region and that implementation of this project will have a desirable impact on Atlanta's overall environment and growth. Moreover, any person or organization expressing interest in this project has been welcomed to participate as a stakeholder.

VII. INTENTIONS, PERFORMANCE MEASURES, AND MILESTONES

This section describes the intentions of EPA and Jacoby, performance measures to determine the success of the project, and milestones for project completion.

A. EPA INTENTIONS

- EPA expects to certify to the Georgia EPD and the Metropolitan Planning Organization that the proposed redevelopment will result in a demonstrable air quality benefit and is entitled to treatment as a Transportation Control Measure under § 108 of the Clean Air Act. This TCM would be included in the Georgia State Implementation Plan so that construction of the project can proceed despite the conformity lapse in the metropolitan Atlanta area.
- EPA will continue to facilitate, in a timely manner and through use of Project XL and the regulatory flexibility it provides, the development of a TCM.
- EPA will work with Stakeholders and the appropriate local, regional, state and federal agencies in order to complete the TCM process within the schedule contained in Appendix H.
- EPA will review the redevelopment project and bridge collectively to determine whether, in combination, they result in superior environmental performance.
- EPA will work with Jacoby, the City of Atlanta, MARTA, and all interested parties to facilitate improvement of the transit connection (e.g., light rail, trolley) between the Atlantic Steel site and the MARTA Arts Center Station.
- EPA will work with Jacoby and all interested parties to encourage and facilitate the development of a transit loop on the West side of the I-75/85 corridor.
- EPA intends to continue to provide resources, subject to appropriations, to maintain the schedules set forth in Appendix H.



Draft of June 11, 1999

B. JACOBY INTENTIONS

I. Enforceable

- Jacoby expects that the following TCM obligations will be included in an approved SIP which is enforceable under the CAA. EPA expects to approve the SIP if the TCM includes, at a minimum, these obligations:
 - Jacoby will provide right-of-way in the development to MARTA or another acceptable entity for the construction of an appropriate transit linkage including a station if necessary, connecting the Atlantic Steel site to the Arts Center MARTA station.
 - Jacoby will provide an interim shuttle service to the MARTA Arts Center Station after construction of the 17th Street bridge and after certificates of occupancy are issued for retail components of the development. Jacoby will continue to provide this service for 10 years or until MARTA or another similar entity assumes responsibility for a mass transit linkage, whichever is less. The TCM will include the duration and operating details regarding the shuttle service such as number and location of stops, headways and capacity.
 - The TCM will contain a commitment from the appropriate party that the 17th Street bridge will include capacity sufficient to accommodate a mass transit upgrade to light rail, a dedicated bicycle lane, and a pedestrian walkway.
 - Jacoby will provide funding or a funding mechanism for the establishment of a Transportation Management Association (TMA).
 - The TCM will include specific examples of mitigation measures to be undertaken by the TMA if a specified threshold for air quality performance is not met.
 - 17th Street will be developed as a mixed-use street.
 - Bicycle lanes will, at a minimum be constructed on 17th Street, State Street (including loop north of 17th Street), and Center Street.
 - Open space will be created and maintained.
 - A transportation management plan for the site will be developed.
 - Copies of the site plan, with revisions, will be submitted to the City of Atlanta, ARC, EPD, and EPA Region 4 on an annual basis after the 17th Street bridge opens to traffic and until the project is built-out.
 - The final site plan will meet or exceed target values for four criteria set in the SIP TCM: overall density, average transit-oriented density, activity diversity, and external street connectivity.
 - At any time after the project is two-thirds built out, or six years after the 17th Street bridge opens to single occupancy vehicle traffic, whichever comes first, the site will meet or exceed the transportation performance targets set in the SIP TCM for average daily VMT per resident, average daily VMT per employee, and percentage of trips made to, from and on the site by non-SOV modes of travel. If the project falls below the performance targets set in the SIP TCM, then the City of Atlanta and/or the TMA will implement transportation programs on-site that encourage trip reductions and travel mode alternatives to single occupancy vehicles.
 - Jacoby, through its own contractor or through the TMA, will collect data on VMT per resident, VMT per employee, and mode split and provide it to the City of Atlanta annually, beginning one year after the 17th Street bridge opens



Draft of June 11, 1999

to single occupancy vehicle traffic and continuing as long as the TCM is contained in the SIP.

- Obligations associated with the Remediation Plan are enforceable by Georgia EPD.
- Obligations associated with the volume, quality and direction of stormwater runoff and erosion from the site are enforceable by the City of Atlanta and the Georgia EPD.
- The zoning conditions (Appendix A) are enforceable under Atlanta's land development code by the City of Atlanta and certain real estate owners who meet the conditions described in Atlanta's land development code. The Atlantic Steel zoning conditions include but are not limited to:
 - "The developer will use its best efforts to ensure that residential components are developed in advance of or concurrent with retail/commercial space...";
 - incorporation of people movers and other alternative forms of public transportation within the project;
 - inclusion of at least seven acres of open space;
 - incorporation of streetscape, pedestrian circulation and bike paths concurrent with the street system;
 - pedestrian and open space measures must be implemented prior to Certificates of Occupancy being issued;
 - implementation of the Remediation Plan;
 - clearing and grading permits will not be issued before a stormwater drainage plan has been approved by the Department of Public Works;
 - the residential component of the project will contain the required percentage of residential space; and
 - submission of a Traffic Management Plan for all nonresidential components employing more than 50 employees.

2. Voluntary

- Jacoby will work with developers and users of various portions of the property to implement pollution prevention measures into building construction and design;
- Jacoby will work with builders at the property to participate in the U.S. Green Building Council "Leadership in Energy and Environmental Design" at the LEED Building Bronze™ level.

3. Aspirational

- Jacoby will continue efforts to encourage development of a transportation loop on the west side of the I-75/85 corridor; including possible contribution of right-of-way for the transit loop.
- Jacoby will work with builders at the property to participate in the U.S. Green Building Council "Leadership in Energy and Environmental Design" at the LEED Building Silver™ level.
- Jacoby will explore the utilization of Hemphill Water Plant backwash water to reduce irrigation needs at the project site.



Draft of June 11, 1999

C. PROJECT XL PERFORMANCE TARGETS FOR ATLANTIC STEEL

EPA and Jacoby, after discussions with the City of Atlanta, and the State of Georgia have agreed on the following specific criteria to determine the success of this XL Project:

- The final site design will have $\geq 33\%$ of blocks containing mixed uses.
- The final site design will accommodate $\geq 12,000$ residents and employees combined.
- The final site design will average ≥ 180 persons per net acre on site in a 1/4-mile radius surrounding the on-site transit stops.
- The average separation of ingress/egress streets in the final site design will be $\leq 1,000$ feet, unless the City of Atlanta specifies otherwise.
- Following $\frac{2}{3}$ build-out, or 6 years after the 17th Street bridge opens to single occupancy vehicle traffic, whichever comes first, average daily VMT per resident of the redevelopment will be ≤ 27 . If this target is not met, then the City of Atlanta and/or the TMA will implement transportation programs on-site that encourage trip reductions and travel mode alternatives to single occupancy vehicles.
- Following $\frac{2}{3}$ build-out, or 6 years after the 17th Street bridge opens to single occupancy vehicle traffic, whichever comes first, average daily VMT per employee of the redevelopment will be ≤ 11 . If this target is not met, then the City of Atlanta and/or the TMA will implement transportation programs on-site that encourage trip reductions and travel mode alternatives to single occupancy vehicles.
- Following $\frac{2}{3}$ build-out, or 6 years after the 17th Street bridge opens to single occupancy vehicle traffic, whichever comes first, the percentage of trips made to, from, and on the site using non-SOV modes of travel will be $\geq 25\%$. If this target is not met, then the City of Atlanta and/or the TMA will implement transportation programs on-site that encourage trip reductions and travel mode alternatives to single occupancy vehicles.
- Remediation of a century old steel mill site to risk based levels.
- The site will have a linkage to mass transit.

D. MILESTONES AND PROPOSED SCHEDULE

- Deconstruction and Remediation will begin in 1999
- Remediation will be completed in 2000
- Bridge will be designed in 1999
- Bridge will be constructed in 2000-2002
- Project development will occur in phases
- Infrastructure will be installed in 2000 in conjunction with the remediation process
- Initial vertical development will begin in 2000 in conjunction with infrastructure installation
- Shuttle linkage to MARTA will begin when retail establishments are issued certificates of occupancy
- Remaining development will occur over next several years

VIII. PROJECT IMPLEMENTATION

A. LEGAL BASIS

This Agreement states the intentions of the Parties with respect to Jacoby's Project XL proposal for Atlantic Steel. The Parties have stated their intentions seriously and in good faith, and expect to carry out their stated intentions.



Draft of June 11, 1999

This Agreement does not create legal rights or obligations and is not a contract or a regulatory action such as a permit or a rule and is not legally binding or enforceable against any Party. This Agreement expresses the plans and intentions of the Parties without making those plans and intentions into binding requirements. This applies to the provisions of this Agreement that concern procedural as well as substantive matters. Thus, for example, the Agreement establishes procedures that the parties intend to follow with respect to dispute resolution and termination under the Agreement. However, while the parties fully intend to adhere to these procedures, they are not legally obligated to do so.

Because this Agreement does not create binding legal requirements, EPA intends to propose for public comment any rules, permit modifications or legal mechanisms needed to implement portions of this project. Any rules, permit modifications or legal mechanisms that implement this project will be enforceable as provided for by the applicable statutes.

This Agreement is not an agency "action" by the EPA because this Agreement does not create legal rights or obligations and is not legally enforceable. No action or omission by any Party that is at variance with a provision or provisions of this Agreement, or that is alleged to be at variance with a provision or provisions of this Agreement, can serve as the basis for any claim for damages, compensation or other relief against any Party.

B. NON-PARTY PARTICIPANTS

By entering into this Project XL Agreement, Jacoby and EPA are addressing a major regulatory barrier which would prevent implementation of the proposed Atlantic Steel redevelopment. However, it is important to note that various aspects of the project will remain subject to the approval of other regulatory entities even after this Final Project Agreement is signed. EPA and Jacoby have actively sought input and participation from those entities throughout the development of this Agreement and much progress has been made in clarifying the roles each will play in the ongoing process of making this redevelopment possible. Many of these entities have expressed support for this project in writing. Letters reflecting such support are contained in **Appendix E**.

The TCM application consists of a package of materials which includes a narrative describing how the TCM will meet the requirements for adoption into the State Implementation Plan (SIP). The complete process is described in the next Section. Appendix J contains the narrative portion of the TCM which was submitted to the Atlanta Regional Commission by the City of Atlanta. The TCM will go through various public comment periods prior to EPA's review and final approval (as appropriate). Any of the contacts listed in Section XIII.B will be able to provide information on the status of the TCM package in the approval process.

C. PROCESS FOR SIP TCM ADOPTION

As described in this Final Project XL Agreement, the regulatory flexibility being granted for this redevelopment involves considering the redevelopment to be a TCM. All other existing requirements would remain in place, allowing for the normal process of TCM approval by the various local, regional, state and federal agencies. Based on the favorable results of the air emissions analyses conducted for the Atlantic Steel XL Project, EPA is agreeing that it should proceed in the TCM process for approval and implementation. EPA's final approval of the TCM is contingent upon inclusion in the State Implementation Plan of the commitments and details regarding implementation that are described in this Final Project Agreement. The TCM process includes reviews by FHWA, FTA, MARTA, GA-DOT, EPA,



Draft of June 11, 1999

and GA-EPD, with full public comment as well as approval by the ARC. Chronologically, a summary of the TCM approval process is as follows:

- 1) Submission of TCM package and description to ARC by the TCM sponsor (City of Atlanta). Review by the ARC Transportation Coordination Committee. With their favorable recommendation, the package would go to the ARC Transportation Air Quality Committee. With a favorable recommendation from that body, the package would go to the full ARC with other recommended projects and be incorporated into the Interim Transportation Improvements Plan (ITIP).
- 2) ARC submits favorably recommended TCMs to the Georgia Environmental Protection Division. GA-EPD considers the TCMs, solicits public comment, responds to public comments and submits projects to the Governor or appropriate official to be included in the State Implementation Plan.
- 3) GA-EPD then submits the SIP revision (including the TCM) to the EPA Region 4 office. EPA reviews the project for enforceability, completeness, and technical requirements. The project is then published in the Federal Register for public comment. EPA reviews and responds to comments submitted and proceeds to final action on the TCM. If no adverse comments are received or comments are adequately addressed, EPA approves the TCM as part of the State Implementation Plan. GA-DOT, FHWA and FTA would then complete necessary documentation and processing for the final design and construction of the project.

D. ENFORCEMENT OF TCM SIP PROVISIONS

Commitments contained in the TCM SIP will be enforceable under the Clean Air Act by the State of Georgia, EPA, and citizens.

E. APPLICABILITY OF OTHER LAWS OR REGULATIONS

Except as provided in any rules, compliance orders, permit provisions or other implementation mechanisms that may be adopted to implement the Project, the parties do not intend this Final Project Agreement to modify or otherwise alter the applicability of existing or future laws or regulations to the project sponsor or the redevelopment.

F. AUTHORITY TO ENTER AGREEMENT

By signing this Agreement, EPA and Jacoby acknowledge and agree that they have the respective authorities, discretion, and resources to enter into this Agreement and to implement all of the applicable provisions of this Project through the SIP approval process as described above.

G. RIGHTS TO OTHER LEGAL REMEDIES RETAINED

Except as expressly provided in the legal implementation mechanisms described above in Section VIII.C., nothing in this Agreement affects or limits either Jacoby's legal rights, or EPA's rights to seek legal, equitable, civil, criminal or administrative relief regarding the enforcement of present or future applicable federal and state code, rules, regulations, or permits.



Draft of June 11, 1999

Although Jacoby does not intend to challenge actions implementing the project that are consistent with this Agreement, Jacoby reserves its right otherwise to appeal or challenge an EPA action implementing the project. Nothing in this Agreement is intended to limit Jacoby's right to administrative or judicial appeal or review of modification, withdrawal or termination of those legal mechanisms in accordance with the applicable procedures for such review.

H. REPORTING

For the duration of this Agreement, Jacoby will provide an annual summary report to EPA and, upon request, to stakeholders. Jacoby will make all backup data and reports available to stakeholders on request. Jacoby will also post the annual reports on its Internet web site at <http://www.crbrealty.com>. The first annual report will be due February 15th of the year following the signing of this Agreement. Succeeding annual reports will be due February 15th of each year during the life of this Agreement.

In each annual report Jacoby will provide a summary of environmental performance data and will describe Jacoby's progress toward completing the Atlantic Steel redevelopment as described in this Final Project Agreement. The report should describe progress on all of the enforceable and voluntary commitments contained in section VII.B. of this Agreement as well as information on the status of the schedule goals in section VII.D. Other reports produced as part of the project which address these subjects (such as TMA reports) may be used as appropriate. An annual public meeting will be scheduled during the month of February of each year beginning February 2000. Reasonable advance meeting notice will be provided to the Agencies and stakeholders. Jacoby or its representative will present the report to the stakeholders at the public meeting

1. Report Frequency and Content

EPA, Jacoby, the City of Atlanta, and the State of Georgia will work together to draft a report outline within 90 days of the signature of this agreement. To the extent possible and consistent with applicable regulations, the outline will be structured so that streamlining of reporting on regulatory activities could continue beyond the duration of this Agreement. This outline will be designed to consolidate reporting requirements for the XL project, the City of Atlanta zoning conditions, the SIP TCM, the RCRA cleanup and monitoring of the construction of the redevelopment and the bridge. Items (in addition to those listed above) that will be contained in the report will include but are not limited to: stakeholder activities; milestones achieved; important announcements; progress in incorporating pollution prevention ideals into structure design; TMA participation or formation; and, a schedule for activities through the next reporting period. Inclusion of all relevant information in one report will streamline reporting for the project and make information about progress available on a reliable schedule in a consistent format.

During the early stages of bridge construction and site remediation, Jacoby will also submit a written report at six month intervals. This semi-annual report is intended to keep stakeholders, XL partners, and regulatory agencies well-informed during the early stages of implementation. Reporting on activities such as infrastructure construction, bike and pedestrian path layout, and the identification of development partners will be helpful in assuring that the spirit and intent of this XL project is continued. The semi-annual report will include an update of the status of redevelopment and remediation at the site. The semi-annual report will be provided by August 30th starting in 2000 for two years, or until the 17th Street Bridge opens, whichever occurs first. Reporting will then be reduced to an annual basis as described above.



Draft of June 11, 1999

The semi-annual report will be submitted to: EPA Region IV Administrator; the Director, Georgia Environmental Protection Division; and the Mayor of the City of Atlanta.

2. Regulatory Requirements

One of the Parties' goals is to reduce the burden of unnecessary paperwork and obtain resulting cost savings without compromising the integrity of regulatory controls. In addition, the project is intended to simultaneously enhance Stakeholder ability to understand the environmental benefits of the project and track the project's compliance with regulatory requirements and goals articulated in this Agreement. At this time, no flexibility in regulatory reporting requirements has been specifically identified. However, EPA and Jacoby will work with other regulating entities (City of Atlanta, GA-EPD, etc.) to identify opportunities for consolidation of reporting requirements to move toward attainment of these goals. Any reporting requirements not specifically identified in this Agreement are unaffected.

3. Use of Information

Nothing in this Agreement reduces or affects Jacoby's rights to copyright, patent, or license the use of any proprietary or business confidential information or data contained in or created in the course of the implementation of this project.

I. UNAVOIDABLE DELAY

This section applies to provisions of this Agreement that do not encompass enforceable, regulatory mechanisms. Enforceable mechanisms, such as permit provisions or rules, will be subject to modification or enforcement as provided in applicable law.

"Unavoidable delay" for purposes of the project described in this Agreement is defined as any event arising from causes beyond the control of any Party or Parties that delays or prevents the implementation of the project described in this Agreement despite the Parties' best efforts to put their intentions into effect. An unavoidable delay event includes but is not limited to delay arising from fire, unusual storm events, acts of war, vandalism, or legislative or judicial bars to performance.

When any event occurs that may delay or prevent the implementation of this project, whether or not it is unavoidable, the Party with knowledge of the event will provide verbal notice to the designated representatives of the remaining Parties. Within ten (10) days of the Party providing initial notice of the event a written confirming notice will be provided. The confirming notice will include the reason for the delay, the anticipated duration of the delay, all actions taken to prevent or minimize the delay, and the party's rationale for considering such a delay to be unavoidable. The Party providing notice will include appropriate documentation supporting the claim that the delay was unavoidable.

If the Parties, after reasonable opportunity to confer, agree that the delay is attributable to an unavoidable delay then the time for performance of obligations that are affected will be extended to cover the period lost due to the delay. If the Parties agree the Parties will document their agreement in a written amendment to this Agreement. If the Parties do not agree then the following provisions for Dispute Resolution will be followed.



Draft of June 11, 1999

J. DISPUTE RESOLUTION

Any dispute which arises under or with respect to this Agreement will in the first instance be subject to informal negotiations between the Parties to the dispute. The period of informal negotiations will not exceed twenty (20) calendar days from the time the dispute arises unless that period is extended by a written agreement of the Parties to the dispute. The dispute will be considered to have arisen when one Party sends to the other Parties a written Notice of Dispute.

In the event that the Parties cannot resolve a dispute by informal negotiations, the Parties may invoke non-binding mediation by setting forth the nature of the dispute with a proposal for resolution in a letter submitted to the Regional Administrator for EPA Region IV. Prior to issuance of an opinion the Regional Administrator may request an additional, informal mediation meeting. If so requested, the Regional Administrator will attempt to resolve the dispute by issuing a written opinion. Any opinion, verbal or written, expressed by the Regional Administrator will be non-binding.

K. DURATION

This Agreement will be in effect for the period of 10 years from the date it is signed, unless it is terminated earlier. This Agreement does not affect the term of any permit or rule or other enforceable regulatory mechanism.

IX. WITHDRAWAL OR TERMINATION

A. EXPECTATIONS CONCERNING WITHDRAWAL OR TERMINATION

This Agreement is not a legally binding document and any Party may withdraw from the Agreement at any time. However, it is the desire of the Parties that this Agreement should remain in effect through the expected duration, and be implemented as fully as possible. Accordingly, it is the intent of the Parties that they will not withdraw and that this project will not be terminated unilaterally during its expected duration of 10 years unless one of the conditions set forth below occurs:

1. Failure (taking into account its nature and duration) by any Party to (a) comply with the provisions of the implementation mechanisms for this project, or (b) act in accordance with the provisions of this Agreement.
2. Discovery of the failure of any Party to disclose material facts during development of the Agreement.
3. Failure of the project to provide superior environmental performance consistent with the provisions of this Agreement.
4. Enactment or promulgation of any environmental, health or safety law or regulation after execution of the Agreement which renders the project legally, technically or economically impracticable.
5. Decision by an agency to reject the proposed assumption of Jacoby's benefits and commitments under the project by a future owner or operator of the facility.



Draft of June 11, 1999

In addition, EPA does not intend to withdraw from the Agreement based on non-compliance by Jacoby with this Agreement or the implementation mechanisms, unless such non-compliance constitutes a substantial failure to comply with intentions expressed in this Agreement and the implementation mechanisms, taking into account its nature and duration. Jacoby will be given notice and a reasonable opportunity to remedy any non-compliance prior to an EPA withdrawal. If there is a disagreement between the Parties over whether a "substantial failure to comply" exists, the Parties will use the dispute resolution mechanism identified in section VIII.J. of this Agreement. EPA retains discretion to address non-compliance through existing enforcement authorities, including withdrawal or termination of this project, as appropriate.

B. WITHDRAWAL OR TERMINATION PROCEDURES

The Parties agree that the following procedures will be used to withdraw from or terminate the Project prior to the minimum project term, and further that the implementation mechanism(s) will provide for withdrawal or termination consistent with these procedures:

1. Any Party desiring to terminate or withdraw from the Project is expected to provide written notice of its intent to withdraw or terminate to the other Parties at least sixty (60) days prior to withdrawal or termination.
2. If requested by any Party during the sixty (60) day period noted above, the dispute resolution proceedings provided in this Agreement may be initiated to resolve any dispute relating to the intent to withdraw or terminate. If, following any dispute resolution or informal discussion, the Party still desires to withdraw or terminate, the withdrawing or terminating Party will provide written notice of final withdrawal or termination to the other Parties.
3. The withdrawal or termination procedures set forth in this Section apply to the decision to withdraw or terminate participation in the Agreement. Procedures to be used in modifying or rescinding the legal mechanisms used to implement the Project will be governed by the terms of those legal mechanisms and applicable law.

X. FAILURE TO ACHIEVE EXPECTED RESULTS

Most Project XL Agreements include a section describing steps which would be taken if the project fails to achieve the anticipated environmental performance despite good faith efforts. In most cases, failure to achieve anticipated environmental performance would result in an orderly return to compliance with regulatory requirements which would have been in effect absent the flexibility provided through Project XL. This XL Project is unique in that once the TCM determination is approved via the SIP revision and the 17th Street bridge and transportation corridor are constructed, a return to the *status quo ante* would not be feasible.

The possibility exists that, despite good faith efforts, the Atlantic Steel project may not achieve the long-term reductions in emissions in the Atlanta Region anticipated by the Parties in the TCM determination and supporting modeling. In such a case, contingency measures identified as part of the TCM or those recommended by the Transportation Management Association would be implemented. If the contingency measures also failed to achieve the anticipated reductions, neither Jacoby nor the State of Georgia could continue characterizing the development as a TCM. EPA would not be able to order improvements to the development or changes to the underlying SIP provision. However, the State would be required to amend the overall SIP to seek other, offsetting emissions reductions if the SIP is unable to continue to demonstrate attainment or maintenance of the relevant air



Draft of June 11, 1999

quality standards. CAA § 110(k)(5). If this situation were to arise, the State would identify offsetting emissions reductions.

It should be noted that the City of Atlanta zoning conditions require that certain actions be taken should specified performance measures not be obtained. These requirements are intended to mitigate or eliminate possible negative impacts of the project. Among the zoning condition obligations is the requirement that businesses with 50 or more employees create a Transportation Management Plan (TMP). The strategies contained in the TMP are specified in the City of Atlanta zoning conditions and must be implemented if single occupancy vehicle trips generated by the project exceed 5,366 peak period a.m. trips. The TMP strategies would be designed to reduce the number of such trips by 25% during a five year period. The TMP would further include information regarding mass transit schedules and stops and how such information will be displayed throughout the project. The TMP would also include development of a program to promote employee participation in car pooling and employee use of mass transit.

XI. TRANSFER OF PROJECT BENEFITS AND COMMITMENTS

Due to the nature of developing a large tract of land such as the Atlantic Steel site, EPA and Jacoby are aware that there will likely be transfers of ownership for various parcels within the site during the life of this Agreement. Legal mechanisms associated with this project such as the State Implementation Plan, the City of Atlanta zoning requirements, and the Remediation Plan may apply to future tenants or developers regardless of whether they are Parties to this Agreement. However, some benefits and commitments (such as the voluntary commitments) contained in this Agreement are not addressed in legal mechanisms. Neither EPA nor Jacoby believe it would be practical or desirable to expect all future tenants or developers to become parties to this Agreement. Therefore, the voluntary commitments are structured such that Jacoby would remain the responsible party for attempting to ensure that they are met by future tenants or developers at the site.

However, if Jacoby were to transfer its role and responsibilities as primary developer for all or any substantial portion of the Atlantic Steel site, both parties believe it might be appropriate to provide for transfer of Jacoby's benefits and commitments under this project. Therefore, this Agreement allows for the transfer of Jacoby's benefits and commitments under this project to a future primary developer of all or a substantial portion of the site upon request of Jacoby and such owner/operator, provided that the following conditions are met:

- A. Jacoby will provide written notice of any such proposed transfer to EPA at least ninety (90) days prior to the effective date of the transfer. The notice is expected to include identification of the proposed transferee, a description of the proposed transferee's financial and technical capability to carry out the project, and a statement of the transferee's intention to sign the Agreement as an additional party.
- B. Within forty-five (45) days of receipt of the written notice, EPA, in consultation with stakeholders, will determine whether the transferee has demonstrated adequate financial and technical capability to carry out the project and a willingness to sign the Agreement, and is otherwise an appropriate Project XL Partner. Upon EPA's consent to such a requested transfer (which will not be unreasonably withheld), the Agreement will be modified to allow the proposed transferee to assume Jacoby's benefits and commitments. In the event that transfer is disapproved by EPA, withdrawal or termination may be initiated.
- C. Upon approval of transfer under this section, it may be necessary for EPA to work with stakeholders, including the State of Georgia and the City of Atlanta, to amend any appropriate rules, permits, or other implementing mechanisms to transfer Jacoby's legal rights and obligations under this project to the proposed transferee.



Draft of June 11, 1999

XI. PERIODIC REVIEW

The Parties will confer, on a periodic basis, to assess their progress in implementing this project. Unless it is agreed otherwise, the date for Periodic Performance Review Conferences will occur concurrently with the annual Stakeholder meeting. No later than thirty (30) days following a Periodic Performance Review Conference, Jacoby will provide a summary of the minutes of that conference to all direct Stakeholders. Any additional comments of participating Stakeholders will be reported to EPA.

XIII. SIGNATORIES AND EFFECTIVE DATE

- A. The signatories to this Final Project Agreement will be the EPA Regional Administrator for Region IV and the Manager of Jacoby Management, Inc., a Georgia corporation.
- B. Each party has designated a representative to serve as its contact person for inquiries concerning the Project. These representatives are as follows:
 1. For Jacoby:
Brian Leary
CRB Realty Associates
P.O. Box 2246
Duluth, GA 30096
Phone: 770-622-7797
Fax: 770-232-6045
Email: bleary@crbrealty.com
 2. For EPA:
Michelle Glenn
U.S. EPA, Region IV
61 Forsyth Street
Atlanta, GA 30303
Phone: 404-562-8674
Fax: 404-562-8628
Email: glenn.michelle@epa.gov
- C. This Final Project XL Agreement is effective on the date it is dated and signed by EPA's Regional Administrator for Region IV and the Manager of Jacoby Management, Inc., a Georgia corporation.



Draft of June 11, 1999

John H Hankinson, Jr.
United States Environmental Protection Agency
Region 4

ATLANTIS 16th, L.L.C.
a Georgia limited liability company

James Jacoby
Manager
Jacoby Management, Inc.,
A Georgia Corporation

Date:



Draft of June 11, 1999

List of Appendices

Appendix A: City of Atlanta zoning conditions.

Appendix B: Stakeholder Participation Plan.

Appendix C: List of Stakeholders.

Appendix D: Original site plan drawings and revised site plan.

Appendix E: Letters of support from various governmental and private sector Stakeholders.

Appendix F: Remediation work plan approved by Georgia EPD.

Appendix G: Transportation and Environmental Analysis of the Atlantic Steel Development Proposal.

Appendix H: TCM schedule.

Appendix I: Public comments and EPA responses on draft Phase I Agreement.

Appendix J: Overview of TCM.

Appendix K: Public comments and EPA responses on draft Final Project Agreement (to be added at the conclusion of the comment period).



Municipal Clerk
Atlanta, Georgia

Z-97-58

**A SUBSTITUTE ORDINANCE
BY: ZONING COMMITTEE**

AN ORDINANCE TO REZONE PROPERTY FROM THE I-2 (HEAVY INDUSTRIAL) DISTRICT TO THE C-4-C (CENTRAL AREA COMMERCIAL RESIDENTIAL-CONDITIONAL) DISTRICT, PROPERTY LOCATED AT 1300 MECASLIN STREET, N.W. AND FOR OTHER PURPOSES.

APPLICANT: ATLANTIS 16TH L.L.C.

OWNER: AUTHORITY LAND COMPANY, FOURTEENTH LAND CORP., ATLANTIC STEEL INDUSTRIES, INC. COUNCIL DISTRICT 7&8

NPU-E

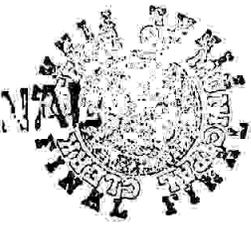
THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA, HEREBY ORDAINS:

SECTION 1. That the Zoning Ordinance of the City of Atlanta be amended and the maps established in connection therewith be changed so that the following property located at 1300 Mecaslin Street, N.W., be changed from the I-2 (Heavy Industrial) District to the C-4-C (Central Area Commercial Residential-Conditional) District to wit:

ALL THAT TRACT or parcel of land lying and being in Land Lot 108, 148, and 149 of the 17th District, Fulton County, Georgia, being more particularly shown on the attached map.

SECTION 2. This amendment is approved under the provisions of Section 16-02.003 of the Zoning Ordinance of the City of Atlanta entitled, "Conditional Development," as identified by the use of the suffix "C" after the district designation in Section 1 above. The Director, Bureau of Buildings, shall issue a building permit for the development of the above described property only in compliance with the following conditions:

1. The Use Diagram ("Diagram") attached hereto and titled "Proposed Atlantic Steel Redevelopment for Jacoby Development Incorporated, prepared by Thompson, Ventulett, Stainback and Associates, and stamped received by the Bureau of Planning April 3, 1998.
2. The plan drawing of proposed 16th and 17th Streets, stamped received by the Bureau of Planning April 3, 1998.
3. The drawing of a section through 16th Street, stamped received by the Bureau of Planning April 3, 1998.
4. The drawing of a section through 17th Street, stamped received by the Bureau of Planning April 3, 1998.
5. The attached written conditions, Nos. 1 - 27.



Z-97-58

The conditions hereby approved do not authorize the violation of any zoning district regulations. District regulation variances can be approved only by application to the Board of Zoning Adjustment.

SECTION 3. That the maps referred to, now on file in the Office of Municipal Clerk, be changed to conform with the terms of this ordinance.

SECTION 4. That all ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

A true copy,

Rhonda Daphin Johnson
Deputy Clerk, CMC

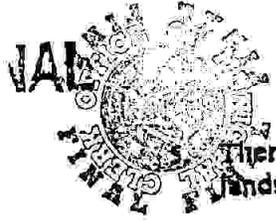
ADOPTED as amended
APPROVED by the Mayor

April 08, 1998
April 13, 1998



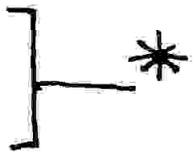
**ATLANTIC STEEL
Z-97-5B CONDITIONS**

1. The property will be rezoned to the C-4-C zoning classification with a maximum development limitation of 50 percent of the allowable residential FAR and 30 percent of the allowable non-residential FAR under such classification. These development limitations shall apply to the property as a whole and not to any component tract.
2. The property shall be developed in accordance with the Use Diagram ("Diagram") attached hereto and titled "Proposed Atlantic Steel Redevelopment for Jacoby Development Incorporated, prepared by Thompson, Ventulett, Stainback and Associates stamped received by the Bureau of Planning April 3, 1998, more particularly as follows:
 - A. The Street system will be constructed as indicated on the Diagram. Bike lanes shall be included on 17th Street, State Street (including loop north of 17th Street), and Center Street.
 - B. The Area south of 16th Street as shown on the Diagram and east of State Street will be developed in accordance with the standards of the R-5 zoning classification.
 - C. The area south of 16th Street as shown on the Diagram and between State and Mueselin Streets will be developed in accordance with the standards of the RG-3 zoning classification with a maximum 35' height restriction on the State Street side and those units facing State Street.
 - D. Areas north of 16th Street as indicated on the Diagram and specified as "Low Rise Residential" will be restricted to residential use except for a maximum of 10 percent accessory retail use and shall be contained in buildings not greater than four (4) stories in height.
 - E. Not less than 80 percent of the developed square footage in the area designated as "Predominantly Residential" on the Diagram shall contain residential and accessory uses.
3. The development will be subject to restrictive covenants which will provide for maintenance of open space areas and architectural control, through an architectural review board, of all buildings. The developer will include a representative from Home Park neighborhood and a representative from Loring Heights neighborhood on the architectural review board.
4. The developer will work with the City and Home Park to limit cut-through traffic on residential streets perpendicular to and south of 16th Street by means of cul-de-sacs, speed bumps, gates, control arms, and other traffic-calming devices. The developer will work with the City and Loring Heights neighborhood to limit cut-through traffic on Bishop Street.



There will be open space of not less than seven acres which will include a lake and landscaped area as indicated in the "Predominantly Residential" area of the Diagram.

6. Design standards with dimensions for streetscape, pedestrian circulation and bike paths will be indicated on the attached drawing from Thompson, Ventulett and Stainback (TVS), and pedestrian and bicycle elements will be installed concurrently with the street system. These standards are shown in the attached drawings dated February 3, 1998, stamped received by the Bureau of Planning April 3, 1998, and respectively include: (a) a plan drawing of proposed 16th and 17th Streets; (b) a section through 16th Street; and (c) a section through 17th Street.
7. The development will not utilize the existing at-grade crossing over the railroad at Meeasin Street, and will not pursue any other crossing into Meeasin Street north of the railroad, except to provide for a trail link, and will support closure of the crossing by the City. However, the crossing will be retained as a signalized bike/pedestrian crossing and the developer shall construct a 12 foot concrete multi-use trail connection to this crossing from the bike lanes on 17th Street and from the multi-use trail running parallel to the Southern railroad right-of-way.
8. The developer will incorporate public art as possible into the development.
9. The Bureau of Buildings shall not issue permits for any buildings or structures on the property, except for infrastructure improvements (defined as bridge/road access and water/sewage projects and remediation of existing utilities) until a contract is approved for construction of the 17th Street bridge over I-75/85.
10. The developer will incorporate people movers and other alternative forms of public transportation into its plans, subject to the required approvals by federal, state, City of Atlanta, and MARTA, including plans for access to the Marta Arts Center station as well as provision for connection to the rail corridor to the west and will use its best efforts to see that such transportation is provided.
11. All buildings along the new 17th Street in the area of the property designated as "Mixed Use" on the Diagram will contain ground level retail facing the street.
12. Service and loading areas, will be placed underground or in otherwise inconspicuous areas.
13. All utilities will be underground.
14. The developer will use its best efforts to ensure that development is phased so that the proposed residential space is developed in advance of, or concurrent with, retail/commercial space in such a manner that when 100 percent of the proposed retail/commercial space has been built, 100 percent of the proposed residential space shall also have been built.
15. The primary pedestrian entrance to any building shall face toward the public sidewalk.





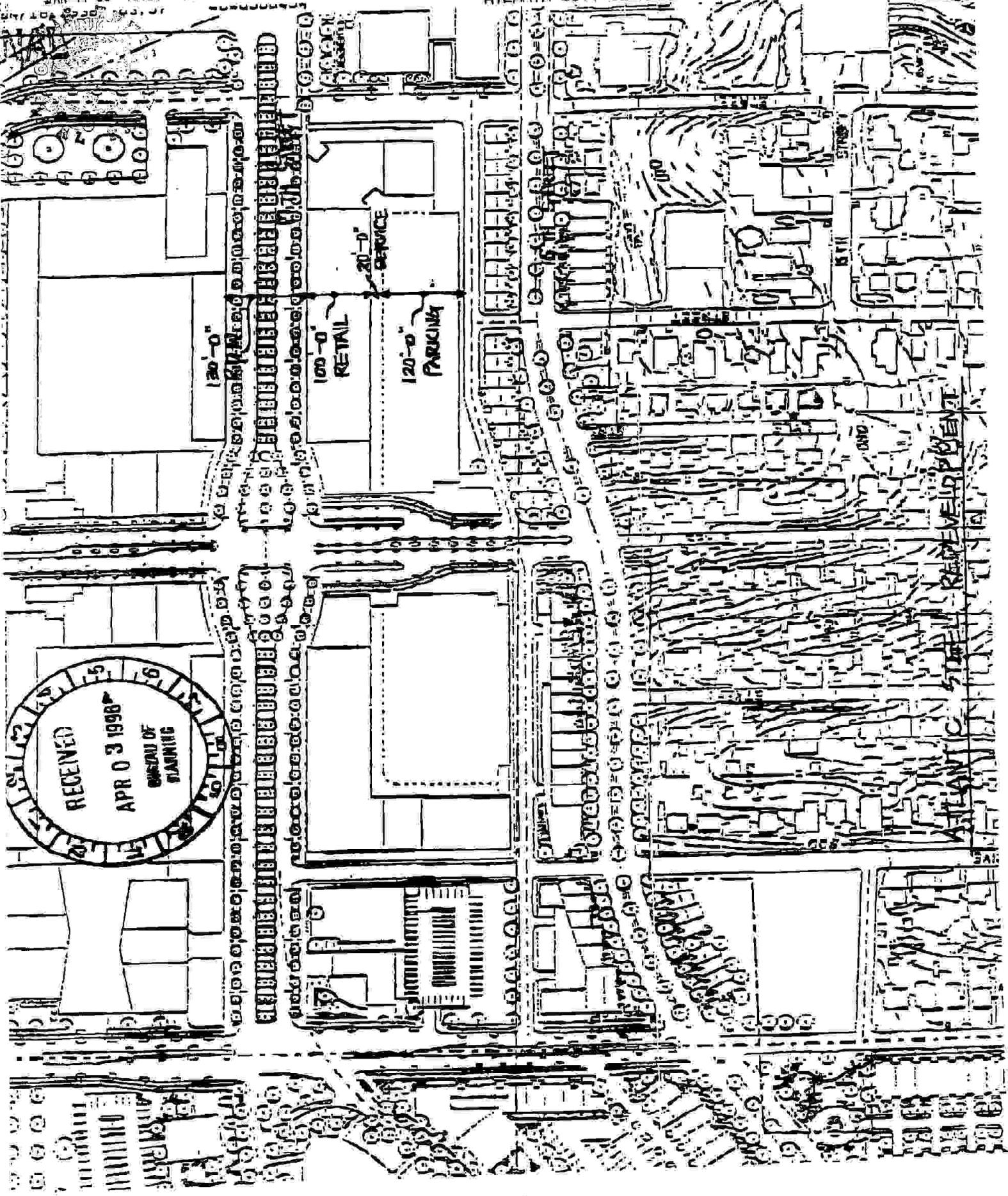
Along the new 17th Street in the area of the property designated as "Mixed Use" on the Diagram, no parking or driveways shall be permitted between any building and the sidewalk; provided, however, that hotels may have circular driveways in the front of a building for the purpose of providing for the arrival and departure of guests; and that a building surrounded on more than one side by public streets may have a circular drive on any one except 17th Street.

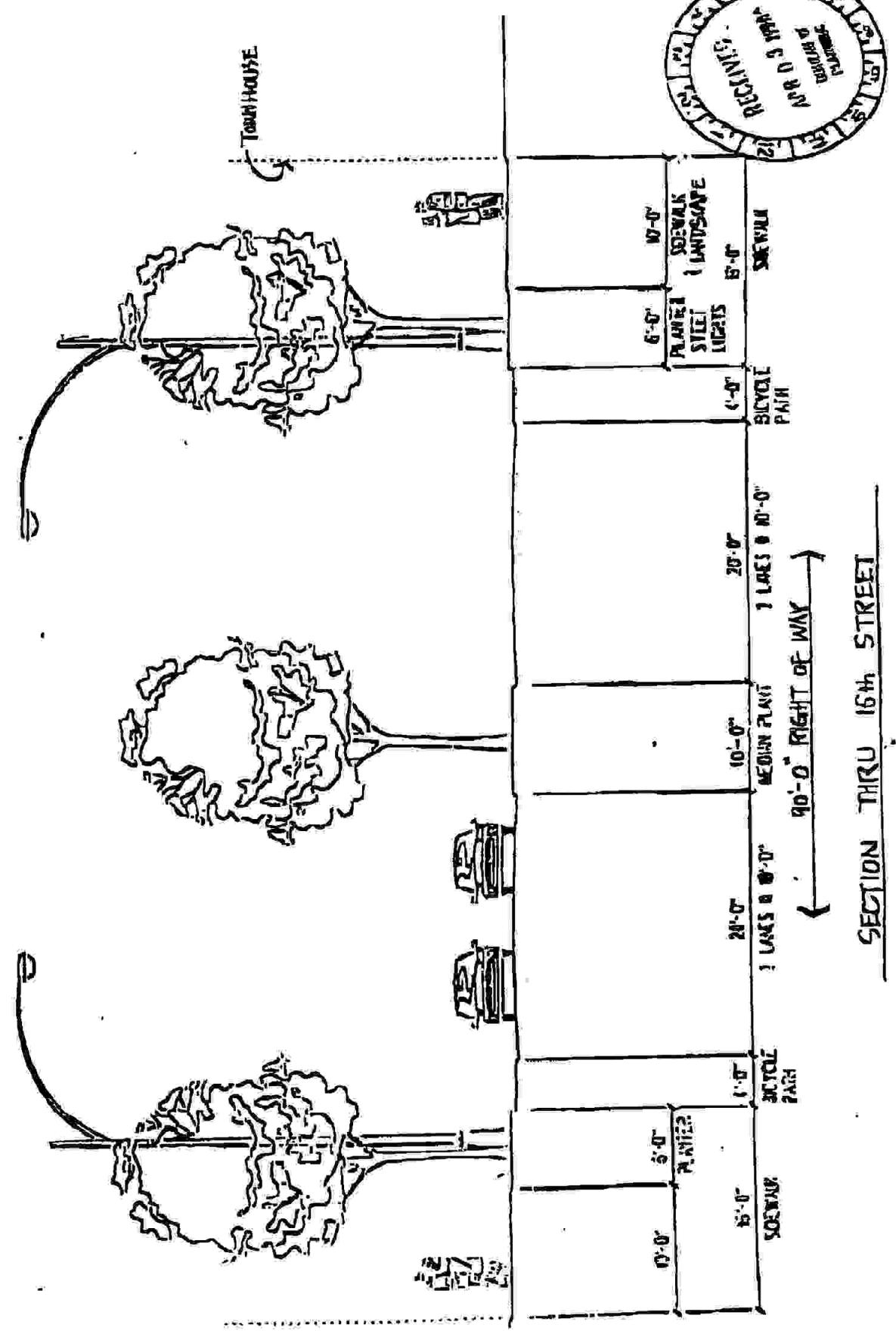
17. Along the new 17th Street in the area of the property designated as "Mixed Use" on the Diagram, the number of curb cuts shall be limited to one per building per street, provided, however, that properties fronting on 17th Street shall not be permitted to have curb cuts onto 17th Street, with the exception of parking garages and hotels with circular driveways, which may have a maximum of two curb cuts from any street frontage which serve a circular driveway.
18. Along the new 17th Street in the area of the property designated as "Mixed Use" on the Diagram, buildings shall be set back no more than 25 feet from the edge of the street curb, except to provide for public plazas, pedestrian space, or usable public green space.
19. The Bureau of Buildings shall not issue a building permit until such time as the Commissioner of the Department of Public Works has certified that for each prospective phase of development the sanitary sewer capacity is sufficient to carry the projected additional flow, and such building permit shall require the installation of non-bypass style grease traps for all proposed restaurants.
20. A final landscape plan, including a phasing plan, shall be approved by the Bureau of Planning. The Bureau of Buildings shall not issue temporary or permanent Certificates of Occupancy unless and until it has inspected the property and verified that the entire landscape plan has been fully implemented, in accordance with the applicant's phasing plan.
21. All proposed pedestrian and open space improvements, as required in condition 6 above, shall be fully implemented prior to temporary or permanent Certificates of Occupancy being issued, in accordance with the phasing plan to be approved by the Bureau of Planning.
22. The Department of Public Works shall not issue any clearing and grading permits for any building components of this project until such time as the Bureau of Buildings has issued a building permit which includes a stormwater drainage plan, approved by the Department of Public Works.
23. The Bureau of Buildings shall not issue a building permit until such time as the applicant has submitted a transportation management plan (TMP) for all non-residential components. The number of single occupancy vehicle trips proposed to be generated by this project exceeding 5,366 peak period a.m. trips will be mitigated by the development of a TMP. This plan will be developed through the implementation of an annual commute mode survey. Said survey will be submitted on an annual basis from the day of initial occupancy of each tenant employing more than 50 employees. The survey will be based on a continuous five-day work week for all employees arriving at the work site between 6:00 a.m. and 10:00 a.m., Monday through Friday. Based upon the survey information, the employer will develop a


 INITIAL

TMP. The TMP will contain strategies and implementation programs for reducing the number of single occupant vehicle trips by 25 percent during a five year period from the first day of initial occupancy. Said TMP shall include, but not be limited to:

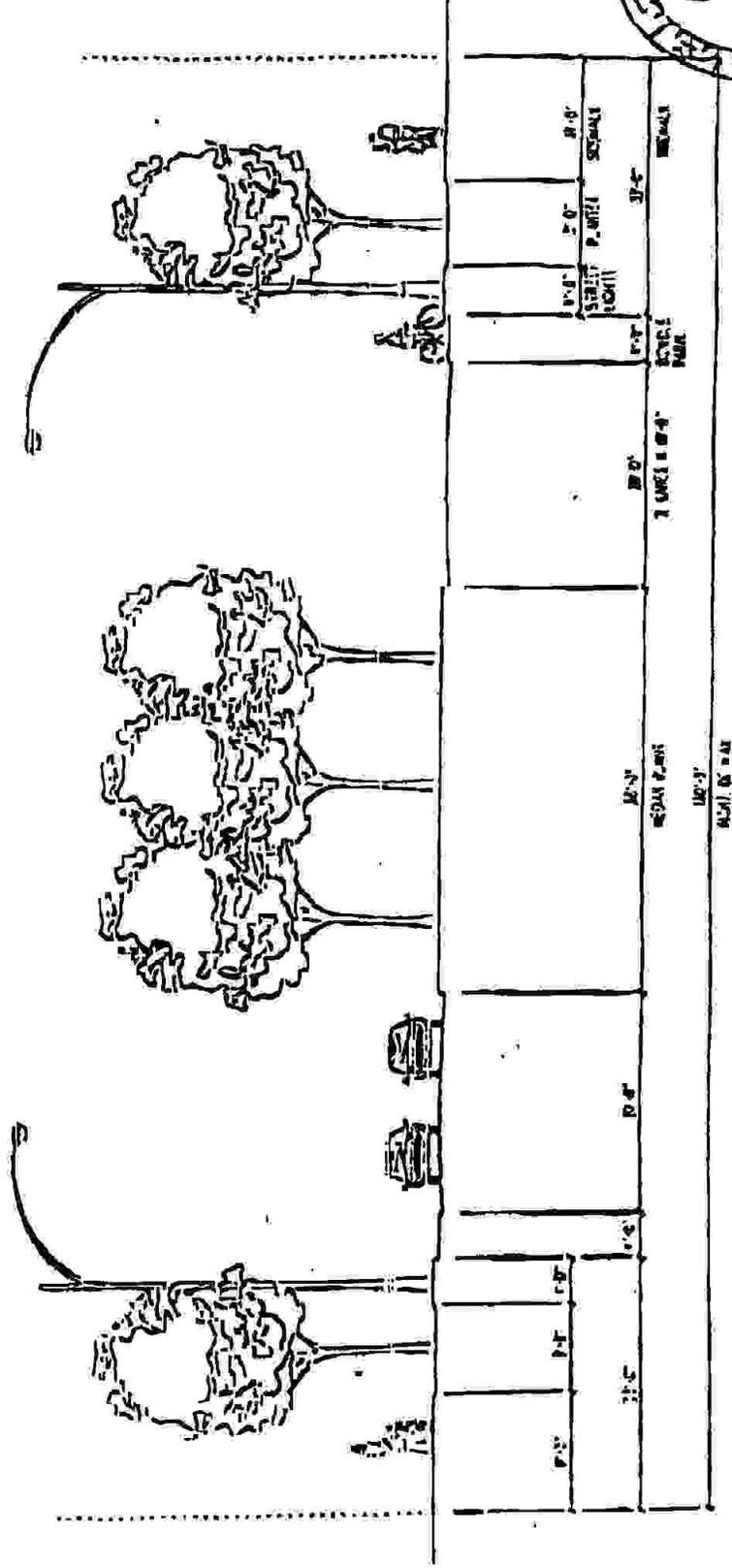
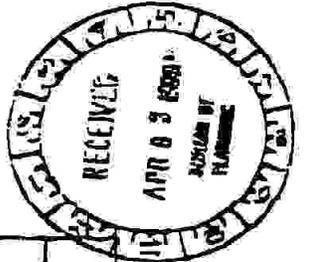
- A. An estimate of the number of employees and visitors per hour estimated to use rail and bus transit throughout the day, and a bus and rail schedule showing the frequencies of stops near the property.
 - B. A description of how information regarding new or existing transit stops and building access to such stops will be displayed on the property in indoor or outdoor locations.
 - C. A program to promote and maintain employee participation in carpooling, van-pooling and use of mass transit, including a system for monitoring the number of, and travel patterns of, ride sharers.
 - D. Identification of nearby land uses that are projected to generate high volumes of pedestrian traffic and an illustration of the means of pedestrian access an assurance of continuity to these land uses from within the property.
 - E. An illustration of the means of ingress and egress for motorized vehicles.
 - F. A statement committing to support for, and participation in a Transportation Management Association (TMA) and the funding mechanism necessary to support its activities.
 - G. During the construction of the project, the developer will post and issue notices directing all construction traffic to avoid all residential streets surrounding the development.
24. The Bureau of Buildings shall not issue a building permit for any structures until such time as confirmation that the Phase II (environmental) Work-plan has been fully implemented and that the applicant has certified to the Commissioner of Planning Development and Neighborhood all other necessary site remediation has been fully executed. Said work-plan is a matter of public record according to August 25, 1997, letter from State of Georgia Environmental Protection Division.
 25. The developer shall encourage residential developers to provide residential units for owner occupancy, particularly on the low-rise units both north and south of 16th Street and in at least one of the high-rise residential structures.
 26. The developer(s) or member of the property owners association shall meet with the NPU on an annual basis, or at such time that a building permit is requested, to report on the status of the project.
 27. It is the intent of the City Council to pursue adoption of a Special Public Interest District (SPI) for an area that includes, but is not limited to, the Atlantic Steel property that incorporates the conditions herein contained.





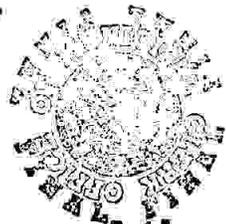
SECTION THRU 16th STREET

7. C. DE TIVE 6 A



SECTION THRU 17th STREET





Appendix B

Atlantic Steel Redevelopment XL Project Stakeholder Participation Plan

Introduction

Stakeholder involvement is considered essential by the Atlantic Steel Redevelopment Team and has been an important part of the concept and rezoning considerations since the project began in early 1997. It is important to note that multiple public meetings, discussion groups, individual contacts, and a full public notice and review process relative to this project was held during the rezoning of this property. That process included involvement of the City of Atlanta Planning Department, Georgia Department of Transportation, Atlanta Regional Commission, nine neighborhood organizations, and several other groups such as the Midtown Alliance and Georgia Tech. These groups collaborated on the concept, design, and conditions put in place in the rezoning document. These changes and conditions replaced the existing land use zoning classification of industrial with a mixed-use classification including residential, retail, office, and hospitality at urban densities. After the public input and review, the rezoning was approved by each of the involved neighborhoods 9-0, the City of Atlanta Zoning Review Board 9-0, recommended to the City Council by the Zoning Committee 5-0, and passed by the Atlanta City Council 15-0. The order was signed by Mayor Bill Campbell as soon as it passed through the City Council approval mechanism. This process began in May 1997 and continues today, as one of the agreements was that a periodical status report would be given.

This Stakeholder Involvement Plan is intended to supplement previous activities and describe the basic methods by which additional input can be solicited and received particularly as it relates to Project XL. Stakeholder input will be used to refine and establish community goals of the Atlantic Steel Redevelopment and will be incorporated into the Final Project Agreement (FPA). Stakeholder input will also help develop the program specifics and evaluate project performance.

Goals and Objectives

The goals of the early stakeholder input and this Stakeholder Involvement Plan is to ensure that interested stakeholders are afforded the opportunity to participate in the success of this project and to provide the stakeholders with the information they need to participate in decisions on the future of the Atlantic Steel Redevelopment.

The following are the objectives of this plan:



Appendix B

Identify Stakeholders and their role in this project:

Describe methods of communication between the project sponsor and the stakeholders

*Ensure all stakeholders have an opportunity to participate in the project

*Promote stakeholder involvement in the development of the FPA

*Assure all previously involved stakeholders that discussions, agreements, and contracts, particularly relating to zoning conditions remain fully intact.

Identification of Stakeholders

Stakeholders include any individuals, government organizations, neighborhood organizations, academic centers, and companies with an interest in the progress of the Atlantic Steel Redevelopment Project. The identification of Stakeholders will be based on inviting those who are already involved in other environmental projects with the Atlantic Steel Redevelopment, contacting others with related interests, and by general invitation to the local population. Stakeholders provide information on the preferences of the community and may also identify un-addressed issues.

Stakeholders in the XL program typically fall into three categories; direct participants (EPA, Jacoby Development, Law Engineering, Moreland Altobelli, Idf Associates), commentators (EPD, FHWA, MARTA, City of Atlanta, GDOT, The Georgia Conservancy, Atlanta Regional Commission, Sierra Club, Southface Energy Institute, Environmental Defense Fund, Georgians for Transportation Alternatives, etc.), and the general public.

Direct participants will work intensively with the Environmental Protection Agency and the Atlantic Steel Redevelopment team on designing and developing the project.

Advisory committee members are considered direct participants and could include representatives from local government offices, educational institutions, special interest groups, and interested members of the public.

Commentors have an interest in the project, but do not desire to participate as intensively in the project's development. Commentors will typically want to be kept informed on project development, attend public meetings, and contribute their comments and advice in written or verbal form.

Members of the general public might choose not to become directly involved in the project, but will be given easy access to the project development process and to information about the environmental results during project implementation. Members of the general public have the opportunity to participate more actively if



they choose to.

Appendix B

Contacting potential stakeholders will occur prior to and during development of the Final Project Agreement. At that time direct participants will be invited to sit on one of the advisory committees. Commentors will be put on a project mailing list to ensure that they are informed of all opportunities to comment or participate during project development and implementation. The following methods will be used to contact and inform potential stakeholders.

Local Newspapers: Display and/or legal ads will be taken out in the major local newspapers to invite the general public to public meetings and inform them of comment periods.

News Media Notice: A notice of this project and public meetings will be sent to the news departments of the local newspapers, and other published media and local radio.

Cable Television: Notices of public meetings and comment period will be sent to the community access cable station for broadcast during the community events segment. If possible, the public meetings may be taped and then broadcast on the community access station.

Newsletters / Fact Sheets: Newsletters including Fact Sheets will be mailed to everyone on the current mailing list as part of the public notice of meetings and comment periods. These mailings will include status reports, timelines, mileposts, contacts, and future meeting times and locations.

Internet: A public web site will be established in conjunction with the EPA Project XL web page. This site, will provide access to announcements, project background and documents, meeting minutes, project developments and implementation status, and provide an Internet address for comment submittal.

Information Repository: An information repository for the project will be established at the local branch of the Fulton County Public Library System.

Invitation: The following groups will be invited by phone, mail, or electronic mail to become direct participants in project development (this list is not all inclusive).

Public Meetings: Public Meetings will be held to both inform the general public about the project, and to invite their comments and participation. The first public meeting was held September 15. This meeting introduced the public to the project and to the XL process. Other public meetings may be held during development and



Appendix B

Implementation of the FPA based on public interest or as decided by the direct participants. Public meeting locations will be chosen to provide adequate size and accessibility to all that wish to attend. A trained facilitator will be provided to assist in the conduct of the public meetings.

Training: When requested by members of the stakeholder group, project briefings will be provided to ensure that members have the information they need to participate effectively. These briefings could include discussions of technical issues associated with the project, as well as the public participation process.

LIST OF STAKEHOLDERS

Appendix C



Category	Name 1	Name 2	Address #1	
EPA	Ahern	Dan	US EPA, Region 4	
	Andersen	Geoff	US EPA, Mail Code 2127	
	Blakely	Myra	US EPA, Mail Code 4301	
	Burgan	Karen		
	Clark	Russell	US EPA, Mail Code 7409	
	Cogan	Jessica	US EPA, Mail Code	
	Comer	Lisa	US EPA, Mail Code 2201a	
	Freeder	Julie	US EPA, Mail Code WSM/M3134CY	
	Glenn	Michelle	US EPA, Region 4	
	Green	Dick	US EPA, Region 4	
	Hankenson	John	US EPA, Region 4	
	Hartnett	Mickey	US EPA, Region 4	
	Heard	Anne	US EPA, Region 4	
	Heikkinen	Ruth	US EPA, Mail Code 7409	
	Hendrix	Becky	US EPA, Region 4	
	Kataoka	Mark	US EPA, Mail Code WSM/M3134CY	
	Kutzman	Jim	US EPA, Region 4	
	Lund	Lisa	US EPA, Mail Code WSM/M3134CY	
	McConney	Ramona	US EPA, Region 4	
	Meiburg	Stan	US EPA, Region 4	
	Miller	Kitty	US EPA	
	Mueller	Heinz	US EPA, Region 4	
	Palmer	Leif	US EPA, Region 4	
	Patulski	Meg	USEPA, OMS	
	Podar	Mahesh	US EPA, Mail Code 4102	
	Schneeberg	Sara	US EPA, Mail Code 2344	
	Sheckler	Kelly	US EPA, Region 4	
	Torma	Tim	US EPA, Mail Code WSM/M3134CY	
	Voss	Laura	USEPA, OMS	
	Wen	Chen	US EPA	
	FHWA	DiMassimo	Faye	FHWA
		Driehaup	Larry	FHWA
		Schroeder	Laurie	FHWA
		Mauer	Eric	FHWA
FTA	Krahl	Roger	FTA	
	LeCour	Donald	FTA	
	Tennessee	Donald	FTA	
	Stallsmith	Effie	FTA, Office of Planning	
US Executive US Legislative	Slater	Rodney	Secretary of Transportation	
	Cleland	Max	U. S. Senate	
	Coverdell	Paul	U.S. Senate	
	Gingrich	Newt	U.S. House of Representatives	
	Lewis	John	U. S. House of Representatives	
	Linder	John	U. S. House of Representatives	
State of GA	Barnes	Roy	Governor, State of Georgia	
	Cardoza	Randy	Ga Department of Industry, Trade & Tourism	
	Higdon	Jim	Department of Community Affairs	
	Porch	Stephen	Georgia Board of Regents	
GDOT	Danchez	Frank	GA Department of Transportation	
	Dunagan	Toni	GA Department of Transportation	



EPD

Palladi	Joe	GA Department of Transportation
Schneider	Richard	GA Department of Transportation
Scott	Walker	Director of Pre-Construction, GA DOT
Shackleford	Wayne	GA Department of Transportation
Gresham	Johnny	Gresham Real Estate Advisors
Richardson	Darrell	GA Department of Transportation
Gortschalk	Marlin	Environmental Protection Division
Merton	Jon	Environmental Protection Division
Mundy	Bill	Environmental Protection Division
Reheis	Harold	Director, Environmental Protection Division
Williams	Derriek	Environmental Protection Division
Word	David	Environmental Protection Division
Andrews	Greg	Pollution Prevention Assistance Division

ARC

Dunn	Susie	Atlanta Regional Commission
Hill	Wayne	Atlanta Regional Commission
Maurer	Eric	Atlanta Regional Commission
Stone	Joel	Atlanta Regional Commission
West	Harry	Atlanta Regional Commission

MARTA

Brown	James Jr.	MARTA
Carnell	Don	MARTA
Cannon	Connie	MARTA
Huston	Tom	MARTA
Simonetta	Rick	General Manager, MARTA
Andrews	George G.	MARTA Board of Directors
Beasley, Jr.	Amox	MARTA Board of Directors
Buckley, Sr.	Harold	MARTA Board of Directors
Glover, Jr.	John G.	MARTA Board of Directors
Ivey, Jr.	George H.	MARTA Board of Directors
Lawson	Laura A.	Chair, MARTA Board of Directors
Lowery	Joseph E.	MARTA Board of Directors
McCalep, Jr.	George	MARTA Board of Directors

Organizations

Richardson	Spurgeon	Atlanta Convention & Visitor's Bureau
Gravline	Dan	Georgia World Congress Center
Davenport	Leona Barr	Atlanta Business League
Fleming	William	Atlanta Development Authority
Hanna	Kevin	Atlanta Development Authority
Privette, Jr.	James A.	Atlanta Development Authority
French	Ronnie	Atlanta Downtown Partnership
Vulgamore	Allison	Atlanta Symphony Orchestra
Battle	Charlie	Central Atlanta Progress
Kelman	Paul	Central Atlanta Progress
Bleakly	Ken	COPA Inc.
Eichler	George	COPA Inc.
Todd	Bill	President, GA Research Alliance
Rifkin	Ned	High Museum
Gilman	John	Atlanta Metropolitan Chamber of Commerce
Rader	Jeff	Atlanta Metropolitan Chamber of Commerce
Williams	Sam	Atlanta Metropolitan Chamber of Commerce
Hansen	Harald	Midtown Alliance
Mendheim	Susan	Midtown Alliance
Powell	Shannon	Midtown Alliance



	Stanfill	Shelton	Woodruff Arts Center
	Merz	Steve	Woodruff Arts Center
	Huebner	Karen	Urban Design Commission
	Clough	G. Wayne	President
	Thompson	Bob	Office of the President
	LeCraw, Sr.	Juhlan	Georgia Tech Foundation
	Roark	Randall	College of Architecture
	Stith	H. Hamond	Georgia Tech Foundation
	Staton, Jr.	John C.	GTF, c/o King & Spalding
	Aderhold	John E.	GT, c/o Aderhold Properties
	King	D. Kimbrough	GTF, c/o Kim King Associates
	McKenna	Patrick J.	Georgia Tech Foundation
	Patton	Carl	President, Georgia State University
	Bozeman	Jan	Georgia State University
	Wilson, Jr.	John W.	SCAT
City of Atlanta	Campbell	Bill	Mayor of Atlanta
	Alexander	Doug	Atlanta City Council
	Boazman	Derrick	Atlanta City Council
	Bond	Michael Julian	Atlanta City Council
	Emmons	Julia	Atlanta City Council
	Moore	Felicia	Atlanta City Council
	Morris	Lee	Atlanta City Council
	Muller	Clair	Atlanta City Council
	Pitts	Robb	Atlanta City Council
	Starnes	Debi	Atlanta City Council
	Thomas	Mable	Atlanta City Council
	Winslow	Ciera	Atlanta City Council
	Wollard	Cathy	Atlanta City Council
	Polk	Tim	Department of Planning & Development
	Cohen	Dan	Department of Planning & Development
	Dobbins	Michael	Department of Planning & Development
	Dockeray-Ojo	Beverly	Department of Planning & Development
	Whiddon	Alycen	Department of Planning & Development
	Copeland	Norman	Department of Public Works
	Krueger	John	Bureau of Traffic & Transportation
	Jennings	Sandra	Bureau of Traffic & Transportation
	Altekruse	Clifford	Zoning Review Board
	Leonard	Oscar	Zoning Review Board
	Bryant	Kathryn	Zoning Review Board
	Harris	Bill	Zoning Review Board
	Brown	Kim	Zoning Review Board
	Dorn	Bill	Zoning Review Board
	Barnes	Karl	Zoning Review Board
	Ward	Naomi T.	ZRB c/o Clark Atl. Univ. School of Social Work
	White	Todd	ZRB c/o Promove America, Inc.
	Duncan	Arthur	Zoning Administrator, City of Atlanta
Partners	Hillestad	Hilburn	Jacoby Development, Inc.
	Jacoby	Jim	Jacoby Development, Inc.
	Jacoby	Mitch	Jacoby Development, Inc.
	Miller	Lew	Jacoby Development, Inc.
Atlantic Steel	Harmon	Neil	Atlantic Steel Industries
	Webb	Jesse	Atlantic Steel Industries



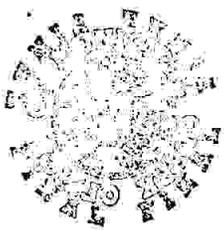
Mills

Post

Consultants

Commenting

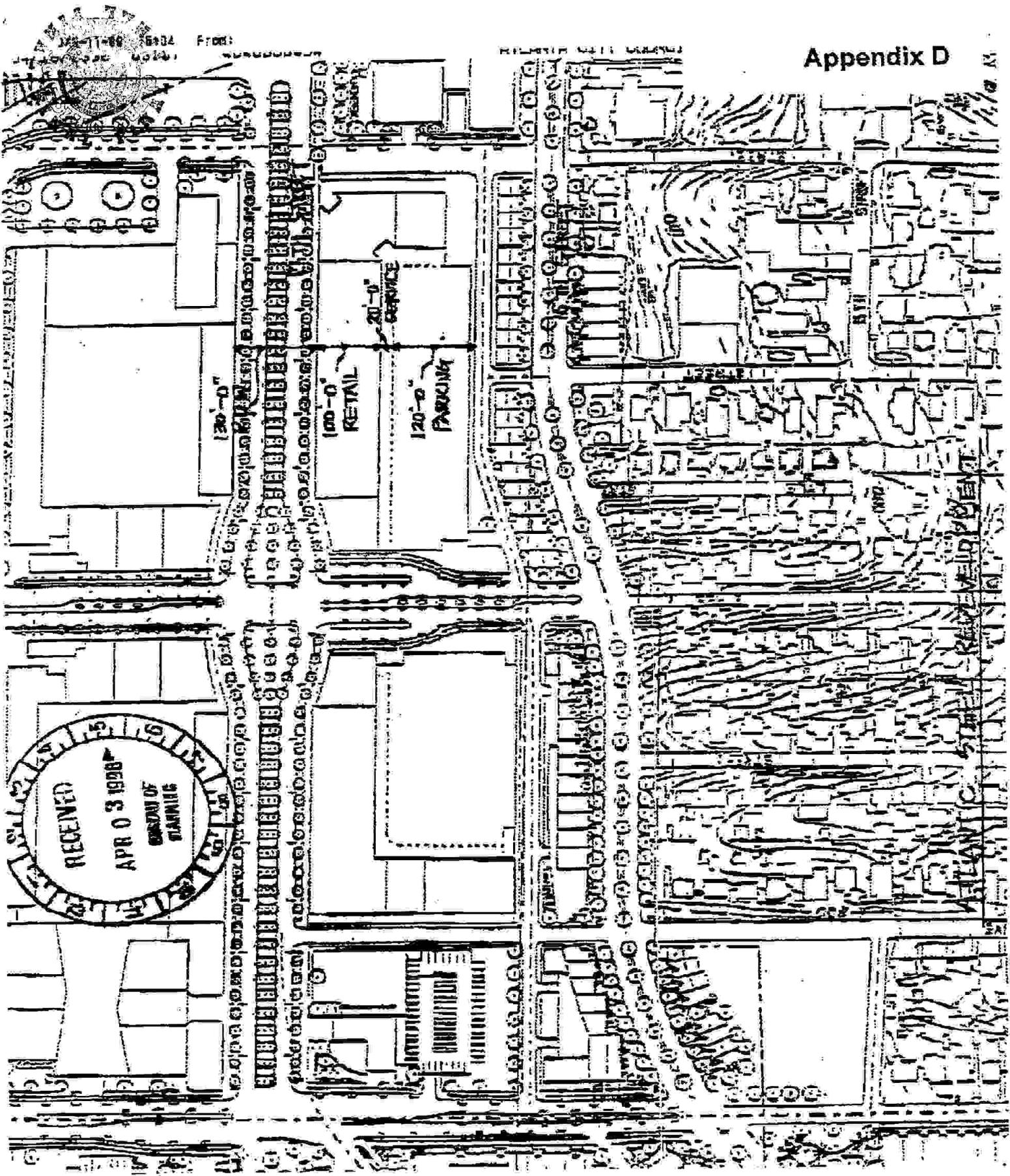
Riley	William	Atlantic Steel Industries
Ivanier	Paul	Ivaco Inc., Place Mercantile
Baker	Milton	Hines Interests
Heagy	John	Hines Interests
Voyles	Bob	Hines Interests
Connoly	Dennis	The Mills Corporation
Dausch	James F.	The Mills Corporation
Fitzgerald	Terry	The Mills Corporation
Goyette	Susan	The Mills Corporation
Hindrent	Thomas H.	The Mills Corporation
Siegel	Larry	The Mills Corporation
Goodman	Gregg	The Mills Corporation
Link	Elizabeth	The Mills Corporation
Faulk, Jr.	W. Daniel	Post Apartment Development, Inc.
Maddox	Janie	Post Properties
Williams	John	Chairman, Post Properties
Condra	Scott	LAW Environmental & Engineering
Ledbetter	Leonard	LAW Environmental & Engineering
Frank	Larry	Lawrence Frank & Company
Bryant	Ed	Moreland Alotbelli Associates
Burruss	Jere	Moreland Alotbelli Associates
James	Russ	Moreland Alotbelli Associates
Moreland	Tom	Moreland Alotbelli Associates
Phillips	Spooner	Moreland Alotbelli Associates
Scarborough	Glenn	Moreland Alotbelli Associates
Smeeton	Patrick	Moreland Alotbelli Associates
Teerman	Bob	Walker Parking Consultants
Arons	William	Walker Parking Consultants
Junger	Phil	Thompson, Venulett, Stainback & Assoc.
Sangjin	Lee	Thompson, Venulett, Stainback & Assoc.
Venulett	Tom	Thompson, Venulett, Stainback & Assoc.
Pouncey	Gerald	Morris, Manning & Martin
Morris	Sonny	Morris, Manning & Martin
Saudek	Bob	Morris, Manning & Martin
Kennedy	Bill	
Westmoreland	Carl	Powell Goldstein Frazer & Murphy
Labovitz	Steven J.	Long Aldrich & Norman
Mason	Keith	Long Aldrich & Norman
Faucett, CPA	Neill B.	Faucett, Taylor & Associates
Harmon	Dan	Dan Harmon & Associates
Crabbe	Geoff	EBBARC International, Inc.
Bevilaqua	John	Creative Marketing Strategies, Inc.
Meyer	Eric	The Georgia Conservancy
Hager	Brian	The Sierra Club
Rcplogle	Mike	Environmental Defense Fund
Raimi	Matt	National Resource Defense Fund
Dunphy	Bob	Urban Land Institute
Pawlechevitz	Michael	Urban Land Institute
Chapman	Jim	Georgians for Transportation Alternatives
Wilkinson	Bill	Bicycle Federation of America
Brown	Walter	Southface Energy Institute
Duvall	Jason	Southface Energy Institute



Press

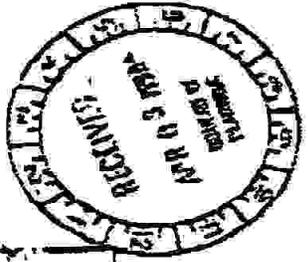
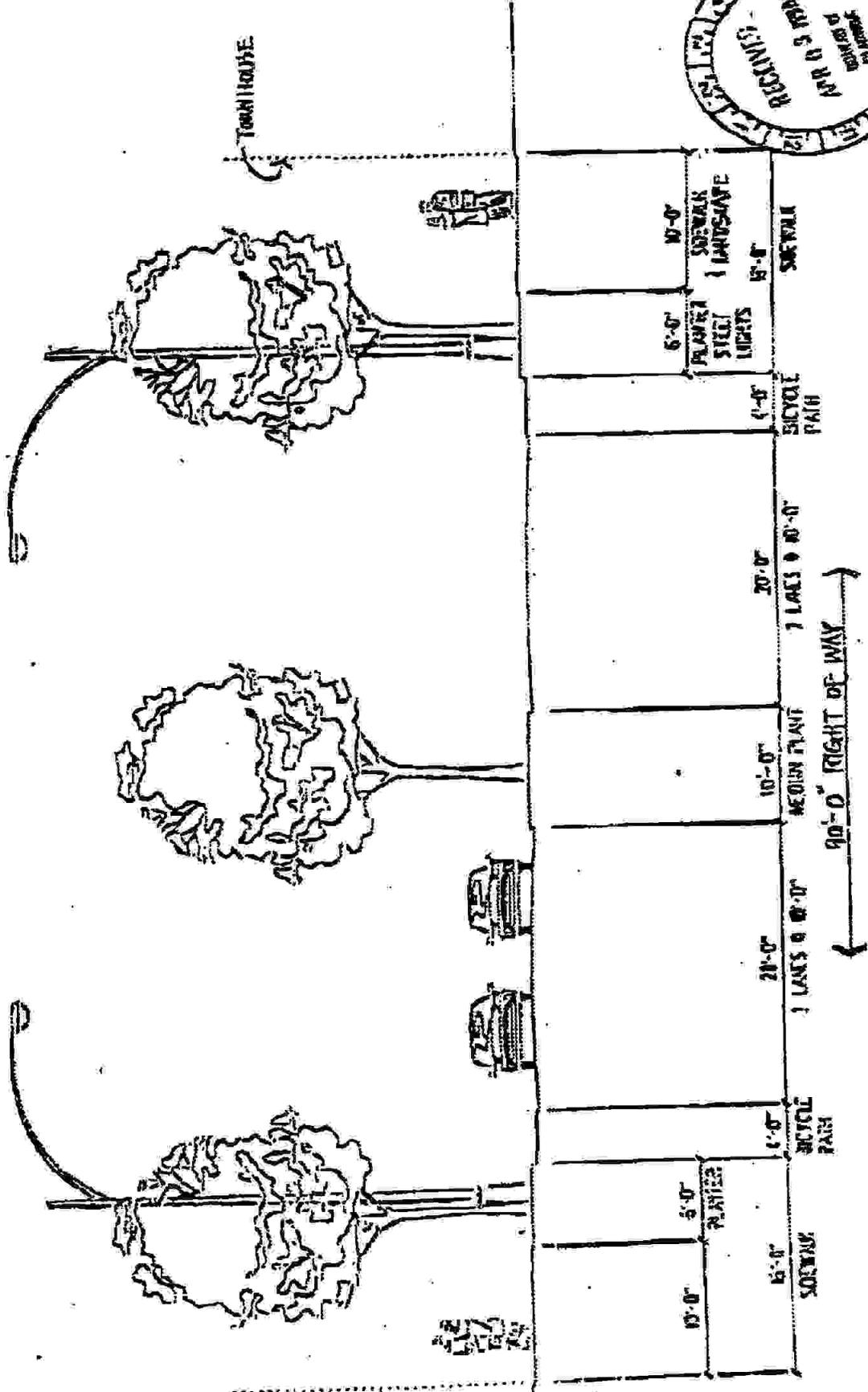
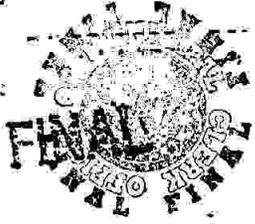
Stakeholders

Williams	Emma	Southface Energy Institute
Allen	Eliot	Criterion, Inc.
Duany	Andreas	Duany, Plater-Zybrek
Baker	Ed	Atlanta Business Chronicle
France	Jerrold	Shopping Center Business
Shearin	Randall	Shopping Center Business
Goldberg	David	Atlanta Journal Constitution
Netherton	Martha	Atlanta Business Chronicle
Salter	Sallye	Atlanta Journal Constitution
Bere	Jeff	Home Park
Blockley-O'Brien	Pamela	Golden Valley, #D23
Brandon	Mike	Home Park
Brown	Margaret E.	President, Loring Heights Civic Assoc.
Brinkley	Steve	Midtown Neighbors Association
Budeir	Maher	Farouq Masjid
Buffington	Diane	Citizen
Burns	Mary Ann	Home Park
Burns	Tom	Home Park
DeDemadis	Bill	Citizen
Epperson	Rusty	Wilson Hull & Neal
Evins	John	Home Park
Fraser	Alec	Turner Properties
Hochberg	Wayne	Citizen
Holdroyd	Tim	City Realty Advisors
Humphreys	Mathew	Home Park Land Use Committee
Hurston	Dallas	The Coca-Cola Company
Jenkins	H.F.	Starvers & Company
Jones	Stuart	Ernst & Young Kenneth Leventhal
Kelly	Pat	Sky-Shots Photography
Koblentz	Michael	Loring Heights
Langley	Jane	Citizen
Lientz, Jr.	James R.	NationsBank, N.A.
Mathis	Vernon	Home Park
Miller	Julia	SCAT
Moss	Jerry	U.S. Steel Workers-Atlanta Local
Oxendine	James	The Oxendine Group
Reece	Mark	Chair, NPU-E
Self	John	Home Park
Seymour	Ward	City of Atlanta NPU-E
Silverman	Bob	The Winter Group
State	Tim	Co-President, Home Park Community Assoc.
Varnadoe	Bob	Home Park



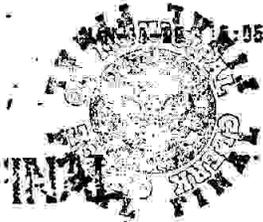
125-11-88 15404 From: [illegible]
 11/20/88 10:24:11

REAR CELL GARAGE



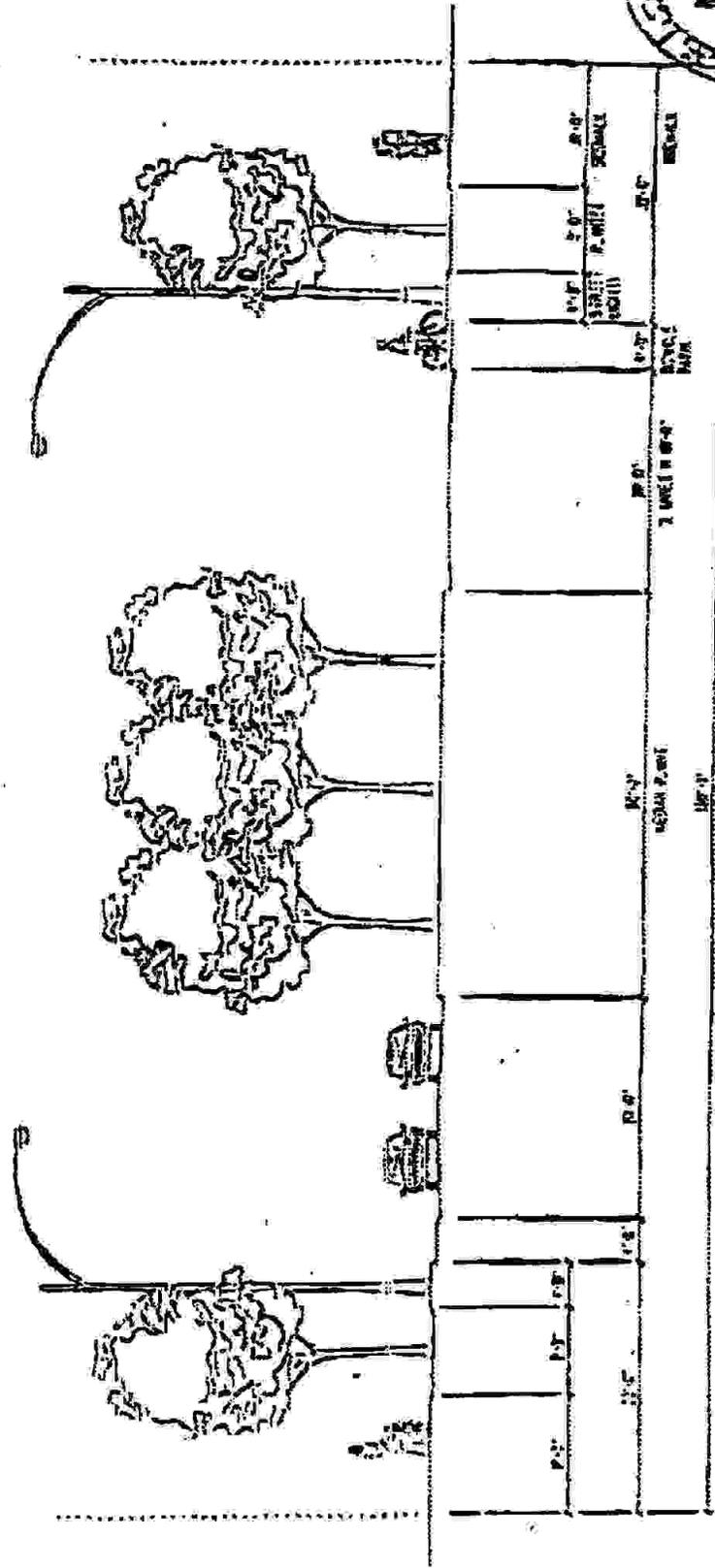
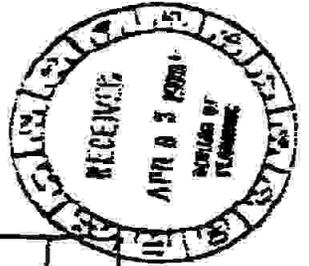
SECTION TIRU 16th STREET

← 90'-0" RIGHT OF WAY →

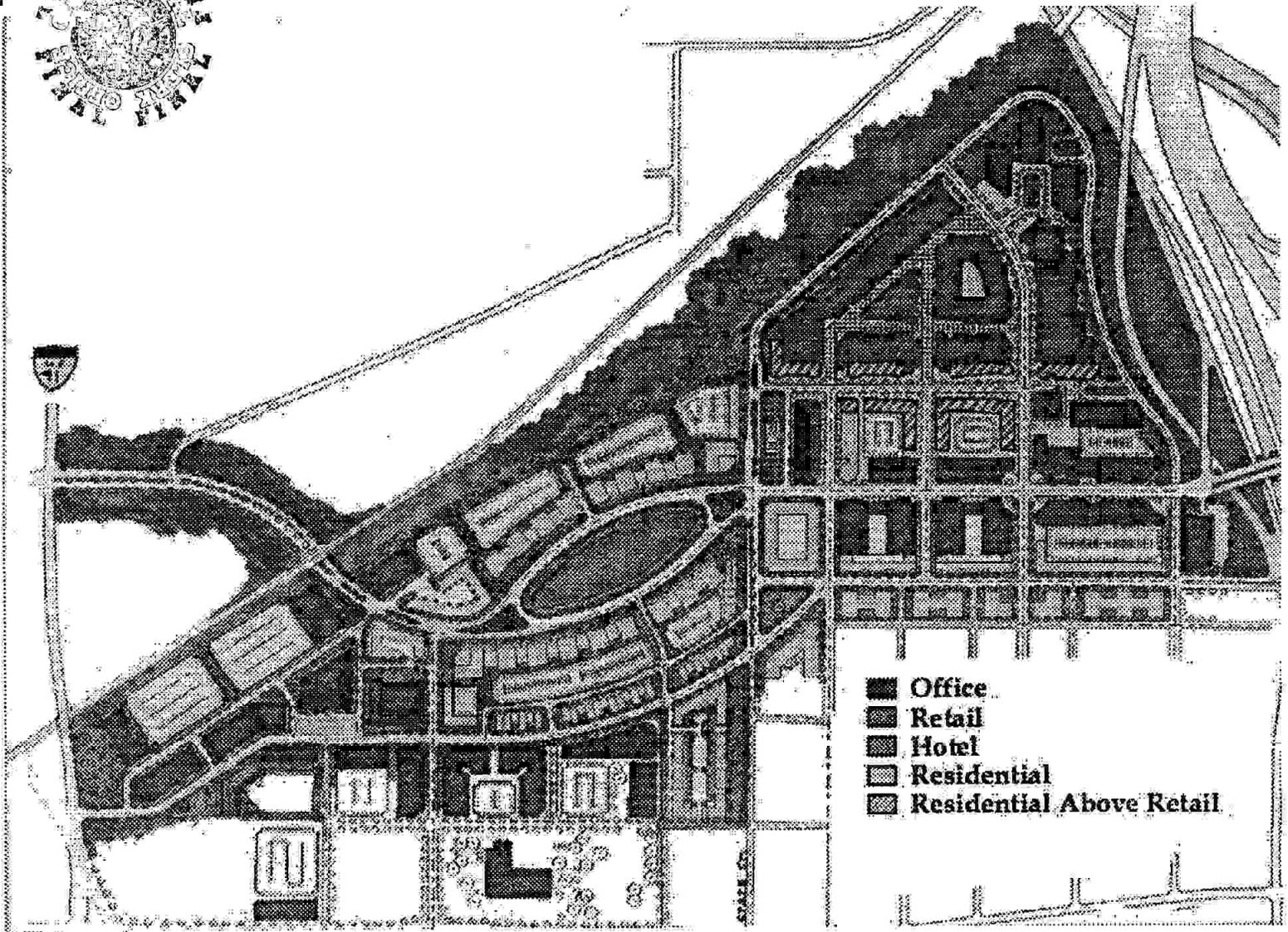


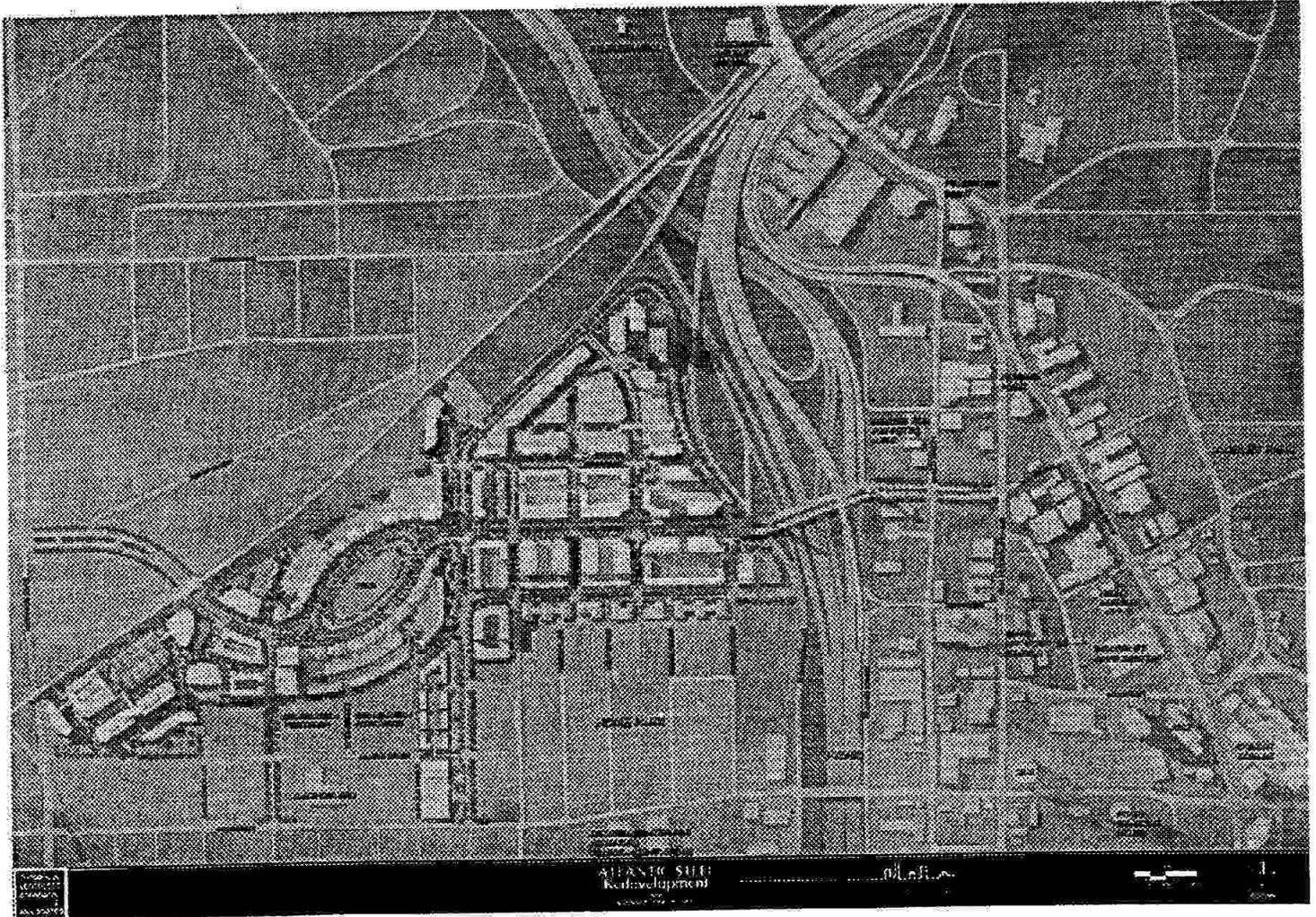
FD-302

POST OFFICE DEPT. OF JUSTICE



SECTION THRU 17th STREET





ATLANTIC CITY
Redevelopment

Scale 1" = 100'



1



Appendix E

Home Park Community
Improvement Association
1015 Tumlin Street, N.W.
Atlanta, GA 30318
404.872.4572

February 6, 1999

Harry West, Director
The Honorable Wayne Hill, Chairman
Atlanta Regional Commission
3715 Northside Parkway
200 North Creek, Suite 300
Atlanta, GA 30327

Dear Mr. West and Mr. Hill:

The Home Park Community Improvement Association has been aware and involved in the planning process for the redevelopment of the Atlantic Steel Site for well over a year now. In that time, we have been presented many plans and variations, all of which had an overpass with freeway access as an integral part of the plan. We have been presented traffic studies with the overpass and without the overpass. Consistently, Home Park has offered conditional support of the redevelopment based on one condition: the construction of the overpass.

If the bridge is not constructed, not only will the success of the project be in jeopardy, but our existing residential community will be adversely affected by cut-through traffic on our narrow residential streets. With the overpass constructed and the majority of the traffic coming and going to the site directed right into the heart of the project, our neighborhood will not only be spared unacceptable levels of traffic on our streets, but both the project and our community can thrive.

The existing infrastructure, which is almost gridlocked, could use some relief. The construction of the overpass with freeway access will help move traffic through our community and the project. Without the overpass, we cannot support this project.

Sincerely,

Timothy State
Co-President

cc: Jennifer Burke, Co-President; Mike Brandon, Community Planning Chair; Bernadette Smith, Land Use Chair



CENTRAL ATLANTA PROGRESS, INC.

Grand Lobby - The Hurt Building, 50 Hurt Plaza, Atlanta, GA 30303, (404) 658-1877

February 18, 1999

The Honorable Wayne Hill, Chairman
Mr. Harry West, Director
Atlanta Regional Commission
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, GA 30327

Re: 17th Street Bridge / Interchange

Dear Messrs. Hill and West:

Central Atlanta Progress, Inc. (CAP) has a long history of involvement in transportation planning for central Atlanta. The original Central Area Study and the late-1980s Downtown Transportation Management Plan both addressed issues that are still with us today. Among them is better east-west access in Midtown.

We understand that the City of Atlanta is proposing a connection at 17th Street to link Midtown with the proposed Atlantic Steel development. Such a connection would undoubtedly facilitate better access in this poorly served area. The proposal is consistent with the goals of the Downtown Transportation Management Plan and would be beneficial to the community. As a "Transportation Control Measure," the project would even be beneficial to regional air quality and provide a model for multimodal development. ARC should consider its inclusion in its plans.

A final note: CAP is serving as the coordinating organization for what we are calling the Central Atlanta Transportation Study. Recently begun, a wide range of agencies and companies are involved in this public-private initiative. Participants include Atlantic Steel Redevelopment, Georgia Tech, Coca-Cola, Turner, the Georgia World Congress Center Authority, Georgia DOT, the City of Atlanta and ARC. Among the issues we plan to study is the connectivity of the west side of Atlanta's central area. Better means of moving people and goods need to be found so that automobiles are not the only option. Shuttle bus systems and light rail are possible study items. The proposed 17th Street east-west connection could be a critical link in making west side connectivity better via a link to MARTA in Midtown.

Thank you for considering our views.

Sincerely,

Paul B. Kelman, AICP
Vice President

Cc: Charles H. Battle, Jr., CAP
Susan Mendheim, Midtown Alliance

Post-It® Fax Note	7671	Date	2-18	# of pages	1
To	Tim Turner	From	B. Leary		
Co./Dept.		Co.			
Phone #		Phone #			
Fax #	202 401 6637	Fax #			



**Georgia Institute
of Technology**

Office of the President

January 22, 1998

Mr. Charles R. Brown
Vice Chairman
Technology Park/Atlanta, Inc.
11555 Medlock Bridge Road
Suite 150
Duluth, GA 30097

Dear Charlie:

Thank you for your recent letter providing my colleagues and me with an update on the progress surrounding the Atlantic Steel property. We are excited about the prospects that this project brings to our neighborhood.

The new development will offer nearby homes for our faculty and staff, accessible amenities and shopping for our campus community, and sites for location of companies that are likely to join us in research activities. All this will replace what is presently a wasteland, and an eyesore to all visitors who come to our campus from the north. The change will be a transformation we will welcome, and one that will help Georgia Tech as we seek to fulfill our future goals.

I understand you are in the process of seeking permission and funding to build the 17th Street bridge that will link the site with the property to the east. Please know that Georgia Tech is strongly supportive of your request and we stand ready to help you where we can. We hope all those involved in the decisions about the bridge will consider the beneficial impacts of the Atlantic Steel development on Georgia Tech. I wish you the best in your future efforts and congratulate you on the progress made to date.

Sincerely,

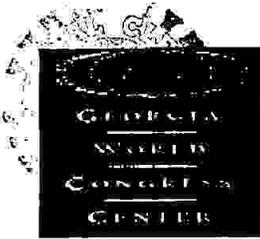
A handwritten signature in black ink, appearing to read "G. Wayne Clough".

G. Wayne Clough
President

Georgia Institute of Technology
Atlanta, Georgia 30332-0325 U.S.A.
PHONE 404-894-5051
FAX 404-894-1277

A Unit of the University System of Georgia

An Equal Education and Employment Opportunity Institution



February 4, 1999

Honorable Wayne Hill, Chairman
Mr. Harry West, Director
Atlanta Regional Commission
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, Georgia 30327

Re: 17th Street Bridge/Interchange

Gentlemen:

It is our understanding the City of Atlanta will submit a proposal for a bridge over I-75/85 and interchange modifications in the 17th Street corridor connecting midtown on the east with the proposed Atlantic Steel redevelopment on the west. We are familiar with the project and feel that it would be beneficial to our overall operation and the community, particularly in the 10th St./14th St./Northside Drive area, and we hope this is a project which your organization can recommend and approve.

We further understand that the project is being proposed as a traffic control measure which, if implemented, could be beneficial toward improving overall regional air quality. As you know, we at the World Congress Center have been working with several agencies, companies and groups, including Georgia Tech, Coca-Cola, and Turner Broadcasting to improve the connectivity of the west side to both the north and east. In fact, the City of Atlanta is also requesting some action in these areas as well. We would very much appreciate your support and implementation of these projects as soon as possible.

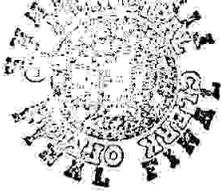
I will be happy to discuss these matters with you in detail if you so desire.

Sincerely,

Dan Graveline
Executive Director

bh

cc: Mr. Charlie Brown



February 4, 1999

Mr. Michael A. Dobbins
Commissioner, Department of Planning, Development &
Neighborhood Conservation
City of Atlanta
55 Trinity Avenue S. W.
Suite 1450
Atlanta, Georgia 30335-0308

Subject: Atlantic Steel Property Development

Dear Mike:

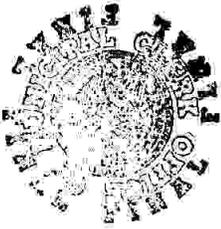
The Metropolitan Atlanta Rapid Transit Authority (MARTA) has committed to cooperate with Jacoby Development, Inc. to develop a transit interface at the Arts Center Station to accommodate a transit linkage between the Atlantic Steel Development Project and the Arts Center Station.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Simonetta", is written over a faint, larger version of the signature.

Richard J. Simonetta
General Manager/CEO

cc: Rob Goodwin, USEPA
Charles R. Brown, CRB Realty Associates



Michael Koblentz
Loring Heights NPUE Representative
1479 Kenwood Ave. NW
Atlanta, Ga. 30309
(404) 876-3430

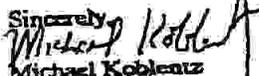
February 3, 1999

Mr. Harry West, Director
Hon. Wayne Hill, Chairman
Atlanta Regional Commission
3715 Northside Parkway
200 No. Creek, Suite 300
Atlanta, Ga. 30327

Gentlemen,

Loring Heights is one of the two neighborhoods adjacent to the proposed Atlantic Steel Development. We scrupulously reviewed the proposals because of the potential impact on the neighborhood. After working closely with the developer over a long period and forging a consensus of 7 other nearby neighborhoods, we strongly endorsed the final proposals which included the necessary 17th Bridge and interchange proposals.

We believe that this proposal, now backed by the City of Atlanta, would be of great benefit not only to Atlanta but to the region, as a whole. We respectfully urge you to back this landmark development.

Sincerely,

Michael Koblentz
Loring Heights Rep. to NPUE



January 28, 1999

Charles R. Brown
President
CRB Realty Associates
PO Box 2246
Duluth, GA 30096

Re: Redevelopment of former Atlantic Steel Property

Dear Charlie:

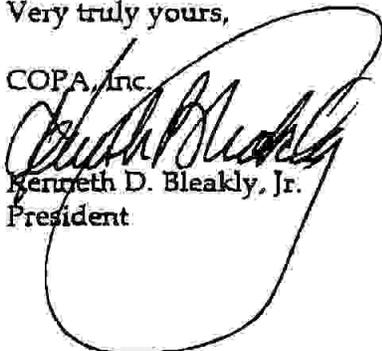
As someone involved in the redevelopment of Downtown Atlanta, I want to offer our support for your efforts to redevelop the former Atlantic Steel property in Midtown. From our efforts at COPA we are witnessing first hand the strong demand for in-town living among a growing segment of the regional population. Your site has the potential to link Georgia Tech, Midtown and downtown with an exciting mixed-use concept.

The goal of combining a place where people can live, work and shop creates an urban character that is missing in much of the city. Its potential benefits for improving air quality by offering an alternative to our historic pattern of sprawl is obvious.

We wish you every success in rebuilding the urban fabric of Atlanta.

Very truly yours,

COPA, Inc.


Kenneth D. Bleakly, Jr.
President





Home Park

Atlanta's Best Kept Secret

Appendix E

Home Park Community
Improvement Association
1015 Tumlin Street, N.W.
Atlanta, GA 30318
404.872.4572

February 6, 1999

Harry West, Director
The Honorable Wayne Hill, Chairman
Atlanta Regional Commission
3715 Northside Parkway
200 North Creek, Suite 300
Atlanta, GA 30327

Dear Mr. West and Mr. Hill:

The Home Park Community Improvement Association has been aware and involved in the planning process for the redevelopment of the Atlantic Steel Site for well over a year now. In that time, we have been presented many plans and variations, all of which had an overpass with freeway access as an integral part of the plan. We have been presented traffic studies with the overpass and without the overpass. Consistently, Home Park has offered conditional support of the redevelopment based on one condition: the construction of the overpass.

If the bridge is not constructed, not only will the success of the project be in jeopardy, but our existing residential community will be adversely affected by cut-through traffic on our narrow residential streets. With the overpass constructed and the majority of the traffic coming and going to the site directed right into the heart of the project, our neighborhood will not only be spared unacceptable levels of traffic on our streets, but both the project and our community can thrive.

The existing infrastructure, which is almost gridlocked, could use some relief. The construction of the overpass with freeway access will help move traffic through our community and the project. Without the overpass, we cannot support this project.

Sincerely,

Timothy State
Co-President

cc: Jennifer Burke, Co-President; Mike Brandon, Community Planning Chair; Bernadette Smith, Land Use Chair



CENTRAL ATLANTA PROGRESS, INC.

Grand Lobby - The Hurt Building, 50 Hurt Plaza, Atlanta, GA 30303, (404) 658-1877

February 18, 1999

The Honorable Wayne Hill, Chairman
Mr. Harry West, Director
Atlanta Regional Commission
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, GA 30327

Re: 17th Street Bridge / Interchange

Dear Messrs. Hill and West:

Central Atlanta Progress, Inc. (CAP) has a long history of involvement in transportation planning for central Atlanta. The original Central Area Study and the late-1980s Downtown Transportation Management Plan both addressed issues that are still with us today. Among them is better east-west access in Midtown.

We understand that the City of Atlanta is proposing a connection at 17th Street to link Midtown with the proposed Atlantic Steel development. Such a connection would undoubtedly facilitate better access in this poorly served area. The proposal is consistent with the goals of the Downtown Transportation Management Plan and would be beneficial to the community. As a "Transportation Control Measure," the project would even be beneficial to regional air quality and provide a model for multimodal development. ARC should consider its inclusion in its plans.

A final note: CAP is serving as the coordinating organization for what we are calling the Central Atlanta Transportation Study. Recently begun, a wide range of agencies and companies are involved in this public-private initiative. Participants include Atlantic Steel Redevelopment, Georgia Tech, Coca-Cola, Turner, the Georgia World Congress Center Authority, Georgia DOT, the City of Atlanta and ARC. Among the issues we plan to study is the connectivity of the west side of Atlanta's central area. Better means of moving people and goods need to be found so that automobiles are not the only option. Shuttle bus systems and light rail are possible study items. The proposed 17th Street east-west connection could be a critical link in making west side connectivity better via a link to MARTA in Midtown.

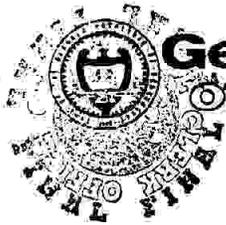
Thank you for considering our views.

Sincerely,

Paul B. Kelman, AICP
Vice President

Cc: Charles H. Battle, Jr., CAP
Susan Mendheim, Midtown Alliance

Post-it® Fax Note	7671	Date	2-18	# of pages	1
To	Tim Turner	From	B. Kelman		
Co./Dept.		Co.			
Phone #		Phone #			
Fax #	202 401 6637	Fax #			



**Georgia Institute
of Technology**

Office of the President

January 22, 1998

Mr. Charles R. Brown
Vice Chairman
Technology Park/Atlanta, Inc.
11555 Medlock Bridge Road
Suite 150
Duluth, GA 30097

Dear Charlie:

Thank you for your recent letter providing my colleagues and me with an update on the progress surrounding the Atlantic Steel property. We are excited about the prospects that this project brings to our neighborhood.

The new development will offer nearby homes for our faculty and staff, accessible amenities and shopping for our campus community, and sites for location of companies that are likely to join us in research activities. All this will replace what is presently a wasteland, and an eyesore to all visitors who come to our campus from the north. The change will be a transformation we will welcome, and one that will help Georgia Tech as we seek to fulfill our future goals.

I understand you are in the process of seeking permission and funding to build the 17th Street bridge that will link the site with the property to the east. Please know that Georgia Tech is strongly supportive of your request and we stand ready to help you where we can. We hope all those involved in the decisions about the bridge will consider the beneficial impacts of the Atlantic Steel development on Georgia Tech. I wish you the best in your future efforts and congratulate you on the progress made to date.

Sincerely,

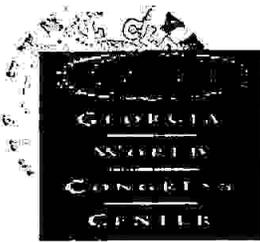
A handwritten signature in black ink, appearing to read "G. Wayne Clough".

G. Wayne Clough
President

Georgia Institute of Technology
Atlanta, Georgia 30332-0325 U.S.A.
PHONE 404-894-5051
FAX 404-894-1277

A Unit of the University System of Georgia

An Equal Education and Employment Opportunity Institution



February 4, 1999

Honorable Wayne Hill, Chairman
Mr. Harry West, Director
Atlanta Regional Commission
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, Georgia 30327

Re: 17th Street Bridge/Interchange

Gentlemen:

It is our understanding the City of Atlanta will submit a proposal for a bridge over I-75/85 and interchange modifications in the 17th Street corridor connecting midtown on the east with the proposed Atlantic Steel redevelopment on the west. We are familiar with the project and feel that it would be beneficial to our overall operation and the community, particularly in the 10th St./14th St./Northside Drive area, and we hope this is a project which your organization can recommend and approve.

We further understand that the project is being proposed as a traffic control measure which, if implemented, could be beneficial toward improving overall regional air quality. As you know, we at the World Congress Center have been working with several agencies, companies and groups, including Georgia Tech, Coca-Cola, and Turner Broadcasting to improve the connectivity of the west side to both the north and east. In fact, the City of Atlanta is also requesting some action in these areas as well. We would very much appreciate your support and implementation of these projects as soon as possible.

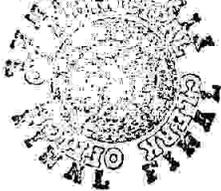
I will be happy to discuss these matters with you in detail if you so desire.

Sincerely,

Dan Graveline
Executive Director

bh

cc: Mr. Charlie Brown



February 4, 1999

Mr. Michael A. Dobbins
Commissioner, Department of Planning, Development &
Neighborhood Conservation
City of Atlanta
55 Trinity Avenue S. W.
Suite 1450
Atlanta, Georgia 30335-0308

Subject: Atlantic Steel Property Development

Dear Mike:

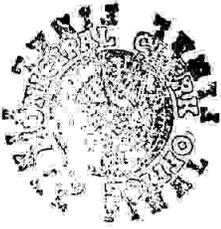
The Metropolitan Atlanta Rapid Transit Authority (MARTA) has committed to cooperate with Jacoby Development, Inc. to develop a transit interface at the Arts Center Station to accommodate a transit linkage between the Atlantic Steel Development Project and the Arts Center Station.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Simonetta".

Richard J. Simonetta
General Manager/CEO

cc: Rob Goodwin, USEPA
Charles R. Brown, CRB Realty Associates



Michael Koblentz
Loring Heights NPU E Representative
1479 Kenwood Ave. NW
Atlanta, Ga. 30309
(404) 876-3430

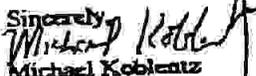
February 3, 1999

Mr. Harry West, Director
Hon. Wayne Hill, Chairman
Atlanta Regional Commission
3715 Northside Parkway
200 No. Creek, Suite 300
Atlanta, Ga. 30327

Gentlemen,

Loring Heights is one of the two neighborhoods adjacent to the proposed Atlantic Steel Development. We scrupulously reviewed the proposals because of the potential impact on the neighborhood. After working closely with the developers over a long period and forging a consensus of 7 other nearby neighborhoods, we strongly endorsed the final proposals which included the necessary 17th Bridge and interchange proposals.

We believe that this proposal, now backed by the City of Atlanta, would be of great benefit not only to Atlanta but to the region, as a whole. We respectfully urge you to back this landmark development.

Sincerely,

Michael Koblentz
Loring Heights Rep. to NPU E



January 28, 1999

Charles R. Brown
President
CRB Realty Associates
PO Box 2246
Duluth, GA 30096

Re: Redevelopment of former Atlantic Steel Property

Dear Charlie:

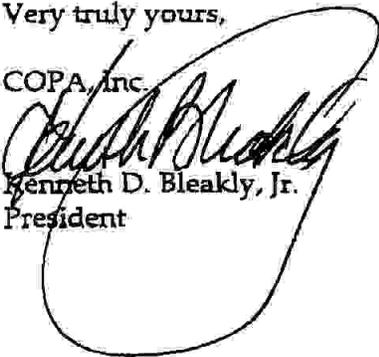
As someone involved in the redevelopment of Downtown Atlanta, I want to offer our support for your efforts to redevelop the former Atlantic Steel property in Midtown. From our efforts at COPA we are witnessing first hand the strong demand for in-town living among a growing segment of the regional population. Your site has the potential to link Georgia Tech, Midtown and downtown with an exciting mixed-use concept.

The goal of combining a place where people can live, work and shop creates an urban character that is missing in much of the city. Its potential benefits for improving air quality by offering an alternative to our historic pattern of sprawl is obvious.

We wish you every success in rebuilding the urban fabric of Atlanta.

Very truly yours,

COPA, Inc.


Kenneth D. Bleakly, Jr.
President

PHASE II WORKPLAN

for

ATLANTIC STEEL INDUSTRIES, INC. PROPERTY

Atlanta, Georgia

August 15, 1997

TABLE OF CONTENTS

1.0 INTRODUCTION	1-1
1.1 PROJECT BACKGROUND	1-1
1.2 THE PHASE I ASSESSMENT	1-1
1.3 THE <i>PHASE II WORKPLAN</i>	1-3
1.4 OUTCOMES OF THE PHASE II INVESTIGATION	1-4
2.0 DESCRIPTION OF CURRENT CONDITIONS	2-1
2.1 FACILITY DESCRIPTION	2-1
2.2 OPERATIONAL HISTORY AND PERMITS	2-1
2.3 SUMMARY OF PRIOR ASSESSMENT	2-3
2.3.1 <i>Geology and Hydrogeology</i>	2-4
3.0 PHASE II INVESTIGATION APPROACH	3-1
3.1 PURPOSE / OBJECTIVES	3-1
3.2 TECHNICAL APPROACH	3-1
3.3 ALTERNATE DELINEATION APPROACH	3-2
4.0 INVESTIGATIVE STRATEGY	4-1
4.1 GROUNDWATER INVESTIGATIONS	4-1
4.2 BASELINE ASSESSMENT AND PROFILING OF IN-SITU MATERIAL	4-3
4.3 PIA ASSESSMENT	4-5
4.3.1 <i>Middle Upper Pond</i>	4-5
4.3.2 <i>Eastern Upper Pond</i>	4-6
4.3.3 <i>Western Sedimentation Basins</i>	4-7
4.3.4 <i>Trichloroethylene (TCE) Degreaser in Nail Mill</i>	4-8
4.3.5 <i>Old Lower Pond</i>	4-9
4.3.6 <i>Galvanizing Pan Service Area</i>	4-10
4.3.7 <i>Former TCE Tank</i>	4-10
4.3.8 <i>Three Closed Underground Storage Tanks (USTs)</i>	4-11
4.3.9 <i>Mill Scale Management Areas</i>	4-12
4.3.10 <i>Historical Releases at Former Cleaning House</i>	4-14
4.3.11 <i>Stained Soil from Maintenance-Related Activities</i>	4-14
4.3.12 <i>Stained Soil from Surficial Petroleum Releases</i>	4-15
4.3.13 <i>Stained Soil from Sub-surficial Petroleum Releases</i>	4-16
4.3.14 <i>Babbitt Rework Area</i>	4-18
4.3.15 <i>Stained Soil from Mill Scale Pit Operations</i>	4-18
4.3.16 <i>Accumulated Oily Liquids in Sumps</i>	4-19
4.3.17 <i>Apparent Former Coal Gasification Operations</i>	4-20
4.3.18 <i>Former Container Storage Area</i>	4-20
4.3.19 <i>Mill (Fence) Galvanizing Operations</i>	4-21
4.3.20 <i>Electrical Transformers</i>	4-22
4.3.21 <i>Oily Liquids in Secondary Containment Structures</i>	4-24
4.3.22 <i>Shed and Stained Soil</i>	4-25
4.3.23 <i>Paint Storage Shed</i>	4-25
4.3.24 <i>Abandoned Process Supply Wells</i>	4-26
4.3.25 <i>Slag Fines and Dust Around Electric Melt Shop</i>	4-26
4.3.26 <i>Former Oil House</i>	4-27
4.3.27 <i>Former Spalding Foundry</i>	4-28
4.3.28 <i>Stormwater Sewer from Bishop Street Area</i>	4-28

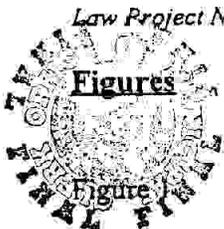


Figure 1

Site Map

Figure 2

Site Plan

Figure 3

Site Plan Showing Proposed Groundwater Investigation

Figure 4

Detail "A": Upper Ponds, Diesel AST, and Former Mill Scale Area

Figure 5

Detail "B": Western Sedimentation Basins Electric Melt Shop

Figure 6

Detail "C": Central Portion of Plant Area

Figure 7

Detail "D": Old Lower Pond, Container Storage Area, and Cleaning House Area

Figure 8

Detail "E": Tri Chem Facility and Plant Garage Area

Figure 9

Detail "F": Eastern End of Site

Figure 10

Detail "G": Propane Yard

Figure 11

Conceptual Master Plan of Future Development

Appendices

Appendix A

Sampling and Analysis Plan



1.0 INTRODUCTION

1.1 PROJECT BACKGROUND

Law Engineering and Environmental Services, Inc. (LAW) has prepared this *Phase II Workplan* for the Atlantic Steel property in Atlanta, Georgia. LAW has prepared this *Phase II Workplan* in connection with a proposed transaction involving the property, under a contract between Atlantic Steel Industries, Inc. (the current owner) and Atlantis 16th, L.L.C. (the potential purchaser).

This *Phase II Workplan* includes a description of LAW's non-invasive Phase I assessment of the property, existing data and background information (hereinafter "Phase I Assessment"). The Phase I Assessment concludes upon issuance of a final *Phase II Workplan*.

This *Phase II Workplan* presents the general objectives and specific scope of work for upcoming investigative activities (hereinafter "Phase II Investigation"). This *Phase II Workplan* contains the following sections:

- a description of current conditions at the property (including site history, operations, and permit issues)
- a description of the conceptual approach to performing the Phase II Investigation
- detailed strategies and procedures for investigating the facility environmental setting, potential migration pathways and receptors, and potential (suspected) contaminant releases
- risk assessment methodologies
- quality assurance/quality control, and sampling and analysis procedures (Appendix A)
- data management and reporting procedures
- a summary schedule for implementation of this plan

1.2 THE PHASE I ASSESSMENT

LAW initially performed and has completed a non-invasive assessment of environmental conditions at the property. The objectives of this Phase I Assessment were to:

- Identify potentially impacted areas (PIAs) of the property where known or suspected activities may have resulted in soil or groundwater contamination.
- Prepare a report and *Phase II Workplan* that describes the Phase I Assessment results and proposes Phase II investigation activities.

The Phase I Assessment was performed in general accordance with the ASTM *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (Standard E1527)*, modified as appropriate based on engineering judgment to account for the nature of site operations and the availability of existing environmental information. The Phase I Assessment consisted of reviewing existing environmental reports for the property, reviewing historical records, performing a property and property area reconnaissance, conducting interviews with cognizant Atlantic Steel personnel, and preparing this report/workplan.

LAW performed a reconnaissance of the property and interviewed Atlantic Steel personnel regarding past and present operations over the period beginning June 4 and continuing through June 11, 1997. The primary source of interview information was Mr. Neil A. Harmon, Principal Environmental Engineer, representing Atlantic Steel. LAW also sent a written environmental-related questionnaire to each current occupant of the residential properties which are part of the proposed transaction. The questionnaires were completed, returned to LAW, and reviewed for environmental significance (e.g., as evidenced by underground heating oil tanks, substantial releases of oil from automobiles, or "industrial" type uses of the properties). LAW conducted a verbal interview with one occupant and toured one residence.

LAW reviewed available historical information for the property to assess prior land use, as identified below:

- Aerial photographs dating to the early 1900s
- Property-related drawings dating to the early 1900s (e.g., sewer plan drawings, site plans, location of outparcels owned by Atlantic Steel, property-specific topographic map)
- U.S. Geological Survey 7.5-minute Topographic Quadrangle Map of Northwest Atlanta, Georgia (dated 1993)
- Sanborn Fire Insurance Maps dated 1911, 1950, and 1978
- Existing environmental-related information, which generally included a RCRA post-closure permit and permit application, RCRA Facility Investigation workplan, historical groundwater monitoring data, soil and groundwater assessment data, waste stream characterization information, operations process flow charts, Hazardous Waste Disposal Reports for various years, permits (air, solid waste, storm water, and wastewater), aboveground and underground tank information, and spill-related reports and remediation documentation.

1.3 THE PHASE II WORKPLAN

This *Phase II Workplan* has been developed to assess the nature and extent of environmental concerns at the property in anticipation of the proposed transaction and future property redevelopment. This *Phase II Workplan* presents a multi-phased, multi-media approach designed to:

- characterize the nature of groundwater flow in the area
- characterize the present "baseline" concentrations of specific constituents in surficial and sub-surficial in-situ materials (e.g., fill, soil), and evaluate the potential human health and ecological risk associated with these constituents
- characterize the profile of fill materials (e.g., slag, non-native soils, construction debris, railroad track ballast) based on the sampling grid and other pertinent sampling activities
- characterize the nature of known and suspected releases to air, soil, groundwater, and surface water at PIAs identified during the Phase I Assessment, and evaluate the human health and ecological risk associated with releases

It is anticipated that the Phase II Investigation may be an iterative process, and this Workplan describes the first iteration. Subsequent soil, sediment, or groundwater sampling may be necessary to fill data gaps or gather supplemental data based on the results of this first iteration. As examples, the results of the first iteration of groundwater monitoring in 8 overburden wells will be used to establish the location and analytical parameters for a bedrock groundwater monitoring well, and the results of the analyses of the ten samples collected from sub-surficial materials using a grid pattern will be used to establish the analytical suite to be applied to the remaining grid samples.

The overall Phase II Investigation activities will include:

- 1) Installing groundwater piezometers and groundwater quality monitoring wells; measuring groundwater characteristics in the piezometers; sampling and analyzing groundwater from the groundwater quality monitoring wells; and developing a groundwater potentiometric surface map (described in detail in Section 4.1)
- 2) Sampling and analyzing surficial and sub-surficial, in-situ materials to profile the concentrations of selected constituents in those materials (described in detail in Section 4.2)
- 3) Drilling soil borings as necessary to prepare a topographic map describing the vertical and horizontal presence of fill materials (described in Section 4.2)
- 4) Sampling and analyzing soils and/or sediments in discrete PIAs (described in detail in Section 4.3)
- 5) Evaluating the data from activities 1) through 4) to :



- Evaluate the presence and concentration of contaminants in the soil, sediment, and groundwater
- Assess human health and ecological risk for intended property uses
- Establish the direction for remediation activities, as necessary, based on future uses and the results of the human health and ecological risk assessment

1.4 OUTCOMES OF THE PHASE II INVESTIGATION

Upon completion of the investigation described in this *Phase II Workplan*, sufficient information will be available to:

- understand the nature of groundwater flow beneath the property to aid in the development of engineering and institutional controls, if necessary
- distinguish areas of environmental impact requiring remediation or exposure controls from those for which no further action is required
- develop a *Phase II Report and Remediation Plan* that addresses areas of environmental impact requiring remediation or exposure controls

2.0 DESCRIPTION OF CURRENT CONDITIONS

2.1 FACILITY DESCRIPTION

The Atlantic Steel facility is located on Mecaslin Street in Atlanta, Georgia, as indicated in Figure 1. The property, as that term is used in this workplan, actually is made up of a number of parcels of land:

- The 130-acre parcel that includes all former steel-making and manufacturing operations
- A 1.7-acre parcel that is occupied by Tri Chem Corporation
- 43 outparcels located in the area southeast of Sixteenth Street and Mecaslin Street, and now used for either vehicle parking or single-family dwellings. The outparcels range in size from 0.07 acres to 1.61 acres.

2.2 OPERATIONAL HISTORY AND PERMITS

Atlantic Steel began steel and iron working operations in the early 1900's. Prior to that, the land on which the Atlantic Steel facility, the Tri Chem facility, and the outparcels exist was undeveloped.

In its present configuration (Figure 2), the plant made finished steel from scrap that was melted, rolled and drawn into steel merchant bar, wire rod, and wire products. Steel billets from the steelmaking operation were also reheated in furnaces and rolled into finished products such as merchant bar and wire rod. Selected product runs of wire rod were acid pickled in sulfuric acid (rod cleaning) and lime coated in preparation for wire drawing. Other products were galvanized for durability.

The property currently maintains permits for solid waste disposal, wastewater pretreatment discharges, air emissions, and post-closure care of a former hazardous waste dust pile (described below).

Process water has always been delivered to the plant from the city via one of several holding ponds on the property. One pond has been closed, the other two remain active. Contact and non-contact cooling water was regularly channeled from the production areas and discharged to the ponds. Stormwater and sanitary wastewater have always been discharged to the City of Atlanta sewer system.

Steel making was converted from open hearth furnace to electric arc furnace (EAF) in 1953, when Atlantic Steel purchased an inactive foundry operation (Southern Iron and Equipment Co.) located at the current western portion of the property. EAF operations were discontinued in 1991. The wire drawing operation was closed in 1995 and the rod cleaning operation was permanently shut down in 1996.

Galvanizing operations ceased in 1993. Only steel rolling in the Rod Mill and 13" Mill currently remains active at the property.

The former steelmaking operation used four dust collectors for capturing air emissions. The dust collected from the EAF was listed as a hazardous waste (K061) under the provisions of RCRA.

For a number of years, Atlantic Steel accumulated (for off-site recycling) EAF dust on the ground in a specified pile area at the western end of the direct evacuation dust collector. Following the closure of the former waste pile, Atlantic Steel installed a silo for temporary storage of the dust generated until it could be shipped to an off-site recycling facility.

After closure of the EAF steel-making operation in 1991, Atlantic Steel removed all remaining dust from the dust collectors and the storage silo. The unit is regulated under a RCRA Post-Closure Permit, and groundwater in the area is being monitored using 15 active groundwater monitoring wells, and withdrawn using a groundwater recovery system that discharges to the City of Atlanta sewer.

One noteworthy past support operation at the plant was the manufacturing of fuel (gas) from coal. This operation took place until approximately 1930, when use of natural gas as the primary fuel began. It is believed by plant personnel that the coal gasification took place in up to three buildings (shown on Figure 2), all of which remain in place but have subsequently been used for other plant operations.

The steel manufacturing process requires the substantial use of contact cooling water. In the process, the contact cooling water is impacted by scale, the primary constituents of which are base metals and heavy petroleum fractions. Historically, the contact cooling water has been discharged to in-ground pits or surface impoundments, where physical settling of the solids occurred, and from which the supernatant would be discharged and recycled into process water supply ponds on site. The western ponds were periodically dredged of the settled mill scale and deposited in several areas on site.

In the past, Atlantic Steel has deposited solid waste on the property, most notably at its eastern end. The area in which the solid waste was routinely deposited has since been sold to the Georgia DOT and developed as interstate and substantial excavation occurred during this construction; consequently, the

solid waste deposition areas no longer exist. In addition, the City of Atlanta performed removal operations in that area (1995 to 1996) during reconstruction of the Orme Street sewer.

The Tri Chem facility has been used for manufacturing for at least 40 years. Operations have included recycling EAF dust into fertilizer, and manufacturing of burial vaults.

The outparcels have been used either for vehicle parking and/or residential uses. Based on the survey of current occupants, no environmental issues are known or suspected to exist at any outparcel. Consequently, no Phase II Investigation activities are proposed for the outparcels. It may be appropriate, however, to locate groundwater piezometers on selected outparcels.

2.3 SUMMARY OF PRIOR ASSESSMENT

The following chronology of documents and reports present a summary of significant monitoring, assessment, and corrective action activities at the facility. Most RCRA activities cited relate to the former K061 dust pile at the western end of the property. Other, PIA-specific assessment results are discussed in Section 4.3.

- November 8, 1985 — Initial submittal of the Part B - Closure and Post-Closure Permit Application (for former K061 Waste Pile)
- May 8, 1986 — Revision 1 to the Part B Application
- February 6, 1987 — Groundwater Quality Assessment Report (rate and extent of hazardous constituents in groundwater from former Waste Pile)
- June 29, 1987 — Issuance of Permit No. HW - 044(D) by Georgia Department of Natural Resources Environmental Protection Division (GA EPD) and approval of Closure Plan in Part B Permit Application
- March 3, 1987 — Corrective Action Plan for Ground Water
- September 25, 1987 — RCRA Facility Investigation Plan (indicating the former container storage area required further assessment)
- October 15, 1987 — Closure Certification for Former Waste Pile
- January 15, 1988 to January 14, 1997 — Semi-Annual Corrective Action Reports (for former Waste Pile)
- July 29, 1988 — Phase II Contamination Assessment Report for Former Container Storage Area (showing no further action required)
- September 30, 1988 — Groundwater Recovery System Installation and Start-Up Report

- 
- September 8, 1989 — Groundwater Sampling and Analysis Plan
 - September 28, 1992 — Amendment to Hazardous Waste Facility Permit No. HW-044(D)
 - October 28, 1992 — Revision 2 to Part B Application
 - March 11, 1993 — Revision 3 to Part B Application
 - November 11, 1994 — Third Quarter Analytical Results
 - July 24, 1995 — Report for Lateral (Side-Gradient) Groundwater Quality Assessment (for former Waste Pile)
 - July 17, 1996 — Cleaning House Preliminary Contamination Assessment Plan
 - August 8, 1996 — Atlantic Steel Application for Class 3 Permit Modification and Revision 4 to Part B Application
 - September 30, 1996 — Amendment to Hazardous Waste Facility Permit No. HW-044(D)
 - January 14, 1997 — Most recent Semi-Annual Corrective Action Report (for former Waste Pile)
 - March 13, 1997 — Application for Renewal of Hazardous Waste Facility Permit No. HW-044(D)
 - July 2, 1997 — Consent Order regarding the extension of terms and conditions for Hazardous Waste Facility Permit

In addition, a survey to identify drinking water wells in the site area was performed in 1997. The survey included reviewing U.S. Geologic Survey records and Georgia Geological Survey Information Circular 63; conducting telephone interviews with owners of wells and with government agencies (e.g., county public works administration and health department); and on-site observations of wells for which other conclusive information was not available. The results of the survey indicate that no drinking water wells exist within a three-mile radius of the property.

2.3.1 Geology and Hydrogeology

The geology and hydrogeology of the Atlantic Steel property are discussed below, and are based on data obtained from the studies listed above and from published geologic literature.

The property is located in the Piedmont Physiographic Province. The Piedmont Province parallels the eastern edge of the North American continent south of New England and east of the Blue Ridge Province. The Piedmont is the non-mountainous part of the Appalachians, and general slope is from the mountains toward the Coastal Plain. The northwestern, or inner, boundary of the Piedmont is at the foot

of the mountains, and the southeastern, or outer, boundary (known as the Fall Line) occurs where older, crystalline rocks of the Piedmont pass beneath the Cretaceous and younger sediments of the Coastal Plain.

Typical Piedmont landscape is a rolling surface of gentle slope, cut or bounded by valleys of steeper slope and greater depth, often several hundred feet deep. The Southern Section of the Piedmont Province in Georgia and Alabama differs in altitude, extent of erosion, and relative abundance of monadnocks from the rest of the Piedmont Province (Fenneman, 1938). The rolling areas are largest in the Southern Section, especially in Georgia, where such topography is dominant and deep valleys are relatively rare. Similar areas to the north are smaller in area.

In Georgia, the Southern Section of the Piedmont consists of the Upland Georgia Subsection and the Midland Georgia Subsection. The Atlantic Steel property is located in the Gainesville Ridges District of the Upland Georgia Subsection. The Gainesville Ridges occur along the border of the Upland Georgia Subsection and the Midland Georgia Subsection, and consist of a series of northeast-trending, low, linear, parallel ridges separated by narrow valleys (Clark and Zisa, 1976). The courses of the Chattahoochee River and its tributaries are strongly controlled by the ridges in the district, and exhibit a rectangular drainage pattern.

The Atlantic Steel property occupies a narrow, east-sloping valley, typical of the surrounding portion of the Gainesville Ridges District. At the eastern property boundary near Interstate Highway I-75/I-85, the valley turns abruptly to the north. The valley floor ranges in elevation from about 865 feet above mean sea level (msl) at its outlet, to about 915 feet at the upslope, western end. Surrounding ridge tops reach off-site elevations of approximately 1,000 feet msl. Surface runoff from most of the site flows to the east, with discharge at the northeast property corner to an unnamed, north-flowing tributary to Peachtree Creek, a west-flowing tributary to the Chattahoochee River. The rectangular drainage pattern of the unnamed, north-flowing tributary, Peachtree Creek and the Chattahoochee River is typical of the Gainesville Ridges District.

Streams exhibiting rectangular drainage patterns flow in strongly angular courses that follow the rectangular pattern of brittle structures (e.g., joints and fractures) in the underlying bedrock (Cressler, Thurmond and Hester, 1983). Such streams show the influence of geologic control, and their drainage

style reflects the different lithologies present, the geologic structure, and the hydrogeology of the underlying bedrock. Therefore, in order to understand the pattern of surface-water flow and to characterize surface water/groundwater interaction, the geologic structure and native lithologies need to be identified.

The property is located along the northwest flank of the Newnan-Tucker synform, a down-folded bedrock structure that contains much of the greater Atlanta region. From closure to closure, the synform is more than 56 miles long and more than 25 miles wide at its widest point (Higgins and Atkins, 1981). The synform has been locally modified by several generations of later folds. Near the Atlantic Steel property, bedrock units on the northwest flank of the Newnan-Tucker synform area are (from northwest to southeast) the Norcross Gneiss, the Clairmont Formation and the Wahoo Creek Formation (McConnell and Abrams, 1984).

The Atlantic Steel property is underlain by Late Precambrian to Early Paleozoic bedrock of the Clairmont Formation. The Clairmont Formation was named by Higgins and Atkins (1981) for exposures around the intersection of Clairmont Road and Interstate 85 in Dekalb County. Typically, the Clairmont is a well-foliated, medium-grained, locally scaly, light- to dark-gray biotite-plagioclase gneiss intimately interlayered with fine- to medium-grained hornblende-plagioclase amphibolite (Higgins and Atkins, 1981). Locally, amphibolite makes up entire outcrop areas with little or no gneiss present, while other areas have only sparse amphibolite and consist of thinly banded gneiss. Epidote and garnet are locally present as accessory minerals in the gneiss. The gneiss generally has thin bluish-gray bands alternating with whitish-gray bands and with amphibolite. The layering is on the order of a few centimeters and commonly is very distorted. Even in saprolite outcrops, the distinctive, finely banded character of the Clairmont is preserved. On further weathering, the Clairmont forms a dark-red soil containing ocherous bands derived from the amphibolite. The Clairmont Formation was interpreted by Higgins et al. (1988) to be the preserved remnants of a subduction melange, based on the variety of clast lithologies in the Clairmont and its extremely complex deformational history.

The Clairmont Formation is bordered on the northwest by the Norcross Gneiss, a well-foliated, light-gray, epidote-biotite-muscovite-plagioclase gneiss (Higgins and Atkins, 1981). To the southeast, the Clairmont Formation is bordered by the Wahoo Creek Formation, a distinctively slabby, nearly white, fine- to medium-grained muscovite-plagioclase-quartz gneiss (Higgins and Atkins, 1981).

No evidence from previous mapping suggests the local existence of major folds or faults in the bedrock units in the site area. However, brittle structures, such as joints and fractures, generally oriented at high angles, often overprint earlier structural features within the Atlanta region, and may exist within the bedrock beneath the property.

Because original grain boundaries and pore-space relationships within rocks of the Atlanta area have been altered through metamorphic recrystallization, permeability of the Clairmont Formation bedrock is relatively low. However, groundwater in the greater Atlanta region occupies joints, fractures and other secondary openings in bedrock, and occupies pore spaces in the overlying mantle of residual material (Cressler, Thurmond and Hester, 1983). Brittle structures (e.g., fractures and joints) extend through the bedrock in intersecting patterns. At shallow levels, these structures may act as conduits for groundwater circulation beneath the mantle of residual material.

Former process-water supply wells have been identified at the Atlantic Steel property (Cressler, Thurmond and Hester, 1983). The wells ranged in depth from 350 to 508 feet, and yields ranged from 70 to 130 gallons per minute (gpm). The Atlantic Steel property is located in Hydrologic Unit D of Cressler, Thurmond and Hester (1983). In Hydrologic Unit D, the greatest well yields are encountered where the following conditions occur:

- small-scale structures localize drainage development
- contact zones exist between rocks of contrasting character
- favorable topographic conditions and soil thickness occur
- fault zones are present
- stress-relief fractures are present.

Contact zones between rocks of contrasting character and fault zones are not known to occur in the site area. The criteria listed by Cressler, Thurmond and Hester (1983) to identify stress-relief fractures are not present in the area. However, the narrow, east-sloping valley occupied by the Atlantic Steel property may be the result of small-scale structures that localize drainage development, and, in turn, create favorable topographic conditions for well yield. Therefore, the yield of the former process-water supply



wells at the Atlantic Steel property may be the result of the small-scale brittle structures (e.g., joints and fractures) that created the narrow, east-sloping valley.

Groundwater recharge to the fractured bedrock occurs through seepage of precipitation through the overlying mantle of residual material, or by flowing directly into openings in the exposed rock (outcrops). Depth to bedrock and thickness of the overlying residual material varies in the area. Thin soil intervals above the Clairmont Formation may be observed in outcrop near the northern end of Spring Street, at Brookwood interchange, along Northside Drive, and in the type locality around the intersection of Clairmont Road and Interstate 85 in DeKalb County. However, deep weathering (30 to 80 feet) of the Clairmont Formation has also been observed.

Groundwater beneath the Atlantic Steel property occurs under water-table conditions. The water-table surface is generally a subdued replica of the topographic surface. Therefore, groundwater is expected to flow inward to the valley where the property is located and from west to east beneath the property along the valley slope. Groundwater discharge is expected to occur to creeks or impoundments that lie in topographically low areas. Groundwater beneath the property would either discharge to these topographically low surface-water bodies, or exit the site at the northeast property corner. There are no obvious variations in on-site geologic conditions that would cause changes to the groundwater flow directions in the area. Monitoring of the groundwater aquifer at the western end of the property has been ongoing since 1987. Based on the monitoring, groundwater in this area flows in a southeasterly direction toward the ponds and sedimentation basins at a rate of approximately 70 feet per year.

However, a six-foot diameter combined sewer main occupying the course of a former natural drainage ditch along the length of the valley is expected to influence local groundwater flow direction and to act as a conduit for groundwater migration. North of the sewer, groundwater is expected to locally flow in a southeasterly direction, and south of the sewer, groundwater is expected to locally flow in a northeasterly direction. Discharge of site groundwater may occur to the sewer, or groundwater may leave the site through the backfill material around the sewer.

In water-table aquifers, groundwater discharge areas are usually located in topographical lows where the water table is located close to or at the land surface (Fetter, 1988). The narrow, east-sloping valley

occupied by the Atlantic Steel facility is one such discharge area. In discharge areas, the vertical hydraulic gradient is upward; that is, groundwater flows from areas of greater depth to the discharge points at shallow depth. Therefore, groundwater in the brittle structures (e.g., fractures and joints) and in the overlying mantle of residual material flows to the discharge areas identified above (i.e., the creeks or impoundments that lie in topographically low areas and the northeast property corner). Recharge of groundwater beneath the Atlantic Steel property to the regional system of joints and fractures in the Clairmont Formation is not likely to occur.

REFERENCES

- Clark, W.Z., Jr., and A.C. Zisa, 1976, Physiographic map of Georgia, scale 1:2,000,000; Georgia Geologic Survey Map SM-4
- Cressler, C.W., C.J. Thurmond, and W.G. Hester, 1983, Groundwater in the greater Atlanta region, Georgia; Georgia Geologic Survey Information Circular 63
- Fenneman, N.M., 1938, Physiography of the eastern United States; McGraw-Hill Book Company, Inc., New York and London
- Fetter, C.W., Applied hydrogeology, second edition; Macmillan Publishing Company, New York
- Higgins, M.W., and R.L. Atkins, 1981, The stratigraphy of the Piedmont southeast of the Brevard zone in the Atlanta, Georgia area, in Latest thinking on the stratigraphy of selected areas in Georgia; Georgia Geologic Survey Information Circular 54-A
- Higgins, M.W., R.L. Atkins, T.J. Crawford, R.F. Crawford, R. Brooks, and R.B. Cook, 1988, The structure, stratigraphy, tectonostratigraphy, and evolution of the southernmost part of the Appalachian orogen; US Geological Survey Professional Paper 1475
- McConnell, K.I., and C.E. Abrams, 1984, Geology of the greater Atlanta region; Georgia Geologic Survey Bulletin 96

3.0 PHASE II INVESTIGATION APPROACH

PURPOSE / OBJECTIVES

The purpose of this Phase II Investigation is to investigate site groundwater, conduct a baseline contamination assessment of surficial and sub-surficial materials, and further investigate PIAs identified in the Phase I activities. These investigations will include sampling and analysis of soils, fill materials, sediments, and groundwater to understand the environmental setting of the property. Potential human and ecological receptors will be identified, and the generated data will be used to conduct a risk assessment to establish subsequent remedial activities and control measures that may be necessary to support the intended future development and use of the property.

3.2 TECHNICAL APPROACH

The technical approach for this Phase II Investigation is that of a phased and potentially iterative investigation, with each phase of the investigation building upon previous phases, as appropriate. Media investigated will include soil, sediment, fill materials and groundwater.

This *Phase II Workplan* sets out an approach to complete an investigation of the environmental setting of the facility, investigate potential contaminant-migration pathways and receptors, initiate contamination identification activities for each PIA identified, and provide a baseline contamination assessment across the property. Additional phases of investigation will be performed at any PIAs where data generated during this investigation supports further investigations, and at any new PIAs identified as a result of this investigation.

A contaminant-focused approach will be used for the groundwater investigation, baseline assessment of in-situ materials, and each PIA investigation area. The analytical suite chosen is based on those constituents that are expected to be present based on historical operations, chemical usage, and analytical results from previous investigations. The multi-media approach justifies this focused strategy.

Each specific PIA will be identified in the following section, along with the investigative strategy to be utilized for each area. The investigative strategies for groundwater and the baseline assessment of surficial materials will also be discussed in detail in the following section.



3.3 ALTERNATE DELINEATION APPROACH

Introduction

The Atlantic Steel property is to be rehabilitated and fully redeveloped for multi-unit residential, office, hotel, entertainment and retail trade uses. The rehabilitation program consists of four parts: (1) property-wide assessment of contamination; (2) evaluation of potential health or environmental risks posed by such contamination; (3) selection of appropriate remedies; and (4) implementation of the remediation activities necessary to protect public health and the environment consistent with future uses of the property.

As a regulated industrial facility, activities on the Atlantic Steel property have long been subject to various environmental regulations administered by the Georgia Environmental Protection Division (EPD). This regulation includes a Resource Conservation Recovery Act (RCRA) post-closure permit for a former furnace dust (hazardous waste) handling unit. Because the Atlantic Steel facility is already subject to the RCRA regulatory program, the planned rehabilitation will also be consistent with RCRA corrective action requirements as administered by EPD. In particular, the requirements for assessment of contamination, evaluation of potential risks and remediation activities will be established consistent with the November 1996 *Georgia EPD Guidance For Selecting Media Remediation Levels at RCRA SWMUs* ("SWMU Guidance").

Timing is a critical factor for successful redevelopment of the property. Commitments for redevelopment are contingent on a six-month period for completion of contamination assessment, risk evaluation and establishment of specific remediation requirements and associated cost estimates. If the redevelopment is to proceed, timely review and approval of this work plan is essential. With limited time available for investigations, it is necessary to schedule and conduct some elements of the investigation in parallel with limited opportunity for iterative approaches.

The contamination assessment portion of the overall property rehabilitation program includes detailed sampling and laboratory analyses to determine what specific contaminants are present in soil and ground-

water and to delineate how far contamination may have spread across the property. The resulting data will be used to evaluate the potential for risks to human health and the environment and to establish specific remediation requirements consistent with redevelopment and future use of the property.

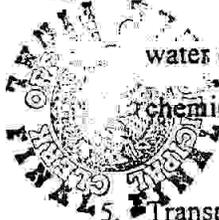
EPD ordinarily requires that soil and groundwater contaminant plumes for SWMUs be delineated to background/detection limit concentrations. In most instances such delineation involves an iterative process of stepwise sampling, outward from each SWMU, until background/detection limit concentrations are confirmed in all directions. EPD considers the "sample to background" regimen a useful generic approach so as not to underestimate the extent of a SWMU contaminate plume on a property. The objective is to first define the SWMU plume extent relative to background concentrations and then to determine which portion of the plume may exceed potential exposure limits for protection of public health or sensitive ecological systems.

Difficulties with the sample-to-background approach are that it presupposes the need to establish background distributions and the ability to distinguish non-regulated human-caused contamination from those SWMU releases that are subject to RCRA corrective action requirements. In congested urban areas it is often impossible to reliably determine background concentrations especially for metals and fuel combustion products. This is because normal human activities such as transportation, fuel burning and historic commercial, residential and industrial property uses have contributed to the area background. In congested urban areas, such as the Atlantic Steel industrial area, contaminant concentrations elevated above naturally occurring background are not solely the result of releases from SWMUs.

A SWMU-by-SWMU approach to delineation for the Atlantic Steel property would not adequately characterize the entire property for redevelopment and could leave substantial information gaps because not all contamination present is necessarily associated with SWMUs. A comprehensive property-wide approach to contaminant characterization and delineation is needed; an approach that will quickly provide a reliable understanding of those environmental factors which might affect the results of a risk evaluation considering redevelopment and specific future uses of the property. Fortunately, EPD's SWMU guidance recognizes that under certain well-defined site-specific circumstances an alternate delineation (AD) approach may be warranted. The EPD guidance outlines both general concepts and media-specific factors to be considered for AD proposals.

An AD approach is embodied in the Phase II Workplan for the Atlantic Steel property. This AD approach is highly specific to the Atlantic Steel setting and is based upon a number of unique natural and man-made site conditions and features which warrant application of this approach, including the following:

1. Piedmont Bedrock Location - The property is located in the Piedmont Physiographic Providence and is underlain by the Clairmont Formation bedrock. There is no evidence from previous mapping of the local existence of major folds or faults in the bedrock in the property area.
2. Property Situated in Well-Defined Narrow Valley - The property lays within a narrow, west-to-east sloping valley. The valley floor elevations range from about 915 feet above mean sea level (msl) at the western end of the property to about 865 feet at the down slope (eastern) property boundary. The surrounding ridge tops reach off-property elevations of approximately 1000 feet msl. At the eastern property boundary the valley turns abruptly to the north along Interstate Highway I-75/I-85.
3. Area Drainage Naturally Converges Into The Property - As a result of the natural valley setting, drainage from the surrounding area converges into the Atlantic Steel property. This means that contaminant releases to soil on the Atlantic Steel property would not impact upgradient (offsite) properties. This natural control feature limits the consideration of potential off site delineation to the downslope property boundary along the I-75/I-85 highway corridor that acts as an exposure-limiting control boundary.
4. Property and Area Groundwater Is Not A Potential Source of Drinking Water - Based upon a recent Law Engineering and Environmental Services well survey of the surrounding area (3 mile radius from the property) there are no wells used for drinking water purposes in the area. This is consistent with the fact that this highly developed area has long been served by the municipal water distribution system. Considering the high density development in the surrounding urban area it would not be prudent sanitary practice to directly use the water table aquifer for drinking



water due to the inherent potential for leaky sewers and urban non-point sources of bacterial and chemical contamination to impact the water table.

5. Transportation Features Bordering Property Limit Potential Exposure Scenario - The property is bordered to the north by a railroad corridor, to the west by Northside Drive, to the south by Sixteenth Street and to the east by the I-75/I-85 highway corridor which is approximately 400 feet in width. Each of these permanent features has acted as a soil exposure buffer between the property and adjoining properties. These engineered features coupled with the natural valley configuration of the property further appear to obviate the need for off-property soil sampling.
6. Combined Sewers Intercept Area Drainage - A six-foot diameter combined sewer main follows along the original valley occupied by the Atlantic Steel facility. This sewer joins with the larger north flowing (Orme Street) sewer located along the eastern property boundary and leading to Atlanta's R.M. Clayton wastewater treatment plant. These combined sewers intercept surface drainage in the area and likely also intercepts groundwater in deeper segments.
7. Future Use Established - Plans have been prepared indicating the specific use for each area of the property. Based upon this knowledge the characterization and delineation activities can be tailored consistent with these uses and associated exposure scenarios. A large portion of the property will be covered with buildings, streets and parking facilities. These engineered features will be designed to also serve as barriers to eliminate the potential for direct exposure to any contamination. In areas that will not be covered, the known future use will be used to develop exposure scenarios and to select appropriate depths of sampling in each area. For example, an area that will require construction excavation or "cut" will be sampled to at least the estimated depth of the cut. Conversely, an area that will require several feet of construction "fill" will generally limit the depth of soil sampling to surficial materials.

Key Features of AD Approach

The AD approach has been crafted to rapidly provide a reliable property-wide data set to support a rehabilitation and redevelopment program that can be accepted with confidence for the anticipated future use of the property. Details of the sampling program are provided in the Phase II Workplan document.

Key features of the groundwater AD and management strategy are as follows:

1. Anticipated future use of the property includes a prohibition on use of groundwater and a commitment to intercept groundwater discharge before exiting the property. The intercepted groundwater will be treated as necessary to allow discharge to the City of Atlanta sewer system. This commitment to groundwater use prohibition and interception and the fact that groundwater is not a potential source of drinking water in the area, effectively eliminates the potential for a future groundwater exposure pathway.
2. Groundwater is expected to flow into the property from the south, west and north perimeter with a discharge zone to the east where the property is bordered by I-75/85 and the combined sewer interceptor. This favorable groundwater configuration facilitates control and interception of groundwater. A series of at least 16 piezometers will initially be installed to map groundwater levels and flow directions across the entire property. This will be followed by installation of at least eight additional water quality monitoring wells installed in areas which have the highest potential to be impacted by specific PIAs. This PIA sampling is designed to identify high-end ("worst case") contaminant concentrations in groundwater underlying the property. Three of these well samples will also be analyzed for RCRA Appendix IX constituents to broadly look for otherwise unanticipated constituents that might be present in groundwater.
3. At least one additional monitoring well will be installed into bedrock at a strategically selected location to evaluate vertical flow potential and associated bedrock water quality.
4. Additional monitoring wells will subsequently be installed in the property groundwater discharge zone to characterize groundwater flow and quality for design of groundwater boundary interception and any necessary treatment.

The key features of the proposed AD Soil approach are as follows:

1. The final rehabilitation of the site includes the use of engineering and/or institutional controls for soil. This institutional control will require that any future modification of the final engineering

controls must be supervised by a professional engineer. Upon completion of the modification, the professional engineer must certify to the owner (or future owner(s)) and the Georgia Environmental Protection Division that the modification is consistent with the originally approved engineering controls for soils.

2. The entire property will be subject to a baseline soil sampling grid program on a 200 foot grid spacing in the future residential area and a 300 foot spacing on the remainder of the property. Additionally, the sampling grid may be extended across Sixteenth Street in the southeast (downslope) corner of the property onto lots (outparcels) owned by Atlantic Steel if grid sample data obtained along the north side of Sixteenth Street appear to indicate the potential for offsite contamination in this downgradient corner of the Atlantic Steel property. This site-wide baseline grid will provide both grid-specific data points and probability distribution plots for the entire property from which appropriate estimates of potential soil exposure concentrations can be selected for all areas of the property. Grid sampling depths are selected on the basis of the potential for future exposure to soil at each location considering both the site development plan and future construction grade.
3. At least ten (10) randomly chosen soil grid locations will initially be sampled and analyzed for RCRA Appendix IX constituents to confirm the appropriate analyte list for the property-wide sampling.
4. In addition to the property-wide soil baseline grid, specific "worst-case" samples will also be analyzed from internal Potentially Impacted Areas (PIAs) where recent and historic activities have likely contributed to localized soil contamination. These PIA samples are expected to represent high-end ("worst case") concentrations on the property over and above the baseline distribution of contaminants.
5. In combination, the property-wide soil baseline grid distribution and the PIA concentrations will provide a sufficient data base for evaluation of various soil exposure scenarios anywhere across the property.

4.0 INVESTIGATIVE STRATEGY

The Phase II Investigative strategy will focus on groundwater quality, surficial soil and/or fill material, and PIAs identified in the Phase I Assessment. Specific sampling and analysis details for each of the activities to be completed are described in the Sampling and Analysis Plan (Appendix A).

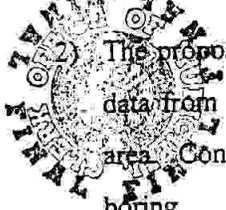
4.1 GROUNDWATER INVESTIGATIONS

The groundwater flow rate and extent of contamination in the former K061 Dust Pile Area have been identified in previous investigations completed in that area. Groundwater flow direction and potential impact at other areas on site will be identified during this investigation. Secondly, this investigation will generate information that will be useful in profiling the vertical and horizontal locations of fill on site.

The groundwater flow direction at the property will be evaluated by installing 18 piezometers, 8 overburden groundwater quality monitoring wells, and 1 bedrock groundwater monitoring well. The approximate locations of these piezometers and monitoring wells are shown on Figure 3 (note that the location of the bedrock groundwater quality monitoring well is not shown on Figure 3 - its location will depend on the results of the monitoring of the 8 overburden groundwater quality monitoring wells). The piezometers have been located based on topographic map information to help identify hydraulic gradient(s) present, while the monitoring wells have been located to assess potential groundwater impacts from PIAs identified throughout the property. The proposed groundwater monitoring well locations were selected based on assumed direction of groundwater flow as described in Section 2.3.1. Some of the proposed groundwater quality monitoring wells have been located directly in or presumably hydraulically downgradient of significant PIAs. The remaining groundwater monitoring wells have been located presumably hydraulically downgradient of areas that are considered to have the potential for impact from Plant operations in the local area.

The investigative strategy will include a sequential approach for groundwater investigations:

- 1) The piezometers will be installed, developed, and subsequent water level measurements will be obtained. An initial potentiometric surface map will then be constructed. Lithologic information will be gathered from each boring.



2) The proposed 8 overburden Type II groundwater quality monitoring wells will be installed using the data from the piezometers to select locations for monitoring wells downgradient from each targeted area. Continuous split spoon sampling will be performed to obtain lithologic information from each boring.

3) Groundwater levels will be obtained in existing groundwater monitoring wells, the newly installed piezometers, and the 8 newly installed overburden groundwater monitoring wells and a revised potentiometric surface map will be constructed.

4) The groundwater monitoring wells will be developed and one round of sampling performed based on the specific PIA investigation strategies. Three monitoring wells (MW-102, MW-103, and MW-106 on Figure 3) will be sampled for analysis of the RCRA Appendix IX compound list (40 CFR 264). The other groundwater monitoring wells will be sampled for analysis of the constituents that are reasonably expected to exist at those locations, as follows:

MW-101: RCRA metals, to assess the impact from past and present operations at the Tri Chem property

MW-104: RCRA metals, VOCs, Polynuclear Aromatic Hydrocarbons (PAHs), and cyanide to assess the impact of known releases from within and around the Cleaning House and the nearby former coal gasification building

MW-107: RCRA metals, Volatile Organic Compounds (VOCs), and Semi-volatile Organic Compounds (SVOCs), to assess the impact of releases from the 13" Bar Mill and surrounding area

MW-105: RCRA metals, VOCs, and SVOCs, to assess the impact of historical discharges to the Old Lower Pond

MW-108: RCRA metals and PAHs, to assess the impact from the active Mill Scale Pit operations

5) The groundwater chemistry data will be compared to the analytical suites chosen for the other media to determine if any additional parameters in the "Appendix IX" monitoring wells should be included in subsequent analyses.

6) Based on the results of the monitoring of the overburden wells, one Type III groundwater monitoring well will be constructed into bedrock (see Appendix A for construction details). The bedrock well may be "nested" near one of the piezometers or overburden wells, at a location which appears to represent the "worst case" groundwater quality.

7) One groundwater sample will be collected from the bedrock groundwater monitoring well and analyzed for Appendix IX parameters.

- 8) The vertical component of groundwater flow will be estimated using the bedrock well and its nested shallow well/peizometer.
- 9) The results of the groundwater quality investigation will be used to conduct the risk assessment described in Section 5.0.

4.2 BASELINE ASSESSMENT AND PROFILING OF IN-SITU MATERIAL

Surface soil and/or fill materials will be collected across the property based on a 300-foot-square sampling grid, except in areas that, after redevelopment, will be residential in use. In the area scheduled to be residential, a 200-foot-square grid will be used. This grid size will result in the sampling of approximately 70 locations in future non-residential areas and 45 samples in future residential areas. Where a grid-determined sampling point lies within an existing building, we will use engineering judgement to either core through the slab of that building to collect a sample of the underlying material, or relocate that sampling point to the external location nearest the sampling point.

The Baseline Assessment of in-situ material will proceed sequentially, and the assessment approach will be a function of the local conditions and the engineering/construction issues (e.g., cut or fill) at each sampling point. The sequence is described below:

- 1) Lay out 300-foot-square or 200-foot-square grid, as appropriate (Note: the redevelopment scheme proposes that the residences will be situated in the central portion of the property, extending from the property's southern boundary to its northern boundary. This location will in effect create three grid zones: a non-residential zone at the western end of the property that will be assessed using a 300-foot-square grid; a residential zone at the center of the property that will be assessed using a 200-foot-square grid, and a non-residential zone occupying the eastern portion of the property that will be assessed using a 300-foot-square grid).
- 2) Based on the relative area of each of the three zones, randomly select 4 grid intersection locations in the eastern zone, 3 locations in the central zone, and 3 locations in the western zone. Advance a hand auger boring or soil test boring, as necessary, through all fill materials in each of the locations. Collect one sample of the "first soil" beneath the fill materials, and analyze the sample for VOCs, SVOCs, Appendix IX metals (40 CFR 264), PCBs, and pesticides.
- 3) Assess the surficial and sub-surficial materials in the balance of the grid intersection locations. The assessment strategy for the balance of the grid samples will be based on whether the area is expected



(based on current estimates of grading plans) to be in a cut or fill area. For areas that are expected to receive fill materials above the existing land surface, the strategy below will be used.

<u>Surficial Conditions</u>	<u>Sampling Strategy</u>
Soil only (no slag)	Advance hand auger borings to 6 inches, collect 0-6 inch soil composite sample.
8 feet or less layer of surficial cover or fill	Use pavement breaker and/or backhoe to remove cementitious surficial slag layer (if present). Excavate through fill to the underlying soil using a backhoe. Collect one composite sample from test pit wall at a depth of 0-6 inches below ground surface, and one six inch composite sample collected in the first soil zone encountered directly below fill.
Over 8 feet of surficial fill	Advance boring through cementitious surficial slag layer using a truck-mounted drill rig. Collect a split spoon composite sample at the first 0-6 inch depth. Continue boring through fill layer until underlying soil is encountered. Collect a split spoon composite soil sample at 0-6 inch depth of soil encountered below the fill.

For any grid intersection location that is expected to be in an area to be cut during redevelopment, the following strategy will be used:

- Advance hand auger borings to 6 inches and collect a 0-6 inch soil sample
- Excavate using a backhoe or advance a soil test boring through fill, collecting samples at 2-foot intervals. Due to the consolidated nature, the sampling methodologies may need to deviate from the standard protocols described in Appendix A. Where practicable, we will follow the sampling methodologies described in Appendix A, and note locations and situations where in-situ materials precluded such sampling.

At selected locations, the borings will be advanced through all fill materials to determine the vertical and horizontal extent of existing fill materials. The borings for this "baseline" assessment will supplement those for the groundwater investigation (Section 4.1) and PIA investigation (Section 4.3). Additionally, the sampling grid may be extended across Sixteenth Street onto outparcels owned by Atlantic Steel if the data obtained on grid samples from the facility appear to indicate a potential for offsite migration of contamination in this area.

All of the surficial grid samples (soil and fill) will be analyzed for RCRA metals and zinc. One-half of these samples will also be analyzed for polynuclear aromatic hydrocarbons (PAHs) and PCBs. The



selection criteria for samples to be analyzed will be based on field judgement, considering the location of the baseline grid point with respect to PIAs.

The grid samples collected from non-surficial depths (e.g., from beneath the excavation or deep locations within the soil borings) will be held in storage, and may later be analyzed on a case-by-case basis based on the results of other Phase II Investigation activities and/or actual cut/fill depths. Note that in some cases, EPA-specified maximum holding items may be exceeded using this approach. It is not anticipated that exceeding the holding times will compromise the integrity of the analytical results because the samples will be collected and stored using appropriate techniques (see Appendix A), and the samples will represent sub-surficial materials that do not appear to have been impacted.

4.3 PIA ASSESSMENT

This section describes each PIA shown on Figures 4 through 10, and pertinent information about each. Following the background information, an investigation strategy is proposed, including sample location, number of samples, sampling methodology, and analytical suite. Details on the sampling methodology are in Appendix A. The results of the investigations described in this Section will be used to conduct the risk assessment described in Section 5.0.

4.3.1 Middle Upper Pond

Location: On southwestern end of the property, northwest of Administration Building (Detail "A", Figure 4).

Time of Use: Early 1900s to current.

Physical Description and Observations: Man-made surface impoundment with a soil bottom. Water in the Middle Upper Pond was approximately 8 feet deep. Vegetation surrounded the pond. Some septic-like odor was evident, primarily at the eastern end of the pond (at the discharge weir) near the Eastern Upper Pond.

Use and Potential Impact: This process water storage pond (surface impoundment) was used to supply non-contact and contact cooling water to plant operations, and historically has received or is suspected to have received the following discharges:

- Filter backwash from City of Atlanta Water Works (drinking water treatment plant)

Stormwater runoff from the Electric Melt Shop area, caster scale pile, caster process water overflow, the northwestern end of the plant (including a former scrap metal storage yard), and from an off-site drainage basin north of the property

- Application of herbicides to control growth of vegetation
- Groundwater that may have been impacted by the K061 Dust Pile (recovery wells now intercept this groundwater)

Results of Previous Assessment Activities: Sampling of accumulated materials (sediment) at bottom of the Middle Upper Pond in 1993 identified the presence of the following constituents and concentrations: 7,400 mg/kg Oil and Grease, 1.2 mg/kg PCBs, 2.7 mg/kg Arsenic, 3.5 mg/kg Cadmium, 25 mg/kg Chromium, 220 mg/kg Lead, 2.5 mg/kg Mercury, 8.9 mg/kg Silver.

Investigation Approach:

The proposed investigation approach includes sampling accumulated sediments in the Middle Upper Pond to characterize the materials and sampling the underlying soils.

Investigation of sediments: Collect 3 sediment samples at varying depths. One sample will be collected at the approximate location where stormwater discharges into the pond; all other samples will be identified in the field. Analyze the samples for D-listed waste constituents (Table 1 of 40 CFR Section 261.24) using the toxicity characteristic leaching procedure (TCLP).

Investigation of underlying soils: Collect 2 soil samples at depths below the bottom of identifiable sediment. All sample locations to be field identified. Analyze the samples for RCRA metals, VOCs, and SVOCs.

4.3.2 Eastern Upper Pond

Location: On southwestern end of the property, bordered on the east by Mecaslin Street (Detail "A", Figure 4).

Time of Use: Early 1900s to current.

Physical Description and Observations: Man-made surface impoundment with a soil bottom. Water in the Eastern Upper Pond was approximately 5 feet deep. Vegetation surrounded the pond.

Use and Potential Impact: This process water storage pond (surface impoundment) was used to supply non-contact and contact cooling water to plant operations, and historically has received or is suspected to have received the following discharges:

- Process water overflow from Middle Upper Pond
- Stormwater runoff from center of plant (including the scrap metal storage yard) and from the Bishop Street (off-site) drainage basin. This drainage basin includes the inactive (closed) National Lead battery reclamation facility to the north, and releases from National Lead to the Eastern Upper Pond are known to have included oily discharges.
- Application of herbicides to control growth of vegetation
- Overflow of wastewater from a scale pit at central portion of the plant

Results of Previous Assessment Activities: Sampling of accumulated sludge at bottom of the Middle Upper Pond in 1993 (assumed to approximate the character of the Eastern Upper Pond) identified the presence of the following constituents and concentrations: 7,400 mg/kg Oil and Grease, 1.2 mg/kg PCBs, 2.7 mg/kg Arsenic, 3.5 mg/kg Cadmium, 25 mg/kg Chromium, 220 mg/kg Lead, 2.5 mg/kg Mercury, 8.9 mg/kg Silver.

Investigation Approach:

The proposed investigation approach includes sampling accumulated sediments in the Eastern Upper Pond to characterize the materials and sampling the underlying soils.

Investigation of sediments: Collect 5 sediment samples at varying depths. At least one sample will be collected at the approximate location where stormwater discharges into the pond; all other samples will be identified in the field. Analyze the samples for D-listed waste constituents (Table 1 of 40 CFR Section 261.24) using the toxicity characteristic leaching procedure (TCLP).

Investigation of underlying soils: Collect 2 soil samples at depths below the bottom of identifiable sediment. All sample locations to be field identified. Analyze the samples for RCRA metals, VOCs, and SVOCs.

4.3.3 Western Sedimentation Basins

Location: Near the southwestern corner of the property (Detail "B", Figure 5).

Time of Use: Pre-1900s to current.

Physical Description and Observations: A former drainage feature that traversed the property prior to its development. Water in the Western Sedimentation Basins was approximately 2 feet deep. Vegetation surrounded the basins.

Use and Potential Impact: This serial arrangement of basins was used for physical settling of process water introduced onto the property from the nearby City of Atlanta Water Works. From the Western Sedimentation Basins, water fed the Middle Upper Pond and Eastern Upper Pond. Historically, the basins have received or are suspected to have received the following discharges:

- Filter backwash from City of Atlanta Water Works (drinking water treatment plant)
- Stormwater runoff from properties to the west

Results of Previous Assessment Activities: No known prior assessment.

Investigation Approach:

The proposed investigation approach includes sampling accumulated soil/sediments in the Western Sedimentation Basins to characterize the materials.

Investigation of soil/sediment: Collect 2 soil/sediment samples at varying depths. Location of samples will be identified in the field. Analyze the samples for D-listed waste constituents (Table 1 of 40 CFR Section 261.24) using the toxicity characteristic leaching procedure (TCLP).

4.3.4 Trichloroethylene (TCE) Degreaser in Nail Mill

Location: At western end of and within inactive Nail Mill (Detail "C", Figure 6).

Time of Use: 1964 to early 1990s.

Physical Description and Observations: TCE degreaser was situated on the concrete floor within the Nail Mill. No evidence of releases to the soil beneath the concrete slab are known to exist or were observed.

Use and Potential Impact: TCE was used in the nail cleaning operation. The process involved a closed-loop unit into which nails were placed for vapor degreasing. TCE was continuously recirculated within the unit until evaporated.

Results of Previous Assessment Activities: No known prior assessment.

Investigation Approach:

The proposed investigation approach includes sampling the soils underlying the concrete floor of the degreaser area of the Nail Mill.

Investigation of underlying soils: Core through the concrete slab in 2 to 3 field-identified locations beneath and around the degreaser. Advance a hand auger boring in each of the core holes to a depth of up to 10 feet. Screen the soil using a PID or FID, and collect 1 "worst case" sample from underlying soils based on the field screening. Analyze the soil samples for VOCs.

4.3.5 Old Lower Pond

Location: In eastern half of property, south of the 10" Mill (Detail "D", Figure 7).

Time of Use: 1903 to 1982.

Physical Description and Observations: Closed, 0.5-acre pond with a soil bottom. Water within the Old Lower Pond was approximately 15 feet deep. Pond was abandoned and filled with plant-generated slag in 1982. Pond is no longer discernible from the surrounding grade. Additional closure details are not available.

Use and Potential Impact: Historically received or is suspected to have received the following discharges:

- Contact and non-contact process water from the 8" Mill (now demolished) and 10" Mill
- Stormwater runoff from exposed manufacturing areas at the northeastern end of plant
- Process water overflow from mill scale pits at Original Blooming Mill and Billet Mill
- Contact and non-contact cooling water from the Merchant Mill

Results of Previous Assessment Activities: No known prior assessment.

Investigation Approach:

The proposed investigation approach includes sampling the soil within the estimated boundary of the Old Lower Pond.

Investigation of soils: Advance 3 to 5 soil borings to approximately two feet below the former pond floor using a truck-mounted drill rig. Locations of the borings will be field-identified, with the attempt to provide reasonable areal coverage over the Old Lower Pond. Screen the soil cuttings using a PID or FID,

and collect a "worst case" sample from each boring based on the field screening. Analyze the soil samples for RCRA metals, zinc, VOCs, PAHs, and PCBs.

4.3.6 Galvanizing Pan Service Area

Location: South of the Former Wire Galvanizing Building (Detail "C", Figure 6).

Time of Use: 1920 to 1993.

Physical Description and Observations: The Galvanizing Pan Service Area measures approximately 20 feet by 200 feet. Some evidence of the presence of residual material remains on the soil in this area in the form of sheets and pieces.

Use and Potential Impact: Lead-based galvanizing of wire was performed in the Former Wire Galvanizing Building. Galvanizing tanks were periodically repaired and stored outside the southern side of that building.

Results of Previous Assessment Activities: No known prior assessment.

Investigation Approach:

The proposed investigation approach includes sampling the soils in a grid pattern within the estimated boundary of the Galvanizing Pan Service Area. Groundwater near the Galvanizing Pan Service Area will also be investigated.

Investigation of soils: Establish a grid pattern of 8 locations to provide reasonable spacing and areal coverage over the visually impacted area. Advance 1 soil boring at each of the 8 locations using a truck-mounted drill rig. At each boring, collect one soil sample at a depth of 0-6 inches, one at a depth of 4 feet, and one at a depth of 8 feet. Analyze the soil samples for RCRA metals and zinc.

Investigation of groundwater: One groundwater monitoring well (MW-102 on Figure 3) will be installed in the vicinity of the Galvanizing Pan Service Area and Former TCE Tank. Details regarding this groundwater monitoring well are discussed in Section 4.1.

4.3.7 Former TCE Tank

Location: South of the Former Wire Galvanizing Building (Detail "C", Figure 6).

Time of Use: 1964 to 1995.

Physical Description and Observations: TCE Tank was steel and situated outside on a concrete footing. The tank has been removed, however the concrete footing for the tank remains in place. No evidence of releases to the soil beneath the concrete slab are known to exist or were observed.

Use and Potential Impact: TCE was used in the nail cleaning operation. Product TCE was stored in the TCE Tank, and delivered to the point of use by above-ground steel piping.

Results of Previous Assessment Activities: No known prior assessment.

Investigation Approach:

The proposed investigation approach includes sampling the soil beneath and around the former TCE Tank. Groundwater near the former TCE Tank will also be investigated.

Investigation of soils: Advance 3 to 4 soil borings to the depth at which groundwater is encountered using a truck-mounted drill rig. Locations of the borings will be field identified and located near the existing footing for the TCE Tank. Screen the soil cuttings using a PID or FID, and collect 1 "worst case" sample from each boring based on the field screening. Analyze the soil samples for VOCs.

Investigation of groundwater: One groundwater monitoring well (MW-102 on Figure 3) will be installed in the vicinity of the Galvanizing Pan Service Area and Former TCE Tank. Details regarding this groundwater monitoring well are discussed in Section 4.1.

4.3.8 Three Closed Underground Storage Tanks (USTs)

Location: Three former USTs will be investigated. USTs A1 and A2 were co-located west of the Plant Garage (Detail "E", Figure 8). UST A3 was located near the southeastern corner of the Fence Warehouse (Detail "C", Figure 6).

Time of Use: circa 1960 to 1992.

Physical Description and Observations:

- UST A1 contained gasoline used to fuel on-site vehicles. The tank was constructed of uncoated steel and had a capacity of 8,100 gallons.
- UST A2 contained gasoline used to fuel on-site vehicles. The tank was constructed of uncoated steel and had a capacity of 3,000 gallons.

UST A3 contained diesel fuel used in on-site vehicles. The tank was constructed of uncoated steel and had a capacity of 1,000 gallons.

Use and Potential Impact: The three USTs were closed by removal between 1989 and 1992.

Results of Previous Assessment Activities:

- UST A1: At closure, a leak was observed at a pipe joint and petroleum odor was observed in the excavation pit. Based on laboratory analyses, the concentration of total benzene, toluene, ethylbenzene, and xylene (BTEX) in soil was detected as high as 61 mg/kg, and total petroleum hydrocarbons (TPH) as high as 231 mg/kg. Impacted soil was excavated, and soil and groundwater samples were collected. No targeted constituents (PAHs, BTEX, and gasoline-range organics) were detected. The results of the closure were transmitted to Georgia EPD in 1996.
- UST A2: Details regarding closure of UST A2 are expected to be the same as for UST A1, with which it shared one tank pit.
- UST A3: At closure, based on laboratory analyses, the concentration of TPH was found in soil as high as 50 mg/kg.

Investigation Approach:

The proposed investigation approach includes sampling the soil within and beneath the former UST pits.

Investigation of soils: Advance 2 to 3 soil borings in each of the former UST pits to the depth at which groundwater is encountered using a truck-mounted drill rig. Locations of the borings will be field identified. Screen the soil cuttings using a PID or FID, and collect 1 "worst case" sample from each boring based on the field screening. Analyze the soil samples for BTEX (for the pit that contained UST A1 and UST A2) and PAHs (for the pit that contained UST A3).

4.3.9 Mill and Caster Scale Management Areas

Location: Four on-site mill and caster scale deposition locations will be investigated. All piles were/are on soil.

- One active mill scale pile is currently located near the northeastern corner of the property, north of the active Scale Pit (Detail "F", Figure 9). The pile measures approximately 200 feet by 200 feet by up to 6 feet deep. The operation commenced in 1979. Soil staining exists around the pile as a result of runoff.
- One former mill scale pile was located in the billet yard east of the Merchant Mill (Detail "D", Figure 7). The pile was active from an unknown date until 1982, when the pit was

filled and the pile removed. The pile measured approximately 30 feet in diameter. No visual evidence of the pile remains.

- A second former mill scale pile was located outside the southern wall of the Blooming Mill (Detail "C", Figure 6). The pile was active between 1962 and 1982, and a scale pit exists to the east of this location. The pile measured approximately 20 feet in diameter. No visual evidence of the pile remains.
- A third former caster scale pile was located south of the Electric Melt Shop, northwest of the Middle Upper Pond (Detail "A", Figure 4). The pile was active between 1982 and 1990, and measured approximately 150 feet by 50 feet. Isolated areas of mill scale were observed on the surface in this area.

Time of Use: As described above.

Physical Description and Observations: As described above.

Use and Potential Impact: Mill scale is generated when solids settle from contact cooling water used to quench hot steel. Chemically, the mill scale is similar to the base steel, with additional impurities, primarily petroleum-related compounds. In 1997, mill scale samples were found to contain as much as 77,000 mg/kg Oil & Grease. In 1991 and 1995, two mill scale samples were analyzed for RCRA metals using TCLP analyses; no concentrations exceeded the concentrations that would make the mill scale a hazardous waste.

Results of Previous Assessment Activities: No known prior assessment of soil has been performed in any of the four areas.

The proposed investigation approach includes sampling the soils in and around the estimated boundary of each of the four Mill Scale Management Areas. Groundwater near the active mill scale pile will also be investigated.

Investigation of soils: Advance 2 to 5 soil borings using a truck-mounted drill rig at each of the four Mill Scale Management Areas, depending on size. Collect 1 to 2 "worst case" samples from each boring based on visual observations. Analyze the samples for PAHs, VOCs, and RCRA Metals.

Investigation of groundwater: One groundwater monitoring well (MW-108 on Figure 3) will be installed in the vicinity of the active mill scale pile at the northeastern corner of the property. Details regarding this groundwater monitoring well are discussed in Section 4.1.

4.3.10 Historical Releases at Former Cleaning House

Location: East of the Nail Mill (Detail "C", Figure 6).

Time of Use: 1940 to 1996.

Physical Description and Observations: The Cleaning House consisted of a series of above-ground acid tanks, rinse tanks, coating vessels, and wastewater treatment systems. The main coating vessels were located within an in-ground pit that is constructed of concrete walls and floor, and the floor is overlain by 8-inch-thick brick.

Use and Potential Impact: Pickling operations involved submerging steel wire in vessels of heated sulfuric acid, rinsing, then drying the steel. Known releases of spent sulfuric acid from in and around the Cleaning House have occurred. Spent acids may also be contaminated with lead from sinkers (lead weights).

Results of Previous Assessment Activities: Three borings were advanced and three soil samples collected from beneath and around the in-floor pit in 1997. Constituents of concern included cadmium, chromium, and lead. Concentrations of these constituents ranged up to 0.93 mg/kg cadmium, 22 mg/kg chromium, and 81.2 mg/kg lead. Soil pH was found to range between 2.1 and 6.8.

Investigation Approach:

The 1997 soil assessment was adequate to characterize contaminants in soil. The proposed investigation approach includes the installation of one groundwater monitoring well (MW-104) near the in-floor pit in the Cleaning House and sampling the groundwater. Details are discussed in Section 4.1.

4.3.11 Stained Soil from Maintenance-Related Activities

Location: Three locations of stained soil related to maintenance-type activities on site will be investigated. The areas are shown on the figures as 4.3.11.A, 4.3.11.B, and 4.3.11.C.

A. Visibly stained soil was observed along the western side of the maintenance building attached to the western wall of the Rod Mill (Detail "F", Figure 9). The areal extent of the stained soil is approximately 150 square feet; the depth of the impact is unknown. Two sources of the staining exist: leakage of oil used in the maintenance area, and releases of Safety Kleen solvent (SK 105, a mineral spirits-based product) from the exhaust associated with a degreaser used within the building.

B. Visibly stained soil was observed outside the maintenance building located east of 13" Bar Mill (Detail "F", Figure 9). The areal extent of the stained soil is approximately 100 square feet; the depth of the impact is unknown. The source of the staining appears to be maintenance-related activities.

C. Visibly stained soil was observed along the eastern side of the Plant Garage (Detail "E", Figure 8). The areal extent of the stained soil is approximately 100 square feet; the depth of the impact is unknown. The source of the staining appears to be the discharge of oil and grease from maintenance activities.

Time of Use: The Rod Mill and 13" Bar Mill have been operational since 1964 and 1955, respectively.

Physical Description and Observations: As described above.

Use and Potential Impact: As described above.

Results of Previous Assessment Activities: No known assessment of these impacted areas has been performed.

Investigation Approach:

The proposed investigation approach includes sampling the soils within each of the three Stained Soil Areas.

Investigation of soils: Advance 2 to 3 hand auger borings in each of the three Stained Soil Areas. Locations of borings to be field identified. Screen the soil visually and using a PID or FID, and collect 2 "worst case" samples from each area based on the field screening. Analyze the soil samples for VOCs and PAHs.

4.3.12 Stained Soil from Surficial Petroleum Releases

Location: Four areas (and seven distinct locations) of stained soil related to petroleum-type releases on site will be investigated. The areas are shown on the figures as 4.3.12.A, 4.3.12.B, and so on.

A. Visibly stained soil was observed beneath and around the air compressor located east of the Power House (Detail "C", Figure 6). The areal extent of the stained soil is approximately 80 square feet; the depth of the impact is unknown. The staining appears to result from oil in the blowdown. The Power House has been operational since 1916.

- B. Visibly stained soil was observed in three areas along the eastern side of the 13" Bar Mill (Detail "F", Figure 9). The areal extent of the stained soil is approximately 200 square feet; the depth of the impact is unknown. The source of the staining appears to be oil from air compressor blowdown and miscellaneous releases. The 13" Bar Mill has been operational since 1955.
- C. Visibly stained soil was observed south and southeast of the Cooling Bed Conveyor building (Detail "F", Figure 9). The areal extent of the stained soil is approximately 100 square feet; the depth of the impact is unknown. The source of the staining appears to be petroleum related. The Cooling Bed Conveyor building has been operational since 1966.
- D. Visibly stained soil and/or pooled petroleum product was observed along the southern wall of the Old Store Room Building and along the former rail spur that parallels the western wall of the Rod Mill (Detail "F", Figure 9). The areal extent of the stained soil is approximately 750 square feet; the depth of the impact is unknown. Beneath the soil in the rail spur is reportedly concrete. The source of the staining appears to be petroleum related. The buildings in the area have been operational since 1966.

Time of Use: As described above.

Physical Description and Observations: As described above.

Use and Potential Impact: As described above.

Results of Previous Assessment Activities: No known assessment of these impacted areas has been performed.

Investigation Approach:

The proposed investigation approach includes sampling the near-surficial soils within each of the seven locations of the four Stained Soil Areas.

Investigation of soils: Advance 1 to 3 hand auger borings in each of the seven locations, depending on size. Locations of borings to be field identified. Screen the soil visually and using a PID or FID, and collect 2 "worst case" samples from each area based on the field screening. Analyze the soil samples for PAHs.

4.3.13 Stained Soil from Sub-surficial Petroleum Releases

Location: Two areas of potentially impacted soil related to petroleum-type releases on site will be investigated. The areas are shown on the figures as 4.3.13.A and 4.3.13.B.

A. A fuel oil release was reported in 1995 upon discovery of a loss of pressure from an in-ground fuel transfer piping servicing the Fuel Oil ASTs (Detail "C", Figure 6). The underground piping was replaced, and during that process no contaminated soil was reportedly encountered. However, fuel-type odors have been detected in an adjacent building. The fuel oil ASTs were placed into service in 1938.

B. Incidental releases from fueling operations at the diesel fuel AST located north of the Eastern Upper Pond were observed and reportedly have occurred periodically (Detail "A", Figure 4). The areal extent of the stained soil is approximately 160 square feet. The depth of the impact is unknown, and subsurface impact is suspected. The source of the staining appears to be related to the fueling operations. The diesel fuel AST has been in place since circa 1980.

Time of Use: As described above.

Physical Description and Observations: As described above.

Use and Potential Impact: As described above.

Results of Previous Assessment Activities: No known assessment in these areas.

Investigation Approach:

The proposed investigation approach includes sampling soils in and around the estimated boundary of each of the two Subsurface Petroleum Release Areas. Groundwater near the fuel oil ASTs will also be investigated.

Investigation of soils: Advance 2 to 4 soil borings (depending on size) in each area using a truck-mounted drill rig. Locations of borings to be field identified. Screen the soil using a PID or FID, and collect 3 "worst case" samples from PIA 4.3.13.A and 1 "worst case" sample from PIA 4.3.13.B based on the field screening. Analyze the samples for PAHs.

Investigation of groundwater: One groundwater monitoring well (MW-103 on Figure 3) will be installed in the vicinity of the Fuel Oil tank farm located at the northern end of the property. The groundwater in the area will be sampled and analyzed for potential impact. Details regarding this groundwater monitoring well are discussed in Section 4.1.

4.3.14 Babbitt Rework Area

Location: In the area between the Intermediate Mill and the Merchant Mill (Detail "C", Figure 6).

Time of Use: 1906 to 1982.

Physical Description and Observations: Babbitt reworking was reportedly performed outside. A babbitt is the lining within an iron bearing, commonly made of either tin, lead, cadmium alloys, or copper-lead mixtures. Babbitt reworking includes melting the babbitt out of its housing, preparing the housing using physical machining, casting a new babbitt in its place, then machining the new bearing to proper dimensions. No visibly stained soil was observed in this area.

Use and Potential Impact: Potential releases may have occurred from the reworking operations.

Results of Previous Assessment Activities: No known assessment has been performed in this area.

Investigation Approach:

The proposed investigation approach includes sampling the near-surficial soils within the Babbitt Rework Area.

Investigation of soils: Advance hand auger borings in 3 locations to provide reasonable spacing and areal coverage over the area, selected based on field observations. Screen the soil from each boring using a PID or FID, and collect 1 "worst case" sample from the area; analyze the sample for VOCs. Collect 1 soil sample from each boring, and analyze the soil samples for RCRA metals, zinc, and PAHs.

4.3.15 Stained Soil from Mill Scale Pit Operations

Location: East of the active Scale Pit (Detail "F", Figure 9).

Time of Use: 1979 to current.

Physical Description and Observations: Visibly impacted soil exists around the Water Recirculating Control System and the Scale Pit. The source of the oily staining appears to be from scale removal operations in the pit. The areal extent of the stained soil is approximately 1,000 square feet; the depth of the impact is unknown.

Use and Potential Impact: As described above.

Results of Previous Assessment Activities: No known assessment has been performed in this area.

Investigation Approach:

The proposed investigation approach includes sampling the near-surficial soils within the Stained Soil Area.

Investigation of soils: Advance a hand auger boring in 3 locations, selected based on field observations. Collect 1 soil sample from each boring, and analyze the soil samples for PAHs.

4.3.16 Accumulated Oily Liquids in Sumps

Location: Two areas (and three distinct locations) of accumulated oily liquid will be investigated. The areas are shown on the figures as 4.3.16.A and 4.3.16.B.

- A. Accumulated liquid was observed in two sumps within the Plant Garage (Detail "E", Figure 8). This active facility has been used for servicing automobiles and train engines since 1940. The sumps are reportedly constructed of concrete, and it is unknown whether an outlet from either sump exists.
- B. Accumulated liquid was observed in a sump located at the northern end of the Rod Mill (Detail "F", Figure 9). The sump is reportedly constructed of concrete, and it is unknown whether an outlet from the sump exists. The source of the oily liquid is the rinsing of oily mill stands.

Time of Use: 1940 to present.

Physical Description and Observations: As described above.

Use and Potential Impact: As described above.

Results of Previous Assessment Activities: No known assessment has been performed in these areas.

Investigation Approach:

The proposed investigation approach includes sampling the near-surficial soils beneath the Sumps.

Investigation of underlying soils: Evacuate the contents from and steam clean the inside of the sumps. Visually inspect the sumps for structural integrity and outlets. Core through the base of the sumps and advance a hand auger boring in 2 to 3 locations, selected based on field observations. Screen the soil using a PID or FID, and collect 1 "worst case" sample from each boring based on the field screening. Analyze the samples for PAHs, VOCs, and SVOCs.

4.3.17 Apparent Former Coal Gasification Operations

Location: Coal gasification operations appear to have been conducted in three buildings on site. The three areas will be investigated and are shown on Detail "C", Figure 6 as 4.3.17.A, .B, and .C.

- A. The building located south of the Fuel Oil ASTs on the northern end of the property
- B. The building located between the Open Hearth Building and the Boiler House
- C. The building located contiguous to and south of the Merchant Mill

Time of Use: Circa 1906 to 1930.

Physical Description and Observations: The buildings and adjacent grounds currently bear no outward evidence of coal gasification operations. Documentary evidence suggests the use of the buildings for coal gasification.

Use and Potential Impact: The facility is believed to have manufactured gas from coal for use as fuel in the open hearth furnace. In 1930, the facility converted the fuel supply to natural gas. Remnants of the operations may exist but which are not visually identifiable.

Results of Previous Assessment Activities: No known assessment has been performed in these areas.

Investigation Approach:

The proposed investigation approach includes an invasive investigation and visually assessing the areas around the three buildings, with sampling of soil.

Investigation of underlying soils: Perform test pits around the perimeter of the three buildings to expose potentially buried materials. Depths of the test pits will be field determined based on visual observations and soil screening. Visually inspect the test pits for evidence of coal gasification residues. Screen the soil using a PID or FID. Collect 4 to 8 "worst case" samples from around each building based on the field screening and visual observations. Analyze the samples for RCRA metals plus cyanide, PAHs, and VOCs.

4.3.18 Former Container Storage Area

Location: Northeast of the Intermediate Mill and Billet Mill (Detail "D", Figure 7).

Time of Use: 1912 to 1980 as maintenance area; 1983 to 1985 as Container Storage Area.



Physical Description and Observations: Named as SWMU-1 in facility's RCRA Post-Closure Permit. Areal extent of the Container Storage Area was estimated to be 1,000 square feet. When used as a lube oil and grease Container Storage Area, the containment area was a covered, concrete pad. Previously, the area was neither sheltered nor covered with concrete.

Use and Potential Impact: Maintenance activities were reportedly performed in the area for the 70 years prior to the mid-1980s. The maintenance activities may have included use of solvents, storage of spent solvents in drums, and babbitt reworking. Drums of lube oil and grease stored in the area (covered, on concrete) for two years.

Results of Previous Assessment Activities:

In 1987 and 1988, soil samples were collected at both shallow and deep (up to 17.5 feet below ground surface) in the Container Storage Area. The near-surficial samples contained metals, oil & grease, VOCs, SVOCs, pesticides, and TPH. The deep soil samples contained metals and significantly lower concentrations of VOCs; SVOCs and pesticides were not detected. The Phase II Contamination Assessment Report for the area was dated July 29, 1988.

Investigation Approach:

The proposed investigation approach includes sampling the soils in and around the Former Container Storage Area. Groundwater near the Former Container Storage Area will also be investigated.

Investigation of soils: Advance 4 to 6 soil borings to the depth at which groundwater is encountered using a truck-mounted drill rig. Collect soil samples for screening purposes at 2-foot intervals. Locations of the borings will be field identified, with the attempt to provide reasonable areal coverage over the Former Container Storage Area. Screen the soil using a PID or FID, and collect 1 to 2 "worst case" samples from each boring based on the field screening. Analyze the soil samples for VOCs, PAHs, PCBs, and RCRA metals.

Investigation of groundwater: One groundwater monitoring well (MW-105 on Figure 3) will be installed in the vicinity of the Former Container Storage Area. Details regarding this groundwater monitoring well are discussed in Section 4.1.

4.3.19 Mill (Fence) Galvanizing Operations

Location: Near the northeastern corner of the property (Detail "F", Figure 9).

Time of Use: 1926 to 1985.

Physical Description and Observations: A portion of the original building remains, although that portion of the building used primarily for galvanizing has been demolished, and the area is open to the atmosphere.

Use and Potential Impact: Zinc galvanizing was performed in above ground vessels until the 1980s. The process involved heavy use of hydrochloric acids and zinc, and resulted in infrequent releases within the building. Soil on the western side of the former Galvanizing Building has potentially been impacted. The areal and vertical extent of any impact is unknown.

Results of Previous Assessment Activities: No known assessment has been performed in this area.

Investigation Approach:

The proposed investigation approach includes sampling the near-surficial soils within and around the estimated boundary of potentially impacted soil along the western side of the former Galvanizing Building.

Investigation of underlying soils: Advance a hand auger boring in 3 to 4 locations, selected based on field observations, with the attempt to provide reasonable areal coverage over the potentially impacted area. Collect 1 soil sample from each boring, and analyze the soil samples for RCRA metals and zinc.

4.3.20 Electrical Transformers

Location: Approximately 15 electrical transformers exist or previously existed in approximately 14 locations on site, and are shown on the figures as 4.3.20.A, 4.3.20.B, and so on. Each outside, pad-mounted electrical transformer location (active and inactive) will be investigated.

- A. One electrical transformer is located outside the eastern side of the Plant Garage (Detail "E", Figure 8)
- B. One electrical transformer substation is located outside the eastern side of the 13" Mill (Detail "F", Figure 9)
- C. Two electrical transformers are located in separate locations outside the northern side of the Machine Shop (Detail "F", Figure 9)

- D. One electrical transformer is located outside the eastern side of the Control Building for the active Scale Pit (Detail "F", Figure 9)
- E. One electrical transformer experienced a leak of dielectric fluid and was removed. This transformer was located outside the northern side of the Power House (Detail "C", Figure 6)
- F. One electrical transformer is located outside the northern side of the Intermediate Mill (Detail "C", Figure 6)
- G. One electrical transformer is located outside the southern side of the Billet Mill (Detail "C", Figure 6)
- H. One electrical transformer is located outside the northeastern corner of the Billet Mill (Detail "C", Figure 6)
- I. One electrical transformer is located outside the southern side of the 10" Mill (Detail "D", Figure 7)
- J. One electrical transformer is located in a below-grade substation on the southern side of the Operations Building (Detail "E", Figure 8)
- K. One former (since removed) electrical transformer was located outside the northeastern corner of the Original Blooming Mill (Detail "C", Figure 6)
- L. One electrical transformer that has experienced a leak of dielectric fluid is located within the propane yard at the northern end of the property (Detail "G", Figure 10)
- M. One electrical transformer is located on the western side of the Control Building for the Electric Melt Shop (Detail "B", Figure 5). This transformer was removed in 1996.
- N. One former electrical transformer was located north of the Caster Building (Detail "B", Figure 5)

Time of Use: Unknown. Many of the electrical transformers are original equipment.

Physical Description and Observations: As described above. The dielectric fluid in each electrical transformer has been sampled and analyzed and found no PCBs at concentrations above the regulatory threshold of 50 parts per million.

Use and Potential Impact: As described above.

Results of Previous Assessment Activities: No known assessment has been performed in these areas.

Investigation Approach:

The current owner will remove all transformers. The proposed investigation approach includes an inventory of all outside, pad-mounted transformer locations, and sampling the near-surficial soils within and around each transformer pad.

August 15, 1997

Investigation of soils: Advance a hand auger boring in 2 to 4 locations around each existing and former transformer pad, at locations selected based on field observations. Collect 1 to 2 soil samples from each electrical transformer location based on visual observations. Analyze the soil samples for PCBs, VOCs, and PAHs.

4.3.21 Oily Liquids in Secondary Containment Structures

Location: Two areas of accumulated oily liquid in secondary containment structures exist and will be investigated. The areas are shown on the figures as 4.3.21.A and 4.3.21.B.

- A. Accumulated oily liquid was observed in the secondary containment for the two lube oil tanks located west of the Rod Mill (Detail "F", Figure 9). The containment bottom and walls are constructed of concrete, and the containment is not covered. Potential releases to soil from the bottom of the secondary containment structure, although not evident, may have occurred. These tanks have been present at this location since 1982.
- B. Accumulated oily liquid was observed in the secondary containment for the four fuel oil tanks located near the northern property line (Detail "C", Figure 6). The containment bottom and walls are constructed of concrete, and the containment is not covered. Potential releases to soil from the bottom of the secondary containment structure, although not evident, may have occurred. These tanks have been present at this location since 1922.

Time of Use: As described above.

Physical Description and Observations: As described above.

Use and Potential Impact: As described above.

Results of Previous Assessment Activities: No known assessment has been performed in these areas.

Investigation Approach:

The proposed investigation approach includes sampling the near-surficial soils beneath the secondary containment structures.

Investigation of underlying soils: Evacuate the contents from and steam clean the inside surfaces of the secondary containment structures. Visually inspect for structural integrity. Core through the base of the structures and advance a hand auger boring in 3 to 5 locations, selected based on field observations.

Screen the soil using a PID or FID, and collect 1 "worst case" sample from each boring based on the field screening. Analyze the samples for PAHs.

4.3.22 Shed and Stained Soil

Location: West of the Power House (Detail "C", Figure 6).

Time of Use: 1926 to 1985.

Physical Description and Observations: The one-story shed covered approximately 400 square feet. Darkened staining resembling oil was observed on the soil around and within the shed and on the walls of the shed.

Use and Potential Impact: Historical use of the shed is unknown.

Results of Previous Assessment Activities: No known assessment has been performed in this area.

Investigation Approach:

The proposed investigation approach includes sampling the near-surficial soils within and around the shed.

Investigation of soils: Advance a hand auger boring in 3 to 5 locations, selected based on field observations, with the attempt to provide reasonable areal coverage over the potentially impacted area. Screen the soil using a PID or FID, and collect 1 "worst case" sample from each boring based on the field screening. Analyze the soil samples for PAHs, PCBs, and RCRA metals.

4.3.23 Paint Storage Shed

Location: In the eastern half of the property, south of the former Old Lower Pond (Detail "D", Figure 7).

Time of Use: 1926 to 1985. The shed still exists.

Physical Description and Observations: The one-story shed covered approximately 300 square feet. No obvious impacted soil was observed around or within the Paint Storage Shed.

Use and Potential Impact: Storage of paint was performed in the shed.

Results of Previous Assessment Activities: No known assessment has been performed in this area.

Investigation Approach:

The proposed investigation approach includes sampling the near-surficial soils within and around the shed.

Investigation of soils: Advance a hand auger boring in 4 to 6 locations, selected based on field observations, with the attempt to provide reasonable areal coverage over the perimeter of the Paint Storage Shed. Screen the soil using a PID or FID, and collect 1 "worst case" sample from each boring based on the field screening. Analyze the soil samples for VOCs, SVOCs, and RCRA metals.

4.3.24 Abandoned Process Supply Wells

Location:

- Well No. 1 is located slightly beyond the northern property line, north of the 10" Mill (Detail "D", Figure 7)
- Well No. 2 is located approximately 218 feet north of the center line of Sixteenth Street and 107 feet east of the center line of State Street (Figure 2)

Time of Use: 1905 to 1930.

Physical Description and Observations: No visual evidence exists regarding either Abandoned Process Supply Well. Available information shows that the wells were up to 508 feet deep.

Use and Potential Impact: Both wells were available to supply back-up process water to plant operations, and may have done so since circa 1930. Reportedly, the wells have not been used since that time. Neither well appears to have been properly closed.

Results of Previous Assessment Activities: No contemporary groundwater sampling data are available for the wells.

Investigation Approach:

Identify the location of each well using visual observations, excavation, and/or geophysical survey techniques, as appropriate. Once identified, properly close both wells by removing the well casing(s) to the extent practicable and filling the bore hole with a neat cement/bentonite grout.

4.3.25 Slag Fines and Dust Around Electric Melt Shop

Location: Around Electric Melt Shop (Detail "B", Figure 5).

Time of Use: 1955 to 1986.

Physical Description and Observations: Some areas of stray slag fines and/or dust from plant operations remain in and around the Electric Melt Shop and dust collectors.

Use and Potential Impact: As described above.

Results of Previous Assessment Activities: In connection with closure of the K061 waste pile, a groundwater monitoring and recovery well network has been installed and groundwater in the area has been monitored semiannually since 1987. The K061 waste pile will be clean closed by the current owner.

Investigation Approach:

The proposed investigation approach includes visually delineating residual fines and dust and sampling the surficial soils.

Investigation of soils: Collect 3 to 6 potentially impacted surficial soil samples, with an attempt to provide reasonable spacing and areal coverage over the area(s) identified. Analyze the soil samples for RCRA metals using TCLP methodology. Analyze soil samples from the adjacent area where the "portable diesel tank" was previously located for PAHs.

4.3.26 Former Oil House

Location: Near the northwestern corner inside the Flat Warehouse (Detail "C", Figure 6).

Time of Use: Unknown. The Oil House was evident in a drawing dated 1908.

Physical Description and Observations: Oil House appeared to cover approximately 400 square feet.

Use and Potential Impact: As described above.

Results of Previous Assessment Activities: No known assessment has been performed in this area.

Investigation Approach:

The proposed investigation approach includes sampling the soil in and around the former Oil House.

Investigation of soils: Core through the concrete floor of the Flat Warehouse in 2 to 4 field-identified locations. Advance 1 soil boring in each of the core holes to the depth at which groundwater is encountered using a truck-mounted drill rig. Collect soil samples at 2-foot intervals for screening purposes. Screen the soil using a PID or FID, and collect 1 "worst case" sample from each boring based on the field screening and visual observations. Analyze the samples for PAHs and PCBs.

4.3.27 Former Spalding Foundry

Location: At the northern-most portion of the property (Detail "G", Figure 10).

Time of Use: Early 1900s to circa 1970s.

Physical Description and Observations: The foundry consisted of three main buildings (a foundry, a machine shop, and a supply building) and other small, unidentified buildings. The buildings were concentrated on the western portion of the property, near Mecaslin Street. Indications of this prior use no longer exist.

Use and Potential Impact: An iron foundry and related machine shop were formerly located on the northern end of the property (now occupied by the propane tank storage area).

Results of Previous Assessment Activities: No known assessment has been performed in this area.

Investigation Approach:

The proposed investigation approach includes sampling the soil in and around the former Spalding Foundry.

Investigation of soils: Advance 5 to 6 soil borings at field-identified locations on the western portion of the propane yard. Continue the borings to the depth at which groundwater is encountered using a truck-mounted drill rig. Collect soil samples at 2-foot intervals for screening purposes. Screen the soil using a PID or FID, and collect 1 "worst case" sample from each boring based on the field screening and visual observations. Analyze the samples for RCRA metals, PAHs and VOCs. Collect one surficial soil sample from one field-determined boring and analyze that sample for RCRA metals.

4.3.28 Stormwater Sewer from Bishop Street Area

Location: In the western half of the property, east of the former scrap metal storage yard (Detail "A", Figure 4).

Time of Use: 1900s to the present.

Physical Description and Observations: A sewer main traverses the property in a north-south direction. The 36-inch diameter sewer main is constructed of sections of vitrified clay and reinforced concrete.

Use and Potential Impact: The sewer discharges stormwater from the Bishop Street drainage basin to the Eastern Upper Pond. On one occasion in the past, a portion of the sewer pipe near the northern end of the property collapsed and was repaired.

Results of Previous Assessment Activities: No known assessment has been performed in this area.

Investigation Approach:

The proposed investigation approach includes sampling the soil in and around that portion of the sewer pipe that collapsed and in one other location south of the point of collapse.

Investigation of soils: Advance 4 to 6 soil borings at 2 field-identified locations around the sewer pipe. Continue the borings to the depth at which groundwater is encountered using a truck-mounted drill rig. Collect soil samples at 2-foot intervals for screening purposes. Screen the soil visually, and collect 1 sample from each boring for analysis based on the visual observations. Analyze the samples for RCRA metals, PAHs and VOCs.

4.3.29 Tri Chem Facility

Location: At the southeastern corner of Sixteenth Street and Mecaslin Street (Detail "E", Figure 8).

Time of Use: 1900s to June 30, 1997.

Physical Description and Observations: The facility occupied approximately 1.7 acres of land. Tri Chem produced commercial fertilizer since 1977, and prior to that the facility was used in some capacity for the manufacturing of burial vaults.

Use and Potential Impact: Tri Chem recycled K061 dust into a pelletized product for incorporation into commercial fertilizer. The facility operated under authority of a RCRA Storage Permit. Potential sources of impact at the Tri Chem property include two outside stormwater drains, one outside dust

August 15, 1997

storage silo (which is being closed under the RCRA Storage Permit), one scrubber sump located within the Tri Chem building, and one outside sulfuric acid tank.

Results of Previous Assessment Activities: Georgia EPD performed a RCRA Facility Assessment in 1995. Subsequently, a draft RCRA Facility Investigation Plan was prepared in 1997. It has not been implemented in anticipation of this Phase II Investigation.

Investigation Approach:

The proposed investigation approach includes sampling the soil and groundwater in and around the potential sources of impact.

Investigation of soil: Core through the pavement in 2 field-identified locations around or within each sulfuric acid tank, storm drain, and scrubber sump, and 3 locations around the silo. Advance a hand auger boring in each of the core holes. Screen the soil visually, and collect 1 "worst case" sample from the underlying soil in each boring based on the visual screening. Analyze the samples for RCRA metals.

Investigation of groundwater: One groundwater monitoring well (MW-101 on Figure 3) will be installed on the Tri Chem property. Details regarding this groundwater monitoring well are discussed in Section 4.1.

5.0 RISK ASSESSMENT

A risk assessment will be conducted for the property based on the results of the Phase II Investigation activities. The purpose of the risk assessment will be to evaluate any potential risks to human and ecological receptors resulting from potential exposure to site-related constituents in environmental media at the property. Risk-based remediation or control levels, will be developed for any chemical where potential exposure may result in risk to future human and/or ecological receptors at the property. The risk assessment will be conducted in accordance with the Georgia EPD's *Guidance For Selecting Media Remediation Levels at RCRA Solid Waste Management Units* (MRL Guidance) dated November 1996 (Georgia EPD, 1996).

The Agreement for Purchase and Sale between Atlantic Steel Industries, Inc. and Atlantis 16th calls for Atlantic Steel Industries, Inc. to demolish all the buildings at the property and transfer the property to Atlantis 16th at grade. Concrete slabs will be left in place and no significant grading will be performed prior to transfer of the property. Atlantis 16th plans to develop the property as a mixed-use area which will contain a community of apartment homes, a hotel, office buildings, and commercial retail areas such as a shopping center (a conceptual master plan is shown on Figure 11). The exposure scenarios to be evaluated in the risk assessment will be those anticipated based on the future development and use of the property. Current exposure scenarios associated with the use of the property as a steel rolling mill will not be evaluated because, upon transfer of the property, they will no longer exist. The following sections briefly summarize the tasks which will be performed.

5.1 ASSESSMENT OF RISK TO HUMAN RECEPTORS

The assessment of risk to human receptors will be performed using the MRL Guidance which incorporates by reference the following risk assessment methodology guidance documents:

- *Supplemental Guidance to RAGS, Region 4 Bulletins, Human Health Risk Assessment (Interim) and Ecological Risk Assessment (Draft)*, U.S. Environmental Protection Agency (USEPA) Region 4 Office of Health Assessment, November 1995.
- *Risk Assessment Guidance for Superfund, Volume I, Human Health Evaluation Manual (Part A), Interim Final*, USEPA (EPA/540/1-89/002), December 1989.
- *Risk Assessment Guidance for Superfund, Volume I, Human Health Evaluation Manual (Part B, Development of Risk-based Preliminary Remediation Goals), Interim Final*, USEPA (EPA/540/R-92/003), December 1991.

Potential risk to human receptors from exposure to constituents in environmental media at the property will be evaluated through the following four-step process:

- 1) Data Evaluation and Identification of Constituents of Potential Concern
- 2) Exposure Assessment
- 3) Toxicity Assessment
- 4) Risk Characterization

5.1.1 Data Evaluation and Identification of Constituents of Potential Concern

In the first step of the process, the existing site conditions will be described and the constituents of potential concern (COPCs) will be identified. Data compatibility for the purposes of risk assessment will be evaluated in accordance with the USEPA's *Guidance for Data Usability for Risk Assessment* (USEPA, 1992).

The identification of COPCs will include an evaluation of the frequency of detection, the range of detection limits, the arithmetic average of detected concentrations, the range of detected concentrations, and risk-based screening values. For groundwater, a constituent will be identified as a COPC if the maximum detected concentration exceeds the USEPA Region 3's risk-based tap-water screening value calculated at a risk level of 1×10^{-6} or a hazard quotient level of 0.1 (USEPA, 1996). For soils, a constituent will be identified as a COPC if the maximum detected concentration exceeds the USEPA Region 3's risk-based residential soil screening value calculated at a risk level of 1×10^{-6} or a hazard quotient level of 0.1 (USEPA, 1996). Constituents which do not exceed the risk-based screening values will not be identified as COPCs. In accordance with the Georgia EPD's MRL Guidance, only those constituents which are identified as COPCs will be carried through the quantitative risk assessment.

5.1.2 Exposure Assessment

For purposes of application of its risk based analysis, the EPD Guidance assumes that certain exposure pathways exist. Therefore, this risk assessment will assume an exposure pathway and that development and use of the Property will occur consistent with the Site Plan described in the Purchase Agreement.

Surface soils are defined as the upper six inches of material at the property (USEPA, 1992). The Region 4 guidance defines surface soils available for direct human contact as the top 12 inches; the guidance

also states that soil samples should be collected from the "most contaminated portion of the surface soil" (USEPA, 1995). Because the primary contaminants of concern in the surficial materials at the Atlantic Steel property are RCRA metals and SVOCs, which do not tend to migrate vertically because they bind tightly with the soil matrix, the top 6 inches of materials are most likely to be the "most contaminated portion of the surface soil". If soil samples are collected at soil depths between 6 inches and 12 inches, they will be included in the surface soil data set. Potential surface soil exposure pathways include incidental ingestion, dermal contact, and inhalation of fugitive dusts.

Subsurface soils are considered to be from 1 foot to the underlying water table; the shallow groundwater at this property is expected to be encountered from 6 to 18 feet below ground surface. Therefore, it is conceivable that excavations associated with utility or construction work may extend to the water table. Potential soil exposure pathways include incidental ingestion, dermal contact, and inhalation of fugitive dusts.

Groundwater is not a source of drinking water at the Atlantic Steel property and surrounding areas extending at least three miles in all directions. The property and surrounding area is fully served by the public water distribution system and there are no reasonable prospects or need for the use of groundwater as a drinking water source in the area. For these reasons, the exposure receptor stage of the human health risk assessment is not expected to identify any groundwater-based drinking water receptors. This will be confirmed during the Phase II Investigation and documented in the risk assessment.

The only surface water features present at the property are the Western Sediment Basins, Middle Upper Pond, and Eastern Upper Pond. These surface water impoundments were constructed by Atlantic Steel to receive and control storm-water runoff from different areas of the plant and process water. The Middle Upper Pond also receives filter backwash from the City of Atlanta Water Works. The development plans call for the ponds to be closed. Therefore, no surface water or sediment exposure pathways are envisioned under the future use exposure scenarios.

Exposure Point Concentrations

Exposure point concentrations will be calculated for the groundwater beneath the property and the surface and subsurface soils. The exposure point concentrations in the groundwater beneath the property will initially be calculated as the mean of the wells in the concentrated area of any plume (if a plume is

August 15, 1997

identified). If no coherent single plume is identified, the groundwater concentration will be calculated as the 95 percent upper confidence limit of the mean. The exposure point concentrations for the soils will be calculated as the 95 percent upper confidence limit of the mean of soil concentrations at the property. The statistical distribution of soil and groundwater data may be examined to establish representative exposure concentrations.

Exposure point concentrations will be calculated separately for both surface and subsurface soils. The surface soil database is expected to include the results from the near-surficial material sampled to profile the "baseline" levels at the property. The subsurface soil database is expected to include the results from the near-surficial materials and the results from deeper soils sampled from PIAs as described in Section 4.3. Based on the results of the Phase II Investigation, a location-specific analysis may be incorporated into the development of the exposure point concentrations for different receptors.

Daily Intake Values

Daily intake values for each relevant exposure pathway will be determined for potential receptors using the equations and exposure parameters provided in the USEPA Region 4 guidance (USEPA, 1995). Site-specific exposure parameters associated with potential exposure scenarios not covered by this guidance (i.e., a commercial shopping area) will be developed, if appropriate.

5.1.3 Toxicity Assessment

In the third step of the process, the toxicity of the COPCs will be evaluated. Toxicity values for both carcinogenic and non-carcinogenic effects will be compiled from the USEPA's Integrated Risk Information System (IRIS) and other sources approved by Georgia EPD.

5.1.4 Risk Characterization

Finally, the potential risks associated with the identified COPCs will be characterized. During this step, the results of the site-specific exposure assessment will be integrated with the results of the chemical-specific toxicity assessment. Risks will be calculated separately for each media (i.e., exposure to groundwater, surface soils and subsurface soils). Constituent-specific risks will be summed, as described in the USEPA guidance, to yield a cumulative estimate of the risks for each exposure scenario.



5.2 DEVELOPMENT OF MEDIA REMEDIATION LEVELS FOR HUMAN RECEPTORS

Media remediation levels (MRLs) will be calculated for each Constituent of Concern (COC) identified in the human-health risk assessment. The MRL Guidance defines COCs as those COPCs that significantly contribute to a pathway in a use scenario for a receptor that either exceed a cumulative cancer risk of 1×10^{-6} or a non-carcinogenic hazard index of 1. The risk-based MRLs will be developed by back-calculating from acceptable levels at the point of exposure using the same assumptions that will be used in developing the exposure assessment. The risk-based remediation levels may be used as clean-up levels or action levels for future remediation. The *Phase II Report and Remediation Plan* will present options for the property including engineering and institutional controls and risk-based remediation levels.

5.3 PRELIMINARY RISK EVALUATION FOR ECOLOGICAL RECEPTORS

According to the MRL Guidance, the preliminary risk evaluation for ecological receptors consists of five steps:

- 1) Ecological screening value comparison (Selection of COPCs)
- 2) Preliminary problem formulation
- 3) Preliminary ecological effects evaluation
- 4) Preliminary exposure estimate, and
- 5) Preliminary risk calculation.

The maximum concentrations of constituents detected in the surficial materials at the property will be compared to the toxicological benchmarks for wildlife developed by Opresko et.al. (1994). These benchmarks represent concentrations of constituents in environmental media that are presumed to be non-hazardous to the biota. Although exceedance of these benchmarks does not necessarily indicate any particular level or type of risk, concentrations below the benchmarks should not result in adverse effects and thus may be excluded from further consideration. Only those constituents which exceed the benchmarks will be identified as COPCs for the ecological risk evaluation.

If COPCs for ecological receptors are identified, the preliminary problem formulation step will be completed. The purpose of the preliminary problem formulation is to identify categories of potential

August 15, 1997

ecological receptors that may exist at the property and identify those contaminants which may pose unacceptable risks to those receptors. The Atlantic Steel property, which is located in an industrialized area of downtown Atlanta, has been used since the early 1900s as a steel mill. Because of its location, there is very little or no desirable ecological habitat due to the high level of disturbance from industrial activities including vehicular and pedestrian traffic. Any future habitat at the property resulting from the redevelopment of the property is expected to be entirely man-made. Such artificially created and highly maintained areas do not provide a desirable ecological habitat because there is a typically high level of human activity associated with maintaining these areas, such as mowing.

Due to the lack of desirable ecological habitat at this property, the problem formulation stage of the preliminary risk evaluation is not expected to identify any ecological receptors. This will be confirmed by a biologist during the Phase II Investigation and documented in the risk assessment for this property. If potential ecological receptors are identified, the final three steps of the preliminary risk evaluation will be completed.



August 15, 1997

REFERENCES

Georgia EPD, 1996, *Georgia Environmental Protection Division, Guidance for Selecting Media Remediation Levels at RCRA Solid Waste Management Units*, Georgia Environmental Division, Hazardous Waste Management Branch, Atlanta, Georgia, November 1996.

Opresko D.M., Sample B.E., and Suter G.W., 1994, *Toxicological Benchmarks for Wildlife: 1994 Revision*, ES/ER/TM-86/RI, U.S. Department of Energy, Oak Ridge National Laboratory, Oak Ridge, Tennessee, September 1994.

USEPA, 1989, *Risk Assessment Guidance for Superfund, Volume I, Human Health Evaluation Manual (Part A), Interim Final*, (EPA/540/1-89/002), U.S. Environmental Protection Agency, Office of Emergency and Remedial Response, Washington, DC, December 1989.

USEPA, 1991, *Risk Assessment Guidance for Superfund, Volume I, Human Health Evaluation Manual (Part B, Development of Risk-based Preliminary Remediation Goals), Interim Final*, (EPA/540/R-92/003), U.S. Environmental Protection Agency, Office of Emergency and Remedial Response, Washington, DC, December 1991.

USEPA, 1992, *Guidance for Data Usability for Risk Assessment (Part A)*, Publication 9285.7-09A, U.S. Environmental Protection Agency, Office of Emergency and Remedial Response, Washington, DC, April 1992.

USEPA, 1995, *Supplemental Guidance to RAGS, Region 4 Bulletins, Human Health Risk Assessment (Interim) and Ecological Risk Assessment (Draft)*, U.S. Environmental Protection Agency, Region 4 Office of Health Assessment, Atlanta, Georgia, November 1995.

USEPA, 1996, *Risk-Based Concentration Table, January-June, 1996*, Memorandum from Roy L. Smith, U.S. Environmental Protection Agency, Region 3, Office of RCRA Technical & Program Support Branch, Philadelphia, PA, April 1996.

6.0 QUALITY ASSURANCE / QUALITY CONTROL

6.1 GENERAL QA/QC PLAN AND OBJECTIVES

The objective of quality assurance for this investigation is to ensure that information, data, calculations, and decisions resulting from this investigation are technically sound and properly documented. This Phase II Investigation will be performed under a Quality Assurance/Quality Control (QA/QC) program that is modeled after 10 CFR 50, Appendix B.

As appropriate, each component of this investigation will be performed under the direction of a Principal Engineer/Scientist who is responsible for maintaining the required professional quality from beginning to completion of that component. This procedure will match project requirements with the proper personnel expertise. Every report must be reviewed and signed by two people and at least one will be a certified Principal Engineer/Scientist with credentials and expertise relevant to the area of work. Certifications will be included, if required.

6.2 SAMPLING AND ANALYSIS TECHNIQUES

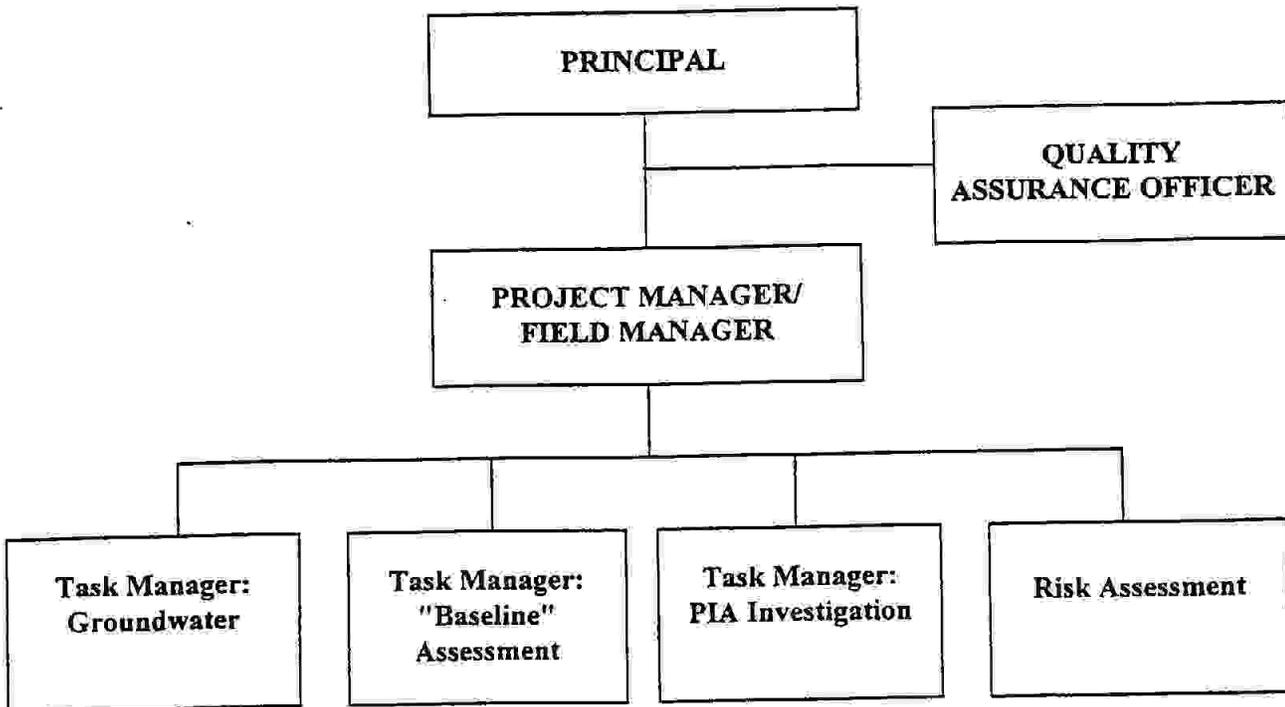
Proper sampling and analysis techniques are considered critical during the implementation of this investigation. Consequently, only qualified and trained personnel that understand the importance of sample representativeness and sample integrity will be allowed to perform sample collection activities. The sampling and analysis procedures for this *Phase II Workplan* are presented in Appendix A. These procedures include field equipment, calibration, and decontamination requirements in addition to sampling techniques for all medias of concern.

6.3 SAMPLE IDENTIFICATION AND TRACKING

The sample identification and tracking procedures are discussed in Appendix A. Each sampling and measurement location will be marked in the field on a map, sequentially, according to type. Each sample container will be marked with the type, number, a unique project number (used for all samples), project name, time collected and date. The chain-of-custody records will reflect these identifiers and the number of sample containers from each location. These same identifiers will be shown on laboratory data reports. The identifiers will be traceable from the time of sampling to completion of the final data summary reports.

The primary investigation team will consist of a Field Manager/Coordinator to facilitate assessment activities and information gathering by the team, Project Principals/Managers to ensure QA/QC procedures are followed, and Task Coordinators to oversee day-to-day activities. Additional support personnel will also include Senior Scientists/Geologists to interpret contaminant migration in soils, sediment and groundwater.

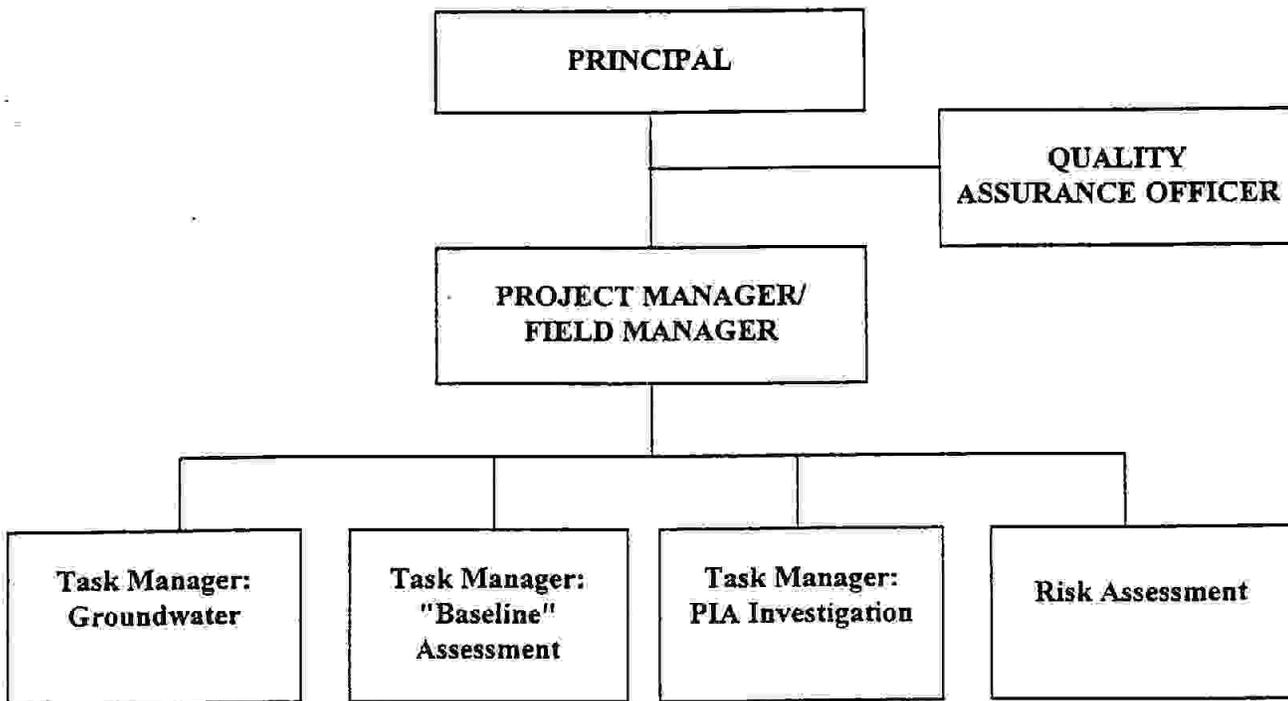
A conceptual internal organization structure for the project is shown below:



6.4 PERSONNEL/PROJECT TEAM

The primary investigation team will consist of a Field Manager/Coordinator to facilitate assessment activities and information gathering by the team. Project Principals/Managers to ensure QA/QC procedures are followed, and Task Coordinators to oversee day-to-day activities. Additional support personnel will also include Senior Scientists/Geologists to interpret contaminant migration in soils, sediment and groundwater.

A conceptual internal organization structure for the project is shown below:



7.0 DATA MANAGEMENT AND REPORTING

Laboratory analytical data will be entered into a computer-based data management system. As a part of the QA/QC Program, the field sampling records and laboratory data will be reviewed for correct protocol and reasonableness of values. Following data entry, the output will be reviewed and double checked to minimize transcription errors and sample mis-identification. This data will then be used for the creation of summary tables, graphs and maps typical of assessment reports. All data will be reported including outliers and suspect values.

Typical data management tables will include summaries of laboratory results, field measurements, and well-construction data. Investigation report maps may include contaminant source location(s), topography, land use, sampling locations, potentiometric surface, concentration isopleths, depths and location of fill materials, and estimates and projections of the vertical extent of a release. Various line and bar graphs may be used to graphically illustrate particular trends or other points of interest. Soil/rock boring log schematics will be presented to illustrate soil and bedrock lithology.

The results of the human health risk assessment and preliminary risk evaluation for ecological receptors will be presented in the *Phase II Report and Remediation Plan*. A *Phase II Report and Remediation Plan* will be submitted to Georgia EPD. The final report will include discussion of each phase of the assessment activities, evaluation of data collected, and discussion of the impact of releases. The report will also document the rationale and justification for any activity described in this Workplan that is dependent upon engineering judgement, field observations, or the results of analyses, including but not limited to:

- the location of the bedrock groundwater monitoring well and the analytical suite selected (see Section 4.1) when monitoring the groundwater in that well
- the specific depth/location of borings and samples at PIAs (for example, the number and location of borings advanced to investigate PIA 4.3.7 - Former TCE Tank)
- any modifications to any analytical suite
- further activities pursued at an area of environmental interest (for example, if the results of the test pit excavations indicate the need for further investigation associated with PIA 4.3.17 - Apparent Former Coal Gasification Building)
- decision to not pursue further activities at an area of environmental interest



8.0 HEALTH AND SAFETY

A Health and Safety Plan will be developed for use while performing field activities at this property. Prior to initiation of the investigation field activities, each property investigator or worker will be required to sign as having read and understood the Health and Safety Plan. The purpose of the Plan will be to establish requirements and procedures for the health and safety of the investigative team throughout the investigation. Only personnel that have received the minimum 40-hour OSHA training (29 CFR 1910.120) and comply with applicable medical surveillance requirements will perform field investigation activities.



9.0 SCHEDULE

An estimated schedule for the major activities associated with this *Phase II Workplan* is shown on the attached page.



**TRANSPORTATION AND ENVIRONMENTAL ANALYSIS
OF THE
ATLANTIC STEEL DEVELOPMENT PROPOSAL**

May 10, 1999

Prepared for the United States Environmental Protection Agency by Hagler Bailly, Inc.

EPA Work Assignment Manager:
Geoffrey Anderson, Office of Policy, Urban and Economic Development Division

Hagler Bailly Project Manager:
William Schroeer





I. SUMMARY	1
LOCATION IMPACTS	1
LOCAL HOTSPOT IMPACTS	2
SITE DESIGN IMPACTS	2
INTRODUCTION	5
III. REGIONAL PERFORMANCE	7
A. WHAT ALTERNATIVES TO COMPARE?	7
1. <i>Alternative selection assumes growth in the greater Atlanta region</i>	7
2. <i>Selection criteria</i>	9
3. <i>Stakeholder panel</i>	13
4. <i>Alternatives selection methodology not chosen; running the regional land use model</i>	15
5. <i>Alternatives chosen for analysis</i>	16
B. METHODOLOGIES FOR COMPARING THE ALTERNATIVES	18
1. <i>Travel and emissions analysis</i>	18
2. <i>Regional VOC and NO_x emissions</i>	19
3. <i>Local CO emissions</i>	20
C. RESULTS	21
1. <i>Basic travel results, and the emissions that travel would produce</i>	21
2. <i>Trips-based emissions</i>	22
3. <i>Travel behavior, and land use/transportation system performance</i>	23
4. <i>Local hotspot impacts</i>	26
IV. SITE DESIGN PERFORMANCE	28
A. WHAT ALTERNATIVES TO COMPARE?	28
1. <i>The applicant's site design</i>	28
2. <i>The greenfield site designs</i>	29
3. <i>The DPZ site design</i>	34
4. <i>Principal differences between site designs</i>	35
5. <i>The developer's site redesign</i>	37
B. METHODOLOGIES FOR COMPARING THE ALTERNATIVES	38
1. <i>Quantify the design variables</i>	38
2. <i>Vary travel behavior in response to design variables</i>	38
3. <i>Run emissions model</i>	42
C. RESULTS	42
1. <i>Basic travel results, and the emissions that travel would produce</i>	42
2. <i>Trips based emissions</i>	43
3. <i>Results of quantifying the design variables</i>	45
4. <i>Discussion of design variable quantification</i>	49
V. CONCLUSION	51



I. SUMMARY

To evaluate the expected air emissions impacts of the Atlantic Steel Project XL (eXcellence and Leadership) project, the United States Environmental Protection Agency (EPA), in consultation with stakeholders including the Federal Highway Administration, the Atlanta Regional Commission, and local citizen's groups, undertook three analyses:

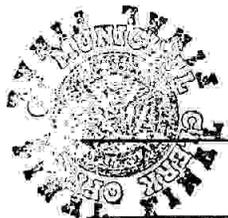
1. Regional transportation and air emissions impacts
2. Local hot spot impacts
3. Site level travel and multi-media impacts

EPA analyzed six site/design combinations for these impacts. This memorandum reports the results of these analyses.

LOCATION IMPACTS

To analyze the transportation and air emissions impacts of locating new development at the Atlantic Steel site, EPA used the Atlanta regional transportation and MOBILE 5 emissions models to compare the Atlantic Steel site to three other possible development locations for similar-scale development in the Atlanta region. EPA's evaluation of the Atlantic Steel site's impacts is driven by two facts. First, Atlanta will grow over the next 20 years. Second, without redeveloping the 138 acre Atlantic Steel site, more of this growth will locate in outlying areas.

Analysis of regional transportation and air emissions impacts of the proposed Atlantic Steel development shows that absorbing a portion of Atlanta's future growth at the Atlantic Steel site would create less travel and fewer emissions than developing likely alternative sites. Figure 1 shows the results of EPA's regional location analysis.



Regional Vehicle Miles Traveled

Site	Regional total (VMT/day)	Associated with site (VMT/day)	Site VMT difference from AS
Atlantic Steel	139,172,200	340,300	
Sandy Springs	139,221,572	389,672	14.5%
Cobb/Fulton	139,339,398	507,498	49.1%
Henry County	139,350,097	518,197	52.3%

Using Mobile 5, vehicle miles traveled drive...

Regional Emissions

Site	NOx			VOC		
	Regional total (tons/day)	Associated with site (tons/day)	Site NOx difference from AS	Regional total (tons/day)	Associated with site (tons/day)	Site VOC difference from AS
Atlantic Steel	191.95	0.400		153.230	-0.390	
Sandy Springs	192.10	0.548	37.00%	154.374	0.754	293.33%
Cobb/Fulton	192.24	0.690	72.50%	154.312	0.692	277.44%
Henry County	192.27	0.724	81.00%	154.464	0.844	316.41%

Figure 1: Travel and emissions impacts of regional location

LOCAL HOTSPOT IMPACTS

EPA analyzed whether additional traffic resulting from the redevelopment of Atlantic Steel would cause CO hotspots — levels of CO exceeding national environmental and safety standards. Analysis indicates that development would create no violations of EPA standards. Areas where CO would increase tend to be those that currently enjoy a low CO concentration.

SITE DESIGN IMPACTS

EPA analyzed the transportation and air emissions impacts of the new development's site design. EPA evaluated three designs for the Atlantic Steel site:

1. The design submitted at the time of the Project XL application by Jacoby Development Corp.,
2. A design by Duany Plater-Zyberk & Co. (DPZ), a leading town planning firm, and



3. A redesign by Jacoby responding to aspects of the DPZ design.

The Atlantic Steel site designs differ substantially in ways that affect travel behavior and thus emissions. Compared to Jacoby’s original design, the subsequent DPZ design and Jacoby redesign excel in three areas in particular. First, they improve the mix of uses on-site by integrating them at a finer scale. Second, they provide better connectivity on- and off-site. Finally, the pedestrian environment is improved through street design, more direct routing and slower traffic speeds.

Figure 2 shows the results of EPA’s site design analyses.

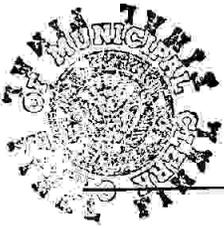
Regional Vehicle Miles Traveled			
Site, design	Regional total (VMT/day)	Associated with site (VMT/day)	Site VMT difference from AS, DPZ
AS, DPZ	139,152,340	320,440	
AS, Jacoby	139,159,289	327,389	2.2%
AS, Jacoby redesign	139,154,690	322,790	0.7%

Using Mobile 5, vehicle miles traveled drive...

Regional Emissions						
Site, design	NOx			VOC		
	Regional total (tons/day)	Associated with site (tons/day)	Site NOx difference from AS, DPZ	Regional total (tons/day)	Associated with site (tons/day)	Site VOC difference from AS, DPZ
AS, DPZ	191.93	0.376		153.206	-0.414	
AS, Jacoby	191.94	0.386	2.66%	153.216	-0.404	2.42%
AS, Jacoby redesign	191.93	0.381	1.33%	153.208	-0.412	0.36%

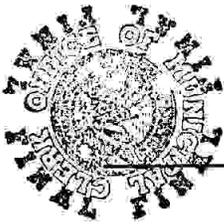
Figure 2: Travel and emissions impacts of site design

In sum, EPA analyzed the impacts of development *location* and *design* on regional VMT and emissions. EPA found that the most regionally central, most transit accessible, and most pedestrian friendly location and site design combinations — those at the Atlantic Steel location — produced the least VMT, emissions, and other environmental impacts. Of the three Atlantic Steel site designs, the applicant’s original site design produced the most VMT and emissions, the design from DPZ the least. The applicant’s revised design performed between these two.



This report describes the analysis methodology, presents draft results, and discusses the results. Please contact Geoff Anderson with comments.¹ Please note that while EPA does not expect results to change materially, they are *draft*.

¹ Phone 202 260 2769; fax 202 260 0174; e-mail: Anderson.Geoffrey@epa.gov.



II. INTRODUCTION

Jacoby Development Corp. (Jacoby), a developer in Atlanta, Georgia has proposed redeveloping a 138-acre site near Atlanta's central business district currently owned by Atlantic Steel. The site is a brownfield—that is, it contains some contamination. The site location is shown in Figure 2. The proposed development would mix residential and business uses, and includes an auto and transit bridge that would cross the interstate to connect to the neighborhood east of the interstate. In addition, Jacoby has proposed three ramps to provide improved interstate access for the neighborhood and proposed development. The bridge and ramps are shown in Figure 3.²

Atlanta is currently out of compliance with federal transportation conformity requirements, meaning that it has failed to demonstrate that its transportation activities will not exacerbate existing air quality problems or create new air quality problems in the region. As a result, Atlanta (with limited exception) is not allowed to use federal funds to add to its highway system nor may it construct certain types of transportation projects that require federal approval even if not federally funded. Construction of the proposed bridge/ramps is covered by this prohibition.

Jacoby Development Corp. believes that developing the Atlantic Steel site,

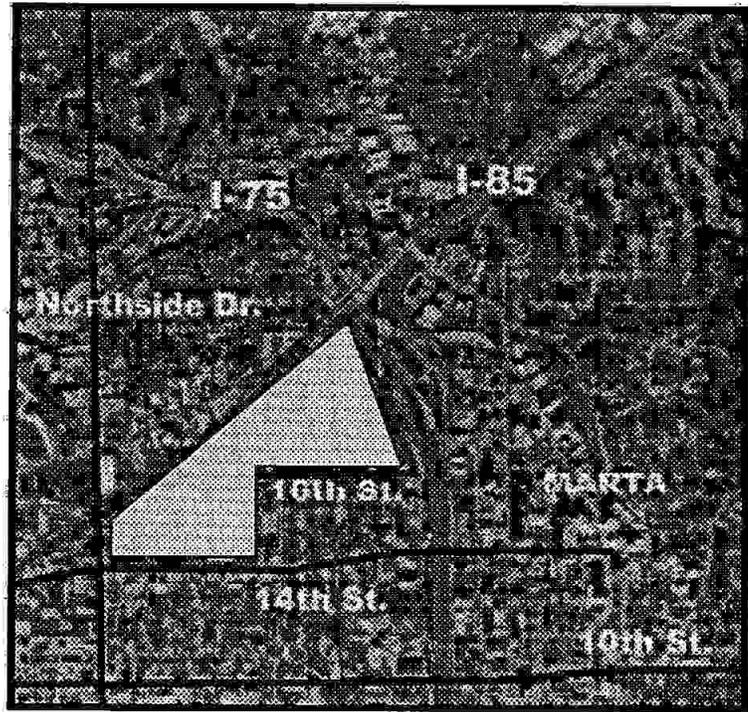


Figure 2: The Atlantic Steel site (North)

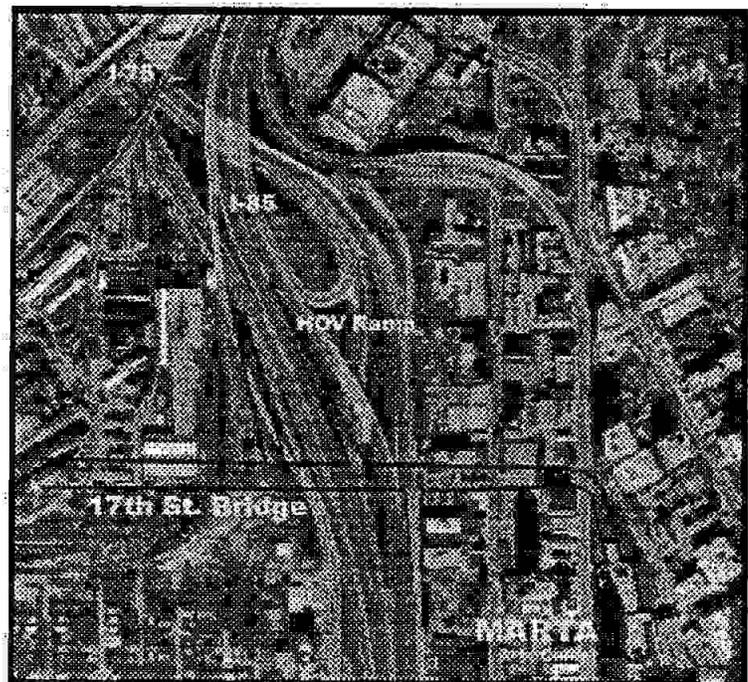
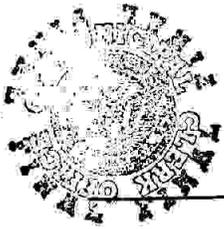


Figure 3: The proposed bridge and ramps

² Figure 2 adapted from developer Project XL proposal. Figure 3 from developer Project XL proposal. The feasibility of the HOV ramp is being examined.



including the access bridge/ramps, would result in the production of fewer transportation air pollution emissions than not developing the site. Underpinning this assessment is the belief that if development does not occur in this location it will locate instead at sites in the region that produce more VMT and more transportation emissions.

Transportation literature suggests travel emissions resulting from a developed Atlantic Steel site might be lower than emissions resulting from another site because:

1. the proposed development would include high densities, a mix of uses, and would be located near transit, and would therefore generate fewer total auto trips than comparable amounts of development placed in locations without these features; and
2. the proposed development would be regionally central to more activities, so auto trips to and from the site would on average be shorter.

Previous work by EPA has quantified the magnitude of potential improvement in the transportation and environmental performance of a development if located to produce regional and transit accessibility. The EPA Office of Policy study "Transportation and Environmental Impacts of Infill and Greenfield Development" found that locating development on regionally central infill sites can produce emissions benefits when compared to locating that same development on greenfield sites on the fringe of the currently developed area. In three EPA case studies, per-capita VMT associated with a development site was reduced by as much as 61% at infill sites compared to the greenfield sites, and NO_x emissions were reduced by 27% to 42%. This and related literature suggested that allowing the Atlantic Steel project to be built may reduce future emissions growth in the region.

Any future emissions reductions from the proposed project were deemed likely to be a function of its regionally central *location*, and its *design* — compared to the location and design of growth that would have taken place absent the development of the Atlantic Steel site. Therefore, EPA analyzed the likely environmental performance of the Atlantic Steel site at two levels. First, EPA evaluated the performance of the Atlantic Steel site relative to three other likely regional growth locations. As part of this regional evaluation, EPA evaluated CO emissions associated with the Atlantic Steel site for potential "hot spots." Second, EPA investigated the performance of three greenfield site designs, and three designs for development on the Atlantic Steel site:

- a. the site design originally proposed by Jacoby Development Corp.;
- b. A site design commissioned by EPA to find opportunities to improve the travel and environmental performance of the site;
- c. the revised site design submitted by the developer as the result of discussions with EPA.

The regional location analysis is described in Section III, and the site design analysis in Section IV, following.



III. REGIONAL PERFORMANCE

This section describes EPA's investigation of the performance of the Atlantic Steel site relative to other potential regional growth locations.

A. WHAT ALTERNATIVES TO COMPARE?

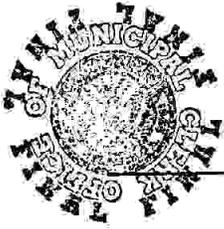
In order to answer the question "will the proposed development reduce future air emissions by virtue of its location?", EPA first needed to decide, "compared to what?"

1. Alternative selection assumes growth in the greater Atlanta region

The Atlanta region is one of the fastest growing metropolitan areas in the United States. EPA and other project XL stakeholders believe that the Atlanta region will continue to grow whether or not the proposed development is built, and that the total amount of growth coming to the Atlanta region will not be significantly affected by the proposed development — only its location in the region. In other words, if the proposed development is built, it will absorb a portion of the Atlanta region's projected growth. If the proposed development is not built, the growth will go elsewhere within the region.

Where is growth projected to go, and how does the proposed Atlantic Steel development represent a change from this scenario? Current projections used by the Atlanta Regional Commission (ARC) in regulatory submissions of future transportation plans anticipates that between 2000 and 2010 (Atlantic Steel's projected build out period) the City of Atlanta will add 18,199 residents and 33,646 jobs. During that same period, Midtown, the subarea where Atlantic Steel is located, is projected to add 4,528 jobs and 193 residents. By comparison, the proposed Atlantic Steel development is projected to add at least 17,483 jobs and 6,000 residents to the Midtown subarea. (The original Jacoby proposal included 17,483 jobs and 6,000 residents. The redesign included 21,173 jobs and 7,750 residents. All analyses use the lower numbers, unless otherwise noted.)

The development proposed for the Atlantic Steel site is large enough to significantly affect regional development patterns. At build-out it would add more than 50% to city of Atlanta 2000-2010 employment growth, and 33% to population growth in that same period. For the Midtown subarea the effect is even more significant: more than three times faster employment growth, and 20 times faster population growth. Clearly development at Atlantic Steel would shift growth to Midtown, but from where? Some Project XL stakeholders were concerned that the development might absorb growth that would otherwise have gone elsewhere in the regional center, rather than elsewhere outside the regional center. As shown in Figure 4, the proposed development is so large that even if it absorbed the growth projected for all other regionally central major activity centers (the CBD, Midtown, etc.), the Atlantic Steel site would still add employment and population to the regional center. In addition, the average projected distribution of new regional growth between 2000 and



2010 is 18% in Atlanta and 82% in the surrounding jurisdictions. If the proposed development draws growth from these areas in rough proportion to where it is projected to go, it appears certain that the proposed Atlantic Steel development would draw some, and likely the majority, of its growth from outer areas of Metro Atlanta, rather than from other parts of the City of Atlanta.

	Employment		Population	
	growth	% of total	growth	% of total
Atlanta	33,646		18,199	
<i>Subareas</i>				
CBD	4,224	12.6%	2,474	13.6%
Midtown	4,528	13.5%	193	1.1%
Buckhead	6,179	18.4%	1,405	7.7%
Perimeter Center	4,166	12.4%	-50	-0.3%
Sub-Areas total	19,097	56.8%	4,022	22.1%
Proposed Atlantic Steel	17,483	52.0%	6,000	33.0%
Revised Jacoby proposal	21,173	62.9%	7,500	41.2%

Figure 4: City of Atlanta Projected Population and Employment Growth (2000-2010)

These high growth figures suggest that an alternatives analysis must compare the Atlantic Steel development to scenarios in which growth goes elsewhere in the region, and specifically to areas outside central Atlanta. In order to conduct comprehensive analysis, EPA had to develop scenarios of where that growth would go if not to Atlantic Steel.

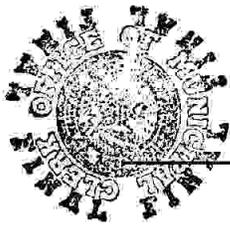
EPA considered two approaches to developing alternative scenarios for analysis.

1. Drawing growth from a number of places throughout the region — as though Atlantic Steel displaced a little growth from each of many locations. Thus, the paired comparison would be
 - a) the region with Atlantic Steel and a little less development in a number of locations, versus
 - b) the region with a little more development in a number of locations.

This approach would require running ARC’s regional land use model in order to identify the appropriate parcels from which to shift growth.

2. Comparing Atlantic Steel to one or more equivalent developments located further from the regional center (to reflect future growth location projections).

The Project XL team chose the latter approach for reasons discussed below (number 4 this section). For this analysis, EPA developed three scenarios of where growth might go, if not to the Atlantic Steel site.



The Project XL team recognized that this approach would provide only relative measures of the Atlantic Steel site's performance. That is, the Atlantic Steel site may perform better than other sites but nonetheless fail to improve the region. Thus, the Atlantic Steel site's performance was also compared to average regional performance measures where appropriate.

2. Selection criteria

For the alternative scenarios, EPA, supported by Criterion Planners/Engineers, Inc., sought greenfield land parcels that could support development of the scope proposed for the Atlantic Steel site. The greenfield land area required is based on the amount of development proposed for the Atlantic Steel property, but developed at suburban densities typical for the Atlanta region, as shown in Figure 5.

Atlantic Steel Plan (9/10/98)	Assumed Suburban Density	Greenfield Acres Needed
2400 dwellings	4 dwelling units/acre	600
4.8 mm sq.ft. office	0.5 FAR*	220
1.4 mm sq.ft. retail	0.5 FAR	65
0.8 mm sq.ft. hotel	0.5 FAR	40
Subtotal		925
Rights-of-way and public spaces**		250
Total		1,175 acres

*Floor to area ratio

**Space for roads, parks and other public uses

Figure 5: Greenfield space requirements

The geographic scope of the study area is defined as the 13-county region that is in Clean Air Act non-attainment. This is also the area covered by Atlanta Regional Commission's (ARC) transportation model. The primary data sources were ARC's "Economic Development Information System," its transportation model, and land-use and infrastructure plans for each county. Staffs from ARC and county planning departments were consulted in the course of work, particularly about constraints recommended for use in screening out unsuitable lands.

Potential greenfields were located by identifying the region's vacant land and applying a series of nine constraints in order to find locations that are both unconstrained and large enough to accommodate the proposed Atlantic Steel development. This series of successive screenings was performed with geographic information systems (GIS) software and included the following steps:

a. Gross Available Land

The only available electronic inventory of vacant undeveloped land in the region is ARC's "agriculture and forestry" land cover inventory (this is existing land status as opposed to future land-use designations). Consultation with ARC and county planning staff indicated that the agriculture and forestry land cover is considered the functional equivalent of a vacant lands inventory for parcels larger than 100 acres. Three of the 13 counties (Forsyth, Paulding, and Coweta) are not covered by ARC's land cover database, but in those counties subsequent steps compensated for this by eliminating all protected and developed lands, leaving essentially the equivalent of agriculture and forestry. With this inventory as a starting point, the following lands were then eliminated.

b. Surface Water Exclusions

Using the ARC database, all surface water areas were eliminated, along with buffer lands immediately adjacent to them. For the Chattahoochee River, a 2,000-ft. buffer on either side of the river was used; for all other major water bodies 500 ft. was used.

c. Wetland Exclusions

All wetland areas in the ARC database were eliminated.

d. Protected Groundwater Exclusions

All groundwater recharge areas in ARC's database were excluded. Because this data was unavailable electronically, groundwater boundaries were manually transferred into this study's GIS coverages as accurately as possible.

e. Constrained Water Supply Exclusions

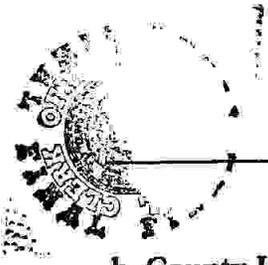
All Georgia Environmental Protection Division -designated "small water supply" watersheds were excluded. Again, because of a lack of electronic source information, these areas were manually delineated as accurately as possible in this study's GIS.

f. Constrained Highway Exclusions

Using the ARC transportation model's 2010 projections, lands were eliminated within traffic analysis zones having over 1,000 ft. of capacity-constrained highway segments.

g. Municipal Boundaries

All lands inside the region's municipalities were eliminated based on ARC and county planning staff conclusions that the amount of greenfield acreage required could not be found inside any city (excluding the New Manchester site in Douglasville, which nonetheless has been committed to that project).



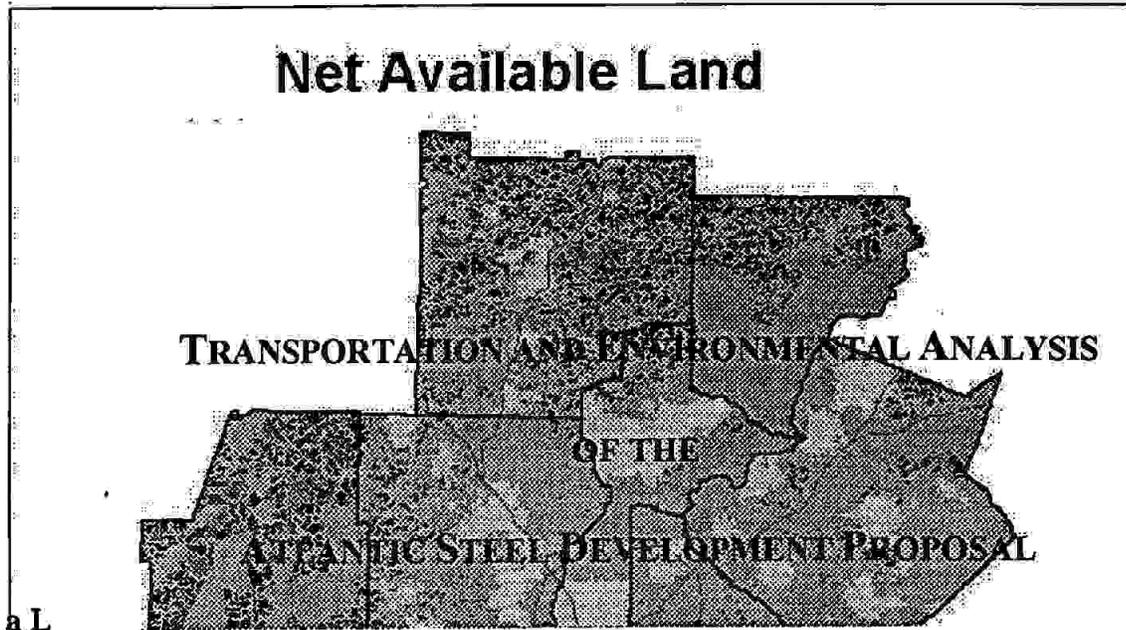
h. County Land-Use Plan Exclusion Areas

Those areas designated for non-development purposes in county land-use plans were eliminated, including such designations as parks, civic facilities, and institutional uses. Because plans were unavailable electronically, these boundaries were transferred manually into this study's GIS as accurately as possible for the largest sites (e.g., over 100 acres) in each county.

i. Committed Lands

A final screening was made for those lands already committed to some level of development as reflected by local street construction. Using the ARC electronic database, lands within 500 ft. of all streets were eliminated. This had the effect of removing existing built-out and partially built-out residential subdivisions and commercial strips fronting thoroughfares.

The resulting net available land and candidate sites are shown in Map 1 by range of size in acres. Note that this definition of "net available land" in the Atlanta region is useful in this case, but is not a description of all land available for development.



DRAFT

February 19, 1998

Prepared for the United States Environmental Protection Agency by Hagler Bailly, Inc.

EPA Work Assignment Manager:

Geoffrey Anderson, EPA Office of Policy, Urban and Economic Development Division

Hagler Bailly Project Manager;

William Schroerer

Map 1: Land available for significant development in the Atlanta region



I. SUMMARY

To evaluate the expected air emissions impacts of the Atlantic Steel eXcellence and Leadership Project EPA, in consultation with stakeholders, undertook three main analyses: 1) regional transportation and air emissions impacts; 2) local carbon monoxide (CO) impacts; and 3) site level travel and multi-media impacts. Five site/design combinations were analyzed for these impacts. This memorandum reports the draft results of these analyses.

To analyze the transportation and air emissions impacts of *locating* new development at the Atlantic Steel site, EPA used the Atlanta regional transportation and MOBILE 5 emissions models to compare the Atlantic Steel site to three other possible development locations for similar-scale development in the Atlanta region. EPA's evaluation of the Atlantic Steel site's impacts is driven by two facts. First, Atlanta will grow over the next 20 years. Second, without redeveloping the Atlantic Steel site (138 acres), more of this growth will locate in outlying areas.

Analysis of regional transportation and air emissions impacts of the proposed Atlantic Steel development shows that absorbing a portion of Atlanta's future growth at the Atlantic Steel site would create less travel and fewer emissions than developing likely alternative sites.

Figure 1: Travel and emissions impacts of development alternatives

Vehicle Miles Traveled (per day in yr 2015)			
Site	Regional total	Associated with site	Difference from Atlantic Steel
Atlantic Steel	139,180,585	348,685	
Sandy Springs	139,221,572	389,672	11.8%
Cobb/Fulton	139,339,398	507,498	45.5%
Henry County	139,350,097	518,197	48.6%

Vehicle miles traveled produce:

Emissions						
Site	NOx			VOC		
	Regional total (tons/day)	Associated with site (tons/day)	Difference from Atlantic Steel	Regional total (tons/day)	Associated with site (tons/day)	Difference from Atlantic Steel
Atlantic Steel	192.04	0.49		154.30	0.68	
Sandy Springs	192.10	0.55	12.3%	154.37	0.75	11.2%
Cobb/Fulton	192.24	0.69	41.4%	154.31	0.69	2.1%
Henry County	192.27	0.72	48.4%	154.46	0.84	24.5%

EPA also analyzed whether additional traffic resulting from the redevelopment of Atlantic Steel would cause CO hotspots—levels of CO exceeding national environmental and safety standards. Preliminary analysis indicates that CO hot spots would not occur. Areas where CO would increase tend to be those that currently enjoy a low CO concentration. Final CO analysis is underway.

EPA also analyzed the transportation and air emissions impacts of the new development's site design. EPA compared the proposed Atlantic Steel site plan to likely site plans for the three greenfield sites (holding jobs and residents constant), and to a site plan for the Atlantic Steel site developed by Duany Plater-Zyberk & Co. (DPZ), a leading town planning firm.

The site designs differ substantially in ways that affect travel behavior and thus emissions. On important measures such as density, mix of use and transit access, the Atlantic Steel site design as proposed by Jacoby is superior to that which would likely occupy two of the three greenfield sites. Jacoby's design also offers superior transit access compared to the third greenfield site. The DPZ alternative design for the Atlantic Steel site performs the best of any design analyzed. Compared to Jacoby's design, it excels in three areas in particular. First, it greatly improves the mix of uses on-site by integrating them at a finer scale. Second, the DPZ alternative design provides better connectivity on- and off-site. Finally, the pedestrian environment is improved through street design, more direct routing and slower traffic speeds. However, the analysis will not be complete until EPA translates on-site design differences into an adjusted projection of vehicle miles of travel (VMT). That analysis is underway and will be available in late February.

This report describes the analysis methodology, presents draft results, and discusses the results. Please note that these results are *draft*.

II. INTRODUCTION

Jacoby Development Corp., a developer in Atlanta, GA has proposed redeveloping a 138 acre site near Atlanta's central business district currently owned by Atlantic Steel. The proposed development is a mix of residential and business uses, and includes an auto and transit bridge that would cross the interstate to connect to the neighborhood east of the interstate. In addition, Jacoby Development Corp. has proposed 3 ramps to provide improved interstate access for the neighborhood and proposed development.

Atlanta is currently out of compliance with federal transportation conformity requirements, meaning that it has failed to demonstrate that its transportation activities will not exacerbate existing air quality problems or create new air quality problems in the region. As a result, Atlanta (with limited exception) is not allowed to use federal funds to add to its highway system nor may it construct certain types of transportation projects that require federal approval even if not federally funded. Construction of the proposed bridge/ramps is covered by this prohibition.

Jacoby Development Corp. believes that developing the Atlantic Steel site, including the access bridge/ramps, would result in the production of fewer transportation air pollution emissions than not developing the site. Underpinning this assessment is the belief that if development does not occur in this location it will locate instead at sites in the region that produce more VMT and more transportation emissions.



Transportation literature suggests travel emissions resulting from a developed Atlantic Steel site might be lower than emissions resulting from another site because:

1. the proposed development would include high densities, a mix of uses, and would be located near transit, and would therefore generate fewer total auto trips than comparable amounts of development placed in locations without these features; and
2. the proposed development would be regionally central to more activities, so auto trips to and from the site would on average be shorter.

Previous EPA work has quantified the magnitude of potential improvement in the transportation and environmental performance of developments located to produce regional and transit accessibility. The EPA Office of Policy study "Transportation and Environmental Impacts of Infill and Greenfield Development" found that locating development on regionally central infill sites can produce emissions benefits when compared to locating that same development on greenfield sites on the fringe of the currently developed area. In three EPA case studies, per-capita VMT associated with a development site was reduced by as much as 61% at infill sites compared to the greenfield sites, and NO_x emissions were reduced by 27% to 42%. This and related literature suggest that allowing the Atlantic Steel project to be built may reduce future emissions growth in the region.

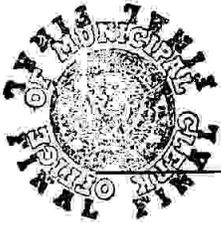
Any future emissions reductions from the Atlantic Steel redevelopment are likely to be the result of the site's regionally central location and site design — versus the location and design of growth that would have taken place absent the development of the Atlantic Steel site. Therefore, EPA analyzed the likely environmental performance of the Atlantic Steel site at two levels. First, EPA evaluated the performance of the Atlantic Steel site relative to three other likely regional growth locations. As part of this evaluation, CO emissions associated with the Atlantic Steel site were evaluated for potential "hot spots." Second, EPA is investigating the performance of the site design originally proposed by Jacoby Development Corp. relative to three greenfield site designs and one new design prepared for the Atlantic Steel site.

III. REGIONAL PERFORMANCE

This section describes EPA's investigation of the performance of the Atlantic Steel site relative to other potential regional growth locations.

A. WHAT ALTERNATIVES TO COMPARE?

In order to answer the question "will the proposed development reduce future air emissions by virtue of its location?", EPA first needed to decide, "compared to what?"

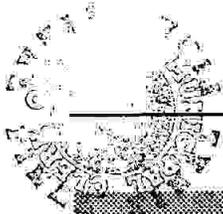


1. Alternative selection assumes growth in the greater Atlanta region

The Atlanta region is one of the fastest growing metropolitan areas in the United States. EPA believes that the Atlanta region will continue to grow whether or not the proposed development is built, and that the total amount of growth coming to the Atlanta region will not be significantly affected by the proposed development — only its location in the region. In other words, if the proposed development is built, it will absorb a portion of the Atlanta region's projected growth. If the proposed development is not built, the growth will go elsewhere within the region.

Where is growth projected to go, and how does the proposed Atlantic Steel development represent a change from this scenario? Current projections used by the Atlanta Regional Commission (ARC) in regulatory submissions of future transportation plans anticipate that between 2000 and 2010 (Atlantic Steel's projected build out period) the City of Atlanta will add 18,199 residents and 33,646 jobs. During that same period, Midtown, the subarea where Atlantic Steel is located, is projected to add 4,528 jobs and 193 residents. By comparison, the proposed Atlantic Steel development is projected to add 11,000 jobs and 5,000 residents to the Midtown subarea.

The development proposed for the Atlantic Steel site is large enough to significantly effect regional development patterns. At build-out it would increase City of Atlanta employment growth by 33%, and population growth by 27%. For the Midtown subarea the effect is even more significant: a roughly 240% employment growth increase and 2500% population growth increase. Clearly development at Atlantic Steel would shift growth to Midtown, but from where? Some Project XL stakeholders were concerned that the development might absorb growth that would otherwise have gone elsewhere in the regional center, rather than elsewhere outside the regional center. As shown in Figure 2, the proposed development is so large that if it absorbed growth only from other regionally central major activity centers (the CBD, Midtown, etc.), the Atlantic Steel site would constitute over half this growth and would actually add population to the regional center. In addition, the average projected distribution of new regional growth between 2000 and 2010 is 18% in Atlanta and 82% in the surrounding jurisdictions. If the Atlantic Steel development draws growth from these surrounding jurisdictions in rough proportion to where it is currently projected to go, it appears it would draw the majority of its growth from outer areas of Metro Atlanta, rather than from other parts of the City of Atlanta.



	Employment growth	% of total	Population growth	% of total
Atlanta	33,646		18,199	
<i>Subareas</i>				
CBD	4,224	12.6%	2,474	13.6%
Midtown	4,528	13.5%	193	1.1%
Buckhead	6,179	18.4%	1,405	7.7%
Perimeter Center	4,166	12.4%	-50	-0.3%
Sub-Areas total	19,097	56.8%	4,022	22.1%
Proposed Atlantic Steel	11,000	32.7%	5,000	27.5%

Figure 2: City of Atlanta Projected Population and Employment Growth (2000-2010)

Atlantic Steel’s high growth figures suggested that the alternatives analysis would have to compare the Atlantic Steel development to scenarios in which growth went to the locations predicted in the absence of Atlantic Steel-- elsewhere in the region, and specifically to areas outside the city of Atlanta.

EPA considered two approaches to developing alternative scenarios for analysis.

1. Drawing growth from a number of places throughout the region—as though Atlantic Steel displaced a little growth from each of many locations. Thus, the paired comparison would be
 - a) the region with Atlantic Steel and a little less development in a number of locations, versus
 - b) the region with a little more development in a number of locations.

This approach would require running ARC’s regional land use model in order to identify the appropriate parcels from which to shift growth.

2. Comparing Atlantic Steel to one or more equivalent developments located further from the regional center (to reflect future growth location projections).

The latter approach was chosen for reasons discussed below (number 4 this section). For this analysis, EPA developed three scenarios of where growth might go if not to the Atlantic Steel site.

In addition, and importantly, it was recognized that this approach would provide only a relative measure of the Atlantic Steel site’s performance. That is, Atlantic Steel may perform better than other sites but nonetheless fail to improve the region. Thus, the Atlantic Steel site’s performance was also compared to average regional performance measures where appropriate.



2. Selection criteria

For the alternative scenarios, EPA identified greenfield land parcels that could support development of the scope proposed for the Atlantic Steel site. The greenfield land area required is based on the amount of development proposed for the Atlantic Steel property, but developed at suburban densities typical for the Atlanta region, as shown in Figure 3.

Figure 3: Greenfield space requirements

Atlantic Steel Plan (9/10/98)	Assumed Suburban Density	Greenfield Acres Needed
2400 dwellings	4 dwelling units/acre	600
4.8 mm sq.ft. office	0.5 FAR*	220
1.4 mm sq.ft. retail	0.5 FAR	65
0.8 mm sq.ft. hotel	0.5 FAR	40
Subtotal		925
Rights-of-way and public spaces**		250
Total		1,175 acres

*Floor to area ratio

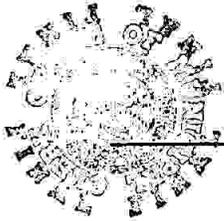
**space for roads, parks and other public uses

The geographic scope of the study area is defined as the 13-county region that is in Clean Air Act non-attainment, and which is covered by Atlanta Regional Commission's (ARC) transportation model. The primary data sources were ARC's "Economic Development Information System," its transportation model, and land-use and infrastructure plans for each county. Staff from ARC and county planning departments were consulted in the course of work, particularly about constraints recommended for use in screening out unsuitable lands.

Potential greenfields were selected by identifying the region's vacant land and applying a series of nine constraints in order to find locations that are both unconstrained and large enough to accommodate the proposed Atlantic Steel development. This series of successive screenings was performed with geographic information systems (GIS) software and included the following steps:

a. Gross Available Land

The only available electronic inventory of vacant undeveloped land in the region is ARC's "agriculture and forestry" land cover inventory (this is existing land status as opposed to future land-use designations). Consultation with ARC and county planning staff indicated that the



agriculture and forestry land cover is considered the functional equivalent of a vacant lands inventory for parcels larger than 100 acres. Three of the 13 counties (Forsyth, Paulding, and Coweta) are not covered by ARC's land cover database, but in those counties subsequent steps compensated for this by eliminating all protected and developed lands, leaving essentially the equivalent of agriculture and forestry. The following lands were then eliminated.

b. Surface Water Exclusions

Using the ARC database, all surface water areas were eliminated, along with buffer lands immediately adjacent to them. For the Chattahoochee River, a 2,000-ft. buffer on either side of the river was used; for all other major water bodies 500 ft. was used.

c. Wetland Exclusions

All wetland areas in the ARC database were eliminated.

d. Protected Groundwater Exclusions

All groundwater recharge areas in ARC's database were excluded. Because this data was unavailable electronically, groundwater boundaries were manually transferred into this study's GIS coverages as accurately as possible.

e. Constrained Water Supply Exclusions

All Georgia Environmental Protection Division-designated "small water supply" watersheds were excluded. Again, because of a lack of electronic source information, these areas were manually delineated as accurately as possible in this study's GIS.

f. Constrained Highway Exclusions

Using the ARC transportation model's 2010 projections, lands were eliminated within traffic analysis zones having over 1,000 ft. of capacity-constrained highway segments.

g. Municipal Boundaries

All lands inside the region's municipalities were eliminated based on ARC and county planning staff conclusions that the amount of greenfield acreage required could not be found inside any city (excluding the New Manchester site in Douglasville, which nonetheless has been committed to that project).

h. County Land-Use Plan Exclusion Areas

Those areas designated for non-development purposes in county land-use plans were eliminated, including such designations as parks, civic facilities, and institutional uses. Because plans were

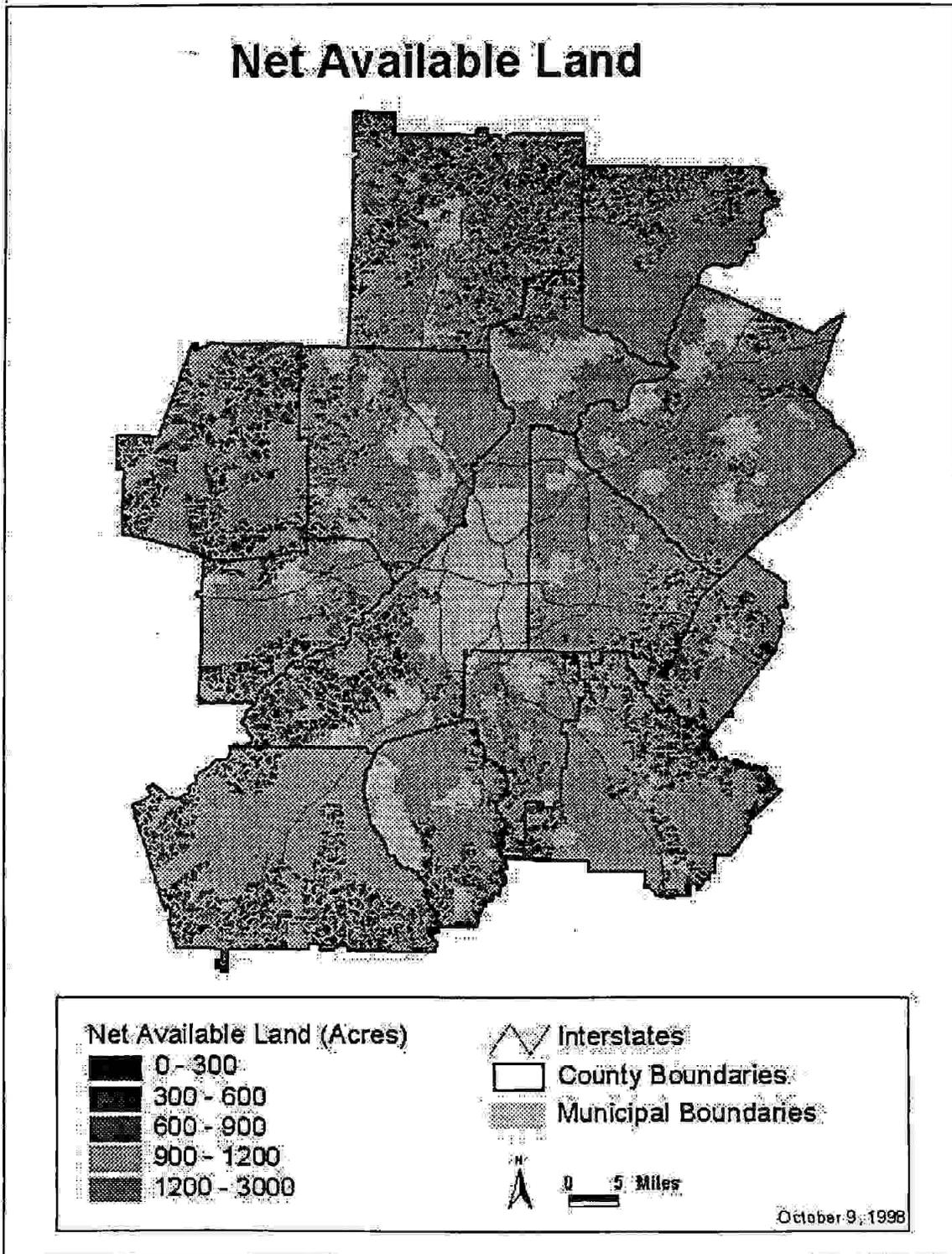


unavailable electronically, these boundaries were transferred manually into this study's GIS as accurately as possible for the largest sites (e.g., over 100 acres) in each county.

i. Committed Lands

A final screening was made for those lands already committed to some level of development as reflected by local street construction. Using the ARC electronic database, lands within 500 ft. of all streets were eliminated. This had the effect of removing existing built-out and partially built-out residential subdivisions and commercial strips fronting thoroughfares.

The resulting net available land and candidate sites are shown in Map 1 by range of size in acres. Note that this definition of "net available land" in the Atlanta region is useful in this case, but is not a description of all land available for development.



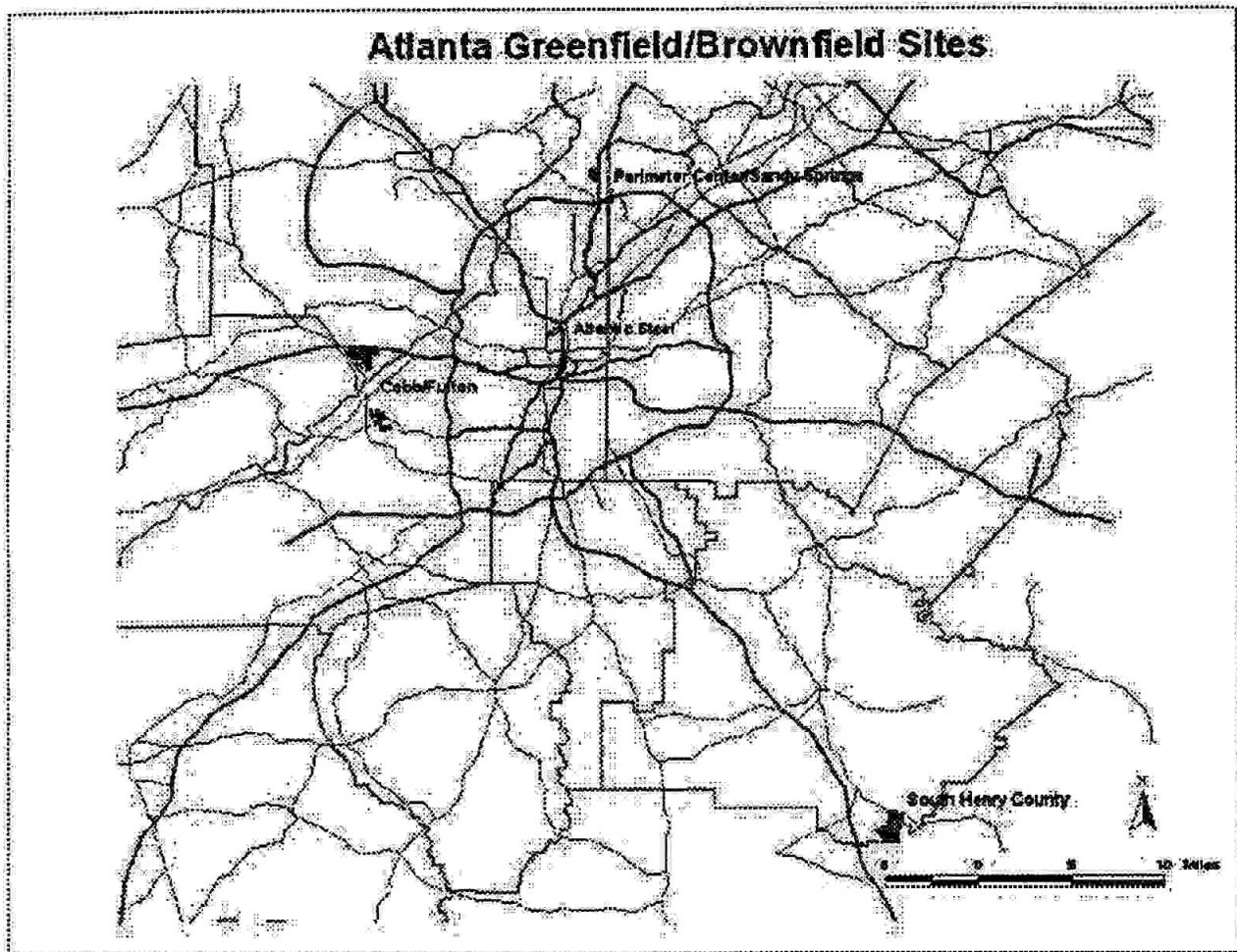
Map 1: Land available for significant development in the Atlanta region



3. Stakeholder panel

The land use screens produced eight contiguous parcels large enough to absorb the proposed development at suburban densities. The screens also produced numerous parcels that, combined with others nearby, could absorb the development.

EPA asked a panel of regional stakeholders for their individual input on what sites or combination of sites would be useful to analyze. EPA then chose two sets of parcels from Map 1. The first set of parcels is in south Henry County adjacent to a highway, far from the regional center and with no transit access. The other set of parcels is on the border between Fulton and Cobb Counties, again along a highway, just beyond the perimeter, and with bus transit. In addition, EPA selected an "edge city" site in north Fulton County, adjacent to the planned Sandy Springs MARTA station just north of the Perimeter Highway. As shown previously, Perimeter Center is part of Atlanta and is projected to receive less than 100 people and roughly 1,700 jobs. This site is not representative of where future growth is projected to locate. Instead it was chosen as an alternate site representing one end of a spectrum of locations that could possibly absorb future growth. This site was not large enough to accommodate the planned development at suburban densities, but could absorb the development at the same densities planned for the Atlantic Steel site. This site could be considered infill in a suburban activity center. It has rail transit access, is located adjacent to higher density development, and is near a mixture of activities.



Map 2: Regional location of sites evaluated

Together, these three sites represent the breadth of possible locations and associated site designs likely to occur in the Atlanta region. Therefore these sites capture several important variables that help determine travel behavior:

Location	Development density	Regional location	MARTA rail served?
Atlantic Steel	Urban	Regionally central	Yes
Cobb/Fulton	Suburban	Suburban	No (shuttle link to MARTA rail: yes)
South Henry County	Suburban	Exurban	No
Perimeter Center/ Sandy Springs	Urban	Just past the perimeter	Yes



Although these four sites do not cover all possible locational variations, they represent the locational options most available. It is worth noting again that only two (South Henry and Cobb/Fulton) of the three selected sites are consistent with the region's projected pattern of exurban growth. Regionally, little of the growth projected in the future is predicted to locate in the suburban infill scenario represented by Perimeter Center/Sandy Springs. Modeling the regional travel expected as a result of development on each of these sites helps EPA and stakeholders understand the role of location and other site-specific characteristics in determining environmental impact.

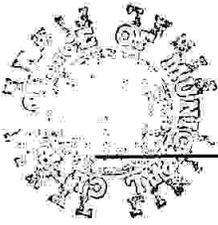
4. Alternatives selection methodology not chosen: running the regional land use model

Selecting discrete alternative locations for growth makes the subsequent analysis of environmental performance particularly useful for policy analysis, because it helps stakeholders shed light on "what if" questions: *what if* future regional growth tends to concentrate in places *like* Perimeter Center/Sandy Springs? Or *what if* future regional growth tends to concentrate in places *like* Cobb/Fulton on I-20? In allowing stakeholders to ask more questions, the analysis is more flexible, and depends less on any one particular future being especially likely. This discrete approach was also essential to allow accurate "apples to apples" site design comparisons.

However, this is not the only possible approach. As suggested earlier in this memo, another approach would be to model future regional development patterns using Atlanta's regional land use model, DRAM/EMPAL. In this approach, EPA would have developed two regional land use forecasts: one without the Atlantic Steel development, and one with the development. In the latter case, the Atlantic Steel development would not absorb growth from a single set of parcels, as it does in the approach EPA did take. Rather, the Atlantic Steel development would absorb growth from many, widely dispersed parcels.

EPA did not use the DRAM/EMPAL approach for two reasons. First, EPA did not believe that this approach would yield more useful, nor necessarily more accurate results. Current land use forecasts project that growth would have been drawn dominantly from sites which are similar to the Cobb/Fulton or South Henry site with much smaller amounts coming from sites like Perimeter Center/Sandy Springs. In other words, growth would have been distributed to a variety of sites whose regional characteristics (from a transportation perspective) would be similar to the greenfields chosen for this study—albeit in smaller parcels. To some degree the result of such a growth scenario can be inferred from the individual site model runs. Jobs and households taken from a site with characteristics matching the Cobb/Fulton site would likely create differences similar to those created by Cobb/Fulton. Similar parallels can be drawn with the other sites.

One difference that may have resulted from a DRAM/EMPAL approach and its consequent small parcel distribution is the impact such a distribution would have on intrazonal trip-making (trips within a sub-area/traffic analysis zone). For the greenfield sites in this study, residential and non-residential uses may be more clustered than would have occurred in a DRAM/EMPAL distribution



with a resulting increase in intra-zonal travel and possibly an associated reduction in some trip lengths. However, it is impossible to assess the magnitude or frequency of any such changes.

Understanding the transportation impacts of locating development on the Atlantic Steel site versus other possible locations was one of the goals of this study. Selecting distinct types for analysis—infill in a suburban activity center, suburban greenfield with bus transit, and a relatively isolated exurban greenfield site in a community with a rural character—would produce information about a variety of development locations. These different scenarios serve to illustrate the effects of displacing growth from a variety of locations and provide EPA with a better understanding of the sensitivity of any emissions reductions to these different locations. A highly dispersed scenario would not produce this type of information.

The results, as summarized on page one, suggest that the decision to analyze discrete alternative sites was in fact useful. Not only is there a clear difference between the Atlantic Steel site and the other three locations, but there are also clear differences between the three alternative locations. This serves to highlight site location characteristics such as access to transit, regional accessibility, etc., that produce different levels of performance. Had EPA simply compared regional development with and without the Atlantic Steel development, EPA would have learned very little about which site location elements are important.

The second factor dictating use of the current approach was that ARC, which operates DRAM/EMPAL, would have found it difficult to make the model and/or the modeling staff available to EPA for this purpose, given other demands on its time. Even with staff available, running DRAM/EMPAL requires significant time and resources. It was EPA's judgement that investing those resources would not add fundamentally to the insight gained from the chosen analysis method.

5. Alternatives chosen for analysis

Using the results of the land use screens and the advice of the individuals on the stakeholder panel, EPA chose three alternative sites to compare to Atlantic Steel. EPA believes that these sites represent the likely *range* of development alternatives to the Atlantic Steel site and sheds light on other variants.¹

a. *Growth absorbed in Cobb/Fulton*

The site is located in South Fulton County, near the convergence of Interstate 20 and Interstate 285. The existing land-use is primarily light industrial and warehouse facilities. The area is served by bus service connecting to downtown's Five Points MARTA rail station. The area is economically

¹ EPA does not expect that development would *necessarily* go to these sites in lieu of Atlantic Steel; EPA believes only that the sites represent the plausible range of likely growth locations in lieu of Atlantic Steel.



depressed and has been targeted by the 'Empowerment Zone' program as an area in need of economic development assistance as well as increased mobility options for low-income residents.

The western portion of the I-285 perimeter highway has experienced small increases in congestion relative to the more rapidly expanding areas. The site has easy access to downtown and the airport.

b. Growth absorbed in Henry County

Located in the southern portion of Henry County, the site is not served by MARTA bus service. Henry County has been experiencing significant growth in the northern portion of the county, and subdivisions have gradually emerged in the southern portion of the county.

Of the alternatives, the site is the most removed from regional activity centers and transit service. The county maintains a rural character despite significant development pressures. Henry County's growth has lagged behind that of the booming northern counties but has gradually gained attention given the Northside's higher land values and congestion levels. Henry County's proximity to Atlanta Hartsfield Airport has also raised the county's attractiveness as a site for freight and warehousing companies.

c. Growth absorbed in Perimeter Center/Sandy Springs site

The Sandy Springs site is located in the Perimeter Center area, one of the region's largest employment concentrations. The proposed site is scattered on parcels north and south of the I-285 freeway. All parcels are within two miles of existing or proposed MARTA heavy rail stations. Of all sites modeled, this location is the most congested, with many facilities experiencing low levels of service in the peak periods. Local surface vehicle traffic is accommodated through a handful of arterials, with few alternate routes available.

The North Fulton area has been experiencing rapid growth rates, with most new growth occurring in the far northern fringes of the county (Alpharetta). Perimeter Center/Sandy Springs is the only suburban 'edge-city' in the region with heavy rail service.

Although nearby housing is largely comprised of single-family detached dwellings, relatively high concentrations of multi-family housing are found nearby (Roswell Road in the north, Peachtree Road in the south/east).

d. Growth absorbed at the Atlantic Steel site

The Atlantic Steel site is situated at the convergence of I-75 and I-85. Located in Midtown Atlanta, the site is located within one mile of the Arts Center MARTA station, and several bus lines serve the site. The Georgia Institute of Technology is within two miles of the site, and the site is abutted to the south and north by established neighborhoods of single-family dwellings. Access to the site is somewhat restricted by the downtown connector (I-75/I-85) that inhibits direct access to the midtown business district. The closest access is the 10th/14th street bridge, nearly a mile to the south.



The Midtown business district has attracted large amounts of office employment and housing in the last decade. Plans are underway to fill in vacant parcels and redevelop deteriorated buildings.

B. METHODOLOGIES FOR COMPARING THE ALTERNATIVES

EPA analyzed the regional transportation and air emissions performance of each site using the following methodologies.

1. Travel and emissions analysis

EPA used the ARC regional transportation model to model the transportation behavior associated with developing each of the four geographic sites. This is the same model that ARC (Atlanta's MPO) uses for regulatory submittals to EPA. ARC's model is a version of Tranplan adapted by ARC and applied to the Atlanta metropolitan area.

The ARC version of Tranplan is a relatively sophisticated application of traditional four-step travel modeling.

a. Applying the ARC travel model

For all alternatives, EPA modeled the performance of Atlanta's transportation system in the year 2015 using the "existing and committed" network of transportation facilities, both road and transit networks. The model runs incorporate the following assumptions:

Existing + Committed transit and highway networks

Both transit and highway networks include all projects that have either been completed and those included in the ARC Interim Transportation Improvement Program that will be completed by year 2000. These are currently the only approved additions to the transportation network and represent the same scenario used by ARC when they make future projections. The one exception to this statement is the proposed 17th street bridge. In the two Atlantic Steel scenarios, the highway network includes the proposed 17th street bridge. In addition, the Atlantic Steel site will be modeled with the addition of a shuttle service linking the site to mass transit as well as with the addition of the 3 ramps connecting to the adjacent interstate. These results will be included in the final modeling results. Because of the scale of the changes relative to the size of the 13 county region, it is not expected that these changes will significantly affect the regional modeling outcomes. Effects of these changes are expected to be more significant for the site design analysis and in determining site level travel behavior.



Land use and socioeconomic data

Tranplan models behavior given the population and employment projected and distributed for year 2015. Population and households were distributed across income classes and household sizes based on the regional average distribution, due to lack of information about future households.

Congested travel

EPA assumed that 60% of daily VMT occurred under congested (peak period) conditions, and 40% in uncongested (off-peak) conditions. This split is supported by ARC model documentation.

b. Outputs

Tranplan provides the following performance indicators relevant to the EPA analysis, and to stakeholder interest in how each alternative will perform in the community.

- i. Congestion
- ii. Regional accessibility
- iii. Trip length
- iv. Travel time
- v. Vehicle delay rate
- vi. Mode split
- vii. Personal vehicle use
- viii. Vicinity congestion
- ix. Regional congestion

2. Regional VOC and NO_x emissions

The Project XL application requests flexibility from the Clean Air Act regulations which are triggered by Atlanta's violation of the ground level ozone standard. The project sponsor believed that the Atlantic Steel development would reduce, relative to the baseline, emissions of the ozone precursors volatile organic compounds (VOCs) and nitrogen oxides (NO_x). NO_x and VOCs combine to form ozone, a human health hazard. Thus, EPA evaluated emissions of VOCs and NO_x under each alternative. NO_x and VOCs are regional pollutants: they do not decompose rapidly, so NO_x emitted in one part of the region can travel and combine with VOCs emitted in another part of the region, forming ozone that in turn can travel throughout the region. Thus it was appropriate to analyze *regional* production of these emissions under each scenario. EPA investigated the production of these pollutants in the following ways.



VMT-based approach: To calculate emissions from the modeled travel, EPA used MOBILE 5a emissions factors, which are currently required by the EPA for use in regulatory submittals. The MOBILE model is a VMT- and speed-based emissions model. Calculating emissions with MOBILE involves distributing the VMT projected by a travel model into speed categories, and multiplying the mileage in each speed category by the emissions factor appropriate for that speed. This is done for each vehicle class, for the region's vehicle fleet. Emissions factors vary with vehicle type, season, emissions inspection and maintenance programs in place, regional clean fuels programs, etc. For this analysis EPA used the regional fleet mix and emissions factors used by Atlanta for its regulatory submissions.

Trip-based approach: In starting from VMT, the MOBILE approach does not explicitly take into account trip ends. Rather, trip-end emissions (cold start, hot soak, etc.) are incorporated into the per-mile emissions rates used to convert VMT to emissions. While this works well for many purposes, it has limitations in a comparison between alternatives where vehicle trip generation varies substantially. To shed light on the change in emissions produced by the different number of trips produced by each site, EPA conducted a trip-based analysis of VOC and NO_x emissions. This analysis involved two steps:

1. Use of ARC Tranplan analysis to predict number of vehicle trips for each site,
2. Multiplication of those trip numbers by an accepted per-mile emissions factor for miles driven in cold-start mode. The average vehicle operates in cold-start mode for the first 3.2 miles of a trip, so each trip was multiplied by "cold start emissions per mile" of 3.2. (note: this analysis will be re-run using the correct cold start trip distance of 3.6 miles)

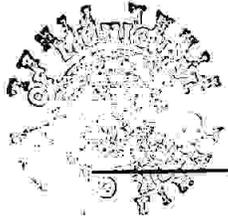
Thus,

$$\text{Cold start emissions per site} = \text{Vehicle trips}_{\text{site}} * \text{Cold start emissions/mile} * 3.2 \text{ miles}$$

3. Local CO emissions

Although Atlanta, and the Project XL application, focus on NO_x and VOC as pollutants of regional concern, EPA must ensure that any approved project does not produce local pollution problems while reducing regional emissions. CO is the pollutant of concern at the local level.

To analyze the proposed project's impacts on CO emissions, EPA analyzed changes in traffic and resulting changes in CO emission rates on roads in the immediate area of the Atlantic Steel site. Like the *regional* emissions analysis, the *local* area analysis examined conditions under "build" and "no-build" scenarios. However, for the local analysis, the no-build scenario was simply the "expected and committed" road network with the proposed project's growth located elsewhere in the region. No additional traffic from any source on that road network was assumed for the no build. The build scenario assumed the new roads, ramps and transit proposed by Jacoby Development, including the



site's internal roads and transit, the proposed 17th Street bridge, and the three ramps from I-75/I-85 to the 17th St. bridge.

Traffic was modeled using a road network simulation constructed for the Atlantic Steel site area.² Predicted traffic volumes on individual links of that network were then examined for speed changes from the baseline. CO emissions change with speed, so speed changes were then translated to changes in emissions rates. Traffic was modeled for the peak period.

This preliminary analysis examined only increases in emissions rates, not net increases in aggregate CO emissions, or CO concentrations. Those analyses are underway. (See below.)

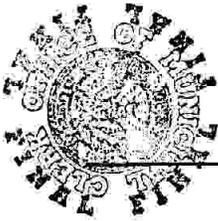
C. RESULTS

Performing the regional analysis described above for each of the four sites, and the CO analysis for the Atlantic Steel site, produced the following results.

1. Basic travel results, and the emissions that travel would produce

Figure 4 shows first basic travel results. Vehicle miles traveled are per day. The regional total is the total number of miles traveled per day in the region. The increment of travel attributable to each site is then broken out. Emissions are then calculated from this travel.

² The network was developed by the applicant's consultants. EPA is currently analyzing the traffic and CO impacts using an independent consultant.



Vehicle Miles Traveled (per day in yr 2015)

Site	Regional total	Associated with site	Difference from Atlantic Steel
Atlantic Steel	139,180,585	348,685	
Sandy Springs	139,221,572	389,672	11.8%
Cobb/Fulton	139,339,398	507,498	45.5%
Henry County	139,350,097	518,197	48.6%

Using Mobile 5, vehicle miles traveled produce...

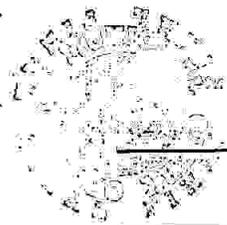
Emissions

Site	NOx			VOC		
	Regional total (tons/day)	Associated with site (tons/day)	Difference from Atlantic Steel	Regional total (tons/day)	Associated with site (tons/day)	Difference from Atlantic Steel
Atlantic Steel	192.04	0.49		154.30	0.68	
Sandy Springs	192.10	0.55	12.3%	154.37	0.75	11.2%
Cobb/Fulton	192.24	0.69	41.4%	154.31	0.69	2.1%
Henry County	192.27	0.72	48.4%	154.46	0.84	24.5%

Figure 4: Basic travel and emissions results

2. Trips-based emissions

Figure 5 shows the total trips associated with each site, and the emissions difference attributable to differences in starts. The total emissions calculation used in MOBILE 5 does include an element to account for cold starts, so it would be improper to add the emissions calculated below to the emissions calculated above. However, because MOBILE 5 uses the same cold start emission adjustment for each scenario, it underestimates the difference in air emissions attributable to differences in total number of trips. Number of vehicle starts and associated emissions are presented here to bound the magnitude of any under- or over-estimation of emissions.



Vehicle Starts (per day in yr 2015)						
Site	Regional total	Associated with site	Difference from Atlantic Steel			
Atlantic Steel	11,244,191	18,004				
Sandy Springs	11,251,226	25,039	39.1%			
Cobb/Fulton	11,258,480	32,293	79.4%			
Henry County	11,259,067	32,880	82.6%			

Vehicle starts times cold-start emissions factor produces...

Cold Start Emissions						
Site	NOx			VOC		
	Regional total (tons/day)	Associated with site (tons/day)	Difference from Atlantic Steel	Regional total (tons/day)	Associated with site (tons/day)	Difference from Atlantic Steel
Atlantic Steel	28.51	0.06		29.19	0.06	
Sandy Springs	28.53	0.08	37.2%	29.21	0.08	37.2%
Cobb/Fulton	28.78	0.33	469.2%	29.47	0.34	469.2%
Henry County	28.92	0.48	721.6%	29.62	0.49	721.6%

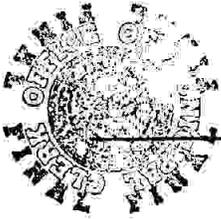
Figure 5: Trips-based emissions analysis

3. Travel behavior, and land use/transportation system performance

a. Performance

The ARC transportation model forecasts travel behavior by forecasting the number of trips people will take, and the path those trips will take. In the model, the region is divided into “traffic analysis zones (TAZs),” small areas that people travel to, from, and within. The forecast gives the number of trips originating in a zone and ending in a zone. These trips can be described by their purpose: work, non-work, other, or non-home based (NHB). For each forecast, statistics about the speed, length, and mode of different kinds of trips describe the performance of the regional transportation system.

The table below measures and describes the forecast performance of the transportation system under four scenarios: with the Atlantic Steel site developed, and with each of three alternative sites developed. A regional average for each descriptive or performance measure is also given where appropriate.



Measure	Regional Average	Atlantic Steel	Perimeter/ Sandy Springs	Fulton/Cobb	Henry County
Daily VMT <i>per capita</i>	34.05/capita	23.54/capita	31.19/capita	31.98/capita	15.58/capita
	<i>per household</i>	85.26/hh	58.85/hh	77.97/hh	79.94/hh
Daily VMT per employee	14.54	10.70	13.15	14.35	26.68
Transit share of trip starts ³	7.7%/Work	14.9%/Wk	12.5%/Wk	1.8%/Wk	0%/Wk
	1.9%/Non-work	7.3%/NW	6.0%/NW	0.8%/NWk	0%/NWk
Transit share of trip ends	7.7%/Work	14.49%	12.3%	1.73%	0%
	1.9%/Non-work	6.25%	2.2%	0.61%	0%
Average length (miles), trips originating in TAZ	14.35/Work	4.24/Wk	6.50/Wk	11.01/Wk	6.29/Wk
	8.18/Other	3.76/Other	5.43/Other	6.34/Other	6.17/Other
	8.61/NHB*	5.98/NHB*	7.62/NHB*	8.85/NHB*	5.01/NHB*
Average length (miles), trips ending in TAZ	14.35/Work	10.70/Wk	14.35/Wk	13.15/Wk	26.68/Wk
	8.18/Other	7.41/Other	9.39/Other	6.35/Other	11.65/Other
	8.61/ NHB*	6.62/ NHB*	7.72/ NHB*	8.34/ NHB*	1.68/ NHB*
Average congested trip time (minutes)	36.99/Work	34.57/Wk	44.97/Wk	33.93/Wk	86.15/Wk
	21.14/Other	22.73/Other	30.29/Other	17.82/Other	39.98/Other
	22.88/ NHB*	20.49/ NHB*	25.29/ NHB*	22.87/ NHB*	5.42/ NHB*
Average trip time (minutes)	36.99/Work	18.23/Wk	23.24/Wk	28.52/Wk	14.29/Wk
	21.141/Other	12.507/Other	17.60/Other	15.47/Other	14.23/Other
	22.88/ NHB*	18.44/ NHB*	23.95/ NHB*	21.93/ NHB*	13.24/ NHB*

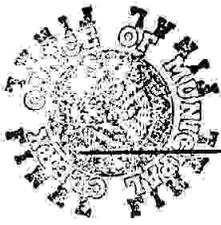
³ Unless otherwise noted, all trip statistics are for trips beginning or ending in the Transportation Analysis Zone (TAZ).

Regional accessibility: % of jobs within 30/45 minutes congested travel time	n.a.	27.03%/30 min 52.09%/45 min	18.6%/30 47.6%/45	10.7%/30 32.5%/45	1.09%/30 1.63%/45
	n.a.	15.96%/30 min 34.96%/45 min	8.04%/30 27.35%/45	9.9%/30 27.3%/45	1.03%/30 2.31%/45
*NHB= trips not originating from the home (non-home based)					

b. Discussion of performance measures

The regional analysis results paint a picture of three site types. The first can be described as regionally accessible and transit oriented on a macro level. Atlantic Steel and Perimeter Center/Sandy Springs fit this profile. Both have good regional accessibility as demonstrated by the measures of accessibility and trip length. In addition, at 14% and 12% transit share for work, they each have good transit access relative to the other sites. In combination, the regional and transit accessibility lead to significantly lower VMT associated with these sites, from 120,000 to 160,000 fewer miles of travel per day. Such accessibility also means these sites fare well compared to typical regional travel behavior. They have lower, and in Atlantic Steel's case significantly lower, per capita, per household and per employee VMT. In addition, both sites significantly exceed the regional average transit mode share.

However, Atlantic Steel and Perimeter/Sandy Springs each have significant congestion on local road networks. Therefore, speeds in their vicinity are slower than for the other sites. Importantly, speeds are slower not only for the traffic associated with the site but also for traffic passing the site. Small speed changes can have large effects if they affect a large volume of travel. NO_x is relatively insensitive to speed changes in the speed ranges relevant to this discussion. However, VOCs can be significantly affected by speed changes. Over the relevant range of speeds, VOC emissions per mile generally rise with decreasing speeds. Speed-based differences show up strongly in the VOC comparison between Cobb/Fulton, Perimeter/Sandy Springs and Atlantic Steel. However, in the case of Atlantic Steel, the reductions in VMT are sufficient to overcome the higher VOC emissions per mile, producing the least net emissions. Finally, it is important to recall that MOBILE 5 uses a standard



emission adjustment for cold starts. The adjustment in this case undercounts emissions reductions from the fewer vehicle starts associated with Atlantic Steel and Perimeter/Sandy Springs.

The second site type is represented by Cobb/Fulton. This site has the least congested road network and bus transit access; it is on the edge of the region's center and brings a large number of jobs to a job-poor area. This last factor allows the site to capture more local travel as some current residents shift their destinations to closer opportunities. Despite this shift, it lacks the high accessibility to multiple services and destinations that characterize Atlantic Steel and Perimeter/Sandy Springs. It also lacks direct rail transit, so auto travel at this site is much higher than at Atlantic Steel or Perimeter/Sandy Springs. In fact, travel here is very similar to South Henry. Somewhat higher speeds at this site drive VOC emissions down, but do not reduce NO_x, which tracks VMT closely.

South Henry County is the final site type- regionally isolated site. The results here may appear somewhat counter-intuitive. Per capita and per household VMT are much lower than any of the other sites or the regional average. On the other hand, daily VMT per employee is much higher than at other sites, or the regional average. These characteristics are explained by the site's isolation. It is far from regional activity centers, urban or suburban. It has no transit. South Henry's road networks are relatively uncongested but being somewhat rural in character are also low in their total capacity. Less than 3% of the region's population, and 2% of the region's jobs are within a 45-minute drive during peak traffic hours.

Trips from this site are either very short or very long. As a result, the model designates roughly 90% of the site's trips as local. Hence per capita VMT, driving by people who live there, is very low. And, per-employee-VMT, driving by people who have to travel to get there, is very high. The net result is that the long trips still push the VMT up — over 50% higher than at Atlantic Steel. Speeds do not keep VOCs down as much as Cobb/Fulton because the more rural road network (design and capacity) can't accommodate the high speeds that Cobb/Fulton can. It is worth noting that at roughly 90%, South Henry's capture rate is striking when compared to the other sites: Cobb/Fulton under 15%, and Atlantic Steel and Perimeter/Sandy Springs under 10%.

4. CO emissions

Atlantic Steel achieves lower emissions through shorter trips and higher transit share. Traffic volumes and congestion remain at significant levels, raising the possibility of CO "hot spots." Unlike VOCs and NO_x, CO is pollutant of local, rather than regional, concern. As the name suggests, CO can concentrate in small areas.

The results of the CO analysis, summarized below by corridor, are based on increases in emissions *rates*, not on changes in aggregate emissions. However, the results suggest that project construction, and resulting traffic, will not produce any new local area exceedances of the CO standard.

10th and 14th Street corridors

The highest emissions rate of CO in the baseline (“no-build”) scenario are found along 10th and 14th streets (approaching 20 grams/mile). As the dominant East-West corridors for the Midtown area, providing direct access to the downtown connector (Interstates 75 and 85) and the Midtown business district, these arterials are typically the most congested in the site area. The “build” results indicate that CO emissions rates would actually marginally improve in these corridors. Certain links would worsen in the peak period (AM), but this growth would generally occur on links without a high concentration of CO in the no-build alternative. For example, the greatest overall increase in rates of CO on 10th street was from 0.87 to 11.82 (1000% growth rate – build vs. no build). Despite the exceptionally high growth rate, the final rate of 11.82 g/m is low in comparison to emissions rates approaching 25 grams/mile elsewhere along 10th street in the no-build scenario.

Northside Drive

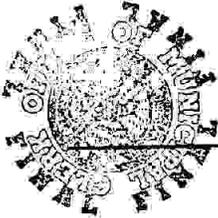
Northside Drive is North of the confluence of I75 and I85. It is a major north/south arterial about 0.5 miles west of the Atlantic Steel site, and provides direct access to Interstate 75/85. Northside Drive currently is typified by *moderate CO levels*. Results indicate a 30-60% growth in CO rates in the build case; however, the resulting overall CO emission rates are 10-14 grams/mile, still only a moderate CO emissions rate.

State Street, 16th Street

These corridors are lightly traveled in the baseline with low CO emissions rates in the baseline (less than 6 grams/mile). The CO emission rate increases moderately in the build scenario along the peak direction of State St. (31%), with a top emissions rate of 6.74 grams/mile in the peak in the build scenario. Along 16th street, however, growth rates approaching a thousand percent in the build scenario are found, with one link adjacent to the site increasing to 15 grams/mile. This is still a moderate CO emissions rate.

CO summary

Generally speaking, CO emissions rates along links in the most congested corridors—i.e., 10th and 14th Street—would moderately decrease in the build scenario, with the exception of certain links on 16th Street. Lightly traveled links in the baseline—i.e., State Street, Northside Drive—without a current CO problem would see CO emissions rates increase to moderate levels. It is unlikely that these increases would create a hot-spot problem. In sum, additional access provided by proposed construction appears to mitigate CO emissions rates on the existing worst links, while increasing CO emissions rates on underutilized links to moderate levels.



D. ADDITIONAL CO ANALYSES

While these preliminary results suggest that the proposed Atlantic Steel project will not produce new CO hotspots, they do not complete the necessary CO analysis. After predicting emissions, further CO hotspot analysis is needed to analyze local concentration levels, taking into account wind-driven dispersion and concentration.

1. The CALINE model

EPA is currently completing a full local-area CO analysis using a version of the CALINE model adapted by Dr. Randall Guensler and Dr. Michael Rodgers at the Georgia Institute of Technology. CALINE is a standard CO emissions analysis model. The Guensler/Rodgers version provides several features useful to rigorous examination of local CO impacts, including predicting the wind angle for worst-case wind concentration, and several graphical presentation features useful for helping audiences understand the likely impacts of the build scenario.

2. Expected direction of results

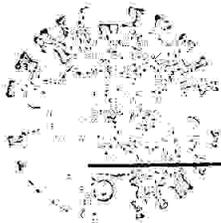
EPA does not expect that this more comprehensive analysis will predict any new CO hotspots. None of the emissions changes found in the preliminary analysis suggest the amount of emissions that would likely be necessary to produce new hotspots.

In addition to the more comprehensive analysis of the Jacoby's proposal, EPA is also using the Guensler/Rodgers CALINE model to evaluate whether the number and type of ramps connecting the 17th Street bridge and I-75/I-85 significantly affect local CO impacts. Again, although the ramp number and design will affect local traffic patterns, EPA does not expect the model to find that the changes produce changes in CO concentration significant enough to produce new CO hotspots under any scenario.

IV. SITE DESIGN PERFORMANCE

In addition to the site's *location* in the Atlanta region, site *design* is also an important factor in travel behavior. Thus, in addition to analyzing the performance of the site from a regional location perspective, EPA also analyzed the performance of the site design using INDEX[®], a GIS-based model that measures land use and site design characteristics. Where the regional analysis examined whether the site's *location* produced performance improvements relative to alternatives, the site design analysis examines whether the *design* of the site produces improvements relative to alternatives.



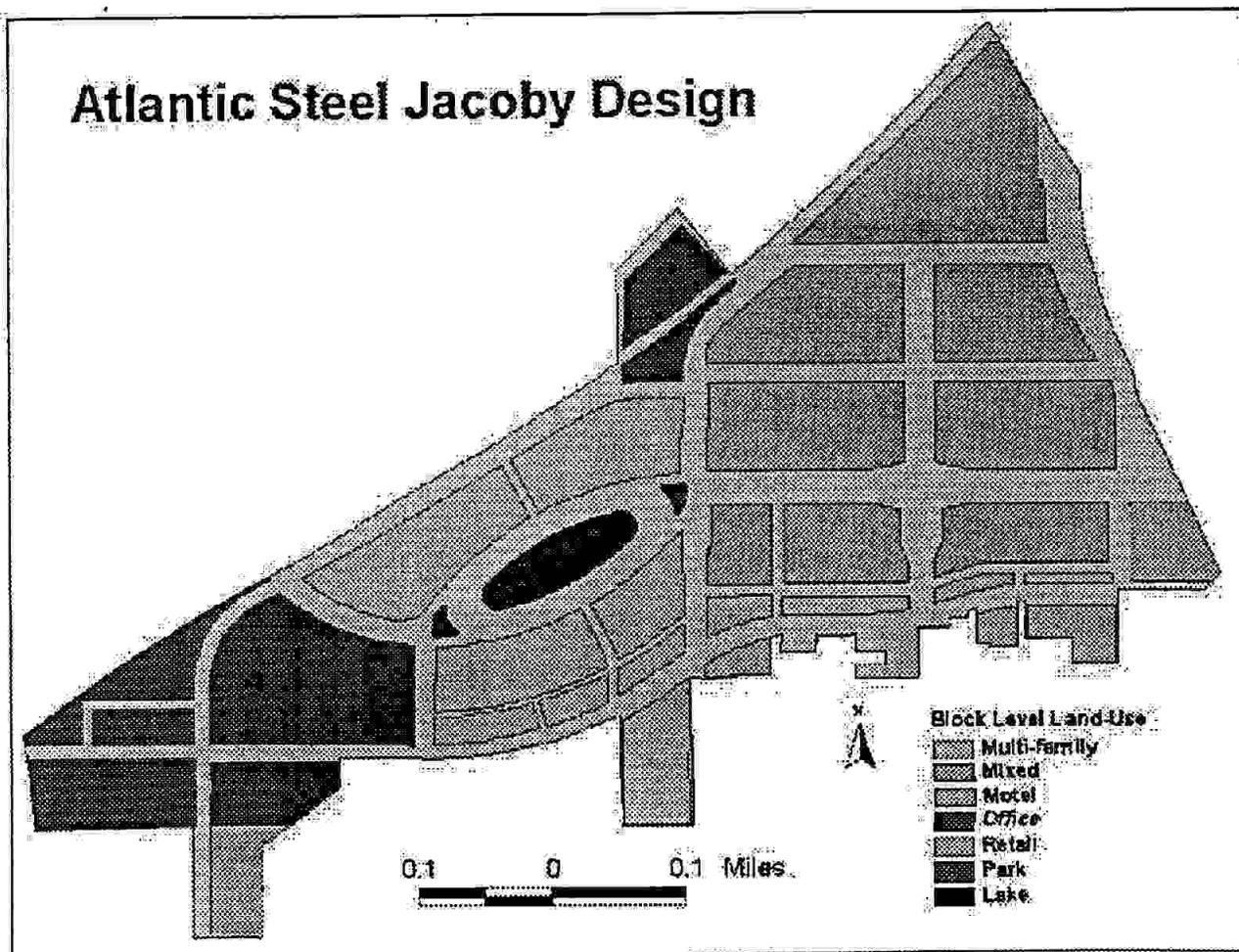


A. WHAT ALTERNATIVES TO COMPARE?

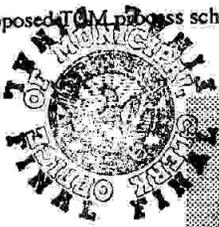
Several comparisons were made. Jacoby Development Corp.'s proposed design was compared to each of the three greenfield alternatives. In addition, the site was compared to an alternate plan for the Atlantic Steel site. The alternate plan was commissioned by EPA explicitly to seek potential environmental improvements. In this way EPA is better able to answer two questions: 1) How does Jacoby's site design compare with the likely greenfield alternative? And, 2) how can the proposed plan's transportation and air quality performance be improved?

1. The developer's site plan

Jacoby submitted the following site design.



Map 3: Atlantic Steel site, Applicant's design



[xl home](#)
 [xl at a glance](#)
 [project-specific information](#)
 [xl guidance](#)
 [xl contacts](#)
 [send in comments](#)

Proposed Timeline for the Atlantic Steel SIP TCM

Appendix H

June 1999 ARC Board approves project into ITIP, sends TCM documentation to GA-EPD.

July/August 1999 GA-EPD reviews and prepares SIP submittal and opens a 30-day public comment period on the SIP revision. The comment period will open in July and close in August.

August 1999 GA-EPD addresses comments received during the open comment period.

Early September GA-EPD forwards SIP revision to EPA for approval.

Mid September 1999 EPA makes a completeness finding.

October 1999 EPA publishes direct final rulemaking notice in the Federal Register.

December 1999 If no significant adverse comments are received within 30 days of direct final rulemaking, the SIP becomes effective 60 days after direct final rulemaking.

[xl home](#)
 [xl at a glance](#)
 [project-specific information](#)
 [xl guidance](#)
 [xl contacts](#)
 [send in comments](#)





Appendix I

Response to Comments on the Atlantic Steel Phase 1 Project Agreement

On February 24, 1999 EPA opened a two-week public comment period soliciting opinions and input on the proposed Phase 1 Project XL Agreement for the Atlantic Steel XL Redevelopment. The Phase 1 Project Agreement is the first of two voluntary agreements which will be developed collaboratively by the project sponsor, Atlantis 16th, L.L.C. (represented by Jacoby Development Corporation), stakeholders, and EPA. EPA and Jacoby hope to complete a Final Project Agreement in May, 1999. A thirty day comment period is planned for the Final Project Agreement.

Prior to and during the comment period on the proposed Phase 1 Project Agreement, EPA and Jacoby participated in a number of stakeholder meetings to discuss various aspects of the project. A public meeting was held on February 11, 1999, in the 10th Street Methodist Church to present the draft Phase 1 Agreement and describe some of the processes and opportunities for further public comment which will occur before the project is completed. The February 11 meeting was transcribed in its entirety and is posted on the Project XL web site at <http://www.epa.gov/projectxl>. A number of issues and concerns raised in the meeting were reiterated in written comments during the comment period.



Written comments on the Agreement are summarized and addressed below. Other comments received at the meeting were addressed when they were raised. Additional meetings EPA and Jacoby have participated in include meeting with an Environmental Justice Focus Group and attending several meetings regarding the proposed Atlantic Steel redevelopment and 17th Street Bridge at the invitation of the City of Atlanta and/or the Georgia Department of Transportation and the Atlanta Regional Commission. EPA also provided the proposed Phase 1 Project Agreement to national environmental and transportation groups, local environmental and transportation groups, and members of the Environmental Committee of the Metro Atlanta Chamber of Commerce, and other interested groups for review and comment.

EPA received sixteen letters or emails providing written comments during the comment period. All comments received by EPA are attached as part of this appendix. Ten of the letters were very supportive of the project and reflected a high level of interest and enthusiasm from individuals and organizations representing neighborhoods adjacent to the Atlantic Steel site and members of the Atlanta business community. Many of these commentors also provided letters of support to the Atlanta Regional Commission and Jacoby directly. The letters of support generally focused on the innovation and benefits of redeveloping a former industrial site designed with the specific goal of increasing alternative methods of transportation.

Some of the remaining six commentors were generally supportive of the project, and all highlighted specific concerns. One commentor suggested many ideas for improving the transit, pedestrian, and bicycle connections of the site, and included an informative description of potential options for the Atlantic Steel-Arts Center MARTA station transit connection. Another commentor, while supportive, was mindful of the potential impact on the businesses and tenants of properties on the east side of I-75/85. Jacoby has held several meetings with affected stakeholders on the East side of the interstate in an ongoing effort to achieve consensus on a bridge design that will benefit the whole community.

Four letters suggested specific areas for improvement and described other environmental concerns. Several of the concerns were overlapping and have been summarized in the responses below. The responses indicate areas where changes have been made to the Phase 1 Project Agreement as well as issues



which will be addressed in the Final Project Agreement.

Water-related comments

1. Comment: EPA and the project sponsor should consider a stormwater retention pond for the site. The infrastructure for the sanitary sewer and stormwater collection systems should be separated. Further, the stormwater collection system should contain adequate capacity to accommodate stormwater for the entire catchment basin (approximately 500 acres) and the agreement should require the use of Best Management Practices (BMPs) for stormwater management (the commentor included a number of specific suggestions that are considered BMPs).

Response: The Phase 1 Agreement has been modified to include specific measures for the management of stormwater, and separation of sewer and stormwater piping through the site. Such separation is not currently required by law, but Jacoby has agreed to this measure in the interest of reducing future impacts on water quality. The stormwater management measures include reuse of stormwater as greywater, use of catch basins in times of heavy rainfall, diverting runoff through treatment facilities and others as described in the Agreement. The Agreement has also been modified to reflect the fact that the separate stormwater pipe will have sufficient capacity for the entire redevelopment and existing flows in the catchment basin.

The proposed redevelopment includes a water feature that will serve as a retention pond in periods of heavy rainfall. This is described in the revised Phase 1 Agreement.

One commentor took exception to the following sentence which was in the Agreement: *"Current water quality will be enhanced because surface runoff which leaves the site will pass through on-site Best Management Practices (BMPs) and erosion control facilities and will flow to the local CSO control facility before entering Atlanta's combined sewer system."* EPA agrees that the sentence might be misinterpreted. It has been removed from the Phase 1 Agreement.

2. Comment: Route stormwater from the site so that it bypasses the Tanyard



Combined Sewer Screening Facility and joins its natural channel.

Project support through DOT funding of a bridge over the expressway at 17th Street should be offset in part by developer endorsement of on-site roadway runoff storage and treatment.

Response: EPA and Jacoby initially hoped that Tanyard Creek, immediately down gradient from the site, could be restored as an "urban creek." After a thorough examination of existing conditions, EPA has determined that restoration of the creek is not a practical option as part of this project. Evaluation of the site showed that the natural streambed of Tanyard Creek is not connected to the Atlantic Steel site. Restoration of the creek would require groundbreaking in surrounding streets and routing of water through a neighborhood beyond the Atlantic Steel site. Such activities would present additional capital costs unrelated to the proposed project.

The second part of the comment is addressed by including specific stormwater management measures which have been added to the Phase 1 Agreement. The measures described in the Agreement will be implemented in an attempt to reduce or eliminate the flow of pollutants from stormwater runoff (including roadway runoff) to receiving waters.

3. Comment: EPA should take steps to minimize the economic impact of this in-fill development on the City of Atlanta's water/sewer system.

Response: The project sponsor will attempt to minimize the economic impact on Atlanta's sewer system by implementing stormwater BMPs, using water conservation efforts and providing the necessary infrastructure to accommodate a separation of stormwater and sanitary sewer systems. It should be noted that the proposed redevelopment will have an overall positive economic impact on the area. The increased tax base and creation of new jobs should help to further the revitalization of the midtown area.

4. Comment: EPA should protect Shoal Creek, its wetlands, lakes and riparian corridor, and maintain the free-flowing stream on the site.

Response: After an initial review of area maps by the U.S. Geological Survey and the U.S. Army Corps of Engineers (Corps), it was determined that there are no streams or wetlands on the site. The Corps is still in the process of evaluating



the site, and is pursuing additional information in order to make a final determination on the existence of any wetland on the site. Shoal Creek existed in the vicinity of the Atlantic Steel site in the early 1800's, and is shown on maps printed as late as 1864. Maps examined by EPA dating from 1910 through the present do not show the existence of Shoal Creek. However, it has not been determined whether Shoal Creek still exists, or whether any presence of water on the site represents remnants of this Creek. EPA will continue to work with the Army Corps of Engineers to make this determination.

Site Remediation and Construction/Design

5. Comment: Reduce and eliminate contaminated site runoff to local streams, require pretreatment of contaminated groundwater, then discharge into the sanitary sewer system.

Response: The site will be remediated and controlled to prevent off-site contamination. Remediation of the site and related activities are under the jurisdiction of the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources. Groundwater is currently monitored on the west end of the site, downgradient of the former waste pile. This issue was addressed in section V.E. of the Draft Phase 1 Agreement:

"To assure that no contamination leaves the brownfield site in the future via groundwater, the remediation of the property will incorporate a groundwater interceptor system to collect groundwater and divert it to the combined sewer. If necessary, treatment of the intercepted groundwater will be provided to assure compliance with Atlanta's Sewer Use Ordinance."

Sampling to date has not shown unacceptable concentrations of contaminants of concern (primarily metals). The groundwater system will be installed to intercept groundwater at the site boundary. After pretreatment, water will meet City of Atlanta Ordinance Discharge Criteria and may be disposed of in either the sanitary sewer or the stormwater management system. The comment expressing a preference for discharge of treated groundwater to the sanitary sewer will be forwarded to GA EPD. Other comments, questions and concerns related to the remediation of the Atlantic Steel site may be directed to the GA



EPD to assure the most accurate, up-to-date information. The Hazardous Waste Management Branch of the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources may be contacted at (404) 656-7802.

6. Comment: Maximize green spaces in order to soften the heat island effect and positively affect the community's social fabric.

Natural water bodies and their forested corridors and buffers must remain intact and be extended, enhanced and integrated into the landscape to offset the heat island effect and to filter out air pollutants. The entire site must be reforested to the maximum extent possible. Buildings, roads, parking, and the landscape must be designed to minimize the heat reflection and ozone production.

Protect existing greenfields on the property; add green areas and trees where practicable.

Response: The City of Atlanta zoning requirements include a condition that a minimum of seven acres of the site must be open space. While protection of existing trees and green spaces is a goal that both EPA and the project sponsor share, many of the existing trees are likely to be removed as the redevelopment proceeds. Remediation and grading of the site may require removal of slag or other materials in order to protect human health and the environment. Removal of some existing trees and reconfiguration of green spaces is an inevitable by-product of a remediation and redevelopment of this size, density and complexity. The project sponsor will implement a comprehensive landscape plan to replace trees and vegetation and help offset the heat island effect. In addition, a sustainable legal entity will be responsible for managing both natural and recreational spaces on the redevelopment. A revised site design will be included in the Final Project Agreement. Size, location, and nature of green spaces and parks will be shown on the revised site design.

An important factor regarding preservation of open space is that a development of the same square footage as Atlantic Steel would consume substantially more acres of open/green space if it were built in suburban or outlying sites consistent with current development patterns in the Atlanta region. Because of the lower density of construction in outlying sites, nearly 10 times more open space might be eliminated. This estimate is supported by an analysis of growth and development patterns in the Atlanta region and documented in *Appendix G*:



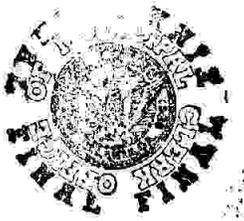
Transportation and Environmental Analysis of the Atlantic Steel Development.
Developments in suburban locations would likely result in consumption of substantial amounts of regional open space.

Another important consideration is that the Atlantic Steel redevelopment will result in the clean-up of a brownfield. EPA has not analyzed the specific benefits of brownfield clean-up in this location. However, the federal government, numerous states and cities have made brownfield clean-up and redevelopment a priority because such actions result in economic, health, and aesthetic benefits.

National Smelting and Refining Company

7. Comment: There were a number of comments concerning property across the railroad tracks north of the Atlantic Steel site. The property was formerly owned and operated by National Smelting and Refining Company. Primary concerns about the National Smelting and Refining Site related to airborne emissions and off-site migration of lead in soils and surface water.

Response: In the early 1990's, EPA and several companies conducted a removal action at the Site under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, also known as Superfund). EPA's Superfund program is currently reevaluating the Site to take into consideration the proposed changes in future use of the Atlantic Steel property, and potential changes in future use of the National Smelting site. As part of the reevaluation, EPA is conducting additional sampling at the site to determine whether any residual hazardous substances could pose an unacceptable risk to workers and residents if the Atlantic Steel property and the National Smelting site are developed. If EPA determines that the site presents an unacceptable risk to human health and welfare or the environment, EPA will evaluate options for reducing or eliminating those risks. Under CERCLA, the public will have an opportunity to submit comments to EPA at major decision points unless EPA determines that a "time-critical" removal is necessary. Under CERCLA, when EPA determines that it must undertake a removal action in a time-critical situation to protect human health and the environment, public comment is not solicited prior to the removal action. This is consistent with the statute and regulations regarding Superfund time-critical removal actions.



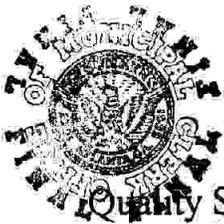
Air issues

8. Comment: Place ambient air monitors and air toxic monitors to measure current levels of localized air pollutants.

Response: The Remediation Plan for Atlantic Steel includes on-site air monitoring during clean-up. However, the plan has not yet been finalized and approved by GA EPD. The type, number and placement of the monitors will be determined in the final Remediation Plan. The Remediation Plan is expected to be approved by GA EPD in the near future and will be included as an appendix to the Final Project Agreement. Further information on air monitoring during site clean-up may be obtained by contacting the Hazardous Waste Management Branch of the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources at (404) 656-7802.

EPA shares the goal of assuring that levels of localized air pollutants remain acceptable. As part of its effort to determine the overall environmental effects of this project, EPA analyzed whether, if the Atlantic Steel site were developed, additional traffic would cause localized Carbon Monoxide (CO) "hot spots." The EPA analysis indicates that CO hot spots would not occur. Areas where CO may increase are generally those that currently enjoy a low CO concentration and would not rise to levels of concern. Additional CO analysis is underway but is not expected to significantly alter these results. Results of all EPA analyses will be available on the Project XL web site [<http://www.epa.gov/ProjectXL>] as they are completed.

As part of its overall air quality program, the State of Georgia places ambient air monitors in various locations to monitor levels of air pollution. The placement of ambient air monitors in Georgia is handled by EPD. Current locations of ambient air monitors in the State of Georgia are listed at: <http://uam.air.dnr.state.ga.us/amp/index.html>. (For example, to find out the monitoring locations for SO₂, click on the SO₂ entry for "today", "yesterday", "-2 days", or "-3 days". From that page choose "Location of Georgia's Sulfur Dioxide Monitors" (Map)). EPA works closely with GA EPD to ensure that national and regional air quality goals are met. Further information on the location of ambient air monitors in Georgia may be obtained by contacting the Air Branch of EPD at (404) 363-7000. Information on National Ambient Air



Quality Standards is available by contacting Karen Borel of EPA Region 4 at (404) 562-9029.

Bridge

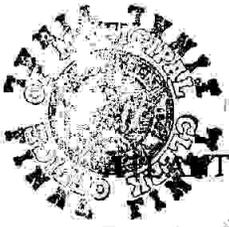
9. Comment: The proposed 17th Street bridge/interchange's primary function must be to encourage the use of new transit, biking, and walking. Shuttle buses must meet all Arts Center train arrivals and departures. Sidewalks must be covered, noise proof, and a joy to walk. Bike lanes must be separate, safe and easy to use.

Response: EPA agrees that the 17th Street bridge must include designated transit, bike, and pedestrian lanes. As noted in Section VII.B.1. of the draft Phase 1 Agreement, EPA expects to approve the State Implementation Plan (SIP) containing the Atlantic Steel Redevelopment Transportation Control Measure (TCM) if the bridge includes, at a minimum, right-of-way for and capacity to accommodate transit, pedestrian walkways, and bicycle lanes. The final design of the bridge has been and will continue to be the subject of extensive discussion by stakeholders, including but not limited to EPA, the project sponsor, community groups, the City of Atlanta, Georgia DOT, FHWA, and FTA.

The project sponsor has made an enforceable commitment in the Phase 1 Project Agreement to operation of a linkage from the Atlantic Steel site to mass transit at the Arts Center MARTA station. The project sponsor has also given EPA a letter committing to run the shuttle service from 6:00 am to 10:00 pm on weekdays, and 9:00 am to 12:00 am on weekends, with 10 minute headways.

A covered pedestrian walkway was depicted in a preliminary concept drawing of the bridge cross-section. However, as noted above, the final design of the bridge is still under discussion. One goal shared by all parties to the discussions is pedestrian-friendliness. Suggestions that the walkway should be covered will be forwarded to GA DOT and the project sponsor.

Other issues



ATLANTIC STEEL TCM PROJECT SUBMITTAL

Introduction

Land use impacts on travel demand and vehicle emissions have emerged as an important topic regarding the Atlanta region's ability to demonstrate conformance with the requirements of the Clean Air Act Amendments of 1990 (CAA). Aspects of land use including residential and employment density, intermixing of uses, and street connectivity have been found to be predictors of modal choice, trip duration, vehicle miles traveled (VMT), cold start trip generation and mean trip speed when controlling for demographic factors. These are the same aspects of travel demand used as inputs into the Mobile 5A emissions model used currently by the Atlanta Regional Commission.

As a method of proving the value of appropriate land development practices on emission reductions, the City of Atlanta has submitted the Atlantic Steel project as a transportation control measure (TCM). TCM's are defined by the federal government as "measures with the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions (40 CFR 93).

TCM projects are included in a State Implementation Plan (SIP) and must offer quantifiable measures to achieve this goal. The United States Environmental Protection Agency (EPA) Office of Policy, Planning and Evaluation study entitled 'Transportation and Environmental Impacts of Infill versus Greenfield Development' demonstrated that, in some cases, locating new development on centrally located infill sites produces air quality benefits compared to locating such development on greenfield sites at urban fringes (Appendix A).

Project Description

To facilitate consideration of this project as a TCM during the Atlanta region's air quality conformity lapse for ground level ozone standards, the EPA offered regulatory flexibility through the Project XL program. The Agency signed a Phase One Project Agreement with Jacoby Development Corporation that includes the construction of a bridge and Interstate 75/85 interchange modification accessing the 138 acre, former steel mill site. The site represents a unique opportunity to integrate a large-scale development into the existing fabric of midtown Atlanta. The bridge will contain pedestrian, transit, and vehicular connectivity between the eastern and western portions of Midtown Atlanta.



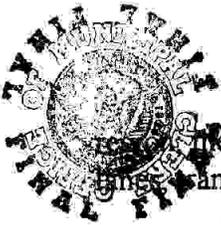
Project XL Phase One Project Agreement stipulates that construction of the 17th street bridge and redevelopment of the site itself are to be considered as the transportation control measure. That is, the site's location, infrastructure and building design in combination with transit and other transportation elements, (i.e. bicycle lanes) must demonstrate an air quality benefit. This benefit must be an enforceable measure proven through specific activities, such as the construction of the bridge and the formation of a Transportation Management Association (TMA). The enforceability of the specific measures of the TCM must be demonstrated in order to be included as an amendment to the State Implementation Plan (SIP).

Additionally, underpinning the air quality benefit, is the idea that emissions generated from the specific development form and amenities of this site compare favorably with emissions generated by an equivalent amount of development at other likely sites in the region, as well as in comparison with average regional emissions. This assumes that the Atlanta region will continue to grow during the next twenty years and that more of this growth will occur at peripheral regional locations. The project sponsor believes that the Atlantic Steel development will reduce (relative to the baseline for ozone emissions) emissions of ozone precursors-volatile organic compounds (VOC's) and nitrogen oxides (NOx). Based upon EPA modeling efforts, the project sponsor also believes that emissions generated by this site will not produce localized hot spots exceeding National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO).

As an innovative project that takes into account site planning and design, as well as the real estate market, the Atlantic Steel development is subject to several external factors that will influence its effectiveness as a transportation control measure. This includes a continued positive regional economy allowing for market absorption of the proposed mix of uses for the site, continued political support and funding at the State level for major transportation improvements and behavioral changes that lead to increased use of alternative modes of transportation.

Emissions Calculations

Through efforts of the EPA, an analysis of regional transportation and air emissions performance was undertaken for three comparable sites. The EPA used ARC's version of the Tranplan model applied to the Atlanta metropolitan region. The EPA investigated the production of VOC's and NOx based upon two variables-vehicle miles traveled (VMT) and an aggregate number of trips. Carbon monoxide (CO) was analyzed comparing a "no-build" scenario to a "build" scenario. The "no-build" scenario comprises the expected and committed roadway network assuming the project was located elsewhere in the



The "build" scenario assumed the site's internal roads, bicycle lanes, transit, new ramps, and the proposed 17th street bridge.

To assist with the analysis of the site's specific effect on emissions, the EPA hired the firm of Duany, Plater-Zyberk (DPZ) to identify additional design features that would make non-motorized modes of transportation viable. These features included street connectivity and interface with transit, transit density, project density and mix of use of blocks (activity diversity). Due to the complexity and duration of build-out, it is not practical to include an enforceable, detailed site design in the SIP. For example, it would be burdensome for the State to revise the SIP each time the site design changed. Instead, this TCM application contains site design criteria and target values. Including these measures in the TCM and eventually in the SIP will ensure that the redevelopment incorporates elements that help to achieve emissions reductions by supporting alternatives to single occupancy vehicles for trips made to, from, and on the site.

The ARC also modeled the impacts of this project. Both the EPA and the ARC concluded that the project performs favorably when compared with other sites and the regional average. Details outlining emissions calculations from the EPA are included as Appendix B. The most recent version of the site plan for the project is attached as Appendix C. The site plan is construed only to be an example of a site design meeting the performance measures described in the monitoring plan, below.

Capital/Operating Costs

Capital costs associated with redevelopment of the Atlantic Steel site derive from several sources. Initially, the site requires significant infrastructure expense to achieve the goals stipulated above. Although not a direct transportation/air quality component, remediation of the site is a necessary precondition for development. Presently, the estimated cost of remediation is \$10 million, which will be paid by the sellers of the property with funds from the purchase price.

The value of the land after remediation is conservatively estimated at \$1 million per acre. Of the 138 acres, 45 acres are scheduled for right of way acquisition on both sides of Interstate 75/85; this includes roads, sidewalks, transit, bicycle lanes and green space. The land will be dedicated by the developer to the City of Atlanta, the State of Georgia or MARTA as appropriate without cost to these entities. The estimated value of the dedication is \$45 million.



There are several financing mechanisms available to assist with funding for sidewalks and bicycle lanes. The City of Atlanta has adopted an ordinance calling for the collection of Transportation Impact Fees. Fees are based upon a cost per peak hour VMT less property tax credit assessed on an amount of square feet for different building types. A developer can request a waiver of impact fees of similar magnitude provided the improvements are made as part of the project. Fees are collected at the time a building permit is issued. Appropriate expenditures of fees include projects that promote pedestrian activity, bicycling, mass transit and other alternatives to automobile transportation. As per the current site plan, transportation impact fees for phase one of the project are approximately \$2.8 million. Estimates based upon phase two and three development plans are approximately \$9.7 million.

An alternative method of financing improvements is a Tax Allocation District (TAD) which can issue bonds against anticipated revenues to pay for the infrastructure improvements. The estimated value of the project when completed is \$2 billion. A conservative estimate of the tax revenues from the TAD, based on the \$2 billion value, is \$200 million to spend on infrastructure improvements.

Current estimates for the construction of roads, sidewalks and sewers are \$15 million; preliminary architectural and engineering costs are estimated to be \$12 million. Specific cost components and timetables for development and completion can be found in Appendix D.

The cost of the multi-modal bridge across Interstate 75/85 is estimated to be \$40 million; there is an additional \$12 million cost to purchasing land and buildings on the eastside of the Interstate. The Georgia Department of Transportation has committed to contributing \$50 million to pay for the bridge and the requisite right-of-way on the eastside of the Interstate 75/85 connector (Appendix E).

There are also operating costs associated with the development of the TCM. This includes the cost of operating an interim shuttle service to satisfy transit obligations and a Transportation Management Association (TMA) to gather performance measurement data to evaluate emissions benefits and to operate alternative transportation programs.

The developer will provide an interim rubber tire shuttle service connecting the Atlantic Steel site with the MARTA Arts Center Station. The service will begin operation immediately after construction of the 17th street bridge. The developer will operate this service until MARTA or other (quasi) governmental entity assumes responsibility for a mass transit linkage. The shuttle will operate on a dedicated transit lane with



projected initial headways of ten minutes; initially there will be two rubber-tire trolley cars with a capacity of 28 persons.

Exclusive of right-of-way, hard costs associated with the shuttle service are estimated at \$5.5 million; annual operations should be approximately \$500,000. The duration of this obligation is for ten (10) years from the date that the 17th street bridge opens to all modes of transportation, or until an appropriate agency operates a fixed mass transit link, whichever is less.

A TMA is to be formed for the midtown area of the City of Atlanta. Start-up costs for the TMA are \$150,000. Annual operating costs will be in the range of \$250,000. The City of Atlanta has placed the creation of a Midtown TMA in the Regional Transportation Plan. Initial financial support will either come from the developer or the ARC. As the TMA progresses, participants (i.e. employers, property managers) will pay dues to support the operation of the organization.

Monitoring Plans (Tracking and Evaluation)

The City of Atlanta, as project sponsor, has committed the project developer to certain activities confirming the monitoring of several elements of the TCM through zoning conditions placed on the project. The TCM measures apply to the current developer and all subsequent developers of the property in accordance with City of Atlanta Ordinance 98-0-0080. Relevant conditions include: development and concurrency of residential and non-residential components of the project; development of 17th street as a mixed use street; construction of bicycle lanes; creation of and maintenance of open space; incorporation of transit to the MARTA Arts Center station from the site; development of a transportation management plan, including support for and participation in a TMA; and the necessity of having the 17th street bridge under contract for construction before building permits are issued for the site.

These measures ensure that the site design maximizes pedestrian and bicycle connectivity, transit connections, and activity diversity. Before construction occurs, the developer is required to submit a site plan to the Bureau of Buildings of the City of Atlanta for approval. The zoning conditions are listed in Appendix E; compliance is enforceable.

A second component of project monitoring concerns the design of the 17th street bridge. The Georgia Department of Transportation (GDOT) will ensure, through the Interchange Justification Report (IJR), submitted to FHWA, that the bridge is designed for rail transit, has adequate width for sidewalks



and contains dedicated bicycle lanes. The FHWA approves the IJR. The District will not be constructed without these elements. The GDOT and City of Atlanta meet bi-monthly on state sponsored and funded projects. The bridge and 17th street will be a designated state road during construction.

A third component of the monitoring plan is that the developer will submit copies of the site plan, with revisions, to the City of Atlanta, the ARC, EPD, and EPA (Region IV) annually after the bridge opens to traffic until the project is built-out. This will be part of the annual TCM monitoring report.

Fourth, at the time that the project reaches two-thirds (2/3) build-out or after six years from the date that the bridge opens to all forms of transit (whichever comes first), the site will be compared with the four site design criteria targets listed in Table 1 to evaluate whether the site meets or will meet the criteria. If the site design at two-thirds build-out does not meet or exceed the target values, the developer must submit and implement a revised final site plan that does. Project build-out is defined as the amount of development allowed under the conditions of zoning for the Atlantic Steel project.

Enforceability

This TCM be subject to the same enforceability considerations and constraints applicable to any TCM as required by the Clean Air Act and its implementing regulations. Many of the performance measures and monitoring conditions described above are designed to meet and exceed the requirements of the Clean Air Act and its implementing regulations for TCM's. By utilizing minimum target values for the site design criteria, instead of mandating a specific site design, flexibility is afforded to the monitoring and enforcement process needed to make the project successful. Specific enforceable considerations are summarized above, in the discussion of the performance measures, in the zoning conditions required by the City of Atlanta and in the Final Project Agreement under EPA's Project XL program.

Table 1

Site Design Criteria

Criterion
Description
Target Value



Overall Density

Total number of people (residents + employees) on the Atlantic Steel site.

| 12,000

Average Transit-Oriented Density

Average number of people (residents + employees) per net acre within a quarter mile of a transit stop. The transit stop may be on or off site.

| 180

Activity Diversity

Percent of blocks with mixed uses. Blocks are defined in the traditional way, i.e., they are the area contained by streets. Classification of uses will be based on SIC codes.

| 33%

External Street Connectivity

Average distance (in feet) between ingress/egress streets on site boundary. This is calculated by dividing the length of the site's perimeter in feet by the number of ingress/egress streets.

ú 1000 feet unless the City of Atlanta specifies otherwise

Evaluation of Measure

The proposed TCM will be monitored annually, beginning in the year following the opening of the 17th street bridge to all modes of transportation. This will continue indefinitely thereafter in order to assess its effectiveness in reducing VMT and mobile source emissions. At a minimum, the project sponsor, will be responsible for collecting and maintaining data for the following three performance measures: 1) average daily VMT; 2) average daily VMT per employee working at the site; and 3) the percent of all combined trips made to and from the site by residents and employees in modes other than single occupancy vehicles (modal splits).

The developer, through its own contractor or through the TMA will collect the data described above and provide it to the City of Atlanta for submittal to the ARC and EPD annually beginning one year from the opening of the bridge to all modes of transportation and continuing indefinitely thereafter. The ARC will be responsible for deriving mobile source emissions obtained from this data. At any time, the City may choose to solicit other transportation information (i.e. travel cost, transit ridership) that may be beneficial for devising strategies to reduce VMT and single occupant automobile travel.



If the site is not meeting or exceeding performance targets contained in Table 2 at the time that the project has reached two-thirds (2/3) project build-out or six years after the 17th bridge opens to all modes of transportation, whichever occurs first, the developer will fund or identify funding for the establishment of a TMA, if employers and property managers are not participating in a TMA at that time.

At any time after the project is two-thirds built out or six years after the 17th street bridge opens to all modes of transportation, the site falls below performance targets contained in Table 2, the developer will be required to fund or identify funding for a TMA for a period of twenty (20) years from the applicable date. The TMA will consult with the City of Atlanta concerning implementation of additional alternative transportation programs that achieve the performance standards stipulated in Table 2. Examples of suggested programs are:

- π Transit discounts for on-site employees.
- π Increased provision of shuttle bus service or other transit service.
- π Increased parking rates, by time-of-day, by facility, and by parking type, as needed.
- π Reduction of available parking facilities or spaces.
- π Carpool/vanpool matching services.
- π Providing free or highly discounted annual regional transit passes with each residential unit (included in leases and property covenants).
- π Addition of traffic calming measures, such as raised pedestrian crosswalks, sidewalk bump-outs, diagonal on-street parking, or pedestrian islands.
- π Provisions and support for neighborhood car rental, car sharing systems, and real-time ridesharing services for residents and visitors.
- π Provision of additional facilities and amenities for non-SOV users such as bus shelters, bike racks and lockers, sidewalks, bike paths, park-and-ride facilities, telephones at shelters, newsstands, convenience retail, and daycare facilities.
- π Provision of guidance for telecommuting and alternative work schedules.
- π Employee Commuter Choice incentives-employees would be given the opportunity to purchase employer-discounted transit passes and vanpool benefits using pre-tax dollars.

Table 2

Performance Measures

Measure
Description



Target Value

VMT per resident

Average daily VMT for all trips made by residents living on the site.

ú 27

VMT per employee

Average daily VMT for trips to and from work for employees working on the site.

ú 11

Mode Split

Percent of all trips to, from and on the site made by residents and employees combined, using non-SOV modes.

| 25%

APPENDIX D

Project Measurements and Cost Estimates

Streets	28,000	linear ft
Sidewalks	60,000	linear ft
Right of Way	App. 40	acres
Green Space	5	acres
TOTAL Public Space	45	acres

Bike Lanes (within R.O.W.)	6,000	linear ft.
Transit Lanes (within R.O.W.)	8,000	linear ft.

Land/Streets/Utilities

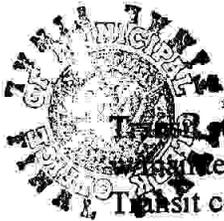
Purchase price of site	\$76.0M
Roads, sidewalks, transit	\$15.0M
Utilities	\$9.0M

Landscaping, Street furniture

Public amenities	\$24.0M
R.O.W. (40 acres)	40.0M
Public Space (5 acres)	5.0M
TOTAL	1,690M

Transit

R.O.W. (included in roads)	\$ 4.0M
----------------------------	---------



Transit stops assume 2A @ \$10M/A	\$2.0M
Maintenance facility	
Transit construction stops-Allowance w/maint.fac.	2.0M
Fleet For 10 min headways	
5 buses @ \$300,000 @	1.5M

Operations Annual

300,000 M/YR @.50	\$150,000
Subdivision	150,000
Overhead	150,000
Misc.	50,000
	\$500,000/YR

ROW - see page 3

Infrastructure

Water Sewer Roads/Sidewalks/Transit - *T.A.D

Performance Measures:

Total Density	12,000 (persons)
Transit Density (avg. per. w/ 1/2 mi.)	180
External Connectivity (avg. dist. Ingress/egress)	1000 ft.
Activity Diversity (per.of blk.mixed use)	33%

Overall Schedule

1999 Present through 12/31/99

2000 Process & approval through Regulatory

Agencies (EPD & SIP/TCM/ITIP

Begin Remediation and Infrastructure

Begin design of bridge

Institute T.A.D.

Through 12/31/2000

Complete Remediation & Infrastructure

Begin Vertical Development Phase I*

Construction Schedule



ATLANTA CITY COUNCIL

ROBERT L. (ROBB) PITTS
PRESIDENT

55 TRINITY AVENUE, S.W.
SUITE 2900
ATLANTA, GEORGIA 30335
TELEPHONE
(404) 330-6035
FACSIMILE
(404) 658-7551

September 29, 1999

Mr. Charles R. Brown
President
CRB Realty Associates, Inc.
P. O. Box 2246
Duluth, GA 30096

Dear Charlie:

I am very supportive of the Atlantic Steel Brownfield Project and believe that it will be a showpiece development for the City of Atlanta and a crown jewel in the future of this great city.

However, I have not heard any discussion of participation by legitimate minority and female entities in this project. I assume that this issue has been discussed internally by the development team.

Accordingly, please provide me with your plans to address this issue of minority and female participation in this project prior to the Council taking action on this matter on Monday, October 4, 1999.

I applaud your efforts and appreciate the benefits that this development will bring to the City of Atlanta.

Sincerely,

A handwritten signature in black ink, appearing to read "Robb Pitts".

Robb Pitts, President
Atlanta City Council

cc: Steve Labovitz

CRB REALTY ASSOCIATES

P.O. Box 2246
Duluth, GA 30096

770-622-7797

October 1, 1999

The Honorable Robb Pitts
President, Atlanta City Council
55 Trinity Avenue S.W.
Atlanta, Ga. 30335

Dear Robb:

Thank you for your support of the Atlantic Steel project and our application for creation of a tax allocation district. We are excited about the prospect of transforming this brownfield site into a transit-oriented mixed use community where people can live, work, and play in the heart of the City.

You have inquired about the development team's plans for minority participation in the project. We are pledged to the letter and spirit of City and federal policies for the achievement of equal opportunities for housing, employment, and contracting throughout the redevelopment. We will encourage and support an affirmative advertising and marketing program in which there are no barriers based on race, color, religion, sex, handicap, familial status, or national origin. Providing equal opportunities for participation in our economy is the "Atlanta Way," and Jacoby Development and CRB Realty support and endorse that goal.

Thanks again for your interest and support.

Sincerely,



Charles R. Brown

RCS# 1517
10/04/99
4:54 PM

Atlanta City Council

Regular Session

99-R-1344

AUTHORIZE THE CITY OF ATLANTA TO CREATE
ATL. STEEL BROWNFIELD REDEVELOPMENT AREA
AMEND/THOMAS *& MORRIS*

YEAS: 13
NAYS: 0
ABSTENTIONS: 0
NOT VOTING: 1
EXCUSED: 0
ABSENT 2

Y McCarty	Y Dorsey	Y Moore	Y Thomas
Y Starnes	B Woolard	B Martin	Y Emmons
Y Bond	Y Morris	Y Maddox	Y Alexander
Y Winslow	Y Muller	Y Boazman	NV Pitts

RCS# 1509
10/04/99
4:23 PM

Atlanta City Council

Regular Session

99-R-1344

AUTHORIZE THE CITY OF ATLANTA TO CREATE
ATL. STEEL BROWNFIELD REDEVELOPMENT AREA
AMEND/MORRIS

YEAS:	17	13	RDJ
NAYS:	0		
ABSTENTIONS:	0		
NOT VOTING:	2	1	
EXCUSED:	0		
ABSENT	2		

Y McCarty	Y Dorsey	Y Moore	Y Thomas
Y Starnes	B Woolard	B Martin	Y Emmons
Y Bond	Y Morris	Y Maddox	Y Alexander
Y Winslow	Y Muller	Y Boazman	NV Pitts

RCS# 1508
10/04/99
3:44 PM

Atlanta City Council

Regular Session

99-R-1344

AUTHORIZE THE CITY OF ATLANTA TO CREATE
ATL. STEEL BROWNFIELD REDEVELOPMENT AREA
AMEND/MOORE

YEAS: 13
NAYS: 0
ABSTENTIONS: 0
NOT VOTING: 1
EXCUSED: 0
ABSENT 2

Y McCarty	Y Dorsey	Y Moore	Y Thomas
Y Starnes	B Woolard	B Martin	Y Emmons
Y Bond	Y Morris	Y Maddox	Y Alexander
Y Winslow	Y Muller	Y Boazman	NV Pitts



Section 9. The City of Atlanta instructs the ADA, in implementing the Plan, to establish affirmative steps to employ people living in the City's Community Development Impact Areas and to ensure housing costs that provide living opportunities reflecting the range of incomes anticipated in the Atlantic Steel Brownfield Redevelopment Area.

Section 10. The City of Atlanta instructs the ADA, in implementing the Plan, to ensure that there is adequate provision for public community facilities and services including schools, parks, meeting rooms, fire and police services, *and to work to ensure pedestrian and other connectivity to and from the surrounding community.*

Section 11. The City of Atlanta intends to authorize the issuance of Tax Allocation Bonds and such other redevelopment bonds as may be necessary to implement provisions of the Redevelopment Plan as adopted by the Council of the City of Atlanta and approved by the Mayor.

Section 12. The City of Atlanta authorizes the use of the proceeds of such bonds by the ADA and the City of Atlanta for any and all eligible uses, including but not limited to costs of issuance of the Tax Allocation Bonds; professional services costs, including fees for architectural, engineering, and environmental services; environmental remediation and capping; public improvements, including streets, sewers and parks; roads, bridges, and utilities; parking facilities; and such other uses deemed necessary pursuant to provisions of the Redevelopment Plan and the Redevelopment Powers Law.

Section 13. The property proposed to be pledged for payment or as security for payment of Tax Allocation Bonds will include the positive ad valorem tax allocation increments derived from the aforesaid Tax Allocation District. Pursuant to O.C.G.A. sections 36-44-8(3)(F), 36-44-9, 36-44-14, and 36-44-20, to the extent said ad valorem increments are insufficient to pay the principal and interest on the bonds, the pledged property also will include the portion of general fund revenues derived from the District that is attributable to local option sales taxes collected in the District for a period of ten (10) years beginning January 1, 2000 and ending December 31, 2009. *Local option sales taxes collected in the District shall be pledged each year only to the extent that the positive ad valorem tax increments are insufficient to pay the principal and interest in said year or to the extent required in the bond resolution.*

Section 14. *The letter from Council President Robb Pitts to CRB Realty dated September 29, 1999 regarding CRB Realty's commitment to minority participation, and the letter from CRB Realty responding to the above stated letter from Mr. Pitts' dated October 1, 1999 shall be attached to the resolution as Exhibit IV(a) & (b).*

Section 15. All resolutions and parts of resolutions in conflict with this resolution are hereby rescinded to the extent of any such conflict.

OMC-Amendment Incorporated 10/6/99 by CPT
OMC- Incorporated Amendment Corrected 10/21/99 by RDJ

ATLANTA CITY COUNCIL

LEGISLATION

CORRECTION

DATE OF ADOPTION: October 04, 1999

TYPE OF LEGISLATION and ID NUMBER:

Ordinance

Resolution

Report

Communication

Other

99-R-1344

CORRECTION: to section 1, 2, 3 and reorganization of sections on page 2 + 3. (see attached pages for a more extensive explanation)

PROCESSED BY:

WTH

DATE:

10/21/99

Corrected Copies

- ~~Correction made to Images File~~
- Filed in Vault (Original Legislation File)
- ~~Filed in Olivia's Meeting File Copy~~
- Filed in Rhonda's Error File
- ~~Given to Department Requesting Correction~~
- ~~File given to OPW RDJ for redistribution~~
- Redistribution Completed Date 10/21/99 *WTH*
- ~~Redistributed Accordingly~~
- ~~Redistributed to Microfilm Accordingly~~

- 1) Receive a) original striped copy, b) the corrected copy of applicable legislation, and a memo supporting the request for correction from the requesting department.
- 2) Proof corrected version of the legislation against the original copy.
- 3) Stamp corrected copy with CORRECTED COPY Stamp
- 4) Re-strip corrected legislation if necessary.
- 5) Distribute as listed above.



WHEREAS, the Atlanta Development Authority (hereinafter "ADA") has prepared a Redevelopment Plan for the Atlantic Steel Brownfield Area pursuant to O.C.G.A. § 36-44-3(9); and

WHEREAS, the Council of the City of Atlanta desires to adopt the Atlantic Steel Brownfield Redevelopment Plan and create the Tax Allocation Bond District Number Two – Atlantic Steel.

NOW, THEREFORE, THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA HEREBY RESOLVES as follows:

Section 1. The Atlantic Steel Brownfield Redevelopment Plan, which is attached as Exhibit A to the Resolution, is amended by deleting the boundary map on page 14 and replacing it with the boundary map attached to this amendment as Exhibit I.

Section 2. The Atlantic Steel Brownfield Redevelopment Plan is further amended by inserting into Appendix 1 of the Plan the list of parcels attached to this amendment as Exhibit II.

Section 3. The Atlantic Steel Brownfield Redevelopment Plan is further amended by inserting into Appendix 2 of the Plan the boundary description attached to this amendment as Exhibit III.

Section 4. The City of Atlanta adopts the attached Atlantic Steel Brownfield Redevelopment Plan (hereinafter "Redevelopment Plan") as prepared by the ADA as the Redevelopment Plan for the aforesaid area.

Section 5. The City of Atlanta creates Tax Allocation District Number Two – Atlantic Steel pursuant to the Redevelopment Plan and Redevelopment Powers Law.

Section 6. Tax Allocation District Number Two – Atlantic Steel is hereby created as of December 31, 1999, and shall continue in existence for twenty-five years thereafter.

Section 7. The City of Atlanta hereby establishes the estimated Tax Allocation Increment Base of \$7, 466,140. The property taxes to be used for computing tax allocation increments are specified in the attached Redevelopment Plan and incorporated herein by reference.

Section 8. The City of Atlanta designates the ADA to serve as its redevelopment agent to implement the provisions of the Redevelopment Plan and to effectuate the redevelopment of the Atlantic Steel Brownfield Area pursuant to the Redevelopment Plan and the Redevelopment Powers Law. **The ADA shall provide biannual reports to the City Council and the committees of purview on the activity of the district.**

Section 9. The City of Atlanta instructs the ADA, in implementing the Plan, to establish affirmative steps to employ people living in the City's Community Development

This language was inserted in error on 10/6/99 due to staff misinterpretation of F. Moore's Council Floor Amendment. Correction made on 10/21/99



Impact Areas and to ensure housing costs that provide living opportunities reflecting the range of incomes anticipated in the Atlantic Steel Brownfield Redevelopment Area.

Replace with corrected

Section 10. The City of Atlanta instructs the ADA, in implementing the Plan, to ensure that there is adequate provision for public community facilities and services including schools, parks, meeting rooms, fire and police services, and to work to ensure pedestrian and other connectivity to and from the surrounding community.

Section 11. The City of Atlanta intends to authorize the issuance of Tax Allocation Bonds and such other redevelopment bonds as may be necessary to implement provisions of the Redevelopment Plan as adopted by the Council of the City of Atlanta and approved by the Mayor.

Section 12. The City of Atlanta authorizes the use of the proceeds of such bonds by the ADA and the City of Atlanta for any and all eligible uses, including but not limited to costs of issuance of the Tax Allocation Bonds; professional services costs, including fees for architectural, engineering, and environmental services; environmental remediation and capping; public improvements, including streets, sewers and parks; roads, bridges, and utilities; parking facilities; and such other uses deemed necessary pursuant to provisions of the Redevelopment Plan and the Redevelopment Powers Law.

Section 13. The property proposed to be pledged for payment or as security for payment of Tax Allocation Bonds will include the positive ad valorem tax allocation increments derived from the aforesaid Tax Allocation District. Pursuant to O.C.G.A. sections 36-44-8(3)(F), 36-44-9, 36-44-14, and 36-44-20, to the extent said ad valorem increments are insufficient to pay the principal and interest on the bonds, the pledged property also will include the portion of general fund revenues derived from the District that is attributable to local option sales taxes collected in the District for a period of ten (10) years beginning January 1, 2000 and ending December 31, 2009. Local option sales taxes collected in the District shall be pledged each year only to the extent that the positive ad valorem tax increments are insufficient to pay the principal and interest in said year or to the extent required in the bond resolution.

Section 14. The letter from Charles R. Brown, President of CRB Realty Associates, Inc. dated October 1, 1999, regarding the CRB Realty development team's commitment to minority participation, as written in response to Council President Robb Pitts' letter to CRB Realty dated September 29, 1999, shall be attached to the resolution as Appendix J.

Section 15. All resolutions and parts of resolutions in conflict with this resolution are hereby rescinded to the extent of any such conflict.

OMC-Amendment Incorporated 10/6/99 by CPT

A true copy,
Rhonda Daughen Johnson
Municipal Clerk, OMC

ADOPTED as amended by Council
APPROVED by the Mayor

October 04, 1999
October 05, 1999



Impact Areas and to ensure housing costs that provide living opportunities reflecting the range of incomes anticipated in the Atlantic Steel Brownfield Redevelopment Area.

Section 10. The City of Atlanta instructs the ADA, in implementing the Plan, to ensure that there is adequate provision for public community facilities and services including schools, parks, meeting rooms, fire and police services, and to work to ensure pedestrian and other connectivity to and from the surrounding community.

Section 11. The City of Atlanta intends to authorize the issuance of Tax Allocation Bonds and such other redevelopment bonds as may be necessary to implement provisions of the Redevelopment Plan as adopted by the Council of the City of Atlanta and approved by the Mayor.

Section 12. The City of Atlanta authorizes the use of the proceeds of such bonds by the ADA and the City of Atlanta for any and all eligible uses, including but not limited to costs of issuance of the Tax Allocation Bonds; professional services costs, including fees for architectural, engineering, and environmental services; environmental remediation and capping; public improvements, including streets, sewers and parks; roads, bridges, and utilities; parking facilities; and such other uses deemed necessary pursuant to provisions of the Redevelopment Plan and the Redevelopment Powers Law.

Section 13. The property proposed to be pledged for payment or as security for payment of Tax Allocation Bonds will include the positive ad valorem tax allocation increments derived from the aforesaid Tax Allocation District. Pursuant to O.C.G.A. sections 36-44-8(3)(F), 36-44-9, 36-44-14, and 36-44-20, to the extent said ad valorem increments are insufficient to pay the principal and interest on the bonds, the pledged property also will include the portion of general fund revenues derived from the District that is attributable to local option sales taxes collected in the District for a period of ten (10) years beginning January 1, 2000 and ending December 31, 2009. Local option sales taxes collected in the District shall be pledged each year only to the extent that the positive ad valorem tax increments are insufficient to pay the principal and interest in said year or to the extent required in the bond resolution.

Section 14. The letter from Charles R. Brown, President of CRB Realty Associates, Inc. dated October 1, 1999, regarding the CRB Realty development team's commitment to minority participation, as written in response to Council President Robb Pitts' letter to CRB Realty dated September 29, 1999, shall be attached to the resolution as Appendix J.

Section 15. All resolutions and parts of resolutions in conflict with this resolution are hereby rescinded to the extent of any such conflict.

OMC-Amendment Incorporated 10/6/99 by CPT

COUNCIL FLOOR AMENDMENT FORM #4

COUNCIL MEMBER: Thomas, Morris DATE: October 4, 1999

ORDINANCE I.D. #: _____ RESOLUTION I.D. #: 99-R-1344

PAGE #: 3 SECTION: 13

PARAGRAPH: _____ LINE: _____

CAPTIONS: Blue Back Legislation

AMENDMENT:

amend Section 13 to add the following
sentence to the end thereof:
Local option sales taxes collected
in the District shall be pledged each year
only to the extent that the positive ad
valorem tax increments are insufficient
to pay the principal and interest in
said year or to the extent required
in the bond ^{resolution} indenture.

Approved
by [Signature] Vote
(RES # 1517)

OMC - Amendment Incorporated 10/6/99 by CRT

COUNCIL FLOOR AMENDMENT FORM

#3

COUNCIL MEMBER: MORRIS DATE: 10/4/99

ORDINANCE I.D. #: ~~99-1344~~ RESOLUTION I.D. #: 99-R-1344

PAGE #: _____ SECTION: 10

PARAGRAPH: _____ LINE: _____

CAPTIONS: Blue Back Legislation

AMENDMENT:

Add to end of Section 10:

and to work to ensure ^{pedestrian and other} connectivity to and from the surrounding community.

Approved by
Roll Call Vote

OMC - Amendment Incorporated 10/6/99 by CPY

Section 9. The City of Atlanta instructs the ADA, in implementing the Plan, to establish affirmative steps to employ people living in the City's Community Development Impact Areas and to ensure housing costs that provide living opportunities reflecting the range of incomes anticipated in the Atlantic Steel Brownfield Redevelopment Area.

Section 10. The City of Atlanta instructs the ADA, in implementing the Plan, to ensure that there is adequate provision for public community facilities and services including schools, parks, meeting rooms, fire and police services.

Section 11. The City of Atlanta intends to authorize the issuance of Tax Allocation Bonds and such other redevelopment bonds as may be necessary to implement provisions of the Redevelopment Plan as adopted by the Council of the City of Atlanta and approved by the Mayor.

Section 12. The City of Atlanta authorizes the use of the proceeds of such bonds by the ADA and the City of Atlanta for any and all eligible uses, including but not limited to costs of issuance of the Tax Allocation Bonds; professional services costs, including fees for architectural, engineering, and environmental services; environmental remediation and capping; public improvements, including streets, sewers and parks; roads, bridges, and utilities; parking facilities; and such other uses deemed necessary pursuant to provisions of the Redevelopment Plan and the Redevelopment Powers Law.

Section 13. The property proposed to be pledged for payment or as security for payment of Tax Allocation Bonds will include the positive ad valorem tax allocation increments derived from the aforesaid Tax Allocation District. Pursuant to O.C.G.A. sections 36-44-8(3)(F), 36-44-9, 36-44-14, and 36-44-20, to the extent said ad valorem increments are insufficient to pay the principal and interest on the bonds, the pledged property also will include the portion of general fund revenues derived from the District that is attributable to local option sales taxes collected in the District for a period of ten (10) years beginning January 1, 2000 and ending December 31, 2009 .

Section 14. All resolutions and parts of resolutions in conflict with this resolution are hereby rescinded to the extent of any such conflict.

COUNCIL FLOOR AMENDMENT FORM (#2)

COUNCIL MEMBER: Brauzman DATE: Sept. 3, 99

ORDINANCE I.D. #: 99-R-1344 RESOLUTION I.D. #: _____

PAGE #: _____ SECTION: New section 14

PARAGRAPH: _____ LINE: _____

CAPTIONS': Blue Back Legislation

AMENDMENT:

Explanation:
To (letter from CRB Realty)
Attach 1 regarding commitment
to minority participation as
An exhibit to 99-R-1344
letter attached.

New Section 14

Scrivener's Note RDJ

Renumber existing Section 14
as Section 15; designate
Attachment as Exhibit J

Approved
By Voice Vote

OMC-Amendment Incorporated 10/6/99 by CRT

amendment # 2
by Councilmember
Boazman
approved 10/4/99
COPY

CRB REALTY ASSOCIATES

P.O. Box 2246
Duluth, GA 30096

770-622-7797

October 1, 1999

The Honorable Robb Pitts
President, Atlanta City Council
55 Trinity Avenue S.W.
Atlanta, Ga. 30335

Dear Robb:

Thank you for your support of the Atlantic Steel project and our application for creation of a tax allocation district. We are excited about the prospect of transforming this brownfield site into a transit-oriented mixed use community where people can live, work, and play in the heart of the City.

You have inquired about the development team's plans for minority participation in the project. We are pledged to the letter and spirit of City and federal policies for the achievement of equal opportunities for housing, employment, and contracting throughout the redevelopment. We will encourage and support an affirmative advertising and marketing program in which there are no barriers based on race, color, religion, sex, handicap, familial status, or national origin. Providing equal opportunities for participation in our economy is the "Atlanta Way," and Jacoby Development and CRB Realty support and endorse that goal.

Thanks again for your interest and support.

Sincerely,



Charles R. Brown



Floor Amendment # 2
by Councilmember
Boazman approved
10/4/99
Copy

ATLANTA CITY COUNCIL

ROBERT L. (ROBB) PITTS
PRESIDENT

55 TRINITY AVENUE, S.W.
SUITE 2900
ATLANTA, GEORGIA 30335
TELEPHONE
(404) 330-6035
FACSIMILE
(404) 658-7551

September 29, 1999

Mr. Charles R. Brown
President
CRB Realty Associates, Inc.
P. O. Box 2246
Duluth, GA 30096

Dear Charlie:

I am very supportive of the Atlantic Steel Brownfield Project and believe that it will be a showpiece development for the City of Atlanta and a crown jewel in the future of this great city.

However, I have not heard any discussion of participation by legitimate minority and female entities in this project. I assume that this issue has been discussed internally by the development team.

Accordingly, please provide me with your plans to address this issue of minority and female participation in this project prior to the Council taking action on this matter on Monday, October 4, 1999.

I applaud your efforts and appreciate the benefits that this development will bring to the City of Atlanta.

Sincerely,

Robb Pitts, President
Atlanta City Council

cc: Steve Labovitz

Council 10/4/99
FLOOR AMENDMENT (#1)

RESOLUTION 99-R-1344

BY COUNCILMEMBER MOORE

Section 1. The Atlantic Steel Brownfield Redevelopment Plan, which is attached as Exhibit A to the Resolution, is amended by deleting the boundary map on page 14 and replacing it with the boundary map attached to this amendment as Exhibit I.

Section 2. The Atlantic Steel Brownfield Redevelopment Plan is further amended by inserting into Appendix 1 of the Plan the list of parcels attached to this amendment as Exhibit II.

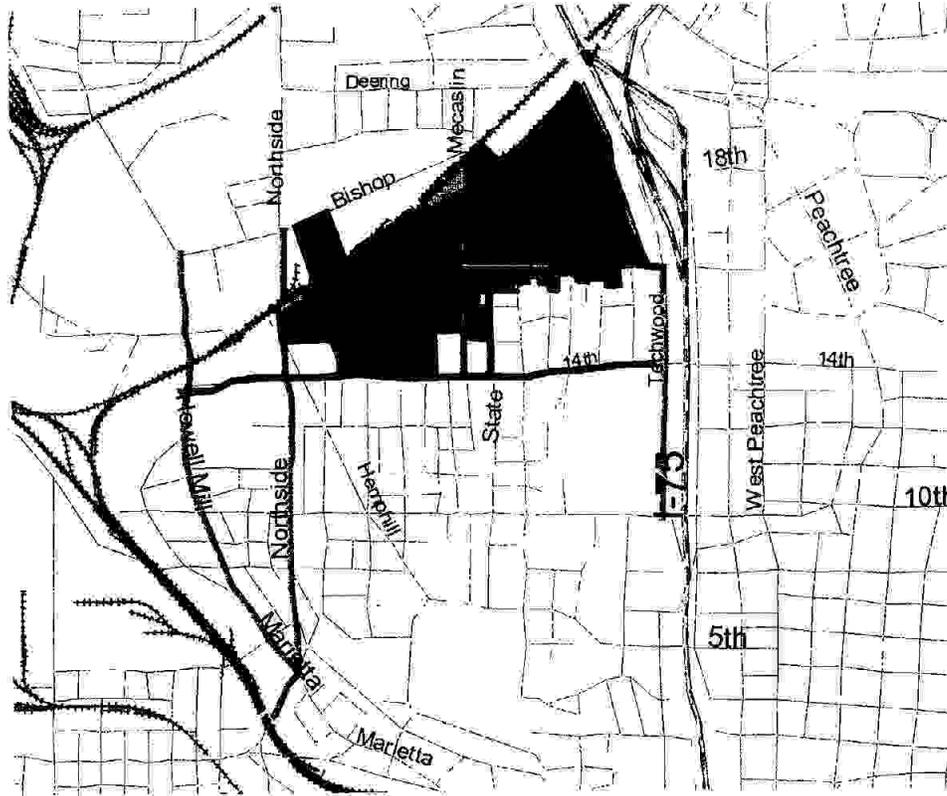
Section 3. The Atlantic Steel Brownfield Redevelopment Plan is further amended by inserting into Appendix 2 of the Plan the boundary description attached to this amendment as Exhibit III.

OMC Amendment Incorporated 10/6/99 by CRT

Approved by
Roll Call Vote
(RES #1508)

Removed & Replaced per
Floor Amendment #1 by
Councilmember Moore Approved
10-4-99

Atlantic Steel Brownfield Tax Allocation Distinct Boundary



-  Railroads
-  Atlantic Steel Brownfield TAD Parcels
-  Atlantic Steel Brownfield TAD Boundary
-  Atlantic Steel Brownfield TAD Corridors
-  Streets
-  Expressway



ADA
7-15-99

Removed & Replaced per
Floor Amendment #1
by Councilmember Moore
approved 10/4/99

APPENDIX 1

Boundaries of Atlantic Steel Brownfield TAD

Parcels Identification Numbers:

17 0108 0005 054
17 0108 0007 096
17 0108 0007 110
17 0108 0007 003
17 0108 0005 013
17 0108 0005 014
17 0108 0005 015
17 0108 0005 016
17 0108 0005 017
17 0108 0005 019
17 0108 0005 059
17 0108 0005 056
17 0108 0005 055
17 0108 0007 026
17 0108 0007 025
17 0108 0005 036
17 0108 0005 038
17 0108 0006 085
17 0108 0005 069
17 0108 0005 023
17 0108 0005 022
17 0108 0005 021
17 0108 0005 045
17 0108 0005 066
17 0108 0005 042
17 0108 0005 067
17 0108 0005 053
17 0108 0005 040
17 0149 0003 012
17 0149 0003 001
17 0149 0003 004
17 0148 0005 012
17 0148 0005 013

LONG ALDRIDGE
& NORMAN^{LLP}
ATTORNEYS AT LAW

Sharon A. Gay
Direct Dial: (404) 527-4676

October 4, 1999

10/4/99
Councilmember
Moore read this
letter into the
Record RDJ

BY HAND DELIVERY

The Honorable Felicia Moore
Chair, Community Development/Human Resources Committee
Atlanta City Council
55 Trinity Avenue, S.W.
Atlanta, Georgia 30335

Re: Amendment to Resolution No.99-R-1344 (Atlantic Steel TAD)

Dear Felicia:

Enclosed please find a Floor Amendment for Resolution No. 99-R-1344, the resolution creating the Atlantic Steel redevelopment area and tax allocation district. This amendment is necessary to conform the record to the district boundaries and maps that were presented at the public hearing held on September 14. The map originally submitted to the Council has been modified to extend the Howell Mill and Northside Drive corridors all the way to Interstate 75. This change was made at the request of the surrounding neighborhoods.

I have discussed this amendment with Bernard Thomas of the law department. I will deliver copies for all councilmembers to Steve Tam, your committee staff member.

Thank you for your assistance on this matter.

Very truly yours,



Sharon A. Gay

SAG/pm
Enclosure

cc: Bernard Thomas, Esq. (w/encl.)
Mr. Steve Tam (w/encl.)
Mr. Charles Brown (w/encl.)
Steven J. Labovitz, Esq. (w/encl.)

303 PEACHTREE STREET • SUITE 5300
ATLANTA, GEORGIA 30308
404 527-4000 • FACSIMILE 404 527-4198

ATLANTA:4136198.1

WASHINGTON, D.C. OFFICE
701 PENNSYLVANIA AVENUE, N.W. • SUITE 600
WASHINGTON, D.C. 20004
202 624-1200 • FACSIMILE 202 624-1298

TRANSMITTAL FORM FOR LEGISLATION

To Mayor's Office: Greg Pridgeon
(for review & distribution to Executive Management)

Commissioner Signature: _____

Director Signature: Robert Gray

From: Originating Dept: DPNC

Contact (name): B. Dockery-Ojo

Committee(s) of Purview: CD/HR & Finance

Committee Deadline: July 30, 1999

Committee Meeting Date(s): August 11, 1999
Sept. 15

City Council Meeting Date: August 16
Sept. 20

CAPTION: A RESOLUTION AUTHORIZAING THE CITY OF ATLANTA, GEORGIA, TO CREATE THE ATLANTIC STEEL BROWNFIELD REDEVELOPMENT AREA; TO CREATE A TAX ALLOCATION DISTRICT WITHIN THE BOUNDARIES OF THE REDEVELOPMENT AREA; TO ESTABLISH THE TAX INCREMENT BASE; TO EXPRESS THE INTENT TO ISSUE AND SELL TAX ALLOCATION BONDS AND SUCH REDEVELOPMENT BONDS NECESSARY TO EFFECTUATE THE REDEVELOPMENT OF THE AREA; TO DESIGNATE BOUNDARIES FOR SAID REDEVELOPMENT AREA; TO DESIGNATE A TIME PERIOD FOR THE LIFE FO THE REDEVELOPMENT AREA; TO DESIGNATE THE ATLANTA DEVELOPMENT AUTHORITY AS THE CITY'S DESIGNATED AGENCY TO ADMINISTER THIS PLAN IN ACCORDANCE
BACKGROUND/PURPOSE/DISCUSSION: WITH THE STATE REDEVELOPMENT POWERS LAW(O.C.G.A. SECTION 36-44-1. ET. SEQ..), AND FOR OTHER PURPOSES.

BACKGROUND/PURPOSE/DISCUSSION:

APPROVAL OF TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN IS REQUIRED TO FUND PUBLIC IMPROVEMENTS TO TRANSPORTATION CORRIDORS RELATED TO THE ATLANTIC STEEL PROJECT. IMPROVEMENTS WILL ALSO INCLUDE PEDESTRIAN ENHANCEMENTS AND TRANSIT LINKS.

FINANCIAL IMPACT (if any): TO BE DETERMINED BY FINANCE.

OTHER DEPARTMENT(S) IMPACTED: FINANCE

Coordinated Review With: _____

Mayor's Staff Only

Received by Mayor's Office: [Signature]
(date)

Reviewed: [Signature]
(initials) (date)

Submitted to Council: _____
(date)

Action by Committee: Approved Adversed Heid Amended
Substitute Referred Other