

Existing Conditions



FY 23 Reconnecting
Communities and Neighborhoods
Construction Grant Application

Submitted by City of Atlanta
in partnership with
Atlanta Downtown Improvement District

Reconnecting and Restoring
Atlanta's Divided Downtown Core



THE STITCH

Phase One

Future Conditions



theStitchATL.com

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CITY OF ATLANTA

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September 28, 2023

The Honorable Pete Buttigieg
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to express my enthusiastic support of the City of Atlanta's Reconnecting Communities and Neighborhoods (RCN) Grant Program Application for Phase 1 of the Stitch.

The Stitch, a cap of Interstates 75/85, known locally as the "Downtown Connector," will seamlessly reconnect the torn urban fabric of our Downtown with a new major park, extensive transportation improvements, sustainable infrastructure, and increased affordable housing. The Stitch perfectly aligns with the RCN Grant Program objectives. It mitigates the division and burden resulting from the Downtown Connector and its past elimination of established low-income communities. It does so through new affordable housing, expansion of safe mobility options, unique access to economic opportunities & community resources, and investments in climate-change resilient infrastructure.

The City of Atlanta has utilized federal grant funding previously awarded to the Stitch to advance project development and align regional partners behind an implementation strategy. We have developed a phased approach for the project and request federal funding assistance through the RCN program to implement Phase 1 of the Stitch. Phase 1 will provide a host of benefits for downtown Atlanta and galvanize additional local funding for subsequent phases of the Stitch. The benefits of the Stitch and an explanation of how this project closely aligns with the RCN program are described below:

Reconnecting Communities & Neighborhoods with Safe Mobility Options

The City of Atlanta is one of the fastest-growing major cities in the country, with some experts projecting

The Stitch Phase 1 Project Information:

Project Type

Interstate barrier mitigation, multimodal transportation, sustainable infrastructure, community development

Project Location:

Downtown Atlanta, Georgia

Project Sponsors:

The City of Atlanta,
The Atlanta Downtown Improvement District

FY 2023 RCN Funding Amount Requested:

\$158,725,000 for engineering and construction of Phase 1

Estimated Project Cost:

\$192,500,000

Projected Economic Benefit:

\$3 Billion (all 3 project phases)

that its population could more than double by 2040. The Stitch will help us prepare for this denser future by reexamining how we move people and goods around the City. The Stitch transforms north Downtown's transportation network from Interstate-oriented to community, people, and multimodal transit-oriented. The Stitch accomplishes this using several strategies, including implementing Complete Streets treatments on existing car-oriented roadways, reconnecting streets that were disconnected during interstate construction, and upgrading the Civic Center MARTA rail & regional bus station to improve transit operations and user experience.

Meeting the Challenge of Climate Change through Innovative Infrastructure

The Stitch will help the City combat the urban heat island effect, tree canopy loss, water pollution, and impaired air quality associated with vehicle use and congestion. The Stitch will function as a giant green roof — capturing, filtering, and reusing rainwater to supply park irrigation and other greywater demands. This will have the added benefit of alleviating flooding on the Interstate and Downtown. In addition, multimodal transportation improvements and the introduction of dense infill development near high-quality transit will shift trips away from single-occupancy vehicles and reduce individual vehicle miles traveled. This will lower individual energy consumption and greenhouse gas emissions.

Affordable Housing Supply & Equitable Development

A top priority of my administration is building or preserving 20,000 affordable housing units by the end of 2030. The Stitch is projected to generate 3,000 – 3,400 new affordable housing units and will be instrumental in solving the affordable housing deficit in Atlanta. Furthermore, this new affordable housing will be located within a revitalized north Downtown with unrivaled access to low-cost transportation options, jobs, education, essential services, and amenities.

Creating New Access to Economic Opportunities & Growing Community Resilience

Necessary companions of successful affordable housing are affordable transportation, good-paying jobs, and access to resources such as healthcare, parks, and civic services. The Stitch has unparalleled access to these amenities including direct walking, biking, or transit access to multiple major employment centers; major healthcare providers such as Emory Midtown Hospital; two major universities, and an array of community and public resources. Furthermore, the new expected development will also unlock opportunities for small business growth. Finally, residents of Downtown will experience health and quality-of-life benefits associated with direct access to a new major park.

This immense suite of benefits for the Atlanta region will be possible with the Stitch. While the City and its partners are committed to implementing the Stitch, we require Federal funding support. An award of this significance will enable us to invest in this catalytic project for Downtown Atlanta. Please don't hesitate to contact my office with questions. We greatly appreciate your consideration of our RCN application and your continued support of The Stitch.

Sincerely,



Mayor Andre Dickens

PROJECT OVERVIEW

THE STITCH **A Transformational Transportation Investment**

Reconnecting Communities and Neighborhoods Program (RCN) funding is essential for the construction of phase 1 of the Stitch.

RCN funding will support final engineering and construction of phase 1 of the Stitch, which includes interstate capping with a 4-acre community-focused park, local street improvements, and rehabilitation of the MARTA Civic Center station. These improvements will reconnect the disrupted street grid and the neighborhoods surrounding Downtown Atlanta. The project is on-track for a 2026 construction start date with an estimated completion in 2029.

SITE HISTORY

Demolition of established communities for the construction of a highway

The 7.4-mile Downtown Connector opened in September 1964 after 16 years of construction. Intended to bring predominantly white commuters from the suburbs into the Central Business District (CBD), the interstate intentionally wove around the CBD and through the “depressed” neighborhoods where it was most “feasible to purchase suitable rights-of-way.” The construction of the Connector displaced an estimated 24,000 people and separated the historic Black neighborhoods of Buttermilk Bottom and Butler Street from jobs and services in Downtown Atlanta. Urban renewal programs in the neighborhoods surrounding the Connector further displaced an estimated 17,000 individuals, resulting in 41,000 displaced individuals. As a corollary to the interstate system, city planners converted many of the streets in Downtown from two-way to one-way to better aid traffic flow. In the 1980s, the Connector was expanded throughout, further widening the divide through Downtown.

By 1967, the Buttermilk Bottom and Butler Street communities no longer existed.¹ A combination of highway construction and urban renewal had obliterated housing, realigned streets, and further separated Black Atlantans from the densest employment center in the region.

Lasting Impacts on Social and Economic Well-being for Atlanta

The persistent and steady decline of Atlanta’s once-vibrant Downtown community has been driven by a combination of “White Flight” and the suburbanization of Atlanta, with the construction of the Connector playing an instrumental role in both. The transformation of Downtown from a district with diverse land-uses to a corporate office focus in the ’50s and ’60s increased the demand for vehicular access, with much of Downtown’s historic fabric razed to facilitate high-speed car travel and parking. The growth of the Atlanta region in the 70’s and beyond decentralized the corporate office market, reducing the demand for and value of Downtown land. Now, Downtown land



Atlanta Slum Tour: Touring Atlanta’s rundown “Buttermilk Bottoms” area, a group of city ministers inspect one of blight areas that will be redeveloped under a proposed multi-million dollar slum clearance program.

FIGURE 1. A tour of Buttermilk Bottom before urban renewal razed the neighborhood (1959)

¹ Report on the relocation of individuals, families and businesses [to the] Atlanta Community Improvement Program: sections one and two, City of Atlanta, Georgia

values lag far behind more favorable live-work-play focused districts such as Midtown, despite having excellent access to jobs, services, and affordable housing (as seen in Figure 2). Recent shifts to remote work among corporate offices have only accelerated these trends.

PROJECT LOCATION AND MAP

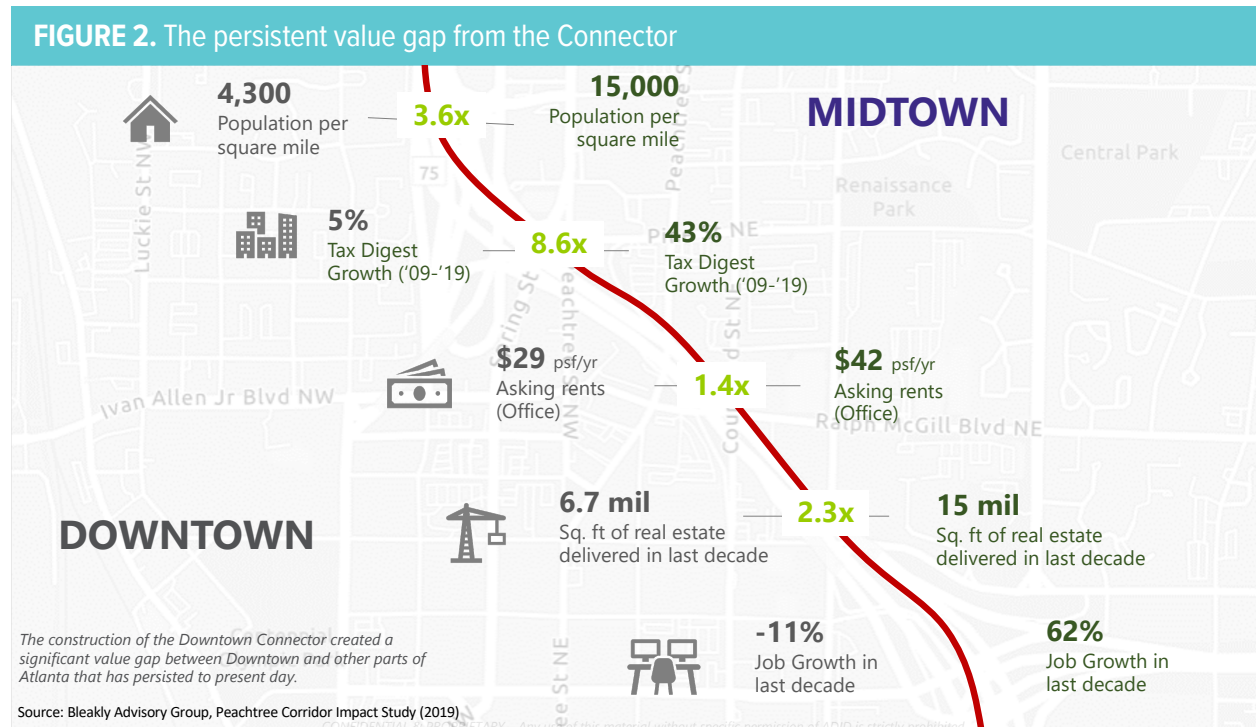
The Stitch is in the heart of Downtown Atlanta; it is centered on Peachtree Street, Atlanta’s historical “Main Street.” Running along a ridge line through the heart of the City, Peachtree Street has been a hub of commerce since pre-European settlement, and it continues to be the epicenter of major cultural events and civic gatherings for the region. In the core of Downtown, the Stitch will strengthen both the City of Atlanta and the entire metro economy by bolstering the regional center for jobs, housing, entertainment, recreation, and culture. Figure 3 shows the location of phase 1 components of the Stitch which include an interstate cap park between Peachtree Street and Courtland Street, nearly 8 miles of multi-modal improvements along local roads, and rehabilitation of the MARTA Civic Center Station (locally-funded and not a part of this grant request).

EXISTING CONDITIONS AND PROJECT NEED

Located in Atlanta’s historic city center, the Stitch is both a local and regionally significant investment needed to overcome the physical barrier that I-75/85 poses to Downtown Atlanta’s revitalization. As the City of Atlanta’s population continues to surge (it is predicted to more than double from 500,000 to 1.2 million people by 2040²), density will need to be strategically concentrated in already developed areas with transit connectivity, such as Downtown³. This densification should foster the mode shift to biking, walking, and taking transit that is envisioned for Atlanta’s future.⁴

Surrounding Area Population and Demographics

Phase 1 of the Stitch is nearly completely located in an Area of Persistent Poverty (Fulton County, Georgia census tracts 18, 19, 21, 28, 35, and 119) and partially within Historically Disadvantaged Communities (Fulton County, Georgia census tracts 18 and 35). Within project census tracts, up to 44% of residents are below the poverty line. This is nearly 4 times the poverty rate of Fulton County as a whole. While the most direct benefits of the project will be felt in census tracts 18, 19, 21, 28, 35, and 119, the project,



² Atlanta City Design: <https://www.atlcitydesign.com/city-design>

³ Atlanta City Design: <https://www.atlcitydesign.com/city-design>

⁴ Atlanta City Design: <https://www.atlcitydesign.com/city-design>

which connects the neighborhoods of Downtown Atlanta, Midtown, the Old Fourth Ward, English Avenue, and Vine City, as well as east and west segments of the Atlanta Beltline, will impact the entire City of Atlanta, the metropolitan region, and beyond.

Transportation

Phase 1 of the Stitch is within a disconnected Downtown street grid and directly on top of I-75/85 between Peachtree and Courtland Streets. The 14-lane interstate separates Old Fourth Ward, Midtown, and Downtown, creating a physical impediment to accessing transit, jobs, healthcare, and education. The roads crossing the Stitch also create a maze of barriers. All seven roadways within the Stitch footprint are currently 4-lanes or wider, and the only bike lane that exists today stretches for one block along Peachtree Street. In the past five years, there were 1,065 crashes on surface streets within ¼ mile of the project, 8 being serious injury crashes, and 1 fatality.

On Interstate 75/85, there were 2,285 total crashes, 64 serious injury crashes, and 7 fatality crashes within ¼ mile of the Stich in the last five years.

The MARTA Civic Center Heavy-Rail Transit Station sits above the Downtown Connector and is the primary transfer point for metro Atlanta regional commuter bus service, serving nearly 1,000 commuter bus to MARTA transfers each day. Despite this, it is in the bottom third for station ridership for the entire MARTA system, and it has the second lowest ridership among Downtown transit stations due to its poor connectivity to surrounding destinations. The bus queuing and loading at Civic Center Station occurs on-street along West Peachtree Street as there is currently no off-street bus facility in Downtown Atlanta.

The future location of the Stitch is the missing link in Atlanta’s growing network of off-street, protected bicycle trails. To the east, at Piedmont Avenue, the Baker-Highland Connector Trail and the Freedom Park Trail connect Downtown Atlanta to the Atlanta Beltline

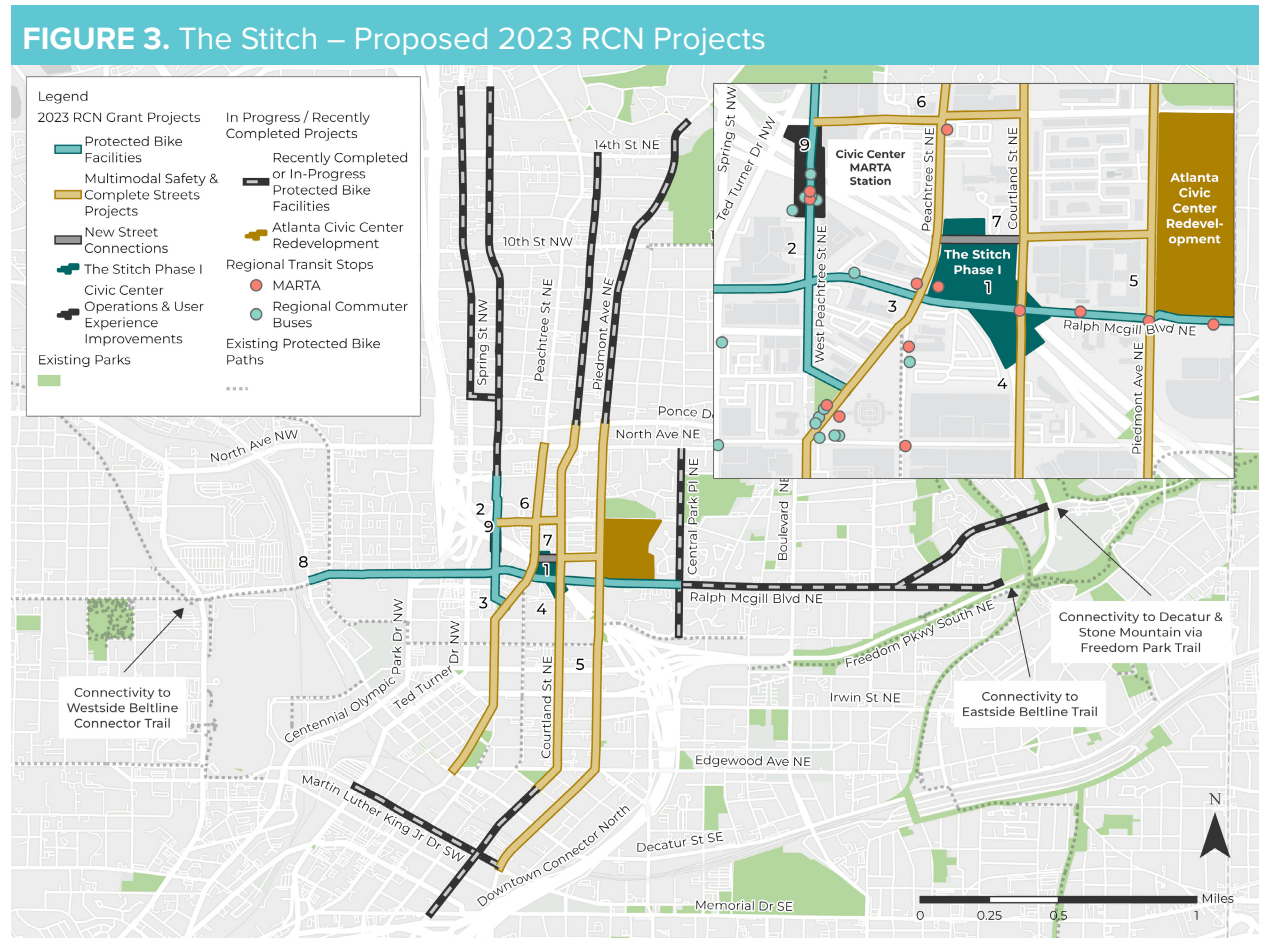


TABLE 1

ID	Segment	Extents 1	Extents 2	Miles	Scope Description
1	The Stitch	Courtland Ave	Peachtree St	0.15	Includes Final Design, Environmental Approvals, and Construction of structure, cap park, and multimodal pathways. No ROW and limited tunnel systems anticipated.
2	W Peachtree St	Peachtree St	Linden St	0.48	Lane reduction to allow for two-way protected bike lane from Linden to Ivan Allen (possibly extended to Peachtree St.), bicycle signals, partial resurfacing, sidewalk repair or reconstruction, streetscaping (including transit stop upgrades where possible) and green infrastructure (as funding allows)
3	Peachtree St	Baker St	North Ave	0.66	Lane reduction to allow for left turn lanes and widened sidewalks, bike lanes, or protected bike lanes from Baker St to North Ave. Project includes resurfacing, sidewalk repair or reconstruction, streetscaping (including transit stop upgrades where possible) and green infrastructure (as funding allows).
4	Peachtree St	Decatur St	Baker St	0.64	Base scope includes street & sidewalk repair or reconstruction, high-end streetscaping materials (pavers, granite, etc.), traffic calming, and streetscaping to include spaces for public activation/placemaking and transit stop upgrades where possible. May include pedestrian-scaled lighting, signal upgrades, green infrastructure, and smart street infrastructure (e.g. curbside management tech, CV/AV) as funding permits.
5	Courtland St	Gilmer St	Ponce De Leon Ave	1.33	Protected bike lane upgrades, sidewalk repair, streetscaping (including transit stop upgrades where possible) and green infrastructure (as funding allows)
6	Piedmont St	MLK Jr Ave	Ponce De Leon Ave	1.69	Resurfacing & restriping, protected bike lane upgrades, sidewalk repair, streetscaping (including transit stop upgrades where possible) and green infrastructure (as funding allows)
7	Pine St	W Peachtree St	Courtland St	0.19	Two-way conversion from Peachtree to Courtland, repaving, signal reconfiguration, streetscaping and green infrastructure (as funding allows)
8	Currier St	Peachtree St	Piedmont St	0.12	Historic street reconnection. Peachtree to Courtland block included in Stitch design & budget. Budget includes Courtland to Piedmont streetscaping and Courtland signal work
9	Ivan Allen/Ralph McGill	Luckie St	Central Park Place	1.0	Protected bike facility, bicycle signals (if required), resurfacing, repaired or reconstructed sidewalk, streetscaping (including transit stop upgrades where possible) and green infrastructure (as funding allows)

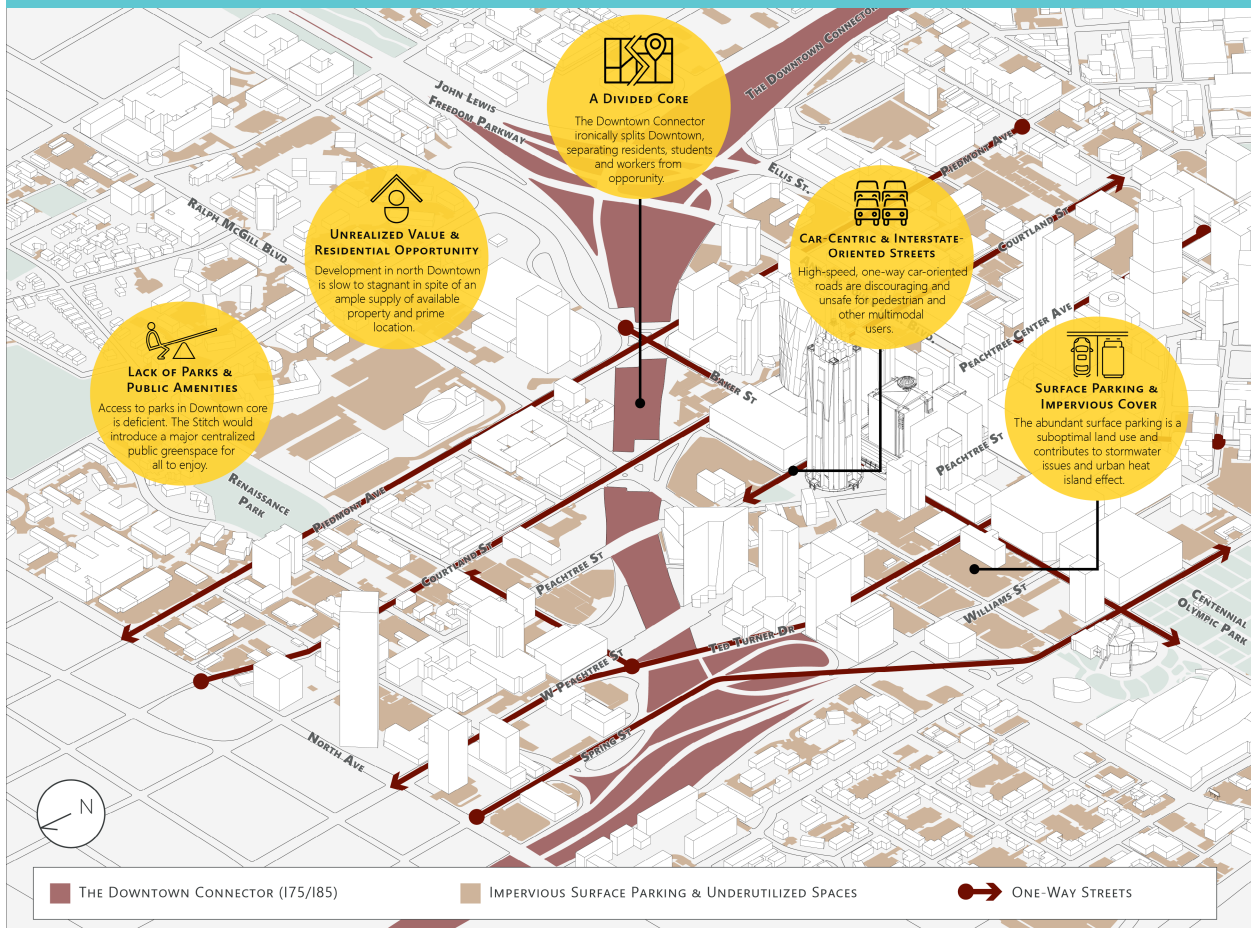
just two miles away. Ultimately this network extends to the Stone Mountain Trail even further east. To the west, a trail beginning at Centennial Olympic Park connects Downtown to the Atlanta Beltline on the Westside and further to the Procter Creek Greenway, with plans all the way to the Silver Comet. These two trails—and the broader regional network with Down-

town Atlanta at its hub—bring cyclists to Downtown.

Parks

Currently, Downtown Atlanta has seven acres of parkland per 1,000 daytime residents, with the largest parks located on the edges and a severe lack of greenspace amenities in the center. The current

FIGURE 4. Downtown Barriers and Burdens Created by Interstate I-75/85



parkland falls short of Project Greenspace’s goal of 10 acres of parkland per 1,000 residents citywide, a goal that matches the National Recreation and Park Association’s open space goal. Approximately 42% of Downtown must walk five minutes or more to access open space.

Surrounding Land Use

Today, due to the interstate, the area surrounding the future Stitch site is comprised of mostly underperforming sites straddling the 14-lane wide Downtown Connector. Within ½ mile of the Stitch site, 43% of property is surface parking lots, parking garages, and streets (including the Interstate), 27% is buildings, and only 0.65% is tree canopy coverage and open greenspace.

Housing and Jobs

Only 3% of Atlanta’s population lives in Downtown Atlanta, despite being one of the highest density-permissive areas in Atlanta. Comparatively, Downtown has 111,512 jobs, approximately 19% of the City’s total jobs. Only 1.5% of Downtown employees live and work Downtown, while the remaining 98% of workers commute from outside the submarket, the majority via single-occupant vehicles. Approximately 83% of employed Downtown residents leave to work outside of Downtown.⁵

The low housing-to-jobs ratio brings adverse transportation patterns in the region and threatens Atlanta’s overall economic competitiveness. Affordable, transit-adjacent housing for employees is essential to attracting and retaining a diverse workforce. Without it, employers add unsustainable cost burdens on their workforce and lessen their quality of life.

⁵ 2019 American Community Survey 5-year Estimates and 2020 US Census Data / Bleakly Advisory Group

Affordable Housing

Within half a mile of the Stitch, there are approximately 876 units of affordable housing, including 90 units of permanent supportive housing units for those exiting homelessness, as shown in Figure 5.

Looking ahead, there is opportunity to build 3,000 or more units of affordable housing within this same geography. Most notably, the 20-acre former Civic Center site, which is currently under development one block from the Stitch, will include over 1,300 units of new residential housing, 525 units of which will be set aside as affordable for those making less than 80% of the area median income. Faith-based landowners like St. Luke’s Episcopal Church and Atlanta First United Methodist are also advancing plans to deliver significant affordable housing developments on their land. In addition to these faith-based and public agency landowners, there are an additional 55 acres of vacant and underutilized land in proximity to the Stitch that will be targeted for affordable housing development.

PROJECT PURPOSE, FEATURES, AND BENEFITS

While there is no bringing back the communities that were lost during the construction of the interstate, the Stitch would mitigate the divide and burden the interstate created



in Downtown Atlanta, while addressing the City’s affordable housing crisis, providing access to opportunity, and correcting the perpetual Downtown value gap resulting from highway construction and urban renewal.

The project will build a cap park over the Downtown Connector, reconnect the disrupted street grid, improve multimodal access of existing street connections across downtown, and renovate an existing heavy rail station. Located in an area of persistent poverty, the Stitch will redress, repurpose, and reconnect the long-standing physical division between north, south, east, and west Atlanta that has persisted for 50 years.

Federally supported Stitch master planning work is currently underway to refine the Stitch vision. This work includes extensive community and stakeholder outreach and will establish a roadmap to implement all phases of the Stitch including recommended design and programming for the park space, site-specific street design elements, details on Civic Center MARTA

station operational upgrades, supportive policies and programs, and implementation considerations. This important planning work will ensure the Stitch meets project goals such as creating a equitable community centered around significant affordable housing options, providing safe and healthy transportation access, and correcting the perpetual Downtown value gap resulting from highway construction and urban renewal.

Master planning work has identified a phased implementation approach for the Stitch based on anticipated funding sources for the project. Phase 1 components of the project are described in the location map and the sections below. These project elements were selected because they:

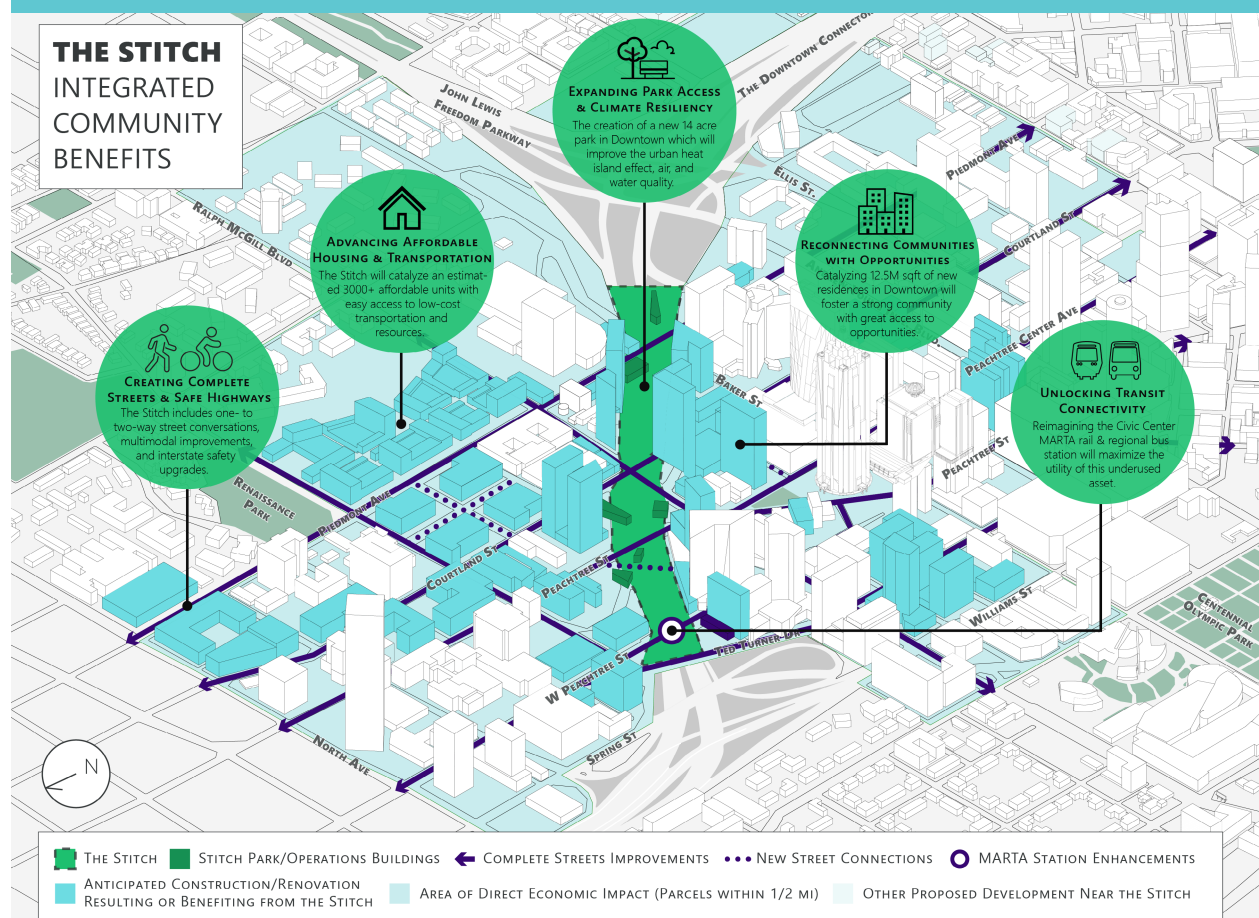
- 1 Are all currently programmed project components in locally-adopted plans.
- 2 Are able to meet RCN program requirements includ-

ing the funding obligation deadline.

- 3 Will have the greatest positive impact on in-progress affordable development projects surrounding the Stitch site such as the Atlanta Civic Center redevelopment and Atlanta First United Methodist Church.
- 4 Provide crucial transportation linkages to the downtown core from neighborhoods and multimodal transportation facilities to the north, south, east, and west.

Phase 1 of the Stitch has independent utility from future phases of the Stitch and will start delivering benefits to the City of Atlanta immediately upon completion. However, RCN funding for phase 1 of the Stitch is crucial in realizing the entire Stitch vision. Based on the high-level of local enthusiasm for the Stitch, the City of Atlanta anticipates local funding sources such as philanthropic and value capture

FIGURE 6. Anticipated Benefits of the Stitch



funding will become available to fund phases 2 and 3 once phase 1 is funded. Phases 2 and 3 will expand interstate capping, spur additional equitable redevelopment of north downtown, and further enhance the transportation network including improvements such as operational improvements to the interstate, a regional bus transfer center at the Civic Center MARTA station, additional one-way to two-way street conversions, and reconnections of historic streets severed by the interstate and urban renewal projects. Figure 7 shows the phasing strategy for the Stitch in additional detail.

Mobility, Accessibility, and Transportation Safety Improvements

Transit Access and Efficiency

In addition to closing the connectivity gap, the Stitch will support the City of Atlanta's ambitious goal of reducing drive-alone trips from 54% to 35% by 2040.⁶ To achieve this goal and connect residents to job centers, much of the travel will need to be by transit, specifically by bus. Phase 1 of the Stitch includes approximately \$10M in locally-funded improvements to the MARTA Civic Center station to rehabilitate this station. (MARTA project components are independent of this grant request.) The project team is also currently scoping a bus transfer center as part of a future phase of the Stitch. This would have potential direct interstate high-occupancy vehicle (HOV) lane

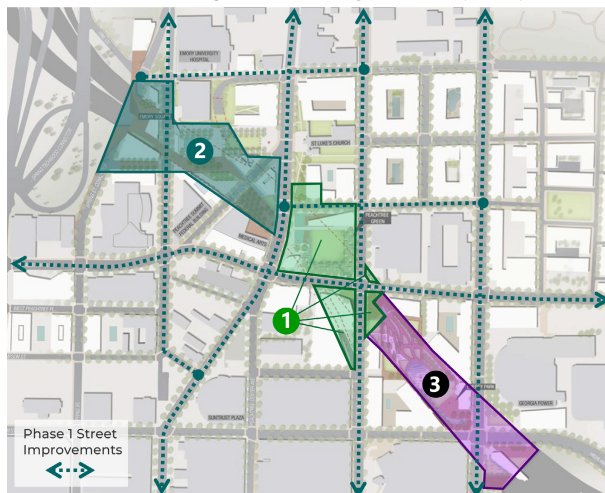


FIGURE 7. Stitch Vision Plan with Estimated Phasing Extents Overlay

access and platform-level heavy rail access with transit-oriented development (TOD) integrated into the development.

Multimodal Safe Streets

The Stitch will include a multimodal re-design of the roads connecting to the cap park and Civic Center MARTA station. This includes four roads on Atlanta's high-injury network: Peachtree St, Courtland Rd, Piedmont Ave, and Ivan Allen/Ralph McGill Blvd. This will slow speeds and improve safety for those traveling to and through Downtown in cars, on bikes, and on foot. Identified street design elements include converting one-way streets to two-way streets with dedicated turn lanes, wider sidewalks buffered with street trees and green infrastructure, as well as dedicated, protected bike lanes. Currier St, an historic street connection, will also be re-established by the Stitch as a pedestrian-focused corridor. All transportation components included in phase 1 of the Stitch are included in plans currently adopted by the City of Atlanta, Atlanta Downtown Improvement District, MARTA and/or Midtown Alliance. Table 1 provides a more detailed description of the streets and their scopes included in phase 1 of the Stitch.

Mainline Interstate Components

The area of I-75/85 that will be capped by the Stitch is the most congested road in Georgia and one of the most congested corridors in the country. A national report in 2015 estimated that the 1.3 mile stretch of the Downtown Connector between North Ave. and the Freedom Parkway produces 1.2 million hours of delay annually at a lost value of \$27 million.⁷

Previous studies have shown that approximately 60% percent of trips on the Downtown Connector are local trips. A major benefit of the Stitch infrastructure to the mainline interstate is that it shifts the preference away from using I-75/85 for short local trips. Instead, the reconnected local-street grid or other, non-motorized modes will become the favored way to move through this area. The Stitch will also function as a giant green roof over the Interstate, slowing and reducing stormwater on the Connector and reducing localized flooding during heavy storms.

⁶ Atlanta's Transportation Plan: <https://www.atlantaga.gov/home/showdocument?id=48083>

⁷ www.highways.org/wp-content/uploads/2015/11/unclogging-study2015-hi-res.pdf

Community and Economic Development

The Stitch will create a connection to housing, education, jobs, and healthcare by bridging the gap between Downtown and Midtown. The project is flanked by two of the region's largest healthcare facilities and two major institutions of higher learning, Georgia State and Georgia Tech. In addition to improving access to these locations, the Stitch will connect the City of Atlanta's two largest job centers (totaling approximately 200,000 jobs) and foster broader regional job center connections via the enhanced existing heavy rail and commuter bus connectivity and operations.

North Downtown Redevelopment

Within a 10-minute walk of the Stitch, there are nearly 80 acres of vacant or underutilized land in addition to the 14 acres of land consumed by the interstate right-of-way. The Stitch is expected to physically mitigate the negative impacts on property value caused by I-75/85 through both noise reduction and the introduction of new urban green space. Properties within 300 meters of an urban freeway have experienced a decline of 3.6% in value due to noise pollution.⁸ The projected mix of new land uses spurred by all phases of the Stitch on adjacent and nearby sites includes approximately 12.5M square feet of residential space and 1.5M square feet of commercial and hotel uses. Cumulatively, this represents between \$2 and \$3 billion in investment

yielding an estimated \$21 to \$58 million in new annual property tax revenue. All new development will be transit-oriented given its location adjacent to the Civic Center MARTA Station. This influx of residents will create a new neighborhood in north Downtown where one hasn't existed for decades, helping grow Downtown's labor market and economic competitiveness. This new community will in turn support the park and local businesses, and it will be a key factor in restoring the historic vibrancy and culture of Downtown Atlanta.

Affordable Housing Opportunity

One of the primary goals of the Stitch is to dramatically increase the affordable housing supply in Downtown Atlanta, an area with inherent qualities that support low-income families by reducing living expenses through low-cost transportation and high access to jobs and resources. The Stitch is committed to ensuring that at least 20% of all new development resulting from the project provides a spectrum of affordable housing options at 80% AMI level or less, which could result in 3,000 to 3,400 units of new affordable housing in Downtown Atlanta. Stitch Master Planning, currently in progress, is refining and expanding this goal and recommending policies and funding sources to achieve affordable housing goals.

FIGURE 8. Rendering of Potential Parksapce Created by the Stitch. The Stitch will help to increase access to Parks for Downtown residents, 42% of which have to walk more than 1/4 mile to access a park.



⁸ Lekovich, et al. (2015). "The effects of highway development on housing prices". Retrieved from: [https:// link.springer.com/article/10.1007/s11116-015-9580-7](https://link.springer.com/article/10.1007/s11116-015-9580-7)

RESPONSE TO MERIT CRITERIA

#1: EQUITY AND ENVIRONMENTAL JUSTICE

The Stitch will improve socioeconomic and racial equity for residents of Atlanta by mitigating the disconnection and burden from the construction of the interstate and urban renewal projects in north Downtown. It will create new equitable opportunities for affordable housing, high-quality jobs, affordable transportation, and healthy lifestyles in an area where minority and low-income populations were historically displaced.

The Downtown Connector was intentionally planned to run through established low-income Black communities as a racially charged method of ridding Downtown of “blighted” areas in favor of new commercially focused development centered around the automobile. This resulted in the displacement of more than 40,000 individuals, erasing wealth and opportunities for the members of those communities. Due to the presence of the interstate, redevelopment and reinvestment in these once thriving communities has been stagnant for more than half a century. Table 2 shows that the census tracts that comprise phase 1 of the Stitch project are in high percentiles for environmental justice indices as well as meet several of the index thresholds for historically disadvantaged communities. While there is no bringing back the Buttermilk Bottom, Butler Street, and other lost communities, the Stitch strives to recreate north Downtown Atlanta into a thriving and connected community with an equitable development ethos that yields and retains a diverse population. This will be achieved by providing new residents with access to affordable housing, low-cost transportation, parks, jobs, healthcare, and other resources while at the

TABLE 2. EJScreen Results for Fulton County, GA
Stitch Census Tracts 18, 19, 21, 28, 35, and 119

EJ Indices	Min-Max Percentile per USA Census Tracts
EJ Index for Particulate Matter 2.5	84 - 98
EJ Index for Ozone	83 - 98
EJ Index for Diesel Particulate Matter	83 - 99
EJ Index for Air Toxics Cancer Risk	92 - 99
EJ Index for Air Toxics Respiratory HI	87 - 99
EJ Index for Toxic Releases to Air	61 - 84
EJ Index for Traffic Proximity	82 - 99
EJ Index for Lead Paint	0 - 87
EJ Index for Superfund Proximity	83 - 99
EJ Index for RMP Facility Proximity	71 - 94
EJ Index for Hazardous Waste Proximity	74 - 97
EJ Index for Underground Storage Tanks	82 - 98
EJ Index for Wastewater Discharge	18 - 59
Socioeconomic Factors	Min-Max Percentile per USA Census Tracts
Demographic Index	64 - 95
Supplemental Demographic Index	27 - 97
People of Color Population	70 - 83
Low Income Population	44 - 99
Unemployed	24 - 94
Limited English Speaking Households	0 - 65
Population with Less Than High School Education	17 - 90
Population under Age 5	0 - 35
Population over Age 64	0 - 82

same time improving local air quality, noise pollution, water quality, and flooding. To ensure that the Stitch meets these goals, current master planning work has established an equity framework for the project and will be establishing specific benchmarks for meeting project objectives. Stitch master planning is identifying supportive policies and non-infrastructure funding to ensure that future land uses and programs surrounding the Stitch support the vision of a vibrant and equitable north Downtown community. For example, master planning has identified the need for zoning policies that incentivize affordable housing mixed-in with market-rate multi-family development as well as providing a dedicated funding source for gap financing that is specific to the Stitch area.

Engineering analysis for the Stitch shows that construction is not expected to permanently harm or displace families or business. Rather, this project will help to mitigate the previous harm and ongoing burden that the construction and subsequent widening of the interstate through Downtown caused. Phase 1 Stitch transportation improvements intentionally target streets and transit facilities serving disadvantaged communities to the south and west of Midtown Atlanta with the goal of providing safe, high-quality, and low-cost transportation options to these areas. The Ralph McGill/Ivan Allen/Joseph Boone corridor,

for example, is one of the few contiguous corridors that connects lower-income and high minority neighborhoods in west Atlanta to more affluent and job-rich neighborhoods in the center and east of Atlanta. Phase 1 of the Stitch will fill a missing link along this corridor, improving east/west walking, biking, and transit access to the Stitch, Downtown and Midtown jobs, and east and west segments of the Atlanta Beltline.

Construction of the Stitch will result in temporary closures of roadways and transit from construction, but appropriate detours will be planned so that their impact is minimized. No full closures of the Downtown Connector are anticipated during construction. Also, measures will be taken to minimize impacts to eligible historical, cultural, and environmental resources within the project area, as described in additional detail in the Project Readiness: Environmental Risk section. Existing vacant land around the Stitch will provide multiple low-impact options for construction staging and crane placement, and current noise and pollution resulting from the interstate will reduce the impact of noise and debris levels from construction activities. Community outreach will inform construction and detour plans for the Stitch that will strive to minimize community impacts.

#2: ACCESS

Today's largest barrier to opportunity in Downtown Atlanta—the Downtown Connector—is tomorrow's mobility opportunity. The Stitch will provide multi-modal connections over the interstate via multi-use paths, an improved surface transportation network, and enhanced transit amenities. Furthermore, these mobility improvements will connect Atlantans with nature providing direct access to the new 4-acre park over the Downtown Connector as well as the Atlanta Beltline and regional trail network. All transportation project components included in phase 1 of the Stitch are included in locally-adopted planning studies including Atlanta's Transportation Plan, The Cycle Atlanta Plan, the Downtown Atlanta Master Plan, the Midtown Transportation Plan, and the MARTA station rehab program. These projects all

play a role in improving access to daily destinations across the local regional transportation network.

The Stitch will modify the existing surface street network to include safe, complete street amenities that aid community connectivity. The phase 1 Stitch streets are currently designed to move cars quickly through Downtown rather than to provide safe, multimodal access. These streets are signed for twenty-five miles per hour; however, their design characteristics encourage speeds much greater and lack safe and comfortable multimodal infrastructure.

As described in Figure 9 (following page) and Table 1 (page 4) The Stitch will improve the important downtown street connections, making them slower speed streets that are safe for bicyclists and pedestrians. West Peachtree Street and Ralph McGill Boulevard/



Ivan Allan Boulevard will receive protected cycling infrastructure, while bike lanes, traffic calming and shared street elements are planned for Peachtree Street. Pine Street will be converted to a two-way street, slowing speeds and improving access and safety on the corridor. The City of Atlanta and ADID are currently advancing locally-funded quick-build improvements on Courtland Street and Piedmont Avenue that will add much needed protected bicycle facilities and a dedicated bus lane. Given that these are identified as “signature streets” in the Downtown Atlanta Master Plan due to their important connectivity roles, RCN grant funding would fund enhancements to the safety and accessibility of these corridors by funding improvements such as curb-separated bike lanes, roadway resurfacing, transit stop enhancements, and streetscaping. Lastly, all sidewalks across Stitch street segments will be repaired or reconstructed to address accessibility deficiencies.

Stitch Phase 1 will also restore a historic local street reconnection—connecting Peachtree Street and Piedmont Avenue via Currier Street. This new local street will close an important gap in the network and create a direct, pedestrian-focused connection to the entrance of the 20+ acre Civic Center mixed-use redevelopment that will include affordable hous-



FIGURE 10. The Peachtree St. Shared Space Study, completed in 2022, identified and tested changes for Atlanta’s ‘Main Street’ that would transform it into a pedestrian-focused activity hub for the entire City. Phase 1 of the Stitch will further develop and implement these recommendations.

ing, a grocery store, a new public performing-arts high-school, and a rehabilitated performing arts center. Like the existing streets that will be retrofitted through the Stitch, Currier Street will prioritize safe and comfortable multimodal movement within Atlanta’s urban core. This new connection will literally Stitch safe and affordable access to jobs, healthcare, education, nature, recreation, and housing together.

The Civic Center MARTA Station is a block from the first phase of the Stitch, ensuring that the significant affordable housing that will be created as a result of the project will have direct access to an existing major regional transit hub. The proximity of the project to heavy rail and regional buses magnifies the access

impact of the project by affordably connecting housing to jobs. While not a part of this grant application, locally-funded MARTA station rehabilitation will be executed in conjunction with phase 1 of the Stitch (beginning in 2025-2026), ensuring that the Stitch and resulting affordable housing will benefit from an enhanced station environment.

Finally, the project is anticipated to improve safety conditions along the interstate through new or rehabilitated retaining walls and flood mitigation along the I-75/85 corridor. Combined, phase 1 of the Stitch will reconnect the community for people to live, work, play, and move freely and safely while spurring development that will bring people to the area.

#3: FACILITY SUITABILITY

The Downtown Connector is a significant barrier to access and opportunity. The construction of the 14-lane highway turned Downtown Atlanta’s accessible, community-focused core into a disconnected grid, impassible and unsafe for walking, biking, and shared-mobility users. With a highway and highway-oriented arterials in lieu of walkable city streets, Downtown is disconnected and has suffered from decades of disinvestment as a result. The Connector also creates an environmental burden; due to the subdivided nature of the urban fabric and vast stretches of asphalt to accommodate heavy vehicle traffic and

parking, there is a lack of greenspace and tree cover in the area. It also suffers from poor air quality and high transportation emissions as it exposes residents to a busy interstate.

The Stitch is in the center of the “Regional Core,” area of the Atlanta Regional Commission’s Region’s Plan.⁹ This plan identifies that the Regional Core is a top priority for the economic health and competitiveness of the region, and requires major investments in greenspace, housing, and multi-modal infrastructure to attract high-paying jobs and new residents. As such, the Atlanta Regional Commission has designated the Stitch as a regional priority. Creating a new



FIGURE 11. The Downtown Connector and other “Urban Renewal” projects ripped through and destroyed historic downtown neighborhoods. The negative impacts of these projects have left a visible scar on the urban fabric of Downtown Atlanta.

⁹ Atlanta Region’s Plan, p. 30: <https://cdn.atlantaregional.org/wp-content/uploads/rdp-final-draft.pdf>

urban greenspace that is seamless with the surrounding urban fabric and reconnecting the street grid on top of the Connector will mitigate environmental harm and community burdens caused by the Interstate. As a hub for jobs, attractions, and culture and the key connector in the region's growing bicycle network, the Stitch will be a destination that pays dividends through its support of the entire regional economy.

Finally, the project is anticipated to improve goods movement and delivery along the interstate. New or rehabilitated retaining walls and flood mitigation along the I-75/85 corridor will reduce delay and en-

sure reliability. The flood mitigation will also improve the resiliency of a corridor that is currently vulnerable to flooding during heavy rain events which are becoming more frequent and severe due to climate change. Improving access to transit and non-motorized transportation options while reducing distances between origins and destinations will also improve the resilience of the regional transportation network in case of a catastrophic event for the transportation system like the Atlanta region experienced recently with the I-85 bridge collapse.

#4: COMMUNITY ENGAGEMENT AND COMMUNITY-BASED STEWARDSHIP, MANAGEMENT, AND PARTNERSHIPS

Community Engagement

Maximizing the effectiveness of the Stitch requires a thoughtful community engagement strategy that ensures traditionally marginalized communities have a significant voice in shaping the Stitch's design and program. The 2021 RAISE Planning Grant is funding a robust, community engagement plan premised on inclusive and equitable principles that respect the historic context of the community. While this specific work is continuing to advance and help refine design elements and supporting programs of the Stitch, the

project's work to-date is grounded in two decades of planning and community input that has established the need, vision, and major design elements such as the Stitch's structural limits. The Stitch is in full alignment with the community vision set out in 2017 Downtown Atlanta Master Plan. A year-long collaborative process that engaged more than 2,250 individuals, the Downtown Atlanta Master Plan put forth an ambitious roadmap to deliver a more equitable, thriving, and resilient Downtown for all to enjoy.

The 2021 RAISE-funded Stitch Master Plan builds on previous Stitch planning work and the Downtown Atlanta Master Plan and includes four major components as a part of its Stakeholder and Community Engagement Plan and Equity Framework:



FIGURE 12. Photos from a recent Stitch master planning engagement event at the site of phase 1 where participants were asked to write or draw their dreams for the Stitch.

- 1 Broadly publicized virtual public information open houses, meaningful virtual and in-person input opportunities, and project updates via the forthcoming website and newsletter
- 2 Targeted and equity-focused outreach that will engage current residents living in the area and potential future residents who would benefit from affordable development components of the Stitch. This includes engagement strategies that meet community members where they are and enlisting and compensating current community leaders to help obtain input from their neighbors.
- 3 The creation of a diverse project steering committee comprised of members with strong ties to the community and who can provide input and oversight on the engagement and design of the Stitch.
- 4 The creation of programs to generate awareness of the Stitch, its features, and its benefits through partnerships, pop-ups at community events and in high-traffic locations, and an engaging social media presence.

The multiple City of Atlanta offices and their implementation partners conducting outreach, planning, and design of the Stitch will adhere to the City of Atlanta's Title VI Plan with all aspects of the project. This will ensure that the Stitch both reverses the effects of historic discrimination and does not subject current stakeholders to discrimination.

Partnerships

Partnership and community are cornerstones of the Stitch. The reconnection of local streets above the interstate and the development of a new park space provides an opportunity to collaborate with multiple levels of government. As described in the attached letters of support, the Atlanta Downtown Improvement District, the Atlanta Regional Commission, the City of Atlanta, the Georgia Department of Transportation (GDOT), and MARTA are committed project partners, contributing a variety of expertise and roles in the advancement of phase 1 of the Stitch. The Atlanta Downtown Improvement District and Invest Atlanta, the City of Atlanta's economic development arm, have collectively committed approximately \$23 million in funding to advance development of the Stitch and are

partnering on the execution of planning and design work. ADID and the City of Atlanta will partner on implementing local street improvements associated with phase 1 of the Stitch. As the project advances, the City of Atlanta is prepared to support the Stitch through value capture funding, future infrastructure bond programs, and management of Stitch operations and maintenance. The Atlanta Regional Commission has also awarded \$3.45 million in funding for Stitch engineering development through the regional call for transportation projects and COVID relief funding. GDOT is a committed partner in the advancement of the Stitch, currently providing technical assistance and support in the federal aid process. GDOT is also prepared to assist in procurement and construction management of the Stitch Interstate cap structure. MARTA will manage station rehabilitation of the Civic Center MARTA station with \$10M in local funding. Finally, the project has been awarded and is utilizing a FY21 RAISE planning grant of \$1.25M, a FY22 Reconnecting Communities planning grant of \$1.375M, and a FY 22 HUD Community-Designated Project grant of \$1.45M to advance planning, NEPA, and engineering of the Stitch. Current and prospective funding sources are summarized in Figure 13 below, with more detail provided in the budget section.

The Stitch also benefits from neighborhood mission-driven partnerships that demonstrate a commitment to the project and a unified vision for the neighborhood. A sizable portion of affordable housing spurred by the Stitch will be delivered by long-standing community-based organizations and anchor institutions in the area such as Atlanta Housing, Atlanta First United Methodist Church, and St. Luke's Episcopal Church. Ongoing partnership with ingrained institutions ensures the Stitch will center equity and affordability as the project advances.

Similarly, Emory University Hospital Midtown has significant land holdings near the Stitch. As indicated by a letter of support, Emory is committed to the Stitch and will benefit directly from the project. The recently announced closing of Wellstar Medical Center—located just east of the Stitch—places increased importance, visibility, and overall patient volumes on Emory University Hospital Midtown. The

Phase/Scope	Funding Program	Total	Notes
STEP 0 – FEASIBILITY ANALYSIS	ADID	\$1,130,000	Feasibility Analysis Finished in 2019
STEP I TOTAL ESTIMATE		\$12,525,000	
Step I: Planning, Environmental, and Concept (all phases) 100% Funded	FY21 RAISE Planning Grant	\$1,250,000	72% Federal, 28% ADID
	ARC TIP	\$1,450,000	80% Federal, 20% ADID
	Community-Designated Project Grant (HUD)	\$1,450,000	80% Federal, 20% ADID
	Reconnecting Communities Grant	\$1,375,000	80% Federal, 20% CoA & ADID
	COVID Relief Funds	\$2,000,000	100% Federal
	FY23 Senate Appropriations Request	\$5,000,000	100% Federal
STEP II TOTAL ESTIMATE		\$187,420,161	
Step II: Phase 1 Implementation <i>Capping from Peachtree to Courtland and Multimodal Street Improvements</i>	USDOT Discretionary or Formula Grant Sources	\$157,645,161	Approximately 80% Federal from with 20% local match from the sources below.
	Atlanta Downtown Improvement District	\$10,000,000	Federal match for The Stitch
	Invest ATL Eastside TAD	\$10,000,000	Federal match for The Stitch
	City of Atlanta – Moving Atlanta Forward	\$9,775,000	Federal match for The Stitch and Street Improvements
	TOTAL PHASE 1 ESTIMATE*		\$199,945,161

FIGURE 13. Summary table of the Stitch Phase 1 project budget and funding sources.

proposed transportation improvements delivered by the Stitch will provide improved access to healthcare for patients, and the affordable housing delivery will provide opportunities for Emory’s diverse workforce to live adjacent to work.

Lastly, the Atlanta Downtown Improvement District, Inc. (ADID)—Downtown’s Community Improvement District, a government-recognized commercial property assessment district—has dedicated approximately \$3 million to the Stitch to date and is committed to up to \$10 million in additional matching funds. With a board of private- and public-sector leaders and long-standing relationships with property owners and non-profit partners, ADID’s commitment to the project and strong ties to the area will foster private sector partnerships with developers, institutional landowners, and non-government. ADID will continue to be an important partner in the effort and will ensure ongoing community support.

Future Governance

As the Stitch proceeds, a new dedicated organization will be formed to guide the design, development, programming, operation, and management of the

park, which will be a City of Atlanta-owned facility. Analysis is ongoing to determine the best structure for the entity, but the organization will likely be a City of Atlanta entity under Invest Atlanta, similar to Atlanta Beltline, Inc. Both the steering committee of the Stitch master plan and the governing board of the Stitch organization will include representatives of relevant stakeholders (City of Atlanta, councilmember(s), adjacent property owners, affordable housing representation) and key civic-minded individuals from the neighborhood. Stitch master planning is also forming advisory groups comprised of community volunteers that will focus on specific areas such as arts & culture, neighborhood history, parks design, sustainability, workforce and small-business development, and affordable housing, to name a few. In the development of the board, special attention will be given to ensuring a diverse, inclusive, and equity-focused membership that is representative of the community. This board—alongside extensive community and stakeholder engagement—will drive the Stitch’s commitment to community-development activities.

10 <https://atlantaciviccircle.org/2023/05/02/andre-dickens-community-foundation-300-million-for-housing/>

#5: EQUITABLE DEVELOPMENT

Affordable Housing and Community Restoration

There are approximately 80 acres of underutilized land within a half mile of the Stitch which could conservatively yield 14 million square feet in new redevelopment potential. With the right mix of zoning, public policy, and funding mechanisms, the Stitch could catalyze an estimated 3,000-3,400 units of affordable housing. The 2021 RAISE Planning Grant is supporting the development of site-specific criteria, guidelines, and housing policy needed to meet such an ambitious, but necessary, goal and that builds on the 2019 City of Atlanta Housing Affordability Action Plan.

Today, the area is zoned to allow multi-family housing with a maximum achievable FAR of up to 19. In-development land use, zoning, and affordable housing planning for the Stitch will explore ways to further incentivize affordable housing through a policy framework that includes targeted regulatory changes, strategic infrastructure investments, and other tools needed to achieve the Stitch's vision for an inclusive urban neighborhood. The plan will be developed in close coordination with the City of Atlanta Department of City Planning, the Atlanta Housing Authority, Invest Atlanta, the Atlanta Land Trust, foundations, community development financial institutions, HouseATL, and nonprofit and/or mission-aligned developers.

Currently, there is limited housing stock within the impact area of the Stitch. Most housing are either apartment or condominium units, with many of these being naturally affordable due to the currently undervalued land in north Downtown. Measures are being evaluated to ensure that existing units remain affordable, such as limiting value-capture assessments to new development or tax freezes for legacy residents. The Stitch is also a key element of the Mayor's Neighborhoods and Downtown strategy which serves to both invest-in and preserve affordability of undervalued growth corridors of Atlanta. The cross-agency team leading the initiative has been recently bolstered by a public-private partnership investment fund of \$300,000,000 committed to affordable housing in Atlanta.¹⁰ This funding is being used to invest in

properties that could be transformed into affordable housing, such as a 41-story office building that was recently purchased Downtown for redevelopment as affordable housing. The City is actively working to identify properties in the area surrounding the Stitch that could be purchased and preserved for permanent affordable housing.

Currently, the Stitch sits within a tax increment financing district (TIF) that provides value capture revenue to incentivize redevelopment. Most recently, the tool has been prioritized for affordable housing development targeted at residents making between 50-80% of the area median income. Invest Atlanta can also issue tax-exempt bonds to make below-market interest rate mortgage loans to developers for rental housing. Invest Atlanta also administers a host of homebuyer assistance programs and legacy owner-occupied rehabilitation grants to ensure the goal of homeownership remains attainable within the City of Atlanta.

Lastly, the project's adjacency to the Civic Center MARTA station will provide for location-efficient housing to be built, which in turn drives down the costs of transportation and overall household expenses, as residents gain improved accessibility to jobs, services, and other everyday travel requirements. Investment in the Stitch means investment in safe and multimodal streets and access to transit and parks space. In turn, this will catalyze a host of transit-oriented development sites that improve overall affordability. The Stitch team is committed to working with developers to realize the affordable, walkable, and transit-accessible vision of the Stitch. For example, ADID, The City of Atlanta, and MARTA are currently working with the owner of the parcel adjacent to the Civic Center MARTA station to incorporate a regional bus-transfer facility that would connect to the Civic Center MARTA station at platform level within their mixed-use high-rise development.¹¹ The multifamily portion of this development, as currently proposed, will contain affordable housing.

¹¹ <https://atlanta.urbanize.city/post/downtown-hilton-apartments-rise-over-stitch-development-park>

Creative Placemaking

Through the 2021 RAISE planning grant, the project team is advancing a park and open space plan to define and shape the design and programming of the Stitch’s urban green space for all phases. The design will consider the inclusion of passive and active spaces, greenspace, hardscape areas, playgrounds, performance areas, and public art. The design will outline potential programmatic approaches to the park with a focus on the history of the area, while recognizing all aspects of operations and maintenance needs and costs.

Furthermore, the project’s location within a Community Improvement District will allow for additional private resources to go towards events and programming, curation of public art, and the celebration of the history and legacy of the more than 24,000 individuals—notably in the Buttermilk Bottom and Butler Street neighborhoods—who were displaced in the construction and subsequent widening of the I-75/I-85 Downtown Connector.

#6: CLIMATE AND ENVIRONMENT

The construction of the Stitch will significantly increase Downtown’s total green space through the introduction of a new major park. This is expected to improve mental and physical health outcomes, particularly for marginalized and underserved populations. Similarly, the reconnected grid will improve access to active transportation infrastructure.

Emission Reduction

Transportation accounts for 31% of the City of Atlanta’s total greenhouse gas emissions. Through the introduction of safer streets for bicycling, walking, and improved access to the heavy rail transit



FIGURE 14. Flooding of I-75/85 closed all lanes of traffic, bringing Atlanta to a standstill

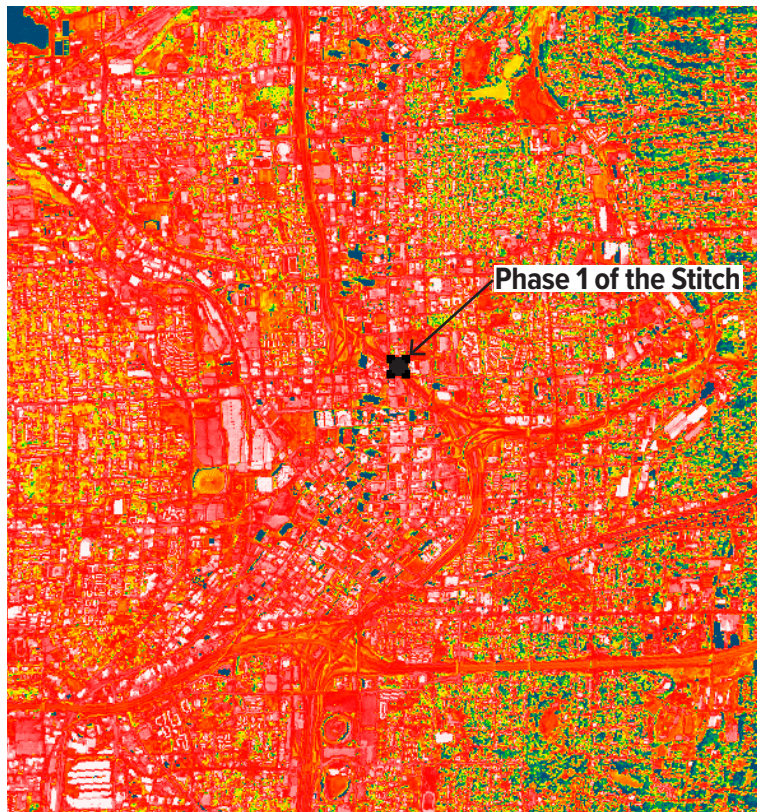


FIGURE 15. The high number of impervious surfaces and lack of tree canopy are the primary contributors to the urban heat island present in Downtown Atlanta. (Image: NASA)

system, the Stitch will reduce emissions through the mode shift away from single occupancy vehicles, as well as help reduce overall local trip generation. Collectively, this will reduce 12,000 tons of carbon dioxide across all phases of the Stitch.

The off-street bus facility introduced as part of a future phase of the Stitch will play a critical role in the Atlanta-Region Transit Link Authority (ATL)'s electrification of the region's commuter bus fleet. The proposed off-street bus facility would allow regional bus operators significantly more flexibility to charge their fleets near Downtown destinations.

Stormwater Quality and Runoff Reduction

The topography of the area combined with highly impervious land cover and minimal tree canopy (Downtown has a 3% tree coverage compared to 48% citywide) has led to an overburdened stormwater system that often floods during rain events, as seen in Figure 14. Furthermore, Atlanta's downtown is served by a combined-sewer overflow system which exacerbates

water quality issues during flooding events.

The Stitch will reintroduce permeable surfaces to Downtown and the park will capture and filter stormwater runoff falling on site. All phases of the Stitch are estimated to potentially capture, filter, and slow the peak runoff rate for 19M gallons of rainfall a year. A portion of this stormwater will also be stored in cisterns and reused for irrigation and other greywater uses in the park. Preliminary feasibility work suggests that the Stitch will reduce the peak stormwater flow rate between 11% and 33%.

Urban Heat Island Effect Reduction

Downtown Atlanta is a significant urban heat island, as shown in Figure 15. The Stitch will reintroduce green space and needed mid-story and overstory tree canopy in Downtown, reducing the urban heat island effect. This will help reduce cooling-related energy costs and make walking in Downtown more comfortable and accessible in the warmer months.

#7: WORKFORCE DEVELOPMENT AND ECONOMIC OPPORTUNITY

Inclusive Economic Development

Economic impact analysis of the Stitch estimates that the project will create more than 13,000 new jobs in downtown Atlanta and across the region, with the vast majority of these being permanent jobs catalyzed by the new amenities and residents downtown. The redevelopment catalyzed by the Stitch will deliver new storefront and office space, a portion of which will be set-aside as affordable so that entrepreneurs—particularly minority and women-led businesses—can grow their businesses in the neighborhood. Similarly, the newly created park space will allow additional locations for vending for everyday users as well as larger, special events. Lastly, the Stitch's direct access to the Civic Center MARTA Station provides future residents with access to the more than 415,000 primary jobs within a 10-minute walk of a heavy rail transit station.

Downtown is also a regional hub for tourism and business conferences. While the Stitch will ultimately be a community-focused park, it will support down-

town tourism by offering stimulating programs and interactive park elements that are free and open to the public, complementing the many attractions downtown that require admission.

Invest Atlanta offers a host of grants and loans targeted to all segments of the small business ecosystem. These resources are an extension of the City's 2020 Economic Mobility and Resiliency Plan that centers underrepresented entrepreneurs in a comprehensive strategy to combat Atlanta's income inequality and promote comprehensive, community wealth building.

Atlanta is home to a host of nonprofit technical assistance and funding partners that deliver resources for entrepreneurs and small businesses within the Stitch. These partners ensure that homegrown Atlanta businesses have the capital, community, and technical support needed to grow and remain in Atlanta. These partners include but are not limited to Georgia's Small Business Development Centers, LISC Atlanta, Access to Capital for Entrepreneurs, Atlanta Emerging Markets Initiative, Center for Civic Innovation, Russell Innovation Center for Entrepreneurs, and the Atlanta

Wealth Building Initiative. The Stitch team has been engaged with these groups and will continue to find ways to partner on programs to support small businesses in the vicinity of the Stitch.

Finally, the Stitch currently has a minimum DBE goal of 16.7% with all technical assistance contracts. During the design-phase of the project, the Stitch team desires to procure elements of the park planning, design and engineering that have either majority or 100% DBE goals to create additional meaningful opportunities for minority and female-owned businesses to contribute to the project and grow their capabilities.

Labor Practices and Workforce Development Partnerships

The City of Atlanta is committed to following federal requirements for wages and encouraging strong labor standards and practices. The project will adhere to both federal and state workplace standards, as set forth by the U.S. Department of Labor and the

Georgia Department of Labor, ensuring a safe and supportive work environment. Like previous US-DOT-funded projects in Atlanta, the Stitch will provide new opportunities for good-paying jobs, particularly in the building and construction industries. The City of Atlanta has integrated their Workforce Development Board, WorkSource Atlanta, within Invest Atlanta, the City’s economic development agency, in order to unify economic and workforce development strategies. Working together the agencies can better serve the workforce needs of the city’s business community and help more Atlantans build wealth through stable, middle-income jobs. In addition, collaboration with CareerRise, a public-private workforce intermediary and other workforce development partners like Atlanta Technical College, Urban League of Greater Atlanta, and the Fulton County Office of Workforce Development will be vital to the economic success of this project, from conception to completion.



FIGURE 16. The Stitch will have initiatives similar to Downtown Atlanta’s Public Kiosk Program that would provide low-cost retail space for small and micro-business entrepreneurs.



FIGURE 17. The integrated benefits of the Stitch touch on all aspects of creating a more equitable community, aligning with the goals of the Reconnecting Communities and Neighborhoods Program.

ENVIRONMENTAL READINESS

STITCH DEVELOPMENT HISTORY

The Stitch was first envisioned in 2001 as a concept for a new, expanded “Mayors Park” to honor Mayors Maynard Jackson and Ivan Allen Jr. who had recently died. In the subsequent years, the initial vision evolved, grew in scope, and gained momentum.

Building on the momentum of these studies, ADID funded the development of the Stitch Vision Plan. Completed in 2015, the vision plan more completely illustrated the opportunity, described the potential benefits, and explored the technical considerations of advancing a capping project. The resulting plan expanded the vision geographically and in intention by “re-stitching” the urban fabric of Downtown Atlanta with a new name and brand: the Stitch.

During 2017 and 2018, the Stitch Existing Conditions, Constraints and Opportunities Report researched and validated the Stitch concept by reviewing the project for fatal engineering, design, and constructability flaws. Following this technical feasibility effort, the development of The Stitch Implementation Plan further advanced the predevelopment effort. The Implementation Plan recommended strategies for stakeholder engagement, governance, funding and financing, delivery, and approvals.

This work provided the following information that will inform future



FIGURE 18. Several studies have been completed on the Stitch to-date which have determined its technical feasibility and galvanized support for the project

planning and engineering work:

- A project **vision, goals, and guiding principles** for the Stitch informed by case studies and stakeholder input
- A detailed technical feasibility report finding no “deal breaking” **existing conditions** constraints
- Engineering **concepts** for constructing the cap, park, and transportation features
- **Desktop environmental screening** of conditions (historic buildings, endangered species, noise, ecology, environmental justice populations) that would impede project development
- Order of magnitude **cost estimates** for planning, engineering,

design, and operations/maintenance of the cap structure and park

- Potential **funding sources** with estimation of funding potential (public and private)
- Estimated value-capture **funding projections** for project construction and long-term operations
- A **delivery approach** with Georgia DOT and FHWA processes and permits
- Recommended **governance structure** for the operations of the park

- Refined construction **delivery schedule** and **phasing strategy**

Additional detailed planning and extensive community engagement is currently underway as a part of Stitch master planning to ensure the infrastructure on top of the cap structure is thoughtfully conceived to fulfill the promise of a connected and livable urban neighborhood. A 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Planning Grant is currently supporting consensus-building

FIGURE 19. Development History Timeline of the Stitch

1998 Widening of I-75/85 through Downtown creates small areas of leftover right-of-way green space

2001 The notion of expanding and connecting two existing parks over I-75/85 to create a ‘cap’ emerges

2004 Original concept drawings enhanced to create a park recognizing two prominent former mayors of Atlanta - Ivan Allen Jr. and Maynard H. Jackson.

2015 ADID commissioned a study to revisit the cap idea. The resulting plan expanded the vision geographically and branded the project “The Stitch.”

2016-2019 ADID formed an Advisory Committee among funding partners and stakeholders to guide the next stage of predevelopment work. The work resulted in an “Implementation Plan.”

2020-2021 ADID shares Implementation Plan recommendations, builds support for the project, and pursues funding support for the next phases of pre-design and concept development.

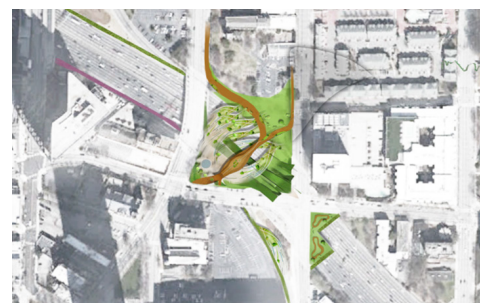
2023 The City of Atlanta and ADID plan to advance the RAISE-funded Stitch advanced planning & community engagement. This effort will foster broad-based community involvement and support in shaping the policy and design of the transportation, land use, sustainability, and park elements.



A 2004 conceptual rendering of an expanded Mayor's Park



An illustrative site plan view from the Imagine Downtown plan identifying an expanded Mayor's Park along Peachtree Street



Identification of 'cap' along Peachtree Street from the I-75/85 Connector Transformation Vision

and advanced planning around all elements of the Stitch including:

- Robust **community engagement** premised on inclusive and equitable principles that respect the historic context of the community
- A **multimodal transportation analysis and plan** for reconnecting the grid and creating a safe street network
- A **land use, zoning, and affordable housing strategy** for the anticipated affordable development around the cap
- A **sustainability framework** for the Stitch, including innovative stormwater capture elements and climate mitigation strategies such as carbon capture technology
- A **park and open space master plan** advanced through community involvement in defining and shaping conceptual design and programming ideas

In progress RAISE-funded advanced-planning work will inform the design of Stitch transportation components, the park's master plan, project goals, and supportive policies and programs, but it is not expected to substantially alter the project vision, limits, and required major infrastructure components of the project, which have been detailed in previous technical feasibility work and vetted by implementation partners including ATLDOT, GDOT, and other stakeholders.

The Stitch was added to the Atlanta Regional Commission's (ARC) TIP upon the award of RAISE grant funds in 2021. The project has also been assigned a GDOT project manager and Project ID number (0019180). Since the project's inclusion in the TIP, additional funds have been allocated to the project to advance NEPA activities and concept engineering of the Stitch, as described in the budget narrative section.

DELIVERY SCHEDULE FOR THE STITCH

Reconnecting Communities and Neighborhoods (RCN) funding is crucial to implementing phase 1 of the Stitch. RCN funding will fully fund the remaining costs associated with planning, design, engineering and construction of the park structure, transportation

elements, and park elements. If awarded RCN funds, design and construction of phase 1 of the Stitch is anticipated to have an approximately six-year duration, with an anticipated project completion in 2029. The next steps and major milestones for the Stitch include the following:

- **Advanced planning (2023-2024):** Advanced planning work is currently underway for the Stitch, funded through a successful 2021 RAISE planning grant application submitted by the City of Atlanta. This work includes critical community outreach and master-planning activities to refine the design, programming, and partnership needs for the Stitch.
- **NEPA Activities (2023-2025):** Funding is secured and available for NEPA planning, with a kickoff of resource identification and analysis in the fall of 2023. As discussed in subsequent sections, the anticipated class of action for NEPA for phase 1 of the Stitch is a Categorical Exclusion, given the minimum impacts of the project on private property and protected resources. NEPA activities completion and approvals are anticipated by the end of 2025.
- **Concept Design (2023-2024):** Funding is secured and available for concept design activities, which are beginning in the fall of 2023. Concept design will include up to 10% concept engineering for the Stitch, concept report documents and studies required by GDOT, cost estimate updates, and detailed scheduling of design phases. Previous technical feasibility and visioning work for the Stitch, as well as in-progress master planning will provide a foundation for this work.
- **Establishing Governance structure and Value Capture Mechanism (2023-2024):** While the Stitch will be owned and maintained by the City of Atlanta, work is underway to determine the preferred organizational structure to manage the implementation and long-term operations of the project. The project will likely be operated and maintained by a sub-entity of the City's economic development organization, Invest Atlanta, similar to the Atlanta Beltline's governance structure. This structure allows for dedicated resources for the operations and maintenance of the Stitch, as well as provides direct bonding ability for the project.

The Stitch will utilize a value-capture mechanism to collect a portion of the future tax revenue generated by the project. This will help fund the long-term operations of the project, as well as funding for future phases and programs like affordable housing gap funding. Financial analyses have been conducted for value-capture mechanisms as a component of earlier feasibility work that confirm their viability as a major funding source for the project.

- **Preliminary Design (2024-2025):** RCN funding will be used to develop preliminary plans for phase 1 of the Stitch park ahead of the construction phase. This work will inform the construction scope of the project, which project partners have discussed may either be traditional design-bid-build or an alternative delivery approach such as design-build.
- **Final Design and Construction of the Cap Structure (2025-2029):** Partial or full management of cap structure construction will be by GDOT, following GDOT's standard project delivery process or alternative delivery process. Construction procurement would begin in 2026, with groundbreaking not occurring until late 2026 or 2027. Phase 1 cap construction is estimated to be finished in 2029. GDOT and the City of Atlanta are also considering a design-build-operate-maintain contract for the structural components and life-safety systems associated with the cap to streamline delivery and benefit the long-term state of good repair of the Stitch and safety of interstate and park users.
- **Stitch Street Multimodal Improvements (2023-2028):** The City of Atlanta and ADID will manage the design, procurement, and construction of local street improvements associated with phase 1 of the Stitch. Construction of these elements will be coordinated with Stitch cap park construction to disperse the traffic impacts and promote the use of alternate modes during the construction phase of the Stitch cap.
- **Civic Center Station Phase 1 Improvements [not included in grant request] (2025-2028):** MARTA will manage the design and construction of Civic Center Station improvements which will be completed ahead of much of the Stitch phase 1 street and cap construction activities. Improvements to

the Civic Center MARTA station will provide traffic relief via the use of alternate modes during the construction phase of the Stitch cap.

Table 3 provides more detail on the estimated delivery schedule for the Stitch. This schedule provides a conservative estimate of project delivery using a traditional design-bid-build approach. The team is currently evaluating opportunities to streamline delivery using innovative approaches such as alternative delivery models.

ENVIRONMENTAL RISK & ANTICIPATED NEPA CLASS OF ACTION

Phase 1 Stitch Interstate Capping

Project components for phase 1 of the Stitch were selected because they have both the greatest benefit on Downtown and are the least complicated and potentially disruptive components of the Stitch vision. These components require little to no rights-of-way and result in no displacements, while connecting important affordable housing initiatives such as the Civic Center site redevelopment, St. Lukes Church, and Atlanta First United Methodist Church with essential needs such as low-cost transportation, healthcare, recreational opportunities, and jobs.

The phase 1 Stitch cap is completely bordered by publicly-owned land on either side of the interstate, as shown in Figure 20 below. Properties highlighted

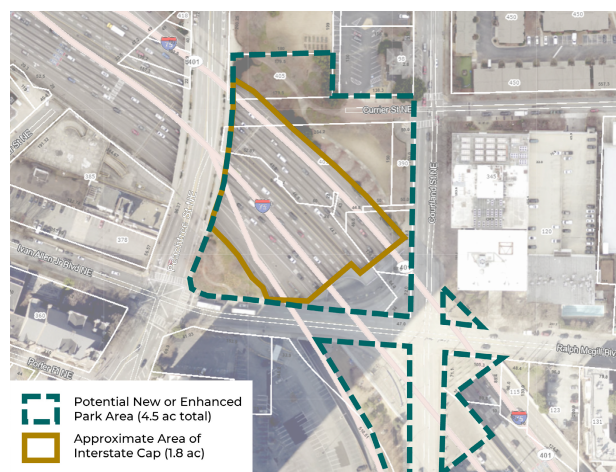


Figure 20. Phase 1 of the Stitch cap will begin delivering benefits to the community with little impact

Table 3. Estimated Stitch Schedule, Phase 1 Planning, Design, and Construction

Activity ID	Activity Name	Duration (Month)	Start	Finish	Activity Owner by Office	2023	2024	2025	2026	2027	2028	2029
						Q	Q	Q	Q	Q	Q	Q
ESTIMATED STITCH SCHEDULE - PHASE I PLANNING, DESIGN, AND CONSTRUCTION		76	Apr-2023	Jun-2029								
Phase I Planning, Design, and Construction Activities		76	Apr-2023	Jun-2029								
Stitch Master Plan		14	Apr-2023	May-2024								
A1000	Master Plan Steering Committee & Advisory Committees	14	Apr-2023	May-2024	CoA w/ ADID							
A1001	Public Engagement	13	May-2023	May-2024	CoA w/ ADID							
A1002	Existing Conditions Analysis	13	May-2023	May-2024	CoA w/ ADID							
A1003	Vision Goals & Objectives	4	Jul-2023	Oct-2023	CoA w/ ADID							
A1004	Master Plan Alternatives Development	3	Sep-2023	Dec-2023	CoA w/ ADID							
A1005	Master Plan Document	4	Jan-2024	Apr-2024	CoA w/ ADID							
Grant Activities		31	Mar-2024	Jan-2026								
A1100	RCN Grant Award	0		Mar-2024	CoA w/ ADID							
A1110	TIP Amendment	0		Apr-2024	CoA w/ ADID							
A1120	PE Obligation	0		May-2024	CoA w/ ADID							
A1125	ROW Obligation	0		Jan-2025	CoA w/ ADID							
A1130	CST Obligation	0		Jan-2026	CoA w/ ADID							
NEPA Activities		21	Oct-2023	Jun-2025								
A1006	Kick-off and History, Archaeology, and Ecology Surveys	7	Oct-2023	Apr-2024	CoA w/ ADID							
A1007	Phase II Studies, Assessment of Effects and Draft NEPA Document	7	Jul-2024	Jan-2025	CoA w/ ADID							
FHWA NEPA Document Review and Approval		5	Feb-2025	Jun-2025								
A1070	CE Production	1	Feb-2025	Feb-2025	CoA w/ ADID							
A1080	GDOT Review and Approval	2	Mar-2025	Apr-2025	CoA w/ ADID							
A1090	FHWA Review and Approval	2	May-2025	Jun-2025	CoA w/ ADID							
Phase I Concept Design (10% Eng.)		13	Oct-2023	Oct-2024								
A1010	Conceptual Design Plans	12	Oct-2023	Sep-2024	CoA w/ ADID							
A1009	Site/Traffic Survey Activities	8	Oct-2023	May-2024	CoA w/ ADID							
A1011	Concept Level Traffic Analysis	10	Oct-2023	Jul-2024	CoA w/ ADID							
A1014	Concept Utility Coordination & SUE QL(B)	10	Jan-2024	Oct-2024	CoA w/ ADID							
A1015	Phase I Draft & Final GDOT Concept Report	10	Jan-2024	Oct-2024	CoA w/ ADID							
A1012	Project Implementation Studies	6	Apr-2024	Sep-2024	CoA w/ ADID							
A1013	Updated Cost Estimates	2	Jul-2024	Sep-2024	CoA w/ ADID							
Phase I Preliminary Design (60% Eng.)		15	Sep-2024	Dec-2025								
A1016	Structural, Roadway, Park, & MEP Design	11	Sep-2024	Aug-2025	CoA w/ ADID							
A1017	Utility Coordination & SUE & QL(A)	8	Dec-2024	Aug-2025	CoA w/ ADID							
A1018	Specifications Development	8	Dec-2024	Aug-2025	CoA w/ ADID							
A1019	Updated Cost Estimates	3	Jun-2025	Aug-2025	CoA w/ ADID							
A1059	ROW Acquisition	6	Jul-2025	Dec-2025	CoA w/ ADID							
Phase I Final Design & Let		35	Jul-2025	Jun-2028								
A1020	Structural, Roadway, Park, & MEP Design	10	Jul-2025	May-2026	GDOT							
A1021	Specifications Development	4	Jan-2026	May-2026	GDOT							
A1022	Updated Cost Estimates	2	Apr-2026	May-2026	GDOT							
A1062	Prepare Project Let Package	4	May-2026	Sep-2026	GDOT							
A1023	Project Let	0	Oct-2026	Oct-2026	GDOT							
A1063	Procurement for Construction	2	Oct-2026	Nov-2026	GDOT							
A1026	Notice to Proceed for Construction	0	Nov-2026	Nov-2026	GDOT							
A1056	Construction	19	Dec-2026	Jun-2028	GDOT							
Stitch Park Design & Construction		33	Oct-2026	Jun-2029								
A1027	Preliminary & Final Design	17	Oct-2026	Feb-2028	CoA w/ ADID							
A1028	Project Procurement	8	Sep-2027	May-2028	CoA w/ ADID							
A1029	Construction	13	May-2028	Jun-2029	CoA w/ ADID							
Street Multimodal Improvements		66	Aug-2023	Dec-2028								
A1032	History, Archaeology, and Ecology Surveys	12	Aug-2023	Jul-2024	CoA w/ ADID							
A1030	Concept Design	7	Jun-2024	Dec-2024	CoA w/ ADID							
A1033	Phase II Studies, Assessment of Effects and Draft NEPA Document	10	Jul-2024	Apr-2025	CoA w/ ADID							
A1031	Preliminary & Final Design	18	Jan-2025	Jun-2026	CoA w/ ADID							
A1034	FHWA NEPA Document Review and Approval	9	Apr-2025	Dec-2025	CoA w/ ADID							
A1064	ROW Acquisition	5	Jan-2026	Jun-2026	CoA w/ ADID							
A1035	Project Procurement	7	Jun-2026	Dec-2026	CoA w/ ADID							
A1036	Construction	24	Jan-2027	Dec-2028	CoA w/ ADID							
Civic Center Station Phase I Improvements *		43	Jun-2024	Dec-2027								
A1037	Concept Design	7	Jun-2024	Dec-2024	MARTA							
A1038	Preliminary & Final Design	18	Jan-2025	Jun-2026	MARTA							
A1042	Project Procurement	7	Jun-2026	Dec-2026	MARTA							
A1043	Construction	12	Jan-2027	Dec-2027	MARTA							
Project Support Activities		33	Apr-2023	Dec-2025								
MARTA Civic Center Station Improvements & TOD Study		10	Apr-2023	Jan-2024								
A1044	Stakeholder Engagement	6	Apr-2023	Sep-2023	MARTA							
A1045	Existing Conditions Analysis	3	Apr-2023	Jun-2023	MARTA							
A1046	Master Plan Alternatives Development	5	Jun-2023	Oct-2023	MARTA							
A1047	Preferred Alternative	5	Sep-2023	Jan-2024	MARTA							
Economic Impact & Value Capture Revenue Study		6	Sep-2023	Feb-2024								
A1048	Value Capture Revenue Estimation	6	Sep-2023	Feb-2024	CoA w/ ADID							
A1049	Updated study of Economic and Community Impacts & Park Visitation	6	Sep-2023	Feb-2024	CoA w/ ADID							
Stitch Legal Activities		33	Apr-2023	Dec-2025								
A1050	Trademarking "The Stitch"	9	Apr-2023	Dec-2023	CoA w/ ADID							
A1051	Establishing non-profit "Friends of the Stitch" organization	13	May-2023	May-2024	CoA w/ ADID							
A1052	Develop organizational structure for the Stitch	10	May-2023	Feb-2024	CoA w/ ADID							
A1053	Legislative action establishing project governance and value capture mechanism	7	Jan-2024	Jul-2024	CoA w/ ADID							



ESTIMATED STITCH SCHEDULE - PHASE I PLANNING, DESIGN, AND CONSTRUCTION // SEPTEMBER 2023

Data Date: 23-Apr-01
Print Date: 18-Sep-2023

Actual Work (Blue bar) Longest Path (Red bar) Summary (Grey bar)
Remaining Work (Light Blue bar) Milestone (Black diamond)

to the north are GDOT property currently maintained by a landscape maintenance agreement with St. Luke’s Church. The former Currier Street alignment is City of Atlanta property also maintained by St. Luke’s Church. To the south, Atlanta Mayor’s Park is GDOT property maintained by the City of Atlanta. St. Luke’s Church is a coordinating partner and excited for phase 1 of the Stitch, and the team is working closely with them to develop plans for how their campus interfaces with the project. These abutting open space properties will help facilitate construction of the structure and staging for phase 1 of the Stitch.

ADID hired a team of NEPA planning experts to evaluate technical feasibility reports, including desk-top environmental screening results for the Stitch, and provide guidance on the likely NEPA class of action and the project schedule. **The team concluded that based on information available, all components of the Stitch meet the criteria for a Categorical Exclusion (CE) class of action.** This conclusion is based on the definition of the CE class of action in 40 CFR 1508.4 and NEPA class of action of similar projects across the country. The full report of the team’s findings are provided as **Appendix A** to the Project Readiness: Environmental Risk section.

Phase 1 Stitch Street Improvements

Phase 1 of the Stitch includes improvements to seven street corridors that will reconnect downtown and

adjacent neighborhoods with multimodal, safety, and operational improvements. These projects are all anticipated to stay within the existing ROW limits, except for potential minor ROW encroachments for scope items such as traffic signal upgrades and accessibility improvements. In 2023, ADID hired a team of NEPA planning experts to evaluate the potential impacts and NEPA requirements of these corridors to better understand the implications on the project schedule.

All the corridors evaluated were anticipated to be either a Programmatic Categorical Exclusion or Categorical Exclusion NEPA class of action.

The full report of the team’s findings are provided as **Appendix A** to the Project Readiness: Environmental Risk section.

DELIVERY PARTNERSHIPS

The City of Atlanta and ADID are currently working with GDOT to develop scoping and concept for the Stitch, following GDOT’s Locally-Administered Project and Project Development Process Manuals. This is a recent engagement in a long history of interagency partnerships on transportation improvements among FHWA, GDOT, ARC, MARTA, the City of Atlanta, and the Atlanta Downtown Improvement District (ADID). One example of the close coordination and partnership among these agencies is Martin Luther King Jr. Drive corridor, which runs for over seven miles from east of the Georgia State Capitol Downtown to be-



Figure 21. The Martin Luther King Jr. Dr. corridor, which runs through Downtown Atlanta, is one example of successful partnerships among the Stitch agencies to deliver transformational projects.

yond the western City of Atlanta limits (shown in Figure 21). In west Atlanta neighborhoods, GDOT and the City of Atlanta coordinated on delivery of pedestrian improvements, protected bike lanes, traffic safety and operational improvements, and street-scaping on both City of Atlanta and GDOT-owned segments of roadway, utilizing Federal funding awarded through the TIGER grant program. In Downtown, ADID and the City of Atlanta partnered on the funding, design, and construction of a new two-way protected bike lane that runs for more than 1/2 a mile, which opened in the summer of 2023. This project was coordinated with the new MARTA Summerhill BRT line to avoid the redesign or reconstruction of roadway elements when the federally-funded BRT project is constructed in the near future.

FUTURE PHASES OF THE STITCH

While phase 1 of the Stitch has independent utility and will begin delivering major benefits to Downtown Atlanta and surrounding neighborhoods, the Stitch envisions future expansions to the interstate cap and transportation improvements eventually creating

a 3/4-mile, 14-acre cap and park between Ted Turner Dr. and Piedmont Rd. The Stitch team is currently detailing what future phases will include through federally funded master planning work, but generally these will include additional park-space, expanded affordable housing investments, additional one to two-way street conversions, operational and safety improvements to the Downtown Connector, and further enhancements to the Civic Center MARTA station and regional bus operations. Figure 22 shows the approximate extents of phase 1 and future phases 2 and 3 of the Stitch.

The planning, design, and engineering of phase 1 of the Stitch will be coordinated with these future phases so that they integrate seamlessly with one another. The project team believes that once phase 1 of the Stitch is funded, funding for subsequent phases will be raised quickly as excitement grows among local funding partners, including the philanthropic community.

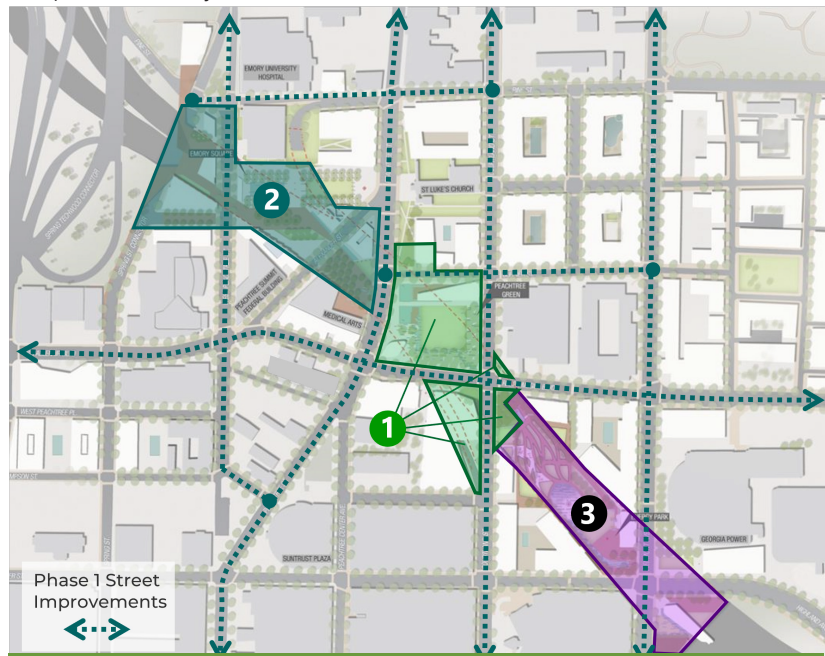


Figure 22: The 2015 Stitch Vision Plan established the extents of all-phases of the Stitch. The approximate extents of the proposed phases of the Stitch are overlaid on the Vision Plan map here.

APPENDIX A: NEPA CLASS OF ACTION ANALYSIS
FOR PHASE 1 OF THE STITCH



Attachment A: The Stitch – NEPA Review Assessment

October 2022



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1 Introduction

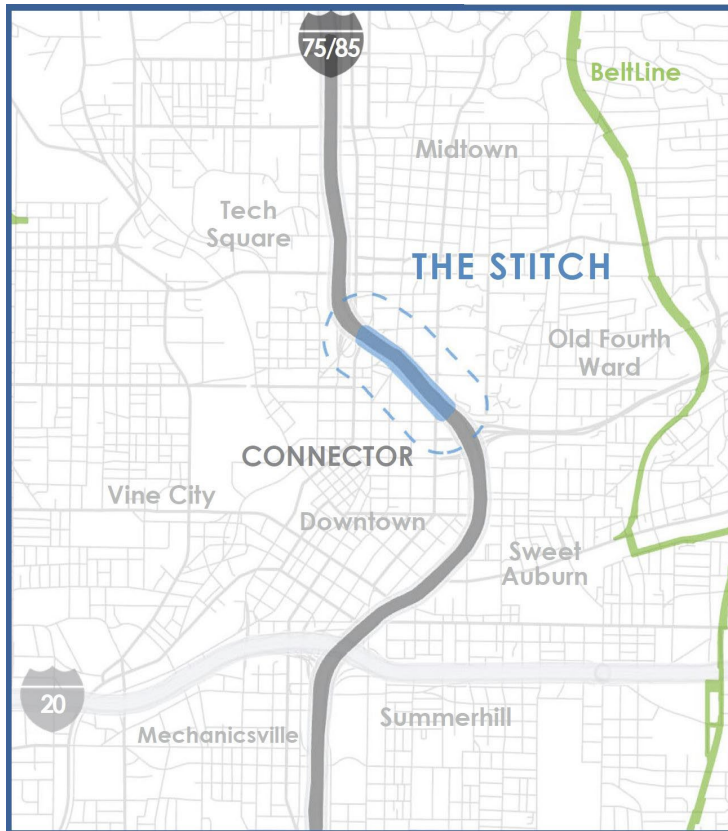
1.1 Background

The STITCH is a proposed project to “cap” or place a cover over I-75/I-85, known as the Downtown Connector, in Atlanta’s Central Business District. The “cap” is proposed to extend between the existing Civic Center Metropolitan Atlanta Rapid Transit Authority (MARTA) Station at Ted Turner Drive and Piedmont Avenue. The Downtown Connector is viewed as an eyesore that divided neighborhoods and created blighted areas where there were once thriving communities. The STITCH project seeks to remedy the disconnection in the heart of the Atlanta urban core by using air rights to build a platform over the Downtown Connector. The project will result in a ¾-mile platform that will create approximately 14 acres of new urban greenspace.

1.2 Study Area

The STITCH study area extends from the existing Civic Center MARTA Station at Ted Turner Drive to Piedmont Avenue in the I-75/I-85 corridor known as the Downtown Connector. Figure 1.2.1 shows the STITCH study area.

Figure 1.2.1: Study Area



Source: 2021 RAISE Grant

1.3 Purpose of this White Paper

The purpose of this document is to review the information in the “The STITCH Existing Conditions, Constraints and Opportunities Report” circa 2018 (STITCH Report) and perform an independent assessment to determine the appropriate National Environmental Policy Act (NEPA) class of action for the STITCH project. No new data was collected for this white paper and the recommendations contained within are based on the information from previous studies and our engineering judgement.

2 Environmental Screening

Below is a brief summary of how the project is anticipated to affect the four major environmental resources that will be documented as part of the NEPA study based on the information currently available.

2.1 Social and Economic Resources

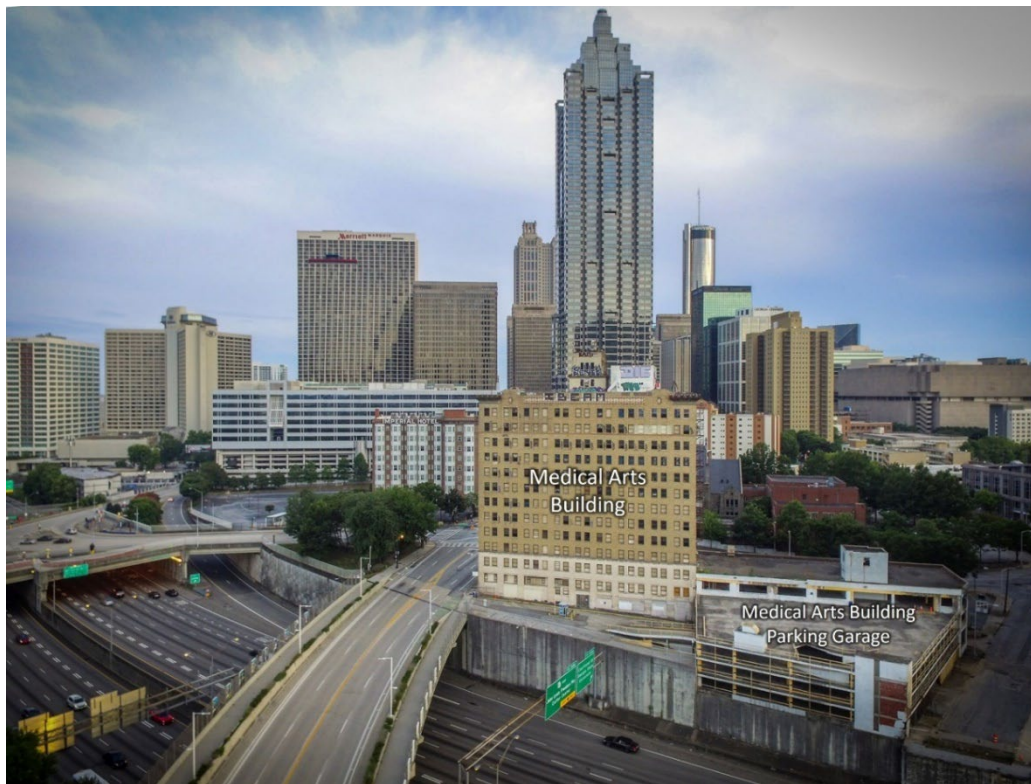
The STITCH project is anticipated to enhance the social and economic resources within and adjacent to the study area by reconnecting neighborhoods that were divided when the Downtown Connector was constructed in the 1960s. Reconnecting the neighborhoods will enhance community cohesion by reducing the barriers to human interaction while improving access to community focal points such as churches, schools, parks, business centers, etc. The project will also improve mobility by enhancing pedestrian and bicyclist connectivity, reconnecting the local street network, and improving access to transit facilities (i.e. MARTA). The STITCH project will create an urban park that can foster investment, encourage development, and increase adjacent real estate values. These changes are anticipated to increase the tax base, property values, and density of businesses adjacent to the corridor. The existing and future land uses adjacent to the project corridor indicate a primarily commercial land use. The project is not anticipated to result in significant land use changes. However, the project may induce additional development and result in an increase in population. This trend would be consistent with the growth management policies, past study recommendations, and land use plans for the area. Temporary easements and some permanent right-of-way is expected in order to construct new walls to support the “cap”. However, no displacements are anticipated as a result of the project. The project is anticipated to enhance the viewshed of the surrounding area and reduce the traffic noise impacts to adjacent properties.

2.2 Cultural Resources

According to the STITCH Report, 47 structures are located within the study area that have the potential to be historic (over 50 years in age). Of those 47 structures, seven are currently listed on the National Register of Historic Places (NRHP) and another 15 are recommended potentially eligible for the NRHP. Five of the 47 potentially historic structures are located adjacent to the Downtown Connector including the Medical Arts Building (listed in the NRHP), the Motel 6

(recommended not eligible for NRHP), Club Goose Bumps (recommended not eligible for NRHP), 332 Piedmont Avenue (recommended eligible for the NRHP), and the Ralph Apartments (recommended eligible for the NRHP). The existing walls for the Downtown Connector are anticipated to be reconstructed closer to these potentially historic properties in order to widen/preserve the shoulder width on the Downtown Connector. The parking garage for the Medical Arts Building may need to be modified or removed to construct the new walls. The Medical Arts Building parking garage is part of the NRHP structure and extensive coordination with the Georgia State Historic Preservation Office (SHPO) will be needed to coordinate on potential mitigation options. Figure 2.2.1 shows the Medical Arts Building and parking garage in relation to the Downtown Connector. The Motel 6, Ralph Apartments, and Club Goose Bumps are in close proximity to existing Downtown Connector walls, but no direct impacts to these structures are anticipated. The building at 332 Piedmont Avenue is not directly adjacent to an existing wall as there is a grassed area between the building and the existing wall, and therefore, no direct impacts are anticipated. Potentially historic sites will be further evaluated during the NEPA study to determine their eligibility for the NRHP and potential direct and indirect effects including vibration and visual impacts. During the NEPA study, Section 4(f) documentation will be prepared for the adjacent sites that are on or eligible for the NRHP. No significant impacts to cultural resources are anticipated.

Figure 2.2.1: Medical Arts Building



Source: Easements Atlanta (<http://easementsatlanta.org/portfolio-item/medical-arts-building/>)

The STITCH Report also documented six previously identified archaeological sites located within a 0.5-mile radius of the project. The potential for significant archaeological impacts associated with the proposed STITCH project is minimal considering the disturbed nature of the corridor from the previous construction of the Downtown Connector and the Civic Center MARTA station. A cultural resources field review will be completed during the NEPA study to identify any potential archaeological sites that could be impacted by the proposed improvements. Coordination with SHPO will be included as part of the NEPA study.

Two parks are located within or adjacent to the STITCH study area, Mayors #1 Park and Folk Art Park, as shown in Figure 2.2.2.

Figure 2.2.2: Location of Parks



Mayors #1 Park is located at 120 Ralph McGill Boulevard and is owned by the City of Atlanta. The park is approximately 0.22 acres and features a brick walking path and is located adjacent to the Downtown Connector. During the NEPA study, a Section 4(f) analysis will be completed to determine if there are any direct or indirect impacts and the appropriate level of analysis that will be required. At this time, it appears that a Section 4(f) de minimis or no effect determination may be appropriate. Coordination with the City of Atlanta will occur during the NEPA study to coordinate and identify mitigation measures that may be needed to offset any potential temporary and/or permanent impacts.

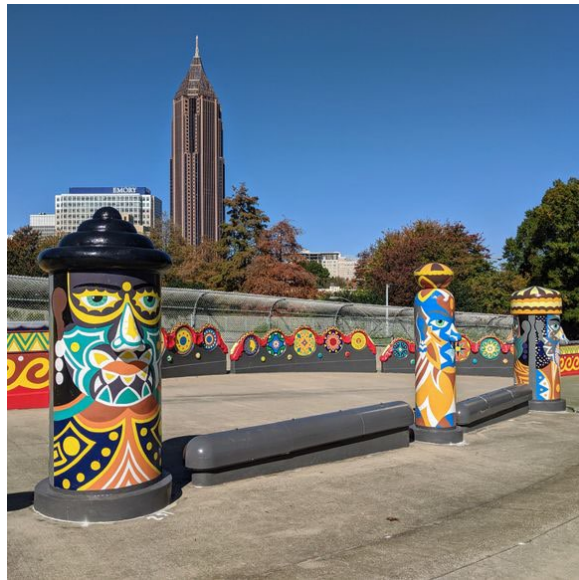
Folk Art Park is located at the intersections of Courtland Street and Ralph McGill Boulevard, and Piedmont Avenue and Baker Street. The park was constructed as part of a public art project to improve streetscapes in preparation for the 1996 Olympics. Folk Art Park is located above the Downtown Connector and is planned to be integrated into the proposed park and green space for the “cap”. The proposed project will enhance the accessibility of Folk Art Park and potentially increase the number of visitors to the park. Some temporary and permanent impacts may occur as a result of the project. During the NEPA study, a Section 4(f) analysis will be completed to determine the appropriate level of analysis and degree of impact. Mitigation options will be evaluated and may include salvaging art pieces that may need to be relocated, where feasible.

Figure 2.2.3: Mayor’s #1 Park



Source: Foursquare
<https://foursquare.com/v/mayors-park/4be982f161aca593eb9a8200>

Figure 2.2.4: Folk Art Park



Source: Atlas Obscura
<https://www.atlasobscura.com/places/folk-art-park>

2.3 Natural Resources

According to the STITCH Report, there are no wetlands or surface waters located within the proposed study area. According to the United States Fish and Wildlife Service Information for Planning and Consultation website, one endangered species, *Michaux's Sumac*, may occur within the study area. A natural resources evaluation will be conducted during the NEPA study to determine the potential effects on the natural environment. However, considering the urban nature of the corridor, no significant effects to the natural environment are anticipated.

2.4 Physical Resources

Air, noise, and vibration studies will be performed as part of the NEPA study. According to the STITCH Implementation Plan (2019), the “cap” is expected to mitigate highway noise and air pollution. The potential for vibration impacts to historic or potentially historic properties will be evaluated as part of the NEPA study. Certain construction methods may be recommended to minimize vibration impacts to adjacent properties. If required, vibration monitoring stations will be included during construction activities. Potential contamination sources will also be evaluated during the NEPA study. Since contamination sites were previously screened within this corridor for the construction and widening of the Downtown Connector, significant contamination impacts are not expected as a result of the project.

3 Class of Action

There are three classes of action to determine how compliance with NEPA is carried out and documented: (1) Environmental Impact Statement (EIS), (2) Environmental Assessment (EA), and (3) Categorical Exclusion (CE). An EIS is highest level of documentation and is prepared for major Federal actions that significantly affect the quality of the human environment. A CE is the lowest level of documentation and is prepared for actions that do not individually or cumulatively have a significant effect on the human environment. An EA is prepared when the level of significance for an action is not clearly established at the time the NEPA document is prepared. Based on the findings of the EA, either an EIS or a Finding of No Significant Impact (FONSI) is prepared.

To determine which class of action is most appropriate for the STITCH, below is the definition contained in 40 CFR 1508.4 for which actions meet a CE level of documentation. They are actions which:

- Do not induce significant impacts to planned growth or land use for the area
- Do not require the relocation of significant numbers of people
- Do not have a significant impact on any natural, cultural, recreational, historic or other resource
- Do not involve significant air, noise, or water quality impacts
- Do not have significant impacts on travel patterns
- Do not otherwise, either individually or cumulatively, have any significant environmental impacts

Below is a summary of how the STITCH complies with each of these directives:

1. Do not induce significant impacts to planned growth or land use for the area

The intent of the STITCH is to encourage development in a blighted region of Downtown Atlanta. Although the project may induce growth, the growth will be consistent with growth management policies and land use plans for the area.

2. Do not require the relocation of significant numbers of people

No relocations are anticipated as a result of the STITCH.

3. Do not have a significant impact on any natural, cultural, recreational, historic or other resource

No significant impacts on any natural or physical resource are anticipated. Although there may be minor permanent and/or temporary impacts to Mayors #1 Park and Folk Art Park, the impacts are not anticipated to be significant. Impacts will be mitigated in coordination with the owner with jurisdiction. Although there are historic and potentially historic properties adjacent to the corridor that may have temporary vibration impacts and minor right-of-way acquisition, no significant impacts are anticipated. Potential impacts to the Medical Arts Building parking garage are the most significant impact associated with the project. However, coordination with SHPO and mitigation should result in a de minimis finding. Therefore, based on the information available at this time, no significant impacts on any natural, cultural, recreational, historic, or other resource is anticipated.

4. Do not involve significant air, noise, or water quality impacts

The project does not involve any significant air, noise, or water quality impacts. The project is anticipated to enhance/reduce highway traffic noise and air pollution. The “cap” will absorb, store, and allow evaporation of stormwater before being conveyed. As a result, the “cap” is expected to reduce the peak flow rate by 11% to 33% depending on the storm event which will create much needed capacity in the city sewer system and will potentially reduce the frequency of sewer overflows.

5. Do not have significant impacts on travel patterns

The project will not have significant impacts on travel patterns. No new roads are proposed with the construction of the “cap”. The STITCH will enhance the existing local street network by reconnecting roads that were disconnected by the construction of the Downtown Connector.

6. Do not otherwise, either individually or cumulatively, have any significant environmental impacts

No significant individual or cumulative impacts are expected as a result of the project. The project is anticipated to enhance community cohesion, multi-modal connectivity, and property values.

4 Deck Park Examples

According to the Trust for Public Land, there are over 20 deck parks in the United States with more in the planning stages. These parks have an average length of 1,620 feet and an area of nine acres. The largest deck park is the Rose Kennedy Greenway in Boston, at 30 acres, which was built concurrently with the freeway below (known as the Big Dig). The majority of the deck park projects were either built with the roadway, or converted an existing corridor (railroad, industrial park, roadway) into a park.

The creation of Klyde Warren Park is similar to the proposed STITCH project. This project involved the construction of a 5.2-acre bicycle/pedestrian and transit-oriented, sustainable development, located over the Spur 366 (Woodall Rogers) in Dallas, Texas. The development included a playground, dog park, café, stage, water features, and wireless internet. The project required the alteration of some of the existing streets and bridges, but no additional right-of-way was required. No parks or historic properties were identified within or adjacent to the project corridor. The Klyde Warren Park project was supported at the City, County, and State level. A Categorical Exclusion was completed in 2008 for the creation of the Klyde Warren Park above Spur 366 in Dallas, Texas.

Frankie Pace Park is another similar deck park project. This project involved the construction of a 3-acre open space park with pedestrian pathways, bicycle routes, performance areas, and rain gardens over the I-579 Crosstown Boulevard in Pittsburg, Pennsylvania. The project involved minor right-of-way acquisition from four parcels. No parks were identified within or adjacent to the project. A piece of artwork and a history marker are within the project corridor and were committed to be removed before construction and then reinstalled in the park after construction. A Categorical Exclusion was completed in 2015 for the Frankie Pace Park and the Section 106 process was completed for a historic resource.

5 Conclusion

Although right-of-way acquisition is required for the STITCH project, no significant environmental impacts are expected. The historic and Section 4(f) properties will be further evaluated during the NEPA study, and the appropriate effects determination will be prepared, and mitigation provided, if necessary. Therefore, a **Categorical Exclusion** is recommended as the appropriate class of action for this project.

The Reconnecting Communities Pilot (RCP) Discretionary Grant Program Notice of Funding Opportunity rates projects based on their readiness. One of the evaluation criteria considered is the Environmental Risk Assessment which analyzes the project’s environmental approvals and likelihood of the necessary approvals affecting the timely project obligation. The analysis results in a rating of “High Risk”, “Moderate Risk”, or “Low Risk”.

- A Low Risk rating is associated with a project that has completed NEPA or is highly likely to do so in time to meet the project schedule.
- A Moderate Risk rating is associated with a project that has not completed NEPA and it is uncertain whether the project will be able to complete NEPA in time to meet the project schedule.
- A High Risk rating is associated with a project that has not completed or begun NEPA and has known environmental or litigation concerns associated with the project.

The proposed STITCH project anticipates an 18-month-long schedule to complete NEPA. Based on the above recommendation for a Categorical Exclusion class of action, this schedule duration is reasonable and therefore, we suggest a **Low Risk** rating.



MEMO

SUBJECT: PI# 0019180/Fulton County: Potential Environmental Risk Identification for the Proposed Stitch street projects

DATE: September 19, 2023

This memorandum was prepared to identify potential environmental resources that may present risks to project delivery that could occur within the project limits of the STITCH street projects. A comprehensive desktop screening was not utilized but rather a simple high-level windshield survey of each street was conducted by subject matter experts.

The following corridors were reviewed:

- West Peachtree Street (approximately Peachtree Street to Linden Street)
- Peachtree Street (approximately Decatur Street to North Avenue)
- Courtland Street (approximately Gilmer Street to Ralph McGill)
- Piedmont Street (approximately MLK Avenue to Ponce De Leon)
- Pine Street (approximately Peachtree Street to Courtland Street)
- Currier Street (approximately Peachtree Street to Piedmont Street)
- Ivan Allen/Ralph McGill (approximately Luckie Street to F. Parkway)

Assumptions

- The street projects would be constructed within the existing ROW limits.
- The approximate limits for each street are subject to change.

Environmental Risk and Considerations

Based upon our windshield survey of each street, the below are the most likely environmental resources/risks that could be encountered. A more detailed environmental resource identification survey would be required to determine if the environmental resources/risks actually exist along each street.

- Public Parks subject to Section 4(f) of the US DOT Act of 1966
 - Several parks exist immediately adjacent to several of the streets listed above. If US DOT funds are utilized to construct any improvements along these streets, Section 4(f) requirements could be applicable.

- Upon start of project activities, all parks should be identified and verified if they are in public or private ownership. Those that are publicly owned would be subject to Section 4(f) requirements but there is also a risk that privately owned parks that do not restrict public access could also be subject to Section 4(f) requirements.



Example non-traditional public park that could be subject to Section 4(f).

- Once each park is identified, the official with jurisdiction would be identified so that any coordination can take place as needed.
- Since the street projects are anticipated to be constructed within the existing ROW, the likelihood of having an adverse effect on any public park and requiring an Individual Section 4(f) evaluation is low. However, the parks and roadway could have shared areas where avoiding recreational components of these parks would be needed. Permanent and temporary easements can also create Section 4(f) impacts but are less likely if identified early. Based off the projected project types, a *de minimis* Section 4(f) use/impact is the most likely scenario which requires minimal effort (and effort) to process under the NEPA documentation.
- A review of the potential utilization of Land and Water Conservation Funds (LWCF) within the street limits (especially at parks) did not reveal any known uses. If identified, the use of property subject to LWCF requires coordination (typically with GA DNR) and the replacement of ROW/permanent easement at 1:1 (1 acre of use would require the replacement of 1 acre).
- Cultural Resources/Section 106 of the National Historic Preservation Act (NHPA)
 - Since the proposed streetscape projects would likely occur within the existing ROW, the likelihood is low that the projects would impact physical structures and cause displacements (which would result in adverse effects). However, there is the high likelihood that contributing features to potentially eligible historic resources exist in the form of landscaping/trees, historic sidewalk pavers, and other physical miscellaneous features such as stairs, railings, walls, etc. Within urban areas, it is common that these features are located within the existing ROW. These features need to be identified early as part of the history resource identification review and avoided to streamline the Section 106 process as much as possible.
 - Archaeology – Several of the corridors are known trolley/streetcar corridors. As such, the 2015 Programmatic Agreement for Historic Streetcar Archaeological Sites in Georgia should be adhered to. Resource identification activities may require additional measures such as Ground Penetrating Radar

(GPR) and metal detection, however, construction activities are typically not affected through the use of standard mitigation practices and the issuance of a Special Provision for the Construction Contract.

- These streets likely have areas of historic granite curbing. When construction activities will happen within curb to curb and the granite curbing remains in place, the project is likely to have No Effect. If the granite curbing will be impacted, there is typically an environmental commitment to reset the granite curbing or replace in kind.



Example of mature trees that could be contributing features to historic resources.

- Ecology
 - Based on the nature of the project settings, the identification of ecological resources is a low risk. When appropriate, ecology surveys for waters and protected species should be completed. If identified and if impacted, coordination efforts with agencies such as the US Army Corps of Engineers, GA DNR, US Fish and Wildlife and others could be required. If encountered, none would be expected to require extended agency review requirements.
- Air and Noise
 - Based off the nature of the street projects, extensive Air and Noise evaluations are not anticipated. If federally funded, Air would be anticipated to be a minor type evaluation and Noise is anticipated to be a Type III evaluation (memo noting no noise study/noise mitigation is required). This is because the projects are not adding capacity.



- NEPA
 - The street projects are anticipated to qualify as a Categorical Exclusion (CE). The GDOT-FHWA Programmatic CE Agreement (PCE) was reviewed and the projects likely would qualify as a PCE. The below are the impact thresholds most likely applicable to the street projects (impacts must be below these thresholds to qualify as a PCE).
 - No net loss of parking should occur.
 - Substantial public controversy.
 - Adverse effects to Cultural Resources.
 - Section 4(f) use that is adverse.
 - Hazardous Materials or UST presence that requires a Phase 2 evaluation (Typical GDOT projects within existing ROW do not require a Phase 1 or 2 evaluation).
 - Project specific public engagement activities may be required dependent on project impacts and NEPA requirements. If needed, these activities should be included in the Environmental delivery schedule.
 - Utilization of State and/or local funding sources may not require the same level of environmental evaluation/documentation as a federally funded project.
 - If ROW or easement is required from any Federally owned parcels, additional environmental activities and NEPA requirements could be required.
- Summary
 - Environmental documentation to satisfy NEPA is generally a low risk, and each project could likely be completed as a CE or PCE. Factors that may influence the environmental review process include:
 - Historic resources – especially if contributing features encroach in existing ROW, there is the presence of historic granite curb, potential for historic trolley/streetcar tracks.
 - Tree removal or replacement would need to be considered and would need to adhere to City permitting requirements for removal and replacement.
 - Confirmation of public park space ownership and potential Section 4(f) impacts.

Existing Conditions



**FY 23 Reconnecting
Communities and Neighborhoods
Construction Grant Application**

Submitted by City of Atlanta
in partnership with

Atlanta Downtown Improvement District

*Reconnecting and Restoring
Atlanta's Divided Downtown Core*



THE STITCH

Phase One

Future Conditions



APPENDIX B: BUDGET NARRATIVE

theStitchATL.com

BUDGET NARRATIVE

COST ESTIMATE AND PROJECT BUDGET

The Stitch phase 1 budget was generated from quantity take-off cost estimates of schematic designs for the Stitch cap and street elements. Table 1 shows a summary of these estimates. Table 2 includes an estimate of A&E costs associated with Phase 1 of the Stitch. Attachment A to this section includes quantity take-off and escalation cost backups.

Stitch Phase 1 Budget Notes:

- Structural cost estimates were updated in 2023 and escalated at 5% per year through construction (2030).
- Park estimates are based on 2018 estimates and escalated at 5% per year through construction (2030).
- Quantity take-off cost estimates for street components are 2023 estimates and escalated at 5% per year through construction (2030).
- As shown in the table, the following contingencies were added to the major project components to account for design and economic uncertainties:
 - Cap infrastructure: 30%
 - Park improvements: 20%
 - Street segments: 25%
 - Soft Costs: 20%

TABLE 1: The Stitch Phase 1 Budget - September 2023

Cap Construction Hard Costs	\$129,978,045
Cap Infrastructure	\$75,918,770
Cap Infrastructure Contingency (30%)	\$22,775,631
Park Improvements	\$26,069,703
Park Improvements Contingency (20%)	\$5,213,941
Street Construction Hard Costs	\$40,830,134
W Peachtree St	\$2,077,209
Peachtree St	\$13,742,679
Courtland St	\$2,035,543
Piedmont St	\$5,906,030
Pine St	\$1,096,570
Currier Street	\$207,051
Ivan Allen/Ralph McGill	\$7,599,027
Roadway Projects Contingency (25%)	\$8,166,027
Soft Costs (Predevelopment)	\$28,536,982
Architects and Engineers (10% of hard costs)	\$17,080,818
Owner Direct Consultants	\$2,500,000
Municipal Fees	\$1,200,000
Other Soft Costs/Administrative	\$2,500,000
Rights-of-Way and Easements	\$1,000,000
Soft Cost Contingency (20%)	\$4,856,164
Full Project Grand Total	\$199,945,161

TABLE 2: The Stitch Phase 1 Estimated Design Costs - September 2023

Planning/NEPA Costs	\$2,350,000
Outreach and Engagement	\$250,000
Multimodal Transportation Analysis & Plan	\$450,000
Site and Proposed Development Summary	\$150,000
Parks and Open Space Master Plan Updates	\$250,000
Project Sustainability Framework	\$150,000
Economic Benefits and Funding Modeling	\$250,000
Phase I NEPA Studies	\$450,000
Phase II NEPA Studies & Reporting	\$400,000
Concept Engineering Support Services	\$2,500,000
Flown Topographical Survey	\$500,000
Stormwater System Survey	\$250,000
ROW Boundary Survey	\$250,000
Parcel Boundary Survey	\$500,000
SUE Level-C&B Survey (overhead & underground)	\$500,000
Concept-stage Geotechnical & Bridge Foundation Surveys	\$500,000
Concept Engineering (10%)	\$1,930,000
Conceptual Design Plans	\$1,300,000
Concept-level Traffic Analysis	\$250,000
Project Implementation Support	\$30,000
Concept Report	\$350,000
Preliminary Engineering Support Services	\$1,800,000
SUE Level-A Survey	\$500,000
Advanced Geotechnical & Bridge Foundation Surveys	\$750,000
Utility Coordination	\$250,000
Concept of Operations Support	\$300,000
Costing Plans (30%)	\$3,000,000
Prelim & Final Engineering, incl. PS&E (60% - 100%)	\$5,500,000
Total A&E Cost Estimates	\$17,080,000

COST OVERRUNS AND FUNDING RISK MANAGEMENT

The City of Atlanta and its implementation partners are taking the following active measures to account for potential risks associated with cost overruns and funding availability:

- **Cost Estimate Contingencies & Escalation:** as noted previously, the current cost estimate for the Stitch considers cost implications of unknown design elements with appropriate contingencies for this level of design. Additionally, the cost estimate includes an escalation factor of 5% per year through 2030 accounting recent construction cost volatility.
- **Cost Estimate Updates:** construction cost estimates will be updated throughout the design development of the project at major design milestones where applicable, such as 10% (Conceptual) Engineering, 30% (Costing Plans) Engineering, 60%-90% (Preliminary) Engineering, and 100% (Final) Engineering.
- **Project Risk Register:** The Stitch development team will maintain a project risk register throughout the design and construction phases of the project noting variables that may impact the project scope, schedule, and budget and risk avoidance, reduction, and mitigation strategies to minimize project risk.

FUNDING SOURCES

A variety of local and federal funding sources have been committed to phase 1 of the Stitch to-date. This includes \$6.32 million of federal funding and \$30.98 million of local funding. If awarded, Reconnecting Communities and Neighborhoods funding would provide an additional \$157.64 million in federal funding to fund shovel-ready++Engineering for the Stitch, totaling \$199.95 million of combined funding. This funding would fully fund Stitch Master Planning of all project phases (currently in progress) and all soft and hard costs associated with the construction of Stitch phase 1. Documentation of local match funding commitment is provided in the Letters of Support and Funding Commitments attachment.

TABLE 3: The Stitch Phase 1 Funding Sources

FUNDING PROGRAM	AMOUNT	NOTES
Awarded & In-Use Funding		
FY21 RAISE Planning Grant	\$1,250,000	72% Federal, 28% ADID
FY22 Community-Designated Project Grant (HUD)	\$1,450,000	80% Federal, 20% ADID
FY22 Reconnecting Communities Grant	\$1,375,000	80% Federal, 20% CoA & ADID
FY23 ARC TIP	\$1,450,000	80% Federal, 20% ADID
FY23 COVID Relief Funds	\$2,000,000	100% Federal
Locally Committed Funds		
Atlanta Downtown Improvement District	\$10,000,000	Federal match commitment for the Stitch
Invest ATL Eastside TAD	\$10,000,000	Federal match commitment for the Stitch
City of Atlanta – Moving Atlanta Forward	\$9,775,000	Federal match commitment for the Stitch
Applied-for Funds		
FY24 Senate Appropriations Request	\$5,000,000	100% Federal. This funding is included in the T-HUD package and anticipated upon FY24 US budget passage
USDOT Neighborhood Access & Equity Grant Program	\$157,645,161	Approximately 84% Federal with 16% local match
Total Funding - the Stitch phase 1	\$199,945,161	

ADDITIONAL INFORMATION ON COMMITTED FUNDING SOURCES:

The following section details the status of awarded and committed funding sources for the Stitch as of September 28, 2023:

Reconnecting Communities and Neighborhoods Grant Application

FEDERAL FUNDING AMOUNT:

Reconnecting Communities and Neighborhoods: Neighborhood Access and Equity Capital Construction Funding (FY 2023)

- **Funding Amount:** \$157,645,161
- **Anticipated Authorization Year:** 2025

- **Expiration Date:** Funds to be obligated by September 30, 2026
- **Funding Use and Restrictions:** To be used for preliminary engineering and construction of phase 1 of the Stitch.
- **Funding Recipients:** Project and funding to be managed by the City of Atlanta, in partnership with the Georgia Department of Transportation and the Atlanta Downtown Improvement District.

LOCAL MATCHING FUNDS:

Invest Atlanta Eastside Tax Allocation District Funding

- **Funding Amount:** \$10M
- **Anticipated Authorization:** Funding authorized (see attached commitment documentation)
- **Expiration Date:** None
- **Funding Use and Restrictions:** To be used for preliminary engineering, design, and construction of the Stitch
- **Funding Recipients:** Invest Atlanta, a City of Atlanta governmental entity, is the managing entity of this funding source.

Atlanta Downtown Improvement District Funding

- **Funding Amount:** \$10M
- **Anticipated Authorization:** Funding authorized (see attached commitment documentation)
- **Expiration Date:** None
- **Funding Use and Restrictions:** To be used for preliminary engineering, design, and construction of the Stitch as match for a FY23 RCN grant award.
- **Funding Recipients:** Atlanta Downtown Improvement District is the managing entity of this funding source.

Moving Atlanta Forward Transportation Project Funding

- **Funding Amount:** \$9,775,000
- **Anticipated Authorization:** Funding authorized (see attached commitment documentation)
- **Expiration Date:** None
- **Funding Use and Restrictions:** To be used for preliminary engineering, design, and construction of the Stitch phase 1 street components.
- **Funding Recipients:** The City of Atlanta is the managing entity of this funding source.

Other Federal Funds

FEDERAL FUNDING AMOUNT:

RAISE Planning Grant (FY 2021)

- **Funding Amount:** \$900,000
- **Grant Agreement Authorized in 2023**
- **Expiration Date:** Funds to be expended and reimbursed by September 30, 2029
- **Funding Use and Restrictions:** Funding to be used for advanced planning of the Stitch.
- **Funding Recipients:** Project and funding to be managed directly by Atlanta Downtown Improvement District

HUD Community Designated Project Grant (FY 2022)

- **Funding Amount:** \$1.16M
- **Grant Agreement Authorized in 2023**
- **Expiration Date:** Funds to be spent by September 30, 2030
- **Funding Use and Restrictions:** Funding to be used for conceptual design/engineering and project support services. Funding may not be used to advance choice-limiting actions prior to NEPA approval.
- **Funding Recipients:** Project and funding to be managed directly by Atlanta Downtown Improvement District

Reconnecting Communities Planning Funding (FY 2022)

- **Funding Amount:** \$1.1M
- **Anticipated Authorization:** 2023
- **Expiration Date:** Funds to be obligated prior to September 30, 2025
- **Funding Use and Restrictions:** To be used for preliminary engineering and design support services of the Stitch.
- **Funding Recipients:** Project and funding to be managed by Atlanta Downtown Improvement District on behalf of City of Atlanta under a project management agreement

ARC TIP Surface Transportation Block Grant funding (FY 2023)

- **Funding Amount:** \$1.16M
- **Anticipated Authorization:** 2023
- **Expiration Date:** Funds to be obligated prior to September 30, 2026
- **Funding Use and Restrictions:** Funding to be used for conceptual design/engineering and project support services.
- **Funding Recipients:** Project and funding to be managed by Atlanta Downtown Improvement District on behalf of City of Atlanta under a project management agreement

ARC COVID Relief Funding (FY 2023)

- **Funding Amount:** \$2M
- **Anticipated Authorization:** 2023
- **Expiration Date:** Funds to be obligated by September 30, 2024 and must be expended by September 30, 2029.
- **Funding Use and Restrictions:** Funding to be used for conceptual design/engineering and project support services.
- **Funding Recipients:** Project and funding to be managed by Atlanta Downtown Improvement District on behalf of City of Atlanta under a project management agreement

Senate Appropriations Request Funding (FY 2024) [Pending Passage of FY24 US Budget]

- **Funding Amount:** \$5M
- **Anticipated Authorization:** 2024
- **Expiration Date:** Unknown
- **Funding Use and Restrictions:** Funding to be used for conceptual design/engineering and project support services.
- **Funding Recipients:** Project and funding to be managed by Atlanta Downtown Improvement District on behalf of City of Atlanta under a project management agreement

LOCAL MATCHING FUNDS:

Atlanta Downtown Improvement District

- **Funding Amount:** \$1,205,000
- **Anticipated Authorization:** Funding committed
- **Expiration Date:** None

- **Funding Use and Restrictions:** Funding to be used for planning, conceptual engineering, and design support services of the Stitch.
- **Funding Recipients:** Project and funding to be managed by Atlanta Downtown Improvement District on behalf of City of Atlanta under a project management agreement.

OTHER POTENTIAL SOURCES OF LOCAL MATCHING FUNDS:

ADID, the City of Atlanta, and other project partners contribute a number of personnel, supplies, and other funding sources to the Stitch on an annual basis to manage the project, funding sources, and other miscellaneous project needs. These sources are estimated to equal roughly \$250,000 a year and can be documented as local matching funds towards the Stitch post grant-award.

Additional funding sources may include easement or ROW donations to the Stitch from GDOT or other local property owners, as well as future philanthropic donations to the Stitch.

BUDGET ATTACHMENT: ADDITIONAL STITCH
BUDGET DETAILS

THE STITCH PHASE 1 BUDGET Cost Escalation

	Pre-Escalation Cost Estimate	Escalated Costs Assuming a 2026-2030 Construction Period	Escalation Rate
Cap Construction Hard Costs	\$102,135,431	\$129,978,045	
Cap Infrastructure*	\$62,935,240	\$75,918,770	1.206
Cap Infrastructure Contingency (30%)	\$18,880,572	\$22,775,631	
Park Improvements**	\$16,933,016	\$26,069,703	1.540
Park Improvements Contingency (20%)	\$3,386,603	\$5,213,941	
Street Construction Hard Costs	\$33,847,418	\$40,830,134	
W Peachtree St*	\$1,721,967	\$2,077,209	1.206
Peachtree St*	\$11,392,424	\$13,742,679	1.206
Courtland St*	\$1,687,427	\$2,035,543	1.206
Piedmont St*	\$4,895,988	\$5,906,030	1.206
Pine St*	\$909,036	\$1,096,570	1.206
Currier Street*	\$171,641	\$207,051	1.206
Ivan Allen/Ralph McGill*	\$6,299,451	\$7,599,027	1.206
Roadway Projects Contingency (25%)	\$6,769,484	\$8,166,027	
Soft Costs (Predevelopment)	\$19,700,940	\$29,136,982	
Architects and Engineers (10% of hard costs)	\$13,598,285	\$17,080,818	
Owner Direct Consultants***	\$1,127,666	\$2,500,000	2.217
Municipal Fees***	\$563,833	\$1,200,000	2.128
Other Soft Costs/Administrative***	\$1,127,666	\$2,500,000	2.217
Rights-of-Way	No Data	\$1,000,000	
Soft Cost Contingency (20%)	\$3,283,490	\$4,856,164	
Full Project Grand Total	\$155,683,789	\$199,945,161	

*Pre-escalation Costs in 2023 Dollars

**Pre-escalation Costs in 2018 Dollars

***Pre-escalation Costs in 2018 Dollars w/ added funds accounting for street projects not included in original estimates.

STITCH PHASE I
SCOPING LEVEL CONSTRUCTION COST

9/26/2023

Unit Price Element	CSI No.	Item	Description	Takeoff Quantity	Direct Unit Cost	Direct Total
10.02.043						
Bridge Structure						
	31-13-13.10	A010	Clearing & Grubbing, Demolition Allowance	8,490 sy	125.00	1,061,250
	31-14-13.23	A010	Rough Grading	8,490 sy	7.50	63,668
	31-22-16.10	A010	Finish Grading	8,490 sy	8.93	75,776
	31-23-23.13	A010	Embankment w/Haul & Compaction	6,667 cy	55.00	366,685
	31-25-13.10	A010	Erosion Control Allowance	600 lf	4.63	2,779
	03-21-10.60	A010	Reinforcing Steel	1,454,750 lb	2.04	2,967,168
	03-30-53.40	A120	Structural Concrete, In Place, Walls	2,194 cy	647.07	1,419,677
	03-30-53.40	A185	Structural Concrete, In Place, Aerial Deck Slab	2,159 cy	944.68	2,039,708
	03-41-36.50	A100	Precast Box Beam (6' depth)	7,267 lf	640.45	4,654,131
	05-05-23.80	A010	Elastomeric Bearing Pads	312 cf	1,085.09	338,548
	07-19-90.10	A010	Bulkhead & Water Stop	600 Ft	40.00	24,000
	07-13-53.10	A010	Sheet Waterproofing	305,640 sf	6.64	2,029,450
	07-84-00.10	A010	Fireproofing	151,000 sf	8.00	1,208,000
	31-63-26.13	A218	Drilled Shaft, 48" Dia, un-cased in soft rock	1,680 vlf	2,500.00	4,200,000
	33-41-13.60	A025	Drainage Allowance, Aerial	600 lf	76.45	45,869
	03-30-53.40	A175	Structural Concrete, In Place, Aerial Pier	1,466 cy	987.06	1,447,035
	03-30-53.40	A180	Structural Concrete, In Place, Aerial Pier Cap	282 cy	1,153.78	325,109
	31-63-26.13	A284	Drilled Shaft, 72" Dia, un-cased in soft rock	3,360 vlf	3,430.00	11,524,800
	31-62-16.10	A010	Soldier Pile & Lagging	1,700 sf	46.01	78,212
	26-56-33.10	A010	Lighting, Allowance	600 lf	50.84	30,503
	22-12-10.00	A010	Plumbing	76,410 sff	15.00	1,146,150
	23-03-00.10	A010	HVAC - Ventilation	76,410 sff	30.00	2,292,300
	26-56-19.20	A010	Electrical	76,410 sff	20.00	1,528,200
			Bridge Structure -	76,409 SF	443.70	33,902,366
			MobDemob	4%		1,356,095
			Traffic Control	15%		5,288,769
			Contractor OH&P	35%		14,191,531
			Bridge Construction Cost 2023\$			54,738,761
			Partial Reconstruction of Peachtree St & Courtland St Decks	1 ALLW	3,000,000	3,000,000
			Historic Currier Street Reconnection between Peachtree St and Courtland St	9,200 sf		
			Brick paver for roadway	9,200 sf	\$ 22.00	\$ 202,400
			Brick pavers at sidewalk	1,000 sf	\$ 22.00	\$ 22,000
			Pedestrian-scale lighting	9,200 sf	\$ 6.10	\$ 56,120
			Right-in, right-out intersection at Peachtree St	1 ls	\$ 5,500.00	\$ 5,500
			Landscape Irrigation Allowance	16,896 sf	\$ 1.30	\$ 21,965
			Lanscaping Allowance	16,896 sf	\$ 2.64	\$ 44,605
			New Connection Between Peachtree St and Courtlandt St	9,200 sf		352,590
			Stormwater Capture System	1.000 ALLW	4,000,000.00	4,000,000
						Diversion pipe, subsurface infiltration gallery,two bioswales, infiltration /retention basin, pervious pavement, and green infrastructure elements.
			Interstate Resurfacing and Striping	24,111 SY	35	843,889
			Construction Subtotal			62,935,240

NOTES:

- Above costs are in Q2 2023\$. There is no escalation included.
- Costs do not include hazardous material abatement.
- Costs are based on bridge design as provided by the Balfour Beatty report dated 2018.
- Costs are for for Block 2 only spanning between Peachtree St and Courtland St.
- This is a AACEI Class 5 estimate with a 0%-2% design and an expected accuracy of -20% to +50%.

2018 Cost Estimate for Stitch Park Improvements

Cost Item	Phase 1 (Peachtree to Courtland)		
	Cost	Element SF	Cost/SF
Park Elements			
Park Fill			
Engineered fill	\$609,687	140,158	\$4.35
Soil fill	\$630,711	140,158	\$4.50
Geo foam	\$740,034	140,158	\$5.28
Park features - hardscape	\$1,946,484	75,375	\$25.82
Park features - landscape	\$396,828	35,789	\$11.09
Water features	\$2,161,486	2,000	\$1,080.74
Exterior Street Landscape	\$450,000		LS
Dog Park	\$381,641	4,500	\$84.81
Children's park		NA	\$195.47
Children's park water feature		NA	\$1,270.59
Botanical Courts	\$256,685	6,500	\$39.49
Park Lighting	\$871,222	140,158	\$6.22
Branding/Signage	\$279,195	140,158	\$1.99
Security System & Cameras	\$326,335	140,158	\$2.33
Reading/Games area		NA	\$59.69
Donor square	\$110,016	400	\$275.04
Solar Trash Receptacles	\$75,000		LS
Wifi System design/build	\$50,000		LS
Total	\$9,285,326		
Building Elements			
Support Building	\$6,897,690	6,495	\$1,062.00
Support Building TI finish allowance	\$750,000		
Total	\$7,647,690		
Grand Total	\$16,933,016		

STITCH PHASE I CORRIDOR IMPROVEMENTS
SCOPING LEVEL CONSTRUCTION COST

9/26/2023

Corridor	Cost
West Peachtree St	\$1,721,967
Peachtree St	\$3,064,640
	\$8,327,784
Courtland St	\$1,687,427
Piedmont Ave	\$4,895,988
Pine St	\$909,036
Currier St	\$171,641
Ivan Allen/Ralph McGill Blvd	\$6,299,451

NOTES:

1. All costs are in Q2 2023\$.
2. This is considered a AACEI Class 5 Estimate with 0%-2% design based on parametric information with a expected accuracy range of -20% to +50%.
3. This estimate does not include any building, cap, ROW, utilities, professional services, or owners costs.

**STITCH STITCH PHASE I CORRIDOR IMPROVEMENTS
SCOPING LEVEL CONSTRUCTION COST**

9/26/2023

Description	Takeoff Quantity	Direct Unit Cost	Direct Total	Notes
WEST PEACHTREE STREET				
	0.48 miles			
	2,534 lf			
	172,339 SF			
Demolish sidewalk	620 sy	\$ 6.50	\$ 4,027	Assumed 10% of sidewalk needs replacement
Demolish Asphalt Paving, milling	12,954 sy	\$ 1.80	\$ 23,316	
Concrete sidewalk, reinforced	5,576 sf	\$ 8.20	\$ 45,721	Does not includes base replacement
Mill and overlay asphalt pavement	116,582 sf	\$ 4.50	\$ 524,621	
Granite Curb	2,534 lf	\$ 53.00	\$ 134,323	
Granite Curb, separation between roadway and bike lane	2,534 lf	\$ 53.00	\$ 134,323	
Landscaping Allowance	34,468 sf	\$ 2.64	\$ 90,995	
Signal Upgrade	5 ea	\$ 32,500.00	\$ 162,500	
Roadway Drainage, Allowance	2,534 lf	\$ 88.00	\$ 223,027	
Misc. Signing & Striping, Roadway Allowance	5,069 lf	\$ 3.20	\$ 16,220	
Wayfinding Signage	1 ls	\$ 18,500.00	\$ 18,500	
<hr/>				
Total Direct Cost	0.48 miles	\$ 2,869,945	\$ 1,377,574	
Prime Contractor Overhead & Profit	25%		\$ 344,393	
Total W Peachtree St Construction Cost			\$ 1,721,967	

**STITCH PHASE I CORRIDOR IMPROVEMENTS
SCOPING LEVEL CONSTRUCTION COST**

9/26/2023

Description	Takeoff Quantity	Direct Unit Cost	Direct Total	Notes
PEACHTREE STREET - North Ave to Baker Street				
	0.27 miles			
	1,426 lf			
Lane Elimination and Streetscape - North Ave to Pine St	12,000 sf	\$ 78.92	\$ 947,040	
Demolish Asphalt Paving, milling	9,152 sy	\$ 1.80	\$ 16,474	
Demolish asphalt pavement	14,256 sy	\$ 1.80	\$ 25,661	
Demolish pavers	1,267 sy	\$ 1.80	\$ 2,281	
Mill and overlay asphalt pavement	82,368 sf	\$ 4.50	\$ 370,656	
Granite Curb	1,426 lf	\$ 53.00	\$ 75,557	
Granite Curb, separation between roadway and bike lane	2,851 lf	\$ 53.00	\$ 151,114	
Landscaping Allowance	3,600 sf	\$ 2.64	\$ 9,504	
Site Furnishings Allowance, Pedestrian Plaza	6 ea	\$ 27,630.00	\$ 165,780	
Roadway Drainage, Allowance	1,426 lf	\$ 88.00	\$ 125,453	
Misc. Signing & Striping, Roadway Allowance	1,426 lf	\$ 3.20	\$ 4,562	
	0.39 miles			
	2,059 LF			
Lane Elimination and Streetscape - Pine St to Baker St	299,200 SF	\$ 5.03	\$ 1,504,672	
Demolish Asphalt Paving	10,525 sy	\$ 1.80	\$ 18,945	
Aggregate Base (cy)	11,070 cy	\$ 33.30	\$ 368,644	
Mill and overlay asphalt pavement	18,533 sf	\$ 4.50	\$ 83,398	
Granite Curb	4,118 lf	\$ 53.00	\$ 218,275	
Granite Curb, separation between roadway and bike lane	4,118 lf	\$ 53.00	\$ 218,275	
Landscaping Allowance	89,760 sf	\$ 2.64	\$ 236,966	Assumed 30% of Street space is landscaped
Site Furnishings Allowance, Pedestrian Plaza	6 ea	\$ 27,630.00	\$ 165,780	
Misc. Signing & Striping, Roadway Allowance	4,118 lf	\$ 3.20	\$ 13,179	
Roadway Drainage, Allowance	2,059 lf	\$ 88.00	\$ 181,210	
Total Direct Cost	0.66 miles	\$ 3,714,716	\$ 2,451,712	
Prime Contractor Overhead & Profit	25%		\$ 612,928	
Total Peachtree St Construction Cost			\$ 3,064,640	

**STITCH PHASE I CORRIDOR IMPROVEMENTS
SCOPING LEVEL CONSTRUCTION COST**

9/26/2023

Description	Takeoff Quantity	Direct Unit Cost	Direct Total	Notes
PEACHTREE STREET- Baker St to Marietta St				
	0.58 miles			
	3,062 lf			
Streetscaping Allowance Between John Wesley Dobbs and Ellis Street	73,498 sf	\$ 39.46	\$ 2,900,233	
Demolish sidewalk	8,166 sy	\$ 7.50	\$ 61,248	
Excavation w/Haul	2,719 cy	\$ 11.28	\$ 30,675	
Geotextile Fabric	8,166 sy	\$ 4.37	\$ 35,687	
Erosion Control Allowance	1,000 lf	\$ 4.10	\$ 4,100	
Rough Grading	8,166 sy	\$ 6.10	\$ 49,815	
Finish Grading	8,166 sy	\$ 7.65	\$ 62,473	
Aggregate Base (cy)	2,719 cy	\$ 33.30	\$ 90,556	
Sidewalk paver (Brick Paving)	44,099 sf	\$ 22.00	\$ 970,168	Assumed 60% streetscaping area has sidewalk pavers
Area Paver for sidewalk	22,049 sf	\$ 25.66	\$ 565,785	Assumed 30% streetscaping area has paver block
Granite Curb	6,125 lf	\$ 53.00	\$ 324,614	
Landscaping Allowance	3,675 sf	\$ 2.64	\$ 9,702	Assumed 5% streetscaping area has landscaping
Site Lighting Allowance	69,823 sf	\$ 6.10	\$ 425,919	
Roadway Drainage, Allowance	3,062 lf	\$ 88.00	\$ 269,491	
	0.18 miles			
	950 LF			
Shared Space with Expansive Pedestrian Comfort on West Side Between Andrew Young International and Ellis Street and between Baker and John Portman Blvd	64,627 SF	\$ 36.35	\$ 2,349,192	
Demolish sidewalk	2,323 sy	\$ 6.50	\$ 15,101	
Demolish Asphalt Paving	4,858 sy	\$ 1.80	\$ 8,744	
Excavation w/Haul	2,391 cy	\$ 11.28	\$ 26,973	
Geotextile Fabric	7,181 sy	\$ 4.37	\$ 31,380	
Erosion Control Allowance	1,901 lf	\$ 4.10	\$ 7,793	
Rough Grading	7,181 sy	\$ 6.10	\$ 43,803	
Finish Grading	7,181 sy	\$ 7.65	\$ 54,933	
Embankment w/Haul & Compaction	2,391 cy	\$ 5.40	\$ 12,913	
Aggregate Base (cy)	2,391 cy	\$ 33.30	\$ 79,627	
Sidewalk Paver (Brick Paving)	34,975 sf	\$ 22.00	\$ 769,444	Assumed 80% Pedestrian space has sidewalk pavers
Asphalt paver for roadway	20,909 sf	\$ 23.00	\$ 480,902	
Area Pavers	8,744 sf	\$ 25.66	\$ 224,363	Assumed 20% Pedestrian space has sidewalk pavers
Granite Curb	1,901 lf	\$ 53.00	\$ 100,742	
Landscaping Allowance	3,231 sf	\$ 2.64	\$ 8,531	Assumed 5% of Street space is landscaped
Site Lighting Allowance	64,627 sf	\$ 6.10	\$ 394,226	
Roadway Drainage, Allowance	950 lf	\$ 88.00	\$ 83,635	
Misc. Signing & Striping, Roadway Allowance	1,901 lf	\$ 3.20	\$ 6,083	
	0.09 miles			
	475 LF			
Shared Space with Expanded Pedestrian Comfort Zone on Both Sides Between John Portman Boulevard and Andrew Young International Boulevard	32,314 SF	\$ 36.60	\$ 1,182,800	
Demolish sidewalk	1,162 sy	\$ 6.50	\$ 7,550	
Demolish Asphalt Paving	2,429 sy	\$ 1.80	\$ 4,372	
Excavation w/Haul	1,196 cy	\$ 11.28	\$ 13,486	
Geotextile Fabric	3,590 sy	\$ 4.37	\$ 15,690	
Erosion Control Allowance	1,000 lf	\$ 4.10	\$ 4,100	
Rough Grading	3,590 sy	\$ 6.10	\$ 21,901	
Finish Grading	3,590 sy	\$ 7.65	\$ 27,467	
Embankment w/Haul & Compaction	1,196 cy	\$ 5.40	\$ 6,456	
Aggregate Base (cy)	1,196 cy	\$ 33.30	\$ 39,814	
Sidewalk Paver (Brick Paving)	15,301 sf	\$ 22.00	\$ 336,632	Assumed 70% Pedestrian space has sidewalk pavers
Asphalt paver for roadway	10,454 sf	\$ 23.00	\$ 240,451	
Area Pavers	6,558 sf	\$ 25.66	\$ 168,272	Assumed 20% Pedestrian space has area pavers
Granite Curb	950 lf	\$ 53.00	\$ 50,371	
Landscaping Allowance	1,616 sf	\$ 2.64	\$ 4,265	Assumed 5% of Street space is landscaped
Site Lighting Allowance	32,314 sf	\$ 6.10	\$ 197,113	
Misc. Signing & Striping, Roadway Allowance	950 lf	\$ 3.20	\$ 3,041	
Roadway Drainage, Allowance	475 lf	\$ 88.00	\$ 41,818	
	0.22 miles			
	1,162 LF			
Complete Street Between John Wesley Dobbs Ave and Marietta Street	78,989 SF	\$ 2.91	\$ 230,001	
Demolish Asphalt Paving	5,937 sy	\$ 1.80	\$ 10,687	
Mill and overlay asphalt pavement	10,454 sf	\$ 4.50	\$ 47,045	
Granite Curb	2,323 lf	\$ 53.00	\$ 123,130	

**STITCH PHASE I CORRIDOR IMPROVEMENTS
SCOPING LEVEL CONSTRUCTION COST**

9/26/2023

Landscaping Allowance	15,798 sf	\$	2.64	\$	41,706	Assumed 20% of Street space is landscaped
Misc. Signing & Striping, Roadway Allowance	2,323 lf	\$	3.20	\$	7,434	
<hr/>						
Total Direct Cost	1.07 miles	\$	6,226,380	\$	6,662,227	
Prime Contractor Overhead & Profit	25%			\$	1,665,557	
Total Peachtree St Construction Cost				\$	8,327,784	

**STITCH PHASE I CORRIDOR IMPROVEMENTS
SCOPING LEVEL CONSTRUCTION COST**

9/26/2023

Description	Takeoff Quantity	Direct Unit Cost	Direct Total	Notes
COURTLAND STREET				
	1.33 miles			
	7,022 lf			
	477,523 SF			
Demolish sidewalk	1,717 sy	\$ 6.50	\$ 11,158	Assumed 10% of sidewalk needs replacement
Demolish Asphalt Paving	429 sy	\$ 1.95	\$ 837	For Sidewalk widening 5% of the length
Concrete sidewalk, reinforced	19,312 sf	\$ 8.20	\$ 158,355	Does not includes base replacement
Aggregate Base (cy)	142 cy	\$ 33.30	\$ 4,716	
Cement Concrete Curb	4,682 lf	\$ 18.00	\$ 84,269	
Concrete Curb, separation between roadway and bike lane	7,022 lf	\$ 25.00	\$ 175,560	
Landscaping Allowance	95,505 sf	\$ 2.64	\$ 252,132	
Roadway Drainage, Allowance	7,022 lf	\$ 88.00	\$ 617,971	
Misc. Signing & Striping, Roadway Allowance	14,045 lf	\$ 3.20	\$ 44,943	
<hr/>				
Total Direct Cost	1.33 miles	\$ 1,014,993	\$ 1,349,941	
Prime Contractor Overhead & Profit	25%		\$ 337,485	
Total Courtland St Construction Cost			\$ 1,687,427	

**STITCH PHASE I CORRIDOR IMPROVEMENTS
SCOPING LEVEL CONSTRUCTION COST**

9/26/2023

Description	Takeoff Quantity	Direct Unit Cost	Direct Total	Notes
PIEDMONT AVENUE				
	1.69 miles			
	8,923 lf			
	606,778 SF			
Demolish sidewalk	2,181 sy	\$ 6.50	\$ 14,178	Assumed 10% of sidewalk needs replacement
Demolish Asphalt Paving, milling	45,062 sy	\$ 1.80	\$ 81,112	
Demolish Asphalt Paving	545 sy	\$ 1.95	\$ 1,063	For Sidewalk widening 5% of the length
Concrete sidewalk, reinforced	24,539 sf	\$ 8.20	\$ 201,218	Does not includes base replacement
Aggregate Base (cy)	180 cy	\$ 33.30	\$ 5,992	
Mill and overlay asphalt pavement	405,559 sf	\$ 4.50	\$ 1,825,017	
Granite Curb	8,923 lf	\$ 53.00	\$ 472,930	
Granite Curb, separation between roadway and bike lane	8,923 lf	\$ 53.00	\$ 472,930	
Roadway Drainage, Allowance	8,923 lf	\$ 88.00	\$ 785,242	
Misc. Signing & Striping, Roadway Allowance	17,846 lf	\$ 3.20	\$ 57,108	
<hr/>				
Total Direct Cost	1.69 miles	\$ 2,317,628	\$ 3,916,791	
Prime Contractor Overhead & Profit	25%		\$ 979,198	
Total Piedmont Ave Construction Cost			\$ 4,895,988	

**STITCH PHASE I CORRIDOR IMPROVEMENTS
SCOPING LEVEL CONSTRUCTION COST**

9/26/2023

Description	Takeoff Quantity	Direct Unit Cost	Direct Total	Notes
PINE STREET				
	0.19 miles			
	1,003 lf			
Streetscape upgrades and repaving between W Peachtree St and Courtland St	68,218 SF	\$ 6.72	\$ 458,599	
Demolish sidewalk	245 sy	\$ 6.50	\$ 1,594	Assumed 10% of sidewalk needs replacement
Demolish Asphalt Paving, milling	5,127 sy	\$ 1.80	\$ 9,229	
Concrete sidewalk, reinforced	2,207 sf	\$ 8.20	\$ 18,098	Does not includes base replacement
Mill and overlay asphalt pavement	46,147 sf	\$ 4.50	\$ 207,662	
Granite Curb	2,006 lf	\$ 53.00	\$ 106,339	
Landscape Irrigation Allowance	13,644 sf	\$ 1.30	\$ 17,737	
Landscaping Allowance	13,644 sf	\$ 2.64	\$ 36,019	
Signal Upgrade	1 ls	\$ 55,500.00	\$ 55,500	
Misc. Signing & Striping, Roadway Allowance	2,006 lf	\$ 3.20	\$ 6,420	
	0.08 miles			
	422 lf			
Two-Way conversion between Peachtree St and Courtland St	28,723 sf	\$ 9.35	\$ 268,630	
Demolish sidewalk	103 sy	\$ 6.50	\$ 671	Assumed 10% of sidewalk needs replacement
Demolish Asphalt Paving, milling	1,572 sy	\$ 1.80	\$ 2,830	
Demolish Asphalt Paving	587 sy	\$ 1.95	\$ 1,144	For Sidewalk widening
Concrete sidewalk, reinforced	6,209 sf	\$ 8.20	\$ 50,916	
Aggregate Base (cy)	194 cy	\$ 33.30	\$ 6,447	
Mill and overlay asphalt pavement	14,150 sf	\$ 4.50	\$ 63,677	
Granite Curb	845 lf	\$ 53.00	\$ 44,774	
Landscaping Allowance	5,745 sf	\$ 2.64	\$ 15,166	
Signal Upgrade	1 ls	\$ 15,500.00	\$ 15,500	
Roadway Drainage, Allowance	422 lf	\$ 88.00	\$ 37,171	
Site Furnishings Allowance, Pedestrian Plaza	1 ea	\$ 27,630.00	\$ 27,630	
Misc. Signing & Striping, Roadway Allowance	845 lf	\$ 3.20	\$ 2,703	
<hr/>				
Total Direct Cost	0.27 miles	\$ 2,693,439	\$ 727,229	
Prime Contractor Overhead & Profit	25%		\$ 181,807	
Total Pine St Construction Cost			\$ 909,036	

**STITCH PHASE I CORRIDOR IMPROVEMENTS
SCOPING LEVEL CONSTRUCTION COST**

9/26/2023

Description	Takeoff Quantity	Direct Unit Cost	Direct Total	Notes
CURRIER STREET	0.12 miles			
	634 lf			
Streetscape upgrades between Courtland St and Piedmont Ave	43,085 SF			
Landscaping Allowance	17,234 sf	\$ 2.64	\$ 45,498	
Signal Upgrade	1 ls	\$ 32,500.00	\$ 32,500	
Site Furnishings Allowance, Pedestrian Plaza	2 ea	\$ 27,630.00	\$ 55,260	
Misc. Signing & Striping, Roadway Allowance	1,267 lf	\$ 3.20	\$ 4,055	
<hr/>				
Total Direct Cost	0.12 miles	\$ 60,136	\$ 137,313	
Prime Contractor Overhead & Profit	25%		\$ 34,328	
Total Currier St Construction Cost			\$ 171,641	

**STITCH PHASE I CORRIDOR IMPROVEMENTS
SCOPING LEVEL CONSTRUCTION COST**

9/26/2023

Description	Takeoff Quantity	Direct Unit Cost	Direct Total	Notes
IVAN ALLEN JR/ RALPH MCGILL BLVD				
	0.21 miles			
	1,109 LF			
Road diet and Protected Bike Lane-Peachtree St to Piedmont Ave	75,398 SF	\$ 10.19	\$ 768,117	
Demolish sidewalk	246 sy	\$ 6.50	\$ 1,602	Assumed 10% of sidewalk needs replacement
Demolish Asphalt Paving, milling	5,914 sy	\$ 1.80	\$ 10,644	
Concrete sidewalk, reinforced	2,218 sf	\$ 8.20	\$ 18,184	Does not includes base replacement
Mill and overlay asphalt pavement	53,222 sf	\$ 4.50	\$ 239,501	
Granite Curb	2,218 lf	\$ 53.00	\$ 117,533	
Granite Curb, separation between roadway and bike lane	1,109 lf	\$ 53.00	\$ 58,766	
Landscaping Allowance	22,620 sf	\$ 2.64	\$ 59,716	
Roadway Drainage, Allowance	1,109 lf	\$ 88.00	\$ 97,574	
Misc. Signing & Striping, Roadway Allowance	2,218 lf	\$ 3.20	\$ 7,096	
Transit stop upgrade	3 ls	\$ 20,000.00	\$ 60,000	
Signal Upgrade	3 ea	\$ 32,500.00	\$ 97,500	
	0.24 miles			
	1,267 LF			
Road diet and Protected Bike Lane-Piedmont Ave to Central Park Pl	86,170 SF	\$ 10.03	\$ 864,538	
Demolish sidewalk	282 sy	\$ 6.50	\$ 1,830	Assumed 10% of sidewalk needs replacement
Demolish Asphalt Paving, milling	7,744 sy	\$ 1.80	\$ 13,939	
Concrete sidewalk, reinforced	2,534 sf	\$ 8.20	\$ 20,782	Does not includes base replacement
Mill and overlay asphalt pavement	69,696 sf	\$ 4.50	\$ 313,632	
Granite Curb	2,534 lf	\$ 53.00	\$ 134,323	
Granite Curb, separation between roadway and bike lane	1,267 lf	\$ 53.00	\$ 67,162	
Landscaping Allowance	25,851 sf	\$ 2.64	\$ 68,246	
Roadway Drainage, Allowance	1,267 lf	\$ 88.00	\$ 111,514	
Misc. Signing & Striping, Roadway Allowance	2,534 lf	\$ 3.20	\$ 8,110	
Transit stop upgrade	3 ls	\$ 20,000.00	\$ 60,000	
Signal Upgrade	2 ea	\$ 32,500.00	\$ 65,000	
	0.60 miles			
	3,168 LF			
Raised Cycle Track-Luckie St to Peachtree St	221,760 SF	\$ 17.09	\$ 3,790,964	
Demolish sidewalk	7,040 sy	\$ 6.50	\$ 45,760	
Demolish Asphalt Paving, milling	24,640 sy	\$ 1.80	\$ 44,352	
Concrete sidewalk, reinforced	52,660 sf	\$ 8.20	\$ 431,812	
Mill and overlay asphalt pavement	152,064 sf	\$ 4.50	\$ 684,288	
Granite Curb	6,336 lf	\$ 53.00	\$ 335,808	
Demolish median	10,600 sf	\$ 5.10	\$ 54,060	
Two-Way Raised Cycle Track (12-ft wide section) with 3-ft buffer	25,102 sf	\$ 14.20	\$ 356,448	
Two-Way Raised Cycle Track (8-ft wide section) with 3-ft buffer	3,861 sf	\$ 14.20	\$ 54,826	
Tree removal	101 ea	\$ 244.00	\$ 24,644	
Landscaping Allowance	77,616 sf	\$ 2.64	\$ 204,906	
Roadway Drainage, Allowance	3,168 lf	\$ 88.00	\$ 278,784	
Misc. Signing & Striping, Roadway Allowance	6,336 lf	\$ 3.20	\$ 20,275	
Signal Upgrade	6 ea	\$ 32,500.00	\$ 195,000	
Intersection Upgrade at Williams St	1 ea	\$ 1,000,000.00	\$ 1,000,000	
Transit stop upgrade	3 ls	\$ 20,000.00	\$ 60,000	
Total Direct Cost	1.05 miles	\$ 4,799,582	\$ 5,039,561	
Prime Contractor Overhead & Profit	25%		\$ 1,259,890	
Total Ivan Allen/Ralph McGill Blvd Construction Cost			\$ 6,299,451	

Existing Conditions



**FY 23 Reconnecting
Communities and Neighborhoods
Construction Grant Application**

Submitted by City of Atlanta
in partnership with

Atlanta Downtown Improvement District

*Reconnecting and Restoring
Atlanta's Divided Downtown Core*



THE STITCH

Phase One

Future Conditions



APPENDIX C: LETTERS OF FUNDING COMMITMENT & SUPPORT

theStitchATL.com

APPENDIX C LETTERS OF SUPPORT

Letters of Funding Commitment

- Invest Atlanta Eastside TAD Funding Resolution
- Atlanta Downtown Improvement District Funding Commitment Resolution
- Moving Atlanta Forward Strategic Delivery Plan Funding Detail Excerpts

Letters of Support

Elected Officials

- Senator Jon Ossoff (*not shown, mailed directly to USDOT*)
- Senator Raphael Warnock
- Congresswoman Nikema Williams
- Georgia Transportation Board Member Stacey Key
- Fulton County Commissioner Natalie Hall
- Atlanta City Council District 2 Representative Amir Farokhi

Implementing Partners

- Atlanta Beltline Inc.
- Atlanta Housing
- Atlanta Regional Commission
- CobbLinc
- Georgia Department of Transportation
- Gwinnett County Transit
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- Midtown Alliance

Local Stakeholder & Partner Organizations

- Atlanta Downtown Neighborhood Association
- Atlanta Convention & Visitors Bureau
- Atlanta Land Trust
- Centers for Disease Control and Prevention
- Community Foundation for Greater Atlanta
- Fourth Ward West Neighborhood Organization
- Georgia Conservancy
- Metro Atlanta Chamber of Commerce
- Neighborhood Planning Unit M
- Path Foundation
- Preservation Center
- Propel Atlanta
- Southern Environmental Law Center
- Southface Institute
- Trees Atlanta
- Trust for Public Land
- The Urban Land Institute of Atlanta

Adjacent Property Owners

- ANDMORE
- Atlanta Civic Center Partners
- Banyan Street Capital
- CP Group
- Drapac Capital Partners
- Emory University Hospital Midtown
- Gamma Real Estate
- Georgia Power Company
- Georgia State University
- The Integral Group
- Natson Hotel Group
- St. Luke's Episcopal Church
- Woodfield Development
- Zeller

RESOLUTION OF THE BOARD OF DIRECTORS OF THE ATLANTA DEVELOPMENT AUTHORITY D/B/A “INVEST ATLANTA” AUTHORIZING A GRANT TO THE CITY OF ATLANTA FROM THE EASTSIDE TAX ALLOCATION DISTRICT (“ETAD”) SPECIAL FUND TO FINANCE A PORTION OF THE PRE-CONSTRUCTION ENGINEERING AND OTHER PROFESSIONAL SERVICES COSTS NECESSARY FOR “THE STITCH” PUBLIC INFRASTRUCTURE PROJECT IN THE CENTRAL BUSINESS DISTRICT, IN AN AMOUNT NOT TO EXCEED TEN MILLION DOLLARS (\$10,000,000); AUTHORIZING A FUNDING LETTER OR OTHER AGREEMENT WITH THE CITY MEMORIALIZING THE GRANT; SUPERCEDING THE SEPTEMBER 15, 2022 RESOLUTION; AND FOR OTHER PURPOSES.

WHEREAS, The Atlanta Development Authority d/b/a Invest Atlanta (“Invest Atlanta”) has been duly created and is existing under and by virtue of the Constitution and the laws of the State of Georgia (the “State”), in particular, the Development Authorities Law of the State (O.C.G.A. §36-62-1 *et seq.*, as amended) and an activating resolution of the City Council of the City of Atlanta, Georgia (the “City”), duly adopted on February 17, 1997, and approved by the Mayor of the City on February 20, 1997, and is now existing and operating as a public body corporate and politic of the State; and

WHEREAS, to encourage the redevelopment of the eastern downtown area of the City, the City Council, by City Ordinance 03-O-1840, adopted on December 1, 2003 and approved by the Mayor on December 9, 2003, as amended (the “Eastside TAD Ordinance”), among other things, (i) created “Tax Allocation District Number Five – Eastside” (the “Eastside TAD”), (ii) adopted the Eastside TAD Redevelopment Plan and (iii) designated Invest Atlanta as the City’s redevelopment agent for the Eastside TAD, all as provided for under Redevelopment Powers Law, O.C.G.A. § 36-44-1, *et seq.*, as amended (the “Act”); and

WHEREAS, the City of Atlanta created the Eastside TAD, in part, to improve the quality of life in downtown Atlanta and adjacent communities the development of a vibrant public realm with quality civic infrastructure and interconnected open spaces that contribute to improved public health and wellness; and

WHEREAS, “The Stitch” is a proposal to construct public infrastructure over the section of Interstate 75/85 (the Downtown Connector) in Atlanta’s central business district

between the Civic Center MARTA rail station at West Peachtree Street and Piedmont Avenue, located within the Eastside TAD (the “Project”). This infrastructure Project to “cap the connector” will unite the two sides of downtown currently bifurcated by I-75/85 with a ¾-mile long, 14- acre series of elevated, interconnected parks, plazas, walking trails and new street connections; and

WHEREAS, among many anticipated benefits, the Stitch presents a tremendous opportunity to spur new land uses on adjacent and nearby sites that are currently underutilized and blighted by the impacts of exposure to the interstate highway; and

WHEREAS, the value-add from the new public infrastructure created by The Stitch has the potential to increase property tax revenues by spurring development on adjacent sites; and

WHEREAS, the City and the Atlanta Downtown Improvement District (“ADID”) have already secured over \$4 million in funding to support initial planning and concept design for The Stitch. The next step to advance the project is to complete preliminary project engineering – a scope of work totaling \$21 million; and

WHEREAS, Invest Atlanta staff has reviewed the application from the City and found the Project to be within the scope of the Eastside TAD Redevelopment Plan, impactful and worthy of a grant from the Eastside TAD Special Fund; and

WHEREAS, at its September 15, 2022 Meeting the Board of Directors previously awarded a \$10 Million Grant to be used as 50/50 match funding for a USDOT Reconnecting Communities Pilot Grant Program, however those funds were not awarded as expected; and

WHEREAS, City and Invest Atlanta staff have determined that the ETAD Grant would be more effectively deployed for (a) matching funds for grants that advance the design, engineering, pre-construction, and construction costs of the Stitch; and (b) direct reimbursement for design, engineering, pre-construction, construction, or other eligible costs of the Stitch; and

WHEREAS, the Board of Directors of Invest Atlanta, after full review and consideration of the recommendations of the Invest Atlanta staff, has determined that it is in the best interest of Invest Atlanta to approve amended funding for the Project to the City of Atlanta from the Eastside TAD Special Fund in an amount not to exceed Ten Million Dollars (\$10,000,000).

NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of Invest Atlanta, and it is hereby resolved by the authority of the same as follows:

Section 1. **Authority**. This Resolution is adopted pursuant to the Development Authorities Law of Georgia (O.C.G.A. §36-62-1, *et seq.*, as amended), and other applicable provisions of law.

Section 2. **Approval of Funding of the Project**. Invest Atlanta hereby authorizes and approves the funding to the City of Atlanta from the Eastside TAD Special Fund, in an amount not to exceed Ten Million Dollars (\$10,000,000) (the "Project Allocation"), to fund a portion of the design, engineering, pre-construction, construction, or other eligible costs of "The Stitch" public infrastructure project in the central business district within the ETAD. The Project Allocation is hereby approved, subject to certain conditions being met by the City, which shall be memorialized in a Funding Letter or other Agreement.

Section 3. **Approval to Negotiate Execute and Deliver the Development Agreement**. Invest Atlanta hereby authorizes the Chair, Vice Chair or President/CEO, Executive Vice President/COO or General Counsel of Invest Atlanta to negotiate, execute and deliver the Funding Letter, in a form deemed satisfactory to such officer and legal counsel to Invest Atlanta, setting forth the terms and conditions relating to the Eastside TAD funding support of the Project and all instruments, documents and certificates related thereto.

Section 4. **General Authority**. It is hereby ratified and approved that the President/CEO, Executive Vice President/COO, General Counsel and any other proper officers, members, agents and employees of Invest Atlanta are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of this Resolution and are further authorized to take any and all further actions and execute and deliver any and all other certificates, papers and documents as may be necessary or desirable to effect the actions contemplated by this Resolution. Such other certificates, papers and documents shall be in such form and contain such terms and conditions as may be approved by the Chair, Vice Chair, President/CEO, Executive Vice President/COO or General Counsel of Invest Atlanta, and the execution of such other certificates, papers and documents by the Chair, Vice Chair, President/CEO, Executive Vice President/COO or General Counsel of Invest Atlanta as herein authorized shall be conclusive evidence of any such approval. The Secretary or any Assistant Secretary of Invest Atlanta is hereby authorized to attest the signature of the Chair, Vice Chair, President/CEO, Executive Vice President/COO or General Counsel of Invest Atlanta and impress, imprint or otherwise affix the seal of Invest Atlanta on any of the certificates, papers and documents executed in connection with this Resolution, but shall not be obligated to do so, and the absence of the signature of the Secretary or Assistant Secretary or Invest Atlanta's seal on any such other certificates, papers and documents shall not affect

the validity or enforceability of Invest Atlanta's obligations thereunder. A facsimile or electronic signature will constitute an original signature for all purposes.

Section 5. **Actions Approved and Confirmed**. It is hereby ratified and approved that all acts and doings of the officers, employees or agents of Invest Atlanta whether done before, on or after the date of adoption of this Resolution which are in conformity with the purposes and intents of this Resolution shall be, and the same hereby are, in all respects approved, ratified and confirmed.

Section 6. **Partial Invalidity**. If any one or more of the provisions herein contained shall be held contrary to any express provision of law or contrary to the policy of express law, though not expressly prohibited, or against public policy, or shall for any reason whatsoever be held invalid, then such covenants, agreements or provisions shall be null and void and shall be deemed separate from the remaining agreements and provisions and shall in no way effect the validity of any of the other agreements and provisions hereof.

Section 7. **Conflicts**. The September 15, 2022 Resolution or parts thereof of Invest in conflict with the provisions herein contained are, to the extent of such conflict, hereby superseded and repealed.

Section 8. **Effective Date**. This Resolution shall take effect immediately upon its passage.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

Adopted and approved this 20th day of July, 2023.

**THE ATLANTA DEVELOPMENT
AUTHORITY D/B/A INVEST
ATLANTA**

By: _____

Vice Chair

Attest:



Assistant Secretary

[SEAL]



SECRETARY'S CERTIFICATE

The undersigned Assistant Secretary of the Atlanta Development Authority d/b/a Invest Atlanta does hereby certify that the foregoing pages of typewritten matter constitute a true and correct copy of a Resolution adopted on July 20, 2023, by the members of the Board of Directors of Invest Atlanta in a meeting duly called and assembled, after due and reasonable notice was given in accordance with applicable laws and with the procedures of Invest Atlanta, by a vote of a majority of the directors present and voting, which meeting was open to the public and at which a quorum was present and acting throughout and that the original of the foregoing Resolution appears of public record in the Minute Book of Invest Atlanta, which is in my custody and control.

I further certify that such Resolution has not been rescinded, repealed or modified.

Given under my signature and seal of Invest Atlanta, this 20th day of July, 2023.

[SEAL]



A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke at the end.

Assistant Secretary



RESOLUTION

WHEREAS, on July 5, 2023, the United States Department of Transportation ("USDOT") published a Notice of Funding Opportunity ("NOFO") under the U.S. Department of Transportation FY 2023 Reconnecting Communities and Neighborhoods ("RCN") Discretionary Grant Program; and

WHEREAS, \$3.355 billion in grant funds will be awarded on a competitive basis to fund planning and capital construction to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways and rail lines that create barriers to community connectivity including mobility, access, or economic development; and

WHEREAS, the application deadline established by USDOT is September 28, 2023; and

WHEREAS, this NOFO solicits applications from all eligible applicants, which includes local governments including the City of Atlanta ("City"); and

WHEREAS, the City would apply in partnership with the Atlanta Downtown Improvement District ("ADID"), where ADID will support the implementation of the grant and will be responsible for up to \$10M of the local match funds; and

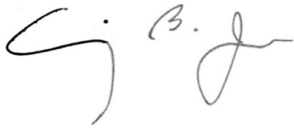
WHEREAS, phase 1 of the Stitch project (the "Project"), which is a proposal to cap over the section of Interstate 75/85 (the Connector) in Atlanta's central business district between Ted Turner Drive and Piedmont Avenue, meets or exceeds the selection criteria and performance measures identified in the NOFO to address safety, state of good repair, economic competitiveness, environmental sustainability, and quality of life in the City's transportation network; and

WHEREAS, the Project aligns with the goals and values of City plans, including the Atlanta City Design and the One Atlanta: Strategic Transportation Plan; and

WHEREAS, the application is for funding to finalize design and construct phase 1 of the Project, including surface streets, parks, and structures requiring local, state, and federal approvals; and

WHEREAS, ADID has budgeted unencumbered funds to provide \$10,000,000 of the required local matching dollars.

NOW, THEREFORE BE IT RESOLVED, this 19th day of September 2023 that the Board of Directors of Atlanta Downtown Improvement District, Inc. supports an application for construction of the Stitch; and that ADID hereby commits to provide the required local cash matching funds of up to \$10,000,000 if the City is awarded construction funding for phase 1 of the Stitch under a USDOT Grant Program; and that ADID will also support the implementation of the grant.

Handwritten signature of Craig B. Jones in black ink.

Craig B. Jones
Chairman

Handwritten signature of A.J. Robinson in black ink.

A.J. Robinson
President

Moving Atlanta Forward Local Funding Commitment Documentation

\$9,775,000 in local match for the Stitch phase 1 grant is provided by the Moving Atlanta Forward program and are documented in the Moving Atlanta Forward Strategic Delivery Plan. Excerpts from that plan that document these funding sources are highlighted in the following pages. Funding sources include:

- \$4,850,000 – from Peachtree St. Safe Street – Downtown
- \$4,000,000 – from Ralph McGill Blvd / Ivan Allen Jr Blvd Safe Streets
- \$925,000 – from Sidewalk Repair on Major Streets for the following corridors:
 - Courtland St
 - Ralph McGill Blvd
 - Piedmont Ave
 - Peachtree St
 - Pine St



Strategic Delivery Plan

Moving Atlanta Forward

2022 Infrastructure Program

Revision 0

January 2023





Appendix K

Project Batch List

BATCH 1 (2023 Activation)				
Project Name	Category	Scope	Budget	Fund Source
ATLDOT (cont'd)				
Lee St Trail Safe Street	Safe Streets	Originally envisioned in The Atlanta City Design and the 2018 Atlanta's Transportation Plan, this is a funding extension of ATLDOT's existing Lee Street Trail Project (ID# 3010). Includes pedestrian crossing improvements and installation of a shared-use path along Lee St between the West End and Lakewood-Fort McPherson MARTA Stations. Where space permits, the trail will be raised and made of concrete, with a landscaped buffer protecting pedestrians, cyclists and wheelchair users from vehicle lanes.	5,000,000	TSPLOST
Lenox Rd Safe Street & Multipurpose Path	Sidewalks	This project constitutes a second phase/extension of the Renew Atlanta/TSPLOST 1.0 Lenox Road Corridor Project (ID# 3032), which was born from Buckhead CID's Lenox Road Scoping Study. This project will create a 10'-12' multiuse trail along Lenox Road in the identified extents and install additional safety improvements where feasible.	6,000,000	TSPLOST
Marietta Blvd Safe Street	Safe Streets	Local match for planned federalized rebuild of the Marietta Blvd Corridor and safety improvements wherever possible.	4,000,000	TSPLOST
Midtown Safe Street Corridor	Safe Streets	Installation of an extension of the protected bicycle facilities located on 10th St, to be paired with the highest quality bicycle infrastructure feasible along Peachtree Place.	2,000,000	TSPLOST
Overhead	Program & Cost Management	Costs associated with staffing and managing the TSPLOST/Bond program.	39,000,000	TSPLOST
Peachtree Creek Greenway	Multipurpose Trails	Construction of a 12' hard-surface multi-use path connecting the existing Peachtree Creek Greenway to the Cheshire Farm Trail.	6,000,000	TSPLOST
Peachtree St Safe Street - Downtown	Safe Streets	Installation of on-street protected bike lane and other safety improvements where feasible (eg. ADA improvements, vertical lane delineators/safe crossing treatments, lane narrowing, etc). This project is also envisioned as a permanent conceptual continuation of the now-removed Peachtree Shared Street Pilot Project, and will consider additional elements of urban placemaking and space reclamation.	4,850,000	TSPLOST
Peachtree St Safe Street - Midtown	Safe Streets	Improvements to pedestrian experience along Peachtree Street in Midtown Atlanta	4,850,000	TSPLOST



BATCH 1 (2023 Activation)				
Project Name	Category	Scope	Budget	Fund Source
ATLDOT (cont'd)				
Panther Trl Sidewalk Installation	Sidewalks	Sidewalk installations to address missing segments along the corridor as identified by ATLDOT's Safety, Equity, and Mobility analysis.	829,320	TSPLOST
Sidewalk Repair on Major Streets	Sidewalks	Completion of sidewalk repairs along high priority corridors as identified in the city's sidewalk inventory.	41,667,195	TSPLOST
State of Georgia 1% Costs	State of Georgia 1% Costs	Placeholder - State of Georgia 1% Costs	3,150,000	TSPLOST
D.L. Hollowell Pkwy Sidewalk Installation	Sidewalks	Sidewalk installations to address missing segments along the corridor as identified by ATLDOT's needs analysis.	5,420,000	TSPLOST
Memorial Dr Sidewalk Installation	Sidewalks	Sidewalk installations to address missing segments along the corridor as identified by ATLDOT's needs analysis.	440,000	TSPLOST
Moreland Ave Sidewalk Installation	Sidewalks	Sidewalk installations to address missing segments along the corridor as identified by ATLDOT's needs analysis.	2,000,000	TSPLOST
Strategic Traffic Calming	Safe Streets	Installation of strategic traffic calming infrastructure at high ROI locations citywide.	10,350,001	TSPLOST
Traffic Signals	Signals	Signal equipment upgrades, signal retiming, and reconfiguration as determined necessary at various locations citywide.	10,000,000	TSPLOST
Whitehall St Safe Street	Safe Streets	Born out of Cycle Atlanta 1.0 (ID#'s 5008 & 5010), this project will install on-street buffered and/or protected bike lanes along the corridor extents.	2,000,000	TSPLOST
DEAM				
Unallocated Local Funding - Horizontal Bond	Reserve	Various facility renovation projects based on asset condition assessment and councilmember input	18,000,000	Vertical Bond
911 Call Center	Public Safety	New 911 Call Center at the Public Safety Complex	15,000,000	Vertical Bond
Diversion Center	Public Safety	Construction of new Diversion Center at City Jail	8,000,000	Vertical Bond
Fire Station 25 Replacement	Public Safety	Construction of new Fire Station on existing site	13,000,000	Vertical Bond
Fire Station 26 Replacement	Public Safety	Construction of new Fire Station on existing site	13,000,000	Vertical Bond
Fire Station 30	Public Safety	Construction of new Fire Station on existing site	12,800,000	Vertical Bond
Zone 4 Police Precinct Replacement	Public Safety	Construction of new Police Precinct on existing site (timeline assumes approval of using existing park site)	12,000,000	Vertical Bond



BATCH 3 (2025 Activation)

Project Name	Category	Scope	Budget	Fund Source
ATLDOT				
DeKalb Ave & Decatur St Phase II Safe Streets	Safe Streets	Inspired by Cycle Atlanta 1.0, this project will build an on-street protected bike lane or off-street multipurpose path from Downtown Atlanta to Decatur Line. Phase 1 - in construction now - is resurfacing, installing ADA improvements, removing reversible lane and other safety improvements.	15,000,000	Horizontal Bond
Bridge Maintenance, Repair and Replacement	Bridges	General state of good repair maintenance of existing city-owned bridges and replacement of bridges as determined necessary per bridge inspection reports.	18,000,000	TSPLOST
Bus Shelters & Bus Rider Experience Improvements	Sidewalks	Installation of Bus Shelters and other amenities at identified "high-need" stop locations along MARTA bus routes.	3,400,000	TSPLOST
McDaniels St Safe Street	Safe Streets	Resurfacing and installation of protected bike lane from Southside Beltline to AUC and other safety improvements. Project will resurface, restripe, install bike lane protection, install ADA improvements and install on-street traffic calming where needed. Interventions may vary on corridor constraints. This project does not include adjusting ROW width nor full streetscape redesign.	4,800,000	TSPLOST
North Highland Ave Resurfacing and Safety Improvements	Street Repairs	Resurfacing of the identified extents and other safety improvements where feasible (eg. ADA improvements, vertical lane delineators/safe crossing treatments, lane narrowing, etc)	4,500,000	TSPLOST
Ralph McGill Blvd / Ivan Allen Jr Blvd Safe Streets	Safe Streets	Installation of on-street protected bike lane and other safety improvements where feasible (eg. ADA improvements, vertical lane delineators/safe crossing treatments, lane narrowing, etc)	8,000,000	TSPLOST
RD Abernathy Blvd Safe Street	Safe Streets	Installation of on-street protected bike lane and other safety improvements where feasible (eg. ADA improvements, vertical lane delineators/safe crossing treatments, lane narrowing, etc). This project will support the Lee Street Trail and McDaniel Safe Street projects by providing east-west connectivity.	8,000,000	TSPLOST
Cleveland Ave Safe Street	Safe Streets	Installation of pedestrian facilities and safety upgrades where feasible.	2,000,000	TSPLOST
J.E. Boone Blvd /Collier Dr Sidewalk Installation	Sidewalks	Sidewalk installations to address missing segments along the corridor as identified by ATLDOT's Safety, Equity, and Mobility analysis.	4,186,032	TSPLOST



United States Senate
WASHINGTON, DC 20510

September 13, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

I am pleased to write this letter encouraging the full and fair consideration of the application from the City of Atlanta, Georgia for Department of Transportation Reconnecting Communities and Neighborhoods Program discretionary funding.

If awarded, this funding will be used to support construction of phase 1 of the Stitch project. The Stitch, a $\frac{3}{4}$ -mile long 'cap' of Interstates 75/85 in Downtown Atlanta, aims to reconnect the urban fabric severed by the construction of the interstate with 14-acres of new greenspace, multimodal street connections, enhancements to the Civic Center MARTA heavy rail and regional transit station, and new mixed-use real estate investment with a focus on affordable housing. When complete, the project will help reconnect divided communities, promote equitable-development and environmental justice through affordable housing and transportation, catalyze economic development, facilitate people-focused mobility and community connectivity, enhance environmental resilience, and improve the health and wellbeing of Atlantans.

I encourage your full and fair consideration of this application, consistent with all agency rules and regulations. If you have any questions, please contact Tyler Hofmann-Reardon at (202) 224-3643 or tyler_hofmann-reardon@warnock.senate.gov.

Sincerely,



Reverend Raphael Warnock
United States Senator

Congress of the United States
House of Representatives
Washington, DC 20515–1005

September 13, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

As the Representative for Georgia's Fifth Congressional District, I am writing to ask for full and fair consideration for the City of Atlanta's FY 2023 Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. As the Congressional champion of the Reconnecting Communities program, I know well the benefits our community will receive from remediating the decades-long divide and burden caused by the Downtown Connector interstate. The downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more equitable and human-centered built environment.

Downtown Atlanta's connectivity to surrounding neighborhoods was severed by highway construction during the mid-20th century. Interstate 75/85, one of Atlanta's largest "urban renewal projects," cut right through the heart of Downtown, bulldozing the streets, buildings, and communities in its path. Now, in recognition of the lasting physical and economic effects of this project, the Stitch seeks to bridge the divide and reconnect the people and fabric of the community. The Stitch's identified and intended community benefits include: reducing barriers to economic opportunity by catalyzing affordable housing in an area connected to affordable transportation options like MARTA heavy rail service; building safe streets and updating a transit station to prioritize walking, biking, and transit; improving climate change resilience through stormwater capture & reuse and urban heat island effect mitigation; and increasing the area's attractiveness to private investment and development.

From my understanding, the City of Atlanta and its partners are currently utilizing federal funding sources for planning and engineering activities that will ensure that the Stitch fulfills its promise of a reconnected, livable urban neighborhood. If awarded FY 2023 grant funding, the City of Atlanta and its partners have assured me they would be able to construct phase 1 of this transformational project.

Thank you in advance for your full and fair consideration of this application. Please do not hesitate to contact my District Director Jared McKinley at Jared.McKinley@mail.house.gov on my staff for more information.

Yours for the People,



Nikema Williams
Member of Congress



State Transportation Board of Georgia

Stacey J. Key
5th Congressional District

P.O. Box 29033
Atlanta, Georgia 30359

Tel: 404.310.5040
skey@dot.ga.gov

September 18, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

I am pleased to express my strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding for reconnecting the community above Interstates 75/85 in Downtown Atlanta. This work ultimately includes city transportation network upgrades including bike and pedestrian, green space, connectivity to the Civic Center MARTA Station, all as part of a phased approach. The Stitch, effectively stitches together the divide caused by the Downtown Connector (I-75/85).

The Downtown Connector has created a disconnected central business district with lagging growth, and disconnected transportation network for all users. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not experienced new housing or commercial development similar to other areas in the City.

The Stitch project will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and with the City's focus on equitable-focused development in downtown. The City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

I am proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

A handwritten signature in black ink, appearing to read "Stacey Key". The signature is written in a cursive, flowing style with a large initial "S".

Stacey Key
5th Congressional District
State Transportation Board

BOARD OF COMMISSIONERS OF FULTON COUNTY

FULTON COUNTY GOVERNMENT CENTER
141 PRYOR STREET SW
ATLANTA, GEORGIA 30303

NATALIE HALL
COMMISSIONER
DISTRICT 4



TELEPHONE (404)612-8226
FACSIMILE (404) 612-0440
EMAIL natalie.hall@fultoncountyga.gov



September 26, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

I am pleased to express my strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

Like many urban centers across our country, Downtown Atlanta's connectivity to surrounding neighborhoods was severed by highway construction during the latter half of the 20th century. Interstate 75/85, one of Atlanta's largest "urban renewal projects," cut right through the heart of Downtown and removed the streets, buildings, and communities in its path. Now, in recognition of the lasting physical and economic effects of this impact, the Stitch seeks to bridge the divide and repair the fabric of the community. The Stitch's identified community benefits are interconnected and extensive ranging from building safe streets that prioritize walking and biking and reducing barriers to economic opportunity to mitigating urban heat island effects and closing the investment gap created by the highway. This integrated benefit approach is exactly what is envisioned by the Reconnecting Communities & Neighborhoods Grant Program.

Federal funds are funding detailed planning and early design work for the Stitch, which is helping to ensure that an investment in the transportation infrastructure to cap the interstate fulfills the promise of a connected and livable urban neighborhood. This work supports robust community engagement premised on inclusive and equitable principles that respect the historic context of the area, along with the technical scopes of work related to transportation, land use, sustainability and parks that will guide the future design and construction. Capital construction funding from the Reconnecting Communities and Neighborhoods program is critical to fulfilling the vision of the Stitch by funding the construction of phase 1.

Thank you in advance for your thorough review and favorable consideration of this application. Please do not hesitate to contact me directly for more information.

Sincerely,

A handwritten signature in black ink that reads "Natalie Hall". The signature is written in a cursive style with a loop at the end of the last name.

Natalie Hall
Fulton County Commissioner, District 4



District2Atlanta

OFFICE OF AMIR FAROKHI
Atlanta City Council, District 2

Atlanta City Hall
55 Trinity Ave SW, Suite 2900
Atlanta, GA 30303

Office (404) 330-6038
Mobile (404) 823-2099
Email afarokhi@atlantaga.gov

September 22, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

I am pleased to express my strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, my council district, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

Like many urban centers across our country, Downtown Atlanta's connectivity to surrounding neighborhoods was severed by highway construction during the latter half of the 20th century. Interstate 75/85, one of Atlanta's largest "urban renewal projects," cut right through the heart of Downtown and removed the streets, buildings, and communities in its path. Now, in recognition of the lasting physical and economic effects of this impact, the Stitch seeks to bridge the divide and repair the fabric of the community. The Stitch's identified community benefits are interconnected and extensive ranging from building safe streets that prioritize walking and biking and reducing barriers to economic opportunity to mitigating urban heat island effects and closing the investment gap created by the highway. This integrated benefit approach is exactly what is envisioned by the Reconnecting Communities & Neighborhoods Grant Program.

Federal funds are funding detailed planning and early design work for the Stitch which is helping to ensure that an investment in the transportation infrastructure to cap the interstate fulfills the promise of a connected and livable urban neighborhood. This work supports robust community engagement premised on inclusive and equitable principles that respect the historic context of the area, along with the technical scopes of work related to transportation, land use, sustainability and parks that will guide the



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future design and construction. Capital construction funding from the Reconnecting Communities and Neighborhoods program is critical to fulfilling the vision of the Stitch by funding the construction of phase 1.

Thank you in advance for your thorough review and favorable consideration of this application. Please do not hesitate to contact me directly for more information.

Sincerely,

Amir Farokhi
Councilmember, District 2
Chair, Transportation Committee



September 20, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Atlanta BeltLine, Inc. is pleased to express our support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta and implement local transportation network upgrades that will improve connectivity for cyclists between the Atlanta BeltLine Eastside and Westside Trails. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

The 22-mile Atlanta BeltLine loop is redeveloping transportation infrastructure to right historic wrongs and to create and improve mobility and accessibility to destinations across Atlanta. The BeltLine provides safe, climate-friendly travel options for residents in nearby USDOT-designated Areas of Persistent Poverty as well as those traveling across the region.

In addition to increased mobility, the Atlanta BeltLine continues to spur transformative economic development in metro Atlanta. An estimated \$8.3 billion in private development around the corridor has stimulated 58,100 construction jobs through the end of 2021 and an estimated 24,200 new permanent jobs through 2019.

The Stitch will help create a more connected, sustainable, and vibrant future for Atlanta. We encourage your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

A handwritten signature in black ink, appearing to read "Clyde Higgs".

Clyde Higgs
President & CEO



230 John Wesley Dobbs Avenue
Atlanta, GA 30303-2421
Phone: 404.892.4700
www.atlantahousing.org

September 18, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

I am pleased to share my strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade the Civic Center MARTA Station - improvements comprising Phase 1 of the transformative Stitch project. As an area stakeholder, we have seen the enduring impacts the Downtown Connector has had on this part of Atlanta - separating parts of the urban core which were historically connected, and leaving a gap in the continuity between Downtown and Midtown that has affected economic stability and quality of life.

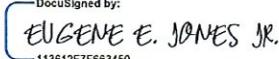
Atlanta Housing and a team of developers are leading the redevelopment of the nearby 20-acre Atlanta Civic Center site. This revitalization effort stands to deliver a projected \$600 million investment in a mixed-income, mixed-use node in the Old Fourth Ward neighborhood. Additionally, it is anchored by the preservation of the historic auditorium and plaza as a community-serving performing arts center and urban gathering space. We hope to strengthen the Old Fourth Ward by building in an equitable manner, focused on affordable housing with opportunities for improved health, education, and employment. However, the success of the vision cannot be achieved on its own - it depends on integration into a larger district with the same philosophy and guiding principles that underpin the Civic Center.

The Civic Center and the Downtown Connector were part of urban renewal in Atlanta that displaced residents and businesses in favor of large civic and economic development projects. These capital investments benefitted the region at the expense of growth on a local scale, ultimately resulting in community disinvestment that persisted for decades. The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive. By addressing the divide caused by the Downtown Connector through the construction of first phase of the Stitch, the downtown community and the broader

City of Atlanta will benefit from a reconnected core; and the Civic Center will have a design context commensurate with the level of innovation and excellence that are hallmarks of its planning to date.

The Stitch is vital to a more connected, sustainable, and vibrant future for our city. Atlanta Housing is proud to be a partner in the current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application. We look forward to continuing to work with the City of Atlanta to advance a vision that fulfills the promise of both the Civic Center and the Stitch.

Sincerely,

DocuSigned by:

113612F7F663450
Eugene E. Jones, Jr.
President and CEO
Atlanta Housing



September 28, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

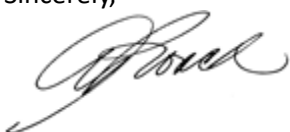
The Atlanta Regional Commission (ARC) is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the divide and burden caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

We have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and an unwelcoming, unsafe, and disconnected transportation network centered around cars. Planning and engineering phases for the Stitch are in the Transportation Improvement Program (TIP) and implementation of the project will support our agency's vision to "foster thriving communities for all within the Atlanta region through collaborative data-informed planning and investments". The Stitch will repurpose underutilized assets to make Downtown Atlanta more vibrant and livable through green space, safe streets, and transit access. It will also catalyze development, including equitable transit-oriented housing, in the area.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

ARC understands the Stitch is vital to a more connected, sustainable, and vibrant future for the Region, and, as such, has designated the Stitch as a top priority project to advance our holistic vision of "Reconnecting the Atlanta Region". We are closely engaged in current planning efforts to advance The Stitch and encourage your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,



Anna Roach | Executive Director & CEO



COBB COUNTY
DEPARTMENT OF TRANSPORTATION

Drew Raessler
Director

1890 County Services Parkway
Marietta, Georgia 30008-4014
(770) 528-1635

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SW
Washington, D.C. 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Cobb County Department of Transportation is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

Cobb County Department of Transportation is particularly supportive of the planned off-street bus facility adjacent to the Civic Center MARTA station. The facility will relieve on-street bus congestion at the station and provide direct patron access between bus and rail by facilitating bus staging and passenger pick-up and drop-off at an off-street facility. This will directly benefit our regional transit operations servicing downtown Atlanta.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. Cobb County Department of Transportation is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

Drew Raessler, P.E.
Director



Russell R. McMurry, P.E.,
Commissioner
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308
(404) 631-1000 Main Office

September 15, 2023

The Honorable Pete Buttigieg
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

The Georgia Department of Transportation (GDOT) supports the City of Atlanta's application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta. The project called "The Stitch" does just that. It stitches together the local transportation network, provides additional connectivity to the Civic Center MARTA rail station, and provides greenspace all above the interstate, in a phased approach.

The City of Atlanta is currently advancing predevelopment work on The Stitch with previous Federal grant awards and local funding sources. GDOT is administering the local project with the City and other implementation partners to coordinate project roles and responsibilities, such as NEPA, and preliminary engineering work, while following the federal aid process and in accordance with the GDOT Plan Development Process. GDOT understands the Reconnecting Communities and Neighborhoods grant program requirements and that the grant, when awarded, will be specifically used to advance the final design and construct phase 1 of the Stitch.

Thank you for your and the USDOT's time and thoughtful consideration of this grant request by the City of Atlanta. GDOT believes grant funding for this project will accomplish the goals of this grant program, benefiting the citizens in downtown Atlanta and the greater metropolitan area. We will fully support the City by administering the project.

Sincerely,

A handwritten signature in blue ink that reads 'Russell R. McMurry'.

Russell R. McMurry, P.E.
Commissioner

cc: Robert L. Brown, Jr., Chairman, State Transportation Board
Stacey Key, State Transportation Board, 5th Congressional District



September 7, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

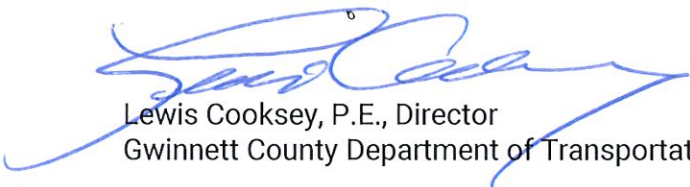
Dear Secretary Buttigieg:

Gwinnett County Department of Transportation (GCDOT) is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

GCDOT is particularly supportive of the planned off-street bus facility adjacent to the Civic Center MARTA station. The facility will relieve on-street bus congestion at the station and provide direct patron access between bus and rail by facilitating bus staging and passenger pick-up and drop-off at an off-street facility. This will directly benefit our regional transit operations servicing downtown Atlanta.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. GCDOT is proudly engaged in current planning efforts to advance the Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,



Lewis Cooksey, P.E., Director
Gwinnett County Department of Transportation

September 22, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

The Metropolitan Atlanta Rapid Transit Authority (MARTA) supports the City of Atlanta's application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta and implement local transportation network upgrade improvements comprising Phase one of the Stitch.

MARTA is investing in station rehabilitation at all 38 of our rail stations, including \$10 million at Civic Center station. While our station is in the middle of the Stitch Phase two plan, we believe that the Phase one improvements will benefit the neighborhood and our customers will benefit from new public greenspace, improved multimodal street connections, and new mixed-use and transit-oriented real estate investment with a focus on affordable housing.

We request your favorable consideration of the City of Atlanta's Reconnecting Communities & Neighborhoods Discretionary Grant Program application for this purpose.

Sincerely,



Collie Greenwood
General Manager/CEO

September 21, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch Phase 1: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

We write this letter in support of the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to implement Phase 1 of The Stitch. This first phase calls for capping Interstates 75/85 in Downtown Atlanta, implementing local transportation network upgrades, and rehabilitating and upgrading the Civic Center MARTA Station. In sum, this project will serve to reconnect this area of our city and provide much-needed greenspace, a more human-centered built environment and catalyze new investment.

Midtown and Downtown Atlanta have experienced the benefits of having easy access to Interstates 75 and 85, but the implementation of this system has come with significant costs to our urban fabric and to our City. We see this project, and others like it in Atlanta, as an opportunity to address some of the negative impacts that the interstate system ("the Connector") has had as it cleaved through and divided Atlanta's urban fabric.

This first phase of The Stitch is a worthy project. Midtown Alliance stands ready to assist with planning efforts to advance this project and encourages your favorable consideration of this grant application.

Sincerely,



Kevin Green
President & CEO



15 September 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

The Atlanta Downtown Neighborhood Association (ADNA) is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As residents adjacent to I-75/85, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and an unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. The ADNA is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable

consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

Robyn Jackson

Robyn Jackson

Robyn Jackson
President
ADNA

Atlanta Downtown Neighborhood Association P O Box 57021 Atlanta, GA 30343

www.atlantadna.org



Sept. 25, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Reconnecting Communities Pilot Program Discretionary Capital Construction Grant for
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg,

Atlanta Convention & Visitors Bureau (ACVB) is pleased to express its strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades and rehabilitate and upgrade the Civic Center MARTA Station; improvements comprising phase 1 of The Stitch. By remediating the barrier caused by the Downtown Connector interstate with The Stitch, the Downtown community and broader city of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace and a more human-centered built environment.

Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – Downtown Atlanta has not captured its fair share of new residential or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development Downtown. These features will help attract Atlanta's next generation of residents, employees and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable and vibrant future for Atlanta. ACVB is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

A handwritten signature in black ink, appearing to read "William Pate", with a horizontal line extending to the right.

William Pate
President and CEO
Atlanta Convention & Visitors Bureau



September 25, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg,

The Atlanta Land Trust is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As downtown stakeholders and supporters, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and a unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. The Atlanta Land Trust is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

Amanda Rhein
Executive Director

245 NORTH HIGHLAND AVENUE NE
SUITE 230-724
ATLANTA, GA 30307

404.257.6866
INFO@ATLLANDTRUST.ORG



DEPARTMENT OF HEALTH & HUMAN SERVICES

Centers for Disease Control
and Prevention (CDC)
Atlanta, GA 30341-3724

September 11, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

I write to offer a letter of capabilities relevant to the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

The Climate and Health Program at the Centers for Disease Control and Prevention (CDC) supports state, tribal, local, and territorial public health agencies and their partners as they prepare for the health impacts of a changing climate. We offer a variety of data, guidance, tools, and technical assistance to various stakeholders, which the city of Atlanta would be eligible for. The goals of The Stitch, particularly the focus on addressing the health of disproportionately impacted communities that have been marginalized, aligns well with CDC's goals to further protect our communities from the human health impacts of climate change. CDC's existing guidance on incorporating justice, equity, diversity, and inclusion (JEDI) into projects (see <https://www.cdc.gov/climateandhealth/JEDI.htm>) is highly relevant to The Stitch. Our Environmental Justice Index (<https://www.atsdr.cdc.gov/placeandhealth/eji/index.html>) can also be used to maximize the health benefits of The Stitch proposal while ensuring those most impacted by climate change receive key benefits.

This vision for a reconnected vibrant community promises to deliver a host of health and environmental benefits. The new 14-acre park will deliver a safe place for community members to be physically active away from busy streets, which aligns with CDC's review of scientific evidence on how communities can use green spaces to improve human health, encourage active transportation, and adapt to climate change (<https://arcg.is/109W4D>). The project could also improve air quality while reducing the urban heat island effect, providing tangible public health benefits guided by CDC's summaries of reducing air pollution (<https://arcg.is/01OCfm>) and adapting to extreme heat (<https://arcg.is/rjL5r>) in the context of climate change.

We look forward to providing guidance and technical assistance to the City of Atlanta and its partners to advance a Stitch vision that fulfills the promise of a reconnected, climate-resilient, healthy, and livable urban neighborhood.

Sincerely,

Paul J Schramm, MS, MPH

Paul J Schramm

Climate Science Team Lead
Chair, CDC Task Force on Climate and Health
Centers for Disease Control and Prevention
770-488-0666
pschramm@cdc.gov

September 19, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

The Community Foundation for Greater Atlanta is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As downtown stakeholders and supporters, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and a unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports a balance of land uses and equitable-focused development downtown. We are particularly encouraged by the commitment to affordable housing and affordable living – as defined by housing + transportation costs – and the opportunity to ensure that new development is accessible to all Atlantans. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. The Community Foundation for Greater Atlanta is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,



Frank Fernandez
CEO



Sarah Kirsch
Managing Director, Housing



September 20, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

The Fourth Ward West Neighborhood Association is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As residents adjacent to I-75/85, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and an unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. Fourth Ward West is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

Catherine Chase
Board President,
Fourth Ward West Neighborhood Association

230 Peachtree Street NW
Suite 2275
Atlanta, GA 30303
tel 404.876.2900
georgiaconservancy.org



September 25, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

PRESIDENT
Katherine Moore*

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

BOARD CHAIR
Virginia Harman, Cave Spring*

Dear Secretary Buttigieg:

BOARD OF TRUSTEES
Stephen Bailey, St. Simons Island
Townsend Bailey, Atlanta
Carmen Foskey Bergman, Savannah
Mikita Browning, Smyrna
Fred Daniels, Jr., Stone Mountain
Hardie Davis Jr., Hephzibah
Brian Diesselhorst, Florida
Nick Donkar, Atlanta
Jennifer Gilmer, Atlanta*
Holly Hill, Atlanta
John Hutchins, Atlanta
Byron Kirkpatrick, Atlanta*
Mike LaFerle, Marietta
Loretta Lepore, Savannah
Tim McKinley, Atlanta*
Chris Miller, LaGrange*
John R. Mulcahy Jr., Atlanta
Gerald Pouncey, Kennesaw
Ebony Preston, Powder Springs
Stacy Shailendra, Atlanta
Charles E. Thomas, Mableton
Jennifer Winn, Atlanta
Tim Yeager, Roswell

The Georgia Conservancy, Inc. (Georgia Conservancy) is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As downtown stakeholders and supporters, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and a unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. Georgia Conservancy is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

Katherine Moore, AICP
President

ADVISORY COUNCIL
Claire L. Arnold, Atlanta
Braye Boardman, Augusta
Joel Cowan, Peachtree City
Ann Q. Curry, Atlanta
C. Edward Dobbs, Atlanta
Amir Farokhi, Atlanta
J. Lacey Lewis, Atlanta
Chet Hurwitz, Atlanta
Leslie Mattingly, St. Simons Island
Hank Linginfelter, St. Simons Island
Leopoldo Miranda, Marietta
Joe Montgomery, Rome
Marcy Collier Overstreet, Atlanta
Laura Turner Seydel, Atlanta
Ron Shipman, Macon
Jim Timmons, Atlanta

*Executive Committee Member



September 14, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

The Metro Atlanta Chamber is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

For over 160 years, the Metro Atlanta Chamber has worked to strengthen the qualities that make Atlanta one of the nation's most unique metros — its neighborhoods, culture, quality of life, welcoming business community and more. We have seen the enduring impact the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and an unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta — a mere quarter mile north of the proposed Stitch — downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. The Metro Atlanta Chamber is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

A handwritten signature in black ink, reading 'Katie Kirkpatrick'.

Katie Kirkpatrick, P.E.
President and Chief Executive Officer

NPU-M – the heart of the city

September 27, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Neighborhood Planning Unit M (NPU-M), comprised of the following neighborhoods – Atlanta Downtown, Old Fourth Ward, Castleberry Hill, and Marietta St. Corridor - is pleased to express our strong support for the City of Atlanta’s Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As residents adjacent to I-75/85, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and a unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta’s next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. NPU-M is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta’s Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,



W. Forrest Coley, Jr.
Chair, NPU-M



September 11, 2023

1601 West Peachtree Street
Atlanta, Georgia 30309
404.875.7284
pathfoundation.org
path@pathfoundation.org

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

***RE: Reconnecting Communities Pilot Program – Capital Construction Grants
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia***

Greta deMayo
Executive Director

BOARD OF DIRECTORS

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Carol Muldawer

Dear Secretary Pete Buttigieg:

The PATH Foundation is pleased to provide this letter of support for the City of Atlanta's Reconnecting Communities Pilot Program grant application to advance The Stitch project which will provide a ¾-mile cap of Interstates 75/85 in Downtown Atlanta from the Civic Center MARTA Station at Ted Turner Drive to Piedmont Avenue. For more than three decades, PATH has been focused on our mission to transform metro Atlanta into the most trail connected city in the United States. We understand the benefits capping the highway with The Stitch brings through reconnecting Atlanta with featured multi-use trails, a new 14-acre greenspace, and sustainable infrastructure.

The Stitch presents a perfect opportunity to expand Atlanta's trail system and bridge the city's interstate barriers by providing bike and pedestrian connectivity both east/west and north/south within downtown. PATH is excited to see the project's pursuit of this grant application/funding towards The Stitch's vision to connect current and future residents of downtown Atlanta to the Atlanta BeltLine and PATH's broader regional trail network.

This project aligns with the PATH Foundation's mission of trail development towards the creation of a healthy, walkable, and bikeable Atlanta. Please let us know if you need anything additional to confirm our support of this project. If you have any questions, please feel free to contact me directly at greta@pathfoundation.org or (404) 234-6327.

Sincerely,

Greta G. deMayo, Executive Director



September 17, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

ATLANTA
Preservation Center

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

EXECUTIVE COMMITTEE

Ian Michael Rogers, President
Amanda Rhein, Vice President
Courtney Smith, Secretary
John T. Williams, Treasurer
Danielle Willkens, At-Large

EXECUTIVE DIRECTOR

David Y. Mitchell

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Shepard Ansley
Jean Astrop
Bryan M. Grant III
Nowland Gwynn
Elizabeth Morgan Spiegel
Rainey Rembert Woodward

The Atlanta Preservation Center wishes to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As downtown stakeholders and supporters, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and a challenged disconnected transportation network. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown has lacked the support and vision to improve housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development. This is a complicated situation – but, with good faith and sincere focus, it will change!

The Stitch will be able to invest by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive. It will also bring a LONG overdue focus on the importance of historic buildings, structures and spaces that instill a love of character, culture and identity – that are crucial for sustainability.

The Stitch will be a way to become a better advocate for recognizing the historic places it has as definers of our national character. Historic Preservation is accepted as a key component for a thriving livable community that can support varied and rich experiences. Understanding how to retain historic character and cultural diversity, should be embraced as a universal goal, and we are all indebted to those who had the foresight and self-determination to protect and steward these significant assets.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. The Atlanta Preservation Center is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

David Yoakley Mitchell
Executive Director / Atlanta Preservation Center

ATLANTA PRESERVATION CENTER 327 ST. PAUL AVENUE SE ATLANTA GA 30312-3129 www.PreserveAtlanta.com (O) 404-688-3353 (F) 404-688-3357

THE PURPOSE OF THE ATLANTA PRESERVATION CENTER IS TO PROMOTE THE PRESERVATION OF ATLANTA'S ARCHITECTURALLY, HISTORICALLY AND CULTURALLY SIGNIFICANT BUILDINGS, NEIGHBORHOODS AND LANDSCAPES THROUGH EDUCATION AND ADVOCACY.

September 26, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Propel ATL is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As downtown stakeholders and supporters, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and an unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. Propel ATL is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,



Rebecca Serna
Executive Director
rebecca@letspropelatl.org
(404) 881-1112 ext. 4

September 20, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: FY 2023 Reconnecting Communities and Neighborhoods Program Grant
Application for The Stitch Phase I (Interstates 75/85, Downtown Atlanta, Georgia)

Dear Secretary Pete Buttigieg:

On behalf of the Southern Environmental Law Center (“SELC”), I write to express our strong support for the City of Atlanta’s application under the Reconnecting Communities and Neighborhoods (“RCN”) Program for a Capital Construction Grant to fund Phase I of the Stitch project. SELC is a non-partisan, non-profit organization that works throughout the Southeast to promote transportation and land use decisions that strengthen our communities, protect our environment, and improve our quality of life.

The Stitch would cap a ¾-mile section of Interstate 75/85 in Downtown Atlanta from the Civic Center MARTA Station at Ted Turner Drive to Piedmont Avenue. At this location, Interstate 75/85 is between fourteen and sixteen lanes wide and is set well below street level. By capping this large expanse of freeway, the Stitch will reconnect the street grid, improve pedestrian and bicycle mobility, expand access to the Civic Center MARTA station, create new community greenspace, and reduce exposure to the highway’s noise and air pollution. Perhaps most importantly, the project will begin to address some of the damage done to this area by the construction of the highway and other ill-advised “urban renewal” projects.

The Stitch will be implemented in phases and the City of Atlanta’s RCN grant request would fund construction of Phase I of the project. Phase I would cap approximately four acres over Interstate 75/85 between Peachtree and Courtland Streets, and provide multimodal and safety improvements to a number of nearby streets. The project would be delivered through a partnership between the City of Atlanta, the Georgia Department of Transportation, the Metropolitan Atlanta Rapid Transit Authority, the Atlanta Downtown Improvement District, the Atlanta Regional Commission, and the Federal Highway Administration.

The FY 2023 RCN Notice of Funding Opportunity (“NOFO”) encourages applicants to identify disadvantaged communities using the Council on Environmental Quality’s Climate & Economic Justice Screening Tool (“CEJST”). CEJST’s data and analysis make clear that the

three Census tracts adjacent to the Stich are heavily impacted by their proximity to Interstate 75/85.¹

- Tract 19:
 - 77th percentile for PM2.5 in the air
 - 98th percentile for lack of green space
 - 96th percentile for diesel particulate matter exposure
 - 99th percentile for traffic proximity and volume
- Tract 18:
 - 77th percentile for PM2.5 in the air
 - 85th percentile for lack of green space
 - 97th percentile for diesel particulate matter exposure
 - 98th percentile for traffic proximity and volume
- Tract 28:
 - 77th percentile for PM2.5 in the air
 - 87th percentile for asthma
 - 96th percentile for lack of green space
 - 97th percentile for diesel particulate matter exposure
 - 99th percentile for traffic proximity and volume

A map of the adjacent Census tracts is attached as Ex. A.

The Stich will advance the RCN Program’s goals in several important respects. According to the FY 2023 RCN NOFO, the program:

[S]eeks to redress the legacy of harm caused by transportation infrastructure, including barriers to opportunity, displacement, damage to the human and natural environment and public health, including air pollution and greenhouse gas emissions, limited access to green and blue spaces, and other hardships.

FY 2023 RCN Program NOFO at 4. As the CEJST data clearly illustrates, the adjacent community suffers from extremely high levels of air pollution as a result of its proximity to Interstate 75/85. The adjacent area also ranks poorly for access to green space. By capping the Interstate, the Stich will serve to address both problems by reducing exposure to air pollution and providing additional green space.

The Stich will advance the RCN Program goal of improving mobility and community connectivity. The western edge of the Stich is anchored by the Civic Center station, part of the Metropolitan Atlanta Rapid Transit Authority’s (“MARTA”) heavy rail system. This station

¹ The full FIPS codes for the relevant Census tracts are 13121001800, 13121001900, and 13121002800. However, they will be referenced as Census Tracts 18, 19, and 28 here. Further, CEJST relies on 2019 Census boundaries, so these tracts do not reflect any changes made based on 2020 Census information.

offers a gateway to the MARTA network and is a transfer location for regional commuter bus service. But the Civic Center MARTA station does not receive the same level of ridership or the same amount of transit-oriented development as other nearby MARTA stations. The Civic Center station's underutilization is a result of its location directly over Interstate 75/85 and the highway's effect on adjacent land use. By improving access to this existing transit station, the Stitch will help maximize the Civic Center station's potential as a transportation asset for both the surrounding neighborhood and the rest of the Atlanta region.

The Stitch also would improve access to opportunities by providing enhanced transit and pedestrian access to key activity centers in the area including the Emory Hospital complex, Atlanta's Downtown Business District, and the Atlanta Civic Center redevelopment site. These locations are key destinations for medical services, jobs, and housing. By better connecting these locations to the Civic Center MARTA station - and also better connecting these locations to each other - the Stitch will improve the overall accessibility of these important activity centers.

The Stitch will also complement and enhance the efforts by existing landowners (including St. Luke's Episcopal Church, Atlanta First United Methodist Church, and the City of Atlanta) to provide affordable housing in the area. Improved access to the Civic Center MARTA station and the area's activity centers would benefit the existing and planned affordable housing in the area. Further, the Stitch's policy framework includes goals for providing additional affordable housing as part of future developments in the project area.

Finally, and perhaps most importantly, the Stitch will advance the RCN Program's goal of addressing the legacy of harm caused by transportation infrastructure. The Stitch will be located adjacent to the site of the former Buttermilk Bottom neighborhood. Buttermilk Bottom was a thriving, Black, low-income, mostly rental neighborhood located immediately northeast of the Stitch project area.

Buttermilk Bottom was located in a valley and flooded during heavy rain events. In the 1950s, the Atlanta Metropolitan Planning Commission cited these conditions to characterize the neighborhood as a slum and support "urban renewal" efforts in the area.² The resulting actions, including construction of Interstate 75/85 and the Atlanta Civic Center, displaced residents and decimated the Buttermilk Bottom neighborhood. The Metropolitan Planning Commission's characterization of Buttermilk Bottom "highlights [the] racialized politics in urban renewal and the resulting alterations of the built environment in Atlanta during the 1960s."³ As academic research explains:

² Williams, John E., *Race, Place, and Politics: Urban Renewal, Redevelopment, and Stories of the Historic Buttermilk Bottom Neighborhood in Atlanta*, Thesis, Georgia State University, 2019 at 42.

https://scholarworks.gsu.edu/cgi/viewcontent.cgi?article=1133&context=geosciences_theses

³ *Id.* at 51.

Buttermilk Bottom was a vibrant community of African-American-run schools, churches, and businesses. It was a district of shotgun houses and juke joints, low-lying and poorly drained – a haven, a community—indeed a place—created by segregation. Former residents were displaced when the city leveled and cleared the district, and streets were realigned or removed. The transformation was so extensive that most people had [either] forgotten or never even knew that there had ever been a place called Buttermilk Bottom.⁴

The Stitch cannot replace what was lost but can help begin to rectify the legacy of these past mistakes.

The Stitch is an important step toward addressing the damage done in Atlanta’s past and building a healthier, more sustainable future. The Southern Environmental Law Center strongly supports the City of Atlanta’s application for a Capital Construction Grant under the FY2023 Reconnecting Communities and Neighborhoods Program. If you have any questions, please contact me at (404) 521-9900 or bgist@selcga.org.

Sincerely,

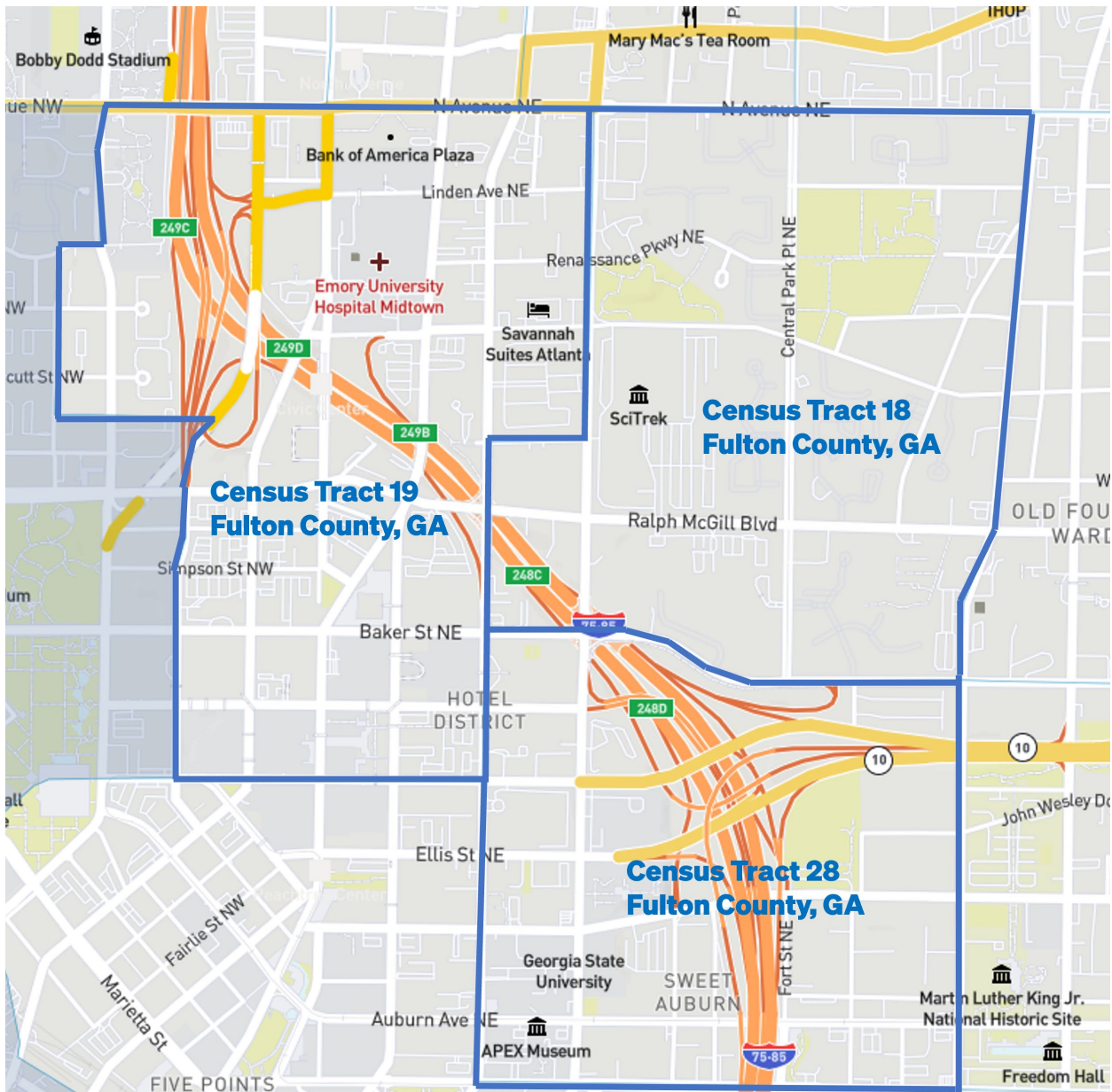
A handwritten signature in black ink that reads "Brian L. Gist". The signature is written in a cursive, slightly slanted style.

Brian L. Gist
Senior Attorney

⁴ *Id.*

Ex. A

Census Tracts Adjacent to the Stitch (Tracts 18, 19, and 28, Fulton County, Georgia)





September 22, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Southface Energy Institute is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As downtown stakeholders and supporters, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and a unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. Southface Energy Institute is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

A handwritten signature in black ink, appearing to read "Laura Case", written over a horizontal line.

Laura Case, Vice President



September 13, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:


Trees Atlanta strongly supports the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

The Stitch will increase space to plant more trees that will help to cool downtown, fighting the heat island effect. Downtown currently has just 6% tree canopy and temperatures can be 20 degrees greater than forested neighborhoods nearby. The Stitch will help in remediating past design mistakes and set a precedent for how we make our city greener, thus more livable.

Trees Atlanta has been a downtown supporter for 38 years, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and a hot, unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared to the adjacent Midtown Neighborhood, Downtown lags far behind in available housing and services for residents, in spite of being the center of Atlanta and the MARTA transit network. The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, healthier, and green future for Atlanta. Trees Atlanta is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,


Greg Levine
Executive Director



600 W. Peachtree St. NW
Suite 1840
Atlanta, GA 30308
t: 404-876-7306
tpl.org

September 22, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Trust for Public Land is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising Phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

Trust for Public Land works with governments across the country to build parks and preserve land for people. For the past several years, TPL has been working with Central Atlanta Progress, the City of Atlanta and other stakeholders to explore how The Stitch can leverage public spaces and an enhanced street grid to strengthen the urban fabric of Atlanta's downtown communities. The Stitch is an innovative example of how we can use parks to address a multitude of challenges facing cities – from transportation to stormwater to climate change – while improving the health and quality of life of residents. Through public-private partnerships, the Stitch will become a model for sustainable, energy-efficient design for cities across the United States as they endeavor to implement climate responsive design strategies.

As downtown stakeholders and supporters, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and a unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will

help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. Trust for Public Land is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

The Trust for Public Land looks forward to engaging in planning and design efforts to advance The Stitch and encourages your favorable consideration of this grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "George Dusenbury". The signature is fluid and cursive, with a prominent initial "G" and a stylized "D".

George Dusenbury
Vice President Southern Region, Georgia State Director

September 22, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

The Urban Land Institute of Atlanta is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As downtown stakeholders and supporters, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and a unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. The Urban Land Institute of Atlanta is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

A handwritten signature in cursive script that reads 'Daphne'.

Daphne Bond-Godfrey
Executive Director, Urban Land Institute of Atlanta

September 18, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

ANDMORE (AmericasMart) is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements associated with phase 1 of the Stitch. By capping the highway with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more people-centric built environment.

As long-time property owners immediately adjacent to I-75/85, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth and poor pedestrian experiences. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – Downtown's rents are anywhere from 30-50% less. Given these economics, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. ANDMORE (AmericasMart) is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

Robert J. Maricich
Chairman and CEO

September 22, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Atlanta Civic Center Partners, LLC, is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements associated with phase 1 of the Stitch. By capping the highway with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more people-centric built environment.

The Downtown Connector has had an immense impact on our community: a disconnected central business district with lagging growth and poor pedestrian experiences. The Stitch will change the calculus for north Downtown and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

Our partnership is developing the Civic Center property, a 20-acre public-private redevelopment project with a high focus on affordable housing, education, and the performing arts, a mere block away from the Stitch. We see the Stitch as an integral part of the future of north downtown, with both efforts ushering-in a new district in the heart of the city, one centered around equity, arts, and culture. Atlanta Civic Center Partners, LLC, is proudly engaged in planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Green". The signature is fluid and cursive, with a large initial "M" and "G".

Michael Green
Atlanta Civic Center Partners, LLC

BANYAN STREET

CAPITAL

September 22, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Banyan Street Capital is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As downtown stakeholders and supporters, including as owner of the landmark 191 Peachtree office tower, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and an unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – Downtown Atlanta lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

B

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
September 22, 2023

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. Banyan Street Capital is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,



K. Taylor White
President, Banyan Street Companies





September 12, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

On behalf of the ownership of Bank of America Plaza, the tallest building in the Southeast and 21st tallest in the United States, CP Group is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application to advance The Stitch, a ¾-mile cap of Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch.

By remediating the barrier caused by the Downtown Connector interstate with The Stitch, our community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new 14-acre greenspace, and a more people-centric built environment.

Bank of America Plaza is less than ¼ mile, under a five-minute walk from where The Stitch is proposed. As a result, we know and value this area very well and believe the development of The Stich will be transformative for the neighborhood. As longtime property owners in Downtown Atlanta, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth and poor pedestrian experiences. The highway created a dividing line decades ago and can be undone over time through this project.

The Stitch will be a gamechanger for Atlanta, serving as a catalyst for private development in the area. New amenities such as public parks and improved pedestrian and transit connections will attract more residents, employees, and business owners to this long undesirable area. New residential towers near The Stitch on long-blighted land parcels are among the most attractive options to developers, who can partner with local institutions to enable affordable and attainable rental units.

The Stitch is vital to the future of Atlanta and to making our city more connected, sustainable, and vibrant. We look forward to engaging in planning efforts to advance The Stitch and encourage your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application.

Sincerely,

A handwritten signature in black ink that reads 'Scott Barr'.

Scott Barr
Authorized Signatory on behalf of 600 Peachtree Propco LLC
Owner of Bank of America Plaza, Atlanta, Georgia



September 12, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

**Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia**

Drapac Capital Partners is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As downtown stakeholders and supporters, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and a unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. Drapac Capital Partners is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable

U.S. – CORPORATE HEADQUARTERS

1031 Marietta Street NW
Atlanta, GA 30318
T +1 404 480 4900
E contact@drapacgroup.com

AUSTRALIA

Level 1, 373 Queen Street
Melbourne VIC 3000
T +61 9321 2500
E contact@drapacgroup.com

consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,



Sebastian Drapac
Chief Executive Officer

September 20, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Emory University Hospital Midtown (EUHM) is pleased to express strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As downtown stakeholders and supporters, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and an unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared to neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. Despite being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. EUHM is proud to be engaged in current planning efforts to advance The Stitch and we encourage your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,



Joon S. Lee, M.D.
Chief Executive Officer



September 11, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Gamma Real Estate is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the physical and social barrier caused by the "Downtown Connector," the Stitch project will lend to Atlanta's very heart a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As downtown stakeholders and supporters, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and a unwelcoming, unsafe, and sparse transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown trails in available housing and services for residents. In spite of its position at the center of the city itself and of the MARTA transit network, Downtown Atlanta has not captured its fair share of new development.

The Stitch will catalyze investment by transforming the area in a manner that supports live-work-play and equitable-focused development. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. Gamma Real Estate is proudly engaged in current planning efforts to advance the project and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for it.

pSincerely,

A handwritten signature in blue ink, appearing to read 'Matthew Jacobs'.

Matthew Jacobs
Managing Director



Kimberly Scheibe Greene
Chairman, President &
Chief Executive Officer

BIN 10240
241 Ralph McGill Boulevard NE
Atlanta, GA 30308-3374
404 506 3359 tel
865 228 1057 cell
ksgreene@southernco.com

September 20, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Georgia Power Company is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade the Civic Center MARTA Station; improvements associated with phase 1 of the Stitch. By capping the highway with the Stitch, the downtown community and the broader City of Atlanta will experience a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more people-centric built environment.

As long-time property owners immediately adjacent to I-75/85, we welcome efforts to drive economic growth and an enhanced pedestrian experience to Atlanta's central business district. Georgia Power Company has property investment where this project is located and we support how this project would allow for renewed multi-use and residential options in the area.

The Stitch will strive to create this change and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features would help attract Atlanta's next generation of residents, employees, and small business owners.

The Stitch would be an asset to the future of Atlanta and to making our city more connected, sustainable, and vibrant. Georgia Power Company is proudly engaged in current planning efforts to advance the Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

A handwritten signature in black ink that reads "Kim Scheibe Greene".



September 22, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Georgia State University is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate the Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the divide and burden caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As downtown stakeholders and supporters, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and a unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. Georgia State University is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

A handwritten signature in cursive script that reads "M. Brian Blake".

M. Brian Blake, PhD
President, Georgia State University



September 13, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

The Integral Group is advancing our enthusiastic endorsement for the City of Atlanta's Reconnecting Communities and Neighborhoods proposal to secure capital construction grant funding. This funding would enable the capping of Interstates 75/85 in Downtown Atlanta, the implementation of essential upgrades to the local transportation network, and the rehabilitation and enhancement of the Civic Center MARTA Station, all constituting the pivotal first phase of the Stitch project.

The Stitch initiative aims to remedy the obstacle posed by the Downtown Connector interstate, offering significant advantages to both our downtown community and the broader City of Atlanta. These advantages encompass the establishment of a rejuvenated grid system characterized by pedestrian-friendly streets, the formation of a lively community-oriented greenspace, and the cultivation of a more people-centered urban environment.

As advocates and active participants in the downtown community, we've witnessed the persistent consequences of the Downtown Connector. These consequences include a central business district that feels disconnected and has experienced sluggish growth, as well as a transportation network that is unfriendly, unsafe, and overly reliant on automobiles. When compared to the neighboring Midtown Atlanta, just a few blocks north of the proposed Stitch project, downtown significantly trails behind in terms of housing options and essential services for its residents.

Despite being at the heart of Atlanta and the MARTA transit network, Downtown Atlanta has not managed to attract its proportionate share of new housing or commercial developments. The Stitch project will alter this equation and spark investment by reshaping the surrounding urban landscape to foster live-work-play dynamics and promote equitable development in the downtown area. These enhancements will play a pivotal role in drawing in Atlanta's upcoming generation of residents, employees, and small business proprietors, all while ensuring that longstanding residents have the infrastructure required to age comfortably in their homes and access essential services for their well-being.

The Stitch project is crucial for Atlanta's future, offering the promise of a more connected, sustainable, and vibrant city. The Integral Group is actively involved in the ongoing planning efforts to advance The Stitch and wholeheartedly supports your positive evaluation of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for this transformative initiative.

Sincerely,

Robert L.J. Perry
Chairman



September 20, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Natson Hotel Group (“NHG”) is pleased to express our strong support for the City of Atlanta’s Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of The Stitch.

NHG is headquartered in McDonough, Georgia and owns over 100 hotels, of which 48 totaling 5,577 rooms are located throughout the state. In 2015, we acquired two luxury, independent hotels known as TWELVE Midtown and TWELVE Downtown, which we subsequently converted to Marriott’s Autograph Collection. Through our ownership of these Autograph hotels, we have seen firsthand the blossoming of Atlanta’s urban core.

Over the years, our Downtown location has leveraged numerous demand generators, such as the Georgia Aquarium, Mercedes Benz Stadium, State Farm Arena, World of Coca-Cola and College Football Hall of Fame, that have driven evening and weekend activity in a once stagnant and often unsafe area. The Stitch will continue this Downtown Atlanta momentum by remediating the barrier caused by Interstates 75/85. As a result, the Downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace and a more human-centered built environment.



We are hopeful that The Stitch will amplify the upward trajectory of Downtown Atlanta. In 2015, there was a significant disparity in the performance of our Downtown and Midtown Autograph hotels, which are located only two miles apart. While this gap has narrowed over the years, the Downtown Atlanta landscape still lags far behind Midtown Atlanta in available housing and services for residents. Despite being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch is vital to a more connected, sustainable and vibrant future for Atlanta. NHG is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for The Stitch.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sam Patel', is written over a horizontal line.

Sam Patel
Chief Executive Officer
Natson Hotel Group

September 7, 2023



The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

On behalf of St. Luke's Episcopal Church, a direct neighbor of The Stitch, we are pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As longtime property owners in downtown Atlanta adjacent to I-75/85, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and a unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. St. Luke's Episcopal Church is enthusiastically engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

The Rev. Winnie Varghese
Rector

ST. LUKE'S
EPISCOPAL
CHURCH

WOODFIELD

September 12, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Woodfield Development is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

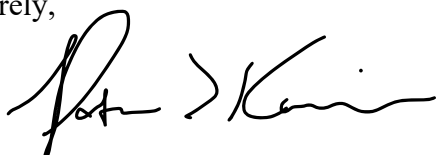
As downtown stakeholders and supporters, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and a unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

WOODFIELD

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. Woodfield Development is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick J. Kassin". The signature is fluid and cursive, with a large initial "P" and "K".

Patrick J Kassin
Vice President
Woodfield Development
Patrick@woodfielddevelopment.net
(404) 403-1515

September 12, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Reconnecting Communities & Neighborhoods Discretionary Grant
The Stitch: Capping Interstates 75/85, Downtown Atlanta, Georgia

Dear Secretary Buttigieg:

Zeller is pleased to express our strong support for the City of Atlanta's Reconnecting Communities and Neighborhoods application for capital construction grant funding to cap Interstates 75/85 in Downtown Atlanta, implement local transportation network upgrades, and rehabilitate and upgrade Civic Center MARTA Station; improvements comprising phase 1 of the Stitch. By remediating the barrier caused by the Downtown Connector interstate with the Stitch, the downtown community and the broader City of Atlanta will benefit from a reconnected grid system featuring pedestrian-oriented streets, a new community-focused greenspace, and a more human-centered built environment.

As downtown stakeholders and supporters, we have seen the enduring impacts that the Downtown Connector has had on our community: a disconnected central business district with lagging growth, and an unwelcoming, unsafe, and disconnected transportation network centered around cars. Compared with neighboring Midtown Atlanta – a mere quarter mile north of the proposed Stitch – downtown lags far behind in available housing and services for residents. In spite of being the center of Atlanta and the MARTA transit network, Downtown Atlanta has not captured its fair share of new housing or commercial development.

The Stitch will change this calculus and catalyze investment by transforming the surrounding built environment in a manner that supports live-work-play and equitable-focused development downtown. These features will help attract Atlanta's next generation of residents, employees, and small business owners, while also providing the infrastructure for legacy residents to age in place and access the services they need to thrive.

The Stitch is vital to a more connected, sustainable, and vibrant future for Atlanta. Zeller is proudly engaged in current planning efforts to advance The Stitch and encourages your favorable consideration of the City of Atlanta's Reconnecting Communities and Neighborhoods grant application for the Stitch.

Sincerely,



Sam Zeller

Chief Operating Officer