

**Narrative Information Sheet – Assessment**

R04-22-A-018

1. Applicant Identification                      Aerotropolis Atlanta Alliance  
3800 Camp Creek Parkway  
Building 1400 Suite 132  
Atlanta, Georgia 30331
  
2. Funding Requested
  - a. Assessment Grant Type                      Community-wide Assessment Grant
  
  - b. Federal Funds Requested
    - i. \$500,000
    - ii. Not Applicable.
  
3. Location                      Clayton County, Georgia.
  
4. Target Area and Priority Site/Property Information

Community-wide Assessment Grant applicants, other than tribes:

  - Target Area: Clayton County Model Mile of Aerotropolis Atlanta area
  - Census tracts within the target area 402.02 and 404.15
  - Priority Site 1: **The Quarry** 297 Lee’s Mill Rd
  - Priority Site 2: **Lee’s Mill Industrial Assemblage** 6105 Lee’s Mill Rd
  - Priority Site 3: **Tara Mall** 335 Upper Riverdale Rd
  
5. Contacts
  - a. Project Director  
Robert Herring  
Phone (404) 349-2211  
[rherrig@aeroatl.org](mailto:rherrig@aeroatl.org)  
3800 Camp Creek Parkway, BLD 1400, STE 132, Atlanta, GA 30331
  
  - b. Chief Executive/Highest Ranking Elected Official  
Shannon W. James Sr.  
Phone (404) 349-2211  
[S.James@aeroatl.org](mailto:S.James@aeroatl.org)  
3800 Camp Creek Parkway, BLD 1400, STE 132, Atlanta, GA 30331
  
6. Population                      Target Area                                      15,159 (2020 US Census)  
Clayton County, Georgia                      292,646 (2020 US Census)  
City of Atlanta                                      498,715 (2020 US Census)

7. Other Factors

<b>Other Factors</b>	<b>Page #</b>
Community population is 10,000 or less.	
The applicant is, or will assist, a federally recognized Indian tribe or United States territory.	
<b>The priority brownfield site(s) is impacted by mine-scarred land.</b>	<b>2</b>
<b>The priority site(s) is adjacent to a body of water (i.e., the border of the priority site(s) is contiguous or partially contiguous to the body of water, or would be contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them).</b>	<b>1,2</b>
<b>The priority site(s) is in a federally designated flood plain.</b>	<b>2</b>
The reuse of the priority site(s) will facilitate renewable energy from wind, solar, or geothermal energy	
The reuse of the priority site(s) will incorporate energy efficiency measures.	
<b>30% or more of the overall project budget will be spent on eligible reuse planning activities for priority brownfield site(s) within the target area.</b>	<b>9</b>
The target area(s) is located within a community in which a coal-fired power plant has recently closed (2011 or later) or is closing.	

8. Letter from the State Environmental Authority                      Attached
9. Releasing Copies of Applications                                      Not Applicable



**Richard E. Dunn, Director**

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**Land Protection Branch**  
2 Martin Luther King, Jr. Drive  
Suite 1054, East Tower  
Atlanta, Georgia 30334  
404-657-8600

October 18, 2021

**VIA ELECTRONIC Mail** [rherrig@aeroatl.org](mailto:rherrig@aeroatl.org)

Mr. Robert Herrig  
Senior Project Manager  
Aerotropolis Atlanta Alliance, Inc.  
1400 Centre Parkway  
Suite 132  
Atlanta, Georgia 30331

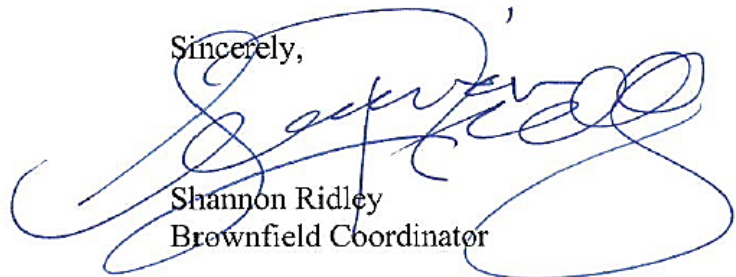
RE: State Acknowledgement Letter – Brownfield Community-Wide Assessment Grant Application  
Aerotropolis Atlanta Alliance, Inc.

Dear Mr. Herrig:

This letter serves as acknowledgement from the Georgia Environmental Protection Division (“GA EPD”) that the Aerotropolis Atlanta Alliance, Inc. (Aerotropolis Atlanta) will be submitting an application to the U.S. Environmental Protection Agency (“EPA”) for funding assistance under the federal Community-Wide Assessment Grant Program to conduct assessment and planning activities. GA EPD understands that Aerotropolis Atlanta is applying for \$500,000 for the assessment of hazardous substances and petroleum.

EPD would like to take this opportunity to encourage EPA’s positive decision in making a grant award to Aerotropolis Atlanta for such assessment and planning. A successful award would greatly assist this community in its redevelopment efforts. Thank you for your consideration.

Sincerely,



Shannon Ridley  
Brownfield Coordinator

cc: Mr. Shannon James, Aerotropolis Atlanta Alliance, Inc.

File: FFY 2022, EPA Grant Applicants, Aerotropolis Atlanta-Assessment

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**1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION**

**a. Target Area and Brownfields**

**i. Background and Description of Target Area** Created in 2014, the Aerotropolis Atlanta Alliance (Alliance) is a 501 (c) 3 non-profit agency. The Alliance is a public-private partnership working to improve the regional economic competitiveness of the area around metro Atlanta’s greatest asset – the world’s busiest airport, Hartsfield-Jackson Atlanta International Airport (ATL). The Alliance is dedicated to planning and implementing, in coordination with the distinct interests of its partner local governments, non-profits and businesses, a vibrant and diversified “Aerotropolis.” The Alliance works collaboratively with its partners to coordinate meaningful and exceptional economic development that fully integrates into the functions and impacts of the airport, creating an ecosystem of unique places people want to live, work, play, and stay. Under direction of its Board of Directors, the Alliance convenes, organizes, and aligns stakeholder interests in the Aerotropolis area around actionable initiatives meant to change the way we think about airport areas. These initiatives include marketing the airport area as a great place to invest, facilitating solutions to our workforce challenges, and partnering with educational institutions to develop the next generation of business and civic leaders. The Alliance champions the south side of metro Atlanta, from the historic main streets of its municipalities to the major corporate headquarters of Chick-fil-A, Delta, Porsche Cars North America, and TOTO USA.

The Hartsfield-Jackson Atlanta International Airport generates \$34.8 billion annually in economic impact for metro Atlanta and provides more than 63,000 jobs on-site, making it the State’s largest employer. It is also a gateway to the world, offering nonstop service to more than 150 domestic and 70 international destinations. While the airport has been a source of great opportunity for the Atlanta region through the provision of jobs and accessibility, it was not without negative impacts. For the residents living directly adjacent to the massive expansion, the toll was tremendous. Significant environmental justice issues have arisen as the overwhelmingly minority and low-income residents (see section 2.a.ii (3)) have borne the brunt of the ever-encroaching Airport, the interstate system that serves it, and the growth of surrounding industry; pollution; noise; and traffic congestion. Impacts from the Airport and the industries supporting that growth, such as dry cleaners, storage/refrigerant units, landscaping, track maintenance, mechanical shops, and transportation/trucking depots, employed petroleum and hazardous substances, such as asbestos, lead-based paint, solvents, dry cleaning agents, heavy metals, and insecticide/herbicide.

**The Target Area for this application is the Clayton County Model Mile which consists of CT 402.02 and 404.15 in Clayton County, GA.** It is home to a minority-majority (>86%) of African American residents. The Airport and historical industry dominate the landscape in this portion of the south side Atlanta metro. This disadvantaged community exhibits low income (an area of persistent poverty), high unemployment and has experienced a disproportionate environmental stressor burden and high cumulative environmental impacts from industry, the expansion of the airport and the bisection of the community by the interstate system. Brownfields here are prolific and many abut the Flint River, which has been heavily impacted by industry (see 1.a.ii). This has led to the **Flint River Basin’s inclusion on the *America’s Most Endangered Rivers* list.** The River flows through the target area and south for another 320 miles to the Florida state line. The health of the Flint touches the entire middle and southern regions of Georgia. It is home to several threatened and endangered species. The proposed brownfields project will reduce impacts to the Flint River while capitalizing on this asset by providing infrastructure for bicycles and pedestrian mobility near the River.

The Atlanta Regional Commission awarded the Aerotropolis Atlanta Alliance a Livable Communities Initiative (LCI) grant in 2019 to complete the **AeroATL Greenway Model Mile**

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**Plan: Seven Model Miles. Seven Communities. One initiative.** There are nine key partners, including the Aerotropolis Atlanta Alliance (the Alliance) and the Aerotropolis Atlanta CIDs, and seven communities: the City of Atlanta, Clayton County, the City of East Point, the City of Forest Park, Hapeville, the City of South Fulton, and Union City. The Alliance guided each community through a planning process that examined the feasibility of creating a model mile greenway that will spark development of an interconnected network of trails. The seven model miles represent the first step toward building a more connected, equitable Aerotropolis community. Providing safe, alternative means of transportation and recreation will be a game-changer for the south side of the Atlanta Metropolitan area. Shifting focus and resources to this historically underfunded and under-resourced region will begin to close the equity gap and provide opportunities for the communities to improve quality of life and work toward achieving their highest potential with fewer obstacles.

**ii. Description of the Priority Brownfield Site(s)** There are an estimated 29 brownfield properties representing more than 700 acres in the Target Area. Environmental concerns are vast as the area's industrial uses are abundant. Concerns include volatile organic compounds (VOCs), petroleum products, heavy metals, and more. Key brownfield properties to be assessed in this project were chosen (by residents- see 2.b.iii) from the Clayton County Model Mile Plan. **Site 1 - The Quarry**, is a defunct 330-acre quarry, mined for construction material. The site commands attention with stacks jutting into the sky. Heavy metals are the primary environmental concern, due to dust byproduct leaching into the air, soil, and groundwater during the process of crushing rock to create construction aggregates. When companies break up materials during mining, the dust can release a variety of heavy metals commonly associated with health problems. As dust, these minerals (such as the asbestos-like mineral riebeckite) can be absorbed into lung tissue, causing higher rates of cancer, pneumoconiosis and silicosis, commonly known as "Black Lung" (Paul & Campbell, 2011). This mine-scarred land will be transformed from an eyesore to a stormwater park, managing flooding issues created from development encroaching into the Flint River's floodplain. As a park, there will be kayaking and mountain biking opportunities within the urban core of metro Atlanta and the site will connect with the model mile project seamlessly.

Abutting Site 1 to the east lies **Site 2, the Lee's Mill Industrial Assemblage**, consisting of 19-acres over 4 parcels. The original home of Lee's (flour) Mill, today Site 2 is home to marine and bus maintenance and several, nondescript industrial uses. Directly to the west is the Flint River which has begun to routinely overflow during heavy rain events, taking runoff from the industrial uses straight into the River and the Target Area, as well as downstream to additional disadvantaged communities. Abutting the Flint River is the Charles R. Drew High School. Contaminants of concern include VOCs, petroleum-products, heavy metals, and more. The Alliance is working with American Rivers, the Finding the Flint Working Group, property owners, and potential purchasers to conduct wetland restoration in the western portions of the parcels, while guiding redevelopment of the industrial space to be safer, more attractive, and to have more environmental protections in place. The Model Mile Trail will run parallel to the western site boundaries.

Adjacent to the south lies **Site 3, Tara Mall**, a 26-acre, largely abandoned shopping plaza built in 1967. Occupants of primary environmental concern include drycleaners, tire sales (and receipt of used tires), and a car wash. The aging infrastructure shows signs of potential asbestos and lead-based paint impacts. Additional environmental concerns include dry cleaning solvents, heavy metals, and VOCs from former occupants. Crime is a significant issue here. The mall property is poorly lit and poorly configured, making it difficult to properly patrol. It is a magnet for drug sales, vandalism and homeless persons. Reviving Tara Mall is crucial to the Target Area's economy. A raised boardwalk will cross the Flint River, travelling between two multi-family housing complexes as part of the Model Mile Trail. The shopping center parking lot may be used for visitor

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parking for the Model Mile Trail. A 50% reduction in impervious surface to improve stormwater runoff is planned for the site, which currently includes some 11 acres of concrete and asphalt.

**b. Revitalization of the Target Area**

i. Reuse Strategy and Alignment with Revitalization Plans This brownfield project is informed by and directly aligned with the recently completed Model Mile Plan, which began in November 2019 and concluded in February 2021 with all seven communities formally adopting. **The priority sites identified by residents** (process detailed in 2.b.iii) **are the priority sites proposed in this brownfields project** (detailed in 1.a.ii). The Model Mile Plan and this brownfield project directly **aligns with and furthers Clayton County’s long-range plan priorities** to “build a healthy, inclusive community” and “grow economic development through the development of targeted areas within Clayton County as business centers and “live, work and play” areas to drive investment.” **This project will focus on the assessment and redevelopment of priority sites selected by target area residents in the Clayton County portion of the seven mile trailway.** As detailed in 2.b.iii., the pandemic hit just as the public engagement component was hitting and the Alliance was forced to adapt to a virtual model. *Pigeonhole Live* collected real-time feedback during the virtual meetings, and a project website created with *Social Pinpoint* gathered comments from residents. The websites used a survey to collect feedback and a mapping tool, which allowed community members to add pins to a map along with comments and feedback. The goals Clayton County deemed important in its Model Mile Plan are: **Safety:** provide infrastructure for non-motorized transportation to improve safety along the corridor for those travelling by means other than a personal vehicle or public transit. **Mobility:** establish a model mile greenway that provides access to important local destinations, namely schools and the medical center. **Opportunity:** the trail will open-up access to land that few know is there; this access will enhance mental and physical well-being and provide educational opportunities.

ii. Outcomes and Benefits of Reuse Strategy The proposed project and redevelopment of the priority brownfield sites will have the following outcomes and benefits to the local economy and community: **Jobs:** The proposed brownfields project will provide an estimated 100 new jobs through the revitalization of Site 3 – Tara Mall. This will help to reduce the 9.4% unemployment rate in the target area. Additionally, the Alliance is working to locate the following target industries with the region: warehousing and logistics, food processing, film and digital entertainment, bioscience, advanced manufacturing, and corporate and office culture. **Mobility:** The creation of the AeroATL Greenway Model Mile within the target area will provide access to goods, services, jobs, the medical center, and recreation. An estimated 7,272 target area residents do not have access to a personal vehicle. Access will be improved both within the target area and the greater Atlanta metro through the Greenways connections to other communities. **Safety:** The Greenway will provide infrastructure for safe travel by non-motorized transportation means. **Education:** The proposed project will provide educational opportunities along the Greenway and Flint River overflows to educate and inspire the next generation of river advocates. **Flint River Restoration:** The redevelopment of the priority brownfields sites will result in restoration of 1 mile (118-acres) of the Flint River. **Threatened and Endangered Species Habitat:** will subsequently be added during restoration which will help support one threatened and four endangered mussel species. **Drinking Water Improvement:** Eliminating headwater contaminants will improve regional water quality, which more than 600,000 Flint River basin residents depend on as their prime source of drinking water. **Stormwater Management:** Flooding within the target area (significant and occurring an average of 5 times a year) will be controlled through the creation of the stormwater park at Site 1. This will compliment a \$23 million FEMA Building Resilient Infrastructure Communities (BRIC) Grant submitted by Clayton County to address the flooding. This will solve

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the current issues of roads flooding, preventing access to the Southern Regional Medical Center. Further, insurance claims will be reduced. **Recreational Opportunities:** Currently, the target area population has little access to outside recreational opportunities. The trail will open up access to natural land centrally-located within the target area, which is currently hidden. Site 1 will provide kayaking and mountain biking opportunities. These opportunities will enhance mental and physical well-being of the disadvantaged target area population.

**c. Strategy for Leveraging Resources**

i. Resources Needed for Site Reuse As a nonprofit organization, the Alliance is eligible for monetary funding from other sources. Additionally, Clayton County, the target area municipality and partner, is grant eligible. The proposed project leverages several large public investments including the \$200,000 **Livable Communities Initiative grant** from the **Atlanta Regional Commission (ARC)** which provided planning and feasibility study funding for the Greenway Model Mile Plan that informs this brownfields project. Clayton County, as an entitlement community, receives approximately \$2,632,458 annually in **U.S. Community Development Block Grant** funding. While the program allows the County to spend money on redevelopment and improvement needs, these funds are not sufficient to conduct the extent of assessment necessary to move the priority sites towards reuse and redevelopment. Construction funding for the Model Mile Trail component will be sought from the **Georgia Department of Natural Resources (GDNR)** through the **Recreational Trails Program**, which provides funding for the construction and rehabilitation of trails and directly related trailhead facilities and the **Georgia Outdoor Stewardship Program**, which provides funding to support parks and trails. For remediation, EPA Brownfields Cleanup Grants will be sought.

ii. Use of Existing Infrastructure The Clayton County target corridor is located within the urban center of Atlanta, just minutes south of downtown and home to the Hartsfield-Jackson Atlanta International Airport. The redevelopment of the priority sites identified in 1.a.ii. above will facilitate the use of the existing infrastructure (power, gas, water, sewer, telecommunications and high speed intranet lines, and existing roadways), which are fully in place at all of the priority sites. The execution of this redevelopment project will capitalize on the investment of millions of dollars in public funds expended historically within the target area and provide a new and attractive destination within the existing urban core of this highly urbanized portion of the Atlanta metro.

**2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT**

**a. Community Need**

i. The Community's Need for Funding The table below represents the current demographics for the target area (CT 402.02 and 404.15) as compared to county, state and national figures. The target area is minority-majority, maintains the lowest income in the County and has been consistently qualified as an area of persistent poverty by the Economic Research Service, USDA. The Alliance barely survived during the pandemic, experiencing a 58% decline in operating revenue in the year 2020. Skyrocketing unemployment rates, drastic reductions to disposable income, increased reliance on social safety net programs and a dramatic reduction in local sales tax revenues were all part of the economic reality for the greater Atlanta area and the target area specifically, straining local resources and compounding the target area's inability to address brownfield impacts on priority sites. The job losses experienced due to the pandemic by Aerotropolis area residents, which is 73% black, was more than twice the overall region, with more than 1 in 4 travel, tourism, and hospitality jobs in the area being lost. This industry currently makes up more than 20% of all jobs in this area.



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	<b>Target Area</b>	<b>Clayton County</b>	<b>Georgia</b>	<b>United States</b>
<b>Population</b>	15,159	292,256	10,617,423	328,239,523
<b>Unemployment</b>	9.4%	7.5%	3.5%	4.7%
<b>Poverty Rate</b>	29.5%	16.0%	13.3%	11.4%
<b>Percent Minority</b>	86.3%	80.9%	39.8%	28.8%
<b>Under 18</b>	30.5%	27.6%	23.6%	22.3%
<b>Median House Hold Income</b>	\$35,470	\$47,864	\$58,700	\$62,843
<b>Owner-Occupied Housing</b>	26.8%	49.5%	63.3%	64.0%
<ul style="list-style-type: none"> <li>Source: American Community Survey, 2020</li> </ul>				

ii. Threats to Sensitive Populations

(1) Health or Welfare of Sensitive Populations As exhibited in the table above in 2.a.i., sensitive population groups dominate the targeted area: with the resident base that is minority majority (86.3%), low-income (29.5% poverty rate), and renter-based (73.2%). The unemployment rate is more than two times the national unemployment rate (9.4% vs 4.7%). Clayton County qualifies as an **area of persistent poverty** (<https://sgp.fas.org/crs/misc/R45100.pdf>). The target area is qualified as a **food desert** by every measure of the scale; low income (LI) and low access (LA) at the ½ mile, 10 mile, and no vehicle access thresholds by the USDA (<https://www.ers.usda.gov/data-products/food-access-research-atlas/go-to-the-atlas>). Additionally, the community is classified as a **Medically Underserved Population** by HRSA ([www.hrsa.gov](http://www.hrsa.gov)). A polygonal EJSCREEN report for the target area highlights a number of indicators that quantify the need in this historically underfunded, disadvantaged area of metro Atlanta. The target area scores in the upper quartile by the following indices: Demographic Index (89<sup>th</sup> GA; 91<sup>st</sup> Region; 91<sup>st</sup> US); People of Color (90<sup>th</sup> GA; 93<sup>rd</sup> Region; 92<sup>nd</sup> US); Low Income Population (76<sup>th</sup> GA; 75<sup>th</sup> Region; 80<sup>th</sup> US) and Linguistically Isolated Population (80<sup>th</sup> GA; 78<sup>th</sup> Region; 71<sup>st</sup> US; 82% English only, 14% Spanish, and 4% Asian languages). This grant will facilitate the identification and reduction of threats to the health and welfare of such groups through the assessment and subsequent remediation of brownfield properties that are an economic drain on the community. End uses include a wetland trail to open up the undeveloped land to the public. The trail will give access to nature and provide opportunities for educational interpretation of the natural systems and habitats throughout the trail, will create a safe and healthy walking space for the hospital patients and students in the local area, and will provide a connection to the Flint River. The development of greenway trails has provided a true economic catalyst within Atlanta with its Greenway Model Mile. This brownfields project is an extension of that and is expected to stimulate significant private investment within the target area.

(2) Greater Than Normal Incidence of Disease and Adverse Health Conditions This grant will help to identify and plan for the reduction of contaminants contributing to the environmental stressor burden that has disproportionately impacted residents of CT 402.02 and 404.15. The target area exhibits greater than normal incidence of the following environmentally influenced diseases and adverse health conditions: cancer, low birth rate, and diabetes. Cancer is the 2<sup>nd</sup> leading cause of death in Georgia. Localized health data published by Emory Healthcare shows rates and death from the disease are alarmingly higher in the target area. **Clayton County ranked highest of all Georgia counties in both incidence rate and death rate for all cancers in the State.** Among women in the target area, breast cancer was the most commonly diagnosed cancer and the second leading cause of cancer death from 2013-2017. Lung and colorectal cancers are the most commonly diagnosed cancers for men within the target area at a rate 42% higher than the state. Georgia is ranked 5<sup>th</sup> in **low birth rate** in the country. The target area is disproportionately higher: 20%. Clayton County has a 12% incidence rate of low birth weight birth versus the 10% Georgia rate ([ehc-chna-2019.pdf](http://ehc-chna-2019.pdf) ([emoryhealthcare.org](http://emoryhealthcare.org))). Racial disparities are also present; black women



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in the target area are 49% more likely to have a premature birth than white residents ([maternal infant health sc sha.pdf](#)). Lack of recreational spaces within the target area contribute to a number of adverse health conditions, including diabetes. The 2018 American’s Health Rankings rank Georgia 38<sup>th</sup> in the nation for diabetes citing that 11.4% of the adult population has the chronic condition. In the target area, both obesity and diabetes stand out for their prevalence. 36% of the population is obese, compared to 28.9% nationally ([ehc-chna-2019.pdf](#) ([emoryhealthcare.org](#)). The prevalence of diabetes is higher among Black adults (16.2%) than among Whites (12.9%), which make up the target area population. Further, Black residents are much more likely to die from the disease; 2.4 times higher age-adjusted Diabetic death rate compared to non-Hispanic Whites ([Behavioral Risk Factor Surveys | SCDHEC](#)).

(3) Promoting Environmental Justice As exhibited in the EJSCREEN table below, the target area has been burdened by a disproportionate share of environmental impacts and ranks in the upper quartile for ALL of the indices and benchmarks measured. Health disparities for the target (2.a.ii (2)) indicate a strong correlation between adverse health conditions and the environmental threats within this disadvantaged community. In addition to the index measures listed below, EJSCREEN identifies the following within the target area: more than 30 incidents of toxic releases, water discharges and air pollution reported to the EPA, 4 superfunds and 8 hazardous waste (TSDF). High crime rates, heavy industry, and burdensome transportation impacts (both land and air) have long prevented redevelopment within the community. This grant will support the associated assessments needs for the development of a portion of the Model Mile Greenway within the target area, which offers new hope to revitalize the area and spur additional private investment.

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
<b>EJ Indexes</b>			
EJ Index for PM2.5	89	94	94
EJ Index for Ozone	89	94	94
EJ Index for NATA* Diesel PM	88	90	90
EJ Index for NATA* Air Toxics Cancer Risk	89	95	96
EJ Index for NATA* Respiratory Hazard Index	89	94	96
EJ Index for Traffic Proximity and Volume	88	89	85
EJ Index for Lead Paint Indicator	83	85	80
EJ Index for Superfund Proximity	81	74	71
EJ Index for RMP Proximity	81	86	85
EJ Index for Hazardous Waste Proximity	86	91	83
EJ Index for Wastewater Discharge Indicator	79	86	83

**b. Community Engagement**

i. Project Involvement and ii. Project Roles The Alliance is fortunate to have the dedicated support of nonprofit, community, corporate and local government partners. The following table highlights the partners and project roles pledged in the performance of the proposed project.

Community Partner	Point of Contact	Role(s)
Clayton State University	Asia L. Hauter, asiahauter@clayton.edu (678) 466-4467 (office)	Meeting space; student community involvement
Southern Regional Medical Center	Kimberly Benner; Phone preferred; 770-991-8000	Community Health Partner

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American Rivers	Ben Emanuel; 706-340-8868 bemanuel@americanrivers.org;	Stakeholders working collaboratively to make Flint River restoration a reality through planning, leveraging funds, and community engagement; Bus tours to “find the Flint River” educating the local community & encouraging input
The Conservation Fund	Stacy Funderburke; 404-221-0405 sfunderburke@conservationfund.org;	
Finding the Flint River Working Group	Hannah Palmer (email preferred) hannah@findingtheflint.org	
Clayton State University	Asia L. Hauter (678) 466-4467 asiahauter@clayton.edu	Meeting space; student community involvement
Southern Regional Medical Center	Kimberly Benner; Phone preferred; 770-991-8000	Community Health Partner
Women’s Entrepreneurial Opportunity Project	Kimberly Vought; contactus@weop.org; 404.681.2497	Community Outreach - Nonprofit that promotes social justice, entrepreneurship, financial sustainability, and civic involvement that leads to the economic advancement for women of color.
Clayton County Community Services Authority Inc.	Melsetta Veasey; mveasey@claytoncountycsa.org; (404) 363-0575	Community Outreach - Non-profit community action agency established in 1966 designated to provide high quality human services to Clayton,
Project South	Emery Wright; phone preferred; 404.622.0602	Community Outreach – active non-profit partner focused on consensus building and advocating for the target area residents

iii. Incorporating Community Input The Alliance will build on the community involvement activities it began under its Model Mile Plan to communicate progress and solicit input on assessment and cleanup planning activities in this project. The global COVID-19 pandemic struck in early 2020 just as the public engagement phase of the Model Mile project was beginning. The Alliance and Clayton County quickly and effectively adapted their community involvement model to one that included virtual platforms. The team worked collaboratively to facilitate an interactive public process with a focus on building consensus among community members and stakeholders. Adaptations due to COVID-19 meant shifting the planned in-person public open house meetings to online virtual meetings. Web-based tools augmented the virtual meetings to further enhance public engagement. Pigeonhole Live collected real-time feedback during the virtual meetings, and a project website created with Social Pinpoint gathered comments from residents. The websites used a survey to collect feedback and a mapping tool, which allowed community members to add pins to a map along with comments and feedback. The project team updated the website and project information throughout the project process. The Alliance and Clayton County promoted the project and public meetings on their websites, social media (Facebook, NextDoor and LinkedIn). This model worked tremendously well and will be incorporated in this brownfields project. The Alliance, together with its selected consultant, will draft a Community Involvement Plan (CIP) and the existing Board of Directors will function as a Brownfields Steering Committee (BSC). These initial activities provide the foundation for the communication of project activities. Progress information will be dispersed through social media platforms, public meetings (either in person or online), updates to the Alliance and County website, and updates at neighborhood meetings organized by our community partners. Prior to conducting additional assessments, the Alliance will host a well-advertised, community-wide forum (adapted to include virtual participation as above) with the BSC, where residents and stakeholders will have the opportunity to learn about the brownfields process, provide comment, voice priorities, and vote on additional site selection, as funds permit.

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**3. TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS**

**a. Description of Tasks/Activities and Outputs** The project team’s plan is to use the grant to assess the three large brownfields priority sites in the target area (1.a.ii), plus three additional sites. To accomplish this plan, the Alliance team has identified the following four tasks that will be implemented as part of the grant project.

<b>Task/Activity 1: Programmatic Support</b>
i. Project Implementation: <i>EPA-funded activities</i> : Attendance of Aerotropolis staff at brownfields conferences to improve efficiency and results through staff development; maintaining cooperative agreement compliance with completion of annual financial and MBE/WBE forms, quarterly reports, and closeout report; cooperative agreement oversight by Alliance staff; <i>Non-EPA funded</i> : Qualified Environmental Professional (QEP) procurement
ii. Anticipated Project Schedule: Programmatic efforts will occur throughout the three year life of the project, with quarterly reporting being completed in months 4-36 and closeout reporting in month 36
iii. Task/Activity Lead (s): Project Director with support from Financial Director and QEP
iv. Output(s): Attendance at 2 brownfields conferences (1 national & 1 southeastern); 12 quarterly reports; 1 closeout report; annual forms and financial reporting including MBE/WBE forms
<b>Task/Activity 2: Community Involvement</b>
i. Project Implementation: <i>EPA-funded activities for the priority sites</i> : Development of Community Involvement Plan (CIP) and Aerotropolis Brownfield Program Brochure; Aerotropolis staff effort; quarterly Committee calls/meetings; and as-needed meetings; <i>Non-EPA funded</i> ., meeting supplies, and community space for meetings
ii. Anticipated Project Schedule: Ongoing throughout the project (months 1 through 36), starting with CIP and brochure
iii. Task/Activity Lead(s): Project Director supported by Outreach Coordinator, Project Manager, and QEP
iv. Output(s): 1 CIP; 1 Aerotropolis Brownfield Brochure; 12 quarterly calls/meetings; as-needed meetings (10 estimated)
<b>Task/Activity 3: Site Assessments</b>
i. Project Implementation: <i>EPA-funded activities for the priority sites</i> : Development of Generic Quality Assurance Plan (QAPP); Phase I and Phase II ESAs; Site specific QAPPs with H&S Plans; <i>EPA-funded activities for non-priority sites</i> : Phase I and Phase II ESAs; Site specific QAPPs with H&S Plans
ii. Anticipated Project Schedule: Estimated from months 1-22: Phase I ESAs in months 1-3 for priority sites and months 12-20 for nonpriority sites; Phase II ESAs: Sites 1 - 3 months 3-6; Contaminant delineation: Sites 1 - 3 months 8-10; Phase II ESA: 3 nonpriority brownfield sites in months 14-22
iii. Task/Activity Lead(s): QEP due to technical nature of site assessments. The QEP will be overseen by the Project Director & Project Manager
Output(s): 1 Generic QAPP, 6 Phase I ESA; 9 Phase II ESAs (6 initial Phase II ESAs and 3 contaminant delineations for the priority sites); and 6 sites-specific QAPPs with H&S Plans; ACRES data entry
<b>Task/Activity 4: Cleanup and Reuse Planning</b>
Project Implementation: <i>EPA-funded activities for the priority sites</i> : Analysis of Brownfield Cleanup Alternatives (ABCAs) as cleanup planning; reuse planning; <i>EPA-funded activities for the nonpriority sites</i> : ABCAs
ii. Anticipated Project Schedule: Estimated from months 12 through 35: ABCAs: Sites 1 & 2 months 12-14 and Site 3 months 18-20; Reuse planning: Site 1 months 15-21, Site 2 months 15-19, and Site 3 months 22-28; ABCAs on 3 nonpriority brownfield site months 20-35
iii. Task/Activity Lead(s): Due to Task 4’s technical nature, the QEP will lead cleanup planning and the Project Director, with support from the Project Manager and Outreach Coordinator will lead reuse planning
iv. Output(s): 6 ABCAs and 3 priority brownfields reuse plans with visual renderings; 2 ACM Abatement Plans

**b. Cost Estimates** The following grant activity estimates are specific to the project team’s identified priority sites and on the anticipated outputs and related cost estimates are based on project area market unit cost averages. In preparation of this grant, the Alliance reached out to several time EPA grant awardee and community partner, City of College Park, for guidance on projected costs.

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<b>Project Tasks (\$) Direct Costs Only</b> (Indirect costs are not being requested.)					
<b>Budget Categories</b>	<b>Task 1 Programmatic Support</b>	<b>Task 2 Outreach</b>	<b>Task 3 Site Assessments</b>	<b>Task 4 Cleanup &amp; Reuse Planning</b>	<b>Total</b>
Personnel	\$4,500	\$6,750	\$3,600	\$4,500	\$19,350
Travel	\$3,200	\$0	\$0	\$0	\$3,200
Contractual	\$23,000	\$20,950	\$285,000	\$148,500	\$477,450
<b>Total</b>	<b>\$30,700</b>	<b>\$27,700</b>	<b>\$288,600</b>	<b>\$153,000</b>	<b>\$500,000</b>

**Task 1 - Programmatic Support: \$30,700** *Personnel: \$4,500* (100 hours @ \$45) *Travel* costs include **\$3,200** for a project team member to attend one National Brownfields Conference and one Southeast Brownfields Conferences (2 events @ \$1,600 per event: registration \$375; flight \$400; ground transport/parking \$100; 3 hotel nights at \$175/night= \$525; and 4 days per diem @ \$50= \$200). *Contractual* include management and execution of the grant, including grant deliverables of EPA quarterly reports, MBE/WBE forms, and other deliverables necessary to maintain compliance with EPA cooperative agreement terms and conditions will be completed by the consultant at a cost up to **\$23,000** (\$1,500 @ 12 quarterly reports = \$18,000; \$5,000 @ 1 closeout report). Updates to the EPA ACRES database will be completed under Task 3. **Task 2 - Outreach \$27,700: Personnel: \$6,750** (150 hours @ \$45); *Contractual* costs total **\$20,950**: brochure development/printing \$3,450; Community Involvement Plan \$3,000; 12 quarterly brownfields meetings at \$1,000 = \$12,000; as-needed meetings \$2,500 (20 hours @ \$125). Costs for Reuse Planning community meetings are budgeted under Task 4. **Task 3 - Site Assessment: \$288,600 (58% of project budget) Personnel: \$3,600** for report reviews and securing site access (80 hours @ \$45); *Contractual* costs total **\$285,000** and will include a generic Quality Assurance Project Plan (QAPP) at \$4,000 and 6 Phase I ESAs totaling \$21,000 (6 @ \$3,500). Phase II ESA activities will vary in size and complexity and costs are estimated at \$50,000 (Site 1), \$56,000 (Site 2), \$34,000 (Site 3), and \$75,000 (3 additional nonpriority brownfield sites @ \$25,000). Confirmatory sampling/delineation estimated at \$45,000 for Sites 1-3 (\$15,000 each). Site Specific QAPPs and Health and Safety Plan costs are budgeted into the Phase II ESAs. **Task 4 - Cleanup & Reuse Planning: \$153,000 (31% of project budget) Personnel: \$4,500** (100 hours @ \$45); 6 ABCAs totaling \$28,500 (6 @ \$4,750 for 3 priority + 3 additional sites). Reuse Planning totaling \$112,000-\$54,000 (Site 1); \$29,000 (Site 2); \$29,000 (Site 3) \$8,000 ACM Plans -Sites 2 & 3 (\$4,000 each).

**c. Measuring Environmental Results** The Aerotropolis project team will diligently track, measure, and report on the success of the project utilizing EPA’s ACRES to track the following outputs: number of Phase I and II ESAs completed and number of cleanup and reuse planning documents produced. The actual outputs will be compared to the estimated number of outputs listed in Section 3.a. The project team will track, measure, and report the following outcomes in ACRES: acres of land assessed; land remediated and redeveloped; acres of parks and greenspace preserved or created; number of jobs created or retained; tax revenue generated; redevelopment investment value; and other funding leveraged. The project team will report non site specific outcomes and outputs in ACRES via quarterly reports (i.e., website updates, staff training, community outreach/meetings, and brownfields). The project team will also evaluate the extent to which site assessments, cleanup planning, and future redevelopment result in the protection of human health and the environment. The project team will evaluate the project progress semi-annually against the goals in Section 3.a and, if goals are not being met or are off-schedule, will meet with local stakeholders and the environmental consultant to discuss the shortcomings and adjust the project approach and schedule, as needed.

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**4. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE**

**a. Programmatic Capability**

- i. Organizational Capacity and iii. Description of Key Staff **Shannon James**, President and CEO of the Alliance for since its inception will serve as **Project Director**. Mr. James holds a Bachelor of Business Administration, Management and Marketing and has 15 years of experience in commercial banking and lending. Assisting Mr. James will be **Mr. Robert Herrig**, who will serve as **Project Manager & Outreach Coordinator**. Mr. Herrig holds a Master of Public Policy and has 8 years of experience in community and economic development. **Mr. Anshul Hans Wesley**, the Alliance's financial manager, and will serve as **Financial Director** for the Brownfields project.
- ii. Organizational Structure The organizational structure of the agency includes multiple safeguards to ensure the timely and successful expenditure of funds and completion of all technical, administrative, and financial requirements of the project and grant. Aerotropolis Atlanta Alliance is a 501 (c) 3 non-profit, public-private partnership working to improve the regional economic competitiveness of the south side of Atlanta, immediately adjacent to the Hartsfield-Jackson Atlanta International Airport. The Alliance operates with a 42 Member Board of Directors and a 2 member full-time staff of capable professionals with many year of grant management experience. The Board of Directors includes representatives from all ten Cities and two Counties within its service area. The agency is fully equipped to manage the programmatic, administrative, and financial requirements of the project and grant.
- iv. Acquiring Additional Resources Given the technical nature of the work proposed under this grant application, the agency will acquire additional expertise and resources. Aerotropolis Atlanta Alliance will select a highly-qualified environmental consultant through a competitive bid process, in full compliance with local, state, and federal (2 CFR 200 and 2 CFR Part 1500) procurement standards. The selected firm must demonstrate extensive brownfields grant programmatic, assessment, remediation, and planning experience.

**b. Past Performance and Accomplishments**

- ii. Has Not Received an EPA Brownfields Grant but has Received Other Assistance Agreements
- (1) Purpose and Accomplishments Although the Alliance has not received an EPA Brownfields Grant, it has received multiple other grants. In April 2020, the Alliance was awarded a **\$200,000 Livable Communities Initiative (LCI) grant from the Atlanta Regional Commission (ARC)** that funded the AeroATL Greenway Model Mile Plan, which was successfully completed in May 2021. In August 2020, the Alliance received **\$150,000 from the Economic Development Administration (EDA)** to support the development of the Aerotropolis Atlanta Blueprint (Blueprint 2.0). The Alliance also received **\$20,000 in additional grant funding from Truist Bank** to support the Blueprint 2.0 study in May 2021. The Alliance is utilizing the funding to advance additional research with local corporate partners to better understand skill gaps to meet corporate career demands (Clayton State University – CREST Research Team). The grant has also expanded community engagement activities. The Blueprint 2.0 is on track for timely completion in June 2022 and all measures of project progress have been successfully achieved to date as prescribed in the original project timeline.
- (2) Compliance with Grant Requirements Project staff members have a history of timely compliance with grants under the direct control of the Alliance. In order to comply with grant program requirements, staff closely monitor progress and conduct annual audits as-needed. No adverse audit findings have been determined. The projects listed above were completed successfully. All terms and conditions of the awarding agencies are being met in a timely manner and in accordance with set work schedules. Reports and financials have been submitted in a timely manner to date and applicable grants are closed.

**AEROTROPOLIS ATLANTA ALLIANCE**  
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**Threshold Criteria**

**1. Applicant Eligibility**

The Aerotropolis Atlanta Alliance is a 501(c)(3) non-profit organization. Documentation demonstrating tax-exempt status under section 501(c)(3) of the Internal Revenue Code has been provided by attachment.

**2. Community Involvement**

The Alliance will build on the community involvement activities it began under its Model Mile Plan to communicate progress and solicit input on assessment and cleanup planning activities in this project. The global COVID-19 pandemic struck in early 2020 just as the public engagement phase of the Model Mile project was beginning. The Alliance and Clayton County quickly and effectively adapted their community involvement model to one that included virtual platforms. The team worked collaboratively to facilitate an interactive public process with a focus on building consensus among community members and stakeholders. Adaptations due to COVID-19 meant shifting the planned in-person public open house meetings to online virtual meetings. Web-based tools augmented the virtual meetings to further enhance public engagement. Pigeonhole Live collected real-time feedback during the virtual meetings, and a project website created with Social Pinpoint gathered comments from residents. The websites used a survey to collect feedback and a mapping tool, which allowed community members to add pins to a map along with comments and feedback. The project team updated the website and project information throughout the project process. The Alliance and Clayton County promoted the project and public meetings on their websites, social media (Facebook, NextDoor and LinkedIn). This model worked tremendously well and will be incorporated in this brownfields project. The Alliance, together with its selected consultant, will draft a Community Involvement Plan (CIP) and the existing Board of Directors will function as a Brownfields Steering Committee (BSC). These initial activities provide the foundation for the communication of project activities. Progress information will be dispersed through social media platforms, public meetings (either in person or online), updates to the Alliance and County website, and updates at neighborhood meetings organized by our community partners. Prior to conducting additional assessments, the Alliance will host a well-advertised, community-wide forum (adapted to include virtual participation as above) with the BSC, where residents and stakeholders will have the opportunity to learn about the brownfields process, provide comment, voice priorities, and vote on additional site selection, as funds permit.

**3. Named Contractors and Subrecipients**

Not Applicable - no contractors or sub-recipients are named in this application. Aerotropolis Atlanta Alliance pledges full compliance with the fair and open competition requirements in 2 CFR Part 200 and 2 CFR Part 1500 in the selection of all consultants and contractors.

**4. Expenditure of Existing Grant Funds**

The Aerotropolis Atlanta Alliance does not have an open EPA Brownfields Assessment Grant or Multipurpose Grant.