1. Applicant Identification

Industrial Development Authority of Halifax County, Virginia
1100 Confroy Drive Suite 1
South Boston, Virginia 24592-7163

2. Funding Requested

a. Assessment Grant Type: Community-Wide

b. Federal Funds Requested:
   i. $500,000
   ii. N/A – Not Site Specific

3. Location:

Halifax County, Virginia
Town of Halifax, Virginia
Town of South Boston, Virginia

4. Target Area and Priority Site/Property Information:

   • Target Area and City/County/Census Tract

<table>
<thead>
<tr>
<th>Target Areas</th>
<th>City or County/Census Tract</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Halifax</td>
<td>CT 9306.02</td>
</tr>
<tr>
<td>Town of South Boston</td>
<td>CT 9308</td>
</tr>
<tr>
<td>Halifax County</td>
<td>CT 9306.01 / CT 9306.02 / CT 9304</td>
</tr>
</tbody>
</table>
• **Addresses of Priority Sites**
  1. Former Daystrom Facility, 1120 Greens Folly Road, South Boston, VA 24592
  2. John Randolph Hotel Project, 317 Main Street and 401 Main Street, South Boston, VA 24592
  3. Former Halifax Exxon, 100 South Main Street, Halifax, VA 24558

5. **Contacts**
   a. **Project Director / AOR**
      
      Kristy Johnson, Executive Director  
      Industrial Development Authority of Halifax County, Virginia  
      1100 Confroy Drive, Suite 1  
      South Boston, Virginia 24592  
      Phone: 434-572-1734  
      Email: kjohnson@halifaxvirginia.com

   b. **Chief Executive/Highest Ranking Elected Official**
      
      Robert Bates, Board Chair  
      Industrial Development Authority of Halifax County, Virginia  
      1100 Confroy Drive, Suite 1  
      South Boston, Virginia 24592  
      Phone: 434-476-2744  
      Email: Robert.Bates@bcbonline.com

6. **Population**

   **US Census Bureau, Population Estimates[^1]:**
   
   Halifax County, Virginia[^2]  25,491  
   Town of Halifax, Virginia  1,299  
   Town of South Boston, Virginia  7,762

[^1]: US Census Bureau, ACS 5-Year Estimates, 2015-2019  
[^2]: Excludes Halifax and South Boston Populations
### 7. Other Factors Checklist

<table>
<thead>
<tr>
<th>Other Factors</th>
<th>Page #</th>
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<tbody>
<tr>
<td>Community population is 10,000 or less.</td>
<td>5</td>
</tr>
<tr>
<td><strong>Note:</strong> Two of the Halifax IDA partners have populations less than 10,000.</td>
<td></td>
</tr>
<tr>
<td>The applicant is, or will assist, a federally recognized Indian tribe or United States territory.</td>
<td>N/A</td>
</tr>
<tr>
<td>The priority brownfield site(s) is impacted by mine-scarred land.</td>
<td>N/A</td>
</tr>
<tr>
<td>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).</td>
<td>N/A</td>
</tr>
<tr>
<td>The priority site(s) is in a federally designated flood plain.</td>
<td>N/A</td>
</tr>
<tr>
<td>The reuse of the priority site(s) will facilitate renewable energy from wind, solar, or geothermal energy.</td>
<td>N/A</td>
</tr>
<tr>
<td>The reuse of the priority site(s) will incorporate energy efficiency measures.</td>
<td>3</td>
</tr>
<tr>
<td>30% or more of the overall project budget will be spent on eligible reuse/area-wide planning activities for priority brownfield site(s) within the target area(s).</td>
<td>9</td>
</tr>
<tr>
<td>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.</td>
<td>1</td>
</tr>
</tbody>
</table>

### 8. Letter from the State Environmental Authority:

Attached
November 9, 2021

Kristy Johnson  
Director  
Halifax County IDA  
1100 Confroy Drive, Suite 1  
South Boston, VA 24592  

VIA ELECTRONIC MAIL  

Subject: Acknowledgement and Support  
USEPA’s Community Wide Brownfields Assessment Grant  
EPA-OLEM-OBLR-21-04  
Halifax County IDA  

Dear Ms. Johnson:  

The Virginia Department of Environmental Quality (DEQ) is in receipt of your request for support to the above referenced Brownfields Grant application. The request will be for a community-wide EPA Brownfields Assessment grant for the Halifax County IDA. We are thrilled to add our support for the subject EPA grant proposal.  

It is our understanding that the target areas includes the Towns of Halifax, VA and South Boston, VA and the HWY 501/ HWY 360 Corridors through Halifax County. DEQ realizes these grant funds are absolutely critical to moving sites forward and encouraging redevelopment. We have been working closely with Halifax to help leverage and maximize previous brownfields funding and will continue that partnership moving forward. The DEQ Brownfields Program is pleased to provide our support for this grant proposal and feels that if successful the grant funds will play a vital role in continuing revitalization and redevelopment efforts.  

It is our sincere hope that this EPA proposal will be equally successful, and the Halifax IDA will be able to leverage funds to stimulate economic development and revitalization within the target area. If I can be of further assistance, please don’t hesitate to call me at (804) 698-4064.
Acknowledgement and Support
USEPA’s Community Wide Brownfields Assessment Grant
EPA-OLEM-OBLR-21-04
Halifax County IDA

Sincerely,

[Signature]

Vincent A. Maiden, CPG
Brownfields Program Coordinator

ec: Nikki Herschler – DEQ-BRRO
Meade Anderson – DEQ - CO
Lisa Kitchens – Draper Aden
1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

Unless noted, references are latest publicly available and reflect the most current information.

1.a Target Area and Brownfields

1.a.i Background and Description of Target Area: The proposed Community-Wide Brownfields Assessment Program will be managed by the Industrial Development Authority (IDA) of Halifax County, Virginia. Target Areas are Halifax County and the incorporated Towns of Halifax and South Boston (collectively referred to herein as Halifax). Located in the southern Piedmont along the Virginia-NC border, Halifax lies in the heart of “Southside” Virginia about 113 miles SW of Richmond and 80 miles NW of Raleigh, NC. A rural area rich in history from pre-colonial times, Halifax, formed in 1752, maintains a strong sense of community and exemplifies regional cooperation.

Always among the leading Virginia tobacco counties, Halifax County was the largest US tobacco-producing county for a period prior to the Civil War, with the largest population of enslaved persons due to the crop’s labor intensity. Proximity to a rail line and the Dan River spurred tobacco factory and warehouse construction in South Boston, becoming the second largest tobacco market by the early 1900s. The tobacco industry declined due to litigation, trade policy changes, and other factors, resulting in lost jobs and empty warehouses. By the late 1900s, textile and manufacturing jobs filled some of the void left by tobacco. However, the 2000s economic downturn, coupled with cheaper overseas labor and giant manufacturing employers closing facilities in target areas, traditional manufacturing job loss resulted in residents seeking employment elsewhere. Since 1995, the Virginia Economic Development Partnership (VEDP) reported that closings and layoffs have led to over 3,600 County-wide lost jobs, particularly devastating economic downturn and degradation to quality of life to the small communities of Halifax. 2018 Census Bureau Inflow/Outflow analysis data reveals that more than half (55%) of County residents traveled daily to surrounding counties for employment. Halifax County (Target Area) is a community in which a coal-fired power plant is closing. Dominion Energy plans to close their Halifax County Clover Power Station (Coal-Fired) in 2025. Economic transitions left the region with shuttered commercial and industrial buildings and legacy environmental issues contributing to lingering economic and health effects. Such noticeable, blighted sites adjoin disadvantaged neighborhoods, are located in the most heavily trafficked communities and near the Towns’ core business areas. Priority sites discussed below are located in each Target Area; specifically in each downtown core and the US Route 501 corridor that connects the two small Towns, downtowns separated by about 5 miles. This grant will focus on one such industrial site and downtown core areas; sites these communities deemed essential to revitalization and the assessment and correction of environmental justice issues. With a strong vision, strategy, regional commitment, and prior EPA Brownfields grant success, Halifax is an outstanding candidate for a 2nd EPA Brownfields Assessment Grant. This grant award will support Halifax’s vision and commitment to benefit the area’s economy and quality of life.

1.a.ii. Description of Priority Brownfield Sites: In alignment with regional strategy and based on community need, Halifax identified a priority site in each target area with the potential to become transformative revitalization assets. Multiple candidate sites for assessment and redevelopment remain in Halifax’s Brownfields’ inventory.

Priority Site 1: By far, Halifax County and the IDA’s highest priority site is the underutilized former Daystrom Furniture facility, home of the future Southern Virginia Advanced Manufacturing Center. Located just off the US Route 501 corridor between the Halifax and South Boston and adjoining disadvantaged neighborhoods once constructed for plant workers, Daystrom, a large regional employer was once a global maker of chromium and upholstered furniture, employing 1,000 at its peak. The plant operated from 1962 to 1996 and with its closure, left job loss, a vacant 34-acre site with three buildings (nearly 430,000-SF), a water tank/tower, two abandoned railroad spurs, and legacy environmental issues. This site maintains a local, regional, and state revitalization commitment and over the past 10+ years, has received over $1M in grant funding for environmental assessments, limited remediation, and building upfits. Some recent assessments have been completed, but due to size and environmental concerns, more work is required.
to make the site attractive to developers, i.e., to understand current site conditions hindering cleanup and reuse. The IDA plans to enroll the site in the State voluntary cleanup program to address remaining barriers hindering cleanup and full building occupancy. Remaining environmental issues include a petroleum underground storage tank (UST), residual soil and groundwater impact, and the potential to impact adjoining property. Contaminants of concern (COCs) include petroleum, solvents, lead-based paint (LBP) and asbestos containing materials (ACM). Remaining environmental issues hinder attracting tenants and foster community mistrust regarding potential contaminant exposure risk. Grant funds would be used to support grant-eligible remaining efforts to advance State cleanup including development of an Analysis of Brownfield Cleanup Alternatives and other needed risk assessment and remediation planning, allowing its return to market and correction of lingering environmental justice concerns. Site access is unrestricted.

Priority Site 2: In Downtown South Boston, the Town owned 4-story John Randolph Hotel (JRH) was a Main Street downtown staple of this largely minority community since construction in 1929 until closure in the early 2000s leaving a prominent, underutilized building. Underway since 2017, the JRH renovation project is the Town’s priority and considered a catalyst for Town revitalization. The current project area consists of the hotel site and adjoining parcels to the east. Prior assessments have occurred at these parcels; however, the Town desires to expand the project area and incorporate a nearby parcel to the south, 317 Main Street, a former electronics repair business, and an adjoining parcel to the north, 401 Main Street, a commercial building, expanding the redevelopment footprint as planned commercial use. Additional environmental assessment and planning is needed at these new parcels to complete the conceived reuse. Both buildings were constructed in 1920. 317 Main includes a 10K SF 3-story building, with documented oil heat and 401 Main includes a 10K SF 2-story building with former paint storage built in the 1960s and oil heat. The Town would utilize this grant to evaluate these sites since no prior assessment is known. Based on the buildings’ age and heating oil use, remaining LBP, ACM, and a UST are likely. Historical offsite filling stations and dry cleaners, formerly located within 400 feet to the northeast and south, have the potential to impact these sites. COCs include petroleum, chlorinated solvents, LBP, and ACM. Also, electronics contain toxic chemicals such as lithium, mercury, and lead, which, if improperly disposed, can leak into the environment with potential health impacts such as neurological and developmental issues. This grant will be used for Phase I ESA and LBP/ACM surveys and planning efforts at 317 Main Street and 401 Main Street and any need planning tasks to incorporate this site into the JRH project footprint. A Phase II ESA at these sites will be considered based on Phase I ESA findings. Because of the attractiveness of the planned JRH project, the Town anticipates that more commercial businesses will find their way to the area.

Priority Site 3: The Town of Halifax’s priority site is the privately owned former Halifax Exxon Station located in a commercial downtown area on Main Street. The 1 acre property, developed as a gasoline station in the 1930s, includes a 2,300-SF former service station building. UST removal occurred in 2010; however, the site continued auto repair operations until closing around 2014. A recent Phase I ESA documented residual petroleum impact remaining above risk-based standards based on assessment and corrective action efforts conducted in the late 1990s. Two interior below grade hydraulic lifts remain, do not appear to have been previously accessed, and have the potential to impact the site from a hydraulic oil release. Grant funds will be used for an updated Phase II ESA to clarify site conditions that may hamper future redevelopment or pose a community health threat, as well as site cleanup and reuse planning. COCs include petroleum and chlorinated solvents. The site was selected as a priority site due to active redevelopment interest, with plans to incorporate the site into downtown parking, pedestrian planning and development, and an eventual commercial tenant as depicted in the 2020 Town of Halifax Parking & Connectivity Initiative (aka “Halifax Downtown Connections Plan”), which visually captured potential adaptive re-uses of the Exxon property. Site reuse will address a critical site that hinders unifying and connecting with the downtown core area, would promote community outdoor engagement, and entice more commercial business to the area. The site has unrestricted access and is directly across from Main Street’s busy storefronts.

1.b. Revitalization of the Target Area

1.b.i. Reuse Strategy and Alignment with Revitalization Plans: In 2019, Halifax leaders created a 5-year holistic Community Strategic Plan to guide collective actions to promote a more prosperous, successful, and vibrant community. Toward those goals, all priority sites have received EPA Assessment or other site-specific redevelopment funding, exemplifying Halifax’s regional revitalization commitment. Top community goals noted in South Boston’s Comprehensive Plan 2030 include “downtown revitalization as

3 https://www.halifaxvastrategy.com/
key to economic development” coupled with “protection of the environment through reuse of existing infrastructure.” The conceived JRH project would achieve this community plan through reuse of this historic building as a 30-room boutique hotel, restaurant, and rooftop bar and potential County tourist hub. However, the Town desires to expand the project to include nearby parcels, also with historical buildings, for future commercial use. Assessment and planning is needed to incorporate these nearby sites into the JRH project footprint. Located in an economically distressed community, the expanded JRH project will be of historical value, reuse infrastructure, add jobs, and create a downtown destination, further catalyzing the downtown live-work-play atmosphere. The former Halifax Exxon Station is an underutilized facility located within the “core area” in the Town’s 2003 Downtown Revitalization Plan and 2020 “Halifax Downtown Connections Plan.” This site has active redevelopment interest and redevelopment specifics include critical grading of this multilevel area, paving, and building refit for potential retail space. Planning includes use of the open space for pedestrian activity at night, weekends and holidays retaining the site rear as parking. Site assessment and needed cleanup address environmental exposure risk to the community and conceived building reuse, enhanced parking and pedestrian access will create a unified and cohesive downtown and promote enjoyment of “Village identity.” Building reuse and a cohesive, unified downtown will attract other commercial business and contribute to a vibrant community which strongly aligns to the community’s vision. Both priority sites are within Halifax and South Boston key focus revitalization areas, strongly align with community redevelopment priorities and benefit the disadvantaged communities. Addressing these priority sites will transform their respective downtowns to vibrant commercial centers where residents can enjoy local shops, cuisine, and entertainment venues in a pleasant, walkable atmosphere. Needed redevelopment in these core downtown areas can reinvigorate the Towns and bring about the quality-of-life improvements needed to spur other revitalization goals. Regarding the Halifax County Daystrom Site, in June 2020, the IDA began developing their latest 10-Year Strategic Plan for Owned Assets. This underutilized facility, IDA’s highest redevelopment priority, has tremendous market value with potential to generate $2M in revenue. The IDA plans to enroll the site in the State voluntary cleanup program to address remaining barriers hindering cleanup, lingering environmental justice concerns and full building occupancy. The IDA envisions using the space (e.g. manufacturing space, shared office and amenity space) as a starting point for early stage manufacturers that could benefit from other entities currently collocated in the facility. This grant will be used to leverage a state Brownfields Cleanup grant to facilitate site cleanup. This redevelopment strategy strongly aligns with community plans for economic development and addresses the site’s lingering environmental justice issues. By transforming the former Daystrom site into a regional advanced manufacturing center the community will greatly benefit from local jobs and has the potential to attract other businesses to the area. Plans are contingent upon receiving a clean bill of health from the State. Priority site reuse will incorporate energy efficiency measures.  

1.b.ii. Outcomes and Benefits of Reuse Strategy: All priority project outcomes align with Halifax’s reuse strategies, address environmental justice issues, and have the potential to strongly spur economic growth in the Target Area, as all are catalysts sites. Positive outcomes allow the partnership to continue to focus on enhancing economic potential within the rural Target Area. By revitalizing the priority sites, multiple outcomes will be achieved, including the following: 1) removal of legacy pollutants improving health outcomes for sensitive populations 2) reuse of historical structures 3) increased opportunity for community gathering and wellbeing 4) business growth and additional redevelopment within the target areas 5) increased property values 6) local job creation and 7) building upgrades. The benefits of these outcomes will have a major impact on Target Area residents and the surrounding communities, including the following: 1) increased mental and physical health, especially to disadvantaged communities 2) stronger community ties 3) updated buildings through use of energy efficient windows, appliances, lighting, and water fixtures and reduced stress on electrical grids and treatment facilities 4) correction of past environmental injustices towards disadvantaged communities and therefore more trust between Halifax and these communities, and 5) lower levels of poverty due to increased economic opportunities. Additional specific economic and non-economic outcomes and benefits are detailed below.

<table>
<thead>
<tr>
<th>Priority Site</th>
<th>Specific Economic and Non-Economic Outcomes/Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Daystrom</td>
<td>$2M in potential revenue from transformation of the Daystrom site to a regional advanced manufacturing center; non-construction and local job creation; 400,000 +SF of adaptive reuse</td>
</tr>
<tr>
<td></td>
<td>Local jobs reduces car travel outside the community which influences air pollution reduction and thus lessens asthma occurrences; Cleanup eliminates potential exposure to site workers and residents increasing potential</td>
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</tbody>
</table>

https://www.townofhalifax.com/index.php?option=com_content&view=article&id=100&Itemid=199
<table>
<thead>
<tr>
<th>2 - JRH Project Area</th>
<th>3 – Former Halifax Exxon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic building conservation; 20,000 +SF of adaptive reuse</td>
<td>Adaptive building reuse; attractive destination, open space creation for pedestrian activity space for improved health outcomes (both physical and mental) from walking and socially connecting in a Town that maintains a small village-like atmosphere.</td>
</tr>
<tr>
<td>Area transformation to prominent downtown destination for locals and tourists and encourages private investment in downtown bringing additional revenue for public services; encourages population growth which increases tax revenue allowing more use towards public improvements</td>
<td>Pollution reduction; understanding of current environmental site conditions and community risk; cleanup would eliminate potential exposure to site workers and residents increasing potential for better community health outcomes as COCs are known carcinogens.</td>
</tr>
<tr>
<td>More residents keeps housing prices from declining and increases community ties (i.e., reduces neighborhood decline/vacant buildings and promotes health benefits as residents live in a safer environment (i.e., less crime) and without stigma/stress of living in a declining community. Population growth also provides opportunity for new/renovated housing. Renovated housing eliminates exposure to LBP/ACM and improves health risks. Understanding current environmental site conditions and community risk allows for better health outcomes</td>
<td>Unhindered pedestrian pathways unifying and connecting downtown core area; reducing social isolation with unhindered access to walkable, unified, vibrant downtown</td>
</tr>
<tr>
<td>Catalyzes a live-work-play downtown atmosphere and uplifts this disadvantaged community</td>
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</table>

The Daystrom revitalization plan specifically benefits the adjoining disadvantaged community by clarifying current site conditions and addressing needed cleanup to diminish fear and anxiety to residents living next to a historical industry with environmental and environmental justice concerns lingering from a business that closed over two decades ago. Cleanup eliminates environmental exposure risk to residents and future generations. Site cleanup attracts tenants to the new regional manufacturing center, creates local jobs, and increases local tax base, all which increase the welfare and economic standing of the community.

1.c. Strategy for Leveraging Resources

1.c.i. Resources Needed for Site Reuse: Funds have been garnered towards progressing priority site redevelopment and reuse but issues remain and Halifax will continue to strongly leverage additional capital for assessment, remediation and reuse of priority and other Target Area sites. IDA and Halifax members are eligible for and have successfully leveraged multiple federal, regional, and state resources, including HUD, Federal Highways (VDOT), VEDP, Department of Housing and Community Development (DHCD), the Community Development Block Grant Program (CDBG), USDA Rural Development and anticipated future opportunities under the recently passed infrastructure bill. Halifax will continue to utilize their long-standing Tobacco Region Revitalization Commission (TRRC) partnership to implement vital regional economic development projects. TRRC emphasizes building regional economic development capacity to diversify the economic base through creation or site improvement, buildings and utility infrastructure, workforce training facilities, and tourism infrastructure. Halifax communities have been tremendously successful with TRRC programs and within five years, Halifax members leveraged investments over $4.2M. Specifically, this EPA grant creates a direct opportunity to obtain additional needed funds from the Virginia Brownfields & Land Renewal Program to complete required assessment and/or remediation for subsequent re-use at priority and other target area sites. Specifically, this grant would provide EPA fund match to leverage up to $500K from this key funding source to address Daystrom site cleanup and up to $50K to complete needed planning and assessment at the JRH and Former Halifax Exxon sites. The Virginia Department of Environmental Quality also strongly supports Daystom site cleanup. Halifax can also tap into non-grant assistance sources such as EPA’s Smart Growth Program and non-profit Groundworks USA and the Brownfields Technical Assistance Programs.

1.c.ii. Use of Existing Infrastructure: Proposed assessments and redevelopment planning will directly enable the reuse of existing infrastructure including buildings. Priority sites will use existing utility connections (water, sewer, gas, electricity, and telecommunications) and roadways. Full infrastructure is in-place throughout the Target Area with sufficient growth capacity and redevelopment, including 3-phase electric, natural gas, broadband services and water and sewer services provided by the Halifax County Service Authority. The region has ready access to markets in all directions from US Route 501, a major state 4-lane highway that bisects the County north to south connecting South Boston and Halifax, US Route 58 for east-west access and US Route 360 for northeast access. The Danville Regional Airport and Raleigh-Durham International Airport are in close proximity and commercial freight service is provided by CSX Transportation and Norfolk Southern rail systems. Priority sites have direct access to these highway corridors and commercial rail service, making them desirable and highly suitable for new development.
Utility infrastructure and connections are in place for the redevelopment projects envisioned for Halifax’s Target Areas, although some improvements may be necessary depending upon the proposed end use. No key infrastructure needs are anticipated for priority site revitalization plans. Halifax will work collaboratively to address potential infrastructure deficiencies in other target areas through joint pursuit of available resources.

### 2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT

#### 2.a.i. Community Need

**2.a.i. The Community’s Need for Funding:** Due to major industry loss and small populations (Halifax and South Boston <10,000) remaining with low household income to support desired revenue needs, Halifax lacks critical financial resources and clearly demonstrates outside funding is needed to facilitate assessment, remediation, redevelopment planning and subsequent reuse to transform priority sites from vacant liabilities to productive assets. Halifax relies strongly on this grant to meet community need. According to the 2019 5-Year ACS Census Estimates, the Target Area’s Median Household Incomes (MHI) are well below the state, correlating to higher poverty rates. In every category, the County, and particularly South Boston, lag well behind state levels. These income disparities correlate to lower property values demonstrated by County median housing value (MHV) estimated at only 42.5% of state MHV, which lead to decreased tax revenue and overall lower investment appeal. The County and Towns have seen an exodus of residents over the last 10+ years and remaining residents consist of a large population over 65, severely limiting workforce capability.

#### 2.a.ii. Threats to Sensitive Populations:

1. **Health or Welfare of Sensitive Populations:** Large industry closures contributed to negative health and welfare statistics of Target Area sensitive populations. The table above demonstrates that the Target Area maintains poverty rates above the State and contains a large elderly and minority population. The Census Bureau Opportunity Atlas\(^5\) notes that while the average South Boston household income for a 35-yr old White family is $49K, the comparable African American family brings home only $23K. Many minorities, elderly, and children live in poverty, especially children under 5-years old in South Boston, whose demographic rate is nearly twice of the State. South Boston residents require food assistance at a rate almost double the remainder of Virginia. These sensitive populations have the fewest resources to respond to and improve their welfare or environmental situations, and are at risk of exposure to environmental contaminants such as ACM, LBP, petroleum and volatile organics, priority site potential COCs. This grant will facilitate risk identification and threat reduction needed to improve the sensitive population’s wellbeing. Assessment, remedial planning, and site reuse will help to alleviate impacts to children, minorities, and those in poverty by (1) creating new jobs that can improve economic conditions and thus lessening poverty (2) attracting new business such as grocery stores and medical facilities that can increase access to better nutrition and healthcare improving health outcomes (3) creating new housing, particularly affordable housing, or renovated housing as such improving living conditions and reducing contaminant exposure risk. Facilitating site cleanup with this grant will eliminate exposure risk to vulnerable populations living near priority sites and eliminate environmental justice issues, particularly at Priority Site 1, the former Daystrom Facility. Neighborhood plans outline future site uses that will guide communities on how to address environmental issues found through the assessments.

2. **Greater Than Normal Incidence of Disease and Adverse Health Conditions:** Statistics below indicate definitive Target Area health concerns greater than normal disease incidence including cancer, and asthma. When compared to the average Virginian, Halifax residents report higher diabetes, high blood pressure, high

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\(^5\) [https://www.opportunityatlas.org/](https://www.opportunityatlas.org/)
This grant will assist in evaluating priority and other brownfield sites within the target areas, determine community investments to help lessen poverty and related environmental justice issues experienced. Impact to the impacted communities through job creation, health and safety, hazards removal, and Opportunity Index 9 (HOI) data notes that the County ranks in the bottom 20% of counties for healthy paint and within the 71st percentile for respiratory hazards and lifetime cancer risk. VDH Health EJSCREEN mapping identifies South Boston and Halifax within the 90 to 95 percentiles for lead based paint and within the 71st percentile for respiratory hazards and lifetime cancer risk. 2019 VDH birth weight data noted the County experienced low birth weight rates 27% higher than the state and very low birthweights occurring double the State rate. Specific birth defect data was unavailable, but low birth weight is often linked to birth defects. Assessment and remediation of priority sites located near sensitive populations, i.e., within high poverty areas and large elderly populations, that have the potential for releasing pollutants and carcinogens into the environment, may reduce risks of asthma, cancer, and other higher than normal adverse conditions. Reduced travel outside the County for work from local job creation would reduce air pollution, an asthma trigger.

The priority sites and other brownfields in the area can be contributing to greater than normal disease incidence including cancer and asthma due to their former use (e.g., gas stations, dry cleaners, industries; legacy businesses which operated prior to regulatory oversight) and site COCs (e.g. petroleum, solvents, and other known carcinogens). Priority site reuse plans (Section 1.b.i.) resolves health issues in two ways. Through this grant, assessments will facilitate identification of environmental concerns and health risks to the community at priority sites. The assessment will inform site redevelopment, which will mitigate identified contaminants and therefore reduce threats of adverse health conditions to the surrounding communities. Second, new industries and services will improve quality of life through stable jobs, stable neighborhoods (i.e., control real estate price decline), and additional support services (e.g., grocery stores and health service provides) all of which will improve health. More access to community health service providers in particular would promote proper health care before and during pregnancy to prevent birth defects and other poor outcomes. Cleanup, particularly at the former Daystrom facility, eliminates lingering environmental justice concerns for yet another generation.

(3) Promoting Environmental Justice: This grant will greatly promote environmental justice in communities that strongly and disproportionately share negative consequences from Halifax’s industrial legacy. According to the census data tabulated above, the Target Area contains high minority populations, estimated at 37% for Halifax, 38% for the County and almost 60% for South Boston. EJSCREEN ranks South Boston residents within the 87th percentile Demographic Index, 72nd percentile for People of Color, 93rd percentile for Low Income Population. The VDH asthma burden report referenced above also notes that African Americans are nearly 4.3 times more likely to be hospitalized for asthma than Whites. Additionally, the VDH HOI report notes that the County ranks in the VA’s bottom 20% for wellness disparity. The wellness disparity metric combines a segregation index which ranks community diversity and racial/ethnic separation with ease of access to care. In addition, A 2012 VDH Health Equity Report10 identified VA’s African American children were 3.1 times more likely to live in poverty than White counterparts and accounted for 40.5% of all children living in poverty. The report also identified African American infants with a mortality rate 2.8 times higher than Whites. Based on an extrapolation of minority population and poverty rates noted above, the Halifax’s communities are anticipated to be disproportionately impacted relative to these findings. The Health Equity Report concluded that to reduce the equity gap, Virginia needed to invest in community building and urban renewal to reduce poverty among African American families. The brownfields site remediation and redevelopment anticipated to result from this grant will have a positive impact to the impacted communities through job creation, health and safety, hazards removal, and community investments to help lessen poverty and related environmental justice issues experienced.

This grant will assist in evaluating priority and other brownfield sites within the target areas, determine

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6 https://www.city-data.com/health-nutrition/South-Boston-Virginia.htm
8 https://sentaracares.com/community-health-needs-assessment/
9 https://apps.vdh.virginia.gov/omhhe/hoi/
current site conditions, COCs and potential exposure risk which can then be mitigated during the redevelopment process. These efforts will not only remove the disproportionate share of environmental consequences to the nearby disadvantaged population, but also improve the communities through increased local jobs, services, and property values. These actions will help rectify historical and ongoing environmental injustices in Halifax. Cleanup at a legacy industrial site, Daystrom, whose property boundary abuts Halifax and South Boston, is within reach and will resolve the environmental injustice experienced by these communities over the decades.

2.b. Community Engagement:
2.b.i. / 2.b.ii Project Involvement and Project Roles: Recognizing the importance of community involvement in the prioritization and redevelopment process, the IDA will continue to engage a citizen board made up of community members to participate in the existing Halifax Brownfields Redevelopment Advisory Group (BRAG), established in 2017. The BRAG will continue to advance sustainable regional brownfields redevelopment by serving as ambassadors and advisors throughout the project, bringing community vision and their expertise as sites are discussed and prioritized to identify their reuse potential. Based on initial outreach efforts by Halifax, the following Project Partners have committed to BRAG participation to which the IDA will lead and inform:

<table>
<thead>
<tr>
<th>Partner Name</th>
<th>Point of Contact / Email / Phone</th>
<th>Specific Role in Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Destination Downtown South Boston, Inc.</td>
<td>Name: Tamya Vest, Exec. Director Email: <a href="mailto:tvest@southboston.com">tvest@southboston.com</a> Phone: 434-572-3209</td>
<td>Identifying potential Downtown properties for lead based paint assessment and inventory for potential redevelopment for additional retail and housing options. Support the Randolph Hotel redevelopment planning and analysis of the master planning process.</td>
</tr>
<tr>
<td>Halifax County Chamber of Commerce</td>
<td>Name: Mitzi McCormick, Present Email: <a href="mailto:mitzi@halifaxchamber.net">mitzi@halifaxchamber.net</a> Phone: 434-572-3085</td>
<td>Leverage the membership base to effectively communicate benefits and goals of the Brownfields Program to encourage participation and involvement. BRAG Member assisting in site inventory and site selection, community engagement, and future site redevelopment input.</td>
</tr>
<tr>
<td>South Boston Lions Club</td>
<td>Name: Winston Harrell Email: <a href="mailto:southbostonlionsclub@gmail.com">southbostonlionsclub@gmail.com</a> Phone: 434-572-4516</td>
<td>The Lions Club’s main objective is service in the community with a mission to improve health and well-being, strengthen communities, and support those in need through humanitarian services. The IDA would work with the Lions Club to identify service and partnership opportunities with selected sites. The club will advocate the brownfields program within the community.</td>
</tr>
<tr>
<td>Preservation Virginia</td>
<td>Name: Sonja Ingram Email: <a href="mailto:singrim@preservationvirginia.org">singrim@preservationvirginia.org</a> Phone: 434-770-1209</td>
<td>Planning and redevelopment resource for historically significant properties such as the John Randolph Hotel. Preservation Virginia would be used to facilitate the redevelopment of properties in a way to maintain historical significance and identify additional partners and resources to lead to a successful redevelopment project.</td>
</tr>
<tr>
<td>Southside Planning District Commission</td>
<td>Name: Sangi Cooper, Sr. Planner Email: <a href="mailto:scooper@southsidesdpc.org">scooper@southsidesdpc.org</a> Phone: 434-447-7101</td>
<td>Assistance in connecting community-based economic strategies and regional development strategies. Grant application assistance. Services to promote and advertise the program through regional/state communications network.</td>
</tr>
</tbody>
</table>

2.b.iii. Incorporating Community Input: Since 2016, the IDA has worked with citizens and community leaders to develop the vision and plans to create successful brownfields redevelopment. The BRAG has solicited input from the larger community, particularly business representatives in the Halifax and South Boston Target Area. It is anticipated that most representatives involved in this initial outreach, including the partners listed above, will remain involved in the BRAG upon award and will continue to guide and champion the program, thereby providing direct community input into the brownfield’s initiative. The BRAG will meet approximately quarterly to assist IDA staff with site selection and cleanup/reuse planning. Staff will update citizens through social media, periodic Council meetings, and direct meetings with those most directly affected by the project. The BRAG and the IDA will involve neighborhood representatives most directly impacted by proposed redevelopment projects and provide intentional updates and responses in a way best to facilitate communication as noted above. Outreach efforts to be conducted throughout the target area will include educational seminars/workshops and design charrettes intended to garner input on existing assets and redevelopment needs. The IDA has successfully used socially distanced in-person meetings and virtual meeting platforms such as Zoom to conduct meetings during COVID-19. Meeting announcements will be distributed/posted throughout the target community and emailed to appropriate parties, and gatherings will be publicly advertised via local print and electronic media. Partners such as the South Boston Lions Club will represent disadvantaged communities to communicate their needs and disseminate information, which will be beneficial for constituents with limited internet and/or phone access.

3. TASK DESCRIPTIONS, COST ESTIMATES AND MEASURING PROGRESS
3.a. Description of Tasks/Activities and Outputs (Sections 3.a.i.-iv. outlined under each task)

Task 1 – Program Administration / Community Engagement
i. Project Implementation: Cooperative Agreement Oversight includes program and financial
management to ensure compliance with grant requirements for priority sites and when applicable, for eligible, specific and tasks beyond priority sites appropriate to project goals; oversee data input to EPA’s ACRES database; attend brownfield-related training and conferences; and submit quarterly, annual, and final performance reports. **Community Engagement** includes coordinating and conducting meetings and developing materials. **Grant-funded direct costs:** Travel expenses (registration, airfare, lodging, and meals), supplies, and contractual costs for assistance with reporting and maintaining interactions with stakeholders. **Non-EPA funded activities:** In-kind staff oversight for administration, monitoring, reporting, and community engagement activities and attending training conferences.

ii. Anticipated Project Schedule: Procure Qualified Environmental Professional (QEP) (4.a.iii), Q1; ACRES and quarterly reports: quarterly and as needed; Annual and closeout reports: Q4, Q8, Q12; BRAG meeting: Q2 and quarterly thereafter; Other activities: Ongoing/ as needed.

iii. Task / Activity Lead: AOR and Management Team with input/assistance from QEP and BRAG.

iv. Outputs: RFP/QEP Contract (1); Quarterly Reports (12 Total - 4/Year); Annual Reports (3); Closeout Report (1); Property Profile Forms/ACRES Site Entries (18); BRAG Meetings (12); Community Meetings (6); Conferences (4); Brochures (3); Media Releases (6); Web Page Content (3); Advertisement, printing, and supplies (5 events).

**Task 2 – Site Inventory and Prioritization**

i. Project Implementation: IDA will prepare a GIS brownfields site inventory and database for sites in the target areas, including priority sites described in **Section 1.a.ii.** Properties will be compiled, mapped, characterized, and prioritized by the BRAG and Halifax based on community vision and needs, and a pool of sites will be selected for assessment. No assessments will be conducted prior to confirming eligibility with EPA and DEQ, if applicable for petroleum sites, using Property Approval Questionnaires (PAQs). **Grant-funded activities:** Contractual costs to update, maintain inventory/database and prepare PAQs. **Non-EPA funded activities:** Staff oversight, site prioritization, and property owner access coordination.

ii. Anticipated Project Schedule: Site inventory and database, prioritization, selection: Q2 – Q3, update monthly; Other activities: Ongoing and as needed.

iii. Task / Activity Lead: QEP will prepare/maintain inventory and PAQs with AOR/Management staff oversight, assistance with access coordination and work product review/approval. BRAG will provide input for site selection and prioritization.

iv. Outputs: Inventory/Database (1); Prioritization Matrix (1); New and/or updated PAQs (30)

**Task 3 – Environmental Site Assessments (ESAs)**

i. Project Implementation: Upon receiving eligibility approval and access from property owners, approximately 18 Phase I ESAs will be conducted beginning with priority sites. Time and costs for Phase I ESAs are contingent upon property size, existing improvements, past uses, and extent of known or suspected Recognized Environmental Conditions (RECs). Based on Phase I ESA results, approximately 5 sites will be addressed through Phase II ESAs, which include (a) project work plans, i.e., generic Quality Assurance Project Plan (QAPP), site specific Health and Safety Plans (HASPs), and Sampling and Analysis Plans (SAPs); (b) soil, groundwater and/or air sampling; (c) lab analyses and data validation; and (d) summary reports with recommendations for further action, if warranted. **Grant-funded activities:** Contractual costs for assessments, work plans and reports. **Non-EPA funded activities:** In-kind staff oversight, coordination with property owners, and review of work products prior to submittal to EPA.

ii. Anticipated Project Schedule: Phase I ESAs: Q3 – Q11 (after creating inventory database and priority list); Phase II ESAs: Q3 – Q11 (following review of Phase I ESAs and priority list)

iii. Task / Activity Lead: QEP with AOR oversight, assistance with property owner coordination and community input, and review/approval of work products.

iv. Outputs: Phase I ESA Reports (18); Phase II ESA Reports (5); Phase II ESA Planning Documents (11 Total): Generic QAPP (1), HASPs (5) and SAPs (5)

**Task 4 – Preliminary Planning for Remediation and/or Redevelopment**

i. Project Implementation: For some sites addressed through Phase II ESAs, preliminary remediation plans (Analyses of Brownfields Cleanup Alternatives) and associated cost estimates will be prepared to review alternatives for further environmental investigation and/or remediation, if warranted. Staff and QEP will also work with stakeholders to conduct preliminary redevelopment planning for selected target areas and/or sites to explore best reuse and economic potential. This may include reuse plans, marketing/feasibility studies, master plans, infrastructure evaluations, and conceptual development plans. **Grant-funded activities:** QEP costs for remediation and redevelopment plans. **Non-EPA funded activities:** Staff oversight, coordination with property owners and community
partners to prepare plans and review/approve work products.

ii. Anticipated Schedule: Q3 – Q11

iii. Task / Activity Lead: QEP with AOR oversight, assistance with property owner coordination and community input, and review/approval of work products.

iv. Outputs: Site-Specific ABCAs (2); Site-Specific Redevelopment Plans / Studies for priority sites (4); Area-Wide Revitalization Plans / Studies for target areas (2)

3.b. Cost Estimates

The Project Budget Table below provides direct costs to the defined tasks and cost types.

<table>
<thead>
<tr>
<th>Budget Categories</th>
<th>Task 1 – Administration / Community Engagement – $28,600 Direct &amp; Contractual</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Task 2 – Site Inventory / Prioritization – $19,400 Contractual</td>
</tr>
<tr>
<td></td>
<td>Task 3 – Environmental Site Assessments (ESAs)* – $302,000 Contractual</td>
</tr>
<tr>
<td></td>
<td>Task 4 – Remediation / Redevelopment Plans – $150,000 Total – Contractual</td>
</tr>
</tbody>
</table>

3.b.i. / 3b.ii. Development and Application of Cost Estimates: The table below shows task cost estimates, cost development based on reasonable and realistic unit costs, and cost application to task activities. Cost estimates include a 60% fund allocation towards site-specific assessments and 30% of funds towards reuse/area-wide planning activities.

<table>
<thead>
<tr>
<th>Task 1 – Administration / Community Engagement – $28,600 Direct &amp; Contractual</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Travel – $5,500 Total (Direct Expense) – 1 national conference attendance for 1 person and 3 state conferences for 2 people assuming the following unit costs (national/state): Conference registration: $200/$150; Transportation: $700/$200; Hotel: $150 per night for 3 nights/$100 per night for 2 nights; Meals: $70 per day for 4 days/$30 per day for 3 days</td>
</tr>
<tr>
<td>(b) Supplies – $1,500 Total (Direct Expense) – Advertisement, printing, supplies and promotional materials for 5 community-wide and/or site-specific events estimated @ $300 per event.</td>
</tr>
<tr>
<td>(c) Contractual – $21,600 Total – QEP assistance for reporting / grant administration: $750/quarter ($3,000/year, $12,600 total) and QEP assistance for community engagement activities including development of communication materials: $1,050/quarter ($4,200/year, $12,600 total)</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Task 2 – Site Inventory and Prioritization – $19,400 Contractual</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Develop and maintain a GIS brownfields site inventory mapping / database and site prioritization matrix estimated: $6,750 ($2,250 per community)</td>
</tr>
<tr>
<td>(b) Site access coordination assistance, PAQ preparation, and submittal: $1,050/quarter ($4,200/year, $12,600 total)</td>
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<table>
<thead>
<tr>
<th>Task 3 – Environmental Site Assessments (ESAs)* – $302,000 Contractual</th>
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</thead>
<tbody>
<tr>
<td>(a) Phase I ESAs – Eighteen (18) @ $4,800 average – $86,400 total</td>
</tr>
<tr>
<td>(b) Phase II ESAs – Five (5) @ $40,000 average – $200,000 total</td>
</tr>
<tr>
<td>(c) Project Work Plans – Eleven (11) plans – $15,600 total, as follows:</td>
</tr>
<tr>
<td>• Generic Quality Assurance Project Plan – 1 @ $4,100</td>
</tr>
<tr>
<td>• Site-Specific Health &amp; Safety Plans (HASPs)** – 5 @ $1,000 average – $5,000 total</td>
</tr>
<tr>
<td>• Site-Specific Sampling &amp; Analysis Plans (SAPs)** – 5 @ $1,300 average – $6,500 total</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Task 4 – Remediation / Redevelopment Plans – $150,000 Total – Contractual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Based on site conditions following assessment, the IDA anticipates completing approximately nine (9) planning documents estimated as follows:</td>
</tr>
<tr>
<td>(a) Preliminary Site Remediation Plans (ABCAs) – 2 @ $15,000 average – $30,000 total</td>
</tr>
<tr>
<td>(b) Site-Specific Redevelopment/Reuse Plans/Studies – 4 @ $15,000 average – $60,000 total</td>
</tr>
<tr>
<td>(c) Area-Wide Redevelopment Plans/Studies – 3 @ $20,000 average – $60,000 total</td>
</tr>
</tbody>
</table>

* ESA unit costs are estimates and may change depending on site-specific conditions. ** HASPs/SAPs to be combined into single report

3.c. Measuring Environmental Results: To maintain steady progress throughout the grant, the QEP will prepare monthly reports to the IDA and BRAG in compliance with the approved EPA Cooperative Agreement Work Plan, which will summarize activities, e.g., milestones achieved, issues encountered, and budget and schedule updates. Progress will be measured by the outputs defined in Section 3.a.iv. and evaluated against the schedule in Section 3.a.ii. and costs defined in Section 3.b.i./3.b.ii. Significant deviations will be discussed with the EPA Project Officer to develop corrective actions. Updates will be reported upon implementation and completion of site-related tasks in EPA’s ACRES database, and the IDA will provide ongoing (minimum quarterly) and post-grant information describing outcomes and funding benefits, including additional funds leveraged, jobs created, acres made ready for redevelopment, and private investment and tax revenue generated by the program.
4. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

4.a. Programmatic Capability

4.a.i. / 4.a.ii. / 4.a.iii. Organizational Capacity, Organizational Structure, and Description of Key Staff:
The table below describes the future brownfield program’s organizational structure, and key staff experience and qualifications. Education and professional experience, previous EPA Brownfields grant experience, current position with the IDA and County, key staff fulfill roles that provide the technical, administrative, and financial capacity to provide grant oversight, management, and administration. If additional staff or resources are required, the IDA will seek in-house talent.

| AOR / ECONOMIC DEVELOPMENT: Kristy Johnson, Executive Director, Halifax IDA |
| Kristy Johnson, Executive Director, Halifax County IDA. Acts as the Authorized Organizational Representative and provided direction and oversight of the IDA's 2017 EPA Brownfields Assessment Grant. Kristy has 14 years of organizational management experience paired with a Business Management and Marketing background. Through her progression in the IDA she has worked as Operations Manager, Business Development Director and Deputy Director. She has experience with business attraction, business start-up, existing business support, strategic planning, event planning and financial management. |
| MANAGEMENT / FINANCE: Blair Jeffress, Operations Manager, Halifax IDA |
| Blair Jeffress, Operations Manager, Halifax County IDA. Responsible for managing IDA operations, coordinating prospect events, financial and grant management, and acts as the Enterprise Zone administrator. Other responsibilities include providing financial reports to the IDA Board, managing website content for the IDA, and providing financial support for the annual audits. Blair has an extensive background in accounting and financial management, holds a Bachelor of Science (BS) and a master’s degree in accounting. Blair has previous experience as an Auditor and a Fund Accountant. |
| TECHNICAL: Scott Simpson, PE, MPA, Halifax County Administrator |
| Scott Simpson, Halifax County Administrator since 2019, previously served as the Smyth County Engineer for 15-years and for the last 8 years of it as the Assistant County Administrator while retaining the Engineer’s duties. Scott is involved and oversees the County budget, economic development, grant writing, administration, and creative problem solving. Scott holds a BS in Building Construction and a master’s degree in Public Administration. He is a licensed Virginia Professional Engineer. |

4.a.iv Acquiring Additional Resources: The IDA will rely on a Qualified Environmental Professional (QEP) with appropriate expertise and resources to carry out Program technical requirements. To obtain high quality services at reasonable cost, the IDA QEP selection will follow competitive negotiation policies and procedures which will be conducted in a fair and impartial manner in compliance with Federal Code 40 CFR 31.36 and the Virginia Public Procurement Act (VA Code, Chapter 43, Title 2.2). Beginning with advertisement of a request for qualifications and proposals, followed by interviews with top candidates if needed, staff will score applicants and make recommendations to the IDA for contract negotiation approval with a qualified candidate. The solicitation and the executed contract will incorporate applicable EPA solicitation clauses.

4.b. Past Performance and Accomplishments

4.b.i Halifax IDA has Previously received an EPA Brownfields Grant:
(1) Accomplishments: The IDA received a 2017 EPA Brownfields Assessment Grant as lead entity for Halifax County, Halifax and South Boston. The $590K grant allowed completion of 14 Phase I and 6 Phase II ESAs, many of which are in active reuse or have been made ready for redevelopment and reuse. 80% of the grant was spent on direct assessment tasks/related activities. The active South Boston JRH restoration project is an outstanding example of Halifax’s ability to leverage EPA brownfield funds with other grants and private investment to facilitate regional revitalization. $600K in grants have been awarded for acquisition, feasibility study, and partial renovation into a boutique hotel, restaurant, and bar. Additionally, the Town secured more than $2M in historic tax credits, a State industrial revitalization fund grant, and loan commitments to provide project financing. To further support assessment and cleanup at the Daystrom Furniture Plant, the IDA has leveraged $100K in VBAF Site Assessment and Planning grants.
(2) Compliance with Grant Requirements: The IDA has fully demonstrated its ability to successfully execute all work phases proposed herein through compliance with all requirements of its 2017 EPA Cooperative Agreement, including community engagement activities, administrative reporting, and technical commitments. Site information was placed to EPA’s ACRES reporting system, required administrative reports were submitted in a timely manner and approved by EPA. The project was completed on 9/30/2020, and all funds were expended in compliance with Cooperative Agreement requirements and final closeout documentation was completed 12/2020.
1. **Applicant Eligibility**

The Industrial Development Authority (IDA) of Halifax County was established in March 1971 as a separately chartered political subdivision of the Commonwealth of Virginia. As such, the IDA is considered a Local Clearance Authority operating as an agent of the County of Halifax, Virginia. (See **Threshold Criteria Attachments** for Creating Resolution of Halifax County Board of Supervisors dated March 1, 1971 and Halifax IDA By-Laws last revised March 15, 2013, as documentation of the IDA’s eligibility to apply.)

2. **Community Involvement**

Direct citizen input toward prioritization of brownfield sites and development of a true community-driven revitalization initiative will be paramount to strategically planned target area improvements. As further detailed in **Section 2.b.iii** of the Halifax’s Narrative Proposal, Halifax will continue to engage a community board of elected officials, administrative officers, economic developers, and public/private sector representatives (Project Partners) from each member locality to serve as the **Halifax Brownfields Redevelopment Advisory Group (Halifax BRAG)**. The BRAG will advance a sustainable brownfields program for the region and serve as brownfields ambassadors, advisors and a steering committee throughout the project, bringing community vision and expertise in planning, development, construction and real estate. Engaging impacted communities will be critical to a practical approach to identify redevelopment opportunities. The BRAG will guide support for program goals, engage other stakeholders to better understand their needs, concerns, and interests and provide a voice for the broader community and a forum for those who may not be directly represented by the BRAG.

The BRAG will meet approximately quarterly to assist Halifax staff with site selection and cleanup/reuse planning. Halifax staff will update citizens of brownfields activities through social media, periodic updates at Joint Regional meetings and County Board and Town Council meetings, as well other called community meetings. The BRAG and Halifax staff will directly involve representatives of neighborhoods most impacted by proposed redevelopment projects. Outreach efforts to be conducted throughout the target areas will include community open houses, educational seminars/workshops and design charrettes intended to garner input on existing assets and redevelopment needs in each target area.
Town and County policies require reasonable accommodations and services necessary for sensory-impaired and disabled citizens at all public meetings and strive to provide translation services for non-English speakers upon request and availability. Halifax has successfully used socially distanced in-person meetings and virtual meeting platforms such as Zoom to conduct public meetings during COVID-19 and will continue to use these means to engage the community in the proposed brownfields program as needed. Meeting announcements will be distributed/posted throughout the target areas and emailed to appropriate parties. All gatherings will be publicly advertised via local print and electronic media including via each government partner’s official website and social media accounts (Facebook and Twitter).

Partner organizations like Halifax County Chamber of Commerce and Destination Downtown South Boston will represent businesses and citizens in their respective communities to communicate their needs and disseminate information. Additional civic association partners, such as South Boston Lions Club, will assist with outreach to underserved communities and informing those with limited internet and/or phone access.

3. **Named Contractors and Subrecipients**
Not applicable – the applicant has not identified a procurement contractor nor subrecipient to conduct work proposed in this application.

4. **Expenditure of Assessment Grant Funds**
Not Applicable: The applicant affirms it does not have an active EPA Brownfields Assessment Grant.