

Ms. Sara Pincelli
South Carolina ARC Program Manager
1201 Main Street, Suite 1600
Columbia, SC 29201

Dear Sara,

I am writing to express Greenville County's support for the Judson Community Gateway project which aims to repurpose this historic mill and serve as a catalyst for the redevelopment of historic West Greenville.

More than \$100 million has already been invested in this project to date, with additional historic structures currently being renovated and brought online. Along with the Feed & Seed that works to maintain a sustainable food system with local farmers, the Jud Hub is a wonderful community asset with community focused tenants, including Upstate Greenways and Trails Alliance, Greenville Connects, and Community Works. This has been a tremendous addition to a previously blighted community, and this project will help to continue to revitalize this community.

As a part of this project, Judson Mill Ventures LLC will improve the intersection of US 123 (Easley Bridge Road) and Jones Street/Westervelt Drive. This intersection is signalized; however, it does not have turn lanes, which is a huge safety concern. As this area continues to grow and redevelop, more traffic will be using this area and crashes will increase. These concerns are matters of urgency, as without funding, this intersection will likely not receive additional recourse.

On October 26, 2023, the Greenville the Greenville Legislative Delegation Transportation Committee (GLDTC) recently approved \$382,500.00 in CTC funding support for the construction of new turn lanes at this intersection. There is an opportunity now to combine ARC funding with a match of C-Funds to greatly improve the chances of actualizing these safety improvements with your support.

The community, county and GLDTC believe this to be a noteworthy project suitable for consideration by the Committee. They have demonstrated their commitment by obtaining design plans, permitting and completing utility relocation. We ask that you please consider funding this safety project. With this commitment to producing better infrastructure needs, we ask for your support in consideration of new proposals regarding the infrastructure surrounding the Judson Mill Project and its local communities.

Sincerely,

Hesha N. Gamble,

P.E., PTOE Assistant County Administrator for Engineering & Public Works

Application for Federal Assistance SF-424

* 1. Type of Submission:

- Preapplication
 Application
 Changed/Corrected Application

* 2. Type of Application:

- New
 Continuation
 Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN):

* c. UEI:

d. Address:

* Street1:

Street2:

* City:

County/Parish:

* State:

Province:

* Country:

* Zip / Postal Code:

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

* First Name:

Middle Name:

* Last Name:

Suffix:

Title:

Organizational Affiliation:

* Telephone Number:

Fax Number:

* Email:

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Appalachian Regional Commission

11. Catalog of Federal Domestic Assistance Number:

CFDA Title:

*** 12. Funding Opportunity Number:**

* Title:

Appalachian Regional Commission - Local Access Road Program

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Judson Community Gateway

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="427,500.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="382,500.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="615,000.00"/>
* f. Program Income	<input type="text"/>
* g. TOTAL	<input type="text" value="1,425,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on .
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:
Middle Name:
* Last Name:
Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative:

* Date Signed:

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
2. Land, structures, rights-of-way, appraisals, etc.	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
3. Relocation expenses and payments	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
4. Architectural and engineering fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
5. Other architectural and engineering fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
6. Project inspection fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
7. Site work	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
8. Demolition and removal	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
9. Construction	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
10. Equipment	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
11. Miscellaneous	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
12. SUBTOTAL (sum of lines 1-11)	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
13. Contingencies	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
14. SUBTOTAL	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
15. Project (program) income	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X <input type="text"/> % Enter the resulting Federal share.			\$ <input type="text"/>

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL <div style="border: 1px solid red; height: 40px; width: 100%; background-color: #d9ead3;"></div>	TITLE <div style="border: 1px solid blue; padding: 2px;">Assistant County Administrator</div>
APPLICANT ORGANIZATION <div style="border: 1px solid blue; padding: 2px;">County of Greenville, South Carolina</div>	DATE SUBMITTED <div style="border: 1px solid red; height: 20px; width: 100%; background-color: #d9ead3;"></div>

Appalachian Regional Commission

Program Operations Division
 1666 Connecticut Ave., NW, Suite 700
 Washington, DC 20009-1068

Phone 202-884-7750
 Fax 202-884-7682

ARC FORM 2 - LOCAL ACCESS ROAD PROJECT APPLICATION

ARC Project No.: _____ (assigned by ARC Washington Office)

Send three (3) copies of project application to State ARC Office.

1. Proposed Local Access Road: State _____ County _____

From: _____
 (Location)

To: _____
 (Location)

2. New Construction Reconstruction No. of Lanes _____ Projected ADT _____

Miles _____ Total Cost Per Mile _____ Federal Cost Per Mile _____ Fed % _____

3.

	Prelim. Eng.	Right-of-Way	Construction	Total	% Total
Schedule (Fiscal Year)	FY	FY	FY		
Requested Federal Funds					
State and/or Local Funds					
Estimated Total Cost					

Applicant hereby requests Appalachian Act grant funds in the amount identified above and if provided, agrees to apply these funds in accordance with applicable Federal laws, including the Appalachian Act.

Legal Name of Applicant **Signature of Responsible Officer** **Date**

STATE APPROVAL

The State hereby requests Appalachian Act funds for the local access road project in the amount described in this application, and agrees to comply with (1) applicable Federal laws, including Section 224(b)* of the Appalachian Regional Development Act of 1965 and Title VI of the Civil Rights Act of 1955, and (2) Chapter B2 of the Appalachian Regional Commission Code, including Section 201B-6.4. The local access road will be constructed in accordance with; "the design criteria in the State's secondary road plan approved by the Federal Highway Administration;" exceptions to such criteria approved by the Federal Highway Administration's Division Engineer.

The project has been evaluated and approved as meeting the requirements for assistance under such Act and Appalachian Regional Commission Code. The State has acquired or will acquire the necessary right-of-way and will construct and maintain the road as public highway, or it will provide therefor by appropriate arrangements with a local government unit, in accordance with Federal aid highway procedures administered by the Federal Highway Administration. Where required by Executive Order No. 12372 and implementing regulations, the appropriate project review clearinghouses were given an opportunity to review the project and comment:

E.O. No. 12372 Comments Attached E.O. No. 12372 Comments not Made E.O. No. 12372 Not Applicable.

SIGNATURE OF STATE ARC ALTERNATE

DATE

ARC FORM 2 - Instructions

The ARC Form 2 is specifically designed for completion by local access road project applicants requesting ARC Access Road Program funds. Other ARC construction project applicants do not need to complete ARC Form 2.

ARC Project Control Number

Leave blank. This number is assigned by the ARC Washington office upon receipt of the full application.

Number 1

- I. State/County: Identify the State and County(ies) in which the project will take place.
- II. From/To: Clearly identify the location from which the project will begin and the location to which the project will end. The From and To locations identified for the project should include the entire scope of work to be completed through all funds related to the project.

Number 2

- I. New Construction/Reconstruction: Identify if the project is a new road to be constructed or the rehabilitation of an existing roadway (e.g., road widening).
- II. No. of Lanes: Record the number of lanes to be constructed. Projected ADT: Identify the projected average daily traffic (ADT) count upon completion of the project. The ADT may be obtained from your engineer and/or the state Department of Transportation.
- III. Miles: Record the total number of miles to be constructed and/or improved. This can be found on the Engineer's Cost Estimate.
- IV. Total Cost Per Mile: To calculate the total cost per mile, applicants must divide the total project cost by the total miles. Example: A 1.9 mile improvement at a total cost of \$650,000. $\$650,000 \div 1.9 = \$342,105$ cost per mile.
- V. Federal Cost Per Mile: This item must include ARC plus any other federal sources contributing to the project (e.g., Federal Highway Adm.). Take the total federal share and divide by the total miles. Example: The above referenced 1.9 mile project has \$450,000 federal contributions. $\$450,000 \div 1.9 = \$236,842$ federal cost per mile.
- VI. Federal Percent: Take the total Federal participating share and divide by the total project cost. Example: The project above has \$450,000 federal contributions and a total project cost of \$650,000. $\$450,000 \div \$650,000 = 69\%$ federal dollar percentage. Total federal participation in a project cannot exceed 80%.

Number 3

- I. Budget & Anticipated Construction Start Dates: Access road projects must use the state Department of Transportation, or other state designated agency, as the basic agency. Construction activities may be delayed due to the state's plan review and approval timelines. It is recommended to record three separate Fiscal Years in each of the outlined areas (e.g., FY97 Preliminary Engineering, FY98 Right-of-Way, FY99 Construction).
- II. The budget must show the sum of all federal funds participating in the project under the Requested Federal Funds line. At a minimum, the ARC funding request must be recorded on this line. All other sources participating (State and/or Local) must also be summed and recorded on the budget accordingly.
- III. Projected costs for each construction area - preliminary engineering, right-of-way, and construction - must be prorated and recorded based upon the construction cost estimate. The Estimated Total Cost line for each area when totaled must equal the total cost reflected on the Engineer's Cost Estimate.
- IV. If ARC will not be participating in the funding for the preliminary engineering and/or right-of-way portions of the project, do not include these items in the ARC total project costs. Only include construction costs for the project.
- V. Legal Name of Applicant: Self-explanatory.
- VI. Signature of Responsible Officer and Date: The signature of an authorized representative of the applicant organization, and the date signed, should be provided.

State Approval and Application for Funds

- I. Leave blank. This will be completed by the state ARC office.

SECTION 3: EXECUTIVE SUMMARY (2-page max)

Project Title: Judson Community Gateway
Project Grantee: Greenville County South Carolina
Counties Served: Greenville County (Competitive)
Basic Agency: South Carolina Department of Transportation

Goal/Strategy: The project directly focuses on ARC Goal #3, Building Appalachia’s Infrastructure to “ensure that the residents and businesses of Appalachia have access to reliable, affordable, resilient, and energy efficient utilities and infrastructure in order to successfully live and work in the Region.”

The primary ARC State Strategy this project addresses is found under State Objective 3: Critical Infrastructure, specifically as to “projects that result in private sector investment and substantially enhance the community and economic development potential of an area....”

Purpose: The purpose of the project is to address critical safety and traffic issues at a highly traveled intersection that serves as a gateway into the Judson Mill District and the severely distressed Judson Mill neighborhood.

Funding:

	Amount	%	Source
ARC	\$427,500	30%	Area Development, Competitive Counties (requesting)
State	\$382,500	26.8%	State CTC funds
Local	\$615,000	43.2%	Judson Mill Ventures LLC
Total	\$1,425,000	100%	

Project Description: The Judson Community Gateway project is located on US 123 (Easley Bridge Road) at the intersection of Jones Street/Westervelt Drive in West Greenville. Serving as the central corridor into and out of the City of Greenville from the west, Easley Bridge Road ranks 5th on the Greenville-Pickens Area Transportation Study (GPATS) Long Range Plan to address safety and capacity issues. The project consists of adding turn lanes in both directions from Easley Bridge Road – one onto Westervelt Drive and one onto Jones Street.

The intersection at US 123 and Jones Street is signalized but has no turn lanes into the multi-use Judson Mill District. Traffic has increased significantly during the past three years as investment has reached \$100 million in the development where 1,000 people now live, work and play. The intersection serves as the primary entrance into the Judson Mill community and the means by which neighborhood residents can access the campus for work and to avail themselves of affordable and healthy food options, green space and recreational opportunities.

Strategic Rationale: There are two critical strategic issues to be addressed: 1) Crash Modification Factor: By adding a left turn lane on the major road at a traffic signal, injury

and fatal crashes and rear end crashes will be reduced; and 2) Reducing Delays on a Vital Corridor Into and Out of the City of Greenville: With the addition of left turn lanes on the major roadway, level of service will improve with reduced delays for the US 123 corridor. These improvements not only serve to address critical traffic and safety issues at this intersection, but serve to improve accessibility for residents, workers and guests. Easley Bridge Road serves as a vital corridor into and out of the city of Greenville and a vital artery connecting downtown Greenville with the west side and beyond to the cities of Easley, South Carolina, and Clemson, South Carolina.

Collaborative Partnerships: Judson Mill Ventures LLC has developed collaborative partnerships for this project at the state and local level to share in the costs. The Greenville Legislative Delegation Transportation Commission (GLDTC) recently awarded the project \$382,500 in CTC funds, and an additional request is before Greenville County. Judson Mill Ventures LLC, along with federal, state and local partners, are committed to securing the remaining balance of the funds for the project.

Project Sustainability & Capacity: Greenville County has an extensive track record executing on projects such as this. In addition, the developer has successfully built out a number of projects repurposing textile mills as well as five years of successful development of the Judson Mill project. Once completed, the intersection improvements will no longer require ARC support.

Impact Measures:

The Judson Mill project has provided numerous tangible benefits to the community, most notably by way of the **Feed & Seed** and the **Jud Hub**.

The **Jud Hub**, a socially minded innovation co-working space, connects social entrepreneurs, mission-driven community developers and nonprofits to support and lift the Judson neighborhood and broader Greenville community.

The Feed Seed, recipient of a \$245,000 ARC grant in 2016/17, works to increase access to nourishing local foods and establish a sustainable food system built on profitable farms and independent markets.

The Feed & Seed has helped pave the way for a broader partnership with the **YMCA of Greenville** and **Bon Secours/St. Francis Health System** by providing additional educational classes and accessibility to information about healthier food alternatives and lifestyles; nutritional counseling; increased blood pressure monitoring; and expansion of exercise, yoga, and cardiovascular opportunities on the Judson Mill campus. In addition, the developers are working with the YMCA to provide after-school activities on campus such as access to Blochaven climbing gym and the pool at the Lofts apartments.

SECTION 4: PROJECT NARRATIVE

1. Goals and Strategies, Page # ____

The project directly focuses on ARC Goal #3, Building Appalachia’s Infrastructure to “ensure that the residents and businesses of Appalachia have access to reliable, affordable, resilient, and energy efficient utilities and infrastructure in order to successfully live and work in the Region.” The project furthers Objective 3.1 to “ensure the availability of quality, affordable basic infrastructure to meet the needs of the residents and businesses of Appalachia.”

The primary ARC State Strategy this project addresses is found under State Objective 3: Critical Infrastructure, specifically as to “projects that result in private sector investment and substantially enhance the community and economic development potential of an area....”

2. Project Description, Page # ____

The Project is located in an economically distressed and underserved community commonly known as Judson (Census Tract No. 45045002105) characterized by the following distressed characteristics: (a) The New Market Tax Program distressed area, (b) Brownfield, (c) FEMA Disaster Area, (d) HFFI Food Desert, and (e) State Enterprise Zone.

It is further characterized by 2020 US Census data:

	Census Tract	Judson Neighborhood	Greenville County
Per capita income	\$24,347	\$18,177	\$37,169
Poverty rate	30%	33.3%	11.2%
Median value of owner-occupied housing	\$72,500	\$73,400	\$212,300
Bachelor’s degree or higher	27.3%	13.1%	37.9%

The Judson neighborhood has struggled in recent decades.

A majority of the homes immediately surrounding the textile mill were built in conjunction with the mill to house the employees and the average age of the homes in the community is 67 years old. The condition of the original cottages, while intact, are generally in fair to poor condition and in need of clean-up and repairs in order to preserve their historical integrity and significance to the community.

But the investment by GLDTC, ARC and others will continue to foster the growth of the community and strengthen the connection to partners inside the project and just a few

blocks away – such as the Feed & Seed, Community Works, the YMCA Judson Community Center, and Bon Secours/St. Francis Health System – that have identified needs in the community and are working to serve them.

The intersection is on the US 123 corridor, a heavily trafficked road running from the core downtown business district of Greenville to Easley and Clemson in Pickens County, South Carolina.

SCDOT engineers have re-designed the Easley Bridge Road intersection at Jones Street and Westervelt Drive to include turn lanes. Construction plans and permitting is completed through SCDOT. Duke Power has already relocated their lines for the project. The project is shovel ready.

The Judson Mill project has engaged in substantial environmental remediations efforts and is in full compliance with its Voluntary Compliance Cleanup Agreement with the SC Department of Health and Environmental Control. Repurposing historic buildings and redevelopment of urban infill environmentally challenged facilities is the ultimate in green and sustainable redevelopment and leveraging the public sector's investment in infrastructure.

With nearly 400 people living on campus and almost 200,000 square feet of commercial space developed and occupied, the developers of Judson Mill have taken significant steps toward the vision described in the 2011 Judson Community Plan. That document, attached to this application, described the need for economic investment in the neighborhood.

“In Judson, as in many other areas, a combination of factors has contributed to the current economic challenges facing residents,” the report found. “Steps to improve the economy in Judson may include providing incentives **for investment in the area** and **better transportation** access to jobs in other parts of Greenville. Ideally, the cumulative benefits of the action items proposed in this plan will contribute to **a strong economy for Judson and its residents.**” (emphasis added)

3. Strategic Rationale, Page # ____

The Judson Community Gateway project is located on US 123 (Easley Bridge Road) at the intersection at Jones Street/Westervelt Drive in West Greenville. This intersection once accommodated daily traffic from 2,000 shift workers at the Milliken Plant, which closed in 2015. Serving as the central corridor into and out of the City of Greenville, Easley Bridge Road ranks 5th on the GPATS Long Range Plan to address safety and capacity issues.

With a vision to preserve the soul, spirit, and features of the historic mill, the Judson Mill district team has invested more than \$100 million since 2017 with minimal direct public subsidy into the preservation of the former textile mill. The adaptive reuse complies with the Greenville County Comprehensive Plan of urban infill and use.

Given the vast size of the overall development at 800,000 square feet of buildings on 36 acres, this project has had a significant positive impact on the Judson Community as a

whole through creation of jobs, affordable and healthy food options, and parks and recreational opportunities.

Within the Judson Mill development, Feed & Seed, High Spirits Hospitality, Community Works, are owned or led by women. Additionally, Triangle Construction actively recruited and obtained a significant number of subcontractors who are minority and women owned businesses when doing work on the project.

Prior to the development, the site sat vacant and fenced off from the community. Six years in, this project is a bustling mixed-use development including residential, office, retail, entertainment and sports. The Judson Mill's development is revitalizing the Judson Community and providing much-needed jobs and housing affordable to people in the local workforce. The total overall investment on the Judson Mill campus has topped \$100 million and is expected to exceed \$150 million before it is complete.

Traffic has increased significantly in the project, which now has more than 1,000 residents, daily visitors, employees, and construction workers – the number who live, work and play at Judson Mill. The site is anticipated to grow significantly as the two remaining historic structures are converted to additional multi-family residential along with the future development of the remaining parcels on the 36-acre campus.

While the US 123 intersection at Jones Street/Westervelt Drive is signalized, there are no turn lanes from either direction of the four-lane highway. This intersection already presents a heightened safety concern that will only get worse in the coming years given increased traffic from Judson and coming into Greenville from Easley Bridge Road.

Until recently, the South Carolina Department of Transportation had closed Westervelt Drive, preventing motorists from turning off US 123 into the community from either direction. That has now changed, and vehicles are currently turning at the intersection with increased frequency.

The intersection at Jones Street/Westervelt Drive currently sees peak hour morning traffic of 2,226 vehicles and peak hour evening traffic of 2,324 vehicles.

The project is anticipated to have the following measurable impacts on traffic:

- Adding a left turn lane on the mainline of the roadway which is US 123 will have a crash modification factor of 0.67 which can equate to a 33% reduction in crashes for this movement.
- Left turn lane will improve the intersection Level of Service (LOS) from a LOS D to LOS C in the AM peak period and LOS F improved to a LOS E in the PM peak period.
- Left turn lane decreases the overall intersection delay by 26 seconds in the AM peak period and by 309 seconds in the PM peak period.
- The addition of the left turn lane will allow for left turn phasing at the signal if needed to improve safety and capacity.

It is critical to address safety concerns at the main entrance onto the Judson Mill campus at Westervelt Drive with the addition of turn lanes. The vision for Judson Mill transforming this frequently bypassed area of Greenville will not be fully achieved without these improvements.

Since 2017, the developers have been working with SCDOT to achieve the highest benefit/least cost given the constraints of the right-of-way along the corridor utilizing a traffic study and design engineers. Judson Mill District developers have bonded the \$1.425 million project and are assembling a group of state and local partners to share in the costs.

The Judson Community Gateway project is located on US 123 (Easley Bridge Road) at the intersection of Jones Street/Westervelt Drive in West Greenville. Serving as the central corridor into and out of the City of Greenville, Easley Bridge Road ranks 5th on the Greenville-Pickens Area Transportation Study (GPATS) Long Range Plan to address safety and capacity issues.

The completion of projects within the larger Judson Mill site such as the Lofts, the Warehouse, and the Annex has already sparked transformative change in the Judson Mill neighborhood. The Warehouse alone, through a successful New Markets Tax Credit (NMTC) transaction with The Innovate Fund, has generated more than 100 jobs. As a Greenville-based Community Development Entity committed to revitalization, The Innovate Fund is poised to drive future NMTC investment, expediting further redevelopment.

The addition of a turn lane is vital to guarantee safety and accessibility at the site, prerequisites essential to showcasing eligibility for prospective NMTC investment. This enhancement not only ensures compliance but also fosters an ongoing positive influence on the surrounding community.

Furthermore, there are currently more than 1,000 people on Judson Mill's campus every day and we expect that number to nearly triple. As the public becomes more accustomed to visiting Judson Mill due to an array of services and stores with ample parking, we believe that more developers will begin to repurpose old and/or underutilized buildings for the betterment of the community.

[4. Performance Measures, Page # ____](#)

EXPECTED OUTPUTS

Access Road Miles: .21 miles

Businesses Served: 11 - Eleven business are currently located at Judson Mill District in 200,000 square feet of occupied commercial space, with plans for additional tenants with completion of the remaining 250,000 square feet available for rehabilitation of additional historic structures for commercial and residential uses.

The current leased tenants are Blochaven, Feed & Seed, High Spirits Hospitality, HRP Associates, Jud Hub, Judson Mill Loft, Magnetic South Brewery, Mill City Kitchen and Mill City Wine, SeamonWhiteside, Stumpy's Hatchet House, and the Foundry at Judson Mill.

Other nearby businesses impacted by traffic and safety of this intersection include Bon Secours/St. Francis Health System, Metro by T-Mobile, TD's Mart, MM Food Mart & Gas, and M&J's Wings and Plenty.

Communities Served: 1 - The project would serve the larger Judson neighborhood in addition to the Judson Mill District campus.

Households Served: 764 - There are approximately 560 households in the Judson neighborhood, 218 of which include children, according to census records. There are another 204 households living in the Lofts at Judson Mill.

New Visitors: Days – 600 – Approximately 600 people are on campus each day to work or to visit the tenant businesses.

New Visitors: Overnights – 400 - Nearly 400 people live on campus with plans to add an additional 200 units, or roughly another 400 people.

Organizations Served: 6 – Bon Secours/St. Francis Health System, YMCA Judson Community Center, Hollis Academy, Judson Community Association, Christ United Methodist Church and Great Mount Calvary Baptist Church are all partners with Judson Mill District.

Plans/Reports: With nearly 400 people living on campus and almost 200,000 square feet of commercial space developed and occupied, the developers of Judson Mill have taken significant steps toward the vision described in the 2011 Judson Community Plan. That document, attached to this application, described the need for economic investment in the neighborhood.

Students Served: 600 - Approximately 600 students attend grades K through 5 at Hollis Academy, 91.2 percent of whom are considered in poverty by being homeless or a migrant for the current school year or by having received Temporary Assistance for Needy Families, Medicaid or the Supplemental Nutritional Assistance Program at any time during the previous three years.

In addition to Hollis Academy, the YMCA Judson Community Center provides afterschool, pre-school, and Summer Day Camp programming each year to neighborhood children. The YMCA Judson Community Center recently announced a \$500,000 expansion of its facility.

EXPECTED OUTCOMES

Businesses Improved: 11

Communities Improved: 1

Households Improved: 764

Jobs Created: While we believe additional jobs will be created by new businesses that open during the final phases of Judson Mill District, it won't be possible to directly link new jobs to the Judson Community Gateway Project.

That said, Judson Mill District is supporting more than 150 FTE jobs, roughly half of which were created by the Judson Mill project. See attached letter from The Innovate Fund.

Leveraged Private Investment – Judson Mills Ventures LLC has pledged to close any funding gap for the project once all public commitments are secured. It's worth noting

that since purchasing the site in 2017, Belmont Sayre Holdings and Taft Family Ventures along with their financial partners have invested more than \$100 million in preserving the historic Judson Mill and creating offices, co-working space, dining, retail, entertainment, and residential spaces. The ownership of the project has thus far received minimal direct public subsidy.

Measuring Results: As part of the New Market Tax Credit financing received on the second phase of development at Judson Mill, we have accumulated data on job creation, wage, employment, and investment, and will continue to report that information after the construction of the intersection.

5. Collaborative Partnerships, Page # ____

Sitting at the gateway to the Judson Neighborhood, Judson Mill District built partnerships with the existing neighborhood while creating new opportunities.

Those partnerships include **Hollis Academy** elementary school and the **YMCA Judson Community Center**, located just steps from the Judson Mill District, as well as the **Judson Community Association**.

Hollis Academy after-school students use Blochaven's climbing walls. And we are exploring an opportunity for the YMCA to use the swimming pool at the Lofts apartments.

Other partners include **Bon Secours St. Francis Health System** to the east and **Christ United Methodist Church** and **Great Mount Calvary Baptist Church** to the west.

The **Feed & Seed** at Judson Mill, recipient of a \$245,000 ARC grant in 2016/17, works to increase access to nourishing local foods and establish a sustainable food system built on profitable farms and independent markets.

The Jud Hub at Judson Mill, a socially minded innovation co-working space, connects social entrepreneurs, mission-driven community developers and nonprofits to support and lift the Judson Mill neighborhood and broader Greenville community. Tenants at Jud Hub include **Community Works**, **Greenville Connect** and **Upstate Greenways and Trails Alliance**, whose mission is to expand and improve the greenways and trails network of Upstate South Carolina through an alliance of partners.

6. Project Sustainability and Capacity, Page # ____

The South Carolina Department of Transportation will own improvements and provide maintenance for the completed project.

Greenville County will be responsible for project administration tasks, including environmental review, Davis-Bacon Act compliance, procurement management, etc.

The project is currently estimated to cost \$1.425 million. Judson Mill Ventures LLC is assembling a group of state and local partners to share in the costs. The GLDTC recently awarded the project \$382,500 in CTC funds.

In approving the funds, the GLDTC voted 10 to 0 in favor of funding the project as requested. The Technical Review Committee also gave it a most favorable ranking

based solely on the technical merits which include safety, connectivity, traffic volume, accidents and current condition of the roadway.

Judson Mill Ventures LLC, along with federal, state and local partners, are committed to securing the remaining balance of the funds for the project.

SECTION 5: BUDGET INFORMATION AND SUPPORTING MATERIALS

Basic Agency Letter Committing to Administer ARC Funds – NEED THIS

Engineering or Architectural Budget - See below.

Non-ARC Funding Commitments - The GLDTC recently awarded the project \$382,500 in CTC funds. Judson Mill Ventures LLC, along with federal, state and local partners, are committed to securing the remaining balance of the funds for the project.

ARC Match Rate Calculation: 30%

Additional Documentation

- Photos
- Slide Deck
- Judson Community Plan









GREENVILLE LEGISLATIVE DELEGATION
TRANSPORTATION COMMITTEE

301 University Ridge, Suite S-2200
Greenville, South Carolina 29601
Telephone: 864-467-7112

November 7, 2023

MEMBERS

DISTRICT NO. 5, 17 & 19
RICHARD M. DUNCAN

DISTRICT NO. 18 & 20
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DISTRICT NO. 16, 21 & 35
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MEMBER AT LARGE
RUTH SHERLOCK
Chairman

RACHAEL C. BENNETT
Administrative Assistant

Judson Mill Ventures, LLC
Attn: Kenneth Reiter, Belmont Sayre
Via email: kreiter@belmontsayre.com

RE: GLDTC No. 623 – US-123 Turn Lanes at Jones St./Westervelt Dr. Intersection

Dear Mr. Reiter,

On October 26, 2023, the Greenville Legislative Delegation Transportation Committee (GLDTC) met and approved your C-Fund request of \$382,500.00 for turn lanes at the intersection of US-123 with Jones Street and Westervelt Drive.

If you have any questions, please reach out to our office at 864-467-7112.

Sincerely,

Ruth B. Sherlock, Chairman
Greenville Legislative Delegation
Transportation Committee

RBS:rcb

CC: Brandon Wilson, DEA District 3, SCDOT WilsonBE@scdot.org

Creating Community

Stitching together the historic Judson Mill neighborhood

THE HISTORIC
JUDSON MILL
1912 GREENVILLE 2018

A Mill's Rich History

From the textile mill's opening in 1912, Judson Mill served as **more than a workplace.**

Marked by **a deep sense of community and pride**, the mill and surrounding village provided everything workers and their families needed – jobs, home, school and church.

Judson Mill featured community gardens, a streetcar stop, mill-sponsored sports teams, a local radio station, and a company general store.



Frayed at the Seams

Located in what the Appalachian Regional Commission designates a **Competitive Area**, the Judson neighborhood has struggled in recent decades. The New Market Tax Program designates the Judson area as “distressed.”

More than 33 percent of the 1,500 residents in Judson **live in poverty** compared to 14 percent in Greenville City and 11 percent in Greenville County.

The median household income is **just more than \$25,000** compared to \$60,400 in Greenville City and \$65,500 in Greenville County.



J. Silkstone Photography

Ripples of Change

Judson Mill District can't singularly solve issues like poverty or gentrification.

But neither is it about putting up walls and seeing what happens.

It's about **fostering community and connecting with partners** such as the Feed & Seed, Community Works, the YMCA and Bon Secours St. Francis Health System – that have identified needs in the community and are working to serve them.

It's about creating ripples of change.



The Feed & Seed

The Feed & Seed at Judson Mill, recipient of a \$245,000 ARC grant in 2016/17, works to **increase access to nourishing local foods** and establish a sustainable food system built on profitable farms and independent markets.



FEED & SEED
Fresh food for local families
Support for local farmers

The Jud Hub

A socially minded innovation co-working space, the Jud Hub at Judson Mill connects social entrepreneurs, mission-driven community developers and non-profits to support and lift the Judson Mill neighborhood and broader Greenville community.



Nearly \$100M in Investment with Minimal Direct Public Subsidy



Since purchasing the site in 2017, Belmont Sayre Holdings and Taft Family Ventures along with their financial partners have **invested more than \$100 million** in preserving the historic Judson Mill and creating offices, co-working space, dining, retail, entertainment and residential spaces.

The ownership of the project has thus far received minimal direct public subsidy.

Judson Mill District is supporting **more than 150 FTE jobs**, roughly half of which were created by the project.



A Sustainable Approach to Revitalization

While maintaining its vision to preserve the soul, spirit, and features of the historic mill, Judson Mill District utilizes a **sustainable approach in revitalizing** the 36-acre campus.

Today, Judson Mill District is home to **more than 1,000** who live, work and play here every day.



Improving Safety & Access at the Main Entrance



Judson Mill is the **transformational stimulus** that is already boldly at work in the Judson neighborhood.

But it is **critical to address safety** concerns at the main entrance onto the Judson Mill campus at Westvelt and US 123 with the addition of turn lanes.

The vision for Judson Mill transforming this frequently bypassed area of Greenville **will not be fully achieved without these improvements.**

Improving Safety and Reducing Delays

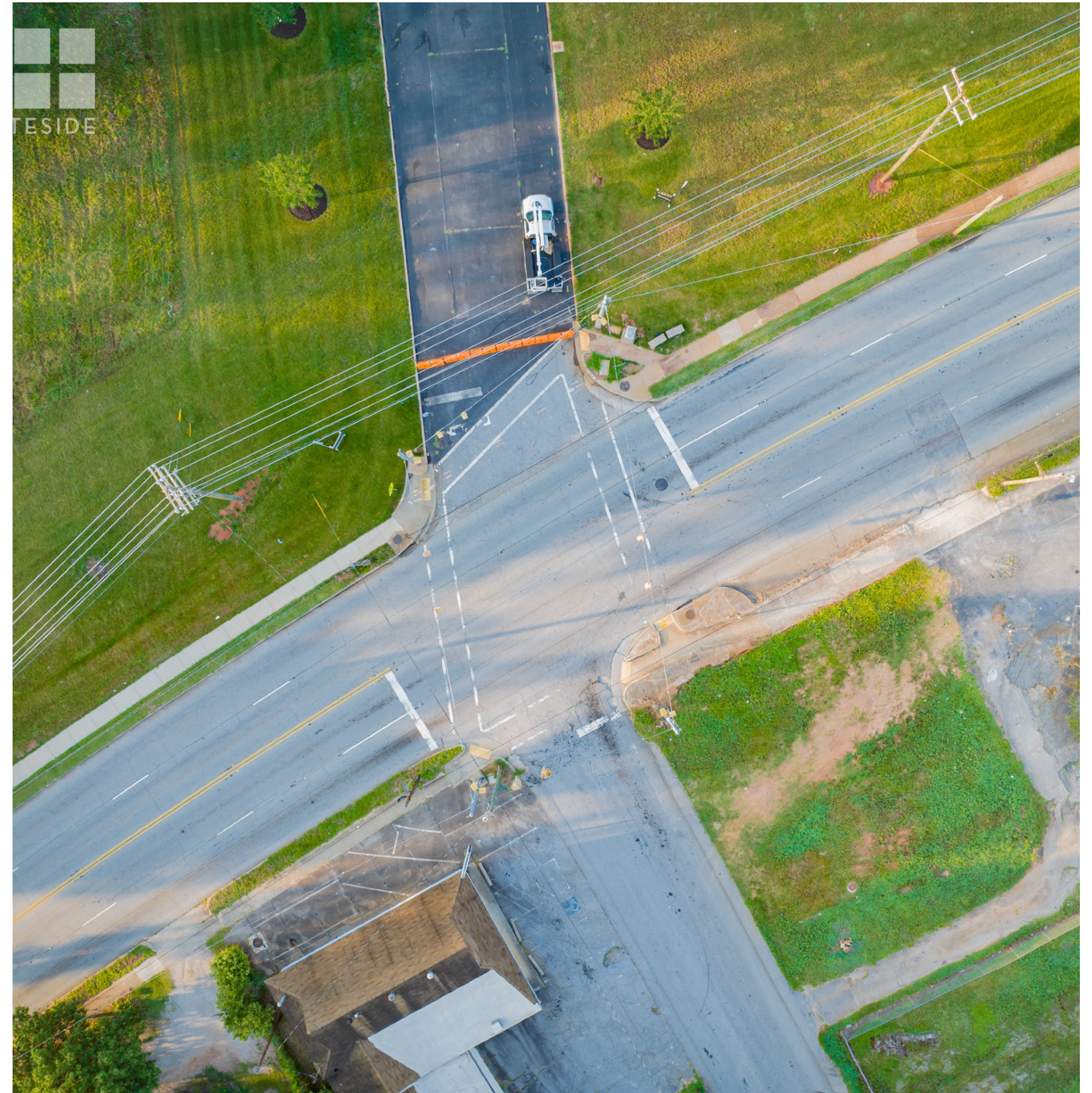
Addressing critical needs at the intersection offers two principal benefits:

Crash Modification Factor

By adding a left turn lane on the major road at a traffic signal, injury and fatal crashes and rear end crashes will be reduced.

Reducing Delays on a Vital Corridor Into and Out of the City of Greenville

With the addition of left turn lanes on the major roadway, level of service will improve with reduced delays for the US 123 corridor.



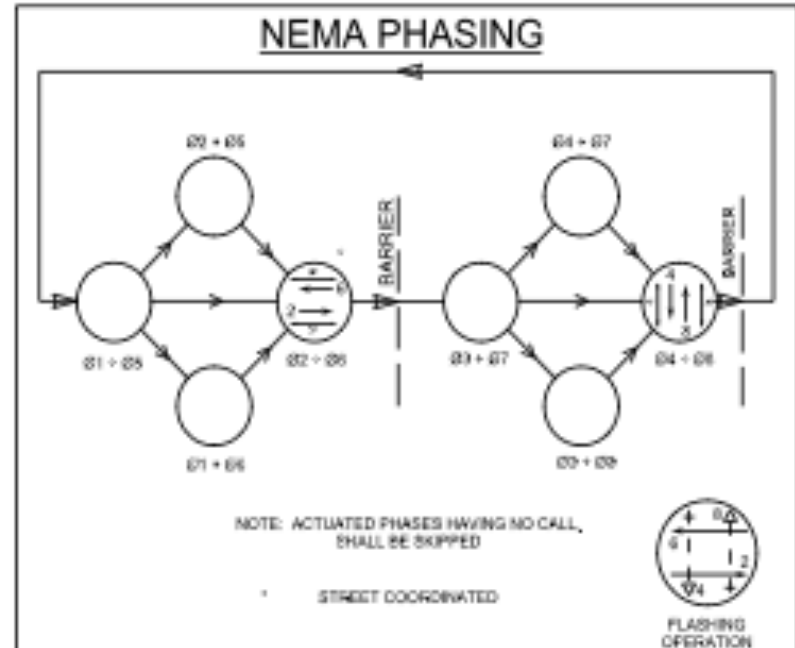
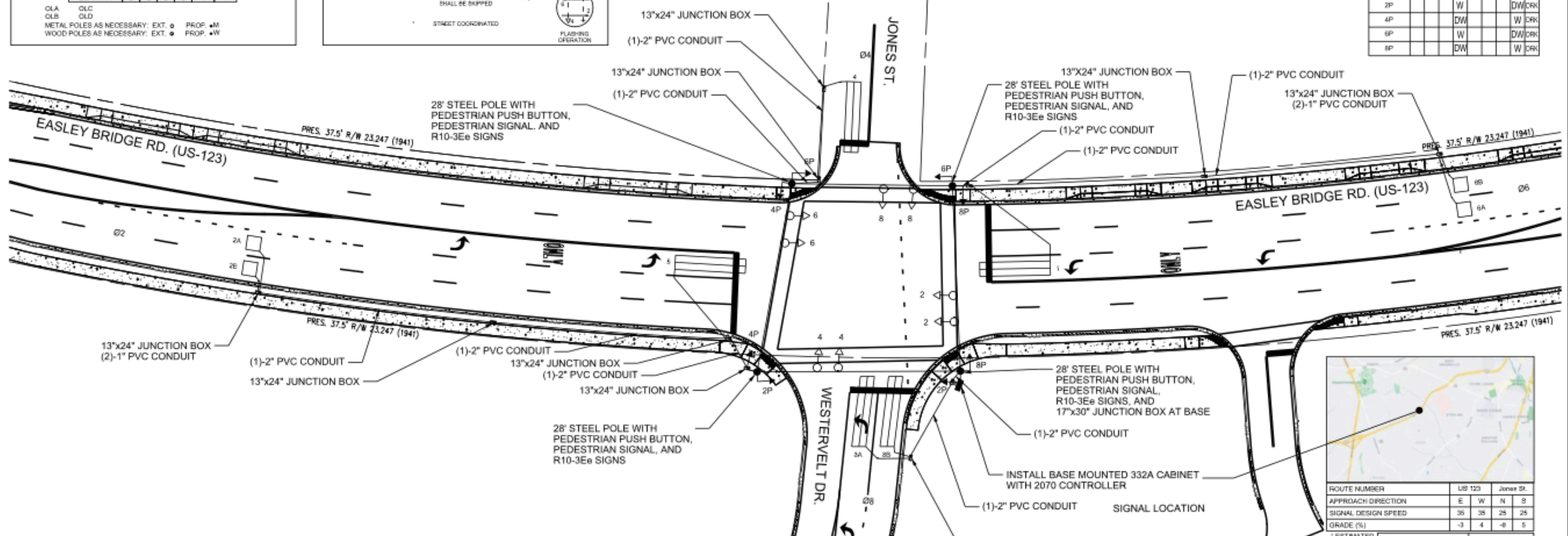


TABLE OF OPERATION

SIGNAL HEAD NUMBER	PHASE IN OPERATION							
	01	02	03	04	05	06	07	08
1,2F								
2			G				R	Y
2,3 CON								
3,4F								
4			R				G	R
5,6F								
6			G				R	Y
7,8F								
8			R				G	R
2P			W				DW	CRK
4P			DW				W	CRK
6P			W				DW	CRK
8P			DW				W	CRK



ROUTE NUMBER	US 123	Jones St.		
APPROACH DIRECTION	E	W	N	S
SIGNAL DESIGN SPEED	35	35	25	25
GRADE (%)	-3	4	-8	5

* ESTIMATED FILE # _____ SHEET # _____

SIGNAL TIMINGS

INTERVAL	PHASE							
	1	2	3	4	5	6	7	8
WALK		7		7		7		7
DON'T WALK		23		20		23		20
MIN INITIAL		15		4		15		4
MAX INITIAL		24				24		
ADD/VEH								
VEH EXT		3		3		3		3
TIM BFR REDUC								
TIME TO REDUC								
MIN GAP		2.5				2.5		
MAX LIMIT		55		20		55		20
MAXIMUM 2								
YELLOW		3.8		3.5		3.8		3.5
RED CLEAR		1.5		2.7		1.5		2.7

LOOP DETECTOR INSTALLATION CHART

PHASE	DETECTOR LOOP LTRM	AMP NO.	CHAN NO.	WIRED TO			OPERATION	SPECIAL FEATURES	LOOP DESIGN		
				PHASE(S)	X LOCK	X NONLOCK			SIZE	NO OF TURNS	DIST. FROM S
2A				2	x		x		6X30	4	200
2B				2	x		x		6X30	4	200
4				4	x	x	x	10	6X30	2-4-2	-5
6A				6	x		x		6X30	4	200
6B				6	x		x		6X30	4	200
8A				8	x	x	x		6X30	2-4-2	-5
8B				8	x	x	x	10	6X30	2-4-2	-5
1								Future Use	6X30	2-4-2	-5
5								Future Use	6X30	2-4-2	-5

DATE	REVISIONS	SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION ENGINEERING DIVISION COLUMBIA, SC		
SUBJECT TITLE			TRAFFIC SIGNAL PLAN	
SPECIFIC LOCATION			US-123 (EASLEY BRIDGE RD) @ JONES STREET	
DESIGNED		CITY	COUNTY	Greenville
DRAWN		APPROVED BY		
CHECKED		Permit		
REVIEWED		DISTRICT ENGINEERING ADMINISTRATOR		
RECOMMENDED		SCALE	DATE	SHEET NO.
		1" = 50'	11/16/2020	1 OF 1

The US 123 corridor (Easley Bridge Road) currently ranks 5th on the GPATS Long Range Plan to solve safety and capacity issues.



White Horse Road

Hollis Elementary

Judson YMCA

Judson Mill District

Bon Secours

To Easley

Life Restoration Center

City View

Upcountry History Museum

Unity Park

Shoeless Joe Jackson Memorial Park

St Francis Downtown

Bloch Haven

Cci Greenville Church - Hispanic/American...

Reconcile Community Church

Iglesia Bautista Fundamental Berea

Welcome Park

Tabernacle Baptist Church

Hollis Elementary, YMCA Judson Community Center, Christ United Methodist and Greater Mount Calvary Baptist are all accessible through this corridor, not to mention Bon Secours St. Francis Health System's main campus nearby.



Bon Secours

Hollis Elementary

Judson Mill District

Judson YMCA



Christ United Methodist

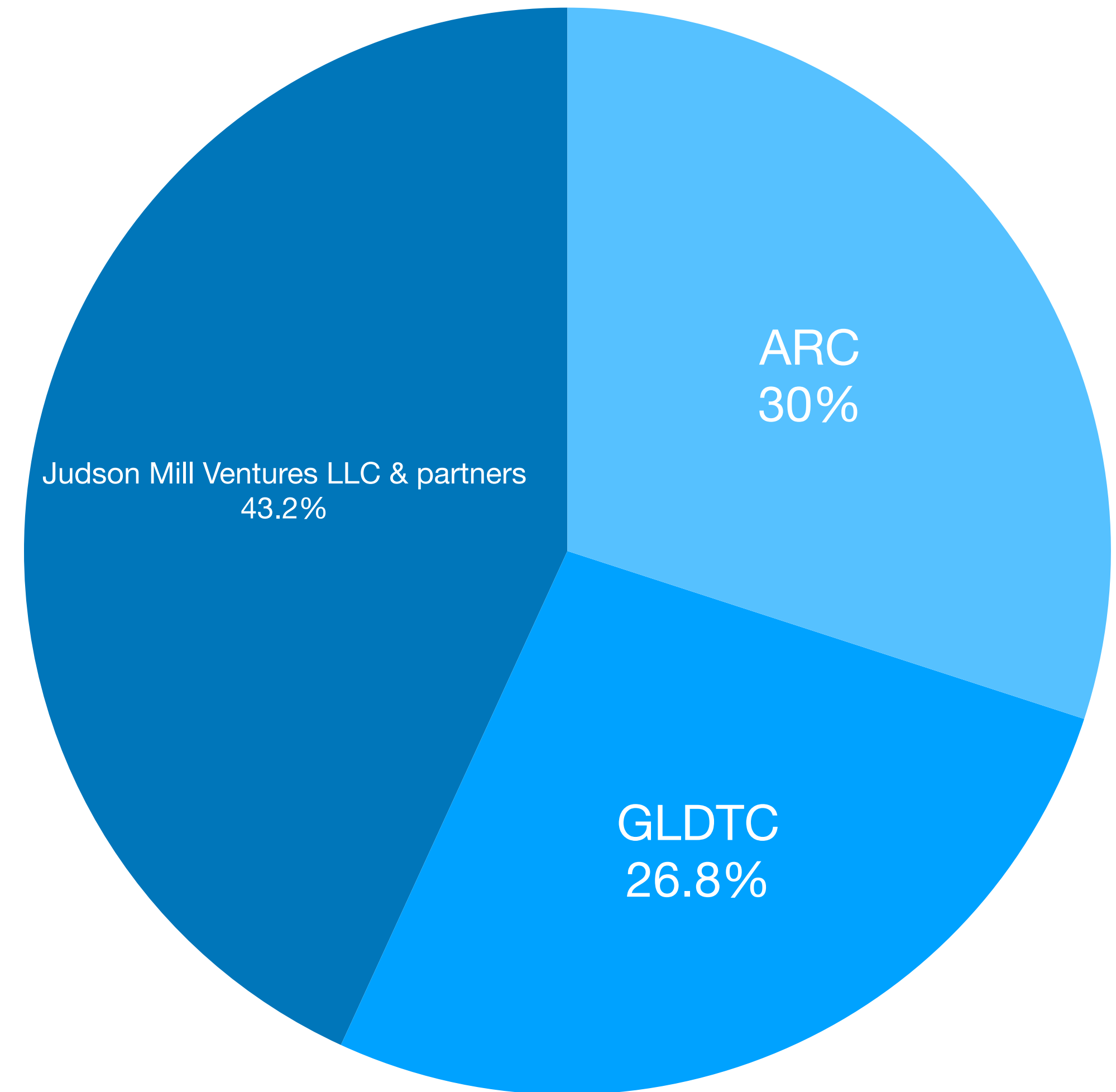


Greater Mt. Calvary Baptist

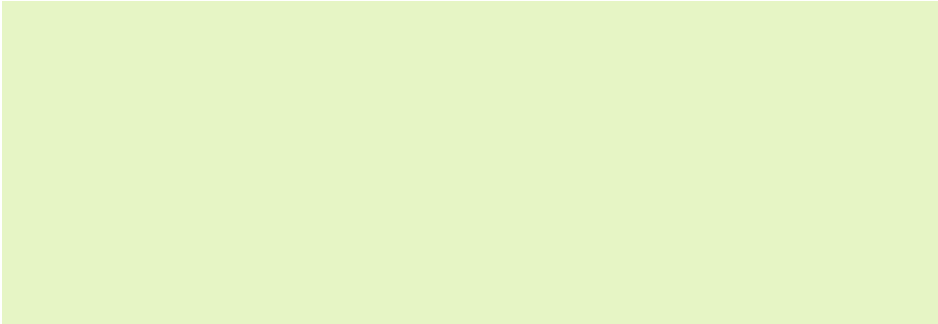
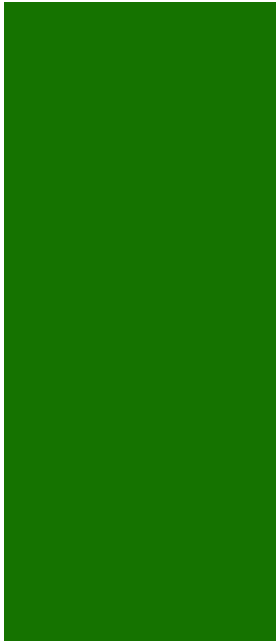


Funding the \$1.425 Million Estimated Cost for Improvements

- Appalachian Regional Commission - \$427,500 (30%)
- GLDTC - \$382,500 (26.8%)
- Judson Mill Ventures LLC & partners - \$615,000 (43.2%)



GREENVILLE COUNTY PLANNING DEPARTMENT



judson community plan

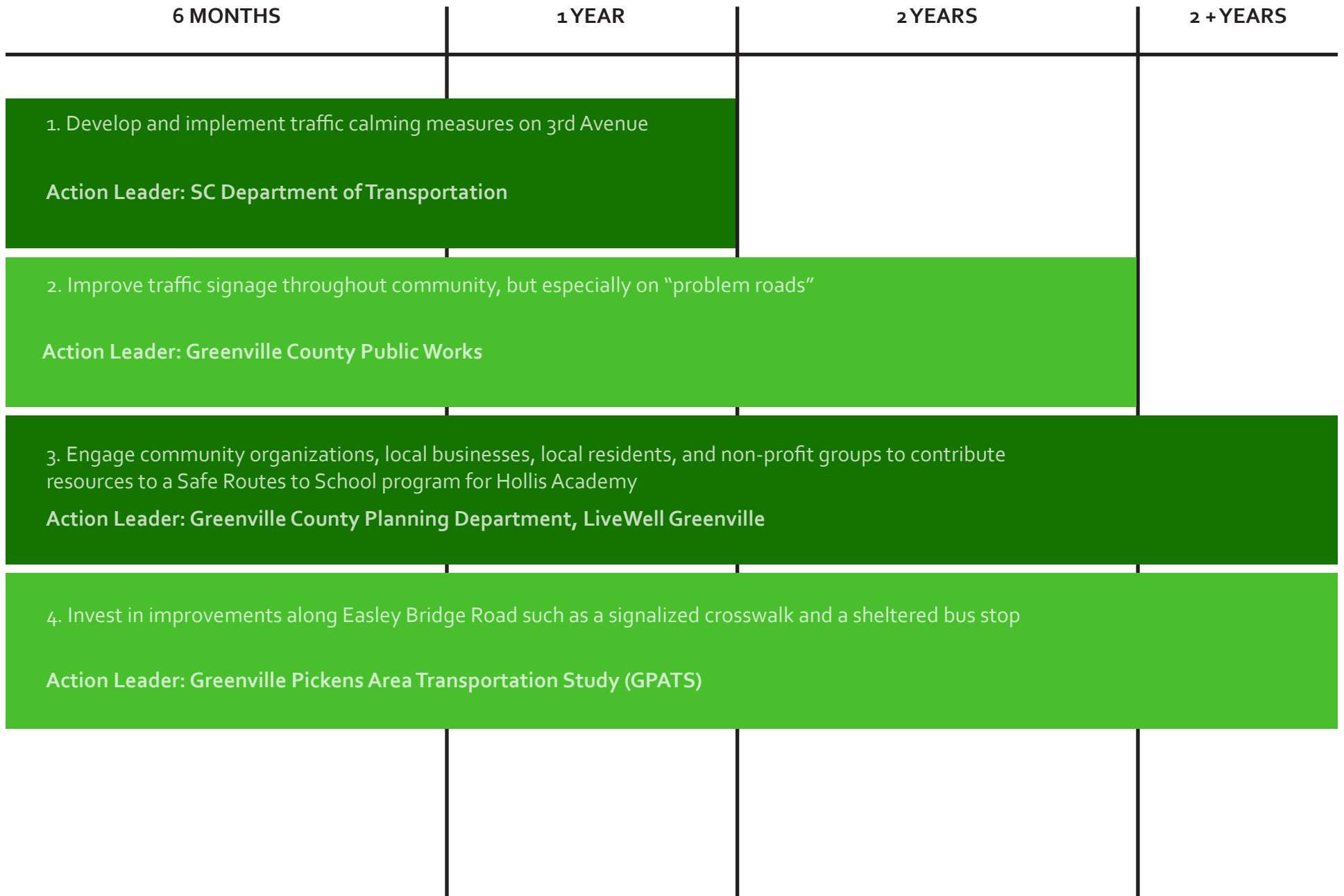
TRANSPORTATION / INFRASTRUCTURE ACTION PLAN

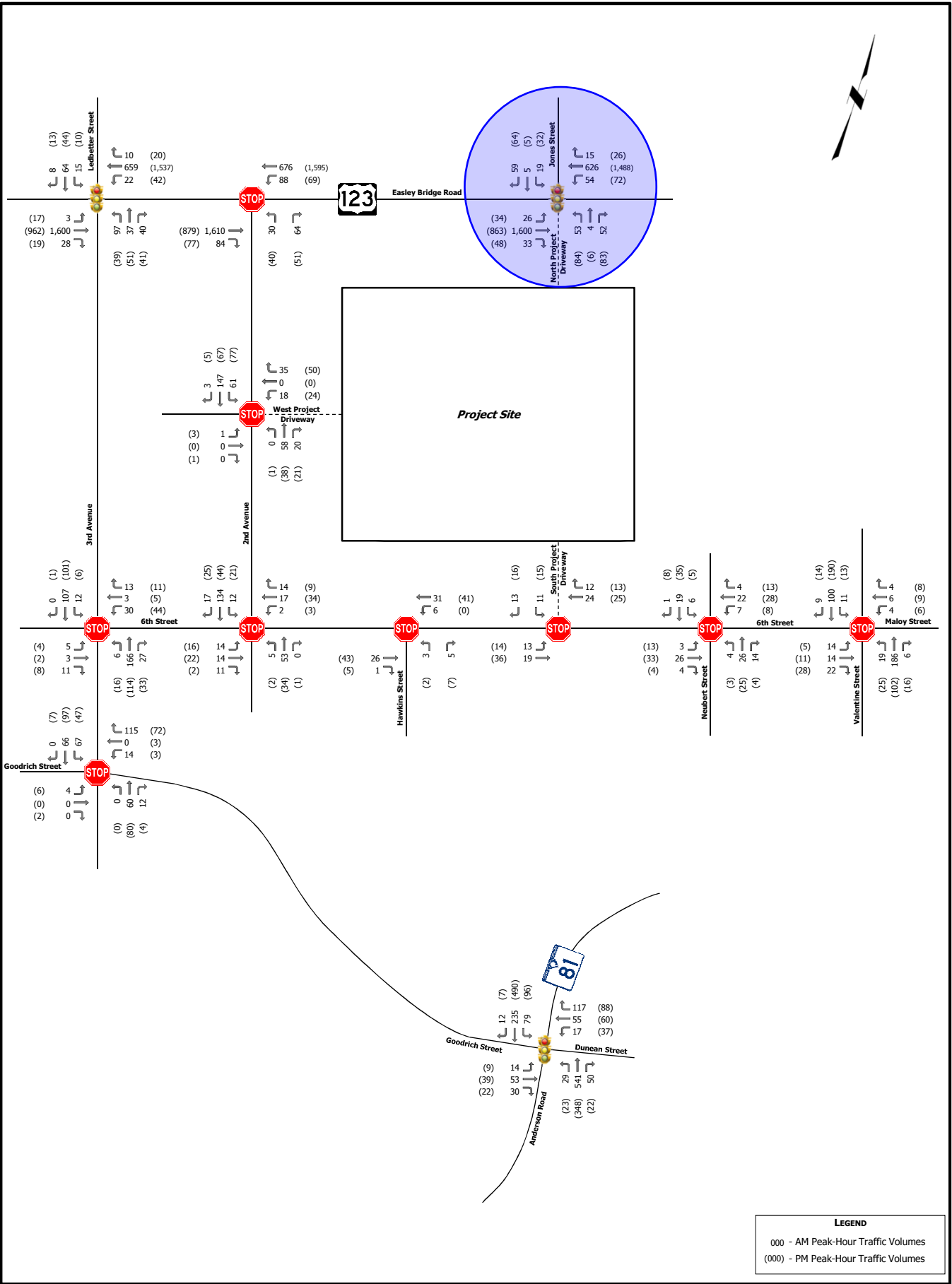
Partners...

Clemson University
Community Organizations
Community Residents
Elected Officials
GPATS
Greater Greenville Sanitation
Greenlink
Greenville County Planning Department
Greenville County Public Works Department
Greenville County Recreation District
Greenville County Redevelopment Authority
Hollis Academy
Keep Greenville County Beautiful
Local Churches
Parker Fire and Sewer District
SC Department of Transportation

GOAL: Increase transportation opportunities and create a more pedestrian friendly community by increasing the number and quality of sidewalks, bus stops, and by making other road improvements while working towards implementing a Safe Routes to School program for Hollis Academy

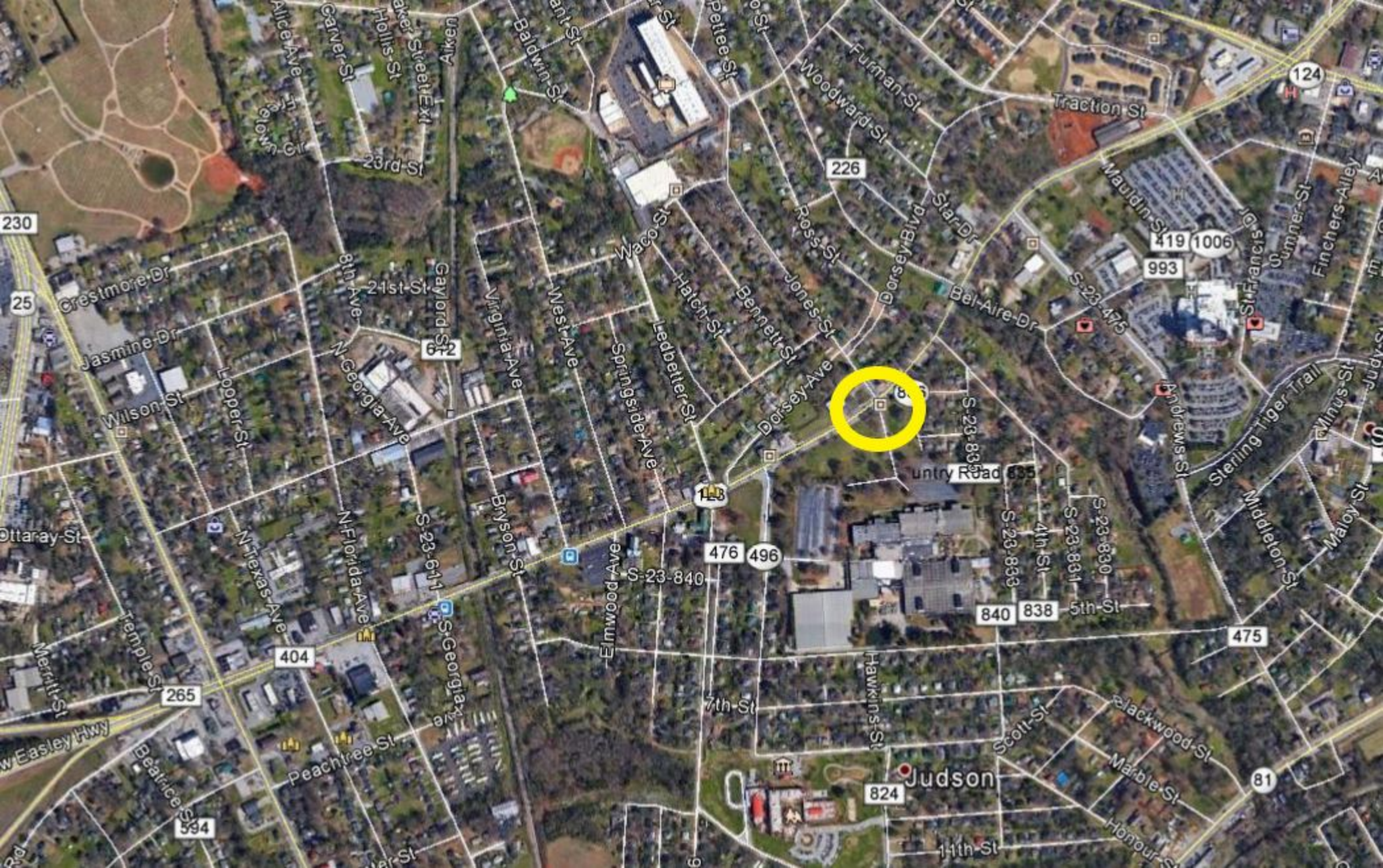
TRANSPORTATION / INFRASTRUCTURE ACTION TIMELINE





Corridor Project Scoring

ID	Road	From	To	Type	Length	Env Score	Truck Score	Econ Dev Score	Priority Network Score	Base Congestion Score	Future Congestion Score	Safety	Financial Score	Pavement Quality	Alt. Transp.	Consistency	Raw Score	Weighted Score	Rank
37	Garlington Rd	SC-146	Roper Mountain Rd	Widening	1.32	5	10	10	10	7	10	5	10	1	TRUE	Yes	68	8.53	1
94	US 29/Mills Ave	Augusta St	Stevens St	Corridor Improvements	1.01	10	7	5	10	7	10	10	10	5	TRUE	Yes	74	8.45	2
11	Grove Rd	US 25	W. Faris Rd	Widening	1.31	5	10	10	10	5	7	10	10	10	TRUE	Yes	77	8.45	3
100	Laurens Rd	I-85	Innovation Dr	Corridor Improvements	1.26	10	10	10	10	5	7	10	10	5	TRUE	Yes	77	8.4	4
118	Academy St/US 123	Pendleton St	Washington Ave	Corridor Improvements	1.39	10	7	10	10	5	7	10	10	10	TRUE	Yes	79	8.25	5
92	Wade Hampton Blvd	Pine Knoll Dr	Reid School Rd	Access Management	4.18	5	5	10	10	5	7	10	10	10		Yes	72	7.95	6
10	Woodruff Rd	Miller Rd	Smith Hines Rd	Widening	0.60	5	10	5	10	10	0	10	10	5	TRUE	Yes	65	7.75	7
88	SC 357/Arlington Rd	Study area boundary	E Wade Hampton Blvd	Widening	4.16	1	5	5	10	10	10	3	5	5		Yes	54	7.72	8
20	Bridges Rd	E Butler Rd	Holland Rd	Widening	0.71	10	7	5	10	5	10	5	10	5		Yes	67	7.55	9
91	N Pleasantburg Dr/Pine Knoll Dr	I-385	Wade Hampton Blvd	Corridor Improvements	1.54	10	5	5	10	5	7	5	10	10	TRUE	Yes	72	7.55	10
43	Pine Knoll	Wade Hampton Blvd	Rutherford Rd	General Improvements	1.31	10	7	5	10	5	7	10	10	1	TRUE	Yes	65	7.48	11
22	US 123	Jasper St	Powdersville Rd	Widening	2.63	10	7	5	10	5	10	3	5	10	TRUE	Yes	65	7.25	12
98	White Horse Rd	US 123	Augusta Rd	Access Management	5.95	5	10	5	10	3	5	10	10	10	TRUE	Yes	68	7.25	13
41	Anderson Rd	SC-153	White Horse Road	Widening	3.00	5	5	10	10	3	7	10	5	5	TRUE	Yes	60	7.15	14
107	White Horse Rd	Broadway Dr	Pendleton Rd	Corridor improvements	1.01	5	5	10	10	3	5	10	10	5	TRUE	Yes	63	7.1	15
99	N Pleasantburg Dr	Poinsett Hwy	Rutherford Rd	Access Management	2.10	5	7	5	10	3	5	10	10	10	TRUE	Yes	65	6.95	16
109	US 276 (N Main St)	Knollwood Dr	Owens Ln	Access Management	0.89	10	10	5	10	3	5	7	10	5	TRUE	Yes	65	6.9	17
42	SC-86	Sc 81	Piedmont Hwy	General Improvements	6.19	1	10	5	10	3	7	5	10	5	TRUE	Yes	56	6.82	18
72	Black Snake/Adger/135	Liberty Dr	SC 8	General Improvements	2.54	5	10	5	10	5	7	5	10	0	TRUE	Yes	53	6.75	19
95	Cedar Lane/Pete Hollis Blvd	W Parker Rd	Buncombe St	Road Diet	3.75	10	5	5	10	3	5	10	10	5	TRUE	Yes	63	6.7	20
128	I-385	Laurens Rd (US 276)	Roper Mountain Rd (S-548)	General Improvements	4.58	5	10	10	10	5	3	1	10	1		Yes	55	6.68	21
121	US-123	Rock Springs Rd/Prince Perry	Washington Ave	Corridor Improvements	6.30	1	5	5	10	3	7	7	10	5		Yes	53	6.52	22
114	Main St	Clayton St	US 76	Corridor Improvements	4.68	5	10	5	10	3	5	7	5	1	TRUE	Yes	51	6.43	23
40	SC-418	Durbin Rd	I-385	Widening	1.88	10	7	5	10	3	5	3	10	10	TRUE	Yes	63	6.35	24
59	Fork Shoals Rd	Ashmore Bridge Rd	W Georgia Rd	Widening	3.87	10	7	10	10	1	5	5	5	5		Yes	58	6.25	25
58	SE Main St	W Fernwood Dr	Fairview Rd	Widening	0.68	10	5	10	10	1	3	7	10	1	TRUE	Yes	57	6.08	26
124	SC-101	SC-290	SC-296	Corridor Improvements	8.45	1	10	5	10	3	5	5	5	5	TRUE	Yes	47	6.07	27
97	W Faris Rd	Augusta Rd	Grove Rd	Corridor Improvements	1.52	5	10	5	1	5	10	10	10	5	TRUE	Yes	61	6	28
90	Old Spartanburg Rd/Enoree Rd	Brushy Creek Rd	S Batesville Rd	Corridor improvements	1.67	10	5	10	1	5	10	10	10	0	TRUE	Yes	61	5.95	29
89	Haywood Rd	Pelham Rd	E North St	Access Management	1.19	10	7	5	1	7	10	7	10	5	TRUE	Yes	62	5.9	30
51	Edwards Rd	Wade Hampton Blvd	Howell Rd	Widening	1.97	5	7	5	10	1	5	5	10	5	TRUE	Yes	53	5.9	31
112	US-123	College Ave	US 76	Corridor Improvements	0.40	10	10	5	10	0	0	10	10	5	TRUE	Yes	60	5.85	32
23	Beattie/College Corridor	N Academy St	Church St	Road Diet	0.39	5	3	5	10	3	1	10	10	5	TRUE	Yes	52	5.8	33
102	Stone Ave	Rutherford St	N Church St	Corridor Improvements	1.06	10	10	5	1	5	7	10	10	10	TRUE	Yes	68	5.8	34
105	US-25	N study area	Tigerville Rd	Modernization	4.75	5	7	10	10	1	1	3	10	10		Yes	57	5.75	35



Country Road 635

Judson

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Gaylord St

8th Ave

N Georgia Ave

N Florida Ave

S-23-611

S Georgia Ave

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515th St



House of Representatives

State of South Carolina

Bruce W. Bannister

District No. 24 - Greenville County
P. O. Box 11867
525 Blatt Building
Columbia, SC 29211
Tel. (803) 212-6944

P. O. Box 1828
24 Cleveland Street
Greenville, SC 29602

Tel. (864) 735-7748

Committee:

December 12, 2023

Ways and Means, Chairman

Ms. Gayle Conelly Manchin, Federal Co-Chair
Appalachian Regional Commission
1666 Connecticut Ave NW, Suite 700
Washington, DC 20009

Dear Ms. Manchin:

I am writing to engage the committee in support of improvements to address the safety of the intersection at Jones Street/Westervelt Drive, which serves as a gateway to the Judson community. This neighborhood is home to the YMCA Judson Community Center, Hollis Elementary, Bon Secours St. Francis Health system and several churches that service our residents.

Without turn lanes, this intersection poses great safety risks that will only continue to worsen as traffic increases along the corridor. The roadway ranks 5th in the GPATs long-range plan to address safety and capacity issues.

Judson Mill Ventures LLC and its partners have invested more than \$100 million in the adaptive reuse development of Judson Mill since 2017 with minimal direct public subsidy. Traffic has increased significantly as the development now sees more than 1,000 residents, daily visitors, employees, and construction workers.

I strongly support the applicant's funding request for this noteworthy project. They have a track record of accomplishing what they've set out to do during the past six years and demonstrated their commitment to the intersection project by obtaining design plans, permitting, completing utility relocation, and receiving \$382,500.00 in CTC funding approved by the Greenville Legislative Delegation Transportation Committee (GLDTC) to help construct turn lanes at the intersection of US-123 with Jones Street and Westervelt Drive.

Please give full consideration to funding this vital safety and improvement project.

Yours very truly,

A handwritten signature in blue ink, appearing to read "B. Bannister".

Bruce W. Bannister, Chairman
Ways and Means Committee



The County of Greenville

South Carolina

H. G. (Butch) Kirven, Jr., District 27

*Council Chairman Pro-Tem
Finance Committee Chairman*

bkirven@greenvillecounty.org

[\(864\) 228-9300](tel:(864)228-9300)

January 8, 2024

Ms. Gail Conelly Manchin
Federal Co-Chair
Appalachian Regional Commission
1666 Connecticut Avenue NW, Suite 700
Washington, SC 20009

Re: Greenville County, SC's support for the Judson Mill Gateway Project

Dear Gayle,

We are very excited about this project which will repurpose an historic old textile mill property as the catalyst for redevelopment and revitalization of the historic west side of Greenville.

More than \$100 million has already been invested in this project to date, with additional historic structures currently being renovated and brought into productive use. Along with the Feed & Seed that works to maintain a sustainable food system with local farmers, the Jud Hub is a wonderful community asset with community focused tenants, including Upstate Greenways and Trails Alliance, Greenville Connects, and Community Works. These are tremendous additions to a previously blighted community, and this project will help continue to revitalize the community.

As part of this project, Judson Mill Ventures LLC will improve the intersection of US 123 (Easley Bridge Road) and Jones Street/Westervelt Drive. This intersection is signalized; however, it does not have turn lanes, which is a huge safety concern. As this area continues to grow and redevelop, more traffic will be using this area and crashes will increase. This is a matter of urgency, as without funding, this intersection will likely not receive additional recourse.

On October 26, 2023, the Greenville County Legislative Delegation Transportation Committee (GLDTC) approved \$382,500 in CTC funding supporting construction of new turn lanes at this intersection. There is an opportunity now to combine ARC funds with a match of CF-Funds to greatly improve this chances of actualizing these safety improvements with your support.

County Square, Greenville, SC 29601

www.greenvillecounty.org

Ms. Gayle Conelly Manchin, page 2,

The community, county and GCLTC believe this to be a noteworthy project suitable for consideration by the Committee. They have demonstrated their commitment by obtaining design plans, permitting and completing utility relocations. We ask that you please consider funding this safety project. With this commitment to producing better infrastructure needs, we ask for your support in consideration of new proposals regarding the infrastructure surrounding the Judson Mill Project and its local communities.

Very sincerely yours,

A handwritten signature in black ink, appearing to read "H. G. Kirven, Jr.", written in a cursive style.

H. G. (Butch) Kirven, Jr.
Chairman, Pro-tem
Greenville County Council



CHRIST UNITED METHODIST CHURCH
901 EASLEY BRIDGE ROAD
GREENVILLE, SC 29611

Ms. Gayle Conelly Manchin
Federal Co-Chair
Appalachian Regional Commission
1666 Connecticut Ave NW, Suite 700
Washington, DC 20009

Dear Gayle,

As pastor of Christ United Methodist Church, I have been closely tied to the community of the Judson neighborhood. Located just west of the Judson Mill District at 901 Easley Bridge Road, our congregation and neighborhood residents are at increased safety risk presented by US 123.

Any changes to the turn lanes at the intersection of US-123 to address the safety issues would be welcomed by our community.

Over the years, Christ United Methodist Church has developed a strong relationship with the developers of the Judson Mill District, and we are appreciative of their work to restore the fabric of this historic community. We are grateful for the work that Judson Mill is pioneering to contribute to a sustainable and vibrant community offering.

We strongly encourage and support any further developments to improve this intersection, which serves as a vital gateway to the Judson community.

Thank you,

Pastor Larry G. Smith



GREENVILLE LEGISLATIVE DELEGATION
TRANSPORTATION COMMITTEE

301 University Ridge, Suite S-2200
Greenville, South Carolina 29601
Telephone: 864-467-7112

November 7, 2023

MEMBERS

DISTRICT NO. 5, 17 & 19
RICHARD M. DUNCAN

DISTRICT NO. 18 & 20
ZAC DAVIS

DISTRICT NO. 16, 21 & 35
RON JOHNSON

DISTRICT NO. 22 & 24
SAM B. WHITE
Vice Chairman

DISTRICT NO. 23 & 25
FURMAN JACKSON

DISTRICT NO. 7, 10, 27 & 28
LYNN BALLARD

MEMBER AT LARGE
MCNEIL EPPS

MEMBER AT LARGE
PAUL H. HUGHES

MEMBER AT LARGE
TODD ACHBERGER

MEMBER AT LARGE
RUTH SHERLOCK
Chairman

RACHAEL C. BENNETT
Administrative Assistant

Judson Mill Ventures, LLC
Attn: Kenneth Reiter, Belmont Sayre
Via email: kreiter@belmontsayre.com

RE: GLDTC No. 623 – US-123 Turn Lanes at Jones St./Westervelt Dr. Intersection

Dear Mr. Reiter,

On October 26, 2023, the Greenville Legislative Delegation Transportation Committee (GLDTC) met and approved your C-Fund request of \$382,500.00 for turn lanes at the intersection of US-123 with Jones Street and Westervelt Drive.

If you have any questions, please reach out to our office at 864-467-7112.

Sincerely,

Ruth B. Sherlock, Chairman
Greenville Legislative Delegation
Transportation Committee

RBS:rcb

CC: Brandon Wilson, DEA District 3, SCDOT WilsonBE@scdot.org

CoTransCo

2123 Old Spartanburg Road, Suite 334
Greer, SC 29650

864.228.3511
Fax 864.349.1515

Ms. Gayle Conelly Manchin
Federal Co-Chair
Appalachian Regional Commission
1666 Connecticut Ave NW, Suite 700
Washington, DC 20009

February 07, 2024

Dear Gayle,

On October 26, 2023, the Greenville Legislative Delegation Transportation Committee (GLDTC) met and approved Judson Mill Ventures, LLC's C-Fund request of \$382,500.00 for turn lanes at the intersection of US-123 with Jones Street and Westervelt Drive. This area serves as a vital gateway to the Judson and greater Greenville community.

This Judson Mill District project has demonstrated its commitment to revitalizing this historic mill, which serves as a catalyst for the redevelopment of West Greenville. As a part of this project, Judson Mill Ventures LLC will improve the intersection of US 123 (Easley Bridge Road) and Jones Street/Westervelt Drive.

The GLDTC voted 10 to 0 in favor of funding the project as requested. The Technical Review Committee also gave it a most favorable ranking based solely on the technical merits which include safety, connectivity, traffic volume, accidents and current condition of the roadway.

Sincerely,



Greenville Legislative Delegation
Transportation Committee Program Manager

Jeff Hilderbran, CoTransCo President & CEO

Ms. Gayle Conelly Manchin
Federal Co-Chair
Appalachian Regional Commission
1666 Connecticut Ave NW, Suite 700
Washington, DC 20009

Dear Gayle,

Greenville Connects has been focused on expanding transit services to connect all communities that call Greenville home. Since 2019, we have worked to make a variety of transportation opportunities available to support local economic development, workforce mobility, equitable access to opportunity, improved quality of life and access to numerous neighborhoods and amenities along the way.

Safe service to each of our corridors has always been a top priority. Additional improvements to infrastructure help us support customers and small businesses via the increased accessibility of newly constructed spaces. However, with the influx of residential and business traffic to-and-from a growing downtown, strain, and hazard on US123 corridor (Easley Bridge Road) have increased tremendously. Lack of infrastructure at the intersection of Jones Street/Westervelt Drive makes this interchange an especially dangerous intersection, while remaining a vital connection between communities.

According to a Greenville-Pickens Area Transportation Study (GPATS), the US123 corridor ranks in the top 5 issues requiring addressal in the GPATS long-term plan to address safety and capacity concerns in the area. As more than 1,000 residents, daily visitors, employees, and construction workers frequent the Judson Mills development, traffic will continue to worsen and put additional stress on the lack of turn lanes and infrastructure limiting sustainable growth.

The Judson Community Gateway Project is looking to secure funding to ameliorate the infrastructure situation at the intersection of Jones Street/Westervelt Drive and continue Judson Mills' mission to preserve and innovate the history and culture of a vibrant community. Since 2017, Judson Mill Ventures LLC and its partners have invested more than \$100 million in adaptive reuse development of Judson Mill without public subsidy. Judson Mill has a long-standing track record of accomplishing their mission and demonstrating continued commitment to the intersection project in service of their community through the securing of design plans, permits and necessary utility relocation.

I strongly support the efforts being made to improve safety at this vital corridor, and urge full consideration of funding for this this project.

Sincerely,



Erin Predmore, CFRE, MEd

Executive Director of Greenville Connects

DATE: November 29, 2023

RE: The Innovate Fund's Impactful \$16.5MM NMTCs Investment in "The Warehouse" Redevelopment

FROM: Emma Wyatt, TIF Program Manager

TO: Appalachian Regional Commission

I am writing to share the remarkable success story of The Innovate Fund's New Markets Tax Credits (NMTC) investment of \$16.5 million in the Judson Mill "Warehouse" redevelopment project, a transformative initiative that has significantly impacted the Judson community. The Innovate Fund's commitment to community development and job creation was demonstrated through this substantial investment made in September 2020.

During the construction phase alone, we were pleased to witness the creation of 100 construction jobs, providing employment opportunities and contributing to the local economy. Following the completion of the project, 76 full-time employees were hired by various tenants on the site, representing a substantial addition to the workforce in the area. Furthermore, an additional 98 full-time equivalent hours were worked by part-time employees on-site, reflecting the diverse employment opportunities generated by the redevelopment.

One of the most noteworthy achievements is that the project has exceeded expectations in job creation. At the time of the NMTC closing, we anticipated the creation of a certain number of jobs, but we are thrilled to report that an additional 152 jobs have been created, surpassing our initial projections.

The history of the Judson Mill adds a unique dimension to this project. Initially purchased in 2017 by a joint venture between Taft Family Ventures and Belmont Sayre Holdings, the mill's redevelopment was envisioned as a catalyst for positive change in the Judson community. The Innovate Fund's investment played a pivotal role in turning this vision into reality. The Judson Mill project is not just about job creation; it is about fostering a sustainable and inclusive community. With a focus on Quality Jobs and Accessible Jobs, the project supports 274 FTE jobs, 64% of which are classified as Quality Jobs, and 58% are Accessible Jobs, specifically benefiting individuals with a high school diploma or less. In an Appalachian Regional Commission (ARC) Distressed Area with a poverty rate of 44.2%, these employment opportunities are crucial for economic empowerment.

The Innovate Fund is proud to be a part of such a impactful project that goes beyond traditional development. We remain committed to creating lasting positive changes in distressed communities and look forward to the continued success of the Judson Mill redevelopment project. Thank you for your ongoing support and collaboration. If you have any questions or require further information, please feel free to contact me directly.

Sincerely,



Emma Wyatt

The Innovate Fund

Program Manager

emma@theinnovatefund.com



Greater Mount Calvary Baptist Church

1007 Easley Bridge Road
Greenville, South Carolina 29611-5119

Church Phone (864) 295-5972

Windell Rodgers
Pastor

Bobby Owens
Chairman, Deacons

Angelia McClanahan
Clerk

December 14, 2023

Ms. Gayle Conelly Manchin
Federal Cop-Chair
Appalachian Regional Commission
1666 Connecticut Ave NW, Suite 700
Washington, DC 20009

Dear Gayle,

My name is Windell Rodgers, and I am proud to serve as the pastor of the Greater Mount Calvary Baptist Church at 1007 Easley Bridge Road, Greenville, South Carolina, west of the Judson Mill District. I am writing to express my concerns regarding the US 123 road and intersection which poses safety risks to the members of our congregation who reside in this and surrounding neighborhoods. We welcome any work done to address and improve the intersection at Judson Street/Westervelt Drive, which acts as a gateway to our Judson community.

Our congregation has developed a strong relationship with the developers of the Judson Mill District and appreciate the work they are doing to restore the fabric of the Judson community. We strongly support improvements to the intersection at Jones Street/Westervelt Drive, which is an essential gateway to the Judson community.

Thank/you,
Windell Rodgers
Pastor

ROSS TURNER
SENATOR, GREENVILLE COUNTY
SENATORIAL DISTRICT 8

HOME ADDRESS:
POST OFFICE BOX 16703
GREENVILLE, SC 29606
(864) 288-9513



COMMITTEES:
BANKING AND INSURANCE
CORRECTIONS AND PENOLOGY
EDUCATION
GENERAL
JUDICIARY

SENATE ADDRESS:
SUITE 512
GRESSETTE OFFICE BUILDING
POST OFFICE BOX 142
COLUMBIA, SC 29202
(803) 212-6148
FAX: (803) 212-6299
E-MAIL: ROSSTURNER@SCSENATE.GOV

Ms. Gayle Conelly Manchin
Federal Co-Chair
Appalachian Regional Commission
1666 Connecticut Ave NW, Suite 700
Washington, DC 20009

Dear Gayle,

The US123 (Easley Bridge Road) serves as a critical corridor into and out of the Greenville downtown business district, and intersection at Jones Street/Westervelt Drive serves as a gateway to the Judson Community. The neighborhood is home to many essential organizations that contribute greatly to our community, including the YMCA Judson Community Center, Hollis Elementary School, Bon Secours St. Francis Health System and several churches.

The Greenville-Pickens Area Transportation Study ranked this corridor as the 5th of importance in its long-range plan to address safety and multiplying capacity issues. The absence of turn lanes at this intersection presents a significant safety concern that will only worsen as traffic increases with growth along this corridor.

Judson Mill Ventures LLC and its partners have invested more than \$100 million since 2017 in the adaptive reuse development with minimal direct public subsidy. Today, the more than 1,000 residents, daily frequenters, employees and construction workers have increased traffic of the venue significantly.

To begin addressing this situation, the Greenville Legislative Delegation Transportation Committee (GLDTC) approved \$382,500.00 in CTC funding on October 26, 2023, to help construct turn lanes at the intersection of US-123 with Jones Street and Westervelt Drive.

I strongly support the applicant's request for funding to positively transform this corridor. Judson Mill has a long-standing track record of accomplishing their mission and demonstrating continued commitment to the intersection project in service of their community through the securing of design plans, permits and necessary utility relocation.

Please give your full consideration to the funding of this necessary safety project.

Sincerely,

A handwritten signature in black ink, appearing to read "Ross Turner", written over a white background.

Ross Turner,

District 8



**FOR YOUTH DEVELOPMENT®
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY**

Ms. Gayle Conelly Manchin
Federal Co-Chair
Appalachian Regional Commission
1666 Connecticut Ave NW, Suite 700
Washington, DC 20009

Dear Gayle,

The YMCA of Greenville's Judson Community Center has been a part of the fabric of the Judson Mill area for more than 25 years. When Taft Family Ventures and Belmont Sayre began to develop the old Milliken plant in the Judson neighborhood, the YMCA of Greenville forged a relationship with them to explore expanding our childcare services into their development.

While we ultimately did not move forward together to build out additional space for our programs, Taft Family Ventures and Belmont Sayre have been great partners in seeking solutions to help improve the quality of the life of our Judson neighbors through services at the Judson Mill District. The importance they have placed on the preservation of this historic neighborhood has helped improve and build a stronger community for those who have been there for generations, as well as those who have recently moved into the area.

Traffic safety along Easley Bridge Road around Judson Mill's entrance to our facility has long been a concern, not only for residents, but for our staff, children and their families who participate at YMCA Judson Community Center programs and who go to Hollis Elementary School. The exponential increase of vehicles that travel both ways on those roads continues to pose safety issues as people turn off Easley Bridge to the gateway of our facility.

We are in full support of Taft Family Ventures, Belmont Sayre and their investors request for support from the Appalachian Regional Commission to significantly improve traffic patterns and increase safety for the Judson Mill District.

Sincerely,

Scot Baddley
President and CEO of the YMCA of Greenville