



KNOWLEDGE IS VALUABLE.

Verisite was founded by a team of nationally recognized economic development consultants/site selectors, civil engineers, developers and experienced real estate professionals with knowledge of the site selection process and expertise in site evaluations. Evaluation, determination and certification by Verisite adds real value to any property by providing brokers, site selectors, developers and other decision-makers with reliable data and information on all facets of a site's condition, and sets a new standard in site certification and the site certification process.



THE VERISITE PROCESS

A new standard in site certification.

DETERMINATION:

A brief due diligence review of data, providing guidance and recommendations on increased marketability factors and eligibility for the Verisite Certification phase.

CERTIFICATION:

A property can be deemed certifiable within the Verisite Certification program based upon a successful Determination report. Utilizing analyzed data and information, Verisite will provide a comprehensive report and supporting documents to the client. The Verisite Certification report can also align with the pertinent state-level site readiness program.

THE TYPES OF VERISITE CERTIFICATION ARE:



Utilities at the site and all other marketability criteria met.



Utilities within a half a mile and all other marketability criteria met.



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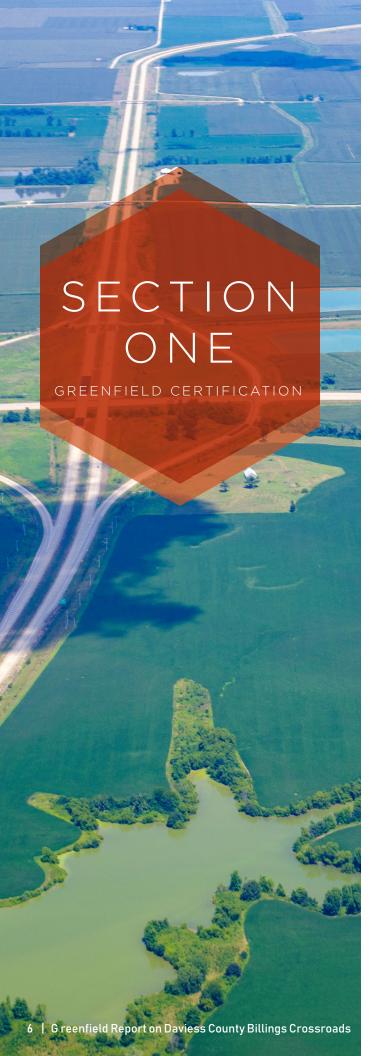


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PROJECT NARRATIVE

The Verisite team is pleased to present the following Silver Certified report to the Daviess County Economic Development Corporation and Radius Indiana regarding the proposed greenfield site located just inside the corporate boundary of Washington, Indiana the county seat of Daviess County. Daviess County is in the southwest region of Indiana with major highway accessibility via I-69, US 50, US 150 and US 231. Adjacent counties are Greene, Martin, Dubois, Pike and Knox. This report reviews the viability of the development of the 179-acre certified site (with an adjoining 172 acres under common ownership) into an industrial facility with potential railroad access.

Daviess County is fundamentally different from other rural communities looking to offer the benefits of a 21-century economy. Its strategic location at the intersection of the four-lane Highway 50, adjacent to the transcontinental Interstate 69, the presence of \$2 billion NSWC Crane military technical center and the WestGate @ Crane Technology Park, and with strong infrastructure capacity has all facilitated monumental growth and opportunities. The City of Washington in Daviess County is near the median center of the U.S. population, meaning companies choosing to locate at this site will be able to deliver their goods and services to 80% of the U.S. market. Pairing its ideal location with a vibrant quality of life, entrepreneurial culture, and strong industrial economy makes Daviess County a destination for those looking to relocate a business, advance a career, and more.



THE SITE

The targeted property is predominantly level with gentle topographic roll draining predominantly towards the North half of the site, with the South third of the site draining in a southernly direction. The majority of the property presents a feasible option for new development due to the steady grades. Flood hazard may exist within the ditch which bisects the site through the northern third of the property per the Daviess County Flood Hazard Boundary and DNR Flood Fringe Map exhibits attached.

The proposed +/-179-acre site is comprised of four parcels, located directly east of Interstate 69 and south of US Highway 50 east of Washington, Indiana. This site has all infrastructure in close proximity with the exception of sanitary sewer, which is west of the site and will require an extension. Electrical, water, sanitary, and gas are currently available near the site. Stormwater management can be identified depending on the scope of any potential development. It should be noted that

any type of extension of the currently available utilities, as well as required utilities for future development may result in additional fees.

It is anticipated that there will be one access point to the facility from US Highway 50, bordering the site to the North. Per the DNR flood map, which can be found in the appendices, the site in not located within a flood plain, however flood hazard exists within the ditch or waterway bisecting the site through the north third of the property. The characteristics of the site, as relates to the waterway, would likely permit development around this condition.

Following this brief summary is a detailed due diligence report describing general site information, existing site physical conditions, utilities, transportation and roadways. All of these items are necessary for the development of the site into an industrial use. The purpose of this report is to help the Daviess County Economic Development Corporation make informed decisions about the development of this site and to provide a potential purchaser or developer with a base level of due diligence information.





GENERAL INFORMATION

PROPOSED BUILDING/PROJECT

Industrial building or phased development

PROJECT SIZE

To be determined

SITE

179 Acres

CURRENT USE

Tilled agricultural

TYPE

New building or industrial development







LOCATION/ADDRESS

The site is located directly east of Interstate 69 and south of Highway 50.



MUNICIPALITY OR GOVERNMENT WITH JURISDICTION

City of Washington and Daviess County, Indiana

EASEMENTS / DEDICATIONS / ENCUMBRANCES

ARE THERE ANY KNOWN EASEMENTS ON SITE?

NO

Description: There are no known easements that currently exist on site.

WILL THE PROJECT REQUIRE ANY OFF-SITE EASEMENTS?

It is not anticipated that any off-site easements will be required for the development of this site.

WILL THE PROJECT REQUIRE ANY ON-SITE EASEMENTS?

This is dependent upon the final design of the site.

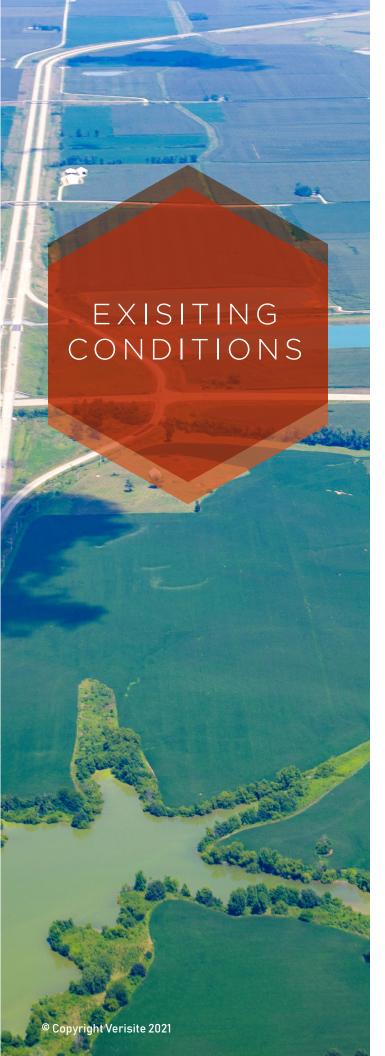
WILL THE PROJECT BE REQUIRED TO DEDICATE LAND?

This is dependent upon the final design of the site.

ARE ANY PARKING OR CROSS-ACCESS EASEMENTS ANTICIPATED?

ARE THERE ANY DEVELOPMENT ENCUMBRANCES ON THE SITE? NO





PHYSICAL **FEATURES**

EXISTING USE OF THE PROPERTY

Tilled agricultural

Description: Row Crop. On the north side of the site, there is a small farmer's market stand selling seasonal produce through the warmer months.

EXISTING USE OF THE ADJACENT PROPERTY

North adjoining: Interstate 50 agricultural East adjoining: Church and agricultural

South adjoining: Agricultural

West adjoining: Interstate 69 and agricultural

WILL ANY EXISTING STRUCTURES BE **DEMOLISHED?**

YES

Description: The roadside vegetable stand will need to be removed.

IS OTHER DEMOLITION REQUIRED ON-SITE? NO

IS ANY EXISTING VEGETATION PRESENT **ON-SITE?**

YFS

Description: The site is predominantly row crops however some existing trees and vegetation exist along the stream.

DO SURFACE DRAINAGE FEATURES EXIST ADJACENT TO OR ON-SITE?

YES

Description: Swales currently exist on the site which provide surface drainage as shown on the watershed mapping (See Appendix A: Maps).

IS SUBSTANTIAL GRADING EXPECTED WITH HIGH IMPORT OR EXPORT?

NO

DOES IT APPEAR RETAINING WALLS WILL BE **REQUIRED ON-SITE?**

NO

NATURAL FEATURES

ARE THERE ANY APPARENT WETLANDS (PER NWI), PONDS, OR CREEKS ON-SITE?

YFS

Description: Both Wetlands and streams have been identified on site as a result of the study provided by V3. As the wetlands are fairly minimal, Wetland-A 0.08 acres and Wetland-B 0.06 acres, further review of the wetlands may be necessary by IDEM (Indiana Dept. of Environmental Management) as they do not abut the streams, which will be federally regulated. One of the identified streams, being ephemeral, should not be regulated though USACE (US Army Corps of Engineers) will be the entity to determine jurisdictional status of the resources on site. Thus, pending development, it may be necessary to request an Approved Jurisdictional Determination through the USACE. See V3 Wetlands Delineation report in Appendix B: Technical Reports.

IS THERE ANY STANDING WATER ON-SITE?

YES

As identified within the study, Stream 1 is a perennial / intermittent stream, Stream 2 is an intermittent stream, and Stream 3 is an ephemeral stream, thus standing water appears conditional to time of year and precipitation levels. See V3 Wetlands Delineation report in Appendix B: Technical Reports.

HAS THE SITE (OR ADJACENT SITES) BEEN USED FOR AN ENVIRONMENTALLY SENSITIVE USE?

NO

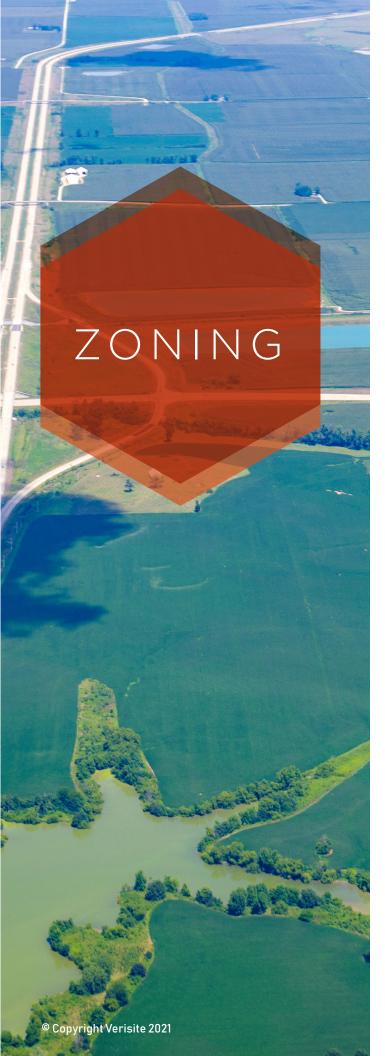
IS A PHASE I ENVIRONMENTAL SITE ASSESSMENT COMPLETED?

YES

IS FURTHER ENVIRONMENTAL ASSESSMENT RECOMMENDED?

NO





GENERAL ZONING

CURRENT ZONING CLASSIFICATION

City of Washington Ordinance 155.056 EZ (Employment Zoning) & City of Washington I-1 (Light Industrial). Note: Employment Zoning Planned United Development District's standards are intended to promote an "employment corridor" that is cohesive and aesthetically pleasing, targets larger scale economic development, and is collectively master planned.

As confirmed by Jonathon Casper, Building Commissioner, any specific items not addressed by EZ would be governed by City of Washington I-1 Light Industrial zoning.

Also refer to City of Washington I-69/US 50 Interchange Land Use Plan adopted (01.13.2014)

- US 50 Corridor Overlay Zone, (Pg. 17, zoning map)
- I-69 Corridor Overlay Zone, (pg. 17, zoning map)
- C4 Roadside Business
- Agricultural

IS THE PROPOSED USE PERMITTED WITHIN THE **CLASSIFICATION?**

YFS

WILL THE PROPERTY NEED TO BE REZONED?

It is not anticipated though contingent upon final use.

WILL THE PROJECT REQUIRE ANY VARIANCES?

This is undetermined until the final use, site, and architectural design is developed; however, it is not anticipated.

WILL THE PROJECT REQUIRE ANY PUBLIC **HEARINGS?**

YES

Description: The project would be subject to the City of Washington's development plan approval process generally, which includes public hearings. Development Review Process takes 60-90 days however can be expedited if needed with the use of special meetings. Please see Appendix D.

WILL THE PROJECT REQUIRE ANY **CONSOLIDATION OR ANNEXATION?**

Dependent upon the final use and site design, the four existing parcels will likely require consolidation. Annexation within the City of Washington may occur for mutual benefit. The site falls within the US 50 and I-69 Corridor Overlay Zone: per the I-69/US50 Interchange Land Use Plan.

GENERAL ZONING

ZONING CLASSIFICATION OF THE ADJACENT PROPERTIES?

East adjoining: EZ (Employment Zoning)

South adjoining: EZ (Employment Zoning)

West adjoining: I69 & EZ (Employment Zoning)

North adjoining: US50 & EZ (Employment Zoning)

PERMITTED USES

In accordance with those delineated per <u>EZ I-1 zoning</u>; including such uses as Agricultural, Light and Heavy Industrial, Medical & Research Development Labs. Refer to Washington City Ordinance Appendix A, Table-1 Official Table of Uses.

MINIMUM LOT SIZE

One (1) acres

Description: Please reference (I-1 6.8.3.a) 155.056 EZ H.7.

MINIMUM LOT FRONTAGE

150 Ln. ft. on public street

Description: Please reference <u>I-1, 6.8.3 c.</u>

MINIMUM SETBACK

Front Yard (75 ft.), Rear Yard (20 ft.), Side Yard (40 ft.)

Description: Please reference <u>155.056 EZ H.7.</u>

MAXIMUM BUILDING HEIGHT ALLOWED

150 ft excluding chimneys and mechanical equipment

Description: Please reference 155.056 EZ H.7.

MAXIMUM PARCEL COVERAGE

30%

Description: Please reference <u>155.056 EZ H.7.</u>

MINIMUM FLOOR AREA

Commercial Structures (1,500) sf Industrial Structures (2,500) sf

Description: Please reference <u>I-1 6.8.3 f&g.</u>

IS OUTSIDE STORAGE PERMITTED ON SITE?

YES

Description: Please reference I-1, 6.8.3.



PARKING REQUIREMENTS

IS ALL PARKING REQUIRED TO BE CONTAINED ON-SITE?

YES

Description: Please reference EZ 155.056.K and 155.039 of the Washington Ordinance for parking requirements.

IS PARKING ALLOWED WITHIN A SET-BACK?

NO

Description: Only access drives are permitted within the setback.

PARKING REQUIRED BY USE

Description: Please reference 155.039 of the Washington Ordinance, Table of Off-Street Parking for requirements.



9' X 20'

Description: Please reference 7.4 of the Daviess County Ordinance.



Not specifically identified per Article 7.0

SIGNAGE REQUIREMENTS

DESIGN STANDARDS

Design standards are set forth per 155.056 EZ 155.044 Sign Requirements.

IS A PYLON SIGN PERMITTED?

YES

Description: In accordance with 155.044 Sign Requirements and 155.056.I EZ Signage Standards.

IS A MONUMENT SIGN PERMITTED?

YES

Description: In accordance with 155.044 Sign Requirements and 155.056.I EZ Signage Standards.

CAN A SIGN BE PUT ON THE BUILDING?

YES

Description: In accordance with 155.044 Sign Requirements and 155.056.I EZ Signage Standards.

IS DIRECTIONAL SIGNAGE PERMITTED?

YES

Description: In accordance with 155.044 Sign Requirements and 155.056.I EZ Signage Standards.

ARE SIGNS PERMITTED WITHIN THE SETBACKS?

NO

Description: Per 155.044.B, all signs shall be 15 feet or more from any public right-of-way line or property line.

WILL A VARIANCE BE REQUIRED FOR SIGNAGE?

NC

Description: While it is not anticipated, it is undetermined until the final design has been completed.



LANDSCAPE REQUIREMENTS

IS PERIMETER LANDSCAPING REQUIRED?

YFS

Description: Perimeter landscaping is required per EZ 155.056.F.

IS INTERNAL LANDSCAPING REQUIRED?

YES

Description: Internal landscaping is not specifically identified per EZ 155.056.

IS BUILDING BASE LANDSCAPING REQUIRED?

YES

Description: Refer to EZ 155.056.F J.b.1.

ARE THERE ANY TREES ON THE PROPERTY THAT NEED TO BE SAVED?

Undetermined at the time of this report, and is contingent upon the development.

ARE TREE CREDITS OFFERED BY PLANNING FOR THE MAINTENANCE OF EXISTING TREES ON SITE?

YFS

DOES THE ORDINANCE REQUIRE SCREENING FOR THE DUMPSTER?

DOES THE ORDINANCE REQUIRE SCREENING FOR THE PARKING AREA?

YES

Description: Please reference EZ 155.056.F J.2.d.2.

WILL THE PROJECT REQUIRE ANY VARIANCES FOR LANDSCAPING?

Undetermined until final site plan design is completed.

ARCHITECTURAL REVIEW

IS THE DEVELOPMENT REQUIRED TO OBTAIN ARCHITECTURAL REVIEW? YES

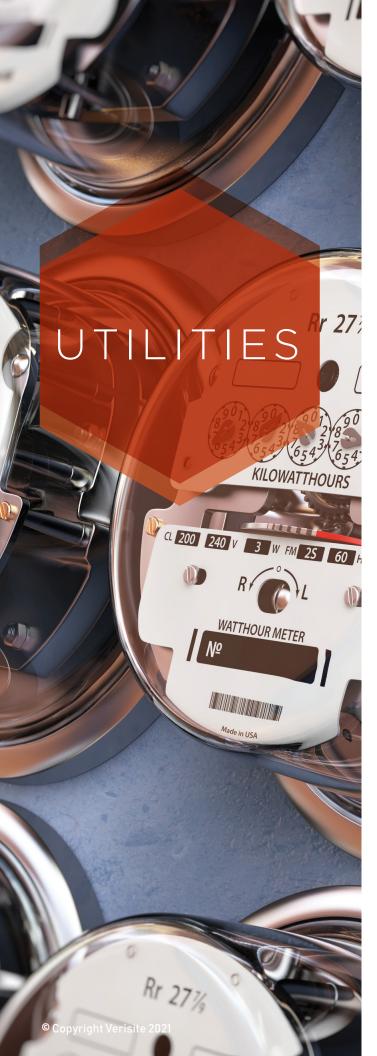
Description: Please reference EZ 155.056 A & G.

DOES THE PROJECT QUALIFY FOR ANY INCENTIVES FOR DEVELOPMENT? YES

Description: Based upon level of new investment, job creation, wage levels and industry sector, local and state economic development incentives may be available to include:

- Property tax offset
- Tax Increment Financing
- Corporate income tax credits
- Infrastructure assistance
- Training grants





SANITARY SEWER **SERVICE**

CONTACTS

SCOTT RAINEY

Wastewater and Stormwater Superintendent (812) 254-2792

REVIEWING ENTITY

City of Washington, Indiana

IS SEWER SERVICE DIRECTLY AVAILABLE TO THIS SITE?

NO

Description: This site will be serviced with Sanitary Sewer through an existing conduit in place under I-69. Please see Appendix C: Utility Maps and Letters.

WHAT SIZE IS THE SANITARY MAIN?

Depending on the final design of a project, the sanitary main will fit the usage required. The City has a capacity of 6.0 MGD and averages 4.2 MGD at the time of this report. The area has a reserve capacity of approximately 0.5 MGD.

WILL WASTE LOAD CALCULATIONS BE **REQUIRED?**

YES

DOES A LATERAL EXIST TO THE PROPERTY?

WILL A LIFT STATION BE REQUIRED ON-SITE? NO

WILL ANY EXTENSIONS BE REQUIRED TO **SERVE THE SITE?**

Description: The existing sanitary is +/- 3,000 feet west of the site and will require extension through the conduit in place under I-69 to serve the site. Please see Appendix C: Utility Maps and Letters for an estimate of the extension.

WATER SERVICE

CONTACTS

CHARLES KANE

Water Superintendent (812) 254-3911

REVIEWING ENTITY

City of Washington, Indiana

IS WATER SERVICE DIRECTLY AVAILABLE TO THE SITE?

YES

WHAT SIZE IS THE WATER MAIN?

12"

DOES A LATERAL EXIST TO THE PROPERTY?

No, however likely installed once construction begins.

WILL LOAD CALCULATIONS BE REQUIRED?

YES

Description: The usage load calculations will be required for the development of the site and a lateral would be required to be sized accordingly.

WILL ANY EXTENSIONS BE REQUIRED TO SERVE THE SITE?

This is dependent upon the final development of the site. If public right-of-way is extended into the site then utility extensions within the development may be further required.



STORM DRAINAGE

CONTACTS

SCOTT RAINEY

Wastewater and Stormwater Superintendent (812) 254-2792

REVIEWING ENTITY

City of Washington, Indiana

DOES A LEGAL STORM WATER POINT DISCHARGE EXIST AT THE SITE?

The Watershed map illustrates one (1) existing drainage discharges from the site to the northwest. During storm water management design of the site, the City may recommend appropriate discharge per the drainage calculations designed.

IS ON-SITE DETENTION REQUIRED?

On-site detention may be required depending on the final design of the project.

IS SURFACE DRAINAGE ALLOWED OFF-SITE? NO

COUNTY DRAINAGE STANDARDS

Per the Daviess County Surveyors office, storm water management within the city limits of Washington or within a two-mile radius thereof, is governed by the City of Washington Storm Water Program.

ELECTRICAL SERVICE

CONTACTS

RANDY ENNIS

Electric Superintendent (812) 254-5171

REVIEWING ENTITY

Washington Power & Light

ARE ELECTRICAL SERVICES AVAILABLE AT THE SITE?

YES

Description: 3-phase 12kV is supplied by Washington Power and Light. See Appendix C: Utility Maps and Letters. There are plans in the works for dual feed to the I-69 area from the original substation with dedicated line service to end of line customers in this area.

DESCRIPTION OF AVAILABLE SERVICE:

As confirmed by Randy Ennis, Washington Power & Light Line Superintendent, the Montgomery Circuit supplies the I-69 area with 10.5 MW available capacity, supplied by the 21st Street Substation located at 21st Street and Memorial Avenue. The Montgomery Circuit is capable of being loop fed by the Central Circuit, with 12 MW availability, which is supplied by the 138 Substation located at S.W, 11th Street.

NATURAL GAS SERVICE

CONTACTS

JAMES BUNDREN

Economic Development Manager (812) 491-4655

REVIEWING ENTITY

CenterPoint Energy (Vectren)

ARE GAS SERVICES AVAILABLE AT THE SITE?

YES

Description: 6" Steel High Pressure gas line.

WILL THE GAS COMPANY BRING SERVICES TO THE BUILDING?

YFS

DOES THE EXISTING SERVICE HAVE CAPACITY FOR THE PROJECT?

This is dependent upon final design; however, Vectren will upgrade service as required.

COMMUNICATIONS

CONTACTS

BECKY SMITH

Director of Sales & Marketing (812) 486-3211

REVIEWING ENTITY

RTC Communications

IS TELEPHONE/DATA SERVICE AVAILABLE AT THE SITE?

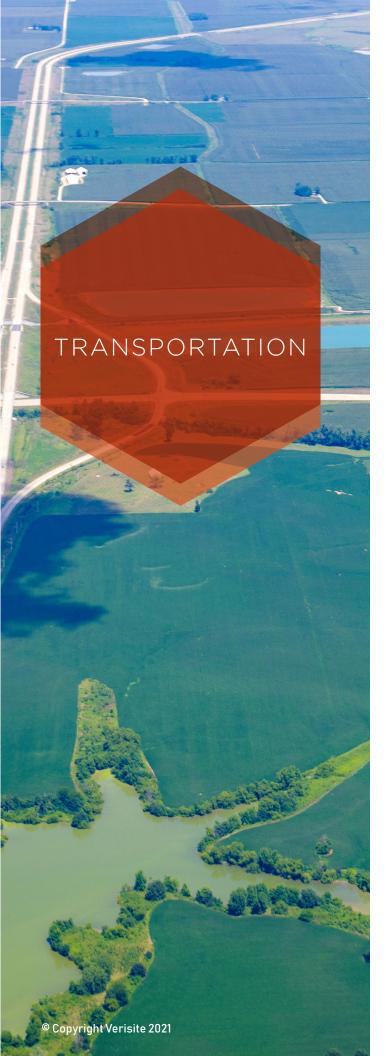
In progress and scheduled for completion year end 2020.

IS FIBER AVAILABLE TO THE SITE?

In progress and scheduled for completion year end 2020.

Description: Our existing fiber infrastructure is within approximately a half mile from the site. Current infrastructure has up to one gigabyte available and the nearest location is currently running on one gigabyte. Services will be available by end of year 2020. The projected timeline for installing and activating service to a customer on the premises after construction would be 14 to 28 business days upon order completion and may not require special construction costs based on the location and service agreement entered into by the customer.





ROADWAYS

NAMES AND CLASSIFICATIONS OF ADJOINING **ROADWAYS**

Roadway Name: US Highway 50 Classification: Principal Arterial

Jurisdiction: INDOT

ARE LEFT TURN MOVEMENTS ALLOWED INTO

THE PROPERTY?

YFS

ARE LEFT TURN MOVEMENTS ALLOWED OUT OF THE PROPERTY?

YES

DO CURB CUTS EXIST TO THE PROPERTY?

YES

Description: An existing drive off of US 50 exists at the vegetable stand structure.

ARE DRIVEWAY PERMITS/CURB CUT PERMITS **REQUIRED?**

YFS

Description: Refer to INDOT Major Commercial Driveway Permit Requirements. (\$600 permit application fee).

ARE OFF-SITE ROAD IMPROVEMENTS ANTICIPATED?

The Conceptual Site Plan developed for the Billings site includes extension of a primary arterial road or parkway which shall serve the development. In effort to provide the City and future developers with an understanding of the potential scope of this road extension, an Engineer's Estimate of Probable Cost has been developed. This estimate of probable cost, as seen within the appendices of this report, presents an overview of the work including quantity take-off information for mass earthwork, asphalt paving, curbs, drainage infrastructure, and finish. As the site design development and engineering of this conceptual plan has not been fully vetted, this estimate is provided as an area takeoff budget only. Further information including topographical survey, drainage calculations, and completion of Civil Engineering documents will be required for a complete estimate of associated costs for construction.

ARE THERE ANY PLANNED ROAD **IMPROVEMENTS?**

NO

Description: Pending the designed development of the site, and the associated use, road improvements along US50 may be required including decel lanes and acceleration lanes. Refer to the I-69/US 50 Interchange Land Use Plan for the long range plans developed to date.

PUBLIC TRANSPORTATION

DO SIDEWALKS EXIST ALONG THE RIGHT-OF-WAY?

ARE SIDEWALKS REQUIRED?

NO

Description: Sidewalks are not required as a part of <u>Ordinance 155.056 EZ Zoning</u>.

IS THERE A PUBLIC TRANSPORTATION STOP IN THE VICINITY?

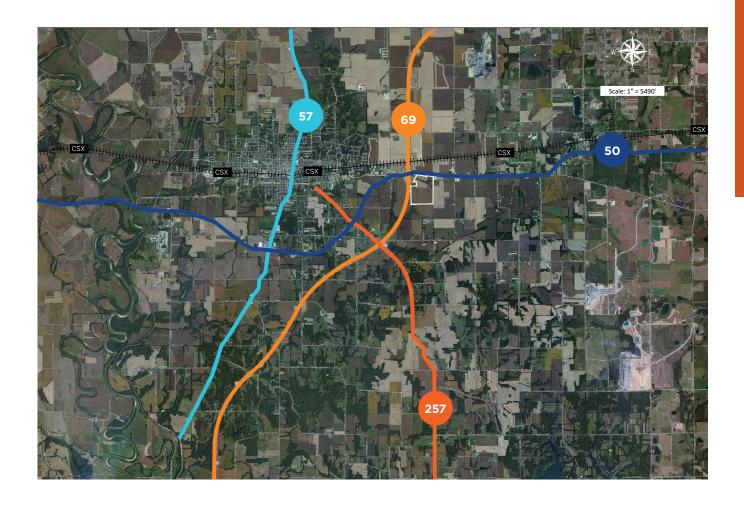
NO. However, there is public transportation within the corporate boundary of the City of Washington.

ARE BIKE LANES PRESENT IN THE RIGHTS-OF-WAY?

IS A MULTI-USE PATH REQUIRED?

NO





HIGHWAYS & INTERSTATES

STATE ROADS

State Road 257 1 mile Southwest of site State Road 57 2 miles West of site

FEDERAL HIGHWAYS

US 50 Adjacent to the north of site

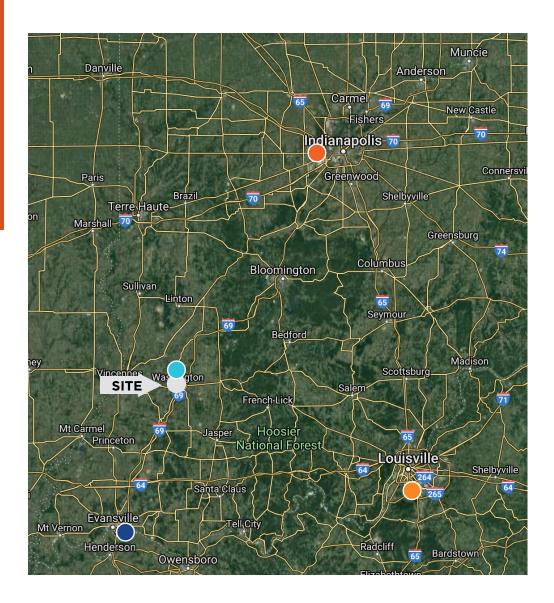
Interstate 69 Adjacent to the west of site

RAIL

DOES RAIL ACCESS EXIST AT THE SITE?

NO

Description: Rail does not exist at the site, however preliminary design has been completed for a rail extension from the CSX short line in the vicinity.



AIRPORTS

INTERNATIONAL

Indianapolis International (IND)

+/- 103 miles from site (2 hours)

Runway: 11,200'

Louisville International

+/- 116 miles from site (1 hour 45 minutes)

Runway: 11,887'

LOCAL/REGIONAL

Daviess County Airport

North of the City of Washington. General Aviation to accommodate business jets and travel.

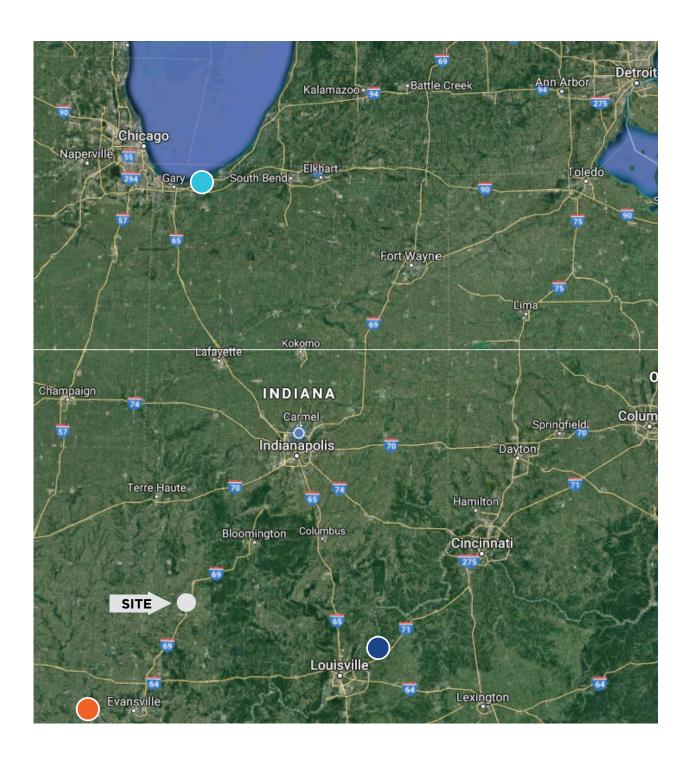
+/- 5.2 miles from site Runway: 4,615' with a 201' addition in process

Evansville **Regional Airport**

50 miles (50 minutes) Offers daily flights to Atlanta, Dallas, Detroit, Chicago and Orlando.

+/- 52 miles from site Runway: 8,021'





SEAPORTS

Port of Indiana -Jeffersonville Ohio River 97 miles (2 hours) Port of Indiana -**Mount Vernon** Ohio River 80 miles (1.5 hours) Port of Indiana -**Burns Harbor** Lake Michigan 242 miles (4 hours)



PERMITS & APPROVALS

SUBMITTALS AND PERMITS

Permits are required within the city limits of Washington and within two (2) miles around the city.

Submittals are required to be made for the following permits:

- Improvement Location / Building Permit, City of Washington
- INDOT Major Commercial Driveway Permit

AGENCY OR GOVERNMENT UNIT:

- City of Washington, BZA, Planning Commission & Building Commissioner
- INDOT

DESCRIPTION OF APPROVAL PROCESS:

BZA (Board of Zoning Appeals), City of Washington

The BZA hears variance cases including but not limited to, land usage, lot size, setbacks, sign usage and placement, fences and height and size of structures. The BZA also hears conditional use cases including but not limited to, operating a business in a residentially zoned area.

Plan Commission Approval, City of Washington
The Plan Commission hears rezoning cases,
all cases involving improvements, waivers and

all cases involving improvements, waivers and conditional uses in the US HWY 50 Overlay Zone and the I-69 corridor Overlay Zone and the EZ Zoning district.

Building Commissioner

Building Commission

2113 Memorial Ave Washington, IN 47501 (812) 254-8208

IS A BZA (BOARD OF ZONING APPEALS)



PERMITS & APPROVALS

MEETING REQUIRED?

Possibly dependent upon the final design of the site and use.

Description: Any Conditional Use, or Variance request is required to go before the BZA.

IS A PLAN COMMISSION MEETING REQUIRED?

YES

Description: Any improvement within EZ Zoning, Rezoning and PUD application, or Plat Application, is required to go before the Planning Commission.

IS A COUNTY COMMISSIONER MEETING REQUIRED?

NO

ANTICIPATED FEES

DOES THE COMMUNITY HAVE IMPACT FEES?

NO

WHAT FEES CAN BE EXPECTED FROM THE MUNICIPALITY?

BZA, conditional use, variance

Meeting: \$ 50.00 Emergency or Special Meeting: \$100.00

Plan Commission

Meetina: \$ 50.00 Emergency or Special Meeting: \$100.00

Building Commissioner

Building Permit. Commercial: \$0.10 / sf first floor.

\$0.05/ sf each additional floor

\$0.10 / sf Accessory Buildings \$ 50.00 Sign Permit, Permanent

WHAT FEES CAN BE EXPECTED FROM THE COUNTY?

NONE

WHAT OTHER FEES ARE EXPECTED?

Additional fees are contingent upon the final use and design but may include Replat Application (\$100.00), or Special Meetings (\$100.00).

INDOT Major Commercial Driveway Permit (\$600) application fee.

Performance Bonds which may be required to assure the completion of necessary infrastructure in accordance with EZ 155.056 G.4.p.

Tap fees will be estimated by the utility upon design and the associated tap size.

RULE 5 NOI FEE:

\$ 100.00 Review Fee.

Publishers affidavit fee is contingent upon legal publisher (Newspaper). requirement.

Description: Any land disturbance over one (1) acre is required to have Rule 5 review and an NOI (Notice of Intent) is required to be published through the local newspaper.

Note: Additional fees may be required pending final use determination, Site Plan, Drainage, and Architectural design development.

CONCEPTUAL SITE PLAN





ADVANTAGES OF DAVIESS COUNTY

From strategic EDIT (Economic Development Income Tax) funds to incremental financing opportunities to available bonds and loan support, Daviess County puts together strategic financing and incentive packages to make relocation or expansion plans attractive for short- and long-term growth. The local incentive programs that could be made available are as follows:

Tax Abatement (Tax Phase-In): This program alleviates the property tax burden over a period of time for all new assessed valuation (i.e. real or personal property investment), thus assisting the new entity as operations are launched and gradually phasing in property tax payments over time.

Tax Increment Financing (TIF): This program leverages both existing and future revenue created from new development within a TIF district to fund projects within that TIF district, such as infrastructure, site development, and even property acquisition assistance. The Billings Crossroads site is located within a TIF district, thus making this incentive available for this project.

In addition to the local programs available in Washington and Daviess County, our position within the Radius Region provides additional advantages. Radius Indiana, a regional economic development organization covering eight counties in Southwest Indiana (of which Daviess County is one of such counties), offers the following programs for growth within the region:

The Catapult Manufacturing Training Program: The Catapult program is a manufacturing workforce partnership between Radius Indiana, Vincennes University, and Conexus.

The Regional Impact Fund (RIF): As part of the Radius Region, this project would have access to the Regional Impact Fund, a sub-organization of Radius Indiana with the sole purpose of making investments in public and private organizations that advance regional economic development strategies. The RIF makes such investments in the form of grants, loans, equity investments, or other such vehicles deemed to be in the best interest of the region. The RIF gives priority to projects that include job creation and site development, and in 2017 alone, the RIF distributed more than \$3 Million to area businesses.

As of 2019 the Daviess County Region population has increased by .79% since 2014, growing by 5,687. Population is expected to increase by 1% between 2019 and 2024, adding 7,282.

From 2014 to 2019, jobs in the Daviess County Region increased by 3.2% from 317,027 to 327,148. This change is outpaced by the national growth rate of 7.3% by 4.11%.

As the number of jobs increased, the labor force participation rate increased from 61.4% to 61.7% between 2014 and 2019.

Concerning educational attainment, 17.3% of Daviess County Region residents possess a Bachelor's Degree (3.6% below the national average), and 12.4% hold an Associate's Degree (3.3% above the national average).



TOP THREE INDUSTRIES IN DAVIESS COUNTY (2019)

- 1. Restaurants and Other Eating Places
- 2. General Medical and Surgical Hospitals
- 3. Elementary and Secondary Schools

MEDIAN HOUSEHOLD INCOME (2020) FOR DAVIESS COUNTY:

\$9,565 below the national median household income of \$60,293.

Source: Jobs EQ 2020

POPULATION CHARACTERISTICS

MILLENNIALS (AGES 25-39):

The national average for an area this size is 6,815.

RETIRING SOON:

The national average for an area this size is 9,595.

RACIAL **DIVERSITY**:

The national average for an area this size is 13,133.

VETERANS:

The national average for an area this size is 1,927.

VIOLENT CRIME:

VIOLENT CRIMES PER 1,000 PEOPLE

size is 3.87 per 1,000 people.

PROPERTY CRIME:

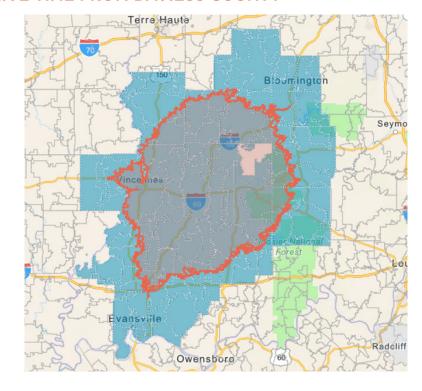
PROPERTY CRIMES PER 1,000 PEOPLE

The national rate for an area this The national rate for an area this size is **22.98 per 1,000 people**.

Source: Emsi 2019

REGION OF ANALYSIS:

45-MINUTE DRIVE TIME FROM DAVIESS COUNTY





CURRENT INDUSTRY CLUSTER STRENGTHS

45-MINUTE DRIVE TIME FROM DAVIESS COUNTY



















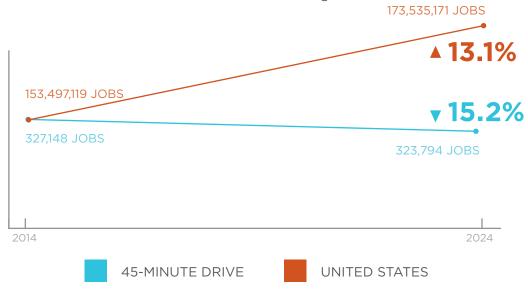


Source: Jobs EQ 2020



INDUSTRY SNAPSHOT

From 2019-2024, data indicates the overall industry base for the region will decrease by 0.6%, outpaced by the national projected growth rate of 5.4%. This indicates a slow decline of the region.



JOBS (REGION)

10,121

327,148 (MAR 2020) (REGION)

Jobs increased by 10,121 over the last 5 years.

Projected to decrease by 3,354 over the next 5 years.

EARNINGS

▼ \$1.44/hr

MEDIAN EARNINGS: \$17.10/HR (REGION)

Regional median earnings are \$1.44/hr below the national median earnings of \$18.54/hr.

Source: JobsEQ 2020

COMMUTING



2,183 **ENTERING INTO DAVIESS**

TOP FIVE COUNTIES ENTERING INTO DAVIESS

- 1. Martin County (475)
- 2. Knox County (452)
- 3. Greene County (228)
- **3.** Pike County (215)
- 3. Dubois County (97)



2,643 **LEAVING DAVIESS**

TOP FIVE COUNTIES LEAVING DAVIESS

- 1. Martin County (611)
- 2. Dubois County (526)
- **3.** Knox County (512)
- 3. Gibson County (193)
- **3.** Pike County (148)

Source: STATS Indiana Commuting Profiles 2017



THE REGION'S FOCUS ON WORKFORCE DEVELOPMENT



Radius Indiana serves as a regional catalyst for government, business, and academic collaboration to market and promote the area as a highly competitive, vibrant region with an increasingly attractive quality of life.

Community and business leaders have worked collaboratively with the Radius region to establish an economic development partnership at work for the region to ignite prosperity in the heart of Southern Indiana and Daviess County.

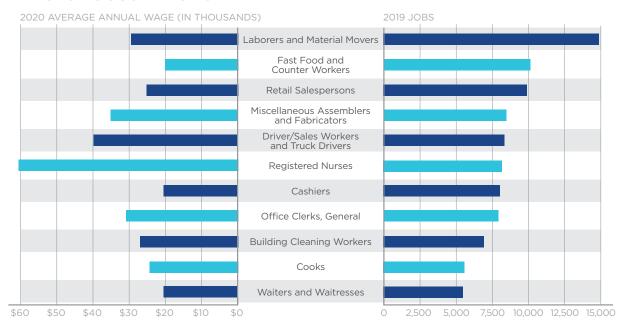
Radius Indiana is actively recruiting veterans to the region through a digital marketing campaign designed to help bring additional talent to meet the needs of local employers. In addition, Radius has created a network of informed veteran advocates to connect 1:1 with veterans to provide more information about the quality of life and career opportunities that exist in the region.

Radius is also launching two new workforce training programs: Catapult and Build Your Own, which focus on the upskilling of workers to meet the needs of manufacturing and construction trades, respectively.

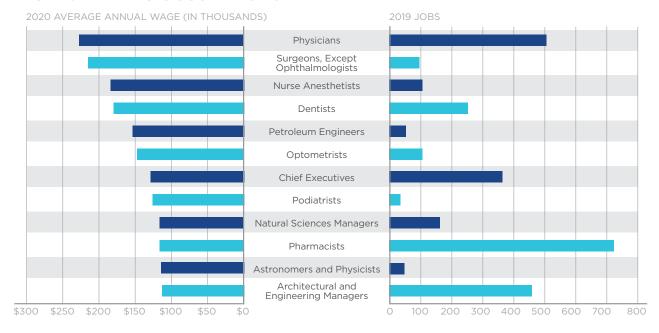
In the Daviess County region, Radius' partner agency, ROI, is also actively administering a program called Ready Schools that lead to the creation of student-run manufacturing businesses as training grounds. In addition, ROI has programming for STEM Fellows, digital fabrication labs, out-of-school STEM learning, graduation and career coaches, career pathways, educator bootcamps, and work-based learning, and a career awareness campaign. Each of the programs aims to better connect growing talent to the career opportunities in the region to include advanced manufacturing, life sciences, and defense.

OCCUPATIONS (REGION)

LARGEST OCCUPATIONS

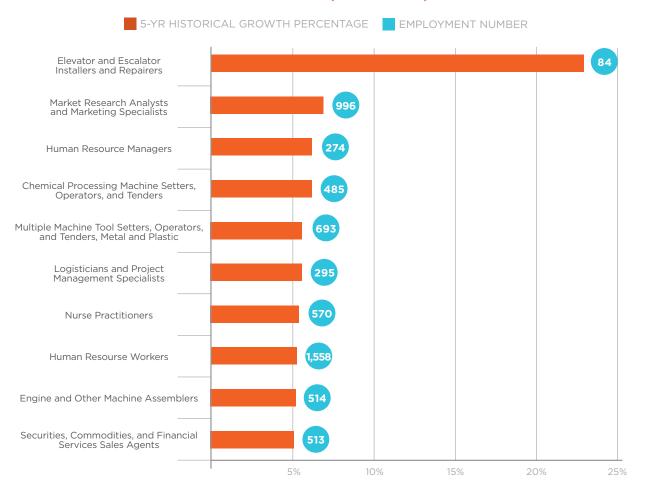


HIGHEST PAYING OCCUPATIONS





FASTEST GROWING OCCUPATIONS (2015-2020)



Source: JobsEQ 2020

WAGE LEVELS - INDUSTRY BASE

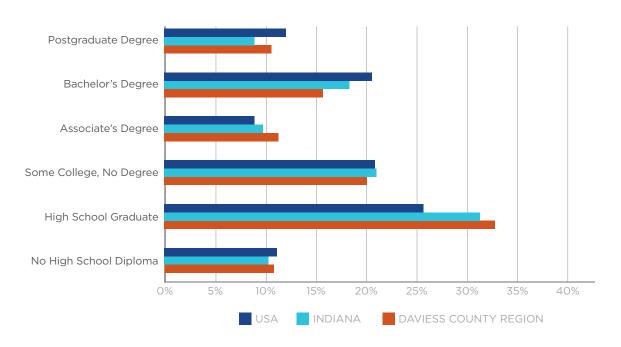
		DAVIESS COUNTY		RA	RADIUS REGION		INDIANA			us			
		CUR	RENT	10-YR DEMAND	CUR	RENT	10-YR DEMAND	CHIDDENT		10-YR DEMAND	CURRENT		10-YR DEMAND
soc	OCCUPATION	EMPL	AVG ANN WAGES	TOTAL DEMAND	EMPL	AVG ANN WAGES	TOTAL DEMAND	EMPL	AVG ANN WAGES	TOTAL DEMAND	EMPL	AVG ANN WAGES	TOTAL DEMAND
53-3032	Truck Drivers	459	\$42,700	566	1,879	\$43,500	2155	56,641	\$46,300	67,755	2,013,856	\$46,900	2,444,355
11-9013	Farmers, Ranchers, and Other Agricultural Managers	433	\$57,900	424	1,951	\$58,200	1728	21,136	\$69,700	19,412	827,372	\$80,400	799,152
53-7062	Laborers and Freight, Stock, and Material Movers, Hand	365	\$31,000	532	1,853	\$31,400	2545	86,359	\$30,900	127,502	2,991,199	\$32,200	4,374,179
41-2011	Cashiers	347	\$20,700	637	2,190	\$20,700	3837	71,273	\$21,900	127,679	3,594,495	\$24,400	6,531,144
41-2031	Retail Salespersons	342	\$24,800	513	2,228	\$25,000	3120	88,630	\$27,800	125,676	4,354,789	\$29,400	6,185,796
43-9061	Office Clerks, General	313	\$29,600	358	1,893	\$30,000	1999	73,884	\$34,300	82,743	2,973,633	\$36,300	3,408,856
35-3023	Fast Food and Counter Workers	306	\$19,000	642	2,536	\$19,200	5045	97,092	\$20,600	198,757	4,033,023	\$23,300	8,418,690
47-2061	Construction Laborers	301	\$40,100	393	1,142	\$39,700	1391	29,088	\$40,400	36,370	1,442,621	\$41,500	1,831,342
29-1141	Registered Nurses	300	\$57,600	183	1,871	\$58,800	1074	69,329	\$66,600	43,764	3,144,393	\$77,500	2,145,767
47-2031	Carpenters	280	\$41,900	326	984	\$42,900	1049	19,643	\$49,600	21,989	1,016,442	\$53,600	1,154,986
31-1131	Nursing Assistants	231	\$27,000	268	1,243	\$27,400	1347	33,482	\$28,600	39,225	1,504,616	\$30,700	1,875,108
11-1021	General and Operations Managers	210	\$93,200	202	1,362	\$95,100	1191	50,514	\$110,300	47,490	2,450,840	\$122,900	2,364,390
53-7065	Stockers and Order Fillers	178	\$25,100	236	1,152	\$25,500	1417	46,447	\$28,200	61,856	2,135,436	\$29,700	2,767,866
41-1011	First-Line Supervisors of Retail Sales Workers	162	\$39,500	178	943	\$39,600	960	30,566	\$42,200	32,326	1,529,871	\$46,200	1,640,685
43-4051	Customer Service Representa- tives	160	\$33,600	200	1,047	\$34,100	1254	55,275	\$37,300	70,953	2,971,830	\$37,300	3,873,696
49-9071	Maintenance and Repair Workers, General	157	\$39,800	164	993	\$40,600	949	35,876	\$41,000	36,666	1,438,635	\$41,800	1,516,563
51-2092	Team Assemblers	155	\$36,100	142	1,831	\$36,800	1560	63,389	\$38,400	65,887	1,128,891	\$34,800	1,105,387
51-3022	Meat, Poultry, and Fish Cutters and Trimmers	148	\$28,400	193	357	\$29,200	446	2,543	\$28,700	3,138	159,268	\$28,800	200,704
35-3031	Waiters and Waitresses	146	\$19,800	302	1,095	\$20,100	2153	49,872	\$23,500	100,261	2,600,890	\$26,800	5,299,071
37-2011	Janitors and Cleaners, Except Maids and Housekeeping Cleaners	144	\$26,800	199	1,059	\$27,200	1392	46,884	\$28,100	65,197	2,321,377	\$30,100	3,312,258

Data as of 2020Q1 except wages which are as of 2019. Note that occupation-by-industry wages represent adjusted national data and may not be consistent with regional, all-industry occupation wages shown elsewhere in JobsEQ.

Note: Figures may not sum due to rounding. Exported on: Monday, August 3, 2020 9:24 AM

2019 EDUCATIONAL ATTAINMENT

EDUCATIONAL ATTAINMENT LEVELS WITHIN THE REGION (AGES 25-64)



Source: JobsEQ 2020

HOUSING - DAVIESS COUNTY

HOUSING UNITS (JULY 2018):

12,565 73.4%

OWNER-OCCUPIED HOUSING UNIT RATE (2014-2018)

MEDIAN VALUE OF **OWNER-OCCUPIED** HOUSING UNITS (2014-2018)

\$121,500

MEDIAN SELECTED MONTHLY OWNER COSTS -WITH A

\$1,020

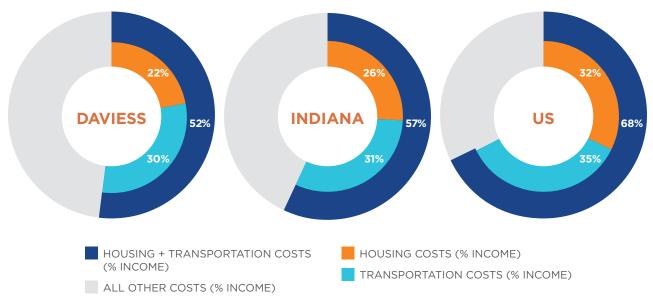
MEDIAN SELECTED MONTHLY OWNER COSTS -WITHOUT A MORTGAGE (2014-2018) MORTGAGE (2014-2018)

MEDIAN GROSS RENT (2014-2018)

BUILDING PERMITS (2018)

Source: Census.gov

HOUSING AND TRANSPORTATION AFFORDABILITY:



Source: H&T Index

COST OF LIVING INDEX

The Cost of Living Index estimates the relative price levels for consumer goods and services. When applied to wages and salaries, the result is a measure of relative purchasing power. The cost of living is 4.9% lower in Daviess County, Indiana than the U.S. average.

	ANNUAL AVERAGE SALARY	COST OF LIVING INDEX (BASE US)	US PURCHASING POWER
DAVIESS COUNTY, IN	\$37,707	95.1	\$39,662
INDIANA	\$48,504	92.7	\$52,301
USA	\$58,849	100.0	\$58,849

Source: JobsEQ® Data as of 2020Q2

Cost of Living per C2ER, data as of 2020q1, imputed by Chmura where necessary.

CHILD CARE SPACE AVAILABILITY



DAVIESS COUNTY, IN (2017)

Number of slots available for children in licensed centers: 353

Source: STATSIndiana



INNOVATION INDEX 2.0: DAVIESS COUNTY, IN

Indices attempt to present complex data simply, somewhat like a dashboard gauge. The headline, categorical and core indexes score a region or county relative to the United States on a continuous scale. Scores above 100 are strong, and those under 100 are less innovative.

Rank of 3110 Counties

This area has high relative capacity for innovation.

Source: Innovation Index 2.0 STATSIndiana

CONNECTIVITY

Walkscore.com measures the walkability of any address based on the distance to nearby places and pedestrian friendliness, such as dining and drinking, groceries, shopping, errands, parks, schools, and culture and entertainment. Washington, Indiana's Walk Score is 59, meaning the city is somewhat walkable. The city's Bikescore is 65 (out of 100), meaning it is bikeable with existing bike infrastructure in place. This index measures whether an area is good for biking based on bike lanes and trails, hills, road connectivity, and destinations.



Source: Walkscore.com

HEALTH

U.S. News and World Report provides a health index evaluating the health of communities. The population health category assesses access to care, healthy behaviors, prevalence of health conditions, mental health and resulting health outcomes within communities. The 2019 index show how Daviess County scored across10 categories on a scale of zero to 100, with 100 being the best score.



Overall Daviess County Population Score: 38.4

State Average: 51.2

Peer Group Average (Rural): 58.3

U.S. Average: 47.4

Source: U.S. News and World Report

