

Hendricks County Airport Area Economic Development Support Services

Red-Flag Desktop Due Diligence Report Danville, IN

January 2026

DRAFT

Prepared for:
Danville Redevelopment Commission

Prepared by:



HWC
ENGINEERING

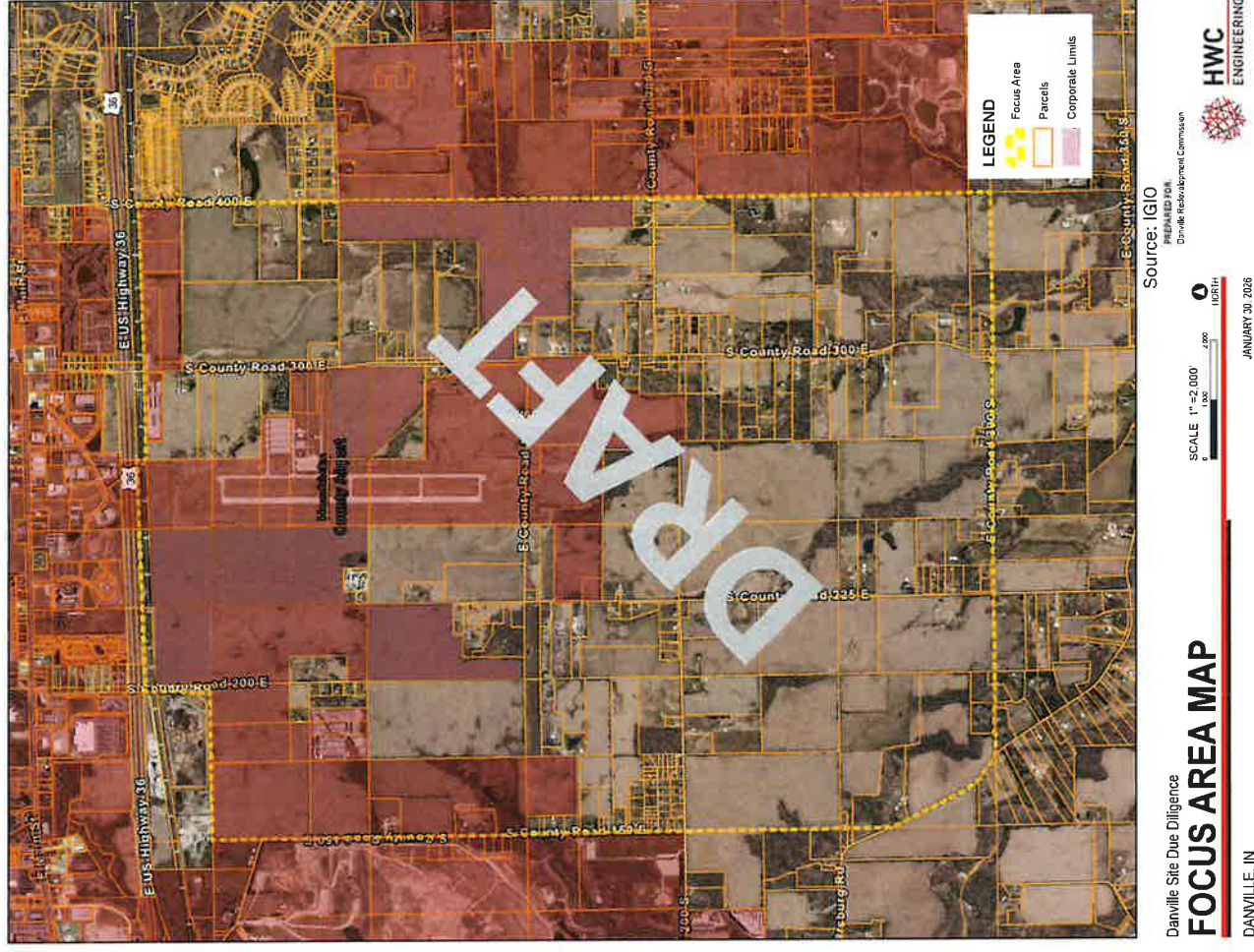
Hendricks County Airport Area Red-Flag Desktop Due Diligence Report

Introduction

This report has been prepared to provide a desktop red-flag/due-diligence overview of the designated focus area surrounding the Hendricks County Airport in Danville, Indiana. The findings summarized herein are intended to help inform preliminary site planning and development feasibility discussions, but data included in this analysis only represents information that is available through a desktop review of certain online data sources and high-level conversations with service providers within the focus area. This analysis should not be used in lieu of detailed site-specific engineering analysis, environmental/geotechnical analysis, or legal investigations.

The analysis relies on publicly available datasets and mapping sources, including soils types, property slope, wetlands, floodplains, utilities, pipelines, and historic structures. Each condition is evaluated at a screening level to describe what exists on the site and what those conditions typically mean for development based on established regulatory frameworks and technical guidance. As such, the findings should be interpreted as indicative rather than definitive. Site-specific engineering studies, agency coordination, and permitting reviews will be required to confirm specific property impacts and refine development strategies for any specific development projects.

Overall, the focus area for this study does not exhibit any singular constraint that would categorically preclude development. While much of the area appears unincumbered by analyzed development constraints, localized floodway areas, refined-products pipeline easements, regulated wetlands, and soils with drainage limitations do introduce design, permitting, or cost considerations for certain areas within the focus area. These conditions are not uncommon in central Indiana and are, in many cases, generally manageable through thoughtful early engagement, site planning and engineering. Based on this high-level, red-flag desktop review, the focus area appears broadly suitable for development, subject to additional due diligence, detailed design, and regulatory coordination as specific projects are contemplated.



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Utilities

Water

As shown on the Water & Service Map (see page A-7), a 12-inch municipal water main enters the focus area from the north along South County Road 300 East and extends south to approximately the 1100 block. A second 12-inch water main runs along the northwest edge of the focus area adjacent to South County Road 200 East. In addition, an 8-inch water main is located in the northwest corner of the focus area along South County Road 150 East, north of East County Road 75. All identified water mains are owned and operated by the Town of Danville, which is currently undertaking planning efforts to extend municipal water service throughout Center Township. These planned investments are expected to increase overall system capacity and redundancy, further positioning the focus area to accommodate future development and service extensions with reduced off-site infrastructure requirements.

Sewer

As shown on the Water & Service Map (see page A-7), there are currently no sanitary sewer lines within the focus area. The West Central Conservancy District (WCCD) is planning construction of a new sanitary sewer line along the eastern portion of the focus area, extending west to South County Road 300 East near the airport entrance, with completion anticipated in July 2026. Because the focus area lies within the sewer territories of both the Town of Danville and WCCD, future development will require coordination with both entities to determine the timing, location, and capacity of planned or potential sewer infrastructure extensions.

Water & Sewer Service Map

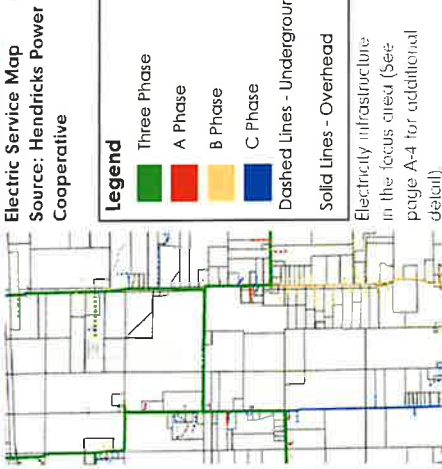
Source: Town of Danville, West Central Conservancy District



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Electricity

As displayed on the Electric Service Map (see page A-4) Hendricks Power Cooperative provides electric service throughout the identified area, primarily via overhead three-phase and single-phase distribution lines, with a combination of overhead and underground taps serving rural and suburban customers. The cooperative also supplies a limited number of commercial and industrial loads within the area.



Gas

As shown on the Gas Service Map (see page A-5, 6), CenterPoint Energy operates a 6-inch medium-pressure (MP) polyethylene (PE) gas main located in the northwest portion of the focus area, generally running along S 200 E and a 2-inch MP PE near the northeast portion of the focus area near the intersection of Galena Dr and S County Road 400 E. Gas service extensions will likely be required to support future development within the focus area.

CenterPoint Energy Gas Infrastructure

Source: CenterPoint Energy



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Soils Analysis

The Soils Analysis Map (see page A-8) indicates that the focus area is primarily comprised of soils classified as Group C and dual-coded B/D and C/D soils, reflecting a mix of moderate to slow water infiltration characteristics across the area. According to Natural Resources Conservation Service (NRCS) guidance, Group C soils and all dual-coded soils with a "D" designation behave as slow-infiltration soils when undrained, often exhibiting elevated seasonal water tables and soft, moisture-sensitive subgrades. Even when drainage improvements are installed, C/D soils may continue to function as slow-infiltration soils. If this is the case, future development designs may need to include additional detention basin capacity, upgraded storm sewer systems, and soil stabilization beneath pavements and foundations if final development engineering designs conclude such improvements are necessary. There is a strip of Group B soils present in the southeastern and southwestern section of the focus area. Group B soils provide the most favorable development conditions, supporting reliable compaction and moderate stormwater loading. Overall, it is anticipated that grading, undercuts, subsurface drainage, and engineered stormwater solutions, as are common in much of the central Indiana region, will be required throughout much of the focus area. Overall, however, the soils types within the focus area do not appear to present an unreasonable restriction to a wide variety of potential development types within the focus area.



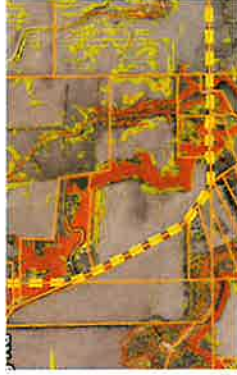
Hendricks County Airport - Gordon Graham Field

6

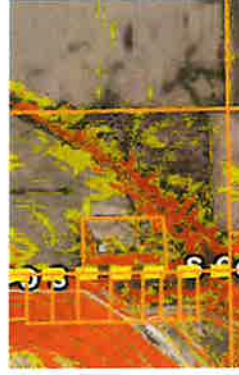
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Slope Analysis

The Slope Analysis Map (see page A-9) shows that nearly all land within the focus area contains slopes between 0-5%, which are considered generally flat to gently sloping and well-suited for development with minimal balancing of cut and fill. Small pockets of 5-10% slopes appear near drainage corridors scattered throughout the focus area. These areas likely remain developable but may require enhanced erosion control and more deliberate grading. A few isolated steep slopes above 10% appear only where small riverine features cut through the topography, particularly near the southeast part of the focus area. These areas typically function as natural drainageways and are not optimal for development. Hendricks County's zoning ordinance requires buildings to be sited to minimize cut and fill and limits building placement to areas with slopes of ten percent or less, meaning portions of the site exceeding this threshold may be unsuitable for development without significant engineering intervention. Overall, the focus area's predominantly flat terrain appears to provide favorable development conditions.



Southwest slope features present in the Focus Area (See page A-9 for additional detail)



West slope features present in the Focus Area (See page A-9 for additional detail)



Southeast slope features present in the Focus Area (See page A-9 for additional detail)

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Wetlands

The Wetlands Map (see page A-10) identifies several scattered National Wetlands Inventory (NWI)-mapped features potentially impacting a relatively small portion of the focus area. These include primarily riverine corridors and a few isolated emergent and forested/shrub potential wetlands located in the focus area. Riverine features are narrow and discontinuous and may, upon further engineering analysis, be regulated as waters of the U.S. or waters of the state, meaning any culverting, realignment, or disturbance may require review under permitting review by the Indiana Department of Environment Management (IDEM) or the US Army Corps of Engineers, depending on the type of wetland for determination of jurisdiction. Emergent wetlands (generally Class I-II per IC 13-18-22) may require 1:1 or 2:1 mitigation ratios, while forested wetlands (often Class II-III) may require 2:1 or 3:1 mitigation and long-term monitoring. This desktop analysis does not include any actual delineation of wetlands as it merely reflects potential mapped wetlands from common online resources. As development occurs, projects that may be impacted by potential wetland areas will need to engage in actual delineation activities to assess any actual impacts to development of a particular property. Although these wetland features introduce permitting and design considerations, the site does not appear to contain large, continuous wetland complexes, and no portion of the focus area appears categorically excluded from development solely due to wetland density.



Potential wetlands present in the Focus Area (See page A-10 for additional detail).



Potential wetlands present in the Focus Area (See page A-10 for additional detail).

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Floodplains

The Mapped Floodplain Map (see page A-11) indicates that only a small portion of the focus area, primarily along the southeastern riverine corridor, appears to be included within FEMA's regulatory floodway. However, the Indiana Department of Natural Resources (IDNR) has, through its Best Available Floodplain Layer (BAFL) program, created additional flood risk mapping to further guide development based on current LIDAR-based data. While FEMA map designations are used to determine flood insurance requirements, IDNR permits enforcement of the BAFL data at the local level for local floodplain permitting, which may require elevating structures to/above the Flood Protection Grade (FPG) in designated special flood hazard areas. The Floodplain Map identifies the area within the FEMA Firm mapping as well as the area designated floodplain by IDNR beyond the area designated by the FEMA Firm map. The IDNR mapped area extends well north of the FEMA floodplain, generally following the existing ditch.

Should development be proposed within the area designated as floodway within FEMA's mapping, IDNR will regulate all construction, fill, and grading under the Flood Control Act (IC 14-28-1). This may make development highly restricted and generally impractical within a FEMA-designated floodway area. Outside the floodway, the broader 1% floodplain fringe area, as well as the area designated as floodplain under IDNR's BAFL mapping, are subject to local permitting, enforcement, and regulations. Because of the way these floodplain areas are rather narrowly defined and geographically located, their overall potential impact on future development within the focus area is relatively limited, and the vast majority of the remainder of the focus area appears to remain suitable for development from a floodplain perspective. The Mapped Floodplain Map is an approximation of the FEMA and IDNR floodplain lines, and any final determination of actual locations of floodplain boundaries will require further detailed delineation as development projects are proposed.



IDNR mapped floodplain present in the Focus Area (See page A-11 for additional detail)



FEMA mapped floodplain present in the Focus Area (See page A-11 for additional detail)

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Transmission Lines and Historic Structures

Refined Products Transmission Pipeline

The Historic Sites & Pipelines Map (see page A-12) identifies two refined-products transmission pipelines, owned by Indiana Farm Bureau Coop. Assoc. and Buckeye Pipe Line Co., which appear to traverse the northwestern portion of the focus area. Pipeline locations were sourced from the Indiana Geological Survey and generally align with the approximate locations shown in the Hendricks County GIS. Title review for selected parcels references the Indiana Farm Bureau Cooperative Association pipeline but does not reference the Buckeye Pipe Line Co. These pipelines are associated with permanent easements that impose long-term constraints on development. Because hazardous-liquid pipelines fall under federal Pipeline and Hazardous Materials Safety Administration (PHMSA), and all excavation activity near transmission lines in Indiana are regulated by the Damage Prevention Law (IC 8-1-26), future development must engage the pipeline operators early in the process. This coordination is necessary to obtain required approvals and to confirm that proposed site layouts maintain appropriate safety clearances.



Refined Products Lines and Historic Bridges indicated within the Focus Area (See Historic Sites & Pipelines Map in Appendix for additional detail).

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Historic Sites/Structures

As displayed in the Historic Sites & Pipelines Map (see A-12) the focus area appears to include six mapped historic sites/structures throughout the area. These apparent sites/structures fall under review authority from the Indiana Division of Historic Preservation & Archaeology (DHPA) and may trigger archaeological surveys, architectural review, or avoidance requirements depending on project location. Development within proximity to these features may need to modify layout, preserve viewsheds, or maintain buffers. Early consultation with DHPA is advised to determine whether IC 14-21-1 review applies.

Historic Bridges

As displayed in the Historic Sites & Pipelines Map (see A-12) a historic bridge appears to be present within the northernmost part of the focus area, and its presence may introduce additional regulatory considerations beyond those applied to typical historic sites or structures. Because historic bridges fall under both state historic preservation law (IC 14-21-1) and federal transportation-related review, often governed through the Historic Bridge Programmatic Agreement, any proposed modification, replacement, or removal may require coordination with DHPA, Indiana Department of Transportation (INDOT), and potentially Federal Highway Administration (FHWA). These reviews may mandate alternative analysis, documentation, or preservation measures, making early consultation essential for any development that could affect the bridge.



Historic Sites & Structures indicated within the Focus Area (See Historic Sites & Pipelines Map in Appendix for additional detail).

Hendricks County Airport Area Economic Development Support Services

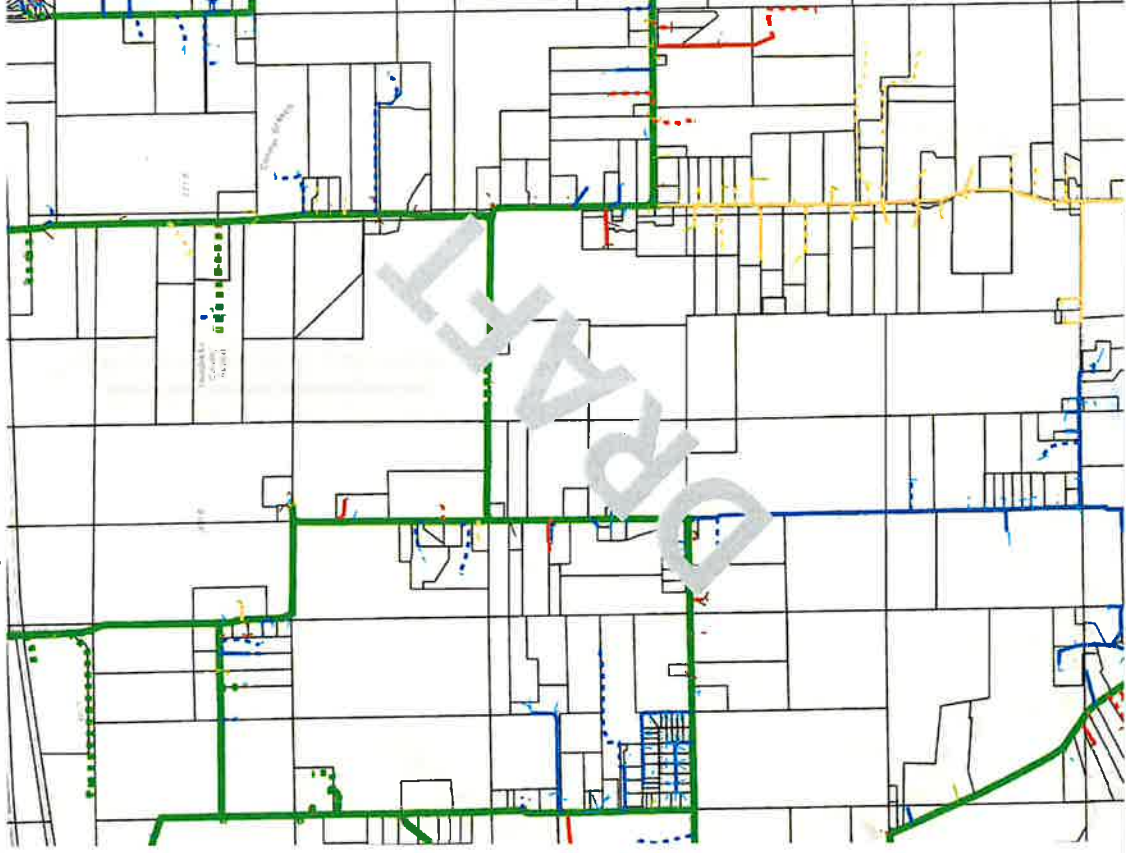
Appendix

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Electric Service Map

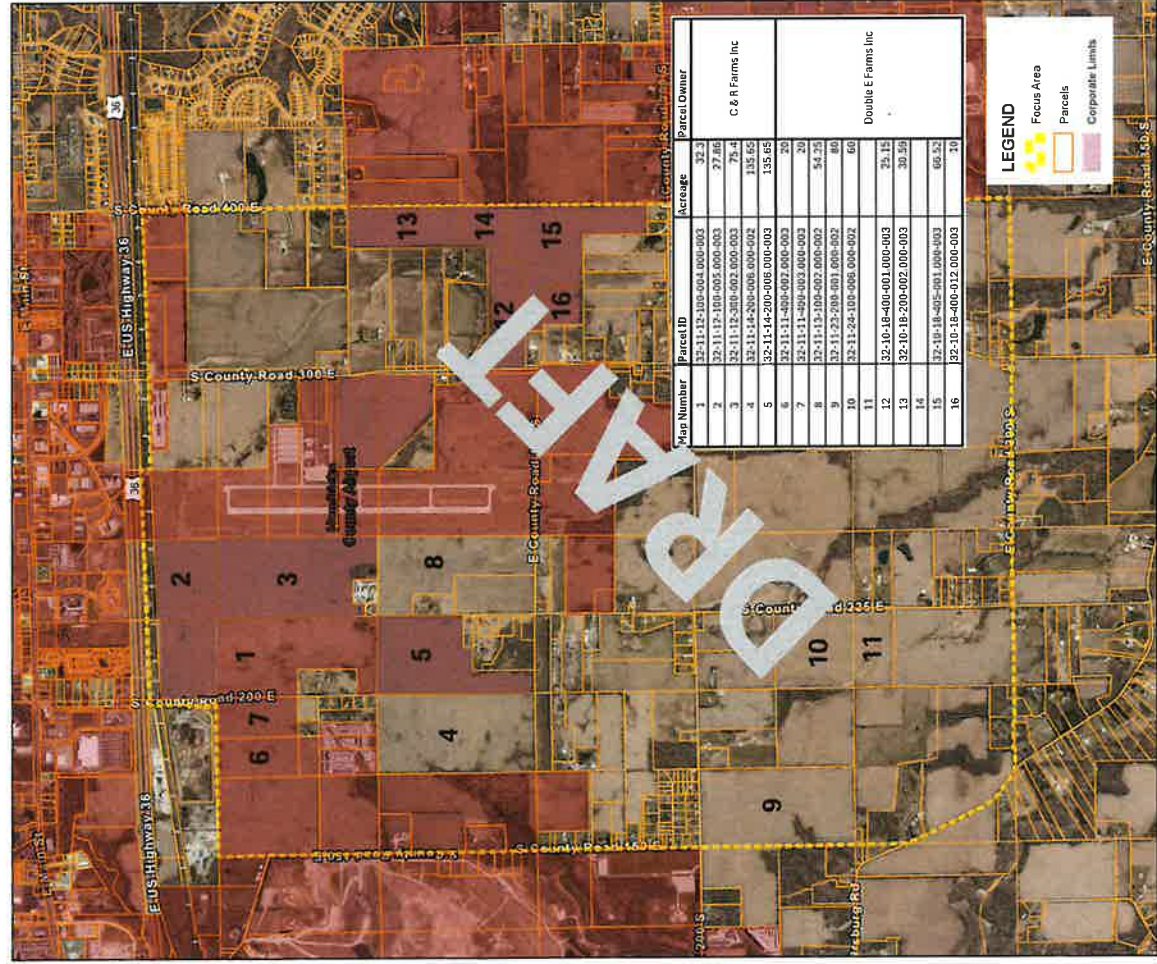
Source: Hendricks Power Cooperative



A-4

- Legend**
- Three Phase
 - Dashed Lines - Underground
 - A Phase
 - B Phase
 - C Phase
 - Solid Lines - Overhead

January 30, 2026



Source: IGIO

A-3

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SCALE 1" = 2,000'

0 100 200

JANUARY 30, 2025

PARCEL MAP

DANVILLE, IN

CenterPoint Energy Gas Infrastructure



CenterPoint Energy

Project Name: _____

Created By: Matthew Hobbs

Issue Date: 12/16/2025

Sheet # A-5 of 200

Requested By: _____

Pipeline Low Pressure

Pipeline Medium Pressure

Pipeline High Pressure

Pipeline Transmission

Pipeline Abandoned

Pipeline Casing

Regulator Station

Other Gas Facility

CenterPoint Energy Gas Infrastructure



CenterPoint Energy

Project Name: _____

Created By: Matthew Hobbs

Issue Date: 12/16/2025

Sheet # A-6 of 200

Requested By: _____

Pipeline Low Pressure

Pipeline Medium Pressure

Pipeline High Pressure

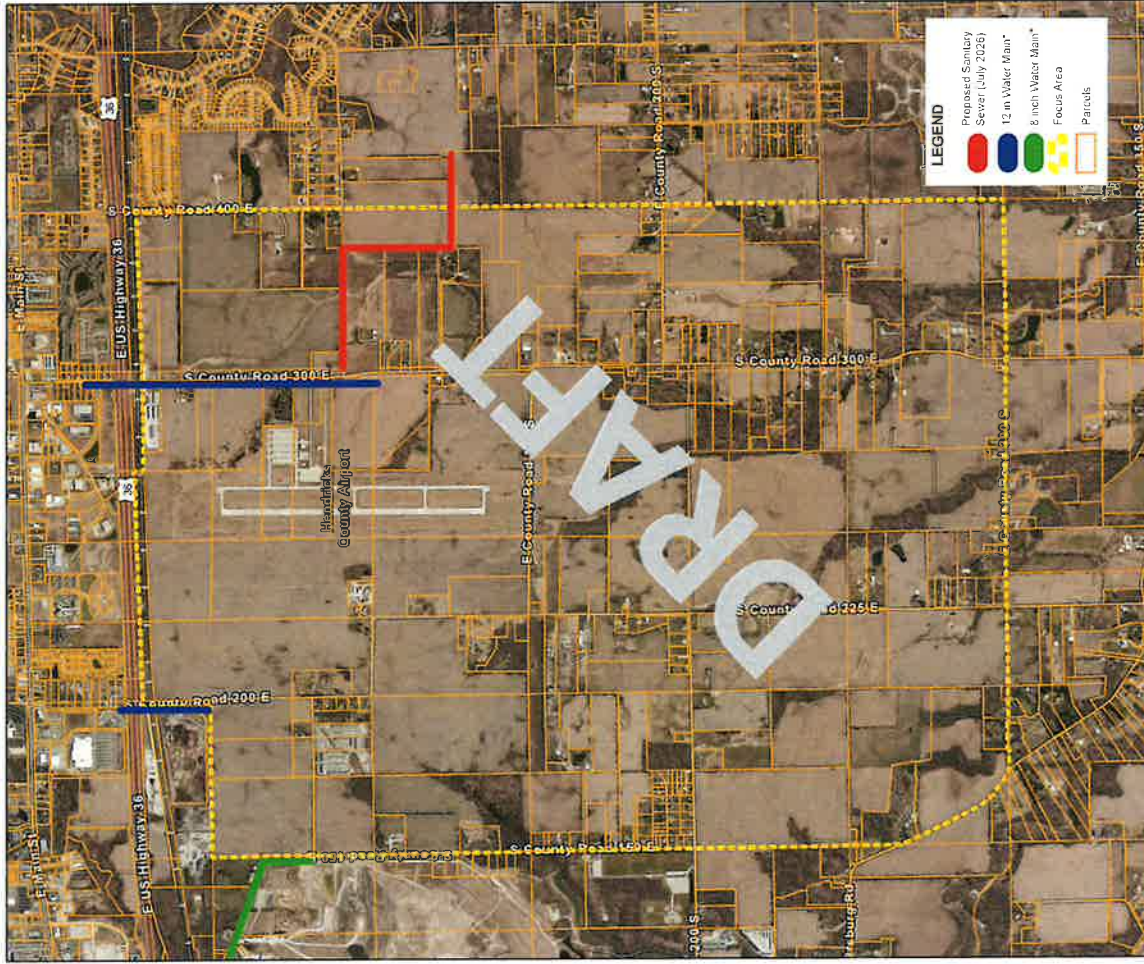
Pipeline Transmission

Pipeline Abandoned

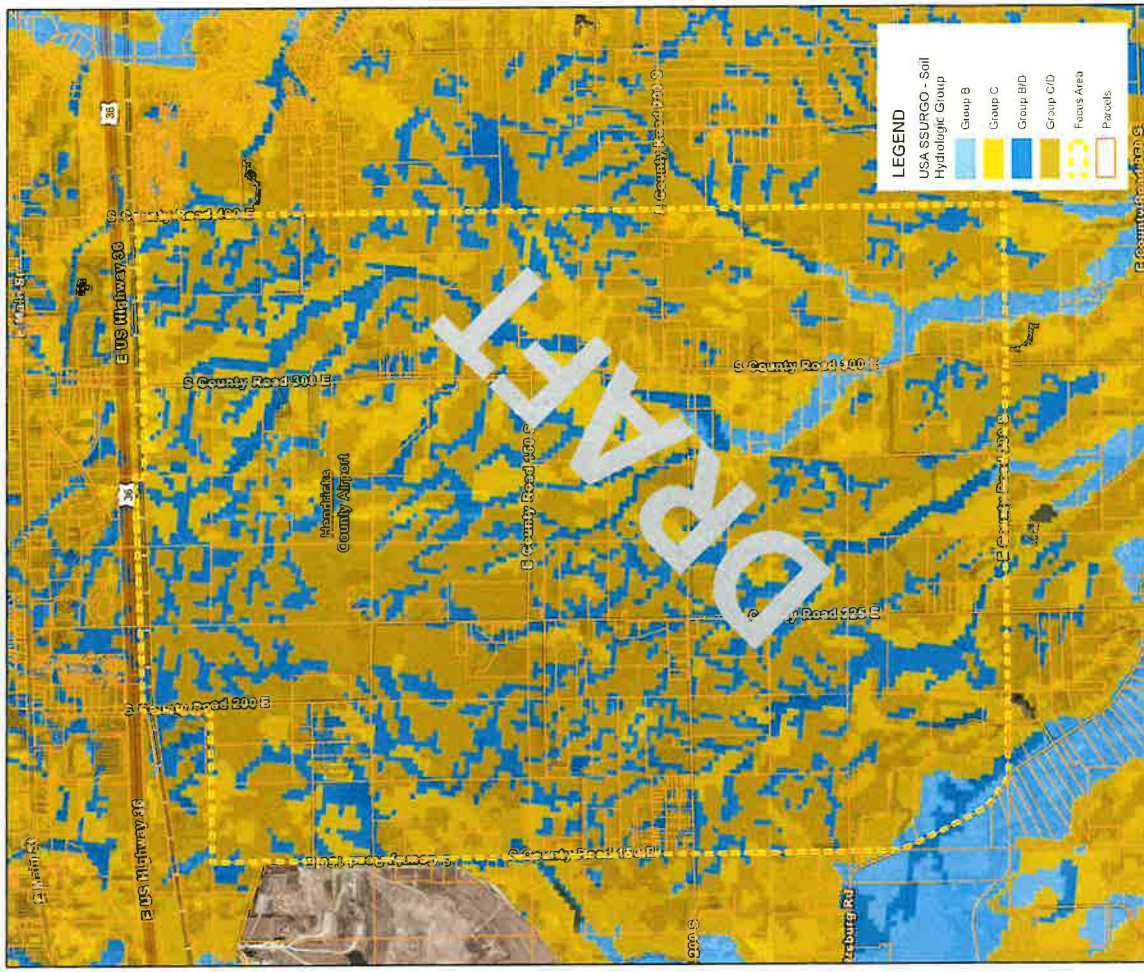
Pipeline Casing

Regulator Station

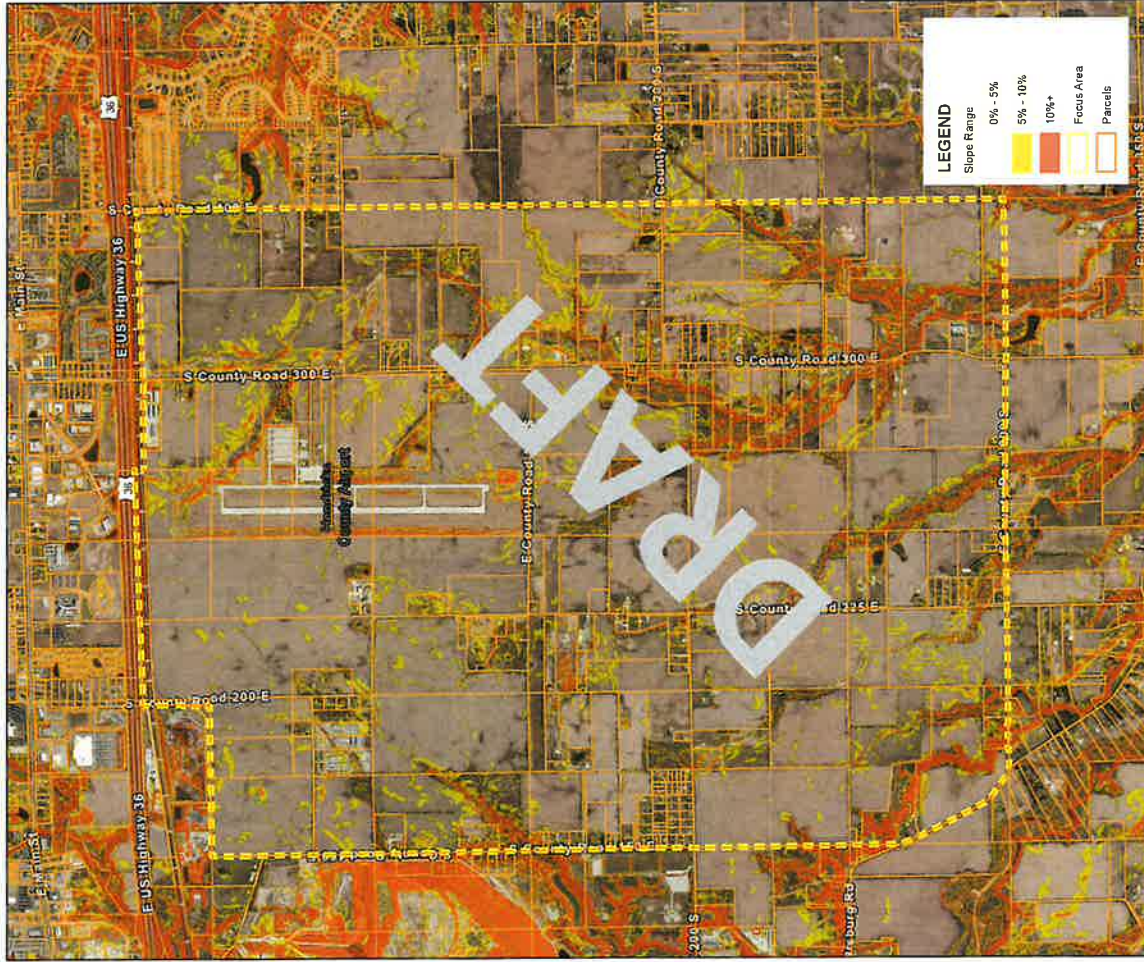
Other Gas Facility



Danville Site Due Diligence
 * Locations Are Approximate
WATER & SEWER SERVICE MAP
 DANVILLE, IN
 Source: Town of Danville, West Central Conservancy District
 PREPARED FOR
 GOWINS CONSULTANTS, LLC
A-7
 HWC
 ENGINEERING
 SCALE 1" = 2,000'
 0 100 200
 FEET
 JANUARY 30, 2026



DANVILLE SITE DUE DILIGENCE
SOILS ANALYSIS MAP
 DANVILLE, IN
 Source: IGIO-USA Natural Resources Conservation Services
 PREPARED FOR
 GOWINS CONSULTANTS, LLC
A-8
 HWC
 ENGINEERING
 SCALE 1" = 2,000'
 0 100 200
 FEET
 JANUARY 30, 2026



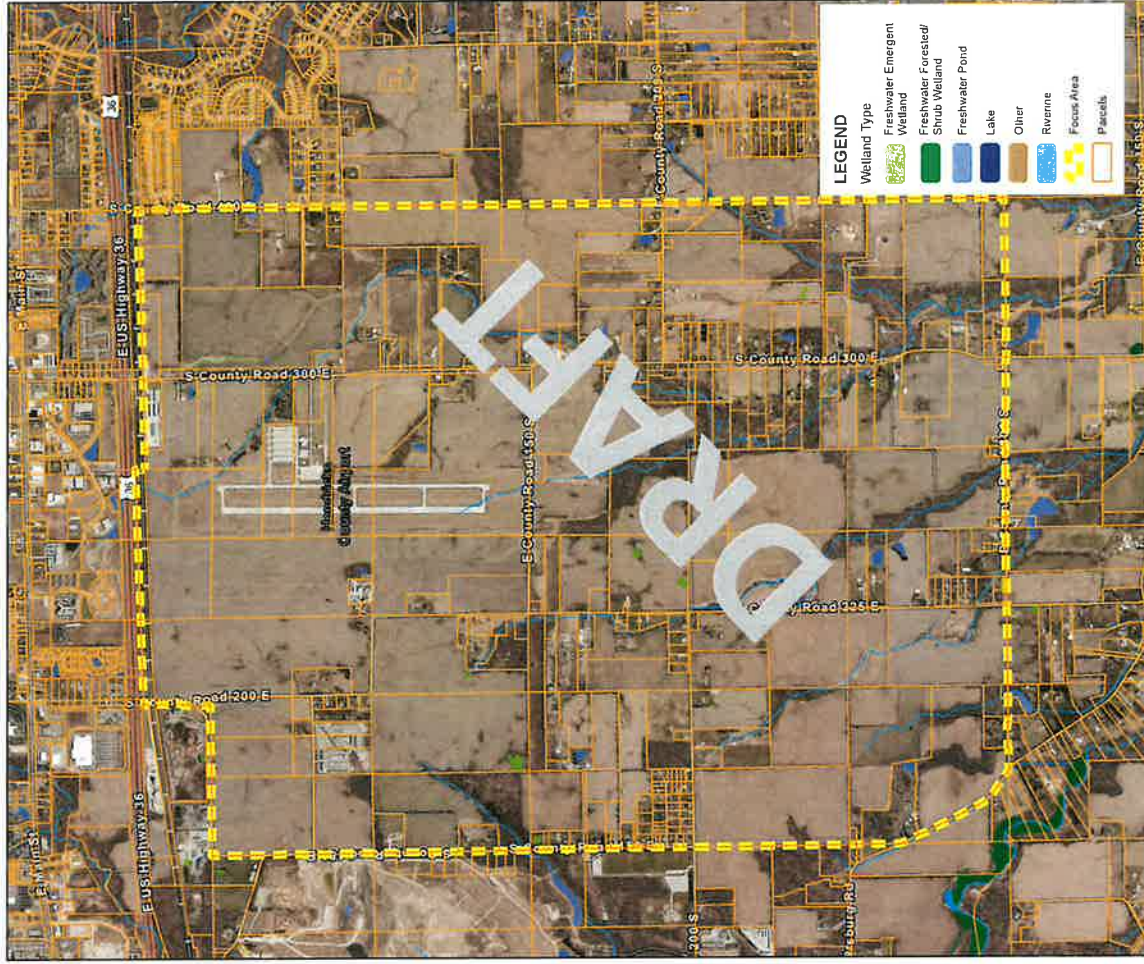
DANVILLE SITE DUE DILIGENCE
SLOPE ANALYSIS MAP
 DANVILLE, IN

Source: IGIO - USGS
 PREPARED FOR
 DANVILLE REDEVELOPMENT COMMISSION

A-9
HWC
 ENGINEERING

SCALE 1" = 2,000'
 0 100 200
 NORTH

JANUARY 30, 2026



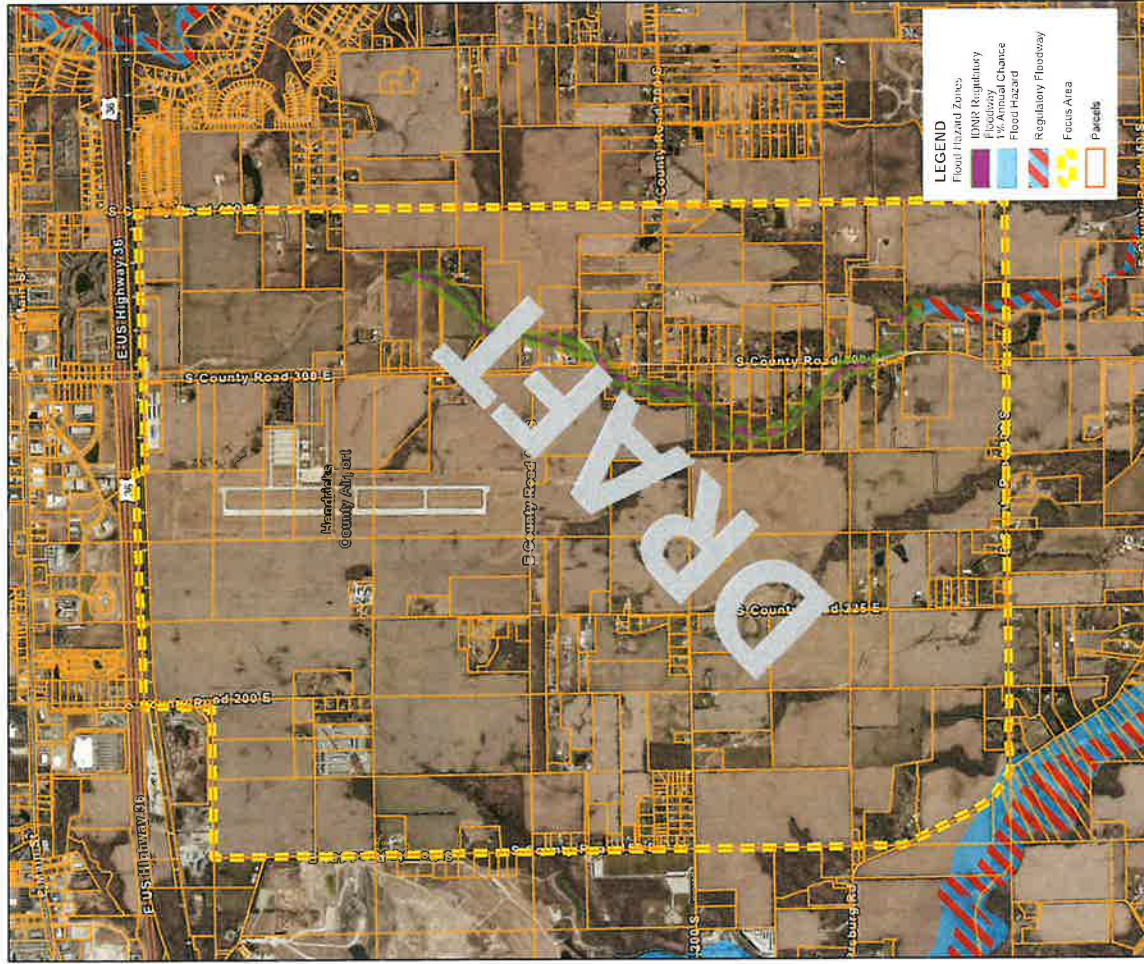
DANVILLE SITE DUE DILIGENCE
POTENTIAL WETLANDS MAP
 DANVILLE, IN

Source: IGIO - National Wetlands Inventory – US Fish and Wildlife Service
 PREPARED FOR
 DANVILLE REDEVELOPMENT COMMISSION

A-10
HWC
 ENGINEERING

SCALE 1" = 2,000'
 0 100 200
 NORTH

JANUARY 30, 2026



DANVILLE SITE DUE DILIGENCE

Source: IGIO, FEMA, IDNR

PREPARED FOR
DANVILLE EDC (BUREAU OF COMMERCE)

A-11

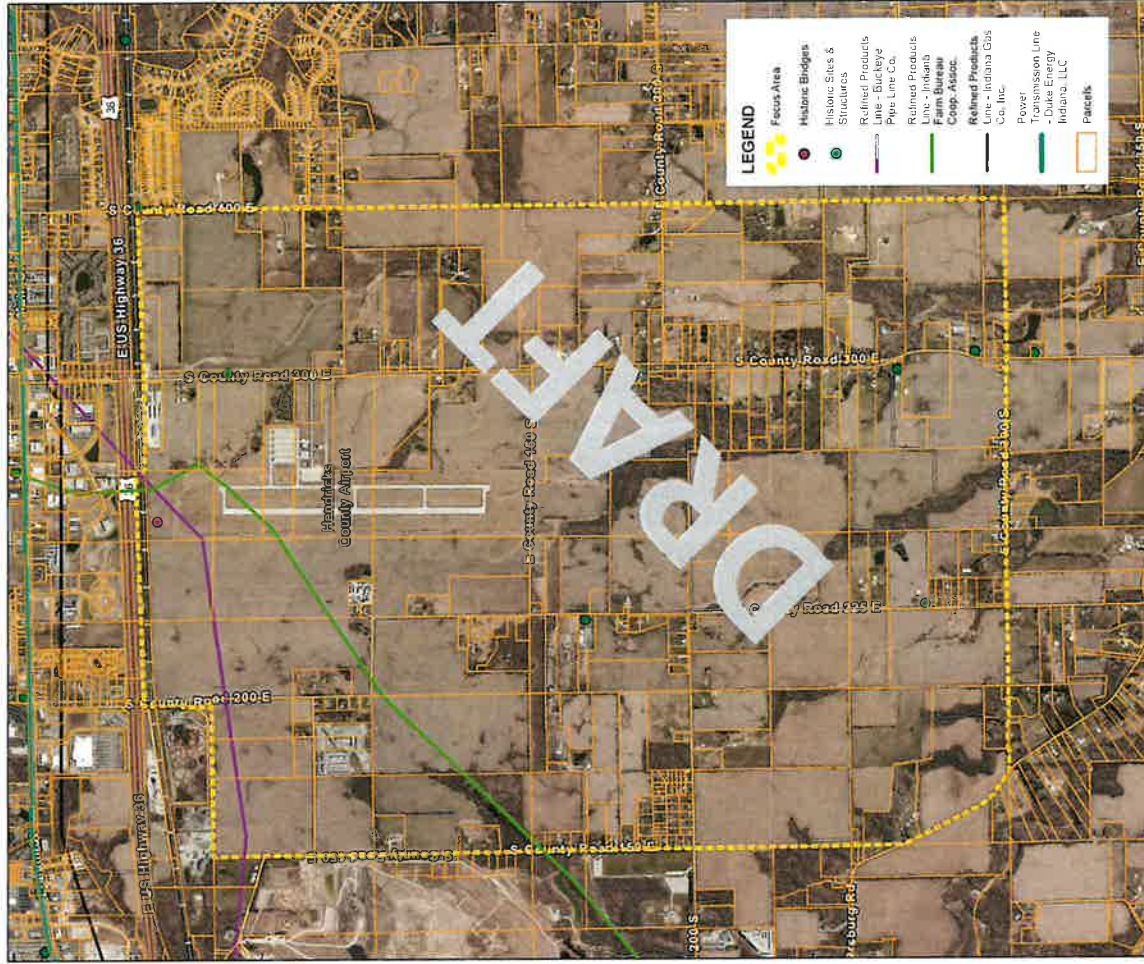
HWC
ENGINEERING

SCALE 1" = 2,000'

0 125' 250'

JANUARY 30, 2026

DANVILLE, IN



Danville Site Due Diligence

Source: IGIO - Indiana Geological Survey

PREPARED FOR
Danville EDC (Bureau of Commerce)

A-12

HWC
ENGINEERING

SCALE 1" = 2,000'

0 125' 250'

JANUARY 30, 2026

DANVILLE, IN