

CASTLETON

STRATEGIC REVITALIZATION

PLAN 2020

SHOP. EAT. PLAY.





MKSK



The Castleton Revitalization Plan (CRP) was developed by the city of Indianapolis and its consultants to offer a new vision for how the Castleton area could be transformed as a destination for Central Indiana residents. Following the adoption of the Plan in April 2020, the Department of Metropolitan Development reached out to Binford Redevelopment And Growth (BRAG) to spearhead key implementation efforts outlined in the Plan. Although BRAG decided its initial focus would be on the Nickel Plate Trail/District following the Plan's adoption, BRAG also wanted to highlight other key recommendations or "catalytic projects" identified in the Plan .

To that end, BRAG (re)convened several key Castleton stakeholders to advocate for Castleton based on these "catalytic projects", and promote the CRP as an integral part of redevelopment discussions. In the Spring of 2023 a group of local businesses, developers, City staff and elected officials kicked off a series of conversations related to current conditions in the Castleton area, progress that has been made since the Plan's adoption, and future opportunities in the area. One of the outcomes from these meetings centered on developing a consistent, collective voice to advocate for the businesses, major employers, and residents of Castleton.





This document represents a compilation of key components pulled from the Castleton Revitalization Plan, including the Executive Summary as well as the Plan’s key “themes”. Based on these “themes” or recommendations from the CRP, BRAG and the Castleton Coalition of stakeholders intend to serve as a collective voice to advocate for the area. This group of local business owners, developers, and residents intend to work with City staff and elected officials to transform the area into unique destination for residents in Indianapolis and Central Indiana. We hope others will join us in this effort!

To review the Castleton Revitalization Plan adopted by the City in its entirety, please go to [Castleton-Book Revision LR.pdf \(mycastleton.com\)](https://mycastleton.com/Castleton-Book_Revision_LR.pdf)

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STUDY AREA

BOUNDARIES

Study Area Boundary Map



Boundary Significance

- » Bookended by two potential regional economic development drivers: the White River and the Nickel Plate Rail (future trail)
- » Easy access to both I-465 and I-69
- » Significant anchors include Castleton Square Mall and Community Hospital North
- » Surrounded by stable neighborhoods to all sides

EXECUTIVE SUMMARY

INTRODUCTION

For more than a generation, Castleton has served as a vibrant center of commerce for all of Central Indiana. As national trends change, however, so must our communities - this Castleton Strategic Revitalization Plan positions the area for a new era of vitality as a center of not just shopping, but living and playing. This year-long process focused on understanding Castleton today, capturing public input through a robust process, exploring opportunities for the future revitalization of this area, and making recommendations for implementation steps to catalyze rebirth.

Castleton is a large area of Indianapolis's northeast side with complex issues and vast opportunities. Sitting approximately ten miles northeast of Downtown Indianapolis, and just south of the Hamilton County boundary, Castleton is advantageously located to continue to serve as a regional attraction.

Within the larger Castleton area this plan focuses on a 4.36 square mile study area that encompasses primarily commercial, institutional, and multi-family land use areas. It is irregular in shape and defined by the White River as the western boundary, 96th Street and Sahm Park and Golf Course to the north, 82nd Street and I-465 to the south, and Hague Road and Community Hospital North on the east.

While Castleton remains an important local and regional shopping destination and employment hub, it is beginning to experience a decline in retail and office demand similar to national trends.

Wary of this, local leadership and anchor employers sprung into action by lobbying the City of Indianapolis to conduct a study to understand how transformative change could prevent decline and revitalize Castleton.

Concerns included increased vacancy due to aging development and decreased retail demand, congestion, and a general sense of decline. Castleton is at a critical moment - to think forward to the next version of this area and build on it's past to create a vibrant future.

This process triggered enthusiasm, imagination, and a spirit of cooperation. This plan is a comprehensive, high-level vision for Castleton that will guide future investment. This vision includes an action-oriented, prioritized set of implementation steps, identifying near-term catalytic redevelopment opportunities and infrastructure improvements as well as longer-term recommendations.

Themes

Through the planning process, themes were established to guide a vision and recommendations.

These themes were developed through an intense process of learning and discovery, research and dialogue. Project members, including the Stakeholder Committee, were integral to the formation of these themes.

Project Vision

Sustaining long-term viability through creating place

Themes for the vision of Castleton

-  **82ND STREET AS A PLACE**
-  **RECONNECTING PEOPLE**
-  **RESTORING THE NATURAL HERITAGE FOR PEOPLE**
-  **RECLAIMING IDENTITY**
-  **THE RAIL THAT DIVIDES, NOW CONNECTS**
-  **A PLACE FOR ALL**
-  **THE "IT" FACTOR**
-  **VILLAGE CENTERS, NOT STRIP CENTERS**

EXECUTIVE SUMMARY

INFRASTRUCTURE

Infrastructure improvements are critical to supporting the vision laid out in this plan. Recommendations for new and improved infrastructure are categorized as either Catalytic or Future.

CATALYTIC VS FUTURE

Catalytic

Infrastructure projects deemed a higher priority due to their transformative impact on near-term revitalization of Castleton.

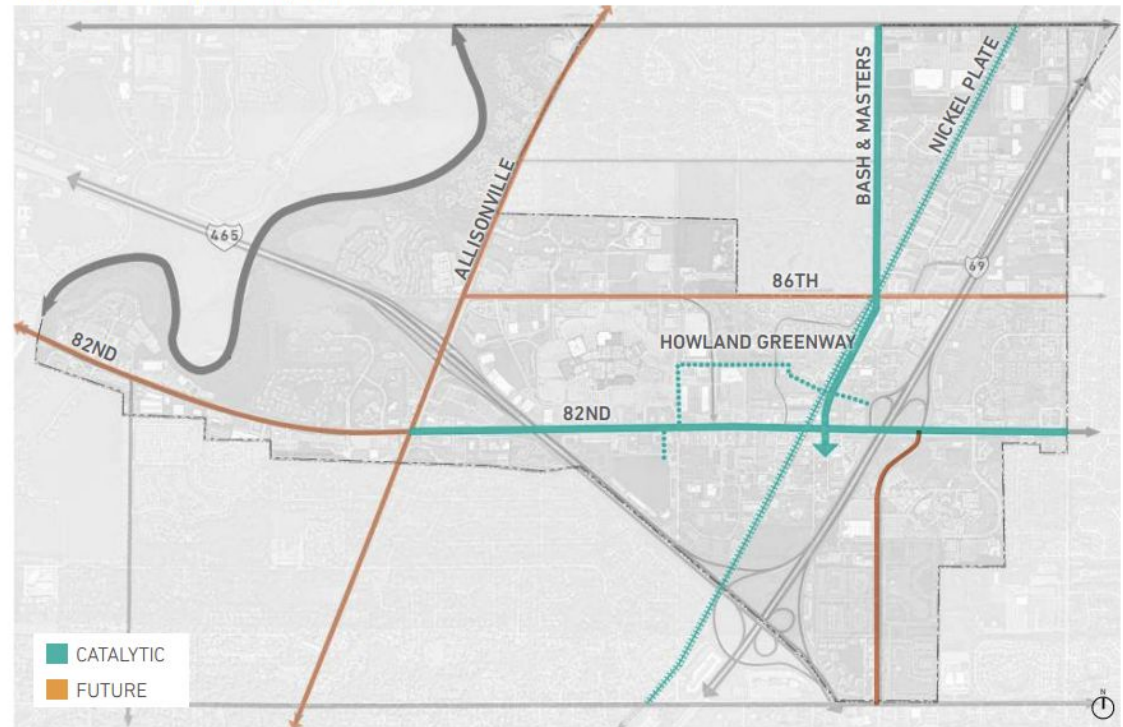
Future

Infrastructure projects that have regional significance, but are deemed longer-term given cost and multi-agency cooperation.

CONDITIONS TODAY

Today, Castleton is known for its congestion, convoluted vehicular circulation patterns, and limited pedestrian connectivity. The following projects will address these issues.

Proposed Infrastructure Improvements



RECOMMENDATIONS

Catalytic Infrastructure Projects

82nd Street (East of Allisonville)

Create a complete street, enhance vehicular and pedestrian safety, minimize congestion, improve aesthetics, and create a new sense of place.

Bash and Masters

Combine these two corridors into one to improve north/south connectivity and support the redevelopment of property adjacent to the Nickel Plate Trail.

EXECUTIVE SUMMARY

INFRASTRUCTURE

Nickel Plate Trail

Remake the rail that divides this area into a trail that connects all of Castleton and beyond in a way that encourages placemaking and activation, and entices redevelopment.

Howland Greenway

Remake and daylight Howland Ditch as an open waterway and stormwater park with a trail connecting the Nickel Plate Trail to Castleton Square Mall. Reduce the 100-year floodplain in this area to enable additional investment in properties.

Future Infrastructure Projects

82nd Street (West of Allisonville)

Enhance vehicular and pedestrian experience and safety, improve aesthetics, and support the recommendations of the White River Vision Plan.

Allisonville Road

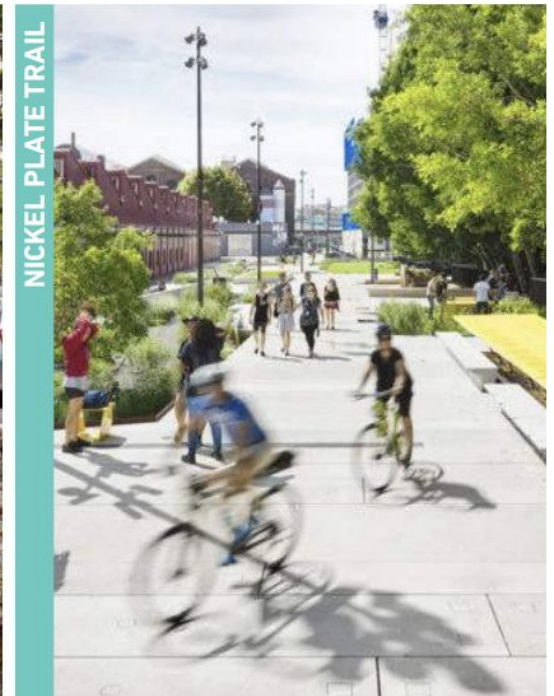
Enhance pedestrian experience and safety by installing crosswalks at intersections and upgrading existing bike lanes.

Shadeland Avenue

Improve pedestrian connectivity and safety by installing a multi-modal path along the east side of Shadeland Avenue from 82nd Street to 75th Street.

86th Street

Create a connected, complete street corridor to and across I-69 to relieve congestion on 82nd Street.



EXECUTIVE SUMMARY

VILLAGES

Castleton is known to be a highly suburban, auto-oriented area lacking a strong sense of place. Though this is its current state, over time new development patterns and infrastructure improvements can support more walkable environments. These environments are the preference of both Millennial and Baby Boomer generations. Castleton can be comprised of more urban-oriented villages that promote walkability, development, and a sense of place.

Each Village should be no more than a ten-minute walk from one end to the other. New development would be supported by market demand. Infrastructure investments would further enhance and catalyze private development in each Village.

Catalytic Villages

Nickel Plate Trail

Encourage a trailside development district of residential, office and hospitality uses centered around the 82nd Street intersection.

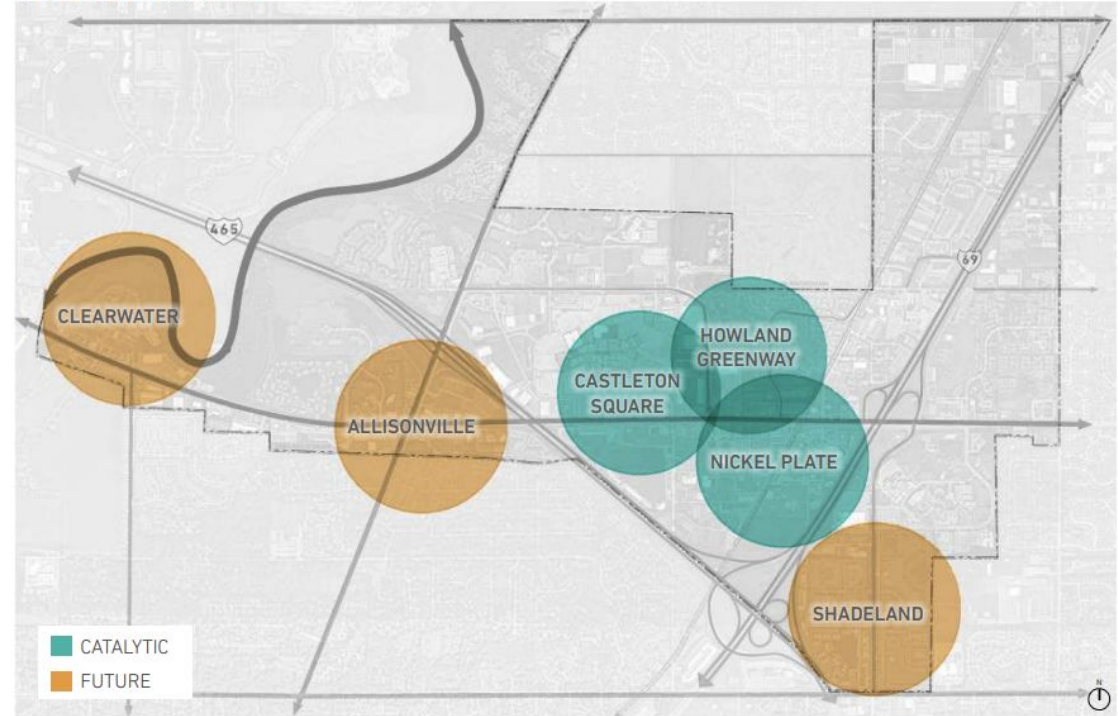
Howland Greenway

Create a walkable, mixed use village around the linear waterway and stormwater park.

Castleton Square

Strengthen Castleton Square Mall and Castleton Office Park with walkable residential, hospitality, and food and beverage development.

Proposed Development



Future Villages

Clearwater

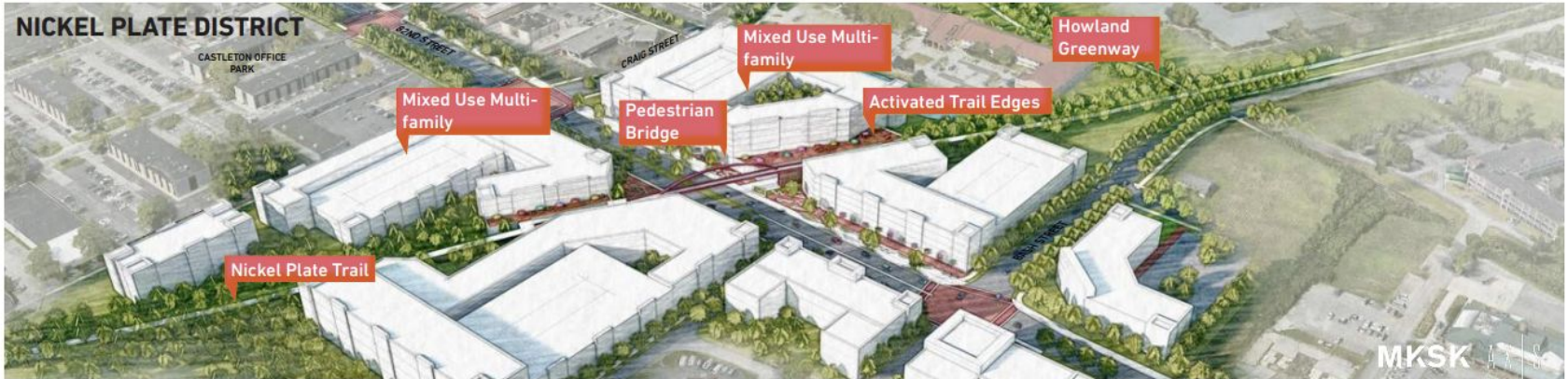
Encourage riverfront development, activation, and connectivity.

Allisonville

Create a refreshed gateway to Castleton from I-465 with vibrant retail and service uses.

Shadeland

Create a walkable medical district with a focus on uses supportive to Community Hospital North and residents in proximity.



Castleton Development Potential
January 31, 2020

EXECUTIVE SUMMARY

INFRASTRUCTURE COST MATRIX

PROJECTS	LIMITS	LENGTH (MI.) AREA (AC.)	PROJECT COST (INC. HARD AND SOFT COSTS)
INFRASTRUCTURE - CATALYTIC			
82nd Street (East of Allisonville) Improvements	Hague Road to I-465	2.0 mi.	\$24,151,000
Bash & Masters Improvements	96th Street to 82nd Street	1.5 mi.	\$11,111,000
Howland Ditch Improvements	Clearvista Place to Mall Ring Road	2.0 mi.	\$9,361,000
Nickel Plate Trail (trail and amenities)	96th Street to I-465	2.4 mi.	\$4,288,000
<i>Nickel Plate Trail (82nd Street pedestrian bridge only)</i>	Nickel Plate, bridging 82nd Street	Lump Sum	\$3,750,000
<i>Nickel Plate Trail (Trailside lighting only)</i>	96th Street to I-465	Lump Sum	\$1,740,000
<i>Nickel Plate Trail (82nd Street HAWK signal)</i>	Nickel Plate, crossing 82nd Street	Lump Sum	\$140,000
INFRASTRUCTURE - FUTURE			
82nd Street (West of Allisonville) Improvements	I-465 to White River	1.9 mi.	Not Priced
86th Street	Clearvista Place to Allisonville Road	1.9 mi.	\$16,957,000
<i>86th Street (I-69 2-lane bridge only)</i>	86th Street, bridging I-69	Lump Sum	\$16,000,000
Allisonville Road	96th Street to 82nd Street (one block south)	1.75 mi.	Not Priced
Shadeland Avenue	82nd Street to 75th Street	1.0 mi.	\$7,864,000
EXPENSES			\$93,482,000

EXECUTIVE SUMMARY

FINANCING AND POLICY STRATEGY

The plan has identified community desires and distilled a compelling vision for the redevelopment of Castleton. The ultimate success of this plan, however, is contingent on a thoughtful, realistic implementation strategy.

This implementation strategy ties infrastructure improvements to private investment, evaluates expenditures, and identifies sources of public revenues.

In the near term, several sources of public revenue are identified:

- » The existing 96th Street TIF District can be utilized to fund projects that are within or benefit the allocation area.
- » Capture private capital investment in the Castleton area to fund the infrastructure needed to catalyze further economic activity. This can be achieved with a new or expanded TIF district.
- » Create Flood Control Improvement district (FCID), to mitigate floodplain conditions and open up additional acreage for development.
- » Alternative public and private sources could also bolster infrastructure funding and maintenance. These include economic improvement districts, stakeholder partnerships, and community organizations.

The project implementation strategy prioritizes a combination of the above funding sources.

Public officials, organizations, and the private market can use different policy strategies to begin critical implementation steps.

Parcel-by-parcel redevelopment strategies

The city can support the redevelopment of areas with many owners by partnering with real estate and development companies to target specific sites for redevelopment. The targeting of specific areas for stabilization supports the following stages in a city's vacant land revitalization cycle: utilization of resources for rehabilitation, property transfer or demolition, and long-term revitalization.

Utilize public sector toolkit to get market moving

Effective use of the city's toolkit (site assembly, infrastructure improvements, and targeted ordinance amendments) can significantly enhance the marketability and redevelopment of sites.

Leverage specialties of major stakeholders

Significant stakeholders and anchor employers can enhance and facilitate redevelopment by operating facilities, assisting in land acquisition, leasing land, facilities, and spaces, engaging the community, and providing organizational leadership.

Plan for a governing organization to implement

Governing organizations can play a crucial role

in the efficient and strategic implementation of project goals, overseeing redevelopment, maintenance, programming, property acquisition, marketing, and coordination between property owners and adjacent infrastructure projects. Governing organizations can be business associations, community development corporations, and other such entities.

Get started early with key decision makers.

Area employment anchors can play a role in overseeing the execution of project goals before permanent governing organizations are established (community organizations or other entities), acting as temporary de facto economic organizations.

Orchestrate Development Deals

Deal structures that might be applicable to private development in Castleton including developer deals, joint ventures and public private partnerships (P3).

The right deal can be employed for each project, but conversations should start early with developers to share the vision through a series of meetings/introductions to the vision for Castleton.



VISION & RECOMMENDATIONS



PROJECT VISION

ORIGINS AND OVERVIEW

Significant planning processes benefit from an overarching vision statement that describes an ambitious future condition. For this study, this statement emanates from and lies at the center of the eight themes that were co-developed with project stakeholders. The nuances of these themes are succinctly captured in this project vision:

Sustaining long-term viability through creating place

This vision understands the value of a broader and more integrated mix of land uses that can withstand cyclical and market changes. This vision also acknowledges the critical role that infrastructure play in establishing identity, marketability, and long-term sustainability. Lastly, this vision projects a distinctly different future condition for Castleton, one built around a unique sense of place.

Under this project vision, the plan's recommendations combine public and stakeholder input with blended physical, market, and feasibility analysis. Big ideas for infrastructure and development are put forth; all of which tie back to the project vision and eight themes. Recommendations build off of one another in an attempt to further solidify long-term viability for Castleton.



PROJECT THEMES

EXPANDING THE THEMES



82ND STREET AS A PLACE

INTEGRATE PEDESTRIANS, CYCLISTS, LANDSCAPE, DRAINAGE, SIGNAGE, AND IMPROVED EDGES TO GIVE NEW IDENTITY. MAKE A COMPLETE STREET.

- » Introduce corridor-branded signage and lighting
- » Enhance entrances
- » Enhance landscape along 82nd Street and in medians
- » Relieve traffic congestion and simplify access
- » Activate frontage with buildings rather than parking
- » Develop a strong adopt-a-median program
- » Commit to a well-maintained streetscape environment



RECONNECTING PEOPLE

BRING THE COMMUNITY TOGETHER THROUGH PLACES, SPACES, AND TECHNOLOGY.

- » Improve vehicular connectivity to strengthen the transportation network and widen route choices
- » Add pedestrian trails and paths to promote walkability
- » Create activated public spaces as community gathering areas
- » Improve connections to Sahm Park and Golf Course
- » Promote a digitally connected community
- » Foster local businesses
- » Establish community-wide activities and events
- » Create and designate places that foster collaboration

PROJECT THEMES

EXPANDING THE THEMES



RESTORING THE NATURAL HERITAGE FOR PEOPLE

CONNECT PEOPLE TO NATURE THROUGH WATERWAYS AND GREEN SPACES.

- » Restore and enhance drainage ways into amenities
- » Pursue natural strategies for flood management
- » Increase trees and landscape along corridors and in public spaces
- » Reduce overall amount of surface parking
- » Invite pedestrians into formalized and re-established natural areas
- » Enhance access to and use of the White River



RECLAIMING IDENTITY

LEVERAGE THE REVITALIZATION STRATEGY TO REPOSITION CASTLETON'S BRAND.

- » Establish unique public places to host events
- » Prioritize wayfinding signage and artful gateways
- » Use "quick win" redevelopment projects to reduce vacant and low-quality storefronts
- » Increase the presence of public art
- » Promote bike and pedestrian trails
- » Encourage walkable development patterns

PROJECT THEMES

EXPANDING THE THEMES



THE RAIL THAT DIVIDES, NOW CONNECTS

HARNESS THE NICKEL PLATE TRAIL'S POTENTIAL AS A GAME CHANGER FOR NEW INVESTMENT.

- » Convert the rail into a trail to link Castleton to the broader region, including Hamilton County and downtown Indianapolis
- » Create activated zones and spaces at key redevelopment sites
- » Improve east-west connections to the trail from adjacent neighborhoods and retail centers



A PLACE FOR ALL

PROVIDE A DIVERSITY OF PLACES AND ACTIVITIES FOR PEOPLE OF ALL BACKGROUNDS.

- » Develop more approachable and accessible public spaces
- » Promote more recreational activities
- » Add gathering places through new open space and redevelopment
- » Encourage places that reflect local culture
- » Attract education and training opportunities
- » Support eco-friendly businesses
- » Explore adding new civic destinations, such as libraries and recreation centers

PROJECT THEMES

EXPANDING THE THEMES



THE “IT” FACTOR

IDENTIFY AND ENCOURAGE UNIQUE DESTINATIONS THAT ENERGIZE PLACE AND MAKE PEOPLE SAY “I’M GOING TO CASTLETON FOR THAT!”

- » Consider unique, publicly-oriented elements, such as...
 - » Pavilions (water/splash park, picnic areas)
 - » Farmers markets
 - » Ice skating rinks or ribbons
 - » Mini theaters
 - » Small performing arts venues
- » Identify and pursue a unique activity that doesn’t occur elsewhere in the region
- » Develop experiential retail nodes alongside entertainment destinations and outdoor plazas, parks, and trails



VILLAGE CENTERS, NOT STRIP CENTERS

RE-IMAGINE CASTLETON AS A SERIES OF WALKABLE VILLAGES WITH A MIX OF HOUSING, RETAIL, OFFICE, AND AMENITIES.

- » Provide a diversity of housing options for different age groups
- » Create walkable villages with a variety of retail and service offerings
- » Promote development that encourages entrepreneurship
- » Establish places with distinct identities
- » Diversify the office market to include new formats for small businesses



CATALYTIC PROJECTS



VILLAGES

CATALYTIC AND FUTURE INVESTMENT

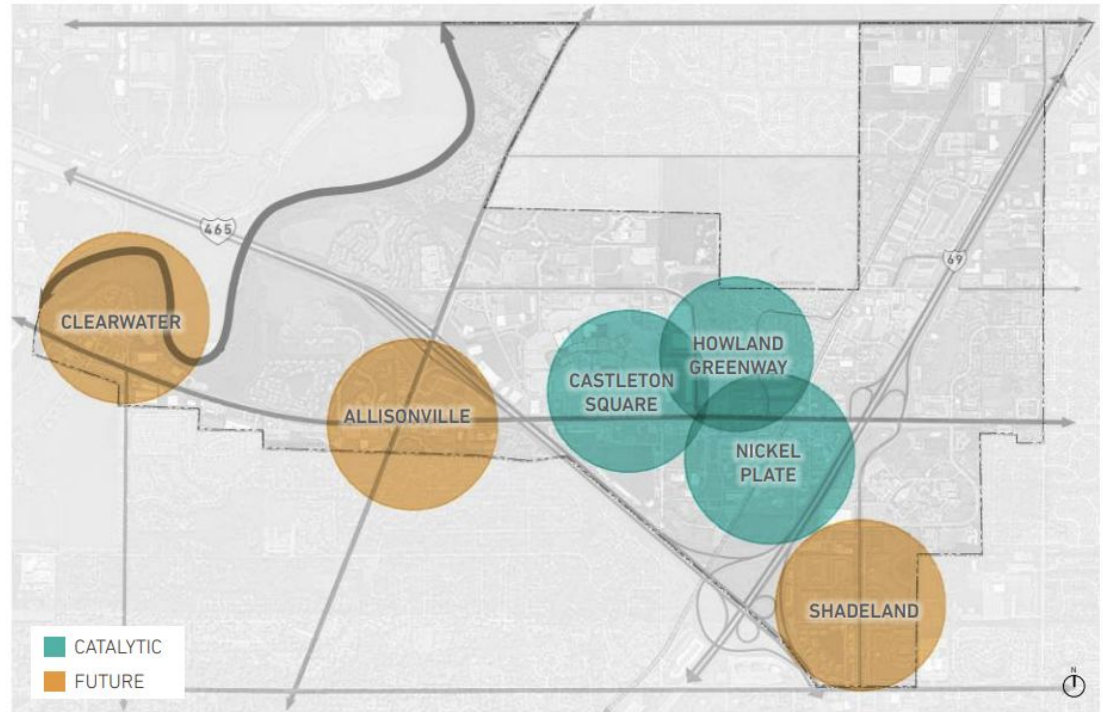
OVERVIEW

Castleton today is an automobile-oriented environment dominated by traffic congestion, surface parking lots, and suburban retail-focused development patterns. As retail market continues to shift towards online shopping and away from large-scale brick and mortar stores, these environments suffer from decline. This is beginning to occur within the Castleton area.

Because Castleton Square Mall remains strong and viable it acts as an anchor, still attracting numerous visitors and employees to the area. However, some outlying shopping centers and business parks experience a high degree of vacancy.

High quality retail environments benefit from complementary experiences. Entertain, food, beverage, and civic destinations support strong retail anchors and create resiliency against market forces. Additionally, introducing more residents within distances walkable to these destinations further acts to strengthen and solidify areas towards a more sustainable future.

Villages within the Castleton area can act in this way, integrating retail, entertainment, food, beverage, and civic destinations with new housing, all in a walkable and less automobile-oriented environment. This strategy is supported by data-driven market



trends and projections and further incentivized by significant infrastructure improvements. The plan recommends six potential villages be formed over time, each contained within a ten-minute walkshed and some villages interconnected. The plan recognizes that the time horizon associated with the development of each village could vary. These horizons are categorized as either catalytic or future.

Catalytic

Likely to develop sooner alongside catalytic infrastructure improvements.

Future

Likely to develop over a longer period of time as long-term infrastructure improvements are implemented.



INFRASTRUCTURE

CATALYTIC AND FUTURE INVESTMENT

OVERVIEW

The Castleton area experienced its most significant development from the 1950s to the 1990s. During this era, most development patterns were suburban-oriented, focusing on stand-alone and isolated building sites, intentionally separated land uses, and the efficient movement and storage of automobiles.

Aligned with the era of development, the infrastructure in the Castleton area is heavily skewed towards automobiles. Much of the area is paved with streets and surface parking. The street network is inadequate and disconnected. Because of this Allisonville Road and 82nd Street, the only connected north-south and east-west corridors, are very often congested. Circuitous and disconnected patterns also contribute to difficulty in accessing businesses and services. This can be frustrating for customers and employees and may be a deterrent to occupancy and development.

Very little infrastructure provides for the safe and enjoyable movement of pedestrians or bicyclists and open space where trees are scarce. Drainage is often handled by roadside ditches and the area's natural waterway, Howland Ditch, has been channelized and buried.

Infrastructure improvements can significantly alter the performance, scale, and identity of Castleton. When strategically identified and



planned with a premise of interconnectivity, multi-modality, a sense of place, and a functioning and present landscape ecosystem, new or enhanced infrastructure can also catalyze redevelopment.

The infrastructure improvements recommended in this plan are likely to occur over time. Time horizons are categorized as either catalytic or future.

Catalytic

Infrastructure projects deemed a higher priority due to their transformative impact on near-term revitalization of Castleton.

Future

Infrastructure projects that have regional significance, but are deemed longer-term given cost and multi-agency cooperation.



NICKEL PLATE DISTRICT

OVERVIEW

Establish the Nickel Plate Trail as the backbone of a trailside development district centered around the 82nd Street intersection.

DISTRICT OPPORTUNITY

Local and national case studies of successful trailside development districts are plentiful. Along the Indianapolis Cultural Trail, the Monon in Carmel, the Beltline in Atlanta, and the 606 in Chicago, previously blighted places are now thriving live, work, play environments. In Castleton, the Nickel Plate rail corridor divided neighborhoods, led to a network of disconnected streets, and encouraged low-density and industrial-focused land use patterns.

The Nickel Plate's change from rail to trail will catalyze a new future for this portion of Castleton.

Integration

Land use and infrastructure can be better integrated and responsive to community needs and demands.

Redevelopment

Dynamic development can include a vertical mix of uses, including office, retail, dining, entertainment, hospitality, and housing. Buildings can front the trail and contribute to its vibrancy through active ground floor businesses.

Nickel Plate Trail

The trail can include not only wide and accessible surfaces for users, but pocket parks and plazas that support development and contribute to an overall sense of place.

Streets

Streets in this area can be designed with consideration given to all transportation modes and the presence of trees and plants. The trail can span over 82nd Street, safely separating bicyclists and pedestrians from traffic below.

The Nickel Plate District can be a walkable place where trail-focused development and infrastructure center around healthy lifestyles.



Trailside Development

NICKEL PLATE DISTRICT

VILLAGE - DEVELOPMENT OPPORTUNITIES

RECOMMENDATIONS

Similar to transit-oriented development, trail-oriented development takes advantage of and leverages infrastructure that supports active ways of getting around in urban areas. In much the same way that transit-oriented development aims to build places where people can live, shop, and travel from a string of centralized community centers, trail-oriented development aims to provide a network of local business and housing choices within a web of safe and enticing trails. The amenity of the trail offers a draw for home buyers and a new market for local businesses.

Development

Celebrate the Nickel Plate Trail District by encouraging new mixed-use development to connect to and amenitize trail edges. Encourage trailside development on the “four corners” of the Nickel Plate Trail and 82nd Street intersection. The densest development could occur at the intersection with mixed-use buildings and activated trailside ground floor uses. First floor uses might include restaurants, stores, and other complementary commercial uses while upper floor uses might include multi-family residential, hotel, and office uses.

Further north and south along the Nickel Plate Trail, existing industrial and office uses may be replaced over time with multi-family and attached townhome development.

Structured Parking

Create vibrancy in this village by encouraging development to include structured parking to allow for a higher density. Structured parking can create a “park once” scenario that further supports a truly walkable district with an emphasis on live, work, and play.

Land Use and Zoning Designations

Encourage mixed-use walkable development and townhome development along the Nickel Plate Trail by enacting appropriate land use and zoning policies. There may be an opportunity to prepare and adopt a “trail-oriented zoning overlay” with zoning tailored to achieve the vision included within this plan.

CONSIDERATIONS

Coordination with Property Owners

Coordination with adjacent property owners is key to developing and activating the Nickel Plate Trail frontage. Coordinate early with property owners about potential property consolidation and phased redevelopment before the construction of the Nickel Plate Trail. The City of Indianapolis, community organizations, and real estate and development entities can help broker these conversations.

Further Study on Restrictions

Further study restrictions set forth in the railbanking agreement and federal statute to ensure planned development can optimally interface with the trail.

Best Practices

Link land use planning with non-motorized transportation; capitalize on amenity value of the trail to lure development and activation to the trail edges; foster desired development density through trail-oriented future land use, zoning, and ordinances; promote public and private investment on the Nickel Plate Trail.





HOWLAND GREENWAY DISTRICT

OVERVIEW

Build a walkable, mixed-use village around the improved Howland Greenway.

DISTRICT OPPORTUNITIES

The Castleton area lacks accessible and quality open spaces as pavement is the dominant landscape. The resulting character is void of a human scale and the recognizable natural elements that comfortably link us to our built environment. The most visible non-paved areas are roadside ditches, which frequently collect litter and debris and are unusable to pedestrians. The area's legacy waterway, Howland Ditch, has been channelized and piped to the extent that it does not serve as an amenity nor does it adequately drain surrounding lands. As a result, significant acreage within the Castleton area falls within the 100-year floodplain and its redevelopment potential is limited.

Reversing engineered waterways back to natural-form channels is a key redevelopment strategy in urban and suburban areas. The future Howland Greenway District can become a vibrant village centered on a high-performing and high-quality waterway amenity, attracting new development and vibrancy to vacant and underutilized properties.

Integration

The future Howland Greenway can be an amenitized waterway and linear park that

encourages development and links the Nickel Plate Trail and Castleton Square Mall.

Redevelopment

Horizontal and vertical mixed-use buildings can front the Howland Greenway in a diverse blend of housing, and some ground floor retail, dining, and entertainment. Lands currently within the 100-year floodplain can become developable.

Streets

Streets in this area can be planned for greater connectivity and designed with consideration given to all transportation modes and the presence of trees and plants.

The Howland Greenway District can become an ecological centerpiece to Castleton by blending a restored natural environment with walkable urban development.



Trailside Development

HOWLAND GREENWAY DISTRICT

VILLAGE - DEVELOPMENT OPPORTUNITIES

RECOMMENDATIONS

Throughout the country, remade ditches are amenities around which redevelopment occurs. This approach to the Howland Ditch can foster new development patterns within the retail core of Castleton. More specifically, properties around the future Howland Greenway are at present difficult to access and suffer from vacancy and disinvestment. These properties lie within the Howland Ditch 100-year floodplain, making reinvestment costly and unrealistic. With an ecologically-focused approach to replacing antiquated and engineered drainage infrastructure, these properties could experience redevelopment alongside a significant increase in usable open space.

Redevelopment in Conjunction with Floodplain Relocation

Strategically work with property owners to phase redevelopment following improvements to Howland Ditch, which will pull these properties out of the 100-year floodplain, to remove barriers to investment.

Greenway Investment

Emphasize the Howland Greenway as a unique green space, connecting a major regional destination, the Castleton Square Mall, to a major regional connector, the Nickel Plate Trail.

Walkable Mixed-Use Development

Leverage infrastructure improvements as incentive to high-quality, walkable

redevelopment with connected streets and integrated neighborhood services. Encourage mixed-use development with ground floor restaurants, stores, and other complementary commercial uses along major streets and a diversity of housing types, including multi-family and attached townhomes along the Howland Greenway. Developments could include concealed and heavily landscaped surface parking areas.

Land Use and Zoning Designations

Encourage walkable development by enacting appropriate land use and zoning policies.

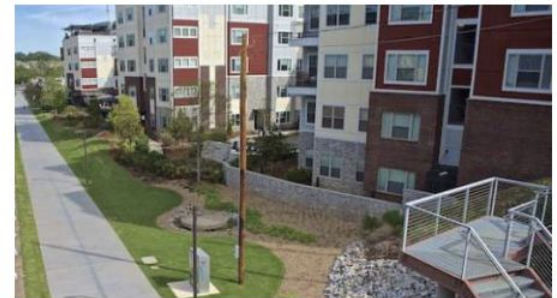
CONSIDERATIONS

Coordinate with Property Owners

Much of the impacted 94 acres is concentrated under three property owners, who are critical partners in determining the alignment and easements required for the Howland Greenway with respect to development potential. A flood study, preliminary engineering, and financial assessment are enabling steps.

Flood Control Improvement District

A Flood Control Improvement District is a mechanism available to Marion County that can finance infrastructure improvements to mitigate risk in the 100-year floodplain and unlock the potential for new capital investment. This mechanism operates like a TIF district, but with a 100-year sunset date. This tool could be explored to reduce the floodplain and add substantial value to affected sites.





CASTLETON SQUARE DISTRICT

OVERVIEW

Support Castleton Square Mall and Castleton Office Park with catalytic investment in 82nd Street and Howland Greenway to create new energy and encourage private investment in a walkable, mixed-use village.

DISTRICT OPPORTUNITIES

Castleton Square Mall and Castleton Office Park are the anchors of this district and contribute significantly to the stability of this area. While the Castleton Square Mall is a healthy and stable anchor, retail has changed, and market studies suggested the area around the Mall has an over-abundance of retail square footage. As a result of increasing competition in Fishers and Carmel, the Office Park has suffered from vacancy. These trends are not uncommon for development constructed in the era of Castleton.

Given the Mall's long-term viability it becomes the centerpiece to a new village - the Castleton Square District. Around the mall, new housing and hospitality development on vacant or under-performing sites can add a new population to the district, further activating the area and stabilizing retail centers. Enhanced entrances with dining, entertainment, and civic development can further complement the Mall. The Mall could also have a new front door on its east side, connecting to the Nickel Plate Trail via the new Howland Greenway.

The Castleton Office Park can be bolstered by a new western catalyst, a reimagined lakefront

that could include office, hotel, restaurant, and entertainment fronting a waterside boardwalk. Additionally, this new destination would be directly linked to the Mall through a pedestrian arcade.

To alter the trajectory of this district, 82nd Street must be reimagined as a complete street; one that functions for all modes of transportation and is identifiable through a

signature streetscape treatment. This is an essential aspect of re-branding Castleton into a more walkable series of villages.

The Castleton Square District can become a shopping, dining, and entertainment destination full of new residents and connections to natural features.



New arrival into Castleton Square Mall

CASTLETON SQUARE DISTRICT

VILLAGE - DEVELOPMENT OPPORTUNITIES

RECOMMENDATIONS

The team collaborated with stakeholders to identify the following substantial redevelopment opportunities for outlots and parking lots in the mall vicinity as well as the Castleton Office Park.

Activated Mall Entries

Envision two new front doors from 82nd Street to Castleton Square Mall, highlighted by an activated boulevard and new dining, entertainment, and civic development options.

Connect Castleton Square Mall

Terminate the east-west segment of the Howland Greenway at the Mall's eastern edge with a new outdoor park/plaza space to further activate the Greenway and the Mall. This outdoor park/plaza space also connects to 82nd Street via a new Mall entry, and further to the south, to the new lakefront boardwalk feature adjacent to Castleton Office Park.

Supporting Uses

Encourage complementary development such as housing, dining, entertainment, office, civic, hotel/hospitality, small anchor grocery, and medical services within this village.

Office Park Frontage

Redevelop existing Castleton Office Park frontage on 82nd Street into a denser, high-quality office environment with walkable amenities and restaurants for office tenants.

CONSIDERATIONS

Coordination with Property Owners

Simon Property Group and Castleton Office Park are the two largest property owners in this area and are central to the redevelopment discussions. Both parties have indicated that improvements to 82nd Street and Howland Ditch are catalytic to potential redevelopment. Work with these and other property owners to encourage phased redevelopment of outlots, the former Sears anchor, and parking lots.

Land Use and Zoning

Proactive land use and zoning policies and economic incentives such as TIF might further encourage redevelopment in alignment with this plan.

Outlots at the Mall

At the time of this study, Simon Property Group does not own the former Sears store or the outlots along 82nd Street. As these properties become available, the city and Simon Property group should avail themselves to owners to help guide and support the future vision for these properties.

Relevant Case Studies

The three case studies referenced in this document helped shape recommendations. Each of these places is an immensely successful, vibrant, mixed-use place with high-quality public and private investment.



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