



City of Greencastle
Common Council
Regular Session
Mikayla Johnson - Clerk Treasurer

July 9, 2026 | 7:00 PM
City Hall
One North Locust Street, P.O. Box 607
Greencastle, Indiana 46135

AGENDA

- I. Call to Order; Roll Call**
- II. Public Petitions and Comments**
 - A. School Board Representatives: Kathryn Dory and Megan Inman
- III. Special Requests**
- IV. Department Reports**
 - A. Cemetery - Jason Keeney
 - B. Fire Department - Rob Frank
 - i. Fire Inspections - John Burgess
 - C. Planner - Blaine Rout
 - D. Police Department - Chris Jones
 - E. Department of Public Works - Andrew Rogers
 - F. Wastewater Department - Oscar King Jr.
 - G. City Attorney - Laurie Robertson Hardwick
 - H. Park & Recreation - Jason Keeney
 - I. Water Department - Rick Denney
- V. Reports**
 - A. Mayor's Report
 - B. Clerk-Treasurer's Report
 - C. Councilors' Report
- VI. Approval of Minutes**
 - A. Approval of Minutes - June 11, 2026
- VII. Approval of Claims**
- VIII. Old Business**
 - A. ORDINANCE 2026-04 AMENDMENT TO THE 2026 SALARY ORDINANCE (second reading)
 - B. ORDINANCE 2026-05 AN ORDINANCE AMENDING SECTION 8-28 OF THE GREENCASTLE CITY CODE REGARDING LOADING ZONES (second reading)

- C. ORDINANCE 2026-06 AN ORDINANCE CREATING A SPECIAL EVENT STREET CLOSURE POLICY (second reading)

IX. New Business

- A. RESOLUTION 2026-10 A RESOLUTION TO ACCEPT A MATHEMATICAL FORMULA AS METHODOLOGY TO ASSIST IN THE DETERMINATION OF AN APPROPRIATE SCHEDULE OF FEES FOR DEVELOPMENT AND INSPECTIONS WITHIN THE CITY OF GREENCASTLE
- B. ORDINANCE 2026-07 AN ORDINANCE ESTABLISHING A SCHEDULE OF FEES FOR THE DEPARTMENT OF PLANNING, ZONING, AND INSPECTIONS OF THE CITY OF GREENCASTLE, PUTNAM COUNTY, INDIANA
- C. RESOLUTION 2026-11 A RESOLUTION FOR THE ADOPTION OF THE CITY OF GREENCASTLE 2026 COMPREHENSIVE PLAN UPDATE

X. Adjournment

Persons who require assistance or need information regarding access to the meeting and the availability of special facilities are requested to telephone Laurie Hardwick, ADA Coordinator, at (765) 655-2301 or (765) 653-3100, at least three days in advance of the meeting.



Department Report

MEETING DATE

July 9, 2026

PREPARED BY

MONTHLY HIGHLIGHTS

ATTACHMENTS

None



Department Report

MEETING DATE

July 9, 2026

PREPARED BY

MONTHLY HIGHLIGHTS

Greencastle Fire Department June Council Report

The fire department responded to 157 calls for service in June. Compared to 181 responses in June 2025. There was a decrease of 13% in call volume from June 2026 to June 2025.

The fire department has responded to 953 calls for service in 2026, compared to 925 calls for service at this point in 2025. There has been a 3% increase in call volume in 2026.

June Anniversaries: Grant Bryan (6/19/21) 5 years

June Training Hours: 355

Reserve hours: 172 from 7 reserve firefighters

Fire Prevention Hours: 11 hours (165 children)

- We presented a fire prevention talk as well as truck tours for the SPARK program at Robe Ann Park
- We participated in a send-off for Putnam County Special Olympic Athletes
- Received our new fire engine and have planned a push-in ceremony for July 7th at 5 pm
- Local 5125 hosted the annual Bill Newgent Memorial Golf Scramble on June 27th, raising money for the Hoosier Burn Camp
- Participated in a joint drill with the Parks Department and Putnam County EMS at the pool. There will be two more of these drills in the future to test the skills of the pool staff, firefighters, and EMS.

ATTACHMENTS

None



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None



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ATTACHMENTS

1. council report June 2026

July 1st, 2026

Greencastle Police Department Common Council Report June 2026

<u>CALL ACTIVITY TOP 5</u>	<u>#</u>
ADMINISTRATIVE	55
LOCKOUTS	49
(t)-DISTURBANCE	31
(t)-TRAFFIC VIOLATION	31
ACCIDENTS	29
TRESPASSING	25

DEPARTMENT EMPLOYMENT ANNIVERSARIES

PARKING OFFICER HEATHER FAUBER 6-23-22 (4 YEARS)

PATROL-Officers conducted 68 traffic stops in the month of June. Officers responded to 456 calls for service, opened 54 criminal case reports and completed 13 Indiana Crash Reports. Officers completed a total of 15 field arrests for the month. Dayshift/Nightshift Officer s assisted with the CARR 5K on Saturday June 13th. Dayshift Officers assisted with the Pedal Putnam bike race on Saturday June 20th.

DETECTIVES- Detectives were assigned 10 new cases as well as 1 DCS case. Detectives were called out 1 time during the month. 1 case was sent to the Prosecutor's Office for charges. 8 cases were closed. 3 search warrants were served.

PARKING ENFORCEMENT- 48 tickets were issued for the month (33-overtime limit, 2-no parking, 6-reserve parking, 2-Handicapped parking, 3-wrong direction, 1-prohibited parking, 1-parked yellow). 7 warnings were written, 3 tickets were voided, 1 ticket appealed. 28 tickets have been paid and 17 have not been paid.

RESERVES- The Reserve Division worked 60 hours for the month. We have 1 new Reserve (James Gray) in training. This brings us to 4 Reserve Officers.

TRAINING

GPD Officers participated in **Firearms training on June 23RD & 24TH** at the Putnam County Range. **Reserve Officer James Gray** completed 40 Hour-Pre-Basic class the week of June 8th.



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1. June Report to Council & BOW

2026

AVERAGE DAILY FLOW IN (M.G.D.)	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	YEARLY AVERAGE
	1.006	1.314	2.718	1.658	2.373	1.808							1.813
	YEARLY TOTAL												
DAYS ABOVE DESIGN FLOW	0	0	8	2	7	4							21
DAYS OF OVERFLOW AT PLANT	0	0	0	0	0	0							0
RAIN INDUCED OVERFLOW COL. SYSTEM	0	0	0	0	0	0							0
MECH/ELECT ISSUE CAUSING OVERFLOW	0	0	0	0	0	0							0
SEWER CALLS BLOCKAGE IN CITY LINES	0	0	0	0	0	0							0
EMERGENCY REPAIRS MADE	0	0	0	0	0	1							1
OVERFLOW CAUSED BY BLOCKAGE IN CITY LINES	0	0	0	0	0	0							0
SEWER LINE CLEANED (FOOTAGE)	450	543	2,694	1,363	550	1,240							6,840
LOCATES	246	290	340	389	402	417							2,084
TAP PERMITS	1	1	0	1	0	0							3
SEWER LINES TELEVIEWED (FOOTAGE)	5,014	5,279	3,993	7,756	995	5,342							28,379

2025

AVERAGE DAILY FLOW IN (M.G.D.)	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	YEARLY AVERAGE
	1.501	1.449	1.448	3.016	1.768	1.966	1.287	1.086	0.996	0.967	1.023	1.184	1.474
	YEARLY TOTAL												
DAYS ABOVE DESIGN FLOW	0	0	0	8	1	6	0	0	0	0	0	0	15
DAYS OF OVERFLOW AT PLANT	0	0	0	0	0	0	0	0	0	0	0	0	0
RAIN INDUCED OVERFLOW COL. SYSTEM	0	0	0	1	0	1	0	0	0	0	0	0	2
MECH/ELECT ISSUE CAUSING OVERFLOW	0	0	0	0	0	0	0	0	0	0	0	0	0
SEWER CALLS BLOCKAGE IN CITY LINES	0	0	0	0	0	0	0	0	0	0	0	0	0
EMERGENCY REPAIRS MADE	0	0	0	0	0	0	0	0	0	0	0	0	0
OVERFLOW CAUSED BY BLOCKAGE IN CITY LINES	0	0	0	0	0	0	0	0	0	0	0	0	0
SEWER LINE CLEANED (FOOTAGE)	340	2,039	1,971	1,484	2,788	1,406	1,040	2,131	1,374	1,882	636	370	17,461
LOCATES	135	188	246	344	408	530	685	513	361	283	307	214	4,214
TAP PERMITS	0	0	0	0	0	0	0	0	0	0	0	0	0
SEWER LINES TELEVIEWED (FOOTAGE)	0	320	947	2,589	2,388	6,057	2,627	4,132	1,372	2,367	929	4,007	27,735



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ATTACHMENTS

None



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ATTACHMENTS

1. Julyparkclaims26

Greencastle Parks & Recreation Department
Accounts Payable Voucher Docket
Wednesday, July 1, 2026
(For business of June 2026)

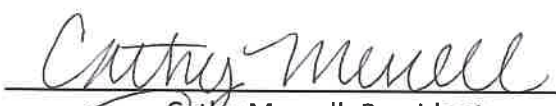
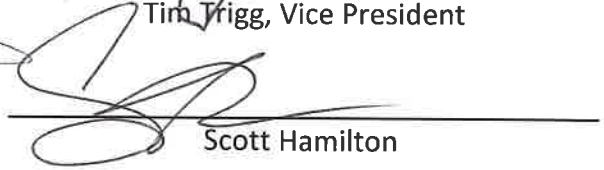
<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
Ashley Square Cinema	SPARK Field Trip	\$ 749.00
BBP Water Corporation	Pool/Splash Water Testing	\$ 100.00
Brittany Labhart	Refund for Pickleball Court	\$ 125.00
Butler's	Weed Barrier, Weed Killer, Supplies	\$ 1,857.00
Dippin Dots	Dippin Dots for Pool	\$ 1,666.15
Gordon Food	Concessions Order	\$ 5,250.07
Grendell Mulch	Playground Mulch	\$ 1,950.00
Headley Hardware	Repair Parts	\$ 414.06
Intellicorp	Background Checks	\$ 117.90
James Thornton	Sanction Fees Summer League	\$ 300.00
Landmark Aquatics	Pool Chemicals	\$ 11,444.12
S5 Security	Security Monitoring	\$ 29.95

Total General Operation Expenses \$ 24,003.25

Allowance of Account Payable Vouchers

We have examined the Accounts Payable of the foregoing Accounts Payable Voucher Docket(s) consisting of 1 page(s) and, except for claims not allowed as shown on this docket, such claims are hereby allowed in the total amount of **\$24,003.25** dated July 1, 2026.

SIGNATURES OF THE GOVERNING BOARD

 _____ Cathy Merrell, President	 _____ Tim Trigg, Vice President
 _____ Doug Hutchison	 _____ Scott Hamilton

Greencastle Parks & Recreation Department

Direct Payables Docket

Wednesday, July 1, 2026

<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
Hendricks Power	June Visa Bill	\$ 335.10
Visa Card Services	Celebrate 4, Water, Supplies, Shirts, Transfers	\$ 2,085.37
Keystone Cooperative	Fuel Delivered	\$ 1,005.36

Total General Operation Expenses \$ 3,425.83

Allowance of Account Payable Vouchers

We have examined the Direct Payables of the foregoing Direct Payables Docket(s) consisting of 1 page(s) and, except for claims not allowed as shown on this docket, such claims are hereby allowed in the total amount of \$3,425.83 dated July 1, 2026.

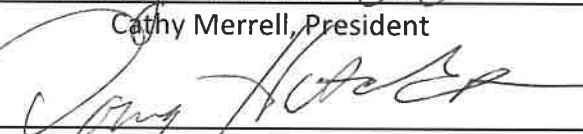
SIGNATURES OF THE GOVERNING BOARD



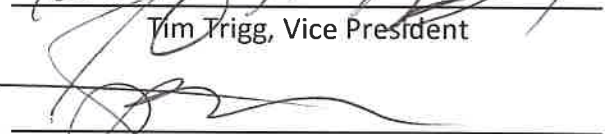
Cathy Merrell, President



Tim Trigg, Vice President



Doug Hutchison



Scott Hamilton



Department Report

MEETING DATE

July 9, 2026

PREPARED BY

MONTHLY HIGHLIGHTS

ATTACHMENTS

1. 2026_06

Greencastle Utilities

Monthly Report

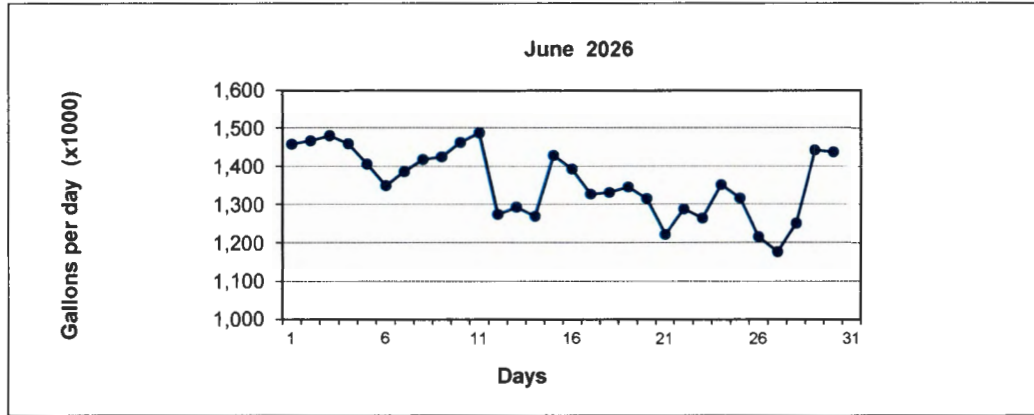
June 2026

Gallons

1,357,273 Average daily pumpage

1,486,680 Peak Day 11

1,175,629 Minimum Day



Utility Repairs & Statistics	Number	Brief Description
Water main leaks - (4" - 12")	1	2000 Windemere Ln
Small main leaks		
Service line leaks	2	
Other	4	
Fire hydrant flow tests		
Water main tie-ins		
Installed new fire hydrants		
Replace a fire hydrant		
Work Orders	153	
Meter Change-Outs	46	
IUPPS line locates	412	
Total active accounts	3785	
Disconnects for non-payment	36	

Month	Calendar Month Pumpage	Known Water Usage / Loss	Gallons Sold	Unaccountable Water	Peak Day Gallons	Peak Day
2026						
January	42,522,490	1,458,154	29,720,284	25.0%	1,741,115	24
February	40,849,276	2,656,538	29,088,224	20.8%	1,976,453	27
March	43,248,759	5,803,909	29,804,060	17.2%	1,719,607	11
April	41,604,093	571,547	30,822,288	19.3%	1,525,935	13
May	42,885,239	473,880	30,797,404	24.8%	1,643,797	19
June						
July						
August						
September						
October						
November						
December						
YTD	Totals:	211,109,856	10,964,028	150,232,260		



City of Greencastle
Common Council
Regular Session
Mikayla Johnson - Clerk Treasurer

June 11, 2026 | 7:00 PM
City Hall
One North Locust Street, P.O. Box 607
Greencastle, Indiana 46135

MINUTES

I. Call to Order; Roll Call

Mayor Dunbar called the meeting to order at 7pm. Clerk-Treasurer Johnson called the roll; Councilors Hammer, Asbell, Langdon, Masten, Nicholson, and Aguirre were present.

II. Public Petitions and Comments

III. Special Requests

- A. Street Closure Request - Greencastle Music Fest
Councilor Masten made a motion to approve the street closure request as presented, seconded by Councilor Asbell, 6-0, motion carried.
- B. Street Closure Request - Putnam County 4H Fair Parade Committee
Councilor Nicholson made a motion to approve the street closure request as presented, seconded by Councilor Aguirre, 6-0, motion carried.
- C. Street Closure Request - Family Support Services Backyard Run
Councilor Hammer made a motion to approve the street closure request as presented, seconded by Councilor Masten, 6-0, motion carried.

IV. Department Reports

- A. Cemetery - Jason Keeney
- B. Fire Department - Rob Frank
 - i. Fire Inspections - John Burgess
- C. Planner - Blaine Rout
- D. Police Department - Chris Jones
- E. Department of Public Works - Andrew Rogers
- F. Wastewater Department - Oscar King Jr.

G. City Attorney - Laurie Robertson Hardwick

H. Park & Recreation - Jason Keeney

I. Water Department - Rick Denney

V. Reports

A. Mayor's Report

B. Clerk-Treasurer's Report

C. Councilors' Report

VI. Approval of Minutes

Councilor Langdon made a motion to approve the minutes as presented, seconded by Councilor Asbell, 6-0, motion carried.

A. Approval of Minutes - May 14, 2026

B. Approval of Minutes - May 21, 2026

VII. Approval of Claims

Councilor Hammer made a motion to approve the claims as presented, seconded by Councilor Nicholson, 5-0-1, motion carried. Councilor Aguirre abstained due to a conflict of interest.

VIII. Old Business

A. ORDINANCE 2026-02 AN ORDINANCE OF THE COMMON COUNCIL OF THE CITY OF GREENCASTLE, INDIANA, ANNEXING TERRITORY TO THE CITY OF GREENCASTLE, PLACING THE SAME WITHIN THE CORPORATION BOUNDARIES THEREOF AND MAKING THE SAME WITHIN THE CORPORATION BOUNDARIES THEREOF AND MAKING THE SAME A PART OF THE CITY OF GREENCASTLE (SECOND READING)

Councilor Aguirre made a motion to approve Ordinance 2026-02 as presented on second reading, seconded by Councilor Asbell, 6-0, motion carried.

IX. New Business

A. RESOLUTION NO. 2026-04 A RESOLUTION AFFIRMING CHIYODA USA CORPORATION OF COMPLIANCE WITH STATEMENTS OF BENEFITS

Councilor Hammer made a motion to approve Resolution 2026-04 as presented, seconded by Councilor Nicholson, 5-0-1, motion carried. Councilor Aguirre abstained.

- B. RESOLUTION NO. 2026-05 A RESOLUTION AFFIRMING CROWN EQUIPMENT CORPORATION OF COMPLIANCE WITH STATEMENTS OF BENEFITS
Councilor Langdon made a motion to approve Resolution 2026-05 as presented, seconded by Councilor Hammer, 6-0, motion carried.
- C. RESOLUTION NO. 2026-06 A RESOLUTION AFFIRMING HEARTLAND AUTOMOTIVE, LLC, OF COMPLIANCE WITH STATEMENT OF BENEFITS
Councilor Aguirre made a motion to approve Resolution 2026-06 as presented, seconded by Councilor Asbell, 6-0, motion carried.
- D. RESOLUTION NO. 2026-07 A RESOLUTION AFFIRMING PHOENIX CLOSURES, INC., AND CUATRO, LLC, OF COMPLIANCE WITH STATEMENT OF BENEFITS
Councilor Nicholson made a motion to approve Resolution 2026-07 as presented, seconded by Councilor Hammer, 6-0, motion carried.
- E. RESOLUTION NO. 2026-08 A RESOLUTION AFFIRMING INDIAN SPRINGS NORTH, OF COMPLIANCE WITH STATEMENTS OF BENEFITS
Councilor Langdon made a motion to approve Resolution 2026-08 as presented, seconded by Councilor Nicholson, 6-0, motion carried.
- F. RESOLUTION NO. 2026-09 A RESOLUTION AFFIRMING C&R QUALITY RENTALS LLC, OF COMPLIANCE WITH STATEMENTS OF BENEFITS
Councilor Aguirre made a motion to approve Resolution 2026-09 as presented, seconded by Councilor Nicholson, 6-0, motion carried.
- G. ORDINANCE 2026-04 AMENDMENT TO THE 2026 SALARY ORDINANCE
Councilor Masten made a motion to approve Ordinance 2026-04 as presented on first reading, seconded by Councilor Asbell, 6-0, motion carried.
- H. ORDINANCE 2026-05 AN ORDINANCE AMENDING SECTION 8-28 OF THE GREENCASTLE CITY CODE REGARDING LOADING ZONES
Councilor Aguirre made a motion to approve Ordinance 2026-05 as presented on first reading, seconded by Councilor Asbell, 6-0, motion carried.
- I. ORDINANCE 2026-06 AN ORDINANCE CREATING A SPECIAL EVENT STREET CLOSURE POLICY
Councilor Asbell made a motion to approve Ordinance 2026-06 as presented on first reading, seconded by Councilor Aguirre, 6-0, motion carried.

X. Adjournment

Councilor Hammer made a motion to adjourn the meeting at 8:41pm, seconded by Councilor Aguirre, 6-0, motion carried.

Lynda R. Dunbar, Mayor

ATTEST:

Mikayla J. Johnson, Clerk - Treasurer

Ordinance 2026-04

AN ORDINANCE AMENDING ORDINANCE 2025-10, AN ORDINANCE OF THE COMMON COUNCIL OF THE CITY OF GREENCASTLE, INDIANA, ESTABLISHING WAGES, SALARIES, AND BENEFITS FOR 2026

BE IT ORDAINED by the Common Council of the City of Greencastle that it hereby amends Ordinance 2025-10 (Exhibit A) as follows:

EXHIBIT A		City of Greencastle Salary Matrix			
Postions	Quantity of Employees		2026 Hourly Rate for Hourly Employees		2026 Bi-Weekly Pay for Salaried Employee
Planning and Inspection Department					
City Planner	1				\$ 2,770.94
Assistant Planner	1		\$ 31.25		
Fire Inspector	1		\$ 33.76		
Building Commissioner	1		\$ 32.64		
Building Inspector	1		\$ 27.00		

All other terms, conditions, and salaries contained in Ordinance 2025-10 not specifically addressed herein shall remain in full force and effect.

Passed and Resolved by the Common Council of the City of Greencastle, Indiana this ____ day of _____, 202_.

Mark Hammer

Stacie Langdon

David Masten

Tina Nicholson

Kathi Asbell

Vincent Aguirre

Approved and signed by me this _____ day of _____, 202_, at _____
o'clock _____. m.

Lynda Dunbar, Mayor
ATTEST:

Mikayla J. Johnson, Clerk-Treasurer

ORDINANCE 2026-5

**AN ORDINANCE AMENDING SECTION 8-28
OF THE GREENCASTLE CITY CODE
REGARDING LOADING ZONES**

WHEREAS, Section 8-28, Schedule of Loading Zones, of the Greencastle City Code lists the designated loading zones on streets within the City of Greencastle; and

NOW THEREFORE be it ordained by the Common Council of the City of Greencastle that Section 8-28, Schedule of Loading Zones, of the Greencastle City Code be amended to add the following:

Schedule of Loading Zones

<u>Street</u>	<u>Location of Loading Zone</u>
Poplar Street	Two (2) spaces on the south side immediately east of Indiana Street (forty feet long)

All other provisions contained in Section 8-28 shall remain in full force and effect.

This Ordinance shall have full force and effect upon passage of the Greencastle Common Council and its approval by the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Greencastle, Indiana this ____ day of _____, 2026.

Mark Hammer

Stacie Langdon

Kathi Asbell

Vincent Aguirre

Tina Nicholson

David Masten

Approved and signed by me this ____ day of _____, 2026, at ____
o'clock ____m.

ATTEST:

Lynda Dunbar, Mayor

Mikayla Johnson, Clerk-Treasurer

ORDINANCE NO. 2026-6

AN ORDINANCE CREATING A SPECIAL EVENT STREET CLOSURE POLICY

WHEREAS, the City of Greencastle receives numerous requests for street closures each year;

WHEREAS, it is necessary to create a policy to administer the closures, provide consistent rules and ensure the safety of the participants and visitors,

NOW THEREFORE, BE IT ORDAINED by the Common Council of the City of Greencastle that the following sections be added to the Greencastle City Code:

CITY OF GREENCASTLE CODE

CHAPTER 8. TRAFFIC AND PARKING REGULATIONS

ARTICLE 11. SPECIAL EVENT STREET CLOSURES

Section 8-110. Purpose

The purpose of this chapter is to formalize and standardize the application, review, approval and administration procedures for special events to be held on City streets and adjacent right-of-way.

Section 8-111. Definitions

For the purpose of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

- a. **APPLICANT.*** The person, group, organization or entity that applies for a special event permit, the permittee whose name shall appear on the permit issued pursuant to the subchapter and the responsible party for all special event activity approved by the issuance of the permit.
- b. **APPLICATION FEE.*** The non-refundable amount charged by the City to help cover part of the administrative cost of processing the permit application through the City's internal review process. It is separate from any other charges or costs which may be required by this chapter.
- c. **CITY PROPERTY.*** City streets, sidewalks and adjacent right-of-way.
- d. **COST RECOVERY.*** Administrative and departmental costs that include fixed costs, direct costs and indirect costs projected to be incurred by the City in conjunction with an event being held.
- e. **COST RECOVERY PROGRAM.*** A fair and reasonable process developed to capture some of the administrative and departmental costs incurred by the City in conjunction with a special event.
- f. **SPECIAL EVENT.*** Any organized gathering of people for any purpose for a limited period of time which is sponsored by a not-for-profit or for-profit individual, group, organization or entity and at which any two or more of the following shall apply:

(1) The event requires the closing of a City street or other approved location; and/or

(2) The expenditure of City resources is contemplated or is deemed necessary by City personnel to maintain public health, safety and welfare.

(3) The event is expected to have a visual, noise, transportation or other environmental impact upon the immediate vicinity or surrounding area of the event.

g. VENDOR. Any individual, business, not-for-profit or company which applicant allows to set up on City Property to sell items during the Event.

h. USER. Any individual, business, not-for-profit or company which applicant allows have a display, distribute materials, give away items, provide entertainment or otherwise sponsor the Special Event.

Section 8-112. PERMIT REQUIRED.

- a. It shall be unlawful for any person or entity to use City property for a special event unless the special event has been permitted pursuant to this chapter.
- b. The permitting of a special event shall not relieve any person or entity of any other obligation imposed by the ordinances and regulations of the City or other applicable law.
- c. The City Council is authorized to issue permits for special events proposed to occur upon City Property pursuant to procedures established in this chapter. The City Council is authorized to establish reasonable boundaries, to determine public health, safety, and welfare conditions, and to authorize the coordination of the issuance of a special event permit with other public agencies or departments including the police department, the fire department, the street department, and other entities. Each such entity shall review the application and submit advisory recommendations to the City Council.

Section 8-113. DENIAL OF PERMIT OR ISSUANCE OF PERMIT WITH CONDITIONS.

- a. The City Council's decision to deny a special events permit shall be in writing with reasons stated for denial, and shall be communicated promptly to the applicant, either in person, by delivery through a carrier that provides proof of delivery, or electronically at the email provided on the applicant's application.
- b. The City Council may deny a special event permit for any of the following reasons or for any other good cause:
 - 1. The applicant supplies false or misleading information; fails to complete the application or to provide other required documents;
 - 2. The Applicant willfully fails to comply with a requirement or regulation of this chapter;
 - 3. The application is untimely;
 - 4. The applicant or event sponsor previously engaged in conduct or activity which resulted in jeopardizing public health, safety, or welfare. The conduct of activity resulting in the denial of the special event permit will be specified in the written response with supporting documentation;
 - 5. The proposed event is proximate to another special event previously permitted or scheduled such that the City Council, after making reasonable efforts to accommodate both events, is unable to reasonably accommodate both events; or
 - 6. The proposed event would unreasonably disrupt the orderly or safe circulation of traffic so as to present an unreasonable risk of injury or damage to the public or unreasonable inconvenience to the travelling public.

- c. The City Council may issue a special event permit with conditions placed upon the event in the best interest of public health, safety or for other reasonable cause.

Section 8-114. LIMITED EXCEPTION TO SPECIAL EVENT PERMIT REQUIREMENTS.

The provisions of this chapter shall not be applied to regulate the use of traditional public forums as alternative channels of communication by the public, provided such use is the free exercise of constitutionally protected activities, does not disrupt or interfere with traffic on public streets or sidewalks, and does not require the use of any public services (such as law enforcement, street department, and the like).

Section 8-115. SPECIAL EVENT PERMIT REQUIREMENTS.

- a. Location. Special Event Permits apply only to City-owned streets, sidewalks, parking lots and adjacent right-of-way. It DOES NOT apply to City-owned buildings and grounds, parks and cemetery. The Greencastle Parks and Recreation Board of Commissioners has jurisdiction over all land that is part of the Parks System. The Forest Hill Cemetery Board of Commissioners has jurisdiction over all land that is contained within Forest Hill Cemetery.
- b. Use. Users of the City Property must comply with the following minimum requirements:
 - 1. The City Property shall be protected from damage. The cost to repair the damage shall be paid by the user;
 - 2. Sidewalks shall not be obstructed by booths, tents, displays or other items. A three-foot path shall be open at all times;
 - 3. No vehicles may be driven on or parked on the sidewalks, grass or planted areas;
 - 4. Staking of tents or booths is strictly prohibited;
 - 5. No smoking, vaping, or illegal drug or alcohol use is allowed on City Property during the Special Event. Alcohol is permitted on City Property during the event, but only in compliance with the City DORA requirements. All sales of alcohol must receive proper licensure and approval through the applicable State of Indiana agencies.
 - 6. Applicants must leave the grounds clean, clear of debris and trash, and in good condition. Trash is to be bagged and removed from the grounds. Clean-up and removal of equipment must be completed immediately following the event;
 - 7. Applicants may not move or displace displays, trash cans, furniture or signage;
 - 8. Climbing or walking upon any statue, fixture, building or any structure not intended for such purpose is prohibited;
 - 9. Displays, signs, flags, banners, or decorations may not be attached or mounted to the City Property;
 - 10. Displaying any sexually explicit materials as defined by I.C. 24-4-16.4-2 is prohibited. No vendor may sell or display any sexually explicit materials, items, or images on the grounds of the City Property. Displaying any images of nudity as defined by I.C. 35-45-4-1 (d) in any format is prohibited. No vendor may sell or display any images of nudity on City Property.
 - 11. No Applicant, Vendor, or User may participate in any activity that violates any local ordinance, state or federal law.
- c. Conduct upon City Property. The City Council is committed to providing a respectful and welcoming atmosphere at all special events. Individuals of all backgrounds are welcome to

special events in the City. Application for a special events permit indicates your agreement that your event and all your participants including vendors will not engage in behavior that demonstrates discrimination or harassment.

d. Procedures and permit process.

1. The applicant of the special event shall submit an application to the City Clerk-Treasurer, on forms provided by the City, not less than 5 days prior to the next regular meeting of the City Council, prior to the proposed special event, and shall provide the following information:
 - (a) Detail and schedule of activities;
 - (b) Statement of community benefit;
 - (c) Anticipated daily attendance;
 - (d) Date and hours of each event, including set-up and dismantle;
 - (e) Admission criteria;
 - (f) Map of requested use locations overlaid with planned activities;
 - (g) Scope of requested and required public services;
 - (h) Compliance with all current permits for use of public spaces; and
 - (i) Transportation plan to address overflow and/or street parking impact.
2. The applicant shall execute an indemnification agreement and release of liability agreement holding the City harmless from any damages or liability incurred as a result of the Special Event. The Applicant shall indemnify and hold the City of Greencastle harmless for the acts and omissions of the vendors and users it allows to set up at the Special Event. The Applicant, and its vendors and users shall comply with all local, state and federal laws.
3. The applicant shall provide proof of liability insurance for the special event in the following amounts:
 - (a) Mandatory: general liability insurance, with a minimum combined single limit of \$1,000,000 for each occurrence and \$2,000,000 in the aggregate.
 - (b) Optional: worker's compensation insurance in accordance with the statutory requirements of I.C. Title 22. Special events which employ workers for their events must present proof of worker's compensation insurance.
 - (c) All insurance policies shall be issued by an insurance company authorized to issue such insurance in the state. The City Council, and the officers, employees, and agents of the City shall be named as an additional insured party under the general liability and worker's compensation policies, and such policies shall stipulate that the insurance will operate as primary insurance and that no other insurance affected by the City will be called upon to contribute to a loss hereunder.

- (d) The special event permit fee shall be set by the City Council. The non-refundable permit fee shall be paid to the City General Fund.

Section 8-116. APPROVAL

Completed application forms shall be submitted to the City Clerk-Treasurer. The Clerk-Treasurer shall place the application on the agenda for the next City Council regular meeting. The City Council will review the completed application at a public meeting. The City Council reserve the right to deny permit applications which pose a significant danger or threat to the public health, welfare, or safety, or which may result in unreasonable inconvenience or cost to the public. The City Council shall take final action upon a completed application for a special event permit as soon as practical.

Section 8-117. ISSUANCE

Final action on a completed special events permit shall consist of one of the following:

- (A) Authorization that a special events permit be issued in accordance with the terms of the completed application found to be in compliance with this chapter.
- (B) Authorization that a special event permit will be issued with the terms and conditions modified and agreed to between the City Council and the applicant; or
- (C) Denial of the special event permit application by the City Council.

Section 8-118. REVOCATION

(A) A permit issued under this chapter may be revoked for any of the following reasons:

- (1) Fraud, misrepresentation or any false statement contained in the application for the special event permit;
- (2) Any violation of this Article or any other ordinance or regulation of the City, or other applicable state or federal law; and
- (3) The applicant demonstrates an inability or unwillingness to conduct the special event in accordance with the terms and conditions of this chapter or any other ordinance or regulation.
- (4) Failure to execute the City's indemnification agreement and provide proof of insurance prior to the event.

(B) The City shall provide the Applicant notice of the revocation in writing, setting forth specifically the grounds of compliant and the time and place of hearing. Such notice shall be personally served, or may be mailed, postage prepaid, to the permittee at his, her or its local address as set forth on the application. The Mayor or his/her designee shall have authority to revoke a permit during an event for failure to comply with the provisions herein.

Section 8-119. PAYMENT

(A) Application fee. A non-refundable application fee of \$50.00 shall be due and payable upon submission of the application. Payment of any fees associated with street closures shall be deposited by the Clerk-Treasurer into the General Fund Street Closure Permit Account.

(B) Public services and utilities. The City Council is authorized to establish the following optional fees for applicants that request the use of the following public services and utilities: Law enforcement officers; water; and electricity. The optional daily fees for special event are as follows:

(1) Law enforcement daily fee: \$30 per hour per officer, two officer minimum;

(2) Water and/or Electricity usage fee: fee determined by provider and applicant based upon the estimated amount to be used.

(C) Applicant responsibilities. The applicant for the special event permit is responsible for trash removal and obtaining the appropriate number of portable toilets for the event. The applicant is responsible for all costs associated with these services.

Section 8-120. ENFORCEMENT

All law enforcement officers having jurisdiction in the City, including officers of the Indiana Department of Natural Resources, shall have the authority to enforce the provisions of this chapter.

Section 8-121. WAIVER

The City may waive application fees, cash deposits or other securities for any item in any section of this chapter if the City or Putnam County is a partner in the event.

Section 8-122. FORMS.

The Greencastle Clerk-Treasurer shall be responsible for creating the Special Events Application and updating as necessary. All applications shall be submitted to the Clerk-Treasurer. The Indemnification Agreement shall be provided by the City Attorney.

Section 8-123. PENALTY

(A) For each violation of this chapter, the violator will be subject to a fine of not less than \$200 and not more than \$2,500 per day, per violation. Each day the violation continues shall be considered a separate and distinct violation.

(B) Said fine, upon payment, shall be deposited by the Clerk-Treasurer into the General Fund Ordinance Violations Account.

(C) The City Council may, at its discretion, file suit in the court of appropriate jurisdiction to enforce the provisions of this chapter. The violator shall be subject to court costs and reasonable attorney fees associated with the enforcement of the chapter.

(D) Nothing in this chapter shall limit any right of action by surrounding property owners or occupants for any acts which may also constitute a violation under this chapter, or other City ordinance, or state or federal law.

This ordinance shall become effective after adoption on second reading by the Common Council of the City of Greencastle, Putnam County, Indiana.

SO ORDAINED by the Common Council of the City of Greencastle, Indiana this ____ day of _____, 2026.

Mark Hammer

Stacie Langdon

David Masten

Tina Nicholson

Kathi Asbell

Vincent Aguirre

Approved and signed by me this ____ day of _____, 2026, at _____
o'clock ____m.

ATTEST:

Lynda Dunbar, Mayor

Mikayla J. Johnson, Clerk-Treasurer

RESOLUTION NO. 2026-10

**A RESOLUTION TO ACCEPT A MATHEMATICAL FORMULA AS
METHODOLOGY TO ASSIST IN THE DETERMINATION OF AN APPROPRIATE
SCHEDULE OF FEES FOR DEVELOPMENT AND INSPECTIONS WITHIN THE
CITY OF GREENCASTLE**

WHEREAS, the City of Greencastle (the City), in pursuit of effective operation of its local affairs, acknowledges the necessity to establish fees to cover costs associated with services provided and essential functions in the interest of the public welfare; and

WHEREAS, the City has not adopted an updated schedule of associated fees in a substantial length of time; and

WHEREAS, the City, in the pursuit of appropriate and fair fees that cover basic and necessary costs for the Department of Planning, Zoning, & Inspections, acknowledges the need to utilize best available information on construction costs and economic conditions as an objective benchmark; and

WHEREAS, the International Code Council, the organization responsible for setting the standards of Code worldwide across the various trades, has a well-established tool to help in the creation of fees, called the Building Valuation Data Tool, attached and incorporated herein as “Exhibit A”, utilizes a formula and associated publication of construction costs per square foot by building classification and occupancy group; and

WHEREAS, the City is in acknowledgement that the Building Valuation Data Tool is the best available benchmark for the formulation of fees associated with development and inspections.

THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF GREENCASTLE, INDIANA, that the Building Valuation Data Tool formula, complete with information for each variable, as attached and incorporated herein as “Exhibit B”, is adopted as the primary methodology in the determination of the schedule of fees for the Department of Planning, Zoning, and Inspections.

BE IT FURTHER RESOLVED that subsequent International Code Council publications for square foot construction costs shall be utilized as part of this methodology in future iterations.

PASSED AND ADOPTED by the Common Council of the City of Greencastle, Indiana on this 9th day of July 2026.

[Signatures on Next Page]

Mark Hammer

Stacie Langdon

David Masten

Tina Nicholson

Kathi Asbell

Vincent Aguirre

[Councilor At-Large – Vacant]

Approved and signed by me this _____ day of _____, 2026, at _____ o'clock ____ .m.

Lynda Dunbar, Mayor

ATTEST:

Mikayla J. Johnson, Clerk-Treasurer



People Helping People Build a Safer World®

Building Valuation Data – FEBRUARY 2026

The International Code Council is pleased to provide the following Building Valuation Data (BVD) for its members. The BVD will be updated at six-month intervals, with the next update in August 2026. ICC strongly recommends that all jurisdictions and other interested parties actively evaluate and assess the impact of this BVD table before utilizing it in their current code enforcement related activities.

The BVD table provides the "average" construction costs per square foot, which can be used in determining permit fees for a jurisdiction. Permit fee schedules are addressed in Section 109.2 of the 2024 *International Building Code* (IBC) whereas Section 109.3 addresses building permit valuations. The permit fees can be established by using the BVD table and a Permit Fee Multiplier, which is based on the total construction value within the jurisdiction for the past year. The Square Foot Construction Cost table presents factors that reflect relative value of one construction classification/occupancy group to another so that more expensive construction is assessed greater permit fees than less expensive construction.

ICC has developed this data to aid jurisdictions in determining permit fees. It is important to note that while this BVD table does determine an estimated value of a building (i.e., Gross Area x Square Foot Construction Cost), this data is only intended to assist jurisdictions in determining their permit fees. This data table is not intended to be used as an estimating guide because the data only reflects average costs and is not representative of specific construction.

This degree of precision is sufficient for the intended purpose, which is to help establish permit fees so as to fund code compliance activities. This BVD table provides jurisdictions with a simplified way to determine the estimated value of a building that does not rely on the permit applicant to determine the cost of construction. Therefore, the bidding process for a particular job and other associated factors do not affect the value of a building for determining the permit fee. Whether a specific project is bid at a cost above or below the computed value of construction does not affect the permit fee because the cost of related code enforcement activities is not directly affected by the bid process and results.

Building Valuation

The following building valuation data represents average valuations for most buildings. In conjunction with IBC Section 109.3, this data is offered as an aid for the building official to determine if the permit valuation is underestimated. Again, it should be noted that, when using this data, these are "average" costs based on typical construction methods for each occupancy group and type of construction. The average costs include foundation work, structural and nonstructural building

components, electrical, plumbing, mechanical and interior finish material. The data is a national average and does not take into account any regional cost differences. As such, the use of Regional Cost Modifiers is subject to the authority having jurisdiction.

Permit Fee Multiplier

Determine the Permit Fee Multiplier:

1. Based on historical records, determine the total annual construction value which has occurred within the jurisdiction for the past year.
2. Determine the percentage (%) of the building department budget expected to be provided by building permit revenue.
- 3.

$$\text{Permit Fee Multiplier} = \frac{\text{Bldg. Dept. Budget} \times (\%)}{\text{Total Annual Construction Value}}$$

Example

The building department operates on a \$300,000 budget, and it expects to cover 75 percent of that from building permit fees. The total annual construction value which occurred within the jurisdiction in the previous year is \$30,000,000.

$$\text{Permit Fee Multiplier} = \frac{\$300,000 \times 75\%}{\$30,000,000} = 0.0075$$

Permit Fee

The permit fee is determined using the building gross area, the Square Foot Construction Cost and the Permit Fee Multiplier.

$$\text{Permit Fee} = \text{Gross Area} \times \text{Square Foot Construction Cost} \times \text{Permit Fee Multiplier}$$

Example

Type of Construction: IIB

Area: 1st story = 8,000 sq. ft.
2nd story = 8,000 sq. ft.

Height: 2 stories

Permit Fee Multiplier = 0.0075

Use Group: B

1. Gross area:
Business = 2 stories x 8,000 sq. ft. = 16,000 sq. ft.
2. Square Foot Construction Cost:
B/IIB = \$274.77/sq. ft.
3. Permit Fee:
Business = 16,000 sq. ft. x \$274.77/sq. ft x 0.0075
= \$32,972.40

Exhibit A

Important Points

- The BVD is not intended to apply to alterations or repairs to existing buildings. Because the scope of alterations or repairs to an existing building varies so greatly, the Square Foot Construction Costs table does not reflect accurate values for that purpose. However, the Square Foot Construction Costs table can be used to determine the cost of an addition that is basically a stand-alone building which happens to be attached to an existing building. In the case of such additions, the only alterations to the existing building would involve the attachment of the addition to the existing building and the openings between the addition and the existing building.
- For purposes of establishing the Permit Fee Multiplier, the estimated total annual construction value for a given time period (1 year) is the sum of each building's value (Gross Area x Square Foot Construction Cost) for that time period (e.g., 1 year).
- The Square Foot Construction Cost does not include the price of the land on which the building is built. The Square Foot Construction Cost takes into account everything from foundation work to the roof structure and coverings but does not include the price of the land. The cost of the land does not affect the cost of related code enforcement activities and is not included in the Square Foot Construction Cost.

Square Foot Construction Costs ^{a, b, c}

Group (2024 International Building Code)	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
A-1 Assembly, theaters, with stage	357.33	344.89	333.96	321.01	300.49	291.98	310.03	280.47	269.61
A-1 Assembly, theaters, without stage	328.57	316.12	305.20	292.25	271.49	262.97	281.27	251.46	240.61
A-2 Assembly, nightclubs	277.44	269.30	260.84	250.89	234.99	228.61	242.28	213.69	205.58
A-2 Assembly, restaurants, bars, banquet halls	276.44	268.30	258.84	249.89	232.99	227.61	241.28	211.69	204.58
A-3 Assembly, churches	331.74	319.29	308.36	295.42	275.14	266.62	284.43	255.12	244.26
A-3 Assembly, general, community halls, libraries, museums	276.12	263.67	251.75	239.80	218.28	210.76	228.82	198.26	188.40
A-4 Assembly, arenas	327.57	315.12	303.20	291.25	269.49	261.97	280.27	249.46	239.61
B Business	309.01	297.89	287.04	274.77	250.17	241.34	264.17	223.59	213.27
E Educational	296.02	285.47	275.84	264.24	245.34	232.84	255.15	214.74	207.79
F-1 Factory and industrial, moderate hazard	169.11	160.95	150.84	145.13	129.25	122.95	138.37	107.18	99.77
F-2 Factory and industrial, low hazard	168.11	159.95	150.84	144.13	129.25	121.95	137.37	107.18	98.77
H-1 High Hazard, explosives	157.75	149.59	140.48	133.77	119.20	111.90	127.00	97.13	N.P.
H234 High Hazard	157.75	149.59	140.48	133.77	119.20	111.90	127.00	97.13	88.73
H-5 HPM	309.01	297.89	287.04	274.77	250.17	241.34	264.17	223.59	213.27
I-1 Institutional, supervised environment	283.25	273.10	263.35	253.39	231.93	225.70	252.86	208.88	201.43
I-2 Institutional, hospitals	485.04	473.91	463.07	450.80	425.24	N.P.	440.20	398.66	N.P.
I-2 Institutional, nursing homes	334.61	323.48	312.64	300.37	277.75	N.P.	289.77	251.17	N.P.
I-3 Institutional, restrained	325.77	314.64	303.80	291.53	269.89	260.06	280.93	263.64	230.99
I-4 Institutional, day care facilities	283.25	273.10	263.35	253.39	231.93	225.70	252.86	208.88	201.43
M Mercantile	207.08	198.94	189.48	180.53	164.30	158.91	171.92	143.00	135.89
R-1 Residential, hotels	286.53	276.38	266.63	256.68	234.71	228.48	256.15	211.66	204.20
R-2 Residential, multiple family	239.24	229.09	219.34	209.38	188.69	182.45	208.85	165.63	158.18
R-3 Residential, one- and two-family ^d	224.62	218.65	213.40	208.84	201.86	194.67	213.06	187.70	175.92
R-4 Residential, care/assisted living facilities	283.25	273.10	263.35	253.39	231.93	225.70	252.86	208.88	201.43
S-1 Storage, moderate hazard	156.75	148.59	138.48	132.77	117.20	110.90	126.00	95.13	87.73
S-2 Storage, low hazard	155.75	147.59	138.48	131.77	117.20	109.90	125.00	95.13	86.73
U Utility, miscellaneous	125.18	118.05	109.33	104.91	93.46	87.55	99.89	74.38	71.07

- a. Private Garages use Utility, miscellaneous
b. For shell only buildings deduct 20 percent
c. N.P. = not permitted
d. Unfinished basements (Group R-3) = \$31.50 per sq. ft.

Exhibit B

<u>Description</u>	<u>Value (\$)</u>
Department Budget	\$486,059.00
Percentage Funded By Permit Revenue	10%
*Total Annual Construction Value (2025)	\$16,460,799.65
Permit Fee Multiplier	0.002952827

$$\text{Permit Fee Multiplier} = \frac{\text{Bldg. Dept. Budget} \times (\%)}{\text{Total Annual Construction Value}}$$

ORDINANCE 2026-07

AN ORDINANCE ESTABLISHING A SCHEDULE OF FEES FOR THE DEPARTMENT OF PLANNING, ZONING, AND INSPECTIONS OF THE CITY OF GREENCASTLE, PUTNAM COUNTY, INDIANA

WHEREAS, the State of Indiana, pursuant to I.C. 36-1-3, grant units all the powers that they need for the effective operation of government as to local affairs; and

WHEREAS, the City of Greencastle (the City), in pursuit of effective operation of its local affairs, acknowledges the necessity to establish fees to cover costs associated with services provided and essential functions in the interest of the public welfare; and

WHEREAS, the City, pursuant to I.C. 36-7-4-1013, allows for the enforcement of zoning ordinances through civil penalties and injunctive relief; and

WHEREAS, the City has not adopted an updated a schedule of associated fees in a substantial length of time; and

NOW THEREFORE be it ordained by the Common Council of the City of Greencastle, Indiana, as follows:

1. The schedule of fees attached herein shall be the official schedule of fees for purposes of building and construction permits, fire prevention and inspections services, Plan Commission and Board of Zoning Appeals affairs, and Zoning Ordinance enforcement activity.
2. The fee schedule is derived using a cost-of-service methodology that may include reference to nationally recognized construction valuation data, including but not limited to Building Valuation Data published by the International Code Council, for the purpose of estimating workload and review complexity.
3. Notwithstanding the general limitation on fee increases, the Common Council may adjust fees at any time upon a finding, supported by documentation and a public hearing, that the cost to the unit has substantially changed. For purposes of this section, 'substantial change' may include, but is not limited to:
 - a. Documented increases in personnel or operational costs.
 - b. Changes in workload or permit volume.
 - c. Changes in construction valuation data impacting review complexity.
 - d. Implementation of new regulatory requirements.
4. The City shall periodically review the fee schedule, including not less than once every five (5) years.

5. All prior Ordinances or parts thereof that may be inconsistent with any provision of this Ordinance are hereby superseded. The paragraphs, sentences and words of this Ordinance are separable, and if a court of competent jurisdiction hereof declares any portion of the Ordinance unconstitutional, invalid, or unenforceable for any reason, such declaration shall not affect the remaining portions of the Ordinance.

This Ordinance shall have full force and effect upon passage by the Greencastle Common Council and its approval by the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Greencastle, Indiana this 13th day of August, 2026.

Mark Hammer

Stacie Langdon

David Masten

Tina Nicholson

Kathi Asbell

Vincent Aguirre

[Councilor At-Large – Vacant]

Approved and signed by me this _____ day of _____, 2026, at _____
o'clock _____.m.

Lynda Dunbar, Mayor

ATTEST:

Mikayla J. Johnson, Clerk-Treasurer

DEPARTMENT OF PLANNING, ZONING, AND INSPECTIONS

2026 SCHEDULE OF FEES

BVD = Building Valuation Data

PFM = Permit Fee Multiplier

<u>Building - Commercial</u>			
<u>Fee Type</u>	<u>Permit Fee (\$)</u>	<u>Additional Cost Details</u>	<u>Formula Reference</u>
New Commercial Structure	02/2026 ICC BVD Formula Calculation	-	Permit Fee = Gross Area x Construction Cost x PFM
Multi-Family Dwelling/Hotel/Motel	02/2026 ICC BVD Formula Calculation	-	Permit Fee = Gross Area x Construction Cost x PFM
Commercial Addition	02/2026 ICC BVD Formula Calculation	-	Permit Fee = Gross Area x Construction Cost x PFM
Commercial Remodel/Alteration - Major	02/2026 ICC BVD Formula Calculation	-	Permit Fee = Gross Area x Construction Cost x PFM X 80%
Commercial Remodel/Alteration - Minor	02/2026 ICC BVD Formula Calculation	-	Permit Fee = Gross Area x Construction Cost x PFM X 50%
Electrical Repairs/Upgrades/Temporary Electric	\$100.00	\$50 per inspection	-
Mechanical and Plumbing Only (Unregistered Contractor)	\$100.00	\$50 per inspection	-
Structural Repairs Only (Foundations/Roofs)	\$100.00	\$50 per inspection	-
Commercial Roof	\$150.00	\$50 per inspection	-
Parking Lot/Commercial Access	\$250.00	\$100 per inspection	-
Commercial Solar Panels	\$300.00	\$100 per inspection	-
Commercial Demolition (Principal Structure)	\$200.00	-	-
Certificate of Occupancy (Commercial)	\$100.00	-	
Temporary Certificate of Occupancy (Commercial)	\$50.00	-	
Certificate of Completion	\$100.00	-	

<u>Building - Residential</u>		
<u>Fee Type</u>	<u>Permit Fee (\$)</u>	<u>Additional Cost Details</u>
New Single-Family / Duplex Dwelling	\$500.00	\$0.15 per square foot (over 1,200sq ft), \$50 per inspection
Mobile / Manufactured Home	\$200.00	\$50 per inspection
Residential Addition	\$250.00	\$50 per inspection
Residential Remodel/Alteration - Major	\$100.00	\$50 per inspection
Residential Remodel/Alteration - Minor	\$100.00	\$50 per inspection
Storable Pool/Spa	\$100.00	-
Above Ground Pool/Spa	\$150.00	-
In-Ground Pool/Spa	\$200.00	\$100 per inspection
Deck/Porch	\$100.00	\$50 per inspection
Porch Covering/Awning	\$50.00	-
Prebuilt Shed/Storage (No Foundation)	\$100.00	\$50 per inspection
Detached Garage/Workshop	\$100.00	\$50 per inspection
Car Port	\$100.00	\$50 per inspection
Driveway	\$100.00	\$50 per inspection
Solar Panels	\$100.00	\$100 per inspection
Residential Roof	\$100.00	-
Other Residential Accessories	\$50.00	\$50 per inspection
Electrical Repair/Upgrade	\$50.00	\$50 per inspection
Tents/Temporary Structures (Residential Only)	\$50.00	-
Structural Repairs Only (Foundations/Roofs)	\$100.00	\$100 per inspection
Demolition - Partial (Fill-In)	\$125.00	-
Demolition - Partial (Engineered Backfill)	\$125.00	-
Demolition - Full Removal (Engineered Backfill)	\$125.00	-
Certificate of Occupancy (Residential)	\$50.00	-
Temporary Certificate of Occupancy (90 days)	\$25.00	-
Certificate of Completion (Residential)	\$25.00	-

Planning & Zoning Fees

<u>Fee Type</u>	<u>Permit Fee (\$)</u>	<u>Additional Cost Details</u>
Improvement Location Permit (ILP)	\$50.00	-
Petition for Annexation	\$50.00	-
Rezone (Zoning Map Amendments)	\$500.00	Additional cost of \$25 per acre
Site Development Plan Review/Technical Review - Preliminary	\$100.00	-
Site Development Plan Review/Technical Review - Final	\$100.00	-
Major Subdivision - Preliminary Plat	\$600.00	Additional cost of \$20 per lot
Major Subdivision - Final Plat	\$300.00	Additional cost of \$10 per lot
Minor Subdivision - Plat	\$300.00	Additional cost of \$10 per lot
Plat Amendment or Replat	\$250.00	-
Vacation of Recorded Plat	\$300.00	Additional cost of \$10 per lot
Vacation of Alley/Right-of-Way	\$150.00	Additional cost of \$10 per lot
Planned Unit Development - Preliminary Plan	\$600.00	Additional cost of \$20 per lot
Planned Unit Development - Final Plan	\$600.00	Additional cost of \$10 per lot
Planned Unit Development - Plan Amendment	\$300.00	Additional cost of \$10 per lot
Engineering Review Fee	\$195 per hour	2 Hours Prepaid for all Major Subdivisions and/or Larger Than 1 Acre. 1 Hour Prepaid for all Minor Subdivisions.
Administrative Appeal - Board of Zoning Appeals	\$200.00	-
Amendment to Written Commitment - BZA	\$200.00	-

<u>Fee Type</u>	<u>Permit Fee (\$)</u>	<u>Additional Cost Details</u>
Use Variance - BZA	\$300.00	-
Development Standards Variance (Residential) - BZA	\$150.00	-
Development Standards Variance (Commercial) - BZA	\$300.00	-
Special Exception - BZA	\$300.00	-
Site Inspection Fees (Plats/Site Plan Review)	\$100 per hour	2 Hours Prepaid for all Major Subdivisions and/or Larger Than 1 Acre. 1 Hour Prepaid for all Minor Subdivisions.
Copy of Comprehensive Plan	\$30.00	-
Copy of Unified Development Ordinance	\$30.00	-
Copy of Zoning or Base Map	\$20.00	-
Planning - Research	\$25 per hour	-
Large Format Copies (Plotter)	\$5 per page/sheet	-
Wall Sign	\$125.00	Additional cost of \$1 per sq. ft. over 25 sq. ft.
Awning Sign	\$75.00	Additional cost of \$1 per sq. ft. over 25 sq. ft.
Projecting Sign	\$75.00	Additional cost of \$1 per sq. ft. over 25 sq. ft.
Free-standing Signs	\$125.00	Additional cost of \$1 per sq. ft. over 25 sq. ft.
Multi-Tenant Joint Signs	\$200.00	Additional cost of \$1 per sq. ft. over 25 sq. ft.
Multi-Sign Package (Up to Maximum Signage Per Zone District)	\$225.00	Additional cost of \$1 per sq. ft. over 25 sq. ft.
Certificate of Completion	\$100.00	-

Stormwater Management

<u>Fee Type</u>	<u>Permit Fee (\$)</u>	<u>Additional Cost Details</u>
Stormwater Management Permit	\$200.00	-
Individual Lot Plot Plan Permit	\$50.00	-
Inspection Fees (Prepaid)	\$100.00	-
Engineering/Plan Review Fee	\$195 per hour	(For reviews over 2 hours)
Violations - 1st Offense	\$250.00	-
Violations - 2nd Offense	\$500.00	-
Violations - 3rd Offense	\$1,000.00	-
Violations - 4th Offense	\$2,500.00	-

Fire Prevention & Inspections

<u>Fee Type</u>	<u>Permit Fee \$</u>	<u>Additional Cost Details</u>
Annual Inspection	\$0.00	-
First Re-Inspection	\$50.00	30 Day Compliance Deadline
Second Re-Inspection	\$100.00	15 Day Compliance Deadline
Third & Subsequent Re-Inspections	\$250.00	5 Day Compliance Deadline
Initial Site & Construction Inspections	\$0.00	-
Fire Alarm/Sprinkler System Initial Acceptance Test	\$0.00	-
Hooded Suppression System Initial Acceptance Test	\$0.00	-
All Subsequent Acceptance Tests (All Types)	\$75.00	-
Occupancy Permit (Including Change of Tenancy)	\$25.00	-
Construction/Building Plan Review	\$0.15	Per Square Foot / \$75 minimum
Automatic Sprinkler System Per NFPA 13	\$100.00	Per Number of Risers/Systems
Fire Alarm System Per NFPA 72	\$100.00	Per Number of Fire Alarm "Annunciation Zones"
Special Hazard System (I.E. Hood Suppression System)	\$100.00	Per Number of Systems
Modification to an Existing System	\$75.00	per Item Being Modified (i.e. riser)

VIOLATION PENALTIES

For violations, each day constitutes a separate offense.

<u>Building Violations Fine Schedule</u>			
<u>City Code - Chapter 7 - Building and Construction Regulations</u>			
<u>Violation Type</u>	<u>1st Offense</u>	<u>2nd Offense</u>	<u>3rd Offense</u>
1. Construction Without a Permit	\$50	\$100	up to \$2500
2. Continuing Work Without Proper Inspection and Approval of Same	\$50	\$100	up to \$2500
3. Occupying Dwelling (or portion under construction) without Certificate of Occupancy	\$50	\$100	up to \$2500
4. Use of Swimming Pool without Final Inspection and Approval of Same	\$100	up to \$2500	-
5. Alteration of construction drawings, methods, and/or materials without notification to Building Commissioner	\$100	\$250	up to \$2500
6. Continuing Work after a Stop Work Order has been issued	\$250	up to \$2500	-
7. Failure to Allow Entry per 845-75 of Ordinance	\$100	up to \$2500	-
8. Work not ready for scheduled inspections	\$50	\$100	\$100

Zoning Ordinance/Subdivision Control Ordinance Violation Penalties

<u>Violation Type</u>	<u>(Per Violation, Per Day)</u>
1. Illegal Structures	up to \$2500
2. Illegal Use	up to \$2500
3. Failure to Obtain a Permit (ILP)	up to \$2500
4. Violation of Stop-Work-Order or a Memorandum of Agreement	up to \$2500
5. Failure to Comply with Development Standards	up to \$2500
6. Failure to Comply with Commitments	up to \$2500
7. Initiating Activity Without an Approved Improvement Location Permit (In Addition to Penalty #3) (3x Cost of ILP = \$50 x 3 = \$150)	\$150.00
8. Subdivision Control Ordinance Violation	up to \$2500

Fire Prevention & Inspection Violations

City Code Chapter 7 - Building and Construction Regulations

<u>Violation Type</u>	<u>Fine Amount</u> \$	<u>(Per Violation, Per Day)</u>
Construction or Installation w/o a Fire Protection Permit	-	Stop Work Order + 5X Normal Permit Fee Amount
Failure to Implement a Required Fire Watch	\$350.00	Per Day/Per Person - IDHS Notified
Occupancy without Occupancy Permit	\$250.00	Per Day
False/Faulty Alarms(alarms 4-6 in a calendar year)	\$75.00	Per Occurrence
False/Faulty Alarms(alarms 7-10 in a calendar year)	\$150.00	Per Occurrence
False/Faulty Alarms(alarms 11-and beyond in a calendar year)	\$250.00	Per Occurrence
Tampering with Life Safety System	\$500.00	Per Occurrence
Prohibited Burning	\$100.00	Per Occurrence
Illegal Fire on Public Property & Right-of-Way	\$250.00	Per Occurrence

Residential Single-Family Home – Permit Fee Comparison
Putnam County vs. City of Greencastle

Example for Cost Comparison

- Detached Single-Family Structure
- Square Footage: 1800 (trending median home size in Indiana)

Fees – Putnam County (Current Permit Fee Structure)

- \$400 per unit + \$0.20 per square foot over 1,000 square feet
- \$300 Inspection Fee (5 inspections)
- \$20 Certificate of Occupancy

Fee Total: \$400 + \$160 (800 x .20) + \$300 + \$20 = **\$880.00**

Fees – City of Greencastle (Proposed Permit Fee Schedule)

- \$500 base fee + \$0.15 per square foot (over 1,200 square feet) + 50 per inspection + \$50 certificate of occupancy

Fee Total: \$500 + \$90 (600 x .15) + \$250 + \$50 = **\$890.00**

Permit Fees for Real World Examples:

- 312 N Madison St (nearly complete) = **\$830.60**
- 1024/1026/1028 Ave B (currently under construction) = **\$800.00 each**

RESOLUTION NO. 2026-11

A RESOLUTION FOR THE ADOPTION OF THE CITY OF GREENCASTLE 2026 COMPREHENSIVE PLAN UPDATE

WHEREAS, the Plan Commission of the City of Greencastle, pursuant to I.C. § 36-7-4-500 et seq., has prepared a Comprehensive Plan for the development of the City of Greencastle; and

WHEREAS, the Plan Commission of the City of Greencastle held a duly advertised public hearing on the proposed Comprehensive Plan on March 23rd, 2026, in accordance with Indiana law; and

WHEREAS, on the 22nd day of June, 2026, the Plan Commission of the City of Greencastle adopted the 2026 Comprehensive Plan and certified it to the City of Greencastle Common Council with a favorable recommendation; and

WHEREAS, the Common Council, as the legislative body of the City of Greencastle, has received and reviewed the 2026 Comprehensive Plan; and

WHEREAS, the 2026 Comprehensive Plan serves as a policy guide for the orderly growth, development, redevelopment, and improvement of the City of Greencastle, in accordance with I.C. § 36-7-4-502; and

WHEREAS, it is desirable, and in the City's best interests to update the City of Greencastle Comprehensive Plan,

NOW THEREFORE BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF GREENCASTLE that it hereby adopts the updated 2026 Comprehensive Plan for the City.

All prior comprehensive plans and amendments thereto are hereby repealed and replaced by this 2026 Comprehensive Plan.

PASSED AND ADOPTED by the Common Council of the City of Greencastle, Indiana this 9th day of July, 2026.

[Signatures on Following Page]

Mark Hammer

Stacie Langdon

David Masten

Tina Nicholson

Kathi Asbell

Vincent Aguirre

[Councilor-At-Large – Vacant]

Approved and signed by me this _____ day of _____, 2026, at
_____ o'clock _____.m.

Lynda Dunbar, Mayor

ATTEST:

Mikayla J. Johnson, Clerk-Treasurer



GREENCASTLE COMPREHENSIVE PLAN

DRAFT



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REGIONAL OVERVIEW

Greencastle is about a 15-minute drive from I-70, allowing residents to reach Terre Haute and Indianapolis in less than an hour. US 231 runs north-south through the City and provides access to Crawfordsville and Lafayette. US Highway 36 is 8 miles north of Greencastle and runs east-west, connecting Rockville and Danville. Other nearby Putnam County communities include Filmore, Cloverdale, and Bainbridge.

Greencastle is the home of DePauw University. Several major thoroughfares serve as crossroads for US 231 and State Road 240, and proximity to US 40 and I-70, which provides residents with access to commercial goods and services.



Source: cityofgreencastle.com

FOUNDATION AND HISTORY

Greencastle was founded in 1821 by Ephraim Dukes. Dukes named the settlement after his hometown, Greencastle, PA. On March 9, 1849, Greencastle became an incorporated town. On July 8, 1861, Greencastle earned the designation of a city. Since 1821, the City of Greencastle has served as the County Seat for Putnam County.



Indiana State Library Indiana State Library Photograph Collections
Source: <https://archives.isl.lib.in.us/repositories/2/resources/1490>



WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a strategic guide containing policy statements for effective decision-making in private development projects and community initiatives for the public good. The plan's purpose is to guide the community through the realization of its vision. A comprehensive plan is a roadmap for a community's vision and growth over the next 20 years. It provides a snapshot of the current point in time and a vision for the future, guiding long-term investment, growth, and development. It also assists policy, land use, and infrastructure decisions.

The planning process gathers input from various sources to build consensus around the plan and its vision for the future. To increase the chances of success, a comprehensive plan should be treated as a living document that the City should update as changes occur in land use, transportation, infrastructure, resources, demographics, and priorities within the community.

Although the plan contains zoning components and future land use, it is not a zoning or regulatory document. Any future zoning changes within the City must follow standard Indiana law and the City's process for rezoning a property, updating, or amending, the text of the ordinances. The plan is used as a reference when future decision-making occurs, but its contents are not binding. Recommendations within the comprehensive plan may require further, in-depth studies to provide the best possible solutions to specific issues.

A Comprehensive Plan should:

- Reflect shared community values and aspirations.
- Provide a broad set of goals and objectives for both preservation and change.
- Set a foundation for policies, strategies, and other actions.
- Articulate priorities with a list of community implementation strategies and initiatives to work on over the course of 5 years.
- Build consensus and confidence about the future direction of our community.

PURPOSE

The City of Greencastle Comprehensive Plan is designed as a long-term strategic guide to help the community manage and facilitate stable and desired economic growth to achieve the vision determined by the community. The Plan showcases a list of priorities, such as the existing conditions of the community, specifies the desired goals and objectives, and illustrates appropriate strategies to achieve the overall vision.

INDIANA STATUTORY REQUIREMENTS OF THE PLAN

DID YOU KNOW?

Communities may adopt comprehensive plans as described by Indiana Code for the promotion of public health, safety, morals, convenience, order, or the general welfare and the sake of efficiency and economy in the development process.

Indiana Code 36-7-4-500 series sets forth the standards for developing and evaluating a comprehensive plan. Required elements include the following:

1. A statement of objectives for the future development of the jurisdiction.
2. A statement of policy for the land use development of the jurisdiction.
3. A statement of policy for the development of public ways, places, lands, structures, and utilities.

HOW IS THIS DOCUMENT ORGANIZED?

The City of Greencastle's comprehensive plan is outlined in sections that detail the analysis of the public engagement, land use components, goals, objectives, and critical path strategies performed for the Comprehensive Plan. The Existing Condition Report (ECR) was created during phase one of the planning process. The ECR is a report that includes community demographics, socio-economic conditions, and natural factors of the City of Greencastle. It also helped identify significant trends for the community's future development. The complete ECR is included in Appendix A, and the key trends are discussed in this Plan.

This document identifies the goals and objectives from the public input received through public and stakeholder outreach. In the Planning Process chapter, the results from public engagement efforts were summarized for the purpose of the plan. Later, information on goals, objectives, and strategies are described along with the Plan's vision statement. The goals and objectives listed constitute broad guidelines to achieve the community's vision, and the vision statement acts as a guiding principle for the main goals of the Plan.

Following the goals, objectives, and strategies is the implementation section of the plan, which includes best practices, narrative on recommendations, and Critical Path Strategies. These identified strategies are relatively low in cost, quick to complete, or require few human resources. Critical Path Strategies include direct, actionable steps, an estimated timeline, and an estimated cost.

THE ORGANIZATION OF THE PLAN

This Comprehensive Plan is a policy document guiding City leadership and helping to realize the community's vision for the future. The goals identify broad accomplishments the City aims to achieve, and the strategies accompanying each goal outline steps to reach those goals. Under each goal, strategies are identified as more specific routes and initiatives to achieve the ultimate associate goal.

Hierarchically, the Plan has one vision associated with each chapter/topic, e.g., economic development, land use, transportation, housing, placemaking, and parks and recreation. For each vision, there are one or multiple goals to turn the vision into achievable benchmarks.



GREENCASTLE



CITY HALL

Lynda R. Dunbar
Mayor



THE PLANNING PROCESS

PUBLIC ENGAGEMENT

The City of Greencastle's Comprehensive Plan identifies and reflects the interests of the community members and is a result of an asset-based approach. This Plan was completed in a 14-month planning process with three phases. Phase 1 focuses on education, public outreach, and information gathering to establish a baseline of information on existing market conditions and trends in the community. Phase 2 focuses on incorporating and analyzing the information gathered in Phase 1, while working concurrently with the selected Steering Committee to conduct land use exercises and policy discussions that help to draft goals, objectives, and strategies. Phase 3 identifies ways to implement the goals, objectives, and strategies established in the previous phase and guides the plan through adoption.

Public involvement is essential because it helps capture the community's needs and wants at the grass-roots level, the feedback from which can enhance the City's long-term vision for growth and development. Community engagement input for the Greencastle Comprehensive Plan includes components found on the following pages.

Types of Public Engagement involved in comprehensive planning process



- **Staff Meetings:** Review team meetings were scheduled throughout the planning process of the Comprehensive Plan to discuss the project's current and future phases and ensure the plan's accuracy.
- **Stakeholder Interviews:** Stakeholder Interviews were conducted to help the consultant understand the existing implementations and regulations tools in the City.
- **Public Events:** Public engagement events were scheduled to gather information from residents and visitors attending these events. The consultant team conducted public engagement at the following events:
 - **Greencastle High School Event** / Comprehensive Plan Open House – July 30, 2024
 - **Greencastle Football Game** / Interactive Public Engagement Booth-October 11, 2024
- **Public Survey:** A public survey was created on the platform SurveyMonkey.com. The goal of the survey was to collect information from the general public on their needs and wants for the City of Greencastle Comprehensive Plan. Consultant staff reviewed and analyzed 488 responses to the public survey.

STAKEHOLDER SESSIONS

On September 11, 2024, seven groups of Stakeholder Sessions were held with the following private and public organizations throughout the City:

- Stakeholder Group 1 – Realtors/Developers
- Stakeholder Group 2 – Business Owners
- Stakeholder Group 3 – Retirees (Long Term Residents)
- Stakeholder Group 4 – Non-Profits
- Stakeholder Group 5 – Industry and Employers
- Stakeholder Group 6 – Medical Care Providers
- Stakeholder Group 7 – City Employees and Board Members

Each stakeholder group provided invaluable discussion and insight to the consultant team, which helped to provide a set of collective themes utilized in forming public policy.

The project steering committee was comprised of several local volunteer leaders, organization members, business owners, and community members. The review team committee's input was critically important during the creation of the final plan. During the process, the review team committee helped identify the City's strengths, weaknesses, threats, opportunities, future vision, and community values.

The Steering Committee consisted of the following members:

- Kathy Asbell, City Council
- Tony Criss
- Lynda Dunbar, Mayor
- Justin Hall
- Laurie Hardwick, City Attorney
- Gary Lemon
- Blaine Rout, Planner
- David Taylor
- Lisa Zeiner
- Kevin Verhoff
- Scott Zimmerman, Assistant Planner

Throughout the project, consultants scheduled several meetings with the review team to discuss critical benchmarks and review draft materials. During the process, the group challenged assumptions, ideas, and public outreach results to create a comprehensive plan for the City of Greencastle. The timeline below shows the meeting dates and the significant discussions at each meeting.

Summary of Stakeholder Meetings

Meeting #1	Meeting #2	Meeting #3	Meeting #4
09/11/2024	11/13/2024	03/17/2025	10/23/2025
- Introduction to project and timeline. - Existing Conditions, Stakeholder Engagement, and Public Engagement Process.	Key Findings from Existing Conditions and Public Outreach.	Goals and Objectives, Future Land Use Scenarios.	Overview of Critical Path Strategies, Draft of Comprehensive Plan.

During the meetings, the Steering Committee stayed engaged by participating in asking questions or through interactive activities presented by the consultants. During the second meeting, the steering committee participated in two different activities. The team was divided into groups and participated in a Strengths, Weaknesses, Opportunities, and Threats (i.e., SWOT) analysis to collect important information to generate strategic initiatives for public policy and overall land use goals for the future. The second activity's goal was to get the team to think about future infill, revitalization, and redevelopment areas within the City. The result of the exercise provided is invaluable input on housing development/redevelopment/infill for specific parcels in the City. All information gathered from these activities was used to create the goals and objectives and to create the Future Land Use map.

VISION STATEMENT

The community vision uniquely outlines the residents' personalities and aspirations. It was designed to balance embracing the past, maximizing the present, and improving the future to create a thriving community for people and businesses. The goals, objectives, and strategies identified within this plan strive to help the city achieve this community vision.

VISION STATEMENT

"The City of Greencastle is an energetic and friendly community, renowned for its art and culture, home of DePauw University and Ivy Tech, excellent healthcare and education, and distinctive Downtown businesses. The small-city character of mature neighborhoods and the vitality of our Downtown and university campus make Greencastle a unique and appealing place for people of all ages. These assets define our sense of place and are the foundation of our stable economy."

We will strive to preserve and build upon these aspects of our vibrant community while supporting future compatible growth and development, promoting the overall sustainability of Greencastle by:

- ❑ Fostering a resilient local economy that increases the tax base, stimulates job growth, and promotes the overall prosperity and progress of our people.
- ❑ Creating attractive and affordable housing for all people—housing that is the cornerstone of health, safety, and diverse neighborhoods throughout our City.
- ❑ Encouragement and Support of Active Outreach and Communication among property owners, redevelopers, and occupants to identify prime and targeted areas of "Transitional" redevelopment and mitigation of the impacts of redeveloping existing residential properties.
- ❑ Encourage the supporting collaborative efforts of DePauw University, the Downtown Business Community, and the Greater Greencastle Chamber of Commerce and Main Street Greencastle for continued promotion of vibrant Downtown businesses, community events, and retention of local employers.

Community Vision



Source: Getty Images

THEMES AND STRATEGIES OF THE COMPREHENSIVE PLAN

A comprehensive plan outlines and guides the community to achieve its fullest potential and vision. It addresses a wide range of topics affecting the community to address all future ideas. Those topics are high-level activities intended to achieve a common purpose. The topics for Greencastle reflect these key themes from public input:

THEMES OF THE PLAN:

- Land Use
- Economic Development
- Transportation
- Housing
- Placemaking
- Public Services and Utilities

OBJECTIVES

The objectives are important for better understanding the more detailed Critical Path Strategies (CPS) detailed later within this Plan. The objectives are policy objectives related to the previously mentioned goal topics. These statements are aspirations to guide the community toward its future goals and overall community vision. Objective statements were built utilizing a variety of data and public input. The primary sources used when crafting these statements include:

- ❑ Past planning documents
- ❑ Input from the online survey
- ❑ Input from the steering committee members
- ❑ Input from stakeholders
- ❑ Input from community engagement events

STRATEGIES

Strategies are concrete action steps intended to carry out an idea, goal, or objective identified within the Plan. Each strategy will be a specific project or program to implement. The CPS and implementation chapter of this Plan further identifies strategies seen as high-priority strategies that the city may implement over the next three to five years. The strategies listed in the following sections were developed to implement the goals and objectives.



Source: Getty Images

SUSTAINABILITY AS A THEME THROUGHOUT THE PLAN

Sustainability in this context refers to maintaining and emphasizing the many successful aspects of the City of Greencastle and minimizing any threats to that continued success. This Plan will consider sustainability through three different lenses: environmental, societal, and economic.

Sustainability through an **environmental** lens focuses on preserving natural resources, emphasizing aesthetic beauty, and bolstering resiliency in the face of natural disasters. Natural resources to be emphasized include, but are not limited to, open land, air, water, farmland and food production, recreational space, and environmentally-sensitive areas. Emphasis on aesthetic beauty may involve investment in scenic amenities, additional landscaping, and streetscape improvements. Resiliency focuses on quickly bouncing back when an unexpected event occurs. Preventive measures and rapid-response plans to severe weather, such as flooding or structural damage, are essential considerations.

Societal sustainability considers the standard of living overall with respect to educational opportunities, social networks and associations, arts and culture, and the sense of community. The City's support in successful educational and cultural amenities throughout the community creates a greater quality of life for the residents and a strong foundation for sustaining the charming sense of place specific to Greencastle. Opportunities for residents to interact and celebrate successes with one another go a long way in strengthening the bonds that connect members of the community.

The **economic** lens considers vital factors including tax base development, employment, resident incomes, and cost-saving measures. The tax base is the foundation for all public improvements within the City. Sustainability measures like road maintenance and utility infrastructure upgrades cannot occur unless there is solid economic sustainability. The continued success of the local economy should also be prioritized by ensuring residents have access to well-paying, gainful employment.

The plan's topics and strategies span a wide range of government functions and policy recommendations. Still, they all relate to environmental, societal, and economic sustainability.

Environmental Sustainability

- Preservation of natural resources
- Emphasis on aesthetic beauty
- Bolstering resiliency

Societal Sustainability

- Educational opportunities
- Social networks and associations
- Arts and culture
- Sense of community

Economic Sustainability

- Development of tax base
- Employment
- Wages and income
- Cost-saving

LAND USE STRATEGIES

Housing Density: Encourage housing densities that consider the growth footprint and reduce the service cost per housing unit for the City.

Maximize Infrastructure: Maximize the use of existing infrastructure to serve new residential, commercial, and industrial developments.

Develop a Capital Improvement Plan: Utilize it to ensure future infrastructure growth and improvements are strategic and guided growth rather than trying to catch up.

Promote Mixed-Use Developments: Encourage mixed-use developments to minimize the distance between residences and destinations like restaurants, retail, and workplaces, improving overall efficiency and reducing vehicle travel.

Economic Development Tools: Utilize economic development and business recruitment strategies to attract non-resource-intensive commercial and industrial land uses.

New Retail Environments: Adapt recruitment techniques and land use regulations to better suit the changing retail environment as e-commerce overtakes brick-and-mortar sales.

Entertainment Promotion: Explore efforts to promote shopping, nightlife, and experiences as an amenity within commercial corridors Downtown, along US 231, and along Indianapolis Road.

Support DePauw Campus and Downtown: Support small and local businesses around the DePauw campus, providing students with opportunities to patronize and grow the local economy.

Develop Entrepreneur Spaces: Support business incubation spaces where small and local businesses can locate and support one another in shared workspaces and/or temporary pop-up shops.

Real-Estate Inventory: Identify an ongoing inventory of vacant land and buildings that can be marketed to potential tenants with specific amenities and facilities already in place.

Zoning Tools: Utilize planning tools like sub-area plans and overlay zones to promote adaptive reuse and infill development.

Promotion of Infill Development: Infill development with the capabilities of existing infrastructure, taking care not to put an excess burden on utility capacity.

Flexible Zoning Bulk Standards: Allow for variations and flexibility from development standards and density requirements for infill projects based on the surrounding developments that have already been built.

Adaptive Reuse of Existing Areas: Ensure that the aesthetic design and character of infill development and adaptive reuse are consistent with the surrounding buildings and community.

Flexibility in UDO Ordinances: Create flexibility within land development ordinances to allow for transitional areas where lots may be combined and development standards can be relaxed to allow for redevelopment of outdated or abandoned property.

ECONOMIC DEVELOPMENT STRATEGIES

Improve Pedestrian Experience Downtown: Emphasize the pedestrian experience within Downtown and ensure accessibility for all residents to experience the space.

Cultural and Entertainment Growth: Promote Downtown Greencastle as the center of arts, culture, entertainment, and commercial/civic activity within the City and the surrounding areas of Putnam County.

Walkability in Residential Design: Promote diverse residential growth in and near the Downtown area, allowing residents to easily walk to businesses, retail, and restaurants.

Downtown Historical Significance: Preserve the main street character of Downtown, focusing on the civic significance of the Courthouse and City Hall as landmarks within the district.

Vendor Opportunities: Invite food trucks and vendors to Downtown events, Farmer's Markets and other local events.

Civic Organizations Collaboration: Collaborate with the Chamber of Commerce, Main Street Greencastle, and other economic development leaders to host one-off events that add variety to the City's regularly held recurring events.

Neighborhood Commercial Transitions: Develop a Neighborhood Commercial Zoning district that allows for residential-scale commercial development geared towards pedestrian access and everyday needs.

Logical Development Patterns: Discourage linear strip commercial development that is not conducive to walking and biking and does not contribute to the overall character of the surrounding community.

Improve Zoning Standards: Develop development standards that require adequate buffering between residential areas and more intense industrial or commercial land uses.

Diversification of Job Offerings: Market Greencastle to potential industrial businesses looking to relocate or expand by capitalizing on its convenient location relative to I-70 and the Indianapolis International Airport.

Update Infrastructure: Ensure that infrastructure, including roads and utilities, has enough capacity to accommodate a large industrial employer, making considerations for truck traffic and water/waste needs.

Annexation Exploration and Study: Strategically consider annexation of surrounding properties that will benefit the City fiscally without overloading the capacity of public services. Conduct an annexation study to establish an effective strategy for determining if a potential annexation will result in net cost or benefit to the City.

Capital and Non-Capital Services Assessments: Develop an understanding of capacity thresholds for police and fire services out to potentially annexed areas of the County.

TRANSPORTATION

Pedestrian Infrastructure Inventory: Develop an inventory of all sidewalks, multi-use paths, bike lanes, and bike-friendly roadways to identify gaps and establish priorities for filling them.

Access Zoning Design Standards to Incorporate alternative forms of parking including Electronic Vehicular Parking and Bike Racks: Modify development standards to require new development to include the installation of multi-use paths along street frontage and consider additional amenities like bike racks in appropriate districts.

Promote Non-Motorized Transportation Options: Promote existing pedestrian and bike infrastructure, like the People Pathways, to residents as an alternative to driving, emphasizing destinations that can be easily and quickly reached on bike or foot.

Consider Conducting a Capital Improvement Plan for the City Roadway Network: Review the potential cost/benefit analysis for conducting a new Capital Improvement Program Plan with Greencastle Street Department.

HOUSING

Diversify Housing Types in City: Modify development standards to allow for higher density housing types, including triplexes, townhomes, etc., in residential zoning districts.

Zoning Flexibility: Create flexibility within development standards to allow for decreased setbacks and greater lot coverage on lots that may otherwise be too small to develop.

Age-in-Place Housing Options: Create flexible senior living design which can help benefit all multigenerational living, as well as providing a place for all residents to age more easily rather than moving to a care facility or leaving that community. Adoption of universal design standards to make it easier for residents to age in place rather than having to move to a care facility or leave the community.

Support Lower Income Housing Options: Work with social service agencies and state and federal grant sources to incentivize housing development for lower-income individuals and families.

Flexibility in Housing Standards Downtown: Collaborate with developers early in the development process to encourage building units that appeal to residents who work in upper-level management positions.

PLACEMAKING

Gateway Signage: Identify primary and secondary routes into and out of the City to install gateway signage welcoming residents and visitors as they enter.

Beautification Measures on Major Corridors: Implement beautification measures along major routes through the City, including Jackson Street, Washington Street, Indianapolis Road, and Bloomington Street.

PUBLIC SERVICES AND UTILITIES

Emergency Services: Update the inventory and analysis of emergency services, including fire and police to determine what capacity improvements may be needed in the future.

Five-Year Capital Improvement Plan: Continue to update the Capital Improvement Plan to identify the necessary road improvement projects for the next five years and identify funding sources.

Encourage School Corporation Extracurricular Opportunities: Connect Greencastle Community School Corporation students with in-classroom and extracurricular learning opportunities through community partners like DePauw, local employers, Ivy Tech, and the Youth Advisory Board.

Create Utility Service Maps: Develop utility service capacity maps that will identify areas where utility infrastructure may need to be improved or expanded upon as the City grows.

Gateway Signage Opportunity.





Gobin United Memorial Church

LAND USE

This Plan constitutes a practical and integrated approach to foster inviting, sustainable, and efficient patterns of development and redevelopment that preserve the distinct personality of key neighborhoods and natural features while accommodating new investment and emerging economic trends.

The residents of Greencastle understand the value of the community's unique neighborhoods. At the same time, there is a recognition that, as this Plan is written, the City, the state of Indiana, and the regional economy are in a process of transformation that will likely impact land use, redevelopment, and investment well into the future.

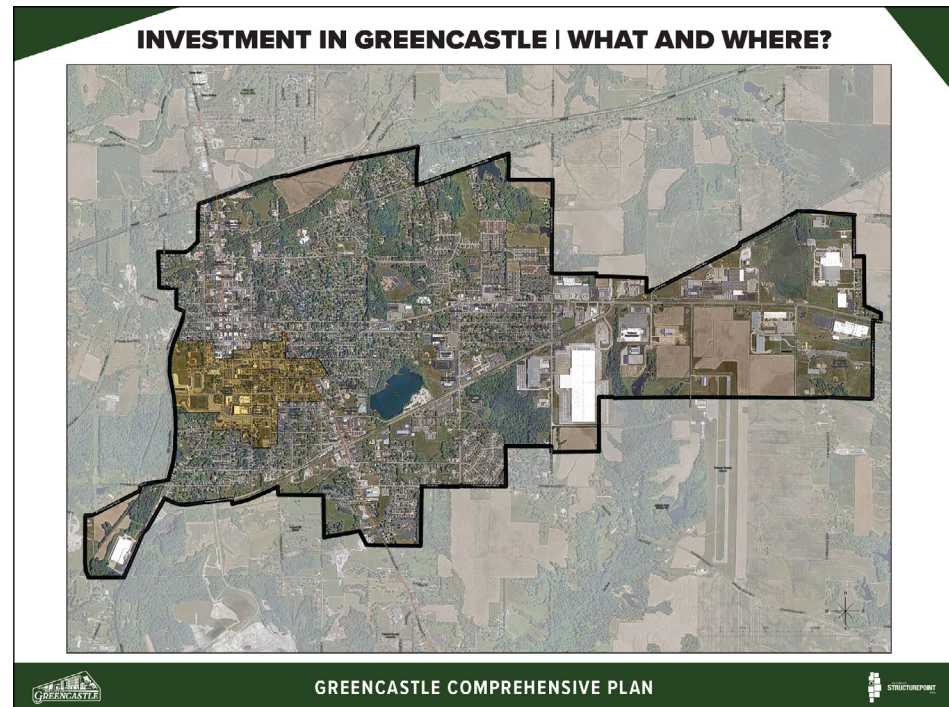
The overall purpose of the Future Land Use Plan is to guide development and redevelopment in logical and viable patterns while offering fair, and in some cases, value-enhancing opportunities where reasonable and appropriate. The Future Land Use Plan seeks to protect the "small-city" feel and character by encouraging the preservation of community character and heritage found throughout the city. Above all, the Plan recognizes the vibrant Downtown and campus community character and the community's responsibility to protect them for future generations.

The Future Land Use Character Districts include a description of the Districts illustrated on Greencastle's Future Land Use map. Each future land use designation is intended to generally describe the distinctive character of an area and a suite of land uses. In addition, each is broadly defined intentionally to permit the community to refine the ultimate land use regulatory structure through zoning carefully tailored architecture and placement standards.

WHAT WE HEARD FROM PUBLIC ENGAGEMENT

Throughout a series of public events, public surveys, and stakeholder sessions, the following collective themes were identified:

Community Engagement Materials



HOUSING

“There is an apparent need for housing for all ages and income levels for the residents of Greencastle, the ability to maximize housing opportunities will be an essential part of the success of the community in the future”

COMMERCIAL SHOPPING AND RETAIL

“Commercial shopping and retail outside of Downtown, located on Indianapolis Road, Jackson Street, and US 231 have redevelopment opportunities to bring in diverse shopping and dining options” “ More diversity in restaurants in Downtown Greencastle and new dining options along Veterans Highway and US 231”.

REDEVELOPMENT IN THE CITY

- Multiple public responses indicated which areas were found to be prime for redevelopment
- Retail shops at Indianapolis and North 10th Street
- Redevelopment of Indianapolis and Ballard Lane
- Desire Service Businesses between Indianapolis Road and North Calbert Way and Indianapolis Road & Washington Street

EXISTING LAND USE

The physical characteristics and uses of land in the City of Greencastle change over time. To make informed decisions regarding future land use, it is critical to have a clear understanding of existing land uses and relations between land uses. The existing categories on the land-use map are based on the established City maps found on Property Tax Management System Code. The Existing Land Use Map demonstrates the various land use types and patterns in the City of Greencastle. The following summarizes existing land-use categories referenced on the Existing Land Use Map.

Land use describes the activity taking place on the land regardless of the zoning district. The land use is determined by using the Property Tax Management System Code for each parcel.

LAND USE BY ACREAGE

The two most prominent land uses are residential and institutional, both taking up a little less than 30% of the total acreage of Greencastle. Residential land is scattered throughout the central and western portions of the City. The large percentage of institutional land can be attributed to DePauw University, the Greencastle Community School Corporation, and the Putnam County Regional Airport to the southeast. The next largest land use category is industrial. While there are few industrial lots, the ones present are large. The major industrial operations in Greencastle include the Walmart Distribution Center, Ascena/Knitwell, Chiyoda, Crown Equipment, Heartland Automotive, and Phoenix Closures.

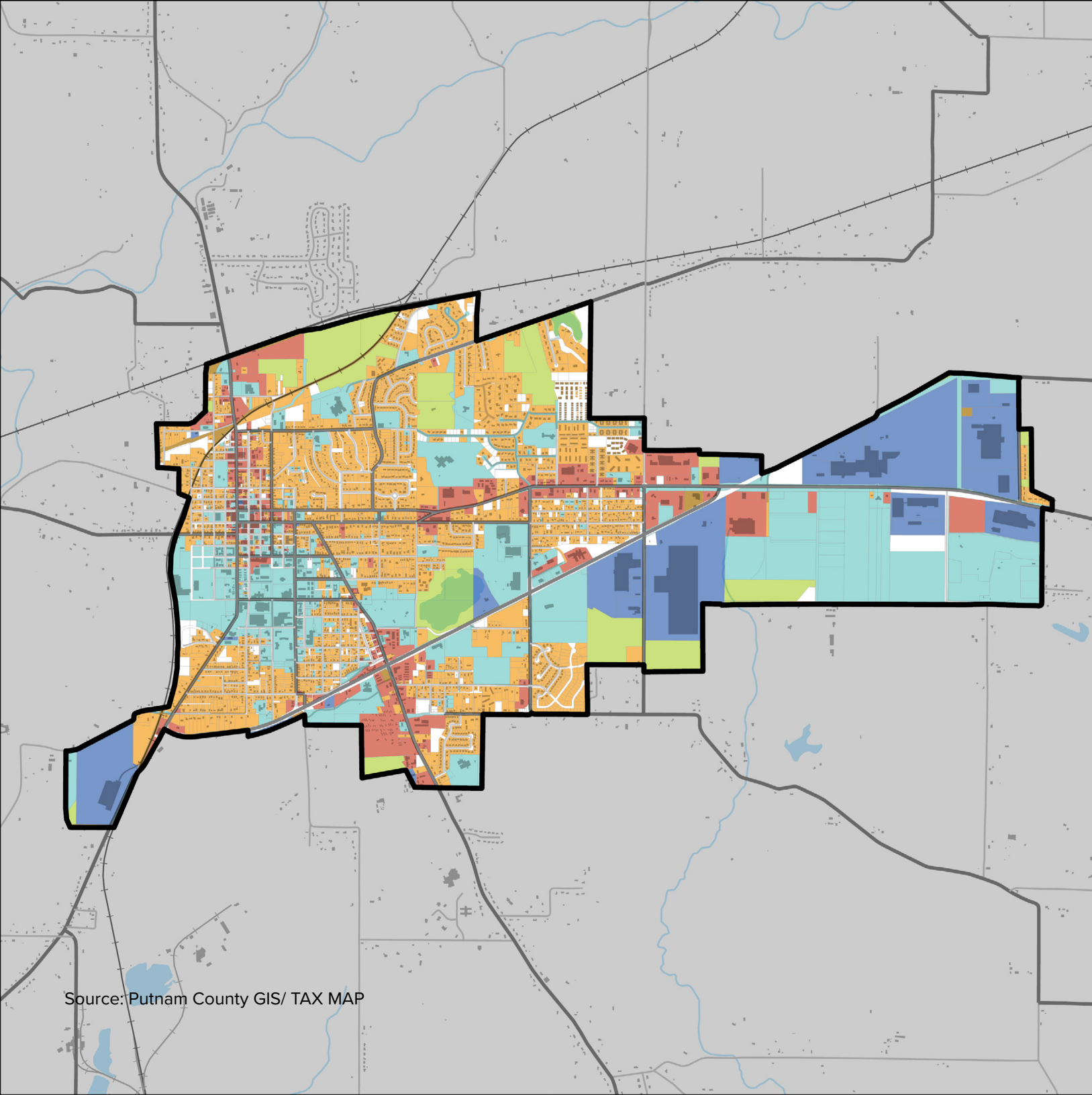
**Existing Land Use Breakdown per Land Use Classification using the
Property Tax Management System Code for Each Parcel**

Land Use	Acres	Percentage
Agricultural	312.8	10.3%
Commercial	283.5	9.3%
Industrial	498.7	16.4%
Institutional	869.1	28.7%
Residential	905.7	29.9%
Utilities	30.8	1.0%
Vacant	131.8	4.3%
Total	3032.4	

Source: Putnam County GIS Tax Assessment Layer

HOW TO READ AN EXISTING LAND USE MAP?

The following Existing Land Use map provides a snapshot of the varying types of land use types found in the City of Greencastle. The existing land use map is instrumental in provide a base foundation for creating the Future Land Use Character Classifications and Maps.



Legend

 Greencastle Boundary

Land Use

-  Agricultural
-  Commercial
-  Industrial
-  Institutional
-  Residential
-  Utilities
-  Vacant



Greencastle Existing Land Use Map

EXISTING LAND USE MAP CLASSIFICATIONS

AGRICULTURAL

The agricultural character class includes farming activities and large-lot single-family residential developments. Other permitted uses include churches, schools, parks, and public utilities. These classes are not usually served by either public water or sewer. Large, wide-open spaces and long distances between neighboring properties define the primary visual character of these areas. Buildings can range from one-story ranch homes to tall structures for storing food products and livestock. Two-lane rural roads usually serve homes with no storm sewer or drainage and ditch.

RESIDENTIAL

The most common character class is residential. Residential land is primarily used for single-dwelling detached development. However, civic uses such as childcare centers, churches, public parks, and schools are also permitted in many cases. Several apartment complexes throughout the City comprise the residential character class as well.

COMMERCIAL

Commercial development takes on two different forms within Greencastle. Downtown commercial development around the courthouse square is primarily small local retail and restaurants or professional offices. These businesses are more of a pedestrian scale and contribute to the character of the community. General commercial development has occurred more on the east side of the City. It includes Walmart, fast food chains, and other businesses that attract a larger customer base and do not have as significant of an impact on the community's character.

INDUSTRIAL

Industrial development has adopted a new shape in recent years. While the industrial character class does encompass the traditional image of industrial land focused on large buildings on big properties explicitly designed to create finished goods from the processing of raw materials, newer industrial development has come to include research and testing facilities, data warehouses, and logistics centers such as the Walmart Distribution Center.

INSTITUTIONAL

The institutional character class includes all civic and public land uses, including schools, government facilities, churches, parks, and similar uses. Many institutional uses are also permitted in residential areas. DePauw University is the largest institutional land use in Greencastle.

UTILITIES

Land used for utilities is important to the City's functionality but often requires additional screening to ensure neighbors are not subjected to unsightly views or other nuisances.

FUTURE LAND USE: DRAFTING FUTURE LAND USE MAP AND LAND USE CLASSIFICATIONS

The future land use map identifies desired land use classifications, densities and locations for growth for the City of Greencastle. Based on the following:



The draft Land Use Classifications and map provides an initial review by the Steering Committee and Planning Commission to review.

FUTURE LAND USE SECTION

THE CITY OF GREENCASTLE FUTURE LAND USE MAP CLASSIFICATIONS

The recommended future land use classifications provide a level of specificity to complement the Future Land Use Plan by determining the range and scale of density, types of development, access, and landscaping.

The Future Land Use Plan narrative provides a vision for development and land use patterns throughout the City's distinct character areas. The narrative provides a detailed description of each future development category found on the 2040 Future Land Use Map.

The primary features of the Future Land Use Map are its character areas. Character areas represent a future land use pattern of distinct residential areas, activity centers, employment centers, and infrastructure and public spaces that support the community's future vision.

Each character area description includes:

- An overview of the vision and intent
- Design and transportation features
- Appropriate land uses
- Corresponding zoning categories
- Implementation strategies

The recommended land uses listed for each character area represent the range of possible activities that are compatible with the intent of each area. While providing for a flexible list of potential uses, the City of Greencastle Planning Department will review specific development proposals against the allowable appropriate range of uses. Elected officials have the authority to permit the least intensive uses listed within each area as deemed appropriate on a case-by-case basis.

As with the recommended land uses, implementation policies listed for each future character area represent a toolbox of possible strategies to achieve the desired vision.

Future Land Use Character Districts

Land Use Classification	Classification Abbreviation
General Agricultural	GAC
Parks, Recreation, Trail	PRT
Institutional	I
Residential Land Uses	
Single-Family Detached	SF
Moderate Density	MD
Mixed Density/ Retirement Community	MD/RC
Traditional Multi-Family Residential	TMF
Commercial Land Uses	
Downtown Business	DB
University Mixed-Use	UMU
General Business Commercial	GB
Corridor/Highway Commercial (Design Standards Only)	CHC
Neighborhood Commercial	NC
New Enterprise Commercial (TIF Statement)	NEC
Mixed-Use	MU
Industrial Land Uses	
Light Industrial	LI
General Industrial	GI
Critical Environmental Resource Areas/Mineral Extraction	CESIME
Aviation Mixed-Use	AMU

FUTURE LAND USE CHARACTER DISTRICTS

GENERAL AGRICULTURAL CHARACTER DISTRICT (GAC)

General Characteristics

Being rural in character, general agricultural areas are largely concentrated in small pockets in the City of Greencastle and largely exist outside of the City Limits. The goal of the general agricultural land use category is to preserve existing and future farm operations and allow farming or agricultural businesses to co-exist in the urban setting of the City of Greencastle.

Appropriate Land Uses

Appropriate uses include dwelling units that match the character and density of the surrounding uses, as well as agri-businesses and farms, which include the cultivation of crops and the keeping of large and small animals, such as bees, chickens, and other domesticated farm animals.

Streets and Transportation

City-maintained streets near general agriculture areas should consider the weight, height and width, and speed of the equipment and machinery that travel on those roads. While the relative road miles of streets adjacent to general agriculture may be minimal, the equipment and machinery needed to work the land travel on roads maintained by the City in the surrounding area, moving from field to field or from farm to field.

Building and Site Design

New homes and accessory structures should be designed with quality materials and should be consistent with surrounding homes in terms of scale, massing, and site design.





PARKS, RECREATION, AND TRAILS CHARACTER DISTRICT (PRT)

General Characteristics

Public Park Areas include a variety of open space facilities including neighborhood parks, trails, regional parks, preserves, playgrounds, and conservation areas. These spaces are essential to preserving natural resources-- such as streams and floodplains-- from development, and when possible, these spaces should be designed to incorporate light imprint storm water management and other green infrastructure.

The City of Greencastle will continue to explore possible greenspace acquisition opportunities along these corridors to jointly address environmental preservation and recreational needs. Public parks should be designed with excellent pedestrian and bicycle access to increase connectivity and minimize the need for parking. Lighting, wayfinding, and outdoor furniture should support user experience and safety.

Appropriate Land Uses

All areas should maintain uses which promote the inclusion of the public and provide recreational and gathering opportunities, including Parks, Picnic Shelters, Recreational Facilities, Bicycle/Pedestrian Pathways, and Conservation Areas, Medical facilities, educational facilities, civic/government buildings, places of worship, public safety facilities, other institutional uses.

Streets and Transportation

Existing pedestrian and cyclist trails should be maintained. Additional pathways and associated amenities (i.e. bicycle racks, water fountains, wayfinding signage, lighting, etc.) may be constructed as needed. The connection of such pathways to connect the parks is encouraged.

Building and Site Design

There are no specific Building and Site Design recommendations in this Plan for the Publicly Owned Land designation, although high quality architecture is encouraged. Buildings should be well lit and highly visible, but of scale and appearance that is consistent with their surroundings and should provide public amenities. Parks should be maintained and upgraded as needed. Sufficient parking should be provided for public facilities. Parking areas should be designed to minimize stormwater runoff and implement low-impact development techniques (pervious pavement, bioswales, etc.) where practical.

INSTITUTIONAL CHARACTER DISTRICT (I)

General Characteristics

Areas defined as institutional are publicly owned land and open space, including private non-profit land not owned by the City. Land areas that could be acquired for future public use in the future. Areas within this designation can be used for education, passive and active recreation. Natural features and developed parklands should be compatible with the surrounding landscape and neighborhood.

Public/Institutional areas consist of government and civic nodes that provide services to surrounding neighborhoods. Providing the basic supportive infrastructure and government services, these areas are compatible with all land uses.

Public/Institutional areas should encourage shared use of recreation facilities and gathering spaces with the surrounding community in order to maximize the utility of vibrant community spaces. While Public/Institutional areas provide spaces for necessary educational and civic services, those Public/Institutional uses which will likely generate higher volumes of traffic should be alternately located within Neighborhood Commercial and Mixed-Use Classifications.

Appropriate Land Uses

All areas should maintain uses which promote the inclusion of the public and private medical facilities, Educational facilities, civic/government buildings, places of worship, public safety facilities, other institutional uses.

Streets and Transportation

Existing pedestrian and cyclist trails should be maintained. Additional pathways and associated amenities (i.e. bicycle racks, water fountains, wayfinding signage, lighting, etc.) will be explored as needed. The connection of such pathways to connect the parks is strongly encouraged.

Building and Site Design

There are no specific Building and Site Design recommendations in this Plan for the Institutional and Publicly Owned Land designation, although high quality architecture is encouraged. Buildings should be well lit and highly visible, but of scale and appearance that is consistent with their surroundings and should provide public amenities. Parks should be maintained and upgraded as needed. Sufficient parking should be provided for public facilities. Parking areas should be designed to minimize stormwater runoff and implement low-impact development techniques (pervious pavement, bioswales, etc.)





Source: Getty Images

RESIDENTIAL DISTRICTS

Single-Family Residential Character District (SF)

General Characteristics

The Single-Family Residential / Low Density residential subdivision areas are typically comprised of detached single-family homes at lower density ranges with considerable amount of open space for active recreation. Responsible development of major subdivisions at low density levels are recommended to be planned areas with supportive roadway and utility infrastructure. The low-density residential areas are intended to be primarily single-family development but may also include institutional uses, such as civic, church, and educational facilities.

Appropriate Land Uses

Typical uses in Low-Density Residential include single-family homes with neighborhood parks, open space, and convenient access/proximity to schools, places of worship, and government facilities.

Streets and Transportation

Low Density Residential neighborhoods are designed to provide a quiet, peaceful retreat for residents. Traffic calming features, such as bulb-out curbs, and crosswalks-- may be implemented to reduce vehicle speeds and encourage careful driving. Road networks should be designed to provide connectivity to the surrounding area. Pedestrian facilities-- such as sidewalks, trails, and street lighting-- are encouraged to promote physical activity and decrease vehicular dependence.

Building and Site Design

Low Density Residential neighborhoods are characterized by single-family homes on large lots, with a higher degree of building separation and deeper setbacks. A generous tree canopy is typical of these neighborhoods and should be maintained. As infill development occurs, care should be taken to reflect the dimensions and character of the existing neighborhood.

New homes should be consistent with existing character and should be designed with quality materials and should be consistent with surrounding homes in terms of scale, massing, and site design.

Moderate Density Residential Character District (MD)

General Characteristics

Moderate Density Residential areas are characterized by a slight increase in residential density within proximity of supportive roadway and utility infrastructure.

The moderate-density areas are characterized by smaller-lot subdivisions typically ranging from one to three dwelling units per acre, containing single-family dwellings and some duplexes. Moderate density residential requires sufficient access to goods and services, transportation, parks and open spaces, and is located near incorporated cities and towns that may eventually include these subdivisions.

Moderate density residential development should have a high level of connection to adjacent residential and non-residential uses. These areas of moderate density often serve as transitional areas between low-density residential and more intensive commercial or institutional activities. Development in these areas should only occur with public water and public sewer and on adequate roads.

Appropriate Land Uses

Typical uses include single-family detached housing, duplexes, quadraplexes, cottage courts, and accessory dwelling units.

Uses also include small-scale civic/public/places of worship, Parks/Recreation/Greenspace, Community Gardens.

Streets and Transportation

Streets should follow a connected pattern that respects topography and natural features and therefore may not constitute a true “grid.” Streets should feature elements such as sidewalks, pedestrian scale lighting, and a tree canopy.

Road networks in Moderate Density Residential neighborhoods are connected to the surrounding area. As in other residential areas, traffic calming devices-- such as speed humps, bump-out curbs, and crosswalks-- may be implemented to reduce vehicle speeds and encourage careful driving. The proximity of many of these areas to mixed-use and commercial nodes makes walking and biking feasible modes for many trips, and excellent pedestrian facilities-- such as sidewalks, trails, street trees and lighting— should be provided to connect residents to nearby commercial and recreational amenities.

Building and Site Design

Sites should be designed to give homes a front and back yard (or nearby usable green space), while maintaining a human, walkable scale that promotes social interaction and reduces unnecessary and unused lawn space.

Buildings should be designed with quality materials and consistent with architectural styles common in the greater area. Alternative architectural styles may be appropriate in some neighborhoods, provided that the unique design enhances the general character of the area. Buildings should include front (street) entrances to encourage connection to the street, and garages should be in rear yards to the extent possible.



Source: Getty Images

Mixed Density / Retirement Community Character District (MD/RC)

General Characteristics

This category encompasses both multi-family buildings in integrated, neighborhood settings, as well as apartment or condominium complexes. The renovation of older multifamily complexes is encouraged. Open space in Mixed Density Residential areas typically takes the form of a neighborhood park or plaza, as well as privately owned recreational amenities.

Mixed Density and Retirement Community areas are characterized as flexible residential regions of the City which provide existing and future development the ability to redevelop or develop new types of residential development, ranging in density, scale, and form to achieve a cohesive setting to surrounding areas in the City. The Mixed Density /Retirement Community Character District includes the allowances of traditional detached, single-family residential homes, apartments, townhomes, mixed-use condominium, age-restricted (AGI) communities, and assisted living facilities.

The mixed-use density areas highly encourage new developments to be within proximity or provide sufficient access to goods and services, transportation, parks and open spaces.

Mixed Density/Retirement Communities residential development should have a high level of connectivity to adjacent residential and non-residential uses. These areas of mixed density often serve as transitional areas between flexible residential and more intensive commercial or institutional activities. Development in these areas should only occur with public water and public sewer and on adequate roads.

Appropriate Land Uses

Typical uses include single-family detached residential, duplexes, quadraplexes, townhomes, multi-family residential, senior housing, small-scale civic/public/places of worship, parks and recreation, greenspace, and supportive limited commercial.

Streets and Transportation

New Mixed Density complexes and major renovations should be designed with multiple points of entry to avoid creating stressors on major roads. Pedestrian and bicycle facilities within developments and connecting to the surrounding area should include lighting, street trees, and other features to encourage non-automotive trips. Streets should feature elements such as sidewalks, pedestrian scale lighting, and a tree canopy.

Building and Site Design

Sites should be designed to give homes a front and back yard (or nearby usable green space), while maintaining a human, walkable scale that promotes social interaction and reduces unnecessary and unused lawn space.

Buildings should be designed with quality materials and consistent with architectural styles common in the greater area. Alternative architectural styles may be appropriate in some neighborhoods, provided that the unique design enhances the general character of the area. Buildings should include front (street) entrances to encourage connection to the street, and garages should be in rear yards to the extent possible.

Traditional Multi-Family Character District (TMF)

General Characteristics

This designation is characterized by multi-family residential developments (apartments, townhomes, and condominiums) which typically range in densities of approximately 7-14 units per gross acre of land. Gross acreage is used in order to incentivize the creation of compact developments that retain important natural features such as wetlands, woodlands, and topographical changes. These areas are designated for larger apartment buildings with a higher density of units. Multi-Family Residential areas should be located within walkable distance to community nodes such as retail centers, schools, and large employers.

Appropriate Land Uses

Typical uses include multi-unit residential dwelling units, apartments, condominiums, and townhomes.

Streets and Transportation

Streets should follow a connected pattern that respects topography and natural features and therefore may not constitute a true “grid.” Streets should feature elements such as sidewalks, pedestrian scale lighting, and a tree canopy.

Building and Site Design

Sites should be designed to maintain a human, walkable scale that promotes social interaction and reduces unnecessary and unused lawn space for multi-unit dwellings. Buildings should be designed with quality materials and consistent with architectural styles common in the greater Greencastle area. Alternative architectural styles may be appropriate in some areas, provided that the unique design enhances the general character of the area. Buildings should include front (street) entrances to encourage connection to the street. High-Density Residential sites should include green spaces and/or appropriate landscaping consistent with the surrounding area.

Developments should be scaled accordingly as to appropriately transition with the surrounding land uses. In general, developments should not obstruct the view or character of adjacent neighborhoods. Generally, taller developments should be placed adjacent to commercial or industrial areas.





COMMERCIAL DISTRICTS

Future commercial development is located along major thoroughfares and intersections, adjacent to existing commercial uses and as smaller-scale nodes in mixed-use or residential areas. All commercial development should occur in areas with access to public utilities.

Commercial areas are typically located along areas of heavy vehicular traffic, on major road corridors and at major intersections. These areas contain goods and services to serve the needs of the county, including such things as convenience and grocery stores, “big box” retail, shopping centers, and restaurants. Commercial development has a big impact on the small town and county image, prompting the need for high-quality development standards, including site design, building materials, architecture, landscaping, and signage. Controlled access, frontage roads, and synchronized traffic signals along major road corridors should be used to mitigate traffic congestion and safety concerns.

Downtown Business Character District (DB)

General Character District

The purpose of the Greencastle Downtown Business Character District is to foster maintenance, reuse, or redevelopment of aging buildings while adapting to shifts in consumer preferences. The focus of the Classification is to prioritize revitalization and repurposing of aging, vacant, or declining commercial buildings. Downtown Business Classification will contain a mix of commercial, professional, civic, and public uses, and is intended to accommodate commercial uses serving several adjacent neighborhoods.

The area defined as Downtown Greencastle provides regional centers for local activity that support a mix of uses that support the surrounding community with variety of activities and services.

Appropriate Land Uses

Commercial Uses: Banks, Brewery, Business Services (Drycleaning and Salons), Entertainment, Farmers Market, Massage, Hotels, Offices, Convenience Retail, Furniture, and Restaurants, Hotels, Retail Goods and Services, Outdoor Retail Sales of Food & Beverage, Goods, and Services

Residential Uses: Bed and Breakfast, 2nd Story Residences, Apartments, Multi-Family (Condo Units)

Structures: Primary and Accessory Structures

Ancillary Structures: including Outdoor Decks, Patios, and Gazebos

Streets and Transportation

In Downtown areas, streets should be well-connected to one another to provide access to major City of Greencastle arterial roads as well as to adjacent neighborhoods. These streets have lower traffic volumes and are characterized by lower speeds. The street pattern should not include cul-de-sac designs. Amenable design for walkability accessible on both sides of the street.

Building and Site Design

New development or redevelopment of existing commercial structures should be consistent with existing character and should be designed with quality materials and should be consistent with surrounding buildings in terms of scale, massing, and site design.





University Mixed-Use Character District (UMU)

General Characteristics

The University Mixed-Use Character District is intended to provide a land use Classification which promotes a thriving, walkable destination characterized by well-integrated transportation modes and diverse land uses. Redevelopment or new development will result in a safe, attractive, and comfortable environment to walk and bicycle to educational facilities, shopping and dining amenities, and residential neighborhoods.

The University Mixed-Use Character District provides a vibrant transitional area surrounding Downtown with close proximity to Downtown commercial businesses. Typically land uses permitted included University facilities, cultural resources, and varying ranges of residential choices in a desirable urban setting. Design considerations provide enhanced landscaping, architectural, and well-functioning connections to campus, residences, and businesses.

Appropriate Land Uses

Institutional / Educational Uses: University Educational Facilities and Supportive Operation and Maintenance Facilities.

Commercial Uses: University Book Stores, University Banks/Credit Union, and other University Goods and University Services.

Residential Uses: Single-Family Homes, Ground Floor Business with 2nd Story Residences, Multi-Family Residential (Apartment and Condo Units), Fraternity and Sorority Organization Housing.

Streets and Transportation

In periphery areas surrounding Downtown Greencastle, streets should be well-connected to one another to provide walkable and convenient access to the Downtown Business Character District. These streets have higher traffic volumes and are recommended to be characterized by lower speeds and traffic calming measures.

Building and Site Design

Encourage intense street level activity in the University Mixed-Use Character District with design elements that support pedestrian environment, encourage transit use, walking and bicycling, and a greater focus on the form, scale, materials. New development or redevelopment of existing commercial structures should be consistent with existing character and should be designed with quality materials and should be consistent with surrounding homes in terms of scale, massing, and site design.

General Business Character District (GB)

General Characteristics

General Business Classification is designated for higher intensity commercial uses. In the City of Greencastle, a large part of the General Commercial land uses are dispersed throughout the City of Greencastle, but heavily concentrated along the Indianapolis Road Corridor and US 231. In these areas, majority of the General Commercial structures include retail stores, medical and automotive service outlets, restaurants, and retail and office centers.

Appropriate Land Use Districts

Higher intensity commercial businesses such as retail stores, personal services, small offices (including medical offices), restaurants (both sit-down and fast food with drive-thru), and more. The sales at those establishments within General commercial areas should include the sale of goods and services that can benefit the community on a wider scale. In general, developments within General Commercial land uses are single-use commercial structures.

Streets and Transportation

General Commercial land uses in Greencastle are typically surrounded by City primary roads, which are characterized by higher volumes of traffic, heavier vehicles, and faster speeds. General Commercial streets should allow for regional connectivity as well as pedestrian connectivity and protected pedestrian crossings. Roadside landscaping and other beautification elements should be considered in these areas due to the high volumes of both motorists and pedestrians traveling to these areas.

Building and Site Design

Buildings should be constructed of high-quality materials which wrap around the entire building and feature attractive signage. Landscaping should be installed throughout the site. Commercial buildings should be supported by sufficient but not overly excessive parking areas. Parking areas may be located in the front, side, or rear yards for buildings. Large parking areas should be separated and divided with landscaped islands and trees.





Source: Shipley Energy

Corridor Highway Commercial Character District (CHC)

General Characteristics

Corridor Highway Commercial land uses are generally intended for highway-oriented commercial land uses located adjacent to a major highway or other major thoroughfares. In the City of Greencastle, US 231 transverses from north to south and provides opportunities for new gateway signage focal points on the north and south entrances into the City. Major redevelopment and new development opportunities exist with the ability to promote and direct traffic through the Downtown commercial core.

Indianapolis Road is a key corridor serving as the employment corridor of the City and provides supportive goods and services to the residents. The Indianapolis corridor is appropriate for redevelopment and new development in areas aware of traffic patterns and access points.

Appropriate Land Uses

High intensity commercial businesses are in Highway Commercial areas and include mixed-uses at key intersections with convenient access to US 231. Desirable types of mixed-use/highway commercial uses include restaurants (both sit-down and drive-thru), convenience stores (excluding truck fueling centers), office spaces, medical buildings and facilities, recreation facilities.

Streets and Transportation

Streets in Highway Commercial district are typically Principal Arterial, Collector Primary, or Collector Local roads that provide access to nearby highways. These roads can accommodate truck traffic, high traffic volumes, and higher speeds. These roads should also be well-connected and contribute to a regional road network.

Building and Site Design

Buildings should be constructed of high-quality materials which wrap around the entire building and feature attractive signage. Landscaping should be installed throughout the site. Large areas of parking should be divided up and separated with landscaped islands and trees.

Neighborhood Commercial Character District (NC)

General Characteristics

Neighborhood Commercial areas are specialized nodes of commercial activity intended to serve the convenience retail and personal service needs of residential neighborhoods. Neighborhood Commercial areas could include drug stores, barbers, beauty shops, corner groceries, and dry cleaners. However, motels, multi-tenant offices, auto supply stores, electronics, clothing retailers, and other businesses with a wider market area would be directed to other parts of the City, along major corridors.

Neighborhood Commercial areas provide a focal point with a concentration of small commercial, civic, and public activities. Retail services within Neighborhood Commercial are intended to be local. Development within these areas is encouraged to be pedestrian and bicycle-oriented and compatible with surrounding single-family residential areas.

Neighborhood Commercial are of limited scale to control adverse impacts on surrounding neighborhoods. Neighborhood Commercial District Centers typically feature small-scale commercial establishments each less than 5,000 square feet in size. Office and retail use within Neighborhood Commercial should be limited to a maximum of two stores. Auto-oriented land uses, such as gas stations, car washes, and drive through windows should be discouraged within Neighborhood Commercial.

Appropriate Land Uses

Neighborhood commercial (not automobile oriented), small mixed-use development, live-work units, low rise office/professional office, civic, public, places of worship, compact grocery stores, dry cleaners and beauty shops.

Streets and Transportation

Streets are intended to support Neighborhood Commercial and provide adequate parking, vehicular, and pedestrian access to neighborhood stores. Local Neighborhood Streets are well-connected with quality sidewalks and contribute to the overall quality of the neighborhood by providing walkable amenities.

Neighborhood Commercial Districts are normally found at the intersection of collector streets that serve residential areas. Limiting such uses to collectors minimizes traffic on local streets. Pedestrian connections to nearby neighborhoods are encouraged to facilitate trips by foot or bike.

Building and Design

Buildings should be constructed of high-quality materials, wrapped around the entire building, and feature attractive signage. Landscaping should be installed throughout the site. Large parking areas should be broken up with landscaped islands and trees.





Source: Getty Images

New Enterprise Commercial Character District (NEC)

General Characteristics

A well-balanced community offers a diverse supply of housing choices and employment opportunities. Greencastle is fortunate to have easy access to all that the Indianapolis area has to offer, but to maintain and foster a strong tax base, reduce traffic congestion, and minimize the strain on local transportation systems, it must also provide good locations for employment centers.

The City of Greencastle has a significant opportunity for redevelopment and new employment opportunities. Clean, light industrial uses compatible with the residential nature of Greencastle support the City's economic base and are encouraged. These may include light and artisanal manufacturing, distribution, construction, and warehousing facilities, as well as offices or flex space. Heavy industrial uses, which generate significant external impacts, may not be permitted.

Appropriate Land Uses

Light Industrial, Office, Research and Development, Distribution Centers, Transportation and Warehousing, Utilities, and Commercial

Streets and Transportation

Sufficient screening and buffers, such as appropriate setbacks, fences, walls, and landscaping, should be provided to minimize disturbances from industrial uses and designed to avoid creating a harsh environment. Along primary streets, building frontages and entrances should be oriented toward the road. Streets are intended to support Neighborhood Commercial and provide adequate parking, vehicular, and pedestrian access to neighborhood stores.

Building and Site Design

Buildings should be constructed of high-quality materials which wrap around the entire building and feature attractive signage.

Mixed-Use Character District (MU)

General Characteristics

This future land use category is designed to encompass mixed-uses to promote live/work/play elements in the City of Greencastle. Mixed-use development combines multiple land uses within proximity to each other. It includes both horizontal mixed-uses, with different uses in separate buildings next to each other, and vertical mixed-use, with different uses occupying parts of the same building.

In mixed-use areas, developments can include first-floor restaurants, offices, and businesses with upper floor multi-family units or businesses. Mixed-Use land uses are intended to be a transition from higher-intensity commercial uses to adjacent residential uses. Mixed-use neighborhoods typically offer a convenient, walkable lifestyle, giving people a place to live, work, and play without relying on a car for every trip. Because they bring users to the area at different times of day for a variety of purposes, they tend to be more vibrant and interesting places than areas that serve a single purpose.

Appropriate Land Uses

In Mixed-Use areas, appropriate land uses include multi-family and two-family residential developments in conjunction with commercial and some light industrial (in certain circumstances) developments. Low-intensity businesses such as small retail stores, personal services, small offices (including medical offices), and light industrial/creative industries (in certain circumstances), could populate the ground floors of buildings. Residential uses or office uses should be on the upper floors. Development proposals within the Mixed-Use category typically contain residential units as well as one or more of the following:

- Retail Space
- Office Space
- Institutional or Research Space

New Development proposals with more than one use are preferred, and proposals with only one use should only be approved if they clearly support the surrounding area's economic vibrancy, mixed-use vision, and walkability.

Streets and Transportation

Streets in Mixed-Use areas should connect to City Primary or Local streets. Within developments, streets should provide safe walking and biking opportunities on both sides of the street. Additionally, on-street parking should be included in the development design, while discouraging cul-de-sacs and dead-end roads.

Building and Site Design

Buildings should be built with high-quality materials and should be architecturally compatible with surrounding neighborhoods. Buildings with a connection to the street, including designs with attractive front facades, entrances, and porches or patios, are all highly encouraged. Open spaces should be functional and allow for recreational enjoyment and the preservation of natural features. Architectural variation is highly encouraged to create the look of long and connected facades. Parking areas may be located in the front, side, or rear yards for buildings, but buildings should front the street and provide parking to the rear. Parking areas should be broken up with landscaped islands and trees. Parking space requirements may vary based on the location of the development and availability of shared parking.

Mixed-use developments can produce new and unique nodes in a community that can have the added benefit of reducing traffic and providing for a variety of land uses. By integrating different uses such as residential, offices, and retail, many daily vehicle trips can be eliminated or reduced in length. Furthermore, mixed-use development generates a type of community that integrates various land uses and housing types to create a form more like the downtowns of the past rather than dominated suburbs we have come to know. Ideally, mixed-use communities allow residents to walk to shops, schools, places of worship, and parks.

The mixed-use, land-use area strives to integrate a mix of land uses to keep residential and non-residential lands in balance for a variety of reasons, including increasing quality of life, maintaining housing affordability, reducing vehicular traffic, and generating tax revenues for existing and future services and facilities. Mixed-use areas may be either new “greenfield” type development or may occur by further developing existing incorporated areas or highway and major thoroughfare corridors. It is intended mixed-use development conform to traditional neighborhood development (TND) principles, such as connectivity, promotion of pedestrian-oriented transportation, and increased commercial and residential density. Development of mixed-use areas should not occur without public water and public sewer.

The mixed-use designation may be applied to any mix of land uses. Typically, mixed-use includes a commercial center and residential areas, such as those seen within small towns, but it may also include any combination of open space, institutional, residential, commercial, industrial, and agricultural uses that are compatible with each other and the surrounding land uses. In addition to land-use compatibility, the scale and patterns of the mix of uses must be compatible to succeed.

New mixed-use development should occur where public utilities are available and where adequate infrastructure and support services are in place. While the Future Land-Use Map shows new areas of mixed-use development, additional areas may be added in the future, when conditions are warranted.



INDUSTRIAL DISTRICTS

Future industrial development includes both light and heavy industrial uses and should be located near existing industrial areas with interstate and/or rail access. These high-intensity areas should be protected from the encroachment of other land uses to preserve economic viability, but they must also provide buffers to lessen their impact and make them more compatible with adjacent land uses. Special attention should be given to traffic management, particularly related to traffic. All industrial development should occur as public utilities become available.

Light Industrial Character District (LI)

General Characteristics

Light Industrial is intended for office, manufacturing, research, and development businesses, creative industries/artisan facilities (in certain circumstances) that are primarily adjacent to other industrial areas, and commercial and office-service areas. Developments should be designed and operated to be respectful of their surroundings, with minimal truck traffic, noise, odor, dust, or outdoor storage/operations.

Light Industrial -- Light industrial uses include manufacturing, bulk warehousing, and distribution, where all activities take place inside a building and there is no outside storage. Light industrial is typically located along major road corridors, such as US 31, and in business parks designated for industrial.

Appropriate utilities, road access, classification, and possibly rail access should be considered. State-of-the-art technology, such as fiber optics, is also important. Light industrial development is generally incompatible with residential uses due to traffic, hours of operation, etc., and should be well buffered from adjacent uses. Views of truck loading, truck parking, service bays, dumpsters, recycling, and storage facilities should be screened from roadways.

Appropriate Land Uses

Appropriate uses include office, light manufacturing, artisan production, food and beverage production, creative industries, makerspaces (in certain circumstances), and research and development uses. Parking areas and loading zones are properly buffered and landscaped.

Streets and Transportation

Streets should be designed in a pattern that allows access from abutting areas but does not encourage cut-through traffic by employees and trucks. Within the Light Industrial district, the streets should be designed to be sufficient for business traffic.

Building and Site Design

Buildings should be constructed of high-quality materials which wrap around the entire building and feature attractive signage. Robust landscaping should be installed throughout the site, especially adjacent to residential areas. Light Industrial buildings should be supported by sufficient but not overly excessive parking areas. Parking areas may be located in the front, side, or rear yards of buildings. Large areas of parking should be broken up with landscaped islands and trees.



Source: Getty Images



General Industrial Character District (GI)

General Characteristics

This designation provides an exclusive area for medium to high intensity Industrial uses, as well as large corporate campuses, which are vital to the City's economy. Large plants that involve manufacturing products, stamping, and machine operations are well-supported here. Industrial areas have heavy buffers and deep setbacks to minimize impacts to adjoining properties.

General Industrial includes more intense industrial uses, which may also include outside storage and operations. Considerations are like those of light industrial; however, higher impacts from noise, odor, etc., should be expected.

General industrial uses should generally only be located so they have direct access to major thoroughfares. Larger buffers from adjacent land uses are required. General industrial uses should always be considered incompatible with residential uses. It is important to screen all areas of outside storage and operations from adjacent land uses and surrounding roadways.

Appropriate Land Uses

Examples include large plants that involve manufacturing products, stamping, and machine operations. Large institutional operations and large corporate campuses are also encouraged to be located within General Industrial districts.

Streets and Transportation

Roads in the industrial areas should be designed to be sufficient for truck traffic, without making them unsafe for pedestrians or bicyclists. New road connections should be built as needed to connect the industrial districts with Principal Arterial, Collector Primary, or County Local roads without disturbing adjacent areas.

Building and Site Design

Buildings in this district should be designed to be long-lasting and to support efficient industrial and/or business practices. High-quality appearance is encouraged; however, sites should be designed to minimize off-site impacts and reduce pollution and site contamination to the extent possible. Parking lots should be sufficient to support employee parking and truck maneuvering, but should not be excessively large. Areas should be enhanced with buffer yards and frontage landscaping where available.

Critical Environment Resource / Mineral Extraction Areas (CESIME)

General Characteristics

This designation refers to lands unsuitable for development due to the potential impact of development on the environment. Critical Environmental areas may be publicly or privately owned by non-profit organizations. These areas include many natural features, such as floodways, wetlands, woodlands, and riparian areas.

The Critical Environmental Resource Area designation helps protect environmentally sensitive natural features from potential adverse impacts, such as pollution, sedimentation, and erosion. It also promotes the safety and protection of private investment and property in flood-prone areas or areas that may present other natural hazards. There should be minimal development in or near the floodplains.

Adjacent land-use designations should provide transition areas or buffers between the conservation areas and more intense development. No conservation areas have been shown on the Future Land-Use Map at this time, but property owners can designate their land as a conservation area in the future.

Appropriate Land Uses

Conducive land uses in this designation include parks, greenways, trails, golf courses, nature preserves, and outdoor recreational facilities.

Streets and Transportation

All changes in existing and future streets and roadways located in designated Critical Environmental Resource Areas must be reviewed with careful consideration for future impacts and costs.

Building and Site Design

All new land uses that impact designated environmentally sensitive zones, including floodplain, reclamation sites, or former industrial uses, must ensure conformance with the Indiana Department of Natural Resources and Indiana Department of Environmental Management regulations.



Source: Getty Images



Source: Getty Images

AVIATION MIXED-USE CHARACTER DISTRICT (AMU)

General Characteristics

This designation provides an exclusive area for portions of the Putnam County Regional Airport and the surrounding land which may fall into the City of Greencastle's jurisdiction. These areas are prime opportunities for various types of aviation mixed-use. Ensuring compatible land use is a strong component of this district. The ability to adopt zoning and design standards which ensure surrounding land uses are an "appropriate" fit and provide a unique offering in Greencastle.

Land use includes residential, specifically, hangar homes designed to enclose and secure small aircraft, restaurant, hangar storage facilities, maintenance and repair operations, other aviation supportive business goods and services.

It is imperative to consider the design and compatibility issues presented by new land uses in proximity to the airport. New standards will mitigate the impacts from noise, odor, and safety.

Appropriate Land Uses:

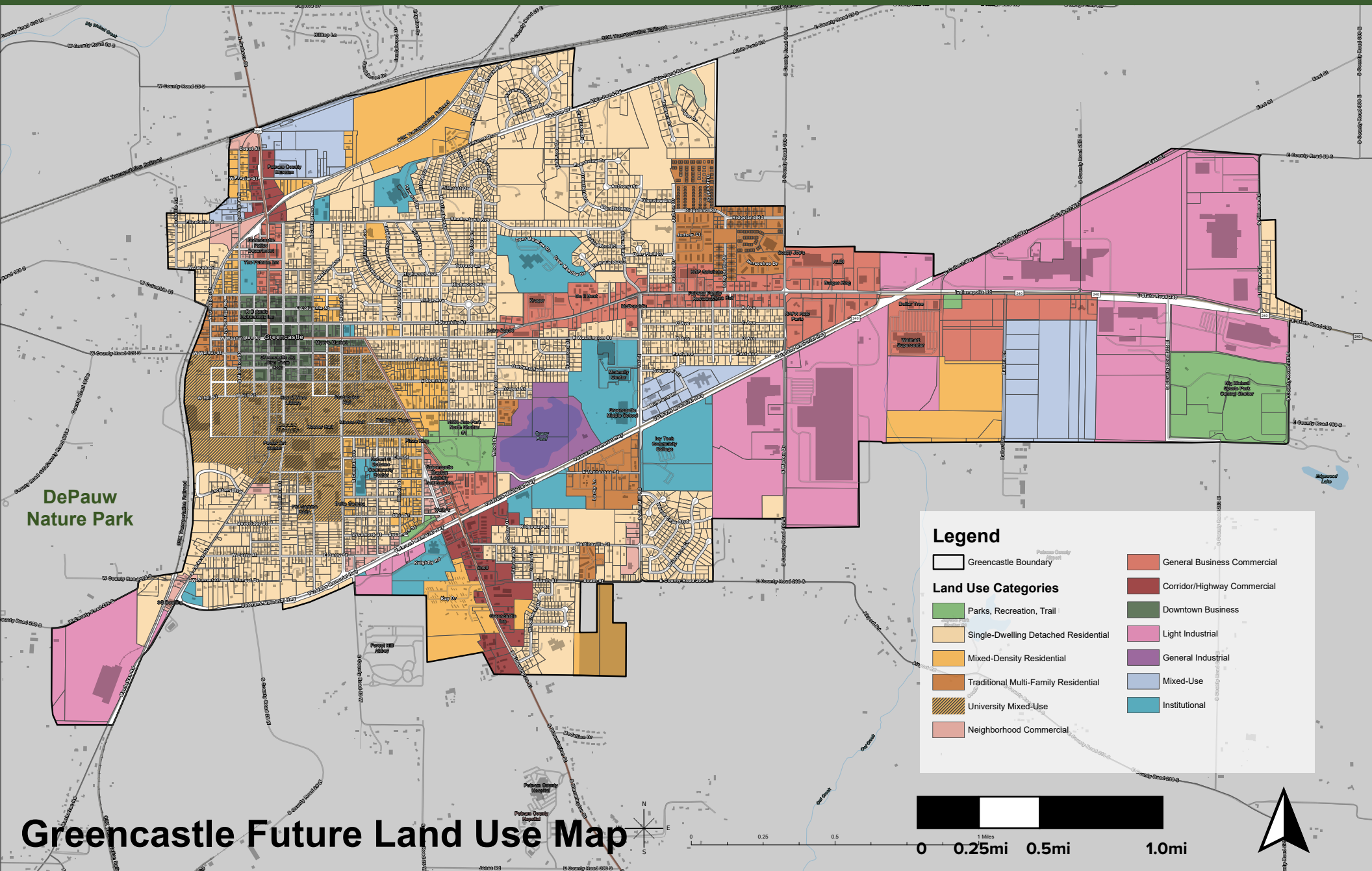
- Airport Buildings
- Maintenance and Repair Facilities
- Hangar Storage Facilities
- Residential Subdivision for Hangar Homes
- Restaurants, Lodging, Airport Supportive Services, and Offices
- Airport Museum
- Pilot Education and Training Facilities

Streets and Transportation

Service Roadways that are intended to support and transport airport passengers and crew to and from the airport must be supportive and sustainable for high level of traffic.

Building and Site Design

Buildings in this district should be designed to be long-lasting and to support efficient industrial and/or business practices. High-quality appearance is encouraged; however, sites should be designed to minimize off-site impacts and reduce pollution and site contamination to the extent possible. Parking lots should be sufficient to support employee parking and truck maneuvering, but should not be excessively large.



LAND USE GOALS AND STRATEGIES

LAND USE VISION, GOALS, AND STRATEGIES

Vision: Greencastle envisions a balanced and sustainable approach to land use that fosters economic growth, enhances quality of life, and preserves the unique character of our community. We aim to create vibrant, mixed-use neighborhoods that promote walkability and connectivity, support diverse housing options, and encourage local businesses.

Goal 1: New growth in Greencastle will be both economically and environmentally sustainable.

Strategy 1.1: Encourage housing densities that consider the growth footprint and reduce the service cost to the City per housing unit.

Strategy 1.2: Maximize the use of existing infrastructure in serving new residential, commercial, and industrial development.

Strategy 1.3: Utilize a Capital Improvement Plan to ensure future infrastructure growth and improvements are strategic and guide growth rather than trying to catch up to it.

Strategy 1.4: Encourage mixed-uses to minimize the distance between residences and destinations like restaurants, retail, and workplaces; improving overall efficiency and reducing vehicle travel.

Goal 2: Continue to support existing commercial and industrial areas and identify locations to incentivize additional commercial and industrial growth.

Strategy 2.1: Utilize economic development and business recruitment strategies to attract commercial and industrial land uses.

Strategy 2.2: Adapt recruitment techniques and land use regulations to better suit the changing retail environment as e-commerce continues to overtake brick-and-mortar sales.

Strategy 2.3: Explore efforts to promote shopping, nightlife, and experiences as an amenity within commercial corridors Downtown, along US 231, and along Indianapolis Road.

Strategy 2.4: Support small and local businesses around the DePauw campus, providing students with opportunities to patronize and grow the local economy.

Strategy 2.5: Support business incubation spaces where small and local businesses can locate and support one another in shared workspaces and/or temporary pop-up shops.

Goal 3: Identify opportunities for infill and redevelopment, creating opportunities for growth with minimal needs for infrastructure expansion into undeveloped areas.

Strategy 3.1: Develop an ongoing inventory of vacant land and buildings that can be marketed to potential tenants with certain amenities and facilities already in place.

Strategy 3.2: Utilize planning tools like sub-area plans and overlay zones to promote adaptive reuse and infill development.

Strategy 3.3: Coordinate infill development with the capabilities of existing infrastructure, taking care not to put an excess burden on utility capacity.

Strategy 3.4: Allow for variations and flexibility from development standards and density requirements for infill projects based on the surrounding developments that have already been built.

Strategy 3.5: Require that infill projects complete any missing sidewalk and path connections that would bridge gaps in the system's continuity.

Strategy 3.6: Ensure that the aesthetic design and character of infill development and adaptive reuse are consistent with the surrounding buildings and community.

Strategy 3.7: Create flexibility within land development ordinances to allow for transitional areas where lots may be combined and development standards can be relaxed to allow for redevelopment of outdated or abandoned property.



ECONOMIC DEVELOPMENT

A thriving local economy is often driven by a combination of high-quality amenities, including retail and dining options, which contribute to population growth and a community's overall vitality. While Downtown Greencastle cultural attractions and DePauw can bring visitors to the area, the day-to-day offerings, such as local shops and restaurants, keep the community vibrant and sustainable in the long term.

Expanding Greencastle's commercial and residential diversity is critical to foster economic growth. Economic development creates opportunities to improve the City's fiscal condition and can reduce long-term property tax burdens for local residents and businesses by expanding and diversifying the tax base. Attracting businesses and residents requires a dynamic environment with various amenities, housing options, and a strong infrastructure network. The City of Greencastle can offer desirable places to live, work, and play to form the foundation for a resilient local economy.

ASSESSED VALUE ANALYSIS

The annual tax revenues received from each parcel within the City were analyzed to determine what land uses produced the highest tax revenues and in what part of the City they are located. The chart below summarizes each land use category's average taxes per 10,000 square feet.

Land Use Tax revenue per 10,000 square feet

- | | |
|-------------------------|--|
| □ Agricultural \$12.15 | □ Single-Dwelling Residential \$1,171.02 |
| □ Industrial \$1,332.25 | □ Duplex Residential \$2,274.87 |
| □ Commercial \$3,983.66 | □ Triplex Residential \$3,165.40 |
| □ Institutional \$0 | □ Multi-Family Residential \$5,933.10 |
| □ Utilities \$695.86 | |

The land uses with the highest tax revenues are multi-family residential, commercial, and triplex residential. Residential and institutional land uses are the most prevalent in Greencastle. Since institutional land does not generate tax revenue, it is important that the City considers what types of residential development will be most beneficial. The trend is that higher-density residential development has better tax revenue.

RETAIL GAP ANALYSIS

A retail gap analysis was conducted for the City. The map below illustrates the three trade areas calculated via drive times from the center of Greencastle. A retail gap analysis demonstrates current sales and revenue generated locally and how much money “should” be spent based on the local population’s disposable income.

A retail gap analysis helps to:

Uncover unmet demand and possible opportunities. Understand the strengths and weaknesses of the local market area; and, measure the difference between actual and potential retail sales.

“Leakage” and “surplus” are the two categories used in a retail gap analysis.

Leakage in a local market means that people living in a trade area are spending money outside of that trade area. That indicates that additional disposable income could be captured in the trade area but is being lost or “leaking” to competing shopping districts.

A surplus in a local market means more money is being invested in developing local businesses and specialty niches than the trade area’s population “should be” spending. A surplus can have multiple meanings:

- ❑ A saturation of the number of businesses that exist in the trade area without enough disposable income to support them all;
- ❑ The trade area is increasing in various retail businesses and services, with additional shoppers beyond the residents’ spending power.

The land uses with the highest tax revenues are multi-family residential, commercial, and triplex residential. Residential and institutional land uses are the most prevalent in Greencastle. Since institutional land does not generate tax revenue, it is important that the City considers what types of residential development will be most beneficial. The trend is that higher-density residential development has better tax revenue.

The three-dimensional model depicts each parcel’s tax revenue per square foot. Parcels with higher tax revenue per square foot are represented in red and extruded taller, parcels with low tax revenue per square foot are represented in green. Parcels with no to negligible tax revenue per square foot are shown in grey. Commercial properties surrounding the Downtown square produce more tax revenue per square foot than surrounding residential or institutional properties. On the east side of the City, the commercial land used on large parcels do not produce very high tax revenue per square foot. However, the denser residential developments, such as Glenview Village and Autumn Glen Village, produce higher tax revenues per square foot.

Equally important to economic development is a solid infrastructure base comprising reliable wastewater, transportation, water, energy, and broadband systems that meet the needs of current residents and future businesses. Adequate infrastructure will ensure Greencastle can grow sustainably, supporting long-term economic prosperity. Key infrastructure corridors have influenced strategic growth in Greencastle, particularly along US 231 and Indianapolis Road. Stakeholders emphasized balancing residential development with light industrial and commercial growth.

According to the ECR, a retail gap analysis of the area within a 30-minute drive of Downtown Greencastle revealed a significant leakage across multiple retail categories found below.

30-MINUTE DRIVE TIME TRADE AREA-LEAKAGE

The retail categories within the 30-minute drive time trade area that have the highest leakage are:

- Electronic shopping and mail-order houses
- Motor vehicle and parts dealers
- Non-store retailers
- Total retail trade, including food and drink
- Restaurants and other eating places

When including the 25-minute drive time trade area, total retail trade is a leakage rather than a surplus. This leakage is likely because the largest incorporated place within the 25-minute drive time trade area is Greencastle, which has the most retail options. With the additional population of the trade area but little commercial/retail activity, this can cause significant leakage. Building materials stores and gasoline stations are the highest surpluses in this trade area.

WHAT WE HEARD IN PUBLIC ENGAGEMENT

Throughout a series of public events, public surveys, and stakeholder sessions, the following collective themes were identified:

EMPLOYMENT BASE

“Expand job base and industries offered for employment in the City to retain college graduates.”

HOUSING AFFORDABILITY AND TYPE

“Opportunities for entry level housing are located north and south of the Greencastle High School near edge of City boundaries; it is imperative to provide a range of housing to fit varying income levels of Greencastle residents.”



West Central
Veterinary
Services

Music on the
Square

Putnam County
Superior Court

Breadworks
By Bridges

The Whisk

Ashley Square
Cinema

Roy O. West
Library

Asbury Towers
Retirement
Community

Greencastle
City Hall

St Paul The Apostle
Catholic Church

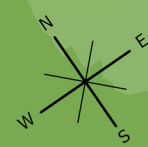
Putnam County
Public Library

Gobin Memorial
United Methodist

East
College



Downtown Greencastle Tax Assessment



ECONOMIC DEVELOPMENT GOALS AND STRATEGIES

ECONOMIC DEVELOPMENT VISION, GOALS, AND STRATEGIES

Vision: Greencastle aims to foster a vibrant and resilient economy by attracting high-quality jobs and ensuring the safety and comfort of its residents. By enhancing commercial and residential diversity, we will develop a robust workforce and population. Our City will be a great place to live, work, and play, offering diverse communities, housing choices, rewarding compensation, and reliable infrastructure.

Goal 1: Invest in and enhance Downtown Greencastle to encourage more foot traffic and foster the growth of businesses and commercial land uses.

Strategy 1.1: Emphasize the pedestrian experience within Downtown and ensure accessibility for all residents to experience the space.

Strategy 1.2: Promote Downtown Greencastle as the center of arts, culture, entertainment, and commercial/civic activity within the City and the surrounding areas of Putnam County.

Strategy 1.3: Promote diverse residential growth in and near the Downtown, allowing residents to walk to businesses, retail, and restaurants easily.

Strategy 1.4: Preserve the main street character of Downtown, focusing on the civic significance of the Courthouse and City Hall as landmarks within the district.

Strategy 1.5: Invite food trucks and temporary food vendors to Downtown events while also providing opportunities for Downtown businesses to sell food.

Strategy 1.6: Collaborate with the Chamber of Commerce, Main Street Greencastle, and other economic development leaders to host one-off events that add variety to the regularly held recurring events hosted by the City.

Goal 2: Encourage neighborhood commercial nodes and niche markets to enhance Greencastle's residential neighborhoods and promote small business growth.

Strategy 2.1: Develop a Neighborhood Commercial zoning district that allows for residential-scale commercial development geared towards pedestrian access and everyday needs.

Strategy 2.2: Discourage linear strip commercial development that is not conducive to walking and biking and does not contribute to the overall character of the surrounding community.

Goal 3: Encourage the development of large job creators, such as industrial growth and development, while mitigating nuisances and preserving the quality of life.

Strategy 3.1: Develop development standards that require adequate buffering between residential areas and more intense industrial or commercial land uses.

Strategy 3.2: Market Greencastle to potential industrial businesses looking to relocate or expand by capitalizing on its convenient location relative to I-70 and Indianapolis International Airport.

Strategy 3.3: Ensure that infrastructure, including roads and utilities, have enough capacity to accommodate a large industrial employer, making considerations for truck traffic and wastewater/stormwater needs.

Goal 4: Strategically consider annexation of surrounding properties that will benefit the City fiscally without overloading the capacity of public services.

Strategy 4.1: Develop an understanding of capacity thresholds for police and fire services out to potentially annexed areas of the County.

Strategy 4.2: Conduct an annexation study to establish an effective strategy for determining if a potential annexation will result in net cost or benefit to the City.



DePauw University Campus: Montgomery Hall



TRANSPORTATION

OVERVIEW

Transportation and connectivity include all forms of travel that move a person from one space to another. The future transportation component of the Plan focuses on enhancing the connections throughout the City for pedestrians, cyclists, motorists, and other forms of travel. Transportation is vital for daily life and essential for future growth, environmentalism, and resiliency.

WHAT WE HEARD

Through a series of community engagement initiatives, including public surveys, stakeholder meetings, and steering committee meetings, residents of the City of Greencastle voiced several key concerns and priorities related to transportation.

Key Findings from Public Input on Transportation:

Construction and Accessibility around City: Many residents are concerned with traffic congestion due to the temporary construction near Downtown and feel the ability to divert traffic on US 231, Indianapolis Road, and Veteran's Parkway would help to draw people Downtown.

Walkability Downtown: Greencastle is home to DePauw University and voiced the desire to make the walking transition and parking near Downtown more convenient to DePauw students, residents, and faculty.

BEST PRACTICES

TRAFFIC CALMING MEASURES

Regarding concerns about high-speed roads in the City of Greencastle, traffic calming measures can be explored as practical tools to improve safety and reduce vehicle speeds. Traffic calming addresses the risks posed by excessive speeds, increasing the likelihood and severity of traffic crashes.

Speed plays a critical role in traffic incidents, influencing the probability of a crash and the severity of injuries. High-speed roads often give drivers limited reaction time, making stopping or avoiding conflicts difficult. A driver's likelihood to speed is influenced by several factors, including road and environmental factors, such as lane width, surface quality, posted speed limits, traffic density, and weather conditions.

TRAFFIC CALMING STRATEGIES

Traffic calming involves physical and design measures to reduce vehicle speeds and enhance safety for all road users, including pedestrians and bicyclists. These measures also discourage cut – through traffic.

Common traffic calming techniques include:

- Lateral Shifts
- Median Islands
- Corner Extensions/Bump-Outs
- Road Diets
- High-Intensity Activated CrossWalk (HAWK) Beacon or Signal

By implementing these measures, the City of Greencastle can address community concerns and create safer roadways. For instance, median islands and road diets may be effective on wider high-speed roads. At the same time, corner extensions and HAWK signals can improve pedestrian safety at key intersections. Adopting these measures in the City of Greencastle can ensure roadways are designed to fit the community's character while addressing the risks of high-speed travel.

TRANSPORTATION GOALS AND STRATEGIES

TRANSPORTATION VISION, GOALS, AND STRATEGIES

Vision: Provide an efficient and safe multi-modal transportation system throughout the City that prioritizes connectivity through walkability and cycling.

Goal 1: Improve overall pedestrian and bicycle safety and connectivity throughout the City.

Strategy 1.1: Develop an inventory of all sidewalks, multi-use paths, and bike-friendly roadways to identify gaps and establish priorities for filling them.

Strategy 1.2: Modify development standards to require new development to include the installation of multi-use paths along street frontage and consider additional amenities like bike racks in appropriate districts.

Strategy 1.3: Promote existing pedestrian and bike infrastructure, like the People Pathways, to residents as an alternative to driving, emphasizing destinations that can be easily and quickly reached on bike or foot.

Strategy 1.4: Enhance public safety systems throughout the City by utilizing the NHTSA safe system approach where applicable.

An Example of a HAWK signal.



Source: cmtran.com/hawk-signal.



HOUSING

Housing and neighborhoods are the fabric of a place. Greencastle's neighborhoods offer a unique and diverse sense of place. Neighborhoods are more than a place to live; they are a mark on the City's historical timeline. Because of Greencastle's small-city characteristics, existing and future housing development opportunities are crucial to understanding and planning for future growth.

When asked what they like best about Greencastle, participants in an online survey and in planning workshops consistently describe a community that offers big-city culture and small-town charm.

HOUSING GOALS AND STRATEGIES

HOUSING VISION, GOALS, AND STRATEGIES

Vision: Greencastle is committed to providing safe, attractive, and desirable housing options that serve residents throughout their lifetimes. We aim to preserve and enhance the character of our established neighborhoods while encouraging diverse and affordable housing choices in both new and existing areas. Our goal is to offer quality housing that is attainable for current and prospective residents across various income ranges and housing types, ensuring the future sustainability of our community.

Goal 1: Encourage greater diversity of housing types within both existing neighborhoods and new subdivisions.

Strategy 1.1: Modify development standards to allow for higher density housing types, including triplexes, townhomes, etc., in residential zoning districts.

Strategy 1.2: Create flexibility within development standards to allow for decreased setbacks and greater lot coverage on lots that may otherwise be too small to develop.

Strategy 1.3: Create flexible senior living design which can help benefit all multigenerational living as well as providing a place for all residents to age easier rather than moving to a care facility or leaving the community. The adoption of universal design standards to make it easier for residents to age in place rather than having to move to a care facility or leave the community.

Goal 2: Build housing that suits the needs of the Greencastle community specifically, thinking about the wide range of workforce who work in Greencastle.

Strategy 2.1: Work with social service agencies and state and federal grant sources to incentivize housing development for lower-income individuals and families.

Strategy 2.2: Collaborate with developers early in the development process to encourage building units that appeal to residents who work in upper-level management positions.





PLACEMAKING

WHAT IS A PLACE?

A place is a physical location, of any size, that is useful, meaningful, feels good to be in, and benefits those things around it. A place is formed through an interwoven system of physical elements, the stewardship of those elements, and the uses, activities, and experiences that happen within that environment.

An indication of a place is somewhere you'd feel comfortable spending 20 minutes in with nothing "to do." Many residents and DePauw students enjoy indoor and outdoor spaces to gather, and spending time outside of the home environment to socialize, study, and enjoy different parts of Greencastle. So, what is "Place-making?" Placemaking then, is a lens through which any activity relating to the built environment happens, rather than something that is merely attached to "business as usual." Throughout the public engagement, there was a repetitive and collective sentiment of beautification and site selection for open air potential spaces to gather socially were desired. As a result, the following goals and strategies were developed.

PLACEMAKING GOALS AND STRATEGIES

Vision: Greencastle is dedicated to creating spaces that form the heart of our community. Through urban design, streetscaping, beautification, identity, and branding, we aim to develop unique, safe, and welcoming environments that enhance people's interactions with their everyday surroundings.

Goal 1: Enhance beautification measures throughout the City, improving first impressions for visitors and bolstering overall pride in the community for residents.

Strategy 1.1: Identify primary and secondary routes into and out of the City to install gateway signage welcoming residents and visitors as they enter.

Strategy 1.2: Implement beautification measures along major routes through the City, including Jackson Street, Washington Street, Indianapolis Road, Bloomington Street, and Manhattan Road.



RESERVED
PARKING
VAN
ACCESSIBLE

**SPRAY PAD
RULES**

- 1. Supervisors must stay with children at all times.
- 2. Spray Pad is available from 10:00 a.m. to 5:00 p.m.
- 3. Children must be at least 5 years old to use the spray pad.
- 4. Children must be accompanied by a parent or guardian.
- 5. Children must wear swimwear.
- 6. Children must not run or throw water.
- 7. Children must not use the spray pad if they are ill or have a fever.
- 8. Children must not use the spray pad if they are wearing jewelry or have open wounds.
- 9. Children must not use the spray pad if they are wearing shoes or socks.
- 10. Children must not use the spray pad if they are wearing hats or sunglasses.

RESERVED
PARKING
VAN
ACCESSIBLE

PARKS AND RECREATION

The community's parks and recreational offerings are considered a great asset. However, there is a clear desire to expand and diversify the City park system. Stakeholders pointed out the importance of planning parks that reflect the area's demographics, such as parks designed for senior citizens and recreational amenities like pickleball courts. Opportunities to make public spaces more accessible for people with disabilities were also discussed.

The parks system is comprised of eight municipal parks, including Greencastle Aquatics Center and the People Pathways bicycle and pedestrian trails. The three main parks with heavy usage include Robe Ann Park, Big Walnut Sports Park, and People Pathways.

WHAT WE HEARD

Through a series of community engagement events, stakeholder meetings, Steering Committee meetings, and public surveys conducted during the development of the Comprehensive Plan, residents shared valuable input on the future of parks and recreation in the City of Greencastle. Many of the key findings were consistent with the City of Greencastle Parks and Recreation Master Plan list of Needs/Priorities.

KEY FINDINGS FROM PUBLIC INPUT ON PARKS AND RECREATION:

Existing Assets: While Greencastle's parks are an asset, many residents feel they are limited, and playing times and amenities can be hit or miss when visiting the park depending on the activities planned. There is a clear desire for more green space and a wider variety of recreational amenities, including more fitness classes, swimming lessons, and aquatic programs. A desire for additional walking, jogging, and biking trails and updated park playground equipment was identified.

Expansion Plans: Stakeholders have proposed the addition of new parks, including spaces designed for indoor activities in the winter, fitness classes and walking trails, and recreational play.

PARKS AND RECREATION GOALS AND STRATEGIES

Vision: The City is dedicated to managing public parks that serve as community spaces for play and gathering. Our parks and recreation system offers both active and passive uses, accessible public and private spaces, and caters to both rural and urban settings. By enhancing quality of life, our parks and recreation initiatives provide numerous additional benefits to residents and visitors alike.

Goal 1: Areas of new development will support outdoor recreation opportunities and promote healthy living habits.

Strategy 1.2: Encourage the connectivity of recreational amenities between developments, creating guidelines to provide bike and pedestrian access to nearby parks and trails.

Goal 2: Ensure that the parks and recreation offerings serve the needs of all Greencastle residents.

Strategy 2.1: Conduct a level-of-service analysis to determine what residents live in areas that are too far away to walk to a park.

Strategy 2.2: Provide a diverse offering of all park types, including neighborhood, community, and regional parks.

Strategy 2.3: Identify small parcels in areas of the City that are underserved by parks to establish small neighborhood or pocket parks.

Strategy 2.4: Explore opportunities for new amenities in Robe Ann Park, such as a new accessible play structure.





PUBLIC SERVICES AND UTILITIES

VISION, GOALS, AND STRATEGIES

Vision: Greencastle is committed to providing essential public services that protect our community's health, safety, and welfare.

Goal 1: Provide for the needs of all residents through effective planning and execution of utility maintenance and improvements.

Strategy 1.1: Update the inventory and analysis of emergency services, including fire and police, to determine what capacity improvements may be needed in the future.

Strategy 1.2: Continue to update the Capital Improvement Plan to identify the necessary road improvement projects for the next five years and identify funding sources.

Strategy 1.3: Develop easily accessible maps that show the locations of all City utilities, including water, wastewater, stormwater, & roads and streets.

Strategy 1.4: Strengthen and grow relationships with broadband and internet providers to further expand internet access to all residents of the City.



CRITICAL PATH STRATEGIES AND IMPLEMENTATION

IMPLEMENTATION AND CRITICAL PATH STRATEGIES

Upon adopting the comprehensive plan, the City will need a starting point in order to efficiently get the plan in motion to avoid stalling progress or allowing the plan to sit on a shelf. To facilitate getting things moving quickly after adoption, specific strategies are identified as Critical Path Strategies. Critical Path Strategies are identified at the end of the full document, and a deeper dive is taken into what is needed to implement the strategy. A Critical Path Strategy is accompanied by specific action steps, identification of an entity to lead the effort, additional parties to involve, an estimated budget, and an estimated timeline

CRITICAL PATH STRATEGIES

The goals and objective statements are created to guide the community's vision through recommendations; strategies are direct guidelines to implement those recommendations. Each critical path strategy has a complete page outlining the work plan. This plan is intended to assist in implementation, related goals, action items, and people or organizations involved, and it provides an estimated timeline and cost for each project.

Each strategy identified should be considered a top priority. Strategies are typically short-term, affordable projects that can create momentum and showcase immediate progress for the community. Some projects will be long-term and require extended timelines, additional budgeting, or increased staff resources.

One strategy might apply to multiple goals or objective statements. Strategies that directly address multiple goals will be identified. Strategies might also address the first step to completing a long-term goal.

HOW TO USE THE CRITICAL PATH STRATEGIES

The following pages provide specific guidance to the City of Greencastle and community partners on implementing the identified critical path strategies. Each program's dedicated work plan will have an included timeframe that will be no longer than three years and include an estimated cost.

CRITICAL PATH STRATEGY – LAND USE 1

Strategy: Utilize planning tools like sub-area plans and overlay zones to promote adaptive reuse and infill development.

Overview: This strategy aims to identify specific areas within the City where infill development and/or adaptive reuse would be most appropriate and promote sustainable growth, and create sub-area plans or zoning overlay districts to help incentivize and encourage these types of investments.

Action Steps:	Lead Entity:
1. Create a subarea plan to identify areas and/or corridors where infill development and adaptive reuse would be most appropriate. This may include areas with large amounts of vacant commercial space. 2. Determine what barriers may be preventing infill development projects or adaptive reuse of vacant buildings. 3. Initiate drafting an amendment to the zoning ordinance and map to establish an overlay zone in the areas identified within the subarea plan. 4. Develop guidelines for the overlay zone that focus on flexibility within development standards, making infill projects possible on otherwise undevelopable lots. 5. Present the amendment to the Plan Commission seeking a favorable recommendation to the City Council. 6. City Council adopts the amendment, and the new zoning map reflects the overlay. 7. Through the zoning administrator, continually encourage prospective developers to consider infill development projects and adaptive reuse as potentially cheaper alternatives to new construction elsewhere in the City.	□ Greencastle Planning and Zoning Department
	Parties to Involve:
	□ Plan Commission □ City Council □ Mayor □ Commercial property owners □ Business owners □ Developers

Time Frame: 1-2 Years

Estimated Cost: Contracted Fee – UDO Update

CRITICAL PATH STRATEGY – LAND USE 2

Strategy: Create flexibility within land development ordinances to allow for transitional areas where lots may be combined and development standards can be relaxed to allow for redevelopment of underutilized or abandoned property.

Overview: This strategy aims to encourage redevelopment along major commercial corridors where underutilized property may contain lots that are too small, buildings that need to be torn down and rebuilt, or oversized parking lots. Transitional area provisions would allow for the combination of lots and relaxed development standards to make redevelopment feasible, regulatorily and financial, as well as support sustainability by repurposing existing sites.

Action Steps:

1. Analyze current land development ordinances to identify restrictions that hinder lot combination and redevelopment. Focus on regulations related to lot size, building height, setbacks, and parking requirements.
2. Identify locations where transitional redevelopment may be most appropriate and assess the specific needs and challenges of these areas.
3. Develop amendments to the land development ordinances that allow for lot combination and relaxed development standards in transitional areas. Ensure these amendments address the identified needs and challenges.
4. Submit the proposed amendments and design guidelines to the Plan Commission and City Council for review and approval.
5. Continuously monitor the impact of the new ordinance provisions on redevelopment efforts. Make adjustments as needed based on feedback and observed outcomes.

Lead Entity:

- Greencastle Planning and Zoning Department

Parties to Involve:

- Plan Commission
- City Council
- Mayor
- Commercial property owners
- Business owners
- Developers

Time Frame: 1-2 Years

Estimated Cost: Contracted Fee – UDO Update

CRITICAL PATH STRATEGY – LAND USE 3

Strategy: Prioritize Prevention and Action Steps towards Urban Decay

Overview: The Urban Decay strategy encourages a proactive approach to the unsightly, abandoned, and unsafe structures and noncompliant properties in the City of Greencastle. This strategy aims to prevent the domino effect of blight and promote sustainability through revitalization.

Action Steps:

1. Create a register of blighted/distressed/vacant properties and utilize GIS to map spatial patterns of decay.
2. Coordinate with the Greencastle Police Department to determine properties and neighborhoods within the City as potentially “at-risk” using available data on police reports and information obtained through “Community Policing” efforts.
3. Crime Prevention Through Environmental Design (CPTED): Enhance development standards to consider lighting, sightlines, and security in open spaces and public spaces.
4. Retain a robust list of available community resources that can be distributed to new and current residents to bolster community resiliency.
5. Perform proactive code enforcement and nuisance abatement activities.

Lead Entity:

- Greencastle Planning and Zoning Department

Parties to Involve:

- Plan Commission
- City Council
- Mayor
- Property Owners

Time Frame: 1-2 Years

Estimated Cost: Contracted Fee – UDO Update

CRITICAL PATH STRATEGY – ECONOMIC DEVELOPMENT

Strategy: Develop a Neighborhood Commercial Zoning district that allows for residential-scale commercial development geared towards pedestrian access and everyday needs.

Overview: This strategy creates direct avenues for developers to create small-scale retail and restaurant developments embedded within existing neighborhoods without having to navigate obstacles in the land development ordinances. This approach encourages entrepreneurs and promotes sustainability within a diversified local economy.

Action Steps: 1. Survey residents to identify the types of businesses and services they need most, such as grocery stores, pharmacies, cafes, and small retail shops. 2. Involve local businesses, residents, and municipal agencies in the planning process. Hold public meetings and workshops to gather input and build consensus. 3. Create specific zoning regulations that define permitted and conditional uses within the Neighborhood Commercial district. Ensure these regulations support small-scale, mixed-use developments that blend residential and commercial spaces. 4. Explore opportunities for potential business owners to convert single-family homes into space to operate their business. 5. Establish design guidelines that promote aesthetic appeal and compatibility with the neighborhood’s residential character. These guidelines should include standards for building height, setbacks, landscaping, and signage. 6. Regularly review the effectiveness of the zoning district and make adjustments as needed based on feedback from residents and businesses.	Lead Entity: □ Greencastle Planning and Zoning Department Parties to Involve: □ Plan Commission □ City Council □ Mayor □ Business owners □ Residents □ Developers □ Neighborhood Associations
---	---

Time Frame: 1-2 Years

Estimated Cost: Contracted Fee – UDO Update

CRITICAL PATH STRATEGY – HOUSING

Strategy: Modify development standards to allow for higher density housing types, including triplexes, townhomes, etc., in residential zoning districts.

Overview: This strategy aims to increase housing availability and attainability for current and prospective Greencastle residents. Not every household is suited to a single-detached dwelling and maybe searching for something smaller or more cost-efficient, such as duplexes, triplexes, townhomes, and other housing solutions. By increasing density in areas already developed, the City can reduce the upfront infrastructure costs and continuous maintenance expenditures needed for new suburban developments.

Action Steps:

1. Analyze the current zoning ordinances and development standards to identify restrictions that limit higher-density housing types such as triplexes and townhomes.
2. Assess the current and projected housing needs in Greencastle to determine the demand for higher-density housing options.
3. Hold public meetings and workshops with residents, developers, and local businesses to gather input and build support for the proposed changes.
4. Develop specific amendments to the zoning ordinances that permit higher-density housing types in designated residential districts. Include provisions for building height, lot size, setbacks, and parking requirements.
5. Create design guidelines to ensure that new, higher-density housing developments are compatible with the existing neighborhood character. Address aspects such as architectural style, landscaping, and open space.
6. Submit the proposed amendments and design guidelines to the Plan Commission and City Council for review and approval.

Lead Entity:

- Greencastle Planning and Zoning Department

Parties to Involve:

- Plan Commission
- City Council
- Mayor
- Residents
- Developers

Time Frame: 1-2 Years

Estimated Cost: Contracted Fee – UDO Update

CRITICAL PATH STRATEGY – PLACEMAKING

Strategy: Identify primary and secondary routes into and out of the City to install gateway signage welcoming residents and visitors as they enter.

Overview: The strategy will improve the overall aesthetics of the gateways into the City by implementing cohesive signage, branding, and landscaping. This will create a good first impression for visitors and enhance the sense of pride that residents have for the community.

Action Steps:

1.

Analyze traffic patterns to determine the most frequently used routes by residents and visitors. This will help prioritize locations for gateway signage.

2.

Consult with local government officials and community members to gather input on potential signage locations and design preferences.

3.

Develop welcoming and aesthetically pleasing gateway signage designs that reflect the character and identity of Greencastle. Ensure the designs are readable and consistent with the overall branding of the City.

4.

Check state regulations regarding signage installation, including size, placement, illumination, and materials. Ensure compliance with all relevant guidelines.

5.

After installation, regularly inspect the signage to ensure it remains in good condition. Address any maintenance needs promptly to keep the signs welcoming and attractive.

Lead Entity:

□

Mayor's Office

Parties to Involve:

□

City Council

□

Residents

□

Local sign design/manufacturing companies

Time Frame: 2-3 Years

Estimated Cost: \$15,000-\$20,000 for design and \$100,000 for lighting, landscaping, and materials

CRITICAL PATH STRATEGY – PUBLIC UTILITIES AND SERVICES

Strategy: Develop utility service capacity maps that will identify areas where utility infrastructure may need to be improved or expanded upon as the City grows.

Overview: The strategy will facilitate the City in planning for utility infrastructure improvements that may be necessary to catch up with recently built developments or for future proposed developments. These maps should help City officials to make informed decisions about growth and promote sustainability by focusing resources where necessary.

Action Steps:

1. Clearly outline the goals of the utility service capacity maps, including which utilities (e.g., water, wastewater, stormwater) will be included and the geographic boundaries of the study.
2. Collect existing data on current utility infrastructure from municipal records, utility companies, and GIS databases. This includes information on pipelines, electrical lines, substations, and other relevant assets.
3. Perform field surveys to verify and update the existing data. Use tools such as GPS and GIS to accurately map the locations and conditions of utility infrastructure.
4. Assess the current capacity of utility services and compare it with projected demand based on population growth and development trends. Identify areas where capacity may be insufficient.
5. Create detailed utility service capacity maps using GIS software. Highlight areas with sufficient capacity and those needing improvements or expansions.
6. Use the maps to guide infrastructure planning and investment decisions. Regularly update the maps to reflect changes in utility infrastructure and demand.

Lead Entity:

- Planning and Zoning Department

Parties to Involve:

- Water Utility
- Wastewater Utility
- Stormwater/MS4
- Electricity Utility
- Gas Utility
- City Council
- Mayor
- Residents
- Local sign design/manufacturing companies

Time Frame: 2-3 Years

Estimated Cost: \$15,000 for software and GIS implementation, additional administrative costs



Source: Getty Images

APPENDIX A: EXISTING CONDITIONS REPORT



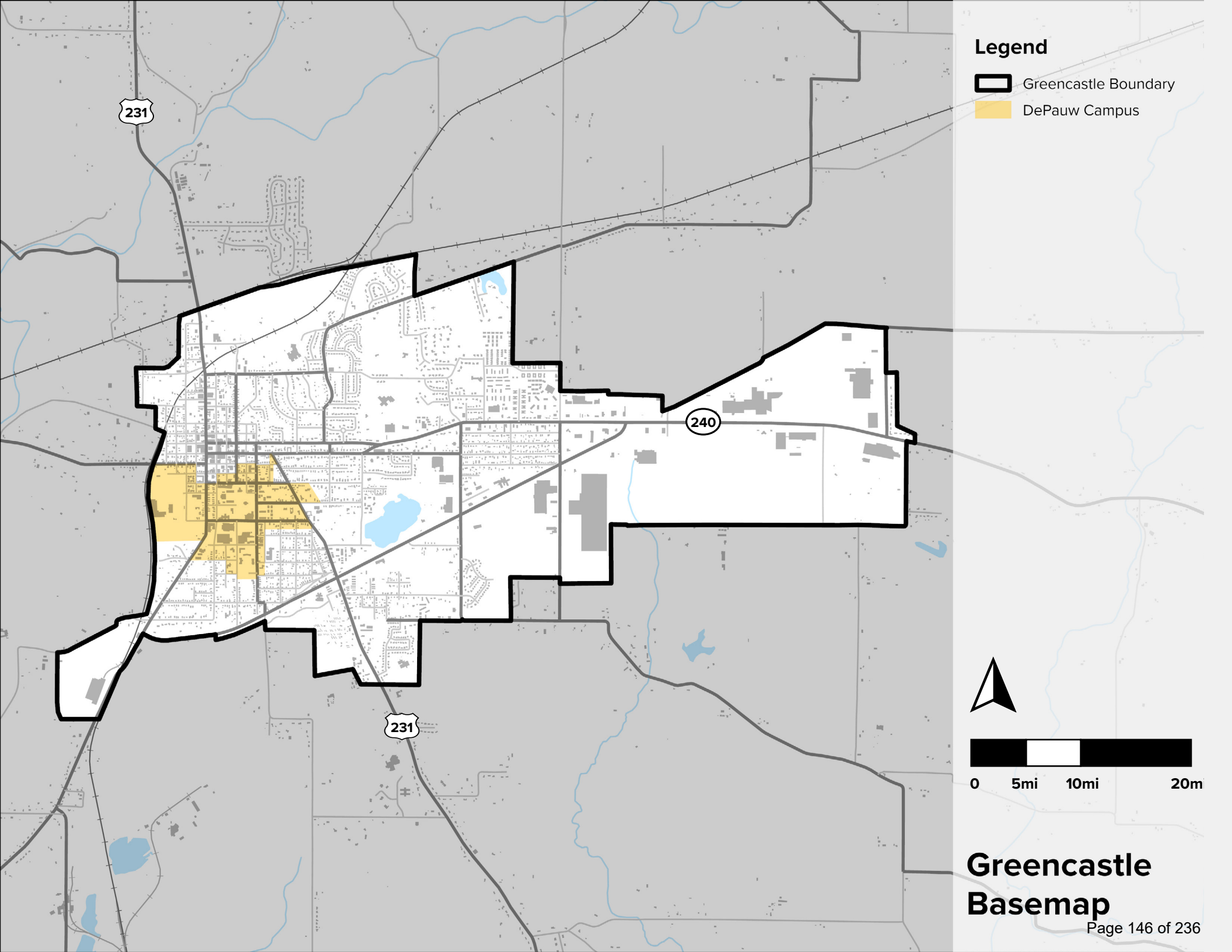
GREENCASTLE COMPREHENSIVE PLAN EXISTING CONDITIONS REPORT

DRAFT



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Legend

-  Greencastle Boundary
-  DePauw Campus



0 5mi 10mi 20m

Greencastle Basemap

INTRODUCTION

Situated an hour southwest of downtown Indianapolis, the City of Greencastle faces unique opportunities regarding growth and development. Greencastle serves as the county seat for Putnam County and is located at its center. It is also home to the number one private liberal arts college in Indiana, according to US News and World Report.¹ Founded in 1821 and with multiple neighborhoods and properties on the national register of historic places, the City has cultivated a charming sense of place experienced by residents and visitors alike.

Greencastle is about a 15-minute drive from Interstate 70 (I-70), allowing residents to reach Terre Haute and Indianapolis in less than an hour. US Route 231 runs north-south through the City and provides access to Lafayette and Bloomington. Other nearby Putnam County communities include Filmore, Cloverdale, and Bainbridge.

1 [2025 Best Colleges in Indiana.](#)

REPORT PROCESS

The Existing Conditions Report (ECR) is a preliminary step in the overall comprehensive planning process. When preparing to update a comprehensive plan, it is vital to understand where the community is currently. The ECR summarizes the findings from extensive research on the past and current strengths, weaknesses, opportunities, and threats specific to Greencastle. Topics considered include demographics, housing, employment, economy and market, land use and development, transportation, private and public services, history, environmental conditions, and community input. Regarding community input, throughout the process of writing the ECR, a public survey was released, community stakeholders provided their input directly at stakeholder meetings, and Greencastle residents were given an opportunity to provide their thoughts at the Greencastle High School Renovations Open House on July 30, 2024. The ECR will inform the policy and recommendations made in the comprehensive plan.

EXISTING DOCUMENT REVIEW

With the broad nature of a comprehensive plan update, it is important to review previous planning efforts to understand where the City has achieved set goals and where extra support may be needed. The goals and objectives of the following plans were reviewed:

- 2001 Greencastle Comprehensive Plan
- 2017 Big Walnut Watershed Management Plan
- 2018 Greencastle Active Living Workshop
- 2023 Putnam County Community Foundation / Community Needs Assessment
- 2024 Putnam County Comprehensive Plan
- 2024 Greencastle-Green and Gold DePauw Master Plan

2001 GREENCASTLE COMPREHENSIVE PLAN²

The 2001 Greencastle Comprehensive Plan was written to update the 1991 Comprehensive Plan. The new plan identified demographic and economic trends from the 2000 Census. The consultants met with stakeholders to discuss what goals would ultimately serve Greencastle best in the following years. The plan recommended the following goals:

- To protect and improve the health, safety, and welfare of the Greencastle community: Modeled after the state code that enabled community planning, this goal focuses on protecting Greencastle residents from fire, disease, flood, dilapidated structures, economic deterioration, hazardous materials, vermin, and pestilence.
- To preserve and enhance the quality of life of the residents of Greencastle: Discussing both tangible and intangible factors affecting the quality of life, the plan focuses on economic vitality, infrastructure, health and safety, education, housing, environment, recreation, and community character.
- To preserve and protect the small-town character of Greencastle: Small-town character is a significant asset to the community and includes a low crime rate, historic downtown, quiet neighborhoods, accessible local government, and a rural atmosphere.
- To manage the growth and development of Greencastle in a way that contributes positively to the community: if growth is inevitable, the best thing the community can do is ensure it enhances positive aspects of the community, compliments local infrastructure, contributes to the quality of life, and is appropriate for the size and capacity of the local government.
- To maintain and improve the infrastructure of Greencastle in a way that promotes cost-effective quality, provides a tool for managing growth, and ensures the welfare of the community: Recognizing the connection between growth and infrastructure, the City will strategically prioritize improvements to guide development effectively.
- To promote the connection of Greencastle's neighborhoods, public facilities, businesses, park and recreation facilities, schools, and other features: Focusing on improvements to both the road and sidewalk network to decrease the burden on the streets and promote small-town character.
- To enhance opportunities for decision-makers to exchange ideas and information with each other and the people their decisions affect: Public engagement efforts have revealed a desire within the community for more involvement in the decisions made by the local government.

Within these goals, there is an even emphasis on preserving and protecting existing assets in Greencastle and a push to improve infrastructure and services to better serve residents. Many of these sentiments will likely carry through to the 2025 comprehensive plan, but the avenues through which these goals are achieved may look pretty different 24 years later.

2 [City of Greencastle, Indiana Comprehensive Plan.](#)

2017 BIG WALNUT WATERSHED MANAGEMENT PLAN³

The Big Walnut Creek Watershed includes the City of Greencastle and the towns of Bernard, Bainbridge, Filmore, Jamestown, Lizton, Groveland, Morton, Manhattan, Mt. Meridian, North Salem, Heritage, and Glenn Flint Lakes. The plan was initiated by the Big Walnut Watershed Alliance to protect water quality in Big Walnut and Deer Creek by raising public awareness and focusing on the sustainability of adjacent landscapes. The Watershed Management Plan does not seem to have specific implications on land use within the watershed. However, municipalities should be cognizant of their location within the watershed and not make decisions that could negatively affect the water quality.

2018 GREENCASTLE ACTIVE LIVING WORKSHOP ACTION PLAN⁴

The Active Living Workshop Action Plan encourages active living through public infrastructure and amenities. Active living is the practice of incorporating physical activity into one's daily life. It could mean making a conscious effort to exercise daily or be as simple as walking or biking to a destination rather than driving. Active living is known to have many benefits for physical, mental, and social health. The action plan identifies six goals:

- Goal 1: Create rest stops with benches and trees along walkways
- Goal 2: Improve access and connectivity to healthy food options
- Goal 3: Paint crosswalks on local streets
- Goal 4: Develop a community-wide commitment to health
- Goal 5: Partner with businesses to promote an active community
- Goal 6: Install wayfinding signage

These goals emphasize healthy choices and encourage pedestrian activity within the City.

2023 PUTNAM COUNTY COMMUNITY FOUNDATION / COMMUNITY NEEDS ASSESSMENT⁵

The Putnam County Community Foundation (PCCF) conducted a needs assessment to create a unified vision for prioritizing needs and assets to guide the different organizations throughout the County. When surveying the community, the assessment found that drug use, mental health concerns, inadequate job opportunities, low affordability, and access to healthcare were the major issues facing Putnam County residents. The major desires of survey respondents included safety, healthcare, good education, job opportunities, and trusted leadership.

As a needs assessment, the document does not offer goals, strategies, or objectives but instead does an in-depth analysis of community input to understand what is needed. The document creates a starting point for future work by PCCF or other organizations in the County. Community input techniques included stakeholder interviews, focus groups, and a public survey.

3 [Big Walnut Watershed Management Plan.](#)

4 [Greencastle Active Living Workshop Action Plan.](#)

5 [Community Needs Assessment.](#)

2024 PUTNAM COUNTY COMPREHENSIVE PLAN⁶

The Putnam County Comprehensive Plan was written in partnership with the Putnam County government, the Town of Bainbridge, the Town of Cloverdale, and the Town of Roachdale. The comprehensive plan covers several topics, including land use, transportation, infrastructure, natural resources, quality of place, housing, economic development, and government. The goals and action items in the plan focus primarily on the entire County, with additional chapters written to focus on Bainbridge, Cloverdale, and Roachdale. The goals within each chapter are summarized below:

- Land Use: Focus development around cities and towns, update development ordinances, support renewable energy production, protect agricultural production, revise the development review process, expand the Putnam County Regional Airport, preserve traditional downtowns, and ensure new development is compatible with existing structures and land uses.
- Transportation: Focus on the safety of roadways and bridges, improve multi-use path connectivity, preserve historic covered bridges, improve roadways consistent with future growth and development, and develop a truck route to keep commercial traffic out of downtowns.
- Infrastructure: Improve broadband internet access, ensure sewer and water service for new developments, plan to service concentrated rural housing developments that currently use well and septic systems, and improve stormwater drainage.
- Natural Resources: Protect natural assets such as Big Walnut Creek, preserve woodland areas, and promote the development of recreation facilities.
- Quality of Place: Promote cultural, historical, and artistic assets to residents and visitors, expand access to healthcare services, expand public events and programming with an emphasis on youth residents, encourage public art projects, invest in the parks system, and expand the Parks Board and allocate funding for staff.
- Housing: Increase supply and variety of housing types at various price ranges, strengthen existing subdivisions and neighborhoods, and ensure compatibility of new homes with the character of existing development.
- Economic Development: Increase employment opportunities by growing existing businesses and attracting new industries, supporting small businesses, enhancing workforce development, using quality-of-place investments to attract residents, and promoting the development of childcare facilities.
- Government: Expand administrative capacity by creating new roles, improve government communications with residents, business owners, and visitors, improve intergovernmental collaboration between the County and its municipalities, increase civic participation with a focus on youth residents, and continue to provide quality emergency services across the County.

The plan identifies timelines and potential partner organizations for each of the goals listed in the plan. Many goals have identified departments within the City of Greencastle to assist with implementation. Being conscious of the efforts being made at the county level can help focus efforts for Greencastle.

6 [2023 Putnam County Comprehensive Plan.](#)

2024 GREENCASTLE-GREEN AND GOLD DEPAUW MASTERPLAN

The Greencastle-DePauw Masterplan was written to guide strategic growth and investment for the City and the university. The plan analyzed the strengths and challenges that the two entities face together. Public engagement included meeting with university staff, students, and Greencastle residents to hear what issues are most important to them. The major themes that were learned from engagement efforts were:

- Greencastle needs more housing
- Greencastle is easy to get around, walkable, and close to nature
- Greencastle has great community events
- Greencastle feels like a small town, feels safe

The projects outlined within the plan represent \$40.2 million in private development and leveraging \$3.8 million in Lilly funding to create 190 new housing units and improve the university campus and Greencastle's overall quality of place. DePauw plans to complete the following projects with available funding:

- Seminary Square: Redevelopment of two blocks in the immediate downtown area. Relocating the cinema to another location in the downtown vicinity. Connectivity improvements between downtown Greencastle and DePauw. Shared pedestrian and motor vehicle boulevard along Vine Street.
- North Parking Garage: A new parking garage northeast of the Courthouse Square to improve accessibility to downtown businesses.
- Streetscape and Public Space Improvements along Courthouse Square: Pedestrian-friendly improvements with street trees, curb extensions, promenade sidewalks, reconfigured on-street parking, and enhanced crosswalks.
- Construct an indoor Aquatic Center at GC Wellness Center to be operated by the YMCA.

COMPARISON COMMUNITIES

Many of the Greencastle statistics are compared to the State of Indiana, Putnam County, or selected comparison communities to understand demographic data in context. Comparison communities were chosen because they contain similar characteristics to Greencastle. If Greencastle reports statistics much higher or lower than the comparison communities, that is a sign that a deeper look may be necessary to understand the reason. The comparison communities were chosen for the following reasons:

- Martinsville, IN: Small city, county seat, historic downtown, close-knit community, similar in size and character to Greencastle.
- Franklin, IN: Small city, county seat, home to Franklin College with a similar impact on the community to DePauw University.
- Crawfordsville, IN: Small city, county seat, home to Wabash College with a similar impact on the community to DePauw University.



DEMOGRAPHICS

OVERVIEW

Demographic data describes the characteristics of a community relating to population, age, race, ethnicity, and income. These metrics create a stronger understanding of who lives in Greencastle and what unique opportunities or challenges the City faces. The gathered data is primarily reported by the US Census Bureau and interpreted or extrapolated by the following sources:

- US Census Bureau American Community Survey: In addition to the decennial census, the US Census Bureau conducts dozens of other censuses and surveys, including the American Community Survey. The American Community Survey is an ongoing effort that gathers information from a community through a small sample rather than the extensive 10-year survey with which most people are familiar.
- US Census Bureau OnTheMap: This online tool reports census data related to employment and commuting. When this report was written, the latest available data for Greencastle on OnTheMap was from 2021.
- ESRI Community Analyst: ESRI Community Analyst is a powerful tool for analyzing data within a specific geographic location. ESRI allows data to be observed at a very local level and compared with surrounding groups.

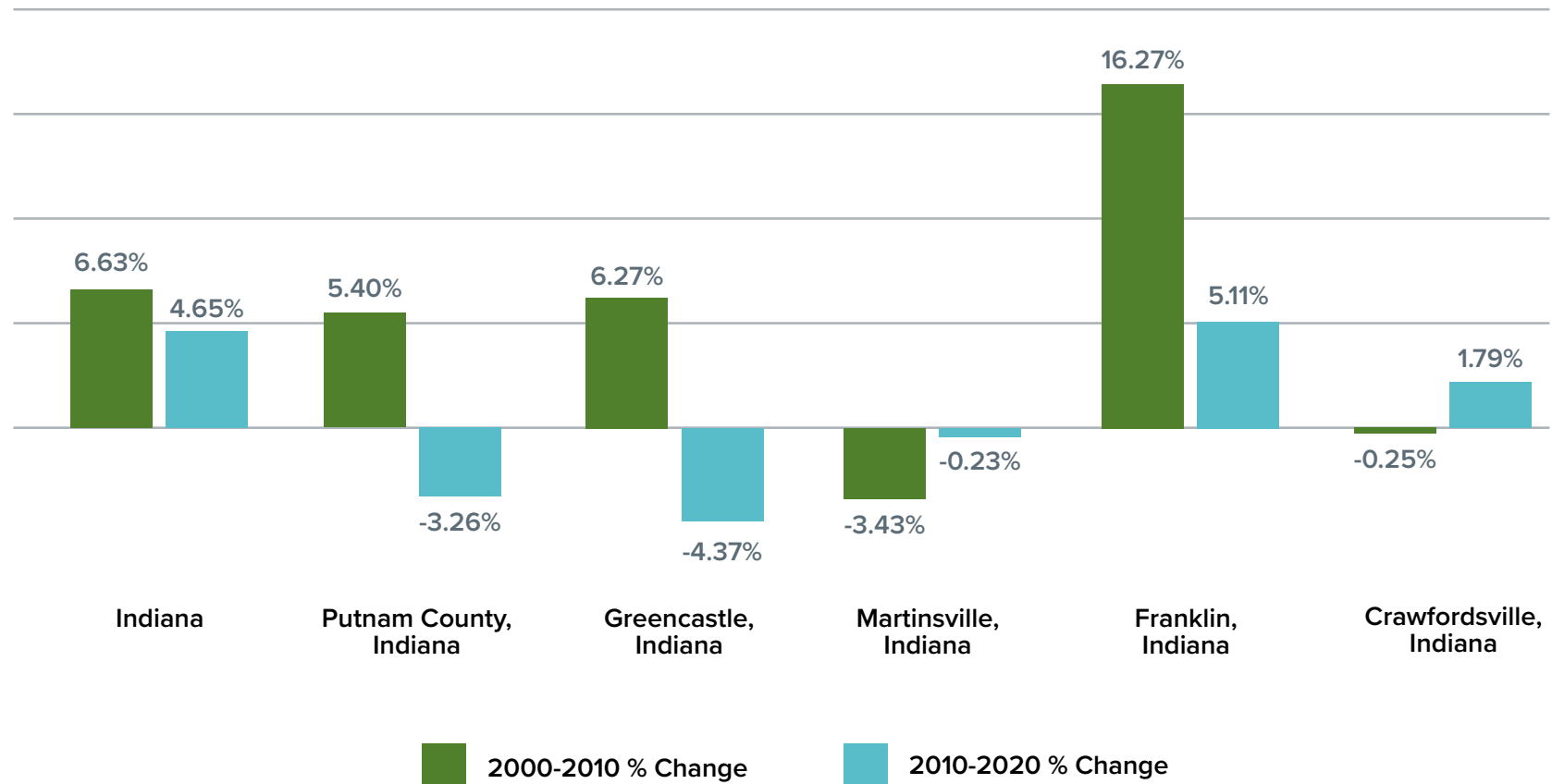
POPULATION

A community's population has some of the broadest implications over any other demographic statistic. The number of people living in the community will impact the level of tax revenue available to provide essential services. Historic population analysis will help determine whether the community is expected to grow or shrink in the coming decades so that the administration can plan accordingly. The population of Greencastle as of the 2020 census was 9,820.

POPULATION COMPARISONS

Greencastle's population in 2010 was 10,326. The 2010 population was a 6.27% increase from the 2000 population of 9,880. The 2020 population was 9,820, a 4.37% decrease from 2010. In those same periods, the County saw similar growth and decline in population. Franklin has seen the most population growth since 2000 and was the only comparison community to gain population from 2010 to 2020.

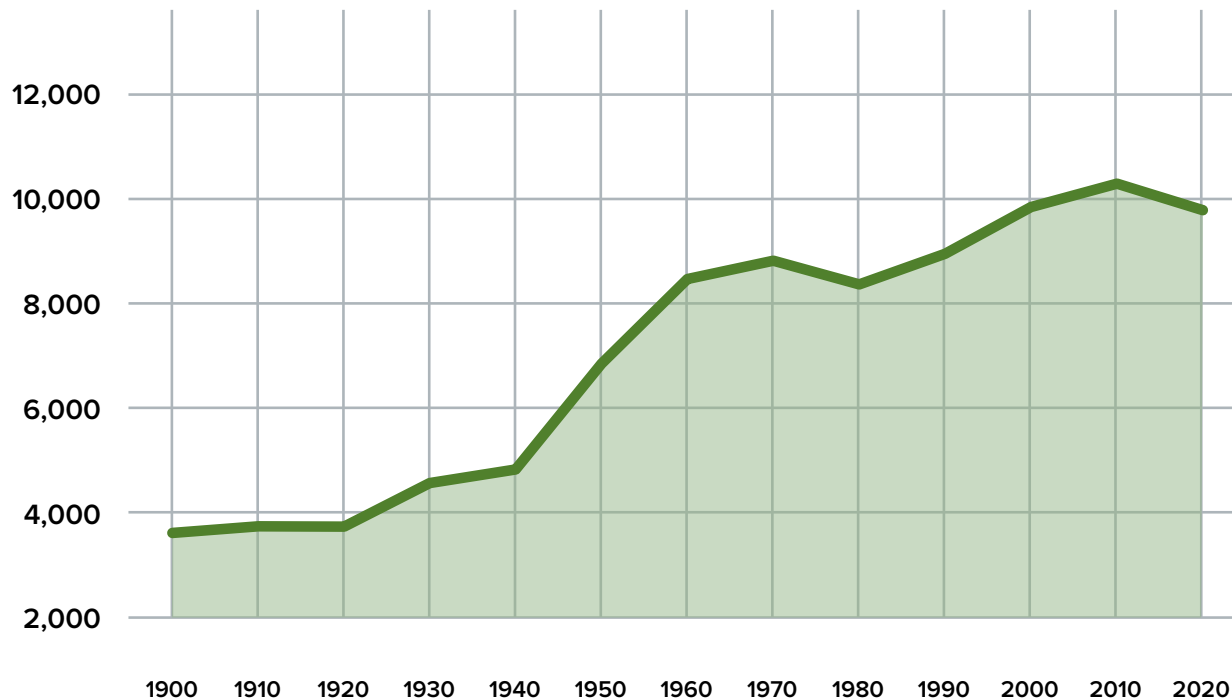
Population Change



HISTORICAL CHANGE

Greencastle has seen consistent population growth since 1900, with a high growth rate from 1940 to 1960 and a small dip in 1980. In more recent years, the population has declined.

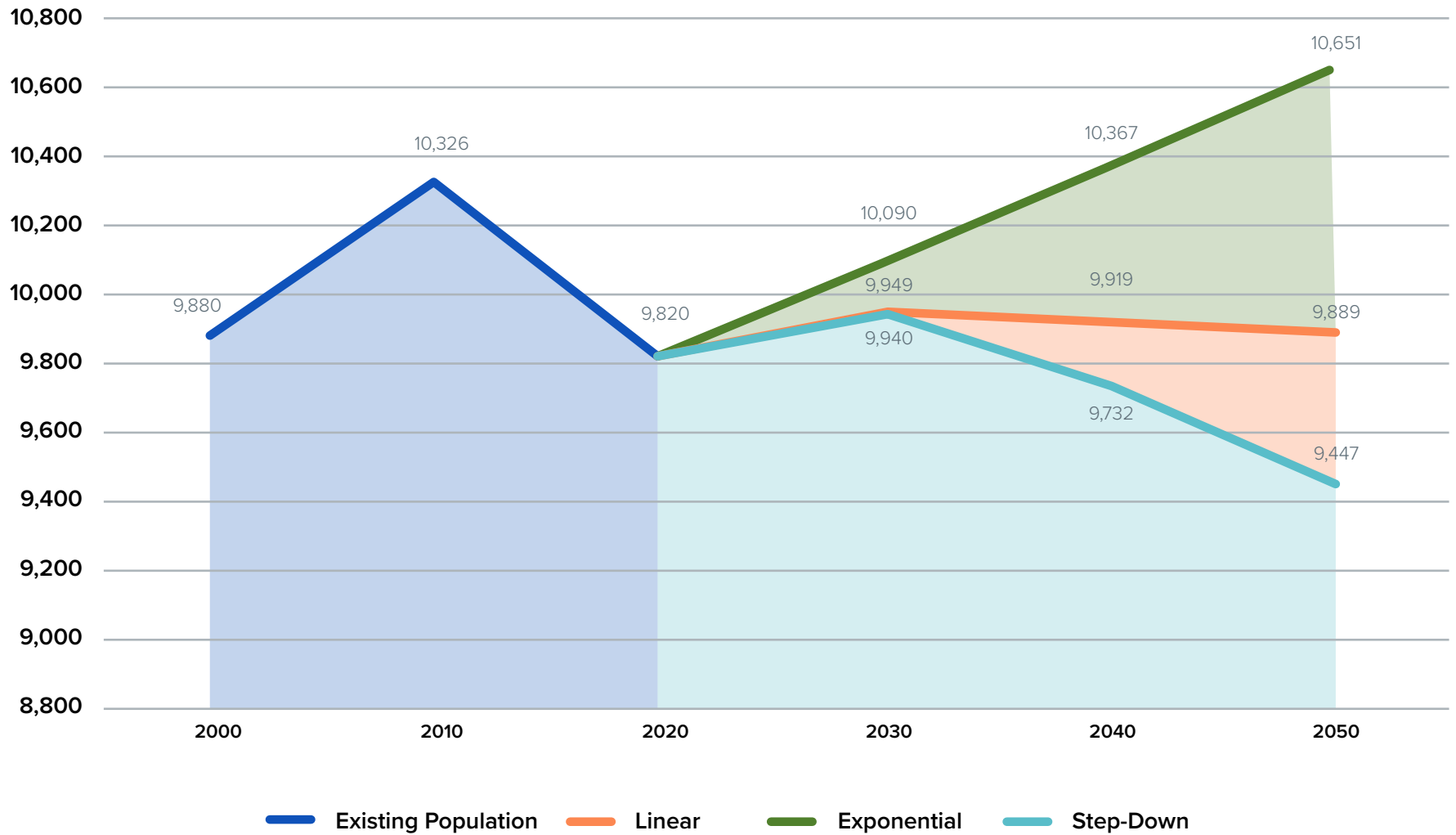
Greencastle Population (1990-2020)



POPULATION PROJECTION

Population projections forecast what future population growth or decline may look like for a community. The Greencastle population projection uses three methods to illustrate population change to 2050. The linear population projection assumes a constant rate of growth calculated based on population change from 1990-2020. The linear growth is forecasted at 279 additional residents per decade. The exponential projection assumes that the population will grow at a rate proportional to its current size. The forecasted rate of population growth based on the growth from 1990-2020 is a 2.7% increase per decade. The step-down projection method takes the population projection for Putnam County. It considers the proportion of the County's population attributed to Greencastle to forecast the Greencastle population. The linear and exponential methods produce similar 2050 population forecasts at about 10,660. Considering that the StatsIndiana population projection for Putnam County shows a decline, the step-down method shows a 2050 forecast of 9,477.

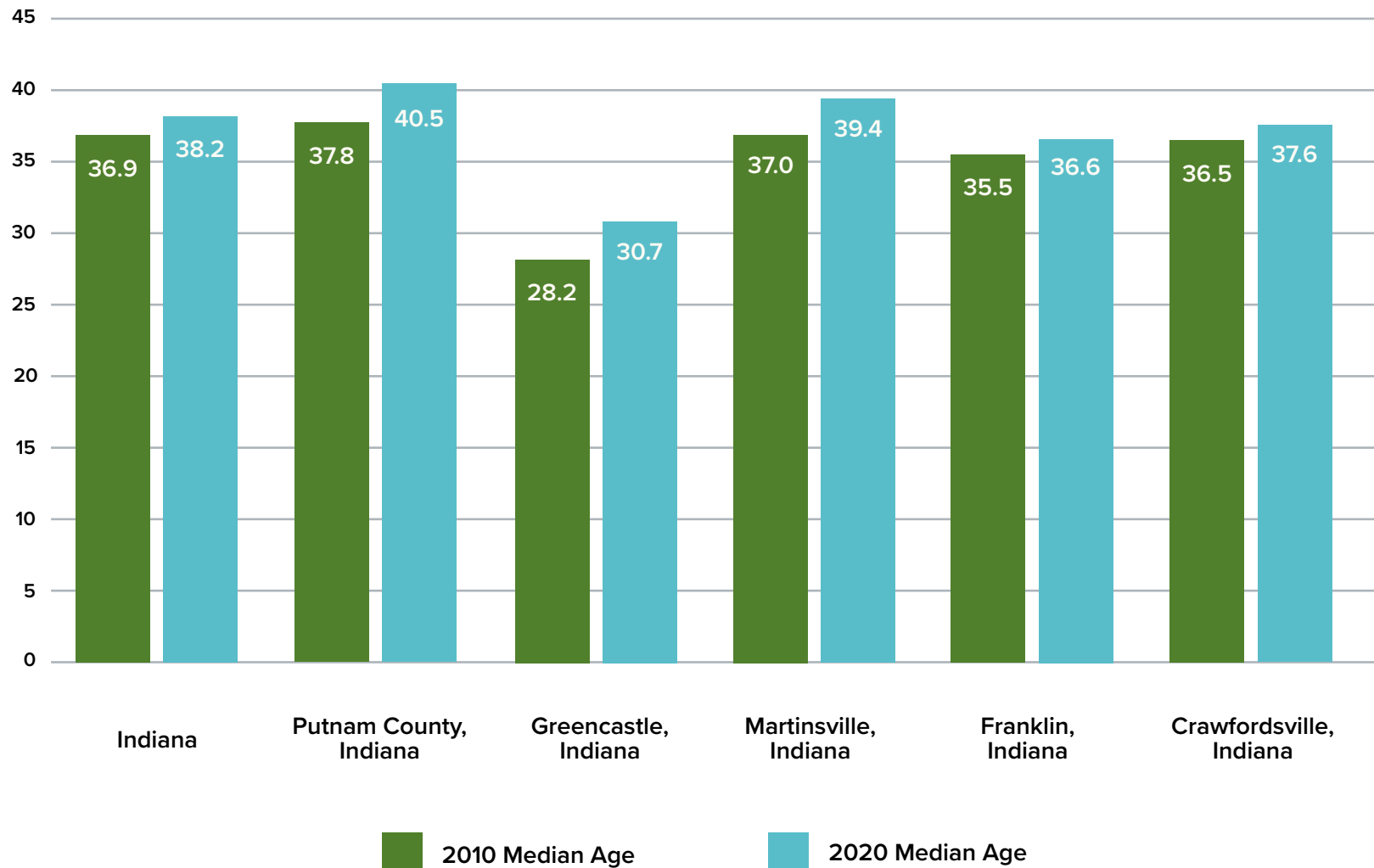
Population projection (1990-2050)



MEDIAN AGE

Greencastle's median age in 2020 was 30.7, the lowest compared to Indiana, Putnam County, and all three comparison communities. All populations saw an increase in median age from 2010 to 2020.

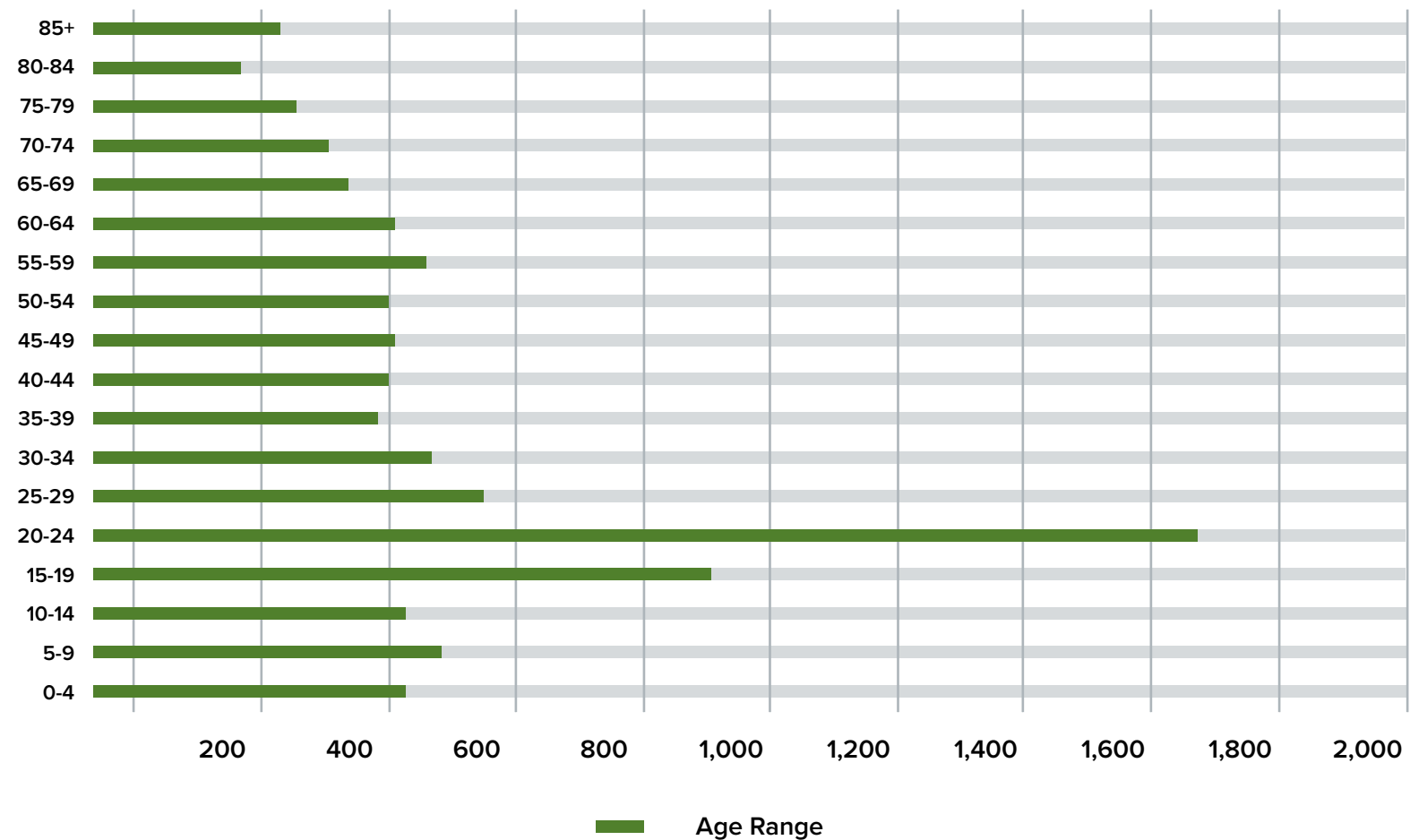
Median Age (2010-2020)



AGE DISTRIBUTION

The age distribution chart for Greencastle shows the number of people within each five-year age cohort. The largest age cohort represents people aged 20 to 24, likely due to the presence of DePauw University students.

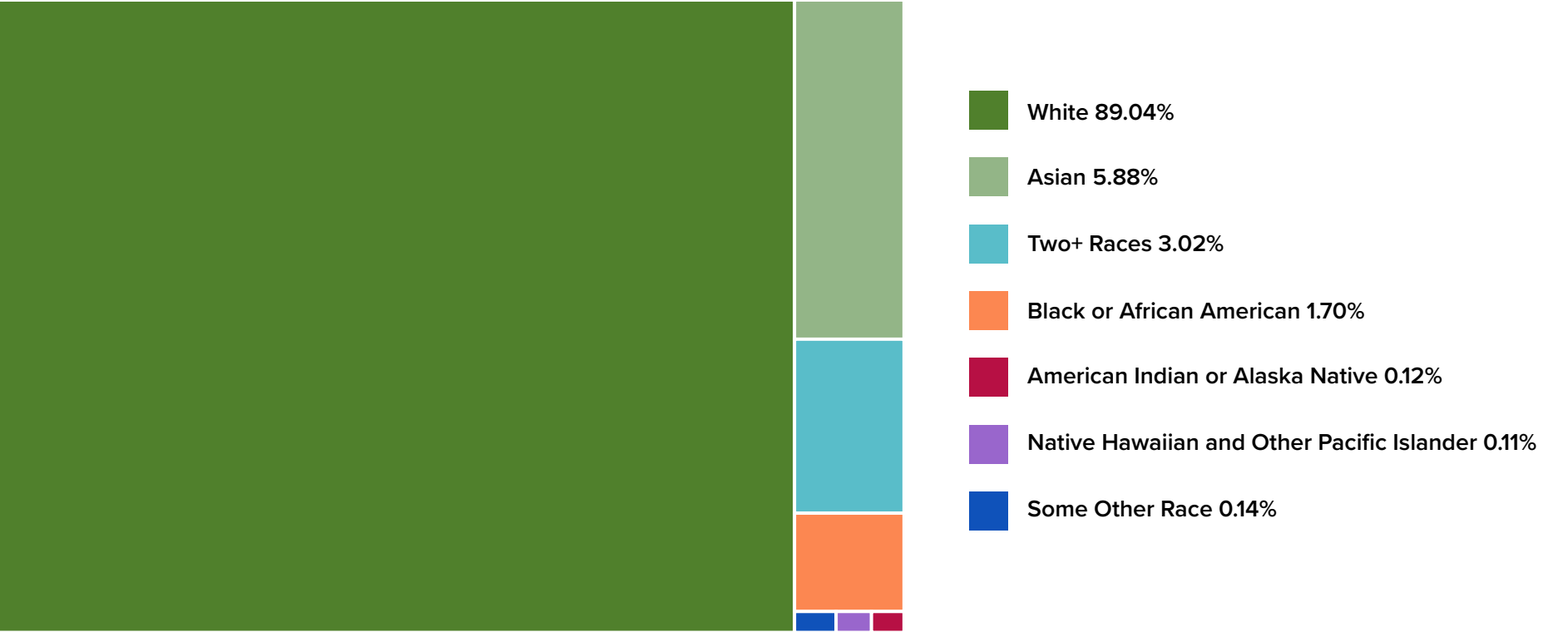
Age Distribution (2020)



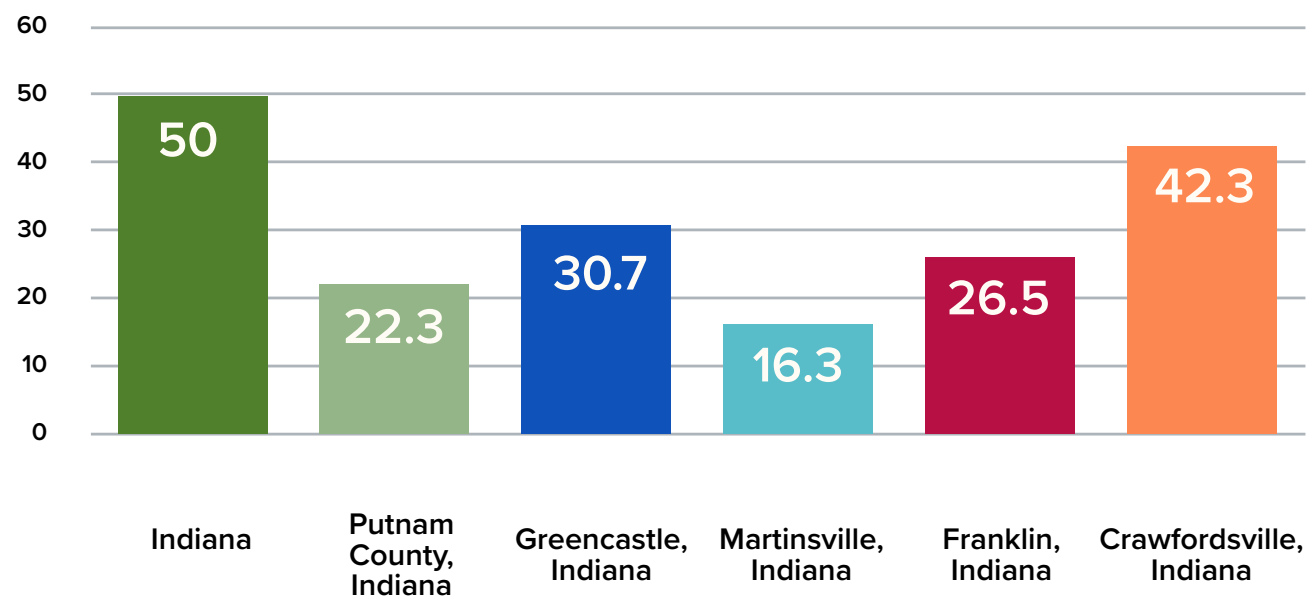
RACE AND ETHNICITY

The City of Greencastle has a predominantly White population, with 89.04% of residents being White. The next highest present racial identity is Asian, making up 5.88% of residents, followed by people of two or more races at 3.02%, Black at 1.7%, Other at 0.14%, American Indian and Alaska Native at 0.12%, and Native Hawaiian or Pacific Islander at 0.11%. Greencastle’s diversity index is 30.7, higher than Putnam County’s 22.3.

Race and Ethnicity (2021)



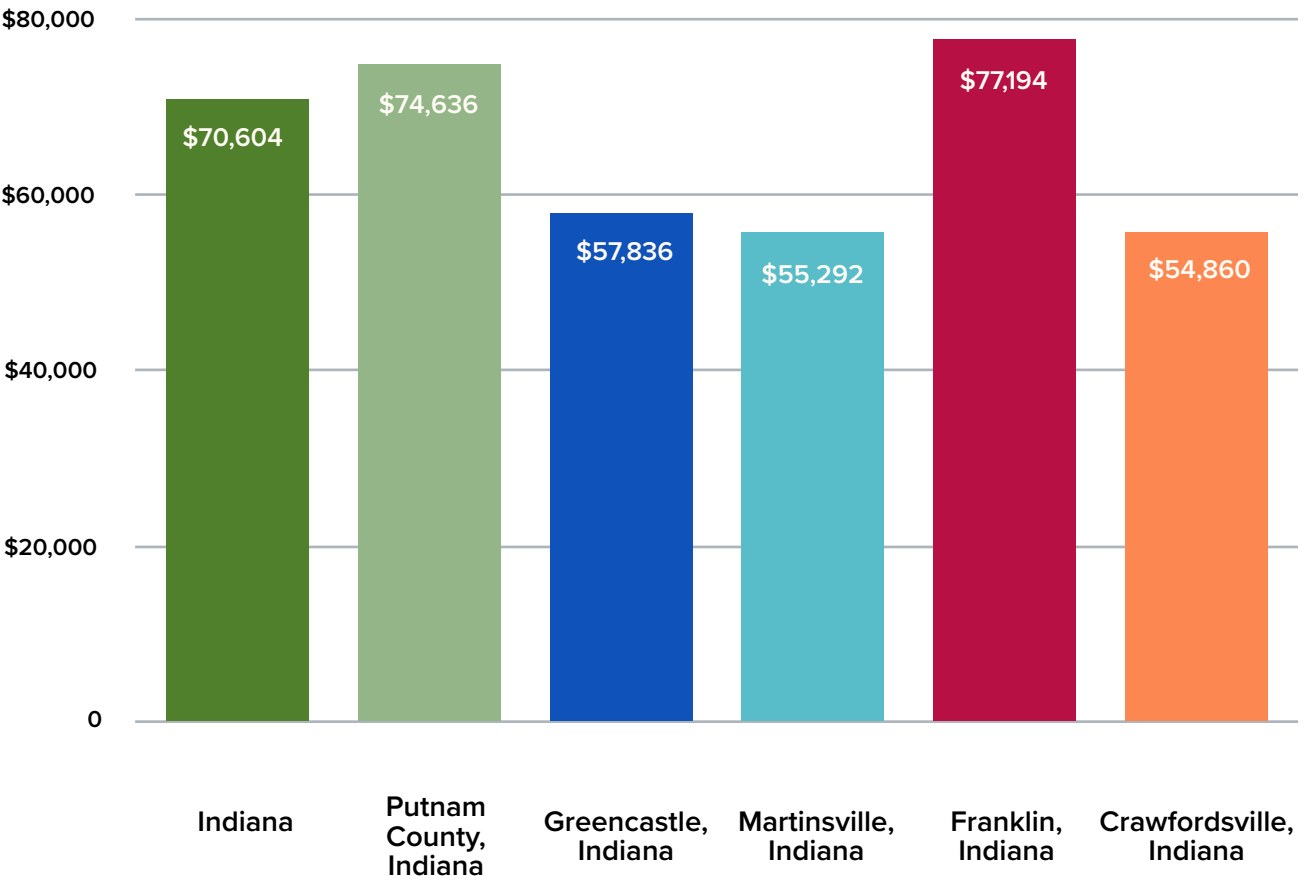
Diversity Index (2023)



INCOME

The median household income in Greencastle is \$57,836. Greencastle’s median household income is significantly lower than Indiana’s at \$70,604 and Putnam County’s at \$74,636. Martinsville and Crawfordsville have similar median household incomes. Franklin has the highest median household income of all of the geographies.

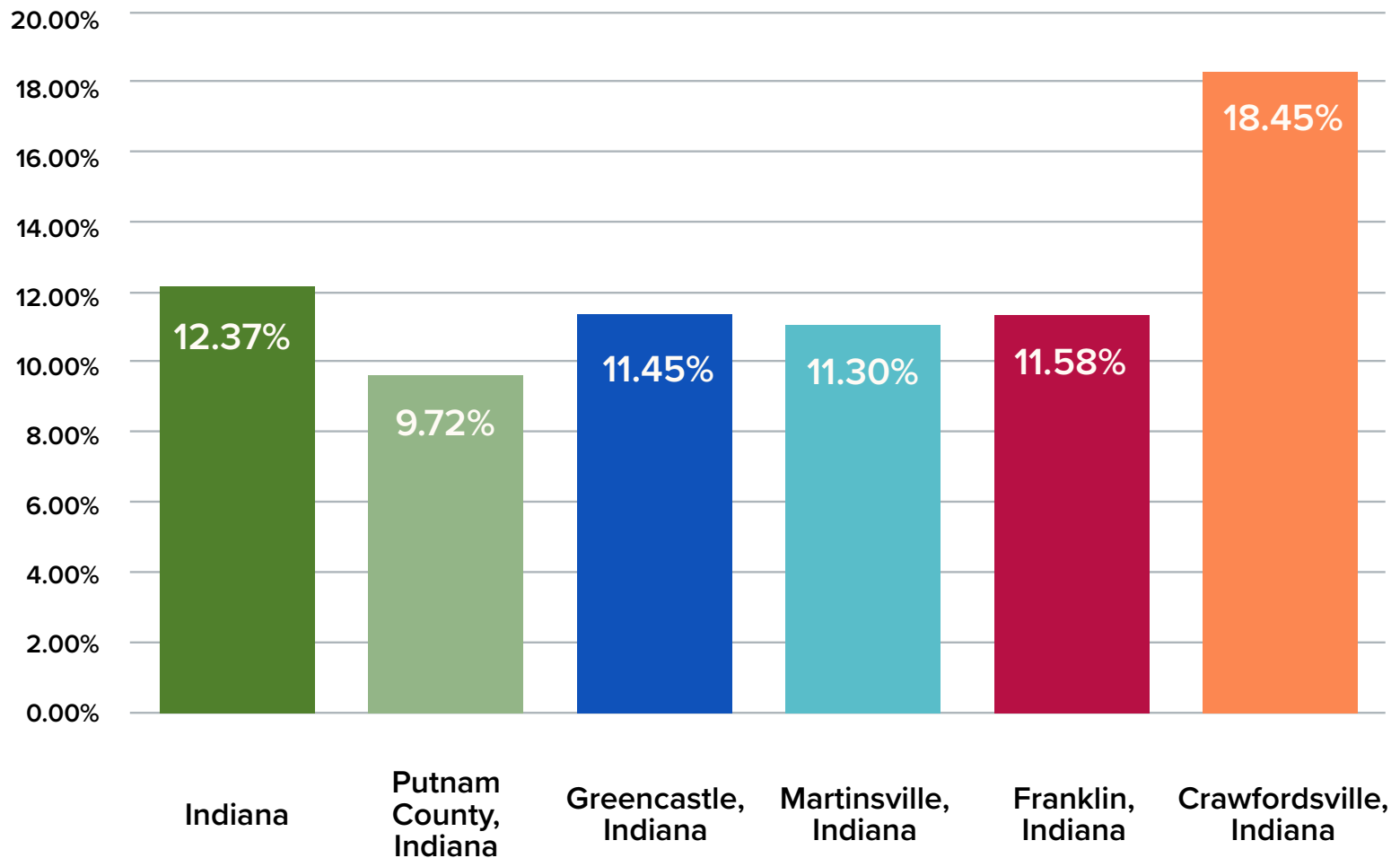
Median Household Income (2024)



POVERTY

The poverty threshold is set based on the size and composition of a household. Within Greencastle, 11.45% of households fall below the federally set poverty threshold. Greencastle has a higher household poverty rate than Putnam County at 9.72% and a lower household poverty rate than the state of Indiana at 12.37%. The household poverty rate for Greencastle is at about the same level as Martinsville and Franklin.

Rate of Households with income Below Poverty Level (2021)



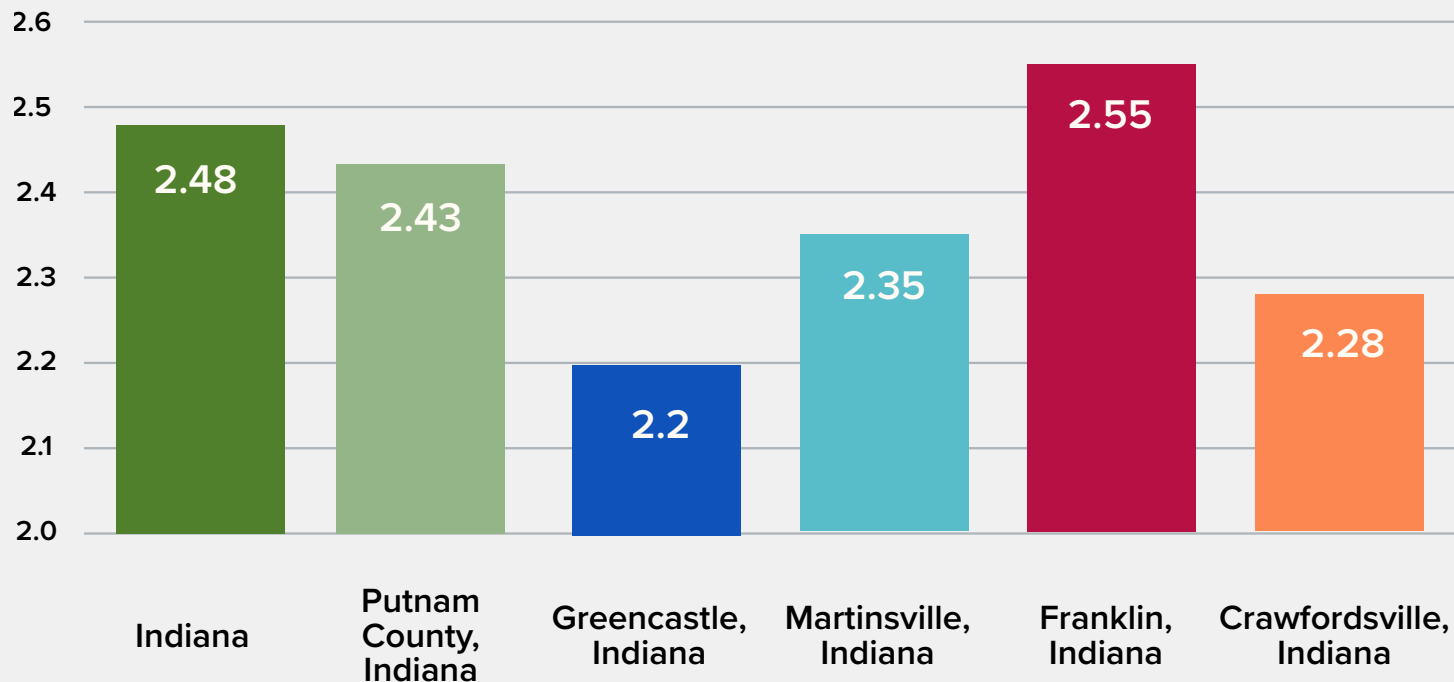


HOUSING

HOUSEHOLDS

The average household size in Greencastle is 2.2 people per household. Greencastle has the lowest household size of all the geographies analyzed. A smaller household size may indicate fewer households with dependent members, such as children or elderly family members. The average household size for Indiana is 2.48, and Putnam County's is 2.43.

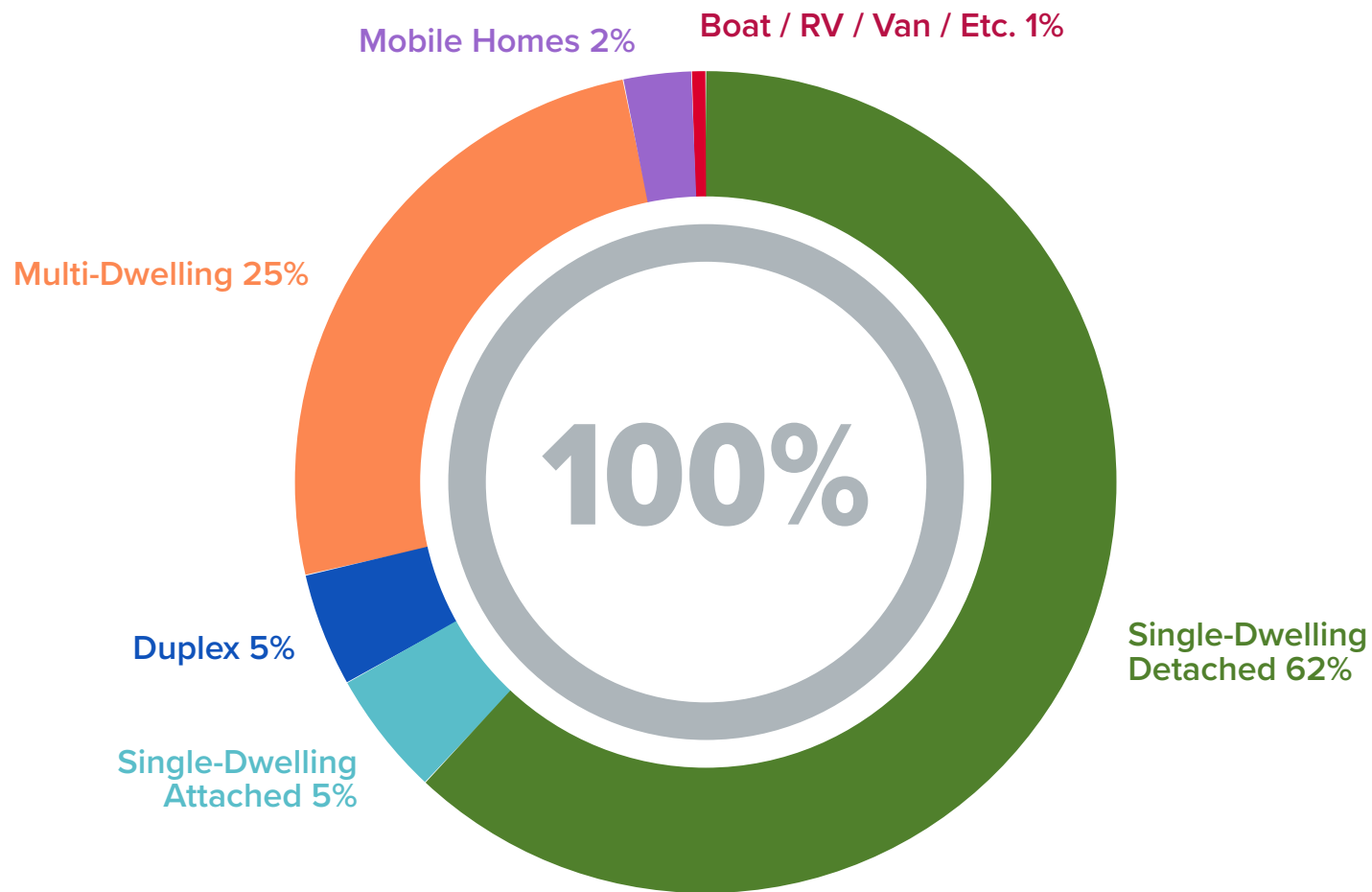
Average Household Size (2020)



HOUSING TYPE

The most prevalent housing type in Greencastle is single-dwelling detached homes, making up 62% of the housing stock. Those units do not share a wall with any other dwelling unit. The next most common housing type is multi-dwelling units, which are often apartment buildings with more than three dwelling units. Other less common housing types include duplexes, attached single-dwelling homes, mobile homes, and boat/RV/van/etc. homes.

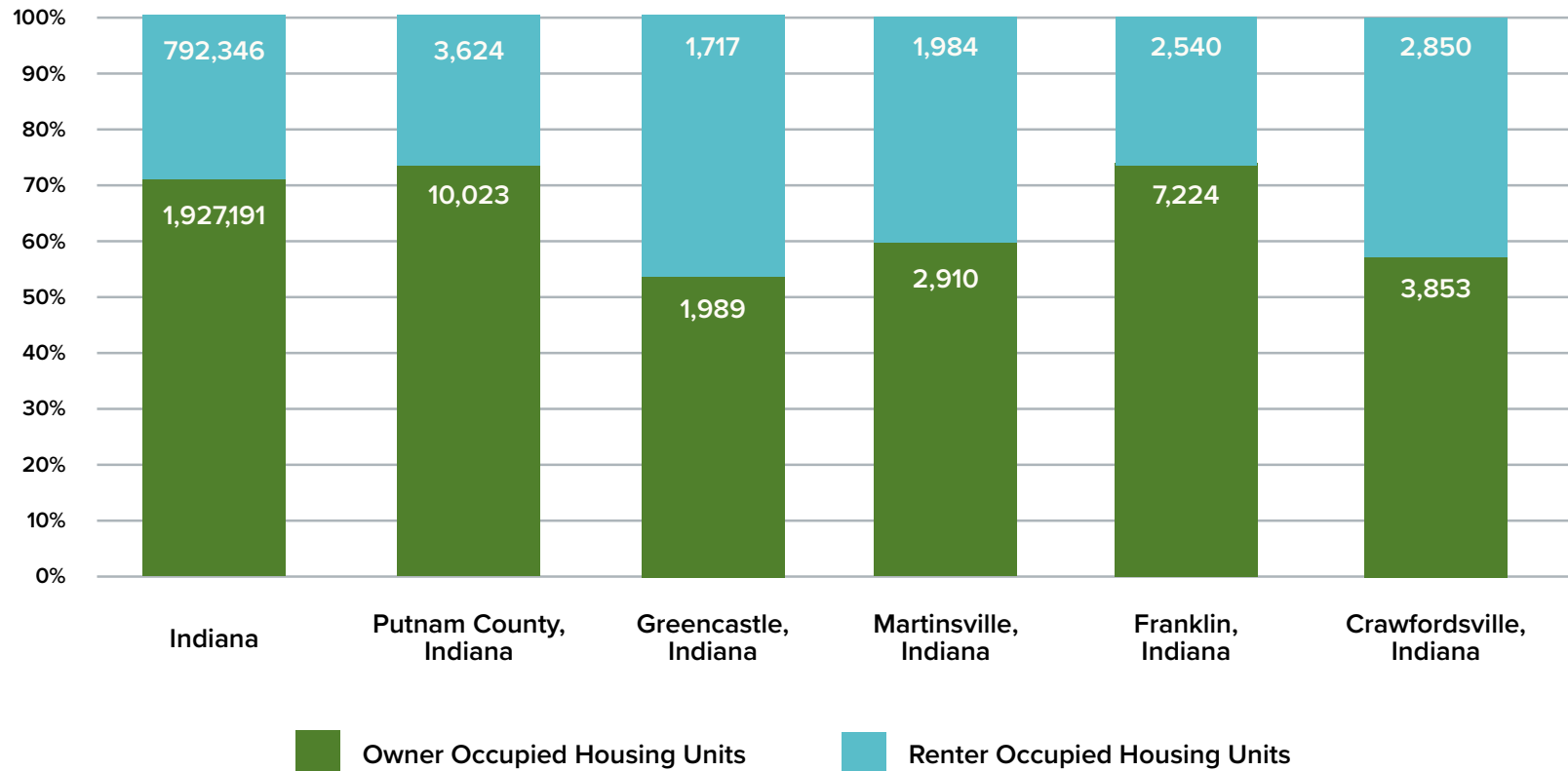
Housing Type (2021)



OCCUPANCY

When a home is owned rather than rented, the occupant may be more likely to stay in the community and have wealth-building opportunities through property ownership. Greencastle has the lowest ownership housing rate of the other geographies analyzed. Indiana and Putnam County have over 70% home ownership, while Greencastle has about 54%.

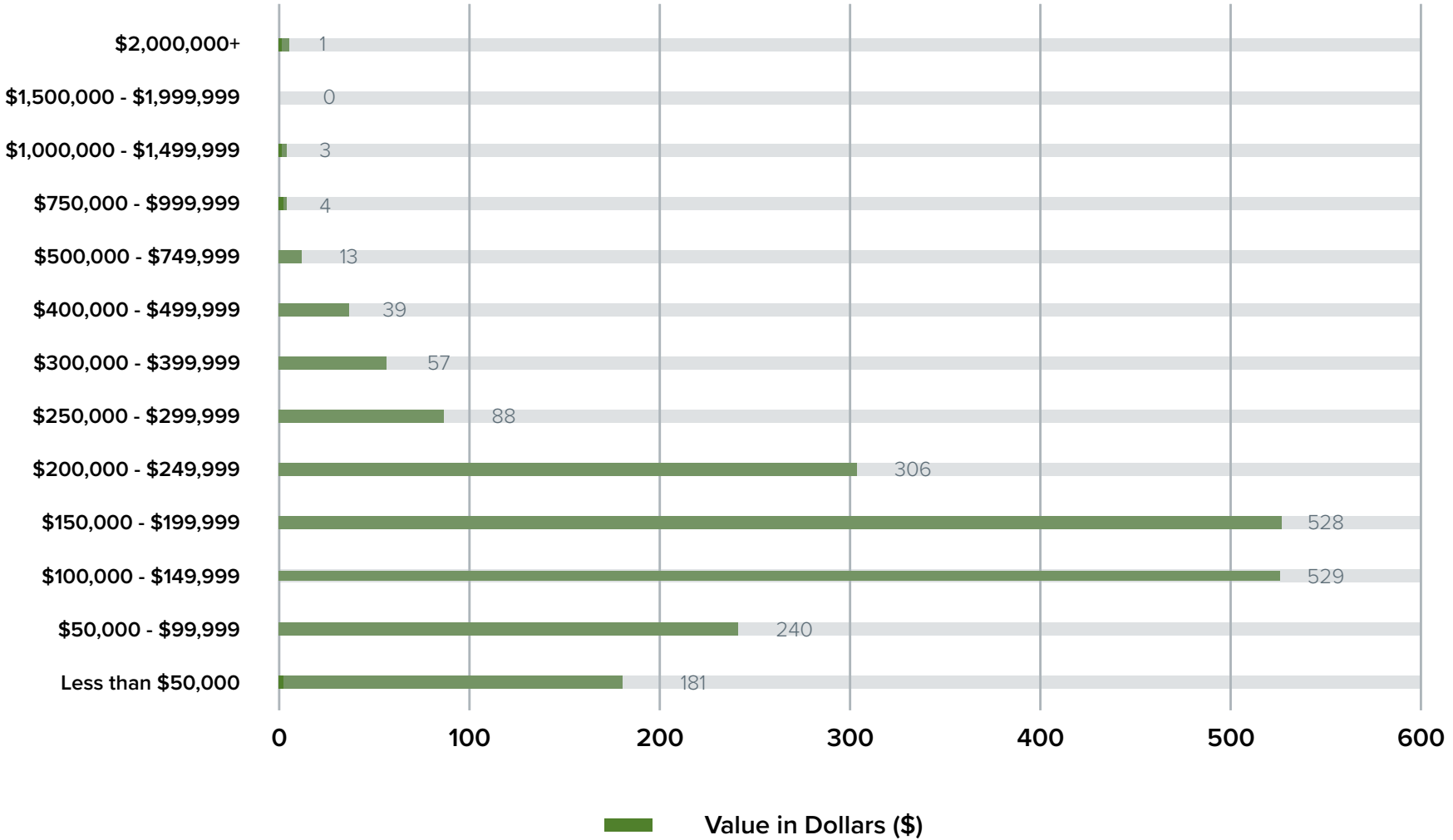
Housing Occupancy (2023)



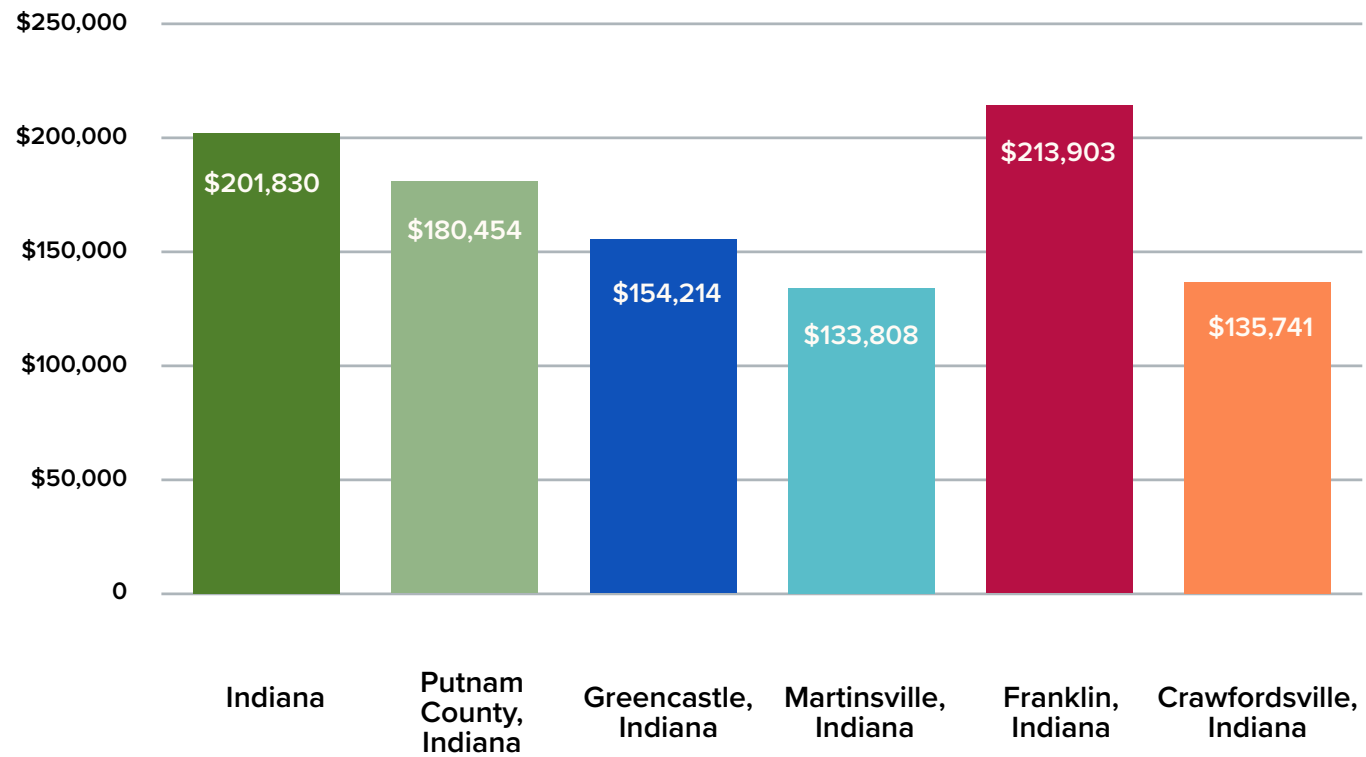
HOME VALUE

Most homes in Greencastle are valued between \$100,000 and \$199,999. The median home value is \$154,214, lower than Indiana’s \$201,830 and Putnam County’s \$180,454. The comparison community with the highest median home value was Franklin, with \$213,903. Having a wide range of home values allows for more opportunities for people of all income levels to own a home within the community.

Home Value (2023)



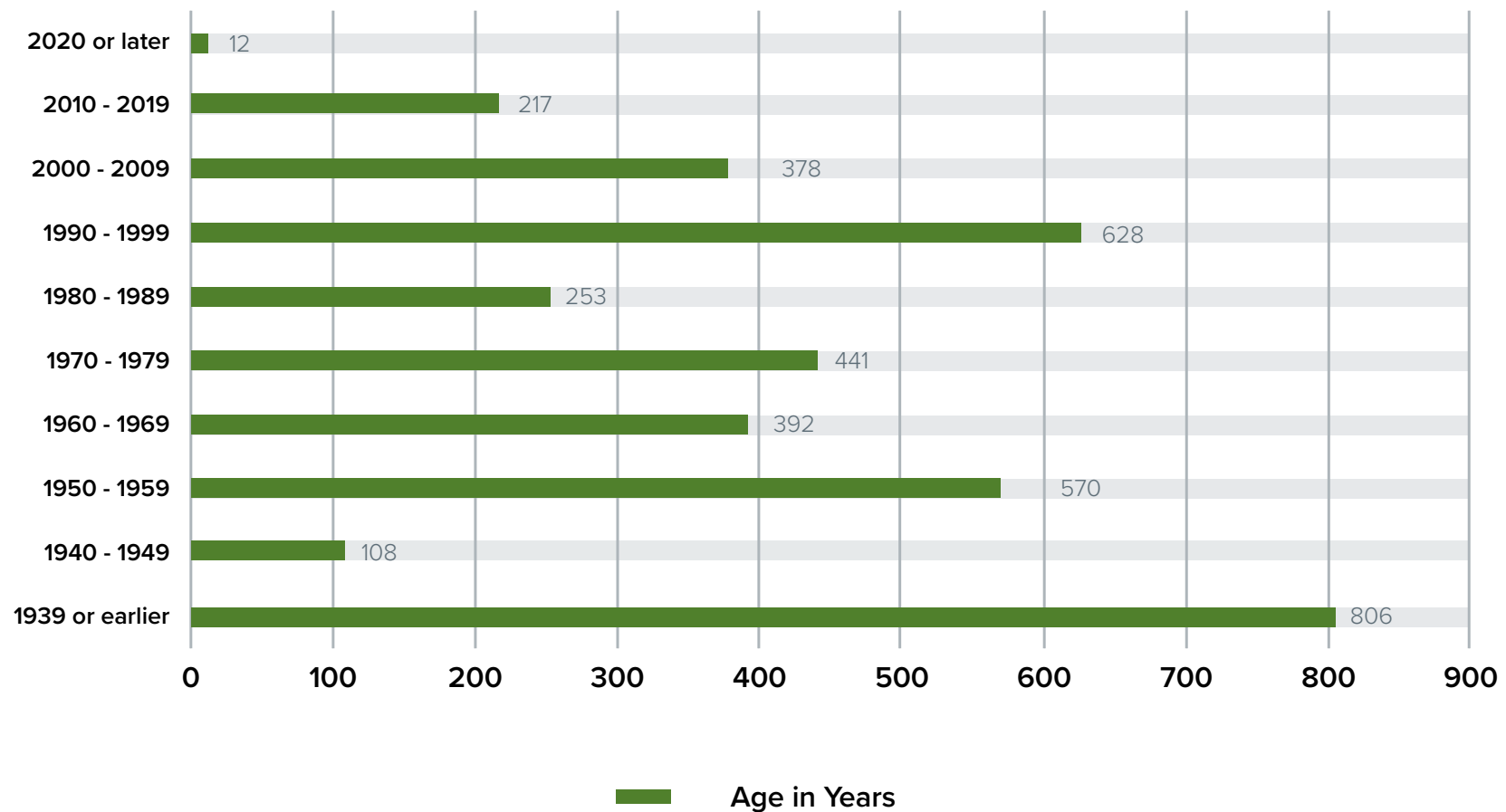
Median Home Value (2023)



AGE OF HOUSING UNITS

The largest cohort of homes were built before 1940. There was an increase in home building in the 1990s and 1950s. As population growth has started to slow for the City, new home construction has also lowered.

Year Housing was Built (2023)





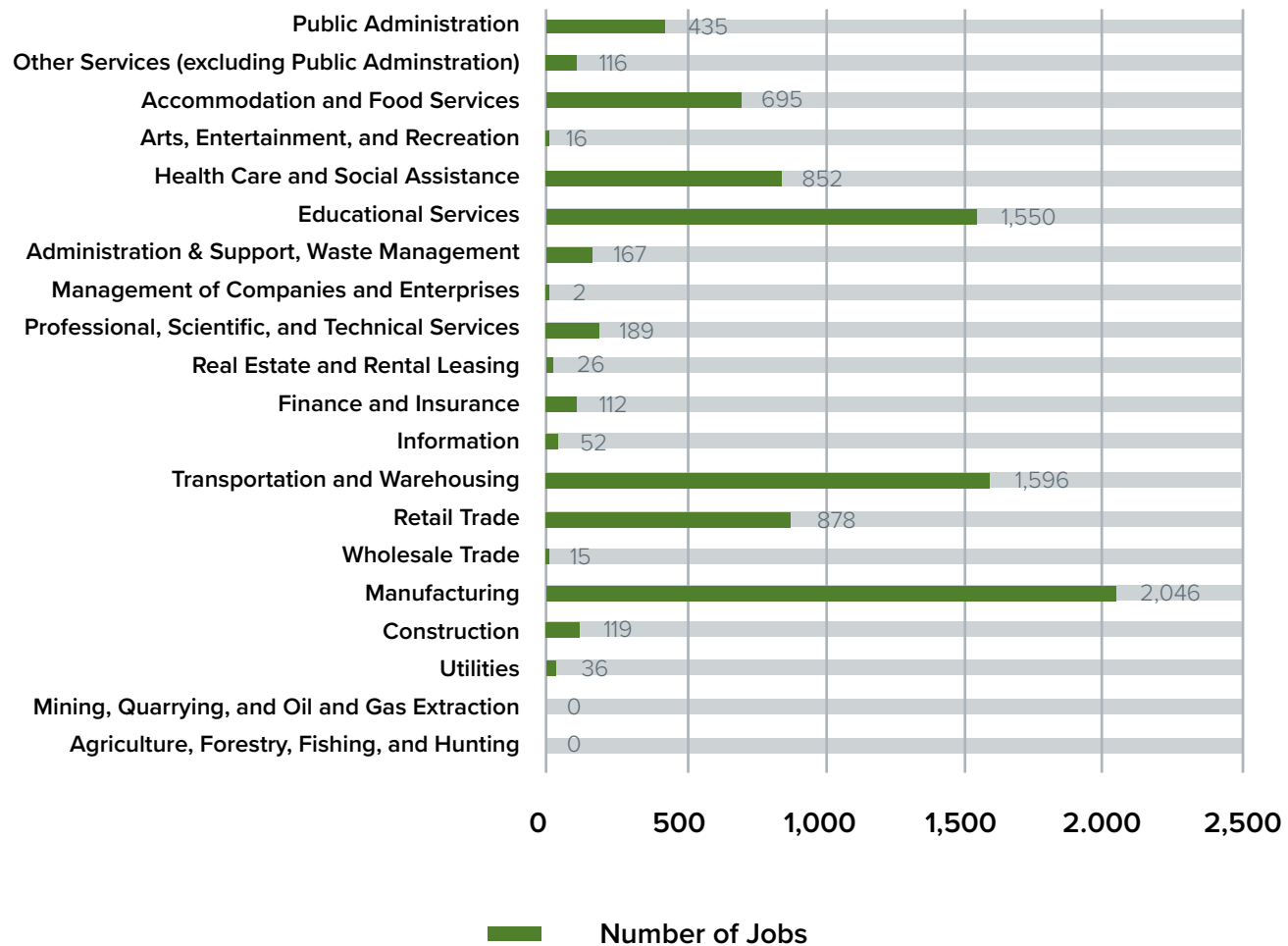


EMPLOYMENT

INDUSTRY

Employees in Greencastle work in three major industries: manufacturing, transportation and warehousing, and educational services. Manufacturing accounts for 23.0% of jobs, transportation and warehousing for 17.9%, and educational services for 17.4%. DePauw University is likely a major employer within the City. Other sectors employing a significant number of people include retail trade, health care and social assistance, and accommodation and food services.

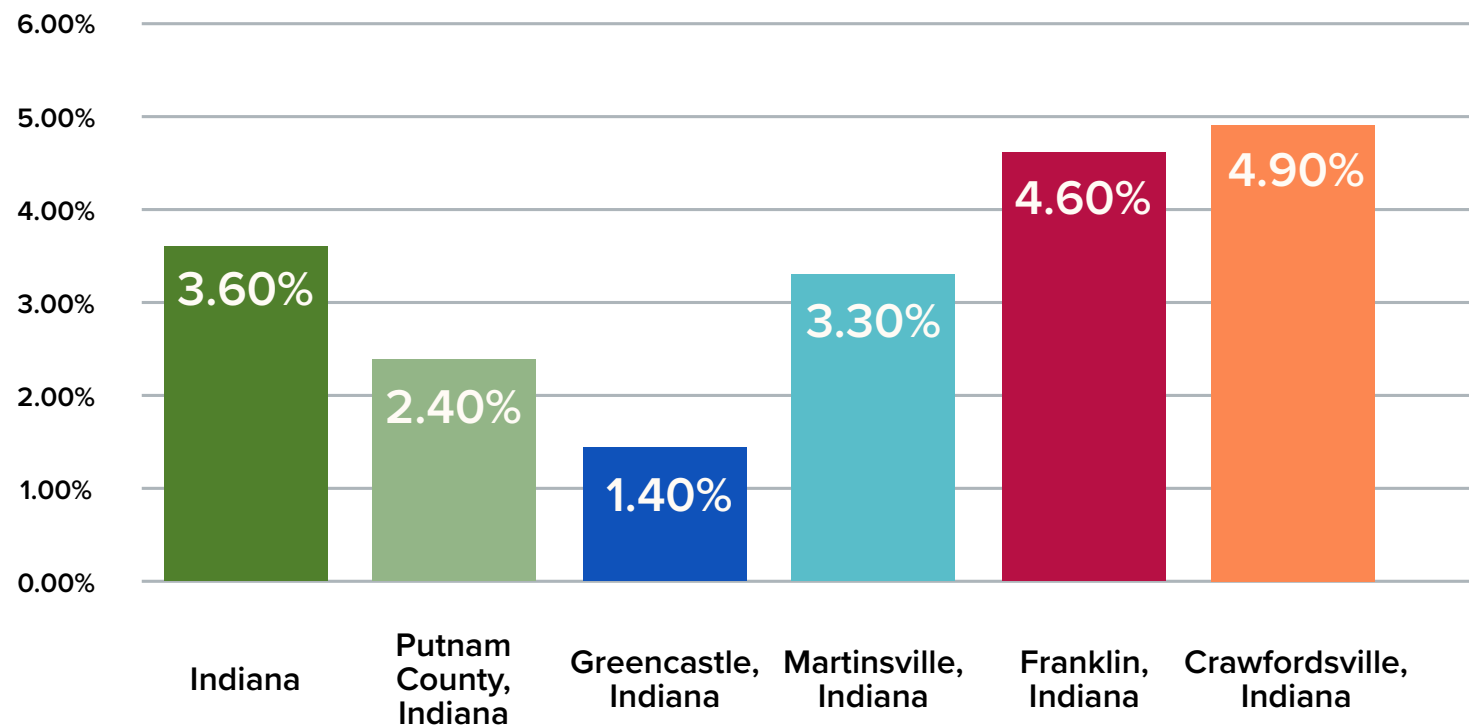
Jobs in Greencastle (2021)



UNEMPLOYMENT

Greencastle has the lowest unemployment rate of the geographies for which data was pulled. Unemployed people make up about 1.4% of the population. Indiana's unemployment rate is higher at 3.6%, and Putnam County's is 2.4%.

Unemployment rate (2023)



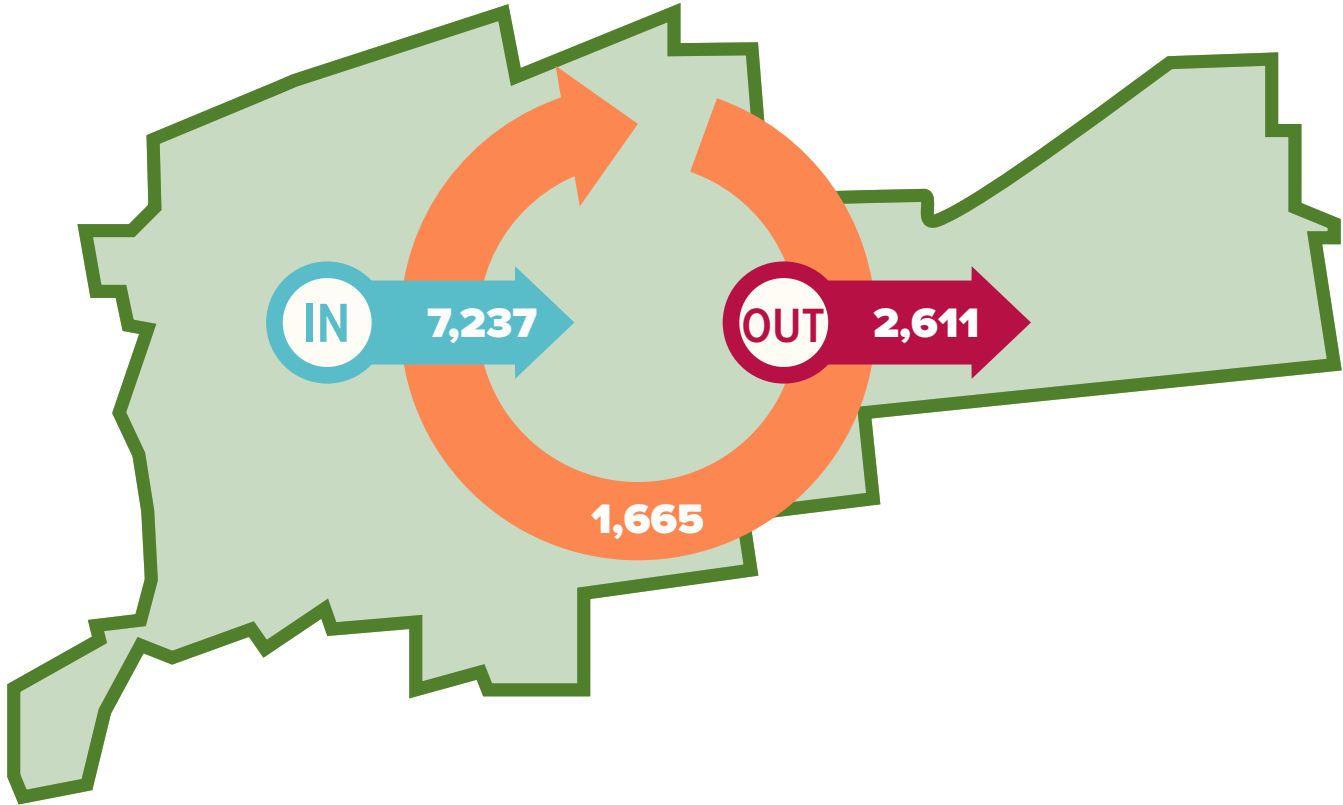
DAYTIME POPULATION

The daytime population represents what the community looks like during the workday. A lower daytime population than the overall population means people leave the community for work each day. A higher daytime population means more people commute into the community than out of it. The daytime population in Greencastle in 2024 was 14,382, meaning that more people were commuting into the City than out.

COMMUTER BEHAVIOR

Considering only people who are employed, each day, 7,237 people who live outside Greencastle commute into the City, 1,665 people who live in Greencastle stay in the City for work, and 2,611 people who live in Greencastle commute out of the City. Data shows that people commuting into Greencastle are coming from all directions, but those commuting out of Greencastle are primarily going directly east to Indianapolis and Plainfield.

Commuter Behavior





Source: Adobe Stock.



ECONOMY AND MARKET

LOCATION QUOTIENT

The location quotient analysis examines how the concentration of industries in Greencastle compares to the State of Indiana and the United States. That comparison helps identify potential industry clusters to aid recruitment efforts.

Location quotient ratios indicate a higher concentration of an employment industry within a given economy in Greencastle than in a larger economy, such as the US. If a local industry's ratio is 1.0 or higher, this local economic sector has a competitive advantage related to these types of businesses. Also, high location quotients can indicate that a local economy has a large workforce trained in these industries, which can be used to attract industry clusters and complementary businesses:

The LQ analysis indicated high concentrations of employment when comparing Greencastle to the State of Indiana and the US in the following categories:

- Agriculture, forestry, fishing and hunting
- Mining, quarrying, and oil and gas extraction (competitive advantage over Indiana)
- Manufacturing
- Retail trade
- Public administration

The other industries were near or below 1.0, showing that Greencastle does not have a high concentration of regional strength in these other industries.

NAICS Category	Greencastle to Indiana	Greencastle to US
Agriculture, forestry, fishing and hunting	1.87	1.08
Mining, quarrying, and oil and gas extraction	1.67	0.46
Utilities	0.55	0.45
Construction	0.83	0.95
Manufacturing	1.60	3.07
Wholesale trade	0.42	0.39
Retail trade	1.32	1.21
Transportation and warehousing	0.26	0.38
Information	1.78	0.87
Finance and insurance	0.75	0.58
Real estate and rental and leasing	0.56	0.45
Professional, scientific, and technical services	0.40	0.29
Management of companies and enterprises	0.13	0.10
Administration & support, waste management, and remediation	0.25	0.26
Educational services	0.99	0.84
Health care and social assistance	0.81	0.83
Arts, entertainment, and recreation	0.37	0.26
Accommodation and food services	0.83	0.77
Other services (excluding public administration)	0.96	0.78
Public administration	2.64	2.00

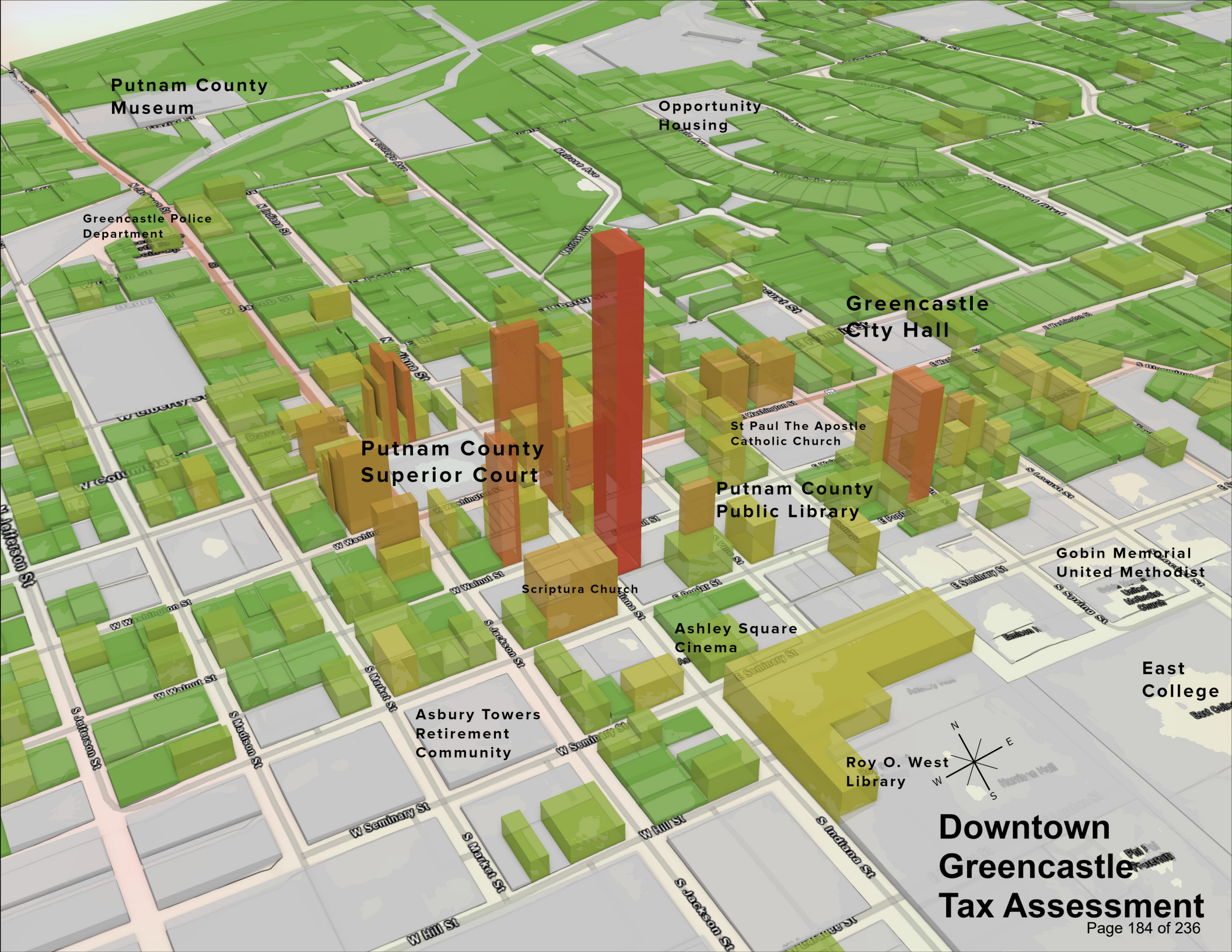
ASSESSED VALUE ANALYSIS

The annual tax revenues received from each parcel within the City were analyzed to determine what land uses produced the highest tax revenues and in what part of the City they are located. The chart below summarizes each land use category's average taxes per 10,000 square feet.

Land Use	Tax revenue per 10,000 square feet
Agricultural	\$12.15
Industrial	\$1,332.25
Commercial	\$3,983.66
Institutional	\$0
Utilities	\$695.86
Single-Dwelling Residential	\$1,171.02
Duplex Residential	\$2,274.87
Triplex Residential	\$3,165.40
Multi-Family Residential	\$5,933.10

The land uses with the highest tax revenues are multi-family residential, commercial, and triplex residential. Residential and institutional land uses are the most prevalent in Greencastle. Since institutional land does not generate tax revenue, it is important that the City consider what types of residential development will be most beneficial. The trend is that higher-density residential development has better tax revenue.

The three-dimensional model depicts each parcel's tax revenue per square foot. Parcels with higher tax revenue per square foot are represented in red and extruded taller, parcels with low tax revenue per square foot are represented in green. Parcels with no to negligible tax revenue per square foot are shown in grey. Commercial properties surrounding the downtown square produce more tax revenue per square foot than surrounding residential or institutional properties. On the east side of the City, the commercial land uses on large parcels do not produce very high tax revenue per square foot. However, the denser residential developments, such as Glenview Village and Autumn Glen Village, produce higher tax revenues per square foot.



Putnam County
Museum

Greencastle Police
Department

Opportunity
Housing

Greencastle
City Hall

Putnam County
Superior Court

St Paul The Apostle
Catholic Church

Putnam County
Public Library

Scriptura Church

Ashley Square
Cinema

Asbury Towers
Retirement
Community

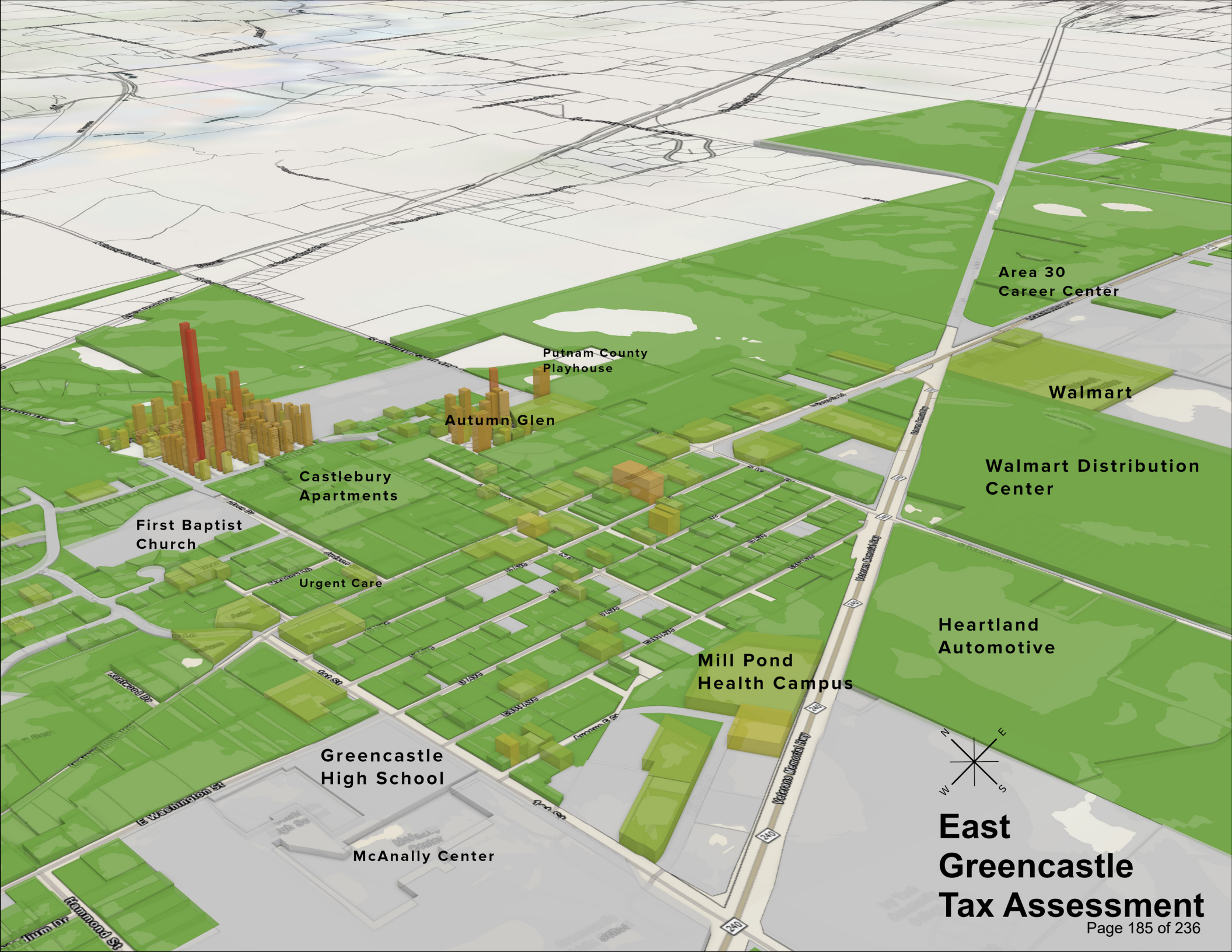
Roy O. West
Library

Gobin Memorial
United Methodist

East
College



**Downtown
Greencastle
Tax Assessment**



Area 30
Career Center

Walmart

Walmart Distribution
Center

Heartland
Automotive

Mill Pond
Health Campus

Greencastle
High School

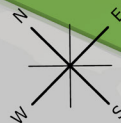
McAnally Center

First Baptist
Church

Castlebury
Apartments

Autumn Glen

Putnam County
Playhouse



East Greencastle Tax Assessment

RETAIL GAP ANALYSIS

A retail gap analysis was conducted for the City. The map below illustrates the three trade areas calculated via drive times from the downtown courthouse square. A retail gap analysis demonstrates current sales and revenue generated locally and how much money “should” be spent based on the local population’s disposable income.

A retail gap analysis helps to:

- Uncover unmet demand and possible opportunities.
- Understand the strengths and weaknesses of the local market area; and,
- Measure the difference between actual and potential retail sales.

“Leakage” and “surplus” are the two categories used in a retail gap analysis.

- Leakage in a local market means that people living in a trade area are spending money outside of that trade area. That indicates that additional disposable income could be captured in the trade area but is being lost or “leaking” to competing shopping districts.
- A surplus in a local market means more money is being invested in developing local businesses and specialty niches than the trade area’s population “should be” spending. A surplus can have multiple meanings:
 - A saturation of the number of businesses that exist in the trade area without enough disposable income to support them all;
 - The trade area is increasing in various retail businesses and services from additional shoppers beyond the residents’ spending power.

TRADE AREAS

The 10-, 20-, and 25-minute drive times from the County Courthouse were chosen for this retail gap analysis.

10-Minute Drive Time: This trade area covers the entire City of Greencastle and immediately surrounding areas to the north, south, and west.

20-Minute Drive Time: This trade area includes Cloverdale and Exits 37 and 41 along I-70 to the south and more of Putnam County.

25-Minute Drive Time: This trade area reaches Brazil to the southwest and Exit 51 along I-70; it also extends into some surrounding counties, including Hendricks, Morgan, Owen, Clay, Parke, and Montgomery.

Legend

-  Greencastle Boundary
-  10 Minutes
-  20 Minutes
-  25 Minutes



0 2.25mi 4.5mi 9mi

Greencastle Retail Gap Map

10-MINUTE DRIVE TIME TRADE AREA

The retail categories within the ten-minute drive time trade area that have the highest leakage are:

- Electronic shopping and mail-order houses
- Non-store retailers
- Motor vehicle and parts dealers
- Clothing and clothing accessories stores
- Full-service restaurants

This information signals that the ten-minute drive-time retail trade area has a higher demand for these services than what is currently being satisfied within the trade area. People travel more than ten minutes to purchase from these retailers.

The category for total retail trade shows a surplus within the trade area. The overall surplus is due to the high surplus in building materials stores, gas stations, and food and beverage stores. Greencastle's retail supply exceeds the nearby demand for these businesses.

20-MINUTE DRIVE TIME TRADE AREA

The five retail categories within the 20-minute drive time trade area with the highest leakage are the same as the 10-minute drive time trade area.

This expansion of the trade area shows that while the extended trade area has included more residents, it has not included a proportional amount of businesses, resulting in higher leakages than the 10-minute drive time trade area. These leakages indicate no significant commercial/retail development surrounding Greencastle.

With the expansion from the 10-minute drive time trade area, the category for total retail trade is now a smaller surplus. Previously surplus categories are now leakage, including food services, restaurants, other eating places, and electronics and appliance stores. These leakages indicate that within the 20-minute drive time trade area, there is increased demand for these services.

25-MINUTE DRIVE TIME TRADE AREA

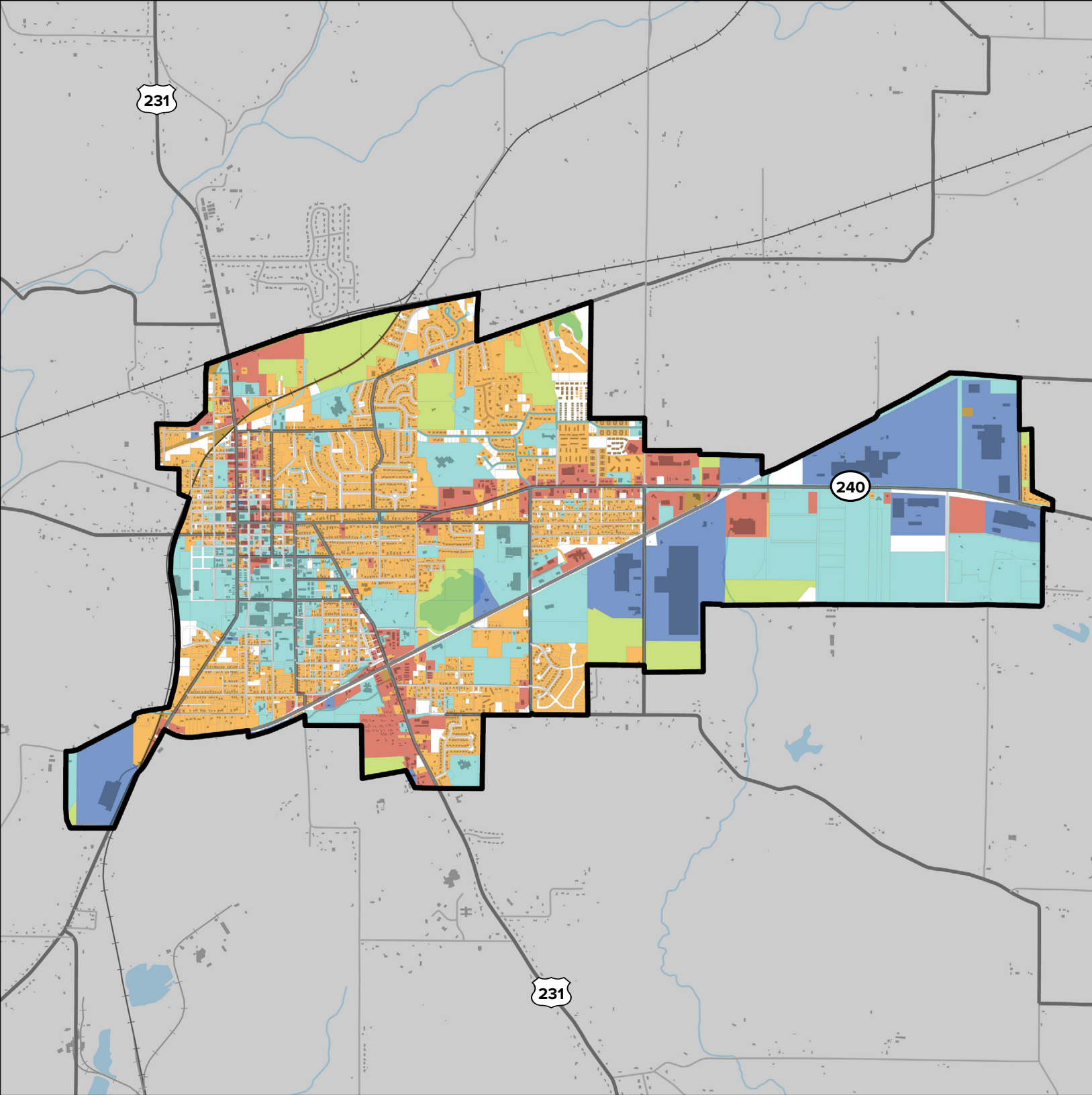
The retail categories within the 25-minute drive time trade area that have the highest leakage are:

- Electronic shopping and mail-order houses
- Motor vehicle and parts dealers
- Non-store retailers
- Total retail trade, including food and drink
- Restaurants and other eating places

When including the 25-minute drive time trade area, total retail trade is a leakage rather than a surplus. This leakage is likely because the largest incorporated place within the 25-minute drive time trade area is Greencastle, which has the most retail options. With the additional population of the trade area but little commercial/retail activity, this can cause significant leakage. Building materials stores and gasoline stations are the highest surpluses in this trade area.

Retail Category	10-Minute Drive Trade Area	20-Minute Drive Trade Area	25-Minute Drive Trade Area
Total retail trade, including food and drink	-73,904,086	-24,023,357	34,279,707
Motor vehicle and parts dealers	9,012,224	40,196,474	67,065,983
Furniture and home furnishings stores	1,731,207	5,184,291	7,606,817
Electronics and appliance stores	-776,142	1,037,391	2,563,278
Building materials and garden equipment and supplies dealers	-59,626,540	-87,168,531	-85,024,991
Food and beverage stores	-10,627,888	-8,902,056	-3,404,539
Health and personal care stores	-6,533,505	-9,536,077	-8,180,764
Gasoline stations	-14,046,291	-24,740,185	-28,104,482
Clothing and clothing accessories stores	5,766,056	12,914,757	16,161,213
Sporting goods, hobby, musical instruments, and bookstores	1,196,923	3,666,549	5,206,634
General merchandise stores	-7,459,834	-1,216,037	4,241,816
Miscellaneous store retailers	-8,773,596	-11,696,639	-11,969,060
Non-store retailers	21,689,276	49,757,698	49,967,166
Electronic shopping and mail-order houses	36,085,139	71,360,778	74,546,065
Food services and drinking places (alcoholic beverages)	-5,455,975	6,479,008	18,150,637
Special food services	-4,025,001	-4,737,375	-3,983,240
Drinking places (alcoholic beverages)	507,976	877,723	1,297,656
Restaurants and other eating places	-1,938,950	10,338,661	20,836,221
Full-service restaurants	2,957,280	10,918,620	16,084,318
Limited-service restaurants	-6,275,691	-2,823,085	1,652,637
Cafeterias, grill buffets, and buffets	-18,892	-114,961	-37,636
Snack and non-alcoholic beverage bars	1,398,352	2,358,087	3,136,903

Surpluses are shown in red. Leakages are shown in black.



Legend

 Greencastle Boundary

Land Use

 Agricultural

 Commercial

 Industrial

 Institutional

 Residential

 Utilities

 Vacant



Greencastle Existing Land Use Map

LAND USE AND DEVELOPMENT

EXISTING LAND USE AND DEVELOPMENT

Land use describes the activity taking place on the land regardless of the zoning district. The land use is determined using the Property Tax Management System Code for each parcel.

LAND USE BY ACREAGE

The two most prominent land uses are residential and institutional, both taking up a little less than 30% of the total acreage of Greencastle. Residential land is scattered throughout the central and western portions of the City. The large percentage of institutional land can be attributed to DePauw University, the Greencastle Community School Corporation, and the Putnam County Regional Airport to the southeast. The next largest land use category is industrial. While there are few industrial lots, the ones present are large. The major industrial operations in Greencastle include the Walmart Distribution Center, Ascena/Knitwell, Chiyoda, Crown Equipment, Heartland Automotive, and Pheonix Closures.

Land Use	Acres	Percentage
Agricultural	312.8	10.3%
Commercial	283.5	9.3%
Industrial	498.7	16.4%
Institutional	869.1	28.7%
Residential	905.7	29.9%
Utilities	30.8	1.0%
Vacant	131.8	4.3%
Total	3032.4	

CHARACTER CLASS DESCRIPTIONS

AGRICULTURAL

The agricultural character class includes farming activities and large-lot single-family residential developments. Other permitted uses include churches, schools, parks, and public utilities. These classes are not usually served by either public water or sewer. Large, wide-open spaces and long distances between neighboring properties define the primary visual character of these areas. Buildings can range from one-story ranch homes to tall structures for storing food products and livestock. Two-lane rural roads usually serve homes with no storm sewer or drainage and ditch.



RESIDENTIAL

The most common character class is residential. Residential land is primarily used for single-dwelling detached development. However, civic uses such as childcare centers, churches, public parks, and schools are also permitted in many cases. Several apartment complexes throughout the city comprise the residential character class as well.



COMMERCIAL

Commercial development takes on two different forms within Greencastle. Downtown commercial development around the courthouse square is primarily small local retail and restaurants or professional offices. These businesses are at more of a pedestrian scale and contribute to the character of the community. General commercial development has occurred more on the east side of the City. It includes Walmart, fast food chains, and other businesses that attract a larger customer base and do not have as significant of an impact on the community's character.





INDUSTRIAL

Industrial development has taken a new shape in recent years. While the industrial character class does encompass the traditional image of industrial land focused on large buildings on big properties explicitly designed to create finished goods from the processing of raw materials, newer industrial development has come to include research and testing facilities, data warehouses, and logistics centers such as the Walmart Distribution Center.



INSTITUTIONAL

The institutional character class includes all civic and public land uses, including schools, government facilities, churches, parks, and similar uses. Many institutional uses are also permitted in residential areas. DePauw University is the largest institutional land use in Greencastle.



UTILITIES

Land used for utilities is important to the city's functionality but often requires additional screening to ensure neighbors are not subjected to unsightly views or other nuisances.

ZONING AND POLICY

ZONING DISTRICTS BY ACREAGE

The majority of land within the Greencastle boundary is zoned for residential purposes. The total combined area of all residential districts is 1,482 acres or 49.4% of land within the City. Industrial-zoned land also accounts for a significant amount at 30.7%. While there are only a handful of industrial developments in the City, they are each relatively large. There is not much agriculturally-zoned land within the City boundary, and most agriculturally-zoned land is directly outside the City.

Zoning	Acres	Percentage
SD1 - Single Family Dwelling	678.8	22.6%
SD2 - Single Family Dwelling	305.4	10.2%
TN - Traditional Neighborhood	357.7	11.9%
XD - Mixed Density Dwelling	62.2	2.1%
MH - Manufactured Home	29	1.0%
MD - Multi-Family Dwelling	49	1.6%
UN - University	133.7	4.5%
PUD - Planned Unit Development	22.1	0.7%
GB1 - General Business	180.7	6.0%
GB2 - General Business	128.7	4.3%
PB - Professional Business	12.7	0.4%
CB - Central Business	27.8	0.9%
LI - Light Industrial	266.4	8.9%
GI - General Industrial	652.1	21.7%
ME - Mineral Extraction	2.7	0.1%
AR - Agricultural Residential	67	2.2%
AG - Agricultural	27.4	0.9%
Total	3003.4	

TIF DISTRICTS

Tax Increment Financing (TIF) is a tool used to create funding for public improvements and public-private partnerships by borrowing against the future increase in property-tax revenues from parcels within the district. When a TIF district is established, its assessed value is determined, and taxes based on that value will continue to be allocated to the appropriate funds. As the assessed value increases over time, the additional tax revenue from that increased value is captured and used for public improvements within the district.

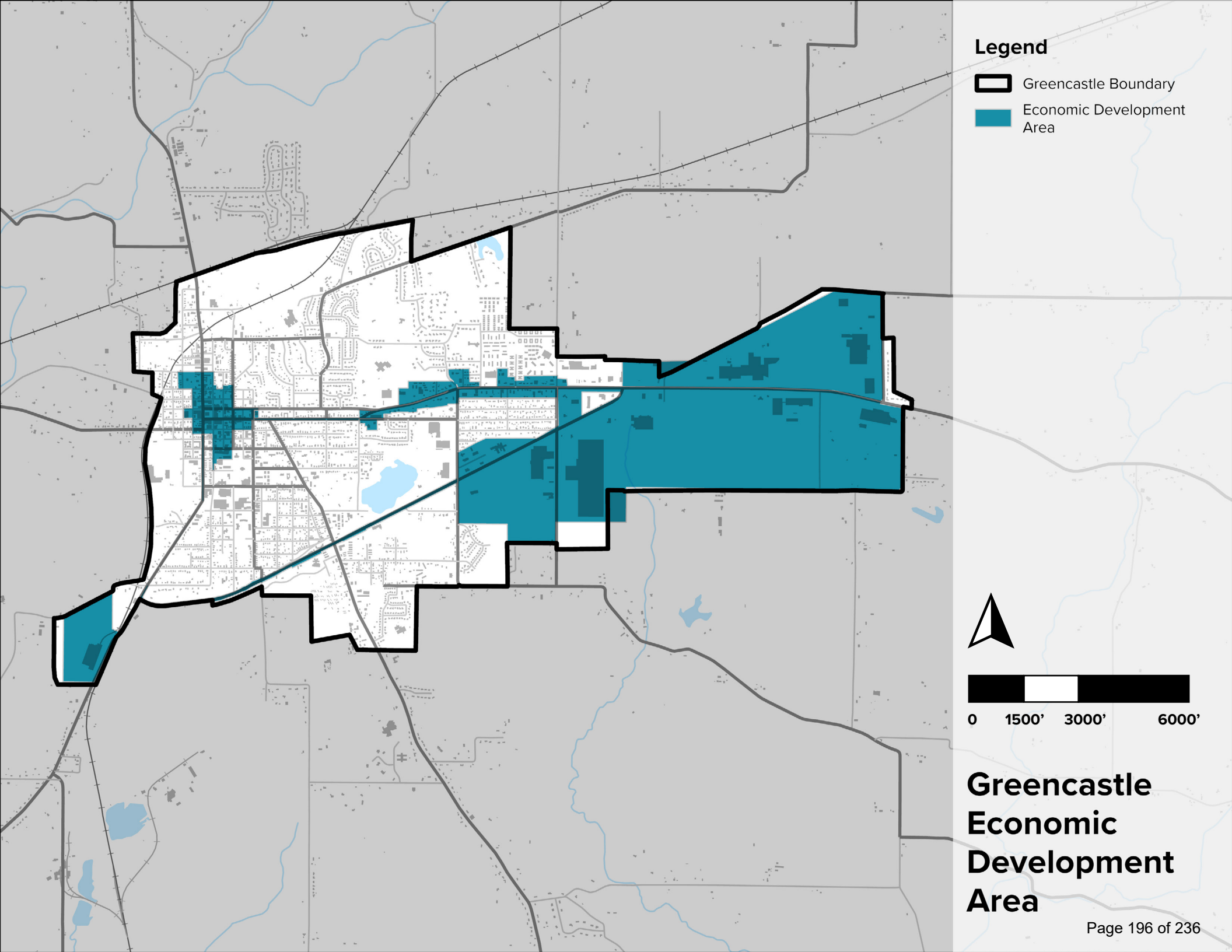
Greencastle has one TIF district that includes parcels spanning the City. The district includes most industrial-zoned parcels on the east side, some downtown parcels, and a large parcel in the southwest. Since establishing the TIF district, a \$167,828,489 increase in value has occurred across all properties.

DEVELOPMENT ACTIVITY

BUILDING PERMITS

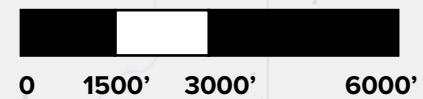
Looking at building permits issued from January 2019 to June 2024, the City has seen much more residential development than commercial development in that five-and-a-half-year period. The year that saw the most residential permits was 2020, with 30 residential permits. Commercial development has been fairly stagnant, with the most permits in one year being only two.

	2019	2020	2021	2022	2023	Jan-Jun 2024
Single-Dwelling and Duplex	5	29	16	3	4	6
Multi-Dwelling	1	1	0	1	1	1
Manufactured Homes	0	0	20	1	0	0
Commercial	1	2	0	2	2	0



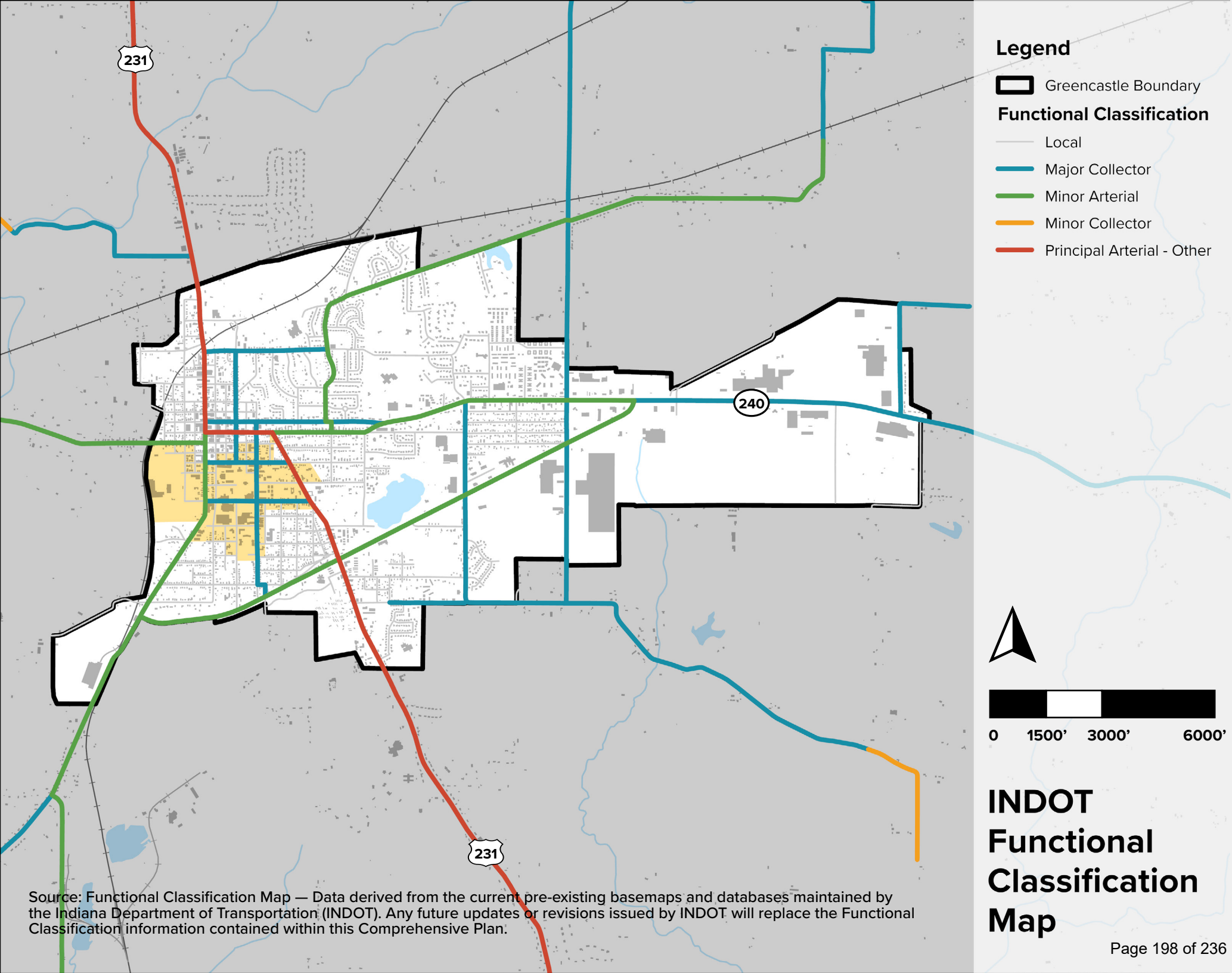
Legend

-  Greencastle Boundary
-  Economic Development Area



**Greencastle
Economic
Development
Area**





TRANSPORTATION

INDOT - ROADWAY CLASSIFICATION

The Indiana Department of Transportation (INDOT) uses the functional classification system to group roadways according to the type of service they are intended to provide. Guidelines are provided by the Federal Highway Administration (FHWA) to classify roadways. For most vehicular trips, the vehicle will progress up to more major road classifications and then back down. A trip will likely begin on a local road and then continue onto a collector, then an arterial, and potentially an interstate; then, as the driver approaches the destination, they may continue onto an arterial, then a collector, and end on a local road. The classification descriptions are based on definitions established by the Indiana Department of Transportation (INDOT).⁷

Interstates

The highest classification, designed to move traffic across states and regions with fully controlled access. There are no interstates that pass through Greencastle. The nearest interstate is I-70, south of Greencastle. I-70 connects Indianapolis to Terre Haute and farther west to St. Louis. Taking I-70 east to Indianapolis connects I-65, I-69, and I-74.

Principal Arterials - Other

Serve major centers of activity and high-traffic corridors, providing mobility for long-distance trips. The one principal arterial road that passes through Greencastle is US 231, providing north-south connectivity to Crawfordsville and Cloverdale. It is shown as “Principal Arterial – Other” on the map.

Minor Arterials

Interconnects with and augments principal arterials, providing higher mobility for shorter trips than principal arterials. The minor arterials are Veterans Memorial Highway, S Jackson Street, W Walnut Street, Indianapolis Road, N Arlington Street, Tacoma Drive, and Albin Pond Road.

Minor Collector

Collects traffic from local roads and channels it to arterial systems, serving both mobility and access. Greencastle does not contain any minor collectors

Major Collector

Collects traffic from local roads in smaller communities and rural areas, feeding into major collectors and arterials. Multiple major collector roads near Downtown Greencastle provide routes into and out of the City.

Local Roads

All roads not classified as arterials or collectors; they offer direct access to properties and are not intended for through traffic.

Local roads provide connections to higher classified roads. The majority of local roads in Greencastle are subdivision roads.

TRAFFIC VOLUMES

The roadway with the highest traffic volumes within the City is the segment of US 231 south of Veterans Memorial Highway, with an average annual daily traffic (AADT) measure of 13,803 vehicles. Another heavily traveled roadway segment is Indianapolis Road between Percy L. Julian Drive and E Washington Street, with an AADT measure of 11,215 vehicles. All other roadways in Greencastle fall below 12,000 AADT.

ANTICIPATED IMPROVEMENTS

As of the writing of this plan, the Indiana Department of Transportation (INDOT) is completing a project through Downtown Greencastle along US 231. The project will encompass full-depth pavement replacement, curb and gutter replacement, ensuring ADA compliance at curb ramps, regrading driveway approaches, replacing sidewalks, and replacing storm sewer inlets. The project's total cost is estimated to be above \$6.3 million.

RAILROADS

Two CSX railroads cross through Greencastle. The CSX St. Louis Line runs along the northern edge of Greencastle's incorporated boundary, crossing N Jackson Street. The CSX Monon Line crosses N Jackson Street, W Walnut Street, and S Jackson Street, traveling along the west edge of the incorporated boundary.

PUBLIC TRANSPORTATION

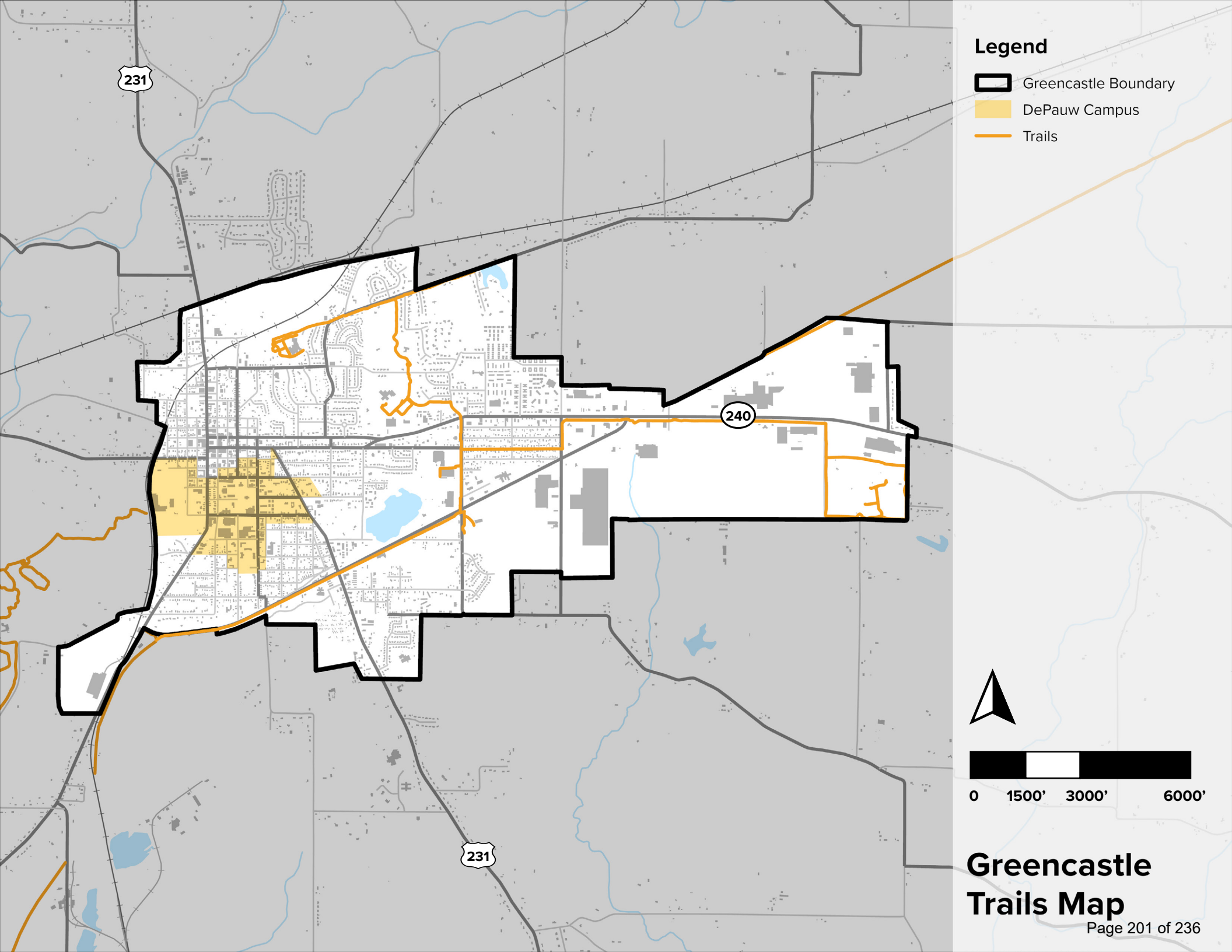
Rural Transit is a service of Area 10 Agency on Aging. The bus is available to everyone and provides service in Lawrence, Monroe, Owen, and Putnam Counties. The Greencastle Express is a fixed route operating Monday through Friday and stopping at locations such as the Beyond Homeless shelter for women, the senior center, the library, Pizza King, Kroger, Walmart, and several apartment complexes. On-demand services are available and must be scheduled ahead of time with a dispatcher.

NON-MOTORIZED TRANSPORTATION

Being home to DePauw University, non-motorized transportation is an important consideration for students who may not have access to a vehicle. Non-motorized transportation is primarily concerned with pedestrian and bicycle connectivity.

TRAILS AND MULTI-USE PATH

The trail network is mainly concentrated in the east portion of the City. Existing trail connections include Big Walnut Sports Park, Greencastle High School and Middle School campus, Deer Meadow Primary School, and Tzouanakis Intermediate School. Another separate trail segment outside Greencastle's municipal boundary connects DePauw's main campus to the DePauw Nature Park. There are no trail connections that improve access to the DePauw Campus or the downtown area.



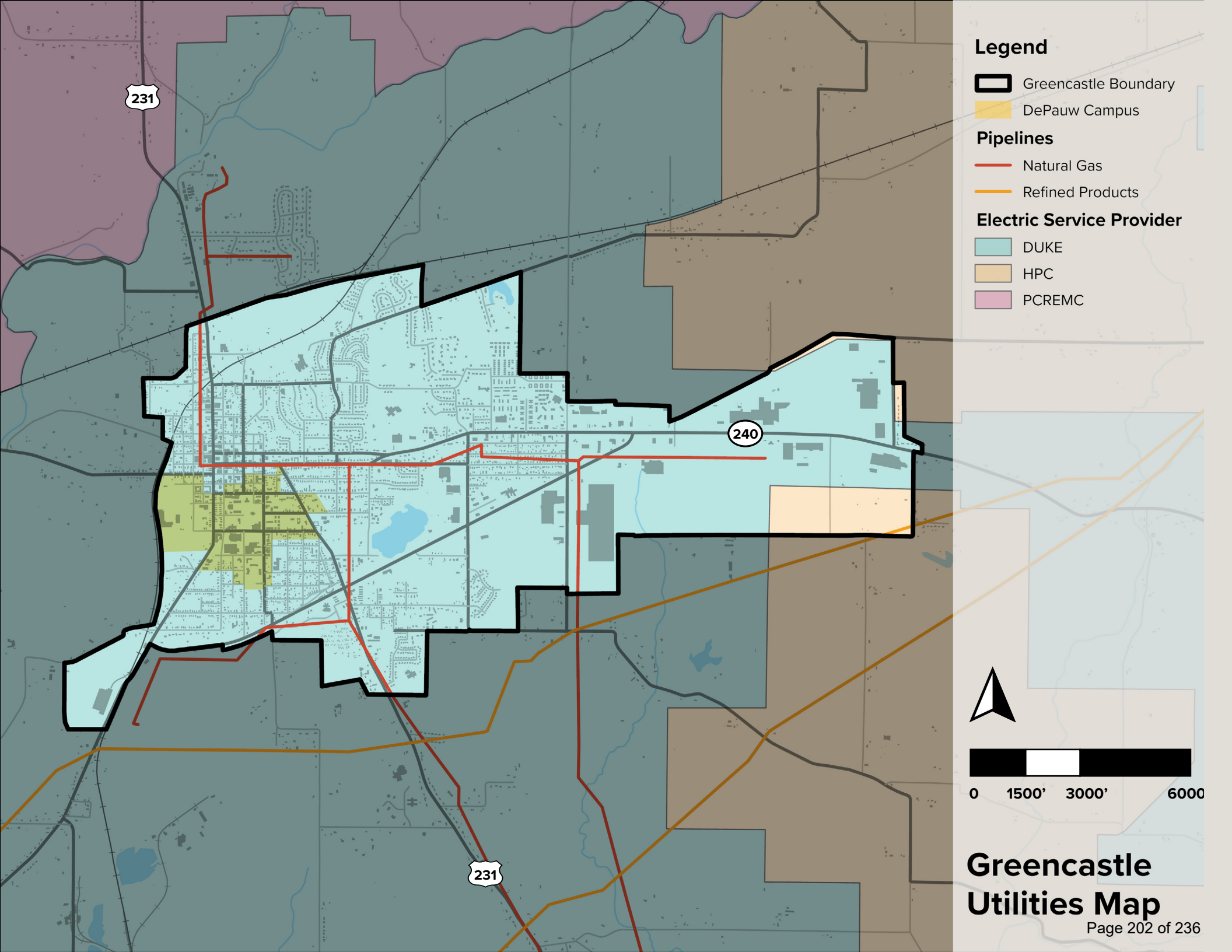
Legend

-  Greencastle Boundary
-  DePauw Campus
-  Trails



0 1500' 3000' 6000'

Greencastle Trails Map



Legend

-  Greencastle Boundary
-  DePauw Campus

Pipelines

-  Natural Gas
-  Refined Products

Electric Service Provider

-  DUKE
-  HPC
-  PCREMC



Greencastle Utilities Map

UTILITIES

NATURAL GAS

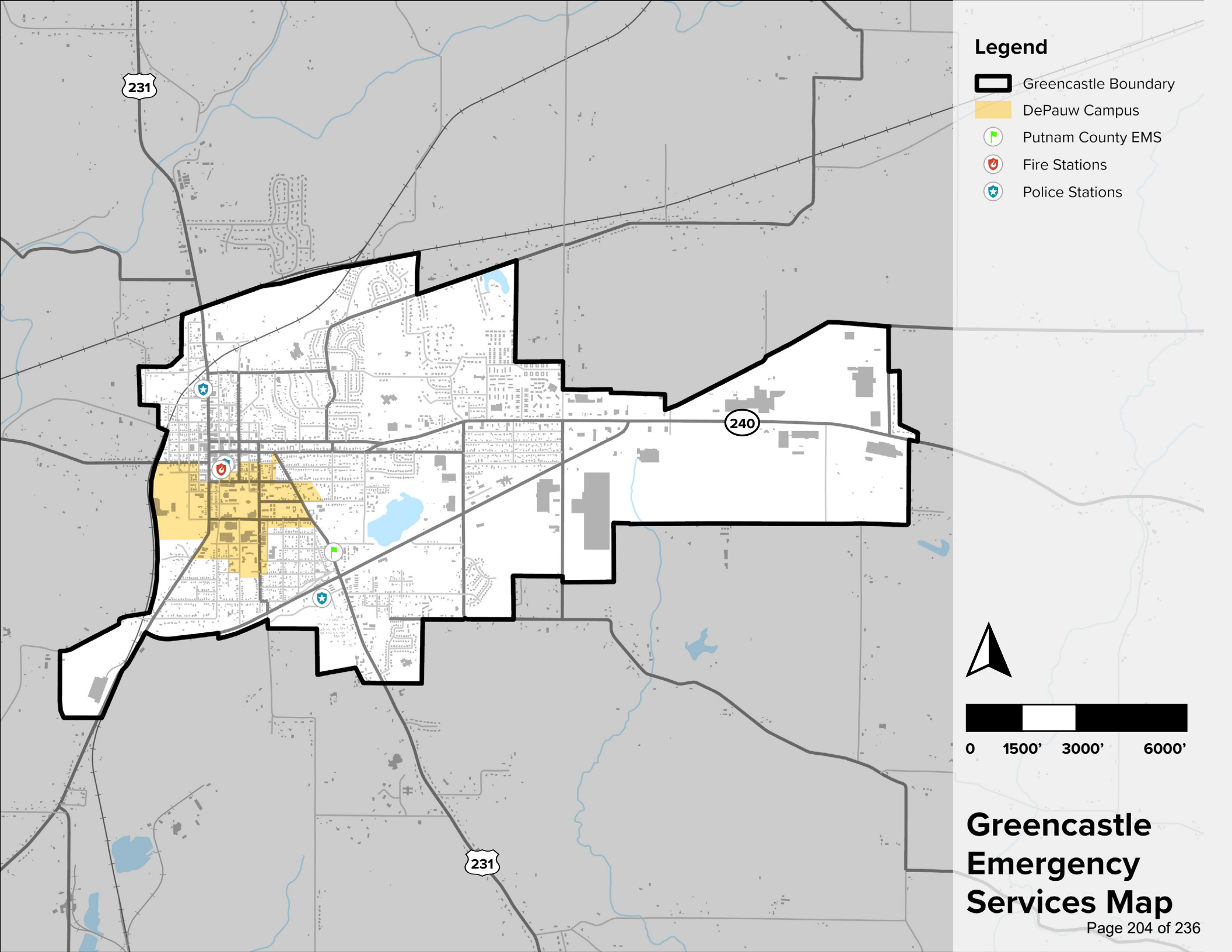
Several natural gas pipeline spurs are laid under the City. These branches extend off a larger pipeline traveling east-west between Bloomington and Terre Haute.

ELECTRIC SERVICE

Duke Energy serves the majority of the City for electricity. Hendricks Power Cooperative services a small portion of the eastern side of the City.

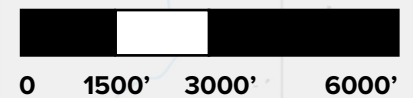
INTERNET AND BROADBAND

The entire area of Greencastle is covered by 5G broadband internet. Some unincorporated Putnam County areas do not have 5G service.



Legend

-  Greencastle Boundary
-  DePauw Campus
-  Putnam County EMS
-  Fire Stations
-  Police Stations



Greencastle Emergency Services Map

EMERGENCY SERVICES

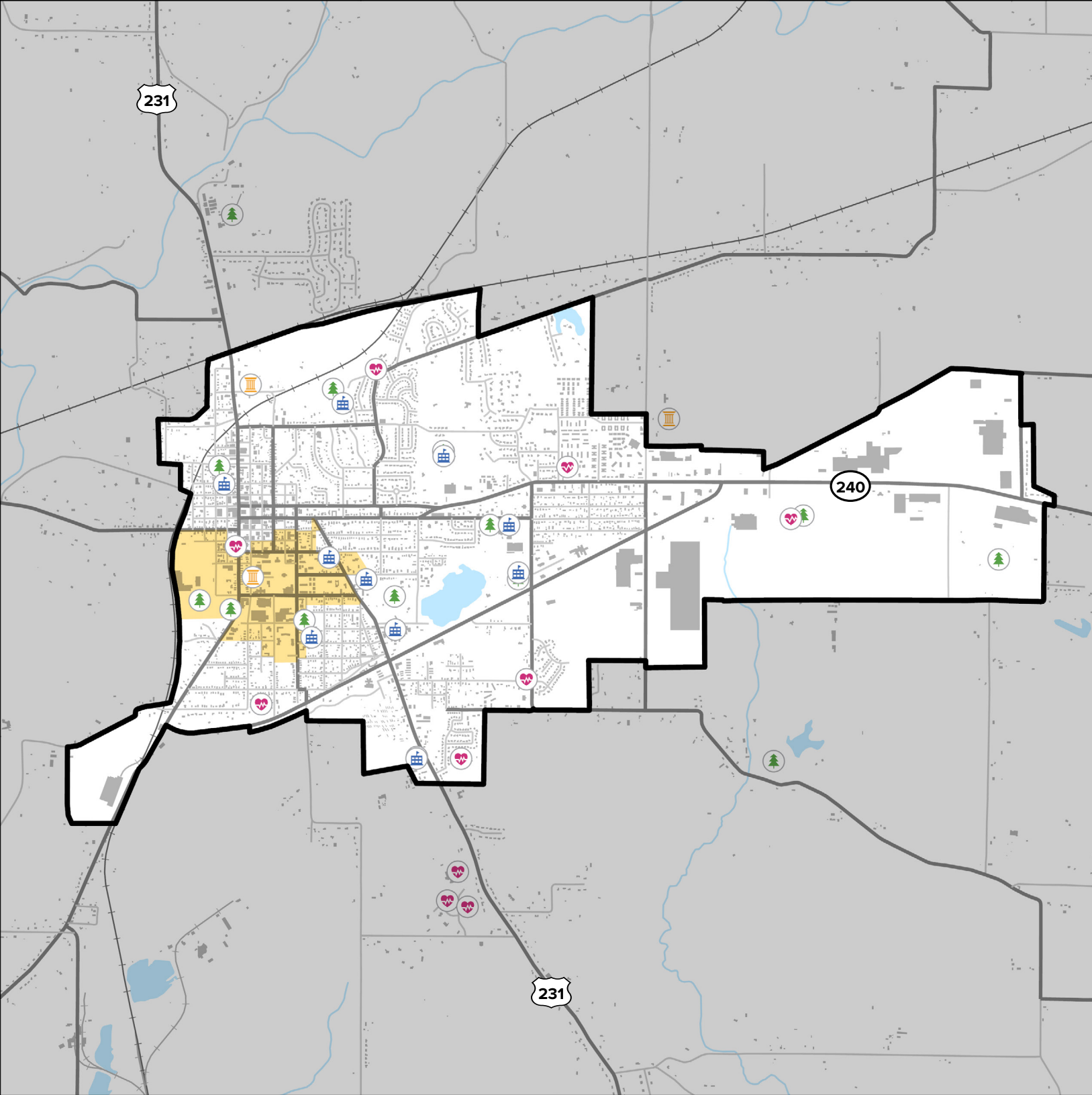
The Greencastle Fire Station and Police Department are located downtown just north of DePauw's campus. To the south, near the intersection of US 231 and Veterans Memorial Highway, is the Putnam County Jail and EMS.

POLICE DEPARTMENT

The Greencastle Police Department has jurisdiction over the entire City. The department oversees a neighborhood crime watch program and a drug takeback program. Other services listed on the police department website include animal control concerns, fingerprinting, VIN inspections, and handgun permits.

FIRE DEPARTMENT

The Greencastle Fire Department was originally a volunteer fire department starting in 1849. Today, the fire department has a reserve division employing 18 reserve firefighters. The department has a fleet of vehicles, including a brush truck, a rescue truck, two support vehicles, a hazmat operations trailer, and a mass decon trailer.



Legend

-  Greencastle Boundary
-  DePauw Campus
-  Schools
-  Museums and Culture
-  Medical Care Facilities
-  Recreational Facilities



Greencastle Community Facilities Map

CIVIC AND COMMUNITY FACILITIES

EDUCATIONAL FACILITIES

DEPAUW UNIVERSITY

DePauw University is a private liberal arts college located south of downtown Greencastle. In 2022, the total enrollment was 1,754 students. The most popular areas of study at DePauw include econometrics and quantitative economics, speech communication and rhetoric, and computer science. The campus covers 175 acres and has 36 buildings. The university emphasizes small class sizes and individualized learning. DePauw plays Division III in athletics, with their main football rival being Wabash College.

IVY TECH COMMUNITY COLLEGE

Ivy Tech Greencastle is part of the Ivy Tech Terre Haute full-service campus. The Terre Haute campus is the main campus for west central Indiana, and Greencastle is a satellite location. Being a satellite location, Ivy Tech Greencastle offers an abbreviated list of academic programs, including accelerated associate degrees, general studies, Indiana College Core, liberal arts, practical nursing, and psychology. Ivy Tech Greencastle is a 33,300 square feet, \$8.6 million campus.

GREENCASTLE COMMUNITY SCHOOL CORPORATION

The Greencastle Community School Corporation contains two primary schools covering grades K-2, an intermediate school for grades 3-5, a middle school for grades 6-8, and a high school for grades 9-12. Greencastle High School partners with DePauw University and Ivy Tech University to offer dual-credit courses to students. There are about 600 students enrolled at the high school. The High School was recently expanded and renovated, with students occupying the newly constructed space at the start of the 2024-2025 academic year.

PARKS AND COMMUNITY FACILITIES

The Greencastle parks system is made up of several parks and trailheads. Robe-Ann Park and Big Walnut Sports Park are the two major parks intended to serve the entire community. These parks offer sports fields, playgrounds, picnic shelters, dog parks, and community events. Robe-Ann Park is 21 acres, and Big Walnut Sports Park is a little over 78 acres. The smaller parks are intended to serve nearby neighborhoods and include Jaycee Park, Maple Berry Park, Micaela Cancilla Park, Ballard Family Park, and Mary Rogers Field Park. The Vandalia Trailhead is a 2-acre park with a picnic and benches along the Vandalia Trail. The People Pathways is a trail project in partnership with Putnam County. The People Pathways span 8.8 miles within City limits and 8.9 miles outside the City. There are also a number of playgrounds at the public schools available for use outside of school hours. The most recent addition is the Putnam County YMCA opened in March 2025. The Y features 59,725 square feet of recreation space and amenities on a 14 acre site. An aquatic center is also underway as a second phase for the site.

PUBLIC LIBRARIES

The Putnam County Public Library is located in downtown Greencastle. The library was originally built as a gift from the Carnegie Foundation and acquired by Putnam County when the Greencastle and Putnam County Library Boards Merged. The library has since been expanded better to serve the nearby Greencastle and the County residents. The library provides technology, legal services, community meeting spaces, and media for rental.

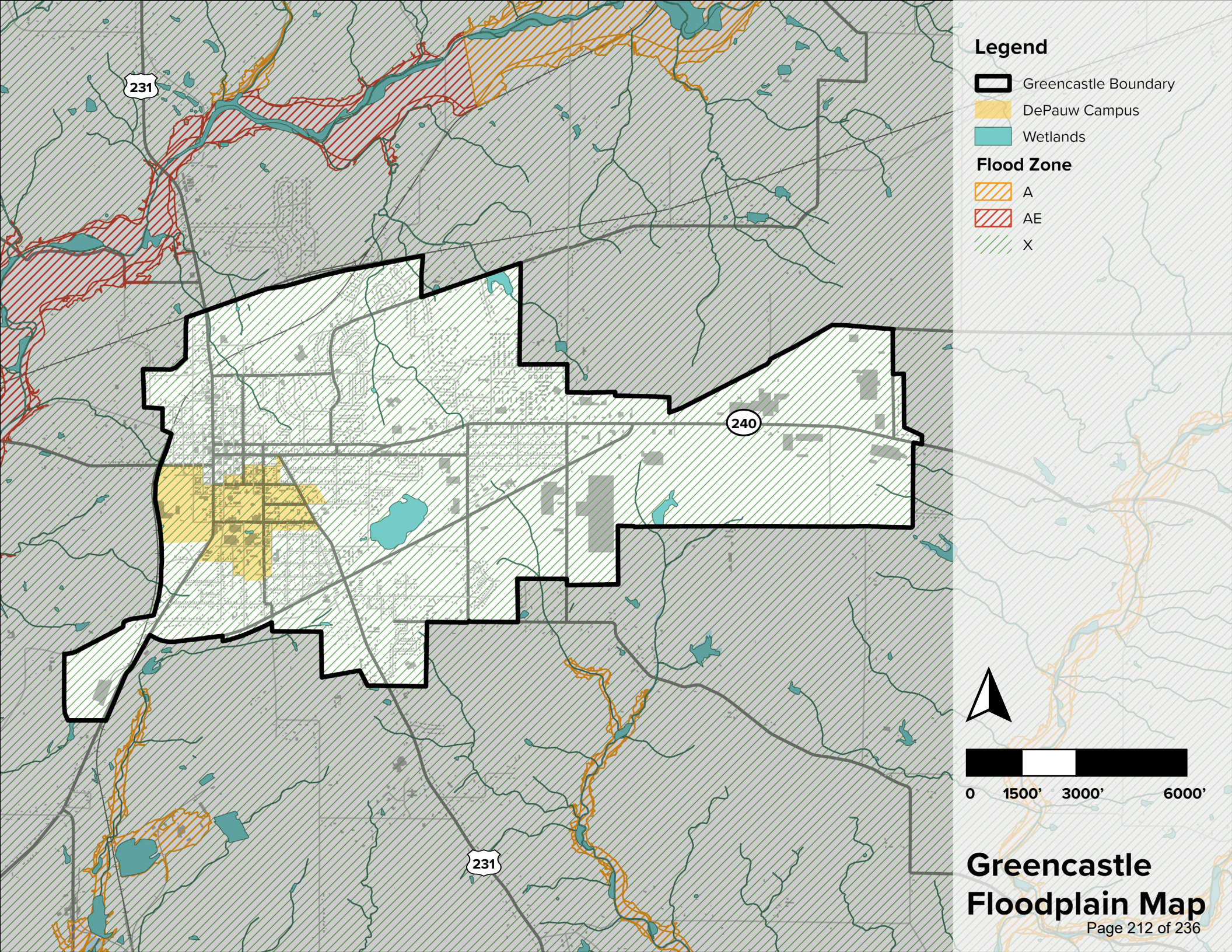




Image: City of Greencastle Facebook Page.

FOUNDATION AND HISTORY

Greencastle was founded in 1821 by Ephraim Dukes. Dukes named the settlement after his hometown, Greencastle, PA. On March 9, 1849, Greencastle became an incorporated town. On July 8, 1861, Greencastle earned the designation of a city. The City ultimately became the County Seat for Putnam County.



Legend

- Greencastle Boundary
- DePauw Campus
- Wetlands

Flood Zone

- A
- AE
- X



Greencastle Floodplain Map

ENVIRONMENTAL CONDITIONS

WATERWAYS

While no major waterways travel through Greencastle's incorporated boundary, Big Walnut Creek flows just north of the City. The creek ultimately flows into the Eel River and then into the Wabash River.

FLOODPLAIN

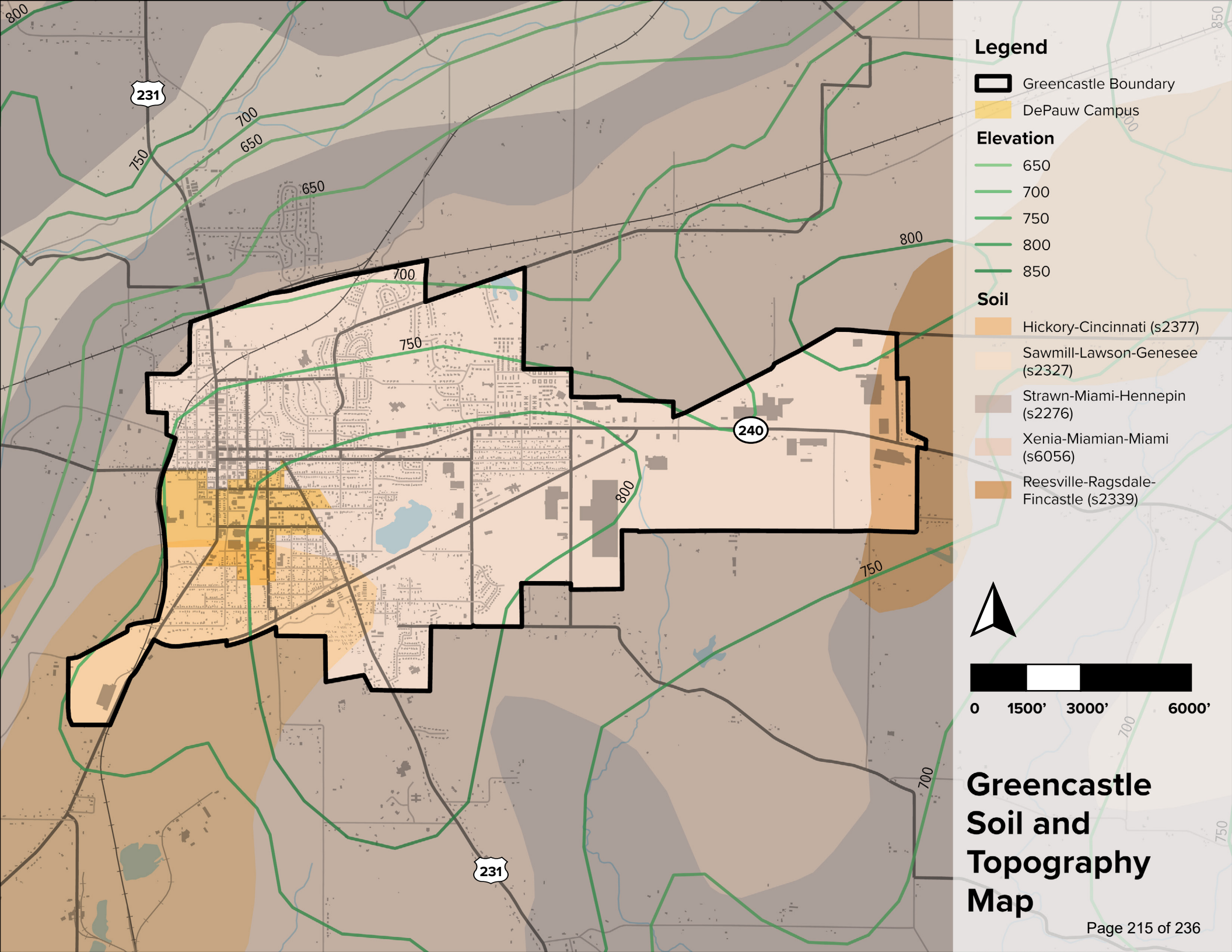
There are no floodplain areas, as determined by FEMA, within Greencastle's incorporated boundaries. Big Walnut Creek creates floodplains to the north, and the Dweese Branch and Owl Branch create floodplains to the south.

TOPOGRAPHY AND SLOPE

Greencastle has relatively little elevation change throughout the City, and the topography does not seem to impede development.

SOIL

The predominant soil type in Greencastle is the Xenia-Miamian-Miami soil type. According to the United States Department of Agriculture, Xenia soils are commonly cultivated. Corn, soybeans, small grains, and hay are the common crops, with oak, hickory, and maple forests being the dominant vegetation.



Legend

-  Greencastle Boundary
-  DePauw Campus

Elevation

-  650
-  700
-  750
-  800
-  850

Soil

-  Hickory-Cincinnati (s2377)
-  Sawmill-Lawson-Genesee (s2327)
-  Strawn-Miami-Hennepin (s2276)
-  Xenia-Miamian-Miami (s6056)
-  Reesville-Ragsdale-Fincastle (s2339)



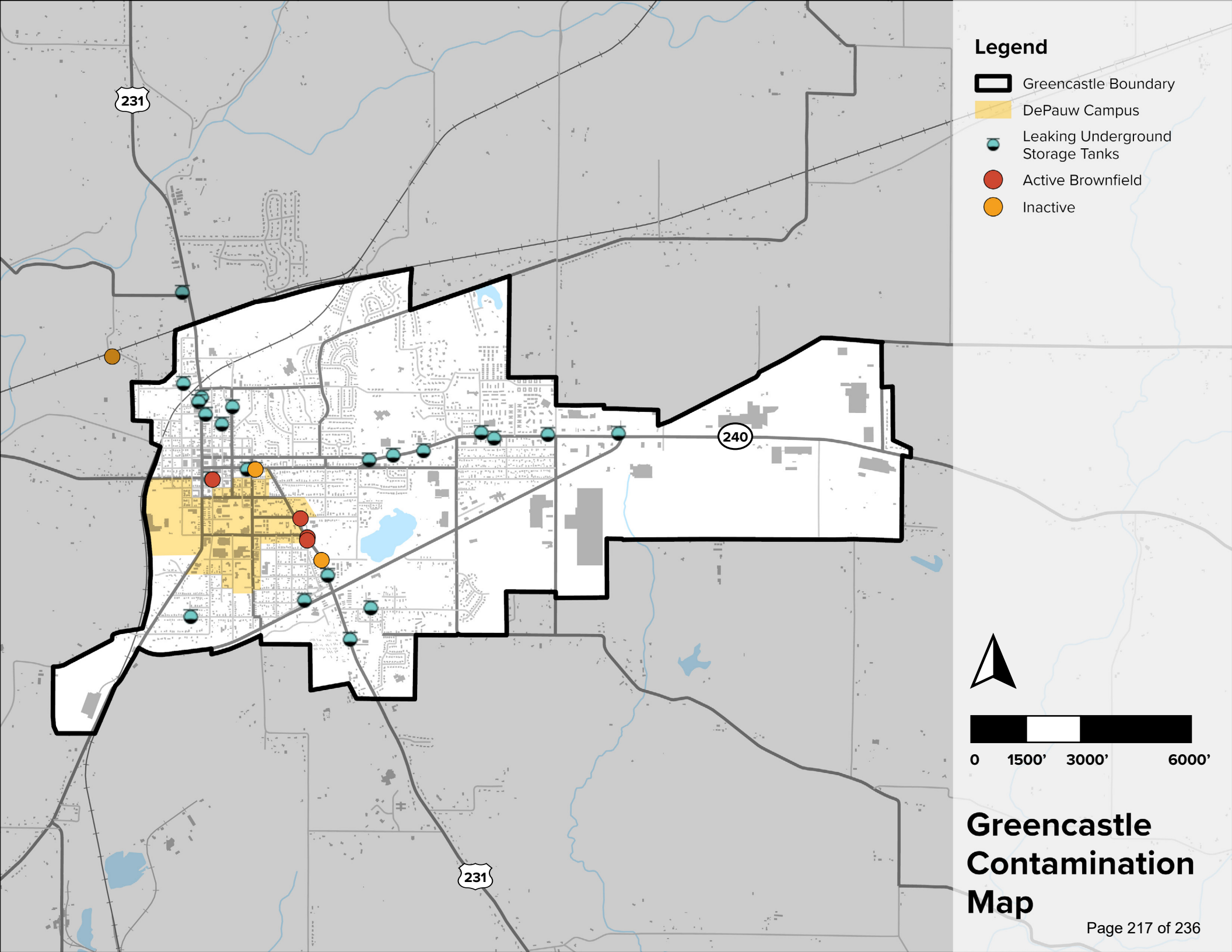
**Greencastle
Soil and
Topography
Map**

CONTAMINATION

Four active brownfield sites are on file with the state of Indiana in Greencastle. Three sites are along US 231, and one is located in the downtown. Additionally, there are a couple of inactive brownfields. The state of Indiana also records all leaking underground storage tanks, and it appears that there are several leaking tanks along the major corridors in Greencastle.

CLEANUP SITES

There are no Superfund sites in Greencastle. A few sites were formerly gas stations that have an undetermined level of contamination. However, no sites with contamination are significant enough to prevent any development.



Legend

-  Greencastle Boundary
-  DePauw Campus
-  Leaking Underground Storage Tanks
-  Active Brownfield
-  Inactive



0 1500' 3000' 6000'

Greencastle Contamination Map



How do we help people feel "challenged" in their work?

1. Through space design

2. Through creating the "secret" space where people can go to think, work, and relax

3. Why did you choose to go death scene in WH's HCL? What was that like?

4. Does the grief feel like these types of issues, has someone ever felt like this?

5. Why does this come to the mind of people?

6. How do we help people feel "challenged" in their work?

7. Why need to change organization?

8. How do we find what matters most to create change in people?

9. Benefits/Hermes why is it so difficult to get info from our benefits providers? What's the truth?

10. What was the issue?

PUBLIC INPUT

STAKEHOLDER SESSIONS

The consultant team met with seven groups of individuals considered leaders within the community to discuss the goals of the comprehensive plan and unified development ordinance as they relate to each group's specific expertise. The following stakeholder groups were consulted:

- Realtors
- Local business owners
- Senior community members
- Non-profit organizations
- Industrial businesses
- Medical care providers
- City employees and board members

PUBLIC ENGAGEMENT

The consultant team set up a booth with interactive boards and promotional materials at the open house for the Greencastle High School expansion/renovation on July 30, 2024, and at the Greencastle High School home football game on October 11, 2024, to get initial thoughts from community members on where the plan and UDO should focus.

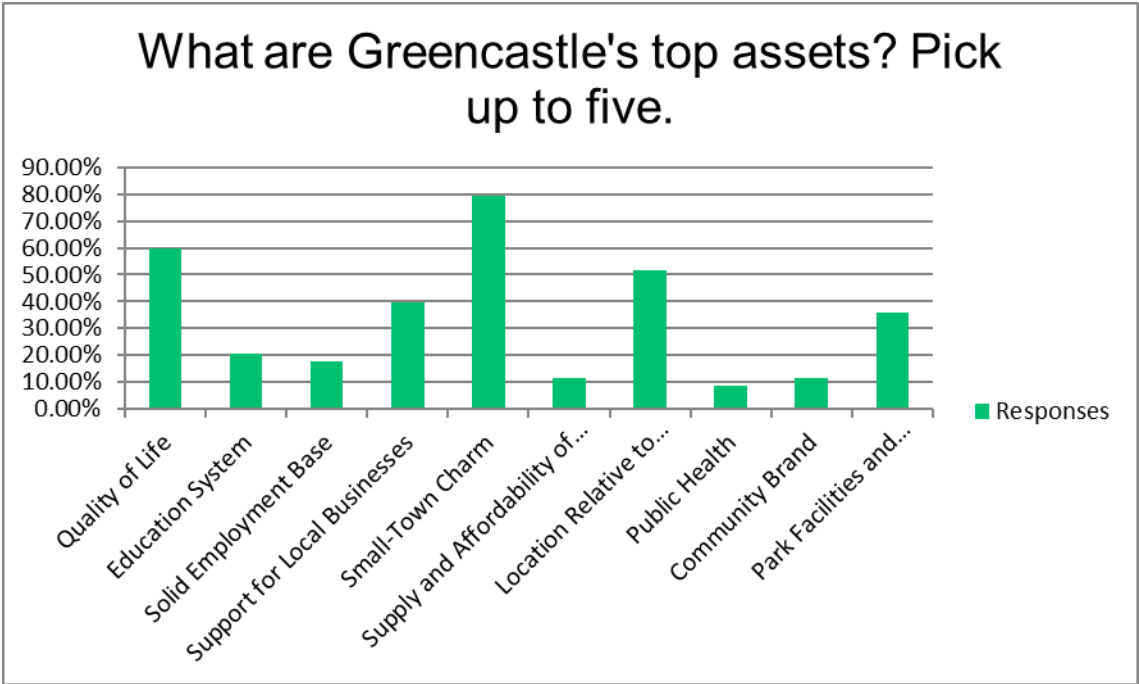


CONCLUSION

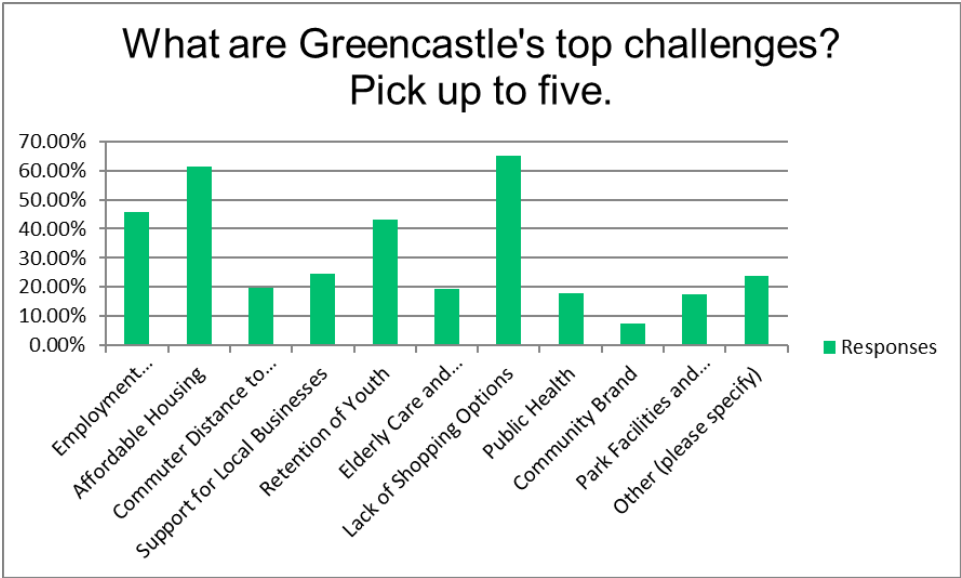
The information in this report is analyzed to search for trends and discrepancies that might alert the City to current or future challenges that can be proactively addressed in the updated comprehensive plan and subsequent unified development ordinance. Considering the demographic, housing, economic, and geographical data within the context will lay the foundation for the recommendations and strategies in the comprehensive plan. This information is presented to City staff and the comprehensive plan steering committee, and from there, the group will collaborate with the planning team to determine improvement priorities and develop a future land use map.

APPENDIX B: ONLINE SURVEY RESULTS

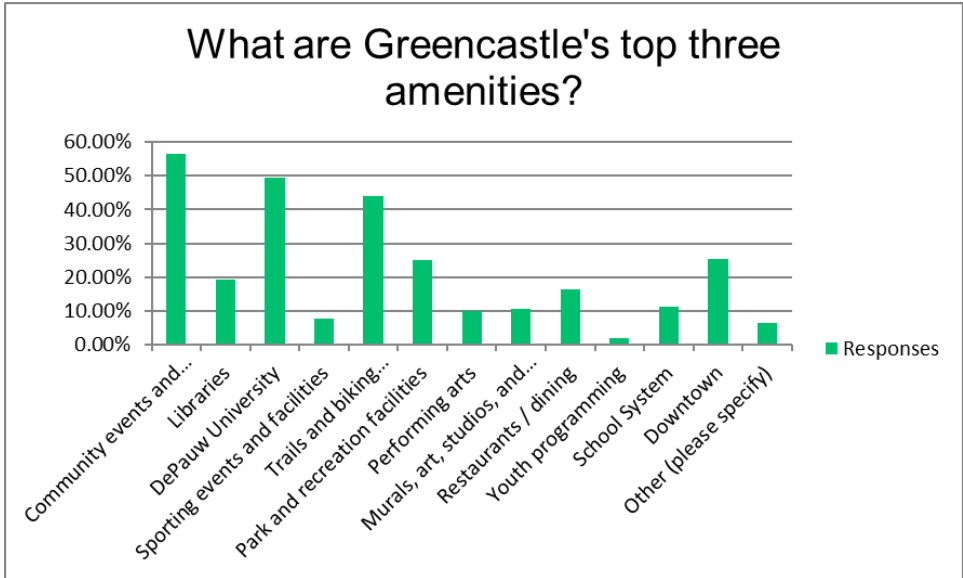
**QUESTION 1: WHAT ARE GREENCASTLE’S TOP ASSETS?
PICK UP TO FIVE.**



QUESTION 2: WHAT ARE GREENCASTLE’S TOP CHALLENGES? PICK UP TO FIVE.



QUESTION 3: WHAT ARE GREENCASTLE’S TOP THREE AMENITIES?



QUESTION 4: WHEN YOU TELL SOMEONE ABOUT GREENCASTLE, WHAT DO YOU TELL THEM?

Answered 488

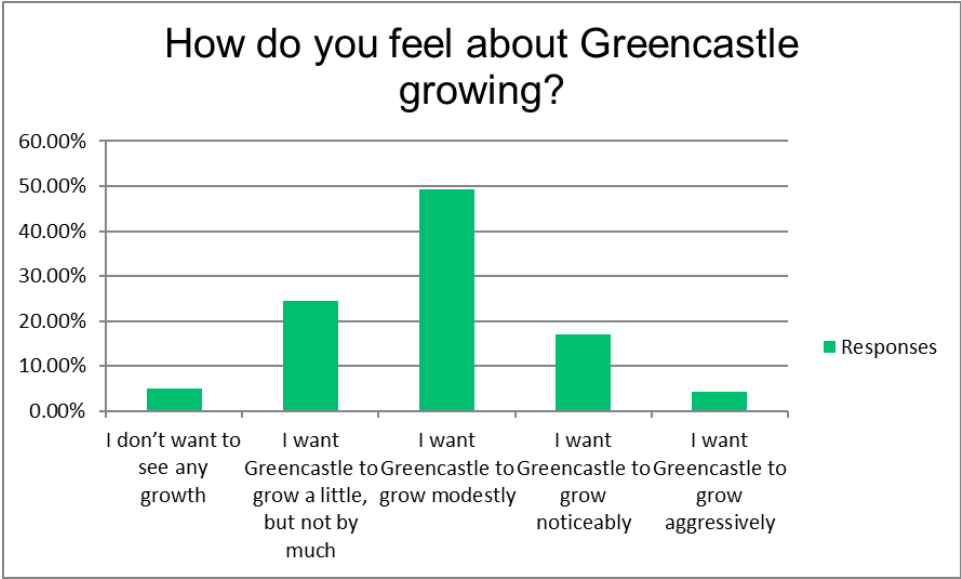
QUESTION 5: WHAT IS YOUR FAVORITE THING ABOUT LIVING IN GREENCASTLE?

Answered 488

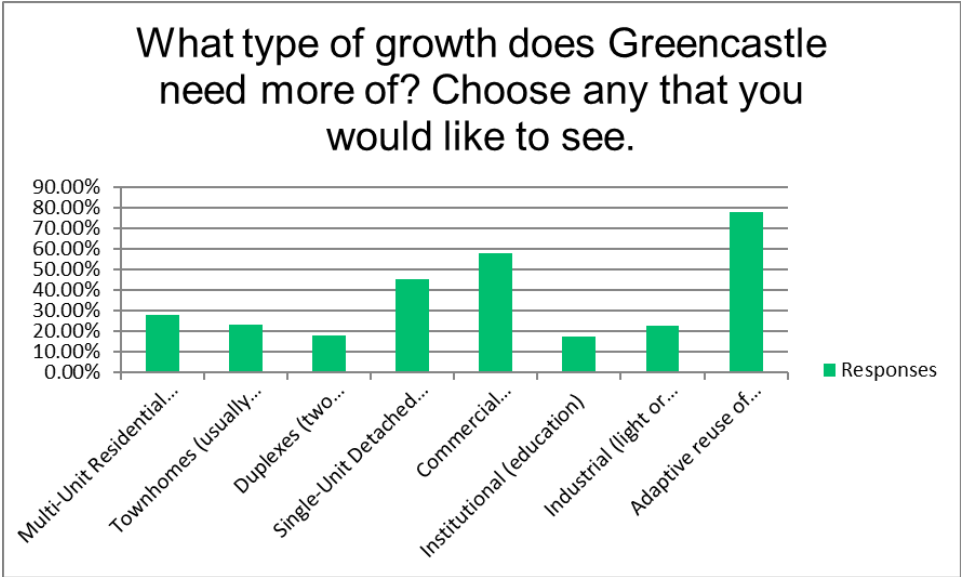
QUESTION 6: IF YOU COULD CHANGE ONE THING ABOUT GREENCASTLE, WHAT CHANGE WOULD YOU MAKE FIRST?

Answered 488

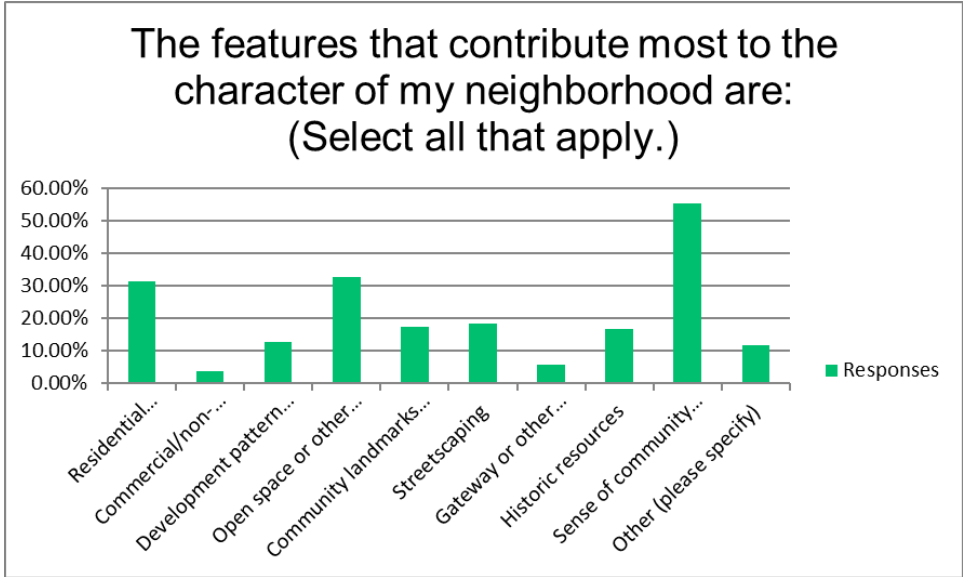
QUESTION 7: HOW DO YOU FEEL ABOUT GREENCASTLE GROWING?



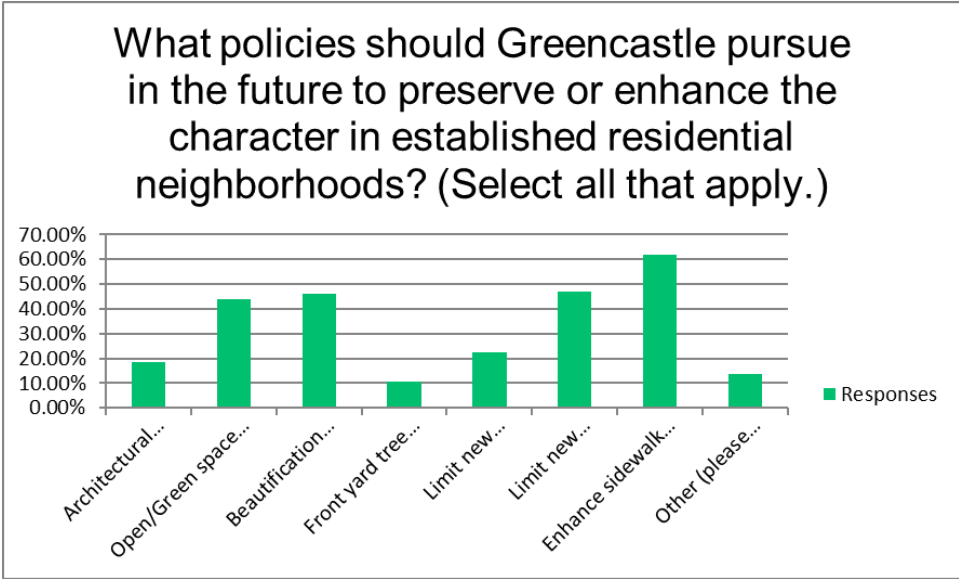
QUESTION 8: WHAT TYPE OF GROWTH DOES GREENCASTLE NEED MORE OF? CHOOSE ANY THAT YOU WOULD LIKE TO SEE.



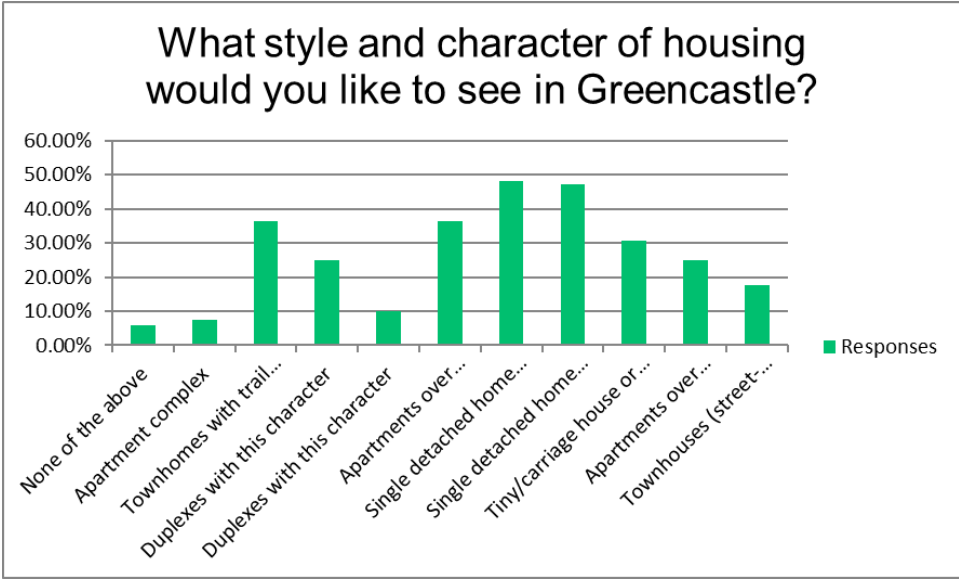
QUESTION 9: THE FEATURES THAT CONTRIBUTE MOST TO THE CHARACTER OF MY NEIGHBORHOOD ARE: (SELECT ALL THAT APPLY.)



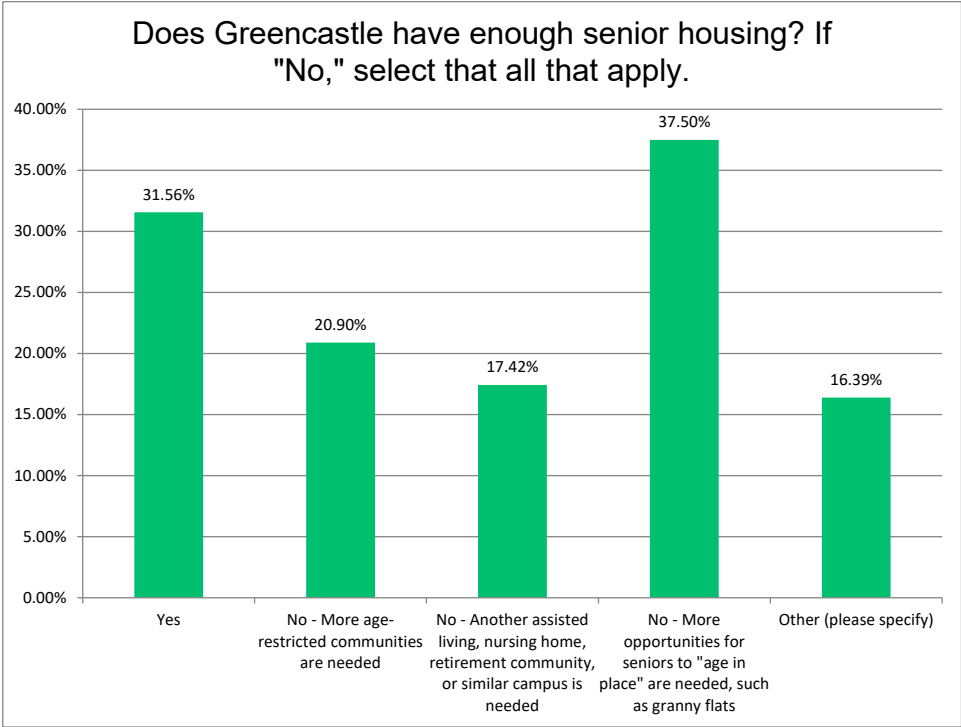
QUESTION 10: WHAT POLICIES SHOULD GREENCASTLE PURSUE IN THE FUTURE TO PRESERVE OR ENHANCE THE CHARACTER IN ESTABLISHED RESIDENTIAL NEIGHBORHOODS? (SELECT ALL THAT APPLY.)



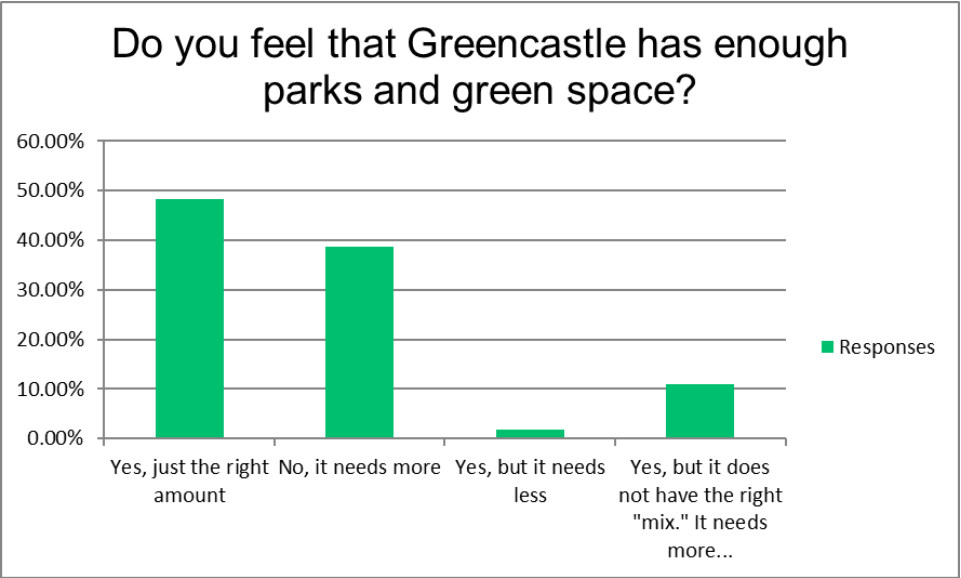
QUESTION 11: WHAT STYLE AND CHARACTER OF HOUSING WOULD YOU LIKE TO SEE IN GREENCASTLE?



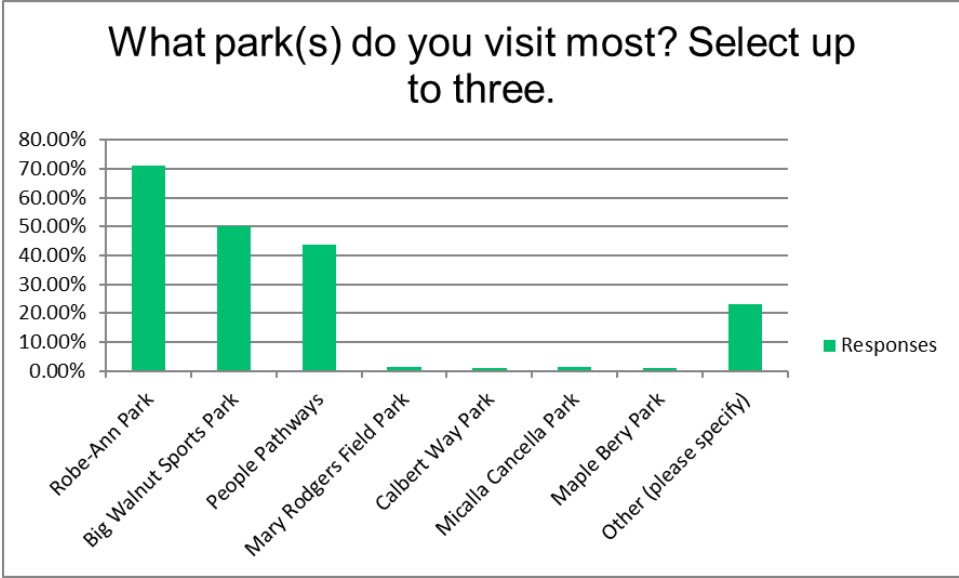
QUESTION 12: DOES GREENCASTLE HAVE ENOUGH SENIOR HOUSING? IF “NO,” SELECT THAT ALL THAT APPLY.



QUESTION 13: DO YOU FEEL THAT GREENCASTLE HAS ENOUGH PARKS AND GREEN SPACE?



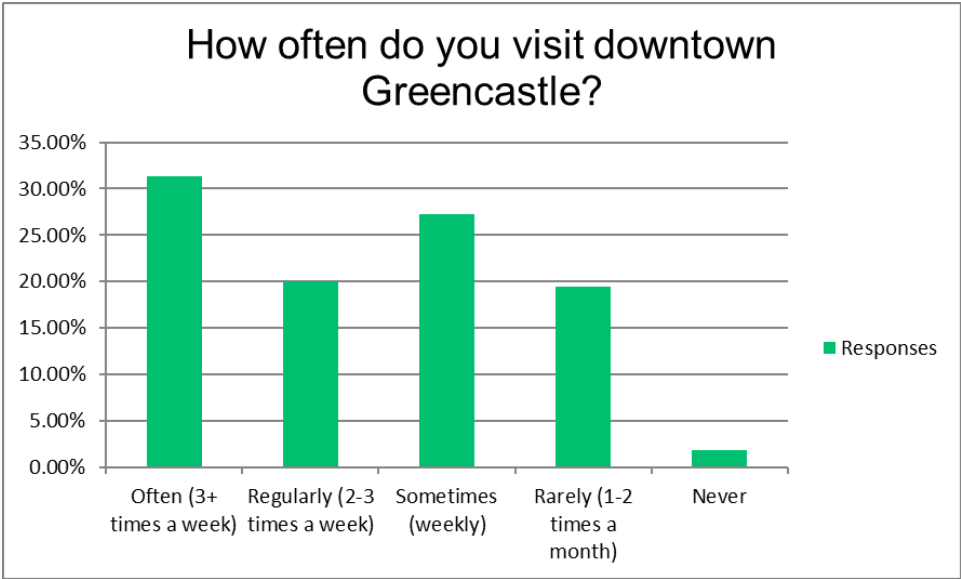
QUESTION 14: WHAT PARK(S) DO YOU VISIT MOST? SELECT UP TO THREE.



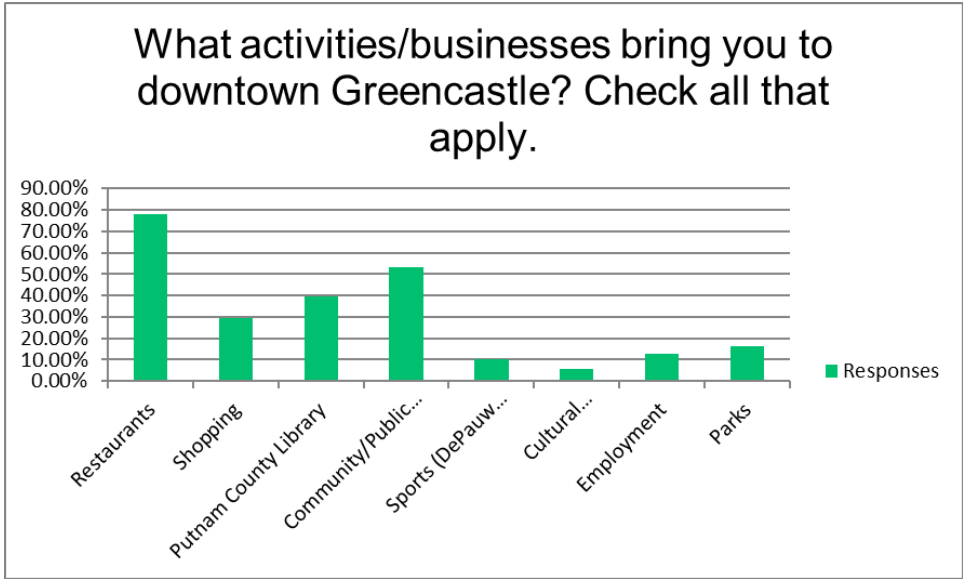
QUESTION 15: WHAT KINDS OF PARK OR RECREATION FACILITIES SHOULD GREENCASTLE FOCUS ON OVER THE UPCOMING FIVE YEARS? PLEASE SELECT UP TO THREE.



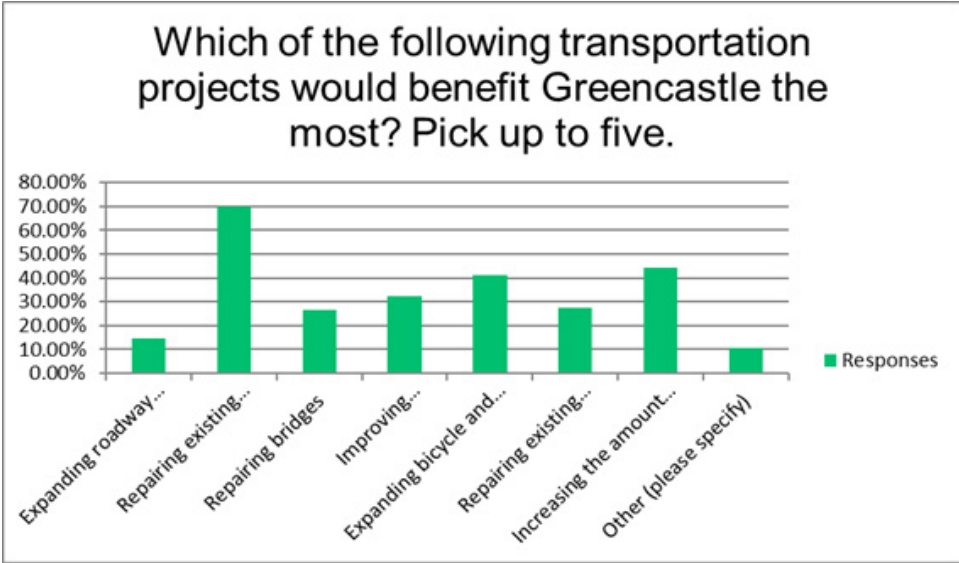
QUESTION 16: HOW OFTEN DO YOU VISIT DOWNTOWN GREENCASTLE?



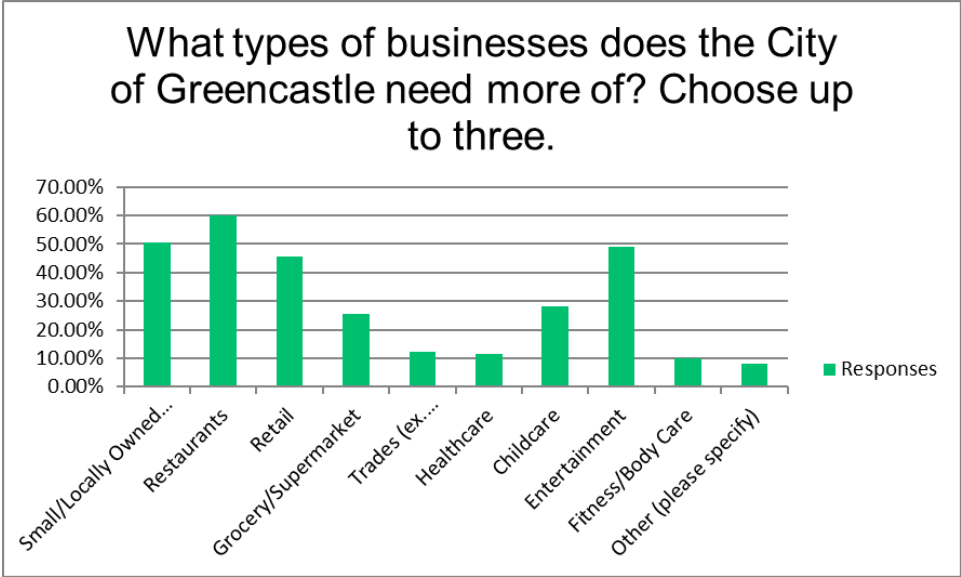
QUESTION 17: WHAT ACTIVITIES/BUSINESSES BRING YOU TO DOWNTOWN GREENCASTLE? CHECK ALL THAT APPLY.



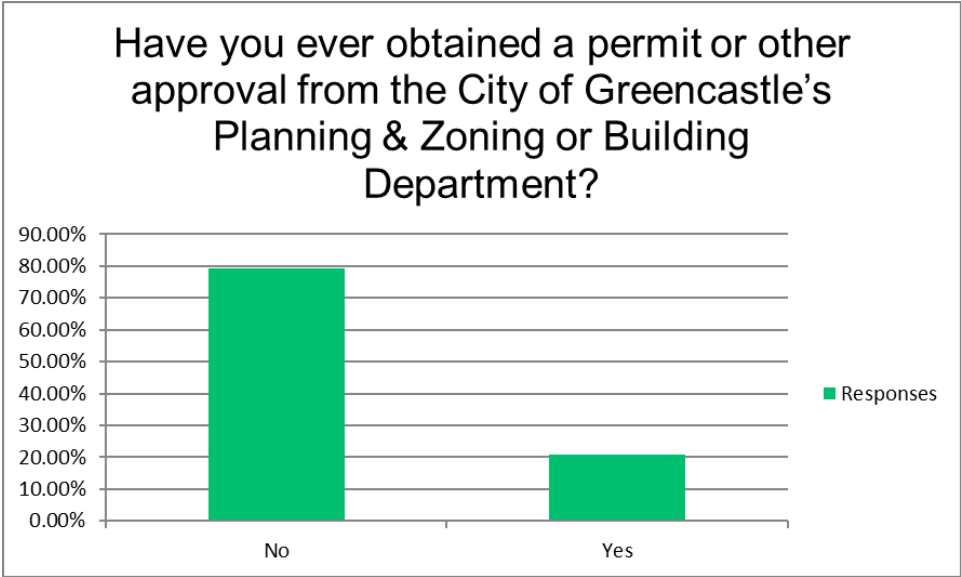
QUESTION 18: WHICH OF THE FOLLOWING TRANSPORTATION PROJECTS WOULD BENEFIT GREENCASTLE THE MOST? PICK UP TO FIVE.



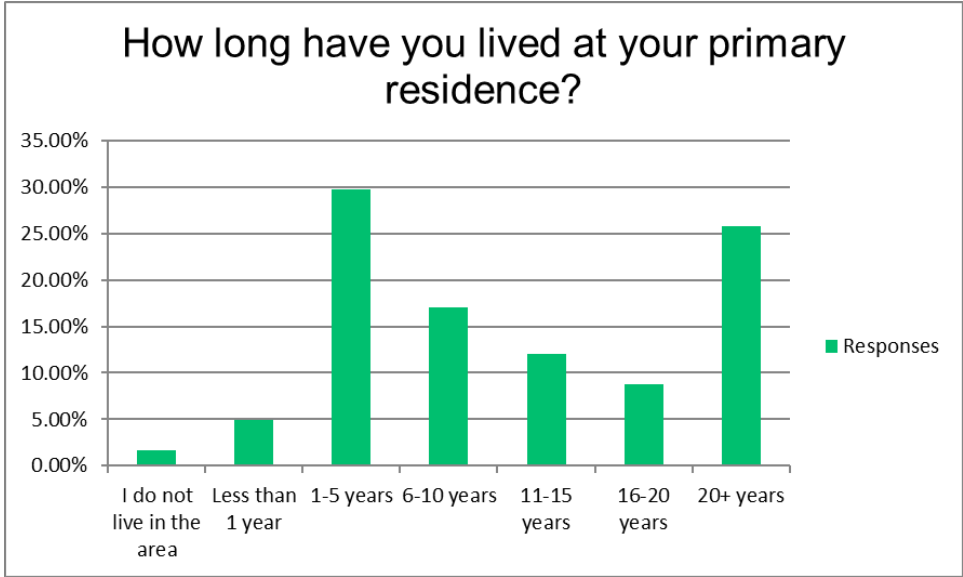
QUESTION 19: WHAT TYPES OF BUSINESSES DOES THE CITY OF GREENCASTLE NEED MORE OF? CHOOSE UP TO THREE.



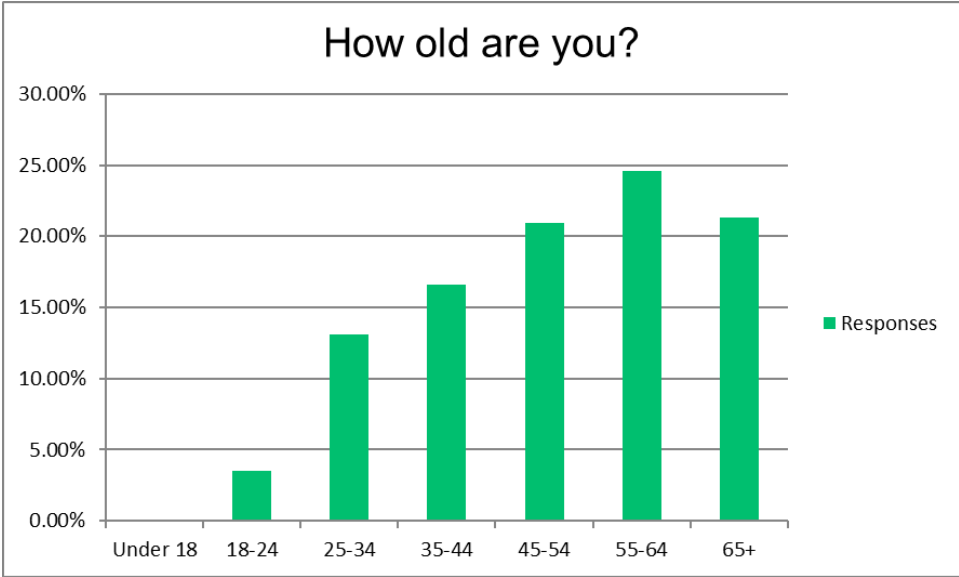
QUESTION 20: HAVE YOU EVER OBTAINED A PERMIT OR OTHER APPROVAL FROM THE CITY OF GREENCASTLE’S PLANNING & ZONING OR BUILDING DEPARTMENT?



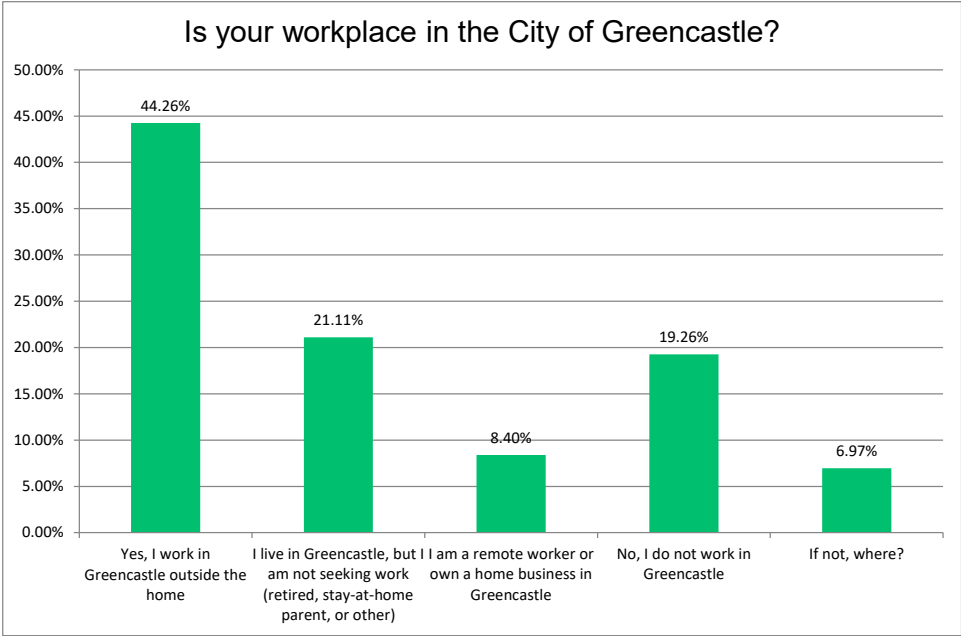
QUESTION 21: HOW LONG HAVE YOU LIVED AT YOUR PRIMARY RESIDENCE?



QUESTION 22: HOW OLD ARE YOU?



QUESTION 23: IS YOUR WORKPLACE IN THE CITY OF GREENCASTLE?



QUESTION 24: IS THERE ANYTHING ELSE YOU WOULD LIKE THE PROJECT TEAM TO KNOW ABOUT?

Answered 227

Skipped 261





AMERICAN
STRUCTUREPOINT
INC.