04
Placetypes

Placetypes

Placetypes are a detailed, visual description of the characteristics of development patterns that contribute to the unique make-up of the community. They were determined through the public visioning process and evaluation of existing conditions. Placetypes are a way to plan for experiences, character, and sense of place. Placetypes guide the look and feel of future development. They consider the activities or experiences in an area and then build out the development pattern, transportation pattern, design characteristics, public spaces and art, and activities that fit that experience. Placetypes allow the unique qualities of places to be accurately reflected in the built environment.

How do placetypes differ from existing and future land uses?

Future land use maps traditionally focus on use-driven guidance for future development. Since the future land use map acts as the foundation for development regulation such as zoning and subdivision, the result can be new development with compatible uses, but not necessarily compatible character to the specific area.

THE RELATIONSHIP BETWEEN PLACETYPES & BRAND IDENTITY

PLACETYPES PLAY A PIVOTAL ROLE IN SHAPING THE IDENTITY AND BRAND OF A COMMUNITY IN MULTIPLE WAYS:

Creating Unique Experiences: Each placetype has its own distinctive characteristics and atmosphere. For example, a "Downtown" placetype exudes charm and nostalgia, while a "Trail-Oriented Development" placetype emphasizes connectivity and accessibility. These unique experiences contribute to the overall identity of a community and while they could have a similar mix of housing and commercial, their overall character, identity, and architecture would be very different.

Fostering a Sense of Place: Placetypes also help create a sense of place by emphasizing the features that makes an area special. When those elements and characteristics that create a sense of place are identified, it makes implementation easier to ensure future developments are inline and contributing to that overall placetype. Whether it is the adaptive reuse of a once-industrial area or more open green spaces these designations help residents and visitors connect with the environment on a deeper level. Both provide similar gathering areas for residents but have a different feel and identity.

Economic Development and Tourism: A well-defined placetype can attract investment and tourism by offering a distinct appeal and casting a common vision for an area. It is easier for a developer or visitor to see where they fit if a place has a strong identity. Areas with generic identities will attract generic development. A "Destination Development" placetype will draw regional attention, bolstering the community's identity as a hub of creativity and culture. An "Innovation District," can attract tech startups and entrepreneurs, solidifying the community's brand as a center for innovation.

Placetype Framework

The framework for planning the future of Westfield is based on the character of its existing landscapes, community centers and neighborhoods. It introduces desirable forms of new and redevelopment that may not currently be encouraged through current land use regulations. This approach differs from the conventional future land use mapping that has been used for decades, and which underlies the current planning assumptions in the growth policy. In contrast, placetypes inspire a more comprehensive, sensitive, and effective place-based approach to future growth in the city.

The application of Westfield's placetypes is intended to facilitate the development and redevelopment of a durable, attractive, resource-efficient and well-designed city. The placetypes are arranged along a continuum of development patterns ranging from farmsteads to the urban core downtown. The following pages present the placetypes developed specifically for Westfield. Placetype details include aspirations, a description of existing conditions and opportunities, and guidance on future development and mobility characteristics.

Placetype Definitions

Placetypes describe the long-term vision and characterize specific areas based on different places in Westfield including neighborhoods, recreation/parks, mixed-use areas, employment and industry hubs, and open spaces. Westfield's placetypes are a high-level guide for the desired mix of uses, defining the character, scale, form, and function of these places as well as addressing infrastructure needs. The placetype descriptions have been transformed into a physical two-dimensional map identifying the location of the placetypes within the community. The placetype descriptions also include precedent imagery that invokes the type of well-defined, unique, and desirable places Westfield wants to see occur within each placetype. Identifying these placetypes will involve either redevelopment/improvements to existing places, or development of entirely new places. Overall placetypes help to articulate desired physical characteristics with context sensitive applications across the city, while helping to prioritize trade-offs associated with stated goals.

There are nineteen placetypes and one special development consideration on the Future Development Map. Each placetype defines primary land uses. In many cases, these uses are encouraged to be intermixed. Depending on the placetype, mixed-use can be created in different ways. First, there is horizontal mixed-use where compatible land uses are developed where each use is contained in separate buildings across the site in a walkable and well-connected fashion. Then, there is vertical mixed-use where uses are integrated into a single multi-story building with one use on the first floor and other uses on the upper floors.

Secondary land uses are also identified, but these uses should be developed in an auxiliary or limited capacity, to not exceed the primary land uses within each placetype.

Beyond land uses, the placetypes contain recommendations regarding building form (height, placement, and character), site design (landscape, amenities, access, and parking), and transportation (vehicular, bicycle and pedestrian, and transit). Finally, each placetype includes a set of precedent images that visually describe the intent of the placetype.

Many of the placetypes include additional guidance for development under "Special Considerations." This guidance relates to specific areas on the Future Development Map that are unique, such as key segments of major roadways, prominent intersections, topographic concerns, or other characteristics that should be taken into context. In some instances, these special considerations are supported with additional precedent imagery and subarea plans that have an in-depth perspective into how development should look and function.

Development Intensity and Sustainable Finances

Development intensity is a measurement of how much development is located on a parcel of land. It is important because it allows city staff and elected and appointed officials to understand how the impacts certain uses have on the land, infrastructure, public services, natural systems, and more. Development intensity is often quantified by two units of measurement:

- Floor-to-area ratio (FAR): Often used to measure both residential and non-residential uses.
- Residential dwelling units per acre (DU/acre): Used to measure residential uses. Also referred to as density.

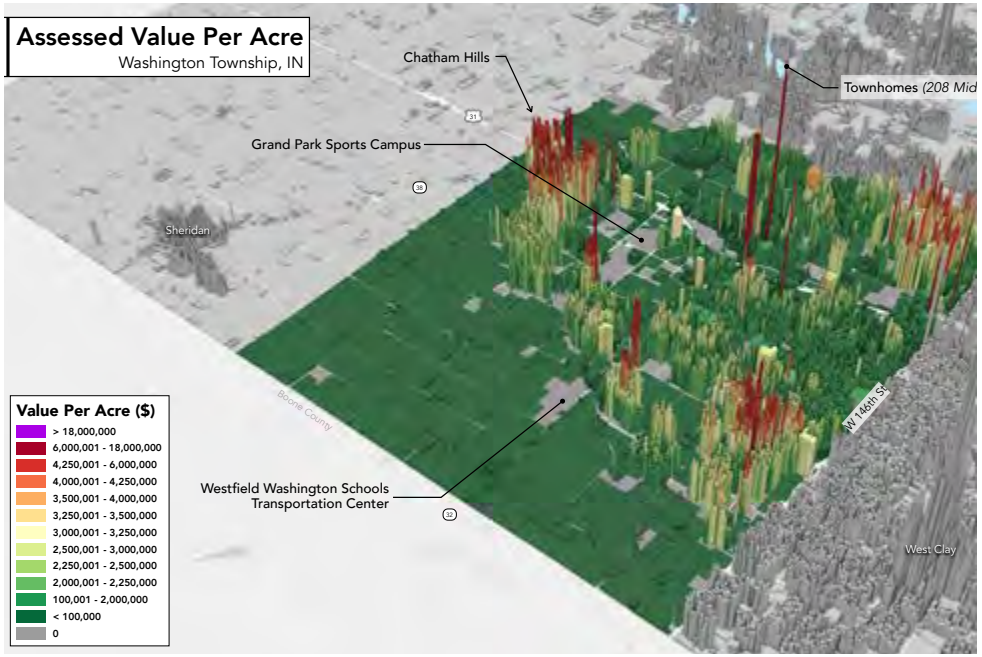
Development intensity is highly related to its ability to pay for itself, meaning a property produces enough property tax for the city to maintain all the required roads, schools, utilities (water, wastewater, stormwater, electric, etc.), and public services (police, fire, EMS, trash, etc.) for that development. Typically, the more intense the development, the more the development pays for itself in terms of services provided by the city.

As of the writing of this plan, the Indiana Property Tax Cap Referendum adopted in 2010 is in full effect, property tax rates in Indiana have been capped, meaning a property owner's property tax bill cannot exceed the gross assessed value of:

- 1% for an owner-occupied primary residence (homestead);
- 2% for non-homestead residential property, including apartments, agriculture, and long-term care property;
- 3% for commercial and industrial; and personal property.

Note: Institutional properties such as schools, civic buildings, and nonprofits are exempt from property taxes

Additionally, new state legislation that will take effect in 2026, will limit local government revenues by further limiting property taxes, raising minimum thresholds for business personal property taxes (which will exempt many businesses from personal property taxes), and allowing increases in local income taxes to offset losses in property taxes. Many communities, including Westfield, are projecting revenue shortfalls due to the legislation. Unless there are legislative changes within the next year or two, this will have a significant impact on the services and quality of life that Westfield is able to offer residents in the community. This topic will be monitored by the city, and any relevant or necessary updates to this plan will be made accordingly.



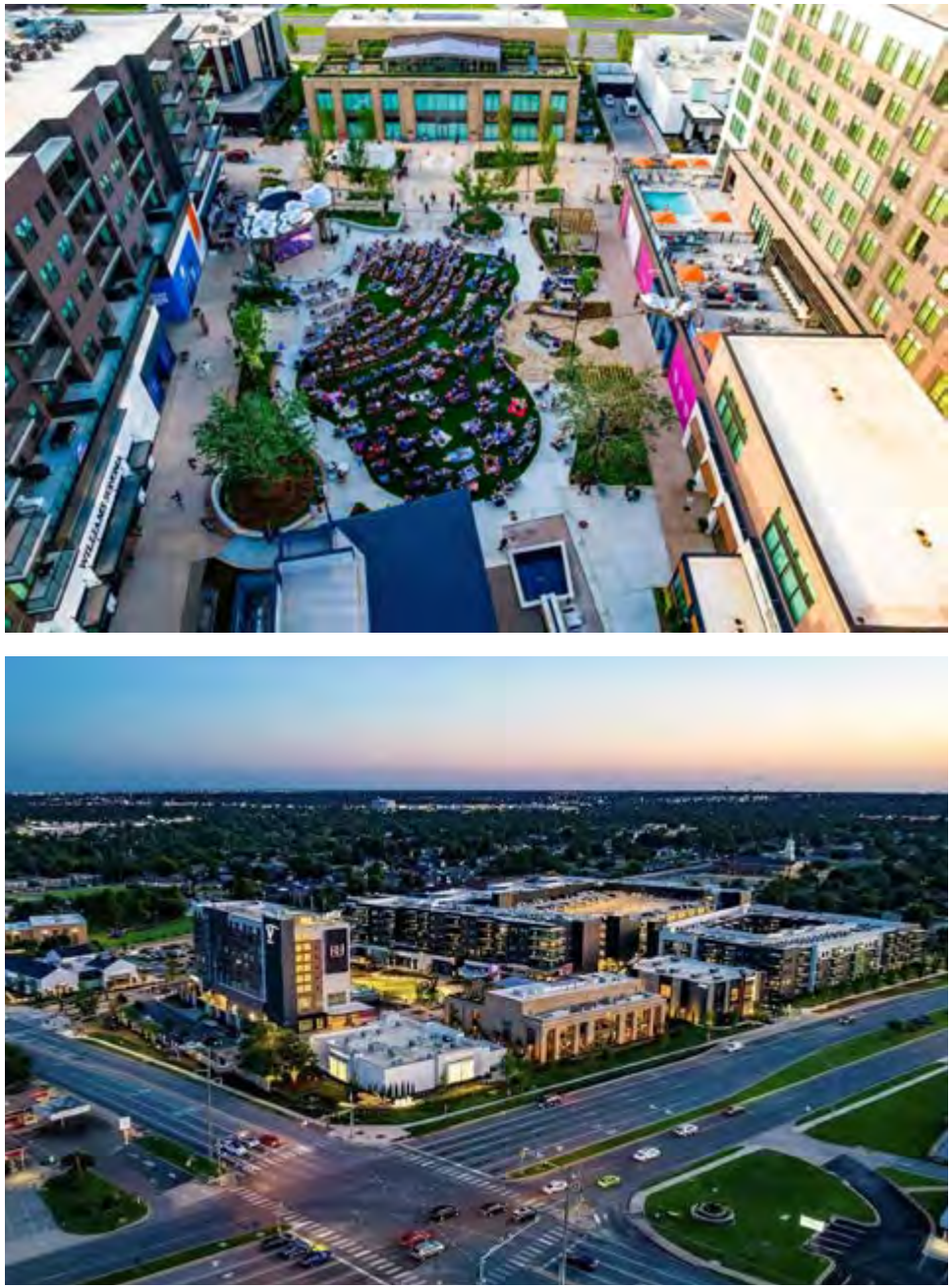
Map Illustrating Land Value Per Acre in Westfield-Washington Township.

The Shape and Impact of Residential Density

As part of this study, a property value study was completed to understand the density of development impacts the assessed value per acre. As mentioned before, residential density is often measured by the number of dwelling units per acre. Density plays a significant role in preserving both rural and natural areas. When comparing densities to each other, a lower-density development uses more land to house 100 people than a higher-density development. Higher density developments provide for more development within a smaller area, limiting the amount of infrastructure (roads, utilities) needed to serve the same number of people, reducing public service costs (trash collection, snow removal, police patrols and fire runs), and increasing the amount of tax revenue per acre to provide services. Increasing the density near built-up areas, where existing infrastructure is available, is preferable than continually developing greenfield sites that are typically developed at a lower density and may not have readily available utility extensions.

The map on the previous page illustrates the assessed value per acre for Westfield-Washington Township. The areas in red and oranges illustrate the highest value per acre in areas like Chatham Hills ($6.8M per acre), Westfield's downtown ($10M per acre), townhomes on Midland Trace Loop ($14M per acre), and Harmony Apartments along 146th Street ($2.9M per acre).

Additionally, an analysis was completed for the two named trails, the Monon Trail and the Midland Trace Trail. Several developments located along these trails are higher density and aligned with a principle called Trail Oriented Development (TrOD). TrOD is defined as a compact development pattern that is mixed use, residential, and/or commercial; clustered around off-street walking and bicycling infrastructure, walkable, human-scaled design context oriented specifically towards trails and their users, and intended to create vibrant places that promote active modes of transportation and recreation. The benefits of this type of development include improved transportation options, encourage physical activity that improves public health, the creation of spaces that support vibrant local economies, and adds amenities that improve neighborhood quality of life.



Examples of Higher Density Mixed Use Development Which Typically Has a Higher Assessed Value Per Acre.

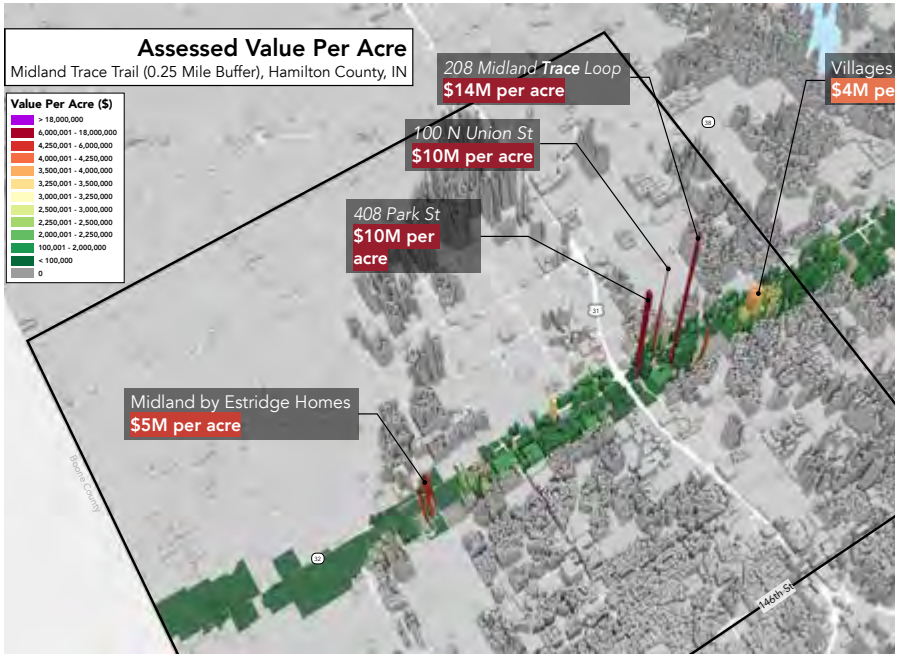
On the maps on the following page, the assessed value of each trail was calculated. The Midland Trace Trail has an average value per acre of approximately $477K based on a total of $914M in total tax value. Some of the TrOD properties that contribute to this value per acre include Midland by Estridge Homes ($5M per acre), 408 Park Street ($10M per acre), 100 N Union St ($10M per acre), 208 Midland Trace Loop ($14M per acre), and Villages at Oak Manor ($4M per acre).

The Monon Trail has an average value per acre of approximately $414K based on a total of $769M in total tax value. Some of the TrOD properties that contribute to this value per acre include Shadow Lakes ($3M per acre), 408 Park Street ($10M per acre), Retreat on the Monon (3M per acre) and One46 Monon ($9M per acre).

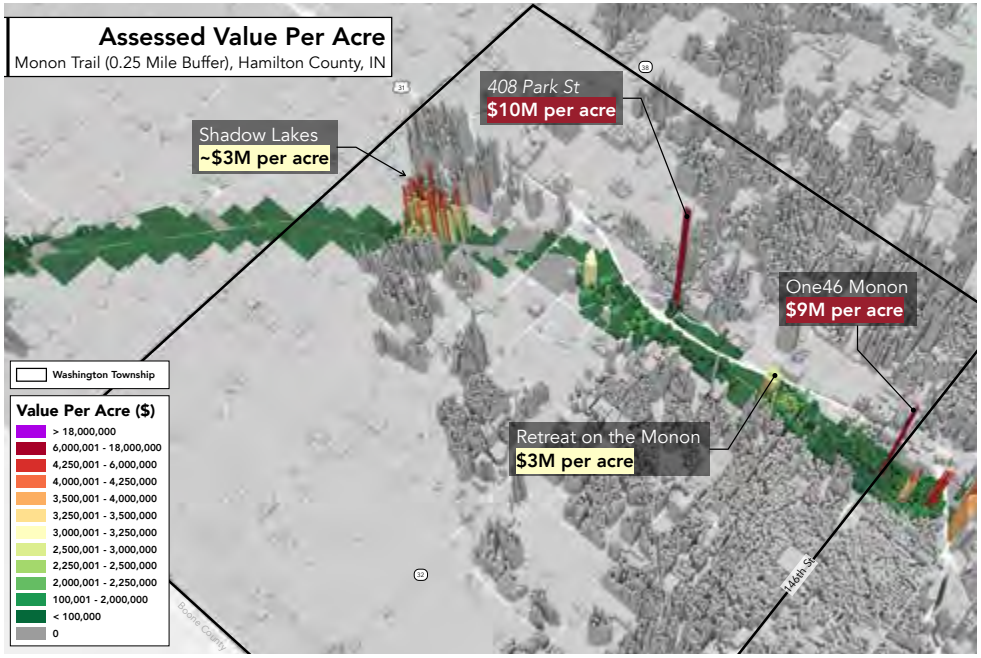
One huge advantage for Westfield is that both the Midland Trace Trail and the Monon Trail have land that can be developed to maximize the value per acre. The Midland Trace Trail has a total of 5,900 taxable acres with 35% or and approximately 2,065 acres remaining for development. While the Monon trail has 4,500 taxable acres and has 44% vacant or 1,980 acres remaining for development.

By increasing the density near built-up areas, especially around the named trails, and adhering to the principles of TrOD, and where existing infrastructure is available, it would be able to maximize development potential for tax revenue, provide a quality of place that attracts talent, and leverages investment in its infrastructure.

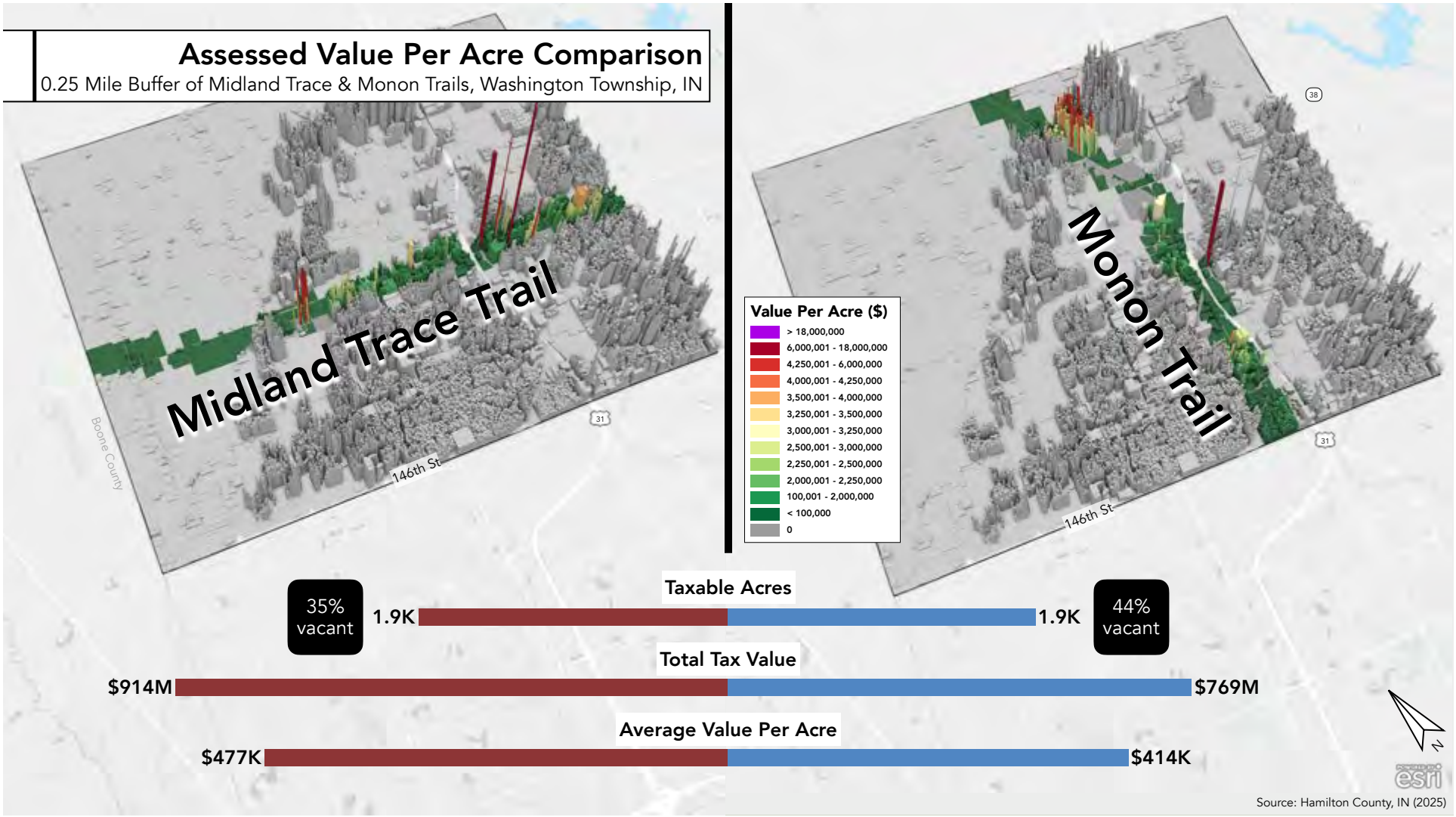
Finally, besides recognizing the impact of density, it is important to understand that density can look drastically different between different places, even at the same density level. That is illustrated by the developments along the named trails. The look/feel of density comes down to its design and layout, which is described by the placetypes, to create a vibrant and attractive city.



Map Illustrating Assessed Value Per Acre along on the Midland Trace Trail.



Map Illustrating Assessed Value Per Acre along the Monon Trail.



Assessed Value Per Acre Comparison of the Midland Trace Trail and the Monon Trail.

Future Placetype Development Map

The Future Placetype Development Map identifies where placetypes should be physically located in the community as Westfield continues to develop and redevelop certain areas. It does not dictate when development occurs, rather it describes how development should look, feel, and function if/when it does occur. The process of making the map included:

- An analysis of the community's trends in real estate development, population, economy, housing, and environment which is document in the Appendix;
- Public input gathered from workshops, the project website, and other events;
- Discussions with focus groups including elected and appointed officials, city staff, Westfield-Washington Schools, utilities, local community organizations including non-profits, developers, local downtown and other city/township businesses, county and state agencies and members of the public.

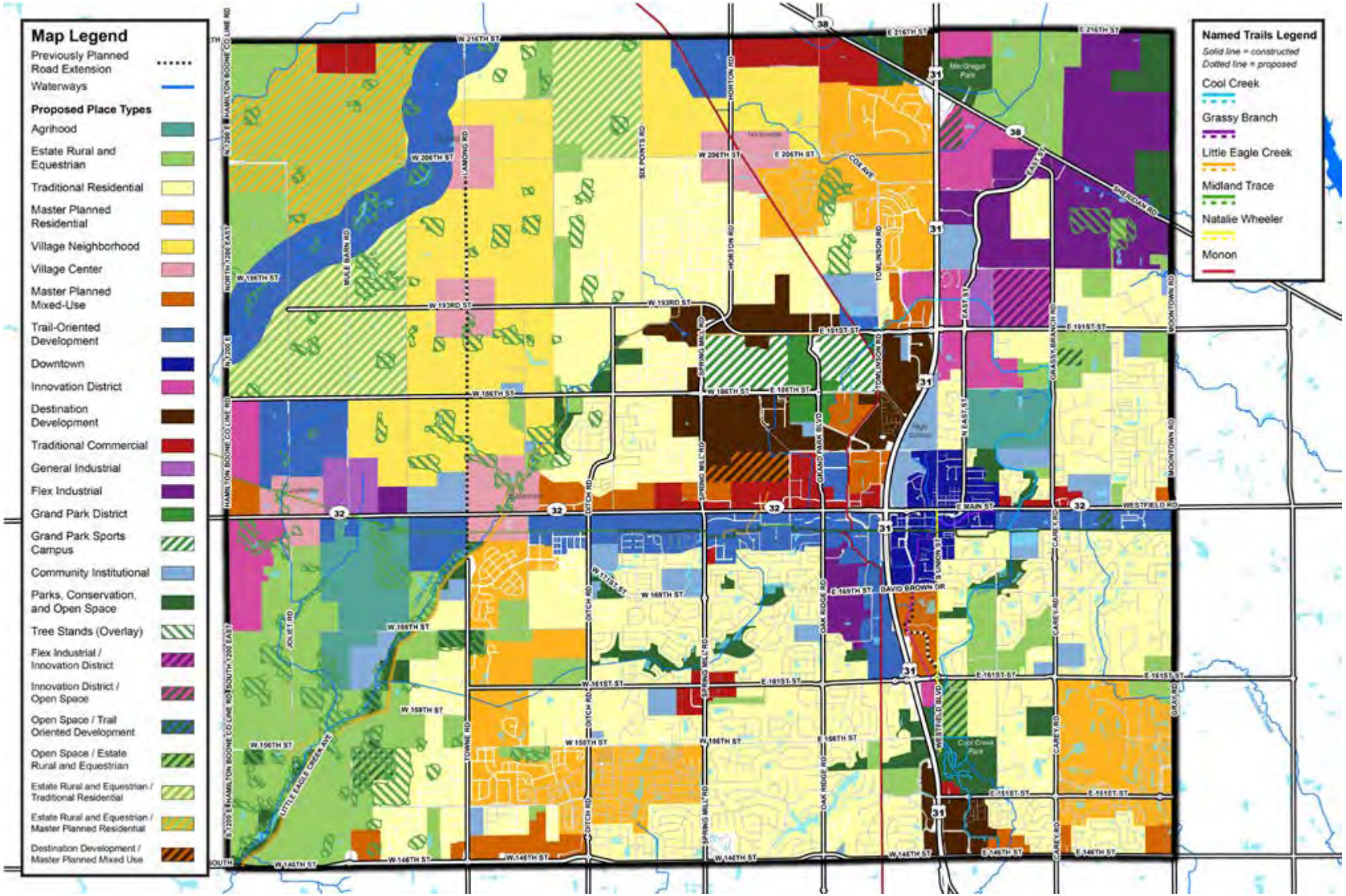
Planning Area

The Planning Area includes not only the city, which has annexed land since the 1970's, but all of Washington Township. The city completed a township joinder back on May 11, 1977, which gave the city planning and zoning jurisdiction over the entire township.

Placetypes Map Legend

To the left of the placetypes map is the legend. The first 18 placetypes are explained in detail starting on page 54. After the Parks, Conservation, and Open Space placetype, there are 8 mixed or hybrid placetypes. The reason for this is that a parcel or group of parcels could develop as one of two different placetypes based on the future development pattern, which may not exist in these areas. These hybrid placetypes include the following:

- Tree Stands (Overlay): This overlay illustrates the remaining significant tree groves that are untouched in Westfield and Washington Township. The intent of showing these tree groves is to identify their importance to the community and that they should be preserved and incorporated into any new development that is around them.
- Flex Industrial/Innovation District: There is one parcel located on the east side of Westfield along 191st street that could be developed as flex industrial or under the standards of innovation district. This parcel is adjacent to Northpoint Industrial Park, but also the new Community Health Hospital.
- Innovation District/Open Space: One parcel is located on the east side of Westfield adjacent to US 31 and SR 38. The area surrounding the parcel is the innovation district placetype, however, there are also significant park lands, agriculture, and open space in this area.
- Open Space Trail Oriented Development: One parcel is located east of the Carey Road and sound of SR 32. While a majority of SR 32 is designated as transit oriented development placetype, this one area has the potential to remain as open space within the city.
- Open Space / Estate Rural and Equestrian: There are several parcels located in the southwest quadrant of Washington Township. These parcels located in the estate rural and equestrian placetype. However, due to environmental features, these parcels may be best served as open space and not developed.
- Estate Rural and Equestrian and Traditional Residential: There are several parcels with this designation. These are outside the city limits and within Westfield Township. Currently, these uses are agriculture, estate rural, or some other low intensity use. It is highly possible that in the future, as the rest of the township fills in with development, that these areas will be developed with traditional residential units.
- Estate Rural Equestrian and Master Planned Residential: Similar to the above hybrid placetype, there is one area located in the northwest corner of the township that could be developed as master planned residential placetype which requires a higher level of design, sensitivity to natural features, and allows a mix of uses.
- Destination Development and Master Planned Mixed Use: One parcel of this hybrid placetype is located just south of Grand Park, west of Spring Mill Road, and south of a large area of destination development. This area could be developed as destination development or master planned mixed use to support Grand Park Sports Campus, the Grand Park district, or commercial areas off o SR 32.


Map Legend
Previously Planned Road Extension
Waterways
Proposed Place Types
Agrihood
Estate Rural and Equestrian
Traditional Residential
Master Planned Residential
Village Neighborhood
Village Center
Master Planned Mixed-Use
Trail-Oriented Development
Downtown
Innovation District
Destination Development
Traditional Commercial
General Industrial
Flex Industrial
Grand Park District
Grand Park Sports Campus
Community Institutional
Parks, Conservation, and Open Space
Tree Stands (Overlay)
Flex Industrial / Innovation District
Innovation District / Open Space
Open Space / Trail Oriented Development
Open Space / Estate Rural and Equestrian
Estate Rural and Equestrian / Traditional Residential
Estate Rural and Equestrian / Master Planned Residential
Destination Development / Master Planned Mixed Use
Named Trails Legend
Solid line = constructed
Dotted line = proposed
Cool Creek
Grassy Branch
Little Eagle Creek
Midland Trace
Natalie Wheeler
Monon

HOUSING PREFERENCES ACROSS THE INDIANAPOLIS METROPOLITAN AREA

The MIBOR Realtor Association, Central Indiana's chief realtor organization of 10,000+ members, conducts a survey across the Indianapolis Metropolitan Area every six years, most recently in 2022. The survey asks about people's satisfaction with the community in which they live and/or where they want to live. A full report is available on the Indianapolis Metropolitan Planning Organization (IMPO's) website here: https://www.indympo.org/maps-and-data/data-studies. Ten key findings from the report include:

1. Higher quality of life satisfaction than other metropolitan areas, especially in suburban counties of the Indianapolis Metropolitan Area like Hamilton County.
2. Only 32% of respondents living in Hamilton County were satisfied with the number of shops/restaurants within walking distance of their home, the second highest satisfaction score, behind Johnson County.
3. Across the metropolitan area, satisfaction with housing affordability, road quality, and walkability lagged other neighborhood qualities.
4. Respondents ranked (1) safety, (2) reliable/high-speed internet, and (3) the quality of streets and roads as the three most important aspects of a community.
5. Neighborhood qualities, like nearby shops and amenities, were consistently more important than home qualities, like size and appliances, in deciding where people would like to move.
6. Most respondents preferred to live in mixed-use suburbs with different kinds of housing where you can walk to stores and restaurants.
7. A single-family home remained the most preferred home type but has decreased in preference. On the other hand, single-family attached homes (duplexes, triplexes, townhomes) have seen the largest increase in preference.
8. People who were younger, unmarried, and/or currently renting were more likely to favor walkable communities.
9. Households with children were more likely to rank open space with higher importance.
10. In suburban counties, such as Hamilton County, respondents' preferences were split half-and-half for either (1) a walkable neighborhood with a variety of housing types or (2) a neighborhood with only single-family homes where you must drive to stores and restaurants.

General Placetype Recommendations

These best practices should be applied to all placetypes. They include greenspace design, street design, connectivity, and building and site design. However, their application should always be sensitive to the context of the area by allowing for some flexibility if there is a high level of difficulty in constructing and/or maintaining a development long-term.

Mixed-Use Development Example.

Development Adjacency

- New development should be contiguous to and with existing development. The city does not support leap frog development.

Open Space

- Preserve natural features or integrate them into a development's design.
- Piece together natural features and open spaces across developments throughout the city and township to create as continuous forested/tree preserve/wildlife corridors.

Street Design

- Buffer pedestrian, bicycle, and vehicular traffic from each other with grade separations and, where possible, planting strips.
- Use native trees and vegetation in planting strips or medians (see IDNR and the Indiana Wildlife Organization for a list of native species).
- Preserve sight lines at intersections for increased safety and visibility.
- Enforce the city's Complete Streets policy when repaving, replacing, or designing new streets to incrementally improve and build a safe and connected multi-modal street network.
- Ensure pedestrian and bicycle crossings are highly visible to vehicular traffic.
- Incorporate accessible design infrastructure at crossings where appropriate (e.g., ADA ramps, diagonal crossing, tactile paving, audible pedestrian signals, etc.).
- Locate utility infrastructure underground where possible and, when locating underground is not possible, screen infrastructure with vegetation or beautification methods (e.g., utility boxes can be painted to become public art or murals).

Connectivity and Walkability

- Connect all commercial and residential developments to nearby multi-use pathways, trails, businesses, greenspaces, and other amenities. This makes walking a useful activity.
- Entrances to all buildings should have clear, safe, and convenient pedestrian access to and from nearby pathways, trails, and parking. This makes the walk safe and comfortable.
- There should be several connections between adjacent developments and subdivisions, by both filling in connectivity gaps in existing development and proactively planning connections for new/future development; including but not limited to stub streets and trails.
- All use mixed use districts should provide an enhanced pedestrian system with the use of through-block trail systems, recreation, corridors, and enhanced rights-of-way which provide direct connections to community facilities, such as parks and civic buildings, as well as shops and employment areas. This makes the walk interesting, which encourages people to choose to walk to destinations.
- Cul-de-sacs are discouraged as they fragment the street network; however, if present, they should maintain pedestrian connectivity to the broader network with pathways between parcels.

Parking Facilities

- Locate surface parking areas behind buildings or within the interior of developments to promote street-side pedestrian and bicycle activity.
- When a parking lot is present behind or on the side of a building, a secondary entrance is encouraged from that area for convenient access to the building.
- Screen parking lots from the street with vegetative buffers or low-height walls, while maintaining clear sightlines into the lot for public safety.
- Design parking garage facades to complement the character of surroundings buildings while maintaining visibility and/or transparency into and throughout/within the garage to enhance safety.
- Consider first floor retails/services in a parking garage with upper floors for parking to activate the ground floor.
- Locate cafes and gathering spaces along streetscapes and improve pedestrian and bicycle access to building entrances.
- If a parking lot has more than two parking aisles/rows separating the primary building entrance from the street, incorporate a clearly marked, high-visibility pathway for pedestrians and bicyclists to safely access the building entrance.

Walkable City Principles.

In his book “Walkable Cities” Jeff Speck establishes that the core principles of walkable communities are:

- Needing a reason to walk
- Safe and comfortable walk
- Interesting walk

Building and Site Design

- New buildings should complement the character, design, and placement of their surroundings, especially in areas that have existing development.
- Buildings should have at least one front entrance facing the primary street to create an accessible and welcoming appearance. Buildings along trails should have a secondary front entrance facing the trail.
- Along major roads, buildings should be setback farther than on local roads to allow space for outdoor seating, wider sidewalks, bike racks, and other pedestrian-friendly features.
- Sidewalks and trails should be continuous across driveways and entrances, keeping pedestrians and cyclists at the same level as the sidewalk instead of lowered to the vehicular level, making walking and biking more comfortable, improving visibility for drivers, and enhancing traffic safety.
- Encourage landscaping features like rain gardens, bioswales, and other native plantings to manage stormwater runoff, enhance biodiversity, and improve groundwater quality.

Townhome Development Example.

Placetype / Land Use Matrix

**The examples provided in the table below are not an exhaustive list of uses for the broad category of land use.*

Legend

P=Primary Uses
S=Secondary Uses

LAND USE CATEGORIES	Agriculture	Public Open Spaces	Private Open Spaces	Single Family Detached	Single Family Attached	Multiplex	Apartment	Mixed-Use
EXAMPLES OF LAND USES*	Agritourism Crop Production Small Farm Commercial Stable	City Park or Plaza Nature Preserve Golf Course Cemetery Athletic field/court	Nature Preserves Park Golf Course Cemetery Athletic field/court	All single unit detached dwelling units Accessory Dwelling Unit	Town-homes Duplex Accessory Dwelling Unit	Multi-unit with 12 or fewer attached dwelling units	Multi-unit with 13 or more attached dwelling units	Any combination of residential, retail, office, lodging, or civic spaces
PLACETYPES								
Agrihood / Agriculture / Agribusiness	P	P	P	P	P	P	P	P
Estate Rural & Equestrian	P	P	P	P				
Traditional Residential		P	P	P	P	S		
Master Planned Residential		P	P	P	P	P	P	P
Village Neighborhood		S	S		P	P	P	P
Village Center		P	P	P	P	P		P
Master Plan Mixed Use		P	P	S	S	S	S	P
Trail Oriented Development (TrOD)		P	P	S	P	P	P	P
Downtown								
Innovation District		S	S				S	P
Destination Development		P	P					P
Traditional Commercial								S
General Industrial	S	S	S					
Flex Industrial		S	S					
Grand Park District		P	P					
Grand Park Sports Campus		P				P		P
Community Institutional		P	P					
Parks, Conservation, and Open Space	S	P	P					

Placetype / Land Use Matrix Cont.

Legend

P=Primary Uses
S=Secondary Uses

LAND USE CATEGORIES	Entertainment	Lodging	Commercial	Office	Civil / Public Institution	Utility	Light Industry	Heavy Industry
EXAMPLES OF LAND USES*	Restaurants, Bars, Distillers, Winery Live music venue Arcades Museums Food hall Retail Experiential Uses Plazas & Programmable Open Space Event venues Stadium	Hotels Motels Extended Stays	Retail Personal Services Restaurants	Financial Institutions Medical Services Healthcare Tech Research & Development Other Office	Schools Religious Institutions Hospitals Government Buildings	Telecom Tower Power Station Pump Station Water Tower Battery Energy Storage System	Hi-tech manufacturing Maintenance Shops Office & Showroom Machinery Labs Bio-tech Aero-space Medical devices Local Warehousing and Distribution	Fuel Storage Outdoor Storage Construction Materials Concrete Plant Data Centers Regional Distribution Centers
PLACETYPES								
Agrihood / Agriculture / Agribusiness	S		S	S	S	S	S	
Estate Rural & Equestrian					S	S		
Traditional Residential					S	S		
Master Planned Residential	S		S	S	P	S		
Village Neighborhood		P	P	P	S	S		
Village Center	P		P	P	P	S		
Master Plan Mixed Use	S	S	P	P	P	S		
Trail Oriented Development (TrOD)	P	S	P	P	P	S		
Downtown								
Innovation District	S	S	P	P	S	S	P	
Destination Development	P	P	P	S	S	S		
Traditional Commercial	S	S	P	P	P	S		
General Industrial				P		P	P	P
Flex Industrial			S	P	S	S	P	
Grand Park District	S					S		
Grand Park Sports Campus	P	P	P	S	S			
Community Institutional					P	S		
Parks, Conservation, and Open Space						S		

Placetypes

Community Garden Example.

Agrihood / Agriculture / Agribusiness

The Agrihood placetype is a well-planned residential community that integrates residential with a working farm or agricultural space, which provides residents with access to fresh food, open space, and opportunities for engagement through farming-related activities. This placetype can be centered around a working farm, community garden, forest, or riparian preservation as the focal point of the neighborhood. Additionally, there is educational and social programming, preserved open space and rural character, containing walkable and bikeable connections. The Agrihood placetype may include a small retail center to provide everyday goods and services to the surrounding residents.

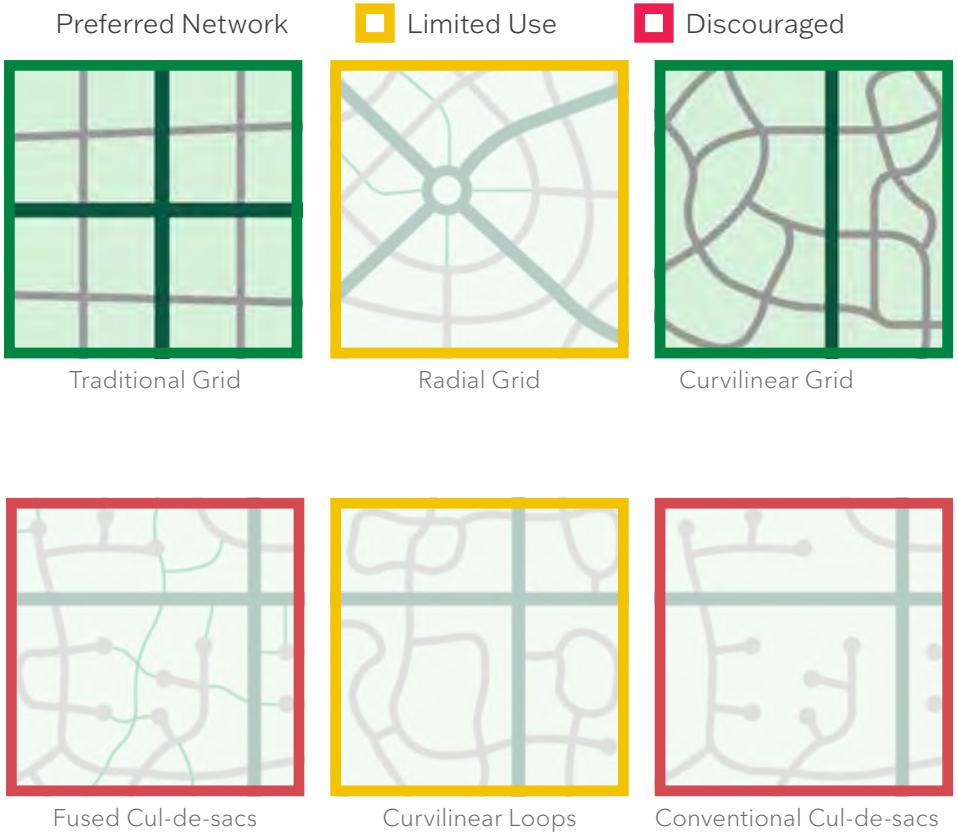
Key Characteristics:

1. Development is centered around a working farm, community garden, or an orchard as the centerpiece.
2. Promotes shared community connections like harvest fests, farm-to-table dinners, or workshops within dedicated open spaces.
3. Encourages healthy lifestyles through gardening, outdoor activity, and walkable design, providing residents with fresh hyper-local food.
4. Typically includes conservation practices such as soil restoration, stormwater management, or habitat preservation.
5. Often integrates a mix of housing types that are clustered to preserve open space, farmland, or tree groves. Farm and open space double as an amenity, like a park or golf course would in other developments.

	Recommended Land Uses	
	● = Primary Use ◐ = Secondary Use	
Agrihood / Agriculture / Agribusiness	Agriculture	●
Estate Rural & Equestrian	Public Open Space	●
Traditional Residential	Private Open Space	●
Master Planned Residential	Single Unit Dwelling Detached	●
Village Neighborhood	Single Unit Dwelling Attached	●
Village Center	Multiplex	●
Master Planned Mixed Use	Apartments	●
Trail Oriented Development Overlay (TrOD)	Mixed-Use	●
Downtown	Entertainment	◐
Innovation District	Lodging	○
Destination Development	Commercial	◐
Traditional Commercial	Office	◐
General Industrial	Civic/Public Institution	◐
Flex Industrial	Utility	◐
Grand Park District	Light Industrial	◐
Grand Park Sports Campus	Heavy Industrial	○
Community Institutional		
Parks, Conservation, and Open Space		

- Number of Acres Devoted to Placetype: 735 acres
- Percentage of Total Acreage of All Placetypes: 2.21%

Street Pattern Recommendations:



Design & Precedent Imagery:

Farm Stand Within an Agrihood Placetype Open to the Community.

Example of Community Garden in Agrihood Placetype.

Example Agrihood Neighborhood Development.

Example of Small Retail Center in Agrihood Placetype.

Example of Agrihood Development with Market and Gardens in the Forefront and Housing Off to the Sides.

Mobility	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Network	• Street networks should follow natural contours of the land and preserve the edges of water bodies, joining with gridded networks where possible. • In this type of subdivision, curvilinear or traditional grid streets will work best to preserve farmland/natural features and connect people with activity. • Streets should have low speeds and incorporate traffic calming design measures. • Resident parking should be limited to private drives. Surface parking lots should be avoided in the primarily residential areas. • Streets within the agrihood should be designed for walkability and incorporate street parking for guests. Limit the use of cul-de-sacs
Commercial Vehicles	• Large commercial vehicles should be prohibited in the area and re-routed, except when making a delivery to a building. • Design farm-loading off local streets with turning radius to accommodate tractors and box trucks; keep conflicts off main roads.
Bicycle and Pedestrians	• Development should connect to named and perimeter trails, where feasible. • Newly developed streets should directly accommodate pedestrians and bicyclists as complete streets. • Sidewalks should be grade separated. Sidewalks, named and perimeter trails should be buffered from traffic in some way (bollards, trees, landscaping). • Internal trail network connecting homes to fields, school bus stops, and nearby parks; shared-use path 10–12 ft wide; farm-service lanes separate from primary trails where feasible.
Golf Carts	• Golf carts could serve as alternative form of transportation. • Golf carts may use the same space as passenger vehicles.
On-Street Parking	• On-street parking is permitted.
Speed and Capacity	• Turn lanes, deceleration lanes, or roundabouts should be considered at entrances to improve traffic flow.
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block & Lot Patterns	• Typical Block Size: N/A • Typical Lot Size: 6,000 square feet. Smaller lot sizes may be used to accommodate tree preservation and open space. • Typical Land Coverage: 60-80% per lot • Agricultural / Open Space / Community Garden: Enhanced integration and emphasis on Agriculture, Open Space, Community Gardens, Tree Preservation, Forrest, Riparian Preservation, and Enhanced Landscaping throughout development.
Access Points	• Curb cuts for driveways are common on roadways.

Building Placement	• Primary building entrances should be oriented toward the street, except for cottage court developments where buildings face a center greenspace. • Commercial areas should be clustered along the farm/community hub and serve as an anchor to the development. • Building heights should be 2 stories or fewer, but may be higher within a village center when integrated into the Agrihood. • Agricultural-related accessory structures should not be greater than 100 feet tall. If more than 100 feet tall, Indiana Tall Structures Act is triggered.
Setbacks/Built to	• Front Yard Setbacks should generally be a minimum of 10 feet or greater to help frame views to fields and open space and activate edges with porches. • Non-residential buildings should be minimum of 0 feet to a maximum of 10 feet from the sidewalk. Exceptions for increased front setbacks may be granted for landscape areas or outdoor activities like dining areas.
Off-Street Parking Areas:	• There should be at least 2 parking spaces on site for residential dwelling units. Parking for commercial uses should be on-street, or in a designated area. • Shared parking for events (unpaved stabilized turf or permeable pavers).
Amenities & Open Spaces:	• Small amount of commercial space should be planned for and integrated on a local street corner with safe access, pair this with a small plaza and shade trees. • Maintain open space around buildings to preserve a feeling of openness. • Playgrounds, greenspaces, and other outdoor recreational areas are encouraged for supporting civic and institutional uses.
Landscaping	• Preservation and restoration of natural features including floodplains, riparian buffers, tree rows, forested areas, wetlands, waterways, and other natural features are encouraged, including replacement of invasive plants with native plants. • Lot splits, wherein one lot retains only the riparian buffer and any other natural features like floodplain area, is highly encouraged to better protect and conserve these features.
Stormwater Management	• Plan for regional drainage detention and water quality measures. • Integrate swale-connected rainwater from rooftops. • Riparian Buffers: 75 feet on each side for Cool Creek and Little Eagle Creek; and 50 feet from other streams or ditches.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- Require at least three different housing types (cottages, townhomes, small lot detached (single dwelling unit).
- Allow accessory dwelling units.
- Ensure there is a buffer between farm operations and dwelling units – between 50 to 100 feet, landscaped in a natural form.
- Develop a farm hub/community hub within walking distance of most units (1/4 – ½ mile).
- Permit seasonal events with event management plan (parking, noise hours, traffic control, etc.).
- Lots require connection to water and sewer.

Estate Rural and Equestrian

This placetype generally consists of farmland, farms, and large lot estate residential dwelling units. This placetype includes open fields, hedgerows, woodlands, streams, farms of all sizes, single dwelling units, as well as accessory buildings, such as barns. Access to roadways is critical as housing in these areas is not likely in a traditional subdivision. Roadways may be grid-based or curvilinear based on topography and other natural features such as stream corridors and wooded lots. Context sensitive clustered subdivisions, with small lots could be considered in these areas if well-designed and have access to public water and sewer.

These areas include a mix of large estate lots, active agricultural and agritourism uses. The density in these areas is very low. These areas have streams, tree stands, and topography that adds to its scenic beauty.

As landowners feel more pressure from growth moving west, it is anticipated that eventually these areas will build out, but past the lifetime of this plan. However, the city needs to be proactive in protecting the remaining tree stands, stream beds, and other natural features in these areas.

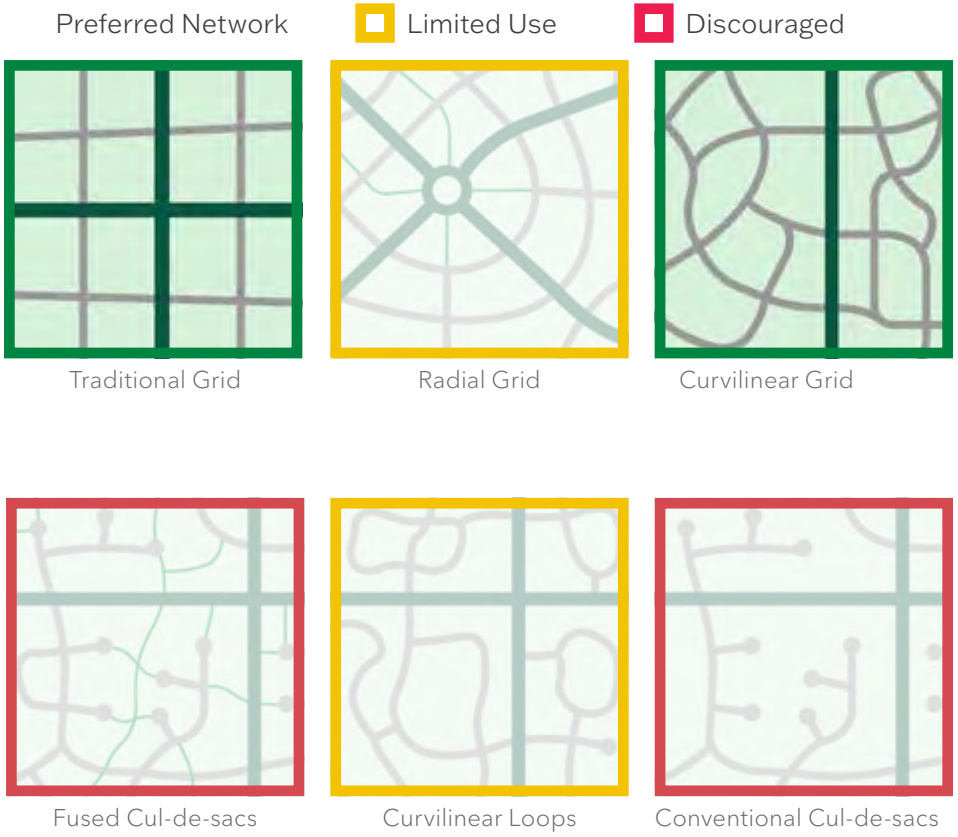
Key Characteristics:

1. County roads lined with crops, interspersed with large lot single-family homes, which define the landscape.
2. Farming and agritourism are present adding to the rural character and beauty of this area.
3. Development is limited to detached single-family homes and accessory dwelling units (ADUs) to preserve the area's rural and spacious character while maintaining a low-density residential focus.
4. Abundant open spaces create a peaceful, secluded environment for residents seeking privacy and tranquility.
5. Limited sidewalks and trail connections exist, except for the Midland Trace Trail, many cyclists use the county roads for recreation.
6. There are opportunities for agricultural tourism, such as farm tours (Stuckey's) and roadside produce, that encourage relationships between rural and urban areas.

Community Garden Example.

	Recommended Land Uses	
Agrihood / Agriculture / Agribusiness	● = Primary Use ◒ = Secondary Use	
Estate Rural & Equestrian	Agriculture	●
Traditional Residential	Public Open Space	●
Master Planned Residential	Private Open Space	●
Village Neighborhood	Single Unit Dwelling Detached	●
Village Center	Single Unit Dwelling Attached	○
Master Planned Mixed Use	Multiplex	○
Trail Oriented Development Overlay (TrOD)	Apartments	○
Downtown	Mixed-Use	○
Innovation District	Entertainment	○
Destination Development	Lodging	○
Traditional Commercial	Commercial	○
General Industrial	Office	○
Flex Industrial	Civic/Public Institution	◒
Grand Park District	Utility	◒
Grand Park Sports Campus	Light Industrial	○
Community Institutional	Heavy Industrial	○
Parks, Conservation, and Open Space		

Street Pattern Recommendations:



- Number of Acres Devoted to Placetype: 5,240 acres
- Percentage of Total Acreage of All Placetypes: 15.28%

Design & Precedent Imagery:

Example of Homestead.

Example of Residential Dwelling with Horse Farm.

Estate Residential.

Agricultural Operations.

Commercial Horse Stables.

Mobility	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Network	• The transition from suburban to rural is clearly felt through street design and land use, such as farmland and above ground utility lines. • Roads are usually one lane in each direction with wider shoulders present on either side of the street to accommodate farm vehicles and equipment. • Super grids are formed by county roads and laid out via the Public Land Survey System (PLSS). • Where possible, streets should be rerouted around legal drains and other water features to reduce the number of bridges needed. • Intersections where roads meet at an irregular angle or are unaligned with each other should be corrected and straightened when possible. • Stop signs are and should be present at most intersections. • For intersections with increased traffic, roundabouts should be used and designed to integrate bike and pedestrian traffic and to maintain easy mobility for farm vehicles and equipment.
Commercial Vehicles	• Commercial vehicles are common on major township roads such as Mule Barn, Ditch, Spring Mill, 191st, 186th, 161st, and 193rd Streets. • Commercial vehicles should not be routed through neighborhood streets.
Bicycle and Pedestrians	• There are not many streetside amenities[KA24.1] (like lighting, benches, and waste inreceptacles) in the rural residential reserve placetype. • Any new development should connect to named and perimeter trails, where feasible. • In subdivisions, sidewalks should be five feet or wider and located along both sides of the street.
Golf Carts	• Golf carts may use the same space as passenger vehicles.
On-Street Parking	• No on-street parking is permitted.
Speed and Capacity	• Improve key roads such as Hamilton/Boone County Line Road, Mule Barn Road, and Joliet Road as they currently do not have the capacity for large developments. As the area around it develops, coordinated improvements in infrastructure will be needed to support growth.
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block & Lot Patterns	• Typical Block Size: N/A • Typical Lot Size: 3 acres • If proposing a clustered subdivision, lots could be smaller (no smaller than 6,000 square feet) to create a village or hamlet that is connected to water and sewer. • Typical Building Coverage: 15%

Access Points	• Curb cuts for driveways are common on roadways. • Shared drives or frontage roads are encouraged where there are clusters of structures to reduce the number of access points, and therefore conflict points on major roads.
Building Placement	• Primary building entrances should be oriented toward the street, except for cottage court developments where buildings face a center greenspace. • Commercial areas should be along primary/major streets. • Building heights should be 2 stories or fewer. • Agricultural-related accessory structures should not be greater than 100 feet tall. If more than 100 feet tall, Indiana Tall Structures Act is triggered.
Setbacks/Built to	• In established areas, the front yard setback should be the block average. • On new parcels, setbacks should be 25 feet or greater. • Non-residential buildings should be 0 to 10 feet from the sidewalk or edge of pavement. Exceptions for increased front setbacks may be granted for landscape areas or outdoor activities like dining areas.
Off-Street Parking Areas:	• There should be at least 2 parking spaces off-street.
Amenities & Open Spaces:	• Maintain open space in the front of buildings to preserve a feeling of openness. • Playgrounds, greenspaces, and other outdoor recreational areas are encouraged for supporting civic and institutional uses.
Landscaping	• Preservation of existing natural features including floodplains, riparian buffers, tree rows, forested areas, wetlands, waterways, and other natural features are encouraged. • Invasive plants should be removed and replaced with native plants within the riparian buffers. • Lot splits, wherein one lot retains only the riparian buffer and any other natural features like floodplain area, is highly encouraged to better protect and conserve these features.
Stormwater Management	• If no city drainage connections exist, drainage swales on either side of street are highly encouraged to reduce the likelihood that streets become impassable during major storms or inclement weather events.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- Major watersheds in Westfield/Washington Township include Cool Creek, which flows south into the White River in Carmel; Vestal Ditch which covers a portion of the township's east/southeast, and Little Eagle/Eagle Creek. These watersheds should be protected as the area around the watershed develops. Creative design solutions like using a riparian corridor and floodplain treatment as a natural setting should be considered and incorporated into new development.
- As the remainder of the township develops, beyond the life of this plan, how this area develops, and how land is used efficiently is a key concern. Therefore, the city, should encourage creative design and development that create new hamlets or villages within the rural residential reserve areas. This could include encouraging the transformation of street intersections into a hamlet of a cluster of houses around a green area that could later grow into a village. This would increase density by creating smaller lots, effectively and efficiently using land, and incorporating green/open space, commercial nodes, and other uses to support growth farther away from the city.

Traditional Single-Family Dwelling Detached Example.

Traditional Residential

The Traditional Residential placetype identifies existing neighborhoods and new neighborhoods that are at a low to moderate residential intensity. This placetype is intended to facilitate the development of large scale “conventional” single dwelling unit neighborhoods. While not urban in nature, these neighborhoods are walkable and provide a high degree of connectivity between individual neighborhoods, to retail and restaurants, parks, schools, library, and surrounding transportation networks. Where applied to existing conventional single dwelling residential neighborhoods, the associate zoning regulations should provide a degree of protection from the practice of re-subdividing existing lots in a manner that creates inconsistently higher intensity parcels within a lower intensity neighborhood. These areas may include smaller infill sites which are often difficult to develop, require flexibility in design, change incrementally, and should generally maintain the existing development fabric.

Key Characteristics:

1. Low to moderate density detached single unit housing on lots with ample yards and separation between dwellings.
2. May include developments featuring attached single unit housing, such as townhomes or duplexes, but still maintain larger lot sizes and lower density.
3. The peaceful residential atmosphere is enhanced by preserving open space, vegetation, and natural features.
4. Neighborhood amenities promote social interaction with neighbors. Examples include trails, picnic areas, playgrounds, and dog parks.
5. Neighborhoods and amenities should be connected by a comprehensive sidewalk and trail network to promote walkability, accessibility, and safety.

- Agrihood / Agriculture / Agribusiness
- Estate Rural & Equestrian
- Traditional Residential
- Master Planned Residential
- Village Neighborhood
- Village Center
- Master Planned Mixed Use
- Trail Oriented Development Overlay (TrOD)
- Downtown
- Innovation District
- Destination Development
- Traditional Commercial
- General Industrial
- Flex Industrial
- Grand Park District
- Grand Park Sports Campus
- Community Institutional
- Parks, Conservation, and Open Space

Recommended Land Uses

● = Primary Use

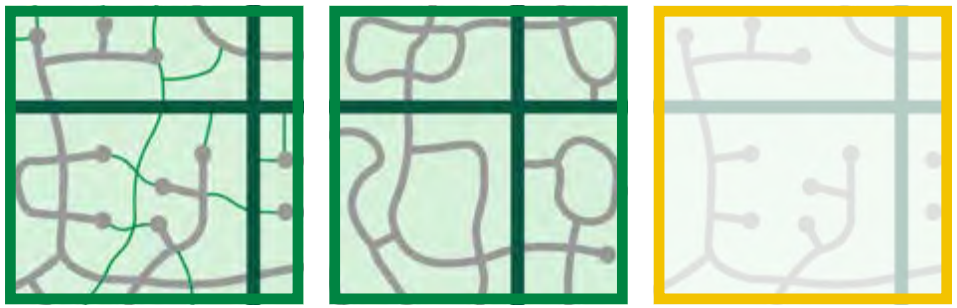
◑ = Secondary Use

Agriculture	○
Public Open Space	●
Private Open Space	●
Single Unit Dwelling Detached	●
Single Unit Dwelling Attached	●
Multiplex	◑
Apartments	○
Mixed-Use	○
Entertainment	○
Lodging	○
Commercial	○
Office	○
Civic/Public Institution	◑
Utility	◑
Light Industrial	○
Heavy Industrial	○

Street Pattern Recommendations:

Preferred Network | Limited Use | Discouraged

Traditional Grid | Radial Grid | Curvilinear Grid



Fused Cul-de-sacs | Curvilinear Loops | Conventional Cul-de-sacs

- Number of Acres Devoted to Placetype: 9,485 acres
- Percentage of Total Acreage of All Placetypes: 28.54%

Design & Precedent Imagery:

Traditional Single-Family Dwelling Detached Example.

Traditional Single-Family Dwelling Detached Example.

Bungalow Court Example.

Traditional Single-Family Dwelling Detached Example.

Traditional Single-Family Dwelling Detached Example.

Mobility	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Network	• Establish a well-connected street network to improve traffic flow and access. • Curving streets are preferred to discourage speeding. • Two-way streets are preferred. On-street parking may be provided. • Cul-de-sacs may be used to increase build out but should be supplemented with pedestrian and bicycle paths to adjacent streets to support connectivity.
Commercial Vehicles	• Commercial vehicles should not be routed through neighborhood streets.
Bicycle and Pedestrians	• Sidewalks should be 5 feet or wider and located along both sides of the street. • Trails are encouraged throughout developments and to connect neighborhoods.
Golf Carts	• Golf carts could serve as alternative form of transportation. • Golf carts may use the same space as passenger vehicles on local streets.
On-Street Parking	• On-street parking is permitted only along local streets in residential developments.
Speed and Capacity	• As the area around it develops, coordinated improvements in infrastructure will be needed to support growth. • Turn lanes, deceleration lanes, or roundabouts should be considered at entrances to improve traffic flow.
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block & Lot Patterns	• Typical Block Size: up to 400 - 800 feet • Typical Lot Size: 8,000 sq. ft. • Typical Building Coverage: 40% or less
Access Points	• Only one curb cut/driveway should be provided per dwelling. • Shared drives may be used for attached dwellings.
Building Placement	• Primary building entrances should be oriented toward the street, except for cottage court developments where buildings face a center greenspace. • Building heights may be up to 2.5 stories.
Setbacks/Built to	• In established areas, the front yard setback should be the block average. • Setbacks should preserve open spaces in the front yard.
Off-Street Parking Areas	• Single-unit dwellings should provide a garage large enough to accommodate two vehicles.

Amenities & Open Spaces	• Maintain open space in the front of buildings to preserve a feeling of openness. • Playgrounds, green spaces, and other outdoor recreational areas are encouraged as development amenities or for supporting civic and institutional uses. • Neighborhood pools and clubhouses are anticipated in these developments.
Landscaping	• Preservation of existing natural features including floodplains, riparian buffers, tree rows, forested areas, wetlands, waterways, and other natural features are encouraged. • Street trees on residential streets. • Invasive plants should be removed and replaced with native plants within the riparian buffers. • Lot splits, wherein one lot retains only the riparian buffer and any other natural features like floodplain area, is highly encouraged to better protect and conserve these features.
Stormwater Management	• Developments should include drainage elements that connect to municipal drainage or provide retention/detention facilities on site. • On-site drainage facilities should be easements or common areas and reserved for that specific purpose.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- Support efforts to maintain and modernize existing neighborhoods, especially surrounding the downtown area.
- Subarea planning is needed in this placetype to help determine the appropriate mix of land uses and infrastructure improvements to promote multi-modal connectivity within the neighborhood and to surrounding neighborhoods, public spaces, commercial, and mixed-use areas.
- Encourage the creation of new neighborhoods that are safe, pedestrian friendly, and provide diverse housing opportunities.
- Key intersections, local commercial areas, and areas within 1/2 miles of TRoD nodes may represent the most appropriate opportunities for redevelopment with supporting land uses.
- Changes to areas within Traditional Neighborhood placetype should look to add housing in a way that is gentle, incremental, and sensitive to the existing context, while doing so in a manner that strengthens these neighborhoods and incorporates inclusive community engagement efforts. Incompatible multiplex, townhome, duplex, triplex, and apartment development should be located outside of existing single-unit neighborhoods.
- Village Farms is governed by The Village Farms Plan which is incorporated into the comprehensive plan by reference. Additional standards, guidelines, or special consideration for development in the campus should be reviewed and incorporated based on that master plan

Traditional Detached Single-Family Neighborhood Street Example.

Master Planned Residential

The Master Planned Residential placetype is a residential development designed under a single, unified plan that includes a variety of housing types (such as single-family homes, townhomes, apartments), coordinated infrastructure (roads, utilities, stormwater systems), and integrated amenities (clubhouse pool, passive open space, active recreational areas, public spaces, fountains, walking trails, gazebos, fitness centers, etc.) to create a complete, balanced community. This placetype has cohesive design standards, internal street, and path networks, access to shared amenities, is integrated with its surroundings, and is a phased development built in stages over several years with long-term land use and transportation planning as the focus.

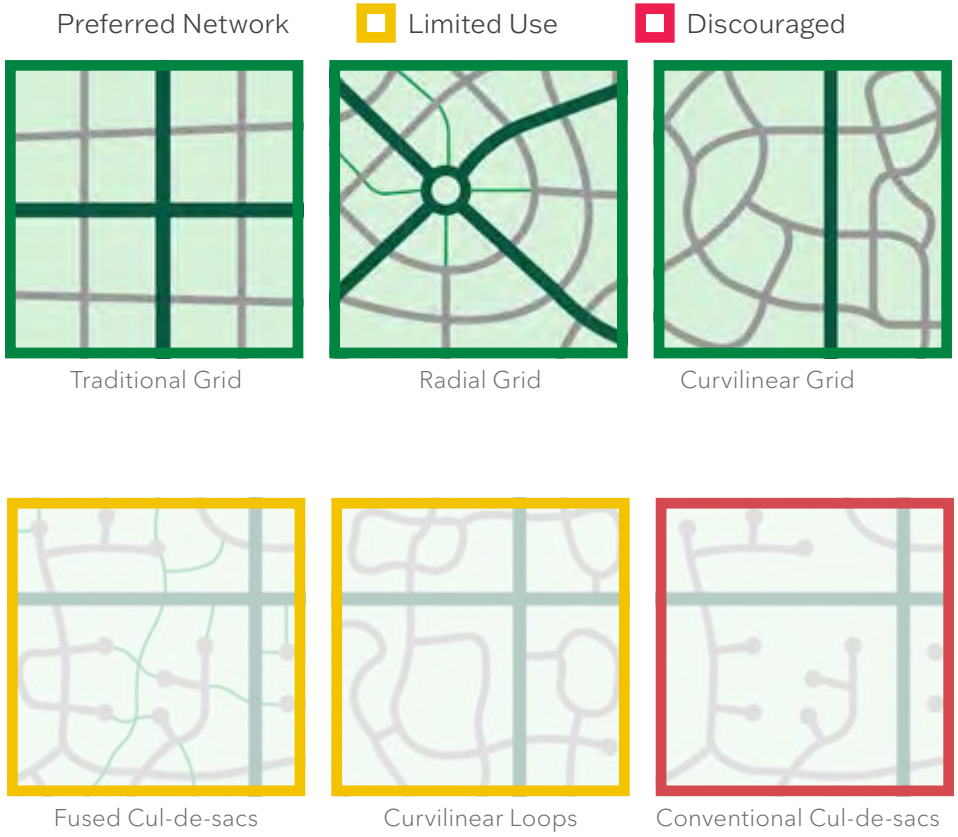
Key Characteristics:

1. A variety of housing is provided for a range of preferences. Similar architectural styles and materials are used to create a cohesive neighborhood aesthetic.
2. Neighborhoods have a high level of connectivity with well-designed street networks.
3. Developments provide multiple quality of life and recreational elements into the site design.
4. Streetscapes and landscapes showcase creativity and limit large expanses of grass lawns, except for recreational areas or private yards.
5. Some non-residential or mixed-use elements can be incorporated into residential areas. These uses should be developed to coordinate with the characteristics of residential developments.

	Recommended Land Uses	
Agrihood / Agriculture / Agribusiness	● = Primary Use ◐ = Secondary Use	
Estate Rural & Equestrian	Agriculture	○
Traditional Residential	Public Open Space	●
Master Planned Residential	Private Open Space	●
Village Neighborhood	Single Unit Dwelling Detached	●
Village Center	Single Unit Dwelling Attached	●
Master Planned Mixed Use	Multiplex	●
Trail Oriented Development Overlay (TrOD)	Apartments	●
Downtown	Mixed-Use	●
Innovation District	Entertainment	◐
Destination Development	Lodging	○
Traditional Commercial	Commercial	◐
General Industrial	Office	◐
Flex Industrial	Civic/Public Institution	●
Grand Park District	Utility	◐
Grand Park Sports Campus	Light Industrial	○
Community Institutional	Heavy Industrial	○
Parks, Conservation, and Open Space		

- Number of Acres Devoted to Placetype: 3,295 acres
- Percentage of Total Acreage of All Placetypes: 9.92%

Street Pattern Recommendations:



Design & Precedent Imagery:

Neighborhood clubhouse and pool amenities are offered in Master Planned Placetypes.

Chatham Hills Master Planned Development with golf course and single unit dwelling access.

Master planned developments offer a higher level of amenities. Shown here a single-unit detached dwelling with hanger for a plane and access to the airfield.

Bridgewater Clubhouse, Part of an Amenity for the Bridgewater Master Planned Development.

Example of NeighborhoodMixed Use Residential, Retail, Restaurant, and Plaza.

Neighborhood Walkway and Pond.

Mixed Residential Neighborhood.

Mixed-Use Development.

Mobility	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Network	• Streets are highly connected and support multiple modes of transportation.
Commercial Vehicles	• Large commercial vehicles should not be routed through residential areas.
Bicycle and Pedestrians	• Trails and sidewalks provide additional connections to supplement the street network. • High traffic areas have dedicated bike lanes.
Golf Carts	• Golf carts may serve as alternative form of transportation. • Golf carts may use the same space as passenger vehicles.
On-Street Parking	• On-street parking is permitted on both sides of the street. Providing additional on-street parking areas throughout the development is encouraged. On-street parking should be provided in front of commercial uses.
Speed and Capacity	• Streets should be designed with traffic calming measures to slow speeds and enhance pedestrian safety.
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block & Lot Patterns	• Typical Block Size: varies • Typical Lot Size: varies • Typical Building Coverage: varies
Access Points	• Curb cuts for driveways are common for detached houses. • Attached dwellings and multi-unit dwellings are encouraged to use shared driveways to minimize sidewalk interruptions.
Building Placement	• Buildings should be oriented towards the street except for court-style developments, which may orient to central green spaces. • Detached houses may be 2 to 2.5 floors. Apartments or townhomes may be 3 stories. • Buildings taller than 3 stories may be considered for areas adjacent to nonresidential placetypes; floors above 3 stories should have step-backs to preserve views and sunlight access. • Promote alleyways or side-loaded garages to provide a welcoming and walkable environment.
Setbacks/Built to	• Front yard setbacks should generally be aligned with established setbacks. • Setbacks may vary for different types of housing and whether they are oriented towards a street or green space. • Front, side, and rear setbacks vary in size across neighborhoods but are generally consistent within an individual neighborhood.
Off-Street Parking Areas	• Detached houses should have garages that can accommodate at least 2 vehicles. • Attached housing may have garages or surface parking. • Surface parking shall locate in rear yards and be hard surfaced.

Amenities & Open Spaces	• Playgrounds, greenspaces, and other outdoor recreational areas are encouraged for resident use as well as supporting civic and institutional uses. • Large expanses of lawn should be avoided except for recreational amenities or private lawns.
Landscaping	• Landscaping and streetscapes should showcase creativity with native plant variety, topography, and more. • Preservation of existing tree stands is highly encouraged and shall be incorporated into overall development design. • Landscapes for stormwater management and environmental sustainability are highly encouraged.
Stormwater Management	• Sites should be connected to the city storm sewer, provide on-site retention/detention facilities, or encouraged to participate in regional detention, if available. • Landscapes for stormwater management and environmental sustainability are highly encouraged.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- Anchor neighborhoods with local-serving commercial nodes.
- New development should be context- sensitive, and building scale, height and massing should complement existing buildings.
- Attention should be given to building height, orientation, architectural style, and setback to ensure new structures fit into existing neighborhood context.
- Front yards are semi-private and may include front stoops and porches that contribute to a neighborhood's character.
- Density in the form of multiplexes should be prioritized along arterials and collectors; and not local streets.
- Provide visual buffers between single unit uses and other more intense adjoining uses.
- Accessory Dwelling Units permitted in this placetype.

Traditional Single-Family Dwelling Detached Example.

Village Neighborhood

The Village Neighborhood placetype contains a variety of residential, commercial, and retail uses. This placetype is adjacent to major arterial and collector roads. This placetype includes a mix of residential uses at a higher density than the Traditional Residential placetype. Non-residential uses are typically located at key intersections adjacent to neighborhoods, considered support to the neighborhood, and should be located no more than a 15-minute walking distance of all residential uses. Transportation infrastructure should support and encourage connectivity, safe walking, biking, and golf carts.

Key Characteristics:

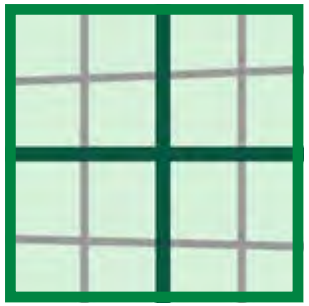
1. Single-unit dwellings, attached or detached, are laid out in walkable and connected neighborhoods.
2. Individual low-rise apartment buildings (4 to 8 units) that are well-designed, integrated into neighborhood development, has consistent site setbacks as other sites, and have compatible design style to other single-unit dwellings so it doesn't appear from the front to be a multi-unit development.
3. Infill development is scaled to match the character of established neighborhoods.
4. Civic and institutional uses are located within walking or biking distance of residential areas to provide convenient access to services and gathering places.
5. Neighborhoods may have small-scale businesses that cater to residents' daily needs in higher-traffic areas or intersections.

	Recommended Land Uses	
Agrihood / Agriculture / Agribusiness	● = Primary Use ◐ = Secondary Use	
Estate Rural & Equestrian	Agriculture	○
Traditional Residential	Public Open Space	◐
Master Planned Residential	Private Open Space	◐
Village Neighborhood	Single Unit Dwelling Detached	○
Village Center	Single Unit Dwelling Attached	●
Master Planned Mixed Use	Multiplex	●
Trail Oriented Development Overlay (TrOD)	Apartments	●
Downtown	Mixed-Use	●
Innovation District	Entertainment	○
Destination Development	Lodging	●
Traditional Commercial	Commercial	●
General Industrial	Office	●
Flex Industrial	Civic/Public Institution	◐
Grand Park District	Utility	◐
Grand Park Sports Campus	Light Industrial	○
Community Institutional	Heavy Industrial	○
Parks, Conservation, and Open Space		

- Number of Acres Devoted to Placetype: 2,230 acres
- Percentage of Total Acreage of All Placetypes: 8.51%

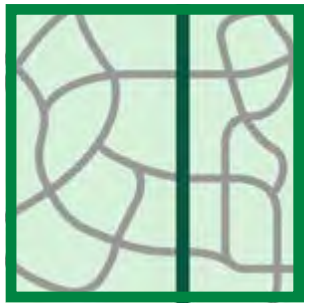
Street Pattern Recommendations:

Preferred Network Limited Use Discouraged



Traditional Grid

Radial Grid



Curvilinear Grid

Fused Cul-de-sacs

Curvilinear Loops

Conventional Cul-de-sacs

Design & Precedent Imagery:

Example of Townhome Development.

Neighborhood Retail Shops.

Traditional Single-Unit Dwelling Detached on Smaller Lot.

Example of Two-Story Walkable Mixed-Use Development with Townhomes in the Distance.

Example of Walkable Single-Family Neighborhood with Greenspace in Front Yards.

Mobility	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Network	• Establish a well-connected street network to improve traffic flow and access. • Traditional grid preferred with traffic calming strategies such as narrowing, street parking, etc. Some curving streets may be used but not the predominate street type. • Two-way streets are preferred. On-street parking is allowed.
Commercial Vehicles	• Commercial vehicles should not be routed through neighborhood streets.
Bicycle and Pedestrians	• Sidewalks in residential areas should be 5 feet or wider and located along both sides of the street. • Trails are encouraged throughout developments and to connect neighborhoods and other named trails.
Golf Carts	• Golf carts may serve as alternative form of transportation. • Golf carts may use the same space as passenger vehicles on local streets.
On-Street Parking	• On-street parking is permitted only along local and collector streets in residential developments.
Speed and Capacity	• As the area around it develops, coordinated improvements in infrastructure will be needed to support growth. • Turn lanes, deceleration lanes, or roundabouts should be considered at entrances to improve traffic flow.
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block & Lot Patterns	• Typical Block Size: between 500 and 900 feet • Typical Lot Size: 0.1 acre to 0.3 acre • Typical Building Coverage: 60% or less for residential and 90% for commercial.
Access Points	• Only one curb cut/driveway should be provided per lot. Shared drives may be used for attached dwellings or if many detached single buildings are built on one parcel. Alley loaded garages encouraged. • Supporting commercial areas should be designed to promote walkability including enhanced sidewalks, street trees and landscaping, minimal curb cuts, and pedestrian-scaled lighting. • Establish a comprehensive pedestrian network emphasizing multimodal connections to commercial areas, schools, and parks.
Building Placement	• Entrances should be oriented to the street, except cottage court developments, which may face a courtyard. • Apartments may face courtyards or pedestrian pathways. • Detached houses may be 2 to 2.5 floors. Apartments, townhomes, or commercial uses may be up to 3 stories. Buildings taller than 3 stories may be considered for areas adjacent to nonresidential placetypes. Floors above 3 stories should have step-backs to preserve views and sunlight access. • Commercial areas, including retail mixed-use development, should be located at key intersections and along a collector or arterial. • Promote alleyway or side-loaded garages to provide a welcoming and walkable environment.

Building Placement (cont)	• Because placetypes adjacent to this placetype may have a different scale, buffering should occur to reduce any land use incompatibilities. Buffering could include increasing setbacks to provide landscaped buffer yard, existing tree preservation, or incorporate drainage easement transitions.
Setbacks/Built to	• Infill development should meet the established front setbacks. • Building setbacks should generally be uniform; setbacks of 20 feet or less are preferred to incorporate street trees, sidewalks, and front yards. • Commercial buildings should be located at the edge of the sidewalk to create a strong street presence. In some situations, a portion of a commercial building could be setback 5 feet to accommodate outside dining or public plaza.
Off-Street Parking Areas	• Single-unit dwellings should include garages capable of storing a minimum of 2 vehicles. • Multi-unit apartments may rely on garages, surface parking, or nearby street parking. Parking areas should incorporate landscaping and screening elements to prevent light trespass.
Amenities & Open Spaces	• Parks, playgrounds, greenspaces, plazas, open spaces, and other outdoor recreational areas are encouraged for supporting civic and institutional uses. • Residential streets should have 5-foot sidewalk with planting strips in locations with less intense development. Commercial areas should have an 8-foot to 10-foot sidewalk with planting strips in locations with more intense development. • Developments should have well-designed trail connections throughout the neighborhood and a perimeter trail connecting to other community trail networks. • Have street connections to parks, schools, and other destinations, and include well-designed pedestrian connections to trails or greenways.
Landscaping	• Landscape strips with street trees are encouraged to separate pedestrian pathways from streets. • Preservation and restoration of natural features including floodplains, riparian buffers, tree rows, forested areas, wetlands, waterways, and other natural features are encouraged. • Plant parkways and private yards with native species shade trees to expand the urban forest and improve neighborhood character. Street trees used for parkways should ensure the roots of the varietal selected does not damage sidewalks or infrastructure. • Front and rear yards serve as private open spaces.
Stormwater Management	• City should encourage coordination between adjacent development to provide regional retention instead of each development having their own retention facility onsite. • Developments should include drainage elements that connect to municipal drainage or provide retention/detention facilities on site. On-site drainage facilities should be in easements or common areas and reserved for that specific purpose.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- Office, commercial, or retail uses should be located at the perimeter of residential areas at intersections or along collector and arterial streets.
- Housing such as duplexes, townhomes, and multiplexes should be designed to complement the scale and character of the surrounding neighborhood and dwelling units.

Village Center

The Village Center placetype is intended to support the development of small-scale commercial, service, retail, and civic uses that are strategically located within identified residential areas to provide essential goods, services, and gathering spaces for nearby residents. Designed to be unique and accessible predominantly by foot and bike, these Village Centers support regular needs while fostering a sense of neighborhood identity. Village Center daily needs are not those in large format buildings like typical grocery stores, car washes, and gas stations. These nodes have a compact development pattern that is within a 5-to-15-minute walking distance from home. Each Village Center should have its own unique vision, not replicating other areas in the city. These areas feature small businesses, local markets, coffee shops, pharmacies, convenience stores, personal services, and small-scale offices. These uses are found in low-rise mixed-use buildings with retail or office on the ground floor and residential units above. New development and infill should be quaint, scaled to fit the character of the surrounding neighborhood, avoiding large-format retail, drive-throughs, or auto-centric designs. This placetype incorporates thoughtful building placement, street trees, and human scaled architecture.

Key Characteristics:

1. The Village Center place type acts as mini “Main Streets” which is at most, a few blocks in size, for neighborhoods within Westfield and Washington Township.

2. The Village Center place type supports low-rise mixed-use and live-work buildings built up to the street at major intersections.

3. As new developments occur, the Village Centers should establish a street grid with sidewalks and bike lanes for the safety and comfort of pedestrians and cyclists. The Village Center should prioritize pedestrian and multi-use connections to surrounding residential neighborhoods.

4. The Village Center’s architectural character is encouraged to incorporate elements from historic or vernacular architecture that pay homage to the neighborhood’s history.

5. The Village Center should provide a transitional area adjacent to low density housing; the transitional area should encourage medium density, compact housing, and limit commercial uses.

	Recommended Land Uses	
	● = Primary Use ◒ = Secondary Use	
Agrihood / Agriculture / Agribusiness	Agriculture	○
Estate Rural & Equestrian	Public Open Space	●
Traditional Residential	Private Open Space	●
Master Planned Residential	Single Unit Dwelling Detached	●
Village Neighborhood	Single Unit Dwelling Attached	●
Village Center	Multiplex	●
Master Planned Mixed Use	Apartments	○
Trail Oriented Development Overlay (TrOD)	Mixed-Use	●
Downtown	Entertainment	●
Innovation District	Lodging	○
Destination Development	Commercial	●
Traditional Commercial	Office	●
General Industrial	Civic/Public Institution	●
Flex Industrial	Utility	◒
Grand Park District	Light Industrial	○
Grand Park Sports Campus	Heavy Industrial	○
Community Institutional		
Parks, Conservation, and Open Space		

Street Pattern Recommendations:

Preferred Network Limited Use Discouraged

Traditional Grid Radial Grid Curvilinear Grid

Fused Cul-de-sacs Curvilinear Loops Conventional Cul-de-sacs

- Number of Acres Devoted to Placetype: 890 acres
- Percentage of Total Acreage of All Placetypes: 2.68%

Design & Precedent Imagery:

Example of Walkable, Mixed-Use Small-Scale Neighborhood Retail Node.

One to Two Story Businesses on Main Street in Nashville, IN

Cluster of Shops and Restaurants Line a Pedestrian Promenade.

Small-Scale Village Retail.

Example of Walkable Mixed-Use Street.

Example of Retail Node in Neighborhood.

Example of Mixed-Use Node.

Village Retail.

Example of Mixed-Use Commercial/Residential Mixed-Use Node.

Mobility	**The movement of people, goods, and/or services through and within the placetype, including travel between this placetype and surrounding placetypes.**
Street Network	• A traditional grid should be established. • Alleys are encouraged.
Significant Streets	• Joliet Rd, Lamong Rd, Horton Rd, Eagletown Rd
Vehicular	• Two-way and two-lane traffic is preferred. • High traffic intersections should consider traffic controls. • Wayfinding signs are highly encouraged.
Speed and Capacity	• Residential streets are low speed and low capacity to discourage through traffic.
Bicycle and Pedestrian/ Micromobility	• Sidewalks should be added along all road frontages where they do not exist. • Trails and sidewalks should connect to encourage nearby residents to walk and bike to Village Center amenities. • Businesses should consider identifying golf cart parking spaces on-street or in parking lots and not allow parking on sidewalks or trails.
Streetscape	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Character	• Bike lanes and other bike infrastructure should be provided along roadways. • Residential streets may share streets with bicycles. Sharrow markings (the markings in street that show a bike and arrows) and “share the road” signage should be incorporated to remind drivers to look for cyclists.
Streetside Amenities	• Amenities should include street trees, pedestrian-scale lighting. Lampposts may include banners or other decorative elements to identify the neighborhood. Native plants are encouraged. • Benches and trashcans may be provided along sidewalks at intersections.
On-street Parking	• Local and residential streets may include on-street parking. • On-street parking is encouraged.
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block Pattern	• Typical Block Size: 200-500 Feet • Typical Lot Size: 0.1 to 0.3 acres • Typical Building Coverage: 85% or less
Access Points	• Access from alleys or side streets is preferred. • Driveways are encouraged to be shared to reduce the number of curb cuts across sidewalks.

Building Placement/ Character	• Building placement should align to the street grid. • Entrances should face the public street. • Entrances should incorporate porches, vestibules/recesses, columns, or similar features. • Elements from historic and vernacular architecture styles are encouraged. • Buildings may be up to 3 stories, but single-unit dwellings should be limited to 2.5 stories.
Setbacks/Build to	• Building setbacks should generally be uniform; setbacks of 20 feet or less are preferred to incorporate street trees, sidewalks, and front yards. • Business signs should be wall mounted or projecting signs. Freestanding or ground signs should be avoided. • Buildings should align to the street grid. • Courtyard style developments may be oriented to a central green space.
Off-Street Parking Areas	• Parking areas should be located beside or behind buildings. • Parking for bikes, scooters, and similar micromobility devices is encouraged for trail and bike lane users.
Amenities & Open Spaces	• Bike racks are encouraged next to commercial and mixed-use buildings' entrances. • Small outdoor areas (pocket parks) are encouraged for recreation and social interaction. • Central gathering spaces are encouraged.
Landscaping	• Street trees and sidewalk are encouraged. • Landscape strips should buffer sidewalks from the street.
Stormwater Management	• Drainage ditches should be diverted or replaced with storm sewers to allow for frontage sidewalks. • Side or rear yards may include rain gardens, bioswales, or retention areas as appropriate. • When possible, coordinate between adjacent development to provide regional retention instead of each development having their own retention facility onsite. • On-site drainage facilities should be in easements or common areas and reserved for that specific purpose. • Landscapes for stormwater management and environmental sustainability are highly encouraged.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- The Village of Hortonville is governed by The Village of Hortonville Plan which is incorporated into the comprehensive plan by reference. Additional standards, guidelines, or special consideration for development should be reviewed and incorporated based on that plan.
- Office, commercial, or retail uses should be located adjacent to residential areas at intersections or along collector and arterial streets.
- Housing such as duplexes, townhomes, and multiplexes should be designed to complement the scale and character of the surrounding neighborhood and dwelling units.

Single-Family Detached Dwelling Example.

Master Planned Mixed-Use

The Master Planned Mixed-Use placetype is applied to new residential neighborhoods that lie along primary transportation routes and similar suburban residential/commercial districts that are in transition. These areas are intended to have a mix of residential types that would include both horizontal and vertical mixed use. These areas should have a higher degree of walkability and connectivity with surrounding residential areas, institutional uses, and commercial nodes. These developments may be smaller in nature due to their proximity to primary transportation routes. Housing density will vary but could include 2 to 3-story residential and commercial buildings. These areas would serve as a buffer to lower density residential areas.

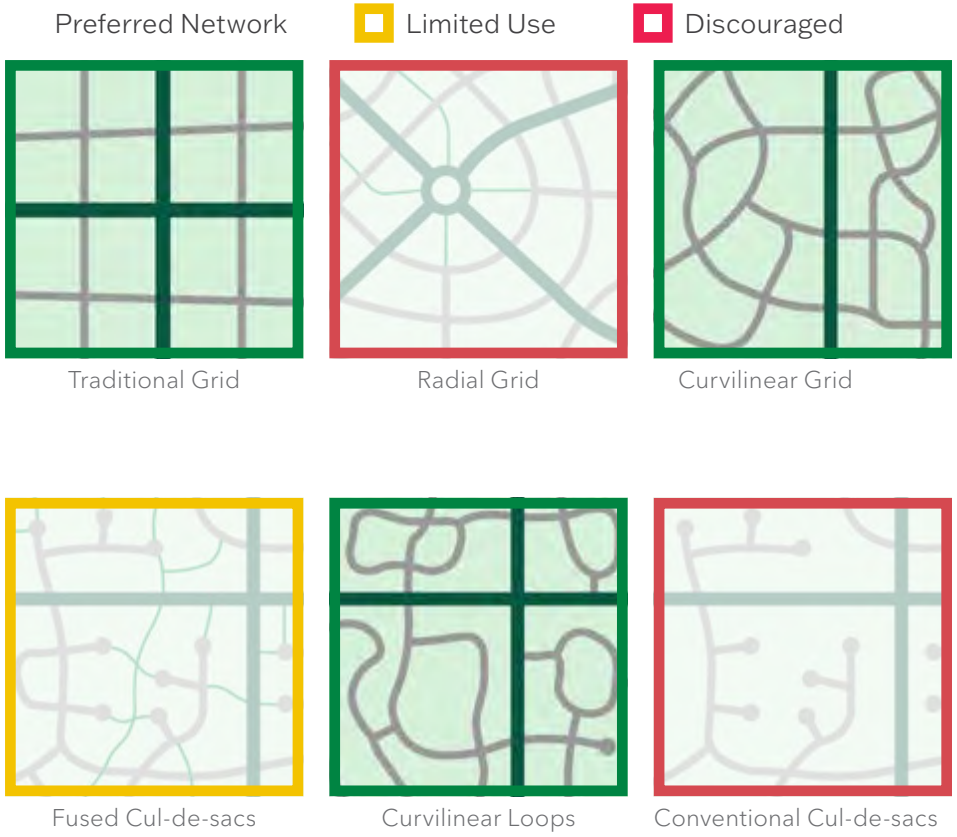
Key Characteristics:

1. This placetype will continue to evolve as different residential types and commercial and office uses are developed or redeveloped.
2. This placetype is typically located along major transportation corridors or at the edges of established commercial areas.
3. Nonresidential uses should be integrated with design of a new development or redevelopment of an existing node.
4. This placetype provides a low-impact transition from higher density residential and commercial uses to lower density residential uses. Developments are encouraged to use yards and open spaces as buffers.

	Recommended Land Uses	
Agrihood / Agriculture / Agribusiness	● = Primary Use ◐ = Secondary Use	
Estate Rural & Equestrian	Agriculture	○
Traditional Residential	Public Open Space	●
Master Planned Residential	Private Open Space	●
Village Neighborhood	Single Unit Dwelling Detached	◐
Village Center	Single Unit Dwelling Attached	◐
Master Planned Mixed Use	Multiplex	◐
Trail Oriented Development Overlay (TrOD)	Apartments	◐
Downtown	Mixed-Use	●
Innovation District	Entertainment	◐
Destination Development	Lodging	◐
Traditional Commercial	Commercial	●
General Industrial	Office	●
Flex Industrial	Civic/Public Institution	●
Grand Park District	Utility	◐
Grand Park Sports Campus	Light Industrial	○
Community Institutional	Heavy Industrial	○
Parks, Conservation, and Open Space		

- Number of Acres Devoted to Placetype: 855 acres
- Percentage of Total Acreage of All Placetypes: 2.58%

Street Pattern Recommendations:



Design & Precedent Imagery:

Example of Attached Multi-Unit Development that has characteristics of single-unit development.

Example of mixed-use building with commercial on the first floor and office and residential above. On-street parking and landscaping incorporated into design.

Example of multi-unit complex.

Single unit detached dwelling with garage facing side of lot. Unit sits on narrow lot.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- None

Mobility	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Network	• The street network provides a high degree of connectivity with multiple routes to get to destinations. • Residents have options for walking, biking, or driving.
Commercial Vehicles	• Commercial vehicles should not be routed through residential areas.
Bicycle and Pedestrians	• High-quality sidewalks, crosswalks, and walking paths; these should extend beyond the development to connect to commercial areas, parks, and essential services. • Dedicated bike lanes, shared-use paths, and bike storage facilities help to promote safety and use.
Golf Carts	• Golf carts could serve as alternative form of transportation. • Golf carts may use the same space as passenger vehicles.
On-Street Parking	• On-street parking may be in dedicated parking areas. • On-street parking helps to further separate vehicle traffic and pedestrians using the sidewalk.
Speed and Capacity	• Circulation within developments should be slow speeds and use traffic calming methods, such as raised crosswalks and narrow widths.
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block & Lot Patterns	• Typical Block Size: 400 - 800 feet • Typical Lot Size: 3,000 - 5,000 square feet • Typical Building Coverage: 75%
Access Points	• Curb cuts for driveways should be shared for sites with multiple buildings. • Sidewalks should connect from the street to the front door.
Building Placement	• Buildings should be oriented to the street or an interior courtyard. • Buildings may be up to 3 stories.
Setbacks/Built to	• Setbacks from the street should align with the established setback.
Off-Street Parking Areas	• Garages or surface parking may be used. • Off-street parking areas should be located behind or beside buildings. No parking areas should be in the front yard.
Amenities & Open Spaces	• Playgrounds, green spaces, and other outdoor recreational areas are encouraged for residents' use. • Pools, clubhouses, and fitness facilities are common amenities for residents' use.
Landscaping	• Landscaping should include plenty of shade trees to encourage walking and recreation. • Parking areas should be screened with fences and/or landscaping.
Stormwater Management	• Sites should be connected to the city storm sewer or provide on-site retention/detention facilities. • Landscapes for stormwater management and environmental sustainability are highly encouraged.

Example of Mixed-Use Buildings and a Dedicated Bike Trail.

Trail-Oriented Development District

The Trail-Oriented Development placetype builds upon the established network of trails and pathways throughout Westfield and the region. A mix of medium to high intensity uses are concentrated around the existing named trails. The predominant land uses can vary significantly depending on the trail node, but could include, ranging live/work units, small scale apartments, townhouses, commercial, retail, office, professional services, etc. Higher-intensity development should be limited to select nodes along the trail and development should be well connected to these facilities.

Key Characteristics:

1. Trail-oriented developments should be designed to fit within their local context and neighboring placetypes regarding development scale and character. Buildings should be designed with a primary facade facing the trail, including residential or commercial main entrances, patios, landscaping, or other amenities.

2. Trail-oriented developments incorporate public spaces for trail users including public art, small parks, recreational activity areas, and rest areas with benches, bathrooms, and water fountains.

3. Semi-public areas adjacent to trails attract visitors to their businesses with unique and interactive landscaping, lighting, public art, and outdoor activity spaces.

4. Trail-oriented developments should incorporate dense mixed-use housing to meet demand for trail adjacent living and to maximize investment.

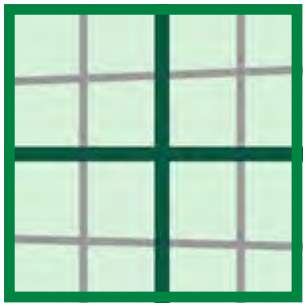
5. Trails provide economic opportunities for businesses that rely heavily on foot traffic. Mixed-use buildings are encouraged to allow more businesses and housing near trails.

	Recommended Land Uses	
Agrihood / Agriculture / Agribusiness	● = Primary Use ◐ = Secondary Use	
Estate Rural & Equestrian	Agriculture	○
Traditional Residential	Public Open Space	●
Master Planned Residential	Private Open Space	●
Village Neighborhood	Single Unit Dwelling Detached	◐
Village Center	Single Unit Dwelling Attached	●
Master Planned Mixed Use	Multiplex	●
Trail Oriented Development Overlay (TrOD)	Apartments	●
Downtown	Mixed-Use	●
Innovation District	Entertainment	●
Destination Development	Lodging	◐
Traditional Commercial	Commercial	●
General Industrial	Office	●
Flex Industrial	Civic/Public Institution	●
Grand Park District	Utility	◐
Grand Park Sports Campus	Light Industrial	○
Community Institutional	Heavy Industrial	○
Parks, Conservation, and Open Space		

- Number of Acres Devoted to Placetype: 2,420 acres
- Percentage of Total Acreage of All Placetypes: 7.28%

Street Pattern Recommendations:

Preferred Network Limited Use Discouraged



Traditional Grid

Radial Grid

Curvilinear Grid

Fused Cul-de-sacs

Curvilinear Loops

Conventional Cul-de-sacs

Design & Precedent Imagery:

Indianapolis Cultural Trail.

Mixed-Use Buildings and Open Space Example.

Community Gathering Place Example.

The 606 Trail in Chicago.

Monon Boulevard Mixed-Use Buildings And Open Space.

Mobility	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Network	• A traditional grid network is preferred to provide high connectivity between trail users and destinations. • Streets should avoid crossing trails for improved safety. • Where trails intersect with roadways, they should have trail signs and raised, well-marked crosswalks. • Multi-lane street trail crossings should include a midway pedestrian refuge. • High traffic arterials should consider having a trail bridge or tunnel instead of an at-grade crossing.
Commercial Vehicles	• Commercial vehicle traffic should be limited. • Commercial vehicles should access buildings on the opposite side of the trail frontage.
Bicycles and Pedestrians	• Sidewalks and bike lanes along streets should connect to the trail network. • If a trail intersects with a roadway, it should have a pedestrian-activated crossing signal. • Vehicle traffic should always give right-of-way to trail users.
Golf Carts	• Golf carts could serve as alternative form of transportation. • Golf carts may be used on trails that are wide enough to allow two-way passing. • Golf cart use may be prohibited on some trails. Trail information should specify whether golf carts are permitted.
On-Street Parking	• On-street parking is permitted. • Spaces may consider using meters to avoid long-term parking in high traffic areas.
Speed and Capacity	• Narrow street widths are encouraged to slow traffic and to provide more space for pedestrian and bicycle infrastructure.
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block & Lot Patterns	• Typical Block Size: varies • Typical Lot Size: varies • Typical Building Coverage: varies
Access Points	• Curb cuts for driveways should avoid crossing trails. • Design for minimal conflicts between vehicles and pedestrians. • Trails should be easily accessible and highly visible from nearby buildings and sidewalks.

Building Placement/ Character	• Buildings should orient to the trail and any other pedestrian pathway. Buildings may need more than one entrance. • Vertical mixed-use buildings are encouraged. • Ground floor frontages should be active spaces. Increased transparency or roll up doors are encouraged to engage with trail users. • Ground floor residential uses should use elements such as stoops or stairs to create a sense of separation from public spaces. • Building setbacks should be planned to allow opportunities for outdoor activities between the building and trail.
Setbacks/Built to	• Setbacks should be between 10 and 20 feet.
Off-Street Parking Areas	• On-site parking should not be in the yards between a building and the trail.
Amenities & Open Spaces	• Trails should have periodic rest areas with seating, bathrooms, and water fountains. • Public or private recreation and activity areas may be integrated with trails. • Trails should have pedestrian scale lighting for evening use.
Landscaping	• Trees are encouraged along streets and trails to provide shade and comfort for users • Creative and interactive landscaping is encouraged.
Stormwater Management	• Urban developments should connect to the storm sewer. • Landscapes and on-site retention/detention facilities should incorporate environmentally sustainable stormwater management, such as bioswales and rain gardens.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- None

Downtown

Downtown features an intense mix of uses characterized by a fusion of historic charm, modern appeal, convenience, and interconnected public green spaces and plazas. The downtown features mixed-use buildings that contain retail shops, offices, and restaurants without drive-throughs. Urban living spaces include ground-floor retail with residential apartments above and shared structured parking. multi-family buildings and single-family homes, both attached and detached, offer supplementary housing options and make a transition to the adjacent neighborhoods. Anchor office buildings with distinctive architecture serve as community centerpieces, grounded in memorable public plazas and community gathering spaces. Tree-lined sidewalks and multi-use trails, accommodating walking, biking, and golf carts, providing interconnectivity between existing trails and parks throughout the city. Urban woodland creek enhancements, including walking trails, overlooks, and urban plazas, complement the downtown area, creating a dynamic balance between nature and urban life.

Key Characteristics:

1. Downtown is the heart of the city. Public spaces and plazas, like Grand Junction Plaza, host events and activities that bring the community together.
2. Downtown is a hub for local and small businesses and civil services, providing ample economic development opportunities.
3. Maintain the established development patterns for street layout, block size, building envelope, and architectural inspiration.
4. Include wide sidewalks with amenities like benches and outdoor seating/ dining, trash receptacles, public art, attractive streetlights, and street trees for pedestrian comfort.
5. Mixed-use buildings and commercial ground floors should create an active street wall to support social interaction and the local economy.
6. Incorporate urban living options to diversify the housing stock and attract residents to downtown.
7. Downtown is governed by a Master Plan Study which is incorporated into the comprehensive plan by reference. Additional standards, guidelines, or special consideration for development in the downtown should be reviewed and incorporated based on that master plan.

- Number of Acres Devoted to Placetype: 375 acres
- Percentage of Total Acreage of All Placetypes: 1.14%

Master Plan Vision for Downtown:

DOWNTOWN FOCUSED VISION AREAS | LEGEND

- A Grassy Branch Creekway
- B Main Street Plan Area - North
- C Main Street Plan Area - South
- D Bank Block Development
- E Carnegie Plaza Development
- F West Penn Blocks
- G East Street Residential Neighborhood
- H Creekside Plan Areas
- I Grand Junction Plan Area
- J Historic and Legacy Plan Area
- K Westlea Residential Neighborhood
- L Cherry Street Residential Neighborhood

Example of Flex Office Building With Walking And Cycling Connections.

Innovation District

This placetype contains predominately office and other flex space designed to foster creativity, collaboration, and the development of new ideas, products, or services. These districts typically encourage interdisciplinary cooperation and provide the infrastructure and support necessary for entrepreneurship, research and development, and technological advancements. These districts may include shared workspaces, incubators, accelerators, labs, maker spaces, and offices designed to promote interaction and creativity as well as provide access to mentors, investors, or experts. These areas often have multi-modal transportation choices, partnerships with educational institutions, and are designed in the context of an urbanized, walkable area adjacent to higher density residential. This district needs infrastructure integration including high-speed internet, smart technologies, and data-sharing capabilities. This placetype encourages an integrated mix of uses and amenities including cafes, event spaces, green areas, and housing to attract and retain talent.

Key Characteristics:

1. An Innovation District encourages compact, urban environments where pedestrian and bicycle infrastructure are integral to the streetscape.
2. The district should be designed as a campus, with strategically placed gathering spaces that promote interaction between thought leaders.
3. Buildings should be designed for multiple tenants and be adaptable for a mix of uses.
4. Sites are designed to promote collaboration and social interaction with shared outdoor spaces.
5. Architecture and streetscape design should showcase innovative and unique designs to establish a strong sense of place.
6. An Innovation District should connect to residential neighborhoods with sidewalks, bike lanes, and mixed-use paths to promote alternatives to vehicle commuting.

	Recommended Land Uses	
	● = Primary Use ◒ = Secondary Use	
Agrihood / Agriculture / Agribusiness	Agriculture	○
Estate Rural & Equestrian	Public Open Space	◒
Traditional Residential	Private Open Space	◒
Master Planned Residential	Single Unit Dwelling Detached	○
Village Neighborhood	Single Unit Dwelling Attached	○
Village Center	Multiplex	○
Master Planned Mixed Use	Apartments	◒
Trail Oriented Development Overlay (TrOD)	Mixed-Use	●
Downtown	Entertainment	◒
Innovation District	Lodging	◒
Destination Development	Commercial	●
Traditional Commercial	Office	●
General Industrial	Civic/Public Institution	◒
Flex Industrial	Utility	◒
Grand Park District	Light Industrial	●
Grand Park Sports Campus	Heavy Industrial	○
Community Institutional		
Parks, Conservation, and Open Space		

Street Pattern Recommendations:

Preferred Network Limited Use Discouraged

Traditional Grid Radial Grid Curvilinear Grid

Fused Cul-de-sacs Curvilinear Loops Conventional Cul-de-sacs

- Number of Acres Devoted to Placetype: 880 acres
- Percentage of Total Acreage of All Placetypes: 2.65%

Design & Precedent Imagery:

Example of Office Building With Public Open Space, and Walking and Cycling Connections.

Office Buildings and Open Space Example.

Office Buildings and Public Open Spaces Example.

Mixed-Use Office Building and Public Open Space Example.

Walkable Tech Campus, with Public Plazas and Landscape, All Part of an Innovation Hub.

Example of Innovation District, Pedestrian Scaled Design Elements.

Outdoor Public Space for Enjoyment of Employees and Visitors.

Example of Innovation District Walkable Campus.

Mobility	**The movement of people, goods, and/or services through and within the placetype, including travel between this placetype and surrounding placetypes.**
Street Network	• New streets throughout Innovation developments should generally follow grid patterns. • Cul-de-sacs should be avoided. • Locations should be easily accessible from major transportation corridors. • Two-way traffic is preferred. Roadways should typically be two lanes and may include turn lanes at intersections. Sites' internal circulation (parking areas, loading areas) may be one-way. • High traffic intersections should have stop signs or roundabouts. • Wayfinding signs are highly encouraged for multi-tenant developments.
Significant Streets	• SR 32, SR 38, East Street, 181st Street, 181st Street & Wheeler Road (southeast corner of intersection), 191st Street, Hamilton Boone County Road
Speed and Capacity	• Hamilton Boone County Road may need improvements to accommodate increased traffic due to the establishment of an Innovation District.
Bicycle and Pedestrian/ Micromobility	• Sidewalks should be added along all road frontages where they do not exist, and sidewalks should connect to building entrances. • All principal buildings should have on-site bicycle racks or indoor bike storage. • Bike lanes or multi-use paths are encouraged.
Streetscape	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Character	• Multi-modal streets are highly encouraged to support the innovative district character. • Bike lanes and other bike infrastructure should be integral to developments to promote the workplace desirability and healthy lifestyles in the Innovation district.
Streetside Amenities	• In this placetype, developments are expected to provide a higher level of amenities for employees, guests, and the public. See Amenities & Open Space for more detail. • Creative landscaping, public art, and interactive elements will be important to promote the innovation district identity. • Benches and trashcans should be provided at intervals for comfort and cleanliness. • Mixed-use areas that include retail or dining components should include outdoor seating and dining.
On-street Parking	• Parallel parking may be provided on slower speed streets in front of mixed-use and commercial areas
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block Pattern	• Typical Block Size: varies • Typical Lot Size: varies • Typical Building Coverage: 65% to 80%

Access Points	• Sidewalks should be on all frontages and always extend to building entrances. • Campus-style developments should include walking paths between buildings and through common areas using the shortest distances between entrances (anticipating user actions). • On-site parking should avoid interacting with pedestrians; access drives should be accessed from side streets or alleys. Structured parking in encouraged.
Building Placement	• Building entrances should be architecturally prominent, which may be achieved by adding projections or recesses in the building's elevations, changes in materials or color, or other methods. • Entrances facing common green spaces or plazas are encouraged. • Buildings should cluster around greenspaces and plazas. • Loading and service areas should be located near alleys and parking areas and away from public facing areas. • Buildings should be two or more stories to encourage mixed-use. • Tall buildings near residential neighborhoods should have step-backs on stories above three floors to reduce shadows and visual impact. • Shared pylon signs that identify multiple businesses at entrances are preferred. Individual tenants are discouraged from using freestanding signs.
Setbacks/Build to	• Buildings should be located at the street frontage along the curb to promote a more walkable environment. • Campus-style developments should have buildings surrounding a central activity space or green space.
Off-Street Parking Areas	• Parking should be designed for the entire campus and located outside the campus to encourage pedestrian connectivity. Shared parking is encouraged. Parking structures are encouraged for campus-style developments. Campus style developments should locate parking to the side or between buildings, leaving the front and rear yards for pedestrian activity.
Amenities & Open Spaces	• An Innovation District should include a higher level of amenities than traditional campus development. Increased amenities should include higher landscape, specialized lighting, public plaza, fire pits, adult swings,food trucks, fountains, water features, plug and play technological hook ups, coordinated wayfinding, shared outdoor green spaces or plazas for recreation or dining, and integration of public art or interactive elements.
Landscaping	• Street frontages should include street trees. • Green infrastructure and technology are encouraged to support the Innovation District's sense of place. • Any loading or service areas should include native plantings and vegetation and complementary opaque fences for screening.
Stormwater Management	• Encourage shared regional retention areas instead of individual on-site ponds. • Permeable pavement is recommended for private parking lots and private roads to reduce the burden on storm sewers. • Retention areas should use bioswales and other eco-friendly drainage methods.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- Attention should be given to building height, orientation, architectural style, and setback to ensure new structures fit into existing context.

Diversifying entertainment options will encourage visitors to plan a vacation and stay before or after tournaments. Westfield becomes a destination for local residents.

Destination Development

The Destination Development placetype is a specialized district designed to visitors from a broad geographic area by offering a diverse, high-quality, and experiential-driven retail or entertainment environment. This placetype serves as a major economic anchor within Westfield and functions as a significant contributor to local tax revenue, job creation, and tourism. Destination Developments combine retail offerings with entertainment, dining, hospitality, and experiential attractions to create vibrant and engaging consumer destinations. These areas are well designed, walkable, include areas with pedestrian-friendly streetscapes, plazas, and green spaces, and include well-integrated wayfinding, lighting, and aesthetic features that enhance the shopping experience. Mixed-use apartments and condominiums could support retail where appropriate.

Key Characteristics:

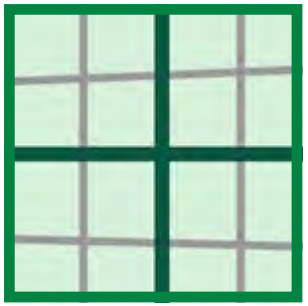
1. Destination Development includes upscale and large-scale retailers, entertainment, experiential dining experiences, and hospitality that attracts tourists to Westfield.
2. Destination Development should include easy-to-identify gateways and landmarks to create a sense of arrival.
3. Destination Development maybe a single site or a “park once” district where visitors primarily travel on foot between destinations. Buildings should be grouped together and have strictly limited parking areas between buildings for an enhanced pedestrian experience.
4. The placetype should include a mix of indoor and outdoor activity spaces.
5. Streets leading into Destination Development should be designed to support anticipated traffic volumes associated with regional attractions. Major entrances should be designed to minimize the impact on local traffic and commuters.

	Recommended Land Uses	
Agrihood / Agriculture / Agribusiness	● = Primary Use ◑ = Secondary Use	
Estate Rural & Equestrian	Agriculture	○
Traditional Residential	Public Open Space	●
Master Planned Residential	Private Open Space	●
Village Neighborhood	Single Unit Dwelling Detached	○
Village Center	Single Unit Dwelling Attached	○
Master Planned Mixed Use	Multiplex	○
Trail Oriented Development Overlay (TrOD)	Apartments	○
Downtown	Mixed-Use	●
Innovation District	Entertainment	●
Destination Development	Lodging	●
Traditional Commercial	Commercial	●
General Industrial	Office	◑
Flex Industrial	Civic/Public Institution	◑
Grand Park District	Utility	◑
Grand Park Sports Campus	Light Industrial	○
Community Institutional	Heavy Industrial	○
Parks, Conservation, and Open Space		

- Number of Acres Devoted to Placetype: 1,125 acres
- Percentage of Total Acreage of All Placetypes: 3.38%

Street Pattern Recommendations:

Preferred Network Limited Use Discouraged



Traditional Grid

Radial Grid

Curvilinear Grid

Fused Cul-de-sacs

Curvilinear Loops

Conventional Cul-de-sacs

Design & Precedent Imagery:

Grand Park Development Concept Plan.

Design Around Destination Recreation and Public Recreational Space.

Example of Destination Oriented Mixed-Use Buildings.

Example of Destination Recreation of Indoor Skiing.

Example of Incorporating Kid and Adult Entertainment into Destination Development.

Mobility	**The movement of people, goods, and/or services through and within the placetype, including travel between this placetype and surrounding placetypes.**
Street Network	• Intersections at perimeter streets should include turn lanes at development entrances. Signalized intersections or roundabouts are encouraged. • Streets routing through the site should be limited. • Site circulation should be primarily sidewalks and pedestrian pathways. • Two-way traffic is preferred. • High traffic intersections should have stop signs or roundabouts. • Wayfinding signs are highly encouraged.
Significant Streets	• 186st Street, 191st Street, Grand Park Boulevard, Spring Mill Road
Speed and Capacity	• N/A
Bicycle and Pedestrian/ Micromobility	• Sidewalks should be added along all road frontages where they do not exist. • Internal sidewalks should be provided throughout the development. Internal bike paths should be limited. • All principal buildings should have on-site bicycle racks or indoor bike storage near parking areas.
Streetscape	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Character	• The site's internal circulation should primarily be a pedestrian mall. Decorative paving and innovative materials are encouraged to support the sense of place. • Single destination sites should locate parking to the side or rear of destination away from main pedestrian corridors, design parking in a way that supports pedestrian connectivity. Single sites should be located on arterial streets that can move traffic to and away from venue. • Multi-modal streets are highly encouraged. • Bike lanes and other bike infrastructure should be provided along roadways.
Streetside Amenities	• Amenities should include street trees, lighting, and wayfinding. • Benches and trashcans should be provided at intervals for comfort and cleanliness.
On-street Parking	• On-street parking may be used limitedly. It should not be on primary streets.
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block Pattern	• Typical Block Size: 400-800 • Typical Lot Size: varies • Typical Building Coverage: 80%

Access Points	• A Pedestrian mall should connect all buildings to each other throughout the site. • Sidewalks should also be on all street frontages. • Driveways into parking areas should be accessed from perimeter streets. • High traffic intersections should have roundabouts or traffic signals to avoid backups.
Building Placement/ Character	• Building entrances should be architecturally prominent, which may be achieved by adding projections or recesses in the building's elevations, changes in materials or color, or other methods. • Buildings should be oriented to pedestrian areas. • Buildings should be two or more stories to encourage mixed-use. • Tall buildings near residential neighborhoods should have step-backs on stories above three floors to reduce shadows and visual impact. • Shared pylon signs that identify multiple businesses at entrances are preferred. Individual freestanding signs should be avoided.
Setbacks/Build to	• Building placement should be built up to pedestrian walkways regardless of if it is a front yard.
Off-Street Parking Areas	• Parking areas should be located along perimeters of the district. • Parking garages are encouraged. • Non-vehicle parking is encouraged for trails and bike lane users.
Amenities & Open Spaces	• Developments should include outdoor areas and walking paths throughout the site. • Integrate public art or interactive elements into pedestrian areas.
Landscaping	• Street and sidewalk trees should be provided along corridors for all types of transportation. • Raised planters are recommended for pedestrian areas. • Creative and innovative landscaping is encouraged to enhance sense of place.
Stormwater Management	• Permeable pavement is recommended to reduce the burden on storm sewers. • Because of the high development density, site drainage will likely depend heavily on storm sewer systems and underground detention.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- None

Restaurant Example.

Traditional Commercial

This placetype is a mid-scale and service-oriented commercial area that serves the daily and weekly needs of nearby neighborhoods and the broader community. This placetype has a diverse mix of retail, dining, and essential services in a format the supports automobile, pedestrian, and micromobility access. These districts are typically located along key corridors, at major intersections acting as a hub for commerce and employment.

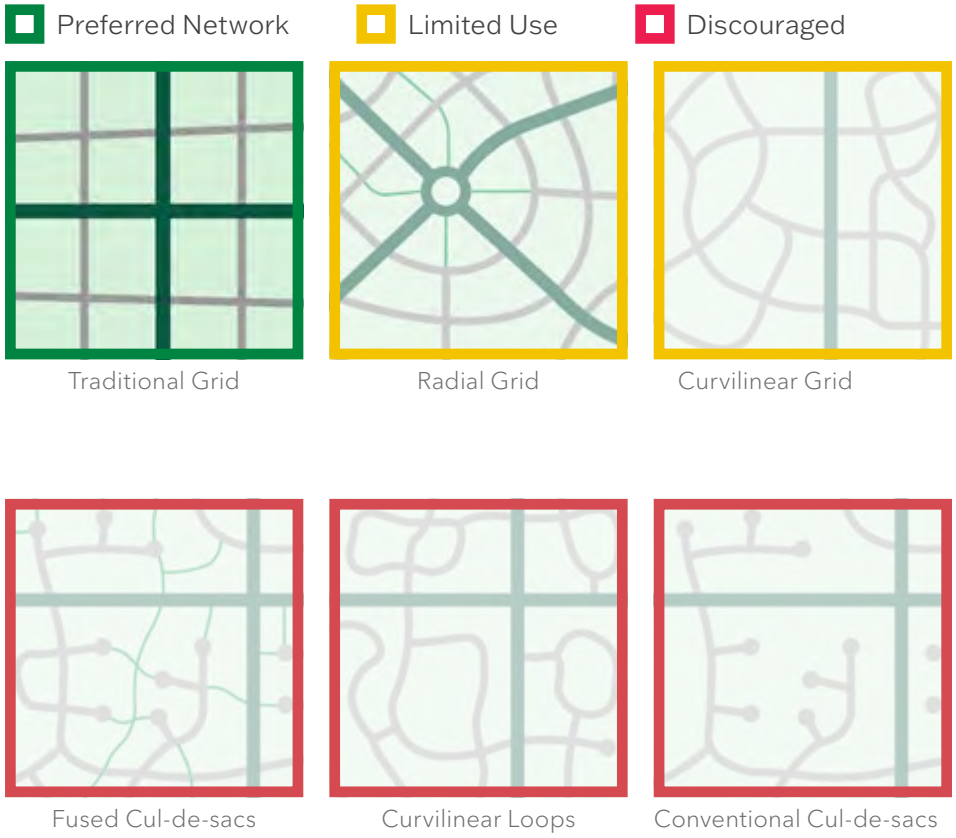
Key Characteristics:

1. The Suburban Commercial placetype supports uses that attract many users, but for short periods of time.
2. The Suburban Commercial placetype is usually vehicle-oriented for convenience of customers to transport merchandise; however, it is important that site access and interior circulation are designed for all forms of transportation so that residents can safely make shorter trips on foot or by bike as well.
3. Buildings are integrated with each other and into trail networks within the community for safe, convenient, and accessible ways to walk and bike.
4. This placetype should be located along major transportation corridors to support high traffic turnover. Direct connections to major roads are discouraged to reduce disruptions to traffic flows and improve pedestrian and bicyclist safety.
5. Buildings are designed to be adaptable for a variety of commercial uses for long term viability.

	Recommended Land Uses	
Agrihood / Agriculture / Agribusiness	● = Primary Use ◐ = Secondary Use	
Estate Rural & Equestrian	Agriculture	○
Traditional Residential	Public Open Space	○
Master Planned Residential	Private Open Space	○
Village Neighborhood	Single Unit Dwelling Detached	○
Village Center	Single Unit Dwelling Attached	○
Master Planned Mixed Use	Multiplex	○
Trail Oriented Development Overlay (TrOD)	Apartments	○
Downtown	Mixed-Use	◐
Innovation District	Entertainment	◐
Destination Development	Lodging	◐
Traditional Commercial	Commercial	●
General Industrial	Office	●
Flex Industrial	Civic/Public Institution	●
Grand Park District	Utility	◐
Grand Park Sports Campus	Light Industrial	○
Community Institutional	Heavy Industrial	○
Parks, Conservation, and Open Space		

- Number of Acres Devoted to Placetype: 665 acres
- Percentage of Total Acreage of All Placetypes: 2.0%

Street Pattern Recommendations:



Design & Precedent Imagery:

Example of Retail and Restaurants with Pedestrian-Oriented Design.

Example of Retail and Restaurants with Significant Landscaping to Buffer Spaces.

Example of Retail and Restaurants in Conventional Commercial Development.

Example of Mixed Use Buildings With Street Trees and Set Close to Street.

Example of Mixed Use Development Incorporating Restaurants, Retail, Housing, and Plaza Space with Pedestrian-Scaled Design Elements and Features.

Mobility	**The movement of people, goods, and/or services through and within the placetype, including travel between this placetype and surrounding placetypes.**
Street Network	• Create a well-connected multi-use street network with an emphasis on connecting residential areas to commercial centers. • Plan for multiple mobility options in new developments. • Incorporate traffic calming measures to maintain safe speeds. • Frontage roads should be used to access parking areas. • High traffic intersections should have stop signs or roundabouts. • Wayfinding signs are highly encouraged.
Significant Streets	• SR 32, 161st Street, 146th Street, 216th Street
Speed and Capacity	• TBD
Bicycle and Pedestrian/ Micromobility	• Sidewalks should be added along all road frontages where they do not exist. • Internal sidewalks and bike lanes/paths should be provided throughout the development. • Bicycle racks should be located near building entrances.
Streetscape	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Character	• Frontage streets and shared access should connect developments. • Sidewalks and bike lanes should be integrated into site circulation.
Streetside Amenities	• Amenities should include street trees, lighting, and wayfinding. • Benches and trashcans should be provided near building entrances rather than along streets.
On-street Parking	• On-street parking may be used along local streets where appropriate. • On-street parking should not be used along major roads.
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block Pattern	• Typical Block Size: 500-800 ft • Typical Lot Size: varies • Typical Building Coverage: 70% or less
Access Points	• Entrances should mostly be coming from frontage streets rather than direct access from major thoroughfares. • Parking areas should have minimal curb cuts for continuous sidewalks. • Shared driveways are encouraged to reduce paved surface areas.

Building Placement/ Character	• Ground floors of buildings should have high transparency with two-way visibility at entrances. • Building entrances should be architecturally prominent, which may be achieved by adding projections or recesses in the building's elevations, changes in materials or color, or other methods. • Buildings should be oriented to pedestrian areas with wide sidewalks. • Mechanical equipment and service areas should be located behind buildings. • Tall buildings near residential neighborhoods should have step-backs on stories above three floors to reduce shadows and visual impact. • New development should be located at the edges of large blocks to create a walkable environment. • Shared pylon signs that identify multiple businesses at entrances are preferred. Individual freestanding signs should be avoided. • Parking and service areas should be screened from public view.
Setbacks/Build to	• Buildings should be located up to the sidewalks on local streets but have greater separation between buildings and arterial streets.
Off-Street Parking Areas	• Parking areas should be accessed from frontage roads and easily identifiable. Shared off-street parking between developments is strongly encouraged. • Incorporate green spaces and landscaping in and around parking areas.
Amenities & Open Spaces	• Incorporate green infrastructure, such as rain gardens, permeable pavement, or green roofs, to mitigate urban flooding and heat-island effects. • Existing natural features should be preserved or integrated into developments.
Landscaping	• Street and sidewalk trees should be provided along corridors for all types of transportation. • Incorporate landscape buffers adjacent to residential areas. • Use landscaping to screen parking lots and service areas.
Stormwater Management	• Permeable pavement is recommended to reduce the burden on storm sewers. • Because of the high development density, site drainage will likely depend heavily on storm sewer systems and underground detention.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- Springmill Station is governed by The Springmill Station Plan which is incorporated into the comprehensive plan by reference. Additional standards, guidelines, or special consideration for development in the campus should be reviewed and incorporated based on that master plan.

Warehouse Office Building Example.

General Industrial

This placetype supports a variety of processing, production, and manufacturing uses. Unlike the Flex Industrial and the Innovation Districts, General Industrial includes light manufacturing, heavy industrial production, and outside storage. This district's location should be limited and heavily buffered from any adjacent residential area to avoid negative impacts on residents.

Key Characteristics:

1. Development is encouraged in areas with easy access to major transportation routes that can support truck traffic. Trucks should be diverted from local roads and residential areas.

2. Uses producing noise, dust, vibration, or other nuisances should be buffered from less intense uses; large setbacks, dense landscaping, soundwalls, and other industry best practices should apply.

3. Parking and service areas, such as loading bays and waste disposal, should be located behind buildings and screened with evergreen trees and shrubs, attractive fences, and/or vegetative berms.

4. Passenger vehicle traffic should be separated from truck traffic for efficient circulation.

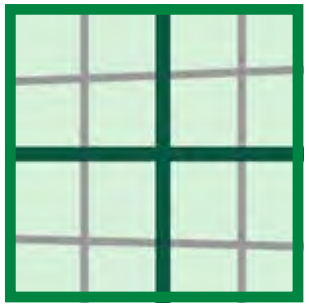
5. Uses with high electricity and/or water consumption should mitigate impacts. Renewable energy components are encouraged in building design and site features, such as geothermal systems, rooftop solar panels, solar panels on parking shade structures, or small wind turbines. High efficiency fixtures and appliances and greywater reuse for non-potable applications (cooling, landscape irrigation) are encouraged.

	Recommended Land Uses	
Agrihood / Agriculture / Agribusiness	● = Primary Use ◐ = Secondary Use	
Estate Rural & Equestrian	Agriculture	◐
Traditional Residential	Public Open Space	◐
Master Planned Residential	Private Open Space	◐
Village Neighborhood	Single Unit Dwelling Detached	○
Village Center	Single Unit Dwelling Attached	○
Master Planned Mixed Use	Multiplex	○
Trail Oriented Development Overlay (TrOD)	Apartments	○
Downtown	Mixed-Use	○
Innovation District	Entertainment	○
Destination Development	Lodging	○
Traditional Commercial	Commercial	○
General Industrial	Office	●
Flex Industrial	Civic/Public Institution	○
Grand Park District	Utility	●
Grand Park Sports Campus	Light Industrial	●
Community Institutional	Heavy Industrial	●
Parks, Conservation, and Open Space		

- Number of Acres Devoted to Placetype: 210 acres
- Percentage of Total Acreage of All Placetypes: 0.63%

Street Pattern Recommendations:

Preferred Network Limited Use Discouraged



Traditional Grid

Radial Grid

Curvilinear Grid

Fused Cul-de-sacs

Curvilinear Loops

Conventional Cul-de-sacs

Design & Precedent Imagery:

Example of an office building appropriate for General Industrial placetype.

IMMI, a local industrial business, is localed in the General Industrial placetype.

Example of another mix of office and warehouse for General Industrial placetype.

Traditional industrial building with office space appropriate for General Industrial placetype.

Mobility	**The movement of people, goods, and/or services through and within the placetype, including travel between this placetype and surrounding placetypes.**
Street Network	• New streets throughout General Industrial developments should generally follow grid patterns; where a traditional grid is too rigid for large scale developments, radial or curvilinear grids should be used. • Cul-de-sacs should be avoided anywhere trucks need to maneuver. • General Industrial areas should be located along major roadways. • Entrances to General Industrial campuses should have dedicated turn lanes and signalized intersections if warranted by anticipated traffic counts. • If roundabouts are used, they should be large enough to accommodate semi-trucks. • Two-way traffic is preferred. Sites' internal circulation (parking areas, loading areas) may be one-way. • Intersections should have stop signs or roundabouts. Roll curbs should be used for easy truck maneuvering. • Traffic and wayfinding signage should be highly visible. Truck entrances should be identified.
Significant Streets	• SR 38 (Sheridan Road), US 31, N East St., US 32 (176th St), Mule Barn Road
Speed and Capacity	• Mule Barn Road does not have the capacity for large developments. Improvements need to be made to accommodate increased traffic.
Bicycle and Pedestrian/ Micromobility	• Sidewalks should be added along all road frontages where they do not exist, and sidewalks should connect to building entrances. • Parking areas should include clearly marked paths for pedestrians. • All principal buildings should have on-site bicycle racks or indoor bike storage. • Bike lanes or multi-use paths are encouraged to connect General Industrial sites to neighborhoods.
Streetscape	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Character	• Streets used by semi-trucks and commercial vehicles should be built with durable materials to withstand heavy vehicle weights and have larger turn radius for large vehicles to maneuver. • Employee/passenger vehicle areas may use narrower street widths and smaller turn radii as appropriate. • Utilize on-site landscaping and parking lot design to screen parking and service areas to create an inviting pedestrian environment. • Parking for large commercial trucks should be located toward the rear or side of buildings when possible and should not abut residential areas. • Future decisions regarding parking and drive-aisle paving materials should take into consideration both storm water and air-quality considerations.

Street Character (continued)	• When located on arterials or edge areas, buildings may be set back further to accommodate enhanced landscape and open spaces to provide greater separation between street traffic and/or less intense uses. • Orient new, commercially focused buildings toward the street with street fronting entrances that connect to sidewalks and parking for non-commercial vehicles. • When an industrial facility includes a structure that requires increased height, the structure is located so that it does not significantly visually or physically impact nearby residential areas. • Loading, trash service, and other back-of-building functions should not be visible from the front of the building to ensure an attractive and inviting face to the community.
Streetside Amenities	• Amenities should include native species of street trees, lighting, and wayfinding. • Benches and trashcans should be provided at intervals for comfort and cleanliness.
On-Street Parking	• None on primary streets. • Parking on interior streets may be used where appropriate.
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block Pattern	• Typical Block Size: varies • Typical Lot Size: varies • Typical Building Coverage: 60% or less
Access Points	• Sidewalks should always extend to building entrances. • Driveways are preferred on the side of the building. • Service areas should be at the building's rear. • Locate industrial uses along truck routes designed for anticipated capacity and divert traffic away from residential neighborhoods. • Provide direct paths for pedestrians from parking areas to primary building entrances within large development as well as to and from available transit stops.
Building Placement	• Building entrances should connect with sidewalks or trails. • Building entrances should be architecturally prominent, which may be achieved by adding projections or recesses in the building's elevations, changes in materials or color, or other methods. • Facade plane changes for areas of a building that are used for production and/or warehousing are not required. • Public-facing areas, such as lobbies and visitor entries, should be at the front of the building. • Loading and service areas should be at the rear of the building. • Building heights should be no taller than their setbacks from primary streets. • Height exceptions can be made for special equipment or utility structures. • Shared pylon signs that identify multiple businesses at entrances are preferred, if applicable.

Setbacks/Build to	• The front setback should be smaller than rear setbacks. • Manufacturing uses should have at least a 300-foot setback from residential zones.
Off-Street Parking Areas	• Parking should be located to the side or rear of buildings. • Depending on the facility, two more entrances may be required to facilitate traffic flow to and from the site. • Truck accesses and parking areas should be separate. • Parking structures are encouraged for campus-style developments.
Amenities & Open Spaces	• Outdoor green spaces or plazas for employees to use for recreation or dining are encouraged to enhance workplace quality. These spaces can be shared when part of campus style development.
Landscaping	• Street frontages should include street trees. • Any loading or service areas should include vegetative screening. • A significant buffer yard is needed between General Industrial and less intensive placetype (agrihood, estate rural, residential, etc), except for Flex Industrial. Buffer yard should have elements like evergreen vegetative screening. Fences, walls, or berms may apply based on the site's use. • Due to the intensive nature of this use, mounded and landscaped buffer yards are encouraged with particular attention to the treatment of edge areas against adjacent less intensive uses.
Stormwater Management	• Encourage shared regional retention areas instead of individual on-site ponds. • Permeable pavement is recommended for private parking lots and private streets to reduce the burden on storm sewers. • Retention areas should use bioswales and other eco-friendly drainage methods. • Rainwater capture or greywater for non-potable applications are highly encouraged for high water users. Examples: hydro cooling systems, landscape irrigation. • Integrate green infrastructure such as tree boxes, permeable pavement, and green roofs to reduce urban flooding and heat island effects.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- Reinvestment should include enhancements to parking areas and streetscape, such as added landscaping, street trees, and connections to sidewalks and internal site pathways.
- With the increased buffer areas required to adjacent, less intensive uses, reforestation of these buffer areas provide an excellent opportunity to increase the tree canopy in Westfield.

Warehouse Office Building Example.

Flex Industrial

This placetype is designed to create an adaptable, dynamic, and efficient environment for clean industrial and high-tech innovation activities to support the economic growth of Westfield. The Flex Industrial placetype comprises areas that are designed for a business park or single sites for flexible industrial activities that include a mix of light industrial operations, office spaces, and sometimes retail or service functions. The design of these spaces allows for easy modifications to meet the changing needs of businesses, whether they are startups or established companies. Flex Industrial districts are strategically located near major transportation routes. These districts should be developed to integrate with surrounding neighborhoods, providing job opportunities, and fostering economic development while minimizing negative impacts, such as light pollution, on residential areas.

Key Characteristics:

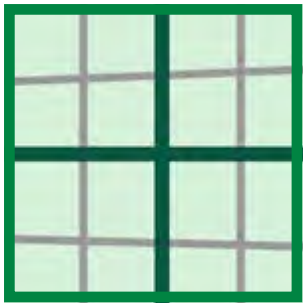
1. Buildings should cluster around shared greenspace, or other amenities for campus-style developments. Pedestrian pathways should connect buildings' main entrances.
2. Development is encouraged in areas with easy access to major transportation routes that can support truck traffic. Trucks should be diverted from local roads and residential areas.
3. The transportation network should safely and efficiently connect commuters between Flex Industrial and their homes. A variety of transportation options should be accommodated.
4. Buildings should be adaptable and allow for multi-purpose use for a range of uses at varying scales. Architectural innovation and resilient building materials should be prioritized for longevity.
5. Parking and service areas, such as loading bays and waste disposal, should be located behind buildings, and screened with evergreen trees and shrubs, attractive fences, and/or vegetative berms.
6. Pedestrian and passenger vehicle traffic should be separated from truck traffic for efficient circulation.
7. Green infrastructure and renewable energy components are encouraged in building design and site features, such as rooftop solar panels, solar panels on parking shade structures, permeable pavements, and vegetative stormwater management.

	Recommended Land Uses	
Agrihood / Agriculture / Agribusiness	● = Primary Use ◐ = Secondary Use	
Estate Rural & Equestrian	Agriculture	○
Traditional Residential	Public Open Space	◐
Master Planned Residential	Private Open Space	◐
Village Neighborhood	Single Unit Dwelling Detached	○
Village Center	Single Unit Dwelling Attached	○
Master Planned Mixed Use	Multiplex	○
Trail Oriented Development Overlay (TrOD)	Apartments	○
Downtown	Mixed-Use	○
Innovation District	Entertainment	○
Destination Development	Lodging	○
Traditional Commercial	Commercial	◐
General Industrial	Office	●
Flex Industrial	Civic/Public Institution	◐
Grand Park District	Utility	◐
Grand Park Sports Campus	Light Industrial	●
Community Institutional	Heavy Industrial	○
Parks, Conservation, and Open Space		

- Number of Acres Devoted to Placetype: 1,430 acres
- Percentage of Total Acreage of All Placetypes: 4.29%

Street Pattern Recommendations:

Preferred Network Limited Use Discouraged



Traditional Grid

Radial Grid

Curvilinear Grid

Fused Cul-de-sacs

Curvilinear Loops

Conventional Cul-de-sacs

Design & Precedent Imagery:

SEP Office Building Example.

Westfield Medical Office Building near the Westfield-Washington Township Library.

Example of Makers Space Example.

Example of Manufacturing Building Example.

Example of Office & Lab Space.

Example of Campus Style Layout of Innovation Hub.

Example of Industrial / Flex Office Building.

Example of Industrial / Flex Office Space.

Mobility	**The movement of people, goods, and/or services through and within the placetype, including travel between this placetype and surrounding placetypes.**
Street Network	• New streets throughout Flex Industrial developments should generally follow grid patterns; where a traditional grid is too rigid for large scale developments, radial or curvilinear grids should be used. • Cul-de-sacs should be avoided anywhere trucks need to maneuver. • Flex Industrial areas should be located along arterials. • Entrances to Flex Industrial campuses should have dedicated turn lanes and be located at controlled intersections if warranted by anticipated traffic counts. • If roundabouts are used, they should be large enough to accommodate semi-trucks. • Two-way traffic is preferred. Sites' internal circulation (parking areas, loading areas) may be one-way. • Intersections should have stop signs or roundabouts. Use roll curbs for easy truck maneuvering. • Traffic and wayfinding signage should be highly visible and avoid obstructing views of oncoming traffic. Truck entrances should be identified.
Significant Streets	• SR 38 (Sheridan Rd), US 31, N East St., SR 32 (176th St), Oak Ridge Road
Speed and Capacity	• SR 38 needs to be improved to accommodate truck traffic.
Bicycle and Pedestrian/ Micromobility	• Sidewalks or perimeter trails should be added along all street frontages where they do not exist, and sidewalks should connect to building entrances. • Parking areas should include clearly marked paths for pedestrians. • All principal buildings should have on-site bicycle racks or indoor bike storage. • Bike lanes or multi-use paths are encouraged to connect Flex Industrial sites to neighborhoods.
Streetscape	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Character	• Streets used by semi-trucks and commercial vehicles should be built with durable materials to withstand heavy vehicle weights and have larger turn radii for large vehicles to maneuver. • Employee/passenger vehicle areas may use narrower street widths and smaller turn radii as appropriate.
Streetside Amenities	• Amenities should include street trees, landscaping, lighting, and wayfinding. • Benches and trashcans should be provided at intervals for comfort and cleanliness.
On-street Parking	• None on arterials or collectors. • Parking on local streets should be used where appropriate.

Site Design	Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.
Block Pattern	• Typical Block Size: varies • Typical Lot Size: varies • Typical Building Coverage: 75% or less
Access Points	• Sidewalks should always extend to building entrances. • Driveways and loading docks are preferred on the side or back of the building. No loading dock should face residential uses. • Service areas should be at the building's rear and screened from view from adjacent development.
Building Placement	• Buildings should orient towards roadways and sidewalks • All building entrances should connect to a public sidewalk or trail
Signage	• Each business should have their own identification sign. Ensure signage is consistent amongst a development. • For a multi-tenant development, a shared monument sign at each entrance is encouraged that identifies multiple businesses in the development. This would be in addition to any wall or window signage for the business.
Setbacks/Build to	• Front setbacks from primary streets should be no more than 200 feet from the street centerline. • Manufacturing uses should have at least a 300-foot setback from residential zones.
Off-Street Parking Areas	• Parking should be located to the side or rear of buildings. • Only one driveway per site is preferred for parking areas. • Truck accesses and parking areas should be separate.
Amenities & Open Spaces	• Outdoor green spaces or plazas for employees to use for recreation or dining are encouraged to enhance workplace quality. These spaces can be shared when part of campus style development.
Landscaping	• Encourage landscaped areas, especially outdoor spaces that can be used for employees and clients for recreation. • Street frontages should include native species of street trees and ensure trees selected will have minimal impact on sidewalks, foundation, infrastructure, etc. over time. • Any loading or service areas should include vegetative screening. • Any buffer yard between Flex Industrial and a residential placetype or less intense use should have evergreen vegetative screening. Fences, walls, or berms may apply based on the site's use.
Stormwater Management	• Encourage shared regional retention areas instead of individual on-site ponds. • Permeable pavement is recommended for private parking lots and private streets to reduce the burden on storm sewers. • Retention areas should use bioswales, riparian buffers, and other eco-friendly drainage methods.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- Buildings within the Flex Industrial placetype are expected to have a higher level of architectural design. However, façade plane changes for areas of a building that are used for production and/or warehousing are not required.
- Commercial and smaller office uses should be integrated into edge areas to transition into and provide a buffer for surrounding neighborhoods.

Grand Park District

The Grand Park District expands upon the sports tourism destination and operational success of Grand Park Sports Campus supports development that is designed to be compact, mixed use, and walkable. The development is a park-once environment that frees residents and visitors from driving between different activities. This means the creation of a safe, comfortable, and engaging environment. The focus of the district is on the development of sports tech innovation and entertainment uses along with a stadium and ice rink facility that are integrated with a complete street network and a linear park. Other uses include hotels, restaurants, healthcare and sports medicine facilities, professional offices, retail uses, higher density residential uses, parking structures, and other supporting commercial uses.

Key Characteristics:

1. The Grand Park District should incorporate elements of the Grand Park Sports Campus operations to connect the two placetypes.
2. The Grand Park District should be a regional destination for entertainment, retail, and hospitality that support the Grand Park Sports Campus.
3. The Grand Park District is a master planned site that prioritizes a strong pedestrian environment supported by outdoor activities and gathering spaces. Pedestrian traffic should be prioritized over vehicular traffic.
4. Site development should encourage a mix of uses that support community vibrancy, tourism, and hospitality.
5. The Grand Park District should create community gateways along primary streets.
6. The Grand Park District is governed by the Grand Park Master Plan which is incorporated into the comprehensive plan by reference. Additional standards, guidelines, or special considerations for development in the district should be reviewed and incorporated based on that master plan.

Indoor sports facilities, hotel, housing for athletes, and restaurants.

Promotes walkability and an integration of mixed-use buildings, restaurants, and public spaces.

Master plan of Grand Park District.

Overall Vision for the Grand Park District - A Mixed Use Development Opportunity.

- Number of Acres Devoted to Placetype: 130 acres
- Percentage of Total Acreage of All Placetypes: 0.39%

Grand Park.

Grand Park Sports Campus

The Grand Park Sports Campus is a championship sports complex that supports Westfield and youth and family sports, but also professional and semi-professional teams. The campus hosts championship level youth and amateur sports tournaments outdoor and indoor at the event center. The complex is designed to accommodate field sports such as football, softball, soccer, lacrosse, rugby, and baseball and indoor winter sports including basketball, volleyball, gymnastics, and wrestling for year-round activation. The Grand Park Sports Campus has access to primary arterials as noted in the Westfield Thoroughfare Plan.

Key Characteristics:

1. The Grand Park Sports Campus is a master planned site and national destination, focusing on recreation and entertainment, especially outdoor recreation. Development of buildings is limited.
2. Entrances to Grand Park should be built to accommodate high traffic. Additional accommodation, like traffic control and shuttle services, may be used during special events.
3. Entrances to Grand Park should include pedestrian, bicycle, and other micro mobility infrastructure to allow locals and visitors to safely access the site from neighborhoods and nearby tourist accommodations.
4. Branding and wayfinding are important features for navigating in and around Grand Park Sports Campus and should be prominently displayed.
5. Natural and environmentally friendly landscaping is encouraged in passive green spaces to provide shade and offset the environmental impact of high maintenance sport fields.

Agrihood / Agriculture / Agribusiness

Estate Rural & Equestrian

Traditional Residential

Master Planned Residential

Village Neighborhood

Village Center

Master Planned Mixed Use

Trail Oriented Development Overlay (TrOD)

Downtown

Innovation District

Destination Development

Traditional Commercial

General Industrial

Flex Industrial

Grand Park District

Grand Park Sports Campus

Community Institutional

Parks, Conservation, and Open Space

Recommended Land Uses

● = Primary Use

◔ = Secondary Use

Agriculture	○
Public Open Space	●
Private Open Space	●
Single Unit Dwelling Detached	○
Single Unit Dwelling Attached	○
Multiplex	●
Apartments	●
Mixed-Use	●
Entertainment	●
Lodging	●
Commercial	●
Office	◔
Civic/Public Institution	◔
Utility	○
Light Industrial	○
Heavy Industrial	○

Street Pattern Recommendations:

Preferred Network Limited Use Discouraged

Traditional Grid Radial Grid Curvilinear Grid

Fused Cul-de-sacs Curvilinear Loops Conventional Cul-de-sacs

- Number of Acres Devoted to Placetype: 340 acres
- Percentage of Total Acreage of All Placetypes: 1.02%

Mobility	**The movement of people, goods, and/or services through and within the placetype, including travel between this placetype and surrounding placetypes.**
Street Network	• Intersections at perimeter streets should include turn lanes at park entrances. Signalized intersections or roundabouts are encouraged. • Streets routing through the site should be strictly limited. • Site circulation should be primarily bike lanes, sidewalks, and multi-use paths. • Two-way traffic is preferred. • High traffic intersections should have stop signs or roundabouts. • Wayfinding signs are highly encouraged.
Significant Streets	• 191st Street, Spring Mill Road, 186th Street, Grand Park Boulevard, Tomlinson Road
Speed and Capacity	• Need to upgrade streets around Grand Park including 191st Street, Spring Mill Road and Tomlinson Road.
Bicycle and Pedestrian/ Micromobility	• Sidewalks should be added along all road frontages where they do not exist. • Internal sidewalks should be provided throughout the development. • All principal buildings should have on-site bicycle racks or indoor bike storage. • Bike lanes or multi-use paths are encouraged.
Streetscape	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Character	• Multi-modal streets are highly encouraged. • Bike lanes and other bike infrastructure should be provided along roadways.
Streetside Amenities	• Amenities should include street trees, lighting, and wayfinding. • Benches and trashcans should be provided at intervals for comfort and cleanliness.
On-street Parking	• On-street parking is permitted in designated areas.
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block Pattern	• Typical Block Size: N/A • Typical Lot Size: N/A • Typical Building Coverage: N/A
Access Points	• Sidewalks should be on all frontages and always extend to building entrances. • Entrances for parking areas should include turn lanes. • High traffic intersections should have roundabouts or traffic signals to avoid backups.

Building Placement/ Character	• Buildings are limited. • Building heights should be limited to less than 50 feet near residential areas. • Buildings should be located around the perimeter of the site, with the exception of the concession stands. • Building entrances should be architecturally prominent, which may be achieved by adding projections or recesses in the building's elevations, changes in materials or color, or other methods.
Setbacks/Build to	• N/A
Off-Street Parking Areas	• Parking areas should be located along perimeters of the sports fields. • Parking garages are encouraged. • Non-vehicle parking is encouraged for trails and bike lane users.
Amenities & Open Spaces	• Integrate public art or interactive elements into the overall sports campus.
Landscaping	• Street frontages should include street trees and landscaping. • Green infrastructure and native landscaping are encouraged to offset the impacts of maintaining sports fields. • Any loading or service areas should include vegetative screening. • Tall tree species are encouraged to provide shade and block sport field lighting from surrounding residential areas.
Stormwater Management	• Encourage shared regional retention areas instead of individual on-site ponds. • Permeable pavement is recommended to reduce the burden on storm sewers. • Retention areas should use bioswales and other eco-friendly drainage methods. • Uses shared detention for field irrigation.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- Commercial uses should generally support uses for Grand Park, such as concessions and small-scale shops.
- Consult the Grand Park Master Plan for more detailed standards.
- In accordance with Grand Park Master Plan, replace some surface parking with structured parking garages to encourage walkability between Grand Park Sports Campus and the Grand Park District.
- The Grand Park Sports Campus is governed by a Master Plan Study which is incorporated into the comprehensive plan by reference. Additional standards, guidelines, or special consideration for development in the campus should be reviewed and incorporated based on that master plan.

Design & Precedent Imagery:

Grand Park Event Center.

Wrights 360 Movement Academy in the Grand Park District.

Grand Park Soccer Fields with Event Center in Background.

Pacers Athletic Center in the Grand Park District.

Drone Shot of Grand Park Soccer Fields.

Westfield City Hall.

Community Institutional

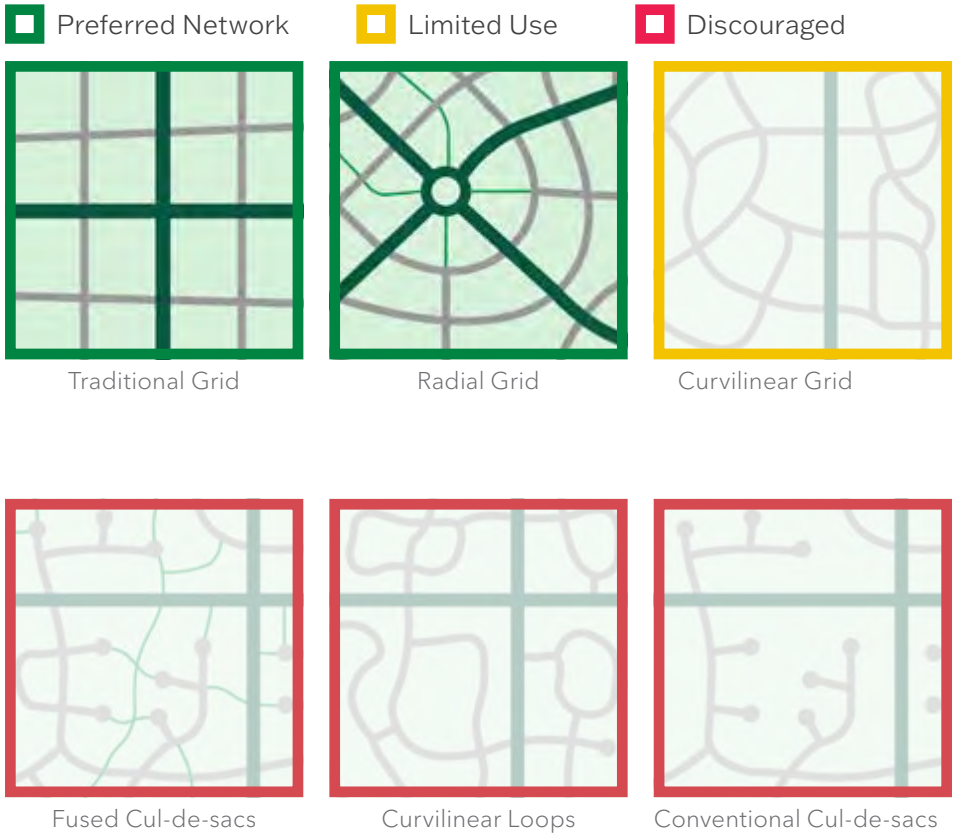
The Community Institutional placetype includes a wide range of public and private uses such as public and private schools, athletic complexes, public recreational facilities, places of worship, civic facilities, police/fire/EMS services, libraries, public golf courses, and large public open spaces.

Key Characteristics:

1. Community institutions are social resources that support the community's identity and culture.
2. Community institutions provide spaces for public interactions and shared activities to foster social cohesion.
3. Buildings have high quality architecture and design elements that serve as landmarks for the city.
4. Sites are easily accessible by all forms of transportation.

	Recommended Land Uses	
Agrihood / Agriculture / Agribusiness	● = Primary Use ◒ = Secondary Use	
Estate Rural & Equestrian	Agriculture	○
Traditional Residential	Public Open Space	●
Master Planned Residential	Private Open Space	●
Village Neighborhood	Single Unit Dwelling Detached	○
Village Center	Single Unit Dwelling Attached	○
Master Planned Mixed Use	Multiplex	○
Trail Oriented Development Overlay (TrOD)	Apartments	○
Downtown	Mixed-Use	○
Innovation District	Entertainment	○
Destination Development	Lodging	○
Traditional Commercial	Commercial	○
General Industrial	Office	○
Flex Industrial	Civic/Public Institution	●
Grand Park District	Utility	◒
Grand Park Sports Campus	Light Industrial	○
Community Institutional	Heavy Industrial	○
Parks, Conservation, and Open Space		

Street Pattern Recommendations:



- Number of Acres Devoted to Placetype: 940 acres
- Percentage of Total Acreage of All Placetypes: 2.83%

Mobility	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Network	• Community institutions should be in areas with high connectivity ideally on primary arterials and grid networks.
Commercial Vehicles	• Commercial vehicles should be directed to the rear of buildings.
Bicycles and Pedestrians	• Dedicated bike lanes are recommended. Bike racks should be provided close to entrances. • Sidewalks should be over 5 feet wide to accommodate high pedestrian traffic. • Walkways or shared paths should connect to local and regional trails.
Golf Carts	• Golf carts may serve as alternative form of transportation. • Golf carts may use the same space as passenger vehicles.
On-Street Parking	• On-street parking is permitted on appropriate street types. • Metered parking may help to prevent long-term parking in front of high traffic destinations.
Speed and Capacity	• Improve streets with bike lanes and wide sidewalks to promote multi-modal transportation. • Use traffic calming tools at intersections and crosswalks to protect pedestrians and bicyclists. • Roundabouts or traffic signals are recommended for high traffic uses.
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block & Lot Patterns	• Typical Block Size: 400 - 800 • Typical Lot Size: 2500 sq feet • Typical Building Coverage: 60% or less
Access Points	• Sidewalks should connect all entrances to the street. • All street frontages should have sidewalks.
Building Placement/ Character	• Entrances should face the public street. • Building heights may be up to 3 stories; taller buildings may be permitted in high-density areas.
Setbacks/Built to	• Setbacks should generally meet the established setbacks. • Setbacks may be determined by context sensitive factors such as topography, use, etc.
Off-Street Parking Areas	• Parking areas should be behind or beside buildings. • Parking may be off-site for urban areas.

Amenities & Open Spaces	• Playgrounds, greenspaces, and other outdoor recreational areas are encouraged.
Landscaping	• Parking should be screened with landscaping and/or fences. • Landscaping is encouraged to use existing topography and unique features to promote a sense of identity. • Landscaping should have dense vegetation wherever possible and increase the urban tree canopy.
Stormwater Management	• Sites should connect to the storm sewer system or provide on-site retention/detention. • Landscapes for stormwater management and environmental sustainability are highly encouraged.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- None

Community Park With Playground Example.

Parks, Conservation, and Open Space

Natural Areas and Open Space have little or no development within them. These areas are designated for major public open space preservation, greenways, floodplain, community and linear parks, and trails. These third spaces are intended to retain their character to provide a respite from everyday life and recreation and leisure opportunities. The Natural Areas and Open Space placetype should be accessible from neighborhoods and not require a vehicle to access. The uses in this placetype are often used as buffers between more intense uses.

Key Characteristics:

1. This placetype preserves the natural environment and holds the city's undevelopable land.
2. Natural areas and open spaces provide habitats for plants and animals and preserve natural resources like water and air quality.
3. Development is strictly limited.
4. This placetype may incorporate low impact recreational amenities, such as trails and picnic shelters.
5. Natural areas should provide a high level of connectivity to walking and biking paths but strictly limit vehicle traffic.

	Recommended Land Uses	
Agrihood / Agriculture / Agribusiness	● = Primary Use ◒ = Secondary Use	
Estate Rural & Equestrian	Agriculture	◒
Traditional Residential	Public Open Space	●
Master Planned Residential	Private Open Space	●
Village Neighborhood	Single Unit Dwelling Detached	○
Village Center	Single Unit Dwelling Attached	○
Master Planned Mixed Use	Multiplex	○
Trail Oriented Development Overlay (TrOD)	Apartments	○
Downtown	Mixed-Use	○
Innovation District	Entertainment	○
Destination Development	Lodging	○
Traditional Commercial	Commercial	○
General Industrial	Office	○
Flex Industrial	Civic/Public Institution	○
Grand Park District	Utility	◒
Grand Park Sports Campus	Light Industrial	○
Community Institutional	Heavy Industrial	○
Parks, Conservation, and Open Space		

- Number of Acres Devoted to Placetype: 1,230 acres
- Percentage of Total Acreage of All Placetypes: 3.71%

Street Pattern Recommendations:

Preferred Network Limited Use Discouraged

Traditional Grid | Radial Grid | Curvilinear Grid

Fused Cul-de-sacs | Curvilinear Loops | Conventional Cul-de-sacs

Design & Precedent Imagery:

Natural Open Space Example.

Public Open Space Example.

Forest With Public Trail Example.

Community Park Example.

Mobility	**The appearance and design of streets within the placetype, especially elements that enhance the experience of the public atmosphere. The character of buildings and amenities that do not sit directly in the right-of-way are discussed in later sections.**
Street Network	• Streets and vehicle connections are discouraged.
Commercial Vehicles	• Commercial vehicles are prohibited.
Bicycles and Pedestrians	• Walking and biking trails should connect natural areas to residential neighborhoods and other nearby developments.
Golf Carts	• Golf carts are prohibited unless stated otherwise.
On-Street Parking	• On-street parking may be permitted on local streets provided there is adequate right-of-way width.
Speed and Capacity	• Streets should be limited to the outer edges of this placetype. Internal circulation should be primarily for walking or biking.
Site Design	**Characteristics of the design and layout of a property, especially in relation to surrounding properties, which include both the land and any buildings on the property.**
Block & Lot Patterns	• Typical Block Size: varies • Typical Lot Size: minimum: none • Typical Building Coverage: N/A
Access Points	• Trails or pedestrian pathways should be primary site access.
Building Placement/ Character	• N/A
Setbacks/Built to	• N/A
Off-Street Parking Areas	• Small parking areas may be provided along roadways. • Larger parking areas should be on a site's perimeter or primary entrance to avoid disturbing the natural environment.
Amenities & Open Spaces	• Maintain open space in the front of a building to preserve a feeling of openness. • Playgrounds, greenspaces, and other outdoor recreational areas are encouraged for supporting civic and institutional uses.
Landscaping	• Retain existing landscaping. Invasive species may be removed. • Encourage native plantings and reforestation.
Stormwater Management	• Natural wetlands, floodplains, ditches, or other topography features should remain in their original/natural state. • If site drainage interventions are required, they should mimic natural landscapes and use sustainable practices to keep water on-site as much as possible.

Special Considerations

Areas within each placetype that have unique conditions for which additional considerations are recommended.

- None