



Westfield Comprehensive Plan 2045

Plan Commission Meeting

March 11, 2026

Overview

Plan Commission Meeting

March 11, 2026

Planning Process



**YOU ARE
HERE**

Community Engagement



Over 58 Meetings

With over 1,285 participants



Online Engagement

Over 4,170 Visits

Over 1,395 Contributions



Means of Engagement

Direct Website: Over 2,000

Other Website: Over 880

Social Media: Over 750

Search Engines: Over 315

Email Direct Campaigns: 8

AI Assistants: 8



Westfield's Vision Statement

Westfield is a welcoming, connected, and resilient community that appreciates its past while purposefully directing its future. Innovative growth, defined neighborhoods, dynamic public spaces, flourishing businesses, and a strong economy support residents of all ages and backgrounds. Using strategic planning and investment, Westfield remains a leader in livability, with excellent schools, walkable districts, preserved green spaces, and a deep sense of civic pride.

Placetype By Land Use

Plan Commission Meeting

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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
	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
EXAMPLES OF LAND USES*								

PLACETYPES

Single Unit Residential Uses	Agrihood / Agriculture / Agribusiness	P	P	P	P	P	P	P
	Estate Rural & Equestrian	P	P	P	P			
	Traditional Residential		P	P	P	P	S	
Missing Middle Residential Uses	Master Planned Residential		P	P	P	P	P	P
	Village Neighborhood		S	S	P	P	S	
	Village Center		P	P	S	P	S	P
	Master Plan Mixed Use		P	P	S	S	S	P
Employment Uses	Trail Oriented Development (TrOD)		P	P	S	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				
Tourism Uses	Grand Park District		P	P				
	Grand Park Sports Campus		P	P		P		P
	Community Institutional		P	P				
	Parks, Conservation, and Open Space	S	P	P				

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 Artisan Manufacturing	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									
Single Unit Residential	Agrihood / Agriculture / Agribusiness	S		S	S	S	S	S	
	Estate Rural & Equestrian					S	S		
	Traditional Residential					S	S		
Missing Middle Residential	Master Planned Residential	S		S	S	P	S		
	Village Neighborhood			S	S	S	S		
	Village Center	P	S	P	P	P	S		
	Master Plan Mixed Use	S	S	P	P	P	S		
Employment Uses	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		
Tourism Uses	Parks, Conservation, and Open Space						S		

Placetypes

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The plan serves as a guide and should change as conditions in Westfield and Washington Township change.

Map Legend

Previously Planned Road Extension
Waterways

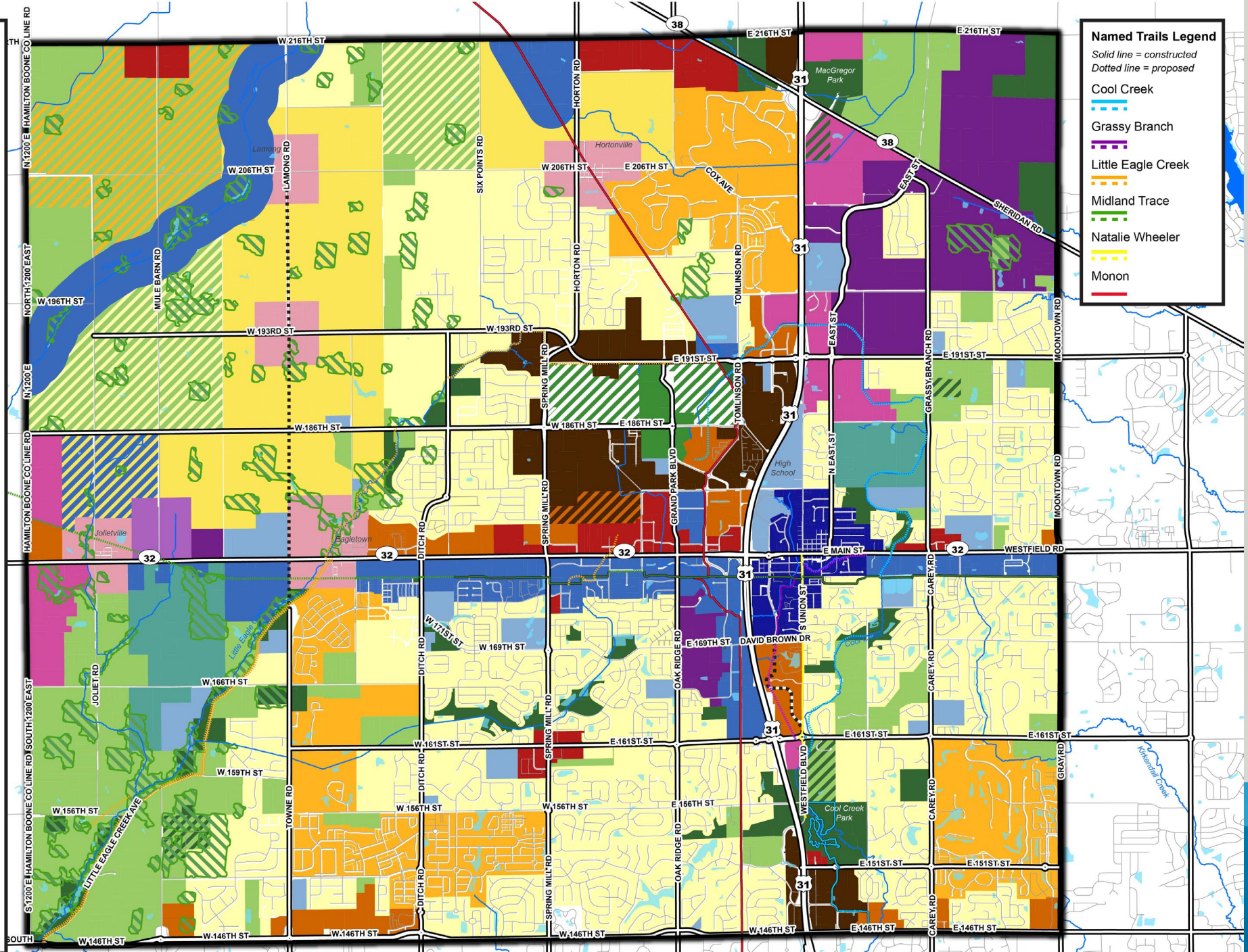
Proposed Place Types

- 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)
- Village Neighborhood / Trail Oriented Development
- Innovation District / Open Space
- 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

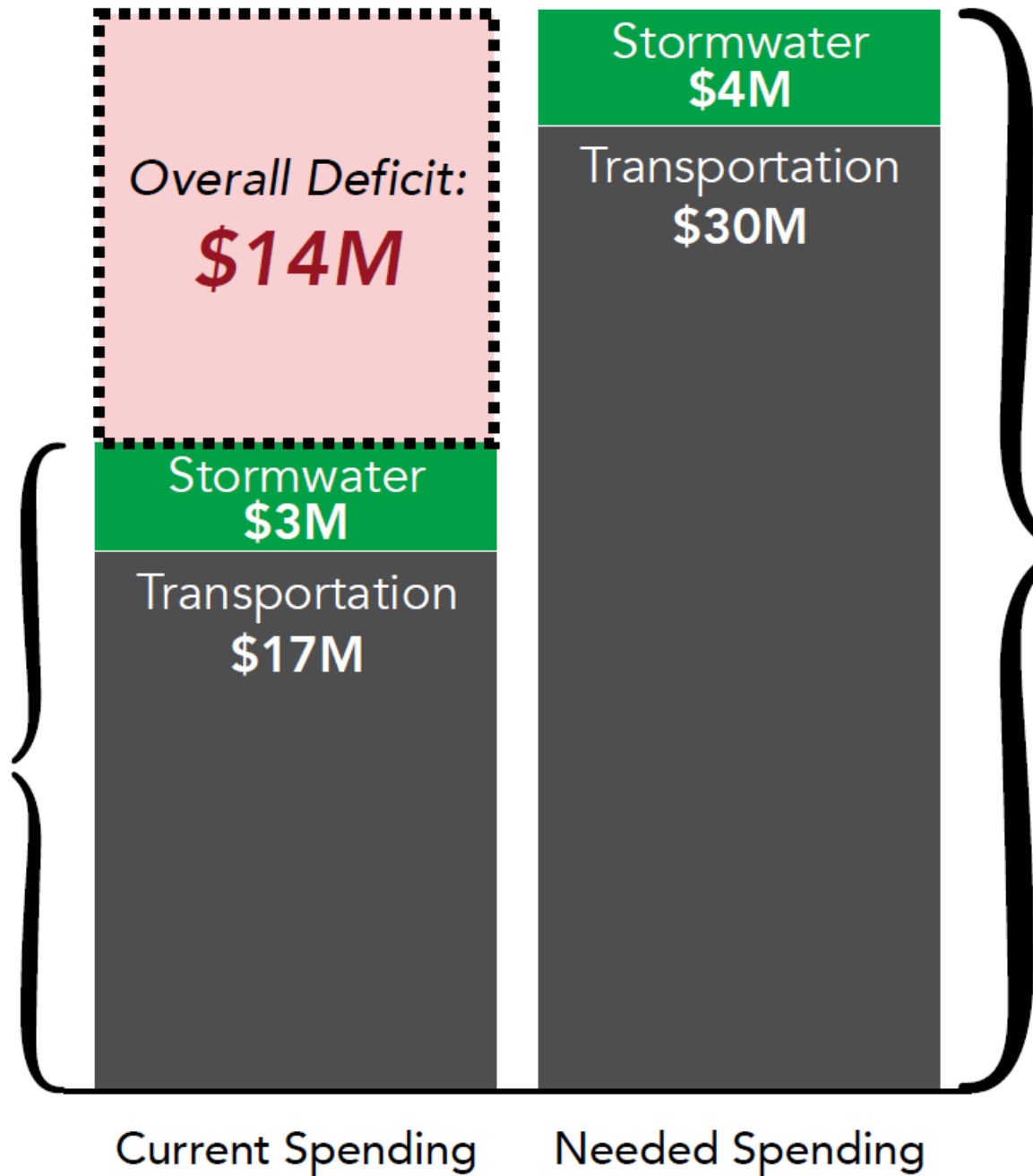
Solid line = constructed
Dotted line = proposed

- Cool Creek
- Grassy Branch
- Little Eagle Creek
- Midland Trace
- Natalie Wheeler
- Monon



In certain areas, higher density and employment uses are needed to close the gap and pay for infrastructure improvements.

\$20M
currently spent
annually



\$34M
needed annually

Nodal Development Concept



Village Center Placetype

Village Neighborhood Placetype

Traditional Residential

Targeted increase in density in key areas of the community – where it makes sense.



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.

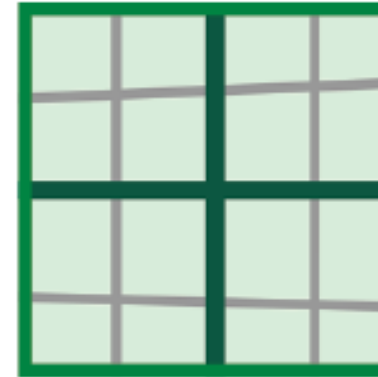
Key Characteristics:

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		
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		
Agriculture	● = Primary Use ◐ = Secondary Use	○
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



Traditional Grid

Limited Use



Radial Grid

Discouraged



Curvilinear Grid



Fused Cul-de-sacs



Curvilinear Loops



Conventional Cul-de-sacs



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.

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. 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.

Key Characteristics:

- The Village Center placetype acts as mini “Main Streets” which is at most, a few blocks in size.
- Supports low-rise mixed-use and live-work buildings built up to the street at major intersections.
- 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.
- Architectural character is encouraged to incorporate elements from historic or vernacular architecture that pay homage to the neighborhood’s history.
- Should provide a transitional area adjacent to low density housing; the transitional area should encourage medium density, compact housing, and limit commercial uses.

Design & Precedent Imagery:



Example of Walkable Mixed-Use Street.



Example of Retail Node in Neighborhood.



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:

- This placetype will continue to evolve as different residential types and commercial and office uses are developed or redeveloped.
- Typically located along major transportation corridors or at the edges of established commercial areas.
- Nonresidential uses should be integrated with design of a new development or redevelopment of an existing node.
- 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.

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.

Trail Oriented Development

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:

- 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.
- Incorporate public spaces for trail users including public art, small parks, recreational activity areas, and rest areas with benches, bathrooms, and water fountains.
- Semi-public areas adjacent to trails attract visitors to their businesses with unique and interactive landscaping, lighting, public art, and outdoor activity spaces.
- Should incorporate dense mixed-use housing to meet demand for trail adjacent living and to maximize investment.
- Provide economic opportunities for businesses that rely heavily on foot traffic. Mixed-use buildings are encouraged to allow more businesses and housing near trails.

Design & Precedent Imagery:



Indianapolis Cultural Trail.



Mixed-Use Buildings and Open Space Example.



Destination Development

The Destination Development placetype is a specialized district designed to attract 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:

- Destination Development includes upscale and large-scale retailers, entertainment, experiential dining experiences, and hospitality that attracts tourists to Westfield.
- Should include easy-to-identify gateways and landmarks to create a sense of arrival.
- May be 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.
- Should include a mix of indoor and outdoor activity spaces.
- Streets 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.



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.

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:

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



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.

Next Steps

Plan Commission Meeting

March 11, 2026

Next Steps



1. Plan Commission Adoption, March 16, 2026
2. Council Adoption, March 23, 2026

Questions

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