

Comparison of the Westfield Comprehensive Plan to the Harmony Community

Revised July 5, 2012

Westfield Comprehensive Plan	Fully Meets Policy	Partially Meets Policy	Does Not Meet Policy	Not Applicable	Harmony
Themes and Trends					
The comprehensive plan update encompasses several themes from the previous plan, including the following:					
1. Encourage development to occur contiguously and not “hopscotch” across the township.	✓				Harmony directly abuts existing development. There is even existing sanitary sewer service on the site.
2. Preserve the community’s rural and small town atmosphere, even as it accommodates new growth.	✓				By being a direct extension of existing development and located where the Comprehensive Plan is directing new suburban development, Harmony is capturing new residents in a focused area and taking development pressure off the rural areas of the city.
3. Encourage connectivity, especially on east/west thoroughfares.	✓				146 th Street, the largest thoroughfare in Hamilton County that is not a state highway, runs through the southern portion of Harmony. The existing east-west city streets are maintained or improved. For example, the alignment of 151 st Street will be shifted northward to align with the entrance to Centennial removing currently hazardous offset intersections.
4. Continue to work on revitalizing downtown.				✓	
5. Provide different tools and policies to manage growth.				✓	While Harmony follows Smart Growth principles, this theme addresses how the City manages growth.
Several additional major themes emerged from this planning process:					
6. Considering the fiscal implications of development when approving new projects.	✓				With its mix of land uses, its location along major roadways adjacent to existing development, and its targeted buyers, Harmony provides a fiscal benefit to the City of Westfield far greater than a standard

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					residential subdivision. Each land use is revenue positive. The commercial and multifamily uses within the Mixed Use District will generate higher and greater variety of revenue than single family detached homes. The Mixed Use District is estimated to produce more than \$1,000,000 in annual property tax revenue alone. The single family homes in the community primarily target empty nesters buyers. Home prices range from \$250,000 to \$600,000 with an average home price of \$350,000. Estimates indicate that the community will create over \$500,000 of assessed value for each child the community adds to the school system: just one of the reasons why the school corporation supports the project.
7. Promoting a diversity and balance of land uses.	✓				Harmony is designed following Traditional Neighborhood Development (TND) principles. Through the balanced mix of land uses and emphasis on connectivity, Harmony is designed to meet the lifestyle needs of a broad range of intergenerational residents while being less auto-dependent.
8. Creating adequate buffers and transitions between different types and intensities of land uses.	✓				A mixture of land uses, open space, and landscaping that meets or exceeds the standards of the zoning ordinance properly buffer the different types and intensities of land uses.
9. Encouraging connectivity between neighborhoods.	✓				Harmony is designed to encourage walking and biking. Our goal is for residents within and adjacent to Harmony to walk or bike to the commercial area or to recreate in the central park.
10. Promoting contiguity of new development to already developed areas.	✓				Harmony is immediately contiguous to existing development.
11. Requiring access control along the major corridors.	✓				Harmony has targeted access points to encourage the safe and efficient flow of traffic along major corridors.
12. Developing design standards for new residential development to encourage quality development.	✓				The design standards for Harmony set high quality standards by encouraging traditional architectural styles or high quality conventional designs. Vinyl is not permitted within the community.

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13. Providing adequate open space and recreation areas for all people of the township.	✓				Harmony is designed to foster connections to open space. The road layout provides easy access to the central park. Homes are focused around pocket parks and open spaces throughout the community. We are even introducing a new housing type to Westfield, the new home, that fronts directly on open space. These homes have been very successful with empty nester owners in other communities across the country.
Development Policies - Land Use Diversity and Balance					
1. Encourage compatible and high quality “life span” housing, including a balanced mix of homes for renters and first-time buyers, housing for first-time owners ready to move up, executive housing, and senior housing. Regardless of type of housing or its target market, all housing should be of high quality design with lasting value. A balanced range of compatible single-family detached and attached housing in a variety of price ranges is envisioned.	✓				Harmony provides a full range of lifestyle housing from renters to first-time buyers, move-up buyers, executive housing, empty nester buyers, and retirees. All homes within the community must adhere to the same high quality design and material architectural standards, so the quality of the house is not dictated by its size. Home prices range from \$250,000 to \$600,000 with an average home price of \$350,000.
2. Encourage diversity in lot sizes and lot layout.	✓				Harmony offers six different lot sizes, dramatically more than the one or two lot sizes offered in most residential subdivisions. Furthermore, the design of Harmony tightly mixes these lot sizes as opposed to the isolated monocultures of a specific lot size found in most residential subdivisions.
3. Encourage a mix of housing types and prices that meets the needs of the full range of population in Westfield – Washington Township.	✓				As mentioned in #1 above, the options in Harmony meet a full spectrum of lifestyles and price points.

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Development Policies – Buffers and Transitions					
1. Provide appropriate buffers between the commercial development and any adjacent non-commercial uses, particularly residential uses.	✓				A mixture of land uses, open space, and landscaping that meets or exceeds the standards of the zoning ordinance provide appropriate buffers between the commercial area and adjacent residential uses.
2. Use landscaped building setback areas to provide buffering from roadways.	✓				In addition to building setback areas, landscaped common areas are used to provide greater distance and planting to enhance the buffering between buildings and roadways, where such buffering is desired.
3. Where appropriate, encourage transitional land uses as buffers to help mitigate negative land use impacts. For example, attached housing could be used as a transition between commercial or industrial uses and single family uses. In addition to serving as a land use buffer, such housing can contribute to the goal of providing a balanced range of land uses. Attached housing should be used as a transitional land use only in coordination with actual commercial or industrial development. The mere presence of land recommended or zoned for future business uses should not be used as justification for attached housing as a transitional land use. Absent any existing or pending business use, any attached housing must stand on its own merits and not be justified as a transitional land use.	✓				The multifamily area serves as a transitional land use between the commercial area and the future suburban residential area to the west. Designed as an integrated part of the Mixed Use District, the multifamily use provides a much needed housing option to city residents.
4. Provide appropriate transition between adjacent dissimilar residential areas.	✓				External to Harmony, landscape buffers that meet or exceed zoning ordinance requirements provide appropriate transitions. Within Harmony no such buffers and needed due to the integrated design of the community.

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5. Ensure proper buffering between existing residences and new development of a dissimilar character.	✓				Landscape buffers that meet or exceed zoning ordinance requirements provide appropriate transitions.
6. Develop a range of buffering requirements, to allow for different buffers in different situations.	✓				Landscape buffers that meet or exceed zoning ordinance requirements provide appropriate transitions.
7. Combine “hardscape” buffers, such as fences and walls, with landscaping and distance for a more pleasing aesthetic effect.	✓				Harmony uses these techniques throughout the community.
8. Utilize natural open space for buffering in industrial areas.				✓	Harmony does not contain any industrial areas.
9. Encourage the uses of natural buffers involving “reforestation” of natural vegetation, particularly when buffering between suburban and rural uses, and between existing uses and new development.		✓			Given that the surrounding agricultural uses are anticipated for new suburban development reforestation buffers are not as appropriate as when new development abuts rural land uses anticipated to remain rural. We are encouraging the use of native plants in the buffers throughout Harmony.
10. Discourage the use of berms for buffering.		✓			We understand this policy originates from the City’s desire to not have long, shapeless walls of dirt along public streets. We agree. However, we do plan on using minor mounding in strategic locations when it enhances buffering capability and aesthetics.
Development Policies – Connectivity					
1. Provide pedestrian systems within open space and along roadways to connect to surrounding pedestrian and bicycle networks, particularly the Midland Trace and Monon Trails.	✓				Harmony is designed to foster walking and biking through the creation of comfortable streets or the pathway network in the central park that links to adjoining properties.
2. Avoid fragmentation of open space into isolated, unconnected areas, except to provide passive recreation, neighborhood parks and commons.	✓				Harmony was designed with open space and quality of life in mind. All homes abut or have easy access to open space.

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3. Link spaces within neighborhoods and between neighborhoods and the larger community through a multi-modal system of fully connected routes to all destinations.	✓				Perimeter pathways and the walk network of the central park connect to surrounding neighborhoods.
4. Include pedestrian facilities in all new developments. In particular, develop improved connections between key destinations such as between residential and commercial areas, and between residences, parks and schools.	✓				By mixing commercial and residential uses within Harmony one of the biggest hurdles to encouraging walking and biking between these uses has been overcome.
5. Participate in regional transportation efforts that promote better regional connectivity, such as the IndyGo Bus service.		✓			While we have little direct impact on regional transportation policy, we believe that the commercial area could serve as a destination of a bus service line.
Development Policies – Contiguity of Development					
1. Encourage new development to be located contiguous to existing development. In rare circumstances, non-contiguous development may be permitted when it is vital to the economically and spatially efficient expansion and improvement of key infrastructure.	✓				Harmony is located immediately adjacent to existing development and urban services are available on the site.
2. Recognize that the promotion of efficient expansion of development relative to infrastructure and the avoidance of inefficient sprawl is a general policy; there may be occasions when non-contiguous development is still appropriate, especially when provisions are made for adequate public facilities and infrastructure not just for the development itself, but for land between the development and the existing developed and serviced area.	✓				Harmony is located immediately adjacent to existing development and urban services are available on the site.

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Development Policies – Access Control					
1. Require development of frontage roads in conjunction with new nonresidential development.	✓				A frontage road is used across the Mixed Use District. However, it is designed to encourage use by pedestrians and cyclists, not just vehicles.
2. Limit access points pursuant to an access management plan, particularly on arterial and collector streets, to new development to reduce the number of areas of traffic conflict and to ensure adequate sight distances.	✓				Vehicular access points are minimized to promote traffic flow and safety.
3. Utilize traffic calming techniques to control speeds in areas where lower speeds are desirable, such as in residential neighborhoods and in the pedestrian-oriented downtown.	✓				The road network within Harmony is designed to keep traffic speeds low and safe. The roundabout on Ditch Road at the southern entrance to Centennial serves to not only efficiently move cars, but also as a traffic calming device to enhance the safety of pedestrians and cyclists.
Development Policies – Residential Design Standards					
1. Encourage neighborhoods that do not have the appearance of “production” housing.	✓				Harmony is focused on creating a community of homes with distinct architectural styles, not conventional production housing. The residential architectural standards encourage specific home styles and incorporate by reference “A Field Guide to American Houses” by Virginia and Lee McAllester as the design reference in what makes up these styles. There is also the option of conventional architecture, but the standards require a high level of design and materials.
2. Encourage variety and diversity in housing while maintaining a distinct style or character and avoiding the appearance of “cookie cutter” subdivisions.	✓				See response above.
3. Where subdivisions are juxtaposed, avoid abrupt changes in housing scale, mass, and materials.	✓				Centennial is the only subdivision juxtaposed with Harmony. The housing scale, mass of the buildings, and materials are compatible.

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4. Consider the effect of new subdivisions on the character of existing neighborhoods and mitigate adverse effects through proper design and buffering.	✓				<p>Harmony does not directly abut any existing subdivisions. Centennial is located across the street and care has been taken to align entry points, provide continuous greenway opportunities along the gas pipelines, and provide additional buffering where lots back up to Ditch Road.</p> <p>Also, the smaller lot homes of Harmony are located on the interior of the site. This allows the smaller lots to take advantage of the plentiful open space of the community and keeps the larger lots along the perimeter of the community where they are equal to the standard lot sizes in the surrounding neighborhoods.</p>
5. Evaluate new residential development on the basis of overall density and the relationship of that density to effective and usable open space preservation, rather than on lot sizes.	✓				<p>Harmony has been designed with this principle explicitly in mind. A variety of highly intermingled lot sizes is used in order to meet a range of lifestyle options. Access to open space is a main unifying principle of all the areas within Harmony. The community has been designed so nearly all lots have direct access to or are within easy walking distance of open spaces. A variety of open spaces are used that provide a active recreation and passive recreation opportunities as well as providing open space in key areas that shape the character of the community.</p>
Development Policies - Open Space and Recreation					
1. Design open space to form an interconnected network, with provisions for linkages to existing or potential open space on adjoining properties.	✓				<p>The open space network in Harmony is designed to maximize the number of lots abutting or with easy access to open space. The street network is designed to encourage walking and biking to the open space amenities of the community. Also, connections are made to adjoining properties so that elements such as the central park can be extended to surrounding properties.</p>
2. Maintain stream corridors, woodlands, hedge rows, and other valuable natural and historic resources as part of the dedicated open space.		✓			<p>Harmony has been designed to preserve the existing woodlands on the northern part of the site. Steps have also been taken to preserve the significant trees within the hedgerows on the site. The mew lots</p>

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					on the north side of the central park are sited to protect as many of the trees as possible. There are no stream corridors or historic resources on the site.
3. Locate open space so as to maintain the visual character of scenic roads.				✓	Harmony is not located along any scenic roads.
4. Require open space in all new developments. Open spaces should consist of usable areas or valuable natural areas. Open space should not consist only of land that is left over in the site plan review process.	✓				As mentioned above, the location of the open space in the community was a foundational element in the design of the Harmony. We have committed to a minimum of 25% of the property within the community being protected open space areas.
5. Preserve natural features such as stands of trees, water bodies, and wetlands when land is developed.		✓			To the extent practicable, the woodlands to the north and the hedges on the property will be protected. The design of the community seeks to protect and take advantage of the value of these existing resources.
6. Protect Little Eagle Creek. The installation of sewers in the township has the potential to damage this important resource. It is important that the sewer expansion be completed in an environmentally sensitive manner.				✓	
7. Provide both passive and active recreation for the residents of the community.	✓				At least 69 acres of open space will be set aside and protected for open space and to be used for active and passive recreation. The main active recreation areas are at the recreation center within the multifamily area, the recreation center on 151 st Street, and the sports fields and play areas within the central park. Smaller passive parks are distributed throughout the community to provide easy access for residents and add to the character of the community.
8. See Appendix G, Family Sports Capital Addendum, for the Family Sports Capital of America initiative (October 2009).				✓	

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9. Provide parks and recreational facilities in new developments to accommodate the needs of the community as it grows.	✓				As described above, at least 25% of the project area will remain as open space for active and passive recreation uses. The multifamily area will contain a clubhouse with an exercise room, gathering room, conference space, kitchen, workout area, and an outdoor pool. The recreation area for the single family homes will contain a multi-purpose meeting room, an outdoor swimming pool, a baby pool, and playground. Within the central park there will be a soccer field, playground, fitness trail, dog park, and a trail network.
10. Recognize that the location and configuration of open space is of importance along with the amount of open space. The location and configuration of open space should be a primary design consideration in the development process, not an afterthought based on a determination of unusable land.	✓				As mentioned above, the location and configuration of the open space network was a primary consideration in the design of Harmony.
11. Use open space as part of an integrated storm water management approach to maintain natural drainage patterns, attenuate water quality impacts, replenish groundwater, and incorporate detention facilities as visual and environmental amenities such as ponds.	✓				The open spaces within Harmony are expected to serve as part of an integrated water quality system for stormwater management.
Development Policies – Fiscal Considerations					
1. Require new development to pay its fair share of the cost of providing infrastructure needed as a result of that new growth.	✓				Harmony not only pays its fair share of the cost of providing infrastructure, the tax base created by the mixed use area and value of the residential homes establishes an on-going stream of revenue the City can use for other public improvements in the area.
2. Consider the impact of growth in land use planning and decisions on public services and facilities.	✓				Public services within Harmony will be sized to serve not only Harmony, but the growth anticipated within the New Suburban area shown in the Comprehensive Plan surrounding the site

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3. Ensure that all new development will have adequate public services and facilities.	✓				Development of the site will be done with provision for adequate public services and will improve the drainage in the area.
Development Policies (applies to all New Suburban)					
1. Ensure that new development occurs in a way that it is contiguous with existing development.	✓				Harmony is a direct extension of existing development in an area slated for development within the Comprehensive Plan.
2. Require all development to have public sewer and water, paved streets, curbs, gutters, and sidewalks.	✓				Harmony will meet or exceed the City's standards for all public and private infrastructure.
3. Design developments such that back yards are not adjacent to collector or arterial streets unless uniform attractive screening is provided.	✓				Harmony has been designed to minimize the number of homes that back up to collector and arterial streets. Where lots do abut a collector or arterial street a uniform, attractive landscape buffer is required. The planting density in these buffers exceeds the City's normal standards. A higher standard of architecture on the rear of homes on the lots abutting collector and arterial streets.
4. Prevent monotony of design and color. Recognize that quality in design applies not just to individual homes, but to the collective impact of an entire development. For example, many homes that might be "high quality" may not achieve a high-quality development if they are all the same and are not part of a sensitive and quality overall design.	✓				Harmony is designed to have a diversity of home sizes meeting the lifestyle needs of a wide variety of Westfield residents. Unifying what could be very different home sizes are the architectural requirements for the community. All homes must meet the same architectural standards regardless of size. These standards encourage diversity in design while maintaining a cohesive neighborhood by requiring defined architectural styles and restraining when similar styles and colors may be used near each other.
5. Encourage a diverse range of home styles in individual subdivisions, using innovative architecture of a character appropriate to Westfield.	✓				As addressed above, Harmony seeks defined architectural styles for the homes within the community. Adam (Colonial), Georgian, Italianate, Shingle, Folk Victorian, Colonial Revival, Tudor, and Craftsman are the approved architectural styles for Harmony.

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6. Encourage compatible and high quality “life span” housing in furtherance of the overall policy of this plan.	✓				Harmony seeks to provide a broad range of living options for Westfield residents. Target buyers include empty nesters, first time home buyers, and family move-up households. These groups are reached through the apartments and broad variety of options in the Single Family Residential District.
7. Emphasize connectivity between subdivisions, and avoid creating isolated islands of development.	✓				Connectivity is provided throughout Harmony. Connectivity in design is achieved in the way the land plan integrates the various lot types instead of creating islands of sameness. Physical connectivity is achieved through the layout of the streets. There are no cul-de-sacs within the community. Connections to the surrounding community are achieved via the location and design of streets, trails, and the greenway along the gas pipelines.
8. Ensure proper land use transitions between dissimilar types of residential development.	✓				At a minimum, we are following the high standards of the Zoning Ordinance. In sensitive locations we are going above these standards with larger buffer widths and higher planting densities.
9. Ensure appropriate transitions from businesses located along US 31, SR 32, and SR 38 and from adjoining large subdivisions.				✓	
10. Use open space, parks, and less-intensive land uses as buffers in appropriate circumstances.	✓				Thicker than required buffers are shown along existing residential areas abutting Harmony to the north. Ponds and streets are used to keep homes further away from property lines.
11. Preserve existing older structures when possible.				✓	
12. Permit new development only where the transportation network is sufficient for the added traffic volumes. Based upon traffic studies, developers should make appropriate improvements to mitigate traffic impacts resulting from the new development.	✓				Harmony contains the largest County transportation improvement, 146 th Street. A two-pronged approach is being used. First, the street network is being sized for future development. Second, the mixture of uses within Harmony allows people to walk and bike to restaurants, shops, and parks instead of driving to these destinations.

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13. Promote flexible design that maximizes open space preservation by regulating density rather than lot size. This approach permits a wide range of lot dimensions (area, frontage, setbacks, etc.) and a variety of housing types (detached, semi-detached, attached) to serve multiple markets (traditional families, single-parent households, empty-nesters, etc.)	✓				This principle is a central element in the design of Harmony. As mentioned throughout this document, providing a range of lifestyle options to a broad range of Westfield residents in a manner that encourages architectural diversity and cohesiveness is an organizing principle of the community.
14. Encourage quality and useable open space through incentives (density bonuses) based upon density rather than minimum lot sizes and widths.	✓				As described in the Open Space policies above, Harmony is designed around connecting people with quality open spaces.
15. Encourage development of bicycle and pedestrian facilities (sidewalks, trails, paths or any combination thereof designed to accommodate pedestrians) in new development. These facilities should be designed to improve connectivity. In particular, promote connections to new regional trails such as the Monon and Midland Trace Trails	✓				Encouraging bike and pedestrian activities is a key goal of Harmony. From the mix of land uses to the connectivity of the street and open space networks, Harmony encourages you to leave your car at home and walk or bike to your destination.
16. Land that is characterized by steep slopes or other natural limitations on development should be left natural or developed at rural, rather than suburban densities.				✓	No natural limiting factors exist on the site.
17. Promote innovative development, such as Conservation Subdivisions and traditional neighborhood design.	✓				Harmony is created following traditional neighborhood (TND) principles by one of the nation's leading TND design firms, Canin Associates.

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<p>18. Require appropriate transitions and buffers between neighborhoods, particularly those of differing character or density. At interfaces between large lot residential property and new suburban development, baseline buffering requirements should be used to preserve the rural environment of those larger parcels (preferably through the use of reforestation to achieve natural conditions).</p>	✓				<p>Buffers are provided that meet or exceed the City’s standards.</p>
<p>19. Locate roadways and house lots so as to respect natural features and to maximize exposure of lots to open space (directly abutting or across the street). “Single-loaded” streets (with homes on one side only) can be used to maximize open space visibility, thus increasing real estate values and sales, while costing no more than streets in conventional subdivisions (due to savings from narrower lot frontages).</p>	✓				<p>Harmony is designed to maximize access to open space. The street and open space networks work hand-in-hand to ensure all residents are no more than a short walk away from open space.</p>
<p>20. Encourage attractive streetscapes that minimize front-loading garages, provide garage setbacks from front facades of houses, minimize design and material repetition, and avoid house orientations where the back sides face the public right of way.</p>		✓			<p>The look and feel of Harmony is very import. To this end, great attention to detail was taken regarding the an important element in any community – the streetscape. In order to keep a great looking streetscape, front load garages are only allowed on the widest lots. When they do occur, front load garages must be located behind the main plane of the home. Narrower lots are required to have rear-load garages. This allows the architecture of the home, not the garage doors, to dominate the streetscape. The use of defined architectural styles minimizes design and material repetition. We have sought to minimize the backs of homes abutting public roads. Where they do occur, uniform attractive screening as desired in the Comprehensive Plan is provided.</p>

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21. Encourage roadway improvements that promote safety but do not increase speed.	✓				Harmony is designed with no cul-de-sacs. This results in less concentrated traffic flows. Additional streets are designed with short, straight segments and using curves and intersections to moderate travel speeds.
Development Policies - Local Commercial					
1. Locate local commercial development only in planned centers and only on streets classified as arterials or on frontage roads as depicted on the Land Use Concept Map.		✓			The commercial node of Harmony is located on the highest classification road in the county, a primary arterial. While the Land Use Concept Map does not show a neighborhood commercial node at the corner of 146 th Street and Ditch Road, this location and the design of Harmony very strongly align with this policy and the other Local Commercial Development Policies in the Comprehensive Plan. The policies capture the principles for the location and design of neighborhood commercial areas. While these policies are as relevant today as the day the Comprehensive Plan was adopted, the same cannot be said for the Land Use Concept Map. At the time the plan was created, the County's plans for the expansion of 146 th Street were unknown. As such, the City took a conservative approach regarding the 146 th Street corridor. In the years since the plan's adoption, the County has determined to make 146 th Street a limited access highway eight lanes wide from Ditch Road to the Boone County line. A roadway of this magnitude carrying as many cars as SR 32 was never anticipated. Now as the County prepares to begin construction on the first phase of the 146 th Street improvements, the implications of such a roadway on the abutting properties needs to be considered. Single family residential uses do not want to abut such a road, especially at major intersections where turning movements happen. As the Comprehensive Plan policies encourage, and good planning principles dictate, more intense land uses should

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					be located against such high capacity roads and transition down to less intensive uses. This is what Harmony achieves by placing the commercial area at the corner and transitioning to multifamily residential to the west.
2. Require commercial uses to be dispersed, but also to be focused on key nodes, avoiding strip patterns, which are inefficient from an access standpoint.	✓				The neighborhood commercial center in the Harmony plan is designed as a node at a key intersection along the 146 th Street corridor. The multifamily residential on the west side of the commercial is a transitional land use to the residential uses anticipated to the west. Therefore, the commercial use is contained in a node and not in a strip pattern along 146 th Street.
3. Require the size, materials, color, and design of buildings to be unique to Westfield. “Franchise” architecture that represents no effort to create a unique design that fits Westfield-Washington Township is not acceptable.	✓				Franchise architecture is avoided in the neighborhood commercial node through the application of Westfield’s State Road 32 Overlay standards to the entire commercial node. These are the design standards the City has created for one of its most significant corridors.
4. Discourage masses of asphalt. Parking areas should be broken up by landscaping or by being located on more than one side of the buildings.	✓				The parking areas within the commercial node include ample landscaping. Furthermore, we are seeking to reduce the parking space size to the national standard of 9’x18’ to avoid placing unnecessary asphalt in parking areas.
5. Require all parking areas to have interior landscaping as well as landscaping along the street.	✓				Harmony includes ample interior and street landscaping equal to or greater than the Zoning Ordinance requirements.
6. Require all lighting to be shielded and directed downward.	✓				Lighting will be directed downward and shielded, per the Zoning Ordinance requirements.
7. Encourage signs that are easy to locate and read, sized and designed in relation to the buildings and the traffic conditions in which they are viewed.	✓				All signage will comply with the Zoning Ordinance.

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8. Require loading and service areas to be screened and to be located so as not to be a nuisance to neighboring properties.	✓				The loading area is centralized between the anchor tenant and the inline retail shops making is screened by buildings. The northern side will be screened with a wall and heavy landscaping.
9. Encourage internal connectivity between adjacent commercial developments.	✓				The site is designed as an integrated center with the adjacent multifamily use.
10. Encourage pedestrian connections between local commercial areas and adjacent residential areas.	✓				The design of Harmony encourages as much walking and biking to the commercial node as possible.
11. Use attached residential, offices, and similar uses as transitions between more intensive and less intensive uses.	✓				Moving from east to west the uses on the site transition from retail to office to multifamily residential to allow a smooth change to residential uses on properties west of Harmony.
12. Require effective buffering between commercial uses and adjacent residential uses.	✓				An extra wide buffer with heavier than City standard landscaping is provided between the commercial buildings and adjacent residential areas.
13. Prevent commercial uses from encroaching into residential areas.		✓			The commercial node does not share a common property line with any residential areas. The nearby residential areas are located across the street. High architectural standards and landscape buffers are used to enhance the compatibility between the uses. The upgrade of 146 th Street creates a situation where the road is incompatible with single family residential uses at major intersections due to the higher level of activity on the roadway.
14. Encourage the use of frontage roads to minimize traffic conflicts.	✓				A frontage road is used to improve access within the neighborhood commercial node and to provide access to properties to the west.