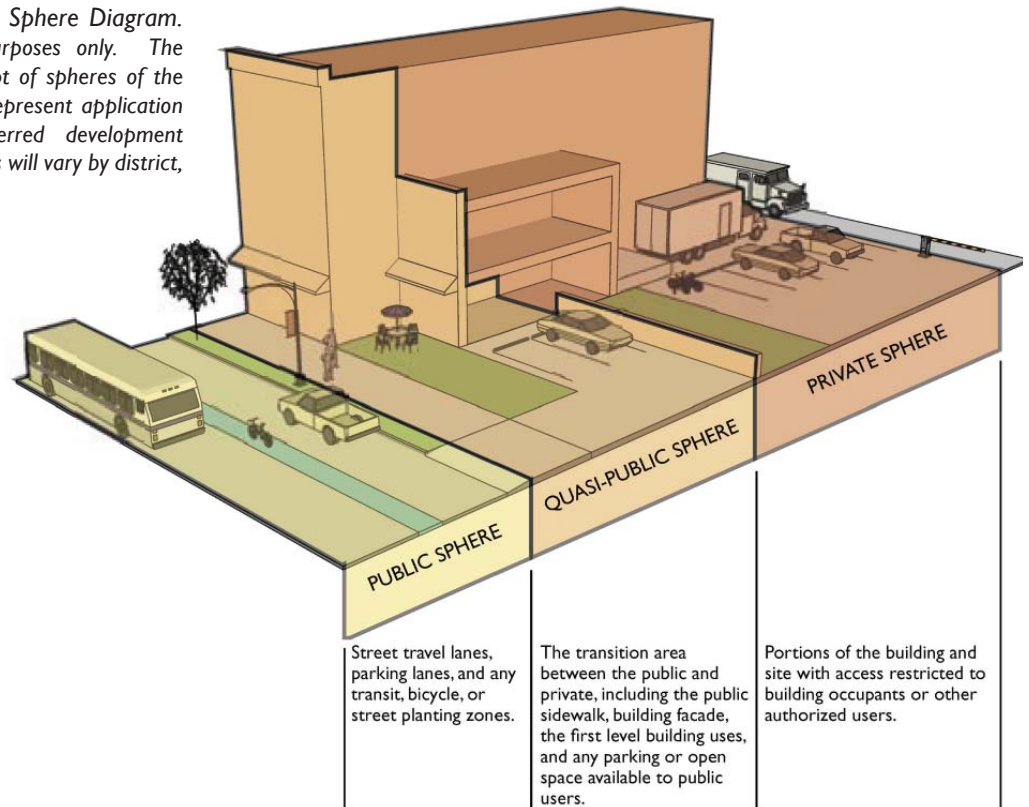


Figure 137.1 Built Environment Sphere Diagram. This figure is for illustrative purposes only. The diagram demonstrates the concept of spheres of the built environment and does not represent application of design guidelines nor preferred development arrangement. Locations of spheres will vary by district, corridor and use.



HOW THE GUIDELINES ARE ORGANIZED

The *Indianapolis Regional Pedestrian Plan* is organized around district and corridor concepts, which form the governing framework for these Multi-Modal Corridor & Public Space Design Guidelines. Guidelines have been developed for and apply to the multi-modal and public spaces of the Metropolitan Planning Area (MPA). It is not intended that all corridors or places within the Indianapolis region be multi-modal initially. However, it is anticipated that, over time, and as the region’s transportation network develops, all corridors and places will evolve and become multi-modal friendly.

Built Environment Spheres

Guideline descriptions for both district and corridor typologies are categorized into the “Built Environment Sphere” diagram. This idealized diagram illustrates the urban environment as a continuum from the public facilities in the right-of-way to the private uses located on the property. The most important component of design is the interaction between the public and private realms. These transitional areas consist of both public and privately owned land and are the area for which the design guidelines will be the most instructive.

Public Sphere

The public sphere consists of the vehicle travel lanes, parking lanes, sidewalk, and any transit, bicycle, or landscape facilities.

Quasi-Public Sphere

The quasi-public sphere consists of the transition area between the public and private realms, including the building facade, first level building uses, and any parking or open space available to public users.

Private Sphere

The private sphere consists of portions of the building and site with access restricted to building occupants or other authorized users. The *Multi-Modal Corridor & Public Space Design Guidelines* do not apply to this sphere; consult local ordinances.

INTRODUCTION

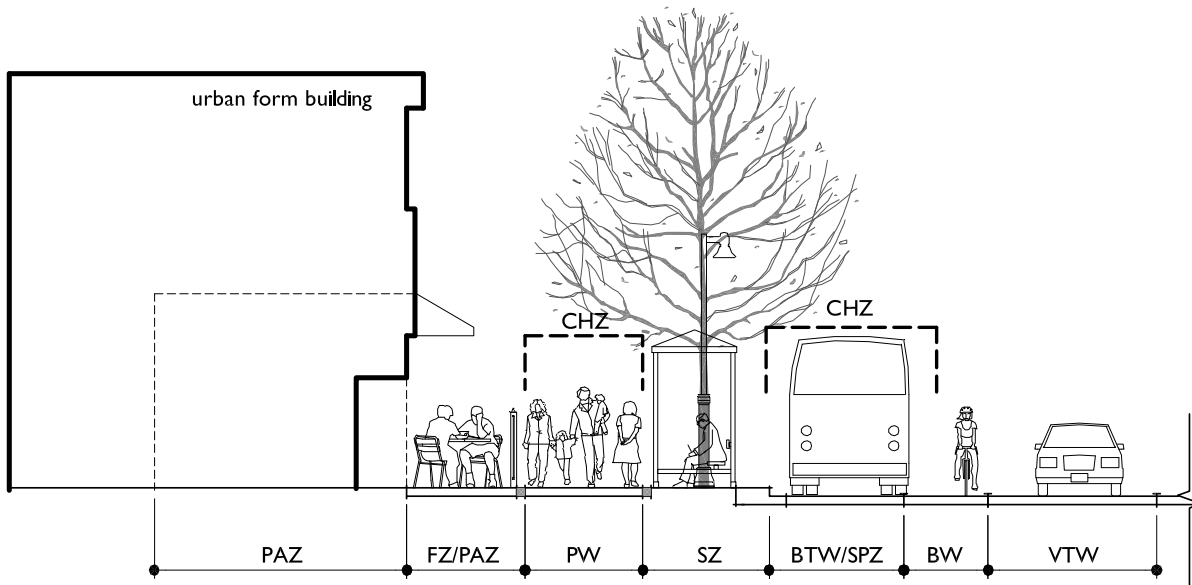


Figure 138.1 Component Zone Diagram. Definitions are provided in the table below.

Component Zones

Within the guideline descriptions for both district and corridor typologies, additional detailed guidelines are further categorized into “Component Zones.” These components fit into the “Built Environment Spheres” and are a way to abstractly apply design guidelines to both public and private development based on a “menu” of components that reflect real-world scenarios. It is possible that certain zones may be addressed differently depending upon the relevant district or corridor. For example, bike facilities can either be provided as a multi-use path to serve both pedestrians and bicyclists, or may be provided as a combination of on-street bike lanes and collector sidewalks. The component zones, classified as either a continuous “way” or as discontinuous “zones”, are defined below and represent toolkit options in realizing the district and corridor typologies.

Zone Diagram Definitions

BW	Bicycle Way: area where bicycles travel.
BTW	Bus Transit Way: area where bus transit vehicles travel or stop to load and unload.
CZ	Crossing Zone: area where pedestrians or other non-motorized modes interface with and traverse through motorized transportation zones.
CHZ	Clear Height Zone: vertical distance between a transportation facility and the lowest overhead obstruction. <i>Note: There is not a separate design guideline for the CHZ, rather, its requirements are addressed in all other zones.</i>
FZ	Frontage Zone: area of interaction between the pedestrian way and grade-level uses.
MUW	Multi-Use Way: area for shared use between multiple alternative transportation users.
PAZ	Pedestrian Activity Zone: area for public gathering in both the public, quasi-public, and private spheres.
PW	Pedestrian Way: area where pedestrians travel.
RTW	Rapid Transit Way: area where rapid transit vehicles travel or stop to load and unload.
SPZ	Street Parking Zone: area within the roadway where vehicles are permitted to stop, stand, or park, with various levels of permission and/or restriction.
SZ	Separation Zone: area of protection between the roadway and the pedestrian way that contains various utilities, signs, and streetscaping elements.
VTW	Vehicle Travel Way: area where motorized vehicles (automobiles, trucks, buses) travel.