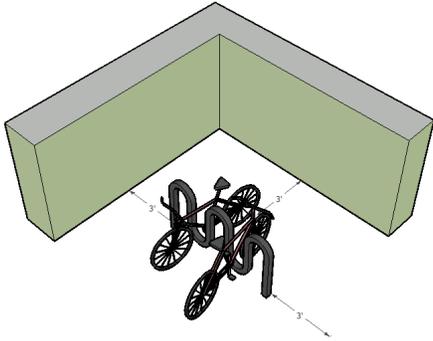


General Guidelines

1. Bicycle parking spaces should not be located within the public right-of-way unless approved by the Board of Public Works.
2. All required bicycle parking spaces should be located such that a three (3) foot space is provided to all sides of a standard, six (6) foot bicycle in each space.



3. Bicycle parking facilities should not cause any obstruction to pedestrian traffic.
4. Bicycle parking areas should be placed on concrete, asphalt, brick pavers or similar surfaces. Under no circumstances should bicycle parking areas be placed on bark mulch, crushed stone, rock, dirt, sand, or grass.



5. Bicycle parking facilities may be located in one (1) non-required vehicular automobile parking space so long as it is not designated a handicap space and the location meets the other provisions of this section.
6. All bicycle parking must be either a long-term Class I or short-term Class II bicycle security facility.

Exceptions

Be sure to contact the Planning Department before proceeding with development on these uses to determine the exact requirements.

Partial Exceptions: The following nonresidential uses are exempt from some bicycle parking requirements:

1. Vehicle sales/rental;
2. Boat Sales;
3. Car Washes;
4. Vehicle repair;
5. Drive-through;
6. Mortuaries;
7. Cemeteries/mausoleums;
8. Crematories;
9. Crops and pasturage;
10. Orchards; and
11. Tree farms;

Full Exceptions: The following nonresidential uses are exempt from all bicycle parking requirements:

1. Utility substation and transmission facilities
2. Communications facilities.

City of Bloomington, Indiana Bicycle Parking Standards for Developers

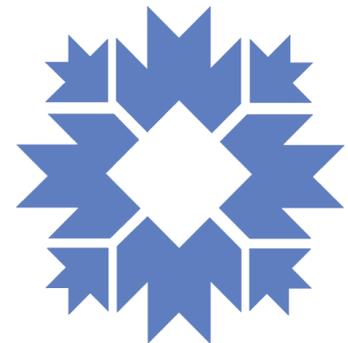


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Bicycle Parking Standards for Developers

Types of Bicycle Parking Facilities

Class I: Long-term facilities that provide a high level of security for long durations (day, overnight, or longer). Class I facilities can include lockers, racks in an enclosed, lockable room, or racks or lockers in an indoor area always visible to employees.



Class II: Short-term parking facilities that provide medium level security for relatively short durations (usually two (2) hours or less). These facilities often include stands or racks and allow a user to secure a bicycle frame and one or both wheels to the facility with a lock.



Bike racks that only support a bicycle by the wheel are not allowed since they do not support the bike frame or provide adequate security from theft.



Multifamily Residential Development

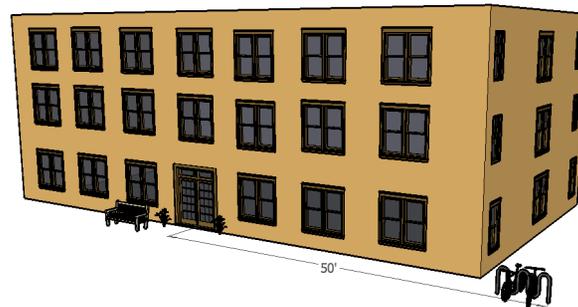
These standards apply to zoning districts:



Number: One (1) Class II bicycle parking space per six (6) bedrooms or a minimum of four (4) bicycle parking spaces, whichever is greater.

Buildings with twelve (12) or more bedrooms must provide a minimum of two (2) Class II bicycle parking spaces per residential building.

Location: A dedicated bicycle parking area equipped with bicycle racks within fifty (50) feet of the main entrance of each primary residential building on site.



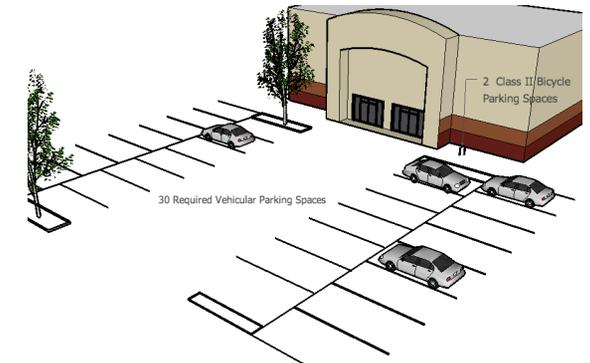
Covered Spaces: Developments with more than thirty-two (32) bedrooms total shall provide a minimum of one-half (1/2) the total number of required bicycle parking spaces as covered, short-term Class II bicycle parking facilities and a minimum of one quarter (1/4) as long term Class I facilities.

Non Residential Development

These standards apply to zoning districts:



Number: One (1) Class II bicycle parking space per fifteen (15) required vehicular parking spaces or a minimum of four (4) bicycle parking spaces, whichever is greater.



Location: A dedicated bicycle parking area equipped with bicycle racks must be within fifty (50) feet of the main entrance of each primary building on site.

Type of Spaces: Developments with more than 20,000 square feet of gross floor area must provide Class II bicycle spaces for all required spaces

Mixed Uses

Developments with both nonresidential and residential uses shall provide the cumulative required number of spaces as calculated for the respective nonresidential and residential requirements.