

GG 140-14

407, 407.1, 407.2, 407.2.1 (New), 407.2.2 (New), 407.2.3 (New), 407.3, 407.3.1, 407.3.2

Proponent: Hope Medina, representing Cherry Hills Village (hmedina@coloradocode.net); Craig Conner, representing self (craig.conner@mac.com)

Revise as follows:

SECTION 407

TRANSPORTATION IMPACT BICYCLES

407.1 Walkways and bicycle paths. ~~Not less than one independent, paved walkway or bicycle path suitable for bicycles, strollers, pedestrians, and other forms of nonmotorized locomotion connecting a street or other path to a building entrance shall be provided. Walkways and bicycle paths shall connect to existing paths or sidewalks, and shall be designed to connect to any planned future paths. Paved walkways and bicycle paths shall be designed to minimize stormwater runoff. Pervious and permeable pavement shall be designed in accordance with Section 408.2.4. Walkways and bicycle paths shall connect to existing paths or sidewalks, and shall be designed to connect to planned future paths. Walkways and bicycle paths shall be designed to support stormwater management. Walkways and bicycle paths shall not interfere with fire and emergency apparatus, vehicle and personnel access.~~

407.2 Changing and shower facilities Bicycle parking. Buildings with a total building floor area greater than 10,000 square feet (929 m²) and that are required to be provided with long-term bicycle parking and storage in accordance with Section 407.3 shall be provided with onsite changing room and shower facilities. ~~Not less than one shower shall be provided for each 20 long-term bicycle parking spaces, or fraction thereof. Where more than one changing room and shower facility is required, separate facilities shall be provided for each sex. Bicycle parking shall comply with Sections 407.2.1 through 407.2.3.~~

Add new text as follows:

407.2.1 Number of spaces. The number of bicycle parking spaces shall be not less than one for each one hundred occupants and not less than four bicycle parking spaces shall be provided The occupant load shall be determined in accordance with Section 1004 of the *International Building Code Accessory* occupancy areas shall be included in the calculation of primary occupancy area

Exceptions:

1. Bicycle parking shall not be required where the conditioned space is less than 2 000 square feet (1232 m²)
- 2 Subject to the approval of the *code official* the number of bicycle parking spaces shall be permitted to be reduced due to *building site* characteristics including but not limited to isolation from other development
- 3 Bicycle parking shall not be required for Group R occupancies

Bicycle parking spaces for multiple buildings shall be permitted to be combined provided that the spaces are sufficient for the combined occupant load of the buildings

407.2.2 Description of spaces. Bicycle parking spaces shall comply with the following:

1. Shall have an area of not less than 18 inches 1457 mm by 60 inches 11524 mm for each bicycle.
2. Shall be provided with a rack or other facility for locking or securing each bicycle.

407.2.3 Location of spaces. The location of bicycle parking shall be designated on the site plan. Vehicle parking spaces other than those required for local zoning requirements and the accessible parking required by the *International Building Code* shall be permitted to be used for the installation of bicycle parking spaces. Bicycle parking shall comply with the following.

1. Bicycle parking spaces shall be located within 100 feet of the main entrance of the building and shall be visible from the main entrance.
2. Bicycle parking shall be located at the same grade as the sidewalk or at a location reachable by a ramp or accessible route.

Exception: Where directional signage is provided at the main *building* entrances, *bicycle parking* shall be permitted to be located inside a *building* or at locations not visible from the main entrance, provided that such locations are accessible.

Delete without substitution:

~~**407.3 Bicycle parking and storage.** Long-term and short-term bicycle parking shall be designated on the site plan by a *registered design professional* and as specified in Table 407.3. The required number of spaces shall be determined based on the net floor area of each primary use or occupancy of a building except where Table 407.3 specifies otherwise. Accessory occupancy areas shall be included in the calculation of primary occupancy area.~~

Exceptions:

- ~~1. Long-term bicycle parking shall not be required where the *total building floor area* is less than 2,500 square feet (232 m²).~~
- ~~2. Subject to the approval of the *code official*, the number of bicycle parking spaces shall be permitted to be reduced because of building site characteristics including, but not limited to, isolation from other development.~~

**TABLE 407.3
BICYCLE PARKING**

~~**407.3.1 Short-term bicycle parking.** Short-term bicycle parking shall comply with all of the following:~~

- ~~1. It shall be provided with illumination of not less than 1 footcandle (11 lux) at the parking surface;~~
- ~~2. It shall be located at the same grade as the sidewalk or at a location reachable by ramp or accessible route;~~
- ~~3. It shall have an area of not less than 18 inches (457 mm) by 60 inches (1524 mm) for each bicycle;~~
- ~~4. It shall be provided with a rack or other facility for locking or securing each bicycle; and~~
- ~~5. It shall be located within 100 feet (30 480 mm) of, and visible from, the main entrance.~~

~~**Exception:** Where directional signage is provided at the main building entrances, short-term bicycle parking shall be permitted to be provided at locations not visible from the main entrance.~~

~~**407.3.2 Long-term bicycle parking.** Long-term bicycle parking shall comply with all of the following:~~

- ~~1. It shall be located on the same site and within the building or within 300 feet (91 440 mm) of the main entrances;~~
- ~~2. It shall be provided with illumination of not less than 1 footcandle (11 lux) at the parking surface;~~

3. ~~It shall have an area of not less than 18 inches (457 mm) by 60 inches (1524 mm) for each bicycle; and~~
4. ~~It shall be provided with a rack or other facility for locking or securing each bicycle.~~

~~Not less than 50 percent of long-term bicycle parking shall be within a building or provided with a permanent cover including, but not limited to, roof overhangs, awnings, or bicycle storage lockers.~~

~~Vehicle parking spaces, other than those required by Section 407.4, local zoning requirements and accessible parking required by the *International Building Code*, shall be permitted to be used for the installation of long-term bicycle parking spaces.~~

Reason: The existing text for bicycle regulations is too complex. There is no need to distinguish between long term and short term parking. The equipment that will need to be provided are the same whether it's a bicycle parked for 3 hours or for 5, so why make this section more complicated and costly than what it needs to be. It's important to have reasonable requirements for bicycle parking, and should be encouraged to be used.

Showers and changing facilities are a requirement that is excessive. There is an additional cost associated with providing shower facilities for both sexes. Many of the jurisdictions around the country are in or have been in drought conditions where financial penalties are assessed for consuming more water than what is set per the water provider's tier systems. We have a chapter in this code titled Water Resource Conservation, Quality and Efficiency, but we have a needless requirement for shower facilities for what is considered long-term bicycle parking.

Cost Impact: Will not increase the cost of construction.

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