

GG141-14

407.3

Proponent: Ed Fendley, USEPA, representing USEPA

Revise as follows:

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~~ the building site is inaccessible to bicyclists such as, but not limited to, where the building site is accessible only via controlled-access highways.

Reason: The proposed language is offered as a substitute for the language currently in the second exception, which is overly broad and vague. In particular, the phrase "isolation from other development" does not present a good example of a reason for reducing bicycle spaces. "Isolation" feasibly could be interpreted as referring to a site just outside of an existing community, which may not be a long ride for bicyclists. Moreover, even if the site is miles away from other development, it could still be reached by bicyclists, as long as a road or path is available. Unless "isolation" is better defined, a lack of road (or path) that could legally be used by bicyclists to reach the building is a better indicator of whether people will bicycle to the building.

The change in wording, however, would not preclude a builder or code official from considering the distance from other development.

Cost Impact: Will not increase the cost of construction

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