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