

GG113-14

402.8

Proponent: Mark Nowak, representing Steel Framing Alliance

Revise as follows:

402.8 Greenfield sites. Where this section is indicated to be applicable in Table 302.1, site disturbance or development shall not be permitted on *greenfield* sites.

Exception: The development of new buildings and associated site improvements shall be permitted on *greenfield* sites where the jurisdiction determines that adequate infrastructure exists, or will be provided, and where the sites comply with not less than one of the following:

1. The *greenfield* site is located within 1/4 mile (0.4 km) of developed residential land with an average density of not less than 8 dwelling units per acre (19.8 dwelling units per hectare).
2. The *greenfield* site is located within 1/4 mile (0.4 km) distance, measured over roads or designated walking surfaces, of not less than 5 diverse uses and within 1/2 mile (0.8 km) walking distance of not less than 7 diverse uses. The diverse uses shall include not less than one use from each of the following categories of diverse uses: retail, service, or community facility.
3. The *greenfield* site has access to transit service. The building on the building site shall be located in compliance with one of the following:
 1. Within 1/4 mile (0.4 km) distance, measured over designated walking surfaces, of existing or planned bus or streetcar stops.
 2. Within 1/2 mile (0.8 km) distance, measured over designated walking surfaces, of existing or planned rapid transit stops, light or heavy passenger rail stations, ferry terminals, or tram terminals.
4. The *greenfield* site is located adjacent to areas of existing development that have connectivity of not less than 90 intersections per square mile (35 intersections per square kilometer). Not less than 25 percent of the perimeter of the building site shall adjoin, or be directly across a street, public bikeway or pedestrian pathway from the qualifying area of existing development.
 1. Intersections included for determination of connectivity shall include the following:
 1. Intersections of public streets with other public streets;
 2. Intersections of public streets with bikeways and pedestrian pathways that are not part of a public street for motor vehicles; and
 3. Intersections of bikeways and pedestrian pathways that are not part of a public street for motor vehicles with other bikeways and pedestrian pathways that are not part of a public street for motor vehicles.
 2. The following areas need not be included in the determination of connectivity:
 1. Water bodies, including, but not limited to lakes and wetlands.
 2. Parks larger than 1/2 acre (2023 m²), designated conservation areas and areas preserved from development by the jurisdiction or by the state or federal government.
 3. Large facilities including, but not limited to airports, railroad yards, college and university campuses.
5. The *greenfield* site is located within 1/2 mi (800 m) of a major highway interchange and the buildings primary purpose is to provide basic services to travelers including, but not limited to, hotels, motels, and restaurant facilities.
6. Educational and other campus settings.

Reason: The current text would prohibit construction on sites on large campus settings. Often these types of settings are designed to encourage walking within the campus, but because of their size, would not meet the Greenfield exceptions currently in the code, forcing them to build elsewhere and requiring transportation to another

site that meets the Greenfield exceptions. The current text also would prohibit services along highways that are critical to travelers. This would force travelers to drive even further into the nearest town for gas, food, or lodging. The code should not require practices that will increase the miles traveled as the current text would. This proposal will provide appropriate exceptions to permit more efficient development.

Cost Impact: Will not increase the cost of construction.

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