

GG112-14

202, 402.8

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SECTION 202 DEFINITIONS

Delete without substitution:

SECTION 202 DEFINITIONS

~~**RANSIT SERVICE.**— A service that a public transit agency serving the area has committed to provide including, but not limited to, bus, streetcar, light or heavy rail, passenger ferry or tram service.~~

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 is located in proximity to public transit in accordance with ASTM WK31430, has access to transit service. The building on the building site shall be located in compliance with one of the following:
 - ~~3.1. Within 1/4 mile (0.4 km) distance, measured over designated walking surfaces, of existing or planned bus or streetcar stops.~~
 - ~~3.2. 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.
 - 4.1 Intersections included for determination of connectivity shall include the following:
 - 4.1.1. Intersections of public streets with other public streets;
 - 4.1.2. Intersections of public streets with bikeways and pedestrian pathways that are not part of a public street for motor vehicles; and
 - 4.1.3. 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.
 - 4.2. The following areas need not be included in the determination of connectivity:
 - 4.2.1. Water bodies, including, but not limited to lakes and wetlands.

- 4.2.2. 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.
- 4.2.3. Large facilities including, but not limited to airports, railroad yards, college and university campuses.

Add new standard(s) as follows:

ASTM

WK31430 New Specification for Standard Specification for Sustainably Siting A Building Relative to the Proximity to Public Transit

Reason: The *Standard Specification for Demonstrating that a Building's Site Provides Access to Public Transit*, a product of the Building and Construction Subcommittee of ASTM's Sustainability Committee, provides a set of requirements for determining, measuring, and reporting that a building is in sufficient proximity of neighborhood assets to provide occupants the opportunity to take public transit to places of employment and to run errands. We recommend that the current language under item 3 of the Exception to 402.8 be amended to be based on the new standard, because:

1. The provisions currently in IGCC do not require any consideration of the frequency of transit service. The current provisions call only for the existence – or planned existence – of a transit stop. Actual availability, as well as the frequency, of service are essential to the use of public transit as a means of transportation. The likelihood that someone will take public transit to get to work is dependent on a number of variables that define the *quality* of the service, including service reliability, frequency of the service, and number of stops on the route. Higher quality also increases the distances that people are willing to walk to get to a stop. IGCC does consider differences in service reliability and number of stops through its differentiation of distances to stops for different types of services (e.g., bus vs. light rail). However, frequency of service is not considered. This is a fatal flaw, as frequency is an essential consideration in people's use of public transit for commuting purposes. In the ASTM standard, frequency of service is an integral component of the assessment of the availability of public transit to building occupants.
2. The measurement and documentation requirements in the ASTM standard would add both precision and alternatives to the requirements now in IGCC.
3. The ASTM standard allows for a greater range of transportation types than does IgCC. The ASTM standard contains a definition for "public transit" that is similar to, yet more precise, than the definition included in the current IGCC language. We propose that it be deleted in favor of the definition used in the ASTM standard, particularly in consideration of the fact that the term "transit service" is not used to any other IGCC provisions.

Cost Impact: Will not increase the cost of construction.

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