

GG114-14

402.8

Proponent: Brenda Thompson, Clark County Development Services, Las Vegas, NV, Chair, ICC Sustainability, Energy and High Performance Code Action Committee (SEHPCAC)

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:
 - 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 (2023m²), 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.~~

5. Not less than 25 percent of the perimeter of the *greenfield* site shall adjoin, or be directly across at street, public bikeway or pedestrian pathway from the qualifying area of existing development. The following areas need not be included in the determination of connectivity:

5.1. Water bodies, including, but not limited to lakes and wetlands.

5.2. Parks larger than 1/2 acre (2023m²) designated conservation areas and areas preserved from development by the jurisdiction or by the state or federal government.

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

Reason: This proposal was submitted by the ICC Sustainability Energy and High Performance Code Action Committee (SEHPCAC). The SEHPCAC was established by the ICC Board of Directors to pursue opportunities to improve and enhance International Codes with regard to sustainability, energy and high performance as it relates to the built environment included, but not limited to, how these criteria relate to the International Green Construction Code (IgCC) and the International Energy Conservation Code (IECC). This includes both the technical aspects of the codes as well as the code content in terms of scope and application of referenced standards. In 2012 and 2013, the SEHPCAC has held six two-day open meetings and 50 workgroup calls, which included members of the SEHPCAC as well as any interested parties, to discuss and debate proposed changes and public comments. Related documentation and reports are posted on the SEHPCAC website at: <http://www.iccsafe.org/cs/SEHPCAC/Pages/default.aspx>.

The fourth exception to Sec. 402.8 confuses location (distance to intersections) and geometry (common perimeters) such that a site that complies with the distance to intersections requirement can still fail to meet the exception because of site geometry even though it has adequate connectivity.

This proposal separates the location and geometry requirements to create an additional exception. This minor relaxation of stringency of the code is warranted to make the code more flexible.

Cost Impact: Will not increase the cost of construction.

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