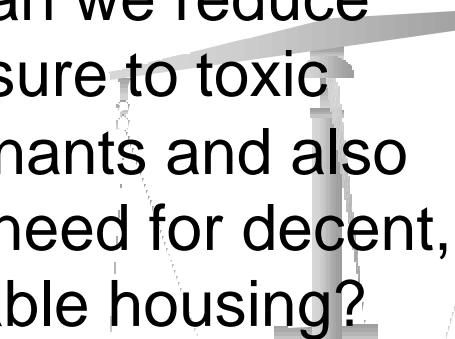


**CARB Study Session on
Land Use
October 4, 2004**

Tim Piasky
Building Industry Association of
Southern California



**How can we reduce
exposure to toxic
contaminants and also
meet the need for decent,
affordable housing?**

Focus on the Source

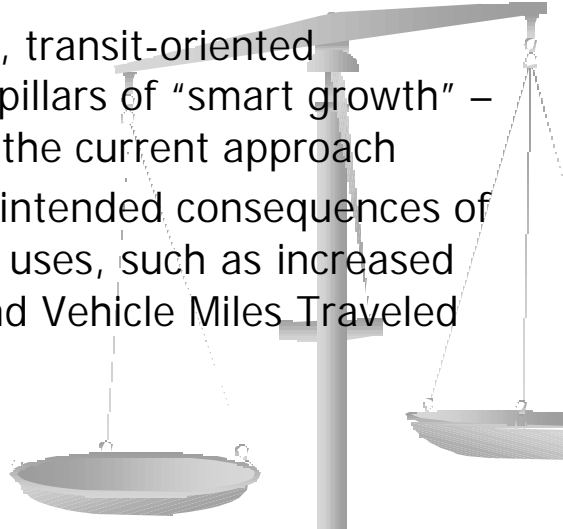
- ✘ Direct long-term clean up of the real culprit – diesel – rather than less effective indirect strategies to reduce exposure
- ✘ Separation of “incompatible” land uses may not be a realistic option in urban areas and built-out cities
 - ✘ Limited vacant land for housing
 - ✘ Housing opportunity sites in certified Housing Elements may fall within 1,000 feet of a busy arterial or freeway
 - ✘ Housing that serves transit-dependent populations needs to be near arterials, freeways, transit nodes
 - ✘ May be considered a “taking” of private land

Focus on Mitigation

- ✘ Need to feature mitigation strategies, techniques and references as a primary focus of the document
- ✘ Off-site mitigation not an option: No nexus between funds paid and pollution reduction benefits
- ✘ Off-site mitigation costs would dampen housing production, making housing more costly and less affordable

Support Mixed Use, Transit-Oriented Smart Growth Strategies

- ✎ Mixed-use, infill, transit-oriented development – pillars of “smart growth” – discouraged by the current approach
- ✎ Examine the unintended consequences of separating land uses, such as increased Vehicle Trips and Vehicle Miles Traveled



Conclusion

- ✎ Focus efforts on diesel clean-up rather than separation of incompatible land uses
- ✎ Emphasize project mitigation to reduce exposure in the short term
- ✎ Accelerate diesel clean-up while continuing to encourage “smart” development

