CARB Study Session on Land Use
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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