

## Matthew Moore

I-1.3 Effects of Urbanization on Stormwater acknowledges that our "car habitat" is a major cause of pollution and recognizes that we must reduce automobile usage if we want to protect water quality. However, it sounds like the approach permittees must take is to mitigate these impacts, rather than attempt to prevent them. Permittees have no realistic ability to change what chemicals tire manufacturers use in their products, but they do have the ability to facilitate alternative vehicle usage that reduces the impact of automobiles.

Why can we regulate how people develop their land, but not how they get from A to B? It seems like catering to the automobile industry.

Thank you,  
Matthew Moore