To: The New Paltz Planning Board

Re: GreenWorks Comments on the Crossroads Development Project

My name is Stephanie Wells. I am a member of New Paltz GreenWorks and I'm reading this officially on behalf of the full commission.

New Paltz Green Works is a joint Village and Town commission charged with reducing our community's carbon footprint. We were first authorized by the Village as the Global Warming Task Force in the spring of 2007 and last summer we became a joint committee with the Town. The resolution creating our global warming task force states, "the Village of New Paltz, having recognized both the severity of this crisis and our obligation to do what is in our power to avert it"… "…by taking actions in our own operations and communities such as:"… "make energy efficiency a priority through building code improvements; purchase only Energy Star equipment and appliances; practice and promote sustainable building practices using the U.S. Green Building Council's LEED program or a similar system…"

The DEIS states on page 3-225, "During the past ten years, the issue of making sure that development projects are planned, designed and constructed using environmentally sound

principles, techniques and products has become very popular. Along with this increase in interest has been a surge in the number of organizations, companies and manufacturers marketing their services and products as “green”; however, there is currently no agreed upon standard for what constitutes best practices or how “green” a product should be.” The DEIS then goes on to say how “green” costs 30% more and a balance needs to be struck when making decisions. There is no data to support the 30% estimate and there is no talk of short term cost versus long term savings. Only recently, Rick Alfandre gave a presentation to the Town Board stating that green construction does not have to be more expensive than traditional.

Yes, green is “popular” but it does not end there. There are agreed upon standards. Buildings can be LEED certified. Appliances and equipment can be Energy Star certified. On our further inspection of the DEIS, most specifically sections 3.10 – Sustainable Development Techniques, 5.0 – Irreversible and Irretrievable Commitment of Resources, and 7.0 – Effects on the Use of and the Conservation of Energy Resources, we find no clear commitments similar to the commitments made by the Village and Town of New Paltz. While there are references to LEED studies, there is no strong wording about only constructing LEED certified buildings, or to only using Energy Star rated equipment and appliances. In addition to the Village and Town, both the New Paltz Central School District and SUNY New Paltz have made pledges to construct new buildings as sustainable and green. Why would we allow a project of this magnitude without ensuring the developer meet the same green obligations?

This is just the tip of the iceberg. On top of rejecting green construction, this developer has not even made standard efficiency plans, such as angling the buildings to maximize passive solar. In fact, the DEIS and the presentation by the developer both made clear that the only factor being applied in the positioning of the buildings is the visual impact on cars on the Thruway and in the

toll plaza. All told, between construction methods, materials, layout, intended tenants, and marketing strategy, this proposal is a greenhouse gas maximizer, the exact opposite of local policy and the mission of GreenWorks.

Green is not a trend; it is a necessity. With that in mind and because of the many negative environmental impacts this development brings with it, New Paltz GreenWorks cannot support the Crossroads Development Project. We understand that, like GreenWorks, our Planning Board is comprised of volunteers who care deeply about our community's future. As the Crossroads project moves forward, we ask that you answer the following questions:

1. Under a worst case scenario, say Friday night of any summer weekend, what will be the impact on our air quality of cars resulting from this project, idling for up to 10 to 15 minutes at each traffic light?

2. Have we studied, given the wetlands, traffic and other constraints on this property, what the maximum number of residences and commercial space should be? This would help us weigh what size project is truly appropriate for this parcel.

3. Do the cumulative harmful effects of this project – impact on wetlands, a Paramus-style gateway to our community, and most importantly, exchange of green space for paved and other non-porous surfaces – outweigh the benefits?

These are the questions New Paltz GreenWorks, and our entire community, count on our Planning Board to answer. Because as currently proposed this project can only severely increase our community's carbon footprint. Please consider taking a strong stand against Crossroads.