Recreational Amherst going from **Green** to **Gray**

This proposed project is totally out of context with its surroundings. Separate uses of the property are not well integrated with each other or the surrounding community. It is basically a strip mall in disguise and does not live up to any of the EPA's 10 Smart Growth Principles.

No significant areas of green space are retained. The site lacks public transportation and is adjacent to some of the towns public recreational resources, which have a value and benefit to our residents that cannot be put simply into dollar amounts. The site is adjacent to the public golf course, trailway, Pepsi Center, soccer fields, and baseball diamonds. It is a high-density development being proposed adjacent to a residential neighborhood to it's south and west.

The vastness of the plans parking lots indicates this is a destination totally dependant on accommodating automobiles and will not be an attractive or pleasant place to walk or live. The combination of high-density development, clearing of green space, and expansive parking lots will lead to increased motor vehicle and commercial truck traffic, reduced air quality, and a diminished quality of life for both local homeowners and residents using the adjacent recreational facilities.

Currently the area is primarily green space adjacent to places designed to accommodate Amherst residents looking for recreational opportunities. This should remain a prime destination for residents looking to get away from the very type of development this project proposes.

Town Center or Strip Plaza in Disguise?

Placing trees or shrubs in parking lots, driveways, and roadways is not a practical substitute for green space. Looking at the footprint of this development, vast areas dedicated to accommodating automobiles can be seen.

How does this project measure up to the EPA's Smart Growth Principles?

1. Mix land uses.
   No, just separate uses not integrated well with each other of the surrounding community
2. Take advantage of compact building design.
   No, several separate use buildings surrounded by large parking lots
3. Create housing opportunities and choices for a range of household types, family sizes, and incomes.
   No, only one type of housing, not integrated into the other buildings, and set aside on a small percentage of the development
4. Create walkable neighborhoods.
   No, unless you like crossing parking lots and 5 lane roadways with 45 mph traffic
5. Foster distinctive, attractive communities with a strong sense of place.
   No, totally out of context with its surroundings and full of cars and parking lots
6. Preserve open space, farmland, natural beauty, and critical environmental areas.
   No, displacing large areas of green space with high-density development and expansive parking, while not retaining any significant areas of existing green space
7. Strengthen and direct development towards existing communities.
   No, this is not the type of development that will improve the surrounding neighborhood
8. Provide a variety of transportation choices.
   No, there is no public transportation available to this site and it is designed solely as an automobile destination
9. Make development decisions predictable, fair, and cost-effective.
   No, this project puts pubic areas of recreation at risk of further commercial development pressure
10. Encourage community and stakeholder collaboration in development decisions.
    No, it is designed to circumvent the wishes of the surrounding neighborhoods