

# 'Woods' development won't aid city residents

Will the loss of Remington Woods in Bridgeport and Stratford result in higher electric bills? It appears that the answer is yes.

A recent study by Roland Ennos at Manchester University in the United Kingdom shows that wooded areas in cities can cool those cities by seven degrees Fahrenheit. Without those trees, fans and air conditioners will have to work harder, increasing the electric bills of city residents.

For all the uncertainties surrounding the claimed benefits of the future destruction of Remington Woods for office buildings, here is something we can all look at with a jaundiced eye: higher electric bills would hit us where it hurts, and for what?

Let's face it, the destruction of Remington Woods for office buildings is not Smart Growth. Smart Growth would be breathing new life into downtown Bridgeport, and cleaning up its brownfields for office space, manufacturing and other business ventures.

The destruction of Remington Woods for office buildings is not environmental justice. Environmental justice is saving

our trees to filter our filthy air so we can breathe better. Environmental justice is creating new jobs by increasing recycling in ways that leave virtually zero waste, while giving jobs to those who sort and separate that waste, and transform it into usable products.

The destruction of Remington Woods for office buildings is not smart economic development. Smart economic development incorporates the best pieces of Smart Growth and environmental justice to result in more jobs from environmentally sustainable practices, while improving air quality, diminishing the greenhouse effect and keeping us cooler with lower electric bills.

Will our political leaders be there to guide us to a sensible future?

**Peter McKnight**

President  
Fairfield County  
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Rather than the \$29 million cited in the Richard Weizel article on Robert Scinto's development for Remington Woods (*Connecticut Post*, June 3), the current official estimate of the cost of the Seaview Avenue Corridor is between \$220 million and \$250 million, a figure which includes approximately \$60 million to \$70 million for the requisite Metro-North Railroad underpass, plus \$16 million for the proposed second lap of the journey from Boston Avenue through GE's property, separating the buildings from their river setting in order to service commercial development of Remington Woods.

Eighty percent of the bill, propelled up from a past estimate of \$125 million by inflation, costs of steel and construction, will, if and when Corridor Day should come, be paid by the federal government.

**Susan Harris**

Vice-President  
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