

## Planning/Zoning Clerk

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**From:** Heather Nagel <hrbnagel@gmail.com>  
**Sent:** Monday, May 23, 2022 10:31 PM  
**To:** Joe McIlroy; Alan Brightman; David Dermody; Steve Carroll; Zach Kobalanski; Chris Wall  
**Cc:** Planning/Zoning Clerk  
**Subject:** 5/25/22 Public hearing, written statement/comments  
**Attachments:** Pedestrian routes.pdf; Gas main.pdf; EAF.pdf; Storm water diagram.pdf

Dear Planning Board,

After a year of discussions, these issues with the York Travel Center remain:

- Although “the elephant in the room” was identified, that is: pedestrian safety, it has NOT been adequately resolved. The developer’s crosswalk does not connect to a sidewalk on the south side of Rt 63 nor does it provide the shortest path from the school to the Travel Center. In addition, the pedestrian markings that connect their sidewalk to their building entrances traverse a long expanse that crosses an area where cars will be pulling in and out. The town has been in talks with Livingston County about using the federal “Safe Streets 4 All” grant to employ the Greigsville Transportation Plan that was developed 4 years ago which includes a well-designed pedestrian and vehicular infrastructure plan for moving people around Greigsville as safely as possible. All projects approved in Greigsville should be required to incorporate recommendations made in the Greigsville Transportation Safety Plan. Only after practical infrastructure is in place will it make sense to move forward with building businesses in Greigsville that rely on pedestrian access.
- The storm water management pond’s location and run-off need to be looked at closely. Specifically, is there a gas main that crosses the property and, if so, where is it? Has the gas company been made aware of the plans and are they OK with where the pond and parking are in relation to any right-of-ways that they have? Also on the subject of storm water management, Zoning Code 521 A (page 47 and 48 of our town code) says that: “No excavation or fill activities shall cause adverse impacts to environmentally sensitive features or to *neighboring properties by changing the flow of surface water within or outside of the property boundaries*. Adverse impacts shall include, *but not be limited to* water quality or flow, substantial increase/decrease to water levels, or drainage disturbance.” On page 6, Part 1 of the Full EAF, the developer says that stormwater runoff “discharge will be to Bidwell’s Creek” and then they answered “no” to the follow-up question, which is: “Will stormwater runoff flow to adjacent properties?” As you can see from the “Storm Drainage and Utility Plan” sketch, the north end of the pond has an outlet pipe which leads to a gully that empties onto our property. How would overflow water get from this pipe to Bidwell’s Creek without flowing across our property? No stormwater runoff should be directed onto our property from the YTC.
- Trucks have been downplayed from the beginning of this proposal. Nowhere on their petition, their sign, or their short-lived website were trucks even mentioned. The developers said in the Nov ‘20 minutes that they “do not expect truckers to spend the evening there” and their TIS estimates that only 10 or 11 trucks would visit during peak a.m and p.m. hours. Valuable land should not be paved for parking lots that will not get used. It doesn’t make sense. The amount of parking for trucks should be cut in half, if not more. Also, will unhitched trailers be allowed to stay in the lot for more than a day?
- Finally, landscaping is very specific in our town code; I imagine that it will be or has been fully examined and made part of any requirements for project. For example, the town code 605A says that evergreens need to be planted in direct line of vehicles that are pulled up to fuel pumps. Therefore, evergreens should

be planted along the north end of the truck parking lot to prevent any light from trucks at the diesel pumps from crossing over onto adjacent property.

Thank you for attention to these concerns,

Heather Nagel