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Rehearing Proposal – Request for Consideration

Applicant: Chauncey Homes LLC

Project: Conversion of existing commercial building into 5 apartments

Location: 2517 Genesee Street, York, NY

Introduction

We want to begin by thanking the Zoning Board for its feedback during the prior meeting. We took the Board's comments seriously and have since made updates to the plan that focus on improving safety, clarity, green space, parking, and circulation, while also enhancing the quality and functionality of the property for future residents and the neighborhood.

We respectfully request a rehearing and welcome continued discussion with the ZBA. This request for rehearing is not intended to challenge the Board's decision, but to present improvements made in direct response to its feedback and to demonstrate that our intention is to work collaboratively to achieve a successful outcome for both the Town and the property.

Clarification of Parking Along Route 63

It was noted that there was a belief that parking might take place near or on Route 63. We want to clarify that no parking will be offered on Route 63, nor will any vehicle access be directed toward that frontage. To further ensure clarity and safety, we are committing to:

- Installing No Parking signage on the facade of the building that faces Route 63.
- All parking and circulation will occur in the internal parking lot.

This resolves the concern of vehicles coming or going near the public roadway and restricts all vehicular activity to the interior of the site.

Route 63 Entrance Closure and Fire Safety Access

The entrance from Route 63 will be permanently closed for public roadway access. This area will be marked with signage and pavement markings that indicate no entry for vehicles. The only function of this space will be for fire lane and emergency access purposes, ensuring compliance with safety considerations raised during prior discussions and meeting the needs of emergency services personnel.

In addition, by closing the Route 63 entrance from vehicular use and designating it as a fire lane only, the prior concern regarding Apartments 1 and 2 opening into a driveway would be addressed. Tenants will not be entering into an active vehicle lane.

We remain open to additional input from the Board, Code Enforcement, or fire officials regarding further improvements to emergency access or fire-safe circulation. Specifically, we are willing to:

- Meet with the local fire department to review fire lane access and discuss any additional fire-safety accommodations.
- Incorporate reasonable improvements the department recommends to support emergency operations.

We consider this an ongoing collaborative item and are open to continued dialogue.

Parking Circulation Improvements

A formal parking plan is attached showing 37 total parking spaces. Of these, 30 spaces are designated for tenant use and 7 spaces are allocated for guest use. This organized approach supports assigned parking for residents and ensures orderly use of the lot.

Tenants will be limited to two vehicles per household, which keeps parking demand predictable. The 7 guest spaces provide adequate excess capacity for visitors, and additional flexibility exists when tenants with only one registered vehicle leave their second assigned spot unused. This is typical in rental housing and ensures overflow is managed on-site without street or roadside parking.

Importantly, this parking configuration represents a significant improvement over the property's previous commercial use, which had:

- Higher traffic intensity
- Unpredictable vehicle turnover
- Larger vehicle types (including trucks)
- Irregular peak usage
- No consistent assignment or enforcement

Under the new residential use:

- All vehicles will be registered and insured
- All parking will be onsite and organized
- All traffic will be residential in nature

Green Space & Outdoor Community Use

Through revised parking layout we have reclaimed approximately 5,000 to 6,000 sq ft of green space, bringing total green space to approximately 19,000 to 20,000 sq ft; averaging at approximately 1,250 sq ft of green space available per apartment.

We plan to use portions of this space for small-scale community enjoyment such as:

- Picnic tables
- Seating benches
- Open lawn
- Community Grills
- Optional landscaping enhancements

These features give residents access to outdoor space, support rural community character, and offset interior square footage through usable open-air living area.

Snow Storage & Winter Operations

A structured snow management plan has been developed, recognizing the realities of Western New York winters. We developed this plan to ensure that public safety and site accessibility are maintained throughout the year.

- Our snow plowing contractor dispatches at 2 inches of accumulation
- The contractor is a local vendor, consistent with our preference to support York-area businesses
- Snow will be removed from the parking area to ensure:
 - Full parking capacity is maintained
 - Entrances remain clear
 - Emergency vehicles retain safe lane access
- Salt will be applied to the parking surface to ensure safe and hazard-free conditions during winter weather events.

Housing Need & Community Context

Livingston County continues to experience limited rental housing inventory, particularly in modern, smaller units. Angela Ellis is currently overseeing a new county housing study; based on demographic and market trends, we believe it will demonstrate the need for additional housing supply, and smaller, more affordable unit options. We encourage the board to connect with Angela regarding preliminary results of her survey.

Unit Livability & Quality of Life

Questions were raised about livability and quality of life for units smaller than 860 sq ft. We note the following:

- Units incorporate open floor plans, modern layouts, and efficient design
- These units are designed by one of the best professional architects in Buffalo, who specialize in safe, code-compliant residential conversions.
- We operate 15 similar units within the Town of York that have performed well for residents and have remained well-occupied
- Outdoor community space and green space further support quality of life

We do not plan to change the square footage of the proposed units, which currently range from approximately 700 to 740 sq ft, but we welcome input on the floor plans themselves. Significant time has been spent with our architect—including revisions, site walkthroughs, and code reviews—to produce layouts that are safe, desirable for residents, and maximize usable space. We believe these plans reflect thoughtful consideration of livability within the existing building.

Regional Minimum Unit Size Benchmarks

For context only, minimum unit sizes in neighboring municipalities include:

Caledonia – 600 sq ft

Leicester – Studio 300 / 1BR 550 / 2BR 650 / 3BR 800

Avon (Town) – Studio 450 / 1BR 600 / 2BR 700 / 3BR 800

Avon (Village) – 0–1BR 500 / 2BR 750 / 3BR 950

LeRoy – Studio 300 / 1BR 550 / 2BR 650 / 3BR 800

Pavilion – 1BR 550 / 2BR 650 / 3BR 800

Perry – 700 sq ft

Warsaw – 600 sq ft

York's minimum of 860 sq ft appears substantially higher relative to similar communities.

The Town Board has also agreed that the existing minimum unit size is high relative to current housing needs and is considering a change to the local law that would allow for smaller units. While that process moves forward, we are still requesting relief through the variance process so we can proceed in a collaborative manner and continue working directly with all governing bodies in the Town.

Conclusion

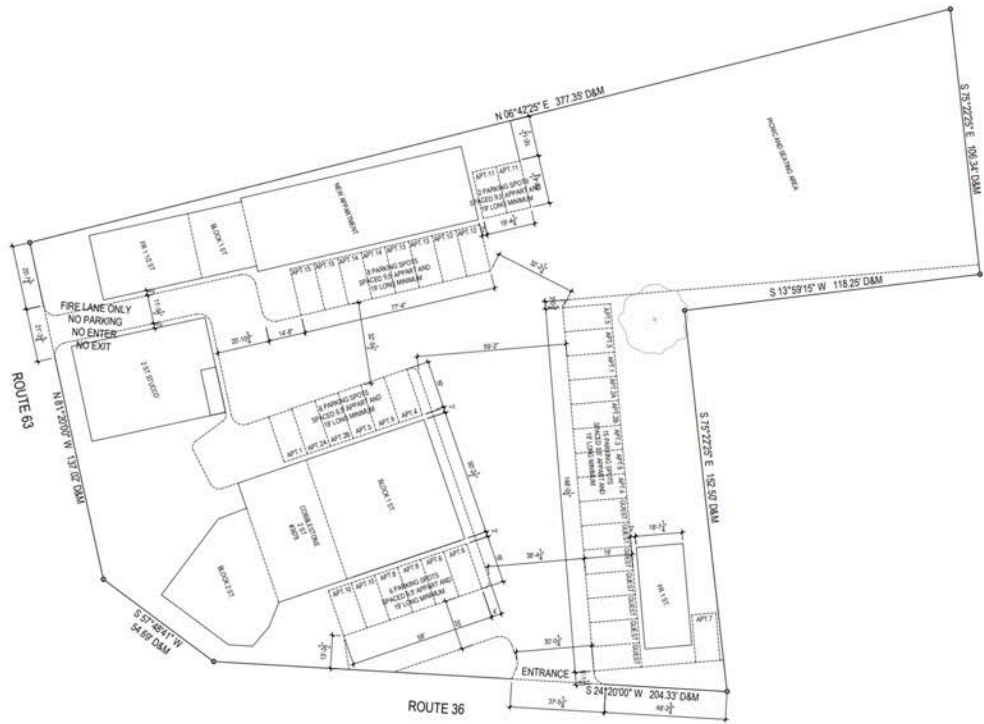
While we can construct four units within the existing structure and would be able to proceed with that configuration if necessary, we believe the five-unit plan is the best outcome for the Town, residents, and the building itself. The five-unit layout aligns with current housing needs in the county, supports more attainable rental pricing for smaller households, and produces a more functional and desirable mix of units. It also converts an underutilized building into productive residential use with minimal exterior changes and no commercial traffic.

It is also worth noting that five units does not substantially increase profitability for us. Smaller apartments rent for less, while larger apartments rent for more. Constructing five units also increases cost due to additional walls, doors, partitions, kitchens, and bathrooms. Four larger units would be less expensive for us to construct and would rent for more per unit; profitability is not the driver behind this request.

Smaller units allow for more attainable rents and quicker absorption while providing modern, safe, and well-designed housing — a benefit for both residents and the Town. We feel that the five-unit plan strikes the right balance between community need, building efficiency, and long-term stability of the site.

Appendix 1: Parking

Parking Plan Photos Attached; includes planned expansion of greenspace.

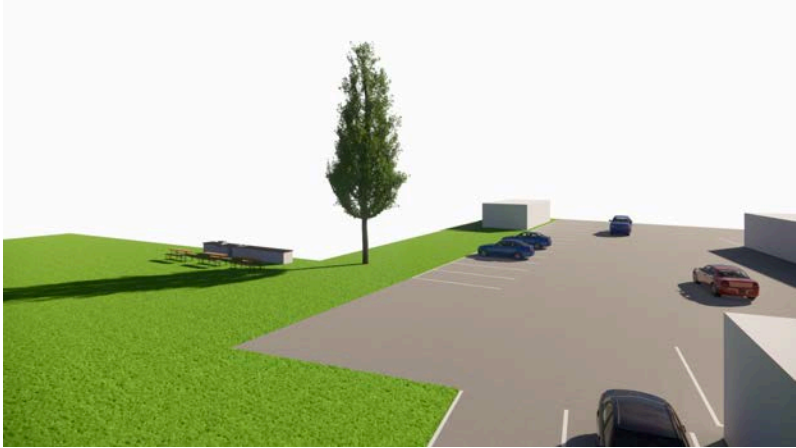


1. PARKING LAYOUT PLAN





3D Rendering of parking area and greenspace.



Alternative angle/rendering of greenspace.



Alternative angle/rendering of parking area.

Appendix 2: Aerial Photos

Aerial photos are included to provide the Board with a clearer view of the site's parking, green space, and general layout. The property's size and configuration make it an appropriate location for a fifth apartment in addition to the four already permissible.



Photo A: Current parking on a mid-day, weekday and view of exit/entrance and overall lot.



Photo B: Current greenspace, large size; will add amenities and expand significantly based on re-claiming areas of the parking with our parking plans and not needing it for commercial use.



Photo C: Alternative angle of parking area, view from Route 63.



Photo D: Alternative Route 36 view; provides a preview of greenspace offered between two of the buildings.



Photo E: Alternative view of greenspace; along with a line showing the planned expansion; provides a view of additional green space behind single family building, near the tree.



Photo F: View from corner of Route 63 and Route 36 along with a peak into current construction on the building. Windows, doors, new siding; the curb appeal will be significantly improved.