



**October 2015**



### **Plan Support by the Genesee Transportation Council (GTC)**

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# Acknowledgments



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# Executive Summary

## Purpose & Intent

The purpose of this Plan is to provide guidance to decision-makers within the Town and its partners in the region to help improve the existing network of pedestrian and bicyclist connections and accommodations. The intent is to develop a master plan for a safe, accessible, and comprehensive town-wide network of pedestrian and bicycle facilities. All efforts during the implementation of this Plan should align with each of the goals listed below:

1. Improve safety & comfort of pedestrians & bicyclists
2. Increase connectivity & accessibility between neighborhoods, businesses, & community resources
3. Enhance the public realm as well as the overall aesthetics & character of the community
4. Improve multi-modal options & expand the choices of travel options available to residents
5. Promote healthy & active lifestyles within the Town
6. Realize the economic benefits of biking & walking
7. Protect the environment & foster sustainability

## Study Areas

This Master Plan makes recommendations for the entire Town of Chili. In addition, it identifies connections to the bicycle and pedestrian networks in adjoining towns or to regional trail facilities (e.g. the Genesee Valley Greenway). However, the Plan also includes a detailed analysis and set of recommendations for three focus areas within the Town. These areas include:

- » Chili Center
- » North Chili
- » West Chili

## Public Input Process

In an effort to ensure that the Plan also addressed the desires and concerns of the public, many opportunities were provided to engage Town residents and stakeholders in the development of the Master Plan. A series of community workshops were held in the first phase of the project to solicit input from the general public, as well as the senior and youth populations. Furthermore, the Town utilized an online survey to ask specific questions of residents who walk and bike around Chili.



A complete focus area map can be found on page 9.



## Community Survey

The survey was made available online in the Summer of 2014. In total there were 463 respondents to the survey. The majority of these respondents indicated that they were 30 to 50 years old (68%), and that they lived within the Chili Center focus area (44%). Nearly 60% identified themselves as both walkers and bikers. The graphics to the right indicate the share of each user group who took the survey, as well as the length of their trips.

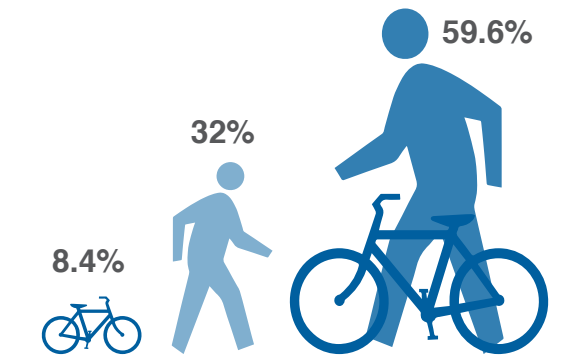
Almost all respondents, regardless of user type, said they never made trips via walking or biking to transit, school, or work. Overwhelmingly, each user group indicated that they typically walk or bike four or more times a month for leisure or fitness. Most respondents indicated that they feel safe walking and biking within Chili, and that fear of crime had little to no impact their activity level.

## Senior Workshop

In March 2014, a Senior Workshop was held at the Town of Chili Senior Center. As part of a brainstorming exercise, attendees were asked to identify destinations they frequent and existing travel routes they take by foot or bike. Additionally, attendees were asked if there were any bicycle or pedestrian access barriers or conflicts they have experienced on these routes. Overall the workshop attendees expressed a concern for the lack of sidewalks and a desire for more formalized pedestrian or bicycle connections, especially along major roadways between activity generators.

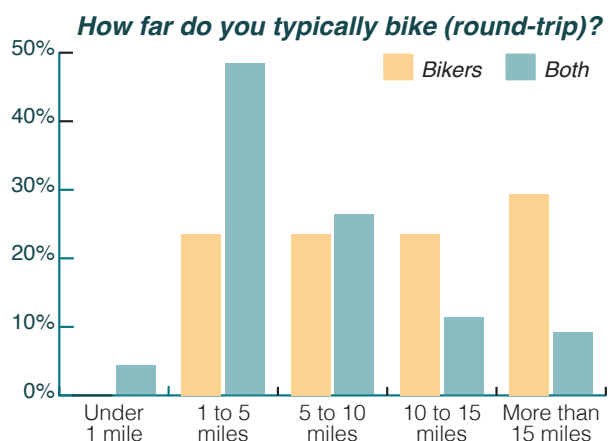
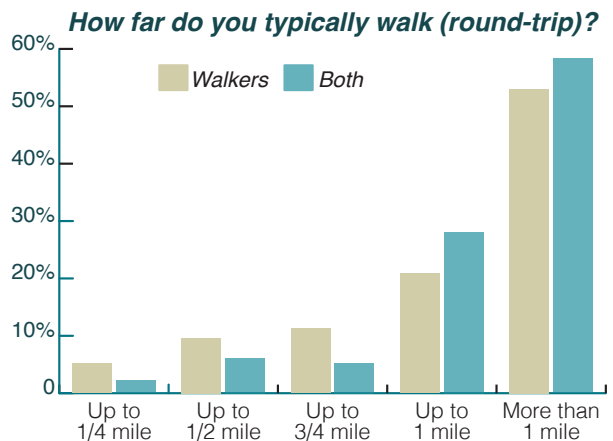
## Youth Workshops

In order to reach the young population, the Consultant Team visited two high schools in the Chili School Districts in the spring of 2014. The students were asked to identify places they frequented within the Town and their overall experience in terms of comfort and ability to walk or bike to these destinations. Most cited local parks and restaurants as afternoon and weekend hangouts, and discussed some of the difficulties they experience in walking or biking from their neighborhoods to school or between destinations, such as heavy traffic and sidewalk gaps.



### Share of Survey Respondents

*Respondents were asked to identify themselves as bikers only, walkers only, or both.*



For a more detailed summary of the Community Survey results, see page 20.



## Community Workshop

All residents and stakeholders were invited to attend a Community Workshop in May of 2014. Opportunities were given to attendees to submit general comments at each table as well as mark focus area maps for site-specific comments. Much of the input from attendees included observations about the conflicts and barriers that cyclists face when riding through Chili, especially in terms of roadway and traffic conditions along Chili Avenue, Union Street, and Buffalo Road.

## Open House & Town Board Presentation

In February of 2015, an open house was held to provide the public with an opportunity to comment on the preliminary set of recommendations. The attendees of the open house were also asked to prioritize the final list of projects. The results indicated the projects that benefit Chili Center received the most interest. Upon completion of the draft Plan a presentation of the final recommendations was made to the Town Board in June of 2015.

## Recommendations

The recommendations contained in this Plan are divided into three general categories:

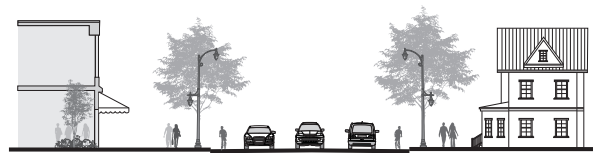
- **Capital projects,**
- **Policy and programs, and**
- **Zoning and regulatory considerations.**

This approach provides for a more comprehensive set of recommendations to achieve a more complete transportation network for non-motorized travel throughout the community.

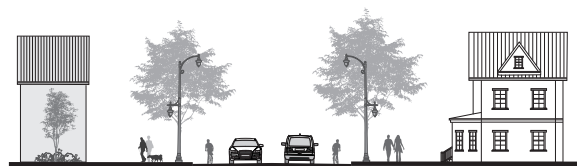
## Capital Projects

These projects generally consist of on-road improvements to existing streets as well as the development of off-road trail facilities. The design and accommodations recommended for each road segment depends on the preferred alternative to be applied. The transportation improvement alternatives identified include Complete Streets (A2 or A1), Wide Shoulders (B2 or B1), Shoulders Only (C), Shared-Use Lanes with Markings (D), and Off-Road Trails

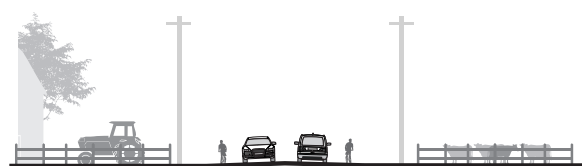
### A2 Bike Lanes & Sidewalks (sidewalk on both sides)



### B2 Wide Shoulders & Sidewalks (sidewalk on both sides)



### C Shoulders Only



### T2 Separated Multi-use Trail (separated bicycle and walking trails)



For more information on this Plan's proposed alternatives and recommendations, see Page 51.

(T2 or T1). The numeral indicates the number of pedestrian pathways provided, if any. The cross sections above provide a visual example of the potential application of each alternative.



## Key Recommendations

The following road segments serve the largest concentration of the Town's population; therefore, they should provide the highest level of bicycle and pedestrian accommodations, which includes bike lanes and sidewalks on both sides of the road:

- » The "four corners" area of North Chili (e.g. intersection of Union Street and Buffalo Road)
- » The "four corners" area of West Chili (e.g. intersection of Union Street and Chili Avenue)
- » Chili Avenue in Chili Center from West Chili to Westside Drive
- » Paul Road from Chestnut Ridge to Carriage House Lane

### Other Key Recommendations:

- » Bike lanes and a sidewalk on the north side of Buffalo Road from Riga to Attridge Road to increase the comfort of students walking to North Chili from the Churchville Chili School Campus
- » Sidewalks on one side of the road in areas where residential development is predominately located on one side of the road and the opposite side is parkland or farmland
- » Better access from Chili Center to the Genesee Valley Greenway
- » Widening shoulders in the southern portion of the Town where the residential development is relatively sparse

## Policies & Programs

This section includes a number of public policies or programs that the Town and its partners should consider adopting and implementing over the next decade. Examples of policies include developing pedestrian zones, a complete streets policy, or forming a bicycle and pedestrian committee. Program recommendations include implementing street tree requirements, reducing turning radii at critical intersections, and implementing bicycle boulevards where appropriate.

## Zoning & Regulatory Considerations

There are also a number of zoning and regulatory modifications that the Town should consider to create the legal basis for future actions. These recommendations will ensure that private development positively contributes to the transportation network by requiring bicycle and pedestrian improvements are put in place as residential and non-residential projects are constructed. This section articulates some preliminary language that may be desirable to incorporate into the existing Town Code, such as requiring the development of off-site connections that tie into the existing pedestrian and bicycle network and across parcels or sites.

## Funding

In order to successfully implement the recommendations contained in this Plan the Town should pursue outside funding assistance from various federal and state sources. If the Town is successful in obtaining grant funds to expand its bicycle and pedestrian network, it can greatly reduce the number of local dollars necessary to construct the proposed improvements. A complete list of potential funding sources, their annual deadlines, and the amount of funding available is contained in Figure 19 of this Plan.



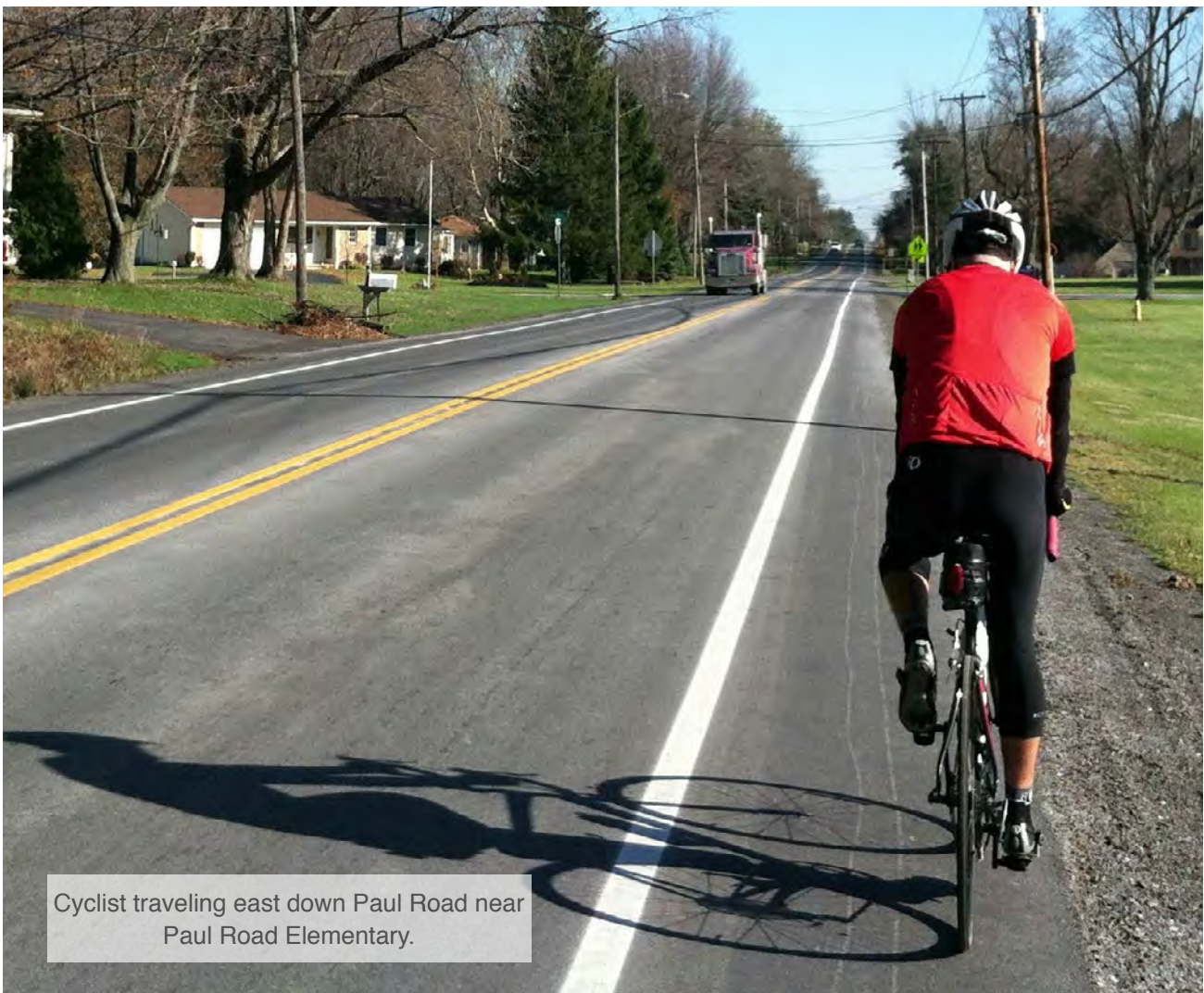
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# Introduction



## INTRODUCTION

*If the Millennial-led decline in per-capita driving continues for another dozen years, total vehicle travel in the United States could remain well below its 2007 peak through at least 2040—despite a 21 percent increase in population. (2013 Study by the U.S. PIRG Education Fund).*



Cyclist traveling east down Paul Road near Paul Road Elementary.



# Why is this Plan important to Chili?



This Master Plan serves to provide a framework for the Town of Chili to identify areas in which the community can improve and enhance their bicycle and pedestrian networks, and make recommendations to achieve better bicycle and pedestrian infrastructure. Improving the ability of residents within a community to walk or bike between home, work, and recreation can have significant positive impacts on a community. A community that offers increased mobility options, especially in the form of walking and biking, can improve the overall health of its residents, economy, environment, and social equity.

*53% of adult men and 64% of adult women never get more than 10 minutes of vigorous physical activity per week.*  
– National Health Interview Survey<sup>1</sup>

## Physical Health

The connection between walkable and bikeable neighborhoods and resident health has received national attention in recent years. Physically active individuals tend to have lower rates of stress, sleep better, and maintain a healthy weight than those who are not. Small increases in light to moderate activity, like walking for 30 minutes a day, can help prevent

heart disease, obesity, high blood pressure, and many other health issues. Therefore, communities that can facilitate increased physical activity, whether it is for recreation or for transportation, can help improve the physical health of their residents.

## Economy

The ability to walk and bike within communities has an economic benefit. According to the National Association of Realtors (NAR) 2013 Community Preference Survey, walkable communities have become increasingly desirable to homebuyers.<sup>2</sup> Not only does walkability attract new residents and increase local foot or bike traffic, but it also helps improve home values. Neighborhoods that provide pedestrian and bicycle infrastructure connecting residents to nearby commercial or recreational opportunities are likely to have higher property values and see more growth.

*60% of the National Association of Realtors survey respondents indicated that **walkable neighborhoods were more desirable** than those that require driving between home, work, and recreation.<sup>2</sup>*



Survey data from the U.S. Department of Transportation show that half of all trips in the United States are 3 miles (5 kilometers) or less in length, a distance widely regarded as bikeable for most adults. Yet 72% of those trips are made in cars; less than 2% are made by bicycle. Even for trips of a mile or less, private vehicles account for 60% of trips in the United States.

– World Watch, *Power to the Pedals*

## Environment

Automobile transportation will remain a necessity for much of our population for the foreseeable future; however, it is possible to reduce its overall environmental impact. Burning fossil fuels for transportation is the second highest contributor to greenhouse gas emissions in the US, accounting for approximately 30% of emissions in 2012.<sup>3</sup> By providing increased opportunities for residents to walk or bike throughout the community, their reliance on cars for short, local trips is diminished. By encouraging residents to walk and bike, environmental costs can be reduced.

## Equity

Finally, increased mobility options help improve the social equity of communities. Traditional transportation networks that primarily focus on motor-vehicle traffic and do not place enough emphasis on multi-modal travel under-serve the populations that may not use a car due to age or income restraints. This often includes the youth and senior residents of a community, which typically represent a significant portion of the local population.

Additionally, comfortable and inviting streetscapes in a community are more likely to have increased activity on the street. This means that residents and visitors are interacting with each other, getting to know their neighbors, and providing an additional layer of “eyes on the street.” In many places the level of walking and ability to see people on the street is considered an indicator of a community’s livability—associating higher levels of pedestrian activity with friendly, safe places to live or visit.

1. U.S. Department of Transportation Federal Highway Administration. *Pedestrian and Bicycle Information Center*. [http://www.pedbikeinfo.org/data/factsheet\\_health.cfm](http://www.pedbikeinfo.org/data/factsheet_health.cfm)
2. National Association of Realtors. *NAR 2013 Community Preference Survey*. <http://www.realtor.org/reports/nar-2013-community-preference-survey>
3. U.S. Environmental Protection Agency. *Sources of Greenhouse Gas Emissions*. <http://www.epa.gov/climatechange/ghgemissions/sources.html>

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## Bikeability & Walkability

*It is important to note that when this Plan talks about bicycle or pedestrian connectivity, it is referring to more than the basic concept of an individual’s ability to bike or walk from one place to another. Connectivity, as it relates to bicycle and pedestrian planning, should consider three major factors: the existence of destinations and activity centers that draw users, the relative proximity of users to their destinations, and the degree of physical connection and access users have to their destination.*

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# Purpose & Goals



The purpose of the Town of Chili Bicycle and Pedestrian Master Plan is to provide guidance to decision-makers within the Town and its partners in the region to help improve the existing network of pedestrian and bicyclist connections and accommodations. The intent is to develop a master plan for a safe, accessible, and comprehensive town-wide network of pedestrian and bicycle facilities. The Plan will contribute to an integrated system of sidewalks, on-road bicycle facilities, off-road trails, and linkages to local, county, and regional trails and park facilities. In addition, the Plan will coordinate and extend these alternative transportation networks to adjacent municipalities to enhance the region's appeal and to help promote "green energy" principles.

All efforts during the creation and subsequent implementation of this Master Plan should align with each of the Town's bicycle and pedestrian planning goals listed to the right.

- 1. Improve safety & comfort of pedestrians & bicyclists**
- 2. Increase connectivity & accessibility between neighborhoods, businesses, & community resources**
- 3. Enhance the public realm as well as the overall aesthetics & character of the community**
- 4. Improve multi-modal options & expand the choices of travel options available to residents**
- 5. Promote healthy & active lifestyles within the Town**
- 6. Realize the economic benefits of biking & walking**
- 7. Protect the environment & foster sustainability**



# Planning Process

The planning process utilized to accomplish the Town of Chili 2015 Bicycle and Pedestrian Master Plan was overseen by the project's Steering Committee. The Steering Committee for the Plan consists of individuals who volunteered their time and effort to take on this important process. The Committee included Town Staff and many members of the Town's existing Traffic and Safety Committee, as well as representation from the Finger Lakes Health Systems Agency, Genesee Transportation Council, New York State Department of Transportation, and Monroe County. The role of the Steering Committee was to provide a preliminary direction for the Plan and help draft and review documents throughout the process. The general timeline of key milestones associated with the planning process are outlined below:

February, 2014 .....	Steering Committee Kick-off Meeting
March, 2014 .....	Senior Workshop
April – May, 2014 .....	Youth Workshops
Summer, 2014 .....	Preliminary Public Input Summary
August, 2014 .....	Final Community Survey
September, 2014 .....	Community Survey Results
October, 2014 .....	Draft Needs & Opportunities Assessment
January, 2015 .....	Draft Preliminary Alternatives
February, 2015 .....	Community Review Opportunity
June, 2015 .....	Draft Plan
June, 2015 .....	Town Board Presentation
Summer, 2015 .....	Public Hearing & Plan Adoption



## Commonly Used Acronyms

AASHTO	American Association of State Highway and Transportation Officials
DOH	Department of Health
DOT	Department of Transportation
DPW	Department of Public Works
FHWA	Federal Highway Administration
FLHSA	Finger Lakes Health Systems Agency
GFLRPC	Genesee Finger Lakes Regional Planning Council
GTC	Genesee Transportation Council
MC	Monroe County
NYS	New York State
RGRTA	Rochester-Genesee Regional Transportation Authority
SEQRA	State Environmental Quality Review Act
US	United States

**Photo:** Example of a temporary sign installed by Town on a two week basis to improve driver awareness in residential areas with documented traffic related concerns.

# Project Background

For the last five years, the Town of Chili has actively taken steps to begin addressing the lack of town-wide bicycle and pedestrian connections and accommodations throughout the Town.

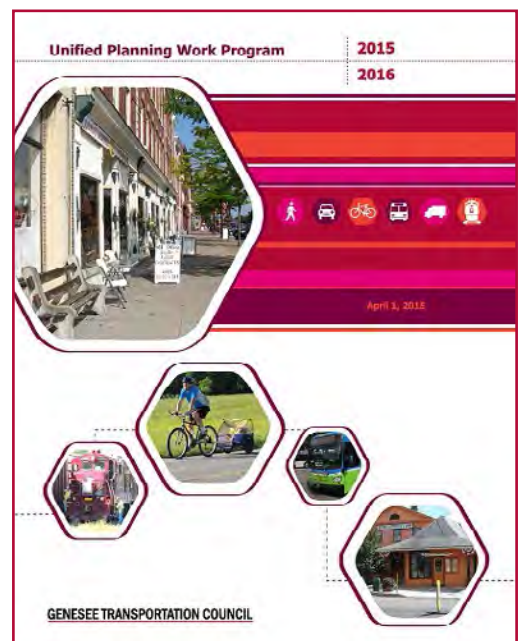
In **2008**, the Town Board submitted an application for grant funding under the NYSDOT Transportation Enhancements Program; a project entitled “Town of Chili Union Street Sidewalk Program.” This first attempt to provide funding for sidewalks within West Chili was not successful, due in part to the lack of clearly defined community-wide goals for alternative transportation solutions.

In **2009**, the Town Board began the process of updating the “Town of Chili 2010 Comprehensive Plan.” One of the early recommendations of the Plan that has since been adopted is implementation of sidewalks and other on-road trails as part of the Planning Board’s approval procedures. Since 2009, the Planning Board has required sidewalks as part of all site plans occurring along Chili Avenue and within Chili Center.

In November **2011**, the Town Board adopted the Comprehensive Plan Update entitled “Town of Chili 2030 Comprehensive Plan.” This document provides official policies for alternative land use patterns, transportation patterns, and implementation actions intended to achieve increased energy efficiency and heightened environmental awareness. One of the specific implementation actions contained in the Comprehensive Plan is the preparation of an Official Sidewalk Master Plan. A Sidewalk Master Plan for the Town was developed as part of this planning effort and is shown on page 93 of this Plan.

In **2012**, Chili applied for and received funding through the Genesee Transportation Council (GTC) to complete a Bicycle and Pedestrian Master Plan. The funding secured for this Plan comes from GTC’s 2013-2014 Unified Planning Work Program.

In anticipation of the implementation of this Master Plan, a “Sidewalk Fund” has been created utilizing a portion of the Payment in Lieu of Taxes (PILOT) funds the Town receives from various sources, including the University of Rochester and payments from developers and applicants who would ordinarily be required to provide sidewalk connections on their site, but due to existing conditions sidewalk development is deemed unnecessary at the time of application. Overtime, it is also anticipated that the Town will take advantage of potential grant opportunities to strengthen implementation efforts.





# Project Study Area

Chili is located in Monroe County adjacent to the southwest border of the City of Rochester, abutting the Greater Rochester International Airport in the Town's northeast corner. Bordering Chili to the north are the Towns of Gates and Ogden along the eastern and western portions respectively. Spanning the entire length of the western border is the Town of Riga, and to the south is the Town of Wheatland. The Genesee River creates the eastern border for Chili, adjacent to the Towns of Brighton and Henrietta. See Figure 1 on the following page for a detailed map of the Town's location.

At 39.7 square miles, Chili is the fifth largest town by total land area in Monroe County, with a reported 2010 population of over 28,000 residents. Due to the Town's location between some of the highest density (Rochester, Brighton, Gates, Henrietta) and lowest density (Ogden, Riga, Wheatland) communities in the County, Chili's development pattern changes fairly drastically as you move from north to south. Generally to the north of Black Creek the Town has a suburban feel, due to the presence of large concentrations of single-family subdivisions and commercial developments.

*Over 65% of Chili's population lives north of the Conrail Railroad line, in approximately 1/3 of the Town's total land area.*

The area to the south of Black Creek, however, is much more rural in character as it is predominantly multi-acre residential lots, agricultural and limited commercial land uses. Further development south of Black Creek is limited due to the existence of floodplains.

The combination of the developed portion of the Town north of Black Creek and the rural character south of the Creek creates a population density of approximately 717 people per square mile, which is below the average for the County as a whole.

## Quick Facts!

2010 Population .....	28,625
2000 Population .....	27,638
Land Area .....	39.7 sq. mi.
Density .....	717 people/sq. mi.
Median Age .....	41 years
Median Income .....	\$61,378

Chili is home to Black Creek Park, a park owned and maintained by Monroe County, as well as the following local parks and recreation facilities:

- » Hubbard Park
- » Union Station Park
- » Widener Park
- » Memorial Park
- » Davis Park
- » Yolanda Park
- » Ballantyne Park
- » Chili Heights Nature Trail
- » Genesee Riverway Trail
- » Genesee Valley Greenway Trail
- » Brookdale Preserve

Throughout the northern portion of the Town are both older and newer neighborhood developments. Some of them have sidewalks that connect residents to adjacent development, but most do not provide a sidewalk or other designated pedestrian facility to nearby destinations. The result is residents typically walking along the shoulders of many of the Town's more heavily traveled roadways. This is a concern for the community as many of the pedestrians are students and seniors.



The school age population (ages 5 to 17) is an important cohort to consider in this Plan as they make up approximately 17% of the Town's 2010 population. As much of this age group cannot obtain a drivers license yet, they are typically a significant user group of the pedestrian and bicycle network within a community.

Throughout the Town there are four school districts, Caledonia-Mumford Central, Churchville-Chili Central, Gates-Chili Central, and Wheatland-Chili Central, located generally in the southwest, northwest, northeast, and southeast quadrants of the Town respectively. Consideration will be given to the appropriate level of connectivity between the local schools, facilities, and their adjacent neighborhoods.

Seniors are another population group that is important to address as part of this Plan. Nationally, the population is getting older. Many communities are seeing significant growth rates in the 62 and over age group. This is also true in the Town of Chili where the senior population has increased at a rate of 31% from 2000 to 2010. Furthermore, the 55 to 64 year old age group grew 45% in the same decade, indicating that the aging population issue will continue to be a concern for the coming decades in the Town of Chili as well.

## Project Focus Areas

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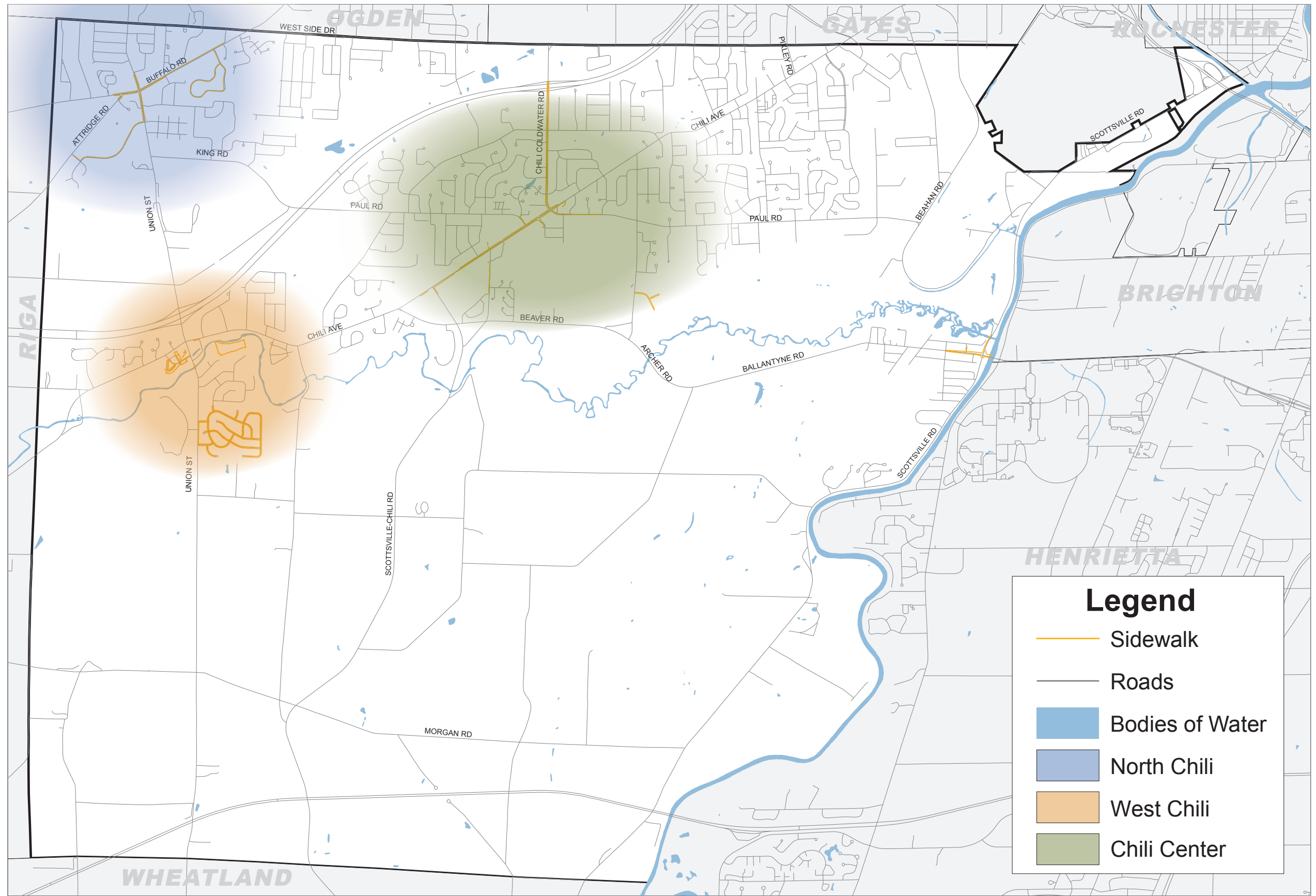
In whole, the Bicycle and Pedestrian Master Plan will address the entire Town of Chili, as well as linkages to other town, county, and regional trails. However, the Plan will also include a detailed analysis and set of recommendations for three focus areas within the Town. These areas include:

### Chili Center North Chili West Chili

Providing an individualized analysis for these areas was deemed necessary due to the fact that they encompass a large majority of the Town's population and happen to be three of the most prominent commercial centers in Chili. Recommendations for each of these focus areas will be tailored to the individual needs of that area, as they are unique in their respective mixes of residential, commercial, industrial, public, and/or institutional land uses. Figure 1 on the following page shows the general location of each focus area.

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**Figure 1:  
2015 Bicycle & Pedestrian Master Plan**

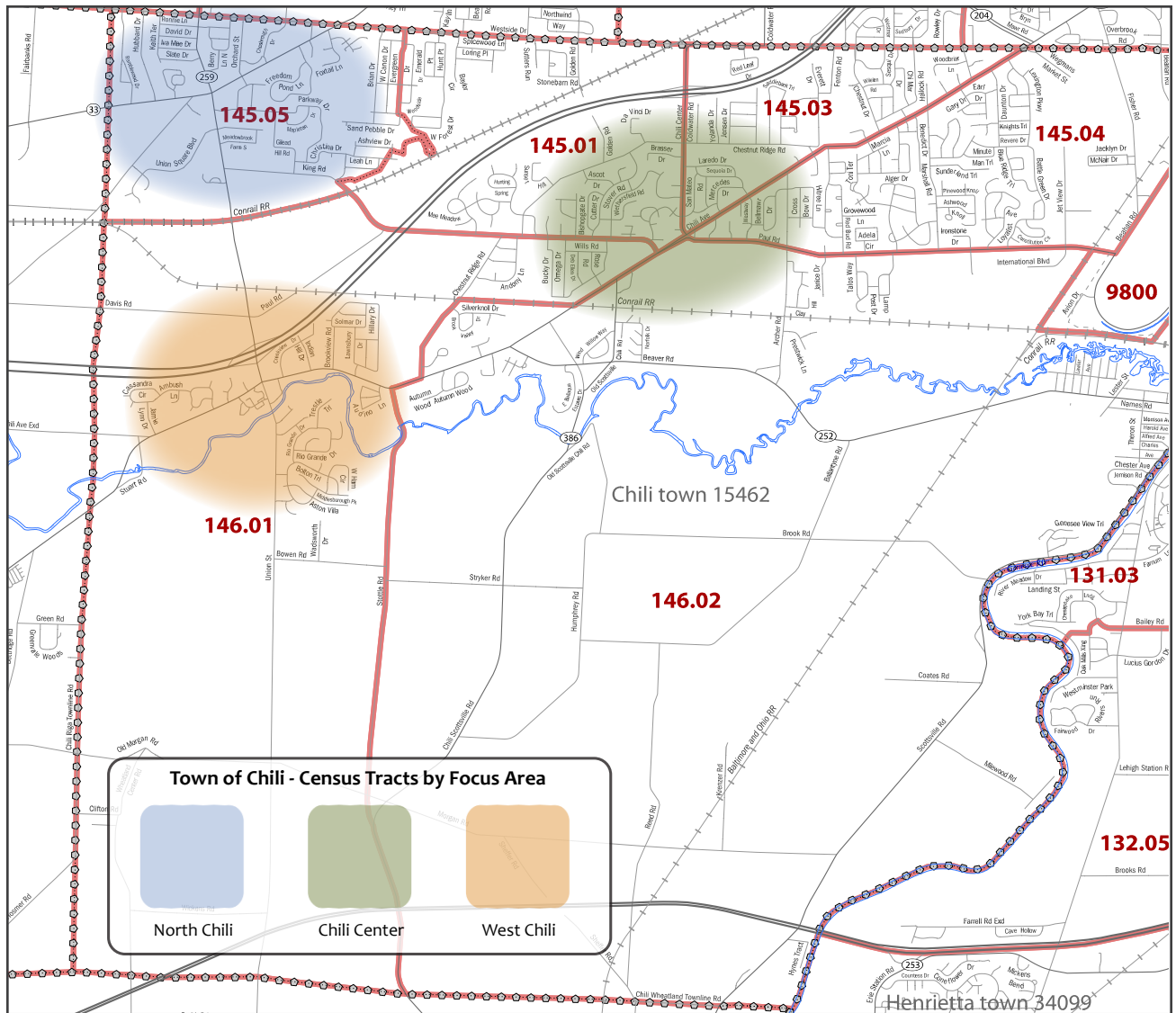


**Town of Chili**  
Focus Areas Map

0 0.25 0.5 1 Miles  
Prepared May 28, 2015



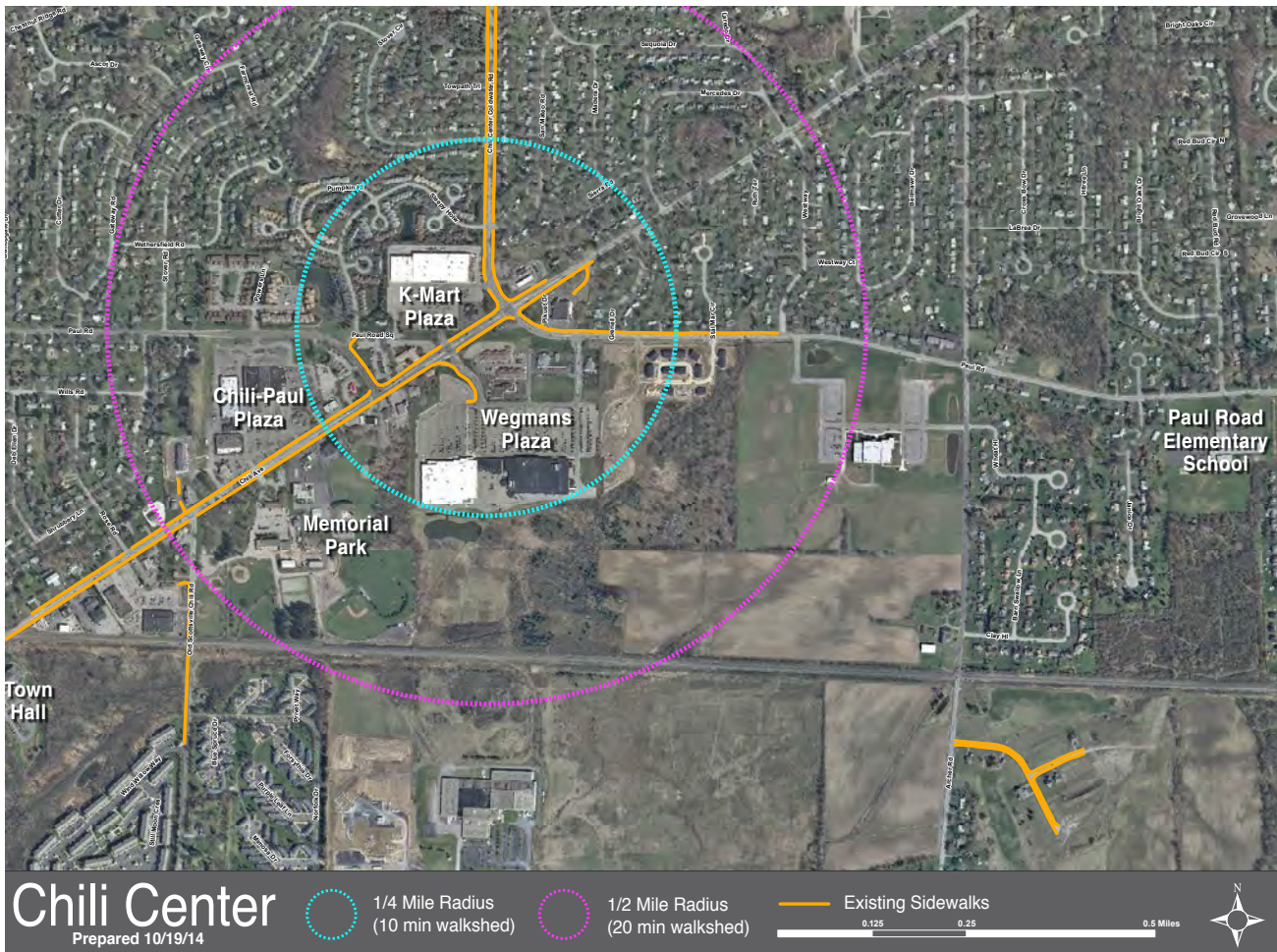
# Focus Area Profiles



The Town of Chili is broken up into seven separate census tracts, as shown in the above map. Although the focus areas do not align with some of these tracts in their entirety, the following table provides a general snapshot of demographic data for each focus area based on its noted census tract designation.

**Table 1: Key Demographics by Focus Area**

2008 - 2012 American Community Survey Data	Town of Chili	Chili Center (145.01, 145.03, 145.04)	North Chili (145.05)	West Chili (146.01)
<b>Population</b>	28,614	13,236	5,355	5,390
<b>Median Household Income</b>	\$61,378	\$69,582	\$61,107	\$58,618
<b>Unemployment Rate</b>	7%	7%	9%	6%
<b>Poverty Rate</b>	4%	2%	9%	3%
<b>% of Owner-Occupied Units</b>	77%	90%	67%	69%
<b>% of Renter-Occupied Units</b>	23%	10%	33%	31%
<b>% of Households with No Car</b>	4.5%	3%	6.5%	5%



## Chili Center

The focus area of Chili Center is generally located within a half- to one-mile radius of the intersection of Chili Avenue (NYS Route 33A) and Paul Road. The Chili-Paul Plaza, K-Mart Plaza, and Wegman's Plaza together form the largest commercial center of all the focus areas, which serves the daily needs of residents and visitors. Due to the variety of commercial offerings, this commercial activity center is frequented not only by residents from adjacent neighborhoods, but also by residents from across the Town and nearby communities.

Community resources within the focus area include, but are not limited to, Memorial Park, Davis Park, Town Hall, and Paul Road Elementary. Both Memorial and Davis Park are frequently used sites for youth athletic programming and local team sports.

Chili Center holds the largest share of the Town's population (approximately 40%) and also has a relatively dense development pattern compared to the other focus areas. Apart from the agricultural

### Walkshed (noun) [wawk•shed]:

1. The area within a designated walkable radius (e.g. 1/4 mile) of a particular point of interest.

and open space properties located to the south and southeast, the majority of development within Chili Center is comprised of single-family detached homes. There are, however, a number of higher density residential developments, including Springlake Apartments, Cedars of Chili, and Blueberry Hill Apartments in the focus area.

Many Chili Center neighborhoods are located within a 20 minute walkshed of the area's commercial core. However, due to the lack of neighborhood connections and pedestrian facilities the walk is often longer.

## North Chili

The North Chili focus area generally falls within a radius of three quarters of a mile from the intersection of Buffalo Road (NYS 33) and Union Street (NYS 259). Its northern and western boundaries are approximately at the Town-line. The southern and western boundaries are generally King Road and Brian Drive. A little less than 20% of the Town's population lives within the North Chili focus area, which helps support its many diverse commercial and recreational offerings.

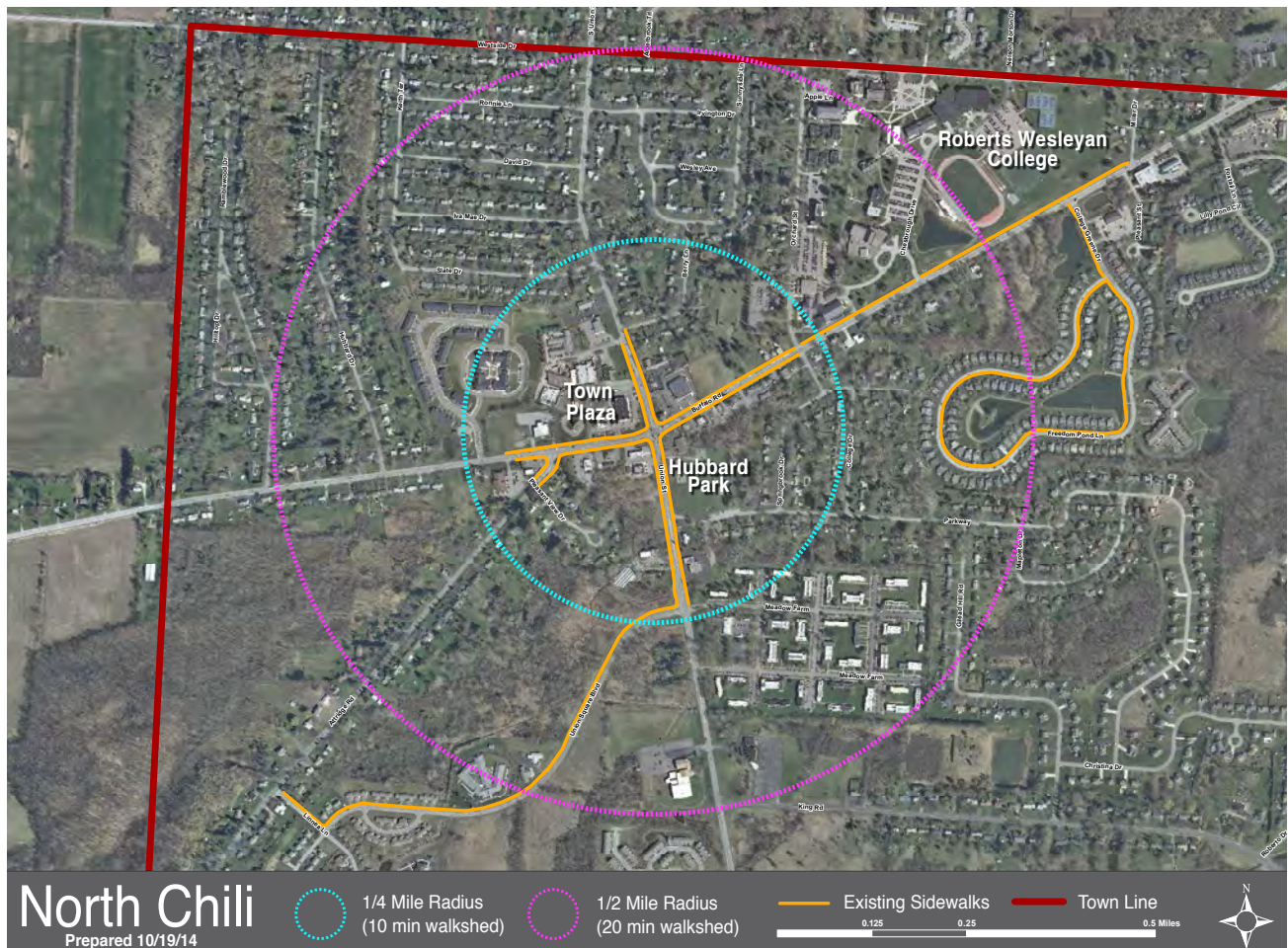
**Nearly 7% of households in North Chili have no vehicles available for everyday transportation use.**

North Chili has a well-developed commercial activity center at its core. The Town Plaza and many other restaurant and retail outlet buildings line the major corridors. The commercial core is a draw for

residents of both the Town and nearby communities, such as Riga, Churchville, and Ogden. North Chili is also home to recreational and institutional offerings including Hubbard Park, Community Center, Fire Hall, and Roberts Wesleyan College.

The predominate land use pattern of North Chili is single-family detached homes. However, the area also has the highest share of renter-occupied housing out of the three focus areas. This is largely due to the diverse selection of multi-family and senior housing options such as Meadow Farm Apartments and Cottage Grove.

There are a number of gaps in the existing sidewalk network that provide barriers to residents walking to local destinations. These gaps, combined with the lack of other pedestrian and bicycle facilities, increase the concern for conflict with vehicular traffic along the major thoroughfares.





## West Chili

Generally the boundaries of West Chili are Davis Road to the north, Chestnut Ridge to the east, Black Creek Park to the south, and Stuart Road to the west. The focus area spans a half- to one-mile radius, centered just south of Interstate 490 at the intersection of Chili Avenue and Union Street. At this intersection is a small commercial node comprised mainly of auto-oriented uses, including a convenience store and two multi-tenant shopping centers along Chili Avenue.

The development pattern of West Chili consists mostly of large lot, single-family detached homes to the northwest, northeast, and southeast of the Chili Avenue and Union Street intersection. The southwest corner is occupied by multi-family development, open space, and Black Creek Park. There are two multi-family developments located within West Chili: the Parklands Apartments (located to the south of Chili Avenue and to the west of Union Street), and the Chili Heights Apartments (located along Chili Avenue just east of Black Creek).

Black Creek is a highlight of this focus area, as it runs through its center. The Creek connects two existing Town parks, Chili Heights Nature Trail and Union Station Park, as well as Black Creek Park, which is maintained by the County. The natural features of these areas are a great amenity for nearby residents as well as other visitors.

Less than 20% of the Town's population lives within West Chili; however, there is a significant opportunity for future development within the area. Therefore pedestrian and bicycle improvements should consider both existing and potential future needs for the area.



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