

Zoning Recommendations



ZONING RECOMMENDATIONS



West Chili commercial development with sidewalk on Chili Avenue



Zoning Recommendations

Previously in this Plan, on page 25, a zoning summary was provided outlining the current bicycle and pedestrian requirements included within the Town of Chili Code. Generally, the Town has strong requirements requiring the inclusion of sidewalks or connections within new development sites. However, to provide a more complete pedestrian and bicyclist network both within and between sites, the following recommendations should be considered:

1. Include language that requires the development of off-site connections that tie into the existing pedestrian and bicycle network and across parcels or sites. Sample code language is provided below:
 - ➔ An on-site system of pedestrian walkways shall be designed to provide direct access and connections to and between the following:
 - ➔ The primary entrance or entrances to each commercial building, out-parcels;
 - ➔ Any sidewalks or walkways on adjacent properties that extend to the boundaries shared with non-residential development;
 - ➔ The public sidewalk system along the perimeter streets adjacent to the commercial development;
 - ➔ Where practicable and appropriate, adjacent land uses and developments, including but not limited to adjacent residential developments, retail shopping centers, office buildings, or restaurants; and
 - ➔ Where practicable and appropriate, any adjacent public park, greenway, or other public or civic use including but not limited to schools, places of worship, public recreational facilities, or government offices.
2. Require bicycle parking. Sample code language is provided below:
 - ➔ Bicycle parking requirements shall apply to new development, building expansions or occupancy changes requiring a zoning permit where motor vehicle parking is required.
 - ➔ Bicycle parking shall be provided at 10 percent of the motorized vehicle parking requirements but not less than 2 bicycle spaces and not more than 20 bicycle spaces for any use.
 - ➔ Bicycle parking shall be located and clearly designated in a safe and convenient location. Bicycle parking sign shall be visible from the main entrance of the structure or facility.
3. Increase the Architectural Advisory Committee's role in providing recommendations to the Planning Board for implementing the goals of this Master Plan



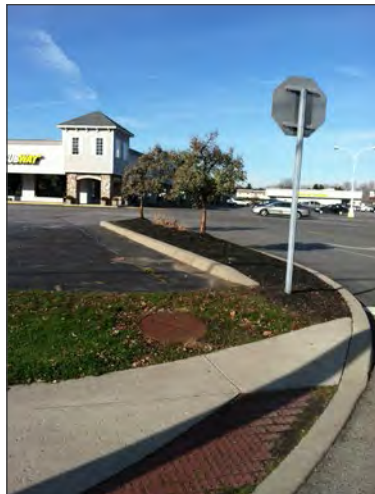
For all future developments, the Town should continue to require internal pedestrian connections and landscaped islands like those provided in the Target Plaza of Chili Center (pictured at left).



The Importance of Internal & External Circulation Patterns

The Town should strive to have commercial and residential developments that provide connections to the existing and future off-site pedestrian and bicycle network. The following case studies compare local shopping plazas to highlight the different levels of pedestrian and bicycle accommodations.

Case Study #1 - The left-hand image below shows an entrance to the Paul Road plaza where the sidewalk terminates into the vehicular access point, leaving no clear path into the site for pedestrians. The right-hand image is of a plaza along Dewey Avenue in Greece showing an example of how a sidewalk entrance to a plaza could be provided from the existing external network.



Case Study #2 - The aerial images below show two large single-user commercial developments with existing sidewalks marked via red lines. The left image is the Kmart plaza located in Chili Center and the right image is the Walmart on Dewey Avenue in the Town of Greece.

The Kmart plaza provides sidewalks leading to the site, but does not have any pedestrian accommodations bringing potential walkers into the site. Whereas the Walmart image shows direct sidewalk connections from the external pedestrian network into the site via multiple access points. By designating separate facilities for pedestrians and/or bicyclists their ability to safely and comfortably traverse large expanses of parking.





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Implementation & Funding



IMPLEMENTATION & FUNDING



Entrance to Davis Park from Paul Road.



Implementation & Funding

Recommendations for implementation of the proposed capital improvements are outlined in Figure 19 on the following page. This table is intended to provide a one-page summary of all 24 recommendations. They are sorted into the following categories:

- ➔ North Chili Road Improvements
- ➔ West Chili Road Improvements
- ➔ Chili Center Road Improvements
- ➔ Town-wide Road Improvements & Trail Facilities

The table also provides details on roadway location and ownership for each project, the specific facilities and improvements recommended for each project, the overall benefit each project is expected to have on the bicycle and pedestrian network in the Town, and potential funding sources. It should be noted that the addition of sidewalks to county-owned roadways, unless federally funded, would be at the expense of the Town and not MCDOT.

The Network Benefit is based upon the number of residents and potential users that will be impacted by the project as well as the input obtained from Town residents throughout this planning process. Each project was evaluated using this information to determine if results in a High, Medium, or Low benefit to the overall network. This rating is intended to assist the Town in prioritizing the projects and determining the phasing of this plan's implementation.

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 20. A review of these sources indicates that the Transportation Improvement Program (TIP) and Transportation Alternatives Program (TAP) are most applicable to this project.

Transportation Improvement Program (TIP)

The TIP is a staged, multi-year program of projects that identifies the timing and funding of all highway, bridge, transit, bicycle, pedestrian, and intelligent transportation system projects scheduled for implementation in the region during the next five years using federal transportation funds.

This region's TIP is developed cooperatively by GTC and the New York State Department of Transportation Region 4 (NYSDOT-4). GTC and NYSDOT conduct a complete update of the TIP every two years. Every project proposed in the TIP must also be listed in the Statewide Transportation Improvement Program (STIP) in order to receive Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) funding.

Many of the surface transportation improvements identified in this Plan are eligible for specific federal funding programs through the TIP. These include improvements along the state roads and trail segments that contribute to the regional trail system.

Figure 19: Project Implementation Guide



Project Number	Road Name	Location	Road Ownership	Recommended Improvements					Network Benefit	Potential Funding Sources (Page 107)
				Sidewalk*	Tree Lawn	Bike Lane	Wide Shoulder	Other		
North Chili										
1	Buffalo Road	Riga Town Line to Attridge Road	State	N	✓	✓	-	-	High	NYSDOT, FHWA-CAP, CTB, CDBG
2	Buffalo Road	Intersection at Union Street	State	B	✓	✓	-	Reduced Turning Radii	Low	NYSDOT, FHWA-CAP, CTB, CDBG
3	Buffalo Road	Union Street to Westside Drive	State	B	✓	✓	-	-	Medium	NYSDOT, FHWA-CAP, CTB, CDBG
4	Union Street	Westside Drive to Meadowbrook	State	B	✓	✓	-	Reduced Turning Radii	Medium	NYSDOT, FHWA-CAP, CTB, CDBG
5	Westside Drive	Riga Town Line to Union Street	County	S	✓	✓	-	-	High	MCDOT, CTB, CDBG, CHIP
6	Westside Drive	Union Street to Buffalo Road	County	B	✓	✓	-	-	Medium	MCDOT, CTB, CDBG, CHIP
7	Attridge Road	Riga Town Line to Buffalo Road	County	E	✓	-	✓	-	Low	MCDOT, CTB, CDBG, CHIP
West Chili										
8	Chili Avenue	Riga Town Line to Park Creek Lane	State	N	✓	-	✓	-	Low	NYSDOT, FHWA-CAP, CTB, CDBG
9	Chili Avenue	Park Creek Lane to Chestnut Ridge Road	State	B	✓	✓	-	-	Low	NYSDOT, FHWA-CAP, CTB, CDBG
10	Union Street	Everton Run to Willowbend Drive	County	E	✓	-	✓	Bicycle “In Lane” Signage	Medium	MCDOT, CTB, CDBG, CHIP
11	Union Street	Intersection at Chili Avenue	State (N) County (S)	B	✓	✓	-	Reduced Turning Radii, Benches, Pedestrian Signals	High	NYSDOT, FHWA-CAP, CTB, CDBG
Chili Center										
12	Chili Coldwater Road	Gates Town Line to Chili Avenue	County	B	✓	✓	-	-	Low	MCDOT, FHWA-CAP, CTB, CDBG
13	Paul Road	Chestnut Ridge Road to Chili Avenue & Chili Avenue to Carriage House Lane	County	B	✓	✓	-	-	High	MCDOT, CTB, CDBG, CHIP
14	Paul Road	Carriage House Lane to Beahan Road	County	N	✓	✓	-	-	Medium	MCDOT, CTB, CDBG, CHIP
15	Westside Drive	Fenton Road to Chili Avenue	County	B	✓	-	✓	Remove Gutters	Medium	MCDOT, CTB, CDBG, CHIP
16	Chili Avenue	Chestnut Ridge Road to Westside Drive	State	B	✓	✓	-	-	High	NYSDOT, FHWA-CAP, CTB, CDBG
17	Old Scottsville Chili Road	Chili Avenue to Wind Willow Way	Town	B	✓	-	✓	Replacing Existing Sidewalk	Medium	CTB, CDBG, CHIP
18	Chestnut Ridge Road	Chili Avenue to Paul Road & Paul Road to Chili Center Coldwater Road	County	S/E	✓	-	✓	-	Medium	MCDOT, CTB, CDBG, CHIP
Town-wide										
19	Shoulders Only	See Page 57	See Page 27	-	-	-	✓	Potential Rumble Strips	Low	CTB, NYSDOT, CDBG, CHIP
20	Chili Center Bikeway	See Page 57	See Page 27						High	CTB, CDBG, CHIP
21	Paul Road	Beahan Road to Scottsville Road	County	Off-road trail facility connecting to existing trails on Scottsville Road					Medium	CTB, MCDOT, CDBG, CHIP
22	Chili Center Trail	Memorial Park to Paul Road School	N/A	Off-road trail facility to connect Memorial Park and Paul Road School					High	FHWA-PL, CTB
23	Chili Utility Corridor Trail Concept	Genesee Valley Greenway to western Town-line	N/A	Town-wide Off-Road Trail Network					High	FHWA-CAP, CTB, CDBG, CHIP
24	Black Creek Trail		See 2013 Study						High	See 2013 Study

* Location of Sidewalks: B - Both Sides, N - North Side, S - South Side, E - East Side

Transportation Alternatives Program (TAP)

The TAP provides federal funding for non-traditional transportation projects that fit into one or more of six categories and two sub-categories. According to the 2014 TAP Guidebook, these categories include:

- ➔ Construction, planning and design of on-road and off-road facilities for pedestrians, bicyclists and other non-motorized forms of transportation;
- ➔ Construction, planning and design of infrastructure-related projects to provide safe routes for non-drivers to access daily needs;
- ➔ Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists and other non-motorized transportation users;
- ➔ Construction of turnouts, overlooks and viewing areas;
- ➔ Safe Routes to School; and
- ➔ Construction, planning and design of boulevards.

Sub-categories include: 1) Community Improvement Activities (including Landscaping and Streetscape Improvements), when integrated with work in another category; and 2) Environmental Storm Water Management Activities, when integrated with work in another category.

As of the writing of this plan, the long term future of the TAP is uncertain. The Federal Legislation (referred to as MAP-21) that authorizes the TAP was set to expire in May of 2015. The US Congress has passed an extension of the Program until July of 2015. Since 1991, the Federal Government has had programs in place that fund the expansion of the Country's bicycle and pedestrian network. Due to the effectiveness and popularity of these programs, it is reasonable to assume that there will be a similar funding opportunities available to the Town over the next decade.

Town Sidewalk Fund

Prior to the start of this Plan, the Town of Chili established a designated Sidewalk Fund. This fund enables the Town to collect financial contributions from developers rather than require sidewalks be installed as part of residential or non-residential construction projects. This approach provides the Town with the option of investing in sidewalks that it feels will maximize the benefit to the overall network. This fund can be used to leverage outside funding by contributing to the Town's local match for federal and state grant programs. It is recommended that this fund be continued as part of Chili's efforts to implement this Plan.



Funding Source Acronyms

CDBG	Community Development Block Grant
CFA	NYS Consolidated Funding Application
CHIP	NYS Consolidated Local Street & Highway Improvement Program
CTB	Chili Town Budget
FHWA-CAP	Federal Highway Administration Capital Improvement Funds
FHWA-PL	Federal Highway Administration Planning Funds
MCDOT	Monroe County Department of Transportation
NYSDOT	New York State Department of Transportation

Figure 20: Potential Funding Sources

Name of Funding Source	Description	Website	Application Deadline	Funding Amount Available
NYS Consolidated Funding Application (CFA)	Over the past three years, the Governor’s Regional Economic Councils have awarded more than \$2 billion for job creation and community development. These funds are distributed through the Consolidated Funding Application process.	http://regionalcouncils.ny.gov/	July 31, 2015	Varies
Federal Highway Administration Planning Funds (FHWA-PL)	These funds are administered through the Unified Planning Works Program (UPWP). The UPWP is the program of federally-funded transportation planning activities (construction projects are not eligible) to be undertaken each year by Genesee Transportation Council staff, its member agencies, and other jurisdictions in the Genesee Finger Lakes Region. NOTE: FHWA-PL funds were used for the preparation of this Master Plan.	http://www.gtcmpo.org/Docs/UPWP.htm	Most recent deadline October 17, 2014	No set limit but the awards are typically \$40K-\$100K depending on the nature of the project
Federal Highway Administration Capital Improvement Funds (FHWA-CAP)	Transportation Improvement Program (TIP) - The TIP funds both highway and transit projects as well as urban and rural projects on both State and local facilities. This program is administered by the Genesee Transportation Council.	http://www.gtcmpo.org/Docs/TIP.htm	Upcoming solicitation for projects expected in the Fall of 2015	Varies
Federal Highway Administration Capital Improvement Funds (FHWA-CAP)	Transportation Alternatives Program (TAP) - The TAP provides funding for programs and projects, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, recreational trail program projects, and safe routes to school projects. This program is administered by the NYSDOT.	https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/tap/guidance	Most recent deadline June 11, 2014	\$1.6 million with a 20% local match was re-quired
New York State Consolidated Local Street & Highway Improvement Program (CHIP)	The objective of the New York State Consolidated Local Street & Highway Improvement Program (CHIP) is to assist localities in financing the construction, reconstruction, or improvement of local highways, bridges, sidewalks, or other facilities that are not on the State highway system. Projects must have a useful life of at least 10 years and be located in the public right-of-way.	https://www.dot.ny.gov/programs/chips	Municipalities are typically notified of their allotment in June	The annual allocation is calculated according to the formula specified in Section 10-c of the Highway Law.
Community Development Block Grant (CDBG)	Monroe County’s CDBG funds are intended to be used in the suburban towns and villages that comprise the Community Development Consortium. Each Activity must meet one of the three broad national objectives: 1) To benefit low to moderate-income persons; 2) To aid in the prevention or elimination of slums or blight, and 3) To meet community development needs having a particular urgency (such as compliance with the American with Disabilities Act).	http://www2.monroecounty.gov/planning-community.php	Most recent deadline February 14, 2014	Not set limit but the awards are typically \$25K-\$50K depending on the nature of the project





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