

## CHAPTER 5

### FUTURE LAND USE PLAN MAP AND LAND USE SYNTHESIS

#### **GENERAL FEATURES**

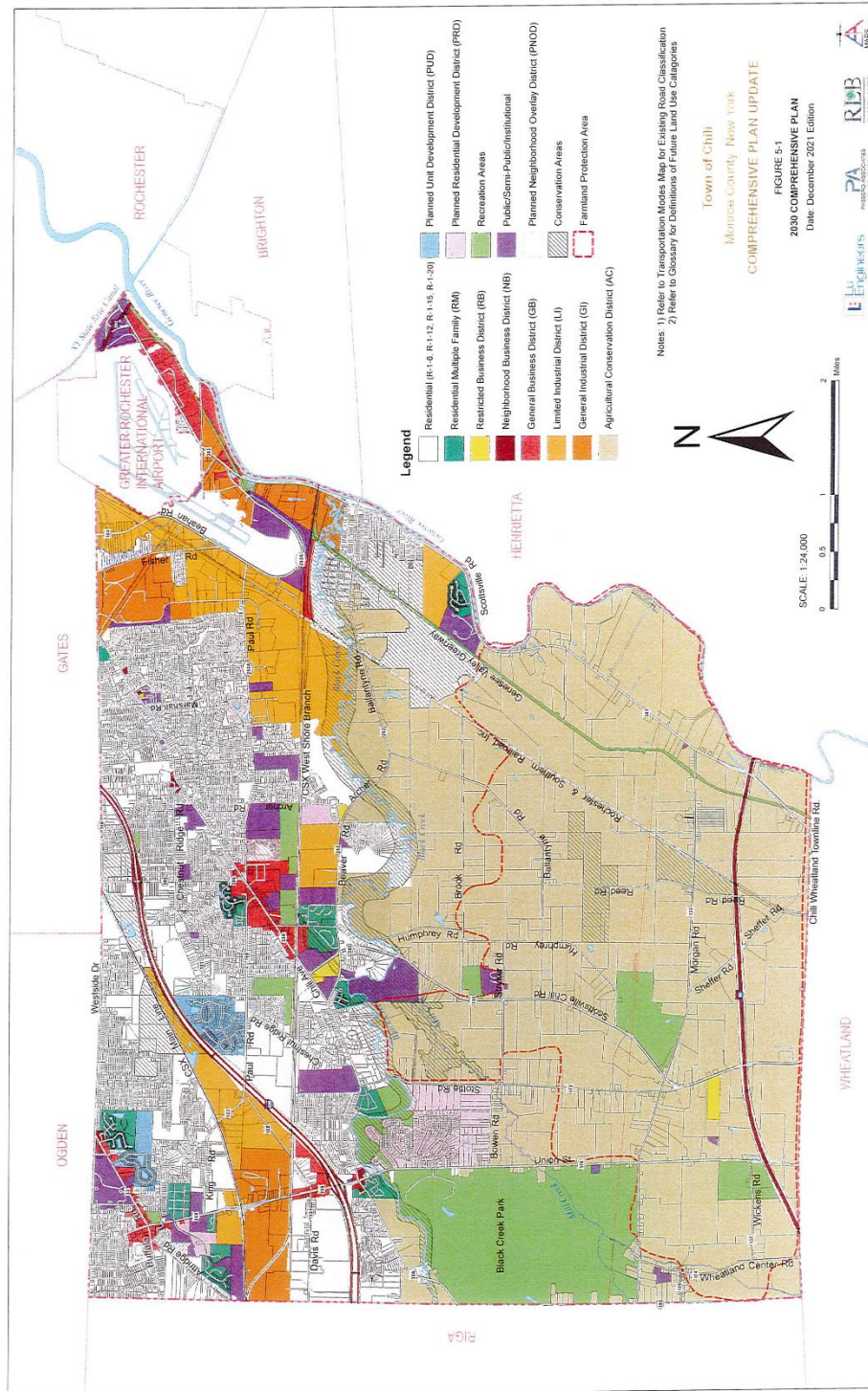
The Plan's *Future Land Use Plan Map* (Figures 1-1 and 5-1) provide a composite snapshot of the community's preferred vision for the remaining nine (9) years of the current planning period. A vision that has continued to evolve for over the fifty (50) years. A vision that is based upon a careful consideration of:

- Beneficial existing development and land characteristics that need protection.
- Existing problems that need correction.
- Potential opportunities that should be acted upon.
- Extensive areas comprised of natural and manmade constraints that are to be respected.

Some of these considerations would be expected even without the Plan. Other considerations identified in the Plan are proposed to help ensure that corrections and protection measures that are needed will be provided. The Plan's vision is created to help ensure continued guidance for the identified impacts that are determined to result from future actions and to minimize future problems.

Of course, no vision is immutable. Despite all best efforts, no one can be certain of having recognized every existing benefit, every potential opportunity or significant constraint. Even for those that are recognized, no one can claim to have proposed actions that will perfectly protect, correct, and guide an entire community for the remaining nine (9) years of the Plan period (2022 through 2030). Therefore, during this next planning period the Plan must be periodically maintained and amended as necessary.

Consequently, the Plan's *Future Land Use Plan Map* is not a detailed (site specific) rendering of the future expected for Chili. It is, instead, a design for continued controlled growth involving modest improvements and significant additions to the existing sound foundation of development and a design for a secure framework for future development. A foundation that has been successfully built upon for over the past fifty (50) years, and for the mutual benefit of all parties involved, whether public agencies or private developers. Following the design of the preferred vision has been proven to be more efficient and effective for coordinating all actions. Finally, the consequences of any necessary adjustments to the vision can be assessed much more easily and meaningfully.



### ***Future Land Use Plan Map and the Sub-Areas Underlay Maps***

The Future Land Use Plan Map has been prepared based upon the more detailed information shown on the seven (7) numbered Future Land Use Map Underlays and the two (2) Future Land Use Map Corridors (Black Creek and Chili Avenue).

### ***Future Land Use Map***

Figure 5-1, on the previous page, the *Future Land Use Map*, graphically summarizes the pattern of the individual Future Land Use Map Underlays by presenting a comprehensive vision of existing and future land use development desired at this point in history. The basic intent of this map is to continue to direct most new development into the area north of Black Creek and at a mixture of land use and density that reinforces the long-established pattern of development.

The reasons are simple.

- Except for Ballantyne Road, most of the important roads that connect Chili to the rest of the Rochester region are located north of Black Creek and Scottsville-Chili Road. These roads give Chili residents convenient access to job opportunities throughout much of Monroe County and the Finger Lakes Region. They also give residents elsewhere in the region convenient access to jobs, goods, and attractions in Chili.
- Most of the northern area already has the utilities needed to serve residential, commercial, industrial, and institutional development.
- In general, any improvements and additions to the existing highways and utilities needed to serve additional development can be provided more easily in the northern portion of the town than in the southern portion.
- A substantial amount of well-drained, nearly level, or gently sloping open land remains available in the northern portion of the Town of Chili. With proper development, it would be well suited to more intensive use.
- The southern part of Chili has extensive freshwater wetlands and flood-prone lands which are very poorly suited for intensive development; additionally, this part has extensive areas of prime and unique types of soils that are well suited for sustaining viable farming operations.

### **MAJOR PLAN ASSUMPTIONS**

Several social and economic influences exist today which are outside the ability of local governments to address independently. These influences directly contribute to the land use pattern identified in the Town's vision for the next planning period. These influences are summarized as follows:

- Increasing attention to the health-related impacts (i.e. increased desires for more pedestrian facilities, mixed land use developments, and trail connections to promote passive and active recreational components) will contribute to the attractiveness and marketability of the community.

- Increasing attention by consumers towards efficient transportation solutions whose costs will be factored into their mortgage considerations. Factors involving travel time to and from places of employment, shopping, services, and recreational opportunities will become more important to future generations and their decision-making.
- Energy conservation measures will play an increasing important factor in the design and construction of new residential and commercial developments and structures. A continued increased compliance with greenhouse gas reductions will spur new technologies.
- Increased emphasis will be placed on providing solutions to meet the needs of an aging population and the town's ability to promote the retention of our seniors in their preferred places of residence.
- Increased efforts to consolidate governmental services and programs will continue to play an important role in the community's future land use pattern.
- There will be reduced availability of federal and state funding mechanisms for those projects not located within the community's center of planned growth – the area north of Black Creek.
- Increases in land value and the consumption of developable land will drive development into areas which have valuable and irreplaceable natural features. Areas identified on the *Future Land Use Plan Map* (Figure 5-1), the Strategic Farmland Protection Area identified in the *Town of Chili Farmland Protection Plan*, the *Town of Chili Open Space Inventory* and the *Town of Chili Open Space Plan*, need to have additional land use regulations created and private land trust involvement to preserve and protect these natural resources and to sustain them for future generations.

#### **MAJOR AMENDMENTS TO THE FUTURE LAND USE PLAN**

During the preceding planning period (2011-2020) there were several planning studies and resource inventories completed by state, county and local governments, including those listed above. These planning projects, when combined with additional federal and state regulations and recent funding restrictions imposed upon local government have caused the need for a re-evaluation of some portions of the Plan's previous preferred vision.

The re-evaluation included: the expressed need for delineation and protection of extensive areas of the community having natural resources to sustain viable Farming operations; the expressed desires of the public for additional public and recreational facilities; and the reduced feasibility of federal and state funding programs which would otherwise have been required to achieve the preferred vision for the next planning period.

As a result, the Future Land Use Plan Map for the next nine (9) year planning period has the following major amendments:

- The Farmland Protection Area, identified in the adopted *Town of Chili Farmland Protection Plan*, is now identified on the latest *Future Land Use Plan Map*.
- The *Town of Chili Farmland Protection Plan Suggested Zoning Change Map* recommended rezoning a large area of land located in Southern Chili from PRD Planned Residential Development to AC Agricultural Conservation.

### **SUB-AREA ANALYSIS OF RECOMMENDED LAND USE CHANGES**

A review of Figures 1-1 and 5-1 contained in the 2011 Edition of the Plan, in addition to the implementation actions identified in the above referenced planning documents, and a review of Figure 2-9.1, *Parcels Approved for Development of Alterations in the Town of Chili since the Year 2011*, in Chapter 2, has resulted in the Plan preparing a sub-set of the *Future Land Use Plan Map* intended to make it easier for the reader to identify the recommended land use pattern in each of seven (7) sub-areas, as well as for the Black Creek Corridor and the Chili Avenue Corridor sub-areas.

**Chili Avenue Corridor Sub-Area** See Chili Avenue Corridor Sub-Area Map on page 5-6 for reference to this text analysis.

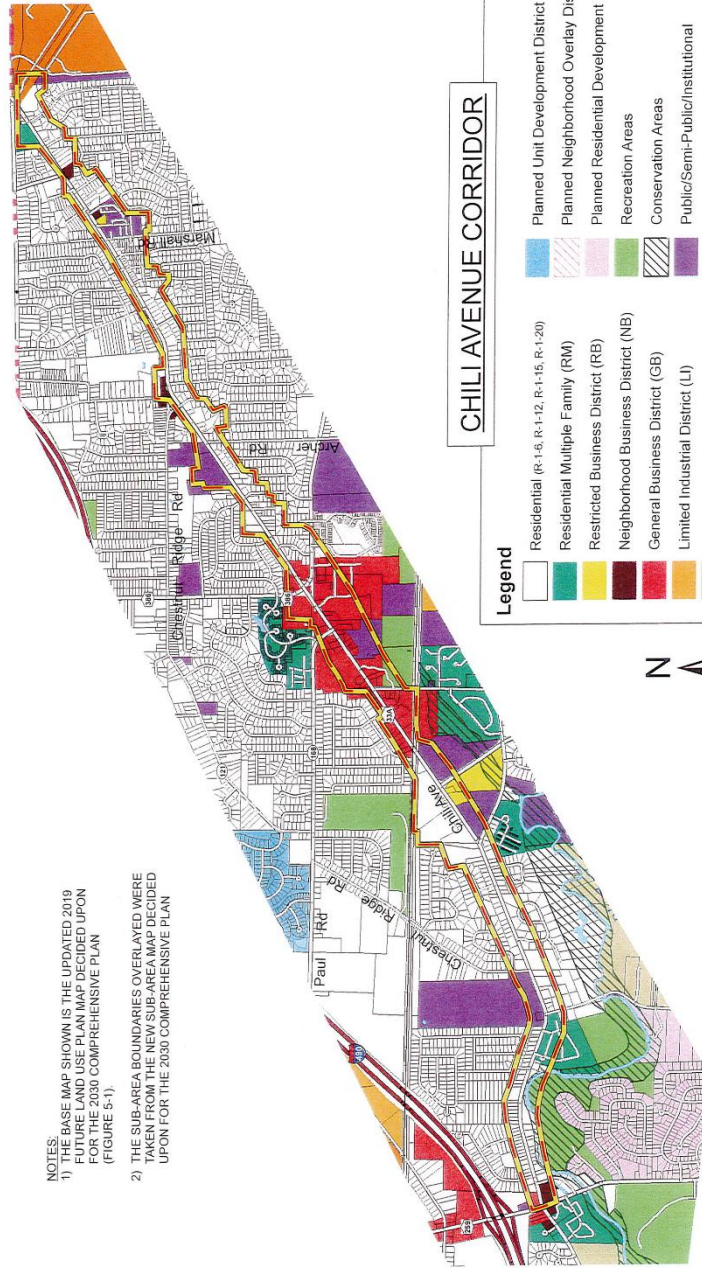
This Underlay Map is part of other sub-areas and has been prepared to improve the delineation of existing and envisioned land uses along this highway corridor during the next planning period. It reflects the existing mixed pattern of land use along Chili Avenue.

**Black Creek Corridor** See Black Creek Corridor Sub-Area Map on page 5-7 for reference to this text analysis.

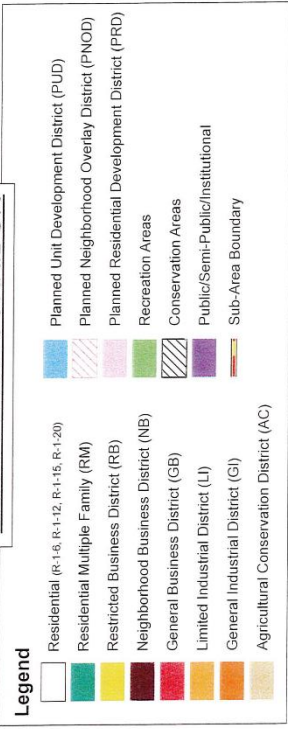
This is a new Sub-Area Map that is presented to provide the natural boundary between the Plan's northern and southern vision during the next planning period. It reflects continued separation of the more intense pattern of land use north of Black Creek from the desired agricultural and rural residential pattern of development envisioned south of this natural divide.

## Future Land Use Map Underlay

- NOTES:  
 1) THE BASE MAP SHOWN IS THE UPDATED 2019  
 FUTURE LAND USE PLAN MAP DECIDED UPON  
 FOR THE 2030 COMPREHENSIVE PLAN  
 (FIGURE 5-1)  
 2) THE SUB-AREA BOUNDARIES OVERLAYED WERE  
 TAKEN FROM THE NEW SUB-AREA MAP DECIDED  
 UPON FOR THE 2030 COMPREHENSIVE PLAN

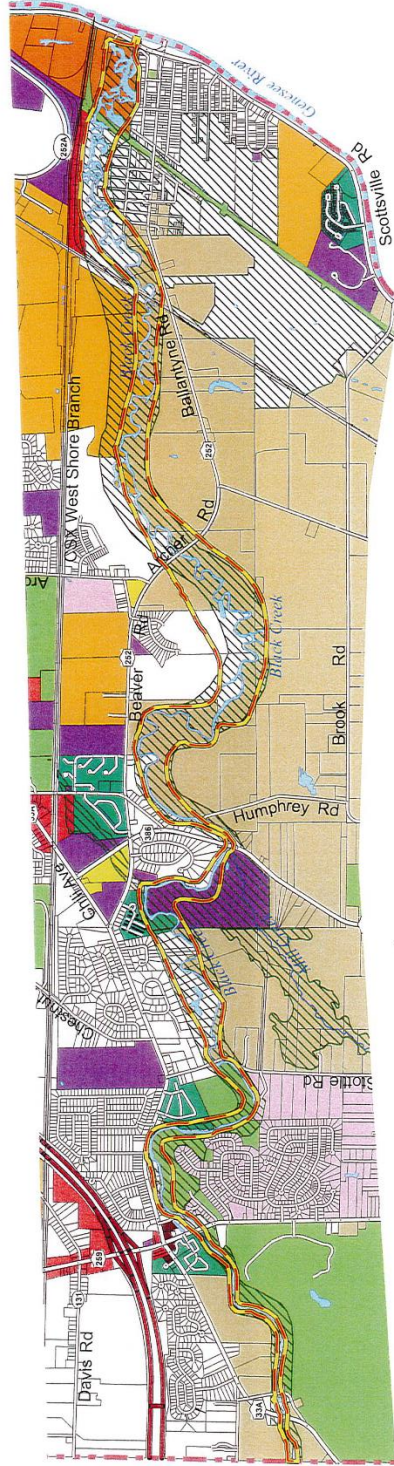


### CHILI AVENUE CORRIDOR

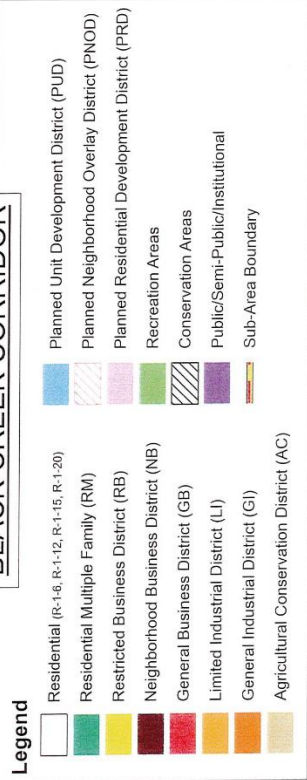




## Future Land Use Map Underlay



### BLACK CREEK CORRIDOR



- NOTES:**
- 1) THE BASE MAP SHOWN IS THE UPDATED 2019 FUTURE LAND USE PLAN MAP DECIDED UPON FOR THE 2030 COMPREHENSIVE PLAN (FIGURE 5-1)
  - 2) THE SUB-AREA BOUNDARIES OVERLAYED WERE TAKEN FROM THE NEW SUB-AREA MAP DECIDED UPON FOR THE 2030 COMPREHENSIVE PLAN



**SUB-AREA #1** See SUB-AREA #1 Map on page 5-13 for reference to this text analysis.

This sub-area, located in the northwestern portion of the town adjacent to the Towns of Gates, Ogden, and Riga involves an area of the community that continues to attract new residential growth, commercial growth, and planned expansion to the Roberts Wesleyan College campus.

The major land use changes recommended in this sub-area include: (1) the area south of King Road, north of the CSX Railroad tracks and east of Union Street be reduced from a higher density multiple-family type of development to a lower density single-family detached pattern of development; (2) removal from the map of spot highway improvements along Westside Drive (at the college Campus and at the CSX railroad crossing); and (3) re-designation of the existing recreational community center building and site to a commercial land use classification.

The *Future Land Use Plan Map Underlay* recommends a large area of land located north of the CSX railroad tracks, east of Union Street and south of King Road be developed for lower density single-family detached dwellings.

The *Underlay Map* envisions that the North Chili Community Center building and site could better be used for commercial development in support of the adjacent commercial services and sites now that a new Community Center Complex has been developed in the Chili Center sub-area along with other governmental improvements that are envisioned within the adopted *Chili Center Plan*. The costs for sustaining the aging community center building in North Chili will continue to increase. In addition, it was determined that a larger, more centrally located, more efficient community center will better meet the needs of the community in the future.

Within Sub-Area #1 is the second greatest concentration of development in Chili. During the next planning period this sub-area could see substantial future development that would include a mix of residential, commercial, and industrial land uses.

A modest amount of additional development is expected near West Side Drive and Buffalo Road. It will involve both in-fill development like existing development on adjacent land and new development on the Roberts Wesleyan College Campus properties. The College expects to continue to construct new buildings, to improve their campus facilities, and to accommodate this major institution's long-term growth needs.

As with the Chili Avenue corridor and the Chili Center area, conversions from residential to commercial use of any properties along the major roads in the North Chili portion of Sub-Area #1 must be stringently controlled to prevent serious future traffic problems.

The intersection of Union Street and Buffalo Road was improved by the State Department of Transportation during the last Plan period. These improvements included widening and the installation of turning lanes. An important component of that highway intersection improvement was the installation of sidewalks and delineated pedestrian crossings.

Further south along Union Street, is other land adjacent to Boon Drive and the FedEx site that remains suitable for limited industrial and/or commercial development. This area would not be dependent upon the extension of Paul Road south to connect with Union Street. This area is for



limited industrial types of development. Still further south along Union Street, is other lands suitable for industrial and/or commercial development that also would not be dependent upon the extension of Paul Road south to Union Street.

The recently updated Town of Riga Comprehensive Plan identifies a large area of land located along Buffalo Road, between the Churchville/Chili Central School campus and North Chili that had previously been proposed for a greater density of planned residential development. That Plan update identifies that area for continued agricultural land use and open space areas (e.g., crop production, animal raising, timber harvesting or undeveloped lands). Their Future Land Use Plan Map recommends this continued land use pattern along both sides of Buffalo Road to the Chili/Riga Town Line. The Map also recommends a large area, south of Bromley Road, north of Savage Road and the extension of Attridge Road adjacent to the Chili/Riga boundary line for a regional scale of commercial land use development. Should this land use recommendation become reality the potential traffic impacts upon the intersection of Buffalo Road and Attridge Road in the Town of Chili will need to be carefully evaluated. The Riga Comprehensive Plan update no longer identifies North Chili for meeting the commercial needs of the residential development located within and planned for the northeast portion of the Town of Riga.

As additional sanitary sewer service becomes available in the North Chili portion of sub-area #1, there will be continued mixed residential development between Attridge Road and Union Street. The sub-area #1 Map envisions single-family homes toward Attridge Road and multi-family residences (apartments and townhouses) toward Union Street. Some commercial development scaled to serve the mixed residential uses as well as nearby residential developments, is proposed for this area on the Union Street side. There are minimal opportunities for commercial development in this sub-area.

As development continues to occur within the triangular area west of Union Street and east of Attridge Road there has been construction of Union Square Boulevard, a Town Road, connecting the development of this mixed residential area on the Attridge Roadside to Union Street. This road connection was constructed to minimize future congestion at the Buffalo-Attridge Roads intersection and provide more convenient access from the development near Attridge Road to Union Street where connections could be made to I-490, Chili Center and the future industrial areas on both sides of Union Street.

The town's official zoning map will require changes to make it conform to the 2030 Plan. The existing multi-family residential zoning near Attridge Road will have to be changed to single-family. The Limited Industrial zoning along the CSX main line will have to be changed to reflect this area in now town-owned land and no longer available for limited industrial development.

The 2030 Plan still recommends the Paul Road Extension between King Road and Union Street. Funding for this important highway construction project previously promised from the State of New York but funding for the road has never been received. Another impediment to the completion of this project is the resolution of property acquisition rights along the planned route. Once this matter is resolved, the town will be able to open up additional lands along the north side of the CSX tracks for additional industrial development.

The area south of King Road that needs the sewer feasibility study is also one of the areas mentioned later in this chapter as needing a general drainage evaluation and a preliminary drainage plan before substantial additional development is approved. Without proper planning and coordination, the south-central portion of the proposed mixed residential area may experience significant drainage problems. The wetlands on the interior of the mixed residential area will restrict development there but will be a valuable natural feature providing wildlife habitat and flood control.

Additional single-family residential development is expected to continue along the north side of King Road, east of Union Street. Additional lands south of King Road in this area remain available for single family residential development. It will be possible to connect sanitary sewer service for this development to the recently constructed parallel trunk sewer. Other site conditions in this area appear to be generally favorable, with some concerns about drainage.

Large lot residential zoning is currently used in some of the area with suitable conditions for development. If a general evaluation and preliminary plan for drainage for this area shows that the drainage concerns can be adequately addressed that zoning could be changed to higher density single family residential use.

King Road may need to be improved when development of this area begins in earnest and traffic increases. In addition, vegetative screening or buffer may be needed along the railroad and along the boundary of the industrial area to the south of the planned residential areas.

This Sub-Area continues to be a mix of residential, commercial, recreational, and agricultural land use. The major change from the previous *Future Land Use Plan Map* involves the land south of Davis Road, between Union Street and the Chili/Riga Town Line. This area continues to be actively farmed and the zoning is recommended to be changed from residential to agricultural/conservation during the next planning period. When active agricultural operations on this land no longer continues to exist then the current *Future Land Use Plan* recommends it be developed for single-family residential use.

The Plan recommends continued commercial development along both sides of Union Street, north of the I-490 Interchange. This area has the potential to attract several different types of highway interchange land uses such as hotels, motels, restaurants, office buildings and similar land uses. West Chili, the intersection of State Routes 33A and **County** Route 259, will continue to be an exception to the opportunities listed above. This intersection continues to operate in a poor condition of efficiency and any increase in land use intensity that generates additional traffic moving through this intersection will need to be carefully evaluated.

As with the bordering areas in North Chili, future development of the portion of West Chili between I-490 and the CSX main line is dependent upon extending sanitary sewers and controlling potential drainage problems. Consequently, the recommendation is made that a sewer feasibility study, a drainage evaluation, and a general plan be prepared which covers this area too. In part, the drainage evaluation and planning would deal with poorly drained areas as well as recognized wetlands in this area.

When sewer service is provided, Paul Road should be extended to connect again to Union Street to properly serve the proposed industrial development between the two railroad lines. A general alignment for that connection is shown on the *Future Land Use Map*. The rest of Paul Road west of I-490 would also need to be improved to serve this development.

The location makes future requests for such uses likely, especially as North Chili grows. These can be served by on-site sewage disposal systems and need not pose significant problems if their size and type is limited and if they are properly designed. The most significant design concerns are suitable access that is coordinated with access on the opposite side of the road and appropriate screening and buffering to protect adjacent residential areas.

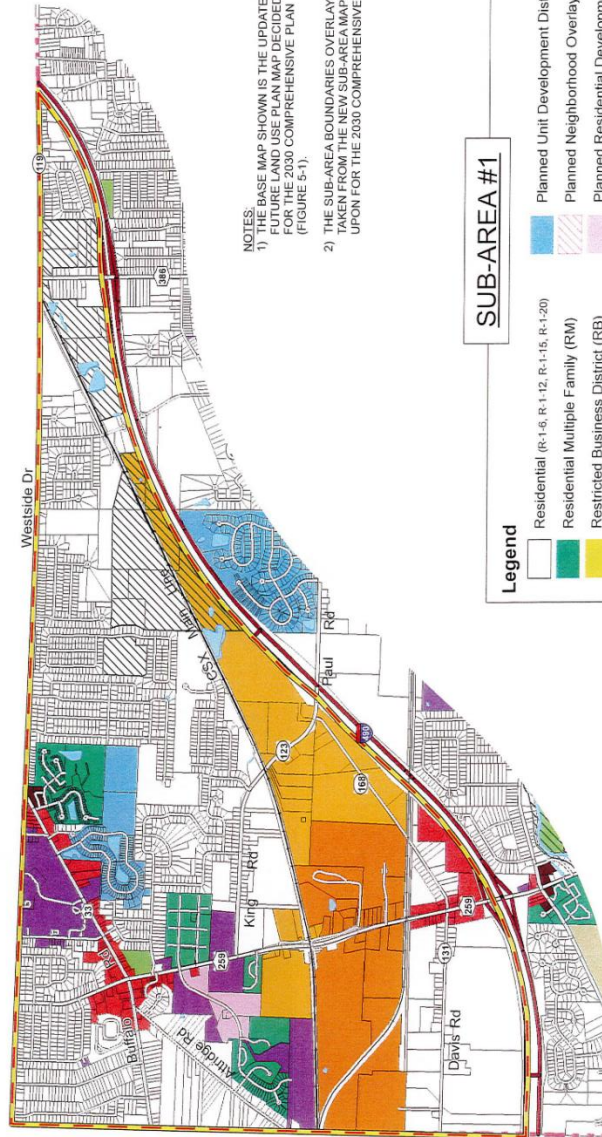
The existing Neighborhood Commercial area, at the intersection of Chili Avenue and Union Street, is expected to expand during the next 20-year period. Important planning concerns with any such expansion include access management, adequate screening between the commercial and non-commercial sites, sidewalks, and landscaping. Sites being developed should be small and the intensity of development oriented towards a neighborhood commercial area.

The other significant concern for this sub-area, as for all of the Chili Avenue corridor, is to stringently control conversions of existing residences along the major road to commercial uses to prevent future traffic safety and efficiency problems. As mentioned earlier in this plan, the need for access management regulations and zoning incentives are appropriate measures to implement to mitigate future traffic problems.

A major change to the Plan involves the recommendation that a sewer feasibility study is not undertaken to determine the most appropriate way to extend a trunk sewer to serve the area that had been zoned PRD Planned Residential District. The basis for this change comes from the recommendation contained in the adopted *Town of Chili Agriculture and Farmland Protection Plan* (hereinafter referred to as Farm Plan). The Farm Plan is hereby made a part of the 2030 Plan (see Appendix). The Farm Plan identifies a total of 932 acres of active farmlands within the mapped PRD shown on the Town's Official Zoning Map. Most of this farmland is located within the County's Agricultural Use District and as such these lands are protected from assessments for extending public sewer service into this area. In addition, over half of the area zoned PRD has now been included within the mapped Strategic farmland Protection Area, a part of the adopted Farm Plan. Finally, the Plan emphasizes most of the new residential development will continue to occur north of Black Creek thereby protecting the town's valuable and more productive farmland soils and agricultural operations that are located south of Black Creek.

Other future land use changes shown in this Sub-Area recommend a change from Rural Residential to Agricultural/Conservation to reflect the existing pattern of active agricultural operations that continue.

# Future Land Use Map Underlay



NOTES:  
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 2) THE SUB-AREA BOUNDARIES OVERLAYED WERE TAKEN FROM THE NEW SUB-AREA MAP DECIDED UPON FOR THE 2030 COMPREHENSIVE PLAN

## SUB-AREA #1

Legend	
	Residential (R-1-6, R-1-12, R-1-15, R-1-20)
	Residential Multiple Family (RM)
	Restricted Business District (RB)
	Neighborhood Business District (NB)
	General Business District (GB)
	Limited Industrial District (LI)
	General Industrial District (GI)
	Agricultural Conservation District (AC)
	Planned Unit Development District (PUD)
	Planned Neighborhood Overlay District (PNOD)
	Planned Residential Development District (PRD)
	Recreation Areas
	Conservation Areas
	Public/Semi-Public/Institutional
	Sub-Area Boundary





**SUB-AREA #2** See SUB-AREA #2 Map on page 5- 16 for reference to this text analysis.

This Sub-Area represents approximately one-half of all residential sites in the town. It was one of the first sub-areas developed since the 1960's based primarily upon the access to public sewers, public water and the region's transportation network. It is the one area of the community where monitoring of the conditions of the public utilities will continue to become more important as these facilities continue to age.

The Plan has only two land use changes recommended. Both changes occur in the area south of the CSX Railroad and east of Archer Road. The 2010 Plan had recommended this area be developed for Limited Industrial uses and currently the area is being developed as part of a residential subdivision tract. The far eastern portion of this area is entirely encumbered by floodplains and freshwater wetlands and makes development unlikely here. The wetland areas should be identified and protected to assure continued flood attenuation afforded by these naturally occurring resources.

The existing residential areas in the Jacklyn Drive-McNair Drive area and along the east side of Fisher Road are more intensively developed and less severely affected by airport operations. For them, consolidation and conversion are not as important and are not economically feasible, so they are recommended for retention. The only recommended change is that the large lot residential zoning along Fisher Road be dropped in favor of a zone that more accurately reflects actual conditions.

The remaining land that currently has residential zoning is north of Jacklyn and McNair Drives and west of Fisher Road. The Plan recommends general industrial use of this land. Together with the limited industrial land to the south, this would create a large block of contiguous industrial land that could have a road system that connects to Chili Avenue, Paul Road and Fisher Road without passing through residential areas. Adequate screening and buffering should be provided around the existing residential areas that would remain and that would be surrounded by industrial development.

This Sub-Area is redesigned and includes portions of the former Chili Avenue Corridor and the Airport Major Investment Sub-Areas. It involves those lands fronting along Chili Avenue from the Gates/Chili town Line on the northeast, south and westerly to Union Street in the west. For the most part there are few recommended changes shown on the *Future Land Use Map* as the majority of this Sub-Area is already developed with a mix of residential neighborhoods, public and semi-public institutional, neighborhood and general commercial land uses, and restricted business land uses.

The *Future Land Use Plan Map* recommends a total of five (5) spot intersection improvements be further evaluated. The Plan recommends the Town hire a traffic consultant to address the four intersections (i.e., Chili Avenue at Chestnut Ridge (east); Chili Avenue at Beaver Road; Chili Avenue at Chestnut Ridge (west); and Chili Avenue at Paul Road). The traffic consultant is to identify current levels of service and recommend changes to improve the movement and safety of traffic through these intersections. The Town, with this documentation, will be in a much stronger position to solicit funds from state and county governments to make the recommended spot improvements.

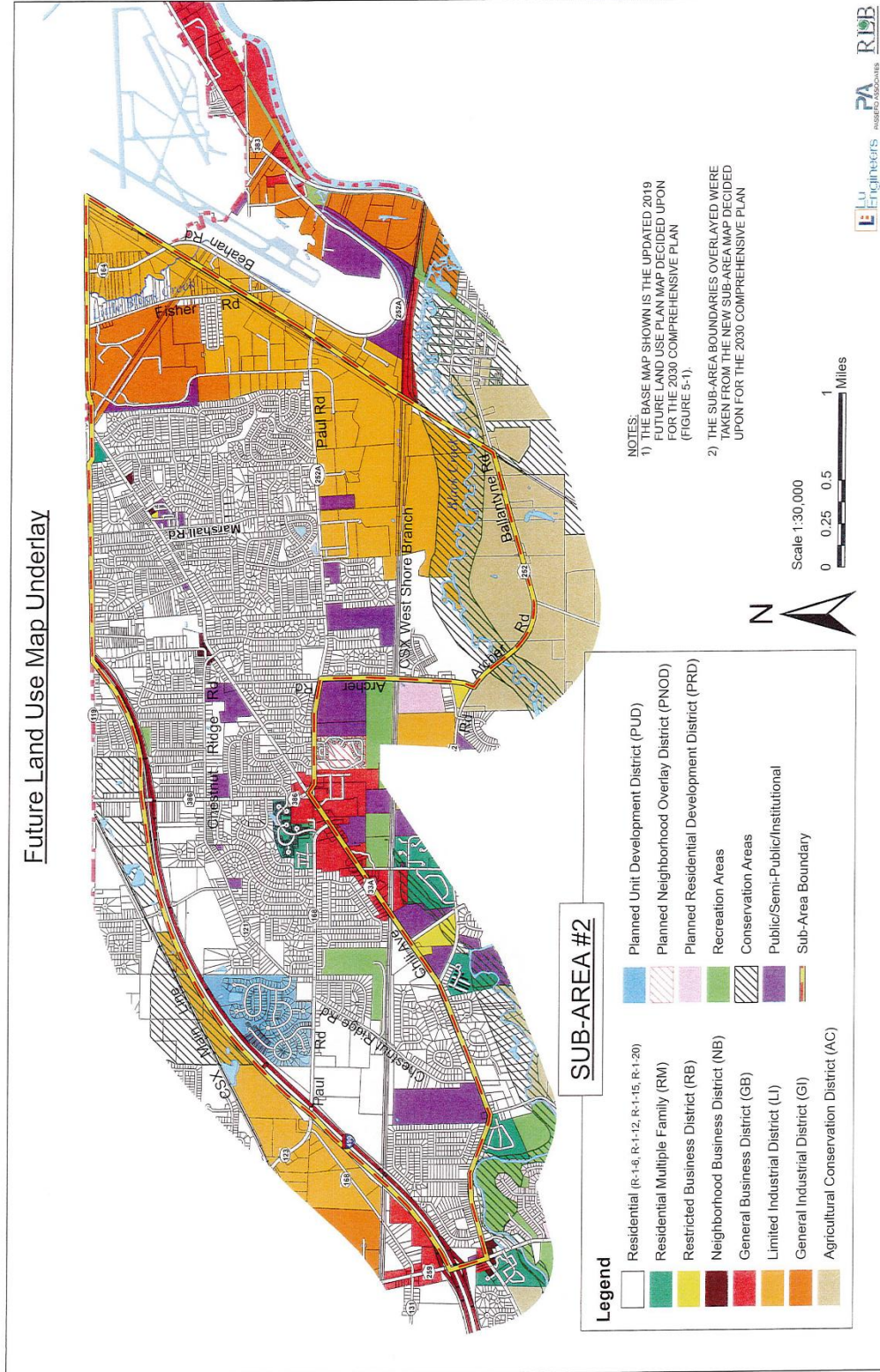
One of these spot intersection improvements (Chili Avenue and Chestnut Ridge Road) has long been identified in the Town's Planning Program. One time considered was the installation of a traffic circle to slow down the through traffic volumes on Chili Avenue, and to allow the safe movement of school buses and private automobiles from Chestnut Ridge into the flow of traffic along Chili Avenue. With the development and recent expansion of a Church at this intersection, this is no longer feasible.

Another spot intersection improvements continues to be the failing intersection of Chili Avenue and Union Street. This intersection has been partially improved; however, it still needs additional improvements to promote left turn movements and to improve the safe crossing of pedestrians.

A third spot intersection improvement recommended is the creation of a new signalized intersection southeast of where Paul Road intersects with the Wegmans Plaza site. This intersection improvement is further identified in the narrative for Sub-Area #3.

There is another area of concern about the potential for re-development within Sub-Area #2; it involves those parcels fronting along the north side of Chili Avenue between Beaver Road and the CSX Railroad crossing. This area currently involves single-family residential dwellings fronting along this major transportation corridor. There are several large parcels of land which have interior portions not developed. These parcels, if combined, could establish a mixed-use area where a mix of residential, restricted business, and neighborhood businesses could occur. Such a pattern of development could reduce the number of curb cuts along this segment of Chili Avenue and would enable an extension of pedestrian sidewalks linking to the Chili Center Community Center Sub-Area #3.

## Future Land Use Map Underlay



### **Sub-Area #3**

See #3 Map on page 5- 20 for reference to this text analysis.

The last planning period saw the removal of one of the most significant incompatible uses located within this commercial corridor, the manufactured (mobile) home park whose north and west sides adjoined the airport property along Scottsville Road. With the removal of this land use, it appears likely that additional airport activities will occur on this portion of the airfield. During this past planning period there was also a new access road to the Airport Terminal constructed from Scottsville Road, as well as runway over-run improvements at the east end of Runway 10-28. This entryway to the airport terminal needs to be better promoted by Monroe County which would, in turn, stimulate opportunities for additional motel/hotel development within this portion of the sub-area. Once this entryway has been established then the long over-due improvements to the Brooks Avenue railroad underpass could be undertaken with minimal disruption to the air traveling public.

All the facilities and services necessary for development are available, and site conditions are favorable for the implementation of the proposed future land use. Within these areas are several constraints (e.g., Monroe County Charter provisions that provide authority over land use by the county and not the town) will limit development to some extent.

The location of wetlands that exist in this area will need to be identified in any future development proposal and protected as necessary. Site conditions are generally not a major problem except for the area immediately north of the CSX's West Shore Branch railroad which has poor soil conditions and wetland and drainage problems and which, together with several smaller sites in the corridor, have former waste disposal areas. Access for new development along Scottsville Road should be controlled to minimize future traffic problems. Appropriate construction techniques for noise reduction should be used in the areas that are most heavily affected by airplane noise.

This Sub-Area of the Plan contains a number of different land use and transportation recommendations from the previous Plans *Future Land Use Maps*. The following analysis of the various corridors located within this follows:

#### **Scottsville Road Corridor**

The Scottsville Road Corridor on the southeast side of the airport has a diverse mixture of commercial, industrial, and even some residential uses, and it continues to experience transition. Some of the older buildings and sites that were vacant or underused are being developed or redeveloped. Recent construction has included everything from gleaming, multi-story glass office buildings to single story commercial strip commercial buildings. Also constructed in this during the last planning period is the regional fire training facility, the Public Safety Communications Facility, and the Rochester Gas & Electric Training and Maintenance Facility. In addition, new hangars are being constructed along Scottsville Road on an airport property for corporate aircraft. The former Gates/Chili/Ogden Sewer District Treatment Plant located on Paul Road (at the south end of the Airport) has been converted to a major transportation facility for the County of Monroe including a new Airport Maintenance Building for equipment. The University of Rochester is currently using a site (a former party house) as a park-and-ride facility for students and employees. It is likely that the next planning period will see a need for additional hotel\motel development in this area.

### **Airport Major Investment Study Area**

The Chili Center/Chili Avenue Corridor, the Scottsville Road Corridor and Interstate I-390 have all been identified as important transportation corridors of the County's Airport Environs Master Plan. No longer considered feasible and therefore, no longer a vital highway link is the extension of the Airport Expressway (NYS Route 204). While there have been some major improvements for access to the Wegmans' complex from State Route 204 and Chili Avenue, efforts to extend this highway further easterly to Brooks Avenue and I-390 have been terminated. Therefore, the right-of-way for this highway should be abandoned and developed for uses consistent with the restrictions within the approach/departure corridors of instrument-equipped runways at the Greater Rochester International Airport.

The Plan recognizes that an update to the Airport Master Plan, by the County of Monroe should be forthcoming during the next planning period. Active participation by the town in the development of the Airport Master Plan can have positive economic benefits for lands located along both sides of the airport property. Depending upon the final format of the Airport Master Plan, revisions to the Plan's *Future Land Use Plan Map* may be necessary.

The Plan recommends that Brooks Avenue be improved as described in the County's report and the Town of Gates Comprehensive Plan, that the Brooks Avenue railroad underpass be reconstructed, and that the major intersection improvements along the Brooks Avenue/Chili Avenue corridor be completed.

The Plan believes that some new development in this area will occur through conversion of land that is currently in residential use such as that along the east side of the northern section of Beahan Road and at the south end of Fisher Road. This would not be conversion of existing residences, but consolidation of existing residential properties to create larger sites. These would then be redeveloped for uses more compatible with the neighboring airport use. These areas would need to be rezoned from residential to limited industrial use to conform to the Plan.

Much of the land bounded by Beahan Road, Paul Road, the Rochester and Southern Railroad and the formerly proposed Airport Expressway is in a runway protection zone (clear zone) where limited development is allowed. The town strongly recommends that Monroe County acquire all of this land, adding it to the airport property and assisting the residents with relocation. That would eliminate one of the areas whose use is most incompatible with the airport's approach/departure operations.

All necessary facilities for development are available throughout the area on the west side of the airport. Exposure to flooding must be avoided in a limited area along Little Black Creek, and former waste disposal sites affect a few locations. Otherwise, site conditions for development are quite good. Airport restrictions will limit building heights in some locations, and noise reduction construction techniques should be used where appropriate.

For the Paul Road area, the existing zoning already conforms to the plan and all necessary facilities are available. However, the south portions of much of this land are affected by wetlands and flooding. Therefore, this is another area where a general evaluation and preliminary plan for drainage should be done.



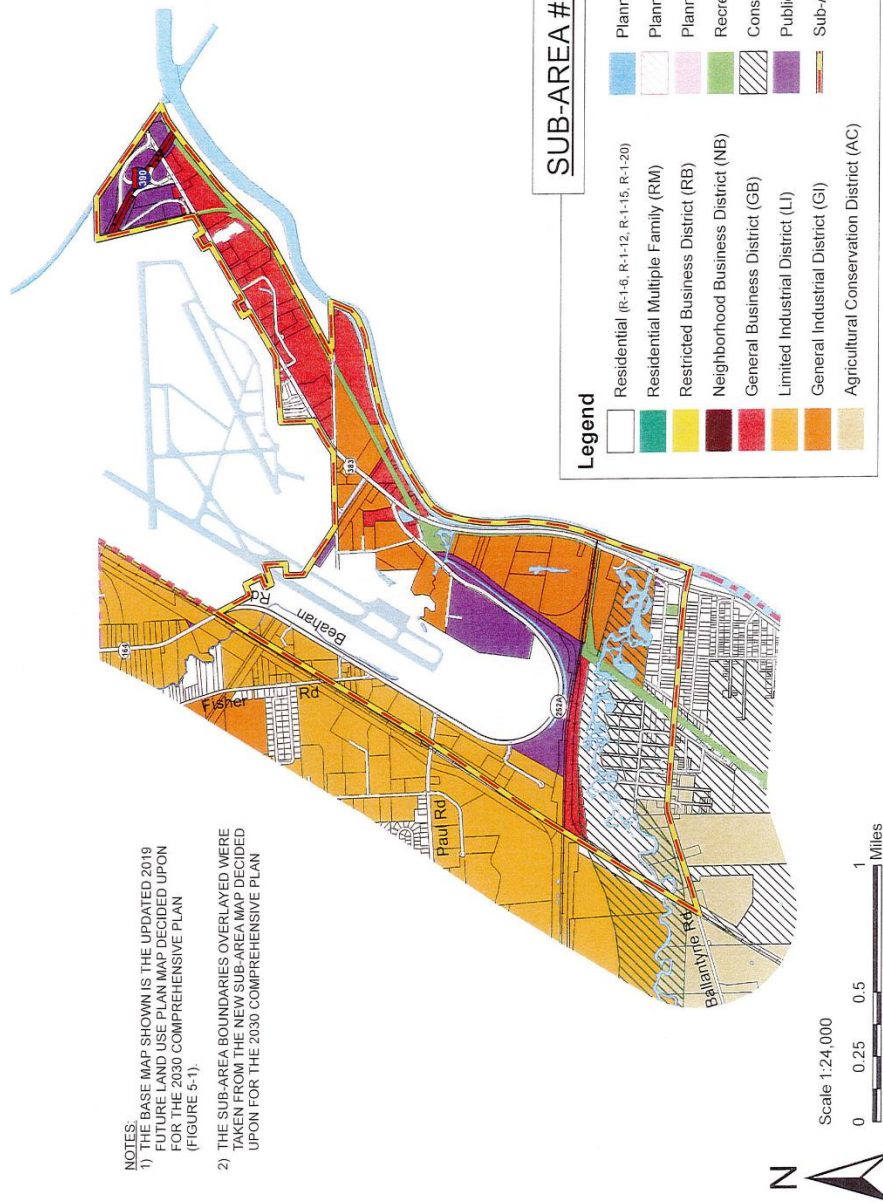
All other facilities needed are currently available. In general, site conditions throughout this area are good but exposure to flooding would have to be avoided in some areas south of Ballantyne Road and east of Archer Road.

The area between Black Creek and the CSX West Shore Branch near the Rochester and Southern Railroad is designated as a conservation/open space area because of severe flooding problems.

## Future Land Use Map Underlay

**NOTES:**

- 1) THE BASE MAP SHOWN IS THE UPDATED 2019 FUTURE LAND USE PLAN MAP DECIDED UPON FOR THE 2030 COMPREHENSIVE PLAN (FIGURE 5-1).
- 2) THE SUB-AREA BOUNDARIES OVERLAYED WERE TAKEN FROM THE NEW SUB-AREA MAP DECIDED UPON FOR THE 2030 COMPREHENSIVE PLAN (FIGURE 5-1).



#### **Sub-Area #4**

See #4 Map on page 5- 24 for reference to this text analysis.

This sub-area is perhaps the most important to be addressed by the town as part of the next planning period. Chili Center has long been identified as the town's community center. While, in the past, there have been piecemeal efforts to create parts of an undefined land use puzzle, the desired picture did not exist until the completion and adoption of the *Chili Center Master Plan*, in 2016.

The *Chili Center Master Plan* is made an Appendix (see Appendix \_) to the 2021 Edition of the Plan. The Plan envisions the following main points for the redevelopment of the Town's Community Center:

- "Main Street" style commercial developments along Chili Avenue, with a preference for locally owned businesses;
- A Consolidated Community Campus Building (senior center, library and community center);
- Improvements and enhancements to existing infrastructure and facilities in Memorial Park;
- New amphitheater and outdoor performance space;
- Town pond and walking trails;
- Waterside café;
- Community Gardens;
- Town new park lodges;
- Improved accommodation for Farmers Market;
- Additional active and passive recreational facilities;
- Enhanced bicycle and pedestrian facilities; and
- Improved connectivity to community assets.

There are several considerations that are emphasized in the *Chili Center Master Plan* that will affect the Town's success in achieving the preferred vision for the Community's Center. These include:

- On-going strategic planning for the Chili Fire Department;
- Continuing development and site improvements to the Father's House site;
- Undetermined futures for undeveloped privately owned properties within the Chili Center Sub-Area;
- changing funding streams, including the State's Consolidated Funding Application (CFA) Program;
- New and redeveloped commercial properties along Chili Avenue;
- Demands for recreation facilities and needed upgrades in Memorial Park; and
- Increasing interest in a Consolidated Community Center facility.

The Town remains committed to creating a variety of land uses, social and economic solutions, transportation improvements (both vehicular and pedestrian), new and additional parklands, new municipal facilities, and a comprehensive design to maximize the investments for infrastructure to realize a community center for the Town of Chili.

The identification of the Chili Center Master Plan satisfies the criteria contained in the New York State Smart Growth Initiatives Program, the State's Public Infrastructure Policy Act, the State's Consolidated Funding Program and the Federal Highway Administration's Transportation Alternatives Program (TAP). As such, the Master Plan enables the Town to be competitive for state and federal funding assistance to realize the "community center" component identified in the State's Public Infrastructure Policy Act. The task at hand remains continued public support for state and federal funding assistance.

The Plan continues to emphasize the importance to control conversions of existing properties along the Chili Avenue Corridor to mitigate future adverse traffic safety and highway efficiency issues. The need for access management regulations and incentive zoning initiatives are two implementation actions recommended in the Plan Update.

Land on the south side of Paul Road and on the north side of Beaver Road is already partially developed for industrial uses. The 2030 Plan proposes expansion of this type of land use.

The Paul Road area is close to the airport and an excellent area for airport-related businesses. Both areas have access to the West Shore Branch railroad which also provides a good way of separating industrial development along Ballantyne Road and Archer Roads from commercial and residential development along Chili Avenue and Paul Road.

In addition to the Chili Center Master Plan, there are three safety spot improvements associated within Sub-Area #4 that should be addressed by the Town's Traffic Consultant during the next planning period. One of these safety improvements recommends the installation of roundabout at the intersections of Beaver Road with Chili/Scottsville Road. The final safety spot improvement is at the intersection of Chili Avenue and Beaver Road where a signalized intersection may be justified by the Town's Traffic Consultant as part of the Town's Transportation Master Plan over the next planning period.

In addition to the spot safety improvements listed above there remains an ongoing concern about the number of individual curb cuts that exist within the sub-area. Therefore, the Plan recommends that the town's Traffic Master Plan investigates an access management overlay district with driveway spacing criteria with incentives to landowners to relieve the existing traffic congestion and safety problems. The access management overlay regulations, when adopted by the Town Board, would apply to all major roads in the Town of Chili and not just the Chili Center and Chili Avenue Corridor.

The *Future Land Use Plan Map* identifies conservation/open space areas that are generally parallel to and southeast of Chili Avenue and form part of the boundary of the commercial core. These areas correspond to regulated freshwater wetlands and federally designated floodplains. They are recommended for protection and preservation not only for their natural benefits, but also for the excellent buffer they would provide between the commercial and the residential developments in the area.

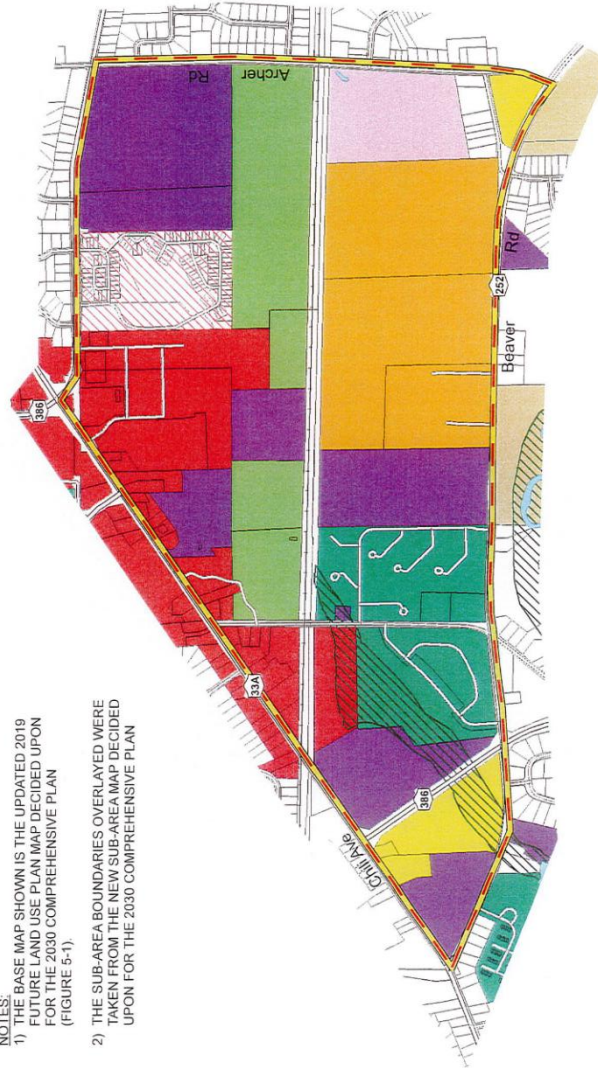
The Chili Center Sub-area includes another area where a mix of Planned Neighborhood Overlay District and General Business District uses are used, leaving the wetland area and the single-family residences toward Archer Road. A PNOD Planned Neighborhood Overlay District design is recommended to replace the existing restricted business and single-family residential zones in this area.

Finally, the large area of land between the CSX Railroad on the north, Archer Road to the east and Beaver Road Extension on the south, is recommended to remain Limited Industrial. A portion of this area has been developed as the Town Highway Campus, while another portion (48 acres) has been developed by American Packaging. There remains approximately 50 acres of vacant land in this area to be developed.



## Future Land Use Map Underlay

- NOTES:
- 1) THE BASE MAP SHOWN IS THE UPDATED 2019 FUTURE LAND USE PLAN MAP DECIDED UPON FOR THE 2030 COMPREHENSIVE PLAN (FIGURE 5-1)
  - 2) THE SUB-AREA BOUNDARIES OVERLAYED WERE TAKEN FROM THE NEW SUB-AREA MAP DECIDED UPON FOR THE 2030 COMPREHENSIVE PLAN



### SUB-AREA #4

#### Legend

- Sub-Area Boundary
- Residential (R-1-6, R-1-12, R-1-15, R-1-20)
- Residential Multiple Family (RM)
- Restricted Business District (RB)
- Neighborhood Business District (NB)
- General Business District (GB)
- Limited Industrial District (LI)
- General Industrial District (GI)
- Agricultural Conservation District (AC)
- Planned Unit Development District (PUD)
- Planned Neighborhood Overlay District (PNOD)
- Planned Residential Development District (PRD)
- Recreation Areas
- Conservation Areas
- Public/Semi-Public/Institutional

**Sub-Area #5**

See Sub-Area #5 Map on page 5- 25 for reference to this text analysis.

This sub-area no longer continues to recommend a combined recreation area and conservation area along the entire 15-mile length of Black Creek from Churchville Park to the Genesee River and the Genesee Valley Greenway Trail. This sub-area was studied in 2013 by both the Towns of Chili and Riga, in conjunction with the Village of Churchville, as part of a grant awarded by the Genesee Transportation Council (GTC). Following the completion of the GTC Study public opposition has resulted in the need for modifications to the trail alignment and at this time it has been determined not to be feasible as originally intended.

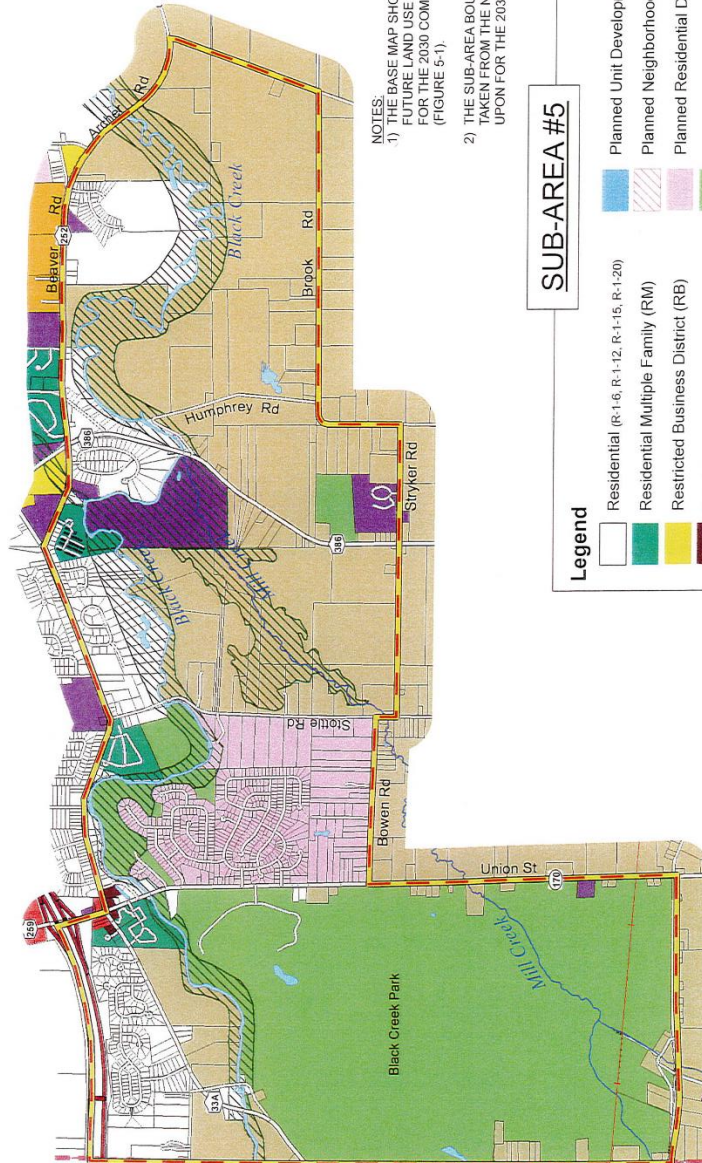
Single family residences have been developed on a large area on the south side of Black Creek below West Chili as shown on the plan. This area has some wetlands and flood prone land, especially along Mill Creek which is designated for conservation/ open space use.

The town has already extended water mains along the major roads, and a water district for the area has been created and approved. At this point, the primary impediment to more intensive development is the lack of sanitary sewer service.

Another future land use change in this sub-area is the land south of Beaver Road and west of Archer Road. This area was originally recommended for Limited Industrial land use in previous Plans and has been rezoned to residential. The area between Beaver Road on the north and the floodplain for Black Creek on the south is being developed as the Rose Hill Subdivision Tract. The Plan recommends the balance of this area remain Agricultural/Conservation.



# Future Land Use Map Underlay



NOTES:  
 1) THE BASE MAP SHOWN IS THE UPDATED 2019 FUTURE LAND USE PLAN MAP DECIDED UPON FOR THE 2030 COMPREHENSIVE PLAN (FIGURE 6-1).  
 2) THE SUB-AREA BOUNDARIES OVERLAYED WERE TAKEN FROM THE NEW SUB-AREA MAP DECIDED UPON FOR THE 2030 COMPREHENSIVE PLAN

## SUB-AREA #5

Legend	
	Residential (R-1-6, R-1-12, R-1-15, R-1-20)
	Residential Multiple Family (RM)
	Restricted Business District (RB)
	Neighborhood Business District (NB)
	General Business District (GB)
	Limited Industrial District (LI)
	General Industrial District (GI)
	Agricultural Conservation District (AC)
	Planned Unit Development District (PUD)
	Planned Neighborhood Overlay District (PNOD)
	Planned Residential Development District (PRD)
	Recreation Areas
	Conservation Areas
	Public/Semi-Public/Institutional
	Sub-Area Boundary



## **Sub-Area #6**

See Sub-Area #6 Map on page 5- 29 for reference to this text analysis.

This Sub-Area includes the lands located in the southeast portion of the Town, from Ballantyne Road/Brook Road, Stryker Road and Bowen Road on the north to the Chili Wheatland Town Line Road on the south. The Plan envisions this Sub-Area will remain predominantly in agricultural land use with low density single-family large sized lots fronting along the public highways. The Plan recommends in this Sub-Area that other than low density single-family development no new applications for any type of non-agricultural operations should be granted within the delineated Agricultural areas shown on the Farm Plan's Strategic Farmland Protection Map and within the corridor from the western town boundary (Chili-Riga) easterly to Scottsville-Chili Road (NY 386) south of Black Creek to the Chili-Wheatland town line. The predominant Future Land Use recommendation for this part of the Plan is a continuation of the existing pattern of land use. With the minor exceptions noted below, the land use designations merely show what already exists and is expected to continue to exist.

The Plan, in this Sub-Area, recommends a reduction in the Planned Residential pattern of development previously envisioned to extend south of Bowen Road, Stryker Road and into the Brook Road/Humphrey Road area. The change in the density of residential development was recommended in the *Town of Chili Agriculture and Farmland Protection Plan* and is reflected on the Sub-Area #6 Underlay Map. Another change is made within this Sub-Area which involves the previous land use recommendation for increased residential density along Scottsville Road just north of the Village of Scottsville. The Plan is proposing continued agricultural and low density rural residential development continue within this Sub-Area.

The Plan recognizes that this Sub-Area contains a substantial amount of New York State and Federal Freshwater Wetlands. The benefits afforded by these wetlands in terms of wildlife habitat and flood attenuation underscore the importance of protecting and preserving these natural resources. It is essential that activities in these areas are to remain in harmony with those resources.

The Plan recommends that the single and multi-family residential, industrial, and institutional designations within the Ballantyne area correspond to existing parcel boundaries that currently contain those uses and are expected to continue. The Plan also recognizes the recent change in zoning for this area from the previous RAO-20 Rural Agricultural Overlay, 20 acre minimum lot size, to the R-1-6 Single-Family Residential District (6,000 square foot minimum lot size) which more accurately reflects the existing lot size configurations.

The Plan's Underlay Map (Sub-Area #6) promotes the stated Objectives contained in the adopted Farm Plan. With the adoption of the Farm Plan, the new Objectives are:

- Retain sufficient land within the town to support a viable agricultural industry;
- Enhance the economic and physical benefits of agriculture in the town;
- Minimize disruption to farm operations from non-agricultural development and infrastructure; and
- Support environmentally responsible agricultural practices.



The Town's adopted Right to Farm Local Law's major goal is to minimize nuisance complaints and to educate the public about accepted agricultural practices. During the last planning period the Town completed updates to the AC Agricultural Conservation (zoning) District and will be, during this next planning period, evaluating the need to create an Agricultural Soils Conservation Overlay District (ACOD) zone to further support the current protection of viable agricultural soils and related agricultural operations. Together, these actions emphasize the importance of protecting the Prime and Unique Classified Soils that are essential to sustaining viable agricultural operations.

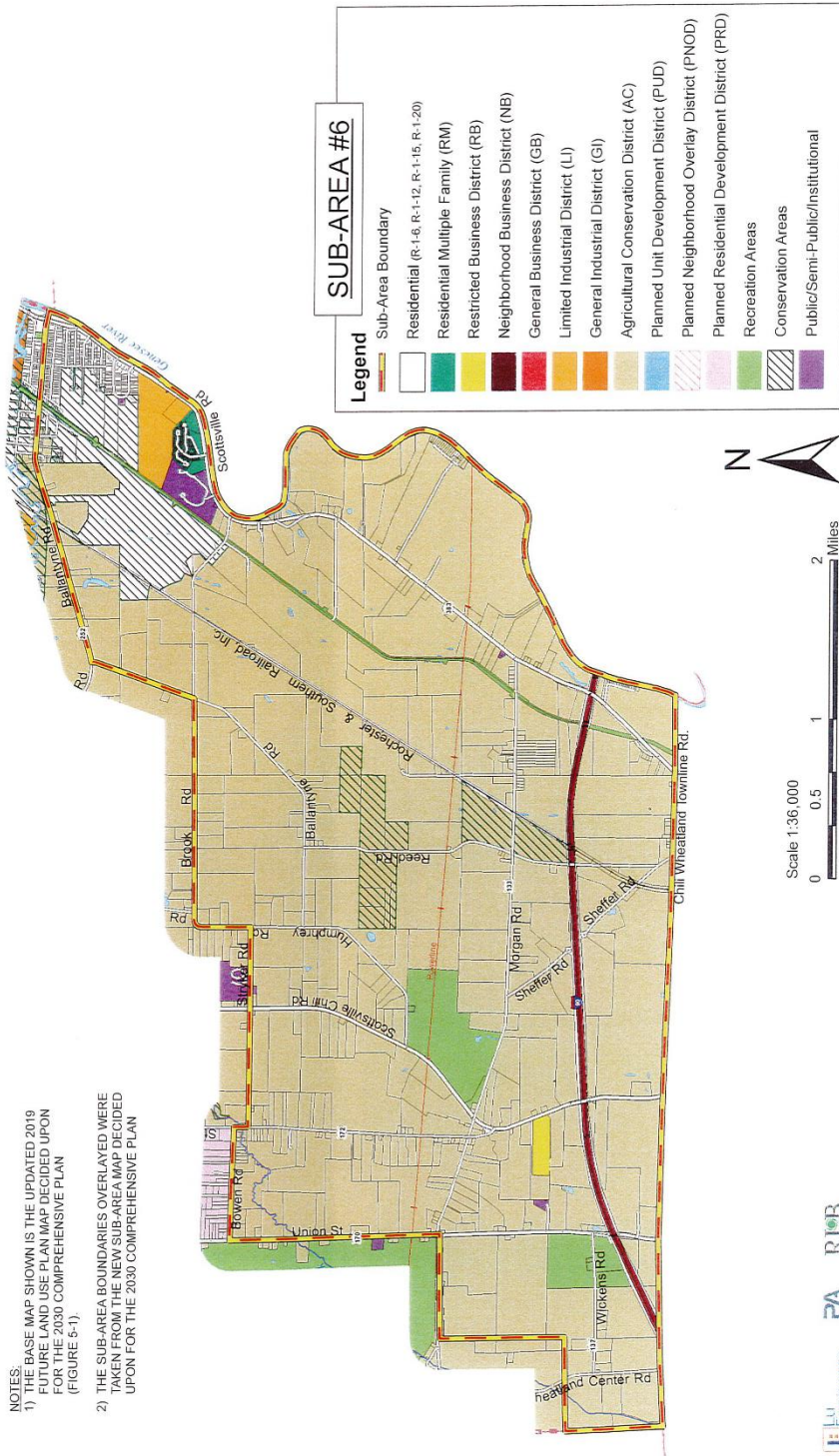
The conservation area shown on the Future Land Use Plan Map, in the Ballantyne Area, is the flood prone land that is owned by the Town of Chili. There is also in this portion of the sub-area, 275 acres of land under a conservation easement maintained by the Genesee Land Trust and an additional 163 of land that is owned by State of New York (the Genesee Valley Greenway Trail). These two areas will continue to be maintained as permanent undeveloped open space.

There is land located in the Town of Wheatland, immediately south of the Chili – Wheatland town boundary that is already developed for residential use and, as the result of the improvements to the public sewer service to the adjacent Village of Scottsville, has a full range of public facilities.

Therefore, the Plan recognizes the potential for the development of portions of the agricultural/rural residential lands in the Town of Chili, west of Scottsville Road between Town Line Road and the Thruway might be requested before 2030. The plan does not recommend such development but acknowledges the possibility and recommends that only single- family residential development be considered and only if the full range of public facilities can be provided. This means achieving gravity flow sanitary sewer service through an out-of-district user agreement with the Village of Scottsville in addition to water service from the Monroe County Water Authority. Concerns about the impacts upon established agricultural operations, highway access, wetlands protection, storm water management, and soil erosion and sediment control would have to be addressed and mitigated to the fullest extent practical.

## Future Land Use Map Underlay

- NOTES:
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  - 2) THE SUB-AREA BOUNDARIES OVERLAYED WERE TAKEN FROM THE NEW SUB-AREA MAP DECIDED UPON FOR THE 2030 COMPREHENSIVE PLAN

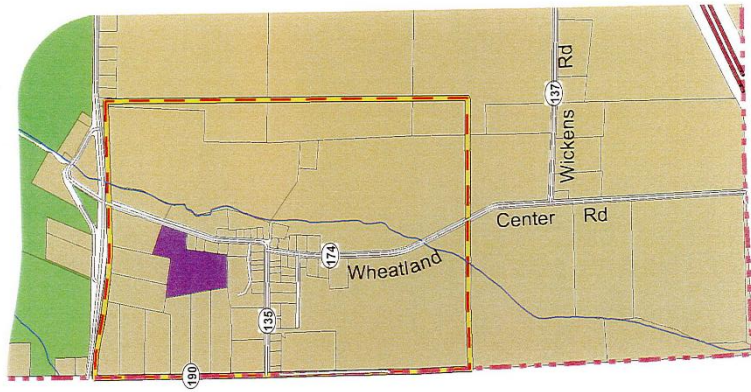


**Sub-Area #7**

See Sub-Area #7 Map on page 5-31 for reference to this text analysis.

This Sub-Area, generally known as the Hamlet of Clifton, is in the southwest corner of the Town. The Plan envisions that the predominant characteristic of this hamlet is continuation of the existing conditions. The land use designations merely show what already exists and is expected to continue.

## Future Land Use Map Underlay



- NOTES:
- 1) THE BASE MAP SHOWN IS THE UPDATED 2019 FUTURE LAND USE PLAN MAP DECIDED UPON FOR THE 2030 COMPREHENSIVE PLAN (FIGURE 5-1).
  - 2) THE SUB-AREA BOUNDARIES OVERLAYED WERE TAKEN FROM THE NEW SUB-AREA MAP DECIDED UPON FOR THE 2030 COMPREHENSIVE PLAN

### SUB-AREA #7

Legend	Sub-Area Boundary
	Residential (R-1.5, R-1.2, R-1.15, R-1.20)
	Residential Multiple Family (RM)
	Restricted Business District (RB)
	Neighborhood Business District (NB)
	General Business District (GB)
	Limited Industrial District (LI)
	General Industrial District (GI)
	Agricultural Conservation District (AC)
	Planned Unit Development District (PUD)
	Planned Neighborhood Overlay District (PNOD)
	Planned Residential Development District (PRD)
	Recreation Areas
	Conservation Areas
	Public/Semi-Public/Institutional