

CHAPTER 2 EXISTING CONDITIONS

NATURAL CONDITIONS

Location, Topography and Drainage

Figure 2-1 shows Chili's location within Monroe County, identifies the surrounding communities, and shows Monroe County's location within New York. The town is about 6 miles wide from north to south, varies from about 4-1/2 to 8-1/2 miles wide from east to west, and has an area of about 41 square miles.

Chili's terrain has low relief. It varies between gently rolling and flat. A few areas with moderately steep slopes are found around the flanks of several of the hills, mostly in the southern part of the town, but their combined area is a small part of the town's total.

The highest elevation in the town is about 690 feet above sea level on a hill east of Union Street and north of the Thruway. Many other small hills in the town have crest elevations between 575 and 650 feet above sea level. The highest elevations in the sandy, gravel deposits in North Chili and along Chestnut Ridge Road are about 625 feet above sea level.

The lowest elevation in Chili is found at the Genesee River and the N.Y.S. Barge Canal (Erie Canal), which crosses the Genesee at river level in the extreme northeast corner of the Town. Most of the time, the canal and river elevation is maintained at about 512 feet above sea level by the Court Street Dam just south of downtown Rochester. That elevation is necessary for navigation on the canal and is also used for electric power generation.

All of the surface water runoff in Chili drains eventually to the Genesee River. Including Black Creek, the river's total drainage area is over 2,000 square miles. Figure 2-3 shows the major drainage divides in the town and Figure 2-9 shows smaller, secondary divides.

As the figures show, most of the town's runoff reaches the Genesee River by way of Black Creek. This is one of the Genesee River's largest tributaries. It has a total drainage area of about 206 square miles, of which, about 31 square miles are in Chili. It winds between and along the edges of the low hills in the west central part of the town and meanders back and forth through the flat bottom land in the east central part of the town. Mill Creek, located in the southwestern portion of town, is Black Creek's largest tributary within Chili.

A small area at the town's south boundary drains south through Wheatland to Oatka Creek. A number of small areas along the eastern edge of the town drain directly to the Genesee River. The north central area drains northeastward to Little Black Creek in Gates which, in turn, crosses into Chili and drains much of the northeast quadrant of the town. Little Black Creek's total drainage area is about 21 square miles (5 square miles are in Chili).

Two factors are primarily responsible for shaping Chili's topography and drainage - the bedrock geology and the effects of the glaciers that spread over this area thousands of years ago.

Bedrock in this area is sedimentary rock. It is laid in layers that trend east-west and that dip gently to the south. Under Chili, the rocks are mostly shale that is softer than either the dolostone to the north or the limestone to the south. Because the shale is softer and erodes more easily, a shallow trough has formed between the harder rocks. The trough establishes the basic drainage pattern. Water drains down to the low part of the trough, then along it to the east.

As the glaciers scraped over this area, they pushed, dragged, and carried rocks and soil materials with them. North-south valleys were gouged and enlarged because they were oriented in the direction of the glaciers' movements. The material that was gouged away and any other material scraped loose by the glaciers became part of the debris that was moved along.

The debris was deposited in various places. Some was pushed into the east-west valleys that lay across the direction of the glaciers' movements. Other material was formed under the glacier into low, elongated hills called drumlins. Still more material was deposited unevenly along the front of the glacier, some of it pushed there by the glacier itself and some deposited by sediment-laden melt water running off the glacier. When the location of the glacial front was stable for a long time (the rate of melting being balanced by the rate of advance), large mounds of debris called moraines accumulated.

Melt water from the glaciers and other surface water runoff eroded the debris, cut channels through it and re-deposited it. Pro-glacial lakes formed in places where the runoff water was partially contained by the land and partially contained by the glacier. Fine silt and clay sediments settled out in these lakes. Wave action along the shorelines and in shallow areas created sandy beaches and bars. Later, as the front of the glacier receded, different drainage outlets formed, the pro-glacial lakes drained, and became subjected to erosion.

These actions had profound effects on Chili. Before the glaciers came, the ancestor of the Genesee River turned east in the West Rush area (southeast of Chili) and north in the Fishers area of Ontario County and passed through the valley that is now occupied in part by Honeoye Creek and in part by Irondequoit Creek and Irondequoit Bay. The ancestor to Black Creek continued eastward to join the river in the vicinity of present day East Rochester.

The glaciers filled the former east-west valleys that were east and southeast of Chili with debris. They formed drumlins in various places around the town, especially in the southern part, and left a moraine across much of northern Chili. Sediments laid in the pro-glacial lakes created the flat areas in the north central part of the town and throughout much of the Town from Black Creek southward.

After the glacier receded, the Genesee River, Black Creek, and other streams found new alignments and began the erosion that created the current drainage pattern. In addition, physical, chemical and biological processes occurred that modified the original soil materials to create our existing soils which are much more suitable for plant growth.

The effects that these events of natural history continue to have on wetlands, flood hazard areas, agricultural productivity and other characteristics are discussed in various sections that follow.

Wetlands

Wetlands come in a variety of types. They include seasonally-flooded bottomlands, forested or shrub-covered swamps, wet meadows, marshes with tall or short non-woody vegetation, and open water areas with floating or submerged vegetation. They are usually found on flat or basin- shaped areas with poorly or very poorly drained soils. Some have standing water only during wet periods but their soils remain water-logged for much of the year. Some have highly organic muck soils that have formed through the accumulation of partially decayed plant materials. Because of their wetness, drainage difficulties, and poor soil characteristics, wetlands are difficult to develop, and many people regard them with disdain and consider them wasted land. In the past, concerted efforts were made to drain or fill as many wetlands as possible and others were used as dumping grounds.

Unfortunately, this mistreatment has ignored the variety of benefits that wetlands can provide, depending upon the particular circumstances that are present. The benefits can include natural storm water management, flood storage, fish and wildlife habitat (used during migration by waterfowl), water quality improvement (filtering), aquifer recharge and scenic beauty.

Widespread wetland destruction has made a significant contribution to environmental degradation.

In order to stem the loss of the remaining wetlands and give them some protection, both state and federal requirements have been adopted to regulate activities that might adversely affect these areas. Figure 2-2 identifies the wetlands where development activities may be regulated, and Table 2-1 summarizes some information about those areas. Two different designations are used because the state and federal laws have different definitions of the areas to which the requirements apply.

TABLE 2-1

CHILI WETLANDS SUMMARY

NWI Wetland Type	Acres	Percent of Town
Freshwater Emergent Wetland	1,271.1	5.0%
Freshwater Shrub Wetland	916.4	3.6%
Freshwater Forested Wetland	5,607.1	22.0%
Riverine	327.8	1.3%
Unconsolidated Bottom	233.7	0.9%
TOTAL ACRES	8,356.1	32.8%
TOWN ACRES	25,495.7	

Source: National Wetland Inventory data provided by the USFWS (2010)

TABLE 2-1 (continued)

NYS Freshwater Wetland	Acres	Percent of Town
Class 1	2,029.9	8.0%
Class 2	1,155.0	4.5%
Class 3	182.5	0.7%
Class 4	0.0	0.0%
TOTAL ACRES	3,367.4	13.2%
TOWN ACRES	25,495.7	

Note: The values in this table do not include associated 100-foot buffers

Source: New York State Regulatory Wetlands provided by the NYSDEC (2008)

The relevant state law is the Freshwater Wetlands Act. It made the N.Y.S. Department of Environmental Conservation (DEC) responsible for preparing maps of wetland areas and for regulating activities that might adversely affect those areas. The law required that the wetlands be identified based on wetland indicator vegetation.

These are plants that can become the dominant vegetative cover only if continuous standing water or extended periods of saturated soils are present. To make the program manageable, the law limited the mapping and regulation to wetlands with an area of 5 hectares (12.4 acres) or larger, except for smaller wetland areas that were found to have unusual importance. (None of these smaller ones were found in Chili.)

The Freshwater Wetlands Act allows certain activities to be exempt from regulation while other activities that could have negative impact on wetlands are regulated. For a full listing of regulated and exempt activities see the following website (<http://www.dec.ny.gov/permits/6279.html>)

A permit from the DEC is required before any regulated activities occurring in either the designated wetland or in the buffer zone that extends 100 feet beyond the wetland boundary.

The DEC provides an online resource, which allows users to interactively view mapped wetlands within the jurisdiction of the NYSDEC. The following web address can be used to view these wetlands (<http://www.dec.ny.gov/imsmaps/ERM/viewer.htm>). This mapping website does not necessarily represent the official regulator map. The official maps can be found at the Town or County Clerk's office. The maps are for reference only and should not be used to make any decisions regarding the need for permits. Only the New York State Department of Environmental Conservation, and the U.S. Army Corps of Engineers can truly determine what wetlands are jurisdictional, protected, and what areas are not.

The map viewer also displays a layer referred to as the 500' wetland check zone. An individual interested in developing within this check zone is strongly encouraged to contact the DEC to request a more precise wetland delineation to determine the actual wetland boundary.

The DEC works with permit applicants to identify ways to avoid or minimize wetland damage and to identify mitigation measures to compensate for any unavoidable wetland damage. The permits that are issued stipulate what activities are allowed and what measures must be used to protect the wetland areas and to compensate for damage. The department enforces the minimal land use laws which require avoidance of wetlands wherever practicable. In the rare case it is determined that avoidance is not practicable through use of the weighing standards in 6NYCRR part 663.5(e), the impacts to wetlands is minimized and the appropriate mitigation is determined in accordance to part 663.5(g).

Section 404 of the Clean Water Act is the federal law that regulates activities in wetlands. It requires that a permit be obtained from the U.S. Army Corps of Engineers (the Corps) before any dredged or fill material can be discharged to the waters of the United States. Many, but not all, wetlands are considered part of these waters.

When a permit application is submitted, an evaluation is done of the wetland's hydraulic, soil and vegetative characteristics to determine whether the requirements apply. As with the DEC, the Corps helps applicants to identify ways to minimize the adverse impacts that their proposed activities would have on wetland areas. The Army Corps is not required to have maps and does not use any maps to indicate the location of wetlands. The NWI maps were created under a separate law that requires the U.S. Fish and Wildlife Service to monitor wetlands and to ensure there is zero loss to those wetlands. The NWI maps tend to be somewhat inaccurate and should not be used to determine the exact location of a wetland. These maps should only be used as a general reference. The most current National Wetland Mapping can be viewed online through the following web address (<http://137.227.242.85/wetland/wetland.html>).

A permit application shall be submitted to all involved agencies. As necessary, agencies coordinate the review and the decision to issue separate permits stipulating the decision.

Figure 2-2 shows that the regulatory jurisdiction over wetlands overlaps to a considerable degree. The designated wetland areas cover over 1/3 of Chili, approximately 38% of the total town area. That is well above average for municipalities in either Monroe County or New York State as a whole. Many of those areas are forested swamps and seasonally flooded bottom lands. As Figure 2-2 shows, the concentration of them is especially heavy along Black Creek and southward.

The reader should keep in mind that the DEC intends to further amend the state wetland maps to more accurately reflect field conditions. Land uses and other physical changes to the environment will cause existing mapped wetlands to shrink or expand and also create new wetlands which were previously unmapped.

Former Waste Disposal Sites

Figure 2-2 also identifies the locations of known or suspected former waste disposal sites. None of these is a currently active disposal site. Some are not definitely known to have received waste but are suspected because they are known to have received fill material and that material may have included wastes.

Because past waste disposal practices were often lax and because the records of those practices are often sketchy or non-existent, there may be potential problems associated with these sites. The primary concern is to determine whether any of the sites currently pose a significant threat to public health and, if so, to take appropriate corrective steps to eliminate that threat.

The secondary concern is to minimize any problems that might be caused by future development on or near these sites.

NYS inactive hazardous waste sites are known or strongly suspected to have received hazardous wastes at some time in the past. These sites generate the greatest concerns, but that does not necessarily mean that they currently pose significant risks for public health. It does mean that careful examination and evaluation of the risks at each site are needed. Unfortunately, that is a very slow and expensive process, and it will not be completed any time soon.

These inactive hazardous waste sites have been identified as part of a nationwide effort to address these problems. In New York that effort is overseen by the NYS Department of Environmental Conservation (DEC) and the NYS Department of Health. Questions or requests for additional information about the sites should be directed to the Region 8 Office, Division of Materials Management of the DEC in Avon, New York.

The other confirmed and suspected sites on Figure 2-2 have been identified by Monroe County Environmental Management Council (EMC) and Health Department personnel. They are not known to contain hazardous wastes, but should be treated cautiously. Past disposal of hazardous waste was often rather casual. The disposal of non-hazardous wastes can also cause problems.

In 1930, these sites were identified via aerial photography. Since then additional information in agency files, and field investigations have verified these locations. Where aerial photo interpretation has indicated that waste disposal may have occurred, but other corroborating evidence has not been found, the sites are identified as suspected. Where corroborating evidence has been found, they are identified as confirmed.

As mentioned in the Land Development Regulations Section later in this chapter, many development proposals are sent to the Monroe County Planning Department for review and comment.

Proposals that might affect or be affected by inactive hazardous waste disposal sites or other former waste disposal sites receive appropriate comments from the EMC and the Monroe County Health Department. Questions or requests for additional information should be directed to those agencies.

FLOOD HAZARD AREAS

Most of the flood hazard areas that are shown on Figure 2-3 are taken from Flood Boundary and Floodway Maps that were revised in 1989 and that are part of the Flood Insurance Study, Town of Chili, August 1978, as well as the most current FEMA FIRMs (Flood Insurance Rate Map), which was effective on August 28, 2008. Flood insurance studies are prepared as part of the National Flood Insurance Program (NFIP).

The determination of these flood hazard areas is complicated and confusing, but the objectives of the NFIP are clear and comprehensible:

- to minimize the exposure of new development to significant flooding, especially in areas where flood flows have high velocities;
- to prevent encroachments on stream channels that could significantly constrict flood flows and exacerbate flooding problems;
- to encourage participation in the flood insurance program so affected property owners will receive appropriate compensation if their properties are damaged by flooding and so they will make a reasonable contribution toward those potential costs;
- to prohibit reconstruction of buildings that have been heavily damaged or destroyed by flooding so previous problems would not be recreated.

The floodways along Black Creek and the Genesee River are the areas that are the most essential for conveying flood flows and the most dangerous for development because they are exposed to the most frequent and severe flooding and because flood flows there generally have the highest velocities. They are shown as one of the districts on the town's zoning map, and because of their characteristics, new development is prohibited in those areas.

The special flood hazard areas are the areas within the boundary of the 100-year flood. They include everything from very frequently flooded lands to lands that are infrequently flooded. These areas are shown as the floodplain overlay district on the town's zoning map.

New development is allowed in these areas in accordance with the normal zoning and development requirements with the added provision that new buildings or substantial additions to existing buildings be elevated to the level of the 100-year flood plus two feet.

The reason for using the 100-year flood as the basis for regulating development is that buildings are built to last. The chance that a 100-year flood might occur is small; statistically it is a one percent chance in any one year. However, over the lifetime of a building, or even over the lifetime of a building's mortgage, the chance of occurrence is significant. Therefore, by using the 100-year flood elevation, all of the area that has significant exposure to flooding is encompassed, and significant exposure can be eliminated by elevating buildings slightly above that elevation.

The elevations of the 100-year flood are shown on flood profile diagrams in the Flood Insurance Study and on the Flood Insurance Rate Maps (FIRMs) that accompany the study. The FIRMs also show various zone designations for the special flood hazard area. The zones affect insurance premium rates. Property owners purchase flood insurance through regular insurance agents.

By themselves, Black Creek and Little Black Creek cannot cause flooding as extensive as that indicated by the special and other flood hazard areas that cover the lower reaches of their water-sheds. Flood elevations high enough to inundate all of that area can only be caused by the Genesee River. Black Creek and Little Black Creek would contribute to such flooding, as would other tributaries throughout the Genesee River watershed.

The Court Street Dam, located in downtown Rochester contributes to the drainage problems in this area. Only when the flows in the Genesee River are high is the dam lowered. Lowering the dam increases the flow rate through Rochester and keeps flood elevations as low as possible in both the Black Creek and Little Black Creek watersheds.

The Mt. Morris Dam on the Genesee River in Letchworth State Park near Mt. Morris, New York, reduces the frequency and severity of river flooding in Chili and other communities. However, the flood hazard areas shown on Figure 2-3 take the dam's flood control benefits into account. The dam is too far upstream and there is too much watershed area that is not controlled by the dam for it to eliminate flooding problems in Chili. Flooding problems affecting this area were examined by the Corps of Engineers, but no economically feasible solutions for further flood control were uncovered.

The existing developed areas in Chili that have the most serious flooding problems are the Mile Wood area, which is beside the Genesee River just north of the Niagara Mohawk power line, and the Hynes Tract area, which is along the Genesee River just south of the Thruway. The houses that line the riverbank in both of these places are within the floodway. If serious flooding occurs, these houses will be severely damaged, and some may be washed away from their foundations and carried downstream. The Ballantyne area, which is near the Ballantyne Road-Scottsville Road intersection, has the largest concentration of development in Chili that is within a special flood hazard area. Other houses and businesses that would be significantly affected by flooding are scattered along the Genesee River and Black Creek and in the area west of the river and south of the creek. It is imperative to have adequate flood warning and evacuation plans for these areas and to promote the benefits of flood insurance to the effected property owners.

The areas of minor flooding are areas between the boundaries of the 100 and 500-year floods. These areas are flooded infrequently but are included in flood insurance studies because some types of uses and services are especially sensitive to disruption by flooding e.g. police and fire protection and emergency medical services facilities. These services should avoid structures located within areas of minor flooding, where possible.

SMALL MUNICIPAL STORMWATER SEWER SYSTEMS (MS4)

The Town of Chili is located within the boundaries of a U.S. Census Bureau defined "urbanized area;" and is, therefore, regulated under the Environmental Protection Agency's Phase II Stormwater Rule. This requires the town to develop a stormwater management program that will reduce the amount of pollutants carried by stormwater during storm events to waterbodies to the "maximum extent practicable." The goal of the program is to improve water quality and recreational use of waterways.

MS4 stormwater programs have six elements called minimum control measures (MCM) that when implemented together, are expected to result in a reduction of pollutants discharged into waterbodies.

Discharges from Municipal Separate Storm Sewer Systems (MS4s) must be authorized by the Town of Chili in accordance with a permit for stormwater discharges from MS4s. There are a number of forms and supplemental documents which the New York State Department of Environmental Conservation has provided to the Town for administering and maintaining the Town's MS4 Program. In the Town the Commissioner of Public Works/Highway Superintendent is the administrator of the MS4 Program.

Note: See Stormwater Section below in the chapter and combine.

POPULATION AND HOUSING

U.S. Census Data - 2020

The data included in this profile includes New York State, Monroe County, City of Rochester, and select surrounding towns. The purpose for including this data is to provide information to compare to the town.

TABLE 1
2020 U.S. Census
Town of Chili and Adjacent Municipalities

Municipality	2010 Census	2020 Census	Change	Percentage
Town of Chili	28,625	29,123	495	1.7
Town of Gates	28,400	29,167	767	2.7
Town of Henrietta	42,581	47,096	4,515	10.6
Town of Ogden	19,856	20,270	414	2.1
Town of Riga	5,590	5,586	-4	-1.7
Town of Wheatland	4,775	4,897	122	2.6
County of Monroe	744,344	759,443	15,099	2.02

Population Change

Table 1 (above) reports population trends for the Town of Chili, Monroe County and towns adjacent to Chili for U.S. Census for both 2010 and 2020.

The Table indicates between 2010 and 2020 the number of residents in Chili increased by 1.7 percent. The population increased ten percent (10%) in Henrietta, one-point two percent in both Gates and Ogden, two-point six percent in Wheatland, there was a very small decrease in the Town of Riga over the same period. Between 2010 and 2020 the growth rate in Monroe County was 1.2 percent which is identical to the period 2000 and 2010.

Table 2 (below) shows the 2020 Census report for the Town of Chili

TABLE 2

Town of Chili
U.S.Census Bureau Report

Nonminority-owned firms, 2012	1,525	1,248,304
PEOPLE		
Population		
Population estimates, July 1, 2019, (V2019)	28,527	19,453,561
Population estimates base, April 1, 2010, (V2019)	28,629	19,378,144
Population, percent change - April 1, 2010 (estimates base) to July 1, 2019, (V2019)	-0.4%	0.4%
Population, Census, April 1, 2020	29,123	20,201,249
Population, Census, April 1, 2010	28,625	19,378,102
Age and Sex		
Persons under 5 years, percent	△ 5.3%	△ 5.8%
Persons under 18 years, percent	△ 20.6%	△ 20.7%
Persons 65 years and over, percent	△ 17.6%	△ 16.9%
Female persons, percent	△ 51.2%	△ 51.4%
Race and Hispanic Origin		
White alone, percent	△ 85.0%	△ 69.6%
Black or African American alone, percent (a)	△ 9.6%	△ 17.6%
American Indian and Alaska Native alone, percent (a)	△ 0.3%	△ 1.0%
Asian alone, percent (a)	△ 1.7%	△ 9.0%
Native Hawaiian and Other Pacific Islander alone, percent (a)	△ 0.1%	△ 0.1%
Two or More Races, percent	△ 2.7%	△ 2.7%
Hispanic or Latino, percent (b)	△ 2.7%	△ 19.3%
White alone, not Hispanic or Latino, percent	△ 83.4%	△ 55.3%
Population Characteristics		
Veterans, 2015-2019	1,322	705,924
Foreign born persons, percent, 2015-2019	7.7%	22.6%
Housing		
Housing units, July 1, 2019, (V2019)	X	8,404,381
Owner-occupied housing unit rate, 2015-2019	79.0%	53.9%
Median value of owner-occupied housing units, 2015-2019	\$147,100	\$313,700
Median selected monthly owner costs -with a mortgage, 2015-2019	\$1,423	\$2,155
Median selected monthly owner costs -without a mortgage, 2015-2019	\$587	\$772
Median gross rent, 2015-2019	\$1,074	\$1,280
Building permits, 2020	X	37,330
Families & Living Arrangements		
Households, 2015-2019	11,111	7,343,234
Persons per household, 2015-2019	2.53	2.59

⑦ Living in same house 1 year ago, percent of persons age 1 year+, 2015-2019	90.1%	89.5%
⑧ Language other than English spoken at home, percent of persons age 5 years+, 2015-2019	9.0%	30.5%
Computer and Internet Use		
⑦ Households with a computer, percent, 2015-2019	92.9%	89.6%
⑧ Households with a broadband Internet subscription, percent, 2015-2019	89.6%	82.8%
Education		
⑦ High school graduate or higher, percent of persons age 25 years+, 2015-2019	93.3%	86.8%
⑧ Bachelor's degree or higher, percent of persons age 25 years+, 2015-2019	38.2%	36.6%
Health		
⑦ With a disability, under age 65 years, percent, 2015-2019	8.2%	7.6%
⑧ Persons without health insurance, under age 65 years, percent	△ 3.0%	△ 6.1%
Economy		
⑦ In civilian labor force, total, percent of population age 16 years+, 2015-2019	68.8%	63.0%
⑧ In civilian labor force, female, percent of population age 16 years+, 2015-2019	63.4%	58.7%
⑦ Total accommodation and food services sales, 2012 (\$1,000) (c)	25,389	49,285,508
⑧ Total health care and social assistance receipts/revenue, 2012 (\$1,000) (c)	40,620	155,666,053
⑦ Total manufacturers shipments, 2012 (\$1,000) (c)	621,718	148,879,931
⑧ Total retail sales, 2012 (\$1,000) (c)	304,052	251,167,736
⑦ Total retail sales per capita, 2012 (c)	\$10,564	\$12,834
Transportation		
⑦ Mean travel time to work (minutes), workers age 16 years+, 2015-2019	19.8	33.6
Income & Poverty		
⑦ Median household income (in 2019 dollars), 2015-2019	\$74,415	\$68,486
⑧ Per capita income in past 12 months (in 2019 dollars), 2015-2019	\$35,769	\$39,326
⑦ Persons in poverty, percent	△ 7.2%	△ 13.0%
BUSINESSES		
Businesses		
⑦ Total employer establishments, 2019	X	547,351
⑧ Total employment, 2019	X	8,597,216
⑦ Total annual payroll, 2019 (\$1,000)	X	603,077,852
⑧ Total employment, percent change, 2018-2019	X	2.2%
⑦ Total nonemployer establishments, 2018	X	1,804,188
⑧ All firms, 2012	1,774	2,008,988
⑦ Men-owned firms, 2012	957	1,139,910
⑧ Women-owned firms, 2012	F	725,709
⑦ Minority-owned firms, 2012	186	709,021
⑧ Nonminority-owned firms, 2012	1,525	1,248,304
⑦ Veteran-owned firms, 2012	104	137,532
⑧ Nonveteran-owned firms, 2012	1,581	1,811,544
GEOGRAPHY		
Geography		
⑦ Population per square mile, 2010	724.7	411.2
⑧ Land area in square miles, 2010	39.50	47,126.40
⑦ FIPS Code	3605515462	36

LAND USE

The Area North of Black Creek

Figure 2-4 shows the study sub-areas that are used for describing the town. Sub-area 5 The “Black Creek” Sub Area, divides the town into two distinctly different domains.

The northern area contains all of the airport land that is within the town, all of the schools and most of the other community facilities, nearly all of the commercial and industrial land, and the vast majority of both single-family and multi-family residences. The airport and the area around it are described in the subsection that follows this one, and the community facilities are described later in this chapter.

To serve this development, the northern area has the vast majority of the major roads and highways, the railroads, and the public water supply, sanitary sewer, and other public service facilities in the town (described later in this chapter).

The northern area also contains some agricultural and vacant lands. Figure 2-5, which appears later in this chapter, shows the location of the agricultural land. Much of the vacant land is found in the same areas with this agricultural land.

The development in northern Chili is organized into four major clusters centered around Chili Center, West Chili, North Chili and the Greater Rochester International Airport. The basic character at the core of each of these clusters has not changed dramatically since the Town of Chili Comprehensive Plan – 2030 was prepared. However, development in all the clusters has expanded and intensified by converting agricultural and vacant land that formerly lay between the clusters to other uses. This has caused the clusters to coalesce; Chili Center and the center of West Chili now form a nearly continuous developed area along Chili Avenue.

As it was in 1970, the predominant land use in northern Chili is single-family residences. Most of the land developed since 1970 has been for that purpose, and it increased the amount of single-family residential land by about 50 percent. Smaller acreages were developed during that period for multi-family residences, industrial uses, offices, and other commercial uses. However, these uses have had larger percentage increases because the amount of land devoted to them was so small to begin with.

This trend is expected to continue. Most of the land developed in the future will still be for single family residences, but multi-family residences together with various types of non-residential development are expected to more nearly balance the single-family residential development.

This shift in the balance among the different types of development has started to affect the town’s character. In 1970 northern Chili had a modest commercial area and was, otherwise, almost exclusively a bedroom community of single-family homes. Because the opportunities within the town were so limited, most of the residents shopped and worked elsewhere. Now, this area is changing to a more varied and a more complete community, a community that has a greater number and variety of housing types, goods, services, and job opportunities.

Three of the major clusters of development in northern Chili are described below. The fourth is described in a separate section following this one.

The Chili Center Area consists of Sub-area 4 which is predominantly residential, limited industrial and commercial. Part of Sub-area 2 overlaps this area, and is further defined in the Chili Center Master Plan.

Sub-area 4 contains the Town Court , the Town's Community Center (Senior Center, Recreation & Library , the town's premier commercial area, a couple of other small nodes of commercial development, single family residential area, several multi-family residential developments, and one of the largest industrial developments in the town (American Packaging on Beaver Road). Adjacent and to the west of American Packaging is the Town Department of Public Works.

Three of the town's most important roads (Chili Avenue, Paul Road and Chili Center-Coldwater Road) intersect in the upper portion of the area. Their intersections and a stretch of Chili Avenue were recently reconstructed and improved. These three roads intersect with other important roads (I-490, Beaver Road, Archer Road, Scottsville-Chili Road, Chestnut Ridge Road and Westside Drive) to serve the area and connect it to other parts of the town and other communities.

Since 1970 the major areas for single family residential development near Chili Center have been lands on both sides of Marshall Road and land between I-490 and Chestnut Ridge Road. Smaller in-fill developments of this type have been completed in several other places around the area. The major multi-family residential developments have been near the Paul Road/Coldwater Road intersection and near the Beaver Road /Old Scottsville-Chili Road intersection as well as on Chili Avenue at Union Street and at Stottle Road. Commercial development has been in the Chili Avenue corridor, along Scottsville Road near the Airport, at the intersection of Chili Ave and Union Street, and in the North Chili area. Industrial expansion has occurred primarily along Union Street north of I-490, Paul Road, Beaver Road and Scottsville Road near the airport.

Sub-area 5 has three distinct parts. The part that is south of Black Creek is discussed later in the Land Use section. The narrow middle part that lies between Black Creek and I-490 is the most heavily developed because it has sanitary sewers as well as other public services and facilities. The Union Street interchange with I-490 is close to Union Street's intersection with Chili Avenue, where there is a node of commercial development.

In 1970, agriculture was the predominant use in this middle part, but single-family residences had already filled the area between I-490 and Chili Avenue to the east of Union Street. Since then, additional single-family residences have been developed between Chili Avenue and I-490 to the west of Union Street, making that the predominant land use. In addition, multi-family residences have been developed on the south side of Chili Avenue at Stottle Road as well as along the west side of Union Street just to the north of Black Creek. Actively farmed agricultural lands still exist on the south side of Chili Avenue west of Union Street. There is no industrial land here.

Sub-area 1 contains the land bounded by the I-490, the Western most border of the Town and Westside Drive. Single-family residences are the predominant land use, with most lots in residential subdivisions and some along the major roads. Many of the subdivisions that are south of Westside Drive and Buffalo Road have been developed. All of the multi-family residences in this area have been developed. They are located south of the Westside Drive-Buffalo Road intersection and on the west side of Union Street between Buffalo Road and King Road.

A commercial development node exists around the intersection of Union Street and Buffalo Road, two of the most important highways in the town. A smaller node exists at Buffalo Road and Westside Drive. The only industrial parcels in this area are on the east and west sides of Union Street just north of the CSX main line railroad.

Roberts Wesleyan College, whose campus is between Buffalo Road and Westside Drive east of Union Street, the Chili Community Center and Hubbard Park, all of which are near the Union Street-Buffalo Road intersection, is described in the Community Facilities section later in this chapter.

The rest of this area is vacant. Some of the vacant land between King Road and Buffalo Road- Westside Drive is ready for future development, but the rest is not served by sanitary sewers or is affected by wetlands or drainage problems.

There are non-farm single-family residences along all of the section of King Road that is closest to Union Street and along a stretch on the north side of Davis Road. The area between the CSX Main Line and Attridge Road has been developed with multi-family residences. Between the railroads, there are several small industrial parcels along Union Street, a sizeable wetland to the east, and smaller wetlands to the west. Some of the residential lots and industrial parcels have been developed and continue to grow.

The most pronounced change has been the construction of an overpass to carry Union Street over CSX main line. There has been industrial/commercial type development in this sub area, FedEx and C&M forwarding have developed substantial warehousing and distribution centers between the CSX Main Line and West Shore Branch. This area is served by sanitary sewer from King Road south to Boon Drive.

The Airport Environs

Study Sub-area 3 on Figure 2-4 includes the Greater Rochester International Airport and the surrounding land in Chili bounded by the railroad tracks. The Monroe County Planning Department has regulatory authority over this area described in the Land Development Regulations section later in this chapter.

Approximately 500 acres of the airport are within Chili. The only airport facilities on that land are portions of one runway and one taxiway, some airport roads, and some drainage channels. Except for part of the entrance road to the main terminal, which is in Gates, the rest of the facilities, including the main and the general aviation terminals, the control tower, and the rest of the runways, taxiways, roads, and drainage channels are located on airport property within the boundaries of the City of Rochester.

Of the land beyond the airport boundaries, Chili has the most that is within the County Planning Department's review jurisdiction, the most that is affected by high noise levels, and the most that is within the runway protection zones that extend beyond the ends of the runways. The concerns and the regulatory controls for these areas are described in the Land Development Regulations section of this chapter. The basic intent is to have development near the airport be as compatible as possible with the airport's operations.

Most of the land in Chili affected by airport operations has existing development that is compatible or will be developed in a manner that is compatible with the airport. Much land in the Scottsville Road corridor and some in the Paul Road corridor west of the airport has commercial and industrial uses that are compatible with airport operations.

Vacant lands south of Paul Road and west of Fisher Road have been zoned for limited industrial uses that would be compatible with airport operations. For the most part residential areas between Paul Road and Chili Avenue at the fringe of the affected area have been developed using construction techniques that reduce the effects of aircraft noise to acceptable levels.

Regardless, some areas remain affected by airport operations. The most seriously affected areas are residential developments exposed to noise. The area at the south end of Fisher Road, the area on both sides of Beahan Road near the boundary with Gates, and the mobile home park on Paul Road are significant noise receptor locations. In addition, most of the residential land on the east side of Beahan Road near the boundary with Gates is in a runway protection zone for the east-west runway.

Many changes have occurred on the Chili portion of the airport property since the 1970 Plan. Several of these occurred in the area west of the Scottsville Road I-390 interchange a runway protection zone for the east-west runway. An oil storage tank farm that formerly occupied most of the site was removed; a new US Airports Fuel Farm was constructed. An abandoned railroad line was removed from this area and a new road, called the East Side Service Road, was constructed. It is not a public entrance to the airport, but instead provides access for service and maintenance to the terminal service dock, the airline fuel depots, the freight terminals, and other airport facilities. The east-west runway (10/28) was expanded by approximately 2,500 feet for an overall length of 6,400 feet. The extension is on the east side, towards the limit of the town boundary.

These changes have been made for several reasons: to improve the safety of aircraft operations, to reduce the impact of noise on developed areas around the airport (especially residential areas), to accommodate increases in passenger and freight traffic that have occurred over time, and to be able to accommodate significant additional increases in passenger and freight traffic that may occur.

The Greater Rochester International Airport maintains a drawing of future improvements called the Airport Layout Plan (ALP). The most recent ALP was developed in 2008 and was reviewed for this study. The ALP indicates general improvements consistent with increased passenger traffic. No new runways are planned but an extension to the primary northeast-southwest runway is indicated.

Despite anticipated increases in air traffic, substantial increases in noise impacts are not expected. The reason for this is existing aircraft are expected to gradually be replaced by quieter aircraft.

The ALP identifies areas for airport related development. Most of the sites and most of the acreage that have been identified are in Chili along or near Beahan, Paul and Scottsville Roads.

The land in the Beahan and Paul Road area, which has excellent potential for airport-related development in the long term, is still hampered by relatively poor access to airport facilities. More significant, though, is the fact that the airport itself has had sufficient space to absorb nearly all of the airport-related development that has occurred up to now. As the need for land development continues to grow and outstrips the space that is available on the airport itself, Chili will receive increasing numbers of proposals for this development. Simultaneously, the need to improve access between the airport and Beahan Road will become increasingly acute.

The Area South of Black Creek

As previously discussed in the Natural Conditions section of this chapter, much of the land in Chili south of Black Creek is affected by wetlands and flood hazard areas. Most of the land is lightly developed, and there are widely scattered houses along all the roads.

Clusters of houses are found along Morgan Road near Krenzer Road and along the Genesee River at Mile Wood Road and just south of the Thruway (all three are in study Sub-area 6 in Figure 2- 4), in the Bowen Road area (in Sub-area 5/6), and at Clifton (Sub-area 7). Most of the wetlands are vacant land.

The most heavily developed part of Chili south of Black Creek is the Ballantyne area and the land southward along Scottsville Road to Brook Road. Over 100 single-family residences, a new multi- family residential development, an industrial property and the Crestwood Children's Center (discussed in the Community Facilities section of this chapter) are found there.

Despite the presence of these non-farmland uses, agriculture is the predominant use found in this portion of the town, as Figure 2-5 shows. The soil conditions that exist there have much to do with this agricultural predominance. As Figure 2-5 shows, soils that are of prime and unique importance for farming cover much of the area, including the vast majority of active farmland.

The Office of the U.S. Department of Agriculture Soil Conservation Service designated which soil mapping units have prime or unique values for farming. Prime soils have characteristics that allow sustained agricultural production with minimal energy and cost inputs if reasonable management practices are used. Some of these soils are found on uplands, such as Ontario or Hilton loam, on 0 to 3 or 3 to 8 percent slopes. Others are found in flood hazard areas, such as Genesee or Eel silt loam. Unique soils have special characteristics that allow them to produce high yields of important fruit and vegetable crops when appropriate management practices are used.

They often require considerable initial investment and careful management, but the returns can be substantial. Deep muck and Edwards muck, found in some wetland areas, are examples of unique soils. The specific soil mapping units are not shown on Figure 2-5 but can be found in the Soil Survey of Monroe County.

Figure 2-5 also shows the area within Chili that is within Monroe County's Southwestern Agricultural District. The district also extends over large areas in Wheatland and Riga. Agricultural districts are authorized by Article 25AA of the N.Y.S. Agriculture and Markets Law. They must be approved by both their respective county legislative body and the N.Y.S. Department of Agriculture and Markets (Ag and Markets). Every eight years they must be publicly reviewed, modified as appropriate, and re-approved to continue. Originally this was the only time a parcel could be added; however, that is no longer the case. Now a parcel can be added during any year within a specified month. It is only during the eighth-year review and renewal period that land can be removed from an agricultural district. The last update and revision to the district was approved in May of 2014. The County is required to perform the next review in 2022.

The New York State Legislature adopted a change to the Agriculture and Markets Law in 2002 which enables property owners to petition for adding viable agricultural lands to an established agricultural district at any time. Prior to this change, a property owner interested in adding or removing lands from the district had to wait until the established eight-year anniversary date to petition the County Legislature for action. The State Legislature again amended the law in 2003 enabling County Legislatures to establish an annual 30-day period in which they could receive petitions from property owners to be added to an existing district; removals from a district must still wait for the eight-year anniversary. Monroe County has established their 30-day addition period to occur in April and May.

The purpose of the district is to encourage farmers to stay in business. To accomplish that purpose, the district confers several benefits on participating landowners who have qualified land that is in active agricultural use. They can apply to have their property assessment limited to its agricultural use value, rather than the value it would be presumed to have if used for non-agricultural purposes. That, of course, limits their property taxes. If utilities are extended into the agricultural district, participating landowners cannot be charged for the cost of installing the facilities along or through their agricultural lands. They can only be charged for the installation along the residential portion of their property. Another important protection afforded by this law is that new local laws are prohibited from being enacted which would restrict normal agricultural activities within the district.

Finally, before major actions or expenditures of funds by state or local governmental agencies can occur, a review process involving the Commissioner of Ag and Markets and other State agencies must be followed to ensure that the impacts on the district are adequately considered.

The Southwestern Agricultural District was first approved by the Monroe County Legislature and Ag and Markets in 1974, and originally included 4,577 acres in Chili. When it was re-approved in 1982, 602.9 acres were added in Chili. When re-approved again in 1990, another 876.5 acres was added in Chili, raising the total to 6,056.4 acres of agricultural district land within the Town.

When re-approved in 1998, another 467.8 acres was added in Chili, raising the total to 6524.2 acres of land. In 2009 an additional 120 acres was added which brought the current total to 6,644.2 acres of land.

An Agricultural Value Assessment is assessment of land based on the quality of the soil for agricultural production. The assessment level is set by the state and is administered through the local assessor's office for annual real estate taxes. Farms outside of an Agricultural District may also qualify for Ag Value Assessment and exemption, based on specific criteria. If an owner then takes the land out of production during the enrolled period, for redevelopment, repayment of "saved" taxes and a "rollback penalty" must be paid. The Town of Chili is proactive in administering and providing full use of this program.

Farming has changed over the years to fewer farm families with larger, and in many cases, multiple locations. There are currently fourteen families within the town and seven families from other towns that farm the land in Chili. The acreage is identified by approximately one hundred tax parcels. By parcel count, 53% are farmer owned and 47% are leased by farmers from non-farm landowners. Farmers depend on leased land and owned land to provide adequate size of operation for profitability. These farming operations appear to be stable and viable enterprises. However, some are only part-time, where the families derive additional income from non-farm sources. The agricultural commodities that are produced by these operations include field crops of corn, wheat, hay, and soybeans, which predominate the farmed acreage. A lesser percentage of the acreage is devoted to livestock pasture and vegetable production for the fresh market as well as for canneries. There are farms raising beef cattle and raising dairy herd replacements.

A substantial area of additional active farmland is found just outside the district as Figure 2-5 shows. This is the prime area that could be recruited for future incorporation into the district.

COMMUNITY FACILITIES

College

The main part of Roberts Wesleyan College (college classrooms, academic facilities, and offices) is located in North Chili, as shown on Figure 2-6, but some facilities (mostly dormitory and student housing) and additional property are located across Westside Drive in Ogden. This is a small, private, four-year, co-educational college of liberal arts and sciences. The current enrollment is about 1,902 students about 36 percent of whom reside on campus. Enrollment has grown since 1998 and is estimated to reach 2,500 students by the year 2018. To accommodate enrollment a major residential project is being planned for the Ogden portion of the campus. Providing a safe crossing of Westside Drive for students is an important priority of the County, both the Town of Chili and Town of Ogden and the College. The County of Monroe Capital Improvement Program identified and completed an extensive highway improvement project to realize greater sight distances along Westside Drive, to delineate pedestrian crossings, and to provide a landscaped median barrier (a safe haven for students crossing). Signage was updated, grades were adjusted to improve sight distance, and a paver crosswalk with curbed raised medians was installed to slow motorists. The project slowed traffic and increased pedestrian safety; however, additional traffic-calming measures may be required (a true traffic table) as student enrollment continues to increase. Other possible options include the installation of flashing lights and crosswalk signs.

Campus changes since 1999:

1999 Garlock Dining Hall expansion
2001 Rinker Community Service Center, Davison Housing, Roberts Hall (Northeastern Seminary)
2002 Athletic Fields, stadium
2005 Classrooms at Pearce Church
2007 Golisano Library (a geothermal project)
2008 Hastings Center for Academics; Miner Hall Dormitory renovations
2009 Carpenter (SW), Mersereau Hall demolition
2014 Smith Science and Nursing Center

Possible future building plans include geothermal projects, parking expansion on Orchard Street additional classrooms, a student union, additional student housing, and a campus mall walkway.

The college recently purchased five residential homes along Orchard Street which have been demolished to accommodate parking expansion on campus. One possible scenario would be the acquisition of more property on Orchard Street and eventually closing of the street to through traffic and the incorporation of the land into a reconfigured pedestrian and campus traffic plan.

The campus was originally in a single-family residential zoning district whose general requirements did not adequately address the kinds of issues and concerns that arise with this type of land use. Consequently, appropriate amendments to the zoning ordinance were drafted and implemented to create a new zoning category called the Planned Institutional Development (PID) District.

Schools

As Figure 2-6.1 shows, four school districts serve Chili. These districts, like all districts in the area, experienced declining enrollments for a number of years which created excess capacity in school buildings and forced most of the districts to close some of their schools.

The Caledonia-Mumford Central School District has an elementary school and a junior-senior high school, both of which are in Caledonia. Chili students in that district are transported to those schools by bus.

The Wheatland-Chili Central School District now has only one elementary school and one junior-senior high school, both of which are in Scottsville. Chili students in that district are transported there by bus. This district formerly operated the Ballantyne Elementary School at Ballantyne and Scottsville Roads but closed the school when enrollments were declining. The building is now used by the ARC (Association for Retarded Citizens) for a day treatment program.

The Gates-Chili Central School District operates two elementary schools in Chili, Florence Brasser and Paul Road, School 2 and School 4 on Figure 2-6.1. Paul Road Elementary School has a capacity of 627 students (89% of capacity) and Brasser Elementary School with a capacity of 366 students and current enrollment of 257 (70% of capacity). Both schools are not experiencing an increase in enrollment. Paul Road School has constructed two new wings in the past 10 years; construction of new elementary schools is not anticipated.

The Gates-Chili District also operates a middle school and a high school in Gates. Both have substantial excess capacity. Students from Chili are transported to those schools by bus.

The Churchville-Chili Central School District has one elementary school in Chili: Chestnut Ridge is School 3 on Figure 2-6.1. The current enrollment is 650 students, which is 87% capacity. The Churchville-Chili District also operates two other elementary schools in Churchville, one in the village (enrollment 336) and one on Fairbanks Road (enrollment 504), a middle school housing grades 5-8 with an enrollment of 1297 (90% capacity) and a 9-12 high school with an enrollment of 1158 (78% capacity). All students are transported to school by bus.

The St. Pius X Elementary School 1 on Figure 2-6.1, is a Catholic parochial school. A general plan prepared for Catholic schools in the Rochester area recommended this school remain open to serve students in the Gates-Chili area.

The only other school in Chili is the Grace Covenant Christian School which serves about 50 students in kindergarten through sixth grade. It does not have a separate building but operates in the church facilities at 224 Chestnut Ridge Road.

Parks and Recreation Facilities

The National Parks and Recreation Association (NPRA) classifies public parks and recreation areas in the following ways:

- A neighborhood playground is a small recreation area primarily for children that serves residents within a radius of one-half mile. It includes features such as a play lot for small children, an apparatus area for older children, open space for informal play, a paved area for court games, a shelter house or a shaded area for crafts, dramatics, and quiet games, a wading or spray pool, and a landscaped area. The recommended land area is two acres per 1,000 people.
- A neighborhood park is a somewhat larger area that serves adults as well as children within one-half mile of the site. It might be combined with a playground, but would also include features such as walks, benches, a wooded area, picnic facilities, and possibly a water fountain. The recommended land area is two acres per 1,000 people.
- A community play field is a fairly large site that provides facilities for organized, competitive sports and that serves the entire community. It may include comfort stations and a parking lot and facilities for football, baseball, softball, basketball, soccer, field hockey, tennis, horseshoes, and running. The recommended land area is two acres per 1,000 people.
- A community park is a fairly large area that serves an entire community or a major portion of it. It may include features such as a picnic area, sports field, riding and hiking trails, comfort stations, covered areas, and a parking lot. The recommended land area is four acres per 1,000 people.
- A metropolitan park is a large area of scenic beauty or natural interest that serves a large segment of a metropolitan area. The service area of metropolitan parks is considered to be the population within a one hour driving radius. Facilities generally include swimming, camping, hiking, and picnicking.

Chili Pubic Parks and Recreation Facilities:

Chili Center Multi-use Community Center:

Approved by voter referendum in 2018, the 97,000 square foot facility will include the Public Library, Senior Center and Recreation Center. Located just east of and adjacent to, Memorial Park, the facility will host a large gymnasium, several multipurpose meeting rooms, fitness rooms, large event dining area, modern kitchen, expanded library space and a second floor walking track. This facility opened in May of 2021.

North Chili Community Center: (Town Facilities - Figure 2-6)

The Town has abandoned this location in favor of the new Multi-use Community Center located in Chili Center. As this location is zoned for General Business, it is likely to be sold in favor of a more appropriate use.

Hubbard Park

Facilities include a playground, a T-ball field, tennis courts, and a basketball court. The Lions Club stores medical equipment in the park building. (Town Park 2, 7 acres).

Davis Park

Facilities include two open-air pavilions, tennis courts, six baseball fields, five soccer fields, a paved jogging trail, ADA compliant restrooms and two playground areas. Concerts, movies and special events are held here each summer. (Town Park 3, 52 acres).

Memorial Park

Facilities include six baseball fields (two which have lights), a premier lighted soccer/football field, a basketball court, a playground, bathrooms and a picnic area. Due to the construction of a new Community Center, Memorial Park has undergone several upgrades. Increased parking, re-aligned access road, new lighting and landscaping. (Town Park 4, 11.67 acres).

Yolanda Park

Facilities include a playground, a picnic area and a large open field area. (Town Park 5, 4 acres).

Ballantyne Park

Facilities include a playground and a playing field. (Town Park 6, 1.3 acres).

Union Station Park

Facilities include an enclosed heated lodge with restrooms and kitchenette, spray ground, playground, two soccer fields, a basketball court, access to Black Creek for boating and fishing, and trails. (Town Park 7, 59 acres).

Chili Nature Center

Facilities include an open-air shelter, a pond, two creek-side overlooks, and walking trails. (Town Park 8, 36 acres).

Widener Park

Previously Baker Park Property, Widener Park was dedicated the summer of 2010. Facilities include an 18-hole disc golf course, an open-air pavilion, restrooms, a storage facility, butterfly garden and a walking path. A butterfly garden is proposed in the spring of 2011. (Town Park 9, 28 acres).

177 Archer Road (Former Zuber Farm)

The Town acquired the 48-acre parcel in 2018 with the intent of extending the Town's recreational space. Specific plans are currently being developed. This parcel abuts property already owned by the Town and into the new Community Center and Memorial Park.

Black Creek Park

A Monroe County Park whose amenities include two ponds, hiking and cross-country ski, and horseback riding trails, picnic areas, a canoe launch, two enclosed heated lodges, two soccer fields, rest rooms, and a sledding hill. (Figure 2-6, 1,505 acres).

St. Pius X Elementary.

Facilities include two soccer fields, a playground and a gym. (School 1 on Figure 2-6, 20 acres).

Florence Brasser Elementary School

Facilities include a playground, a gym, a basketball court, two baseball fields and two soccer fields. (School 2, 7.5 acres).

Chestnut Ridge Elementary School

Facilities includes two playgrounds, a gym, a basketball court, a softball field, baseball diamond, a soccer field and 40 acres of natural area. (School 3, 10 acres).

Paul Road Elementary School Facilities include a playground, a gym, two softball fields, a soccer field and 20 acres natural area. (School 4, 13 acres).

The town offers a diverse recreation program for town residents of all ages. Programs are offered at town-owned facilities, public schools, and privately managed facilities. The activities sponsored or supported include many sports programs, fitness programs, bus tours, educational programs, and social activities.

Comparing the town-owned facilities to the NPRA recommended standards implies the current amount of land allocated for neighborhood parks and playgrounds is insufficient. A long-term Parks and Recreation Master Plan has been developed for the town. That document should be referenced along with this master plan whenever park-related decisions are considered. Several recommendations are made by the parks plan to take advantage of the opportunities identified and to improve upon some noted deficiencies. Those recommendations include improvements to recreation facilities, drainage improvements to resolve drainage problems, parking improvements to maximize parking spaces, access and signage to improve park awareness, and the development of a town-wide trail system connecting desirable open space. The plan also recommends a resident survey of recreation needs and interests to determine citizens' satisfaction with existing park and recreation facilities and with the recreation programs and services in the town.

In addition to the publicly owned recreation facilities, Chili has two golf courses, driving range, and two golf shops which are shown on Figure 2-6.

Governmental Facilities and Library

Since the adoption of the 2011 edition of the 2030 Town of Chili Comprehensive Plan several changes in the Government facilities have either occurred or are in the process of change.

In June 1997, the residents approved a \$4,500,000 bond resolution to construct a new one-story library and town hall facility on 24 acres of land donated by Wegmans. With this construction, the size of the town library grew from 6,300 square feet to 16,600 square feet.

Chili's Town Hall/Library Complex built in 1998 is located along the Chili Avenue Corridor at the intersection with Scottsville/Chili Road. The campus was previously located at 3235 Chili Avenue and is approximately one mile west of the former Town Hall Complex (located at 3235 Chili Avenue). This campus setting on land donated to the town by Wegmans contains the town administrative offices, public meeting facilities and parking facilities. In 2021, the library moved to the new Chili Community Center located at 3237 Chili Avenue. Beginning in 2022 renovations to the former Library space will house the Chili Town Court. It is expected that in the summer of 2022 the Court will move from its current location at 3235 Chili Ave. and be located at 3333 Chili Avenue in the Town Hall complex.

The former Town Hall Complex site was home to the Town Courts, the Recreation and Parks Department, The Senior Center Facilities and the former Town Highway Department's garage and storage yard as shown on Figure 2-6. These buildings were built about 50 years ago. In 2021 the Senior Center relocated to the new Community Center Complex at 3237 Chili Avenue and the Court will be moved to the current Town Hall facility at 3333 Chili Ave.

A new Town Highway Department/DPW garage and storage yard were completed and fully operational in 2013. Currently there are no plans for the existing former buildings; likely they will be demolished due to its condition and the high cost of maintenance and repair.

As a member of the Monroe County Library System, the town library provides an online catalog of holdings belonging to the Monroe County public libraries, a computerized connection to the Internet, and access to system-wide databases. The library also provides literacy and activity programs for children, teens, and adults. It also provides computers with Microsoft Office applications available for public use and schedules classes on the use of the Internet throughout the year. The library also has an online presence via its webpage www.chililibrary.org and on Facebook <http://www.facebook.com/chililibrary>.

Members of the Library Board and the director provide annual and projected goals and objectives and set priorities to achieve maximum use of the existing space to carve out adequate room for the collection, work area and office.

Police, Fire and Emergency Medical Services

Police

Chili does not have its own police department, but is served 24 hours a day by:

- Monroe County Sheriff's Department Zone C substation located at 2330 Union Street, Spencerport, NY 14559.
- New York State Police Churchville satellite station located at 2 North Main Street in Churchville.

Neither the Sheriff's Department nor the State Police anticipate any need to expand or otherwise change their facilities in the foreseeable future.

Fire

Three independent fire departments serve the Town of Chili. Each has its own assigned portion of the town, but all participate in mutual aid agreements by which they assist each other and other volunteer fire departments nearby when needed. Fire station symbols on Figure 2-6 locate the fire companies.

The Clifton Volunteer Fire Department serves a twelve square mile area located in the southwest and south-central part of the town. It is the smallest of the three fire departments, and its fire station is located on Wheatland Center Road in the Hamlet of Clifton.

Fire department equipment consists of a light-duty rescue, two pumpers, and a grass/brush fire truck. It is governed by a board of directors comprised of 8 members and a chief executive officer/president. The fire department has a long tradition of fund-raising events which are used to help offset the spiraling costs that all emergency service providers are experiencing.

The Chili Volunteer Fire Department serves approximately 21.16 square miles of the town. It has four fire stations located at 3231 Chili Avenue; 2856 Chili Avenue; 3310 Union Street; and 15 Circle Drive. In addition to its four first-line pumpers and two ladder trucks, it also operates a heavy rescue truck for specialized situational rescues, a salvage rescue for cleanup after fires and, as well, Emergency Medical Service (EMS) vehicles to provide first response patient care prior to ambulance arrival. In the fall of 2021, the Chili Fire Department began construction on a new fire station to replace company #1 at 3231 Chili Avenue.

The Gates Fire District serves the eastern portion of the town and areas surrounding the airport. The district is a combination career and volunteer department and is governed by an elected board of fire commissioners. The district operates out of three stations, with the primary station covering the portion of Chili, located at 2355 Chili Ave.

Emergency Medical Services

The Town of Chili contracts with CHS Mobile Integrated Health Care, Inc. (CHS MIHC) for ambulance service. As of 2020 CHS MIHC services, Chili, Henrietta, Wheatland, Scottsville, Caledonia (Village and Town), York, Greece, Hilton, and Parma. CHS MIHC is headquartered in Henrietta with satellite stations in Chili, Mumford, Greece, Lake Shore, and Hilton. The satellite stations facilitate their ability to deliver professional and compassionate emergency medical care at the Emergency Medical Technician (EMT-Basic) and Paramedic levels of care.

CHS MIHC is equipped with 18 ambulances and 6 first response paramedic units certified by the New York State Department of Health, Bureau of EMS and under the medical supervision of the agency's medical director. If a CHS MIHC resource is not available to respond, they have mutual aid agreements with EMS agencies in the surrounding

areas to assist when necessary. In addition to emergency responses, CHS MIHC provides blood pressure clinics, medical equipment loan closet (free to residents), and event stand-by and health fairs.

CHS Mobile Integrated Health Care, Inc. is a not-for-profit corporation that was formed during the merger of Henrietta, Chili, Scottsville, Caledonia, and Greece ambulance services. In the interest of maintaining community-based EMS, the agencies that have merged were combination agencies (utilizing both volunteer and paid personnel). Smaller EMS agencies were being stretched thin with reduced revenues, management, and staffing issues, so the mergers were a natural fit to maintain a community EMS presence. CHS MIHC is still a combination agency. The satellite stations provide the community connection along with our participation in most community events sponsored by the Town of Chili.

Historic Sites and Museums

Chili Mills Historic District (Historic Site 1) on Figure 2-6, is the only site in the town listed on the State Registers of Historic Places (added 1975 -- #75001198). The district had included nine structures; seven of these were grouped together at the mill site: the mill, two houses, a barn, an icehouse, the dam and a Victorian shop relocated to the mill site from the other side of Stuart Road. These buildings were constructed from the 1820's (one of the houses) to 1901 (the mill). Due to deterioration of most of the structures were demolished in 2021.

The mill is the third one on the site. Two previous ones were destroyed by fire. The original mill was established by Joseph Sibley, a prominent early resident of Chili.

The Stuart Road Bridge over Black Creek. It is a steel bowstring truss bridge built circa 1877. In 2002 the bridge underwent rehabilitation to improve and repair the structure.

The cobblestone house on the south side of Stuart Road near Chili-Riga Center Road built in 1825. Both this house and the older house at the mill site were built for Joseph Sibley.

In the eastern part of the town from the Erie Canal in Chili to the Wheatland border is the alignment of the former Genesee Valley Canal (Historic Site 2). This canal was built in the mid- 1800's to carry barge traffic between the Erie Canal at Rochester and the Allegheny River at Olean. It was not financially successful and was soon replaced in Chili and along much of its length by railroads. Several features of the canal survive in Chili and are noted as Historic Sites 3 to 6. It is listed on the Historic American Engineering Record.

The William Fellows House on Union Street (Historic Site 7) on the Figure 2-6, is listed on the New York State Building Structure Inventory. This is an early Victorian house in the Italianate style that was built about 1850.

The First Presbyterian Church of Chili, 3600 Chili Avenue (Historic Site 8) built in 1866 and serves one of the oldest church organizations in Monroe County.

Joseph Morgan, a Revolutionary War captain, was Chili's first settler. He was a supplier of seed grain to the region, and one of the first orchardists in the area. His grave site on Scottsville Road near the boundary with Wheatland is Historic Site 9.

The Cobblestone School Museum (Figure 2-6) on Scottsville Road was the first schoolhouse in the town and was in use from 1848 to 1952. The Museum, on occasion is used for educational and special events. The museum is open to the public on several weekends during the summer months.

In addition to this historic museum, many of the cemeteries and churches whose locations are shown on Figure 2-6 have historic or architectural significance. There are also many notable examples of other nineteenth century structures such as public and commercial buildings, barns, and houses of various styles, including Federal, Greek Revival, Victorian Gothic, Queen Anne, Second Empire, Workingman, and Country House. These buildings can be found along all of the major roads, with a particularly heavy concentration in the Hamlet of Clifton. Additional information about Chili's historic resources is available from the Town Historian at the Town Hall.

Other Community Facilities

Crestwood Children's Center is a small, private mental health facility that provides an array of child welfare, behavioral, mental health, and family development services to children and their families from birth to the age of 21.

INFRASTRUCTURE AND UTILITIES

Roads and Highways

Figure 2-7 shows the jurisdiction and functional classification of all roads and highways in the town, and a few important highways located just beyond the town's boundaries.

Ordinary roads and highways have three general functions: To convey traffic from one place to another, to provide connections to other roads and highways, and to provide access to adjacent properties. These functions can come into conflict, however. Vehicles entering or leaving a road can interfere with through traffic. They may slow down, speed up or stop, and they may turn, sometimes turn across traffic that is moving in the opposite direction. Functional classifications are used to clarify the roles that different roads play.

The primary function of local roads is to provide direct access to individual land parcels. They generally carry light traffic loads so there is little interference with through traffic. Collector highways generally carry moderately heavy traffic. Their function is a balance between providing access to individual properties, conveying traffic and providing connections among local roads and arterials. Frontage development along these roads is generally acceptable but can interfere with the highway's traffic carrying function if not properly controlled, especially where two collectors or a collector and an arterial intersect.

Arterial highways generally carry heavy traffic. Their primary functions are to connect various communities and major concentrations of development and to convey traffic between these places. Frontage development with many small parcels is a definite hindrance to an arterial's primary function because vehicles that enter and leave the road reduce its traffic carrying capacity and can cause serious safety problems. Limited access arterial highways prohibit frontage development in order to prevent such problems and can therefore carry the heaviest traffic loads at the highest operating speeds.

As Figure 2-7 shows, the state highways that serve Chili are generally principal and minor arterials that carry heavy traffic loads and provide the most important links to other communities and areas of major development. Examples include I-490 and Routes 33A, 386, 383, 33, 259, 252 and 252A. The New York State Thruway I-90, is a special case; although it passes through Chili and carries heavy traffic loads, there are no interchanges in or close to Chili. The Thruway provides negligible service to, and has a negligible effect on traffic and transportation in the town.

The county highways are generally minor arterials and collectors that carry moderate traffic loads and provide secondary links between Chili and other communities or between various parts of the town.

Examples include Westside Drive, King Road, Paul Road from King to Chili Center, Union Street south of West Chili, Beahan Road north of Paul Road and Chili-Coldwater Road. The former Paul Road overpass over the railroad tracks was removed in 1988 because of structural inadequacy. Barriers were erected on either side and it was not replaced because the traffic volume was too low to justify the cost. Removal of the overpass created two dead-end segments of the County highway. The town has only local roads in its jurisdiction.

Monroe County inspects and maintains all bridges on town roads that have a span of 25 feet or more. Each jurisdiction is completely responsible for its own needs for maintenance, repairs, and improvements.

In the past, some of the work on State and County highways has been contracted to the town to perform. Coordinated efforts are made when multi-jurisdictional problems must be resolved. This is ongoing and will continue in the future, especially as consolidation efforts are emphasized.

Some money for work on arterials and collectors is provided by the federal government to the State and through the state to the county. Each jurisdiction raises any other funds that it needs to perform its work.

Ambitious proposals were made in the 1970 Plan and other reports from that era for major additions to, and realignments of, state and county highways. With few exceptions, these are now regarded as economically infeasible.

It was determined that improvements to the intersection of I-390 and I-490, in the Town of Gates, were most appropriate to meet the long-term needs at the western portion of the airport.

An essential part of the Airport Environs Study was the extension of Jetview Drive northerly through the Wegmans complex, intersecting with Chili Avenue opposite the newly realigned Route 204 ramps. This highway would have utilized only a small portion of the existing 204 right-of-way. It is, therefore, recommended that any unused expressway right-of-way be disposed of by the State of New York for development. Improvements to the intersections of Paul Road with Jetview Drive, and Paul Road with Beahan Road were also be undertaken.

This Plan recommends seven intersections that will require attention. These intersections are Union Street at Chili Avenue, Chili Avenue at Chestnut Ridge Road (west), Chili Avenue at Beaver Road, Old Chili-Scottsville Road at Beaver Road, Beaver Road at Archer Road, Chili Avenue at Paul Road, and Chili Avenue at Chestnut Ridge Road (east). These intersections are experiencing traffic congestion, circulation difficulties or other safety related problems.

Other transportation system improvements include:

- Union Street – Roadway improvements are required from the CSX mainline north to Westside Drive to handle the increased traffic volume more efficiently.
- Route 252 Corridor and the Ballantyne Bridge - This major collector route is one of the most important entrance points for the Town of Chili. In 2007, the NYSDOT completed a reconstruction in this area, which consisted of highway improvements, replacement of the Scottsville Road Bridge crossing Black Creek and the replacement and widening of the Ballantyne Bridge crossing the Genesee River. Further study needs to be undertaken on this corridor from Scottsville Road west to the intersection with Chili Avenue (State Route 33A). Ever-increasing traffic volumes and the improvements to the Ballantyne Bridge place additional pressures on the corridor.
- Buffalo Road - Carrying capacity and access management are concerns for this major collector.

New streets and roads to serve new development must be financed by the developers themselves, designed and constructed by the developers in accordance with town specifications, and transferred to the town for ownership and maintenance upon completion (except in limited situations where private drives may be allowed).

Improvements to existing roads are treated similarly, with the specifications being those of, and the transfer of ownership being to, the appropriate jurisdiction.

Bus Service

The Rochester Genesee Regional Transit Service (RTS) provides bus service within Chili and between Chili and other communities within Monroe County. Currently, the RTS routes shown on Figure 2-7 serve the town residents. RTS claims ridership on existing routes is stable and that no further changes to the existing RTS bus service need to be being considered at this time.

During the next twenty-year period of this plan, energy costs will continue to rise and energy conservation will have a larger impact upon family budgets. There will be increased concerns by town residents for more efficient transportation solutions, including solutions for additional public transportation routes. Travel time to and from places of employment, shopping, services, and recreational opportunities will become of more concern to future generations. Decisions where people will reside will be based more upon the increasing costs of transportation and energy. Therefore, the Town Board will need to continue to work closely with the RTS to find opportunities to increase public transportation services for town residents.

Railroads

As shown in Fig 2-7, three railroads operate in Chili: CSX Transportation, the Rochester & Southern, and the Livonia Avon & Lakeville.

CSX

The CSX main line runs from Albany to Buffalo. The main crosses the northwest portion of the town and continues into Rochester and points east. The main has two sets of tracks, both maintained to Federal Railway Administration Class 4 standards (maximum speed 60 mph freight, 79 mph passenger). An overpass carries Union St (NY 259) over the CSX main.

There are grade level highway crossings at King Rd., Golden Rd., and Westside Dr. All highway grade crossings are equipped with automatic warning lights and gates.

The CSX main line carries the bulk of rail freight traffic through the Rochester area. Traffic levels vary but generally average between about 25 and 45 trains per day.

Currently there is a siding within Chili at Higbie Farm Supplies. The siding is now used only for occasional temporary storage of CSX railroad equipment.

The CSX West Shore Subdivision diverges from the CSX main just inside the western boundary of town, then heads east across town. It leaves town at the Genesee River, then continues east through the towns of Brighton, Pittsford, and Fairport where it rejoins the CSX main. The West Shore comprises a single track. It too is maintained to FRA Class 4 standards (60 mph for freight). It is used strictly for freight trains to bypass the City of Rochester when traffic congestion slows trains on CSX main through Rochester. Traffic varies but averages between about 6 – 10 trains per day. However, in the event of a derailment and or accident on the main, the West Shore could see as many as 40+ trains a day.

Overpasses carry I-490 and Chestnut Ridge Rd over the CSX West Shore. There are grade level highway crossings at Union St, Chili Ave, Old Scottsville-Chili Rd, Archer Rd, and Scottsville Rd. All grade crossings are equipped with automatic warning lights and gates.

At the east end of Town, the CSX West Shore passes through Genesee Junction. Here it can interchange rail cars with both the R&S and the LA&L in a small freight yard located here. The businesses with active spurs off the CSX West Shore are Suburban Propane on Chili Avenue and American Packaging on Beaver Road.

The Suburban Propane spur is still active but not used. The spur into the former Case Hoyt facility was removed in the early '1990's; the spur to Legris, Inc. is long removed. Legris is currently the Sheet Metal Workers Union facility.

Rochester & Southern

The Rochester & Southern ("R&S") crosses town from the southern boundary at Wheatland to the northern boundary near the Rochester Airport.

Once north of Chili, the R&S continues to an interchange with the CSX main line in the southwest corner of Rochester. A branch then continues north to the Eastman Kodak Company's Eastman Business Park. South of Chili, the R&S passes through Genesee Junction with connections to the CSX West Shore and the Livonia Avon & Lakeville. It then continues south to Caledonia and a connection with the Genesee & Wyoming railroad. From there, it runs south to its southern terminus at Silver Springs, NY, and a connection with the Norfolk Southern, Southern Tier Line.

The entire R&S through Chili is single-tracked and is maintained in excellent condition. An overpass carries I-90 over the R&S; there are grade level highway crossings at Sheffer, Reed, Morgan, Krenzer, Brook, Ballantyne, Paul, and Fisher Roads. All highway grade crossings are protected by automatic warning lights and gates.

The R&S is a freight only railroad. Its primary shipments are rock salt and coal, though it also carries agricultural commodities and chemicals. It also sees occasional shipments of rapid transit cars and locomotives to/from rebuilders in Dansville and Hornell. Traffic on the R&S is variable but averages between about two and four trains daily. There are only two R&S customers in Chili a lumber dealer and a scrap metal recycler. Both are served by single shared siding located just east of the Rochester Airport.

Livonia Avon & Lakeville

The Livonia Avon & Lakeville (LA&L) enters the eastern boundary of town via a bridge over the Genesee River - a bridge incidentally shared with the CSX West Shore track. From there the LA&L runs several hundred yards west to its end at Genesee Junction yard. Here it can interchange with both the CSX West Shore and the R&S.

There is a single LA&L highway grade level crossing at Scottsville Rd. This crossing is equipped with automatic warning lights and gates (also shared with the CSX West Shore).

The LA&L is a freight-only railroad. Its primary shipments are corn syrup and bulk flour for delivery to food processing plants in Avon and Lakeville. It also handles occasional shipments of agricultural commodities (corn, wheat, and fertilizer), lumber, and building supplies. Traffic on the LA&L is variable depending upon customer needs but generally averages between about three and five trains per week.

Amtrak

In addition to the three freight railroads, the National Railroad Passenger Corporation (Amtrak) operates passenger trains through Chili using the tracks of the CSX main line.

There are no Amtrak stations in Chili or the immediate area. The nearest station is in downtown Rochester. Presently there are ten scheduled Amtrak trains each day through the town, five in each direction. Amtrak trains generally operate at 79 mph through Chili.

Water Supply

The Monroe County Water Authority (MCWA) provides public water service in Chili. The water is drawn from Lake Ontario, treated at the Water Authority's Shoremont Water Treatment Plant in Greece, and transmitted and distributed by means of an elaborate system of water mains, booster pump stations, and storage facilities to Chili and most of the rest of Monroe County. Therefore, Chili's water supply system is intimately interconnected with that of the surrounding communities which are also supplied by the MCWA.

Figure 2-8 shows the major water supply system facilities. In addition, water mains under nearly every residential street provide water for domestic use and for fire suppression. Most are six inches in diameter. The boundary shown for the water service area is an amalgam of the outer boundaries of the four water districts that were formerly created.

Some of the water distribution system originally belonged to the town, but it was leased to the MCWA in 1964 for 40 years. The lease was renewed and set for an additional 40 years beginning in 2003. The existing system is in good condition and generally has adequate capacity for the existing development. Only minor repairs are needed, mostly due to unstable or highly corrosive soils in certain areas. The installation techniques used during repair will minimize recurrence of the problems. Soil conditions are now tested prior to installation so that proper techniques are used and future problems minimized.

To prepare for future development, the MCWA expanded the booster pump station on Beahan Road and installed a large transmission main to connect an existing transmission main in the Ballantyne area with one on Jefferson Road in Henrietta. Together, the pumping station and the interconnected transmission mains allow water to be transferred more easily among the different parts of the Water Authority's system. This improvement not only satisfies future water demands, but also helps to handle re-routings necessitated by repair work or emergencies. The Water Authority is also systematically replacing substandard water mains that exist in some of the older developed areas of the Town.

New water mains or improvements to existing mains to serve new development must be financed and installed by private developers or water districts, constructed in accordance with MCWA requirements, and transferred to the MCWA for ownership and maintenance upon completion.

Outside of existing water districts, a new district must be created before any water mains can be installed. Creation of a district must be approved not only by the Town, but also by the New York Department of State to make sure that there will be sufficient customers to finance the long-term maintenance and repair of their facilities as well as their initial construction.

In the areas without public water service, households and businesses must rely on private water wells for their water supply. The Monroe County Health Department regulates how far wells must be from on-site sewage disposal systems and property lines. When a well is first installed, the water must be tested and approved by the County Health Department for the owner to receive a certificate of occupancy. Otherwise, the financing, installation, and maintenance of the wells and the quality and treatment of the water supply are completely private responsibilities.

Wastewater Management

Public sanitary sewer service in Chili is provided by the Gates Chili Ogden (GCO) District which also serves part of Ogden and nearly all of Gates. Figure 2-8 shows the portion of the GCO District in Chili as well as the major wastewater management facilities. Many smaller collector sewers that serve the developed areas exist within the district and connect to the sanitary trunk sewers that are shown. Sanitary sewer service is unavailable in a sizeable area (not within the district), between I-490 and North Chili that is shown on Figure 2-8.

Two developments along Beaver Road, the Home Trends, and the Cedars of Chili project, have sanitary sewer service provided by the GCO District although they are located outside the district boundary. Special out-of-district user agreements give them this privilege but requires them to pay the same charges as comparable users within the district and to maintain their own sewers.

Most sewers in Chili, as elsewhere, have been constructed so that the wastewater will flow toward the treatment plant under the influence of gravity alone. However, in some places, the wastewater must be pumped to a higher level where it can again flow by gravity toward the treatment plant. Careful planning is essential to minimize the amount of pumping needed because of cost considerations and the problems that occur when pumps fail. Figure 2-8 shows the two major lift or pumping stations in Chili. There is also a number of small lift or pumping stations, some along Ballantyne Road, some along Scottsville Road near the airport, and some along Scottsville Road south of Ballantyne.

In 1999, the GCO wastewater treatment plant near the airport was taken offline with the completion of a new connection to the VanLare Treatment Plant in Irondequoit. That change not only increased the capacity for wastewater treatment but also removed limitations on the type of wastes that can be treated.

There are some areas within the district's boundaries that are not served by trunk sewers. An extension is not made if only one landowner requests it. However, if two or more landowners make a request, the feasibility of an extension will be examined and, if found to be feasible, will be constructed.

Any other extensions or additions to sewers or to related facilities such as lift, or pumping stations must be:

- financed and installed by private developers; and
- designed in accordance with Monroe County Pure Waters requirements; and
- inspected during construction by both Pure Waters personnel and the design engineer to assure that the requirements are being met and certified by the design engineer that the requirements have been met; and
- transferred upon completion to the GCO Pure Waters District for ownership and maintenance.

Before sewers can be extended to areas outside the GCO District, an extension of the district must be approved by the town, the Administrative Board of the GCO Sewer District, the Monroe County Legislature, and by the New York Department of State, in the same manner as that for water districts.

Stormwater Management

Sound stormwater management has several components.

Before any development occurs a Storm Water Pollution Prevention Plan (SWPPP) must be submitted to the MS4 (Municipal Separate Storm Sewer System) for any project which disturbs more than one acre in the Town of Chili. All stormwater management practices which involve a SWPPP must conform to local laws, NYSDEC Phase II and Green Infrastructure requirements. Obviously, development must be avoided in areas with serious drainage problems.

After development occurs, the facilities must be regularly inspected and properly maintained. Also, when inadequacies in the facilities or other problems are discovered, they must be corrected promptly.

Finally, an adequate financing mechanism is needed in order to ensure that all of the stormwater management tasks can be done.

As previously discussed in the Natural Conditions section of this chapter, Chili has extensive areas that have serious drainage problems or the potential for such problems. Unfortunately, the town has been faced with the charge of keeping pace with changing regulations and requirements related to the stormwater management program described above. This has made dealing with these conditions and avoiding the problems an even greater challenge.

A few older developments occurred in poorly drained areas, and in several places, stormwater management facilities were incorrectly designed, improperly installed, and inadequately maintained. As a result, yards, basements, and streets in the areas are affected by these problems and periodically inundated. The town struggles to correct these problems and to apply appropriate methods to prevent new ones.

As in many other towns, for several years individual drainage districts were created for each new development that occurred in Chili. The districts are shown and numbered on Figure 2-9. Their purpose was to collect the fees that were then used to perform any necessary maintenance, repairs, or improvements that were needed.

To protect the interests of district taxpayers, state law imposes restrictions on the collection and expenditure of fees. Each district's funds can be spent only on actions that directly benefit that district. In addition, districts must raise only the money that they need for near-term needs. They cannot accumulate large sums of money over many years to undertake major projects that may occur at some indefinite time in the future.

The reasons for creating individual districts for each development seem fine in principle. But in application, having many small districts is a very cumbersome and uneven financing mechanism for several reasons.

- Although the districts themselves are separate, the facilities that they care for are not.
- Each district's facilities are part of a broader system that must be properly integrated and that must be maintained, repaired and improved in a coordinated fashion. When repairs and improvements are needed, they can often extend over two or more districts.
- Individually, the districts have severe financial limitations. The only reasonably efficient way that they can afford to pay for the full range of services that they need is by doing so collectively.
- The districts are not a means for performing maintenance, repairs, and improvements, only a means for financing such activities. Thus, a separate agency must be used or created to do or to oversee the work, with the costs being charged back to the districts. The more districts there are, the more complicated the task of handling the chargebacks for the work that has been done and of maintaining accurate financial records for all of the work.
- Many repairs and improvements are substantial tasks that must be done as a single project; they cannot be done a little at a time to spread out the costs. Consequently, the costs for the affected districts and, therefore, the charges that they must impose, can increase abruptly and dramatically. Because of the nature of the work, increases like these can be unavoidable even when the overall program is being run efficiently.
- Landowners affected by such sudden increases in charges often become angry and resentful.

- Proposed actions that would cause sharp increases in charges can even pit landowners in the same district against each other because different properties are subject to different effects when problems occur. Landowners who expect to experience little or no significant effect may oppose corrective actions because of the expense while those who expect to experience severe effects often demand corrective actions despite the expense.
- The basic purposes are the same for all districts, but the peculiarities of circumstances within the various districts cause the charges to vary a great deal. Some landowners, especially those who are charged most heavily, feel that this is unfair, that the charges should be equal or nearly so since the purposes are identical.

To further compound the problems, some areas had been developed before drainage districts were routinely created as part of the development approval process. Therefore, those areas had no dedicated means to finance the maintenance, repairs, and improvements that inevitably became necessary. Subsequent creation of a district was often resisted by many of the affected landowners because they wanted to avoid any additional charges as long as possible.

Altogether, creating many small independent drainage districts makes it virtually impossible for any town to develop a program as it strives to keep pace with changing regulations and requirements for stormwater management because so much of the work must be done in a piecemeal fashion.

The Drainage Committee was created to examine these problems and recommend changes. It took years of volunteer effort, but that committee deserves a great deal of credit for improvements that have been made in the town's approach to stormwater management.

To address these deficiencies, Chili has consolidated the small districts into a few large ones and has added some developed areas that were formerly outside of the districts. At first, the many districts were consolidated into a few larger ones that conformed to drainage basin boundaries within the Town. That was an improvement, but the new districts still had difficulty financing large projects when they were needed.

The revenues generated will finance all of the stormwater management activities needed anywhere in the district and minimize abrupt increases in charges. It will be considerably easier to undertake important projects that would otherwise be difficult to finance with the smaller districts. Areas outside the districts that experience problems will have to be added to the district so they can contribute to district revenues to receive services from the district.

Since 1990 the Town has had a crew working full-time, year-round on stormwater management problems. The work program is based primarily on responding to resident complaints which are recorded and dealt with as soon as weather and resources permit. Because there is a very long backlog of complaints that need to be dealt with, a second crew will be used on a seasonal basis during the warmer months.

Gas and Electricity

Rochester Gas and Electric Corporation (RG&E) and other future service providers provide electric power service to all residents and businesses in Chili, as well as much of the rest of Monroe County and a sizeable area beyond. RG&E has several electric power generation facilities around the Rochester area, but none are in or near Chili. One major electric power transmission line that crosses Chili is shown on all the figures. It is not owned by RG&E but is connected to RG&E's transmission and distribution system. Similar interconnections exist among all major electric utility companies allowing them to buy, sell, and transfer power as necessary, or appropriate, over great distances. Sometimes, power supplied to RG&E customers in Chili is generated by other utilities, just as their customers sometimes receive power generated by RG&E.

RG&E also supplies natural gas to the more heavily developed part of Chili. A major 24-inch gas transmission line owned by Empire State Pipeline crosses through the town approximately parallel to the major electric power line. About 80 percent of the residents and a substantially higher percentage of businesses are served. It is not economically feasible to extend gas mains to serve the lightly developed areas. Both the electric and gas facilities that serve Chili are in generally good condition and have adequate capacity for existing and anticipated development.

For new developments, developers must pay RG&E to install the gas and electric facilities. RG&E selects the locations for the easements and facilities with input from the developers, installs the facilities in accordance with its own specifications, and owns and maintains them after installation.

Refuse Disposal

Normal refuse from households and businesses in Chili is collected by private refuse collection firms who contract directly with the customers.

The participation in recycling is high, estimated at 84-90 percent. The recycling program was expanded and became mandatory in January 1992. It is coordinated by Monroe County and carried out in Chili by refuse collection firms. These firms make their own arrangements as far as which of the available facilities they will use for transfer, processing, or disposal. Town residents should contact individual providers for refuse/recycling guidelines.

There is a Waste Management-owned, non-active, licensed waste transfer station located on Avion Drive. Other recycling facilities include Terry Tree, Union Processing, Metalico and the Monroe County Leaf Recycling.

The Town also collects leaves during the fall.

DEVELOPMENT SINCE 2011

Figure 2-9.1 was created to represent the trend and patterns of approved development in the Town since the year 2011.

LAND DEVELOPMENT REGULATIONS

Chili itself has the principal authority to regulate land development within its boundaries and the Town exercises that authority primarily through its zoning ordinance and subdivision regulations.

The Town of Chili Zoning Law subdivides the town into the various districts that are summarized in Table 2-4. These districts and their requirements are the heart of the ordinance.

TABLE 2-4

SUMMARY OF THE CHILI ZONING DISTRICTS*

*With examples of the uses that are permitted outright and partial dimensional requirements.

FW: Floodway District - Farming, outdoor recreation, parking areas, lawns, and gardens. (Buildings, fill, and any obstruction that could increase flood heights are specifically prohibited.)

RA: Rural Agricultural Districts - Farming and one single-family dwelling per legal lot.

RA-1: 1 acre minimum lot size

RA-10: 10 acre minimum lot size

R-1 Residential Single-Family Districts - One single-family dwelling per legal lot.

R-1-6: 6,000 sq.ft. minimum lot size

R-1-12: 12,000 sq.ft. minimum lot size

R-1-15: 15,000 sq.ft. minimum lot size

R-1-20: 20,000 sq.ft. minimum lot size

RM: Residential Multiple-Family District - Apartment buildings and other kinds of multiple dwellings up to 35 feet tall or sites of at least 36,000 sq.ft.

PRD: Planned Residential District - Any combination of residential uses permitted by the town on sites of at least 50 contiguous acres. (The special purpose of this district is to allow innovative proposals that include a mixture of housing types on sites that are large enough to accommodate the mixture harmoniously.)

PUD: Planned Unit Development District - Any combination of residential uses like the PRD District plus commercial, service, and other non-residential uses are primarily intended to serve the PUD residents. (The purpose of this district is like that of the PRD)

PID: Planned Institutional Development District - Colleges, universities, technical and theological schools, hospitals, health service facilities, and governmental facilities on sites of at least 50 acres.

NB: Neighborhood Business District - Grocery stores (not exceeding 2,500 sq. feet), neighborhood pharmacy excluding drive thru service (not exceeding 2,500 sq. feet), drugstores, barbershops, and beauty shops in buildings up to 2 stories tall on lots at least 250 feet deep (but with no minimum lot width or area)

GB: General Business District - Any uses permitted in the RB and NB District plus others such as restaurants, theaters (not to include a drive-in theater), offices, banks, and various kinds of retail commercial establishments, subject to the same building and lot size restrictions as the NB District.

RB: Restricted Business District - Offices for various professionals and establishments that provide goods and services to other businesses, subject to the same building and lot size restrictions as the NB District.

LI: Limited Industrial District - Facilities for research and development, the manufacture of electrical, electronic, or optical devices, and other light manufacturing or assembly in buildings up to 50 feet tall on lots of at least 62,500 sq.ft.

GI: General Industrial District - Any uses permitted in the LI District plus others, such as printing and publishing, lumber and building materials yards, wholesale distribution, and warehousing, and auto sales and repair in buildings up to 36 feet tall on lots of at least 50,000 sq.ft

FPO: Floodplain Overlay District - requires residential structures to be elevated, non-residential structures to be floodproof, and other appropriate measures to be used to protect structures and their occupants from the dangers of flooding.

AOD: Airport Overlay District - Incorporates into the zoning law the requirement that the County Planning Director review and approve developments in the vicinity of the airport. (See the discussion under Referrals to the county planning department later in this section.)

AUO: Adult Use Entertainment Establishment Overlay District - Provides criteria, standards and procedures for the placement of adult uses within the Town of Chili.

PNOD: Planned Neighborhood Overlay District - Provides criteria, standards, and procedures for the integrated development of vacant sites into a neighborhood setting containing a mix of residential and commercial land uses.

AC: Agricultural Conservation - Conserve viable agricultural land and soil resources by preventing uses of the Property that will significantly impair or interfere with the Property's agricultural and forestry viability and productive capacity.

Consult the Code of the Town of Chili, Chapter 500, Zoning, for more detailed information about these and related matters.

For each exclusive zoning district, the ordinance specifies:

- The principal and accessory uses that are allowed.

Principal uses are the uses that establish the character of the district, e.g., single family homes in a single-family residential district. Accessory uses are subordinate uses customarily associated with and incidental to the principal uses, e.g., driveways and garages for single family homes.

- Various conditional uses, which may be allowed if they would not significantly impair the principal uses. Conditional uses are significantly different from the principal uses and they may be compatible in some circumstances but not in others, e.g., churches or schools might be conditional uses in single-family residential districts.
- Development standards for the various uses. Development standards deal with such issues as minimum lot dimensions, maximum building height and building setback requirements.

The overlay districts are superimposed over the other districts because they have special conditions (e.g., flooding and concerns that relate to airport activities). The zoning law specifies appropriate additional requirements that must be complied with in these areas.

The zoning law also establishes the town's Planning Board and Zoning Board of Appeals and specifies:

- The authority and responsibilities of the boards and other town officials with regard to the requirements in the law.
- Definitions of various terms used in the law.
- Supplementary regulations that apply to several districts and that deal with such matters as signs and off-street parking.
- Procedural requirements for the submission and review of applications and for notifications about decisions.
- Procedures for requesting variances from the normal requirements of the law.
- Procedures for requesting changes to the Zoning Map or to the requirements in the law.
- Enforcement mechanisms and penalties for noncompliance.

The law specifies the various requirements in some detail, but it could not possibly anticipate and specify appropriate requirements to address every conceivable troublesome circumstance that might occur. Therefore, it requires that site plans be submitted for many kinds of nonresidential development proposals. The proposals can then be modified or rejected if significant potential problems are identified.

The town's subdivision regulations are an essential adjunct to the zoning law. In essence, they establish site plan standards and a site plan review procedure for residential developments where parcels are subdivided into smaller lots for development.

Without these regulations, land could be subdivided in ways that create undesirable lots or that make inappropriate provisions for roads, sewers, water supply, or other essential facilities. If such lots were created and sold, they would contravene the intent of the zoning law and, as well, cause other problems. The subdivision regulations prevent that.

Various other review and approval requirements apply to many development proposals. The most important of these are summarized below:

Environmental Reviews: A general examination of potential environmental consequences is required by New York's State Environmental Quality Review Law and Regulations for all but the most minor development proposals. Specific procedures must be followed, and any significant concerns that are identified must be thoroughly examined. All state and local agencies must comply. There are procedures for interagency coordination. No specific permit is issued but decisions must take the results of the environmental review into account.

Referrals to the County Planning Department: Development proposals that involve zoning or subdivision approvals near municipal boundaries or near state or county parks, highways, or other facilities as well as development proposed within 500 feet of the Monroe County Southwestern Agricultural District #2 boundary must be submitted to the Monroe County Planning Department for review and comment. No actual permit is issued but the comments may affect the decision made by the relevant municipal authority. As an added service, the Monroe County Planning Department shares the plans that it receives with other state and county agencies and returns their comments for the municipal authority's consideration.

Airport Reviews: All proposed developments within the AOD Airport Overlay District area must receive approval from the Monroe County Planning Department. Also, any proposed structure within seven miles of major runways at the airport tall enough to pierce an imaginary surface extending upward and outward at a slope of 1 to 100 from those runways must receive approval from the County Planning Department.

Permits for Wetlands and Certain Waterbodies: Permits must be obtained from the N.Y.S. Department of Environmental Conservation or the U.S. Army Corps of Engineers or both before development can be undertaken that would affect the wetland areas that are shown in Figure 2-2.

Other permits are required from either or both of these agencies for development that would disturb the bed or banks of the Genesee River, Black Creek, Little Black Creek, or Mill Creek.

These agencies use a coordinated permit process to guarantee that neither is overlooked and to avoid duplication of effort.

Approvals for Particular Facilities: The aspects of development proposals that deal with additions or connections to existing facilities (sewers, water mains, or streets and highways) or with the installation of particular facilities (pollution control equipment, private water supply or sewage disposal facilities) must be approved by the agencies responsible for or that oversee those facilities.