



City of Chelsea Master Plan

What Chelsea would you like to see?



Adopted August 19, 2019

RESOLUTION OF ADOPTION

City of Chelsea Master Plan

By City of Chelsea Planning Commission

WHEREAS, the City of Chelsea Planning Commission has the responsibility and is empowered by Public Act 33 of 2008, as amended, to make and adopt a Master Plan for the physical development of the City and to amend the Plan as needed, and

WHEREAS, the City of Chelsea City Council created the Planning Commission for the purposes stated in Public Act 33 of 2008, as amended, and

WHEREAS, The City of Chelsea has retained professional planning consultants to assist the Planning Commission with the technical studies necessary to make a new Master Plan for the City of Chelsea, and

WHEREAS, the Planning Commission held a public hearing on the proposed new Master Plan for the City on October 17, 2017 at Chelsea City Hall, and held a second public hearing on July 16, 2019

WHEREAS, the Planning Commission finds the new Master Plan necessary for the continued development and the appropriate redevelopment of the physical areas of the City,

NOW THEREFORE BE IT RESOLVED, the City of Chelsea Planning Commission hereby adopts this Master Plan for the City of Chelsea, along with the text, maps, figures, charts, graphs and other descriptive materials contained in the Plan, contingent upon final editing for grammatical errors and punctuation provided the context of the document is not changed

BE IT FURTHER ORDERED, the City of Chelsea Planning Commission recommends approval of the Master Plan to the City of Chelsea City Council.

Motion by: Erik Larsen Supported by: Peter Shaw

AYES: 7

NAYS: 0

ABSENT: 1

VACANCY: 1

RESOLUTION DECLARED ADOPTED: July 16, 2019



Larry Ledebur, Planning Commission Chair
City of Chelsea

WITH THANKS

This document is a replacement to the previous Master Plan. It is a direct result of the efforts of the Planning Commission based on the ideas, opinions, and vision shared by City residents and other public and private sector stakeholders who provided input during the planning process. Their input was invaluable in forming this document which will help to guide the future of the City of Chelsea.

CITY OF CHELSEA PLANNING COMMISSION

- Larry Ledebur Chairperson
- Claire Robinson Vice Chair
- Sarah Haselschwardt Secretary
- Adam Ellison Board Member
- Vincent Elie Board Member
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CITY OF CHELSEA CITY STAFF

- John Hanifan City Manager
- Christine Linfield City Engineer

With Assistance Provided By:



Carlisle | Wortman
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INTRODUCTION

Introduction

Chelsea is a vibrant small city featuring a full array of amenities that provide a quality small urban setting for the residential, commercial, educational, and recreational needs of the community. An enriching quality of life can be found for Chelsea's residents in its activity rich, age-friendly, healthy environment where children, young people, adults of all ages, and families can safely and happily live, work, and recreate. The City provides cultural amenities, recreational amenities, and commercial services that enrich the lives of its residents and attract visitors from the immediate region and beyond.

While Chelsea has always been a multi-generational community, recent growth patterns have shifted the demographics of Chelsea. To ensure a dynamic and vibrant future that features multiple ages and generations, Chelsea needs to focus on growing its youth, young adult, and young family populations. To do so, Chelsea needs to plan for amenities, facilities, and housing that are designed for the needs of these populations. Simultaneously, the community will strive to provide an environment for seniors to age gracefully in place.

Located in Western Washtenaw County, Chelsea is the urban hub for the larger regional community. Many of the residents of the surrounding area, comprised of Lima, Sylvan, and Lyndon Townships, identify with Chelsea because the City is where their children attend school, they do their shopping, or they visit for entertainment. The rural character, pastoral setting, and natural beauty of the surrounding communities helps to give the City its small town character and charm. The City seeks to create and support partnerships with these adjacent communities to further benefit long term community goals.

This Master Plan is comprehensive in nature and explores many aspects of the community including land use, transportation, economic development, heritage and culture, community health, the needs of different generations, recreation and entertainment, and sustainability. Through the inclusion of cross cutting themes, this plan exposes the relationship between these various topics and identifies policies and initiatives that support multiple community goals.

Chelsea is a community with many dedicated groups and individuals who are committed to maintaining and enhancing the qualities that make the City great. In developing this Master Plan, the City had a base of community assets with which to start. The Plan builds upon these assets with a vision for the future. The Plan employs current best practices with a foundation that is grounded in the culture and history of the community.

Master planning is a process that involves the strategic development of policy relating comprehensively to planning issues facing the community including land use, transportation, economic development, community health, public investment, growth, and physical development. A master plan is not a legislative document. The purpose of the City of Chelsea Master Plan is to state the City's goals, provide information that helps to develop understanding of policy related issues, provide decision makers a foundation on which to make decisions, and identify strategic projects and initiatives that help to support the community's policies. The implementation of these projects and initiatives is intended to help the City achieve the short and long term visions for the community.

Purpose of the Master Plan

How the Plan is to be Used

The Master Plan is used in a variety of ways, but most importantly, the Plan is a general statement of the City's goals and policies and provides a single, comprehensive view of the community's desires for the future.

The Plan also serves as an aid in daily decision-making. The goals and policies outlined in the Plan guide the Planning Commission, City Council, and other City bodies in their deliberations on zoning, development proposals, capital improvements, and other matters related to land use and development.

The Plan provides the statutory basis upon which zoning decisions are made. The Michigan Planning Enabling Act (P.A. 33 of 2008, as amended) requires that the zoning ordinance be based upon a plan designed to promote the public health, safety, and general welfare. It is important to note that the Master Plan and accompanying maps do not replace other City Ordinances, specifically the Zoning Ordinance and Zoning Map.

The Plan attempts to coordinate public improvements and private development supported by the Capital Improvements Plan. For example, public investments in transportation, infrastructure, or public space should be concentrated in areas identified in the Master Plan which will result in the greatest benefit to the City and its residents.

Finally, the Plan serves as an educational tool and gives citizens, property owners, developers and adjacent communities a clear indication of the City's direction for the future.

Should, Will, and Shall

These terms are used throughout the document and are intended provide weight to different statements or initiatives.

Should is used to give an opinion, to make a suggestion, express a preference or an idea.

Will is used to show desire, preference, choice or consent.

Shall is used as an imperative.

How the Plan is Setup

There are eight major topics that provide the framework for the various chapters in this Plan. Each chapter identifies community policy statements that relate specifically to the topic or subtopics within the chapter. The chapter then explores various components of the topic providing more detailed information that helps to define a concept or illustrate the importance to the community. Due to the intrinsic relationship between many of the topics, a certain concept may be mentioned in one chapter, but more fully explained in another.

There is an implementation matrix at the end of the document that identifies a number of projects or initiatives in which the City could engage during the five year planning period. These projects or initiatives are intended to achieve the goals in the Master Plan. Each project or initiative supports the policies identified for each topical chapter; many support multiple policies and multiple topics.

LAND USE

CHAPTER 1



Land Use Goals

Chelsea is a regional center and should continue to promote land uses that support the needs of its residents and neighboring communities.

Chelsea will endeavor to maintain the small town character of the community through careful planning for the location and style of any and all new development and redevelopment.

Chelsea will support the City's traditional neighborhood design wherever possible.

Chelsea will ensure that new development reflects existing land use patterns in the older part of the community.

Chelsea will provide for the needs of existing and future residents through new and diverse land uses within the City.

Chelsea will endeavor to diversify its housing stock to support the needs of all residents.

Chelsea will protect, maintain and increase publicly accessible open spaces and endeavor to increase the supply.

Chelsea will ensure that new development and redevelopment can be supported by existing or planned infrastructure.

Chelsea will promote appropriate development and redevelopment of industrial and commercial opportunity sites.

Chelsea will utilize innovative zoning techniques to encourage the creation and preservation of open spaces, park land, and natural features.

Chelsea will utilize mixed use development and form-based design, as well as cluster housing and Planned Unit Developments (PUDs), to achieve preferred land use patterns and to provide an opportunity to preserve open space and natural resources.

Overview

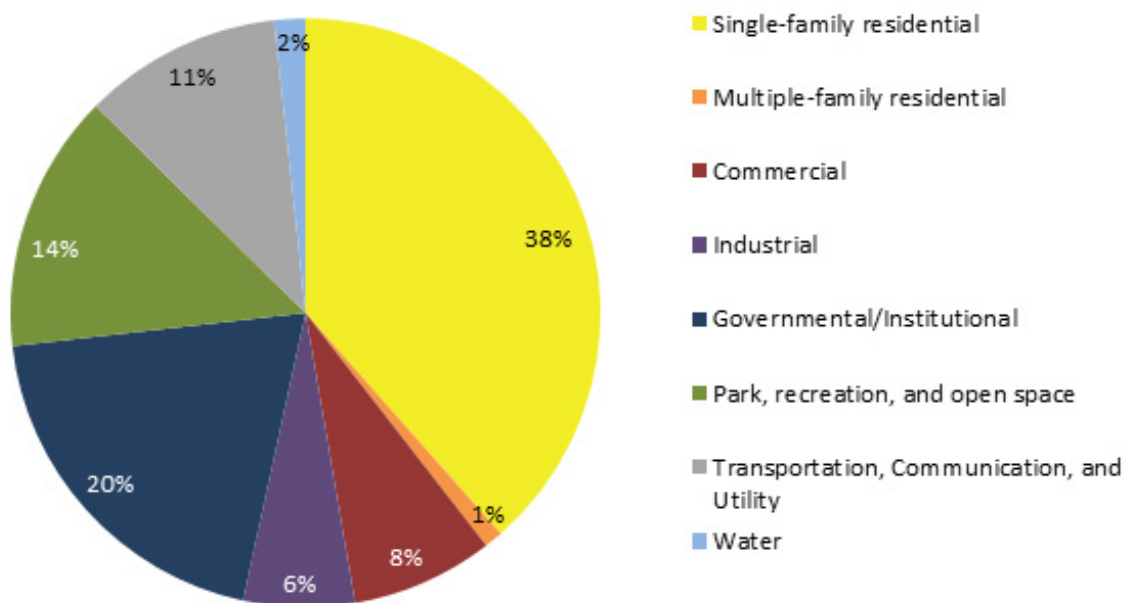
This chapter identifies existing land uses and explores future development and land use opportunities. Concepts related to potential development techniques and land use regulations are explored. Additionally, this chapter identifies connections between proposed land use techniques and their relationship to other key themes in the Master Plan.

The City of Chelsea is a compact community with a clearly developed land use pattern. The community is comprised of a traditional downtown, strong residential neighborhoods, beautiful parks, institutions such as schools, the hospital, and the library, an industrial district, and a newer commercial area with a variety of retail opportunities and services used by residents of Chelsea and surrounding communities. Chelsea is surrounded by distinctly less dense rural communities.

The uses represent a full array of general land uses which have served the needs of the City and the surrounding communities. However, in order to continue to grow and provide for the needs of existing and future residents, new and diverse land uses will need to be accommodated within the City.

The City is 3.68 square miles and is primarily built out. There are a few larger parcels on the edges of the City that have not been developed. These areas have been planned for residential use. Beyond the growth that will take place in limited undeveloped areas, any other development opportunities within the City must be in the form of redevelopment or infill. There are a number of sites and districts in the community that represent opportunities for such development.

Existing Land Use Chart



Source: SEMCOG

Agricultural

Historically agricultural activity has played a very important role in the development of Chelsea. The community grew as a regional hub for the distribution of farm products. There are only a few remaining parcels in Chelsea that can be used for agricultural purposes. These are located on the north side of Dexter-Chelsea Road and on the west side of M-52 at the north end of town. The agricultural industry is no longer active in the City of Chelsea, and since these parcels are currently zoned for residential use, they are expected to develop accordingly.

Single Family Residential

Single family residential is the most prevalent land use in Chelsea. Residential densities vary from one neighborhood to another, but they generally contain small to moderate sized lots, typical of traditional Midwestern cities. Minimum lot size standards under current zoning range from 7,500 square feet in some of the older neighborhoods to 10,000 square feet in subdivisions located near the perimeter of the City.

Most existing neighborhoods are integrated into Chelsea's urban fabric through grid pattern streets and a connected sidewalk system. In addition, the older housing stock reflects traditional neighborhood design elements with prominent front porches, varying architectural styles and details, recessed or detached garages, and shallow setbacks. These features have contributed to an intimate neighborhood experience and easily walkable connected districts.

Multiple Family Residential

There are a variety of multiple family dwellings in Chelsea, including attached townhouses, two-story apartment complexes, large senior housing complexes, and a limited number of second-story apartments above commercial buildings within the Central Business District. Newer attached condominium developments are located in the southern portion of the City near the intersection of M-52 and Old US-12.

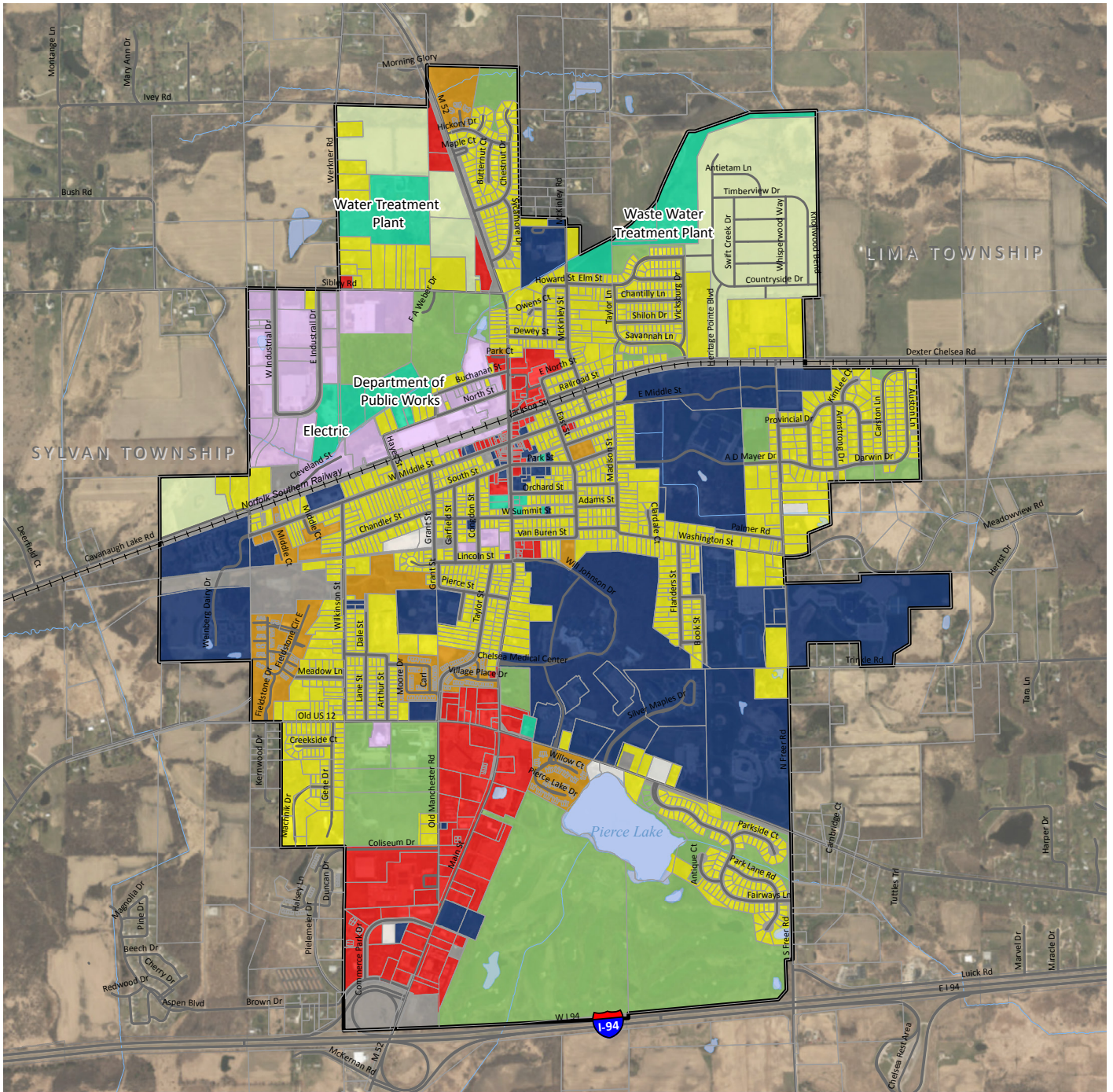
Commercial

Chelsea contains a wide variety of commercial land uses, including shops and restaurants in traditional multi-story mixed use buildings, larger multi-tenant strip shopping centers, and individual businesses on single lots. The predominant commercial uses include retail, restaurants, automobile service stations, personal services, and office.

In the downtown area there are traditional multi-story mixed use buildings in the historic district. These buildings have shops and restaurants on the ground floor with primary entrances facing the sidewalks immediately adjacent to the street. The largest concentration of commercial land uses outside of the downtown area is along M-52 between I-94 and Old US-12. This area includes larger scale commercial uses including multi-tenant shopping centers and a commerce park at the interchange. These uses are generally located on large sites, have large buildings with greater setbacks, provide more expansive off-street parking, and include truck-unloading areas. While there are currently no 'big-box' stores (single-story, large area, single-user) in the Chelsea area, there may be pressure in the future for one or more of these.

Office

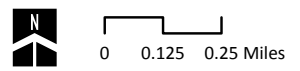
Limited office space is scattered around Chelsea. Office uses are located within mixed commercial buildings or within older buildings that have been redeveloped for new uses around the Central Business District. Other offices are located along M-52 in the southern portion of the City.




- | | |
|---|--|
| Agricultural | Transportation, Communication, and Utility |
| Single Family Residential | Park/Open Space |
| Multiple Family Residential | Vacant |
| Commercial | Lakes |
| Public | Streams |
| Institutional | |
| Industrial | |

EXISTING LAND USE

City of Chelsea, Washtenaw County



Source: Washtenaw County GIS, SEMCOG

Carlisle/Wortman Associates
3-3-17 

Central Business District

Chelsea's Central Business District is characteristic of a small, historic downtown with a mixture of uses situated in a compact, pedestrian-oriented community. Uses in the Central Business District include retail, restaurants, personal service establishments, office, and limited second-story residential. While a majority of the Central Business District uses tend to be pedestrian-oriented, there are a few sites with multiple curb cuts or front yard parking lots that create gaps in the traditional pedestrian-oriented downtown framework.

Many of the structures in the Central Business District are historically significant. Examples include the Welfare Building, the train depot, and the Clock Tower Complex. These buildings possess historic architectural elements and character. The redeveloped space within the Clock Tower Complex has enhanced the Central Business District by providing new and viable commercial space in the downtown, serving as a valuable example of adaptive reuse.

Industrial

Industrial land uses are located in the central and the northwestern portion of the City. Chelsea Milling Company is a landmark historic industrial use located on the north side of the Central Business District adjacent to the railroad. A modern industrial park is located in the northwest corner of the City.

Institutional

Institutional uses include community services and utilities for the public, such as hospitals, places of worship, cemeteries, schools, and municipal buildings and facilities. Public institutions include buildings and grounds for the police department, district library, district court, public works, City Hall, wastewater treatment plant, and City water wells. The Chelsea Community Hospital/St. Joseph Mercy is located immediately southeast of the Central Business District and is a major land use and employment center for the Chelsea area. The University of Michigan Health Center is also located in the hospital complex. Institutional uses are scattered throughout the City and are conveniently located for residents.

Parks and Recreation and Open Space

Parks and Recreation opportunities are represented by City parks, the County golf course, the Arctic Coliseum Ice Arena, school facilities, and the Chelsea Community Fairgrounds. These sites provide passive and active recreation opportunities. Though Timbertown Park and Pierce Park are highly recognized and celebrated community assets, they represent a limited amount of public park land within the community. As identified in the Parks and Recreation Master Plan, the City is lacking sufficient park land based on its population. Any new residential developments or redevelopment should include usable park space. Park space may take on different forms depending on the context of the development. Single-family neighborhoods should include traditional neighborhood parks. Mixed use developments may develop more urban public spaces, such as hardscape plazas.

Open space is also an important community asset for passive recreation, aesthetics, or environmental quality. Open space can be considered any undeveloped land, whether on a parcel that has no development or areas that are left untouched within existing developed parcels. Examples of open space include wooded or wetland areas around the schools, the hospital, or within community facility properties.

Future Growth and Small Town Character

Chelsea has a unique small town character that is especially evident in the downtown and traditional neighborhood areas. Trees and tree canopy are signature features of the City. Trees are some of the tallest objects, taller than most structures in the City, and are planted in wide extensions throughout the City that provide ample shade for residents, walkers and bicyclists and also act as traffic calming measures. The neighborhoods feature traditional design elements and are easily walkable and bikable. The housing styles are diverse and many of the houses have recessed or detached garages and front porches, which encourage visits and conversation. There are defined and central downtown and commercial areas where people gather, work, and run errands. The height and scale of the buildings throughout the town, for the most part, reflect the original development era of Chelsea and remain respectful to its history and relate appropriately in size and scale to the rest of the community. It is this small town character which gives Chelsea its charm and promotes a sense of community. While community members have a desire to accommodate a reasonable amount of high quality development in the City, they also want to preserve the small town character that is Chelsea. While being surrounded by distinctly less dense rural areas helps to maintain the integrity of the small town feel, Chelsea must carefully plan for the location and style of any new development in order to maintain its unique sense of identity and community.

Chelsea's Small Town Charm features:

- **Clocktower Building - predominant architectural feature and landmark**
- **Trees - tallest objects**
- **Wide extensions with mature trees**
- **Diverse housing designs - front porches, recessed garages**
- **Traditional neighborhood design elements**
- **Ease of getting around town by car, bicycle, or on foot**
- **Clear, central, defined commercial center**
- **Size and scale of buildings are respectful to Chelsea's history and community**

Community Infrastructure

All new development must be tempered by the ability of community infrastructure to support existing and planned growth. Public utilities including sewer, water, and electricity are available to service areas within the City's boundaries. Community infrastructure includes all transportation facilities (roads, sidewalks, pathways, bicycle facilities, transit routes, and transit stops), public utilities (sewer, water, and electricity), public safety (police, fire, and EMS), parks and recreation facilities, schools, community institutions and facilities (post office, library, public, and government buildings). The type, quality, and presence, or lack of, infrastructure has a tremendous effect on the community from quality of life to the type and intensity of development that can be supported in certain areas.

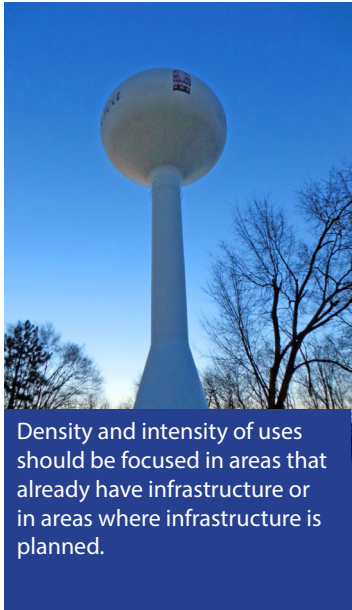
The City is actively trying to increase pedestrian and bicycle facilities that will provide for greater connectivity and safety. The City's goal is to provide multi-modal access for all new and existing land uses.

Sewer and Water

While capacity exists within the City utilities to facilitate planned new growth within the City, any proposed expansion beyond the City's current boundary must be carefully considered to ensure that capacity exists or whether upgrades will be needed. However, perhaps more importantly, extension of utilities can increase development pressure, increase demands on local services, and create additional congestion within the City and degrade the character and quality of both Chelsea and surrounding townships. Therefore thoughtful planning must be undertaken to evaluate the effects of any proposed land use on the community and utility capacity before any utility expansions are considered outside the City boundaries.

Michigan Planning Enabling Act (PA 33 of 2008, as amended) authorizes master plans and the creation of a Planning Commission. Once a Planning Commission has drafted and adopted a master plan, in whole or in part, the Act requires that all public works occurring within the municipality be submitted to the Planning Commission for approval of the project. This would include items such as sanitary sewers, water lines, road improvements, bridge improvements, etc. These public works and capital improvement projects must be coordinated and reviewed for consistency with the Master Plan.

Capital Improvements Plans consider the funding and timing of all municipally related capital needs, including roadways, utilities, parks and recreation, Township Hall expansions/development, etc. Yearly ongoing review provides the opportunity to keep the plan up to date and add new projects. The Master Plan should be used as a key reference document in the preparation of a Capital Improvements Plan to ensure public dollars are spent where the most benefit will be received.



Density and intensity of uses should be focused in areas that already have infrastructure or in areas where infrastructure is planned.

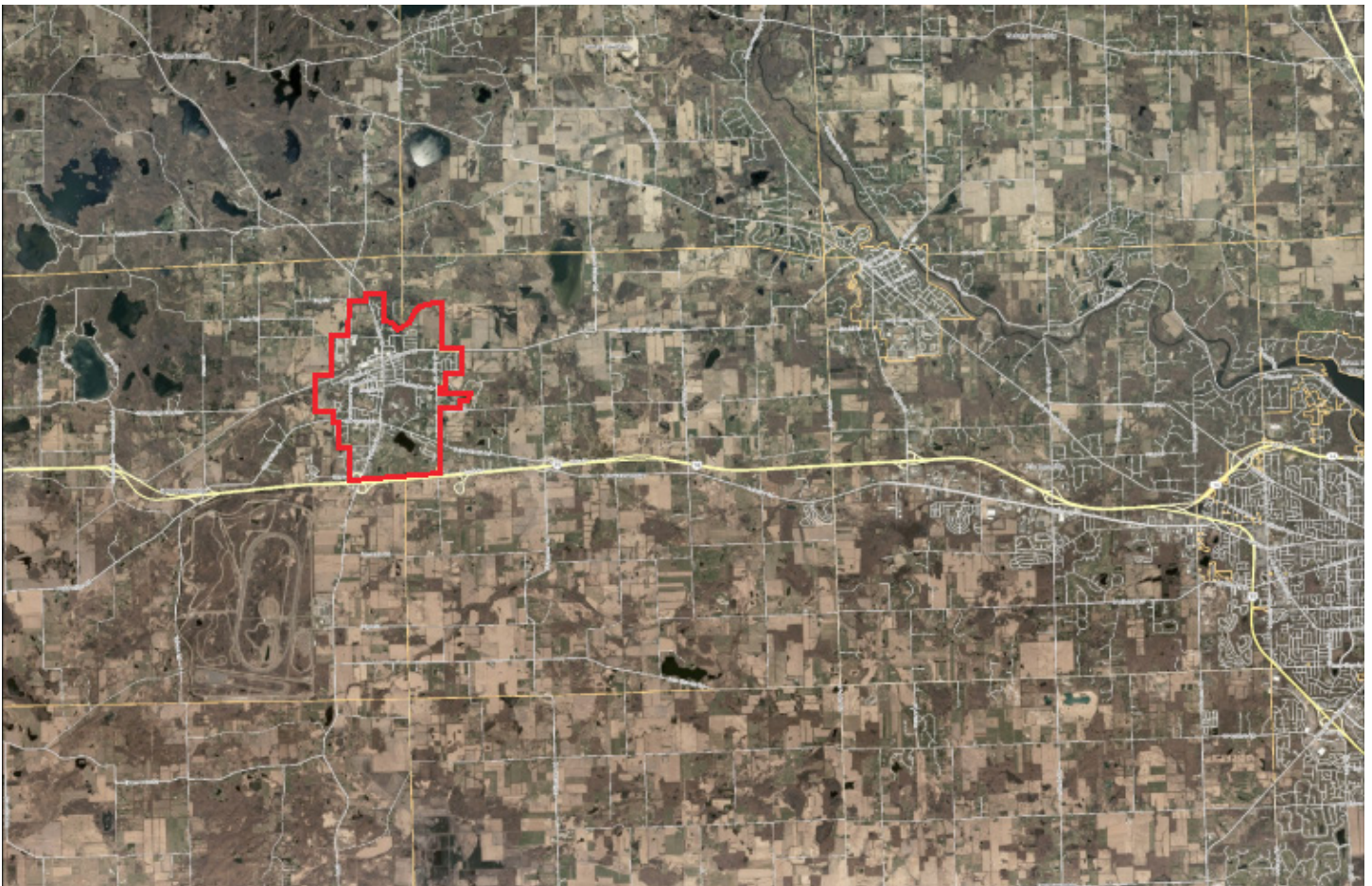
Capital Improvement Plan

Regional Center

Chelsea is located in Western Washtenaw County and is surrounded by smaller rural communities. The City is well-established as the regional center for this area. Chelsea provides a variety of needed services and opportunities to residents in neighboring townships. The Chelsea School District encompasses a large portion of Northwestern Washtenaw County. The Chelsea District Library is a beloved institution by both residents of the City, as well as residents of neighboring townships. Chelsea's location and relative size warranted the development of a local hospital, St. Joseph Mercy, which has been in the community for over 40 years.

Chelsea provides general commercial, personal service, entertainment, and cultural opportunities to the surrounding community. Many residents in neighboring townships identify with Chelsea because, not only do they have a Chelsea mailing address, but Chelsea is where they send their children to school, do their grocery shopping, go out to dinner, attend community events, and more. The City's regional draw is an important part of its economic success.

The City must continue to provide regional opportunities while maintaining its small town character. This must be done through managed growth within its borders, working with neighboring municipalities to plan for appropriate densities and land uses around the City's periphery. Infrastructure management, especially the extension of sewer and water will be a key tool in managing growth outside the City.

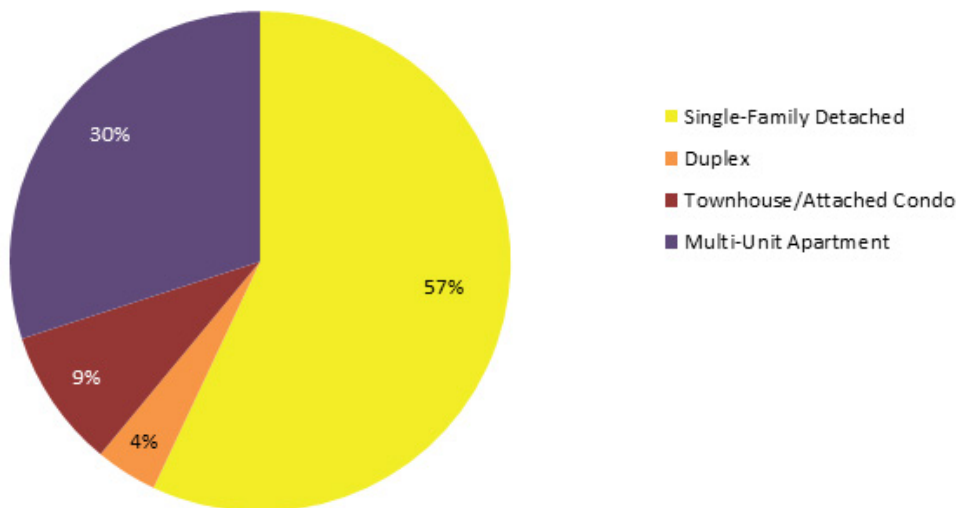


Western Washtenaw County

There are roughly 2500 housing units in the City of Chelsea, 60 percent of which are single family homes. There are just a little over 650 units within multi-unit/apartment buildings, and even fewer duplexes and townhomes. The stock of single family homes in Chelsea is generally well-maintained, and although relatively homogeneous by neighborhood, throughout the City there are a variety of ages, styles, and sizes. Single family homes have traditionally been the backbone of the community and historically the preferred housing type for small towns. This does not create much diversity in the cost or choice of housing for potential new residents or existing residents who may be transitioning to a new station in life. In order to accommodate new demand and provide housing choices, the City must diversify its housing.

Housing Needs

Existing Housing Types



Single Family



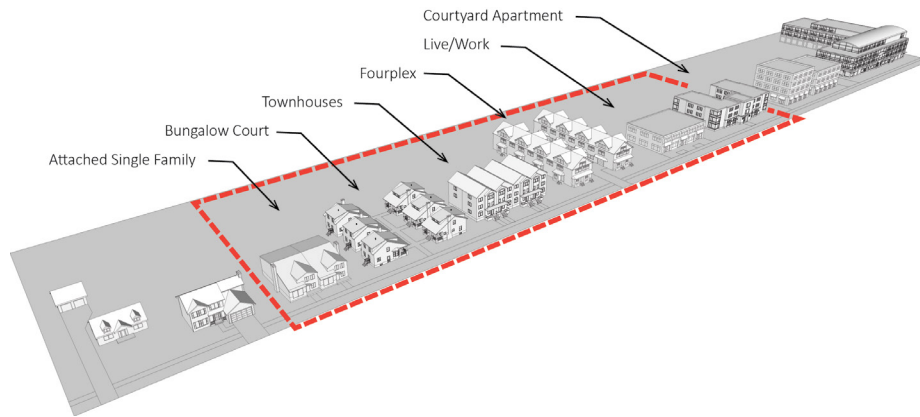
Attached Condos



Multi Family

Housing Diversity

There is a need to provide for a different housing type that will attract young professionals and young families, while retaining empty nesters and the increasing elderly population. All of these demographic groups are seeking a more compact, attached type of housing product in the form of row houses, townhomes, duplexes, fourplexes, or low rise apartments within established neighborhoods. These groups also desire a full array of amenities, such as walkability, parks and recreational opportunities, and proximity to areas with commercial and entertainment uses. Proximity to jobs that are walkable, bikable, or easily accessible by convenient transit is also a priority for young professionals and empty nesters who are still in the workforce. Providing diverse housing stock will support the City's goals related to economic development and being age-friendly.



This housing type is being referred to as the “Missing Middle”. Missing Middle is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. Chelsea participated in a Target Market Analysis, completed in October 2015, which identified a number of target markets, or demographic groups, that might potentially move to Chelsea if the appropriate housing stock was available. Generally, the study identified the potential for these groups to absorb 250 to 675 new moderate to upscale housing units over the next five years. The full report provides specifics about each market type, the specific housing type they would be seeking, and specific numbers for each year.

Accessory Dwelling Units

Another technique to provide additional density and accommodate changing demographics in a City is the creation of a code that allows for accessory dwelling units (ADUs). ADUs are a growing trend in communities as they often are created to provide supportive, yet independent, living options for family members just entering adulthood and those in their zenith. Currently the Zoning Ordinance does not permit ADUs.

Recognizing that the unit may not always be occupied by a family member, regulations are put in place to ensure compatibility with the existing neighborhood. Accessory dwelling units are a separate housekeeping unit on the same lot as a single family dwelling. Such units can be attached or detached, but are designed to be compatible in scale and design to the character of the existing single family neighborhood. Design criteria could require that the building materials and architectural style are the same as the principal structure. Regulation often requires that the principal home be owner occupied to ensure that the land is cared for with the same attention as other single family homes in the district. The ADU must be clearly secondary to





Commercial Uses



the principal use as a single family residence.

Mixed Use Buildings

Multi-story buildings in mixed use districts and the downtown area can provide for housing opportunities on the upper floors. The City should encourage these opportunities. This is a popular housing option for people looking for convenient and walkable proximity to local commercial or entertainment opportunities. Currently, the Zoning Ordinance identifies this as a special land use. The Zoning Ordinance should be updated to allow this use by right in existing commercial zoning districts and any new commercial or mixed use zoning districts created in the future.

There are two distinct commercial areas in Chelsea which provide for the retail and entertainment needs of the residents of Chelsea, as well as residents of the surrounding communities; downtown and the newer, more auto-oriented commercial area are located on M-52 (Main Street). By and large, the downtown provides a mixture of restaurants and specialty shops in a walkable environment that accommodates parking on the street or in lots situated behind buildings. The downtown has some second floor apartments and is connected to adjacent neighborhoods through a traditional grid pattern of streets. The character of the downtown is recognized for its historic buildings and small town charm by residents and visitors. The character of this area must be maintained as a community asset.

The newer commercial area which starts around the intersection of Old US – 12 and M – 52 and follows the M – 52 corridor south to Interstate 94 is characteristic of many auto-oriented commercial districts adjacent to highway off-ramps. This area includes multi-tenant commercial strips, individual commercial buildings, service stations, and auto dealerships, all of which are set back from the roadway and surrounded by parking. While this area provides many retail and service needs for the community, it does not convey the feeling of uniquely being in Chelsea.

There is a desire to see new development or redevelopment in this area that incorporates more of the elements of architectural and site design that are characteristic of downtown Chelsea. In addition, new forms of development in this area could include a mixture of uses to include residential clusters or residential on the second or third floor. This would help to accommodate some of the different demographic groups the City might want to attract, as well as providing additional choices for residents the City wants to retain as their housing needs change.

Commercial and retail opportunities in the City are expected to grow. A retail market analysis done by the Gibbs Planning Group in 2015 suggests that the City can support up to 161,300 square feet of additional retail development through 2020. The study based its findings on population and growth projections coupled with existing and projected average incomes in the trade area. The study includes estimates for land use demand by specific types of commercial uses that could be supported by the local market.

Office Space

There is currently limited office space within the City. In order to provide space for new office uses or to accommodate existing tenants who might be looking to up-size, the City should promote the opportunity to create new office space. Office spaces can be categorized in a number of different ways. There are single user offices for a variety of service types, such as attorneys, accountants, or other professional services that might be accommodated as a single suite within a larger office building, a space in the second story of a multi-use building, or in a converted residential structure.

There are other office uses that might be dedicated to research and development, engineering, or similar uses that typically employ a number of people that would need much greater space in a single standalone office building or within a business or light industrial complex. Additionally, there are office uses that are particular to certain existing industries such as businesses that would support the health industry. As an example, it might be beneficial for those office uses related to the health industry be located near the hospital.

In 2015 the Gibbs Planning Group completed an Office Market analysis for the City. The study suggests that Chelsea could support an additional, roughly, 50,000 square feet of office space every five years until 2040. The study is based on predicted employment growth in both Chelsea and the greater region.

There are opportunities to accommodate new office use for all office types. Opportunities include new development within the existing or expanded industrial districts in the northwest part of town, adaptive reuse of existing buildings in the downtown area, or space within new mixed use buildings that could be created as infill projects in various locations.

New Development Regulations

In order to plan for Chelsea's future and achieve some of the goals identified in this chapter, and the Master Plan overall, the City's zoning regulations must be evaluated and updated. In particular, the City should re-examine and revise its PUD ordinance to allow for non-traditional zoning, especially in larger tracts of land, to encourage specific land uses and goals such as conservation of natural resources and provision of green spaces. Other considerations may include improved traffic circulation and/or diverse housing.

The Central Business District is the only district that allows for residential uses within a commercial area; in this case, residential is only allowed on the second floor with a special use permit. However, there is a desire to have residential uses in walkable proximity to retail and job opportunities, which can be accommodated through mixed use developments. Mixed use zoning districts permit a combination of uses within a single development. Form-based code is a zoning tool that can be used to achieve mixed use development in a contextually appropriate manner which can be catered to the character or desired character of a particular area of the City.

Form-based codes focus on physical form as the organizing element of regulation. Building types and dimensions, building and parking location, and the relationship of building façades to the public realm are all elements of physical form that are considered when crafting a form-based code. Under

Infill Development - Involves building and developing in vacant areas in city centers or urban settings. This promotes the betterment of these city centers and leaves rural areas and open spaces undeveloped. Advocates state that infill development can reduce traffic congestion, save open space, and create more livable communities.

Adaptive Reuse - The development of a new use for an older building or for a building originally designed for a special or specific purpose.

Form-Based Codes

Form-Based District - A type of land development regulation that places primary emphasis on the physical form of buildings and site development with the end goal of producing a predictable built environment or specific type of place. This sets them apart from conventional zoning, which focuses primarily on uses (commercial, residential, etc.) and numerical standards (e.g. maximum building heights and density) whose physical outcomes in terms of what a development will look like are difficult to predict. By addressing physical form of development explicitly, form-based codes can provide more contextually sensitive and predictable results.

conventional zoning, land use is regulated by districts, often segregating uses that may otherwise be compatible. Use regulations in the form-based code recognize that building forms can accommodate a variety of uses; therefore, uses are organized by broader use groups, which are groupings or categorization of compatible uses which exhibit similar characteristics. These developments tend to be more sustainable, as they are more easily adapted to new uses in the future because the district is more permissive and buildings are designed and located in such a way to accommodate more uses.

Form-based regulations that relate to the context in which they are applied, are based on three main factors: street type, site type, and building form. Site context is derived from existing and desired characteristics of the area where these regulations are applied. Areas are distinguished from one another by their size and configuration, street patterns, location, and intensity of use. Site context requires a customized approach to each project. Building form addresses the manner in which buildings and structures relate to their lots, to other buildings, and to the street. Building form standards control height, placement, building configuration, parking location, and other design factors. In conventional districts, building form and placement are dictated by setback and height requirements.

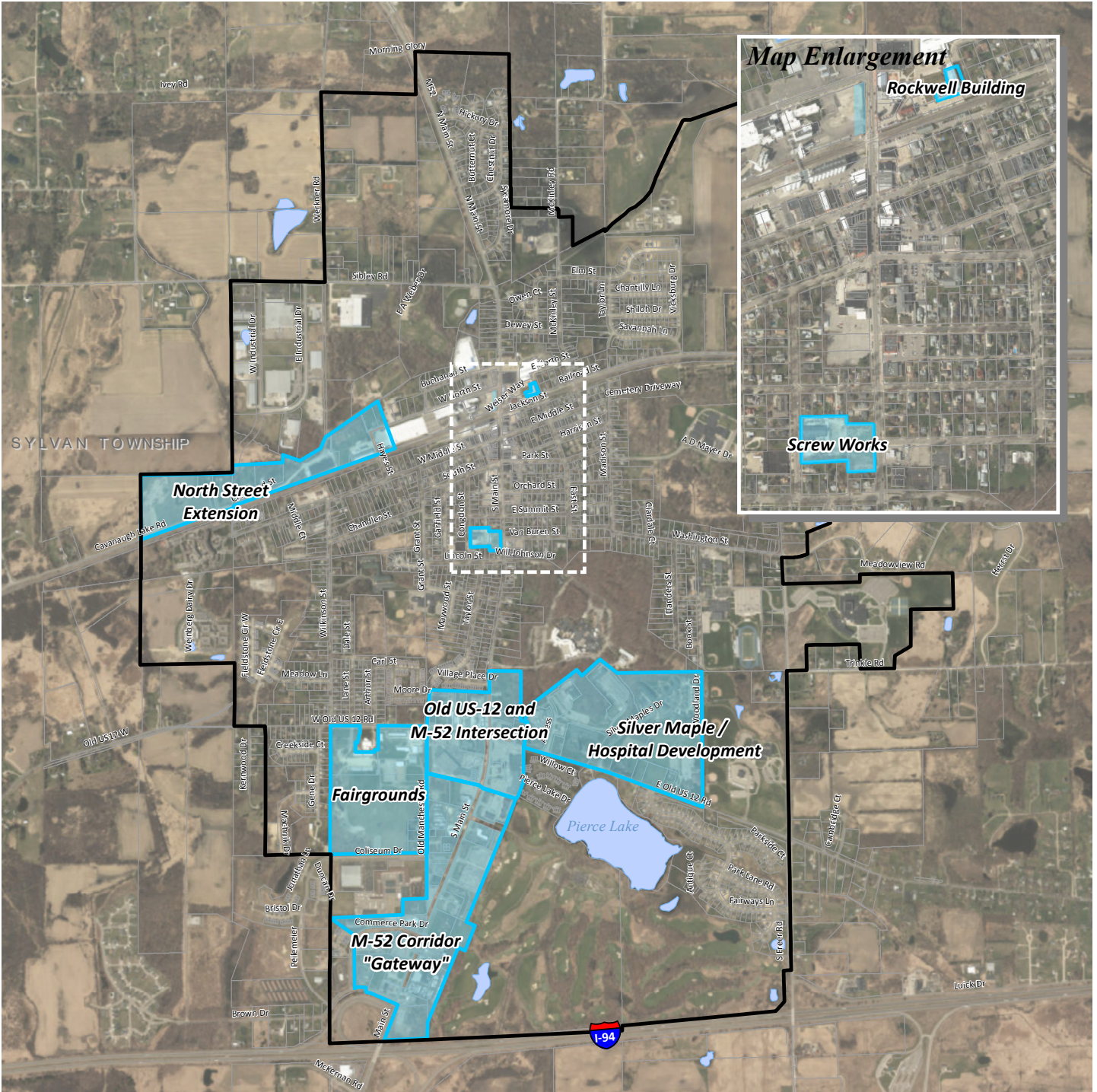
Form-based codes require greater analysis of the size, shape, and dimensions of each property at the time a code is adopted. In conventional districts, application of design standards is reactive rather than proactive, a great deal is left to chance during the review process. Most of the design standards are intended to offset a nuisance, rather than achieve a visual improvement. With conventional codes, there is a lack of consistency between sites, since each site is reviewed individually over different periods of time.

Form-based codes devote greater attention to design detail. As with building form and placement, form-based codes tend to be more detailed as to the nature and location of design improvements. Form-based codes do not dictate specific architectural styles, but rather specify desired outcomes as a result of building and site design. For example, if the City is looking for certain on-site improvements that would enhance the pedestrian atmosphere, those would be reflected in the design standards. In addition to building location, most form based codes require some degree of ground floor transparency or “activation” to make the pedestrian atmosphere more engaging.

As noted in the introduction to this chapter, there are limited undeveloped areas within the City that will accommodate new development. The undeveloped areas are primarily the northeast and northwest corners of the City. These areas are planned for residential uses. In fact, the largest piece of undeveloped land is encumbered by the future phases of a previously approved single family suburban residential planned unit development. Therefore, most new growth will need to be accommodated through infill, redevelopment, or adaptive reuse of existing structures.

The City has identified a number of “opportunity sites” that represent potential for infill, redevelopment, or adaptive reuse. These spaces include vacant lots or vacant buildings within the City’s core, potential development space adjacent to existing uses in industrial and institutional areas, commercial redevelopment areas, and the fairgrounds.





OPPORTUNITY SITES & AREAS OF FOCUS

City of Chelsea, Washtenaw County



0 0.125 0.25 Miles

Source: Washtenaw County GIS

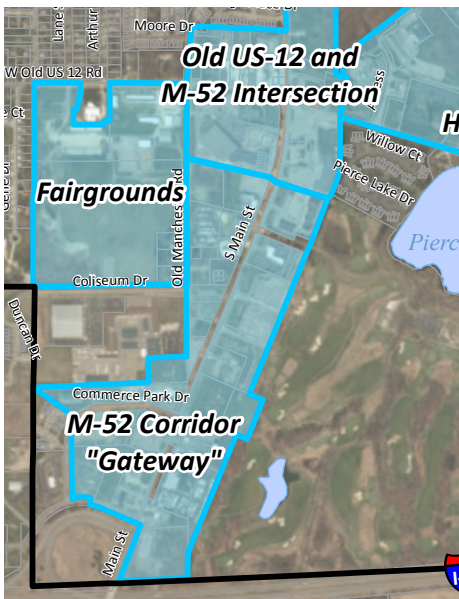
Carlisle/Wortman Associates
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Opportunity Sites

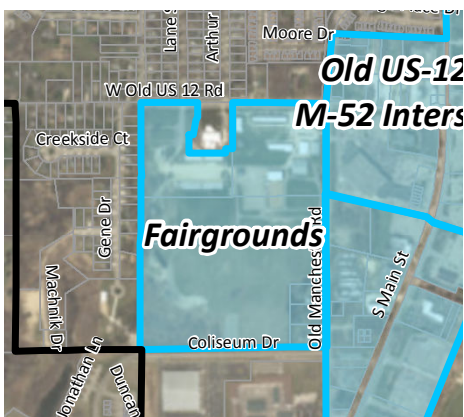
M-52 Corridor / Old US-12 and M-52 Intersection

This area has a clear development pattern as an auto-oriented commercial corridor. It provides for many retail and service needs for the City and the surrounding community. However, there has been desire expressed to see this area re-imagined as a more community-oriented, pedestrian accessible area, that exhibits characteristics similar to the rest of the City. This area is a gateway to the community and should express the small town character that is Chelsea. This can be done through building design and site design requirements that focus more on form and function than on particular uses. Additionally, a mixture of uses can maximize limited land area by allowing for additional density and uses, including new housing choices. Tools, such as a form-based code, density bonuses, and mixed uses can be incorporated into new and infill developments in a way that is functional, safe, aesthetically pleasing, and most importantly, conveys the message that you are in the City of Chelsea.



Fairgrounds

The fairgrounds include four parcels totaling 50 acres. The fairgrounds are a staple in the community with recreation and entertainment opportunities and community character unique to the City of Chelsea; the Fair is a community asset. The City strongly supports the fairgrounds remaining in its current location. It is not the intention of the community to change this use, however, if the Fair Board ever decided to move the operations from this location, it is important to have a plan for how the site could be redeveloped. Given its size and proximity to the M-52 Commercial corridor, the site would be a logical extension of the proposed mixed use development area. The mixed use designation would allow for a variety of uses developed in a cohesive manner, which is important to this area because of its proximity to existing residential neighborhoods. Development regulations should focus on the development form, design quality, and how the site would relate to its surroundings, while providing appropriate connections to the large community.



Main Street frontage

The Clock Tower Complex is located on the north side of the railroad tracks. Development of the area north of the tracks and the physical and perceptual connectivity to the Central Business District is important to the vitality of the community. The City must explore design solutions to create or enhance the physical and perceptual connections between the uses on either side of the railroad track in this area. One strategy would be to establish commercial or office buildings that front on Main Street across from the Clock Tower Building in order to continue the look and feel of the downtown area. A new rail stop in Chelsea may attract increased development attention to this area. The at-grade railroad crossing should be enhanced for pedestrian safety.

Silver Maples / Hospital Development

This area represents a unique challenge because there are many odd shaped parcels in various locations owned by various entities. Land owners include the hospital, the 5 Healthy Towns Foundation, Silver Maples, and two churches. Each of these entities is important to the community because of the service they provide. There may be development potential in this area for additional health related services and facilities or human services. Any redevelopment of this area should be coordinated between the various property owners in the district to maximize land and provide for cohesive coordinated development. Each of the major land holders in this focus area may have long term plans for growth. The City should help to facilitate communication and coordination between these groups in order to maximize the benefit to each, as well as the benefit to the community.

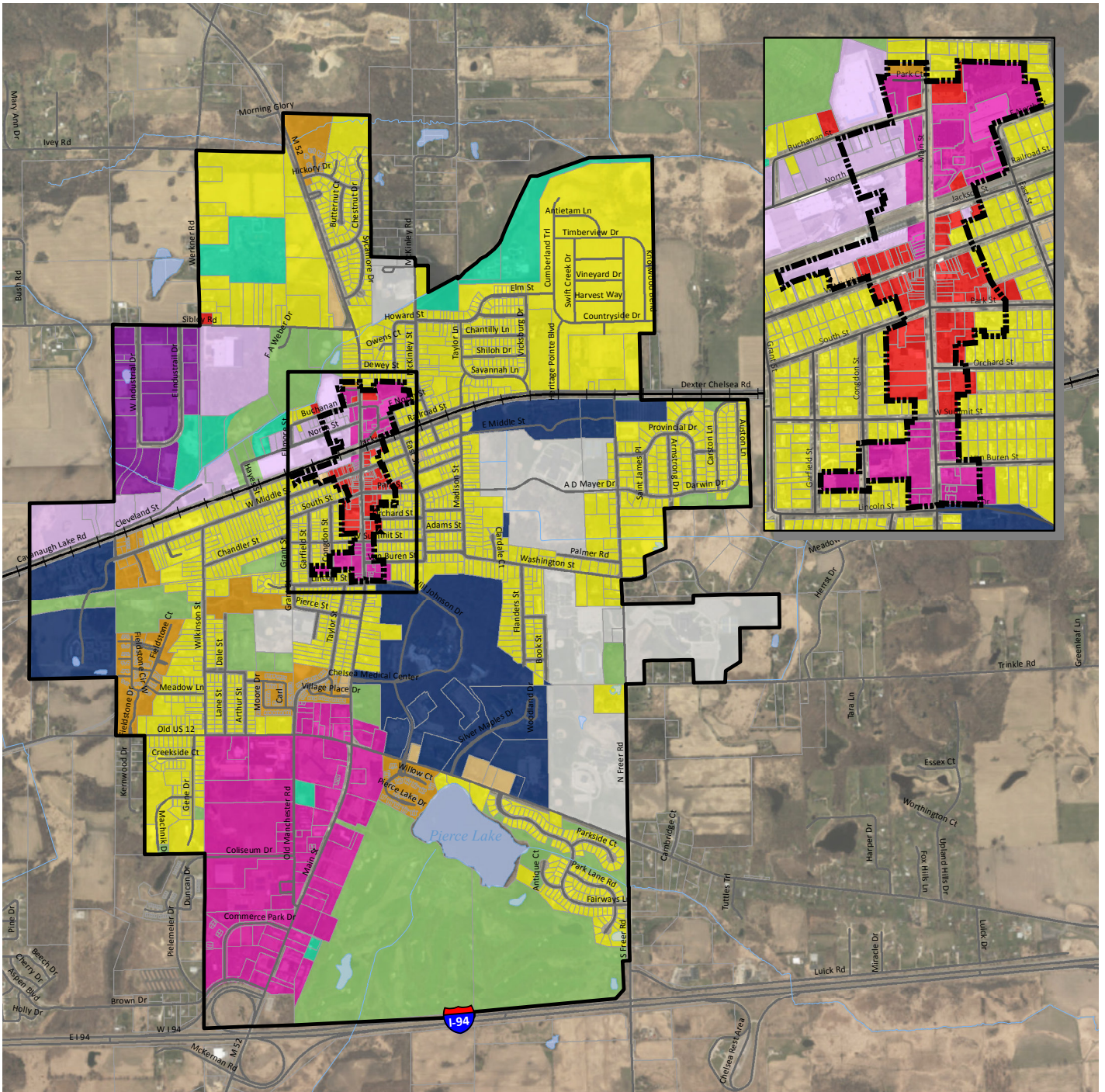
















Rockwell Building / Federal Screw Works

A prime opportunity site in the urban core of the City is the Federal Screw Works property. On the property there are existing buildings and vacant lots that will require infill or adaptive reuse. There are a number of potential uses that were identified as desirable by the community for one or more of these spaces. Most notably was an enclosed year-round farmer’s market.

Ultimately market forces will determine what uses will occupy these sites. The City can promote certain uses through development requirements or partnerships that make the sites easier to redevelop. For example, creating unique development requirements using a form-based code could help to make the vacant Federal Screw Works property more attractive by allowing for greater density, increased height, or reduced parking requirements. This must be balanced with site and building design requirements that will result in consistency with the character of surrounding uses. Reuse projects have a unique set of issues, but can be more attractive if the City is willing to assist in the entitlement process or provide incentives.





- | | |
|---|--|
|  Single Family Residential |  Light Industrial |
|  Multiple Family Residential |  General Industrial |
|  Central Business |  Public Facilities |
|  Mixed Use/Form Based |  Park/Open Space |
|  Office |  School |
|  Institutional |  DDA Boundary |
| |  Lakes and Ponds |
| |  Rivers and Streams |

FUTURE LAND USE

City of Chelsea, Washtenaw County



0 0.125 0.25 Miles

Source: Washtenaw County GIS, SEMCOG

Carlisle/Wortman Associates
3-20-2019



Zoning Plan

Category	Use	Key Characteristics
Single Family Residential	<p>Primary: Single-family detached homes</p> <p>Secondary: Accessory Dwelling Units, parks, greenways, recreation, community gardens, schools, places of worship, and other complementary spaces</p>	<p>Includes neighborhoods (of all ages) that are comprised predominantly of single-family detached homes.</p> <p>A well-defined pattern of blocks and direct pedestrian and bicycle connections provides residents with direct access to nearby services and amenities.</p>
Multiple Family Residential	<p>Primary: Multifamily apartments or condominiums</p> <p>Secondary: Townhomes or duplexes, retail, restaurants, public facilities, senior services, parks, recreation facilities, community gardens, schools, and places of worship</p>	<p>Mix of higher density housing types located in areas that are proximate to retail, health and human services, schools, parks, employment, and public transit.</p>
Central Business	<p>Primary: Retail, commercial, business, and professional uses intended to serve the residents of surrounding neighborhoods</p> <p>Secondary: Townhomes, small scale multi-family apartment or condominiums, restaurants, specialty stores, professional offices, health services, public facilities, as well as plazas, squares, pocket parks, and other community gathering spaces</p>	<p>Offer a mix of supporting services and small-scale commercial/retail uses for surrounding residential neighborhoods.</p> <p>Multiple family residential uses are typically of a smaller scale and lower density than those found in Commercial districts.</p>
Office	Single use office buildings	Provides a variety of office and professional service uses.
Mixed Use/ Form Based	<p>Primary: A mix of commercial, retail, professional offices, medium to high density residential, and service oriented uses</p> <p>Secondary: Civic and government uses, as well as plazas, squares, pocket parks, and other community gathering spaces</p>	<p>The unique and historic character of downtown is protected through the preservation, rehabilitation, or adaptive reuse of historic structures.</p> <p>Higher-density pedestrian and transit-oriented development is encouraged to promote ongoing revitalization efforts and to expand housing options over time.</p>
Institutional	Government offices, fairgrounds, community centers, libraries, hospitals, and cemeteries. Also includes facilities needed for essential public services such as electrical substations, water and wastewater facilities, and other similar uses	Typically provided by public entities such as the City, counties, or special districts, but can also include quasipublic or private entities.
School	Schools and accessory use	Campus type development with multiple building and other activity areas, such as playgrounds and sports fields
Light Industrial/ Research	Light manufacturing, assembly, processing, and distribution uses, research facilities with no external off-site impacts	Typically minimal design buildings in a business park development style with clean exteriors
General Industrial	Manufacturing and assembly operations, material production and processing, and other industrial uses that produce noise, dust, vibration, and other impacts that are typically incompatible with less intense land uses	Heavier use of manufacturing and production.
Public Facilities	Municipal facilities, including buildings and yard for roads and utilities. Also includes water treatment facilities and power generation facilities	Heavy industrial and contractor type yards.
Parks and Open Space	Parks, open space, greenways, natural areas, golf courses, and agriculture lands preserved through conservation easements or other mechanisms	<p>Provides for the active and passive recreational needs of the community and protects the scenic and environmental quality of sensitive natural areas.</p> <p>Provides for the active and passive recreational needs of the community and protects the scenic and environmental quality of sensitive natural areas.</p> <p>A well-defined pattern of blocks and direct pedestrian and bicycle connections provides residents with direct access to nearby services and amenities.</p> <p>A well-defined pattern of blocks and direct pedestrian and bicycle connections provides residents with direct access to nearby services and amenities.</p>

Zoning Plan

In order to simplify the Zoning Ordinance there are a number of zoning categories that could be consolidated. This will make the ordinance less complicated and provide for better continuity with this Master Plan.

Use	Existing Zoning Ordinance Districts		Future land use plan
Residential	RS – A RS – 1 RS – 2 RS – 3 RM – 1 RM – 2 MH – 1	Residential Annexed Single Family Single Family Two Family Multiple Family Multiple Family Mobile Home	Single Family Residential Multiple Family Residential
Commercial	C1 C2 C3 C4 C5	Neighborhood Commercial General Commercial Highway Service Restricted Commercial Central Business District	Central Business
Special	C6 PUD PMU PID PED MC	Mixed Use Planned Unit Development Planned Mixed Use Planned Independent Development Planned Event District Medical Center	Mixed Use/Form Based (Residential & Business) Planned Unit Development Institutional
Office	O – 1	Office	Office
Industrial	I – 1 I – 2 I – 3	Industrial Light Industrial Restricted Industrial	General Industrial Light Industrial
Other	MU – 1 AG – 1	Municipal use Agricultural	Public Facilities Parks/Open Space School

TRANSPORTATION

CHAPTER 2



Transportation Goals

Chelsea must develop a comprehensive transportation strategy that is periodically updated to meet changing needs and circumstances.

In partnership with surrounding townships and Washtenaw County, Chelsea will seek to coordinate comprehensive regional transportation planning.

Chelsea will endeavor to establish a complete multi-modal transportation system

Chelsea supports implementation of contextually appropriate complete streets.

Chelsea supports active transportation within the City.

Chelsea's non-motorized amenities should support access and accessibility, as well as community health and recreation needs for all residents.

Chelsea will design and implement a strategy for increasing the walkability of the City in ways that are useful, safe, comfortable, and interesting.

Chelsea will prioritize traffic calming measures that address the safety of motorists, bicyclists, and pedestrians.

Chelsea will endeavor to increase safety at railroad crossings.

Chelsea's transportation investments should support both mobility and broader community goals.

Overview

Chelsea, which was established as a village in 1834 and incorporated as a City in 2004, is a vibrant community with a defined Main Street and historical neighborhoods. It is 3.68 square miles and is surrounded by neighboring townships which make up the greater Chelsea Community. It is the area's regional economic, social, and transportation hub.



Chelsea is the meeting point for a number of local and regional transportation connectors. Chelsea's Main Street, which supports Chelsea's historic downtown, is a regional and local attraction and plays a major role in the City's identity and economy. Chelsea's Main Street is part of M-52, a state trunkline highway that was created by the formation of the state highway system in 1919. M-52 provides both a local and regional north-south route as well as a connection to Interstate 94 (I-94). Old US-12, which is located towards the southern border of the City's limits, intersects M-52 and is a significant east-west route that connects local communities with M-52 and I-94. The other significant regional roadway connector is Dexter-Chelsea Road, which is located in the northeast quadrant of the City and is heavily utilized as an east-west route to neighboring communities and to I-94.

The City is bisected by a railway that runs east-west. The rail system currently supports freight transportation and Amtrak passenger services nationally and regionally. Amtrak provided local commuting options to and from Chelsea, Jackson, Ann Arbor, Dearborn, and Detroit until 1982, but no service is available from Chelsea at this time.

In addition to these major regional connectors, Chelsea's local road system was generally developed in a grid pattern and was designed to provide access to homes, businesses, and other destinations in the City.

- M-52 is a state highway and, as such, is under the jurisdiction of the Michigan Department of Transportation (MDOT), which makes decisions regarding road usage, maintenance, width and speed, among others.
- Old US-12 is a county road, and is under the jurisdiction of the Washtenaw County Road Commission (WCRC).
- The City has jurisdiction over Dexter-Chelsea Road until the City's limits; thereafter the road is under the jurisdiction of the WCRC.

Chelsea's transportation system, especially those systems under the jurisdictions of other state and county agencies, is largely dominated by automobiles both in usage and by design. Streets in the older areas of town and under the City's jurisdiction have a traditional neighborhood design with a human scale network: narrower streets, connecting streets, walkable blocks, and street trees. The regional connector roadways and the newer developments north of the railroad tracks, south of Old US-12, and east and west on Old US-12, have been developed or re-designed with building setbacks and expansive parking lots and cul-de-sacs. These areas feature incomplete sidewalk systems and lack street trees and/or lampposts, making them less attractive and accessible to non-motorized users.

As the region and the number of road users has grown, there is an increasing need to ensure that the City's small town charm and identity, especially its historic and residential Main Street, are protected, and that there is a cohesive city design and feel. Concurrently, there is a need to provide a transportation network that facilitates the complete street concept and is designed to provide safe and efficient transport for all modes of transportation including pedestrians, bicycles, automobile, freight, emergency vehicles, and transit.

Transportation Planning

Land use and transportation systems have and will continue to have a tremendous influence on the City of Chelsea and its identity as a charming, inviting, and livable small town. Transportation planning and design impact safety, quality of life factors, recreation, economic development, and the housing market, as well as access and accessibility. Chelsea is committed to ensuring that its motorized and non-motorized transportation system is safe and efficient for all users, and is designed with its oldest and youngest users in mind.

Regional growth, as well as density of infill projects, will have a significant impact on existing road systems. Because there is very limited, if any, opportunity to create new roads within the city limits, the density and location of any new developments within the City must consider the daily car and truck traffic that each new development will create. Each residential unit generates, on average, 9-10 car trips per day. Thus, a 300-unit development generates approximately 3000 daily car trips. The City must be mindful of what roadways will be utilized by a proposed development and whether there is the capacity on existing roadways to support such trips without negatively impacting the quality of life of current residents and businesses.

The City also must carefully consider the re-zoning of any existing land uses for new commercial businesses. The number of commuter trips and/or trucks ferrying goods and services generated by any new business must be considered when determining appropriate land usage. The City must be cognizant of the fact that there are only three stoplights that allow pedestrians and automobiles opportunities to easily and safely cross Main Street/M-52 and travel from one side of the City to the other.

Western Washtenaw is primed for growth and the City must anticipate and plan for regional growth especially in the surrounding townships. The growth of surrounding communities, whose residents routinely travel to and through Chelsea, places an additional burden on the City's street system. There is a need for regional cooperation in land use and transportation planning to determine the best routes for commuting and other transportation trips. Additional roadways, especially routes running north and west, are needed to support a growing regional community and to provide adequate transportation circulation in and around the City. It is essential to ensure that the increase in traffic generated by growth in the surrounding townships does not jeopardize the quality of life for the residents of Chelsea, overtax the capacity of Chelsea's existing road network, or negatively impact neighborhoods and the area's natural beauty and environment.

As the region grows, Chelsea must continually evaluate its road and non-motorized infrastructure system to ensure safety, quality of life, and efficiency. There is not only a need for more facilities, but also more local input and control over the design of roadways, including traffic control devices, traffic patterns, and usage on roads that exist in City limits. Recently, the City of Chelsea formed a transportation working group that will work with regional partners to plan for growth and to address the transportation related needs and concerns identified in this plan, as well as to address and problem-solve newly identified issues.

Transportation Initiatives

There are a number of key initiatives identified by the community that would enhance the transportation network within the City. These generally include: increasing safety and accessibility for pedestrians and bicyclists, providing enhanced amenities for pedestrians and bicycles, filling in gaps in facilities for all modes of transportation, providing alternative and additional routes to prevent “cut through” traffic in neighborhoods by commuters and freight, working with freight traffic on Main Street to ensure that speed, noise, routes and loads are appropriate for a historic downtown, and making transportation connections throughout the City more sensitive to the surrounding land uses. In general, the community would like to see more multi-modal options, less impact on neighborhoods, and traffic calming measures, while still providing safe, appropriate, and convenient access for passenger vehicles and the transportation of goods. The City must attempt to strike a balance between increasing pedestrian and bicycle activity while still providing for the critical movement of motorized vehicles to and from and within the City. In addition to improved transportation facilities, the community has identified a need for adequate, appropriate, and accessible parking for both cars and bicycles, especially in the downtown areas.

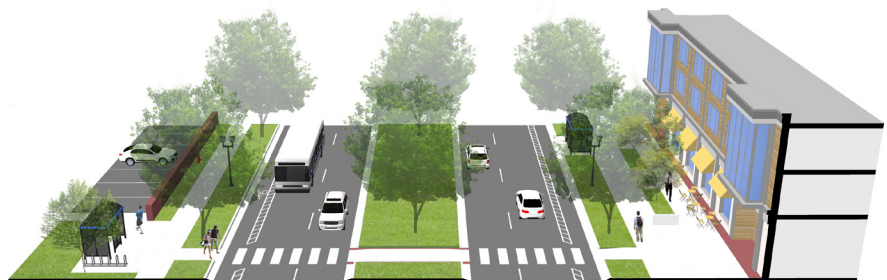
Complete Streets

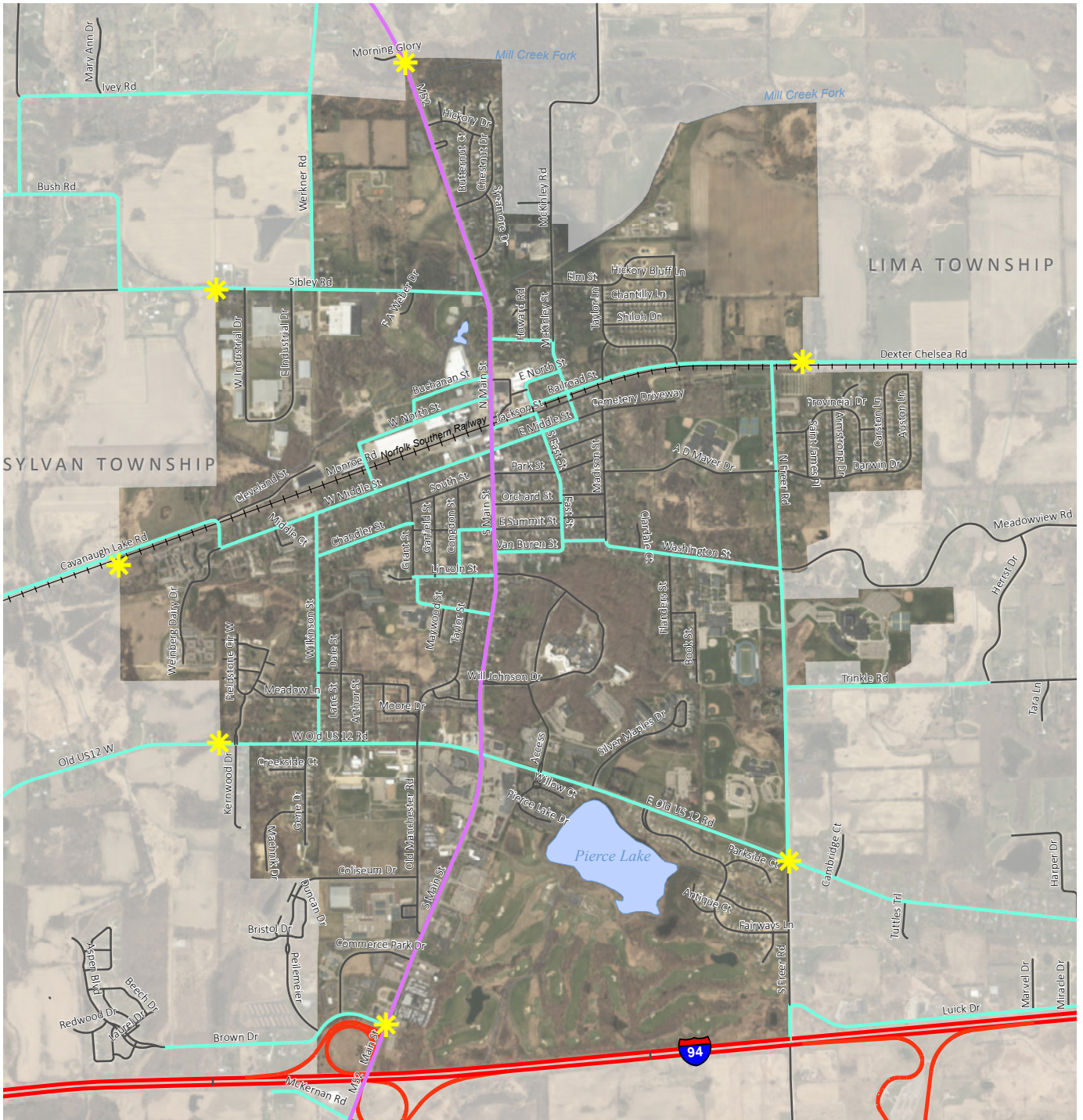
Complete Streets

provide a number of benefits including, but not limited to: improved safety for all users, including pedestrians, bicyclists, transit riders and drivers; Improved human health by encouraging walking and bicycling; decreased car traffic, reducing dependence on gasoline and petroleum products; more transportation options; and fostering livable communities and improved quality of life.

Complete streets are roadways that are planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes the safe and efficient movement of people and goods, whether by car, truck, transit, mobility devices, foot, or bicycle. In recent years, there has been a shift in focus from roadways that are designed primarily to convey vehicular traffic to a focus on designing roadways that accommodate all users, both motorized and non-motorized. In 2010, legislation was passed in Michigan that requires those who have jurisdiction over roads to consider complete streets principles in their planning and implementation of transportation projects. In order to provide connections to all areas of the City for people of all abilities and desired forms of transportation, roadways must be designed to support multiple modes of transportation. However, it is important to note that not one specific treatment is appropriate for all roadways. Treatments should vary based on adjacent uses and the amount of traffic on a road.

Chelsea is a city with a strong community feel with many destinations that lend themselves well to trips on foot or bicycle. Destinations such as schools, parks, shops and restaurants, and numerous community events and festivals, would benefit from increased pedestrian and bicycle facilities. It is important to create connections that facilitate access to these destinations from the residential neighborhoods in order to support not only mode choice, but also access for those who cannot drive, especially the City’s youth, disabled residents, and aging population. The non-motorized system should balance efficiency and functionality with safety to encourage usage by the City’s oldest and youngest users.

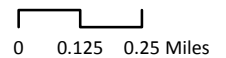




- Interstate
- MDOT Highway
- Primary Roads
- Local Roads
- Lakes
- Rivers and Creeks
- ★ Gateways

FUNCTIONAL ROAD CLASSIFICATION

City of Chelsea, Washtenaw County



Source: Washtenaw County GIS, SEMCOG

Carlisle/Wortman Associates
12-2-16



Gateways and Signage



An important feature of any transportation system is appropriate and adequate signage. There are a number of “gateways” or entryways into the City of Chelsea. These are important locations because they identify that someone is entering the City and set the image for the City. Currently, there are a few unique welcome signs at different locations in the City. Other locations feature simple green and white road signs that mark the city limits of Chelsea. The entrance points to the City can be enhanced to showcase stronger gateway features. The City should strategically determine the location of gateways and ensure contextually appropriate scaling and signage, as well as landscaping. The gateways should be designed so that they reflect and are consistent with the aesthetics of the City of Chelsea. Smaller signs that are complementary and/or incorporate the same design elements could be installed at gateways from non-motorized paths and/or less utilized roadways, while foundations and plantings may be appropriate along corridors that are more traveled.

The City already has a strong wayfinding sign program. As new facilities, including non-motorized routes, are built and/or identified, additional signage will be needed. It is important for signage to be consistent in design and color and complementary when possible. Signage should clearly identify the route and, when possible, clearly identify through design, that you are in the City of Chelsea. Iconic community symbols such as the clock tower that is currently used in the City’s signing program could be incorporated into the design

Active Transportation

Chelsea residents have expressed an interest in an increased ability to engage in active transportation. Active transportation refers to any form of human powered transportation, including walking, cycling, using a wheelchair, in-line skating or skateboarding. There are many ways to engage in active transportation, whether it is walking or cycling to a bus stop, school, work, or essential services.

Active transportation can cost-effectively address multiple societal challenges. Communities that prioritize active transportation tend to be healthier by enabling residents to be more physically active in their daily routes and by having cleaner air to breathe. Active transportation systems also foster economic health by creating dynamic, connected communities with a high quality of life that catalyzes small business development, increases property values, sparks tourism and encourages corporate investment that attracts a talented, highly educated workforce. Additionally, motorists can benefit from having fewer vehicles on the road. When there are transportation options, residents of all ages are more likely to be independent and are better able to manage the costs related to transportation.

Connectivity and safety of non-motorized routes are essential to ensure active transportation. In Chelsea, there is a particular need to provide safer bicycling and walking options for students of all ages. There is congestion in and around all of the schools at school drop off and pick up times. Many of the schools are located on or near roadways that also are used by commuters. Increasing safety is both a priority and a challenge. In addition to the City’s focus on the “3 E’s”: engineering, education, and enforcement, there is a need to be creative and try innovative solutions such as satellite drop-off sites and walking and bicycling “trains” in order to reduce congestion and improve safety for students.

Many people are choosing active transportation options when possible. When deciding where to live, many people will factor into their decision making process whether they have access to non-motorized trails and/or whether they have the ability to walk, bike, or use public transportation as their primary mode of transportation.

Benefits from Active Transportation:

Health – Active transportation provides an opportunity to be physically active on a regular basis.

Social – Active transportation is accessible to all residents and increases opportunities for social interactions.

Transportation – Active transportation reduces road congestion.

Environmental – Active transportation is environmentally-friendly and can contribute to reductions in greenhouse gas emissions.

Economic – Active transportation saves money on gas and parking.



There are a number of areas in Chelsea that exhibit elements of quality pedestrian-oriented design. Techniques exhibited in these areas should be incorporated into all areas of the community. This can be accomplished through regulations for new developments and redevelopment opportunities as identified in the land use section of this plan.

Pedestrian-oriented design is a design approach which links urban design to such qualities as sense of comfort, sense of safety, and level of interest to create quality walking environments that consider the perceptions and sensitivities of pedestrian users. This design approach is focused on the pedestrian experience of space and place. The conceptual framework behind pedestrian-oriented design is that physical features influence the quality of the walking environment both directly and indirectly.

Design features include appropriate sidewalk widths, a buffer or transition to the street that could include grass, street trees or other plantings, pedestrian scale lighting, and close proximity of buildings that create a “street wall.” The wide street buffer, or extension, with significant tree canopy is a hallmark of Chelsea’s older residential neighborhoods. This pedestrian design element should be incorporated into new developments and redevelopments to not only provide a quality experience for the pedestrian but to enhance safety and to provide for a consistent aesthetic throughout the city. Buildings near the street should be designed to provide accessible entrances oriented towards the street and visual interest in architecture and transparent windows that allow views into commercial establishments.

Pedestrian- Oriented Design

Complete Pedestrian Facilities

The older neighborhoods and the downtown area have been developed with an interconnected street pattern with shorter blocks that are lined with sidewalks, street trees, and in some areas, street lamps, which make the environment more inviting to walkers and bicyclers. Newer areas of town have longer block lengths with no side streets, and in some cases, sidewalks on only one side of the street. There also are areas where the sidewalk network has gaps in the sidewalk on the same side of the street. To further facilitate and encourage non-motorized transit, designing and installing additional pathways that do not follow the roadway would provide appropriate and convenient access to destinations such as parks or schools.

In addition to completing and increasing the pedestrian network, the community has identified a need to provide and improve pedestrian crossings, especially on Main Street/M-52. In particular, an enhanced crossing treatment is needed south of downtown between Van Buren Street and Will Johnson Drive. There is a similar need for a safe crossing north of Dewey Street to provide a connection to Veteran's and Timbertown Parks and to the north entry point of the Border-to-Border trail. Due to the volume, type, and speed of traffic as well as the design of the intersection at Sibley Road and M-52 and the age and ability of anticipated users, a tunnel is the preferred option.



Downtown Pedestrian Design



Residential Neighborhood Pedestrian Design

Bicycling Facilities

Chelsea is attractive to bicyclists. It is a bicycling destination for bicycling enthusiasts who are drawn both to Chelsea's charming downtown and to the surrounding beautiful countryside and winding county roads. Additional bicyclists are anticipated with the construction of new trail initiatives and projects such as the Border-to-Border/Iron Belle Trail that will link Chelsea to Dexter and to the Lakeland Trail north of town. Additionally, the City of Chelsea has completed phase one of its multi-phase linear park that will act as a connector between the north and east entry points of the Border-to-Border/Iron Belle Trail. These facilities substantially increase access to miles of non-motorized trails and will necessitate the need to provide additional safe and accessible bicycling facilities within the City.

Bicycle facilities include designated lanes, pavement markings, or pathways, as well as places to park bicycles such as bicycle racks, hoops, or even bicycle lockers. The community has identified that there is an additional need for bicycle facilities in the City. These facilities support local bicycling trips as an alternative to driving or a means of transportation for those who cannot drive. While the seasoned bicyclist might feel comfortable riding in the roadway, it is necessary to provide additional bicycle facilities within the City to make bicycling a safer and more inviting option for bicyclists of varying experience, ages, and comfort levels.

Improving bicycle facilities is a community priority. There is interest not only in recreational routes, but also routes to reach employment centers, schools, essential services, and transit. Some potential routes identified by the community include Main Street/M-52, Washington Street, Dexter-Chelsea Road, and Old US 12. When determining appropriate routes and facilities, it is important to collectively consider a number of factors, such as the designated speed of the roadway, whether there is space to build an appropriate facility within existing roadways, adjacent land uses, and the safety of all potential users.



In the areas of town, where traffic is heavier and there are more vehicular turning actions and more destinations, the City can encourage bicycling by designating bicycle routes, providing additional bicycle parking facilities, and continuing to educate residents and visitors about roadway sharing and responsibilities. Design and safety are paramount considerations and should be primary factors when designing bicycle routes. The National Association of City Transportation Officials (NACTO) standards and guidelines for bicycle facilities should be utilized to ensure that best practices are incorporated.

SHARROW - A pavement marking symbol that indicates an appropriate bicycle positioning in a roadway used by motor vehicles and bicycles. Sharrows may be placed at the edge of the travel lane or at the center of the travel lane, depending on factors like on-street parking, width of travel lane, or posted speed.



BICYCLE LANE - A portion of roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane. Buffered bicycle lanes are bicycle lanes with additional pavement striping in between the bicycle lane and the travel lane.



MULTI-USE PATH - A bikeway physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. MUPs may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. MUPs are typically designed for two-way travel and are paved.



Non-Motorized Plan

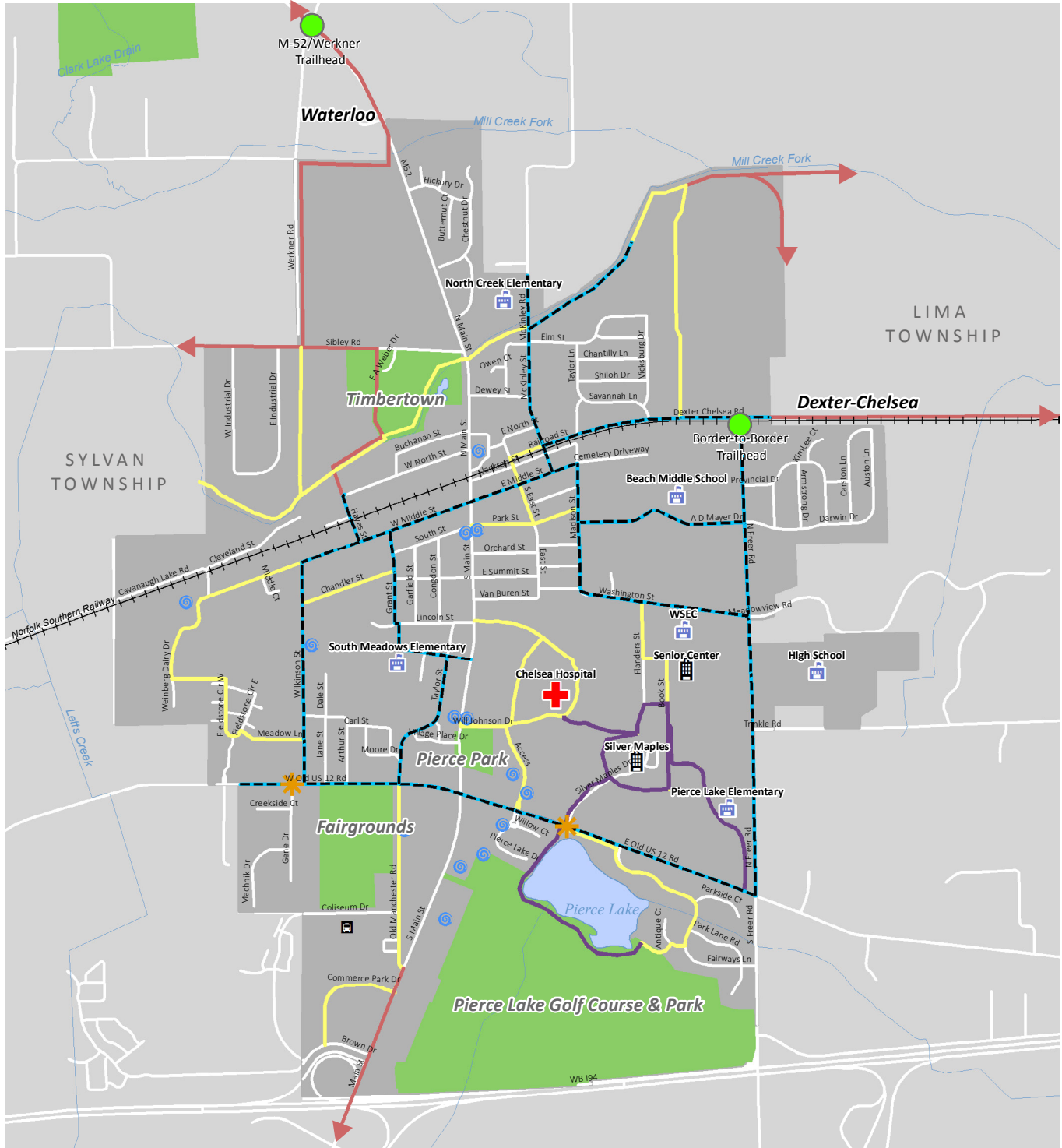
The non-motorized plan is a critical component of the City's master plan. The plan is intended to identify non-motorized connections that could facilitate active transportation between various areas of the City. The non-motorized routes were designed to be contextually appropriate and were designed with the City's youngest and oldest users, as well as other non-drivers, in mind. The plan highlights existing non-motorized infrastructure and potential routes that could provide connections if additional infrastructure were installed or upgraded. Community partnerships and agreements may be necessary to implement some of the identified potential routes. On-street bicycle lanes could be incorporated when the current street widths allow for inclusion of a bicycle lane and will not result in the loss of on-street parking in the downtown or in the reduction of street extensions that buffer residential homes from roadways. In addition to the improvements within the City, there is a need for additional non-motorized connections to the City's neighboring communities.

Community Multi-Use Pathway identifies where there are existing non-motorized pathways. These are non-municipal, ten foot wide paved surfaces designated for bicycles and pedestrians. These are maintained by private groups.

Designated Bicycle Routes indicates an identified bicyclist route where bicycling is encouraged. These are areas where it may be appropriate to improve bicycling facilities based on the existing or planned roadway design and adjacent land use.

Proposed Non-Motorized Route identifies areas that provide or could provide connections throughout the City for various forms of non-motorized transportation. These could accommodate walking, jogging, bicycling, scooters, skateboards, strollers, wheel chairs or other non-motorized alternatives. These areas may have existing sidewalks or no non-motorized facilities at all. Appropriate improvements in the areas identified may include the completion of a sidewalk or the installation of a pathway.

Proposed Regional Connector represents proposed pathway connection to other nearby areas or communities. The locations of these are based on proposals coming from existing pathway initiatives.

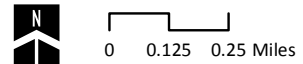


- Community Multi-Use Pathway
- Designated Bike Route
- Proposed Regional Connector
- Proposed Non-Motorized Pathway
- ✱ Rapid Flashing Beacons
- Trailhead
- Lakes and Ponds
- Rivers and Streams

- AATA Express Stop
- WAVE Stop
- + Hospital
- School
- Senior Center

NONMOTORIZED Plan

City of Chelsea, Washtenaw County



Source: Washtenaw County GIS, SEMCOG

Carlisle/Wortman Associates
3-20-2019

Safety; Cut-Through Traffic

There are limited vehicular routes in, through, and out of town. Main Street/M-52 is the only state or county route to go north and south through town. All other routes through town are through established neighborhoods. M-52 is the intended north-south route for commuters and truck traffic from 1-94 to destinations within the City and to communities outside of the city's limits. Main Street/M-52 has become increasingly congested, there are a number of contributing factors, including: increased traffic, including truck traffic; slow truck acceleration; additional traffic control devices; signal timing issues; and railroad crossings. As the length of time for vehicles to travel through town increases, vehicles have increasingly been "cutting through" neighborhoods to bypass the downtown traffic. The community has identified this as a concern. The neighborhoods experiencing the most significant "cut through"/commuter traffic are those near the borders of neighboring communities: Dewey Street and McKinley Street, Freer Road, Middle Street, Wilkinson Street, and Washington Street. Speeding, failure to stop, lack of signaling, and noise have been identified as issues with "cut-through" traffic.

To ensure that neighborhoods in Chelsea remain a desirable place to live and a safe place to walk and bike, there is a need to implement traffic calming techniques and to examine traffic routes for trucks and commuters and to improve options, when contextually appropriate. As "cut-through" traffic demonstrates, it is essential that the City has more input on the design, signaling and flow of traffic on Main Street/M-52 as changes to the design and use of Main Street/M-52 have an impact on the particular route, as well as on the community as a whole. There is a need to balance the needs of traffic movement regionally and that of the local community. Ideally the City and MDOT would work in partnership to determine the timing and placement of traffic signals, the width of streets, speed, and pedestrian crossings, all of which have impact to the residents and businesses of Chelsea.

Traffic Calming

Installing traffic calming measures is an effective way to discourage “cut through” traffic, and to encourage appropriate and lawful driving behavior especially in residential neighborhoods. Traffic calming measures are the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.

Traffic Calming Measures - The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.

Examples of traffic calming tools include: bulb outs or curb extensions, raised crosswalks, crosswalks with a different color or material, pedestrian refuge islands, or traffic circles. In addition, narrower roadways, on-street parking, and even the presence of trees and structures closer to the road will help to slow traffic. The City has already begun the installation of some such traffic calming measures. More are being planned on Dewey Street, Middle Street, Washington Street, Wilkinson Street, and Freer Road. Additional improvements should be strategically designed and located to provide for pedestrian safety and to discourage or slow down “cut-through” traffic.



A bulb out not only shortens the distance a pedestrian has to cross the road, the narrowing of the roadway has a psychologically effect that slows drivers.

As the region continues to grow, the City would like to explore alternative and additional routes that could provide better options to disperse vehicular trips and to provide more appropriate routes, especially for truck traffic. Such transportation planning will involve regional dialogue, coordination, and partnership.



Some Streets/Routes Identified for Traffic Calming

1. Freer Road
2. Washington Road
3. Middle Street
4. McKinley Street
5. Dewey Street
6. Wilkinson Street

This illustration provides an example of a raised crosswalk, a refuge island, and a change in color and material for the crosswalk. The change in color and material helps to send the message to drivers that this is a pedestrian way.

Additional Routes/ Regional Connectors/ Truck Routes

As the region continues to grow, the City would like to explore alternative and additional routes that could provide better options to disperse vehicular trips and to provide more appropriate routes, especially for truck traffic. Such transportation planning will involve regional dialogue, coordination, and partnership. As significant regional residential growth is anticipated, especially in the townships surrounding the City of Chelsea, there is a need for additional routes to I-94 to support residential growth. Currently, most connections to I-94 are through the City of Chelsea. Since each residential unit generates 9-10 car trips daily, to maintain an expected quality of life for the City's residents and to mitigate congestion, there is a need to proactively identify opportunities for additional and improved routes to and from neighboring communities. Additional access points to the Pierce Road I-94 entrance and exit as well as additional routes north and south, especially connectors between Old US 12 and North Territorial Road, would help disperse traffic, provide more direct routes for commuters, and mitigate traffic impacts to Chelsea neighborhoods. One potential opportunity for improving access to I-94 west of the City is to extend Cavanaugh Lake Road to Pierce Road. This would provide an alternative access route for significant residential developments that are planned west of the City on Cavanaugh Lake Road. Similarly, improving and paving Fletcher Road, Lima Center Road, and/or Dancer Road, and subsequent county roads to North Territorial Road would provide enhanced routes to a significant number of commuters to their homes north of the City via county primary roads. Improving and adding north-south connections to Lima, Lyndon and Dexter Townships would also help to alleviate traffic on Freer Road, one of the City's higher traffic volume roads. In addition to looking at new routes, a review of all intersections at or near regional connections is needed both to ease traffic congestion and to improve safe crossings for non-motorized users. Roundabouts are one tool that may be successful at some of the intersections at or near regional connectors.

As part of a comprehensive review of traffic planning, the City should review the number and location of truck routes in the City. The community has and continues to raise concerns about truck traffic including the increase of the number of trucks traveling through the City, safety, and noise. Trucks are traveling not only on Main Street but also through neighborhood streets, including those that are part of the Safe Routes to School network. These neighborhood routes, which may be efficient routes for truck drivers, are not compatible with existing land usages and often present safety concerns as trucks are unable to execute turns without traveling over the curb and/or using multiple lanes of traffic to complete a turn. Noise also has been raised as a significant concern. As trucks shift and brake, they generate more noise than passenger vehicles. Residents have identified truck noise as having a negative impact on their neighborhood and as a reason to avoid visiting downtown. Better and more appropriate routes utilizing county and state roads need to be identified, especially for those trucks that are only traveling through Chelsea and have no start or end destination within the City.

The City will need to work with local and regional businesses to discuss their freight needs and to identify appropriate truck routes. Factors to consider when determining truck routes should include, among others, safety, compatibility, neighborhood impacts, noise, impact on downtown businesses, cost, and final truck destinations. With careful planning, identified truck routes can be mutually beneficial for both truck drivers and for residents. An identified truck

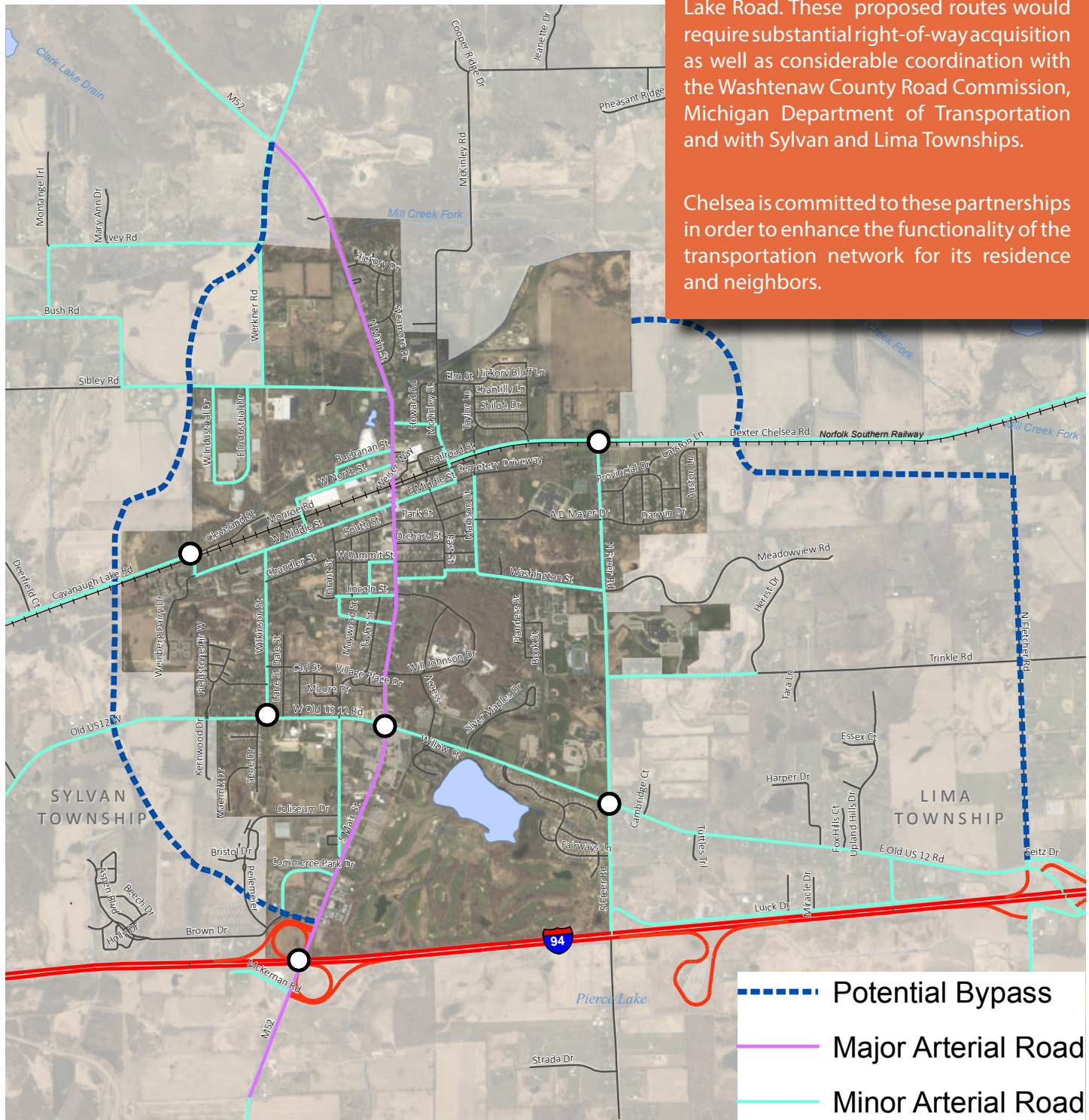
Regional Connector Intersections

1. Old US 12/Freer
2. Old US 12/M-52
3. Old US 12 and Wilkinson Street
4. M-52 and I-94
5. Freer and Dexter-Chelsea Road
6. Cavanaugh Lake Road and Cleveland Street

route provides a route for trucks with fewer stops and fewer distractions and obstacles. For communities, it can provide improved traffic flow as well as an enhanced pedestrian and residential experience and a more appealing downtown.

Blue dashed lines indicate potential connections that were identified in the previous Master Plan. Additional north-south routes may include Dancer, Lima Center and Fletcher roads, east of the city, and a western route on Cavanaugh Lake Road. These proposed routes would require substantial right-of-way acquisition as well as considerable coordination with the Washtenaw County Road Commission, Michigan Department of Transportation and with Sylvan and Lima Townships.

Chelsea is committed to these partnerships in order to enhance the functionality of the transportation network for its residence and neighbors.



Green Streets

“Green street” facilities manage stormwater runoff as a resource rather than a waste. Green streets are landscaped streetside planters or swales that capture stormwater runoff and allow it to soak into the ground as soil and vegetation filter pollutants. This replenishes groundwater supplies that feed fresh, cool water to rivers and streams. Tree canopies are an example of a green infrastructure tool that not only helps to soak up stormwater, but also provides other benefits such as cooling shade and traffic calming. Green streets make attractive streetscapes that connect business districts, neighborhoods, parks, and schools. They can be designed to accommodate the diverse traffic needs of cars, trucks, pedestrians, and bicyclists.

Incorporating “Green streets” improvements has the potential to increase the life of infrastructure, lower energy costs, lessen impacts on the environment, and calm traffic. “Green streets” improvements may incorporate process changes during construction such as changing from hot mix to a more environmentally friendly warm mix asphalt and, where applicable, changes in surface type that feature both environmental and safety benefits. Additionally “green streets” designs and facilities can promote runoff filtration, reduce runoff quantities, and reduce impacts to receiving waters.



The City of Chelsea supports access and accessibility and strives to ensure that public facilities in Chelsea are inviting and accessible for all users. The City supports and encourages compliance with rules and regulation of the American Disabilities Act (ADA). Access to a building or facility should be clearly evident; doors, sidewalks, and ramps or pathways that are used for ingress or egress must be clearly identifiable and usable by all.

Access and Accessibility

Parking

Parking in the downtown has been identified as a concern by some community members. Additional information needs to be gathered to determine what specific parking challenges and uses exist before additional investment in parking occurs. Once additional information has been collected, the City should examine potential solutions including parking management strategies and employ those that target the identified challenges. If additional parking lots are determined to be needed, in order to protect the character of the downtown, any new lots in the downtown areas should be placed behind buildings that front Main Street. Signage and online tools can be used to direct drivers to parking locations. Visitors to the downtown should be encouraged to park once and walk to the various destinations downtown. Enhancement of the non-motorized amenities throughout the City as well as in the downtown area can likewise help encourage walking and bicycling to and in the downtown area, thereby freeing parking spaces for visitors who may be coming from a farther distance. These same principles can be incorporated into new and/or redeveloped mixed use areas.

Transit

Transit is an important component of any multi-modal transportation system. It provides alternatives for commuters, thereby reducing road congestion, and access for non-drivers, the number of which, both young and old, is increasing. Transit options in Chelsea include the services provided by Western Washtenaw Area Value Express (WAVE) and the Ann Arbor Area Transit Authority (AAATA). WAVE transit services primarily are local services and are designed to access essential services, mainly during daytime hours. AAATA provides limited commuting transit options to and from Ann Arbor: two express buses in the morning and two in the afternoon for commuters to Ann Arbor. The times of these express routes offer limited opportunities and flexibility for commuters.

WAVE Transit Services

1. Life Line Community Van: a county-door-to-door van service.
2. WAVE Community Connector Bus: a transit connection via transfer to an AAATA bus to downtown Ann Arbor.
3. Chelsea Community Ride: a free business service shuttle.

There is a need for additional efficient and affordable public transit options for commuters. Chelsea is a regional employment center and many employees commute from locations throughout Southeast Michigan to Chelsea for work. Similarly, a significant number of Chelsea's residents commute to Ann Arbor, Detroit, Dearborn, Jackson and Lansing for employment, with many families splitting their commutes between those locations. As southeast Michigan continues to grow, there will be continued impacts and stress on commuters, commuting times, and road systems. While there is a desire for increased commuting options to and from Chelsea, additional options should be convenient, efficient, and direct to maximize usage. Revitalization of the commuter rail service to Chelsea is a preferred option for many Chelsea residents. It could provide direct access to a variety of employment destinations while utilizing existing infrastructure.

There is a need to continue to enhance local public transit options, especially for non-drivers. While existing local transit options provide services that primarily provide daytime access to essential services for adults, there are limited opportunities for non-drivers to access civic and educational opportunities, as well as recreational and entertainment destinations. Recognizing that Chelsea does not currently have the population density to support a traditional public transit network, creative and emerging options such as smaller monitored driverless shuttles or on-demand options might work well in Chelsea.

Railroad

There is a major railroad corridor that runs east and west through Chelsea, on the north end of downtown, presenting both challenges and opportunities. There are limited crossings, which exacerbate the vehicular congestion on Main Street as well as cut-through issues in the neighborhoods. There are five at-grade crossings, which present safety issues for both vehicles and pedestrians. Each crossing should be evaluated for potential safety improvements and additional crossings and/or improved crossings for pedestrians and other non-motorized users. In particular, as planned residential development along Dexter-Chelsea Road continues to be built and the entry point to the Border-to-Border trail remains at the planned location south of the railroad tracks on Freer Road, installation of a non-motorized crossing will be needed at Freer and Dexter-Chelsea Roads.

Though the railroad presents unique challenges for vehicular and pedestrian circulation, it is an important community asset. The presence of the rail line makes the industrial areas along the rail corridor an attractive place for industries with shipping needs that utilize rail. Fixed rail stops have been shown to attract millions of dollars of private investment. The potential for a passenger rail stop for commuter rail between Detroit and Chicago would make Chelsea an even more attractive location for new residents, as well as various industries that could rely on a much larger employee pool. If an accelerated rail stop is located in Chelsea, the City must carefully plan how such a stop would be integrated into the fabric of the community and the City's existing and future transportation system.



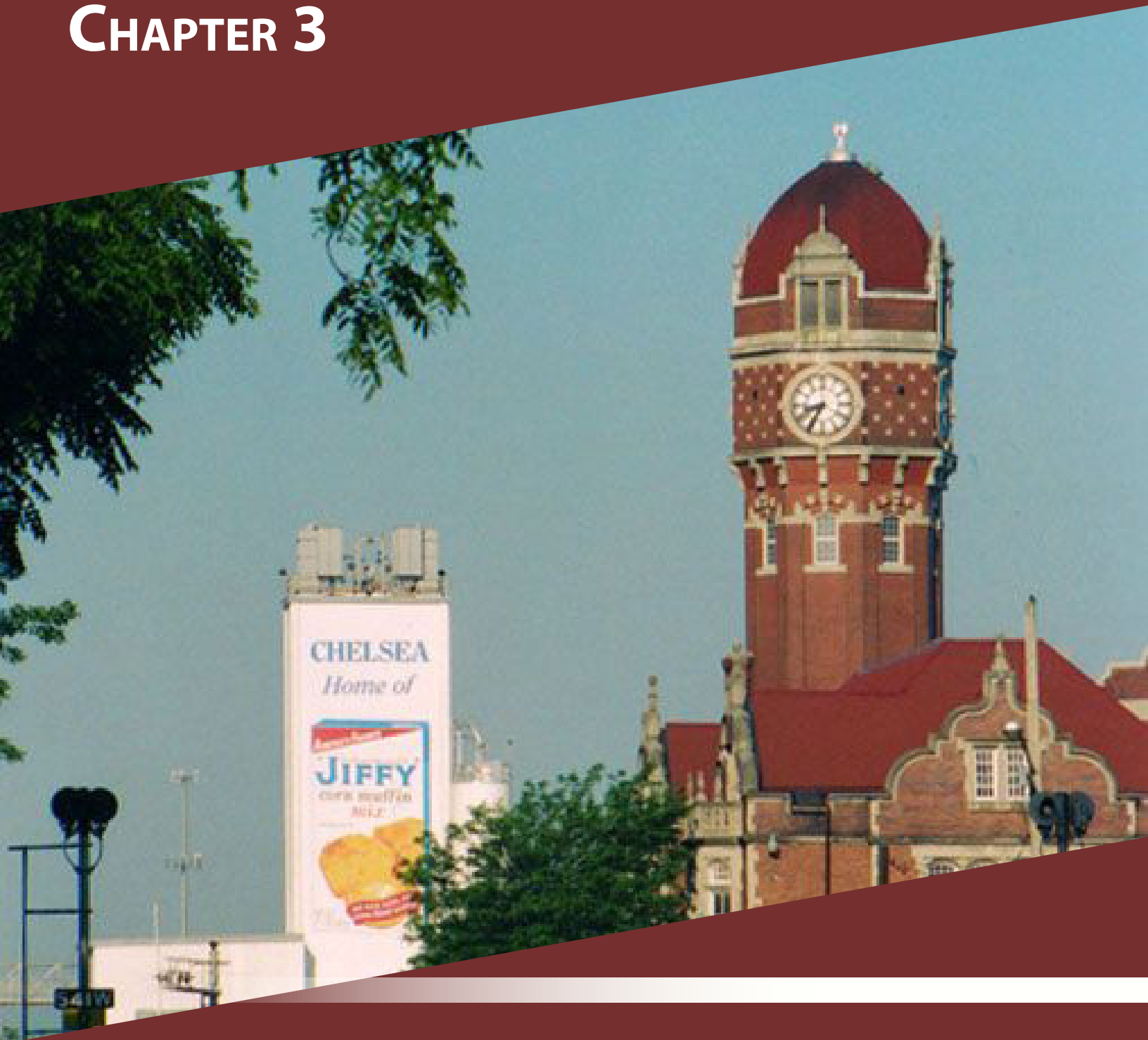
This illustration shows the existing crossing at McKinley St.



This illustration shows enhanced pedestrian safety measures at a railroad crossing

ECONOMIC DEVELOPMENT

CHAPTER 3



Economic Development Goals

Chelsea will endeavor to build partnerships with townships in its economic region to develop and grow the regional economy.

Chelsea will endeavor to work cooperatively with surrounding communities to ensure continuity in new developments and redevelopments that arise in and around the City.

Chelsea should continue to pursue placemaking as part of its overall economic development strategy.

Chelsea should continue to build partnerships with nonprofits that serve vulnerable populations in the City and its wider region.

Chelsea should endeavor to sustain and enhance the economic benefits that City residents who work outside the City provide to the local economy.

Chelsea recognizes the importance of economic tourism and will endeavor to support and expand this industry.

Attraction and retention of young families is an important economic development goal. Therefore, Chelsea will endeavor to diversify its amenities and its housing stock.

Chelsea recognizes that the historic building stock is an important economic asset and that their preservation and enhancement is an essential economic development strategy.

Community Branding is important to the City's continued success.

Chelsea recognizes the Chelsea School District as an important economic and cultural asset.

Chelsea recognizes that investment and maintenance in parks, recreation and open spaces are key components of Chelsea's economic development plan.

Chelsea will implement the City's Parks and Recreation Master Plan.

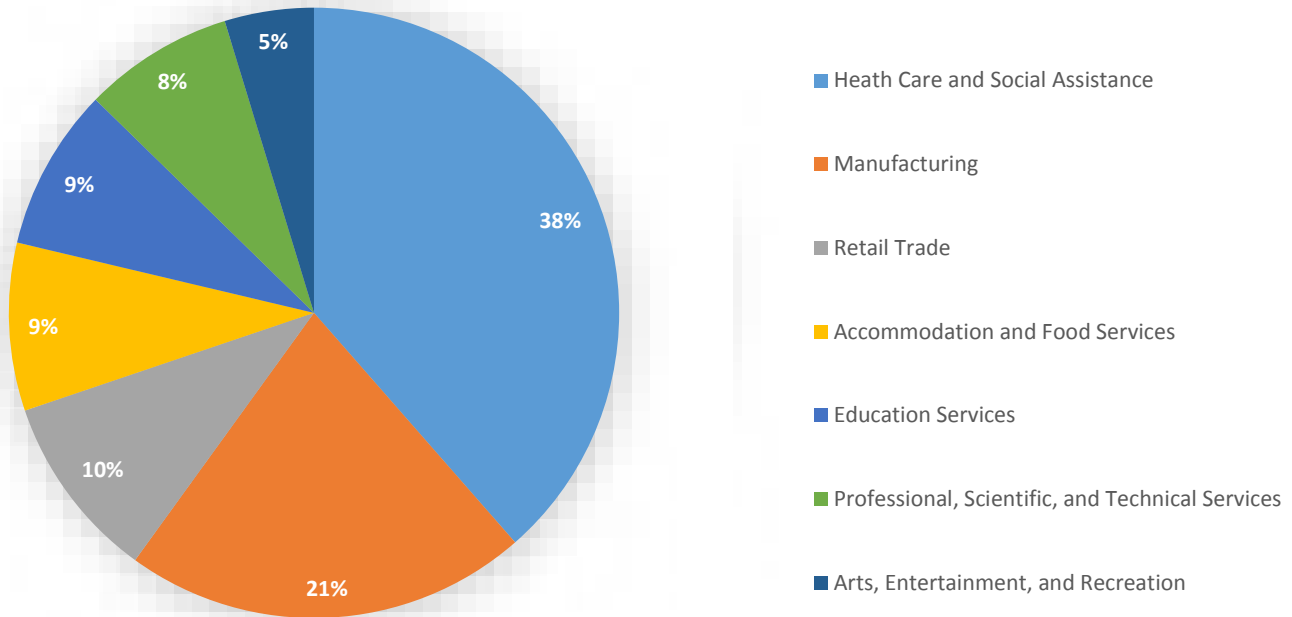
The City will explore opportunities to obtain new public parks and open space.

Overview

Economic growth and development are important components of the welfare and prosperity of the City of Chelsea. Currently the City hosts over 6,000 jobs, a number which is expected to increase to 7,375 by the year 2040. The City has a resident population of roughly 1,800 workers 16 and over, of whom only about 415 work in Chelsea. Based on the 2010 Census the median household income was \$53,611.

The City has a relatively diverse make up of jobs based on industry. By far the largest sector is health care and social assistance. This is not surprising, as St. Joseph’s Mercy, a sizable hospital complex, as well as Chelsea Health Center, part of the University of Michigan Health Systems, and other related offices are located in Chelsea.

Forty-six percent of Chelsea residents have a bachelor’s degree or higher, of which 22 percent have graduate/professional degrees. These figures suggest that Chelsea is attractive to educated professionals who can choose where they want to locate.



Chelsea is a job generator for its economic region. The City hosts approximately 6,000 jobs, but only 415 of these jobs are held by those who both live and work in the City. Therefore, roughly 84% of the jobs in the City are filled by workers who do not live in Chelsea and commute to work there. Wages earned by these nonresident workers flow outside the City, although some part of these earnings will be spent on goods and services located within Chelsea.

In developing job generation strategies as a component of a broader economic development initiative, the City must consider for whom jobs are being created. Clearly Chelsea plays an important role in providing job opportunities for its wider economic region. In turn the City accrues economic benefits from local expenditures made by these nonresident workers. The employers of these workers generate tax revenues for the City, but the majority of taxes paid by the workers themselves accrue to their home jurisdictions

Chelsea is a net exporter of workers. Of the 1,800 workers 16 and over living in Chelsea, approximately 75% commute to jobs outside the City. The place of work for 40 percent of these commuters is Ann Arbor or Ann Arbor Township. These commuting outward workers generate substantial economic benefits for the City through consumption expenditures and enhancement of the City's tax base.

The majority of jobs in Chelsea are filled by workers who don't reside in the City. Chelsea should seek to diversify its housing stock, with a focus on young adults, in order to provide housing opportunities for those who work in the City and wish to live in Chelsea but cannot afford to do so. The vast majority of workers who live in Chelsea work outside the City but spend and pay taxes in Chelsea. This means that income made outside the City is injected into the local economy through the purchase of local goods and services and local taxes. Therefore, it is important to maintain expand and promote the community attributes that retain and attract these individuals and families.

Chelsea should place a high priority on economic development strategies designed to sustain and enhance the magnitude of economic benefits that City residents who work outside the City provide to the local economy. The primary way to do so is continuous improvement of the quality of life characteristics that make Chelsea a desirable place for families, children, and seniors who are aging in place. The focus should include all those tangible and intangible factors that make Chelsea a vibrant residential community including schools, safety, amenities, recreation, culture, entertainment, infrastructure, parks, walkability, and neighborhoods.

Destination

Due to the City's size and availability of resources, Chelsea serves as a destination for the local region. In addition to being an employment center for the area, residents in neighboring communities travel to Chelsea for goods and services, as well as entertainment. Chelsea schools located within the City provide education to students who live in the surrounding areas as well.

Rank	Where Workers Commute From *	Workers	Percent
1	Chelsea	415	8.6%
2	Sylvan Township	310	6.4%
3	Lyndon Township	270	5.6%
4	Leoni Township, Jackson County	260	5.4%
5	Lima Township	255	5.3%
6	Grass Lake Township, Jackson County	235	4.9%
7	Dexter Township	225	4.7%
8	Ann Arbor	195	4%
9	Waterloo Township, Jackson County	180	3.7%
10	Summit Township, Jackson County	140	2.9%
-	Elsewhere	2,330	48.4%
* Workers, age 16 and over employed in Chelsea City		4,815	

Source: U.S. Census Bureau - CTPP/ACS Commuting Data.
Commuting Patterns in Southeast Michigan

Commuting

There are potentially over 13,000 commuter trips in and out of Chelsea every work day. Only about 8% of the population of Chelsea works within the City. The rest commute out of town for employment in various surrounding communities, many going as far as Ann Arbor, Jackson, or even East Lansing. Likewise, of the roughly 6,000 jobs in the City, only about 16% are filled by Chelsea residents

Rank	Where Residents Work *	Workers	Percent
1	Ann Arbor	495	28.1%
2	Chelsea City	415	23.6%
3	Pittsfield Township	130	7.4%
4	Sylvan Township	100	5.7%
5	Plymouth Township	55	3.1%
6	Blackman Township, Jackson County	50	2.8%
7	Ypsilanti	45	2.6%
8	Ann Arbor Township	40	2.3%
9	Superior Township	35	2%
10	Canton Township	35	2%
-	Elsewhere	359	20.4%
* Workers, age 16 and over residing in Chelsea		1,759	

Source: U.S. Census Bureau - CTPP/ACS Commuting Data.

Chelsea's Regional Economy

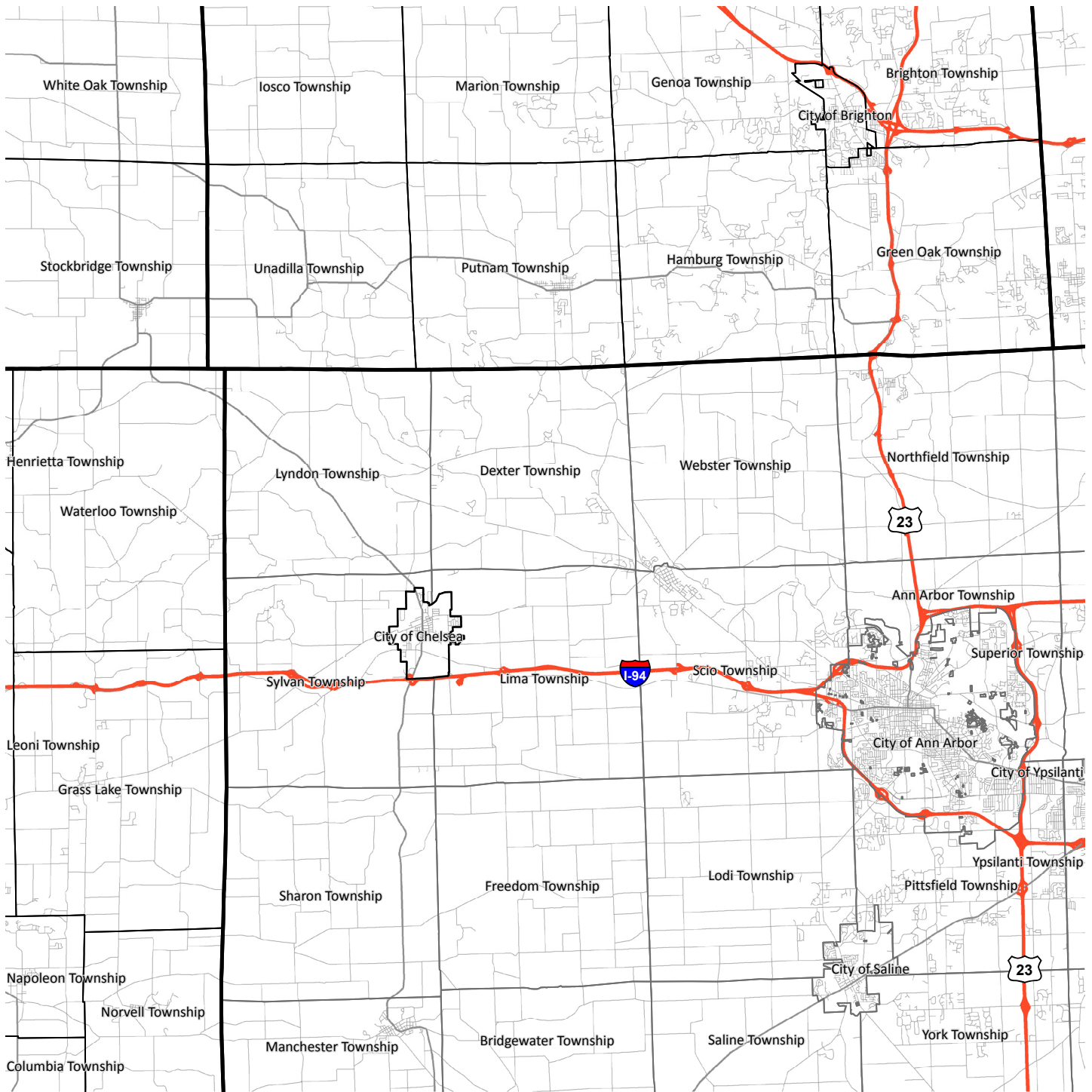
In and of itself, the City of Chelsea is a political jurisdiction, not an economy. Chelsea is the urban hub of a wider regional economy. Chelsea's regional economy is essentially a commuting field or labor market area in which workers can change jobs without moving their place of residence. The City and Townships within this regional economy must recognize that they are "all in it together" in nurturing this regional economic commons.

Located in the western part of Washtenaw County, Chelsea's immediate region consists of the neighboring Townships of Dexter, Lyndon, Sylvan, and Lima, and also townships in the wider region, including Freedom, Sharon, Waterloo and Grass Lake.

Chelsea already has a strong regional orientation. The Chelsea School District includes not only the City and parts of Dexter, Lima, and Lyndon Townships, but also Freedom, Sharon, Waterloo, and Grass Lake Townships. The Chelsea District Library serves all residents in the City of Chelsea, Lyndon and Sylvan Townships, and parts of Dexter and Lima Townships. St. Joseph Mercy Hospital plays an important role in the regional economy, not only as Chelsea's largest employer, but also as the only hospital within a 20-mile radius, and a key provider of regional health services.

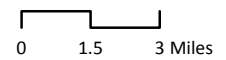
The City also plays a unique role in Chelsea's regional economy by serving as the cultural, commercial, retail, and entertainment center and hub of the wider region. Chelsea is a generator of jobs and an exporter of workers in the regional economy.

Chelsea must recognize its critical stake in the wider regional economy and the interdependence of the City and surrounding Townships in strengthening and building the Chelsea regional economy. A major initiative in Chelsea's economic development strategies should focus on the economic growth and development of the regional economy.



CITY OF CHELSEA'S REGIONAL ECONOMY

City of Chelsea, Washtenaw County



Source: Washtenaw County GIS



Regional Planning and Cooperation

Chelsea should initiate a process of building partnerships with townships in its economic region designed to develop and grow the regional economy. The State has an initiative that permits tax and revenue sharing in collaborative multi-jurisdictional development projects.

Chelsea has water and sewage assets, but limited developable land. Surrounding townships have developable space, but generally limited water and waste facilities. This creates opportunities and incentives for collaborative development projects and sharing the tax and other revenues generated by the development.

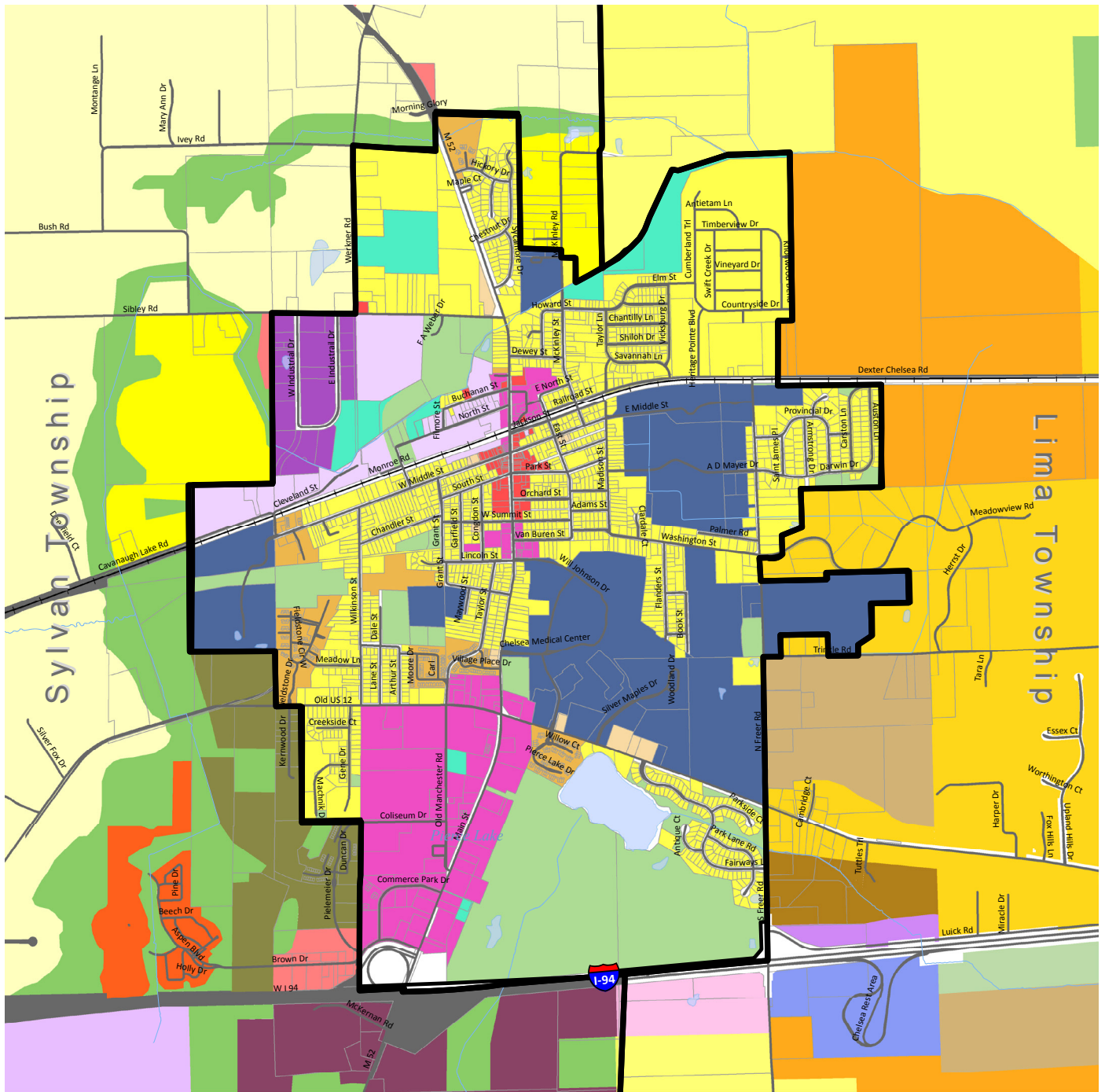
It is understood that any expansion of infrastructure must be done in such a way that proposed development is not detrimental to the character of the City or the Townships. Further, in thinking about the expansion of development in the surrounding communities it will be important to maintain continuity in development patterns, consider traffic patterns, and be conscious of growth potential and the region's ability to support and sustain growth.

With new development outside of the City limits, the design, especially of transportation facilities, can have a tremendous effect on the viability of existing businesses in already developed areas. Because Chelsea currently serves many of the retail needs of a population of residents that either commute to the City to work, or pass through the City as part of their commute, the routes these commuters use affect the viability of the retail establishments along those routes.

Chelsea and the surrounding communities must work in cooperation as new developments arise in and around the City to ensure continuity between existing and future land uses. The character, functionality, and long term viability of the region's economy will be better protected if communities can work together towards common goals and consider all potential benefits or consequences of new developments.

Each of the neighboring jurisdictions have developed future land use plans as part of their community's Master Plan. Generally, the neighbors have planned for higher density and higher intensity land uses immediately adjacent to Chelsea. Newer more dense developments within Lima Township to the east will rely on the extension of the cities utilities in order to facilitate new growth. Sylvan Township to the west has developed utilities to facilitate new growth.

Future Land Use



City of Chelsea

- Single Family Residential
- Multiple Family Residential
- Central Business
- Mixed Use/Form Based
- Office
- Institutional
- Light Industrial
- General Industrial
- Public Facilities
- Park/Open Space

Sylvan Township

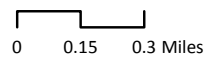
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Manufactured Housing Park
- Industrial
- Local Commercial
- Mixed Use
- Recreation/Conservation
- TCU

Lima Township

- Rural Residential
- Suburban Residential-1
- Suburban Residential-2
- Medium Density Residential
- High Density Residential
- Research/Office
- Limited Industrial
- Public Facilities
- Open Space/Buffer
- Recreation/Conservation

FUTURE LAND USE

City of Chelsea, Washtenaw County



Source: Washtenaw County GIS

2-24-17



Economic Growth Vectors

There are a number of areas where Chelsea can experience economic growth based on the City's position in the regional economy, the existing community assets, and the current demographic makeup of the community.

Commercial and retail development:

Chelsea provides commercial and retail opportunities that support not only the residents of the City, but also the wider region. The Commercial and Retail Studies done for Chelsea indicate the growth potential for this sector of the community's economy.

Economic tourism:

Visitors are attracted to Chelsea for a number of reasons. Chelsea provides the area with institutional, cultural, entertainment, shopping, and recreation opportunities. The promotion of community events and the support of local businesses brings in visitors throughout the year who infuse outside dollars into the City.

Residential development:

Workers living in Chelsea but working beyond are an important economic asset. The fact that many of these residents hold advanced degrees means they are likely working higher paying jobs which affords those households the opportunity to have greater housing choice. Because of their spending potential, the ability to continue to attract such residents is important. Real estate prices in Ann Arbor will cause individuals and families to spin out to other residential communities that offer an amenity rich environment.

Inevitably, housing prices in Chelsea will increase and young families will struggle to find affordable housing. Therefore, to attract and retain young families, the supply of affordable housing must be increased.

Longevity economy:

Demographic projections show a substantial increase in residents 65 years and over in Chelsea. Studies of the longevity economy document that a very large share of wealth is controlled by these seniors. The growing senior population must be recognized as a stimulant and asset in Chelsea. The community already provides substantial senior services. Focusing on quality of life and placemaking will be a critical way to continue to support this population's ability to choose and remain in the community.

Regional partnerships:

Chelsea has the opportunity to work with neighboring communities to help facilitate new development that can be mutually beneficial to both communities and the region. As there is limited space for new development within Chelsea's existing boundaries, planning and cooperation with neighboring jurisdictions may be the most effective way to facilitate new growth that is attracted to Chelsea.

Economic Development

Economic Development

is the critical key to economic growth in Chelsea and its greater economic region. Economic development is strengthening the capacity and resilience of economic places to generate and sustain economic growth. Economic growth is an outcome of economic development measured by increasing prosperity, jobs, incomes and tax base.

There has been a shift in the approach to economic development. The shift seeks to better understand decisions made by entrepreneurs and to create an improved investment environment through building places.

The decision of a company to invest a community will be heavily influenced by how the community is perceived as an environment for investment. These decisions are made based upon an assessment of the potential return and relative risk. The perception of a favorable investment environment will heavily influence the decision.

In formulating an economic development strategy that best responds to the shift in the economy, the first and most essential step is for the City of Chelsea to view itself as an environment for investment. Why would someone want to invest in Chelsea? What assets, services and growth opportunities does the City of Chelsea provide? How can the community be seen as an environment for investment that is attractive and reduces the risk for the investor?

The perception of an investor regarding the quality of place is also influenced by the message communicated by decision makers. A strong and positive message of who we are and where we are going can be far more important than any type of incentive that can be offered. A place-based investment strategy signals a stronger commitment to the community and doesn't reflect policy changes based on political or outside influences. This in turn reflects a stable community, thus reducing risk.

Quality of Place

The quality of place plays a much larger role in today's economic decisions than in recent years. As capital and people are more mobile than ever, the quality of a place matters more. Quality places retain and attract skilled and talented people, who in turn retain and create jobs. People choose to live, and ultimately invest, in places that offer community amenities, social and professional networks, resources and opportunities.

Placemaking, in the sense of place-based community investment, considers the concept in a broader sense as a transformational tool that focuses on talent retention and attraction by creating quality communities, providing quality amenities and services, and offering an overall high quality of life. While placemaking is not a new concept, placemaking as a strategy for economic development is receiving increased attention and funding from both the public and private sector.

Maintenance and preservation of existing parks and green space and growth of additional recreation and green space is a key component of the City's Park and Recreation Master Plan and its economic and placemaking strategies.

Community Assets

The key to future success in Chelsea is retaining and creating high paying jobs. Retaining and growing current small businesses and attracting talent and entrepreneurs is the key to sustainable, long-term job growth. This can be done by recognizing and promoting the City's existing and developing community assets, efficiently providing the necessary service and infrastructure, and promoting the best logical choices for business growth and development. The success of this method is dependent on a positive and close relationship between city government and business owners. Open and consistent communication between the local business community and local government is necessary in order to fully understand the needs of the business community and what assets are being provided by the local government.

The City of Chelsea already has many assets that are attractive to both employers and employees. The community clearly exhibits signs that let potential entrepreneurs know the City invests in the community. These signs include clean public spaces, community signage, street lighting, and well maintained infrastructure such as streets and sidewalks. Investment in public art is also an outward sign of community stability.

In addition, businesses are attracted to a community where they know that highly educated, talented workers will choose to live. Forty-six percent of Chelsea residents have a bachelor's degree or higher. Of these, 22 percent have graduate/professional degrees. Without looking at demographic information it can be understood that the community is attractive to educated professionals who can choose where they want to locate. These decisions are based on many of the same signs indicated above. They also include quality walkable neighborhoods with well-maintained housing stock, public spaces such as parks and a vibrant downtown, active transportation options, and quality schools.

The Chelsea School District, including its facilities, is a key community asset. Residents and employers are attracted to the Chelsea area for the strength and quality of the City's public schools and its programs.

Place-Based Investment

Place-based investment takes an inclusive approach to community development by targeting performance-based quality of place initiatives that maximize investment and collaboration by local governments, economic development organizations, and local institutions. This approach coordinates and builds on the combined skills and experience of multiple entities including national, state, and local agencies, business community, community residents, and community leaders.



Marketing and Branding Strategies

Historic Character is a Asset:

Preserve historic buildings downtown.

Preserve historic housing stock.

Require specific design criteria for new buildings in urban areas to include massing and appearance consistent with the existing or intended character.

The City should develop a strong and consistent branding campaign in order to ensure there are consistent and complementary messages and themes used throughout the City. The campaign should identify, promote, and celebrate positive aspects of the community, such as historic buildings, history and culture, parks, nearby recreation opportunities, traditional neighborhood design, festivals, and the great downtown.

In addition to a focused branding campaign, the City should maintain and enhance traditional community design, including neighborhoods, downtown, local commercial nodes, and commercial and business centers. Traditional neighborhood design has been identified as an attractive quality to those individuals and families with the financial means to choose their residential location from a variety of options.

The City should identify community beautification needs and develop strategies to empower local businesses and homeowners to invest capital and effort into rehab and beautification projects. First, staff must identify prime areas where rehab and beautification projects could have the most positive effect on changing attitudes or perceptions about an area.

Further efforts to market the community should promote community art and quality landscape enhancements including and especially street trees. Street trees are an important community asset in both residential neighborhoods, urban environments, as well as transportation corridors.

Development Potential

While there is limited space for traditional office parks, or new industrial buildings within the City, as indicated in the land use chapter, the changing economy does not rely on such space for growth. Ultimately, the City will be better off with 20 new 20-employee start-ups. These jobs tend to be higher paying and through somewhat slower growing, will not decimate a city if one fails. These businesses can locate in an existing building downtown, or within the second floor of a new mixed use development in the commercial sections of town. In fact, the concentration of these spaces in existing or developing commercial areas can support or provide opportunity for new secondary food and service oriented business.

The Future Land Use Plan identifies a number of areas that can accommodate new office and retail space. The focus on mixed use, multi-story buildings allows for greater efficiency of land use and promotes the redevelopment of existing underutilized areas. In addition, the development of new mixed use buildings that are created with traditional building design and substantial building material tend to have higher taxable value and maintain their value longer as the life cycle of such buildings can be extended through adaptive reuse for multiple generations of industry and use trends.

Longevity Economy

The Longevity Economy, is a concept centered around the economic activity of Americans over 50. This includes both the products and services they purchase directly and the further economic activity this spending generates. Both older workers and retirees represent a group that is far more active and has a much larger amount of disposable income than previous generations. This group is expected to account for more than half of US GDP by 2032. This population is a fast-growing contingent of active, productive people who are working longer and taking the American economy in new directions.

A central premise of the concept is that the 30 years added to lifespans in the 20th century have resulted in a longer middle age—extending the period when workers are at their most productive and creative, and represent a major, often untapped resource.

Chelsea is a community that is attractive to older adults because of the many senior housing options that are located in a community setting. It is also attractive to older adults who are still in the workforce or who are retired, but not in need of senior housing facilities because of the variety of amenities the City has to offer. In order to have a competitive edge in attracting and maintaining this population, Chelsea will promote the ability to age in place by continuing to focus on placemaking, access, and accessibility.

Alleviating economic distress should be an economic development goal of Chelsea. Compassionate communities and their institutions care for and nurture their most vulnerable populations: the homeless, those in poverty, and others at risk.

The City fulfills this function, in part, by its sponsorship of the Senior Center which addresses the needs of the aging, and its partnership with the Western Washtenaw Area Value Express (WAVE), which provides affordable transportation to older adults, persons with disabilities, and other transit dependent individuals in western Washtenaw County.

The City of Chelsea has also partnered with Faith in Action, an organization serving those in need, and Avalon Housing, to facilitate the provision of housing for low-income renters.

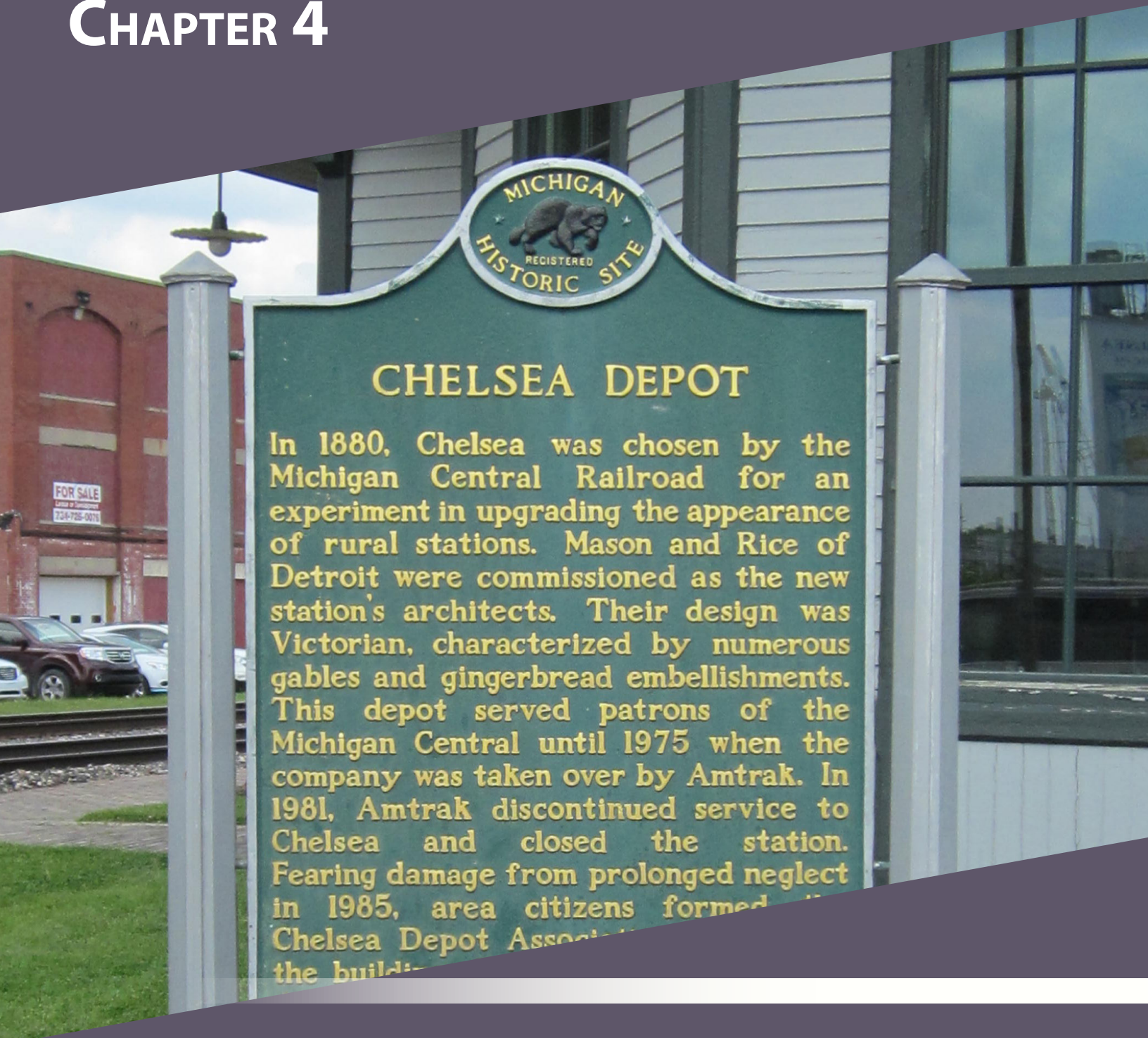
In 2016 Faith in Action joined Avalon Housing, a community-based organization dedicated to developing, owning, and managing supportive rental housing for people who are homeless or at-risk. With funding from the Federal Home Loan Bank Affordable Housing Program, Avalon Housing purchased the Sharon Ann Apartments on Main Street downtown. This low-income housing project will include 17 units; five of these will be set aside for special needs populations. Faith in Action will provide support services and empowerment activities. In support of this low income housing initiative, the City of Chelsea accepted an annual service charge in lieu of property taxes.

The City should continue to form partnerships with non-profits that serve vulnerable populations, particularly in regard to housing, transportation, and public safety.

Economic Distress in Chelsea

HERITAGE & CULTURE

CHAPTER 4



Heritage and Culture Goals

Chelsea must protect and preserve the historic character of the City's downtown and older neighborhoods.

Chelsea must strengthen the City's protection and preservation of its historic buildings.

Chelsea will update its Zoning Ordinance to encourage adaptive reuse of its historic buildings.

Chelsea will evaluate its Historic District Ordinance to ensure that it supports the current needs and initiatives of the community.

Chelsea will explore programs and resources available to support historic rehabilitation projects and identify ways that the City can facilitate these projects.

Chelsea will continue its support of the Chelsea Area Historical Society as a repository of the community's history, culture and historical records and artifacts.

Chelsea will continue to support the Chelsea District Library as an important community institution for social and education activity.

Recognizing that Chelsea's vibrant art community is an important asset to Chelsea's quality of life and also is an economic benefit through tourism, the City will promote and support art organizations in Chelsea.

Chelsea will continue to provide a rich array of events and festivals.

Chelsea will continue to facilitate public art installations throughout the City.

Overview

People in the City note that one of the greatest assets of Chelsea is its warm and friendly neighbors.

The City of Chelsea is rich with heritage and culture. The heritage and culture of a city relates to the way of life in a community, which is passed on from generation to generation, including customs, practices, objects, artistic expressions and values. This manifests in public art, historic buildings, annual events, and traditions. In Chelsea this is represented by connections to the past through the active historic society and the historic downtown, public art, multiple community activities and events, and ultimately, a strong sense of community identity and pride. With its history as an agricultural hub for area farmers, it is still the center of services for the surrounding predominantly agricultural countryside. The City's heritage and culture are part of what makes Chelsea a unique place where people want to live.

With just over 5,000 residents, in a relatively small geographic area of approximately 3.5 square miles, Chelsea is a very close knit community. People in the City note that one of the greatest aspects of Chelsea are their "warm and friendly neighbors." Residents have a strong connection to the community through their fellow community members and the various organizations and institutions within the area. The scale of the City, the traditional neighborhood design, and community places and events are conducive to engaging with fellow neighbors.

Institutions like the library or the Chelsea School District provide a venue for individuals to meet and interact through day to day activities and events common to those organizations. The school facilities provide opportunities for families with school age children. The Chelsea District library is an important community foundation, centrally located in a historic building right on Main Street, formerly the McKune House Hotel. The library is a focal point for the City both, visually and as a gathering space. It hosts regularly programmed library activities, special events, and offers a meeting space for various organizations. Additionally, there is a farmer's market held two days during the week that not only brings residents out for the fresh locally grown foods, but for the experience and the opportunity to engage with others.



Civic Opportunities

Members of the community have ample opportunity to become involved in one of many active civic organizations. There are a variety of fellowship and service groups that provide support to various elements of the community, including fundraising, providing support to local establishments such as the library or the farmer's market, organizing volunteers to engage with seniors, as well as supporting a variety of other community initiatives and philanthropic endeavors. Examples of other civic organizations include the Chamber of Commerce, which is focused on advancing commerce to establish and maintain Chelsea as a premier community to live, work, and recreate, and the Chelsea Area Historic Society which is focused on gathering and preserving the Chelsea area's abundant history. Additionally, there are organizations which are engaged in planning and facilitating local events and activities.

Events and Festivals

In Chelsea there are several events and festivals planned throughout the year, especially in the warmer months. The longest running is, of course, the Chelsea Fair which started in 1937. There are two parades during the Chelsea Fair week. The Children's Parade marks the opening of the Fair on Tuesday and the Chelsea Fair Parade marks the closing of the Fair on Saturday. People from the City and the surrounding area look forward to this event which takes place at the Chelsea Fair Grounds each year in August. A newer, popular event is the Sounds & Sights program which includes live music at different venues every Thursday throughout the summer, with a 3-day festival in late July which includes a car show, a chalk art contest and an art market. There are also other smaller events through the year. These events are fun ways to celebrate community. Those that are set with downtown as the venue give people a reason to get out and enjoy the walkable city streets, go to local businesses, and meet up with friends and neighbors. Annual events give people something to look forward to. They also serve as an attraction to bring people into town from the larger region. In addition to bringing people into town to visit and support local business, these events and festivals can also serve as an advertisement to display the best features of the community to people who may be looking to relocate.



From the iconic Purple Rose Theater, a venue for high quality local theater, to the public art displayed throughout the downtown, to shops that provide a variety of art and artisan products, people recognize that Chelsea is a community that is known to support the arts. Not only does this create an inviting environment for artists, the notion that art is important to the community helps to set Chelsea apart from other areas.

Public art is any installation, using any medium, displayed within the public realm, which is usually outside and accessible to all. The experience of public art helps to create a sense of place by providing a unique experiences and a unique environment. Activities like the sculpture walk celebrate the work being displayed in the community.

Arts



Historic Structures



Chelsea residents are proud of their community and identify with various places and buildings within the City. The City, especially the downtown and the neighborhoods surrounding it, represent traditional community development. The historic buildings downtown and the historic homes are part of what give Chelsea its character and charm. Many of these buildings are of historic significance. The unique architectural styles and details of the building design lend to the sense of place.

Chelsea's origins date back to the early nineteenth century. The beginnings of the built environment that we recognize as Chelsea today began with the first commercial structures built in 1850 in the downtown area. The area grew up around the railroad depot and the haul road which is now known as Main Street or M-52. In 2001 the downtown commercial district was placed on the National Register of Historic Places. The District includes 61 buildings that form the historic core of Chelsea's downtown. Near the north end of the district are the Norfolk Southern Railroad tracks, historically part of the Michigan Central Railroad. The district focuses on Main Street, and includes properties on either side containing historic commercial, public, and institutional buildings. Also included are properties on Park Street, East and West Middle Streets, Jackson Street, and the former Glazier Stove Works complex in the northeast end of the district.

Historic Preservation



Residents and visitors celebrate the character and history of the City through the preservation of historic buildings. Historic preservation is not just a tool to preserve old buildings for nostalgic sentiment, but the preservation and restoration of historic structures will also further other community goals such as economic development and environmental sustainability.

The built environment represented by historic structures includes dense residences. Retail on the first floor of buildings on major, walkable, pedestrian-oriented streets used to be characteristic of cities throughout the United States. Some cities, including Chelsea, never lost these features in their core areas; many communities now strive to recreate these environments.

The designation of historic districts allows for local control over development within these areas. Regulations may control where and in which style a new building may be constructed. This may also include maintenance or restoration of structures in order to preserve the look and feel of the district. The historic designation has been shown to have a positive impact on property values. The traditional downtown form is an attractive environment for entrepreneurs to establish new businesses and for young professionals as a housing choice.

The City has explored the possibility of creating an official historic district. The Historic District Commission was established and the Chelsea Historic Districts Ordinance was developed in 1997. Procedures were initiated to establish a historic district, however, the process was stalled and never revived. The City should make efforts to re-engage the Historic District Commission. Business owners and property owners in the proposed district should be involved to promote the establishment of this district. There are numerous examples and information which promote the benefits of such a district that can be used to educate the community about this district. The Historic District Ordinance must be reviewed and evaluated to ensure that it supports the current needs and initiatives of the community.

In addition to protecting the historic character, building reuse has reduced environmental impact over new construction. While construction of a new building may be easier from a logistic standpoint, demolishing structures produces significantly more waste.

- North Main Street
- 101 Zou Zou's
- 102-104 La Maison
- 103 Gigi's Flowers
- 105 For Lease, formerly VFW hall
- 107 Village Hair Studio
- 110 Wine Shop, formerly Village Hardware
- 112 Mule Skinner Boot Shop
- 113 Heydlauff's
- 114 Sylvan Building
- 118 Demolished
- 300 Glazier Welfare Building
- 310 Clock Tower Building
- 312 Vacant, formerly Plaid Melon
- 314 Koch Optometry
- 318-320 Vacant, Formerly Tree House

- South Main Street
- 102 Chelsea Print and Graphics
- 103 Reed barbering
- 105 Global Market Place
- 105½ Set in Stone
- 108 Violets and Moss
- 107-109 Vogel's and Foster's

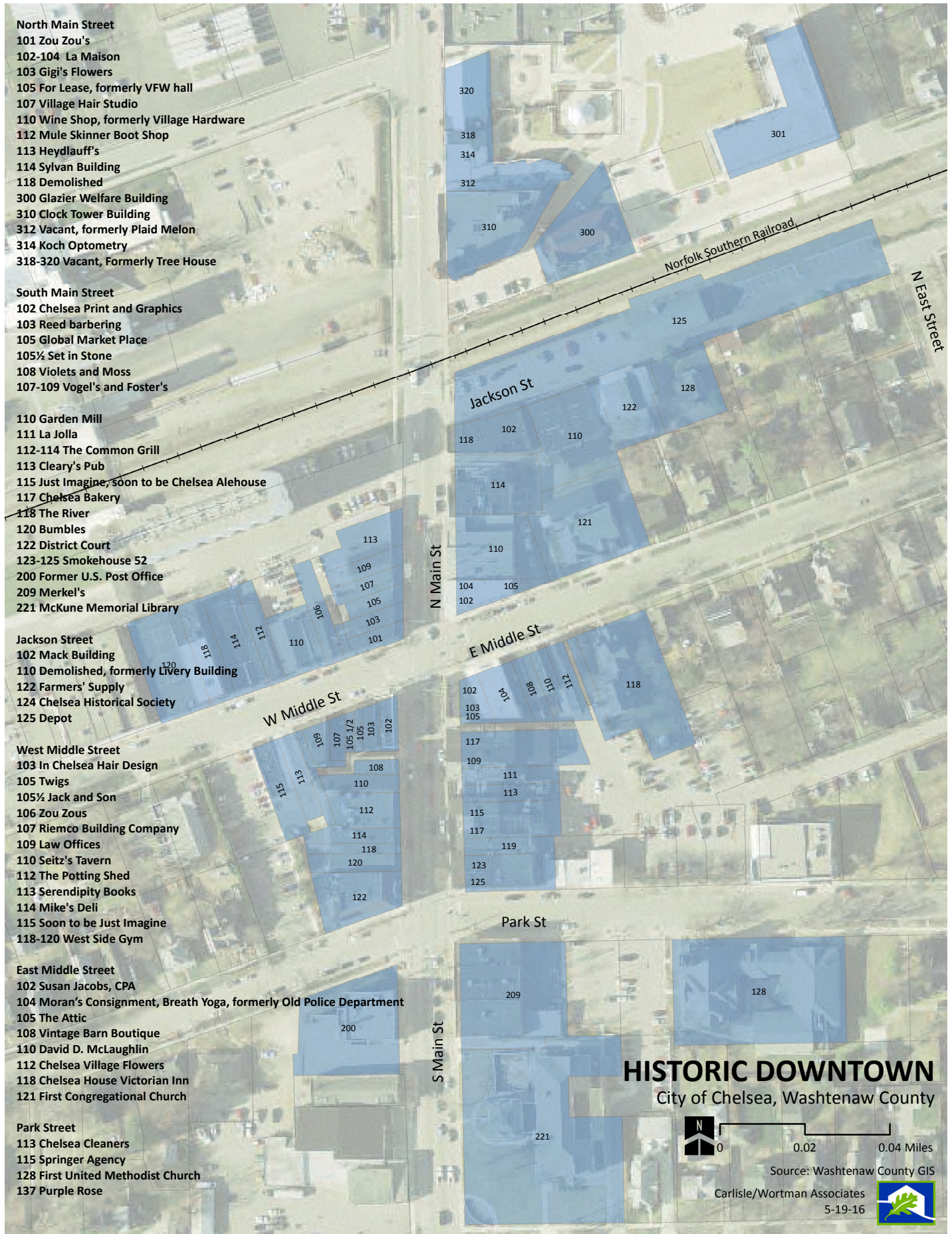
- 110 Garden Mill
- 111 La Jolla
- 112-114 The Common Grill
- 113 Cleary's Pub
- 115 Just Imagine, soon to be Chelsea Alehouse
- 117 Chelsea Bakery
- 118 The River
- 120 Bumbles
- 122 District Court
- 123-125 Smokehouse 52
- 200 Former U.S. Post Office
- 209 Merkel's
- 221 McKune Memorial Library

- Jackson Street
- 102 Mack Building
- 110 Demolished, formerly Livery Building
- 122 Farmers' Supply
- 124 Chelsea Historical Society
- 125 Depot

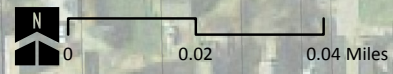
- West Middle Street
- 103 In Chelsea Hair Design
- 105 Twigs
- 105½ Jack and Son
- 106 Zou Zous
- 107 Riemco Building Company
- 109 Law Offices
- 110 Seitz's Tavern
- 112 The Potting Shed
- 113 Serendipity Books
- 114 Mike's Deli
- 115 Soon to be Just Imagine
- 118-120 West Side Gym

- East Middle Street
- 102 Susan Jacobs, CPA
- 104 Moran's Consignment, Breath Yoga, formerly Old Police Department
- 105 The Attic
- 108 Vintage Barn Boutique
- 110 David D. McLaughlin
- 112 Chelsea Village Flowers
- 118 Chelsea House Victorian Inn
- 121 First Congregational Church

- Park Street
- 113 Chelsea Cleaners
- 115 Springer Agency
- 128 First United Methodist Church
- 137 Purple Rose



HISTORIC DOWNTOWN
City of Chelsea, Washtenaw County



Source: Washtenaw County GIS
Carlisle/Wortman Associates
5-19-16



Adaptive Reuse of Buildings

Adaptive reuse is the development of a new use for an older building or for a building originally designed for a special or specific purpose. Many of the existing historic buildings were designed for a use different from one that the market would support today. The goal is to re-purpose the building for a use that would benefit to the community such as commercial space, office space, or residential units.

The struggle with adaptive reuse of buildings is the ability to meet current building codes for the new use. While historic buildings tend to be structurally sound and exhibit the kind of architectural features, exterior design and building form for which communities might strive, the cost of upgrading electrical, plumbing, and fire suppression systems can become burdensome for future developers. However, there are a variety of programs and resources available to provide support to historic rehabilitation projects. While developing a reuse project can be complicated, the City must make adaptive reuse an attractive opportunity by supporting or participating in the process. The historic designation is one important step that allow structures within the area to qualify for certain grant and loan programs. Additionally, the City should update the Zoning Ordinance to be less restrictive with land use regulations, which would incentivize developers to consider rehab projects.

It is important while engaging in adaptive reuse to ensure that the architectural look of historic buildings is preserved. This look is part of what creates the unique character of the community.



Clock Tower Plaza is a great example of adaptive reuse. Not only does it preserve a unique and iconic building, it creates interesting new commercial and office spaces that can be attractive to new businesses.

HEALTHY COMMUNITY

CHAPTER 5



Healthy Community Goals

Chelsea is committed to the physical wellness and mental health of all members of the community.

Chelsea will endeavor to expand formal and informal opportunities for residents to engage in physical activity.

Chelsea will maintain existing parks and endeavor to expand park land and open spaces to promote physical activity in the community.

Chelsea should complete the network of non-motorized trails and pathways to promote the health of the community.

Chelsea supports active transportation as an important component of the community's health.

Chelsea recognizes that opportunities for social engagement are important for the mental health of all community members.

Chelsea will endeavor to broaden access to, and availability of, fresh and healthy foods in the community.

Chelsea will strive to maintain a safe environment and increase the feeling of security for community members.

Chelsea believes the health of the local environment has immediate effects on people's physical and mental health.

Overview

Chelsea has a commitment to the health of the community. The promotion of community health can manifest in a number of different ways. Ultimately, the physical and mental health of the members of the community is the most important aspect of this concept. The development of a healthy community requires attention to a number of different issues; key components include providing opportunities to be physically active, promoting opportunities for social engagement, availability of healthy food options, creating a feeling of safety in the community, and a clean environment.

Physical Activity

Regular, moderate intensity, physical activity such as walking, cycling, or participating in sports has significant benefits for human health. It can reduce the risk of disease and mental illness. Moreover, adequate levels of physical activity will decrease the risk of injury and help control bodyweight.

Opportunities for physical activity come in a number of different ways. Organized physical activity can include exercise classes or organized sports. These activities can be organized through private gyms, schools, community centers, clubs, or through a residential community such as an apartment complex or a senior housing facility. Often, these entities also provide access to exercise equipment that individuals can use on their own.



The Monitors Baseball Club of Chelsea is an example of a private club that provides an opportunity for adult organized physical activity.

In local schools, opportunities to engage in physical activity tend to be more accessible. There are also many opportunities for children to engage in youth sports during the summer. As adults become busier with careers and families, it is especially important for them to have opportunities to stay physically active. The City can provide opportunities to engage in adult sports leagues through a parks and rec program, a community center, or by partnering with another organization which has the capacity to provide such opportunities. In addition to the physical benefits, there are psychological health benefits for an individual to be part of a team or a club because of the opportunity for social interactions.

There are many opportunities for informal physical activity. The way a community is designed and built can have a significant effect on resident's health. A complete pedestrian and bicycle network can provide the opportunity for residents to utilize active transportation methods as a means to get around the City. Maintaining City parks, pathways, the County golf course, and access to regional trails and parks is an important part of the community's commitment to community health.



Citizens indicated a need for more bicycle lanes, trails, sidewalk maintenance, and the creation or completion of bicycle and pedestrian connections, especially between neighborhoods and downtown, parks, and schools. The proposed bicycle path along Chelsea-Dexter Road will provide more extensive non-motorized pathways.

Active transportation refers to any form of human-powered transportation including walking, cycling, using a wheelchair, in-line skating or skateboarding. There are many ways to engage in active transportation, whether it is walking to the bus stop, or cycling to school/work.

Active Transportation

There are several benefits from active transportation:

Health – Active transportation provides an opportunity to be physically active on a regular basis.

Social – Active transportation is accessible to all residents and increases opportunities for social interactions.

Transportation – Active transportation reduces road congestion.

Environmental – Active transportation is environmentally-friendly by reducing greenhouse gas emissions.

Economic – Active transportation saves money on gas and parking.



The installation of complete streets is a critical component to promoting a healthy active lifestyle. The City should continue to promote walkability and bikability within the City. Active transportation can be supported by maintaining and upgrading pedestrian and bicycle facilities, eliminating gaps in the non-motorized transportation network, promoting active transportation through public education about its benefits, and working with local business to support employees who choose to walk or bike to work or other activities. Employers can do this by providing showers and lockers at the office, or even financial incentives such as a reduction in healthcare costs.

There are many positive impacts that social engagement can have on the physical, mental and social health of individuals and the community. Good physical and mental health can help to reduce obesity, boost the immune system, and diminish the risk of disease. Social engagement such as participation in community activities or recreational activities is an important contributor to mental health and quality of life. This can also aid in reducing depression, relieving stress, improving self-esteem, and personal growth.

The social benefits of such activities can also strengthen communities by promoting social bonds and support the engagement of all members of all ages in the community. Social bonds are improved when families recreate together and when seniors and individuals with disabilities are actively engaged in community or recreational activities. The City should continue to support community engagements opportunities such as the Fair, City events, and events through the library, and other public or quasi-public community activities. The City should strive to make all such events accessible to all members of the community.

Social Engagement



Healthy Foods

Access to healthy foods is important to everyone's health. The community relies on local grocery stores, farmer's markets, cooperatives, and other vendors to provide fresh, affordable, nutritious food. Their availability and accessibility to all community members is of critical importance to promote a healthy, thriving community. Without grocery stores and other fresh food retailers, communities are also missing the commercial vitality that makes neighborhoods livable and economies thrive. Residents have indicated a desire to have more access to healthy foods stating that they would like to see a permanent farmer's market as a way to provide another option for healthy food in town, as well as a place to connect with other residents. Often farmer's markets are established on municipal land that is either permanently dedicated to the market or is a flexible space that is available to be used on specific days. Residents indicated that they would like to see an indoor component for the colder months.



Residents also indicated a need for healthy food options in existing stores. The City can promote healthy options in groceries by partnering with local health organizations or non-profits who can work with local retailers to better understand community desires. Businesses are starting to recognize the benefits of promoting healthy products. Small and large companies are demonstrating that what is good for the health of families is also good for business. Some of the businesses in the City have already started healthy/local food initiatives.

The promotion of fresh local foods can also be an economic stimulus to local farmers. There are many food producers in the rural areas around the City whose products could be sold into the local markets. Farmers markets, and sometimes local retailers, could obtain their fresh food from local sources. Creating a network to provide connections for both the local producers, as well as the local retailers can be an important initiative to help promote the production and consumption of local healthy foods. This same model can be used to get fresh and local foods into school cafeterias, senior dining facilities, and local restaurants. The City should promote such efforts and partner with local health organizations or non-profits who have the capacity to establish such an initiative.



A safe environment is a priority for residents. As indicated in the age friendly chapter, in order for people to use non-motorized facilities, as well as parks, and other community facilities, residents of all ages must have safe access and utilization of such facilities. With regard to safety, community members cited the need for more street lights, the need to reduce noise pollution produced especially by traffic, and improved road crossings for pedestrians.

Safe Environment



The quality of the local environment affects people's physical health. Reducing pollutants will improve air quality and water quality. There are many opportunities for the City to improve environmental health factors identified in the Sustainable Community Chapter. In many ways, public health and environmental health have a reciprocal relationship. Many of the items identified in this chapter, including the preservation of open space through the protection of park land, or the promotion of active transportation will have a positive effect on the health of the environment. For example, vegetated open space can help clean and reduce stormwater runoff, and active transportation can reduce greenhouse gas emissions by eliminating vehicle trips on the local roadways.

Environmental Health



AGE-FRIENDLY

CHAPTER 6



Age-Friendly Goals

Chelsea believes that the quality of the community is important to all residents, especially children and active seniors.

Chelsea believes community enhancements must be available to all members of the community no matter their age or ability.

Chelsea will seek to ensure that community members of all ages are given the opportunity to provide input to planning and policy making processes.

Chelsea believes that opportunities for social interaction should be available to all members of the community.

Chelsea will seek to provide multiple transportation options to support access needs of community members of all ages.

Chelsea will endeavor to complete the network of non-motorized pathways to provide accessibility throughout the community.

Chelsea strongly supports Safe Routes to School.

Chelsea seeks to ensure that community residents can successfully age in place.

Chelsea will encourage the provision of diverse housing opportunities in appropriate locations to meet the needs of residents of all ages.

Overview

The City of Chelsea has the largest population of the communities in Western Washtenaw County. People are drawn to the community for many reasons identified throughout this plan; including the historic downtown, traditional neighborhoods, and the availability of services and amenities. The City has identified a need to ensure that the positive aspects of the community are available to all members of the community no matter their ability, age, or stage in life; old, young, or somewhere in the middle. In addition to making sure existing amenities are available to all, Chelsea is exploring whether there are additional unmet needs in the community, specific to a particular demographic group.

An age-friendly community is not just focused on taking care of the needs of the senior population, but also young children, teenagers, young adults, and middle age residents. Although most needs are universal across the age spectrum such as housing, access to healthy foods, and safety, some age groups have unique needs related to transportation, social interaction, or health care.

It is especially important that Chelsea policy makers thoroughly explore the needs of all generations and ensure that voices that are not always at the planning or policy-making tables are being heard. Thankfully, adding consideration for one age group will not necessarily detract from the needs of others. Ultimately good planning tends to benefit all members of a community. A well-planned community with exceptional physical design, thoughtful land use, and a complete transportation network tends to benefit everyone. Many aspects that are especially important to age groups on either end of the spectrum, such as walkability, gathering spaces, and opportunities for social interaction, will increase the quality of life for residents of all ages.

Name	Age Group	Census 2010	SEMCOG 2040	Change 2010-2040
Older Seniors	75+	765	1,321	556
Seniors	65-74	358	585	227
Young Seniors	60-64	265	294	29
Older Adult	35-59	1,668	1,593	-75
Adult	25-34	528	812	284
Young Adult	18-24	237	711	474
Youth	5-17	825	641	-184
Children	Under 5	298	314	16
	Total	4,944	6,271	1,327

Source: SEMCOG

The SEMCOG projections are troubling because they indicate that if current trends continue, the number of school age children will drop as the overall population of Chelsea rises. Efforts are underway, and should be reinforced to attract young families to Chelsea and its excellent school system.

Based on public input, the top ranked places and features that were important to residents included entertainment venues, restaurants, festivals, and sidewalks. Once community responses were analyzed by age, it became apparent that there are slightly different needs identified by different age groups; for example, neighborhood parks, indoor recreation, and festivals were identified as important for youth, while seniors identified community services, public transportation, and health and safety as the most important. Restaurants, entertainment venues, bicycle lanes, housing options, and grocery stores were identified as important by adults in the middle of the age spectrum. The community features that were identified by all ages included entertainment venues, festivals, neighborhood parks, pedestrian facilities, and regional parks. Chelsea embodies most of these features. The goal is to ensure that all of these features are accessible to all residents.

Social interaction is important to all residents. It creates a connection to the community and a sense of belonging. The younger groups tend to get social interaction at school, during extracurricular activities like sports, music, or drama, and informal gatherings at friend's houses or in public places such as neighborhood parks. It has been identified that residents would like to see additional opportunities for younger children and teens, such as a community center, an indoor sports facility, or a community swimming pool.

Adults and young adults tend to find most of their social interactions through work, religious or civic engagement, in their neighborhoods, or during leisure time at eating and drinking establishments, sports leagues, or entertainment venues. A desire for additional restaurants or entertainment venues has been identified. While consumer demand will drive the growth of such enterprises, the City can help by creating an investment environment that promotes the growth in such sectors.

Social interaction is especially important to seniors. Sometimes their lifestyle or housing no longer provides regular opportunities for social integration, especially with other age groups. The retirement facilities plan regular social activities for their residents, but it is also important for them to have access to opportunities within the rest of the community. This can include reasonable access to parks and open space, and to institutions like the library, churches, the senior center and retail establishments.

Attending community events is important to people of all ages. Community events, such as the Chelsea Community Fair, Sounds and Sights, art walk, and others are excellent opportunities for engagement and social interaction for all ages. The community must promote and support such events to ensure these events are accessible to all members of the community.

Public Input

Social Interactions



Access

Community amenities are only as good as the ability to access those amenities. Though Chelsea has an established sidewalk network and many walkable areas of town, there are gaps in the network, and many uses are still isolated and require a vehicle to safely and conveniently access them. This is not necessarily an issue for those of driving age who have access to a car. Walking or biking for children and many seniors are the only means of transportation other than being driven by a family member or possibly a shuttle service for seniors living in a retirement home. This scenario does not allow for much independent mobility. A robust transit system can provide access for all community members. Where ridership numbers are too small to support a transit system, a reliable shuttle service or “dial a ride” services can help to meet the needs of a community. The Western Washtenaw Area Value Express (W.A.V.E.) provides fixed route services to the City of Chelsea.



This picture of the Chelsea State Bank demonstrates many quality examples of accessibility. The front door of the building is oriented towards the street. The street includes a sidewalk which is buffered from the street to provide a safe pathway. Pedestrian scale street lights allow for a sense of safety. Bicycle racks are available to allow for secure parking of bicycles while inside the building.

Non-Motorized Facilities

As discussed in the Transportation Chapter, pedestrian and bicycle facilities are important for many reasons. Of those reasons, perhaps the most important is providing access and accessibility to all people. In addition to people who choose not to drive or are unable due to a disability, young people and seniors are the most consistent group who benefit from a safe, convenient, and complete non-motorized network. In order for pedestrian facilities to be a true means of transportation, there are a number of factors that must be in place including, reasonable distances to destinations, well maintained facilities, and most importantly, users (or their parents) must feel a sense of safety. Often safety comes in the form of sidewalks and pathways being in well-lit open areas that are adjacent to other activities where other people may be present, adding to the number of eyes on the street. A complete non-motorized network can provide access to retail and service opportunities, schools, community centers, parks, and other destinations.

Additionally, there are health benefits to people of all ages if they use active transportation as a means to access the places they need to go. For example, walking to school or other activities can help to combat childhood obesity. Walking is especially important for seniors, as it may be their only form of exercise.

The Safe Routes to School program is sustained by the efforts of parents, schools, community leaders, and the local, state, and federal government to improve the health and well-being of children by enabling and encouraging them to walk and bike to school. Chelsea continues to provide increased amenities, such as safer road crossings, to promote Safe Routes to School. Chelsea has worked on this initiative through the Safe Routes to School program and should continue to do so.

Safe Routes to School programs examine conditions around schools and conduct projects and activities that work to improve safety and accessibility, and reduce traffic and air pollution in the vicinity of schools. As a result, these programs help make bicycling and walking to school safer and more appealing transportation choices, thus encouraging a healthy and active lifestyle from an early age.

It is also important to ensure there are various preschool aged child care opportunities within the community. There are a number of facilities that exist in the City.

Safe Routes to School



Aging in place is the ability to stay in one's home or community safely, independently and comfortably as we grow older. Most individuals express a desire to remain in their home or in their community as they age. Aging in place is a great experience if that place provides for a greater range of needs. Today's seniors are living longer, are more highly educated, remain in the workforce longer, and are physically active. To facilitate a complete lifestyle it is important that senior housing options are located in places with a clear identity and community amenities that promote quality of life, such as a walkable downtown with connected neighborhoods and community spaces.

Aging in Place



Aging in Place



In addition to safety and independence, today's active seniors are also looking for rich social environments: vibrant, walkable neighborhoods and access to pedestrian amenities and open space. These are elements of placemaking. Aging in place is about promoting access and mobility, engagement, and well-being on the individual and group level in a community setting. As noted above, these elements are positive for all ages in a community. Not only is Chelsea a community that exhibits quality of place elements, such as strong community identity, an interesting and accessible built environment, and walkable streets, there are multiple housing facilities for seniors. The community must strive to maintain or enhance mobility opportunities for these existing facilities. In addition, in order to support the growing senior population with changing needs, it will be important to promote diverse housing options. These should be in the form of smaller units that are integrated into existing walkable and accessible neighborhoods or existing or planned mixed use areas.

Housing

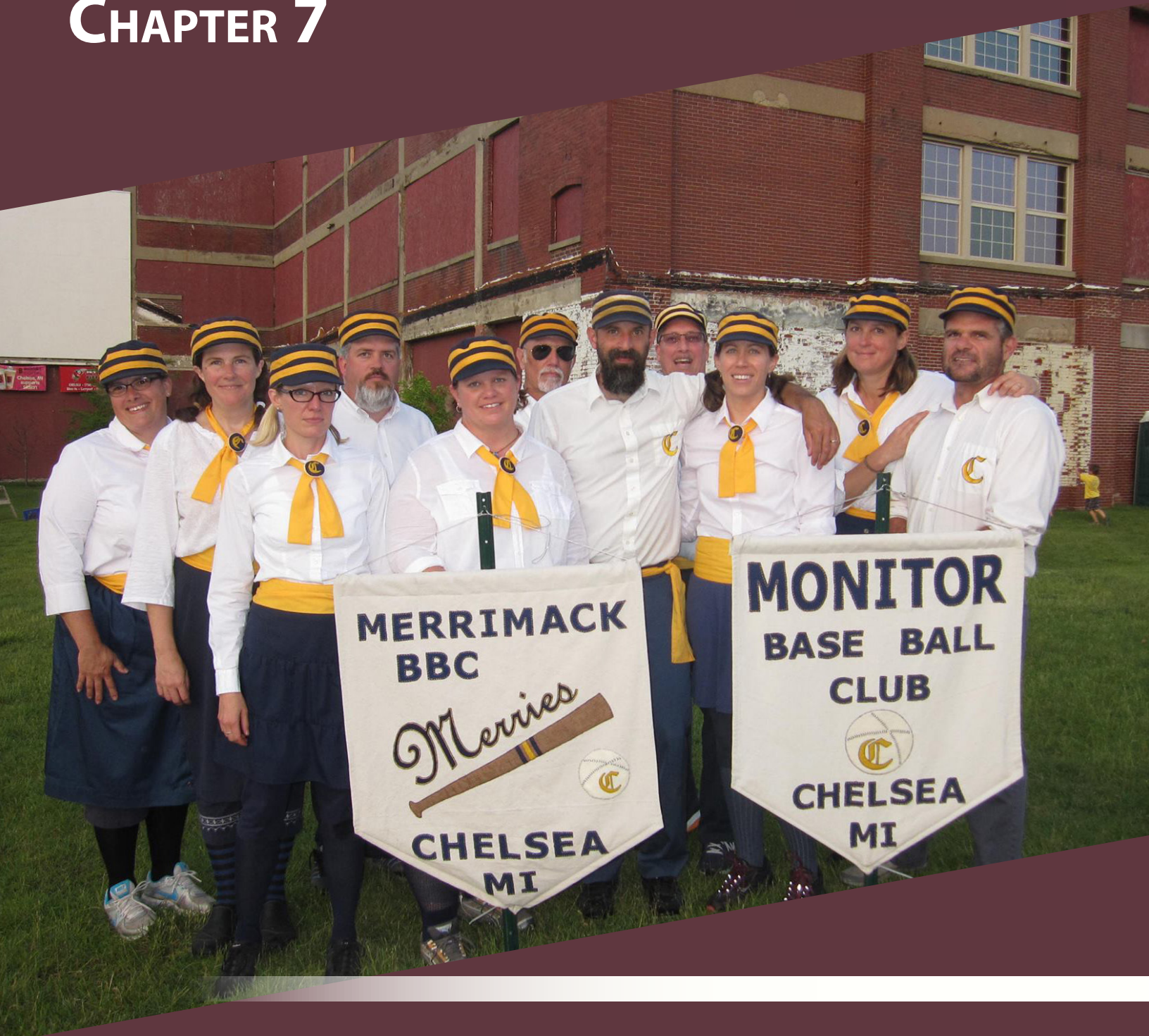
Safe and affordable housing must be available to all members of the community. Families are often looking for single-family residential neighborhoods, with a traditional neighborhood design that has access to schools, parks, or other public facilities, such as pools or libraries. Young adults and empty nesters are interested in housing such as apartments, condos, duplexes, townhomes, or second-story flats in mixed use areas. These various housing needs are discussed in the Land Use chapter.

Independent seniors are also looking for smaller size housing. Accessory Dwelling Units are often a good solution for seniors as they can provide housing with a support network from neighbors or even family members who live in the principal residence. The location of housing for seniors is very important, as it will dictate their access to community amenities. If housing is not in a walkable area, it can be a determining factor in how long residents are able to remain in their home when driving is no longer an option.



RECREATION & ENTERTAINMENT

CHAPTER 7



Recreation and Entertainment Goals

Chelsea believes that open space, parks, recreation opportunities and entertainment are essential to the quality of life and health of the community.

Chelsea will support entertainment initiatives and facilitate special events.

Chelsea should continue to provide and seek additional amenities to support visits to the Downtown.

Chelsea will implement the City's Parks and Rec Master Plan.

Chelsea will strive to complete the network of non-motorized paths and pathways.

Parks and open space should be a requirement of all new developments and redevelopments in Chelsea.

All park and green spaces in Chelsea should be accessible to all.

All new development and redevelopment in Chelsea should include a plan to connect to existing or future pedestrian and bicycle facilities.

The City will explore opportunities to obtain new public parks and open space.

Chelsea will support continuation and expansion of public, quasi-public and publicly accessible private recreation and entertainment opportunities.

Overview



Recreation and entertainment can include anything from parks or pathways, to places where you can get a great meal, meet up with friends, or see live entertainment. Chelsea has exhibited a commitment to providing great opportunities for both recreation and entertainment for its residents and members of the larger regional community. Similar to the discussion in other sections of this document, Chelsea's position as a regional center makes it the natural location to provide such opportunities for the area. There are many unique features that have helped Chelsea maintain this status in the region, and even propel the City to the forefront as a destination for entertainment.

In addition to Chelsea's most famous entertainment venues, the Purple Rose Theater and the Common Grill, there are restaurants and events that draw people from not only the immediate surrounding communities, but the larger region as well. The arts culture in the Chelsea increases the City's entertainment value by helping to create a unique community feel adding an intangible richness to all experiences. Chelsea's residents and public officials have made the City stand out as a destination for residents and visitors by supporting the events that take place throughout the year, public art throughout the downtown area, and the unique Chelsea community website (<http://chelseamich.com/>).



Chelsea has also shown a commitment to supporting and enhancing recreation opportunities in the community. The dedication of City officials and residents is evident based on the participation during the recent development and adoption process for the City's [2015-2019 Parks and Recreation Master Plan](#) and the continued work on implementation. The plan, which is incorporated by reference in this Master Plan, describes the various existing facilities within the City and outlines goals for the enhancement and expansion of recreational facilities and opportunities within Chelsea. Many of the goals and initiatives identified in the Parks and Recreation Master Plan parallel and support the overall community goals identified in this document.



Community Events

Strong support by residents and community leaders has helped to develop and maintain a number of wonderful community events. There is a culture in the community that understands and expects community events to be part of life in Chelsea. Chelsea has hosted the Chelsea Community Fair, sponsored by the Chelsea Community Fair Board, since 1938 at the fairground located within the City. This is an event that residents and people from miles around cherish and look forward to every year. The Fair brings hundreds of people into town for several days in August each summer to experience small town charm and celebrate the agricultural history and culture of the community, culminating in the fair parade. The Fair provides activities that can be enjoyed by people of all ages. Older community members will comment that they have been going to the Fair since they were children and look forward to it every year.

In recent years, new events such as Sounds and Sights on Thursday Nights and the Sounds and Sights Festival have become staples in the community. Every Thursday night through the months of June, July, and August, Sounds & Sights brings in various musical acts which play in a variety of venues throughout the downtown area. This gives people the opportunity to see live music and creates a reason to go downtown, shop in local stores, and eat at local restaurants. The Chelsea-fest at the end of July serves as a community gathering opportunity, providing multiple attractions such as an art market, a classic car show and more, in addition to the numerous local and national musical acts.

Other community events that take place throughout the year include the Chocolate Extravaganza, Smoke & Ale Fall Festival, Maple Festival, vintage baseball games, Ghoultime Gathering, Wine Women and Shopping, and the Hometown Holiday & Light Parade. These family friendly events provide excellent opportunities for community members of all ages to get out in the community, engage in social interactions, and have unique and memorable experiences. Newer annual events provide different opportunities but are quickly becoming staples that people look forward to experiencing every year.



Events as Community Assets

In addition to providing entertainment and social engagement opportunities, the City's portfolio of events attracts residents and entrepreneurs to the community. Some people are attracted to a community with a vibrant entertainment environment, knowing that there are opportunities to engage in a variety of activities throughout the year. However, more importantly, these community events are bringing people into the City who might not otherwise have visited. These events show Chelsea's unique downtown when it is at its best. Chelsea has done a great job promoting its community assets and especially these events through the Chelseamich.com website, a partnership among the Chamber of Commerce, the City of Chelsea and the Downtown Development Authority.



The City of Chelsea should continue to support community events. Maintaining positive and functional relationships between the City Government, the DDA, and the Chamber of Commerce has proven to be successful; the City should continue to foster these relationships. The City has provided an excellent venue for such festivals in the form of a beautifully maintained downtown with well-maintained sidewalks, public art, street trees, and other pedestrian amenities. Residents would like additional amenities, such as permanent benches, bathroom facilities, changing stations for babies, and water fountains. As described in the transportation chapter, the enhancement of safe and convenient pedestrian and bicycle facilities would promote the ability of locals to walk or bike downtown to events, helping to alleviate traffic congestion and parking issues at some of the busiest times.

The City should support the Fair remaining in its current location. In the Future Land Use section of this plan, a new future land use designation is indicated in the location of the fairgrounds. This designation was placed there in order to have a future plan for the area in the event that the Fair ever goes away from that location. As a community asset maintaining the fairground in its current location is an important part of the City's history and culture and a great way to draw visitors into the City.



Recreation Opportunities

Chelsea's recreational needs are served by a number of entities. The City has three community parks; Timber Town Park, Veterans Park/Weber Field, and Pierce Park. Washtenaw County maintains Pierce Lake, an 18-hole, public golf course, on the south end of town. There are a number of parks and recreation areas in the Townships surrounding Chelsea; the Chelsea School District owns and maintains most recreation facilities and provides for all recreation programming in the area through the Chelsea Area Education and Recreation Program. This program provides a variety of activities including youth sports, swimming lessons, adult classes, and more.



Chelsea High School Outdoor Sports facilities

The 2015-2019 Parks and Recreation Master Plan has inventoried existing parks and recreation facilities and other opportunities in the community, and has identified community need. Through the planning process, a community survey identified a number of community needs and desires. Highlights among these include the need for a community pool, a community center, new play structures, and additional park land. The most important community need identified was non-motorized path facilities between park lands.

There is a new public space/urban park space being developed by the DDA located on the old Palmer Lot. This flexible venue is intended to provide space for formal and informal recreation and entertainment. This is part of the Chelsea Municipal Hub which includes City Hall, the City offices, and the police Department.



Chelsea Event Space concept plan



Timbertown Park

Parks

The existing parks in Chelsea are excellent community assets, however some are in need of upgrades and they are isolated from many neighborhoods. Providing non-motorized connections between recreational areas in the City will help reduce this isolation. The [2015-2019 Parks & Rec Master Plan](#) also recognizes that existing park land is currently deficient by almost 15 acres according to traditional measurement standards for adequate park land. This deficiency will increase as the City's population grows.



Neighborhood playground example

Opportunities for the City to increase park land may come in the form of small parks within neighborhoods that would serve the residents in the immediate area. One such example is a pocket park. Pocket parks are small parks accessible to the general public, often located on an individual building lot or irregularly shaped piece of land within a neighborhood. Pocket parks can also be incorporated into the downtown area to provide open space, gathering space, and greenspace, enhancing the attractiveness of the urban area.

Chelsea should consider creating incentives for all new residential development and redevelopments to incorporate open spaces, park lands, and natural features. Several innovative zoning techniques are available to encourage the creation and preservation of open spaces and natural features. These include cluster housing and Planned Unit Developments.



Urban open space at Clock Tower Plaza

Other opportunities for park development include a “necklace” of public parks that connect with existing and planned non-motorized pathways. Chelsea should encourage adjacent townships to preserve open space and park land in all new residential developments bordering the City.

The Parks and Recreation Plan identifies opportunities for additional park space. The City should continue to explore opportunities to acquire more park land within neighborhoods. Further, if commercial areas south of Old US-12 are redeveloped, open space in the form of small urban parks or plazas should be incorporated into the design of new developments. Open spaces in urban areas can be flexible in order to accommodate additional space for events or festivals.

Cluster housing is a development technique in which the building lots may be reduced in size and buildings are sited closer together in groups or clusters. The total density does not exceed that which could be constructed on the site under conventional zoning. The additional land that remains undeveloped is then preserved as open space and park land.

Planned Unit Developments (PUDs) are a regulatory process that can be applied to various forms of development. The PUD process allows for flexibility in the application of traditional zoning requirements to encourage the use of land in accordance with its character and to bring about greater compatibility of design and use.

The need for a community center has received much attention through community input collected during the planning processes for this Master Plan as well as the Parks and Recreation Master Plan. It should be noted that while the school district does an excellent job of providing for community needs, high school and middle school sports and organized leagues take first priority for facilities. A community center could provide for additional recreation spaces including a community pool, potential additional indoor sports facilities, and additional space for programming. Additionally, the community has identified the need for more youth activities especially for teens. A community center could provide a venue for such activity. The City should continue to support the current efforts including the needs assessment currently underway to establish a Chelsea Community Center.

Community Center

Pedestrian and bicycle facilities are discussed in many instances throughout this Master Plan. Perhaps one of the most recognizable applications for these facilities are for recreation and exercise. It is noted in the transportation chapter that active transportation can provide exercise as part of an individual's daily routine. Often, sidewalks and trails are used for exercise, in addition to transportation. These facilities serve multiple community goals and can be used by avid runners and bicyclists, as well as novices. Walking is one of the most accessible and best forms of exercise for older people if the walking infrastructure is available. In developing and enhancing the City's non-motorized network, the City should pay close attention to ensuring connections are made to neighborhoods and the retirement communities.

Non-Motorized Infrastructure

One of the reasons Chelsea has started to explore ways to better incorporate bicycling facilities into the community framework was the recognition that the bicycling community is often using Chelsea as a starting point or destination for rides through the surrounding nature preservation areas and countryside. There are currently several initiatives to develop and connect regional pathways to and through Chelsea. These include the Huron Waterloo Pathway and the Dexter Chelsea Pathway. The non-motorized plan identifies opportunities to connect the City's emerging pathway and bicycle network with regional paths, as well as provide efficient and safe connections to destinations within the City.



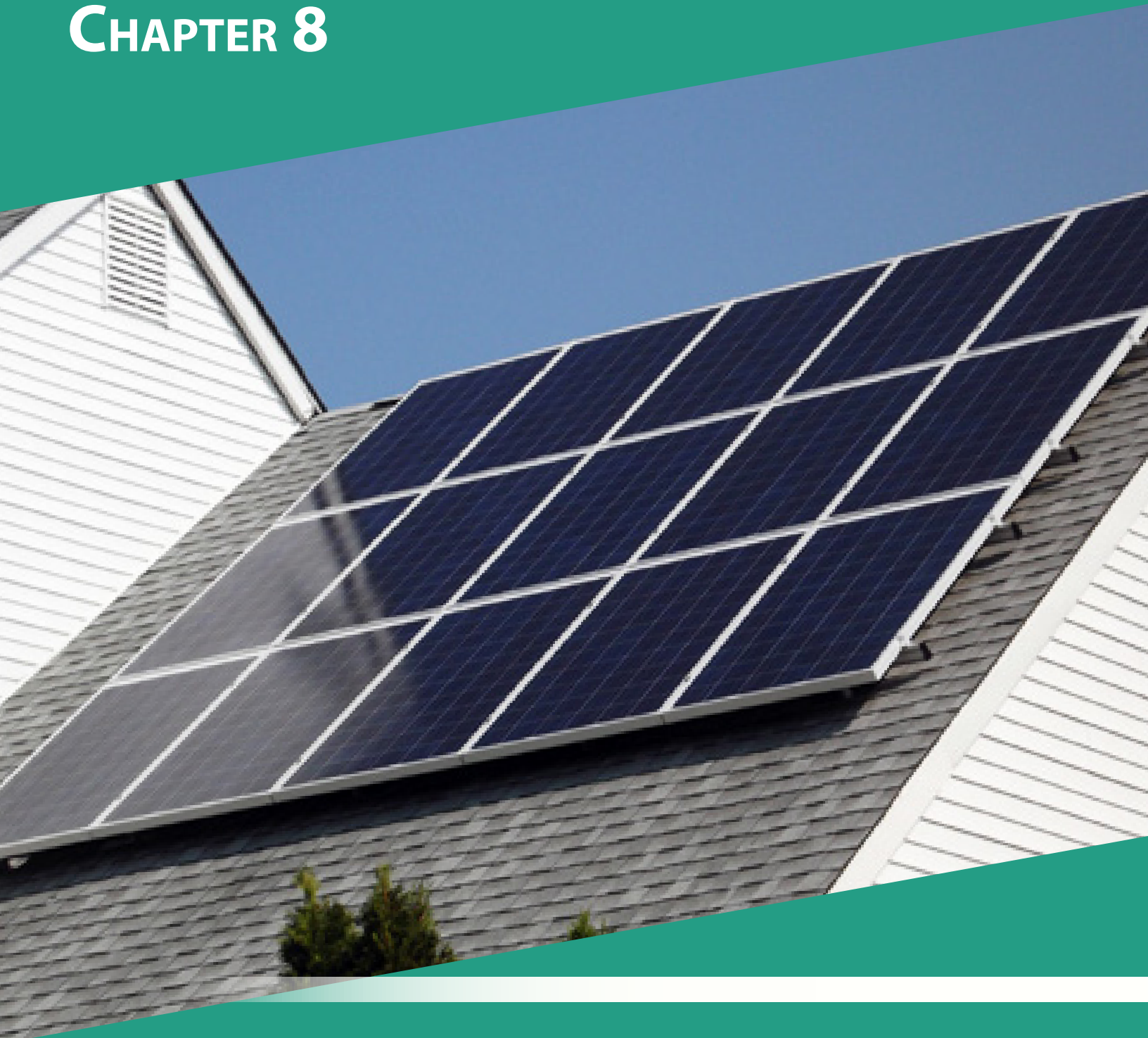
Shared Use non-motorized pathway

Through community surveys, it has been identified that community members are interested in additional commercial, recreation, and entertainment opportunities for both young people and adults. As Chelsea continues to grow, there will be additional entertainment needs and opportunities that arise. Continuing to promote its assets and quality of life, the City will have increased attention from developers and business. The proposed form-based, mixed-use districts will be a prime location for additional commercial recreation and entertainment venues, which will largely be driven by market demand. As discussed in the land use section of this document, zoning requirements must be carefully crafted to ensure that the design associated with new developments is consistent with the existing and intended character of the City.

Future Recreation and Entertainment Opportunities

Environmental Quality

CHAPTER 8



Environmental Goals

Chelsea is committed to protecting and preserving the natural environment, including wetlands, woodlands, groundwater resources and open space.

Chelsea seeks to moderate the adverse effects of human activities on the natural environment.

Chelsea will encourage the availability and consumption of locally grown foods produced with sustainable farming practices.

Chelsea recognizes that a non-motorized transportation network will have a positive effect on the environment by providing a transportation alternative that does not increase pollution or energy consumption.

Chelsea supports responsible energy use.

Chelsea should expand incentive programs aimed at encouraging energy efficiency for residential, commercial, and industrial customers.

Chelsea will support the adaptive reuse of buildings that consumes fewer resources than new development.

Chelsea supports the increased use of renewable energy sources.

Chelsea supports Green Building practices and Green Streets.

Chelsea should implement low impact development [LID] techniques for the treatment of storm water.

Chelsea should support and pursue energy conservation practices and alternative energy sources.

Overview

The protection of the community's environmental quality is at its core an attempt to safeguard the functionality of the earth's systems to provide for the needs of the community indefinitely. As environmental quality relates to human life, it is recognized that a healthy environment should provide current and future generations the resources needed to survive. The Federal Environmental Protection Agency (EPA) issued a report stating, "Everything that we need for our survival and well-being depends, either directly or indirectly, on our natural environment. To pursue sustainability is to create and maintain the conditions under which people and nature can exist in productive harmony to support present and future generations."¹ Ideally, the impact local development has on the natural environment will not harm the environment's ability to continue to provide food, clean water, and energy for current and future generations.

The application of sustainable principles can vary depending on the scale in which they are applied. Local communities can take a variety of efforts. Human activities including mode of transportation, the amount of energy we use and its source, or the type and source of food we consume can affect the natural environment. The City of Chelsea has made a commitment to protect the natural environment through saving energy and implementing practices that create lower environmental impact. Chelsea has the potential to take advantage of opportunities to incorporate practices into the community aimed at addressing environmental quality such as renewable energy, energy efficiency, building reuse, Low Impact Development (LID), and non-motorized transportation. Committing to these methods benefits the environment and also the community. Having a municipal owned electric utility gives Chelsea the unique opportunity to offer incentives for energy efficiency.

Responsible Resource Use

Water, food, and energy are three major categories when discussing responsible resource use.

Water: Utilizing Low Impact Development (LID), as discussed in the section below, can reduce waste water. Continuing to promote responsible water use and educating citizens in the proper recycling of pollutants can also reduce contaminating this resource.

Food: Residents and businesses can increase their food sustainability through shopping locally at the farmers market, composting food waste, and choosing foods that limit production waste. Sustainable food choices often encourage healthy living along with environmental wellness.

Energy: Responsible resource use for energy does not only include renewable resources, but also using products that are energy efficient. For example, using materials that are recycled, energy saving appliances, or LED light bulbs are simple solutions to reduce energy consumption. In addition, transportation consumes a tremendous amount of energy. Providing options for alternate transportation modes can help reduce the community's energy consumption.

¹<https://www.epa.gov/sustainability/learn-about-sustainability>

Energy Consumption

In public spaces and facilities, the City can look into various energy upgrades to reduce costs with energy efficiency. In buildings, having proper insulation and sealing or replacing older appliance units with energy efficient ones can drastically reduce costs. In the outdoor landscape, the City has an initiative to replace old light bulbs in street lights with LEDs. The City has a unique opportunity to promote best practices for energy conservation because it has an energy utility. The City has an EnergySmart Incentive Program available for their utility customers which includes rebates and cash incentives for installing and using energy efficient equipment in homes and business.

Refuse Disposal

Recycling in Chelsea is provided by an independent contractor who is paid by a community millage. In addition to curbside pickup, the contractor has two drop-off stations. Residents indicated that they would like to have a wider range of items that they could recycle curbside. In addition, residents have expressed that they would like to see more recycling and waste receptacles in public spaces.

Adaptive Reuse of Buildings

Buildings in downtown Chelsea have potential for restoration and adaptive reuse. When constructing a new building in Chelsea, the life cycle of the structure should be accounted for after the first user leaves. Tearing down older buildings to construct newer ones not only creates abundant waste, but also removes a building that potentially provides a unique element to the City. Local design guidelines, regulations, and development plan approvals should require consideration of potential reuse.

There are several buildings in Chelsea that could be revitalized. Examples include the old Post Office, old UAW, Pierce School, and Federal Screw Works. These places can be re-purposed into a youth center, event space, farmers market, housing, or private business.

Low Impact Development (LID)

Low Impact Development (LID) refers to systems and practices that mimic natural processes, such as infiltration or stormwater reuse, to protect water quality and aquatic environments. The goal of these systems is to preserve and restore natural landscape features to produce functional and aesthetically appealing drainage that considers stormwater to be a resource, not a waste product.

There are numerous practices that have been used to uphold these principles such as bioretention facilities, vegetated rooftops, rain gardens, rain barrels and permeable pavements. By implementing LID practices, water can be managed in a way that decreases the impact of built areas and promotes the natural flow of water within an ecosystem. Applied on a broad scale, LID can maintain or restore a watershed's hydrological and ecological functions.

In addition, a considerable amount of stormwater pollution can come from use of fertilizer, pesticides and herbicides on lawns. Education of both home owners and business owners should be encouraged to manage lawns and landscaping in a more responsible way to reduce the need for the application of such chemicals. In addition, strategic design can create localized filters to clean stormwater before leaving a site.



Renewable Energy

As a city, Chelsea can lead the way to support/pursue alternative energy sources. On a smaller scale, the City can install individual photo-voltaic solar collectors for equipment that use power such as street lights, parking meters, and pavilions or restrooms in parks. The City has already installed some of these on pedestrian crossing signals.



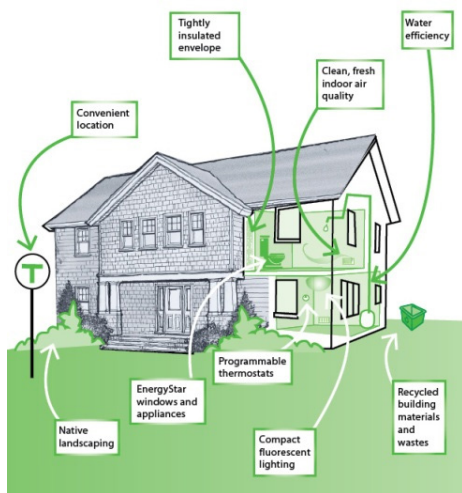
On a larger scale the City should peruse opportunities to be leader in providing alternative energy sources. The City can explore alternative energy production on a municipal scale because it manages its own energy utility. The City could engage in such endeavors as providing options to customers to purchase energy from renewable resources or the development of a solar cooperative.

Residents also indicated potential opportunities to incorporate renewable energy sources such as solar panels, biomass energy, and wind energy. Utilization of alternative energy sources should be encouraged for residents and businesses. Energy systems should be designed and utilized to minimize any negative impact on neighborhood aesthetic.

The zoning ordinance must be updated to include regulations that provide the ability for such energy production on varying scales while protecting aesthetics and character. Incentive programs could be expanded to incentivize utility customers to install solar or other energy production alternatives.

Green Buildings

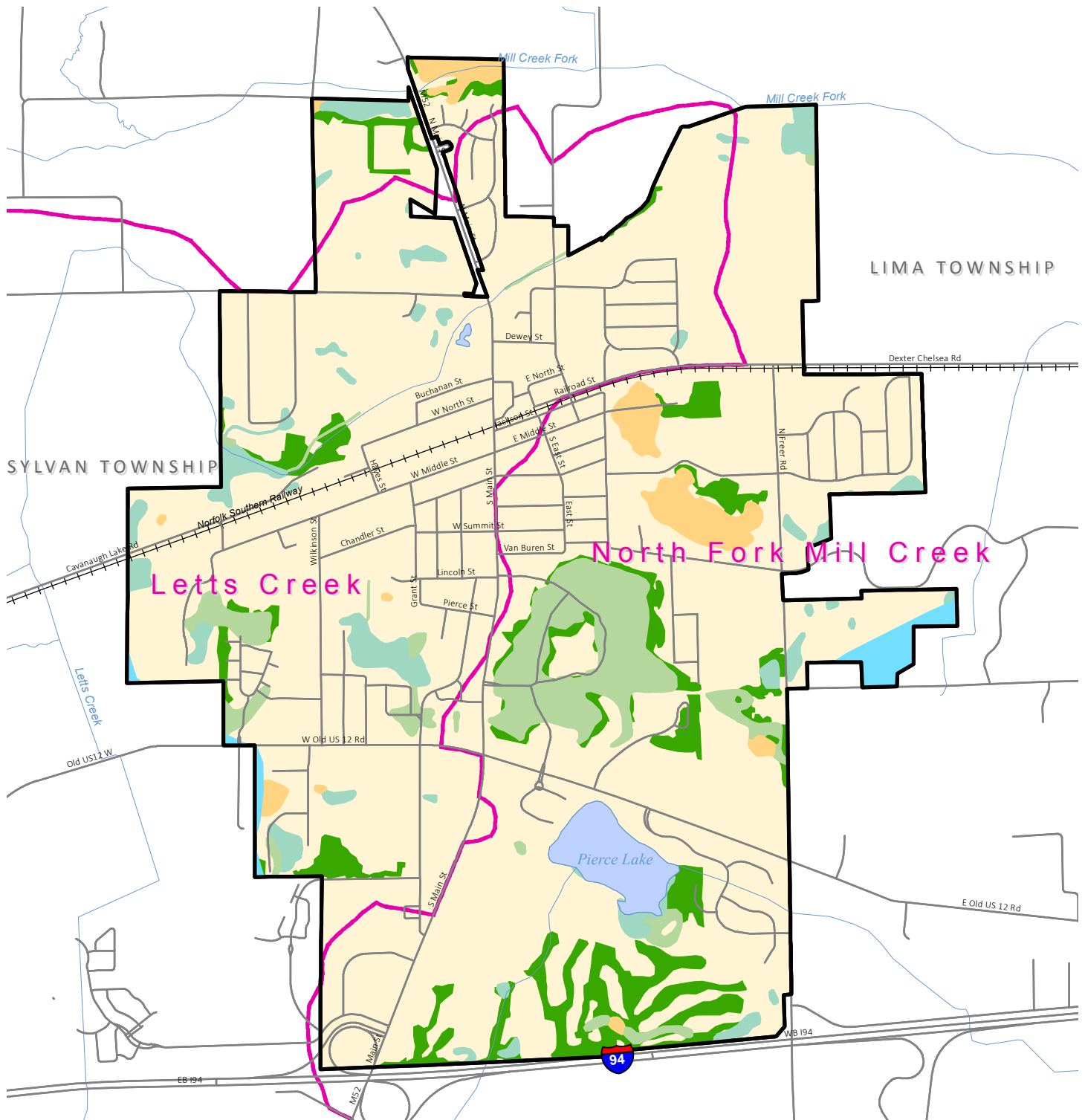
Green building practices include lot design, preparation and development, resource, energy, and water efficiency, indoor environmental quality, and operation, maintenance, and building owner education. The concept of green building can also be applied to the lot on which a building is built or even the way the site itself is related to the larger community. Green building practices can be applied to both residential and commercial buildings.



There are many green building standards that can be recognized or applicable to local initiatives. They all typically involve the same general standards and have scoring systems that rank various categories including energy consumption, resources used, and efficiency in design.

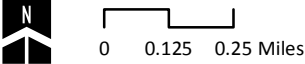
Beyond the walls of the building standards can involve the use of native or natural landscaping as well as water management techniques that mimic natural storm water systems such as rain gardens or constructed wetlands.

The green building concept can be extended farther to recognize the location of a building in its relationship to the community. Such considerations can include the amount of space a building site takes up within the City, whether the land is being used efficiently, whether or not the development is an infill project or if it is being developed in a greenfield, and what transportation options are available to access the building.



NATURAL FEATURES

City of Chelsea, Washtenaw County



Source: Washtenaw County GIS, SEMCOG



- Wetlands help protect and improve water quality, promote groundwater recharge, and provide plant and wildlife habitats.
- Woodlands and wooded areas help protect water, soil and air quality, mitigate noise pollution, moderate local climate, and provide wildlife habitats.
- Groundwater recharge areas replenish water levels in underground storage area and supply water to lakes, rivers, and streams. Groundwater also is a strong influence on aquatic habitats for plants and animals.
- Open green spaces provide healthy habitats for humans, wildlife, and plants. Green spaces help address water runoff and pollution, and help modify temperatures by keeping spaces cooler.

Protect and enhance wetland, woodland, water resources, drainage systems, and open space.

Preservation of the natural resources in the City, including the wetlands, woodlands, ground water resources and open space, is a priority. Protection of these resources is important not only to the local ecological system, but also as a way to maintain our small town character and values and should be a key consideration in land use and development.

To assist the City in its goal to protect and preserve natural resources, the City should create a Green Infrastructure map that will help guide preservation of open space corridors, wild life habitats, and natural resources. The City also should also encourage the use of voluntary preservation programs such as Purchase of Development Rights (PDR), and provide creative zoning options such as Planned Unit Developments (PUD) and clustering to protect the natural environment and to provide green open space.

Clustering is the concentration and grouping of dwelling units on lots that are smaller than the minimums usually required. The land saved from development by the concentration of dwelling units and the reduction in lot sizes is to preserve natural assets or to provide green space. Clustering is not intended to permit an increase in the number of dwelling units or intensity of development.

IMPLEMENTATION MATRIX

Implementation Matrix

The implementation matrix is intended to identify a number of projects or initiatives in which the City could engage during the five year planning period. This list is purposefully kept to a minimum number in order to provide the highest priority projects and initiatives with the intention that these could conceivably be undertaken and completed prior to the next Master Plan evaluation period.

The projects or initiatives identified in the matrix are intended to achieve the goals in the Master Plan. Each project or initiative supports the goals identified for each topical chapter, many support multiple goals within multiple topic areas. This is consistent with the approach the Planning Commission has taken throughout the master planning process in that there has been a recognition of cross cutting themes that related to multiple important topics or subtopics.

This document has been developed by the Planning Commission for the City. The document is intended to be a comprehensive plan that identifies community wide goals that will help to achieve the land use goals and infrastructures needs of the City. Some of the projects or actions identified in the matrix are tasks that can be carried out by the Planning Commission with the understanding that the ultimate legislative body is the City Council. Other projects and actions are suggestions that may ultimately be carried out by other entities with the direction and discretion of the City Council.

The matrix is broken into two components. The first represents task that are the responsibility of the Planning Commission. The second is a list of suggestions that the City Council may take up or work with other entities to accomplish.

Responsibility

Project / Action

This column identifies the project or action that is to be taken in order to implement the policies identified in the body of the Master Plan.

Details/Location

This column provides a more specific description of the project or initiative. These details relate back to the language within the body of this document which explains certain concepts and how they relate to community policies or best practices.

Supports






This column identifies the overarching topics from the document with policies that are generally supported by the project or initiative identified.

Components of the Matrix

Planning Commission Task

Project / Action	Details/Location	Supports
Develop a form based code in the zoning ordinances.	Create form based regulation in the zoning ordinance to be used in a new zoning district which would be applied to the areas identified in the future land use plan.	
Remove barriers to adaptive reuse of buildings.	Evaluate barriers and update codes or policies to ensure the process and cost are as limited as possible while still ensuring that the health, safety, and welfare of the community is maintained. Update the Zoning Ordinance to include less use restriction on adaptive reuse projects in the potential historic district.	
Encourage infill housing options that support the "Missing Middle"	Update the zoning ordinance to allow for contextually appropriate medium density housing in single-family neighborhoods, along major corridors and in commercial areas.	
Require developers to install non-motorized facilities.	Update development requirements in the Zoning Ordinance to explicitly require developers to install non-motorized facilities within the influence of their development according to the Master Plan or any subsequent transportation plans.	
Strengthen protection and preservation of its historic buildings	Create a Historic District in the downtown area, reengaging the Historic District Commission, or creating a historic district overlay in the City's Zoning Ordinances.	
Encourage green buildings.	Upgrade development regulations to provide incentives, such as density bonuses or other funding assistance to incorporate green building techniques.	
Enhance gateways throughout the City.	Create a gateway plan which includes a hierarchy based on the importance of the gateway with specific signage and landscaping standards for each.	
Increase open spaces and park lands in residential developments	Create incentives for residential developments and redevelopments to incorporate open spaces and park lands into the design. Upgrade PUD regulations to include potential incentives, such as density bonuses, to encourage developers to incorporate open spaces, park lands, and natural features into their design.	

City Council Lead Initiatives

Project / Action	Details/Location	Supports
Develop an Economic Development Strategy	Focus on the development of an investment environment through public investment in placemaking and community assets. Employ the cooperation of all community partners engaged in the promotion of the City, as well as attraction and retention of businesses. Investments should be prioritized through capital improvements planning.	
Encourage infill development in and around downtown.	Work with property owners to market or develop new uses on empty lots in and around downtown.	
Develop a city wide/regional transportation plan.	Create a comprehensive and detailed plan for future vehicular, bicycle, pedestrian, and transit improvements throughout the city to include neighboring communities.	
Upgrade or install pedestrian crossings in priority areas.	Identify all priority pedestrian crossing on both roadways and the rail road and install or upgrade crossing facilities to provide increased safety.	
Complete active transportation network.	Complete gaps in the sidewalk and trail network. Provide enhanced bus stops at strategic locations. Complete the pedestrian/bicycle network by insuring that destinations are accessible and have amenities such as bicycle parking facilities.	

Project / Action	Details/Location	Supports
Market the redevelopment of the M-52 commercial corridor to achieve the desired character.	Promote the development standards for the area to land owners and developers using examples of how form-based standards can enhance the corridor and provide for new development opportunities.	
Increase park space within the City.	Explore opportunities to obtain land and/or develop new park space. Update development codes to require all new development to include contextually appropriate open/recreational space, where appropriate.	
Establish a community center	Explore opportunities to obtain or develop a facility that can serve as a community center in an appropriate location based on the needs identified in the 2015 Parks and Recreation Plan.	
Require low impact design techniques for the treatment of stormwater for all new development.	Update engineering standards to require Low Impact Design techniques for all new development and redevelopment.	
Incorporate green streets into the City's infrastructure.	Update City infrastructure standards to include green streets. Install green streets when doing infrastructure upgrades.	
Increase use of alternative energy within the City.	Develop a five to ten year energy plan for the City aimed at encouraging alternative energy use among residents and incorporating renewable sources into the City's energy distribution.	
Refine the budget/ CIP development process.	Create a Capital Improvement Plan development process that includes input from all departments overseen by the City Manager with guidance from the Planning Commission based on direction from the Master Plan.	

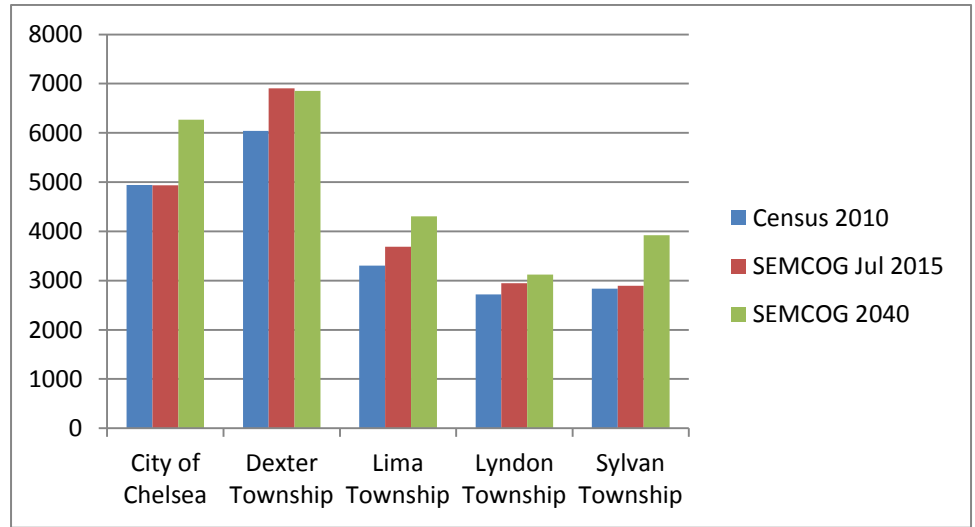
Progress Report

The Planning Commission should conduct an annual review of the progress on the projects and initiatives identified in the implementation Matrix and provide a report to the City Council.

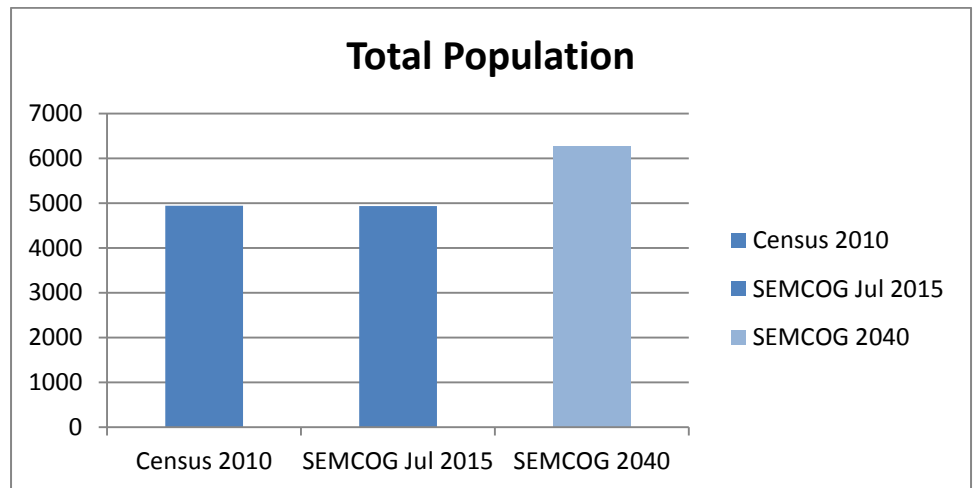
APPENDIX A - DEMOGRAPHIC SNAPSHOT

Population

The City of Chelsea currently has a population of about 4,934 people according to SEMCOG's July 2015 estimate. The 2010 Census reported 4,944 people. By 2040, SEMCOG projects the population to increase to 6,271 people. Compared to the surrounding communities, Chelsea is one of the larger communities in the area. Dexter Township, northwest of Chelsea, has a larger population of about 1,000 more residents. Chelsea had a slight decrease in population from 2010-2015. The other communities in the comparison all showed population increase during the same time period.

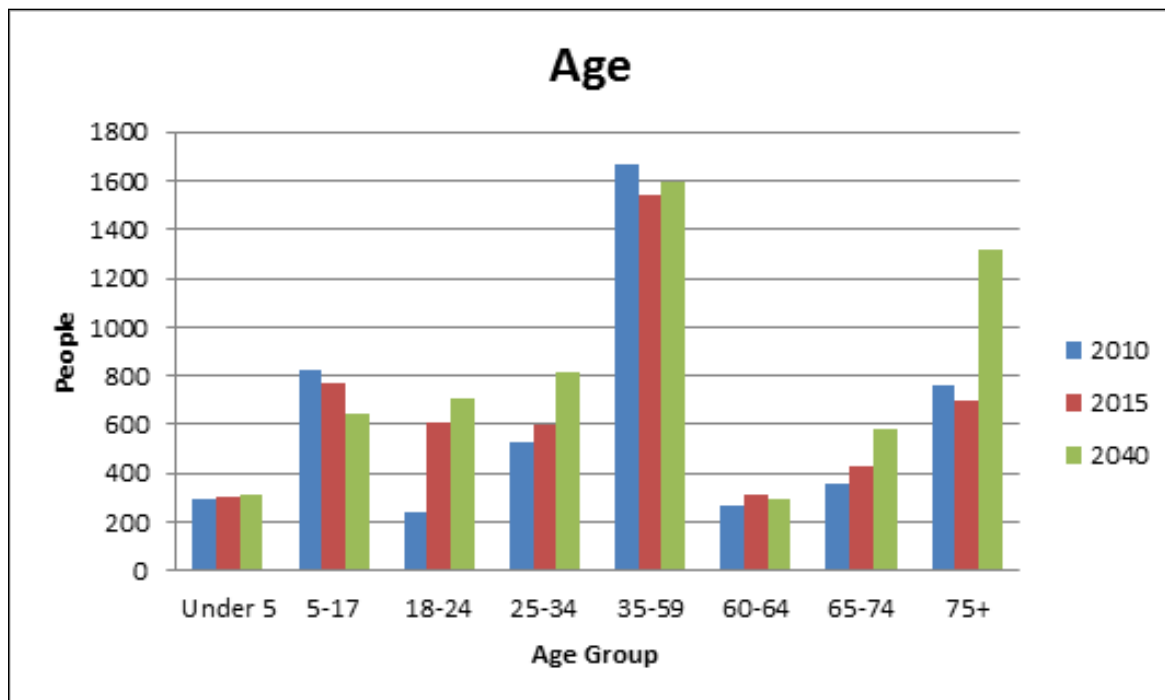


Source: US Census, SEMCOG



Source: US Census, SEMCOG

A majority of the population is between 35-59 years of age. Between 2010 and 2015, a spike of population between the ages of 18-24 occurred. In 2040, the 75+ population is expected to almost double from 2015. Between 2010 and 2015, the following age groups decreased: 5-10, 35-59, and 75+.



Age Group	Census 2010	SEMCOG Jul 2015	SEMCOG 2040
Under 5	298	308	314
5-10	825	771	641
18-24	237	609	711
25-34	528	601	812
35-59	1,668	1,539	1,593
60-64	265	312	294
65-74	358	431	585
75+	765	695	1,321
Total	4,944	5,266	6,271

Source: US Census, SEMCOG

Age	Count	Percent
Under 5 years	298	6.0%
5 to 9 years	355	7.2%
10 to 14 years	299	6.0%
15 to 19 years	239	4.8%
20 to 24 years	169	3.4%
25 to 29 years	267	5.4%
30 to 34 years	261	5.3%
35 to 39 years	346	7.0%
40 to 44 years	311	6.3%
45 to 49 years	351	7.1%
50 to 54 years	346	7.0%
55 to 59 years	314	6.4%
60 to 64 years	265	5.4%
65 to 69 years	181	3.7%
70 to 74 years	177	3.6%
75 to 79 years	155	3.1%
80 to 84 years	221	4.5%
85 years and over	389	7.9%

Source: US Census, SEMCOG

Median age (years)	43.5
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Source: US Census, SEMCOG

Race

While Chelsea is primarily white, the City is gradually becoming more diverse. The greatest increase of races includes Hispanic, Asian, and Multi-Racial people. There's been a small decrease in the black population from 2000 to 2010.

Race and Hispanic Origin	Census 2000	Percent of Population (2000)	Census 2010	Percent of Population (2010)	Percentage Point Change 2000-2010
White	4,249	96.60%	4,658	94.20%	-2.40%
Black	31	0.70%	18	0.40%	-0.30%
Asian	21	0.50%	56	1.10%	0.70%
Multi-Racial	36	0.80%	73	1.50%	0.70%
Other	25	0.60%	16	0.30%	-0.20%
Hispanic	36	0.80%	123	2.50%	1.70%
Total	4,398	100%	4,944	100%	0%

Source: US Census, SEMCOG

Housing

The average number of people in a household has slightly decreased from 2010 to 2015. In 2040, SEMCOG expects the average household size to fall to two (2) people. While the number of household occupied units has increased from 2010 to 2015 and is expected to increase in 2040, the residential vacancy rate has increased from 8.7% to 9.4% from 2010 to 2015.

	Census 2010	SEMCOG Jul 2015	SEMCOG 2040
Household Population	4,859	4,849	6,134
Housing Units	2,436	2,499	-
Households (Occupied Units)	2,224	2,265	3,074
Residential Vacancy Rate	8.70%	9.40%	-
Average Household Size	2.18	2.14	2

Source: US Census, SEMCOG

Over half of the houses in Chelsea are valued between \$150,000 to \$250,000, with a median housing value at \$189,400. From 2000 to 2010, there has been a 10.4% decrease in housing value, possibly attributed to the economic downturn. Rent, however, has increased 14.3% from 2000 to 2010.

Housing Value	5-Yr ACS 2010	Percentage
\$1,000,000 or more	0	0%
\$500,000 to \$999,999	48	3.2%
\$300,000 to \$499,999	154	10.2%
\$250,000 to \$299,999	86	5.7%
\$200,000 to \$249,999	352	23.3%
\$175,000 to \$199,999	274	18.1%
\$150,000 to \$174,999	192	12.7%
\$125,000 to \$149,999	159	10.5%
\$100,000 to \$124,999	138	9.1%
\$80,000 to \$99,999	27	1.9%
\$60,000 to \$79,999	12	0.8%
\$40,000 to \$59,999	49	3.2%
\$30,000 to \$39,999	12	0.8%
\$20,000 to \$29,999	0	0%
\$10,000 to \$19,999	0	0%
Less than \$10,000	10	0.7%

Source: 5-year ACS 2010

Housing Value (in 2010 dollars)	5-Yr ACS 2010	Change 2000-2010	Percent Change 2000-2010
Median housing value	\$189,400	-\$21,974	-10.40%
Median gross rent	\$1,027	\$128	14.30%

Source: 5-year ACS 2010

According to the 5 year American Community Survey for 2010, the highest rate of education was from those who held a bachelor's degree. Almost half of the population has above a bachelor's degree. Only a small percentage of individuals did not graduate from high school.

Education

Highest Level of Education*	5-Yr ACS 2010	Percentage Point Change 2000-2010
Graduate / Professional Degree	22%	7.70%
Bachelor's Degree	24.70%	-1.70%
Associate Degree	4%	-0.20%
Some College, No Degree	20.70%	-4.10%
High School Graduate	22.60%	0.30%
Did Not Graduate High School	5.90%	-2.10%

Source: 5-year ACS 2010, * Population age 25 and over

Employment and Income

There has been a significant (20%) decrease in household income from 2000 to 2010.

Income	5-Yr ACS 2010	Change 2000-2010	Percent Change 2000-2010
Median Household Income (in 2010 dollars)	\$53,611	-\$13,314	-19.90%
Per Capita Income (in 2010 dollars)	\$31,910	-\$4,225	-11.70%

Source: US Census, SEMCOG

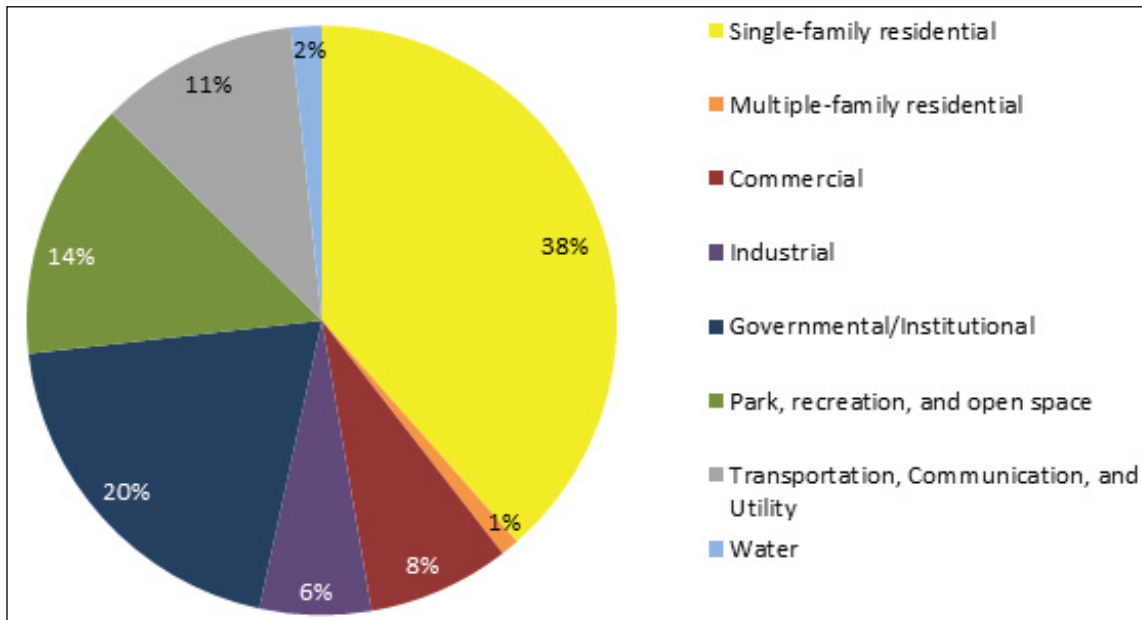
Traffic Accidents

Eight (8) of the ten (10) highest ranking intersections for accidents are along Main Street. The intersection of Main Street and Old US-12 represents the most accidents at almost 14 accidents per year.

Local Rank	County Rank	Region Rank	Intersection	Annual Avg 2010-2014
1	45	766	Main St @ Old US 12	13.8
2	184	2,113	Main St @ Middle St W	6.8
3	238	2,708	Main St @ Commerce Park Dr	5.6
4	273	3,092	Main St @ Will Johnson Dr	5
5	285	3,222	Main St @ Brown Dr	4.8
6	312	3,550	Old US 12 @ Freer Rd N	4.4
7	407	4,696	Main St @ South St	3.4
8	407	4,696	Main St @ Van Buren St	3.4
9	502	5,797	M 52 @ Hickory Dr	2.8
10	547	6,251	Main St @ Pierce St	2.6

Source: SEMCOG

Chelsea is primarily a single-family residential City. Only one percent of the land use is made up of multiple family residential. Twenty percent of the land use is classified as governmental and institutional buildings. Six percent of the City's total land use is industrial and eight percent is commercial.



Source: SEMCOG

APPENDIX B - COMMUNITY INPUT



There were two major public input tools utilized in the planning process, they included an online comment tool and a public open house. Additionally, the Planning Commission worked on the plan at 16 different work sessions which were open to the public.

Community Input

On January 20th 2016, the Chelsea Planning Commission hosted a Community Open House to acquire public input on the update of the City's Master Plan. There were over 70 participants at the Open house. The City identified eight key topics that will be the framework for the chapters in the Master Plan. Each Planning Commissioner has agreed to be the champion for one of the topics. Members of the Planning Commission facilitated a station design to solicit input for each of the topics. The following is a recap of the "big ideas" that came out of the input at each station:

Community Open House



Land Use



When exploring what residents' want to see at specific locations, three places gained significant feedback including the Palmer Lot, the M-52 Corridor, and Federal Screw Works. Many people envisioned the Palmer Lot becoming a place for the community to gather in the form of a town square or community center as well as a place of commerce with strong support to include a year-round Farmer's Market. Residents requested that the M-52 Corridor include more directional signage and mixed use development to match the historical character of the community, noting that people may not realize that there is more to the community than this typical commercial corridor. Federal Screw Works, like the Palmer Lot, was suggested to have a year round farmer's market and a town square. In all of the areas identified for possible development or redevelopment most residents wanted housing mixed with commercial development. Based on the visual preference component of the activity, participants indicated a desire for traditional building design using substantial building materials that manifest in multiple story mixed use buildings or medium-density multiple family housing that fits the visual character of a traditional neighborhood, or downtown setting.

Transportation



The major ideas that came from public comments surrounded creating safety for pedestrians, bicyclists, and motorists. People cited slowing traffic down on local streets, and finding alternatives routes or creating deterrents cut-through traffic from neighborhood streets. There were many comments about specific areas where bicycle lanes must be installed. However, the largest response was related to completing pedestrian facilities, either by connecting sidewalks or providing pathways or boardwalks to connect neighborhoods to destinations ,such as schools, parks, or commercial areas including the downtown.

Economic Development



The main takeaway regarding economic development is that the City should endeavor to create more commercial, residential, and office space opportunities downtown. Specifically, residents want affordable and convenient shopping downtown with more diversity of retail stores for everyday needs. Office space can provide more economic opportunities and creative spaces to facilitate small businesses and start-ups. The need to attract young families was identified. Residents mentioned the need for moderate income residential options downtown and around the City's edge. As development occurs, residents are concerned with maintaining historical buildings and City character.

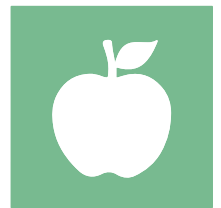
Residents seem to have a strong connection to the community through their fellow community members, the events and activities offered in Chelsea, and the built environment. Participants listed the people and organizations that make the community special, including teachers, school personnel, the historic society, chamber of commerce, and warm friendly neighbors. The variety of festivals and events planned throughout the year such as Sounds and Sights and other downtown festivals, the Fair, the Fair Parade, and school activities were listed many times through these activities as well as others at the open house. Many participants also celebrate the character and sense of history in the community provided through the preservation of many historic buildings in town. Chelsea residents are proud of the community they live in and identify with many of the buildings and businesses including Farmers supply, Welfare building, Mack building, Clock tower, Purple Rose, Jiffy, the Library, the fairgrounds, parks, and the older housing stock near downtown.

Heritage and Culture



Chelsea residents want to see more opportunities to be physically active, have more healthy food options, feel safe in their community, and to have a clean environment. In order to achieve more physically active options citizens indicated a need for more bicycle lanes, trails, sidewalk maintenance, and the creation or completion of bicycle and pedestrian connections, especially between neighborhoods and areas of interest, such as downtown, parks, and schools, as well as the creation of a facility along Chelsea-Dexter Road. To provide more access to healthy foods, the idea for a permanent Farmer's Market was mentioned frequently to provide another option for healthy groceries in town as well as a place to connect with other residents. Residents also indicated a need for healthy options in existing stores. Residents also made suggestions about improvements that would make them feel safer in the community indicating the need for increased lighting for pedestrians, as well as many references to reducing vehicle speeds in various locations. In addition, a clean and safe environment is a priority for residents, often citing the need for more street lights, better crossings for pedestrians, and to reduce noise pollution. Many people indicated in this exercise and others, that they want a farmers market, most indicated that they would like it to be indoors and outdoors in order to provide the opportunity to have the market year round.

Healthy Community

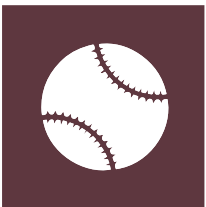


Age Friendly



Participants were asked to prioritize or “vote” for places or features that were most important to different age groups. Overall, the highest ranking places and features included entertainment venues, restaurants, festivals, and sidewalks. People were to identify their age group, but were not limited to voting only for their age demographic. Adults had the most participation at 96 total votes, followed by seniors with 40, kids with 35, and young adults coming in at 20. Based on observation there were no young adults participating, and only one or two kids. On behalf of the kids, the top three items of importance include: neighborhood parks, indoor recreation, and festivals. Of the 20 votes cast for young adults, entertainment venues was the highest ranked with a total of 3 votes. The top three vote getters for seniors, all with four votes were: community services, public transportation, and health and safety (a write-in). Adults, who were clearly the best represented group, put up high marks for (in rank order): Restaurants, entertainment venues, bicycle lanes, housing options, and grocery stores. Out of 22 items, five got at least one vote from all four age categories. In rank order they were: Entertainment venues, festivals, neighborhood parks, pedestrian crossings, and regional parks.

Recreation and Entertainment



While there are several activities and places that lead people to travel outside of Chelsea and items or opportunities that people listed as missing, for the most part, residents listed many the things they loved about Chelsea, showcasing how residents care for the unique place they live. For restaurants and some forms of entertainment, residents will travel to Ann Arbor or Detroit. When discussing what is missing from Chelsea, residents mentioned wanting a community pool, dog park, and entertainment venues. Throughout the workshop many times at several different stations, it was mentioned that there was a need for more activities for teenagers. Many people mentioned the idea of having an activity center for family oriented events that might include a place for the teenage population to hang out and socialize. Possible locations were mentioned including the empty Pierce Lake Elementary School and the Senior/Washington Street Education Center. Overall, most people are pleased with what the town has to offer, like vintage baseball at Timbertown, the Purple Rose Theater, Chelsea Fair, Sounds and Sights, the library, and much more.

Sustainability

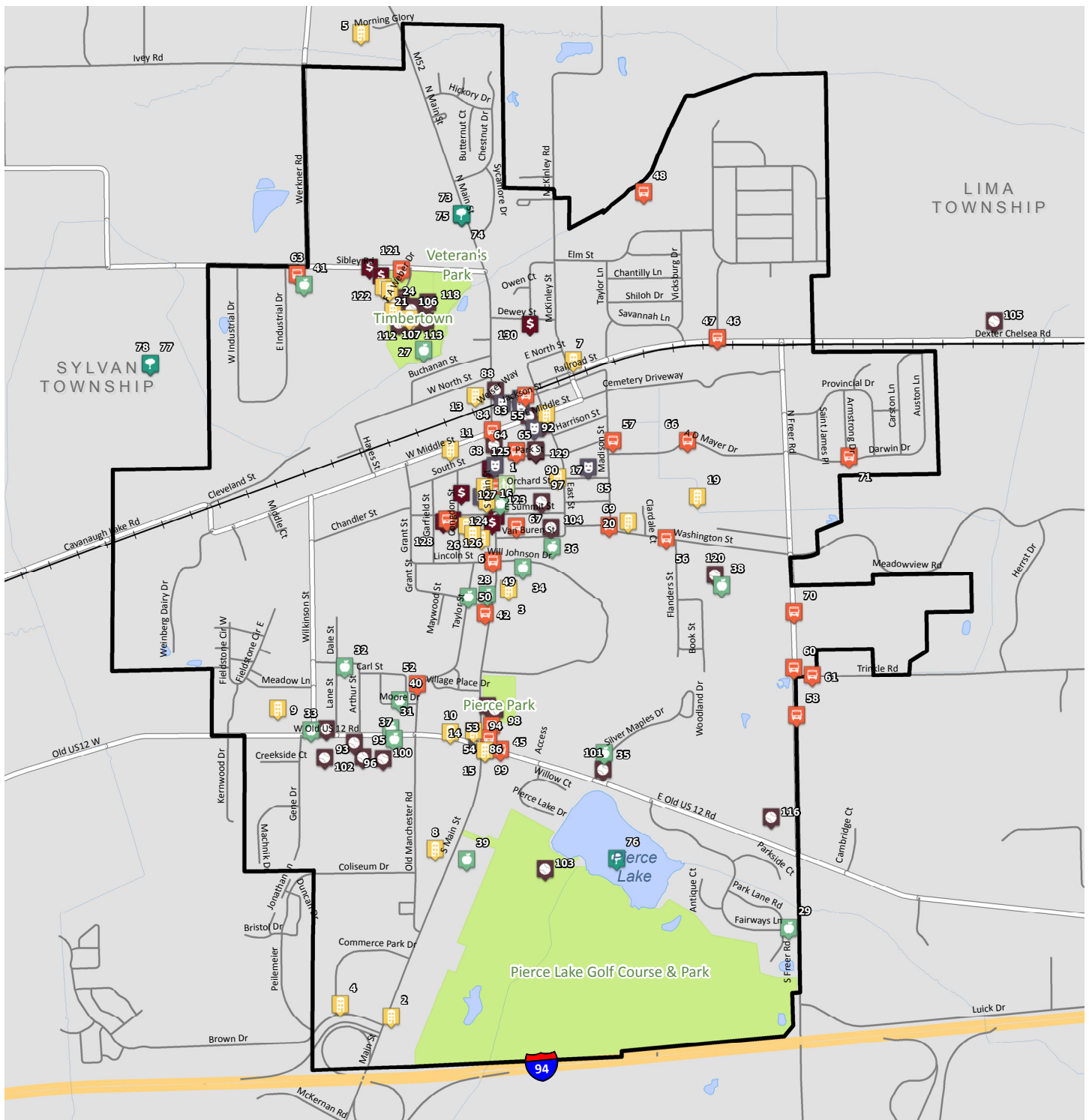










Residents are concerned with responsible resource use, energy, and building reuse. Residents would like to have the ability to recycle additional materials. To decrease energy usage, citizens cited wanting to use more LEDs in public lighting. Residents also indicated potential opportunities to incorporate renewable energy sources such as installation of solar panels, use of biomass, or wind energy. There was a lot of support for the adaptive reuse of buildings. Restoring older buildings for reuse helps preserve historical character. Buildings can also gain a LEED certification to ensure a greener community. In general, residents desired more green space in the community.

MICommunity Remarks

The planning process started with the launch of an online community input tool called MiCommunity remarks, which allowed community members and other stakeholders to post topical comments through an interactive online mapping tool. Using the identified Master Plan topics, users could place comments on the map specific to locations within the City. This tool was available throughout the planning process, starting in January 2016.

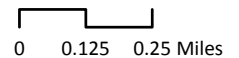
The map shows a marker with an icon representing the topic in the location associated with the comment. A list of the mapped comments are presented on the following pages.



-  Age-Friendly
-  Land Use
-  Healthy Communities
-  Transportation
-  Sustainability
-  Heritage and Culture
-  Recreation and Entertainment
-  Economics

MiCOMMUNITY REMARKS

City of Chelsea, Washtenaw County



Source: Washtenaw County GIS, SEMCOG, MiCommunity Remarks

Carlisle/Wortman Associates
5-24-17



Comment Number	Category	Comment
1	Age-friendly	Better parking for old/handicapped people and better access to all buildings would be helpful for many of us and encourage us to shop downtown more.
2	Land Use	I'd like to see some sort of entertainment complex(ie. Mini golf, arcade) go in the old Chrysler Dealership across from KFC/Taco Bell. I know Dave and Busters was considering the A2 area. It would be easy access to freeway and pump extra business to surrounding venues.
3	Land Use	Would like to see a splash pad added to Pierce Park or some other open area around town
4	Land Use	It would be great to have a Panera (or similar) near the highway and hotels.
5	Land Use	Would love to see a scenic boardwalk along north fork of Mill Creek.
6	Land Use	The old Federal Screw works property would be a perfect place to put the farmers market. There is a sheltered area and plenty of space to put another and still have a generous area for parking.
7	Land Use	Would it be possible to create something in the parking areas of the Jiffy Complex near Main Street to make a more pedestrian Friendly connection between the Downtown Area and the Businesses and homes north of town?
8	Land Use	The gateway region of the city needs to update zoning to eliminate the need for the expansive parking lots to better accomodate new development and streetscapes that provide a contiguous corridor with the downtown area. There may be other zoning options that will achieve a more pleasing and unique gateway to our community vs. the current anywhere USA...off the highway to fast food...strip mall look .
9	Land Use	Zoning rules around accessory buildings are too restrictive on larger lots. A person with less than 2 acres can only build a total of 900 sq ft while one with 2+ acres is limited to 1200 sq ft; both are restricted to 14 ft in height. If the property owner attaches the accessory building, in some way, to the main building the limits increase dramatically, to the point of being absurd... 30 ft height restrictions. As an example, at 1.75 acres the property owner can only build a 900 sq ft detached garage at 14 ft high and it cannot be placed in the front yard. However, if that same property owner attaches the structure its size becomes limited only as to total property area coverage, can be 30 ft high and can be placed in the front yard... simply by adding a breezeway. It makes much more sense to allow a larger detached building at the back of the property rather than allow a behemoth to be built in the front yard. In summary, 1200 sq ft in total at 2+ acres is less than it needs to be, as is 900 sq ft on lot sizes of 1 acre or more, and the limitations currently imposed, unintentionally, lead to less desirable construction to meet the letter of the current zoning.
10	Land Use	Why are all the trees being stripped away at the former newspaper office next to Thompson's? How do we communicate current projects to citizens? How does the city relay to the residents of Chelsea about new businesses, remodeling, expansions, tree removal?

11	Land Use	Within the downtown area I suggest a smart growth cohesive transition from the intensive downtown commercial into residential. The areas bordering downtown should allow for a mix of residential but also low intensive office, service and other uses. This could incorporate Live/ Work and Home Based Business down the side streets one block from Main Street. A few benefits would be; preservation the historic homes, buffering residential from the potential sprawl of pure commercial buildings while offering increased commercial opportunities for the Chelsea community. Individual homes that evolve into a service or office use should not cause parking issues due to the nearby public parking lots available to these properties.
12	Land Use	Within the downtown area I suggest a smart growth cohesive transition from the intensive downtown commercial into residential. The areas bordering downtown should allow for a mix of residential but also low intensive office, service and other uses. This could incorporate Live/ Work and Home Based Business down the side streets one block from Main Street. A few benefits would be; preservation the historic homes, buffering residential from the potential sprawl of pure commercial buildings while offering increased commercial opportunities for the Chelsea community. Individual homes that evolve into a service or office use should not cause parking issues due to the nearby public parking lots available to these properties.
13	Land Use	Would love if Jiffy would have some sort of store front on main street to help context the downtown to northtown area and make walking more at a more pedestrian scale. The large industrial Jiffy Parking Lot is visual blight.
14	Land Use	Kid love this speedway in the summer for slurpees and their giant junk food section. Why is it that when this building was designed they did not think of a safe way other than cars to access the building without moving through the parking and trafficked area.
15	Land Use	Large empty or underutilized parking lots should be looked at for possible development. Example Meyers parking lot in Pitsfield Township.
16	Land Use	Would suggested looking into mixed used development with a high density housing component in the Downtown area. This will bring more people into downtown to support business and will help bring young people back into the chelsea area. Maybe the Ironworks or Palmer lot site?
17	Land Use	Would suggest looking into allow accessory dwelling unit either stand alone or within a existing building. This will be needed as Chelsea's population grows older to be able to allow these people to age in place. It also allows for a more diverse housing stock bringing younger people into the area.
18	Land Use	The DDA/City should accept Rene Papo's offer to trade the Screw Works buildings and area around the buildings for use as a year round indoor/ outdoor farmer's market. This partnering will supply a year round area for farmers to sell their goods as well as could be used for music venues, art fairs, etc. with adequate parking, and an outdoor picnic area for farmer's market visitors. We would also be saving a crucial part of Chelsea's industrial history that dates back to the interurban railroad days. It would be a win win for all!

19	Land Use	I love that Chelsea has so many wetland and natural areas in town that belong to the City and the School District. These should be maintained at all costs not only for stormwater runoff control but for the wildlife and aesthetic value to all of us!
20	Land Use	Traffic speeds along Washington as well as other residential streets is out of control. It is so dangerous for our young children walking and riding to school to be put in danger everyday from these irresponsible drivers. Maybe some speed bumps in certain areas may help or more traffic enforcement especially during school start and end times.
21	Land Use	My family really enjoys the old-time baseball games during the summer at Timber Town. What a great community happening! We always see lots of people enjoying themselves at the games.
22	Land Use	We are extremely appreciative of the use of Timbertown for vintage baseball. This is a great, community building activity and we hope that it will continue to be provided.
23	Land Use	I am deeply grateful to the City for allowing Chelsea Community Garden to use that beautiful soil near Timbertown. I hope I am able to garden there for my whole life!
24	Land Use	I am a super-fan of the Chelsea Monitors Vintage Base Ball Club. We have brought many friends from out of town to show off our beloved team. Thank you for continuing to allow them to play on the lot by Timbertown!
25	Land Use	Mixed use: retail, commercial, housing; downtown green space is underutilized; more housing downtown would provide economic benefits
26	Land Use	Farmers market/event space and retail/commercial
27	Healthy Communities	It would be great to have a back entrance to Timbertown that is accessible by walking or biking. Maybe via Buchanan St? As it is, it's unpleasant and feels dangerous to bike down Main St to Sibley, due to noise and traffic and no sidewalks on Sibley.
28	Healthy Communities	VERY VERY dangerous intersection during school pick up and drop off times. Especially when it is dark in the mornings, or the weather is bad. Needs to be a 4-way stop with an adult crossing guards here!!! This is a hindrance to local kids walking and biking to school.
29	Healthy Communities	Sidewalks and pedestrian friendly traffic lights down Freer between Old US 12 and AD Mayer would connect the schools and neighborhoods so more people can bike and walk safely. As it is, families who live near Freer/Old 12 cannot bike to the High School or Middle School, even though it is only a mile away.
30	Healthy Communities	This comment relates to wellness and safety. Do the police send out the NIXLE alerts? Many of us have noticed that it seems random when they are sent out. The TCF bank robbery in which the criminal fled on foot was not sent out, for example. Sometimes a power outage for one neighborhood is sent out but another neighborhood without power is not sent as an alert. Plus, it would help to send a follow up alert. An alert goes out about a traffic incident, crime, or power issue, but we sometimes don't get an alert that it is now fixed or cleared up.
31	Healthy Communities	I love St Barnabas' church garden (to feed the hungry) and their labeled nature walk. Kudos!
32	Healthy Communities	Happy to see sidewalks being placed in this neighborhood. Many children live here as well as adult walkers and joggers. Sidewalks will bring more people in and out of this neighborhood.

33	Healthy Communities	Happy to see a crosswalk here at Wilkinson/Old US12! It's 45 mph here and busy. Families need to be able to cross for school, the fair, walking to Pierce Park, exercise.
34	Healthy Communities	Does someone oversee FIA? I have observed moldy food being given to people. I can understand expired food if it is still good or was frozen. But mold?
35	Healthy Communities	We love the walking paths. Great for during the day as a break from work, also good for weekends and evenings.
36	Healthy Communities	I think it would be great to encourage Victory Gardens or any home gardens. Front yard. Back yard. One large pot. Raised bed. Hanging basket. Project Grow in Ypsi sells garden kits, maybe we could have something like this in Chelsea? Pre-cut pieces of wood for an easy raised garden bed. See their website for ideas on promoting growing your own food in cities.
37	Healthy Communities	Could the white cross walk stripes be painted bright white along Old US12, maybe crossing from Bridgetown to the Gemini parking lot or from the neighborhoods across to the fairgrounds? It would be nice to be able to cross from the residential area to the fair or shopping centers, since so many events and the need to go to bank, hair salon, other.
38	Healthy Communities	Curious why healthy young high school boys need special parking spaces at the WSEC but there are only two handicap spots close to the east senior center door? Could those spots be moved? Do we really need to glorify football above all else?
39	Healthy Communities	I returned to this site to look for new comments and see that comments I saw on a previous visit are no longer here. Is someone censoring?
40	Healthy Communities	We can't hear the siren (12 noon 1st Saturday) in the area near Pamida/ Bridgetown/Wilkinson/Gene. It's faint, so during an actual storm or emergency, it wouldn't help us.
41	Healthy Communities	Add sidewalks o
42	Healthy Communities	It would be nice to have a flashing crossing at Main Street and Pierce (like the one on US-12) for pedestrians to be able to cross between downtown and US-12 and it could also be used by school children as well.
43	Transportation	Perhaps not the proper venue yet it surely would be nice to see speed limits enforced in neighborhoods posted at 25 mph. Washington Street is like a freeway at times, speeds in excess of 50 mph it is effectively a by pass instead of a residential street so what is the overall plan to cope with traffic? Brief enforcement helped but that had died down and speeds are right back up in the danger zone. How are increased traffic and speeds going to be dealt with if at all?
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45	Transportation	We need to make biking easier for people to feel safe riding into town
46	Transportation	This road is often used for biking, however it is very difficult with no sidewalk, bike lane, or even shoulder. Continuous paths on this road and any artery leading to a school would be greatly appreciated.

47	Transportation	This road is often used for biking, however it is very difficult with no sidewalk, bike lane, or even shoulder. Continuous paths on this road and any artery leading to a school would be greatly appreciated.
48	Transportation	Really looking forward to the proposed Huron Valley trail system to link us to Dexter and the Border-to-Border trail!
49	Transportation	Downtown traffic is getting worse all the time. A bypass for trucks (and country folks coming from the north getting on the highway) would be extremely nice. I know this was proposed and shot down by people living near the proposed bypass, but after the sand pit backlash, maybe we could try again?
50	Transportation	Main Street traffic is getting worse and worse. Large trucks cause historic homes to shake at times. Traffic is always backed up from Old 12 to Railroad tracks in the late afternoon and early evening. It makes our quaint Main Street very non-pedestrian friendly --- it's much too loud to enjoy a stroll downtown anymore. Need some sort of rerouting or load restrictions.
51	Transportation	It is impossible to see to turn South from Orchard St. to Main Street if all the parking spots in front of the library (on Main) are occupied. Unfortunately, many times, the traffic from the North is coming at higher speeds. This is a very dangerous corner. Possibly one, maybe two spots (the ones most South) could be taken out/lined off so as to allow for the traffic from the North to be seen? (currently you have to inch up out into Main and try to see cars through the windows of the parked cars)
52	Transportation	As the parent of a middle schooler who walks and bikes to see his friends, I am concerned about safety. Our moms group said that there have been several police shootings of rabid animals. Is this information we can find somewhere? Is there an outbreak here?
53	Transportation	Parking at Twister's is crowded and unsafe. Is it one way around a circle? Two directions? The parking and driving is all over the place getting in and out of there.
54	Transportation	The driving across multiple lanes between the CVS lot and the new post office lot is horrible. People zip across between the two lots constantly, very dangerous. Also observe cars turning left, east, out of CVS onto US-12. It's a nightmare.
55	Transportation	Would love to see a mass transit station for buses to Dexter and Ann Arbor leaving and coming to Chelsea on a constant time frame.
56	Transportation	May considered a dedicated bike lane be painted on Washington to reduce unreasonably large width of street. May help with speeds.
57	Transportation	May consider dedicated bike lane be painted on Madison to help with speeds on street. Why are there 11 pedestrian crossing signs on this street??
58	Transportation	Missing segments of sidewalk need to be installed along Freer Road between Pierce Lake Elementary and the high school to allow kids to safely walk from Chelsea high school to the south towards Chelsea Fairways. I drive the road several times every weekday and commonly see kids walking on the side. This segment of road has virtually no shoulder which is dangerous for drivers and the absence of sidewalks along a major collector with four schools along its length make it extremely dangerous for pedestrians. Parents and kids need to feel safe and have safe efficient routes to and from school.

59	Transportation	A bike lane along this segment of Freer would also be an nice improvement.
60	Transportation	A bike lane along the entire length of Freer would be a nice improvement.
61	Transportation	Sidewalk and bike lanes along Trinkle road from freer to the high school makes sense too
62	Transportation	Add a bike lane along Sibley and Werkner Road
63	Transportation	Extend sidewalk along Sibley west of Timbertown
64	Transportation	Move forward with building a parking structure in this area. Parking is important to attract new business to the downtown as well as sustaining and growing the downtown economy.
65	Transportation	Move forward with building a parking structure in this area. Parking is important to attract new business to the downtown as well as sustaining and growing the downtown economy.
66	Transportation	There is a huge problem with the pick up arrangement at the Middle School. There is not adequate area for the parents to pick up their kids so they park on the AD Mayer road which creates huge problems for the buses and other cars that are trying to use this road also. This is a safety issue in many ways and should be dealt with.
67	Transportation	I would like to see an ordinance that would stop the gasoline tankers and other extraneous semi trucks from using our residential streets as a bypass for Main Street when it gets backed up. Our streets are made to withstand the weight of these trucks and I am sure they are taking a toll on our roads.
68	Transportation	Why is the south bound traffic at Main & Middle given an extra 15 seconds of the green light? It is dangerous in 2 ways - pedestrians seeing the north bound traffic stop may wrongly think it is safe for them to cross Main Street - likewise for the Middle Street cars if they aren't watching the lights; and north bound traffic may not be as aware of the red light if they see the south bound traffic still coming through the intersection.
69	Transportation	Why doesn't the east bound Washington Street traffic have a stop sign? I think this is very dangerous as traffic and pedestrians on Madison may wrongly feel the Washington Street traffic will be stopping / yielding to them. It makes no sense not to have this stop sign.
70	Transportation	This traffic light only needs to operate during "school rush hour."
71	Transportation	Sidewalks need cut out completion from sidewalk to street. Kids must ride bikes over curb and grass to get to sidewalk on every corner in sub. Very dangerous.
72	Heritage and Culture	Preserve and enhance Downtown's entertainment and restaurant draw
73	Heritage and Culture	We need to actively promote redevelopment of our historic buildings. Buildings that can be adaptively reused should be valued by seeking developers, and we need to assist them with finding public monies.
74	Heritage and Culture	This space needs to be developed as the town center concept earlier proposed with multi use venue including but not limited to Farmers Market.

75	Heritage and Culture	Can we have more public art? Sculptures, for example, especially in areas within the city farther from M52 & Middle. Near Pierce Park, Fairgrounds, Old Manchester, and other places to include ALL of the city. Historical markers like they have in downtown A2 are also cool. The glass ones with the photos and stories.
76	Heritage and Culture	The train depot is a beautiful piece of architecture and history, nice venue.
77	Heritage and Culture	We must do everything we can to ensure the last remaining building in the Longworth complex is adaptively reused especially since we have a developer waiting to do something amazing with it. Let's not lose any more of our historic buildings in town as they are critical to making Chelsea a destination for many!
78	Heritage and Culture	I would like to see more self guided walking tour brochures of Chelsea funded by the City. We have one for some of the historic downtown buildings, but one for the historic homes which people love to see when they visit Chelsea would be great.
79	Heritage and Culture	Why is it that we have a nice brick sign for the entrance into Chelsea's downtown and you cannot read the name "Chelsea" on the CVS side because of vegetation and this will probably soon be a problem on the Speedway side as well. People visiting should not have to guess what town they are entering! Remove the obstructive vegetation.
80	Heritage and Culture	I would like to see a small millage proposed to help support the Chelsea Area Historical Society and it's programs, as many other towns have done. History is a major attraction in our town in many ways and we need to have the City's and the DDA's buy in and support to make this work.
81	Sustainability	Community solar farm would be great.
82	Sustainability	There are 1284 independent, 'stand-alone' households in Chelsea (as I understand it.) Of the households....64% are over 50 years old. That does not count residents house in the retirement communities.of the 2,224 recorded residents in Chelsea....only 16% are under 18. Sooo.....is it the plan of the City of Chelsea to disappear in 15 years? Is that people are in denial that there is nothing sustainable about Chelsea? Or is it that nobody really cares that Chelsea will start to collapse over the next 10 years?
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85	Sustainability	Petition Washtenaw County Parks to install a water fountain to increase oxygen levels in Pierce Lake to decrease algae blooms and to use less or phosphate-free fertilizers.
86	Sustainability	Would be good to see Norfolk build some affordable brownstone style homes off of Sibley to encourage young families to settle in the Chelsea Community.
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88	Recreation and Entertainment	I would love to see a glo golf, zap zone kind of place go into the Old Tree House building. Need to have a fun venue for family and kids to go.
89	Recreation and Entertainment	Would love to have any kind of ethnic food in town (besides Chinese, we do have those!) Mexican, Indian, Thai, even Italian. It would be nice to not have to drive to Ann Arbor for something other than American food.
90	Recreation and Entertainment	sliding hill in winter
91	Recreation and Entertainment	The renovation of the Mack Building would be a perfect place to have a larger music venue to include dancing.
92	Recreation and Entertainment	The renovated Mack Building would be a perfect place for restaurant/ music/dance place.
93	Recreation and Entertainment	This neighborhood (Wilkinson/Lane/Arthur/Dale/Wellington) is full of families with small children but often neglected. Glad to see some sidewalks being added plus the new sign for people to cross Old US-12. Families park here for the parades and the fair. Please make this area look nicer and include it when discussing Chelsea. Many people local and out of town see this neighborhood. It needs to be welcoming and safe for children. Can community walks or events go down Wilkinson or down Old US-12???
94	Recreation and Entertainment	Pierce Park needs adult seating areas to rest/chat when on a walk or run. Maybe scattered benches in separate areas. I would also like to see the front garden of the park fixed up. I think there is a dead bush in a circle of dirt.
95	Recreation and Entertainment	All the large trees along the Old US-12 fence of the fairground were cut down. Can smaller trees replace the ones cut down? It looks very barren, it's hot and dry there in the summer. A few beautiful trees would look nice. This area of town needs some attention.
96	Recreation and Entertainment	The 'Amish' furniture and mattress building looks terrible. It's a dump and looks more like someone is inside doing crime than a nice shopping area. Plus there is a dog that marches back and forth in the parking lot. Is this building safe? Can this section be improved?

97	Recreation and Entertainment	While we love Chelsea and adore the Chelsea Update, this city lacks news coverage. Mlive is oblivious and they have no connection here. I worry that we are like Facebook. We portray this image of Chelsea, the image we want to project, which allows us to hide real issues. Are politicians or businesses or school officials or friends of these groups going unchecked? Are there issues we should all know? This is an amazing place, but projecting a fantasy image by avoiding real news stories is a recipe for disaster.
98	Recreation and Entertainment	I love Pierce Park!
99	Recreation and Entertainment	I like the small garden placed at the (new) Post Office complex corner. I would like to see that garden kept up. That parking lot used to have some trees but they have since died.
100	Recreation and Entertainment	I wish the fireworks could come back. Our city can handle the traffic and dangers created by the fair, various parades, derby, etc., so why not fireworks? Or perhaps something similar. I love the festivals and parades that we have. Would like to see more. It would also be nice to see a food festival, antique market or flea market, and perhaps use the fairgrounds more.
101	Recreation and Entertainment	I appreciate how much Silver Maples is part of the entire community. Such an attractive entry and grounds. Plus they have events and their small art gallery.
102	Recreation and Entertainment	BMX/skate park and outdoor ice rink (maybe a track loop around the park) in the fairgrounds would maximize year-round usage of the space, draw enthusiasts from other neighborhoods, create additional healthy activities for people of all ages, and provide economic incentive for retail businesses to support the activities. Washtenaw is already on track to becoming a hub for bicycling and mountain biking, and races create a tourism draw for people around the state. Chelsea is in a perfect location to maximize benefits from this direction, and even add a BMX race and skate exhibition as events at the fair.
103	Recreation and Entertainment	Request that Washtenaw County do a better job of maintaining the walking trails around Pierce Lake. It would also be nice if they could have groomed ski trails within the golf course in the winter. I also agree that something needs to be done for the Lake as it is filling in with vegetation quickly.
104	Recreation and Entertainment	The bypass traffic in our neighborhoods from Main Street is just getting worse and worse. It would be great if we could have a long term goal of finding a way to reduce the commuter traffic and trucks on Main Street (maybe revisit the bypass option).
105	Recreation and Entertainment	It would be nice if we could find a way to have a bike lane or something to provide safer access to Chelsea for all the bikers on Dexter-Chelsea Road. It is so dangerous out there and bikers have been killed.
106	Recreation and Entertainment	Would welcome an update to Timber Town. It is well-used and the only park to a till exhibit extensive play structures, it is weather-worn and in need of some basic repairs. Updates may include Repairs to splintered wood pieces, repairs to non-functioning equipment, repainting, parking space traveling, etc. Extensions may include a splash pad, basketball hoops, parking extension, bathroom facilities, trash facilities. The propose of updates and extension would be to encourage family-based play and outdoor time within our community.

107	Recreation and Entertainment	I have enjoyed seeing this space at TimberTown becoming an active destination for the Monitors and Merries vintage base ball clubs. I had never been to TimberTown before I came a few years ago to watch a Monitors match; now I've been back countless times for more games, and even more often as a current member of the Merries. I frequently encourage friends, neighbors, and out-of-towners to visit to watch a game or join in at our practices. The space is great for games, and offers enough shade to encourage spectators even during the hottest months, and is flexible enough that we can accommodate large practices or even two simultaneous games. The play structure gives younger attendees something extra to do when their interest in the game wanes, so it's really an ideal location.
108	Recreation and Entertainment	Timber town has been home for two vintage base ball teams for the past 5 years. Hosting 30+ matches and 100+ practices there, all 100% free and open to the public. As a player on the female team, I have grown healthier, gained self-esteem, and shown my kids a fun way to bring exercise into life. I have seen community members from the young to elderly be entertained in a family friendly way. Thank you for the support Chelsea. Let's keep Vintage Base Ball at Timbertown!
109	Recreation and Entertainment	As a vintage base ball player, I have heard many positive comments from visiting teams and their spectators about our wonderful facility. They have commented about the parking, play structure and garden. Many have talked about never having been to Chelsea before, and enjoyed driving through the downtown area to see what we have to offer.
110	Recreation and Entertainment	This area has served the Monitor Base Ball Club for many seasons. We have appreciated the generosity of the City in allowing us to have this area as our home field. The Monitors have made themselves a very visible part of our community. They have participated in the Fair Parade, Sights and Sounds, supported the Senior Citizen dinner fundraiser, raised funds for FIA, have set up an annual base ball festival that brings in several teams (some of which come from out of state), and have made arrangements and purchased seating to allow residents from CRC to enjoy an afternoon outing. We hope the City of Chelsea continues to support this group, which represents Chelsea well!
111	Recreation and Entertainment	Would like to see Timbertown free and open to the public for things like Monitor vintage base ball games and practices. Restrooms would be a great addition.
112	Recreation and Entertainment	Vintage baseball has been a great addition to the community
113	Recreation and Entertainment	The huge field is great and I enjoy watching/playing baseball out there. I would like ito if there were more walking/biking paths to get there.
114	Recreation and Entertainment	Vintage Base Ball and playing on the large wooden climbing structure is what my family and I enjoy about Timber Town. We look forward to summer weekends when we can bring a picnic lunch and watch a free game of entertaining and historic base ball. My older kids like to watch the entire game with us, but our younger kids run off to the play structure after a few innings, which is great, because we can still see them from across the field. We put all the games at Timber Town on our summer calendar and try to make every one!

115	Recreation and Entertainment	I am a member of the Chelsea Monitors vintage baseball club and I really enjoy our games at Timber Town Field. We have played base ball for Chelsea Retirement Center as well as a lot of families in the Chelsea area and from the surrounding areas. The game is played for the fun and entertainment of the cranks (fans).
116	Recreation and Entertainment	the vacant pierce lake school would make a great recreational facility. the teens of chelsea need a place to go after hours for wholesome recreation, learning, bonding. the facilities are sitting there waiting to be used, what a wasted opportunity.
117	Recreation and Entertainment	Experiencing vintage base ball at Timbertown has been such a wonderful part of living in Chelsea. Our family looks forward to our afternoons at the park, being outdoors, making new friends in the community and enjoying a fun, healthy, family friendly activity. My three young children have seen wonderful examples of what it means to be active and healthy at any age, of the importance of building an inclusive network of community involvement and that public spaces matter. They learn about the others groups and activities sharing the park, ask questions about the community garden and make new friends on the play structure. More often than not, when I chat with the visiting players and their families, I hear comments about how special Chelsea is and how much they enjoy Timbertown. Many say that this is a trip they look forward to each year. I hope we can all continue to gather there for a vintage base ball in the summer!
118	Recreation and Entertainment	Keep Baseball and Timbertown.
119	Recreation and Entertainment	I enjoy Timbertown playing vintage baseball and playing on the equipment as well as in the field with my kids.
120	Recreation and Entertainment	community center/indoor recreation for youth and families
121	Economic Development	There is about 500,000 square feet of EMPTY manufacturing space here. Why? Why doesn't the City feels it's their responsibility to proactively court business and renew the business sector here?
122	Economic Development	There is over 500,000 square feet of empty manufacturing here. Why is the decay of the business sector acceptable? Why is the city not proactively looking to bring business here?
123	Economic Development	There is over 200,000 sq. feet of empty commercial and retail space around Chelsea. Why is this acceptable to people? If the City keeps up the passive attitude towards this, then business will keep going to Ann Arbor, and neighboring Wayne county.
124	Economic Development	The City should prioritize finding a new tenant for the former Chelsea Center for the Arts building. This is a wonderful facility that should be utilized. Personally, I felt the CCA was a great community resource, and I would love to see a similar use for this building in the future. However, any sort of commercial/non-profit use would be better than leaving the building abandoned.
125	Economic Development	There should be an ordinance to stop vacant landlords from letting their buildings sit vacant and decaying for many years, especially along main street. This makes our town look unhealthy economically and is not in the best interest of Chelsea. The ordinance should require a sale or development of the property within a certain period of time.

126	Economic Development	The Old Post Office needs to be developed soon, otherwise it will probably become too costly to adaptively reused. Whatever the hold-up is on the parking with the dentists office behind it should be resolved. This is an important building AND corner!
127	Economic Development	The FSW building on Congdon Street should be used for a year round artisan and grocer's market. Then, the Palmer Lost could be used as green space downtown.
128	Economic Development	As part of a green space downtown developed in the Palmer lot, several components could be installed, like a dog park.
129	Economic Development	The sledding hill needs the remain to the east of the Purple Rose Theater.
130	Economic Development	The DDA/City needs to continue to work with the developer, Joe Z, to adaptively reuse The Mack. As part of the mix, I hope that live music will be able to perform there.