



**CITY OF CHELSEA
CHELSEA PLANNING COMMISSION
NOTICE OF WORK SESSION**

Notice is hereby given that the Chelsea City Planning Commission will hold a Work Session on Tuesday, June 4, 2013 at 7:00 P.M. at the City Offices, 305 S. Main Street, Lower Level, Chelsea, Michigan.

The purpose of the meeting will be to discuss the following items:

- Discussion regarding the 5 year review process of the Master Plan.

Persons requiring reasonable accommodations due to disabilities in order that the meeting is accessible to them are requested to notify the Chelsea Planning Commission of such disability no later than five (5) business days prior to the date of the meeting.

George Kinzer, Chair

**PLANNING COMMISSION WORKSESSION MINUTES
JUNE 4, 2013, 7:00 P.M.
CHELSEA CITY OFFICES, LOWER LEVEL
305 S. MAIN ST., SUITE 100, CHELSEA MI, 48118**

Members Present: Chairman George Kinzer, Darlene Stanley, Melissa Johnson, Rich Montoye, Erik Larsen, Sarah Haselschwardt, Larry Ledebur, Robert Stephens, Jeff Blazok

Members Absent: None

Others Present: City Planner Carl Schmolt, City Council Trustee Cheri Albertson, Administrative Technical Assistant Karon Barbour

Others Absent: Planning, Engineering, Zoning & Community Development Director, Christine Linfield

Meeting called to order at 7:10 p.m. by Chairman Kinzer.

Master Plan Review 2013

It was decided by the Planning Commission to review the plan page by page and make a list of all comments and then they will decide if the plan can be left as it is, or an update is needed.

Chapter 1

Chairman Kinzer discussed some of the things the Planning Commission looked at under "Goals and Development Pressure" when the plan was updated 5 years ago. At the time we had 350 houses planned for Heritage Pointe alone. We looked at things like development phases, how dense Chelsea should be, how much the infrastructure can take, etc.

Chapter 2

Table 4, Commissioner Ledebur provided SEMCOG data on age breakdown which does not stand out in our current document. He suggests this is major and significant.

Commissioner Johnson is concerned that this section is geared towards seniors and that we need to make sure that we also emphasis younger generations and we balance seniors, younger generations and young families. We need to be a vibrant city with full schools and opportunities for professionals. We have a huge need to address and attract younger families and more business.

Commissioner Blazok suggested that one of the reasons we are not inviting young couples to Chelsea is because of the high cost to live here.

Table 8 – Page 11, Commissioner Ledebur proposes to replace the existing data with the more in-depth table from SEMCOG which gives a better glimpse of our local economy. In addition, the Findings and Issues on page 13 should be age friendly for all ages and we may need to add an additional bullet point to that section.

Chapter 3

Commissioner Ledebur wants to know what percentage of our land is tax exempt and not contributing to the tax base, and what percentage has some type of deal associated with that exemption.

Commissioner Stanley would like to see more pocket parks and more of a push to complete sidewalks in older parts of the city. It was also mentioned by Commissioners Haselschwardt and Stevens that we need to expand pedestrian amenities and safety and promote non-motorized traffic. Where ever possible implement Complete Streets.

On Page 15 & 16, promote diversifying the population.

List of Planning Commission concerns compiled by Commissioner Stanley

Chapter 2

- changes to data tables, per Christine
- change language "population projection", page 6
- change language "population age", page 8
- add SEMCOG data, per Larry
- replace Table 8, page 11 with Larry's table
- strike "plentiful job opportunities", page 11
- add Larry's option 2, Findings and Issues

Chapter 3

- what percentage of land is tax-exempt?
- bullet points promoting non-motorized transportation and issue of promoting diverse population

(Chapter 3 yet to be completed, left off on page 16)

Meeting adjourned at 9:05 p.m.

Sincerely,



Karon R. Barbour
Planning & Zoning Technical Administrative Assistant

CHAPTER 2: DEMOGRAPHICS & TRENDS

The Chelsea Comprehensive Plan was updated to reflect the most recent data and trends. This 'snap shot' includes a description of: settlement history, population and housing characteristics, and local economics.

Analysis of this data is important to understand how Chelsea has changed and how it is likely to evolve in the future. An appreciation of these characteristics and trends provides the framework for a wide range of policy decisions.

City History

Chelsea, known as the "Vermont Colony" in the early 1800s, was originally platted in March of 1850, and consisted of six blocks--three blocks east and west of Main Street--an existing wagon road. The village plat was laid out to take advantage of the intersection of the Michigan Central Railroad and the north/south wagon route.

Settlement of the area began in the 1830s with the arrival of Ann Arbor's Cyrus Beckworth, followed by a number of families from Addison County, Vermont. In 1834, two brothers from New England, Elisha and James Congdon, purchased land in the area and set up farms. Seeing a future beyond the farms, the brothers seized an opportunity with the relocation of the Michigan Central Railroad's freight station and offered their land. In 1850, the depot and freight house were erected on the east side of Main Street, at approximately the mid-point of the new village plat.

The strategic location of the depot and added post office proved to be highly attractive to settlement. Settlers from the east (primarily New England and New York) and Europe soon made their home in the village.

Chelsea developed into a successful trade center drawing traffic from Stockbridge and Manchester. Area farmers came to the village to pick up and drop off mail, purchase necessities and sell their farm surplus. The Village became the leading shipping point in the county for agricultural products, as well as the leading shipper of wool in the state due to a large number of sheep farms in the area.

Following the establishment of the train depot, a blacksmith shop and hotel and saloon were constructed. The First Congregational Church was built in 1851, and by the end of 1852, the population of the village was 62 people.

The first buildings along Main Street were constructed of wood, with awnings over wood sidewalks. In 1870 and 1876 fires destroyed the downtown first on the west side of Main Street, then on the east side. After the fires, the stores were rebuilt with permanent brick edifices.

In 1880, Chelsea was chosen by the Michigan Central Railroad for an experiment in upgrading the appearance of rural stations - renovations included a cross gable roof with a modest flare at the eaves and simple cross-bracing adorning the gable ends. The depot served patrons of the Michigan Central until 1975 when the company was taken over by Amtrak. Amtrak discontinued service in 1981. The depot, a landmark around which the village developed, was purchased and restored by a group of local citizens.

Over the years, Chelsea has evolved into a diverse community, with a mixture of housing, employment and industry, and has retained its "small-town" character. Often, small towns on the edge of large metropolitan areas tend to become bedroom communities, adsorbed by suburban sprawl. While Washtenaw County and the Ann Arbor area continue to grow, Chelsea has been fortunate to retain its individual identity as a unique community. The Village of Chelsea was incorporated as a city in 2004.

Population Characteristics

Population Trend. According to the ²⁰¹⁰ 2000 census, Chelsea had a population of ^{4,944} 4,398, a 12.4% increase from ^{4,858} 1990, and a projected population of 4,934 people in 2005, a 12% increase from 2000. This can be attributed to annexations, a strong housing market in that decade, and the attraction of the small town living environment, especially with an easy commute to the Ann Arbor area.

Population Projection. Population projections serve as an important guide to local decision making. For the purpose of this plan, the projections are used to assess the effect of growth on current and desired conditions in Chelsea. Population projections serve as a target for the desired level of growth the community can bear without harming its physical and social environment. The population projections are also important for planning public services such as utilities and schools.

According to SEMCOG ²⁰⁴⁰ 2030 Regional Development Forecast, the City of Chelsea's population is projected to increase by ^{14%} 48% between the years of 2005 and ²⁰⁴⁰ 2030 (see Table 1). The forecast uses a multi-tiered system of regional, district, and small area forecasts to predict housing, population, and employment for the SEMCOG area. The process takes into consideration land coverage and plans including current and future land use, sewer service areas, soils suitability, recreation and public lands, and flood-prone areas. More details about the forecast process and accuracy of past forecasts can be obtained from the SEMCOG office or at www.semco.org. Many of the surrounding townships are expected to grow at an even greater rate. Overall, Chelsea and the surrounding area is expected to grow by ^{14%} 50% between the years of 2005 and ²⁰⁴⁰ 2030.

* PROJECTED FORECAST

Sheet1

Table 1

City of Chelsea and Surrounding Community Population 2010 – 2040

Source: 2010 US Census Data

Source: 2020-2040 Semcog Forecast

	CENSUS 2010	* 2020	* 2030	* 2040	%Change		
					2010 - 2020	2020 - 2030	2030 - 2040
Washtenaw Co.	344,791	354,116	368,262	386,235	3%	4%	5%
Chelsea	4,944	5,380	5,505	6,271	9%	2%	14%
Dexter Twp.	6,042	6,741	6,787	6,855	12%	1%	1%
Lima Twp.	3,307	3,582	3,975	4,304	8%	11%	8%
Lyndon Twp.	2,720	2,847	2,842	3,120	5%	0%	10%
Sylvan Twp.	2,833	3,075	3,240	3,922	9%	5%	21%
Total Area	19,846	21,625	22,349	24,472	8%	4%	11%

Number and Size of Households. The number of households in the Chelsea area has continued to grow with a corresponding growth in population. Table 2 illustrates existing and projected number of households in 2010, 2020, and 2030. The city has experienced a decrease in the average household size. The persons per household in Chelsea decreased from 2.23 in 2007 to 2.22 in 2010. This decrease in household size mirrors national and state-wide trends. It can be attributed to a number of factors including an increase in single-headed households and couples without children, the aging "baby boom" generation creating more empty nester homes, a relatively high number of senior-oriented housing developments, and the growing number of families choosing to have fewer children than generations past.

Table 2

Household Characteristics for Chelsea and Surrounding Communities

Source: 2010 US Census Data

Source: 2020-2040 Semcog Forecast

* PROJECTED
FORECAST

	2010 CENSUS		2020*		2030*	
	Households	Persons Per	Households	Persons Per	Households	Persons Per
Chelsea	2,224	2.22	2,532	2.12	2,712	2.03
Dexter Twp.	2,225	2.72	2,449	2.75	2,670	2.54
Lima Twp.	1,197	2.76	1,389	2.58	1,652	2.41
Lyndon Twp.	962	2.83	1,088	2.62	1,146	2.48
Sylvan Twp.	1,094	2.59	1,273	2.42	1,434	2.26
Total Area	7,702	2.62	8,731	2.50	9,614	2.34

COMPARE 2030 COLUMNS IN 2008 COMPREHENSIVE PLAN AND TABLES ABOVE UPDATED BY STAFF PROJECTED POPULATION IS LOWER, NUMBER OF HOUSEHOLDS IS LOWER WITH LESS PERSONS PER HOME. NO ADVERSE IMPACT TO WARRANT DATA REVISION.

↓ HOUSEHOLDS WITH CHILDREN DECREASING

Household Type. The population and household trends are reinforced by the increase in households without children. The US Census reported a 3% decline in the number of households with children and a 3% increase in the number of households without children, and SEMCOG estimates that trend to continue into 2030.

	2000	2010	2030
Households w/ children	31%	28%	N/A
Households w/o children	69%	72%	N/A

Source: US Census 2000 ; 2010

PROJECTED TO DECREASE ALSO IN 2008 PLAN

Population Age. Understanding the age of residents in the community is important so future plans can be made to address their needs. As indicated in Table 3, Chelsea should expect to see a decrease in the percentage of younger age segments and an increasing percentage of those age 65 years and older. SEMCOG predicts a 8% increase in this baby boomer segment between 2010 and 2030.

Age	2000	2010	2030
0 to 4	5%	6%	5%
5 to 17	19%	17%	10%
18 to 34	15%	16%	26%
35 to 64	38%	39%	29%
65+	23%	22%	30%

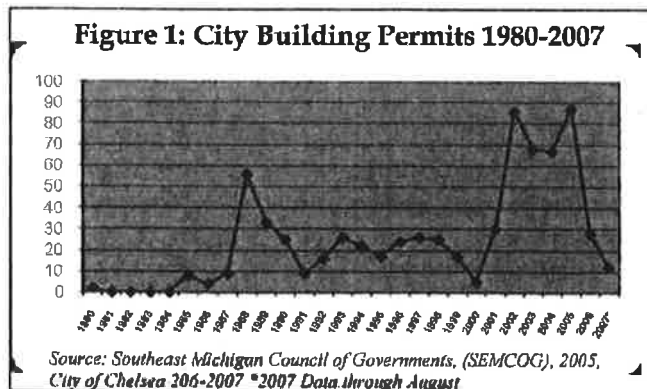
Source: US Census 2000 ; 2010

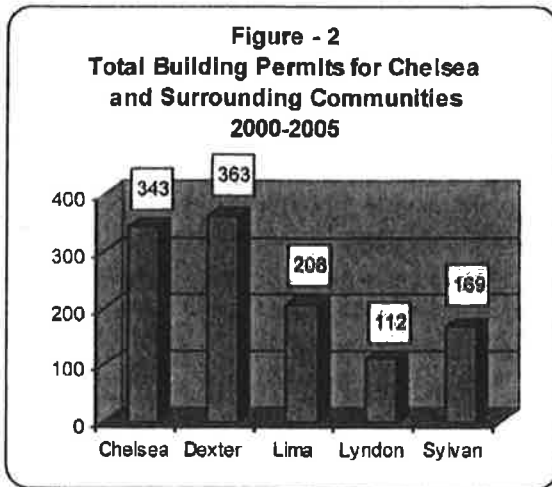
TREND STILL GOING TO 65+ NOT AS FAST OF CLIMB AS 2008 PLAN WHICH WAS 33%

In some cases an aging population will require different service needs such as more daytime leisure activities, alternative forms of transportation, and assisted living facilities. However, research indicates that the retired baby boomers are more active and more independent than previous generations.

Housing Characteristics

Housing Construction. Very little housing construction occurred in Chelsea during the early to late 1980's. This reduction in the growth rate was attributed largely to the economic conditions in Michigan, which temporarily slowed migration into Washtenaw County. As reflected in Figure 1, housing construction increased during the late 1980's, which peaked around 1988 and remained relatively steady through the 1990's. Between 2001 and 2005, there was a significant increase in building permits issued, with a high of 87 permits issued in 2005.





Between 2000 and 2005, growth in residential construction was robust both nationally and in Chelsea.

That trend reversed in 2006, for example by November 2005 there were 87 permits issued for dwelling units, while only 27 were issued during the same period in 2006. This trend must be monitored carefully in the next few years to determine its potential impact on the pace of Chelsea's growth.

Little
TO NO
Growth
2008
TO
2013

Age of Housing. The majority of housing units, 52.9%, were constructed in 1959 or earlier. Many housing units were constructed during the growth spurts in the 1970s and 1990s. In many ways, older housing stock is an asset because many residents enjoy the character and charm of historic homes and traditional neighborhoods. However, older homes present challenges in terms of higher maintenance and lack of modern amenities that are desired by some home buyers. Renovations, expansions, tear-downs and rebuilds in the future can allow residents to add features they desire without having to buy a new home, though this process is limited to some degree by lot size and city zoning regulations. In general, Chelsea contains a desirable selection of old and new home styles. The challenge, in this case, is attempting to blend the newer neighborhoods and new homes into the older ones to enhance and maintain the small-town character that so many residents desire.

**Table 5: Chelsea
Year Housing Structure Built**

1999 to March 2000	1.7%
1995 to 1998	13.3%
1990 to 1994	6.6%
1980 to 1989	4.2%
1970 to 1979	13.5%
1960 to 1969	7.9%
1940 to 1959	22.4%
1939 and earlier	30.5%

Source: U.S. Census and SEMCOG

NO
Growth
SIGNIFICANT
TO
UPDATE

Housing Value. The median housing value for Chelsea is \$159,800 (Census 2000) and is slightly lower than the township median value of \$174,300 (Census 2000). This indicates there is a variety of housing values and provides housing options for many different income levels.

SIMILAR

Housing Unit Type. In 2000, the majority of housing units in Chelsea were single family detached homes. In comparison to 1990, the percentage of detached homes has decreased in the wake of more duplex and multiple-family home construction. This trend is reflective of the changing household sizes and composition.

	1990	2000
Single Family, Detached	68%	62%
Single Family, Attached	3%	9%
Two Family, Duplex	8%	4%
Multiple-Unit	18%	23%
Mobile Home	2%	1%
Other Units	1%	0%

Source: US Census and SEMCOG

Housing Tenure. The majority of homes in Chelsea are owner-occupied. Vacancy rates remain low, while a slight decrease in owner-occupied and an increase in renter-occupied units were seen between 1990 and 2000. This shift can be attributed to the increase in single-parent households and the smaller family sizes reflected in Tables 2 and 3. The current tenant mixture is typical of a small, established city.

	1990	2000
Owner Occupied	67%	64%
Renter Occupied	29%	32%
Vacant	4%	4%

Source: US Census

Local Economics

Income. The median household income in Chelsea was \$51,132 in 2000; compared to Washtenaw County's median household income of ~~\$51,990~~ and the state's median household income of ~~\$44,667~~. The surrounding townships also share a relatively high household income.

51,611 (2010)

The higher proportion of middle and upper income residents in Washtenaw County and the surrounding areas can be attributed to a number of factors. The township has a relatively high educational attainment, indicated by a higher percentage of residents with college degrees (41%) that the state average (22%). The area is home to a number of educational institutions including the University of Michigan and Eastern Michigan University, which contribute largely to the high educational attainment and, in turn, higher income levels. Only 4% of total families in Chelsea reported incomes below the poverty level in 2000, as established through the Federal Office of Management and Budget. This is lower than Washtenaw County's average of 10% and the state's average of 7.4%.

← 7% IN 2010

SHOULD BE
SIMILAR
DATA NOT
AVAILABLE

Employment. Chelsea tends to have relatively low levels of unemployment. In 2000, the unemployment rate in Chelsea was only 1.8%. This rate, lower than the State's rate of 3.7%, indicates the residents of Chelsea are provided plentiful job opportunities as compared to the rest of Michigan. Recent trends in the auto and pharmaceutical industries may affect future unemployment rates.

Occupation and Industry. Nearly half of Chelsea residents (48%) work in management and professional jobs. Sales and office represents 20.8% of jobs, followed by service occupations (14.1%), construction and maintenance (8.6%), and production and transportation (7.9%). Though much of Chelsea's history is in the industries of farming, fishing and forestry, none of Chelsea's current residents have retained these occupations.

Occupation	Percentage
Management, professional and related occupations	48.5
Sales and office occupations	20.8
Service occupations	14.1
Construction, extraction, and maintenance occupations	8.6
Production, transportation, and material moving occupations	7.9
Farming, fishing, forestry	0.0

Source: U.S. Bureau of Census 2000

**Table 9: Employment by Industry
Chelsea, 2000 - 2030 Forecast**

Industry	2000	2030 (projected)
Agriculture & natural resources	4%	5 %
Manufacturing	28%	29 %
Transportation, comm. & utilities	0%	1 %
Wholesale trade	n/a	n/a
Retail trade	19%	18 %
Finance, insurance & real estate	2%	2 %
Services	45%	44 %
Public administration	n/a	n/a

Source: U.S. Bureau of Census, 2000

DATA NOT AVAILABLE

Where Table 8 describes the occupations of Chelsea residents, Table 9 describes the makeup of industry in Chelsea. The industry makeup relates to the various sectors of employment that exist in Chelsea, whereas the occupation describes employment that may or may not exist in Chelsea. Between 2000 and 2030 Forecast, there is not a projected significant change in the proportions of persons employed in each sector, indicating that the existing industry market is forecast to be stable. The largest employment sectors within the Chelsea are the service, retail, and manufacturing industries.

Travel Time to Work. Travel time to work data helps to understand where residents of Chelsea are employed. As is increasingly common, the majority of residents (30.6%) have a commute time of 30 to 44 minutes. This indicates that Chelsea is, in some ways, a bedroom community where people live, but do not work. In addition, by comparing Tables 8 and 9, one can conclude that Chelsea residents may benefit from, and efforts should be taken to attract additional management, professional and related jobs in the future.

**Table 10:
Travel Time to Work**

Less than 10 min.	25.0%
10 to 19 min.	13.4%
20 to 29 min.	18.3%
30 to 44 min.	30.6%
45 to 59 min.	8.5%
60 + min.	3.9%
Mean Travel time (minutes)	24.1

Source: U.S. Bureau of Census, 2000

Key Findings and Issues

The following is a summary of key findings and issues that are important considerations in shaping the future of the city. These are general comments which are discussed in detail in Chapters 3, 4 and 5 and implemented in Chapter 6.

- Population and household growth in the city and surrounding area is expected to continue, though at slower pace than in the last decade. With additional population comes additional demands on community facilities, traffic impacts, and other impacts that could alter the character of the area. Careful planning and coordination with adjacent townships is needed to ensure this growth occurs at a balanced rate and in a manner that respects the inherent qualities of the city.
- As household compositions evolve, as the population ages and as household sizes decrease, housing needs will change in the city. The typical single family home and lot may not meet all these needs and therefore, consideration is needed toward providing a variety of housing options.
- The mature housing stock will continue to be an attraction for the city because of the neighborhood character it provides, but will also be a challenge in terms of maintenance and marketability. In order to protect the character and value of these areas, renovations, expansions, and other reinvestment will need to be supported. In addition, new neighborhoods should be required to incorporate traditional elements so they blend into the established residential areas.
- Generally, residents in Chelsea are well-educated with careers in management, professional, and sales occupations. This translates into a population that is active in community events and issues and committed to investing in their community, and who expect a high quality of life. In order to continue to be desirable for this active and supportive population, the city must consider strategies to maintain quality services and to provide amenities.
- As newer neighborhoods have developed on the outer edges of the city, neighborhood connectivity has diminished. Where the opportunity for new development exists, strong transportation links to the existing neighborhoods should be required to improve connectivity.
- There is still potential for additional commercial and office development and redevelopment as the population grows and market demands increase. Consideration should be given to establishing overriding design principles for these projects, and efforts taken to ensure that appropriate commercial establishments locate within the existing downtown area.