



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, August 6, 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:

- Continue the discussion of 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
AUGUST 6, 2013, 7:00 P.M.
CHELSEA MUNICIPAL BUILDING COUNCIL CHAMBERS
311 S. MAIN ST., CHELSEA, MI**

Planning Commission Present: Chairman George Kinzer, Melissa Johnson, Erik Larsen, Sarah Haselschwardt, Larry Ledebur, Darlene Stanley

Planning Commission Absent: Jeff Blazok, Robert Stephens, Rich Montoye

Others Present: City Planner Carl Schmolt, Planning, Council Trustee Cheri Albertson

The Comprehensive Plan discussions continued.

CHAPTER 3

EXISTING LAND USE

-Cheri Albertson answered our question from a previous work session, "what percentage of land in Chelsea is tax-exempt?" with 15%.

-Bullet points promoting non-motorized transportation and issue of promoting a diverse population.

-Page 17 under Multi-family Residential, the last sentence of that paragraph should LEAD that section-"continue to offer a variety of housing options".

-Page 18 under Central Business District, strike "such as the auto dealership".

-Page 18 under Central Business District, at the end of the second paragraph, add (Sara will bring the language for this to our next meeting).

-Page 19 per Melissa, flesh out Parks and Recreation (pocket parks).

FUTURE LAND USE

-Page 23 & 24 a need for additional green spaces in both "Factors Considered" and "Future Land Use Goals".

-Page 24 verify population projections and link first and last bullet points.

-Page 25 strike under "Future Land Use Goals", entire second sentence in the sixth bullet point, "New residential projects should be designed to blend in.....".

-Page 27 strike "and the north side of Buchanan St."

-Along with Robert's proposed changes and throughout, addition of biking concerns and bike racks.

-A proposed insert on page 13, per Larry, from the previous session, change "a wonderful" to "an enriching and rewarding"

End of changes.

George asked Carl to give us an overview of the Commission's responsibility regarding the Comprehensive Plan. These were Carl's comments:

-Review the plan.

-Does it reflect what exists and what we anticipate?

-Does this Commission agree with previous Commission's policies?

-It would cost \$60,000-\$80,000 to replace the plan with a new plan. Cheri said \$30,000 is allotted for amendment.

-Page-by-page review not the way to go; do it subject-by-subject.

Respectfully Submitted,


Darlene Stanley
Planning Commission Secretary

Robert Stephens comments via email.

1. Page 44, add at the end of the first paragraph of Chapter 4. Add: **designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across Chelsea streets. To control cost Chelsea will use "Tag Along" projects, such as when re-stripping a road to add bicycle lanes or revise lane widths concurrent with road resurfacing projects.**

2. Page 44, paragraph two Add after: **major routes is still lacking. Chelsea will in future integrate the needs of all users - pedestrians, bicyclists, public transportation riders, motorists, older people, children, and people with disabilities early in the life of a project to help minimize costs.**

3. Page 47, bullet one add after: at problem intersections.....
to include pavement treatments, such as colored or textured pavement, brick pavers or cobblestones.

4. Page 48 paragraph one, after neighborhoods in Chelsea Add: **and where possible to include bicycle lanes.**

5. Page 48 Paragraph two add: **along with streets designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a Chelsea street.**

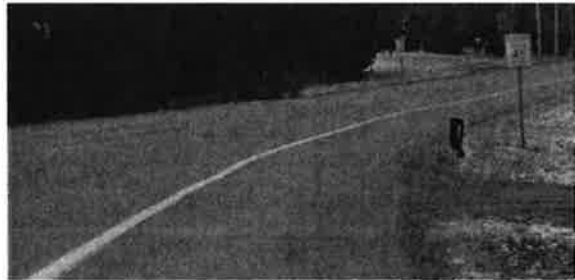
CHAPTER 4: TRANSPORTATION

This chapter focuses on the transportation network and its relationship to land use decisions for Chelsea and surrounding areas, including the local and regional mobility, non-motorized, and corridor-specific analyses including use and design recommendations. These goals, recommendations, and strategies should be used in tandem with Chapters 3 and 5 to provide a sustainable pattern of development throughout the Chelsea area, to maintain Chelsea's unique character while providing a quality, efficient transportation network. **1**

While Chelsea is a very walkable and bikeable community, and is served by transit, most people travel by car. Traffic flow in Chelsea is impacted by several factors, among them periodic congestion and heavy traffic volumes along the main north-south street through downtown (M-52), a lack of other north-south options, and several railroad crossings. As new neighborhoods developed in the place of former farm sites, most were designed with a more suburban character (larger lots, deeper setbacks, wider winding streets) distinct from the historic grid street system and smaller lots of the city. The city should consider the physical and visual integration of future neighborhood development, especially multiple street and pedestrian connections so it feels like an extension of the city. Chelsea's non-motorized pathways, sidewalks and pedestrian crossings have been a priority, but connectivity and continuity along major routes is still lacking. **2** The following sections describe existing conditions, trends, and recommendations for the future.

Mobility

Introduction. Chelsea transportation routes affect the movement of people, shape the character of the community, and influence development. It is important to consider transportation when planning for the future to ensure these systems can support other goals for Chelsea, such as land use development and community character. Since transportation is also impacted by decisions made by surrounding townships, the street commission, and MDOT, coordination is very important.



Functional Classification. Public streets in within Chelsea are classified by the Michigan Department of Transportation (MDOT) as either a State Trunkline, County Primary, County Local, City Major (Major Streets), or City Local streets according to Act

Mobility Management Strategies

Mobility Goals.

- Accommodate increasing traffic created by new development through a new collector street system around the west side of the city, new street alignments on the east side to provide alternate access to I-94, improved traffic signal technology, access management along all Arterial and Collector Streets (including select driveway closures when opportunities arise), and improvements at problem intersections. **3** A commuter rail connection along existing rail infrastructure between Chelsea and Ann Arbor could provide additional benefits, including promotion of multi-modal transportation and reduction of congestion,
- Provide a comprehensive non-motorized transportation system throughout the community extending along Arterial and Collector Streets in Chelsea and townships, especially to link major landmarks such as parks, schools and downtown.
- Continuously pursue actions to make the downtown, commercial districts and residential neighborhoods more walkable through new pathways/sidewalks, pedestrian amenities, street design improvements, and traffic calming efforts.
- Preserve or enhance the capacity of the Major Street system (Arterials and Collectors) and reduce crash potential, through careful management of access location and spacing. Where possible, fine tune intersection operations rather than extensive widening that may be in conflict with the character of Chelsea.
- Maintain on-street parking downtown to support a vibrant business district.

In order to work toward these goals in the Chelsea area, various tools and techniques should be implemented. The following sections discuss methods for managing and improving the overall transportation network by evaluating the character, function, width, and connectivity of the system to improve existing facilities and identify new routes.

Mobility Recommendations.

- **Street Character.** One of the attributes of Chelsea is the small-town ambiance. The atmosphere within neighborhoods' narrow tree lined streets and sidewalks reinforce this character. However, for a period of time streets in new neighborhoods lacked some of this character because of wider streets and house